

Appendix E4a

**Transit Project Assessment Process
Public and Stakeholder Engagement
Materials and Correspondence Record**

A decorative graphic consisting of a teal wave shape that curves upwards from the bottom left towards the top right, filling the lower half of the page.

Appendix E4a

**Transit Project
Assessment Process
Public and Stakeholder
Engagement Materials
and Public
Correspondence Record**

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**Transit Project
Assessment Process
Public and Stakeholder
Engagement Materials
and Public
Correspondence Record**

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and Notices
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- **Halton Region Newsletter**
- **Your Peel Newsletter**
- **Your Toronto West Newsletter**
- **City of Mississauga News Release**
- **City of Mississauga Mobile Signage**

**Public Engagement #3
Newspaper Advertisements
and Notices**

- **Notice of
Commencement**

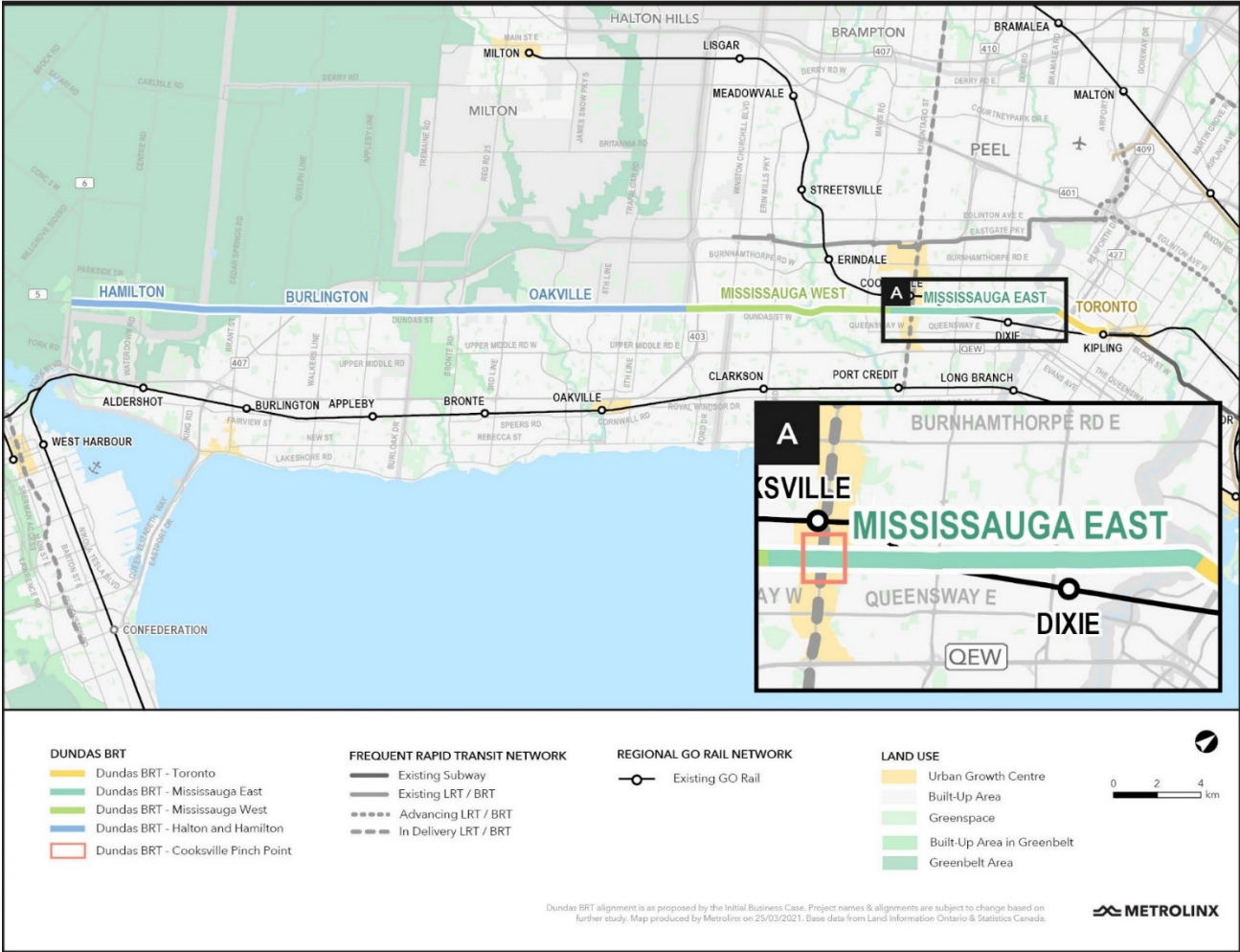
Notice of Commencement

Dundas Bus Rapid Transit (BRT) Mississauga East Project - Transit Project Assessment Process (TPAP)

Metrolinx, in collaboration with the City of Mississauga, is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor by commencing the Transit Project Assessment Process (TPAP) for the Dundas BRT Mississauga East (between Etobicoke Creek and Confederation Parkway) Project, in accordance with Ontario Regulation 231/08.

The Project

The Dundas BRT Project is a proposed transportation 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 this 48 kilometre municipal transit project would operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections. This notice is for the Mississauga East (between Etobicoke Creek and Confederation Parkway) seven kilometre segment of the corridor (herein referred to as the Dundas BRT Mississauga East Project).



The Process

The TPAP, as prescribed in Ontario Regulation 231/08 made under the *Environmental Assessment Act*, is now commencing for the Mississauga East segment of the proposed Dundas BRT Project. The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow to complete the accelerated assessment of the potential environmental effects and decision-making within the regulated assessment timeline. As part of the TPAP, a Dundas BRT Mississauga East Environmental Project Report (EPR) is being prepared. Following this period, interested persons will have an opportunity to review the EPR during a regulated 30-day period, followed by a regulated 35-day review period by the Minister of the Environment, Conservation and Parks.

Consultation

We thank everyone for their feedback to date. In January, Metrolinx will host virtual Public Engagement 3 for the Dundas BRT Mississauga East Project, where you will have the chance to:

- Review what we heard during Public Engagement 2 and how feedback was incorporated;
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- Learn about how the design for the Cooksville pinch point and the remainder of the Mississauga East segment has been optimized to reduce potential impacts; and
- Connect with the Project Team and review next steps for the Project.

Public Engagement 3

Virtual Metrolinx Live meeting: Thursday, January 27, 2022 from 6:30 p.m. to 7:30 p.m.

Register for and attend this virtual event on Metrolinx Engage at
www.MetrolinxEngage.com/DundasBRT

Online Engagement will be open from Tuesday, **January 18** to Tuesday, **February 1**, 2022

Participants will be able to provide feedback on Dundas BRT Mississauga East Project materials using the 'Ask-A-Question' function before, during and after the Metrolinx Live meeting and by completing an online feedback form. Following Public Engagement 3, the Project Team will consider the input received, prepare the Dundas BRT Mississauga East EPR, and publish the Notice of Completion. The Dundas BRT Mississauga East EPR will then be available for public review and comment.

Provide Feedback

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

If you have project-related questions, would like to request hard copies of consultation materials, require accessibility accommodations or would like to provide input, please contact the Community Relations team from your region (above), or call (416) 202-7500.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please visit metrolinx.com/en/aboutus/privacy.aspx or contact the Senior Privacy Officer for Metrolinx at 416-202-5941.

This Notice was first published on **December 10, 2021**.

Aussi disponible en français. Pour plus d'informations, veuillez contacter Peel@metrolinx.com.

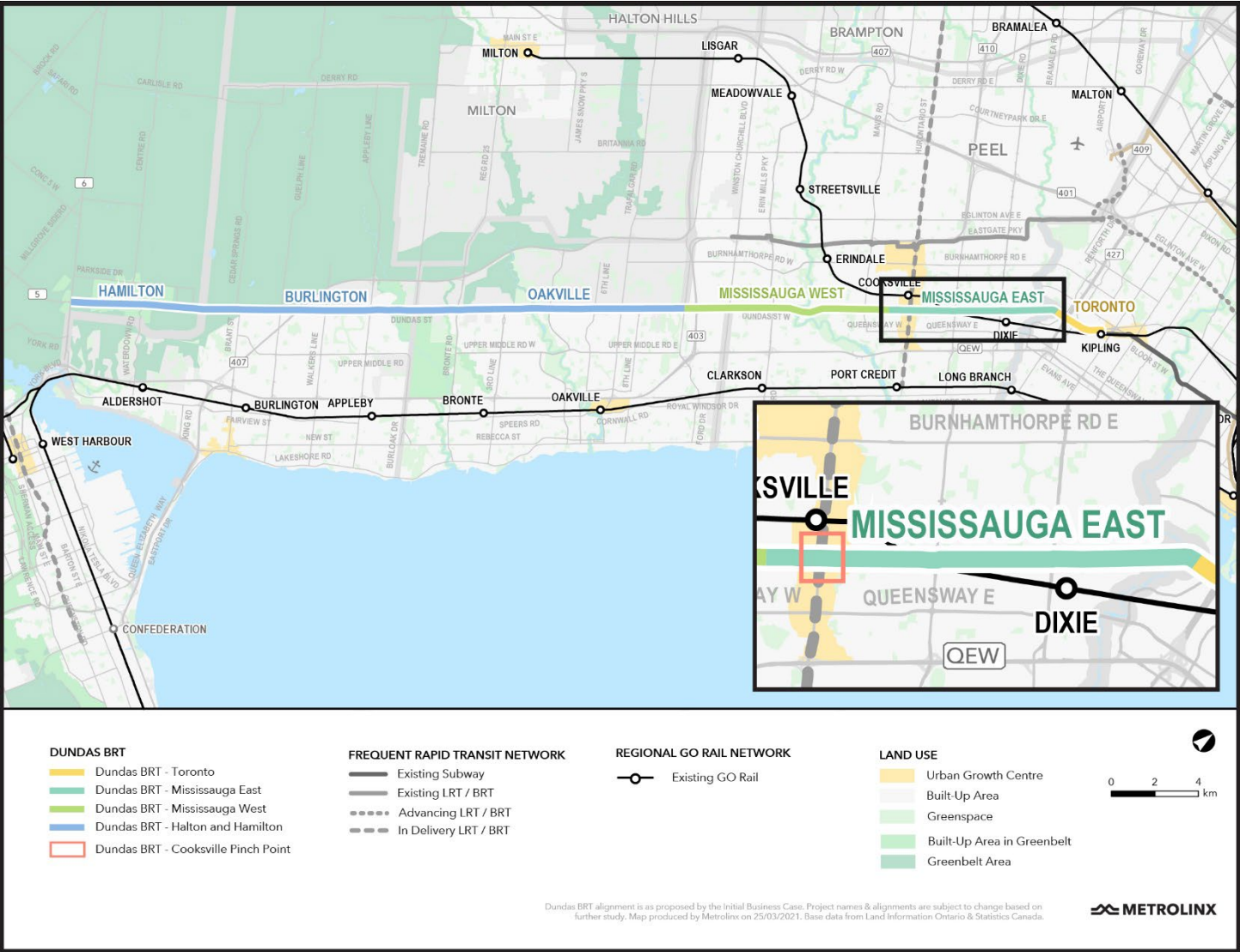
**Public Engagement #3
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and Notices**

- **Notice of Completion**

Notice of Completion of Environmental Project Report

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Metrolinx, in collaboration with the City of Mississauga, is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor by completing the Environmental Project Report (EPR) for the Dundas BRT Mississauga East (between Etobicoke Creek and Confederation Parkway) Project, in accordance with Ontario Regulation 231/08.



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The Process

The environmental impacts of the Dundas BRT Mississauga East Project were assessed, and an EPR has been prepared to document the findings and proposed mitigation, according to the TPAP, as prescribed in Ontario Regulation 231/08 made under the *Environmental Assessment Act*.

The EPR for the Dundas BRT Mississauga East Project is available for review on the Project website at www.metrolinxengage.com/DundasBRT for a 30-day public review period starting February 23, 2022 and

ending on March 25, 2022. Interested persons are encouraged to review this document and provide comments by **March 25, 2022** to the project email: Peel@metrolinx.com.

If you do not have access to the internet or would like to request hard copies of project materials, require accessibility accommodations, or would like to provide input, please contact the Community Relations team using the email address above or call (416) 202-7500.

There are circumstances where the Minister of the Environment, Conservation and Parks has the authority to require further consideration of the transit project or impose conditions on it. These include if the Minister is of the opinion that:

- The transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or
- The transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.

Before exercising the authority referenced above, the Minister is required to consider any written objections to the transit project that he may receive within 30 days after the Notice of Completion and the EPR is first published.

If you have discussed your issues with the proponent(s) and you object to this transit project, you can provide a written submission to the Minister of the Environment, Conservation and Parks no later than **March 25, 2022** to the address provided below. All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of provincial importance related to natural or cultural environment or Aboriginal treaty rights. Objections must be received within 30 days after the Notice of Completion of the EPR is first published.

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

Attention: Daniel Raisman, Project Officer

Tel: 416-535-8528

Email: daniel.raisman@ontario.ca

If not already provided, a copy of the objection will be forwarded to the proponent by the Ministry.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please visit metrolinx.com/en/aboutus/privacy.aspx or contact the Senior Privacy Officer for Metrolinx at 416-202-5941.

This Notice was first published on **February 17, 2022** and again on **February 24, 2022** to inform all interested parties of the Notice of Completion as of **February 22, 2022**.

Aussi disponible en français. Pour plus d'informations, veuillez contacter Peel@metrolinx.com.

**Public Engagement #3
Newspaper Advertisements
and Notices**

- **Postcard**

Join us for a Virtual Public Engagement



Metrolinx, in collaboration with the City of Mississauga, 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 January 18 to February 1, 2022 for our third virtual public engagement, focused on the Mississauga East (between Etobicoke Creek and Confederation Parkway) segment of the corridor!

Provide your feedback on the proposed Dundas BRT Mississauga East Project. Learn more about:

- What we heard during the second round of engagement
- The Transit Project Assessment Process (TPAP) for Mississauga East
- Key findings, including potential impacts and proposed mitigation measures from the Draft Environmental Project Report (EPR) for Mississauga East
- How the design of the constrained area in Cooksville and remaining Mississauga East segment has progressed / been optimized to reduce potential impacts
- Next steps for Mississauga East and the project as a whole

You can also participate in a virtual live session on:

January 27, 2022 from 6:30 to 7:30 p.m. at [MetrolinxEngage.com/DundasBRT](https://www.metrolinx.com/DundasBRT).

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

GET INVOLVED

Visit:

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

Phone: (416) 202-7500

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

TorontoWest@metrolinx.com

Peel@metrolinx.com

HaltonRegion@metrolinx.com

Hamilton@metrolinx.com

If you need assistance accessing project information and/or have questions about this consultation, please leave us a voicemail at (416) 202-7500 and we will get back to you with more information. All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*. Pour plus de renseignements, veuillez composer le **1-888-438-6646**

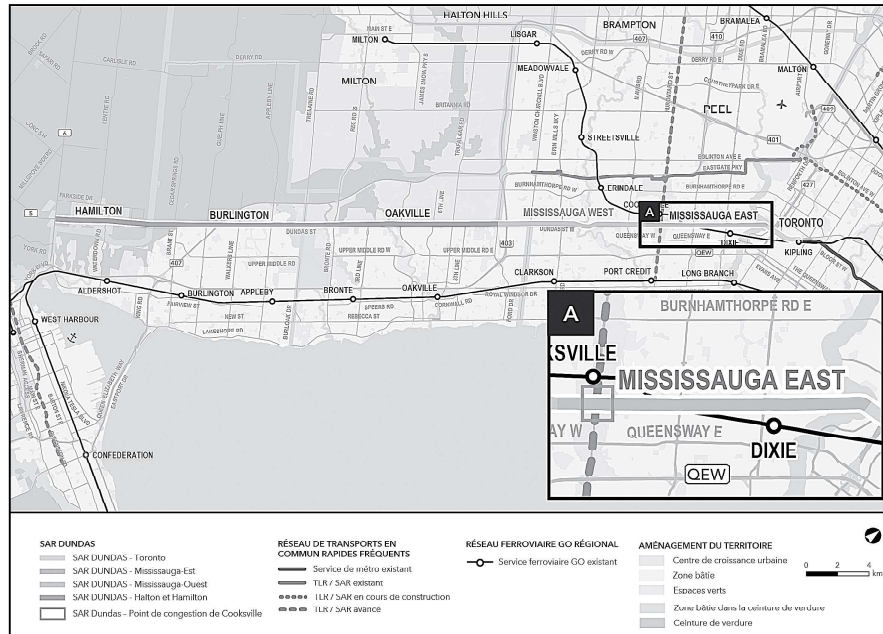
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- **Le Metropolitan**



Avis de lancement

Projet de service d'autobus rapide (SAR) de Dundas - Mississauga-Est - processus d'évaluation des projets de transport en commun (PEPTC)



Metrolinx, en collaboration avec la ville de Mississauga, continue de développer la planification du corridor de service d'autobus rapide (SAR) de Dundas en entamant le processus d'évaluation des projets de transport en commun (PEPTC) pour le projet de SAR de Dundas - Mississauga-Est (entre le ruisseau Etobicoke et Confederation Parkway), conformément au *Règlement de l'Ontario 231/08*.

LE PROJET

Le projet SAR de Dundas consiste en un corridor de transport proposé le long d'une section de 48 kilomètres de la rue Dundas 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 kilomètres de ce projet municipal de transport en commun seraient constitués d'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. Cet avis concerne le tronçon Mississauga-Est de sept kilomètres (entre le ruisseau Etobicoke et Confederation Parkway) du corridor (ci-après appelé le projet SAR de Dundas - Mississauga-Est).

LE PROCESSUS

Le PEPTC, comme prescrit par le *Règlement de l'Ontario 231/08* en vertu de la *Loi sur les évaluations environnementales*, commence maintenant pour le tronçon Mississauga-Est proposé du projet SAR de Dundas. Le PEPTC est un processus d'auto-évaluation géré par les promoteurs qui fournit un cadre précis à suivre pour effectuer une évaluation accélérée des effets potentiels sur l'environnement et prendre les décisions requises dans un délai réglementaire. Dans le cadre du PEPTC, un rapport environnemental sur le projet (REP) SAR de Dundas - Mississauga-Est est en préparation. Après cette période, les personnes intéressées bénéficieront d'une période réglementaire de 30 jours pour l'examen du REP, suivie d'un examen réglementaire de 35 jours par le ministre de l'Environnement, de la Protection de la nature et des Parcs.

CONSULTATION

Nous remercions toutes les personnes qui nous ont fait part de leurs commentaires jusqu'à maintenant. En janvier, Metrolinx organisera la participation virtuelle du public no 3 pour le projet SAR de Dundas - Mississauga-Est, au cours de laquelle vous aurez l'occasion de :

- passer en revue le contenu de la participation virtuelle du public no 2 et l'intégration des commentaires;
- examiner et commenter les résultats de l'étude environnementale, dont les impacts potentiels et les mesures d'atténuation proposées, dans le cadre du PEPTC;
- découvrir comment la conception du point de congestion de Cooksville et du reste du tronçon Mississauga-Est a été optimisée afin de réduire les impacts potentiels;
- échanger avec l'équipe de projet et examiner les prochaines étapes du projet.

DATE DE LA PREMIÈRE PUBLICATION : LE 10 DÉCEMBRE 2021

Participation du public n° 3

Réunion virtuelle en direct de Metrolinx : jeudi 27 janvier 2022, de 18 h 30 à 19 h 30

Inscrivez-vous et participez à cet événement virtuel au www.MetrolinxEngage.com/fr/DundasBRT

La mobilisation en ligne se tiendra du mardi 18 janvier au mardi 1^{er} février 2022

Les participants pourront faire part de leurs commentaires sur le contenu du projet SAR de Dundas - Mississauga-Est en soumettant des questions avant, pendant et après la réunion en direct et en remplissant un formulaire de commentaires en ligne. À la suite de la participation du public no 3, l'équipe de projet étudiera les commentaires reçus, préparera le REP du SAR de Dundas - Mississauga-Est et publiera l'avis d'achèvement. Le REP du SAR de Dundas - Mississauga-Est pourra ensuite être consulté et commenté par le public.

COMMENTAIRES

Restez informés sur les dernières nouvelles concernant le projet SAR de 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 :

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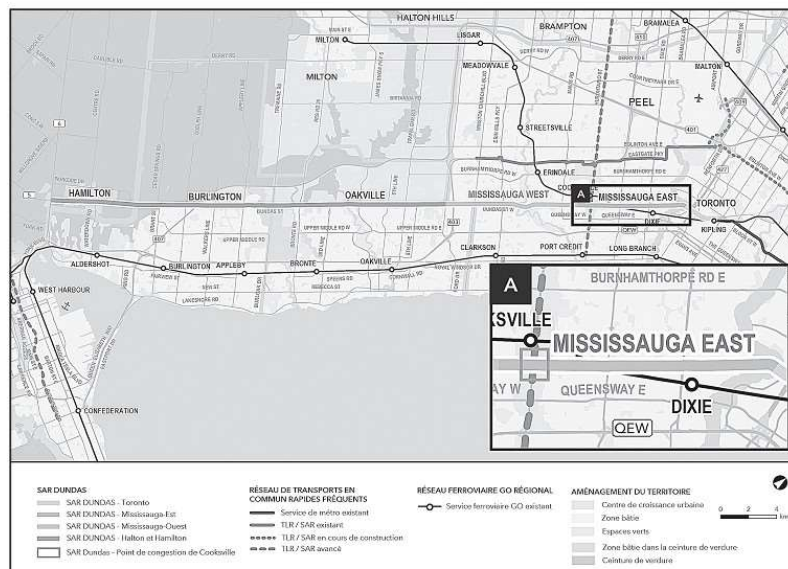
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- **Mississauga News**



Notice of Commencement

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THE PROCESS

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CONSULTATION

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- Review what we heard during Public Engagement 2 and how feedback was incorporated;
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Public Engagement 3

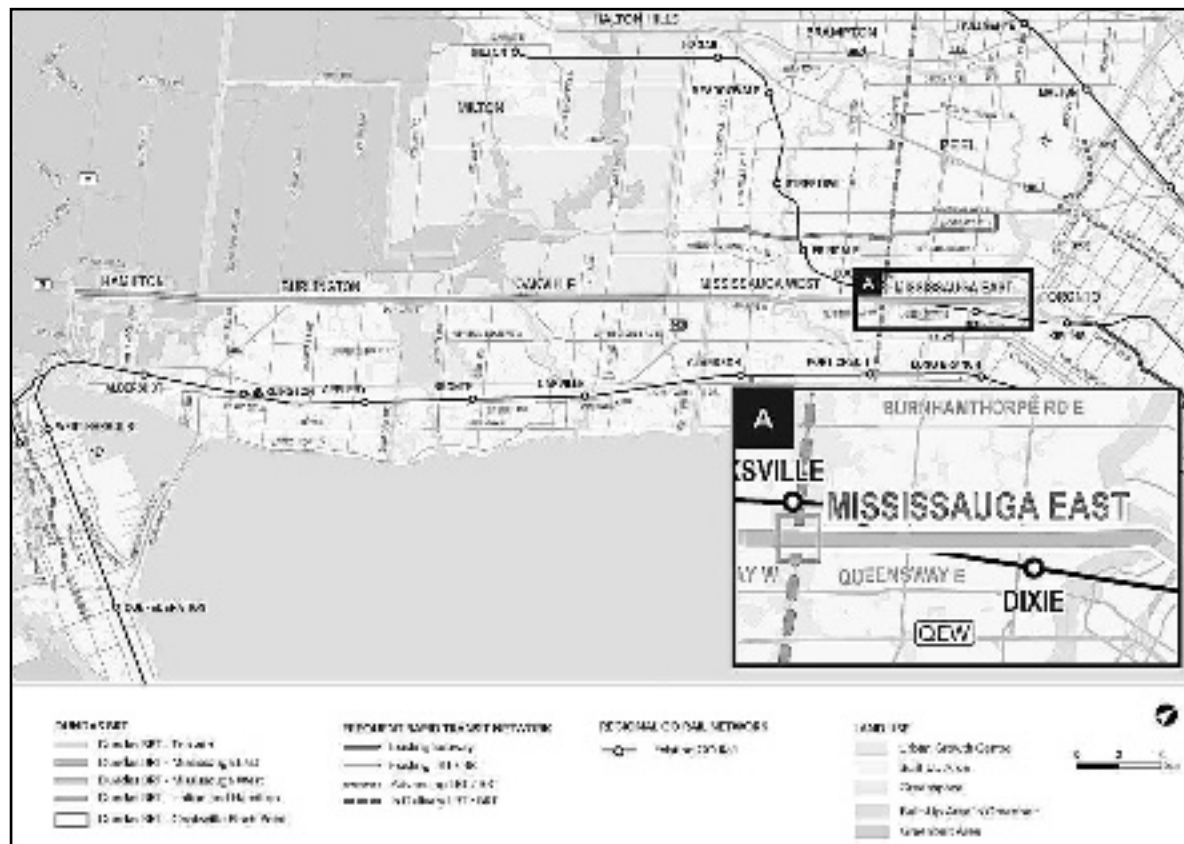
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Online Engagement will be open from Tuesday, **January 18** to Tuesday, **February 1, 2022**

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THIS NOTICE WAS FIRST PUBLISHED ON DECEMBER 10, 2021.



PROVIDE FEEDBACK

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.

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- Hamilton@metrolinx.com

If you have project-related questions, would like to request hard copies of consultation materials, require accessibility accommodations or would like to provide input, please contact the Community Relations team from your region (above), or call 416-202-7500.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please visit metrolinx.com/en/aboutus/privacy.aspx or contact the Senior Privacy Officer for Metrolinx at 416-202-5941.

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Notice of Commencement

Dundas Bus Rapid Transit (BRT) Mississauga East Project - Transit Project Assessment Process (TPAP)

Metrolinx, in collaboration with the City of Mississauga, is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor by commencing the Transit Project Assessment Process (TPAP) for the Dundas BRT Mississauga East (between Etobicoke Creek and Confederation Parkway) Project, in accordance with Ontario Regulation 231/08.

THE PROJECT

The Dundas BRT Project is a proposed transportation 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 this 48 kilometre municipal transit project would operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections. This notice is for the Mississauga East (between Etobicoke Creek and Confederation Parkway) seven kilometre segment of the corridor (herein referred to as the Dundas BRT Mississauga East Project).

THE PROCESS

The TPAP, as prescribed in Ontario Regulation 231/08 made under the *Environmental Assessment Act*, is now commencing for the Mississauga East segment of the proposed Dundas BRT Project. The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow to complete the accelerated assessment of the potential environmental effects and decision-making within the regulated assessment timeline. As part of the TPAP, a Dundas BRT Mississauga East Environmental Project Report (EPR) is being prepared. Following this period, interested persons will have an opportunity to review the EPR during a regulated 30-day period, followed by a regulated 35-day review period by the Minister of the Environment, Conservation and Parks.

CONSULTATION

We thank everyone for their feedback to date. In January, Metrolinx will host virtual Public Engagement 3 for the Dundas BRT Mississauga East Project, where you will have the chance to:

- Review what we heard during Public Engagement 2 and how feedback was incorporated;
- Review and comment on environmental study results, including potential impacts and proposed mitigation measures, as part of the TPAP;
- Learn about how the design for the Cooksville pinch point and the remainder of the Mississauga East segment has been optimized to reduce potential impacts; and
- Connect with the Project Team and review next steps for the Project.

Public Engagement 3

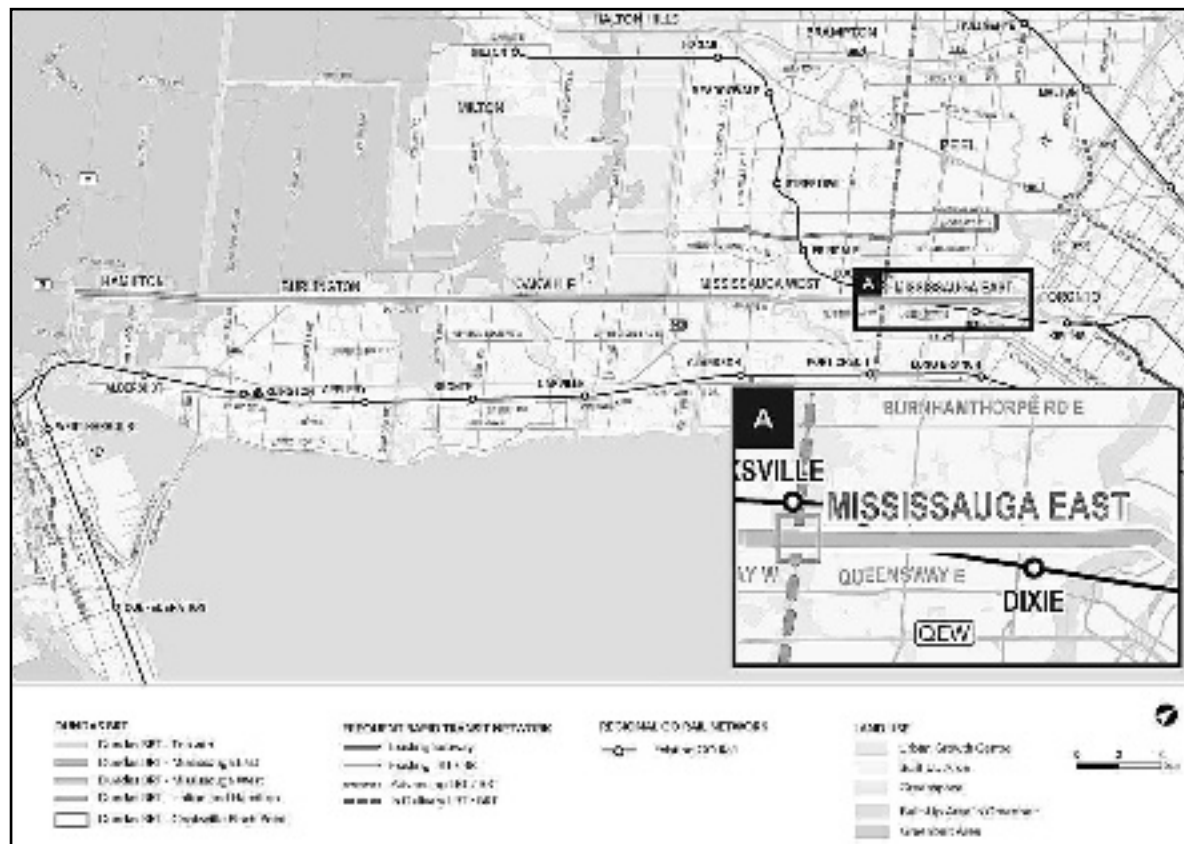
Virtual Metrolinx Live meeting: Thursday, January 27, 2022 from 6:30 p.m. to 7:30 p.m.

Register for and attend this virtual event on Metrolinx Engage at www.MetrolinxEngage.com/DundasBRT

Online Engagement will be open from Tuesday, **January 18** to Tuesday, **February 1**, 2022

Participants will be able to provide feedback on Dundas BRT Mississauga East Project materials using the 'Ask-A-Question' function before, during and after the Metrolinx Live meeting and by completing an online feedback form. Following Public Engagement 3, the Project Team will consider the input received, prepare the Dundas BRT Mississauga East EPR, and publish the Notice of Completion. The Dundas BRT Mississauga East EPR will then be available for public review and comment.

THIS NOTICE WAS FIRST PUBLISHED ON DECEMBER 10, 2021.



PROVIDE FEEDBACK

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

If you have project-related questions, would like to request hard copies of consultation materials, require accessibility accommodations or would like to provide input, please contact the Community Relations team from your region (above), or call 416-202-7500.

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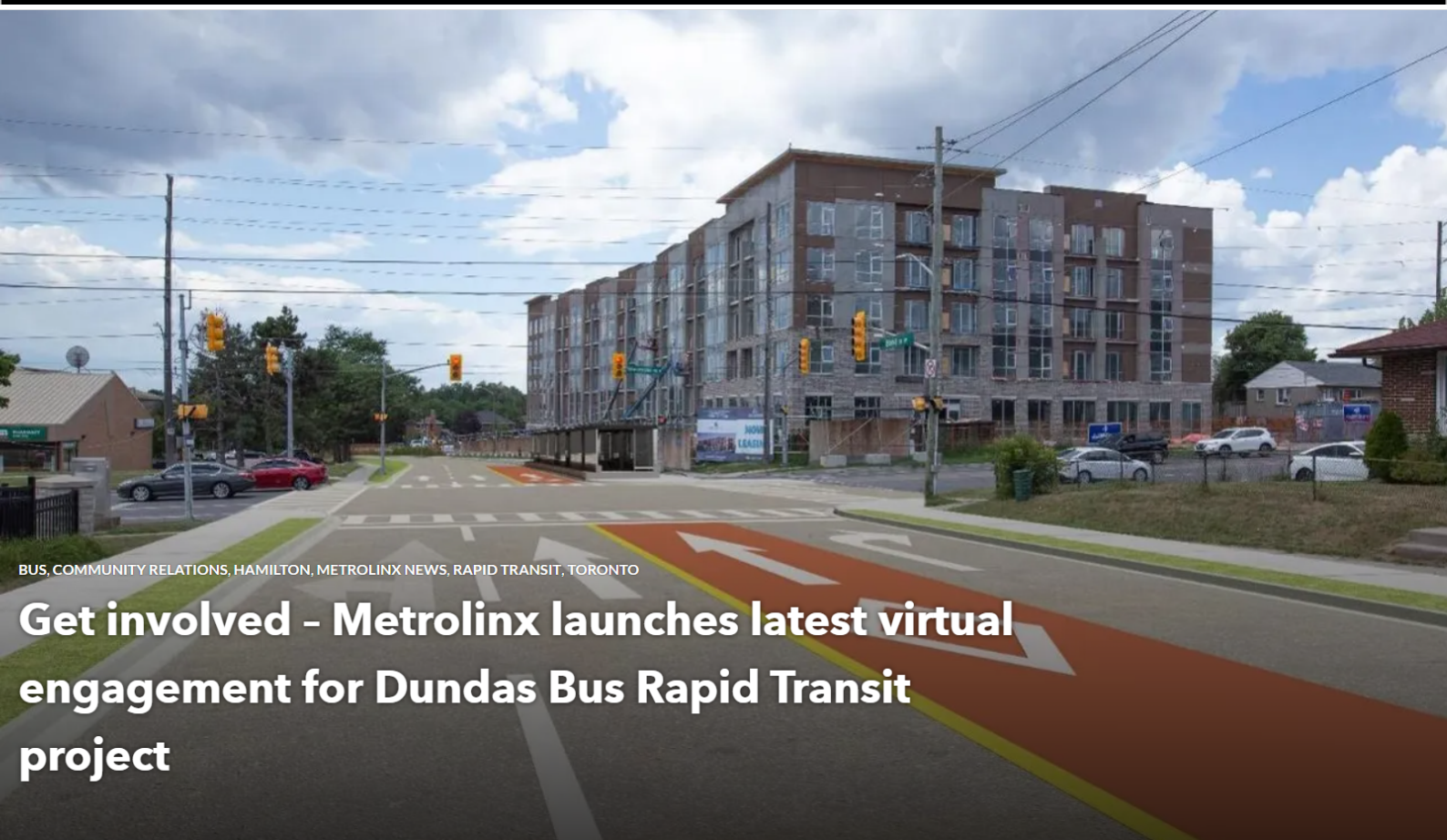
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Image shows a street at markings for a BRT.



BUS, COMMUNITY RELATIONS, HAMILTON, METROLINX NEWS, RAPID TRANSIT, TORONTO

Get involved – Metrolinx launches latest virtual engagement for Dundas Bus Rapid Transit project

Metrolinx wants to hear what residents have to say on the Dundas Bus Rapid Transit (BRT) project. During an upcoming virtual engagement, people will have the chance to learn what impact community feedback has already made and provide more input on the project.

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Today (Jan. 18) marks the launch of the third in the series of five virtual public engagements that Metrolinx is hosting on the Dundas Bus Rapid Transit (BRT) project.

This virtual public engagement will focus on the Mississauga East section of the proposed route and provides a forum for the public to share feedback and ask questions. Residents can participate online anytime until February 1.

There will also be another opportunity for residents to hear directly from the project team at a virtual live meeting on Jan. 27, 2022, from 6:30 p.m. to 7:30 p.m.

[Click here](#) to register for the live meeting or participate in the virtual engagement.

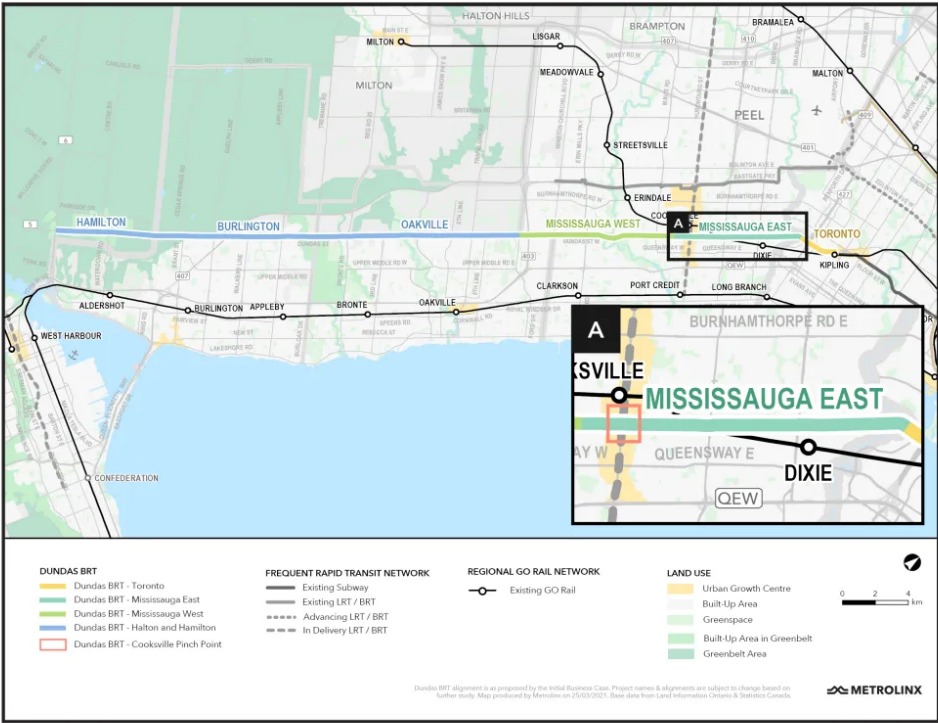
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A route map of the Dundas BRT project. (Metrolinx image)

If you are unfamiliar with the project, the Dundas BRT is a proposed rapid bus transit line 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 along the way.

What makes this different from regular bus routes? Nearly half of the project would feature dedicated bus lanes separate from other traffic, along a corridor which currently has no continuous east-west transit. This would allow several local transit

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agencies (MiWay, HSR, TTC, etc.) to run buses much more efficiently.

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

The second round of public engagement in Sept. 2021 provided updates on the environmental studies done to date and shared some progress on preliminary design for the Mississauga East part of the BRT corridor.

Metrolinx wants input on the Mississauga East segment of the project

After the September engagement session, Metrolinx, in collaboration with the City of Mississauga, began the Transit Project Assessment Process (TPAP) for the Dundas BRT Mississauga East portion.

A TPAP is a regulated process where the environmental effects of the project are analyzed.

As part of the TPAP process, a Dundas BRT Mississauga East Environmental Project Report (EPR) is being prepared. The community will have an opportunity to review and comment on items that will be included in the EPR in this round of engagement.

Environmental studies specific to Mississauga East, including potential impacts and proposed mitigations have been identified and will be available for the public's review and comment.

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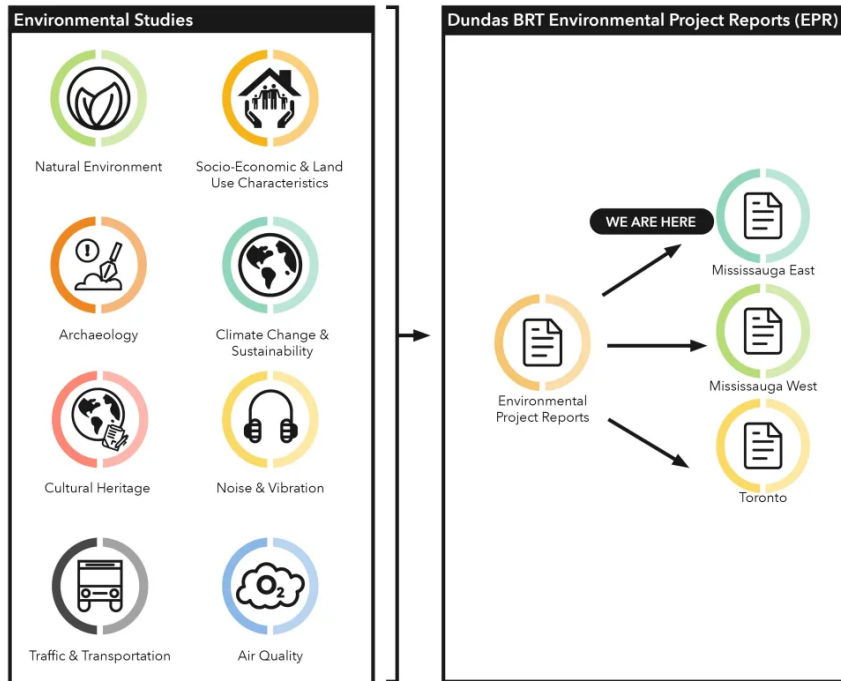
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An infographic that shows what is included in the EPR report. (Metrolinx image)

In the last round of engagement, the community learned that Dundas Street will need to be widened to create room for the dedicated median BRT lane. The widening of Dundas will allow for four general purpose traffic lanes, bike lanes, wider sidewalks and amenity space for utility poles, trees, and community items such as benches.

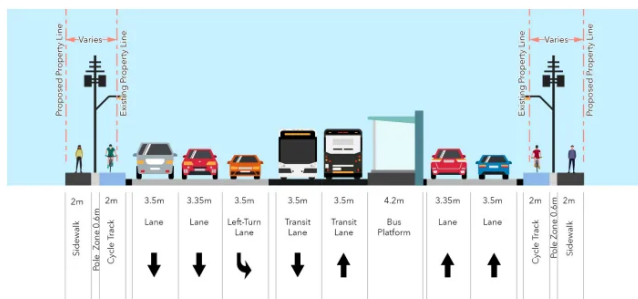
To make room for the expanded road, there will be property impacts in certain areas along Dundas Street.

These impacts may include removing existing structures, altering parking spaces, entrances and exits, landscaping or other features.

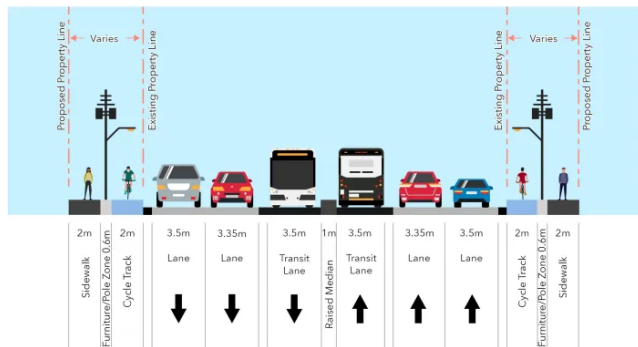
Since the last round of engagement, the design for the Mississauga East segment has been optimized to reduce potential impacts. The project team is also moving forward with Alternative 1 for the Cooksville pinch point and continues to optimize this design.

Metrolinx acknowledges that it operates on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples. In particular these lands are covered by 20 Treaties, and we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration. Metrolinx is committed to building meaningful relationships with Indigenous Peoples, and to working towards meaningful reconciliation with the original caretakers of this land.

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Cross Section: Typical Cross Section at Hurontario Street.



Cross Section: Typical Cross Section at Midblock Confederation Parkway to Jaguar Valley Drive.

An infographic showing the lane configuration at the Cooksville pinch point in Mississauga. (Metrolinx image)

This round of engagement will also include, for the first time, a map that will show what the Dundas BRT in Mississauga East looks like at the 10 per cent design stage.

Next Steps

Preliminary design work for Toronto, Mississauga West, Halton, and Hamilton work is still underway and information regarding design, pinch points, proposed stop locations, and more will be presented during a future public engagement session.

After the January virtual public engagement, the project team will consider the input received, prepare the Dundas BRT Mississauga East EPR, and then publish the Notice of Completion.

On February 23, 2022, the Dundas BRT Mississauga East EPR will be made available at metrolinxengage.com/dundasbtr for the 30-day public review period.

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 Feb. 1.

Story by Suzanne Schofield, Metrolinx communications senior advisor and Jessica Singh, Metrolinx Peel Region community relations team

JANUARY 18, 2022

#BRT, #BUS RAPID TRANSIT, #DUNDAS BRT, #MISSISSAUGA, #PUBLIC MEETING

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BUS, COMMUNITY RELATIONS, GO BUS, GO TRANSIT, METROLINX, METROLINX NEWS, PLANNING, PROGRESS, RAPID TRANSIT, SCARBOROUGH, TORONTO

How Metrolinx's past bus rapid transit experience shapes what's to come for Dundas and Scarborough-Durham projects

vivaNext was the first bus rapid transit (BRT) project for Metrolinx, and the transit agency continues working on more BRT initiatives. In fact, today (Dec. 20), marks the **one-year anniversary** of the vivaNext project. Now Metrolinx is embarking on a couple of new BRT projects

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with hopes of repeating the success of the vivaNext project.

Metrolinx is moving forward with two new BRT projects, as York Region's recently completed vivaNext turns one.

After a year of successfully transporting York Region residents, Metrolinx is taking the experience gained from bringing the vivaNext project to fruition and applying it to larger scale projects across the Greater Toronto and Hamilton region.

For those people unfamiliar with BRT, these projects often involve dedicated bus lanes, technology that can give buses priority at intersections. They are designed to be quicker and more reliable than conventional bus routes.



The vivaNext bus rapid transit project in York Region has been in operation for a full year. (York Region photo)

Two Metrolinx BRT projects currently in the planning and study phases are the Dundas BRT and Durham-Scarborough BRT (DSBRT). Upcoming BRT projects such as these will benefit from being able to look at previous work, like the vivaNext BRT project.

Want to learn more about the Durham-Scarborough BRT project? [Click here.](#)

Want to learn more about the Dundas BRT project? [Click](#)

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[Another aerial view – new batch of drone footage of Union Station and downtown](#)

Even before shovels are in the ground, Metrolinx strives to be a good neighbour. The transit agency wants to hear voices from the communities that could be impacted by future transit projects.

Since January 2021, Metrolinx has engaged with communities through virtual means, due to pandemic-restrictions.

- Reached over 50,000 people through a combination of Public Information Centres (PICs), virtual open houses, e-newsletters and other mailings focused on both Dundas BRT and DSBRT
- A combination of more than 600 questions and comments from communities were received and addressed by Metrolinx

One strength of the vivaNext was the focus on engaging stakeholders and community members early in the process. Metrolinx says residents can expect to continue to hear more from the transit agency about the two current BRT projects early in the new year.

A before and after look at the vivaNext BRT in Vaughan.



Coming up in 2022

The end of one year is also a good time to look ahead to the next. Here's what Metrolinx has planned for BRT engagement

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events:

- A Notice of Completion for DSBRT is anticipated for early January
- PIC 3 to be held in January 2022 on Dundas BRT
- Notice of Commence of Transit Project Assessment Process (TPAP)

Learn more about upcoming BRT community events through [Metrolinx Engage](#).

Building robust partnerships with municipalities is also fundamental to the successful delivery of transit. In the case of the vivaNext project, Metrolinx says it couldn't exist if not for the strong partnership forged between York Region and the transit agency.

Building transit is about connecting not dividing.

Metrolinx is in the business of bringing people together, connecting them with jobs, commerce, and other people too.

A before and after look at the vivaNext BRT in Markham



A before and after look at the vivaNext BRT in Markham. (York Region photo)

On the micro scale, transit provides individuals access to their workplace, their relatives, their friends, and to broader shopping options. On the macro scale, it's these very connections that make economies stronger, communities more

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Acknowledgement

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vital.

Metrolinx acknowledges there will be a bit of pain and some pinch points experienced along the way during construction, but the payout will be worth it.

All you have to do is take a look at (or ride on) vivaNext. While the vivaNext BRT project turns one today it’s just the beginning of a new era for bus rapid transit.

Story by Suzanne Schofield, Metrolinx communications senior advisor

DECEMBER 20, 2021

#BRT, #BUS RAPID TRANSIT, #DSBRT, #DUNDAS BRT, #DURHAM REGION, #DURHAM SCARBOROUGH BRT

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Halton Region

GO Service Reductions

Starting January 22, we are reducing and making additional adjustments to GO Transit service to better match demand.

To make the best use of our resources while demand is low, we're reducing some rail and bus service, replacing some GO train service with buses, and adjusting some schedules.

While these [changes](#) are temporary, we do appreciate our customers' understanding and patience during this challenging time. We will continue to closely monitor staffing levels and ridership and will provide as much notice as possible if additional changes to our service are required.

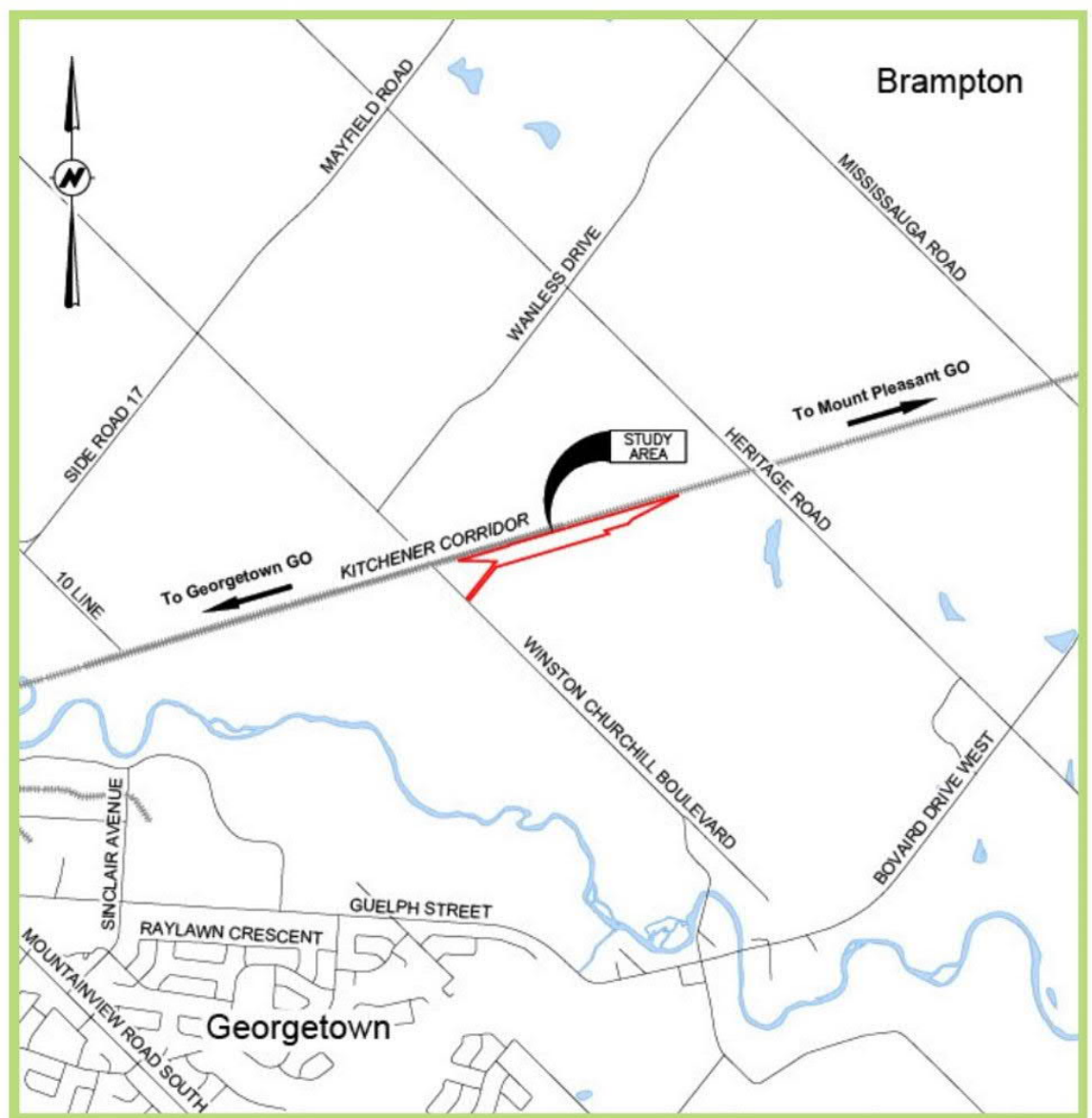
We've continued to enhance our measures to help keep our frontline staff safe by making N95 masks and rapid test kits available, and hosting on-site booster clinics. Customers are reminded to always wear a well-fitted mask while on transit.

Customers are reminded to check [gotransit.com](https://www.gotransit.com) before travelling to ensure they have the latest schedule information.

Heritage Road Layover Facility

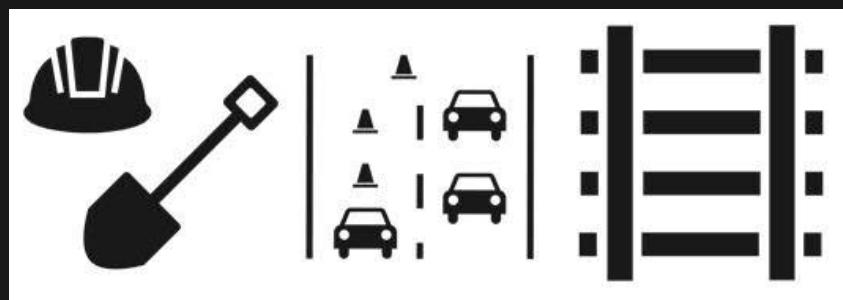
Public consultation is an essential part of planning for future transit connections. Metrolinx is continuing to advance plans for the Heritage Road Layover Facility. The new facility will accommodate increased service and support the need for additional train storage and maintenance associated with the planned growth and service improvements on the Kitchener rail corridor that are being planned and implemented as part of Metrolinx's commitment to GO Expansion.

The first round of public consultation for the Heritage Road [Public Information Centre](#) launched on January 12, 2022 and you have until January 26 to provide feedback. There will be more opportunities to have your voice heard in the future.



Study Area within regional context

Construction Updates



Acton GO

On January 21 crews will be working at the station to prepare for geotechnical drilling work between January 26 and February 2. This work will take place during the day between 8am and 5 pm and not expected to be impactful to customers or the surrounding community.

[Get involved – Metrolinx launches latest virtual engagement for Dundas Bus Rapid Transit project](#)

[Metrolinx teams up with Shoppers Drug Mart to bring everyday essentials to Burlington GO station](#)

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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IT'S HAPPENING.



Halton Region

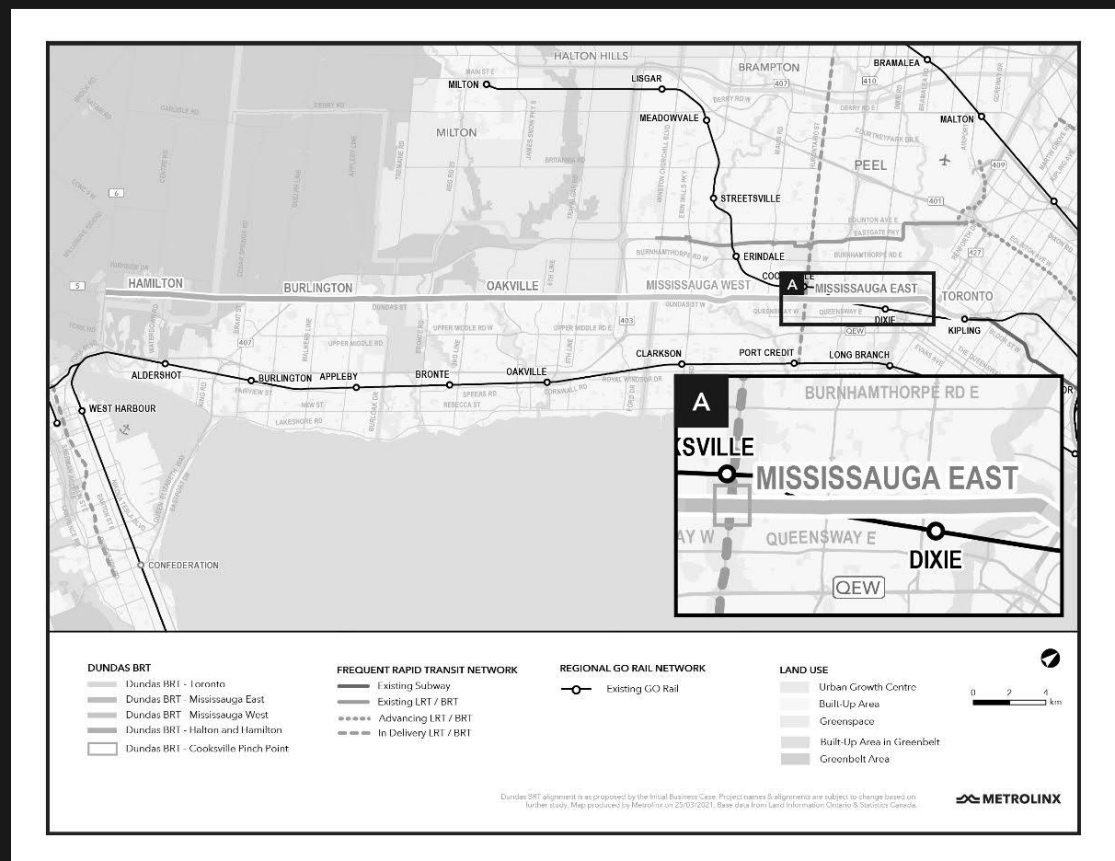
Dundas Street Bus Rapid Transit Public Feedback Opportunity

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor by commencing the Transit Project Assessment Process (TPAP) for the Dundas BRT Mississauga East (between Etobicoke Creek and Confederation Parkway) Project, in accordance with Ontario Regulation 231/08.

The TPAP, as prescribed in Ontario Regulation 231/08 made under the Environmental Assessment Act, is now commencing for the Mississauga East segment of the proposed Dundas BRT Project.

The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow to complete the accelerated assessment of the potential environmental effects and decision-making within the regulated assessment timeline. As part of the TPAP, a Dundas BRT Mississauga East Environmental Project Report (EPR) is being prepared. Following this period, interested persons will have an opportunity to review the EPR during a regulated 30-day period, followed by a regulated 35-day review period by the Minister of the Environment, Conservation and Parks.

Learn more about the Notice of Commencement and future Dundas BRT engagements by clicking the image below.



Heritage Road Layover Facility

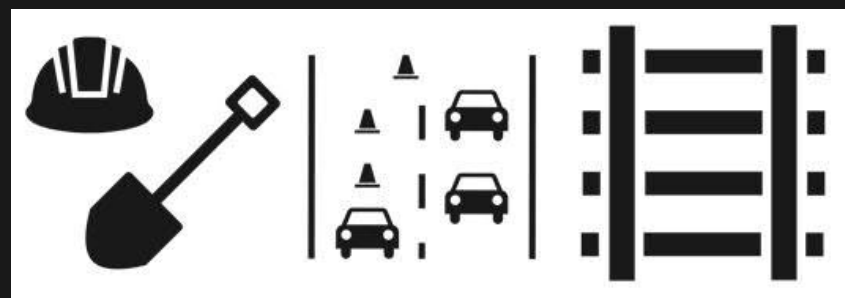
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The first round of public consultation for the Heritage Road Public Information Centre will launch online on Metrolinx Engage on **Wednesday January 12, 2022**, with an open review and comment period of two weeks.



Study Area within regional context

Construction Updates



Oakville GO

Good news! We've finished installing tactile tiles on the platforms at your station. All platforms at Oakville GO will be back in service starting on Thursday, November 25. •

All doors will now open on Lakeshore West trains stopping at Oakville GO station. The new tactile yellow safety tiles will show you how far back to stand when waiting for your train.

Thank you for your patience as we work to update amenities, enhance accessibility and make it easier for you to access GO services.

These upgrades are some of the early works we are carrying out as part of GO Expansion, to enhance and maintain the safety and accessibility of our existing stations. [GO Expansion](#) will increase the frequency and number of GO trains across the rail network, reduce congestion and connect a growing region with fast, reliable transit options to get you where you need to go.

Temporary Service Changes on Lakeshore West Line In January

There will be temporary service changes to Lakeshore West train service on January 6, 13, 18, 19, 20 and 21 after 9:30 p.m. on weekdays. These scheduled impacts are designed to minimize disruptions to daytime and peak service. There will be no train service between Union Station and Oakville GO during these impacts. We're carrying out important construction related to the construction of the Hurontario LRT which can only take place when trains are not running. The work will take place across all tracks. Please plan ahead so you know what your transit options are.

For more information and to see schedules, visit gotransit.com or use triplinx.ca to plan your trip.

More from Metrolinx News

[GO Expansion set to electrify the region – With rapid all-day service and new electric trains](#)

[GO-VAXX Bus and where to find pop-up holiday free test kits](#)

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

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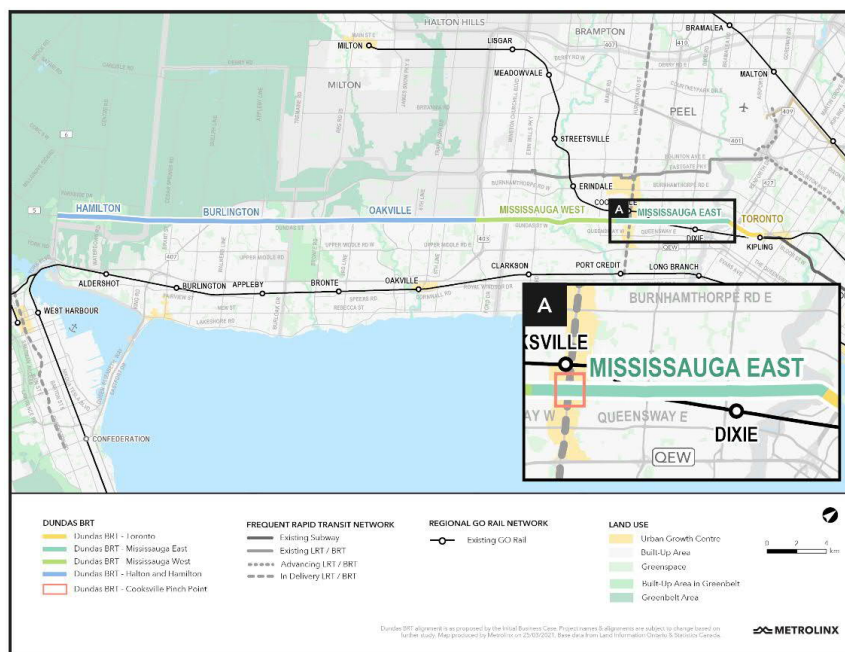
January 25, 2022

Dundas BRT: Have your say!

The third public engagement session for the Dundas Bus Rapid Transit (BRT) Mississauga East project launched on January 18 and will remain open for the public to comment until February 1.

We will also be hosting a second virtual live event on January 27, from 6:30 pm to 7:30 pm. The project team will provide a brief presentation of the new materials and end with a question and answer session about the Dundas BRT Mississauga East Project. 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. [We encourage you to submit and vote on questions now.](#) You may also submit questions during the meeting.

If you are unfamiliar with the Dundas BRT project, check out our recent blog 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

[Nighttime work on the Lakeshore West Rail Corridor at Port Credit GO](#)

Port Credit GO Station - Ongoing
Lakeshore Road East to Pinetree Way - Ongoing

Mississauga Cooksville and Centre

Overnight work at The Queensway to Dundas Street - New
Overnight work at Hurontario and 403 North-East ramp - New
Overnight and weekend work at City Centre Transit Terminal - New
Overnight utility relocation work on Rathburn Road - New
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

Matheson Boulevard to Eglinton Avenue - Ongoing
Matheson Boulevard to Highway 407 - Ongoing

Brampton South

South of Highway 407 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: Upcoming sidewalk closure

Beginning January 27, 2022 a portion of the sidewalk on the east side of Hurontario Street from Park Street to Eaglewood Boulevard will be closed for four months.

The sidewalk closure is scheduled in order to construct a retaining wall in relation to the Hurontario LRT project. There will be construction signage to notify pedestrians of the construction and to direct pedestrians to the sidewalk on the west side of Hurontario Street.



Hurontario LRT: Upcoming overnight work

Construction crews will be working on the installation of watermain on Hurontario Street between The Queensway and Dundas Street. Work is scheduled to take place on Sunday February 6 to Sunday March 6, 2022 between the hours of 7pm to 7am.

This work is being done overnight so crews can complete this work safely and efficiently. During this work temporary lane closures are required on Hurontario Street. Please follow the signs installed to assist with navigating the lane closures.

[Learn more about this work here.](#)



Hurontario LRT: Meet Edgar!

Our January's "Meet the Team" feature is a huge contributor to the photos you see on our social media accounts! Learn about the work Edgar does that has him out on the Hurontario corridor everyday.

“I’m the Field Production Control Lead at Mobilinx, working for the Project Controls Department. My work requires me to be onsite at different areas along the corridor to keep track of the production for the Mobilinx-performed construction activities as well as some of the activities performed by subcontractors. Because I’m on the different sites of the corridor everyday, I also capture photos of the work going on for the Hurontario LRT social accounts.”

[Read his full story here.](#)

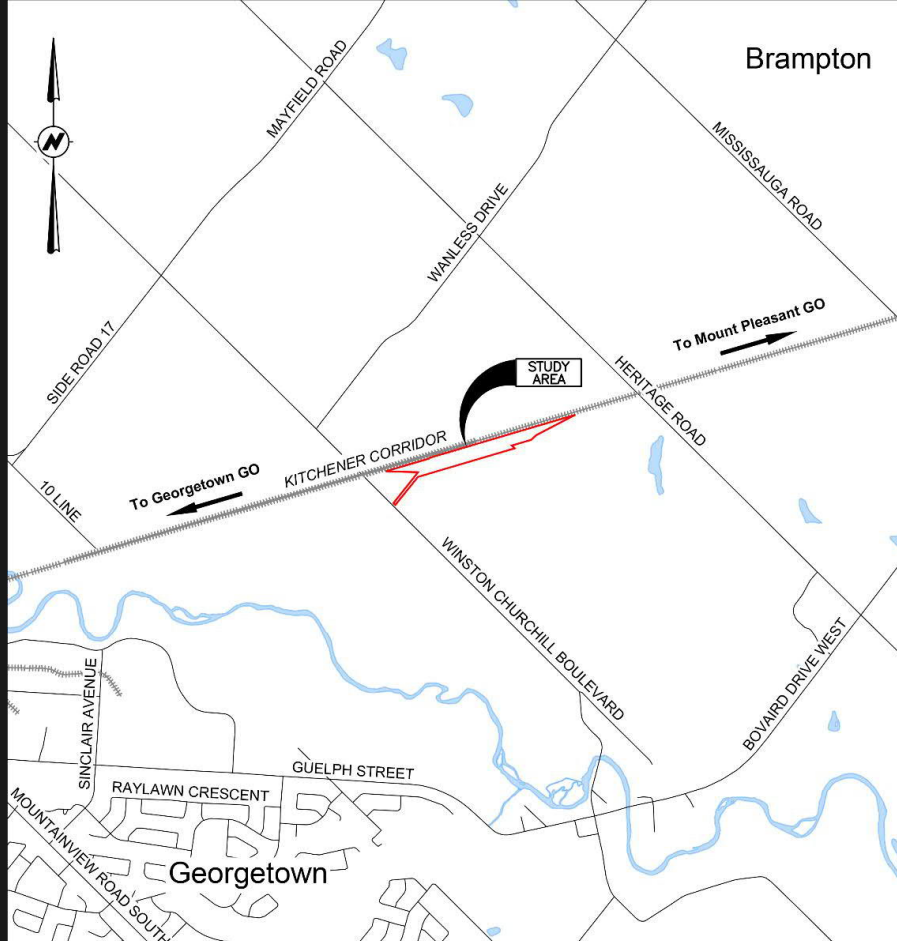


Edgar Salas. Field Production Control Lead, Mobilinx
METROLINX

Kitchener Line: Share your input in the Heritage Road Layover

Metrolinx is working to expand service along the Kitchener Corridor, which runs from Union Station to Kitchener GO Station. A new layover is required to provide additional storage capacity for two-way-all-day service to Mount Pleasant GO Station, known as the Heritage Road Layover.

Metrolinx is hosting a [virtual public information centre \(PIC\)](#) to introduce the Heritage Road Layover project, as well as provide information relating to the GO Expansion Program, and the TPAP process. Materials are available online with an open review and comment period until Wednesday January 26, 2022.



Between the Lines: Metrolinx's first podcast

Audio storytelling features more intimate, detailed transit conversations, which is why Metrolinx has launched a podcast.

The first outing takes an in-depth look at GO Transit service changes, though future podcasts will explore every corner of Metrolinx's world. Metrolinx will regularly put CEO, Phil Verster, in the hot seat and other senior leaders, like the new chief communications officer, David Jang, to help pull the curtain back on the latest Metrolinx news.

Our experts have remarkable perspectives, and can explain, in captivating detail, how and why we're doing things. Metrolinx is in the middle of the biggest transit infrastructure build in Canadian history. So, there are so many great stories to tell.

[Learn more on Metrolinx News.](#)

BETWEEN THE LINES



GO VAXX: More GO-VAXX appointments to come

Metrolinx is adding reinforcements to its fleet of mobile vaccine buses to help push back against the spread of COVID-19. The popular mobile clinics – known as GO-VAXX buses – are retrofitted GO Transit buses and there are now five of them on the road. This is up from the original three buses.

The plan is to expand the GO-VAXX fleet even more in the coming weeks and months. [Learn more on Metrolinx News.](#)



GO Transit: Schedules continue to adjust due to COVID impacts

With far fewer customers riding buses and trains, Metrolinx is making more changes to GO Transit schedules.

The recent winter storm has seen an impact on many customer trips this week. GO Transit staff worked hard to deliver safe service, against a pounding of snow and ice, but as some work is carried out across the network to clean up snow, repair infrastructure and move equipment to the right places, service will continue to be reduced and adjusted in the coming days.

The impact of the weather is also leading into a planned temporary adjustment of GO Transit service. So a similar level of service – with some adjustments – will continue as GO Transit introduces new schedules to address reduced ridership due to the Omicron variant.

[Learn more on Metrolinx News.](#)

Lakeshore West GO Corridor: Service changes related to Hurontario LRT construction

There will be temporary train service changes to Lakeshore West train service on the weekends of February 5-6 and February 12-13.

We're carrying out important construction related to the construction of the Hurontario LRT which can only take place when trains are not running. Ongoing Hurontario LRT construction work at Port Credit GO will take place on the weekend of February 5-6 and February 12-13. This work will require track shutdowns between Union Station and Oakville GO on on Sunday February 6 and Sunday February 13, 2022. No track shutdowns are scheduled for Saturday February 5 and Saturday February 12.

There will be a bus bridge between Union Station Bus Terminal and Oakville GO. Replacement buses will not stop at Exhibition, Mimico or Long Branch GO stations. Please plan ahead so you know what your transit options are. For more information and to see schedules, visit gotransit.com or use triplinx.ca to plan your trip.

Work will be conducted as quickly and efficiently as possible to minimize disturbances, but residents and businesses near the corridor can expect to hear noise caused by construction equipment related to this work.

Similar impacts to Lakeshore West train service are planned for April 2022. We will update you as these impacts to service are finalized.

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

Have questions about the Hurontario LRT project, or other Metrolinx

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 @HuronarioLRT on social media to schedule your appointment!

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

Visit [Metrolinx News](#) to read the most current information for customers and communities, as the transit agency continues to respond to the ongoing COVID-19 pandemic.

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[Metrolinx looks for public input on Durham-Scarborough Bus Rapid Transit Environmental Project Report - January 21, 2022](#)

[Toronto's Finch West LRT project sees work on Humber River Bridge - January 19, 2022](#)

[Oh no, it's transit math - Solving the mystery of how Toronto's Union Station platform numbers work - January 17, 2022](#)

[Metrolinx teams up with Shoppers Drug Mart to bring everyday essentials to GO stations - January 14, 2022](#)

[Is that your mom at the terminal? See historical images from when GO buses used the Rebecca Street terminal in Hamilton - January 13, 2022](#)



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IT'S HAPPENING.



Peel

December 10, 2021

Hurontario LRT: Construction in your community

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

Mississauga South

Port Credit GO Station - Ongoing

Lakeshore Road East to Pinetree Way - Ongoing

Mississauga Cooksville and Centre

Overnight work at King Street - New

Overnight work from Square One Drive to Elia Avenue - Ongoing

Extended hours from Queensway to Paisley Boulevard - 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

Matheson Boulevard to Eglinton Avenue - Ongoing

Matheson Boulevard to Highway 407 - Ongoing

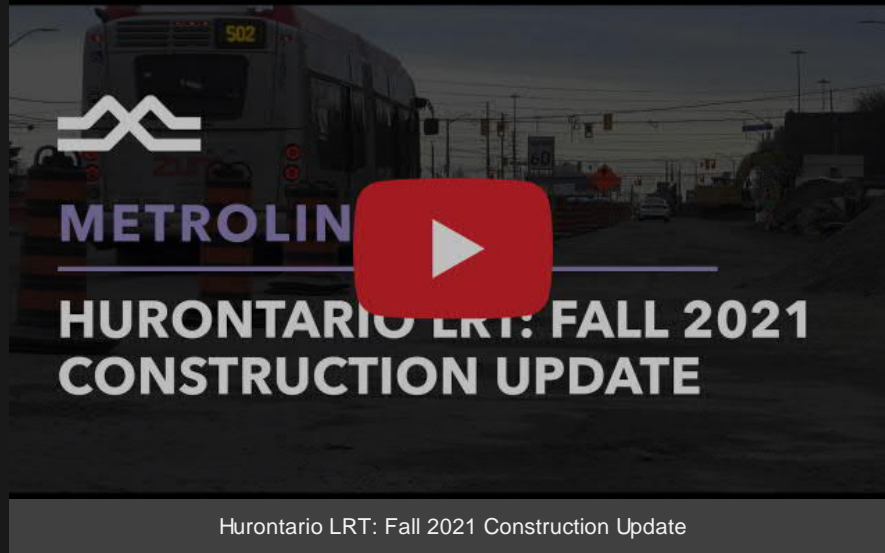
Brampton South

South of Highway 407 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: What are the latest updates? Find out in this new video

From utility relocations, to curb replacement, and lane widening – work on the line is in full swing. That's why the team at Metrolinx created a video to outline what the project is, what's happening right now with construction, and what's to come in 2022. Learn more on Metrolinx News.



Hurontario LRT: Here's how you can book an appointment at a Community Relations office

The Peel Region Community Relations team is hosting office hours to connect with the community and answer questions about the Hurontario LRT project. Residents can now book virtual and in-person meetings by emailing peel@metrolinx.com or calling 416-202-7500.

Please note that as of November 1, 2021, COVID-19 vaccination is now required to attend meetings in-person at our offices. We respectfully ask that you please not attend this meeting in person if you are not vaccinated. If you are unable to attend in person, please indicate your preference for audio or video conference participation.

If you will be attending in person you will be asked to complete an active health screening form prior to your arrival, which will include a question about your vaccination status.



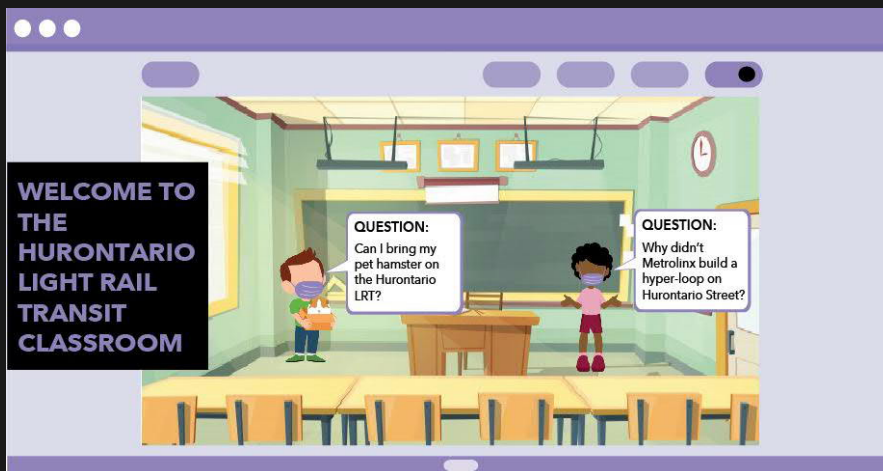
Hurontario LRT: Special track delivery for HuLRT Operations, Maintenance and Storage Facility (OMSF)

The first set of rails have been delivered for the new Hurontario light rail transit project. This week, the Hurontario light rail transit (LRT) project received a shipment of tracks at its Operations, Maintenance and Storage Facility (OMSF), located in Brampton. Track will be installed at the OMSF prior to making its way out onto Hurontario Street. [Learn more on Metrolinx News](#) and continue to follow all of the exciting progress on the new transit line by following the project on [Twitter](#).



Hurontario LRT: Visiting a classroom near you!

Class is in session! The Hurontario LRT project team has been booking interactive Transit in Your Community presentations with schools along the corridor. This is a great opportunity to share safety practices in construction zones and key facts about the project with Grade 5 students. To book a presentation email peel@metrolinx.com.



Hurontario LRT: Safety reminder

With winter already here, additional safety precautions such as sprinkling salt, installing anti-slip materials, and working with municipalities to coordinate snow removal to ensure work sites are safe and fully functional during the winter months are already

underway.

But it isn't just construction crews who need to be winter ready. It's also important for commuters to exercise caution around work sites, especially in the winter when snow and ice can be an added hazard.

Safety is a shared responsibility that we can all work towards together. Metrolinx is also reminding those travelling along the corridor to be courteous after a recent string of incidents involving frustrated drivers harassing workers. Find out more about these recent incidents and what's being done about it on [Metrolinx News](#).



Crews clearing their worksite of freshly fallen snow (Metrolinx photo)

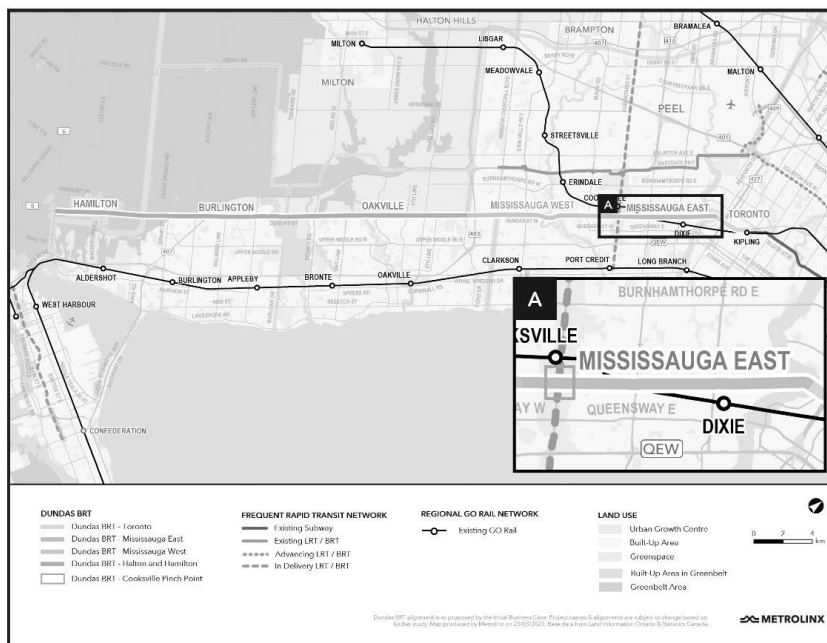
Dundas BRT: Notice of Commencement

Metrolinx, in collaboration with the City of Mississauga, is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor by commencing the Transit Project Assessment Process (TPAP) for the Dundas BRT Mississauga East (between Etobicoke Creek and Confederation Parkway) Project, in accordance with Ontario Regulation 231/08.

The TPAP, as prescribed in Ontario Regulation 231/08 made under the Environmental Assessment Act, is now commencing for the Mississauga East segment of the proposed Dundas BRT Project.

The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow to complete the accelerated assessment of the potential environmental effects and decision-making within the regulated assessment timeline. As part of the TPAP, a Dundas BRT Mississauga East Environmental Project Report (EPR) is being prepared. Following this period, interested persons will have an opportunity to review the EPR during a regulated 30-day period, followed by a regulated 35-day review period by the Minister of the Environment, Conservation and Parks.

Learn more about the Notice of Commencement and future Dundas BRT engagements by clicking the image below.



Lakeshore West GO Corridor: GO Expansion vegetation control

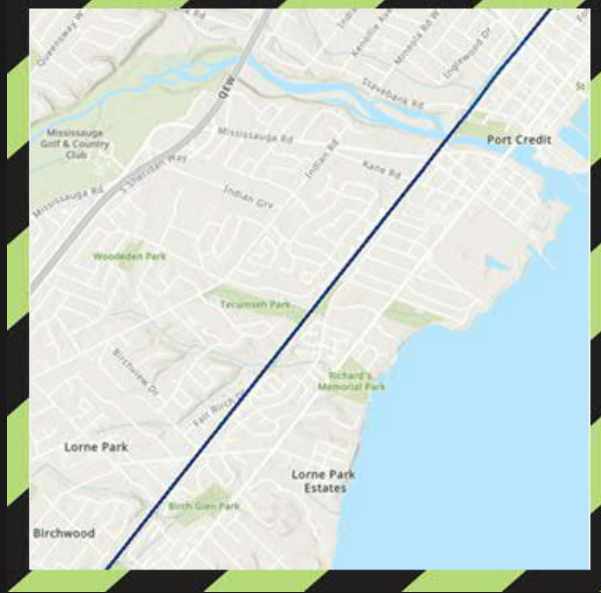
Beginning January 4, 2022, vegetation and tree clearing works will take place within the rail corridor between Port Credit GO and Lorne Park Road.

Ongoing vegetation control inside rail corridors is essential to operating safe and reliable GO train service.

The majority of work will take place Monday to Friday between 7:00 a.m. and 7:00 p.m., overnight and weekend work may be scheduled if required. The work is expected to take place over the next 12 weeks.

Work will be conducted as quickly and efficiently as possible to minimize disturbances, but residents and businesses near the corridor can expect to hear noise caused by trucks, chainsaws, woodchippers and other construction equipment related to this work.

If you have any questions about this work or would like to be included on future email communications from us, please do not hesitate to call us at 416-202-7500 or email us at peel@metrolinx.com.



Malton GO - Bus Loop is now open!

On Monday, November 29, 2021 the bus loop, and the east tunnel stairs connecting to the north platform at Malton GO reopened !

During construction, which started on January 7, 2021, GO, MiWay, Züm and Peel TransHelp buses were temporarily relocated to an alternative pick-up and drop-off location in front on the station building (west of the Kiss & Ride) near the accessible parking spaces. GO, MiWay, Züm and Peel TransHelp buses have now gone back to serving the bus loop. The elevator from the west tunnel connecting to the north platform will remain in-service for customers, and some parking spaces in the centre of the north parking lot and the accessible spaces have reopened as well. The west tunnel stairs connecting to the north platform is closed to accommodate construction to upgrade the platform.

The construction project at Malton GO station supports GO Expansion, which will increase the frequency and number of GO trains across the rail network, reduce congestion and connect a growing region with fast, reliable transit options to get you where you need to go. Malton GO is being prepared for GO Expansion by:

- Adding tactile yellow safety tiles at the edge of the train platforms to remind you how far back to stand;
 - Adding new digital signs on the train platforms to provide one more way to stay in the know;
 - Widening the island platform which will allow GO trains to stop on the north side and changing the accessible platform to function on both sides.
- We expect construction to be complete in spring, 2022.

To learn more about construction at Malton GO, please visit the station improvements page, [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!

Don't forget to provide your feedback to help shape our e-newsletter in our [quick survey](#).

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

Visit [Metrolinx News](#) to read the most current information for customers and communities, as the transit agency continues to respond to the ongoing COVID-19 pandemic.

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[Another step forward for the Eglinton Crosstown West Extension - December 10, 2021](#)

[Metrolinx CEO statement on refined route for Yonge North Subway Extension - December 8, 2021](#)

[West Harbour GO will be the transit hub for football fans travelling to the 108th Grey Cup - December 8, 2021](#)

[Lakeshore East weekend GO train service affected by upcoming construction - December 7, 2021](#)



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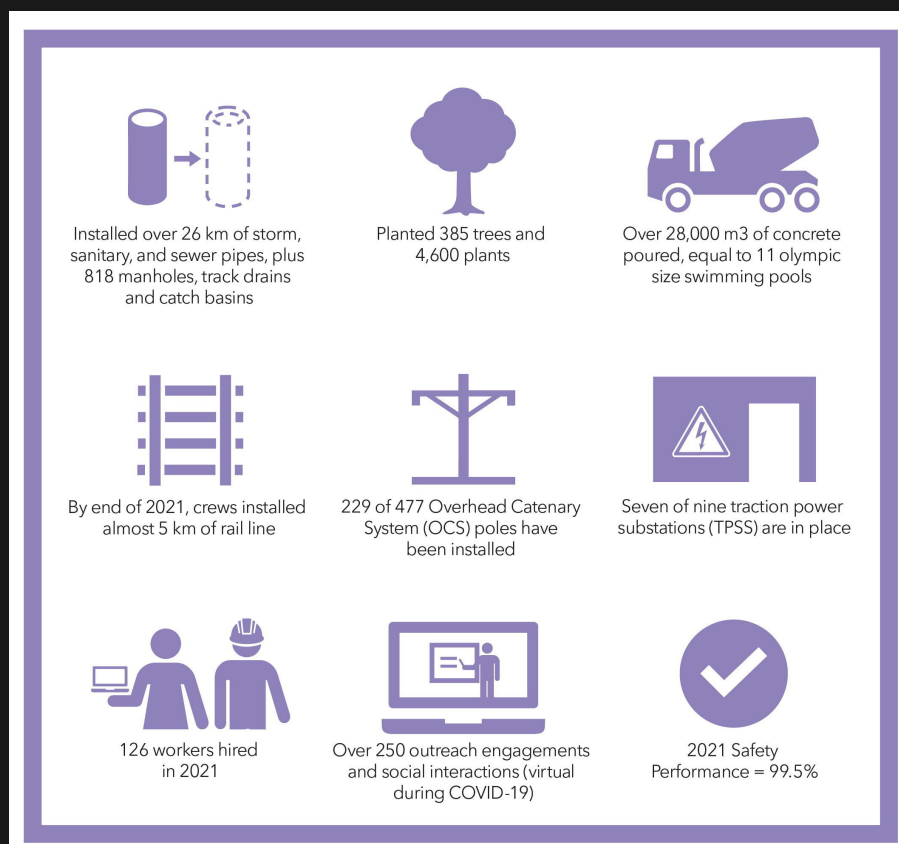
IT'S HAPPENING.



Toronto West
December 22, 2021

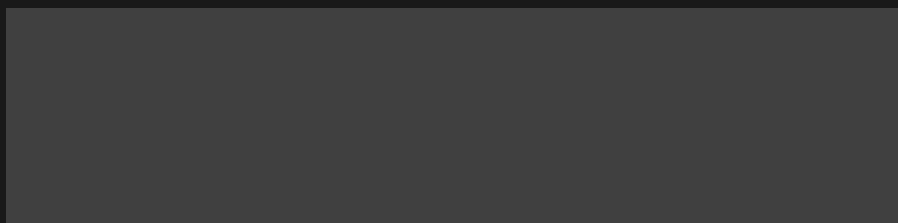
Finch West LRT: 2021 In Review

We are making changes that will deliver the Finch West Light Rail Transit (LRT) line to northwest Toronto. In 2021, crews created space for the LRT line by moving, replacing, and constructing key infrastructure along the route, while building connections throughout the community! For more project information, check out our [website](#).



Finch West LRT: What are the latest updates? Find out in this new video

Construction along Finch Avenue west is in full swing. That's why our team created a video to capture construction progress so far. Click the link below.





Finch West LRT: Latest round of images from Finch West Station and Humber College stop

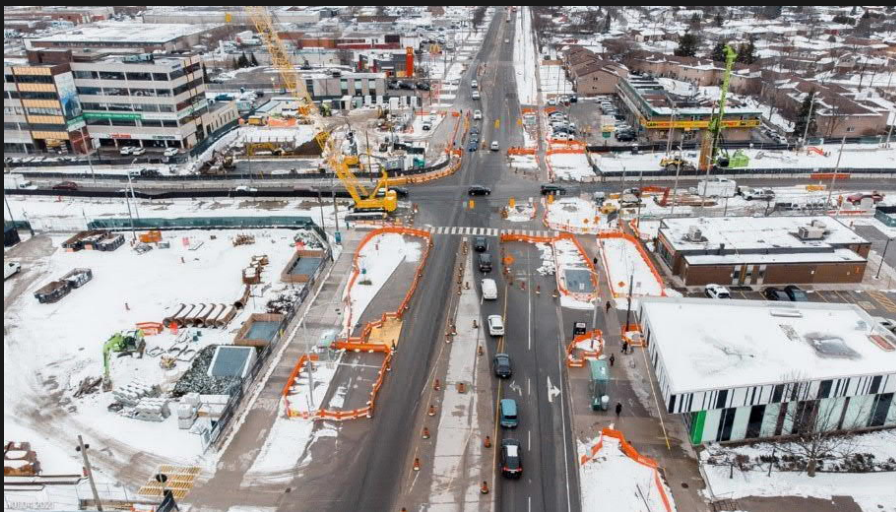
There's action on the Finch West light rail transit route – from into the dirt to the second storey of an important headquarters for the vehicles. These recent pictures tell the tale of recent progress. [Learn more on Metrolinx News](#) and continue to follow all of the exciting progress on the new transit line by following the project on [Twitter](#).



Eastern view of crews excavating to the concourse level at Finch West Station. (Metrolinx photo)

Finch West LRT: Winter safety reminder

Crews on the Finch West LRT project also continue to work through the winter months. While Toronto has yet to be hit with really heavy snow, constructor, Mosaic Transit Group, has a plan in place for when storms hit. Snow removal for the Finch West LRT project includes plowing streets, sidewalks, temporary pathways, bus stops (both temporary and permanent) during and immediately after a storm. Find out more on [Metrolinx News](#)



Construction along the Finch West LRT corridor will continue throughout the snowy months. (Metrolinx photo)

Finch West LRT: Construction in your community

Work is progressing along Finch West Avenue. Keep up to date with what is happening, and where!

Until January 14: Road and Utility Works on Finch Avenue West and Yorkgate Boulevard/Elana Drive. More information [here](#).

Until January 14: Road and Utility Works on Finch Avenue West and Jane Street. More information [here](#).

Until February 2022: Retaining wall construction at Milady Road and Finch Avenue West. Learn more [here](#).

Until May 2022: Roadworks and Retaining Wall Installation on Finch Avenue West between Weston Road and Signet Drive. More information [here](#).

Until summer 2022: Guideway installation at the Intersection of Finch Avenue West and Kipling Avenue. More information [here](#).

Until summer 2022: Road and utility works on Finch Avenue West between Kipling Avenue and Islington Avenue. More information [here](#).

Until December 2022: Traffic Split from Jane Street to Driftwood Avenue. More information [here](#).

Until Spring 2022: Road Work Between Damascus Drive and Martin Grove Road. More information [here](#).

Until 2023: Humber River Bridge Rehabilitation. More information is available [here](#).

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

Have questions about the Finch West LRT project, or other Metrolinx projects in your neighbourhood? 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 to [@FinchWestLRT](#) on social media to schedule your appointment!

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[Heart-warming & mic-dropping: top Metrolinx tweets of 2021](#) - December 22, 2021

[GO Expansion set to electrify the region – With rapid all-day service and new electric trains](#) - December 21, 2021

[How Metrolinx's past bus rapid transit experience shapes what's to come for Dundas and Scarborough-Durham projects](#) - December 20, 2021

[They're here. Tunnel boring machines for Scarborough Subway Extension and Eglinton Crosstown West Extension arrive](#) - December 16, 2021

[GO Transit announces holiday schedules, special weekend passes and more](#) - December 16, 2021

[Metrolinx puts out call for teams to work on Finch Station as part of Yonge North Subway Extension](#) - December 14, 2021



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News release

Have Your Say on the Dundas Bus Rapid Transit Mississauga East Project January 18 – February 1

City building | January 18, 2022

The City of Mississauga and Metrolinx are working together to complete environmental assessment approvals for the [Dundas Bus Rapid Transit \(BRT\) Mississauga East Project](#). The project will have an impact on the look, feel, and operation of Dundas Street in the future.

Residents are invited to have their say and give their feedback on the Mississauga East portion of the BRT that will run from Etobicoke Creek to Confederation Parkway.

Residents and businesses can visit [Metrolinx Engage](#) from January 18 – February 1 or attend a [live virtual community meeting](#) on January 27 at 6:30 p.m. to learn about the project and provide their ideas, suggestions and input into the Dundas BRT Mississauga East environmental study findings regarding potential impacts on:

- Natural Environment and Tree Inventory
- Socio-Economic and Land Use Characteristics
- Cultural Heritage
- Noise and Vibration
- Climate Change and Sustainability
- Archaeology
- Traffic and Transportation
- Air Quality

An online presentation has been posted on the [Metrolinx Engage](#) site with background and schedule information.

The full Dundas BRT is planned to run for 48 kilometres along Dundas Street from Highway 6 in Hamilton to the Kipling Transit Hub

In this section

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[Have Your Say! Participate in Virtual Engagement Sessions Shaping Mississauga](#)[Have Your Say on the Dundas Bus Rapid Transit Mississauga East Project January 18 – February 1](#)[City Making Progress on Implementing Equity, Diversity and Inclusion Plan](#)[That's a Wrap! City's 2021 Construction Season Comes to an End](#)[Growth Must Pay for Growth, Not Taxpayers – City Responds to Development Industry Report](#)

in Toronto. This includes approximately 17 kilometres in Mississauga. The focus of this round of engagement is to share the potential impacts and advance the design of the Mississauga East segment of the Dundas BRT (from Confederation Parkway to the Etobicoke Creek).

Engagement Details:

What:

Metrolinx and the City of Mississauga are looking for residents' ideas, suggestions and input regarding the key findings and potential impacts included in the Draft Environmental Project Report (EPR) for the Dundas BRT Mississauga East project.

Who:

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

Where/When:

Online at [Metrolinx Engage](#)

Metrolinx voicemail: 416-202-0884

There are two ways to participate in the third round of engagement for the Dundas BRT Mississauga East project:

1. Attend the live virtual community meeting on Thursday, January 27, 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](https://metrolinxengage.com/DundasBRT) to attend the virtual community meeting.

2. Visit the [virtual open house](#) available on-demand from Tuesday, January 18 through Tuesday, February 1. 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 the Dundas BRT Mississauga East project.

Media Contact:

City of Mississauga Media Relations

media@mississauga.ca

905-615-3200, ext. 5232

TTY: 905-896-5151

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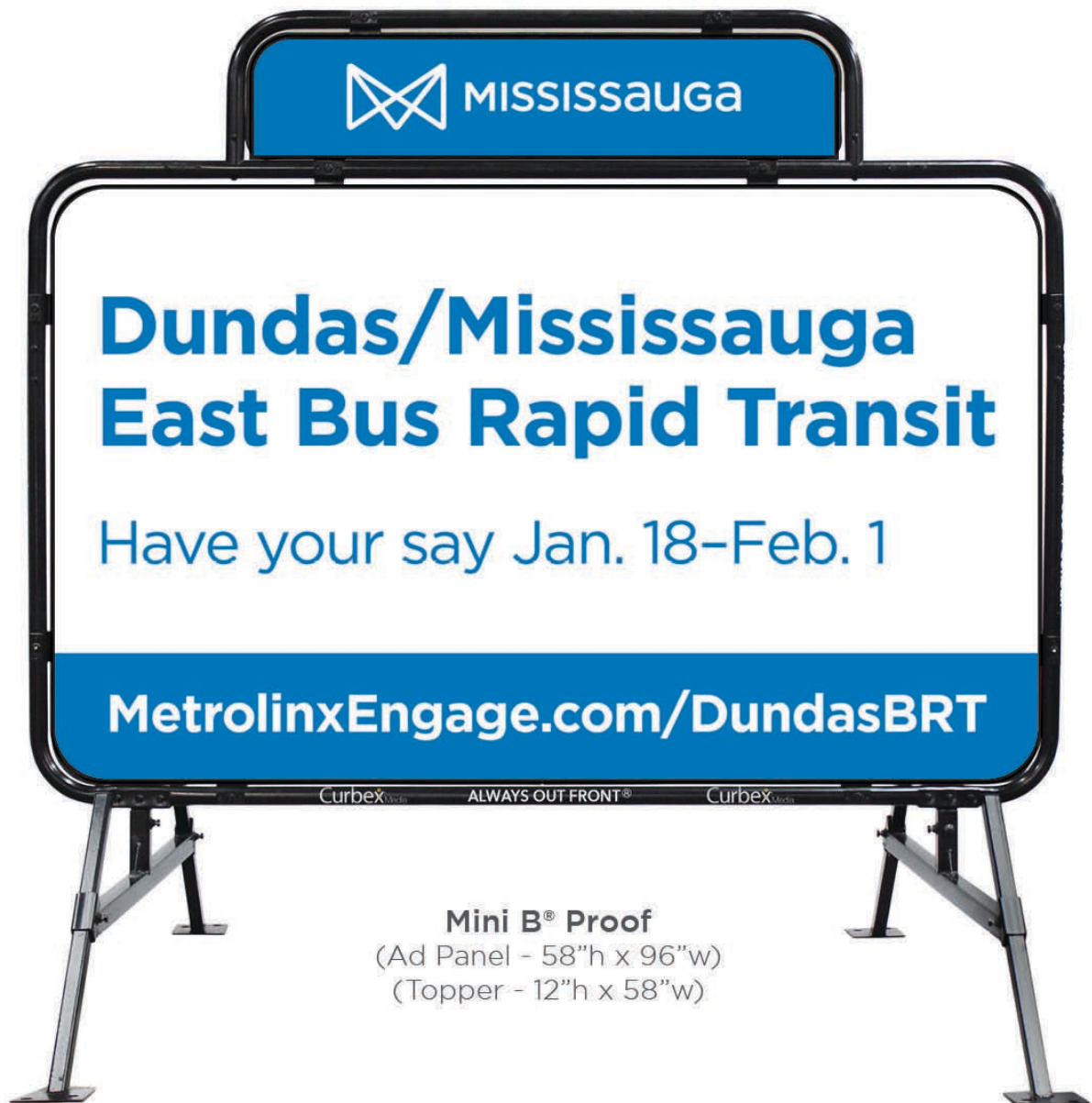
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Public Meeting Materials

- **Public Engagement #3 Main Presentation Boards**
- **Public Engagement #3 Main Presentation Boards (French)**
- **Public Engagement #3 Fact Sheet**
- **Live Meeting #2 Presentation Boards**
- **Live Meeting #2 Ask-A-Question Webpage**
- **Live Meeting #2 Minutes**

Public Meeting Materials

- **Public Engagement #3 Main Presentation Boards**

Welcome to the Dundas Bus Rapid Transit Mississauga East Project



Virtual Public Engagement 3

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.

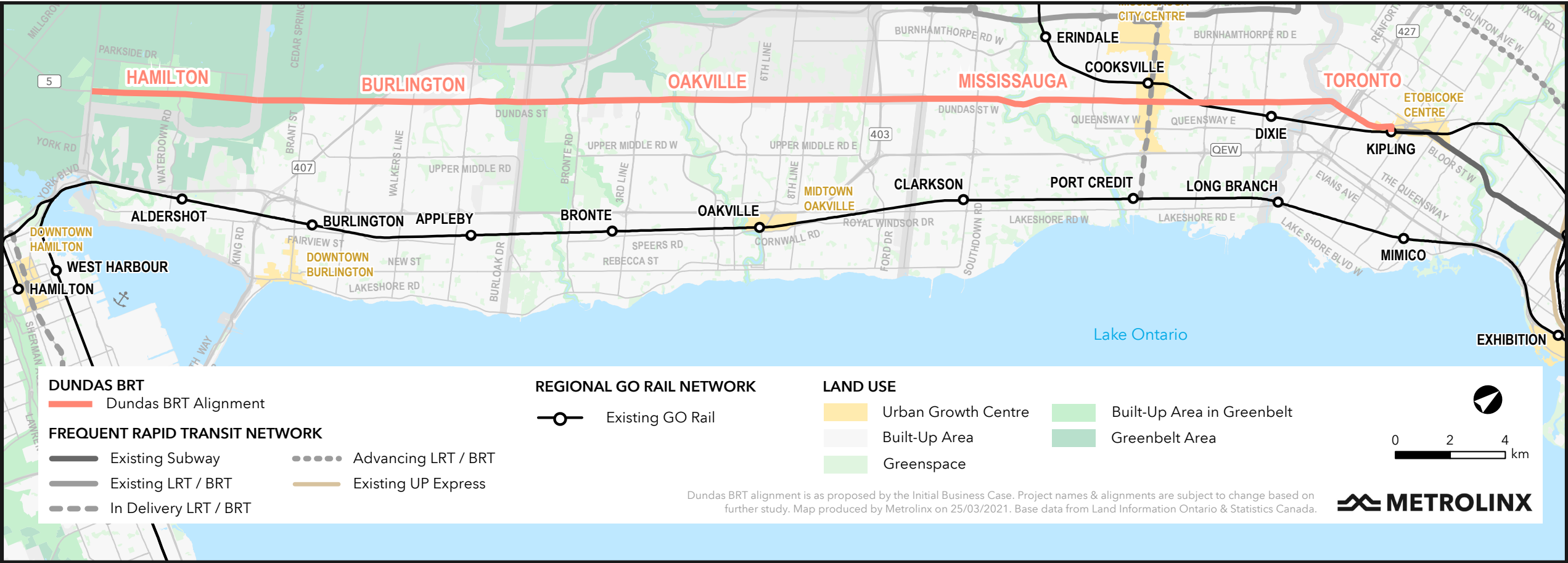
Additional resources from our municipal partners on the traditional territories in each community:

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



Why are we here?

Metrolinx, in collaboration with the City of Mississauga, is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor in support of potential future municipal project implementation and is commencing the Transit Project Assessment Process (TPAP) for the Dundas BRT Mississauga East (between Etobicoke Creek and Confederation Parkway) Project, in accordance with Ontario Regulation 231/08. 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 this 48 km municipal transit project would operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.



Why are we here?

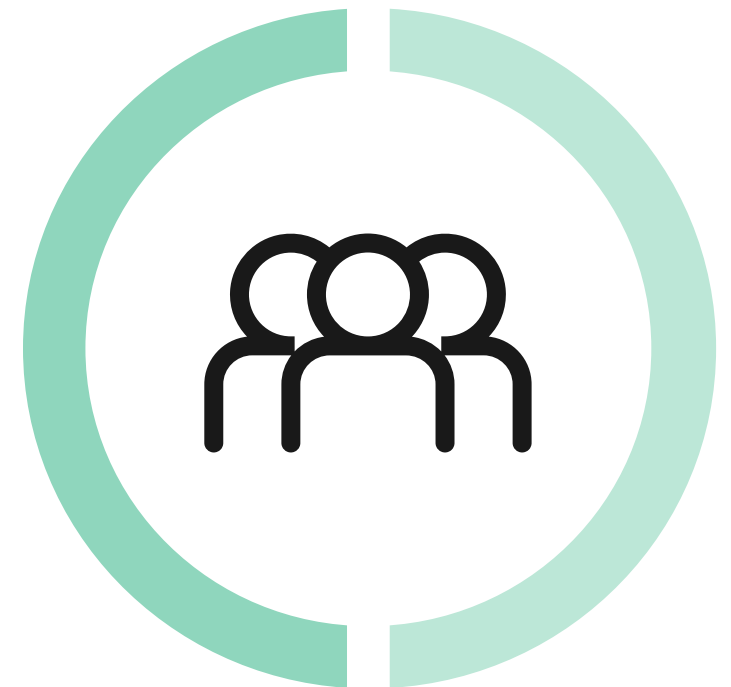
The purpose of Round 3 engagement is to:

- Provide an overview of what we heard during Round 2 engagement, including feedback on the analysis of alternatives for the Cooksville pinch point in Mississauga East, and how it was incorporated
- Notify you of the Transit Project Assessment Process (TPAP) commencement and 30-day public review period for Mississauga East
- Share the key findings, potential impacts and proposed mitigation measures included in the Draft Environmental Project Report (EPR) for Mississauga East and gather your feedback to be incorporated in the Final EPR
- Share how the design for the Cooksville pinch point and the remainder of the Mississauga East segment has progressed/been optimized to reduce potential impacts
- Review next steps for Mississauga East and the Project as a whole

This round of engagement is focused on the Mississauga East segment as planning has advanced to:

- Advance preliminary design and environmental studies by leveraging the Dundas Connects Master Plan study results
- Support the City of Mississauga's funding application to the Investing in Canada Infrastructure Program (ICIP)
- Meet the vision for the future of the communities, population and employment growth strategies along Dundas Street within this segment, as outlined in the policy documents, including but not limited to, the City of Mississauga's Official Plan and the Provincial Growth Plan

Engagement on Toronto, Mississauga West and Halton and Hamilton will continue through 2022.



How is the study structured?

The study is structured into the following four areas along Dundas Street, 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 (**We are here - see inset map**)
- Mississauga West - Confederation Parkway to Ninth Line
- Halton and Hamilton - Ninth Line to Highway 6 (no TPAP anticipated)

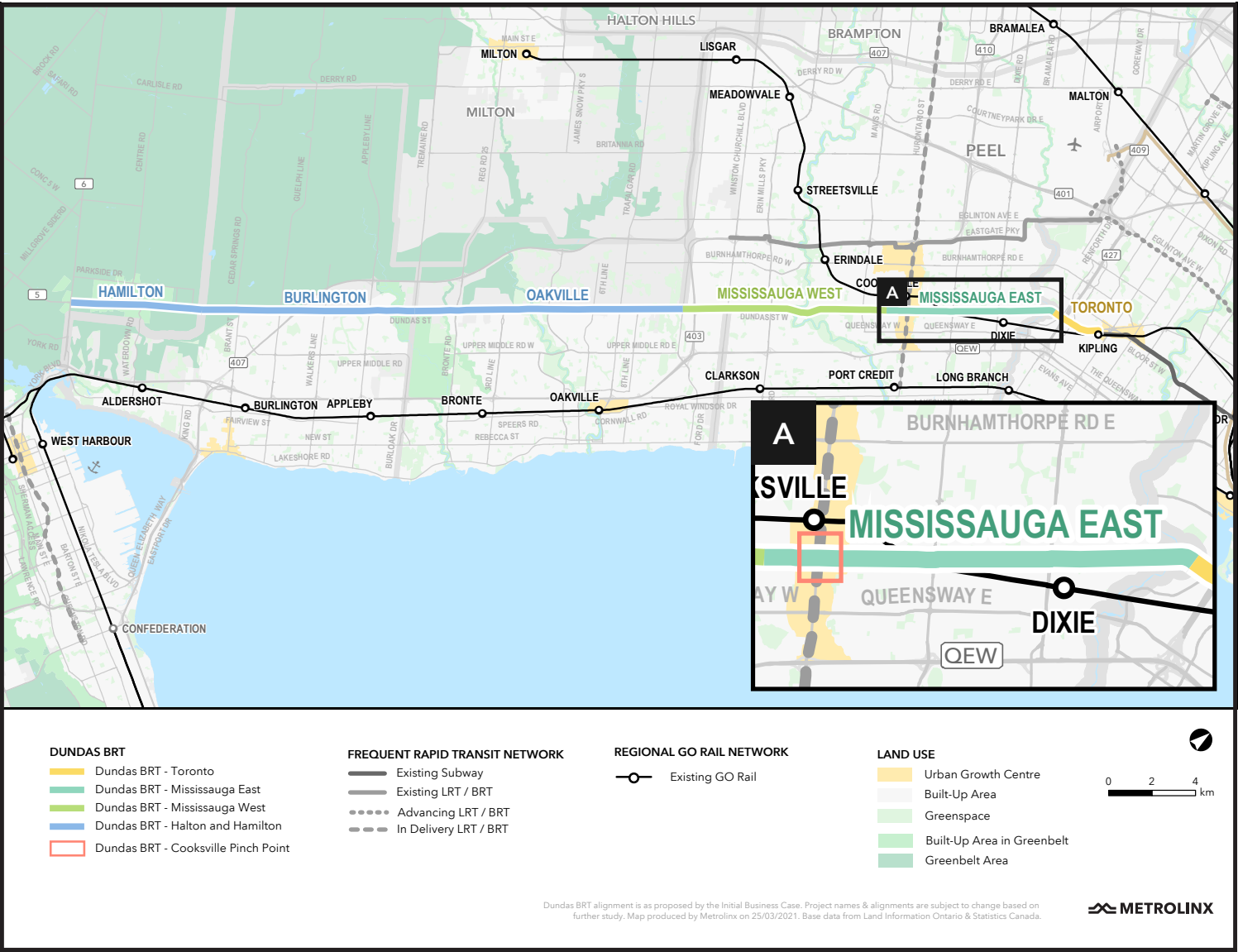
Dundas Bus Rapid Transit (BRT) study areas

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 Project, which includes the following key phases:

- TPAP
- Preliminary Design (PD)
- PDBC



How is the study structured?

What is the Transit Project Assessment Process (TPAP)?

A TPAP is a focused environmental impact assessment process created specifically for transit projects. It involves a pre-planning phase followed by a regulated engagement and documentation period, which includes engagement with the public, stakeholders and Indigenous Nations, assessment of impacts, development of measures to mitigate negative impacts, and documentation. 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 the *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 (WE ARE HERE)**
- Mississauga West

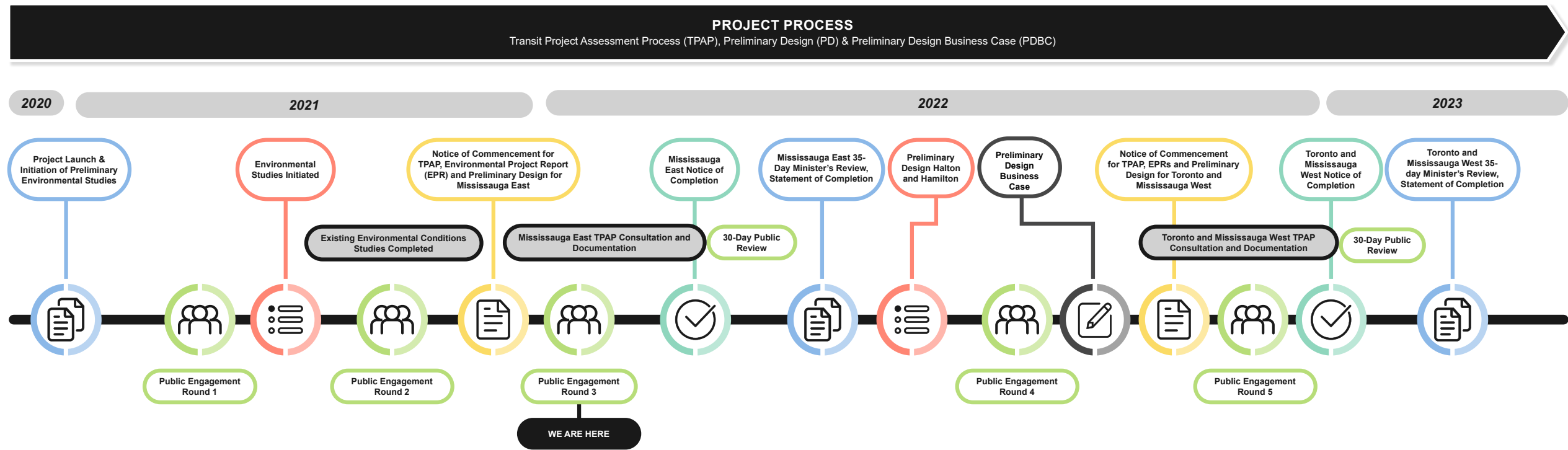
What is Preliminary Design (PD)?

The PD phase is formed from the Dundas Connects Master Plan and the Metrolinx Initial Business Case. In this phase, the Project Team will use the analyses of technical and environmental studies and public engagement to refine the Dundas Bus Rapid Transit (BRT) design to a 30% design level. The 30% design will seek to further refine corridor infrastructure such as lane widths, buffers, boulevards, active transportation facilities and grading limits in order to reduce impacts identified in the TPAP. Outcomes from the PD will inform the Preliminary Design Business Case.

What is the Preliminary Design Business Case (PDBC)?

The PDBC takes the recommended option of the Initial Business Case and reviews different approaches to refine and optimize it. The PDBC occurs during the Preliminary Design stage, along with the TPAP. It leads to a single preferred option for final development in the Full Business Case (FBC). The Dundas BRT PDBC evaluates the project across strategic, economic, financial and deliverability and operations 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.

Project timeline



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 input on:

Round 1 engagement (Completed April 2021)	Round 2 engagement (Completed September 2021)	Round 3 engagement (January 2022 - WE ARE HERE)	Round 4 engagement (Summer/Fall 2022)	Round 5 engagement (Winter 2022)
<ul style="list-style-type: none">• Dundas Bus Rapid Transit (BRT) in your community• What is important to you about this project• Factors you consider important for assessing the pinch points (constrained areas)	<ul style="list-style-type: none">• The organization of the project• What we heard during the first round of engagement• Existing environmental conditions for Toronto and Mississauga• BRT corridor design for Mississauga• Alternative designs being considered for the pinch point in Erindale Valley• Best performing design and other assessed designs for the pinch point in Cooksville• Proposed stop locations and potential amenities in Mississauga East	<ul style="list-style-type: none">• Mississauga East environmental study findings, including potential impacts and proposed mitigation measures• Refined Best Performing Mississauga East pinch point (Cooksville) Alternative and outside pinch point Preliminary Design (10%)	<ul style="list-style-type: none">• Shortlisted infrastructure design alternatives for Toronto and evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West)• Preliminary Design for Halton and Hamilton• Stop locations and amenities for Toronto, Mississauga West and Halton and Hamilton• Evaluation of integrated BRT routing and service level throughout the entire corridor	<ul style="list-style-type: none">• Toronto and Mississauga West environmental study findings, including potential impacts and proposed mitigation measures• Preliminary corridor design for Toronto and Mississauga West• Preliminary Design Business Case outcomes with preferred service and infrastructure options throughout the corridor, including pinch points in Toronto and Mississauga West• Mississauga East Transit Project Assessment Process completion update

What we heard at virtual public engagement 2

Virtual public engagement 2 was held in September 2021. Feedback gathered demonstrated general public support for the Project, preference for Cooksville pinch point Alternative 1 or 3, and strong interest in learning more about progress of the Project, community and property impacts, and connectivity to surrounding infrastructure and services. The public identified:

Opportunities to:		Concerns about:	
	Expand and improve cycling facilities on Dundas Street		Potential noise and vibration impacts
	Provide a reliable transport service as a result of dedicated BRT lanes		Potential impacts to public and private properties
	Add more proposed stops along the corridor to connect riders to additional destinations (e.g., University of Toronto’s Mississauga Campus, Erindale Park)		Environmental and community impacts as a result of project construction and operation
	Connect the Dundas Bus Rapid Transit (BRT) line to other regional and express transit services (e.g., GO Transit, Hamilton Street Railway, Toronto Transit Commission)		Traffic flow on Dundas Street as a result of modifications to the right-of-way (i.e., adding, removing traffic lanes)
	Create an efficient transit system while maintaining traffic flow for all road users by implementing Alternative 1 at the Cooksville pinch point or implement Alternative 3 to include no left-turns at high-traffic intersections to avoid traffic delays		Potential for Alternative 4 for Cooksville pinch point to negatively impact BRT service reliability by operating buses in mixed traffic
			Preserving the existing buildings and community culture of the surrounding area

Feedback provided during virtual public engagement 2 has been and will continue to be considered to inform key Project decision-making. The impact of public feedback during the second round of engagement can be directly observed in the development of the Draft Environmental Project Report (EPR) for Mississauga East and the refinement and optimization of design for the Cooksville pinch point and for the corridor outside of the pinch point.

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:

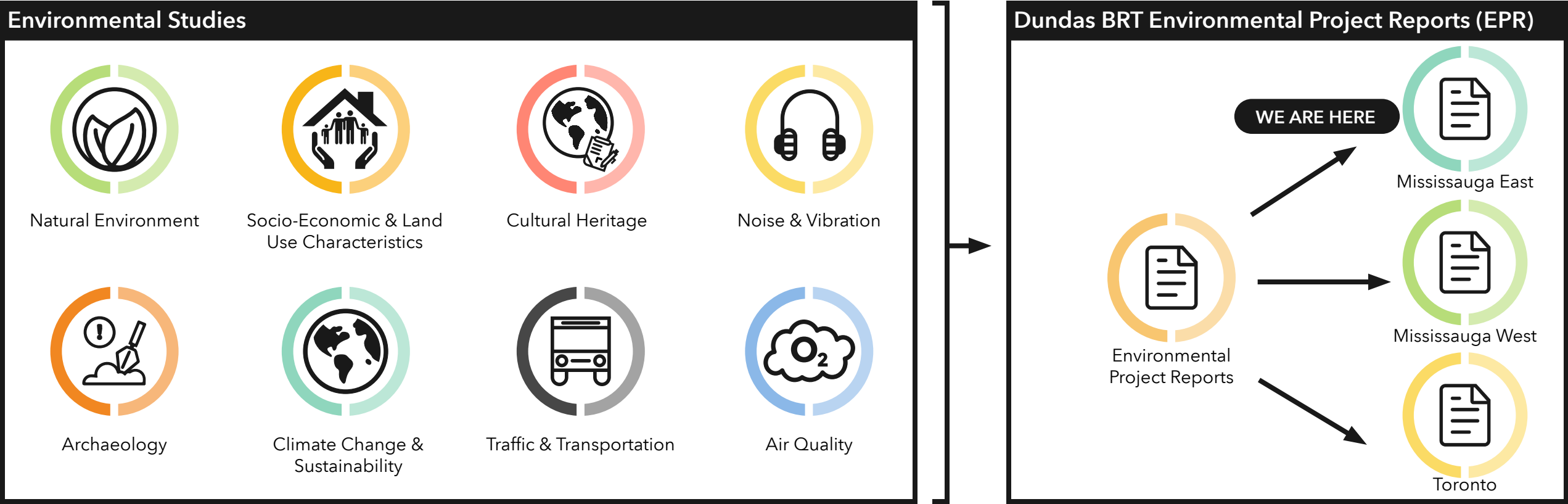
- Provide stakeholders and technical experts with the opportunity to learn about and provide input into the Project to inform key decision-making
- Allow members to address issues and provide advice on the development of the Project
- Offer the Project Team a fresh perspective

SAG Meetings:

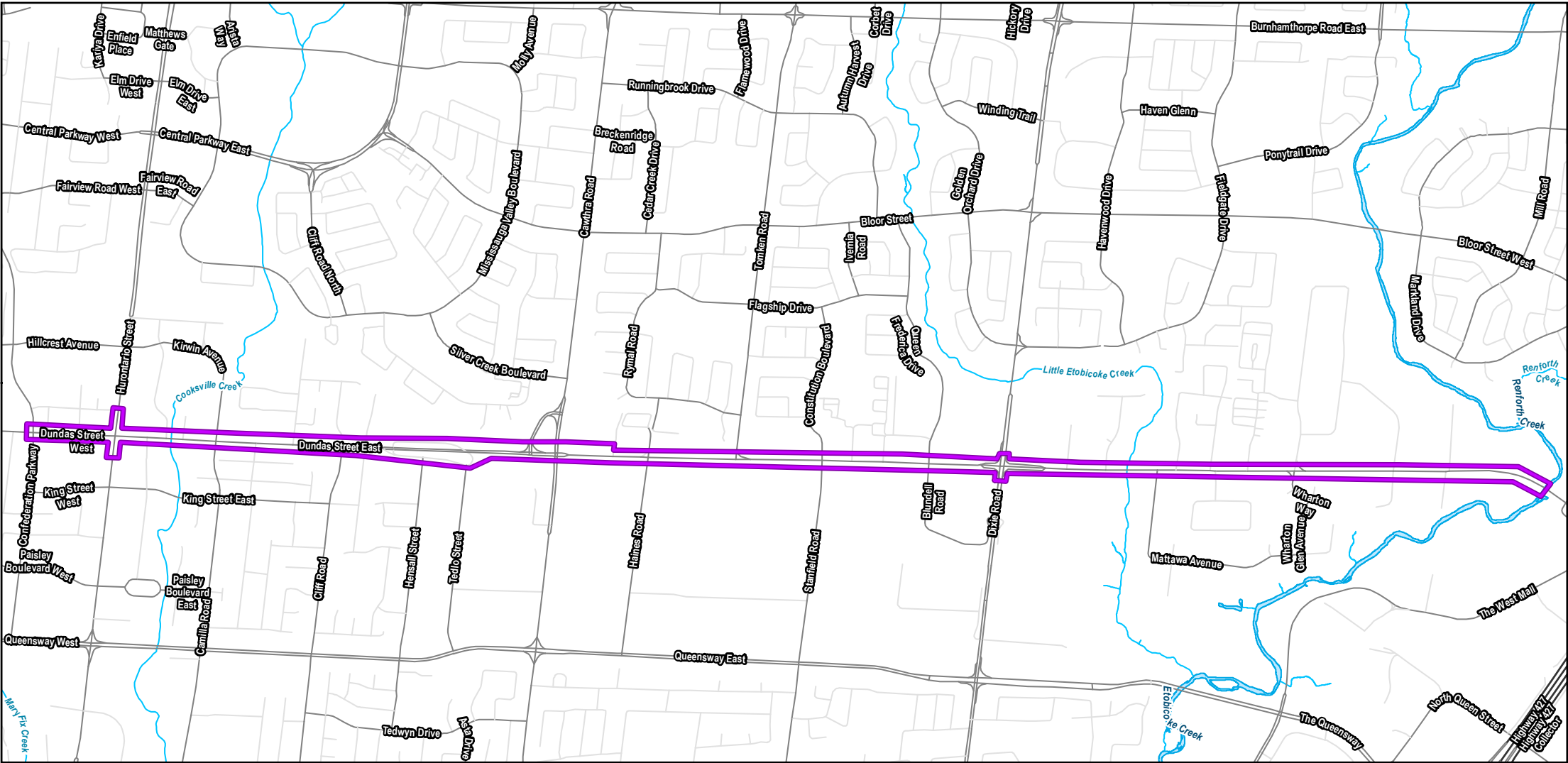
- Provide community leaders, advocates and experts within each section of the corridor the opportunity to learn about and provide input into the study
- Allow members to learn about the Project, ask questions of subject matter experts within the Project Team and discuss the Project and potential impacts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

Environment


The Dundas Bus Rapid Transit Project (Dundas BRT) has begun the Transit Project Assessment Process (TPAP), a streamlined Environmental Assessment process under Ontario Regulation 231/08. To support the Project, environmental studies are being completed to document existing conditions and assess any potential impacts from the Project. The environmental studies have determined potential impacts and documented mitigation measures that could be applied to reduce or eliminate potential impacts. Potential impacts will be used by the design team to review and improve design. The following draft environmental studies have been completed and will form part of the Dundas BRT Environmental Project Report (EPR) for the Mississauga East segment of the corridor.

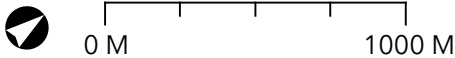


Mississauga East Project Area













Legend

 Dundas Bus Rapid Transit Mississauga East Project Area



Matters of Provincial Importance

Matters of Provincial Importance must be considered during the Transit Project Assessment Process (TPAP), following Ontario Regulation 231/08.


Indigenous Relations	Natural Environment	Cultural Heritage & Archaeology
<div></div> <div>Constitutionally protected Aboriginal or treaty rights and areas of concern</div>	<div></div> <div>Park, conservation reserve or protected areas</div>	<div></div> <div>Protected heritage properties</div>
	<div></div> <div>Extirpated, endangered, threatened, or species of special concern and their habitat</div>	<div></div> <div>Built heritage resources</div>
	<div></div> <div>Wetland, woodland, habitat of wildlife or other natural heritage areas</div>	<div></div> <div>Cultural heritage landscapes</div>
	<div></div> <div>Areas of natural or scientific interest</div>	<div></div> <div>Archaeological resources and areas of potential archaeological interest</div>
	<div></div> <div>Stream, creek, river, or lake containing fish and their habitats</div>	

Natural Environment & Tree Inventory




Detailed field investigations were undertaken between May and July 2020 and June and July 2021 to examine natural heritage features and tree resources including a tree inventory.


The following were present within this study area:




62 plant species (64% native, 34% non-native)




2 insect species




6 mammal species



2 bird species at risk (Barn Swallow and Chimney Swift)



35 bird species, including a wide variety of migratory birds who nest within the study area. Cliff Swallow, Barn Swallow, Eastern Phoebe and American Robin were identified under the Etobicoke Creek



3 watercourses (Etobicoke Creek, Little Etobicoke Creek and Cooksville Creek) which provide habitat to a variety of fish species



Image: Cliff Swallow nest under Etobicoke Creek bridge in Mississauga East. Source: AECOM, 2021



Image: Barn Swallow.

Potential impacts include:

- Temporary vegetation disturbance and limited vegetation removal during construction.
- Potential short-term construction impacts to birds, including nest disturbance or destruction and habitat loss, specifically during the critical summer nesting season.
- Disturbance or displacement of species at risk birds (e.g., Cliff Swallow, Barn Swallow and Chimney Swift) and bats (Little Brown, Northern and Eastern Small-footed Myotis) and their habitat during construction.

Proposed mitigation measures include:

- Complete vegetation removal prior to or after bird nesting periods to avoid/minimize potential impacts to birds and bats during construction. If vegetation removal is required during nesting periods, a visual inspection of the areas to be cleared will be conducted by a qualified avian specialist.
- Implement exclusionary bird netting to prevent nesting on structures during construction.
- Tree Protection Zone fencing will be established to protect and prevent tree injuries in accordance with local by-law requirements during construction.
- For structures supporting nesting species at risk birds, time construction to avoid nesting periods to prevent impacts.

Tree Inventory



An in-field tree inventory and a desktop-based tree impact analysis were conducted in summer 2021 in order to assess and quantify the existing condition of onsite trees and determine potential impacts.

The following are present within the Mississauga East study area:



1,565 trees were inventoried and assessed for the Project, consisting of 7 notable species (i.e., Honey-Locust, Manitoba Maple, Red Ash, Norway Maple, Russian Olive, Siberian Elm and Black Walnut)



No species at risk were identified during field investigations



Image:
Black Walnut tree.



Image:
Manitoba Maple tree.

Potential impacts include:

- Removal/disturbance of trees to accommodate construction of the Project.
- Removal/disturbance of wildlife/wildlife habitat.

Proposed mitigation measures include:

- Establish Tree Protection Zone (TPZ) fencing to protect and prevent tree injuries in accordance with local by-law requirements.
- No grading, excavation or restoration-related activities are to occur within the TPZ of any protected or retained trees. If these works cannot be avoided, the supervision of a Certified Arborist will be required.
- Limit vegetation removal, including trees, to the specified activity areas following the approval of required permits.
- Clear vegetation outside of the breeding bird season to reduce potential impacts to migratory birds and avoid violating the *Migratory Birds Convention Act*. If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by a qualified biologist will be required no more than 48 hours prior to vegetation removal.

Socio-Economic & Land Use Characteristics

An existing conditions review was completed to understand the characteristics of the population and land-use along Dundas Street in Mississauga East. A variety of community amenities were identified within the study area that include:



14 commercial and residential developments



5 schools



3 long-term care facilities



12 parks and open spaces



3 daycares



1 recreation centre



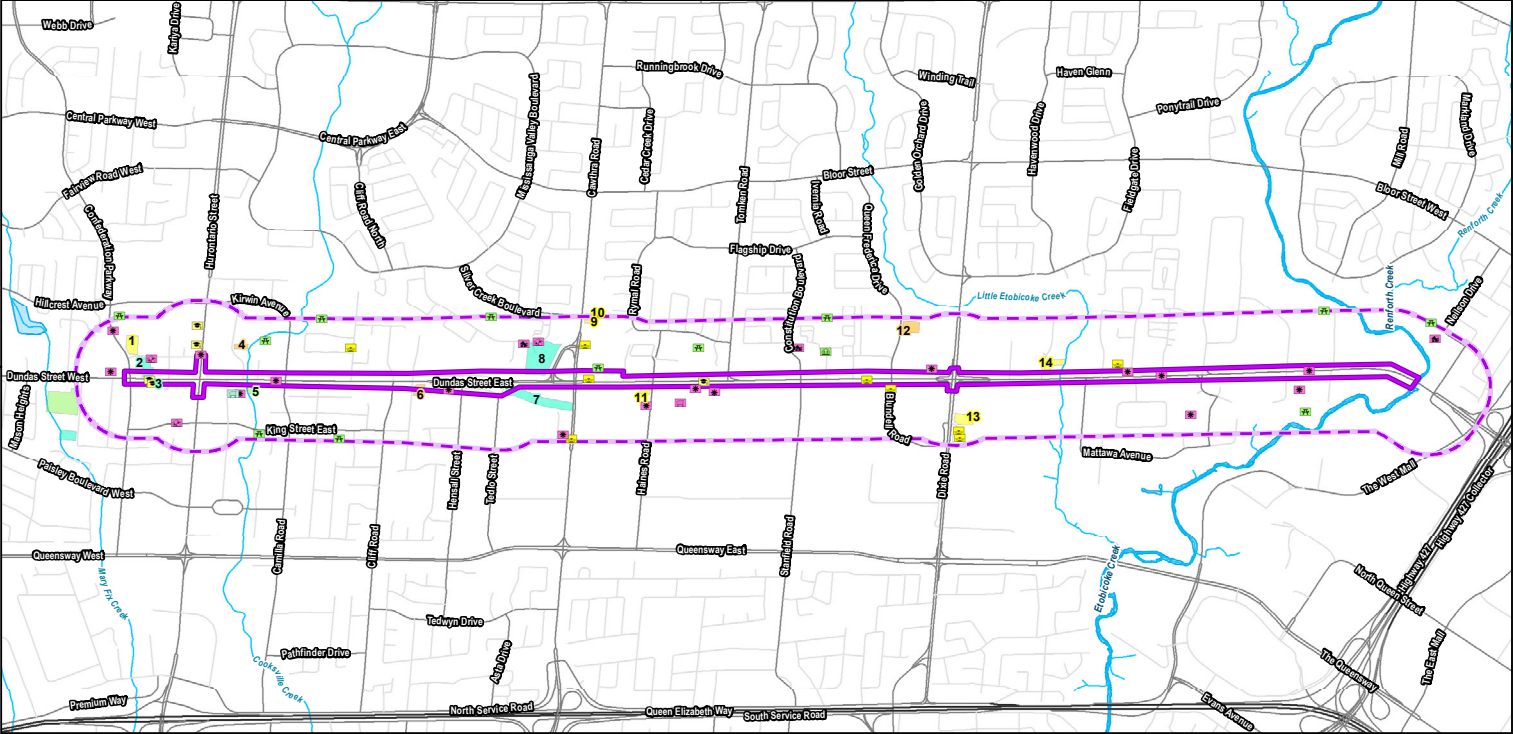
2 shopping centres



16 community resources




9 places of worship




Legend



Dundas Bus Rapid Transit Mississauga East Project Area



Socio-Economic Land Use Study Area




Condominium



Rezoning



Rezoning/Official Plan Amendment



Site Plan


Community Amenities



Indoor Mall



Childcare/Daycare




Community Resources



Community Resources/Cultural Shopping Centre



Housing and Long-term Care



Places of Worship



Schools



Parks and Open Spaces



Recreation Centres/Sporting Fields

The review found that many of the community amenities are clustered around Downtown Cooksville. The Dundas Bus Rapid Transit (BRT) Mississauga East Project will support the convenient and reliable movement of people as they travel from their homes for work and recreation.

Socio-Economic & Land Use Characteristics



Image: Southwest corner of Dundas Street West and Hurontario, facing east.

Source: AECOM, 2021

Potential impacts include:

- Minor temporary nuisance effects (i.e., dust, noise and vibration) from construction activities.
- Temporary access restrictions to properties along Dundas Street during construction.
- Potential permanent and/or temporary property acquisition (property requirements will be confirmed as project planning progresses).
- Left turns across the median may be restricted (“right-in/right-out” operation only).

Proposed mitigation measures include:

- Develop management plans to control nuisance effects such as noise, vibration and dust.
- Develop an access management plan to minimize impacts and manage access to properties along Dundas Street.
- Complete regular monitoring during construction to ensure all potential impacts remain within acceptable limits as defined in by-laws or other policies as appropriate.
- Maintain regular (existing) access to businesses during working hours where feasible. Where regular access cannot be maintained, alternative access and signage will be provided.
- Minimize property impacts through optimization of the corridor alignment, application of minimum design standards and a reduction in the boulevard space that could be widened through future redevelopment.
- Provide clearly marked pedestrian and cyclist detours where required.

Cultural Heritage



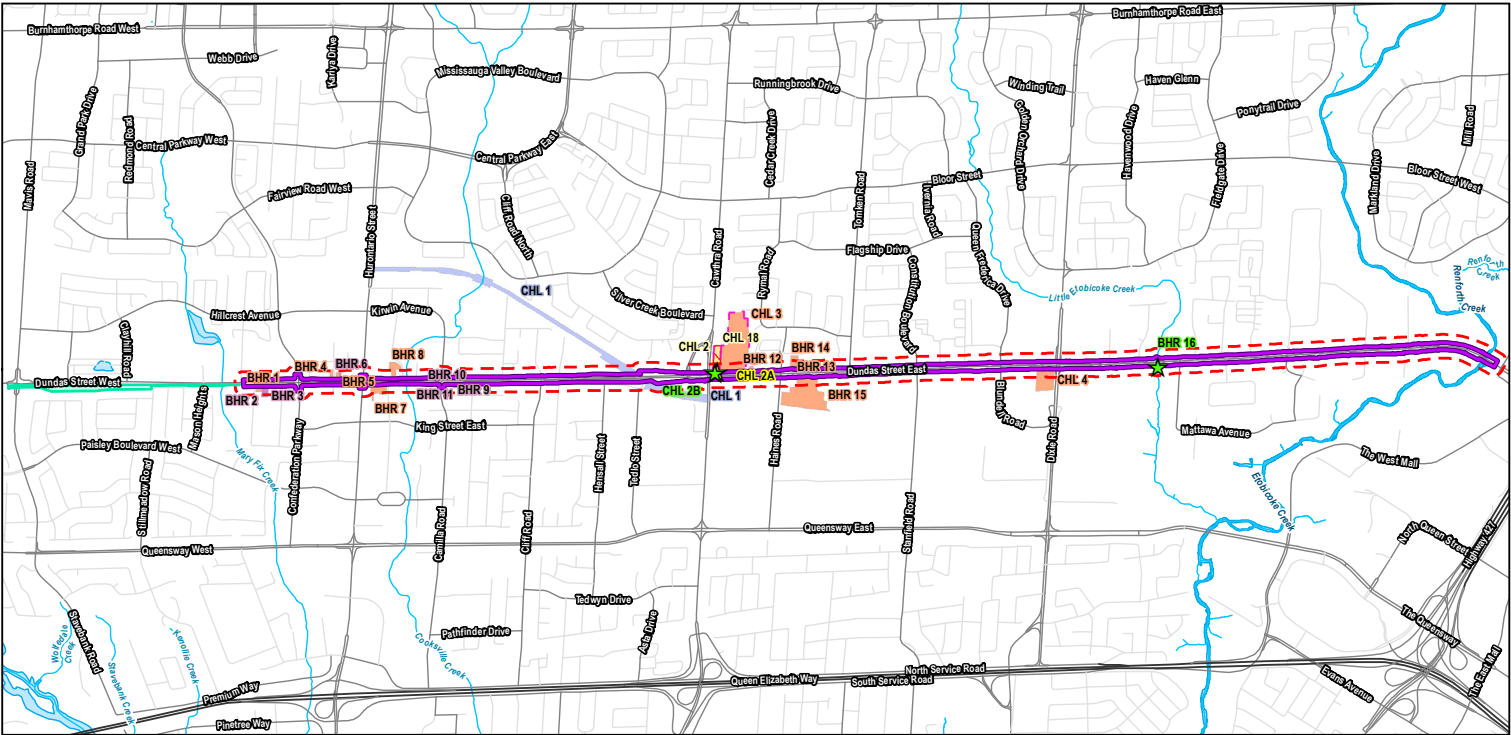
Cultural heritage specialists reviewed the Mississauga East corridor to identify known and potential built heritage resources and cultural heritage landscapes (BHRs/CHLs). BHRs/CHLs are properties that have an existing level of municipal, provincial, or federal heritage protection, designation, or recognition. Potential BHRs/CHLs are properties that may possess heritage attributes but that have not yet been afforded heritage protection, designation, or recognition. A total of 20 known or potential BHRs/CHLs have been identified within the study area as those with the potential to be impacted by the Project.

Known and potential BHRs within the study area include:

- 6 commercial (BHR 1, 4, 5, 6, 7 and 15)
- 6 residential (BHR 2, 3, 9, 12, 13 and 14)
- 2 residential/commercial (BHR 10 and 11)
- 1 industrial (BHR 8)
- 1 heritage plaque (BHR 16)

Known and potential CHLs within the study area include:

- 1 transportation corridor (CHL 1)
- 2 places of worship/cemeteries (CHL 2 and 3)
- 2 cultural heritage plaques (CHL 2a and 2b)
- 1 archaeological remains site (CHL 4)



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas BRT Mississauga East Cultural Heritage Study Area
- Mississauga Heritage Foundation Plaque Location
- Ontario Heritage Trust Plaque Location

Heritage Designation

- Designated Part IV of the Ontario Heritage Act
- Listed on the Municipal Heritage Register
- Previously-Identified Built Heritage Resource or Cultural Heritage Landscape (BHR/CHL)
- Previously-Identified BHR/CHL and Listed on the Cultural Landscape Inventory

- Lake Iroquois Shoreline
- Listed on the Ontario Heritage Trust Places of Worship Inventory
- Potential Provincial Heritage Property of Provincial Significance

Cultural Heritage



Image: Dixie Union Chapel, located at 707 Dundas Street East. This chapel was built beside the Dixie Union Cemetery in 1838 and was used for worship by Anglicans, Presbyterians and Methodists.
Source: AECOM, 2021



Image: Cultural heritage plaque commemorating veterans of the War of 1812 who are buried at the Dixie Union Cemetery at 707 Dundas Street East.
Source: AECOM, 2021

Potential impacts include:

- Potential direct or indirect impacts to the 20 known or potential built heritage resources and cultural heritage landscapes (BHRs/CHLs) within the study area.
- Potential indirect impacts (i.e., vibration impacts) to 18 known or potential BHRs/CHLs within the study area.

Proposed mitigation measures include:

- Plan construction activities and staging areas during detailed design to minimize or avoid adverse impacts to the identified known, previously identified and potential BHRs/CHLs.
- Complete Cultural Heritage Evaluation Report(s) to determine if properties anticipated to be directly impacted by the Project have cultural heritage value or interest in accordance with the *Ontario Heritage Act*. If so, a Heritage Impact Assessment will be completed to identify appropriate mitigation measures.
- Protect cultural heritage plaques during construction with installed protection (i.e., fence hoarding) or other appropriate protection. Monitor the protection of the plaque during construction and remove protection and confirm conditions of plaque post-construction. If the plaque must be temporarily relocated during construction, store in safe area and replace once construction is complete.
- Prior to construction, complete pre-condition surveys for the 18 BHRs/CHLs identified within the study area as having potential impacts from vibration, to document the condition of each building and assess current levels of vibration experienced. The vibration distance of 50m (the study area) will be refined once property specific impacts/vibration studies are known/completed.

Noise & Vibration



A background review has been completed. Sixty potential sensitive receptors (43 for construction and 17 for operation) have been studied to help understand the potential for Project impacts within the study area. Of the 43 sensitive receptors identified for construction, 27 are located within the construction vibration Zone of Influence (ZOI) and 23 are located within the construction noise ZOI, during at least one construction activity. Modeling was completed to analyze future conditions. Future “with BRT” and “without BRT” scenarios were modeled. The primary source of existing ambient noise is traffic along Dundas Street, as well as existing GO rail intersecting Dundas Street near Cawthra Road.



Image: Example of a construction noise monitor.
Source: AECOM, 2017



Image: Example of a construction vibration monitor.

Potential impacts include:

Noise:

- Potential for noise level criteria exceedances at several locations during construction and operation activities.
- During operation, two receptor locations would continue to exceed the 60 dBA sound level by up to 4 dB, after consideration of mitigation measures.

Vibration:

- Exposure to vibration during construction may result in public annoyance and complaints at 11 of the 27 sensitive receptors located within the construction ZOI.
- Without mitigation, construction vibration may impact 16 of the 27 sensitive receptors (i.e., buildings and other structures) located within the construction ZOI.

Proposed mitigation measures include:

Noise:

- Develop a construction noise management plan.
- Replace standard vehicle backup alarms with broadband alarms.
- Inform local residents as practicable of construction activities identifying type of construction and duration.
- Use acoustic enclosures and mufflers for site power generators.
- Use activity or equipment specific noise barriers.
- Minimize simultaneous operation of equipment where possible.
- Implement no idling policy where practicable.
- Consider implementation of noise barriers in some locations, following the City of Mississauga’s Policy 09-03-03 to include barriers that span a complete block to ensure effectiveness.
- Complete regular maintenance on fleet vehicles to reduce the potential for undesired sounds characteristics that may cause an increase in noise during operation.

Vibration:

- Develop a construction vibration management plan.
- Review vibration assessment based upon refined site staging, construction areas, and equipment and update if necessary.
- Reduce vehicle speed where possible.
- Use equipment with low vibration emissions where possible.
- Modify operational sequencing, equipment layout and/or access routes where possible.
- Operate construction equipment on lower vibration settings where available.
- Maximize distance between equipment and sensitive receptors where feasible.

Archaeology



Archaeologists completed a Stage 1 Archaeological Assessment to determine potential for disturbance of archaeological resources/artifacts during construction for the study area. Three previously registered archaeological sites were identified within one kilometre of the study area. One archaeological site is located within the study area, where further review has been recommended.

Interested Indigenous Nations will continue to be engaged during future assessments.



Image: Area adjacent to Etobicoke Creek requiring Stage 2 survey, facing north.
Source: AECOM, 2021

Potential impacts include:

- Potential for disturbance of archaeological resources/artifacts within areas not subject to previous disturbance within the study area.

Proposed mitigation measures include:

- Complete Stage 2 Archaeological Assessment(s) (AA) where the Stage 1 AA indicated that archaeological potential remains prior to any ground disturbing activities.
- If archaeological materials are encountered (or suspected) during construction activities, all work will stop. The site will be protected from impact and additional assessment will be undertaken by a licensed archaeologist.

Climate Change & Sustainability



The Dundas Bus Rapid Transit (BRT) will encourage more sustainable transportation choices and will help to create a community that is less dependant on personal automobiles by:



Increasing transit ridership by providing a more reliable, frequent, and enhanced transit service



Improving existing active transportation facilities



Providing better connections to local and express transit routes (i.e., Toronto Transit Commission, MiWay, GO Transit)

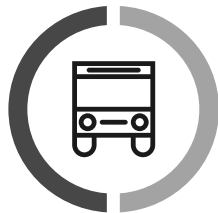
Provisions for future electrification technology are being considered in the planning of the corridor. When compared to diesel or compressed natural gas vehicles, electric buses offer a smoother, quieter ride and emit minimal to zero carbon or greenhouse gases (GHGs). This will help meet targets set out in Ontario’s Climate Change Action Plan (CCAP) of reducing overall GHG emissions by 40% by 2030.



Image: Etobicoke Creek in Mississauga East.

Source: AECOM, 2021

Traffic & Transportation



In Mississauga East, Dundas Street varies between six-lane and four-lane cross-sections with continuous sidewalks on both sides of Dundas Street. There are currently no dedicated cycling facilities provided. Congestion currently occurs during the morning and afternoon peak hours in Cooksville near the Hurontario Street intersection.



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

Source: AECOM, 2021

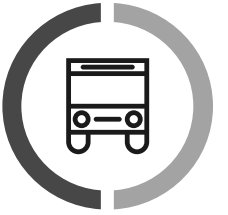
Potential temporary impacts include:

- Lane reductions, narrowing of lanes, and/or turning restrictions on Dundas Street and cross streets near intersections throughout the construction period.
- Travel time delays/traffic movement impacts at intersections along Dundas Street during construction due to one-way or full street closures to support major infrastructure work. Left turns across the median may be restricted, and existing on-street parking may be temporarily reduced or eliminated as needed.
- Traffic halts to allow construction vehicles to access construction sites.
- Impacts to emergency response times through the corridor and adjacent roads during periods of heavy traffic volume during construction.
- Restrictions, closures and/or removal of sidewalks, multi-use paths, bike lanes and other cycling facilities during construction.
- Impacts to pedestrians and cyclists during construction as the operation of construction equipment in the corridor may pose safety and comfort challenges (i.e., rough or bumpy surfaces, noise, dust).

Proposed mitigation measures include:

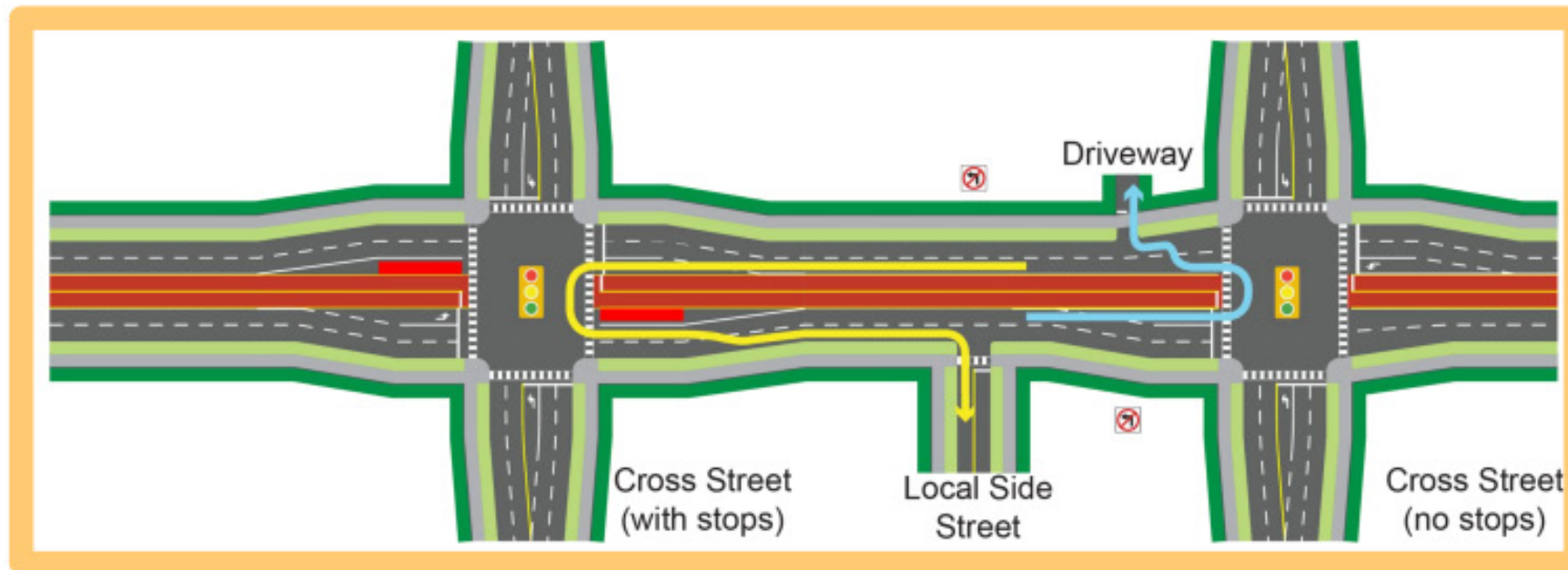
- Develop and implement traffic and transit management plans and traffic control plans during construction.
- Develop and implement emergency response and incident management plans during construction to assist emergency service providers in responding to emergencies within the construction area.
- Avoid simultaneous closures and construction on adjacent major intersections and install and provide advance advisory signage.
- Conduct pre-construction planning meetings with representatives of the City of Mississauga emergency services and affected local transit authorities.
- Coordinate work with other planned road projects to minimize traffic impacts.
- Prior to construction, consult with local municipalities to coordinate with their Capital Works Programs. Conduct a haul route analysis to confirm haul routes via public roads.
- Maintain existing pedestrian/cyclist, residential and commercial property access through the work zone where possible or provide alternative temporary access or detour.
- Provide clear detour signage at line of site for drivers and at decision points to inform pedestrians and cyclists.

Traffic & Transportation - Intersection Operations



How will the Dundas Bus Rapid Transit (BRT) operate at intersections?

- Raised islands will separate BRT lanes from general traffic between signalized intersections, preventing left-turns at unsignalized intersections and driveways
- Extended left-turn signal phases will accommodate higher turning and U-turn volumes, and will enhance safety for all road users
- Longer pedestrian clearance times will be provided for pedestrians to safely cross the street at widened intersections

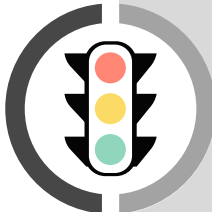


Traffic & Transportation - Travel Time Benefits by Mode (2041) PM Peak Westbound



TIME SAVINGS
20 Min

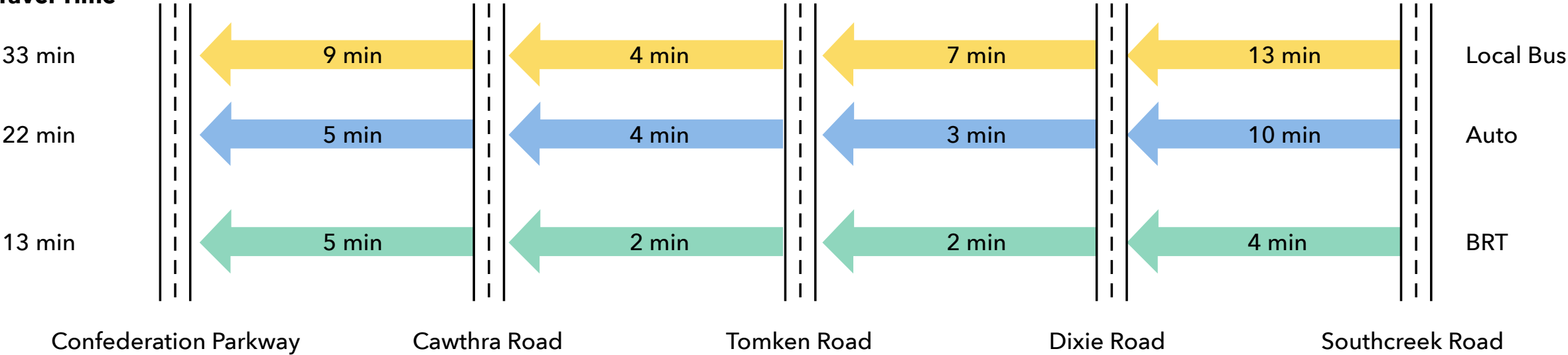
By providing fast and frequent service, the Dundas Bus Rapid Transit (BRT) will reduce travel times. The Dundas BRT is expected to provide time savings in the Mississauga East segment of up to 20 minutes compared to local bus and nine minutes compared to auto transport (private vehicles) in the critical PM peak hour.



Transit Signal Priority (TSP) is to be employed at major signalized intersections to provide more consistent green-light time for approaching buses and allow them to progress efficiently through intersections, resulting in better service reliability.

Total traffic lane capacity (two lanes per direction) is maintained between Confederation Parkway and Dixie Road while the existing High Occupancy Vehicle lane will be converted to a BRT lane east of Dixie Road. As BRT lanes are able to move more people than a single lane of traffic, overall capacity of the corridor will be increased.

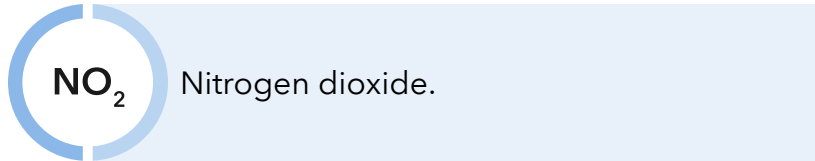
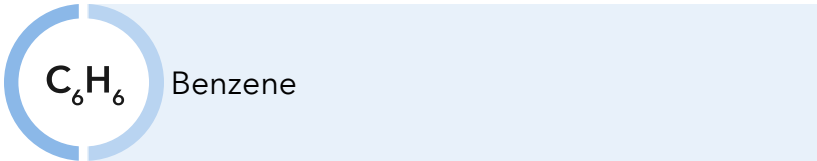
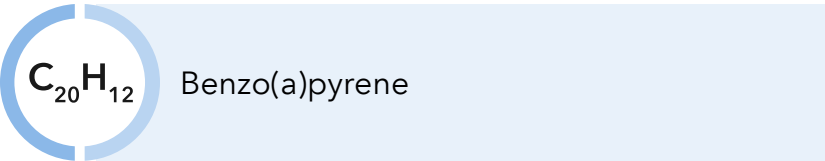
Total Travel Time



Air Quality



Data from air quality monitoring stations was examined to determine existing conditions within the study area. Existing background air quality levels are predominately below respective provincial and federal ambient air quality criteria and standards; however, some contaminants are found to exceed these criteria, including:



One other contaminant (PM_{2.5} (Fine Particulate Matter under 2.5 microns)) also has existing elevated levels of background concentration that, while currently below the federal standards, falls within 20% of the applicable standard concentration level.

Potential impacts include:

- Potential increase in air pollution and odour (e.g., diesel, Nitrous Oxides, Carbon Monoxide, and Sulfur Oxide, particulate, and Volatile Organic Compounds) as a result of construction vehicle emissions and increased traffic due to congestion associated with construction activities.
- Temporary increase in dust and airborne particulate matter resulting from construction activities.
- Air pollution from operational activities.

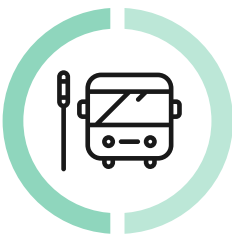
Mitigation measures include:

- Manage on-site construction vehicle activity to control emissions of odorous contaminants and diesel exhaust, including benzene and benzo(a)pyrene emissions from exhaust.
- Develop an air quality management plan to mitigate the spread of dust and other particles from the construction site.
- Monitor and report on active air quality during construction.
- Transition to electrically powered vehicles to help improve overall air quality during operation.
- Introduce vegetation (e.g., trees, shrubbery) in the study area, specifically between sources of emission (i.e. roadways) and impacted receptor(s), to help decrease air pollution during operation.

Transit Project Assessment Process (TPAP): Next Steps

Mississauga East

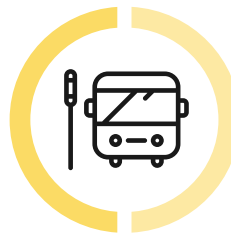
Following this round of engagement, Metrolinx and the City of Mississauga will:



- Continue to refine and optimize the Environmental Project Report (EPR) based on feedback received during this round of engagement;
- Progress TPAP to completion and issue the Notice of Completion of the TPAP in February 2022 to kick-off the 30-day public review period, followed by the 35-day Minister's review and then the Statement of Completion; and
- Share the Final EPR for Mississauga East during the 5th round of engagement in winter 2022.

Toronto and Mississauga West

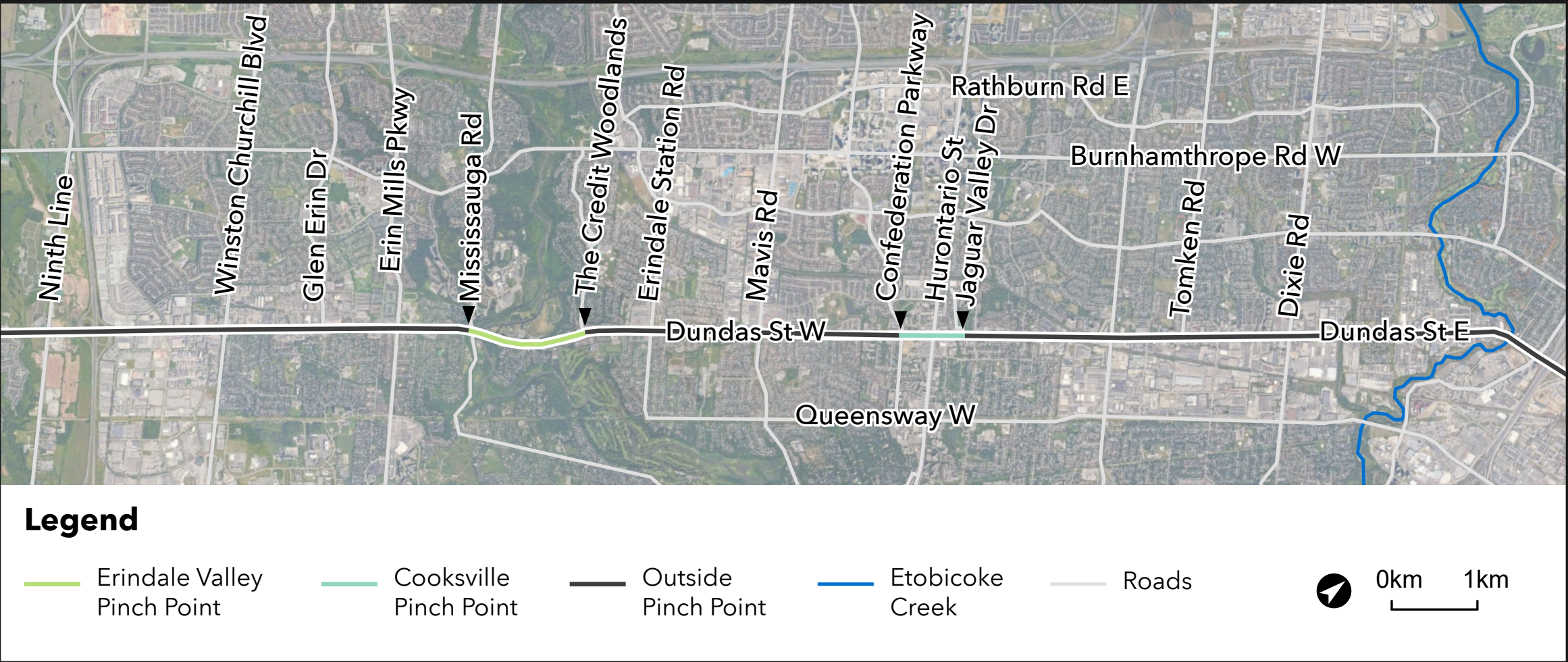
Following this round of engagement, Metrolinx will:



- Use feedback from the 2nd round of engagement (September 2021) in the evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West) and the development of the shortlisted infrastructure design alternatives for Toronto;
- Continue the detailed analysis required to identify the best performing design, as well as proposed stop locations within Toronto and Mississauga West;
- Present to the public in summer/fall 2022 the best performing alternative for the pinch point in Erindale Valley, as well as the proposed stop locations within Toronto and Mississauga West;
- Use information gathered through the existing environmental conditions studies to identify potential impacts of the Project in Toronto and Mississauga West;
- Initiate TPAP commencement in fall 2022;
- Identify potential impacts of the Project and proposed mitigation measures to present in the Draft EPR for Toronto and Mississauga West, to share with the public in winter 2022, following the Toronto and Mississauga West TPAP commencement;
- Progress TPAP to completion, incorporating feedback received during the 30-day public review period; and
- Share the Final EPR for Toronto and Mississauga West.

Preliminary Design - Design progressed for Mississauga East

The Dundas Bus Rapid Transit (BRT) corridor outside constrained areas, or pinch points, in Mississauga East includes **Etobicoke Creek to Jaguar Valley Drive**.



Preliminary Design – Design progressed for Mississauga East

Since the last round of engagement, the 10% Preliminary Design (PD) for this area has been further refined, based on feedback gathered from the public and stakeholders and additional technical studies undertaken by the Project Team. The outcomes of this design are:

- Right-of-way (ROW) widening up to 42m (from existing ROW of approximately 22 - 40m 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.
- Corridor alignment optimized to minimize impacts to built and natural heritage features, as well as non-heritage properties.
- Corridor design optimized to minimize impacts to existing utilities, most notably the overhead hydro.
- Dedicated median BRT lanes to improve transit speed and reliability.
- Elimination of High Occupancy Vehicle lane and maintaining of two general purpose traffic lanes in each direction, with minimum widths (i.e., 3.35m through lanes) applied to eliminate or minimize property impacts.
- Enhanced active transportation, including dedicated protected cycling facilities.
- Enhanced public realm, where possible, with widened sidewalks, furniture (e.g., benches) and tree planting zones. Reductions in localized areas to eliminate or minimize property impacts, including a reduction in the furniture/pole zone (0.6m minimum) and sidewalks (1.5m minimum).
- Existing bridge and culvert replacements.
- Platform stop locations and geometry, including enhanced passenger protection with platform widths up to 4.2m where feasible.



Preliminary Design – Design progressed for Mississauga East

Special Policy Area (SPA) Studies

How are SPA studies different from the Transit Project Assessment Process (TPAP)?

As the TPAP assesses the impacts and determines the proposed mitigation measures of the structure replacements proposed at Etobicoke Creek and Little Etobicoke Creek crossings, the SPA studies capture the proposed works for the watercourse channels and elsewhere within the floodplain.

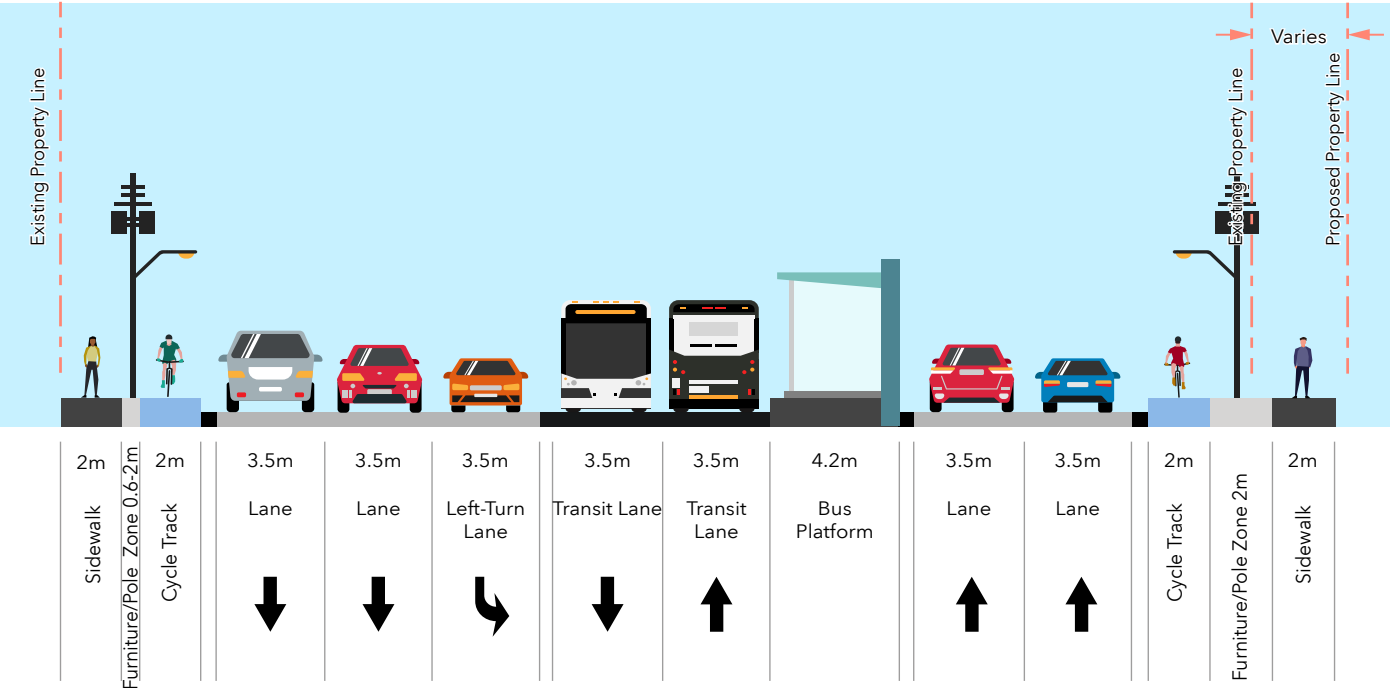
What's happening now?

Coordination with the following City of Mississauga SPA studies has progressed to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are coordinated to meet the goals and objectives of both the Dundas Bus Rapid Transit (BRT) and SPA studies:

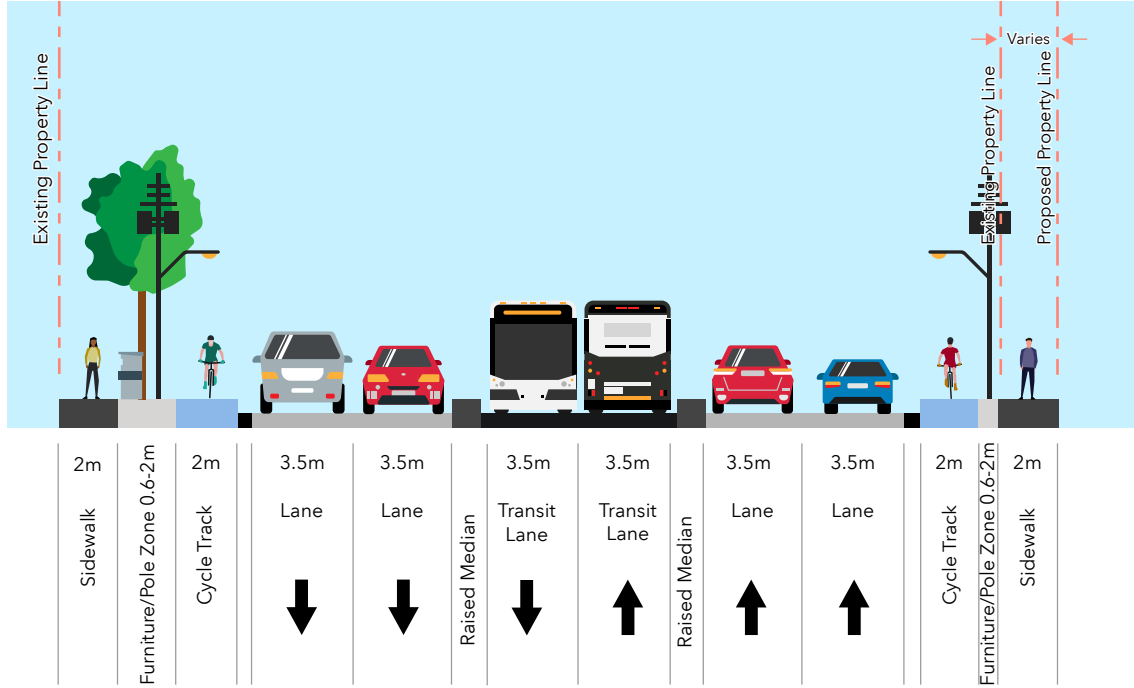
- Dixie-Dundas Flood Mitigation EA Study (Little Etobicoke Creek SPA)
 - A short-list of conceptual culvert replacement options has been developed.
 - Preliminary Design to be developed for spring 2022.
- Etobicoke Creek SPA Feasibility Study
 - Hydraulic Analysis completed.
 - Confirmation that existing structure has sufficient hydraulic capacity.

Preliminary Design - Design progressed for Mississauga East

Dundas Street will be widened in certain areas to accommodate the proposed Bus Rapid Transit (BRT) lanes and facilities, including four general purpose traffic lanes, cycling facilities, wider sidewalks (where possible), and amenity space for utility poles, trees and street furniture. The Preliminary Design, as shown in the cross sections and roll plans, has been updated since the last round of engagement to reflect these design refinements.



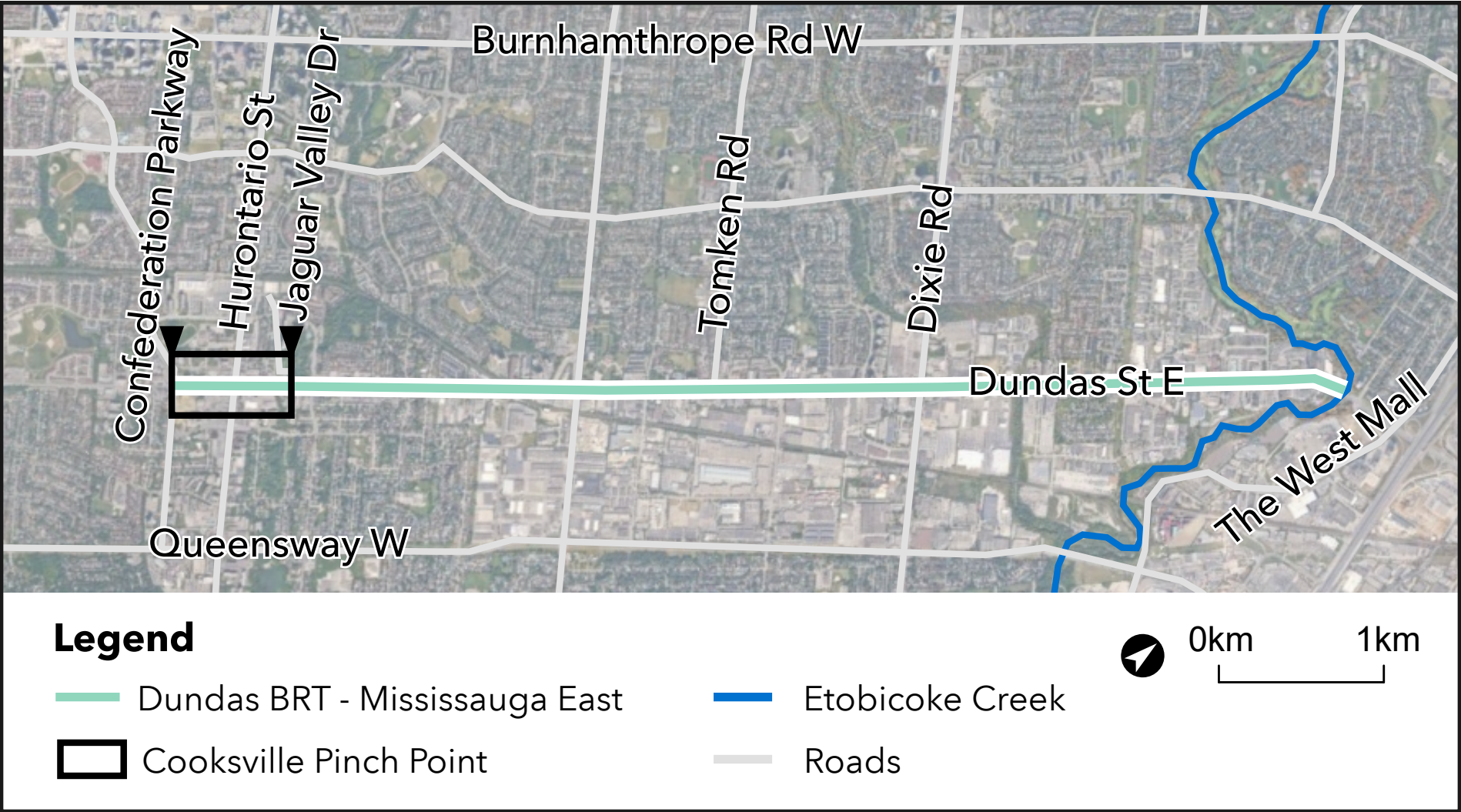
Cross Section:
Typical Cross Section at Dixie Road.



Cross Section:
Typical Cross Section at Midblock Jaguar Valley Drive to Etobicoke Creek.

Mississauga East - Cooksville pinch point: key considerations

In Mississauga East, the area between **Confederation Parkway** and **Jaguar Valley Drive** (**Cooksville**) is considered a pinch point, or a constrained area, and requires an additional evaluation process.



Mississauga East – Cooksville pinch point: key considerations

In the last round of engagement, six design alternatives were presented. Alternative 1 – Full median Bus Rapid Transit (BRT) widened about centreline, was presented as the best performing alternative because it proved to be the best performing in terms of:

Mobility and Traffic Considerations	Geometrics/Infrastructure Considerations	Property Considerations	Environmental Considerations
<ul style="list-style-type: none">• Provides a full median BRT• Improves BRT travel times• Continuous, dedicated, physically separated cycling and pedestrian facilities• Acceptable auto travel times	<ul style="list-style-type: none">• Provides dedicated median BRT lanes while accommodating auto traffic, cyclists and pedestrians• Maintains existing linear and vertical alignment• Moderate capital cost• Moderate technical complexity and engineering design	<ul style="list-style-type: none">• Generally, matches the planned Official Plan right-of-way developed as part of the Dundas Connects Transportation Master Plan• Minor impacts to the approved townhome development at Confederation Parkway• Similar property requirements to other alternatives	<ul style="list-style-type: none">• Impacts minimum visible natural features• Similar built heritage resource property impacts to other alternatives• Improves the overall community and urban Main Street character through transit-oriented development

Mississauga East – Cooksville pinch point: key considerations

Alternative 1 will also provide a Bus Rapid Transit (BRT) station at Hurontario with limited to no impacts to the future Hurontario LRT line and will allow for optimal BRT operations and reliability.



Rendering: Typical bird's eye view of Alternative 1 – Full median BRT widened about centreline. This is a conceptual rendering for illustrative purposes and is subject to change through design development and stakeholder engagement.

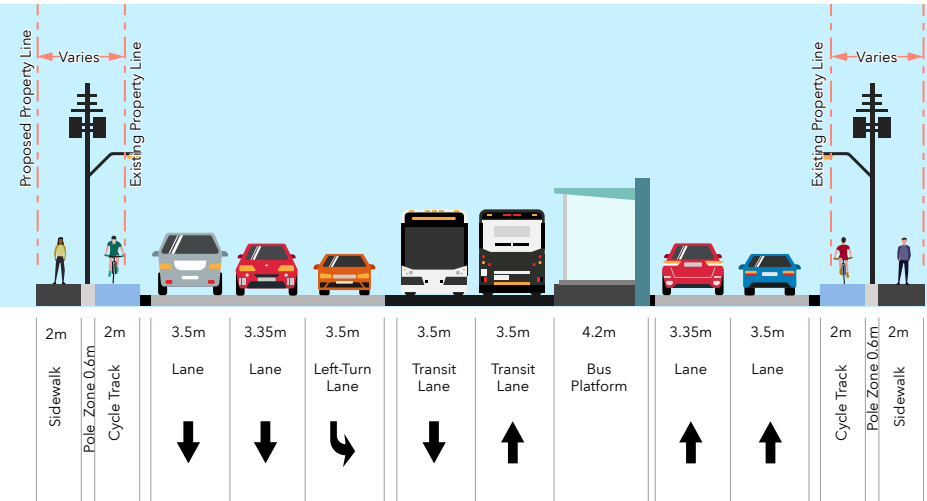
Mississauga East – Cooksville pinch point updates

The Project Team has completed additional technical studies to optimize the design for Alternative 1, based on the following potential impacts identified earlier this year:

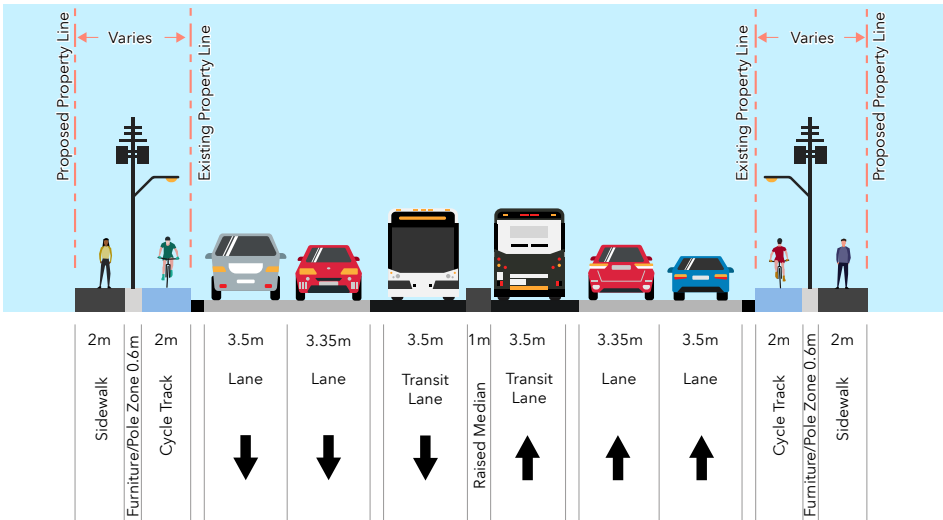
- Potential for heritage property and other property impacts
- Potential for increased noise and vibration impacts
- Potential for impacts to cyclist and pedestrian safety
- Capital cost to implement, including purchase of/ impacts to properties

To help mitigate these potential impacts, we have:

- Optimized the corridor alignment to minimize impacts to properties
- Enhanced boulevard space reductions, at select locations, to minimize or eliminate property impacts where possible, including a reduction in the furniture/pole zone at a 0.6m minimum width and conversion of the sidewalks and cycle track to a multi-use path
- Applied minimum general-purpose through traffic lane width of 3.35m throughout Cooksville and minimum sidewalk width of 1.5m at select locations



Cross Section:
Typical Cross Section at Hurontario Street.



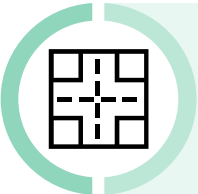
Cross Section:
Typical Cross Section at Midblock Confederation Parkway to Jaguar Valley Drive.

Mississauga East – Next Steps

The optimized Alternative 1 – Full median Bus Rapid Transit (BRT) widened about centreline, will be carried forward to 30% Preliminary Design and further refined by completing the development of the following designs:



BRT stops



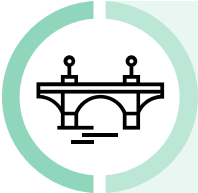
Intersections



Transitions between Mississauga East and the Toronto and Mississauga West segments



Streetscaping and public realm



Bridge and culvert replacements

Following the development of these designs, the Project Team will also review and confirm utility impacts and property requirements for Mississauga East.

Thank you for participating!

The next round of public engagement is planned for **summer/fall 2022**.

Next Steps

Feedback received from this round of engagement will be used by the Project Team to influence refinements to the Environmental Project Report (EPR) and corridor designs for Mississauga East. We will continue to advance work for the four segments of the Project as demonstrated below:

Toronto	Mississauga East	Mississauga West	Halton and Hamilton
<ul style="list-style-type: none">• Continuing environmental studies in preparation for Transit Project Assessment Process (TPAP) Commencement and EPR• Host Public Information Centre (PIC) to present the design alternatives, the evaluation of alternatives and the best performing design alternative	<ul style="list-style-type: none">• Complete 30-day public review period and Minister’s review of the Draft EPR• Publish the Final EPR and Statement of Completion• Provide an update on this segment during a future PIC	<ul style="list-style-type: none">• Continuing environmental studies in preparation for TPAP Commencement and EPR• Host PIC to present the design alternatives, the evaluation of alternatives and the best performing design alternative	<ul style="list-style-type: none">• Prepare preferred design and develop proposed stop locations and transit priority measures

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:

- Potential impacts and proposed mitigation measures in Mississauga East
- Refined best performing Mississauga East pinch point (Cooksville) alternative and outside pinch point Preliminary Design (10%)

Please complete the [online feedback form](#).

We are committed to continuous engagement to help evolve the design of the Dundas BRT based on the outcomes of discussions with your communities. Stay involved with the Dundas BRT Project. We have a dedicated Community Relations team for each region available to answer your questions and receive your feedback at any time.

Email us at:

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

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

Public Meeting Materials

- **Public Engagement #3 Main Presentation Boards (French)**

Bienvenue au projet de service d'autobus rapide Dundas – Mississauga-Est



Participation virtuelle du public 3

Reconnaissance du territoire

Metrolinx reconnaît que ses activités se déroulent sur le territoire traditionnel de peuples autochtones, dont les Anishnabés, les Haudenosaunee et les Wendat.

En fait, on propose de réaliser le projet de service d'autobus rapide Dundas sur des terres visées par le Traité n° 3 de 1792, l'Achat de Head-of-the-Lake de 1806, la Parcelle de Brant de 1795, les Traités n° 22 et n° 23 de 1820 et le Traité n° 13 de 1805 avec la Première Nation des Mississaugas de Credit, ainsi que le Traité Nanfan de Fort Albany de 1701 avec les Haudenosaunee.

Metrolinx est résolue à établir des relations enrichissantes avec les peuples autochtones et à favoriser une véritable réconciliation avec les gardiens originels de ce territoire.

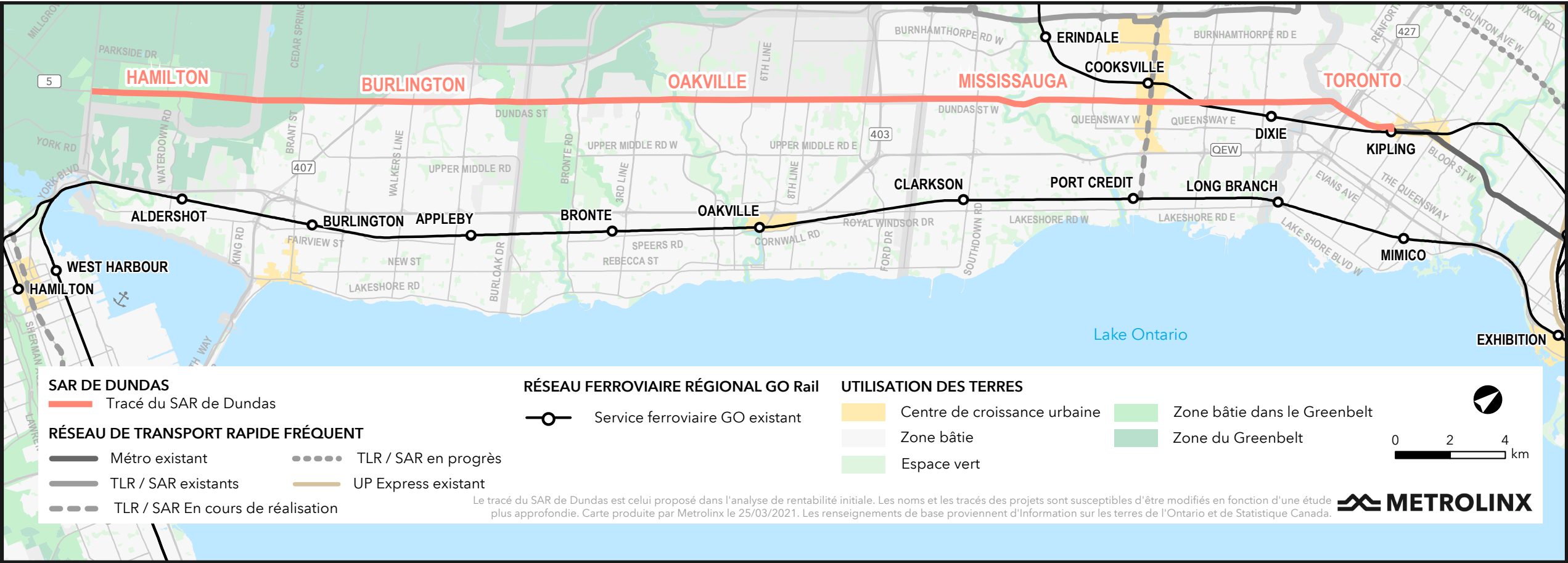
Ressources supplémentaires de nos partenaires municipaux sur les territoires traditionnels de chaque communauté :

- [Ville de Toronto](#);
- [Ville de Mississauga](#);
- [Ville d'Oakville](#);
- [Ville de Burlington](#);
- [Ville de Hamilton](#);



Pourquoi sommes-nous ici?

Metrolinx, en collaboration avec la Ville de Mississauga, poursuit la planification du corridor de service d'autobus rapide (SAR) Dundas, afin de soutenir la réalisation d'éventuels projets municipaux, et entame le processus d'évaluation des projets de transport en commun (PEPTC) pour le projet de SAR Dundas - Mississauga-Est (du ruisseau Etobicoke à la promenade Confederation), conformément au *Règlement de l'Ontario 231/08*. L'objectif du projet de SAR Dundas est d'évaluer le corridor de transport en commun proposé le long d'une section de 48 kilomètres (km) de la rue Dundas, depuis l'autoroute 6 dans la ville de Hamilton jusqu'au Centre de transport en commun Kipling de la ville de Toronto, reliant ainsi les centres-villes d'Etobicoke et de Mississauga. Plus de 20 km des 48 km de ce projet municipal de transport en commun 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.



Pourquoi sommes-nous ici?

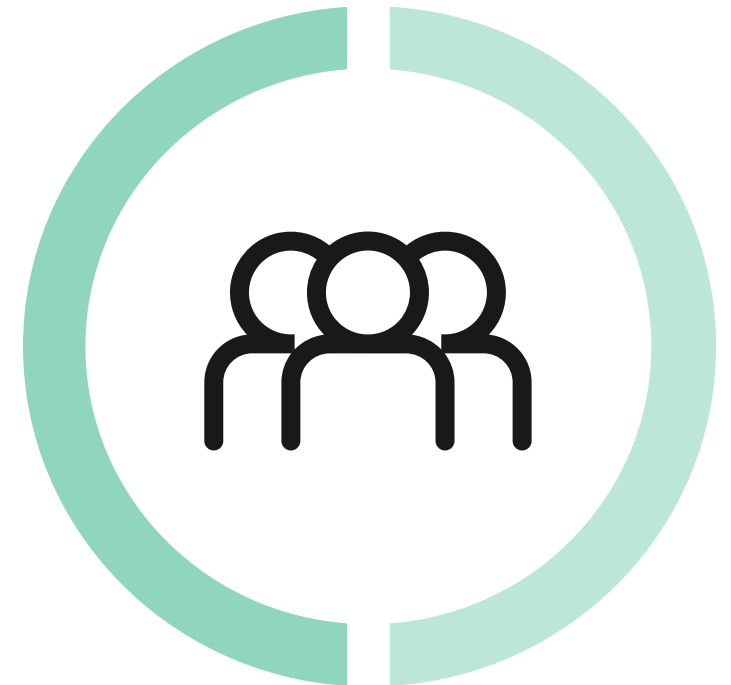
Objectifs du troisième tour de dialogue :

- Présenter un résumé des propos entendus lors du deuxième tour de dialogue, ce qui comprend les commentaires sur l'analyse des solutions de rechange pour le point de congestion de Cooksville (Mississauga-Est), et de la manière dont ils ont été pris en compte.
- Aviser les participants du lancement du processus d'évaluation des projets de transport en commun (PEPTC) et de la période de 30 jours pour l'examen par le public pour Mississauga-Est.
- Présenter les principales constatations, les répercussions potentielles et les mesures d'atténuation proposées dans le rapport environnemental préliminaire sur le projet (REP) pour Mississauga-Est, et recueillir des commentaires à intégrer dans le REP final.
- Présenter l'optimisation de la conception du point de congestion de Cooksville et du reste du tronçon de Mississauga-Est afin de réduire les répercussions potentielles.
- Examiner les prochaines étapes pour Mississauga-Est et le projet dans son ensemble.

Le prochain tour de dialogue est axé sur le segment Mississauga Est, car la planification a progressé aux étapes suivantes :

- faire progresser la conception préliminaire et les études environnementales en s'appuyant sur les résultats de l'étude du plan directeur de Dundas Connects;
- soutenir la demande de financement de la Ville de Mississauga dans le cadre du Programme d'infrastructure Investir dans le Canada (PIIC);
- respecter la vision de l'avenir des collectivités, les stratégies de croissance de la population et de l'emploi le long de la rue Dundas dans ce tronçon, telles que décrites dans les documents d'orientation, y compris, mais sans s'y limiter, le plan d'aménagement de la Ville de Mississauga et le plan de croissance provincial.

Le dialogue sur Toronto, Mississauga-Ouest ainsi que Halton et Hamilton se poursuivra en 2022.



Comment l'étude est-elle structurée?

L'étude est structurée selon les quatre zones le long de la rue 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 au ruisseau Etobicoke
- Mississauga-Est - du ruisseau Etobicoke à Confederation Parkway (**nous sommes ici - voir carte en médaillon**)
- Mississauga-Ouest - de la promenade Confederation à la Ligne Ninth
- Halton et Hamilton - de la Ligne Ninth à l'autoroute 6 (aucun PEPTC prévu)

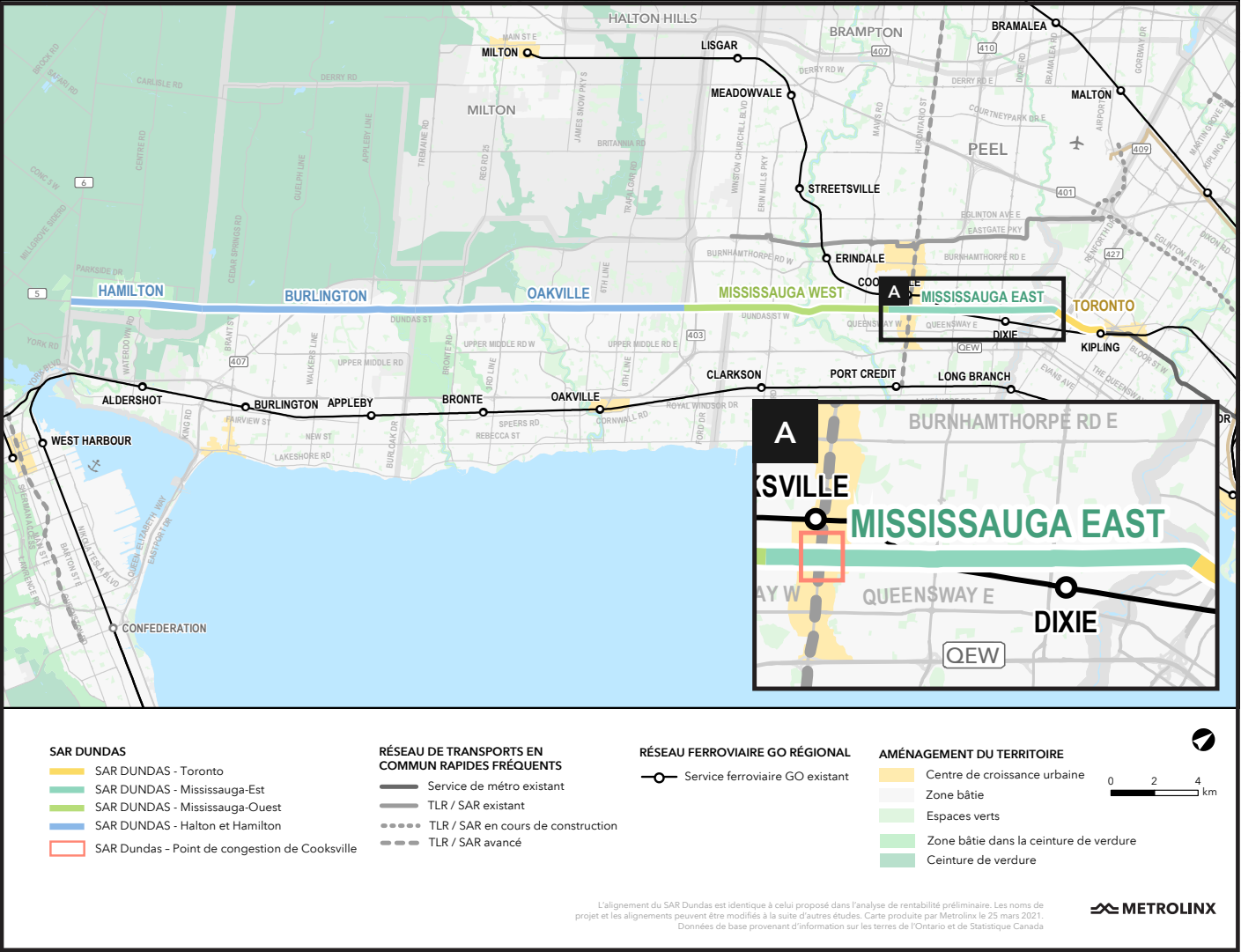
Zones d'étude du service d'autobus rapide (SAR) Dundas

La zone du projet comprend le tracé 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 SAR Dundas, qui comprend les grandes phases suivantes :

- le PEPTC;
- la conception préliminaire (CP);
- l'ARCP.



Comment l'étude est-elle structurée?

Qu'est-ce que le processus d'évaluation des projets de transport en commun (PEPTC)?

Le PEPTC est une étude ciblée d'impact sur l'environnement créée spécifiquement pour les projets de transports en commun. Il comprend une phase de planification préalable, suivie d'une période réglementée de dialogue et de documentation, ce qui inclut un dialogue avec le public, les parties prenantes et les Premières Nations, une étude des répercussions, l'élaboration de mesures d'atténuation des effets négatifs et de la documentation. Ces phases sont suivies d'une période d'examen de 30 jours qui permet au public d'analyser le rapport environnemental sur le projet (REP) et de formuler des commentaires supplémentaires. Vient ensuite 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 au minimum dans la mesure du possible. Les PEPTC sont réglementés par la *Loi sur les évaluations environnementales* et soumis à l'examen du ministre de l'Environnement, de la Protection de la nature et des Parcs avant de poursuivre le projet de transports en commun.

Trois PEPTC seront réalisés pour :

- Toronto;
- **Mississauga-Est (NOUS SOMMES ICI);**
- Mississauga-Ouest.

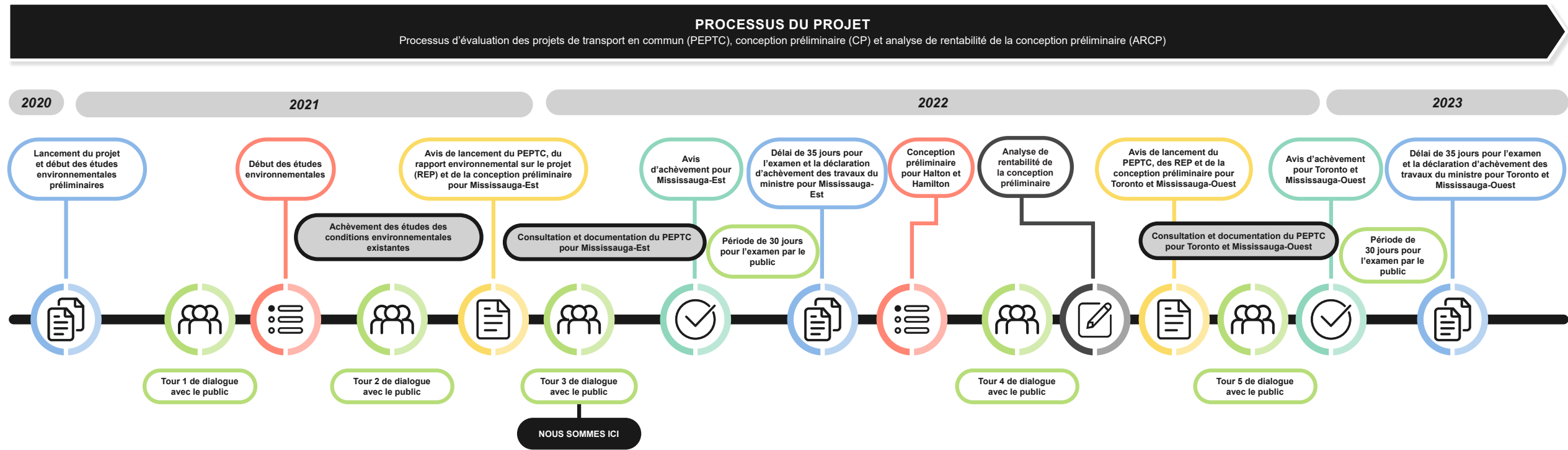
Qu'est-ce que la conception préliminaire (CP)?

La phase de la CP se compose du plan directeur Dundas Connects et de l'analyse de rentabilité préliminaire de Metrolinx. Au cours de cette phase, l'équipe de projet utilise l'analyse des études techniques et environnementales et la participation du public afin d'affiner la conception du SAR et d'atteindre un niveau de conception à 30 %. La conception à 30 % cherche à affiner l'infrastructure du corridor, comme les largeurs des voies, les zones tampons, les boulevards, les installations actives de transport en commun et les limites de nivellement afin de réduire les répercussions recensées dans le PEPTC. Les résultats de la CP orientent l'ARCP.

Qu'est-ce que l'analyse de rentabilité de la conception préliminaire (ARCP)?

L'ARCP prend l'option recommandée de l'analyse de rentabilité préliminaire et examine les diverses approches afin de les affiner et de les optimiser. Elle se déroule durant l'étape de la CP, en même temps que le PEPTC. Elle mène à une seule option préférable pour l'élaboration finale de l'analyse de rentabilité complète (ARC). L'ARCP du SAR Dundas évalue le projet en fonction de critères stratégiques, économiques, financiers, opérationnels et de faisabilité. Elle présente également les coûts, les avantages, les risques et les obstacles du projet, ce qui aide Metrolinx et ses partenaires à élaborer les phases futures des travaux sur le corridor.

Calendrier du projet



Possibilités de participation












Comment la communauté peut-elle participer au projet?

Metrolinx pense que vos commentaires renforcent notre système de transport en commun. Nous sommes déterminés à vous tenir informés, à favoriser une compréhension mutuelle et à recueillir vos commentaires. Le dialogue vous permet d'exprimer votre point de vue sur les aspects suivants :

Dialogue du tour 1 (terminé en avril 2021)	Dialogue du tour 2 (terminé en septembre 2021)	Dialogue du tour 3 (janvier 2022 – NOUS SOMMES ICI)	Dialogue du tour 4 (été ou automne 2022)	Dialogue du tour 5 (hiver 2022)
<ul style="list-style-type: none">• Le service d'autobus rapide (SAR) 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 contrainte)	<ul style="list-style-type: none">• L'organisation du projet• Les commentaires reçus lors du premier tour de dialogue• Les conditions environnementales existantes pour Toronto et Mississauga• La conception du corridor du SAR pour Mississauga• Les conceptions de rechange envisagées pour le point de congestion dans la vallée d'Erindale• La conception la plus performante et autres conceptions évaluées pour le point de congestion de Cooksville• Les emplacements proposés pour les arrêts et les aménagements potentiels à Mississauga-Est	<ul style="list-style-type: none">• Les constatations de l'étude environnementale pour Mississauga-Est, dont les répercussions potentielles et les mesures d'atténuation proposées• L'amélioration de la solution de rechange la plus efficace pour le point de congestion de Mississauga-Est (Cooksville) et la conception préliminaire du point de congestion extérieur (10 %)	<ul style="list-style-type: none">• La liste de présélection des solutions de conception des infrastructures pour Toronto et l'évaluation des solutions pour le point de congestion de la vallée d'Erindale (Mississauga-Ouest)• La conception préliminaire pour Halton et Hamilton• L'emplacement des arrêts et des aménagements pour Toronto, Mississauga-Ouest ainsi que Halton et Hamilton• L'évaluation de l'itinéraire du SAR intégré et du niveau de service sur l'ensemble du corridor	<ul style="list-style-type: none">• Les constatations des études environnementales pour Toronto et Mississauga-Ouest, ce qui comprend les répercussions potentielles et les mesures d'atténuation proposées• La conception du corridor préliminaire pour Toronto et Mississauga-Ouest• Les 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 Toronto et de Mississauga-Ouest• L'état d'avancement du processus d'évaluation des projets de transport en commun (PEPTC) pour Mississauga-Est

Propos entendus lors du deuxième dialogue virtuel avec le public

Le deuxième dialogue virtuel avec le public s’est déroulé en septembre 2021. Les commentaires recueillis ont démontré que le public soutient le projet, qu’il préfère la solution 1 ou 3 du point de congestion de Cooksville et qu’il souhaite vivement en savoir davantage sur l’avancement du projet, les répercussions sur la communauté et les biens ainsi que la connectivité aux infrastructures et services environnants. Le public a soulevé les éléments suivants :

Occasions :		Préoccupations :	
 Étendre et améliorer les aménagements cyclables de la rue Dundas.	 Offrir un service de transport fiable en raison des voies réservées au SAR.	 L'incidence possible du bruit et des vibrations.	 Les effets possibles sur les biens publics et privés.
 L'ajout d'autres arrêts le long du corridor pour permettre aux utilisateurs d'atteindre d'autres destinations (p.ex., campus de Mississauga de l'Université de Toronto, parc Erindale).		 Les effets de la construction et de l'exploitation du projet sur l'environnement et la communauté.	
 Relier le SAR Dundas à des projets à venir et à d'autres services de transport en commun direct (p. ex., GO Transit, Hamilton Street Railway, Commission de transport de Toronto).		 La fluidité de la circulation sur la rue Dundas du fait de la modification de l'emprise (c.-à-d. ajout ou retrait de voies de circulation).	
 Créer un système de transport en commun efficace tout en maintenant la fluidité de la circulation pour tous les usagers de la route, notamment par la mise en œuvre de l'option 1 au point de congestion de Cooksville ou de l'option 3 afin d'interdire les virages à gauche dans les carrefours à haute circulation pour éviter tout ralentissement de la circulation.		 Les effets négatifs possibles de l'option 4 du point de congestion de Cooksville sur la fiabilité du SAR du fait de l'exploitation d'autobus dans la circulation mixte.	 La préservation des immeubles existants et de la culture communautaire de la zone environnante.

Les commentaires fournis au cours du deuxième dialogue virtuel avec le public ont été pris en compte - et continueront de l'être - pour éclairer les principales décisions relatives au projet. Les résultats des commentaires du public au cours du deuxième tour de dialogue peuvent être observés directement dans l'élaboration du rapport environnemental préliminaire sur le projet (REP) pour Mississauga-Est et dans les améliorations et l'optimisation de la conception du point de congestion de Cooksville et du corridor à proximité du point de congestion.

Comité consultatif technique et groupes consultatifs des parties prenantes

En plus des dialogues virtuels avec le public, l'équipe du projet s'engage auprès du public, des parties prenantes et des spécialistes par l'intermédiaire 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 du SAR Dundas demeurent mobilisés et informés.

Réunions du CCT :

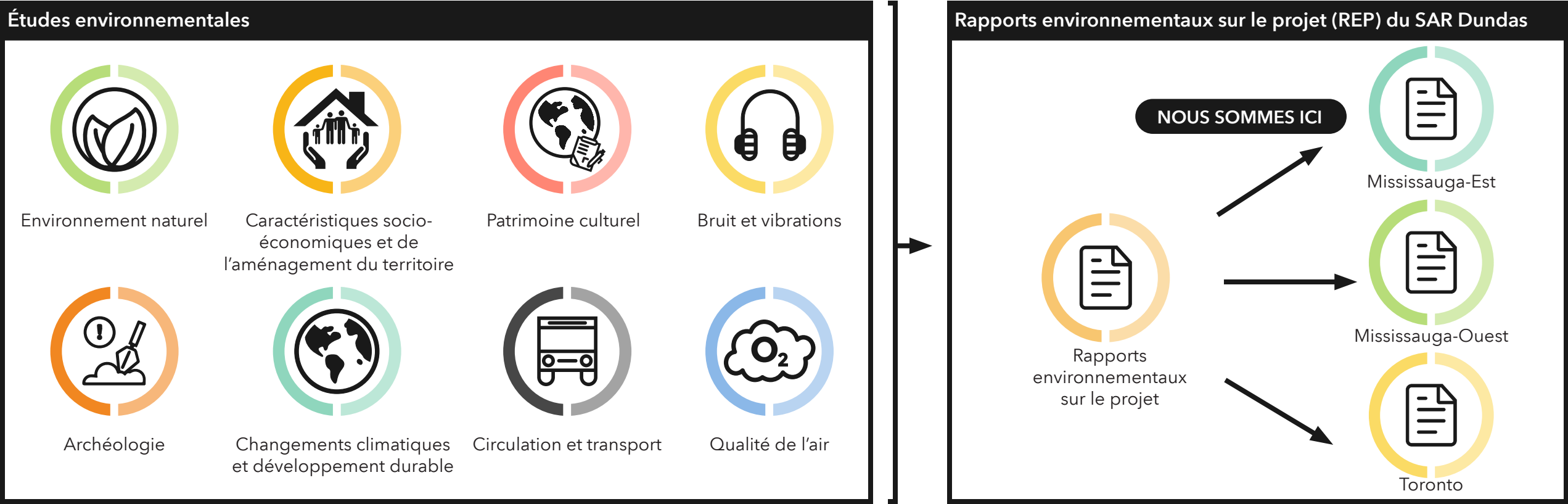
- Donner aux parties prenantes et aux experts techniques l'occasion de s'informer sur le projet et d'y contribuer afin d'éclairer la prise de décisions importantes.
- Permettre aux membres de résoudre des problèmes de fournir des conseils sur le développement du projet.
- Offrir à l'équipe de projet une nouvelle perspective.

Réunions des GCP :

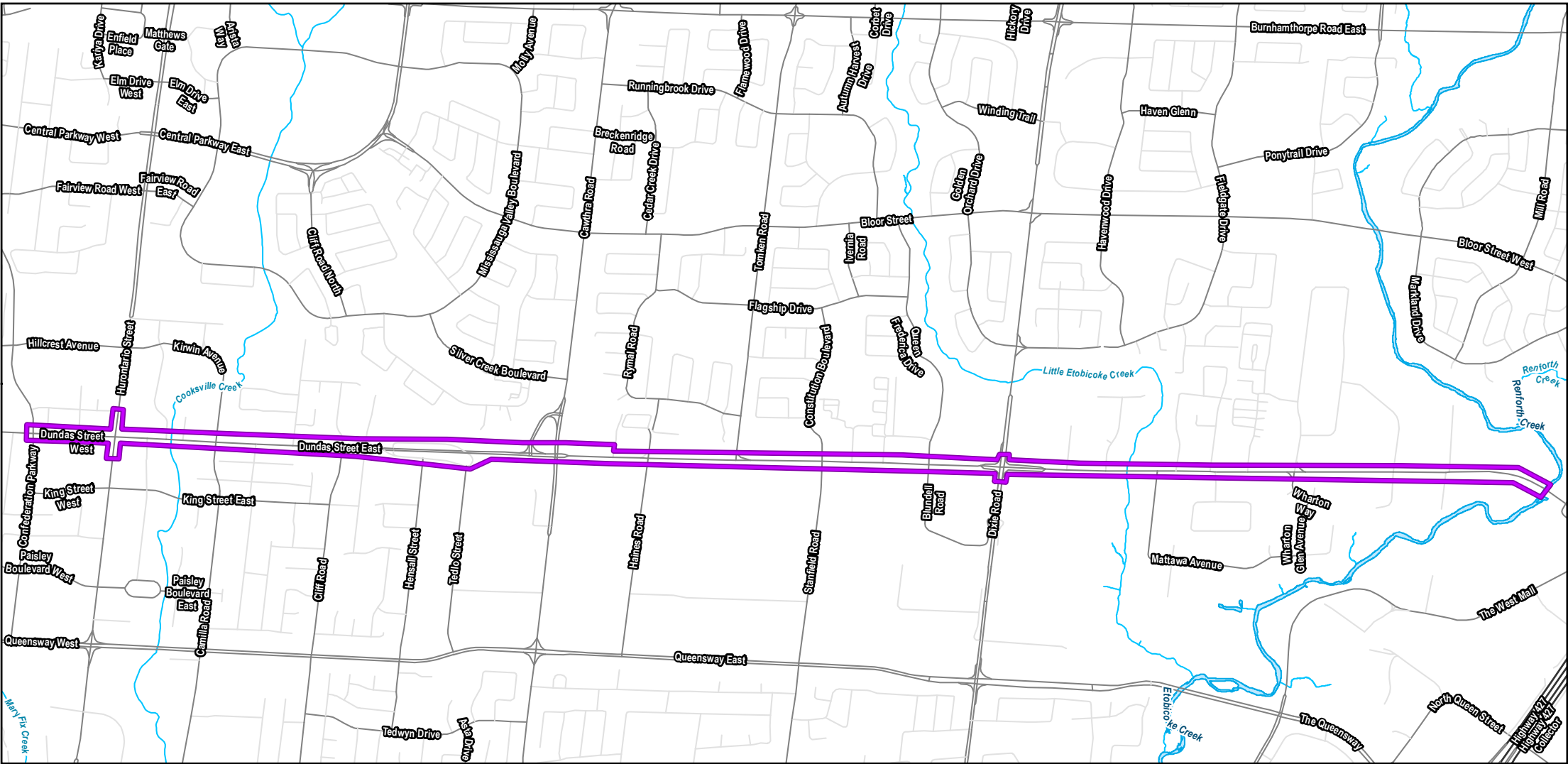
- Donner aux dirigeants communautaires, aux défenseurs et aux experts de chaque tronçon du corridor l'occasion de se renseigner sur l'étude et d'y contribuer.
- Permettre aux membres de s'informer sur le projet, de poser des questions aux spécialistes au sein de l'équipe du projet et de discuter du projet et de ses répercussions potentielles avec d'autres dirigeants communautaires.

Environnement


Le projet de transport en commun de service d'autobus rapide (SAR) Dundas a commencé le processus d'évaluation des projets de transport en commun (PEPTC), procédure d'évaluation environnementale simplifiée en vertu du *Règlement de l'Ontario 231/08*. Dans le but de soutenir le projet, des études environnementales sont réalisées pour consigner les conditions existantes et analyser les répercussions potentielles du projet. Les études environnementales ont déterminé les répercussions potentielles et consigné les mesures d'atténuation pouvant réduire ou éliminer ces répercussions. L'équipe de conception utilisera les mesures d'atténuation proposées pour revoir et améliorer le concept. Les études environnementales préliminaires suivantes ont été réalisées et elles feront partie du rapport environnemental sur le projet (REP) du SAR Dundas pour le tronçon de Mississauga-Est du corridor.

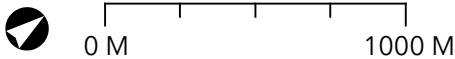


Zone du projet de Mississauga-Est



Légende

 Zone du projet de service d'autobus rapide (SAR) Dundas - Mississauga-Est



Questions d'importance provinciale

Il faut tenir compte des questions d'importance provinciale durant le processus d'évaluation des projets de transport en commun (PEPTC), conformément au *Règlement de l'Ontario 231/08*.


Relations avec les Autochtones	Environnement naturel	Patrimoine culturel et archéologie
<div><div>Droits des peuples autochtones ou issus de traités protégés par la Constitution et éléments préoccupants</div></div>	<div><div><div>Parcs, réserves de conservation et aires protégées</div></div><div><div>Espèces disparues du pays, en voie de disparition, menacées ou préoccupantes et leur habitat</div></div><div><div>Milieux humides, zones boisées, habitat de la faune et autres zones du patrimoine naturel</div></div><div><div>Zones d'intérêt naturel et scientifique</div></div><div><div>Cours d'eau, ruisseaux, rivières ou lacs contenant des poissons et leur habitat</div></div></div>	<div><div><div>Biens patrimoniaux protégés</div></div><div><div>Ressources du patrimoine bâti</div></div><div><div>Paysages du patrimoine culturel</div></div><div><div>Ressources archéologiques et zones pouvant avoir un intérêt archéologique</div></div></div>

Inventaire de l'environnement naturel et des arbres




Des études sur le terrain ont été réalisées de mai à juillet 2020 et de juin à juillet 2021 pour analyser les caractéristiques du patrimoine naturel et les ressources forestières, ce qui comprend un inventaire des arbres.


Les observations suivantes ont été faites dans la zone d'étude :




62 espèces de plantes
(64 % indigènes, 34 % non indigènes)




2 espèces d'insectes




6 espèces de mammifères



2 espèces d'oiseaux en péril (hirondelles rustiques et martinets ramoneurs)



35 espèces d'oiseaux, dont une grande variété d'oiseaux migrateurs nichant dans la zone d'étude. Des hirondelles à front blanc, des hirondelles rustiques, des moucherolles phébi et des merles d'Amérique ont été recensés dans le secteur du ruisseau Etobicoke



3 cours d'eau (ruisseau Etobicoke, ruisseau Little Etobicoke et ruisseau Cooksville) qui offrent un habitat à diverses espèces de poissons



Image : Nid d'hirondelle à front blanc sous le pont du ruisseau Etobicoke à Mississauga-Est.
Source : AECOM, 2021.



Image : Hirondelle rustique.

Quelques répercussions potentielles :

- Une perturbation temporaire de la végétation et l'enlèvement limité de végétation durant la construction.
- Des répercussions potentielles à court terme de la construction sur les oiseaux, ce qui comprend la perturbation de la nidification, la destruction de nids, et la perte d'habitat, surtout durant la saison cruciale de nidification durant l'été.
- La perturbation ou le déplacement d'espèces d'oiseaux en péril (p.ex., hirondelles à front blanc, hirondelles rustiques et martinets ramoneurs) et de chauves-souris (p. ex. vespertillons bruns, vespertillons nordiques et chauves-souris pygmées de l'Est) ainsi que leur habitat durant la construction.

Quelques mesures d'atténuation proposées :

- L'enlèvement complet de la végétation avant ou après les périodes de nidification pour éviter ou réduire au minimum les répercussions potentielles sur les oiseaux et les chauves-souris durant la construction. S'il faut enlever la végétation durant des périodes de nidification, l'inspection visuelle des zones visées doit être faite par un spécialiste qualifié des oiseaux.
- L'installation de filets anti-oiseaux pour prévenir la nidification sur les structures durant la construction.
- Les zones de protection des arbres seront clôturées pour protéger et prévenir les dommages aux arbres conformément aux exigences des règlements municipaux.
- Pour les structures abritant des espèces d'oiseaux nicheurs en péril, coordonner la construction pour éviter les périodes de nidification et prévenir les répercussions.

Inventaire des arbres

Un inventaire des arbres sur le terrain et une analyse informatique des répercussions sur les arbres ont été réalisés durant l'été 2021 afin d'évaluer et de quantifier l'état actuel des arbres sur place et d'établir les répercussions potentielles.

Les éléments suivants sont présents dans la zone d'étude de Mississauga-Est :



1,565 arbres ont été répertoriés et évalués pour le projet, ce qui représente 7 espèces importantes (c.-à-d. févier épineux, érable à Giguère, frêne rouge, érable de Norvège, olivier de Bohême, orme de Sibérie et noyer noir)



Aucune espèce en péril n'a été recensée durant les études sur le terrain.

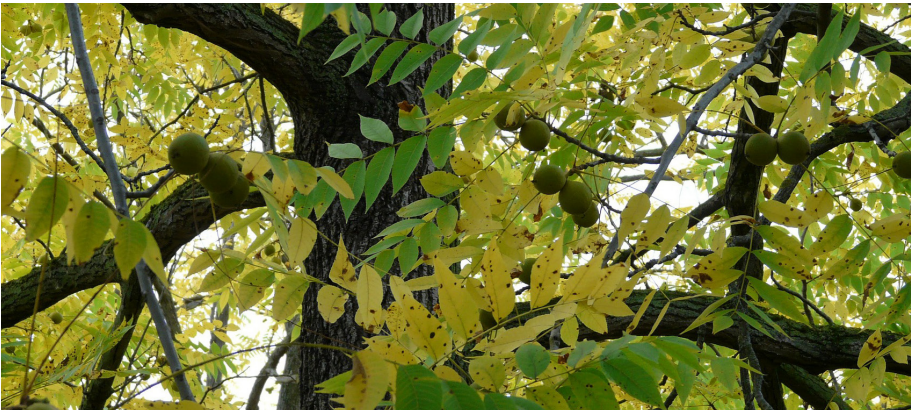


Image :
Noyer noir



Image :
Érable à Giguère

Quelques répercussions potentielles :

- Enlèvement ou perturbation des arbres pour permettre les travaux de construction du projet
- Enlèvement ou perturbation de la faune et de son habitat

Quelques mesures d'atténuation proposées :

- Clôturer les zones de protection des arbres (ZPA) pour protéger et prévenir les dommages aux arbres conformément aux exigences des règlements municipaux.
- N'effectuer aucune activité de nivellement, d'excavation ou de restauration dans les ZPA de tout arbre protégé ou conservé. Si de telles activités sont inévitables, elles doivent être supervisées par un arboriste agréé.
- Limiter l'enlèvement de la végétation, ce qui comprend les arbres, aux zones d'activité spécifiées à la suite de l'approbation des permis requis.
- Enlever la végétation en dehors de la saison de reproduction des oiseaux pour réduire les répercussions potentielles sur les oiseaux migrateurs et éviter de violer la *Loi sur la Convention concernant les oiseaux migrateurs*. Si les activités doivent se dérouler durant la période de nidification générale, il faut d'abord effectuer un relevé des oiseaux nicheurs et des nids avant ces activités. Un biologiste qualifié doit effectuer une recherche de nids au maximum 48 heures avant l'enlèvement de la végétation.

Caractéristiques socio-économiques et de l'aménagement du territoire



Un examen des conditions existantes a été réalisé pour comprendre les caractéristiques de la population et de l'aménagement du territoire le long de la rue Dundas à Mississauga-Est. Diverses installations communautaires ont été recensées dans la zone d'étude, dont les suivantes :



14 ensembles commerciaux et résidentiels



5 écoles



3 installations de soins de longue durée



12 parcs et espaces ouverts



3 garderies



1 centre de loisirs



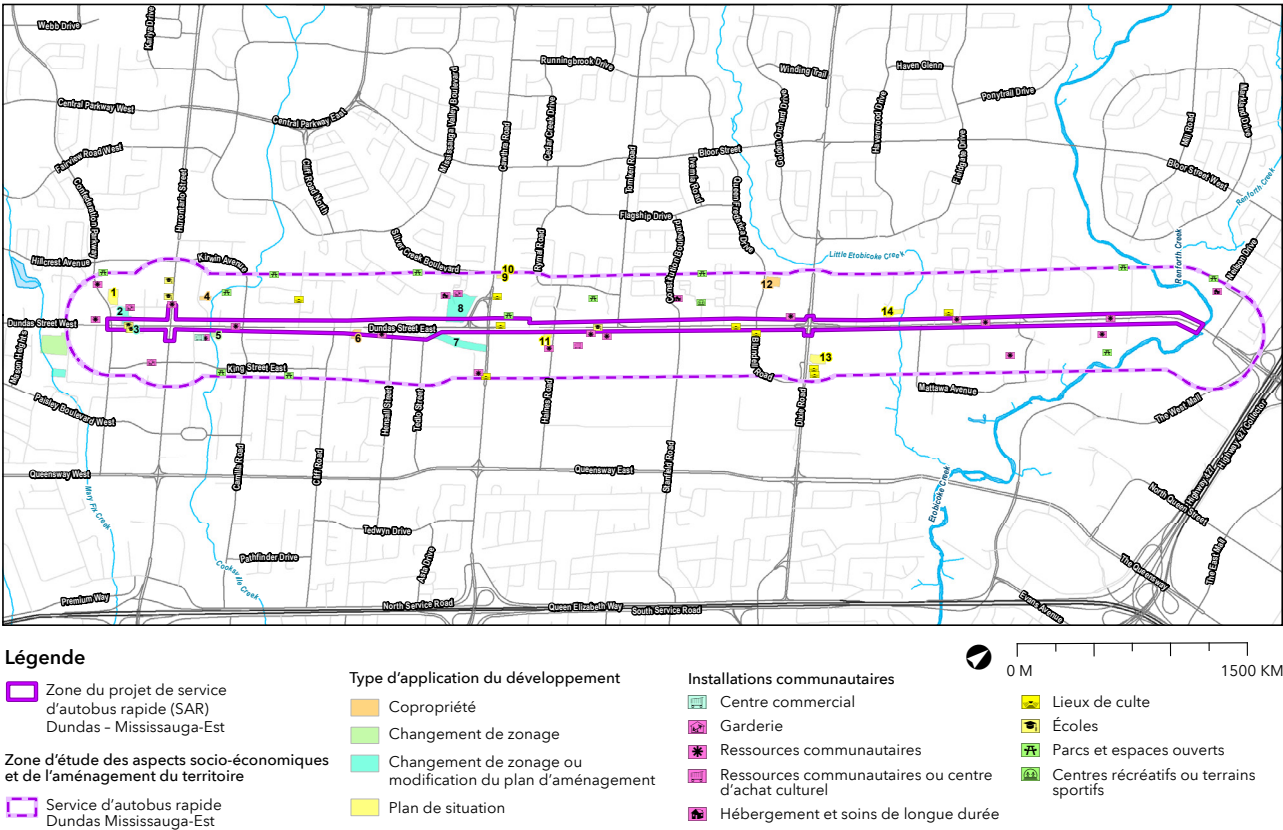
2 centres d'achat



16 ressources communautaires



9 lieux de culte



L'examen a révélé qu'un grand nombre de ressources communautaires sont regroupées autour du centre-ville de Cooksville. Le projet du service d'autobus rapide (ASAR) Dundas - Mississauga-Est soutiendra les déplacements pratiques et fiables des gens entre la maison et le travail ou les loisirs.

Caractéristiques socio-économiques et de l'aménagement du territoire



Image : Angle sud-ouest des rues Dundas Ouest et Hurontario, face à l'est.

Source : AECOM, 2021.

Quelques répercussions potentielles :

- Légères nuisances temporaires (c.-à-d. poussière, bruit et vibrations) causées par les travaux de construction.
- Limitation temporaire de l'accès aux biens le long de la rue Dundas durant les travaux de construction.
- L'acquisition permanente ou temporaire de biens (les besoins d'acquisition de biens seront confirmés pendant la planification).
- Limitation possible des virages à gauche traversant la voie médiane (voies d'accès et de sortie à droite seulement).

Quelques mesures d'atténuation proposées :

- Élaborer des plans de gestion pour atténuer les effets nuisibles, comme le bruit, les vibrations et la poussière.
- Élaborer un plan de gestion de l'accès pour réduire au minimum les effets et gérer l'accès aux biens le long de la rue Dundas.
- Effectuer une surveillance régulière durant les travaux de construction pour s'assurer que toutes les répercussions potentielles demeurent dans les limites acceptables établies par les règlements municipaux ou d'autres politiques, le cas échéant.
- Préserver l'accès normal (existant) aux entreprises durant les heures ouvrables, autant que possible. Dans l'impossibilité de maintenir un accès normal, aménager une autre voie d'accès et l'indiquer par une signalisation.
- Réduire au minimum les répercussions potentielles en optimisant le tracé du corridor, en appliquant des normes minimales de conception et en réduisant l'espace du boulevard pouvant être élargi à l'aide de futurs aménagements.
- Marquer clairement les détours pour les piétons et les cyclistes, au besoin.

Patrimoine culturel



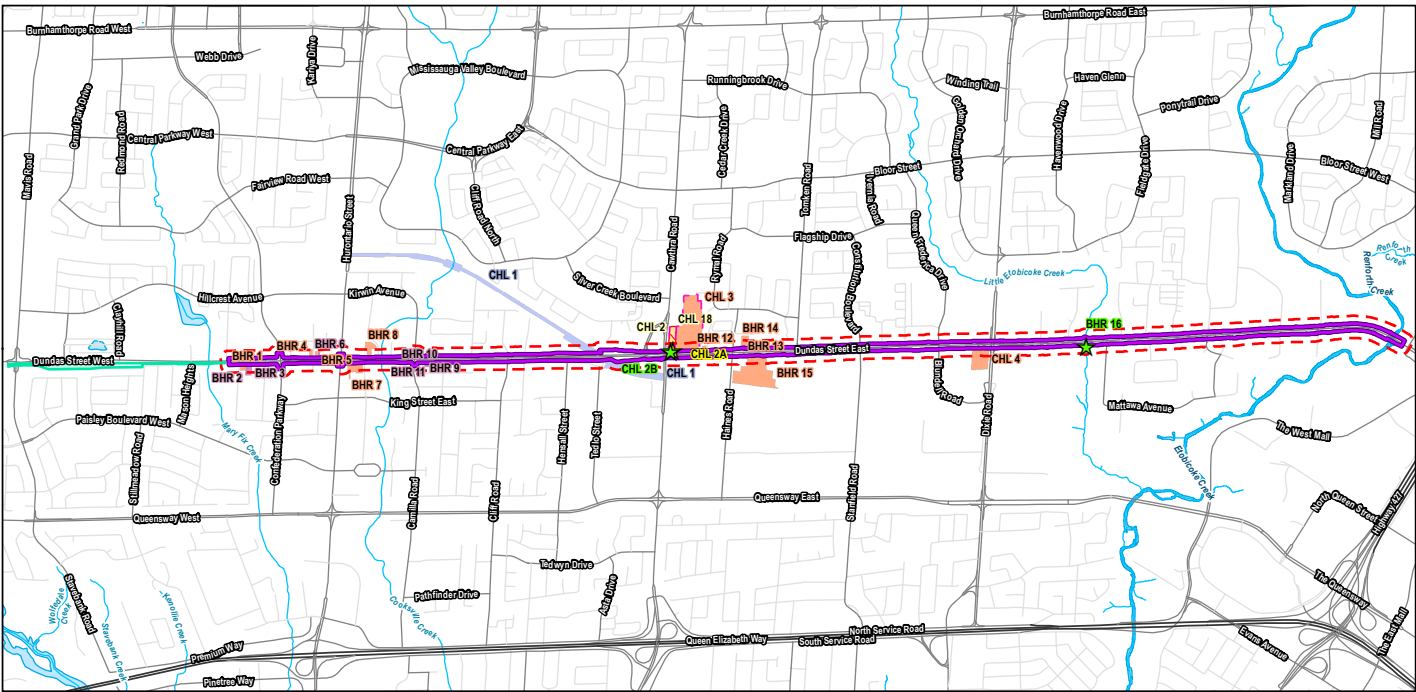
Des spécialistes du patrimoine culturel ont examiné le corridor de Mississauga-Est pour y recenser des ressources du patrimoine bâti (RPB) ou des paysages du patrimoine culturel (PPC) potentiels. Les RPB et PPC sont des biens ayant un haut niveau de protection, de désignation ou de reconnaissance patrimoniales attribué par une administration municipale ou les gouvernements provincial ou fédéral. Les RPB et PPC potentiels sont des biens qui possèdent des attributs patrimoniaux, mais qui n’ont pas encore reçu de protection, de désignation ou de reconnaissance patrimoniales. Dans la zone d’étude, on a recensé 20 RPB et PPC connus ou potentiels qui pourraient être touchés par les répercussions du projet.

Quelques RPB connues et potentielles dans la zone d’études :

- 6 ressources commerciales (RPB 1, 4, 5, 6, 7 et 15)
- 6 ressources résidentielles (RPB 2, 3, 9, 12, 13 et 14)
- 2 ressources résidentielles ou commerciales (RPB 10 et 11)
- 1 ressource industrielle (RPB 8)
- 1 plaque patrimoniale (RPB 16)

Quelques PPC connus et potentiels dans la zone d’études :

- 1 corridor de transport (PPC 1)
- 2 lieux de culte ou cimetières (PPB 2 et 3)
- 2 plaques du patrimoine culturel (PPC 2a et 2b)
- 1 site de vestiges archéologiques (PPC 4)



Légende

- Zone du projet de service d'autobus rapide (SAR) Dundas - Mississauga-Est
- Zone d'étude du patrimoine culturel du SAR Dundas - Mississauga-Est
- Emplacement de la plaque de fondation patrimoniale de Mississauga
- Emplacement de la plaque de la Fiducie du patrimoine ontarien

Désignation patrimoniale

- Désignation dans la partie IV de la Loi sur le patrimoine de l'Ontario
- Inscription sur le registre municipal du patrimoine
- Ressource du patrimoine bâti (RPB) ou paysage du patrimoine culturel (PPC) déjà reconnus
- RPB ou PPC déjà reconnus et inscription dans l'inventaire des paysages culturels

Autres symboles

- Rive du lac Iroquois
- Inscription à l'inventaire des lieux de culte de la Fiducie du patrimoine ontarien
- Bien patrimonial ayant une valeur potentielle sur le plan du patrimoine culturel provincial

0 M 1000 M

Patrimoine culturel



Image : Chapelle Dixie Union Chapel, sise au 707, rue Dundas Est. Cette chapelle a été construite près du cimetière Dixie Union en 1838 et elle servait de lieu de culte pour les anglicans, les presbytériens et les méthodistes.

Source : AECOM, 2021.



Image : Plaque de patrimoine culturel à la mémoire des vétérans de la guerre de 1812 qui sont inhumés dans le cimetière Dixie Union, au 707, rue Dundas Est.

Source : AECOM, 2021.



Quelques répercussions potentielles :

- Répercussions potentielles directes ou indirectes sur les 20 ressources du patrimoine bâti (RPB) ou paysages du patrimoine culturel (PPC) connus ou potentiels dans la zone d'étude.
- Répercussions potentielles indirectes (c.-à-d. vibrations) sur 18 RPB ou PPC connus ou potentiels dans la zone d'étude.

Quelques mesures d'atténuation proposées :

- Prévoir des activités de construction et des zones de transit durant la conception détaillée pour réduire au minimum ou éviter les effets négatifs sur les RPB et PPC connus, recensés et potentiels.
- Rédiger un ou des rapports d'évaluation sur le plan du patrimoine culturel pour déterminer si les biens pouvant subir des répercussions directes du projet ont une valeur ou un caractère sur le plan du patrimoine, conformément à la *Loi sur le patrimoine de l'Ontario*. Dans l'affirmative, il faut réaliser une étude d'impact patrimonial pour établir les mesures d'atténuation qui s'imposent.
- Protéger les plaques du patrimoine durant les travaux de construction à l'aide d'une protection installée (c.-à-d. clôture) ou toute autre protection adéquate. Surveiller la protection de la plaque durant les travaux de construction, puis retirer la protection et confirmer l'état de la plaque après les travaux. S'il faut déplacer temporairement la plaque durant les travaux de construction, celle-ci doit être entreposée dans un endroit sûr et réinstallée à la fin des travaux.
- Avant les travaux de construction, effectuer un relevé de l'état préalable des 18 RPB et PPC qui ont été recensés dans la zone d'étude et qui pourraient subir des effets découlant des vibrations afin de consigner l'état de chaque immeuble et d'évaluer les niveaux de vibration observés actuellement. La distance de vibration de 50 m (zone d'étude) sera précisée dès que seront connues et terminées les études des répercussions et des vibrations pour chaque bien.

Bruit et vibrations



Un examen du contexte a été réalisé. Au total, 60 récepteurs sensibles potentiels (43 pour la construction et 17 pour l'exploitation) ont fait l'objet d'une étude pour comprendre les répercussions potentielles du projet dans la zone d'étude. Sur les 43 récepteurs sensibles potentiels désignés pour les travaux de construction, 27 sont situés dans la zone d'influence (ZI) des vibrations de construction, et 23 se trouvent dans la ZI du bruit de construction, durant au moins une activité de construction. Une modélisation a été réalisée pour analyser les futures conditions. Des scénarios « avec SAR » et « sans SAR » ont fait l'objet d'une modélisation. La principale source actuelle de bruit ambiant est la circulation le long de la rue Dundas et la voie GO existante qui croise la rue Dundas près du chemin Cawthra.



Image : Exemple de capteur de bruit de construction.
Source : AECOM, 2017.



Image : Exemple de capteur de vibration de construction.

Quelques répercussions potentielles :

Bruit :

- Dépassement potentiel des critères de niveau de bruit à plusieurs endroits sur les travaux de construction et les activités d'exploitation.
- Durant l'exploitation, deux emplacements de récepteur continueraient de dépasser le niveau sonore de 60 dBA d'un maximum de 4 dB, après la prise en compte des mesures d'atténuation.

Vibrations :

- L'exposition aux vibrations durant les travaux de construction pourrait déranger le public et entraîner des plaintes pour 11 récepteurs sensibles sur 27 à l'intérieur de la ZI des travaux de construction.
- Sans atténuation, les vibrations de construction pourraient avoir des effets sur 16 récepteurs sensibles sur 27 (c.-à-d. immeubles et autres structures) à l'intérieur de la ZI des travaux de construction.

Quelques mesures d'atténuation proposées :

Bruit :

- Élaborer un plan de gestion des bruits de construction.
- Remplacer les avertisseurs de recul standard par des avertisseurs à large bande.
- Dans la mesure du possible, informer les résidents locaux des activités de construction, en précisant le type et la durée des travaux.
- Utiliser des enceintes d'insonorisation ou des silencieux pour les générateurs électriques de chantier.
- Utiliser des écrans anti-bruit propres à chaque activité ou équipement.
- Réduire au minimum l'utilisation simultanée d'équipements, dans la mesure du possible.
- Interdire le fonctionnement au ralenti dans la mesure du possible.
- Envisager l'installation d'écrans anti-bruit à certains endroits, conformément à la politique 09-03-03 de la Ville de Mississauga qui comprend des écrans englobant un îlot complet pour garantir leur efficacité.
- Faire l'entretien régulier du parc de véhicule pour réduire les sources possibles de caractéristiques sonores indésirables pouvant accentuer le bruit durant l'exploitation.

Vibrations :

- Élaborer un plan de gestion des vibrations de construction.
- Examiner l'évaluation des vibrations en fonction de la disposition du chantier, des zones de construction et de l'équipement, et la mettre à jour au besoin.
- Réduire la vitesse des véhicules dans la mesure du possible.
- Utiliser de l'équipement à faibles émissions de vibrations dans la mesure du possible.
- Modifier la séquence des activités, la disposition de l'équipement ou les routes d'accès, dans la mesure du possible.
- Régler les paramètres de vibration de l'équipement de construction aux niveaux les plus faibles, le cas échéant.
- Maximiser la distance entre l'équipement et les récepteurs sensibles, dans la mesure du possible.

Archéologie



Des archéologues ont effectué une évaluation archéologique de premier stade afin de déterminer le potentiel de perturbation des ressources archéologiques ou des artefacts durant les travaux de construction pour la zone d'étude. Trois sites archéologiques déjà enregistrés ont été recensés à moins d'un kilomètre de la zone d'étude. Un site archéologique se trouve dans la zone d'étude, où un examen approfondi a été recommandé.

Les Premières Nations qui le veulent pourront continuer de participer aux évaluations à venir.



Image : Zone adjacente au ruisseau Etobicoke exigeant un relevé de deuxième stade, face au nord.

Source : AECOM, 2021.

Quelques répercussions potentielles :

- Perturbation possible de ressources archéologiques et d'artefacts à des endroits non soumis à des perturbations antérieures dans la zone d'étude.


Quelques mesures d'atténuation proposées :

- Réaliser une ou des évaluations archéologiques de deuxième stade aux endroits où l'évaluation archéologique de premier stade a recensé d'éventuels vestiges archéologiques avant toute activité pouvant perturber le sol.
- Interrompre tous les travaux en cas de découverte de matériaux archéologiques (présents ou soupçonnés) pendant la construction. Protéger le site contre les répercussions et demander à un archéologue agréé d'effectuer d'autres évaluations.


Changements climatiques et développement durable




Le service d'autobus rapide (SAR) Dundas favorise des options de transport plus durables et vise à aider la communauté à dépendre moins des automobiles personnelles, et ce, comme suit :



Accroître l'adoption du transport en commun en offrant un service amélioré plus fiable et plus fréquent.



Améliorer les installations de transport actif existantes.



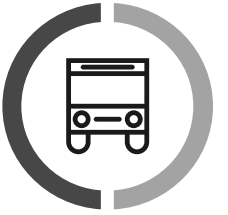
Offrir de meilleures correspondances avec les parcours de transport en commun locaux et express (c.-à-d. Commission de transport de Toronto, MiWay, GO Transit).

On examine, dans la planification du corridor, des dispositions pour les futures technologies d'électrification. Comparativement aux véhicules diesel ou au gaz naturel comprimé, les autobus électriques offrent une conduite plus douce et plus silencieuse et produisent des émissions de carbone ou de gaz à effet de serre (GES) minimales ou nulles. Ils aideront 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.



Image :
Ruisseau Etobicoke à Mississauga-Est.
Source : AECOM, 2021.

Circulation et transport



À Mississauga-Est, la rue Dundas présente des sections transversales à six ou quatre voies ainsi que des trottoirs continus des deux côtés. On n'y trouve actuellement aucun aménagement cyclable réservé. La congestion qu'on y observe actuellement aux heures de pointe du matin et de l'après-midi se produit à Cooksville, près du carrefour de la rue Hurontario.

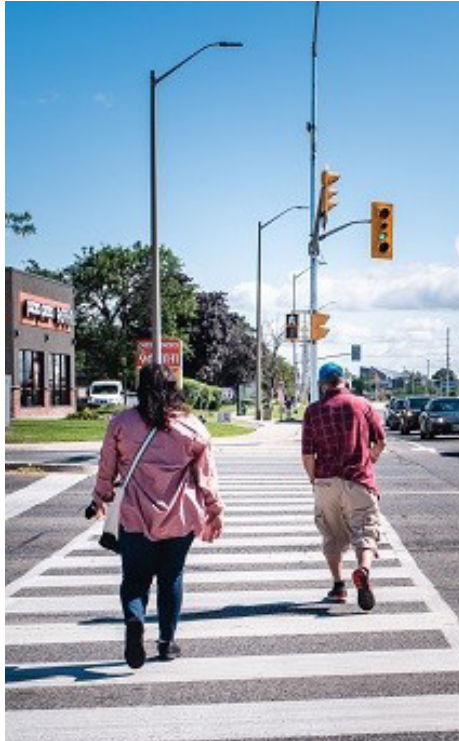


Image : Circulation automobile se dirigeant vers l'ouest sur la rue Dundas au carrefour du chemin Dixie à Mississauga. Source : AECOM, 2021.

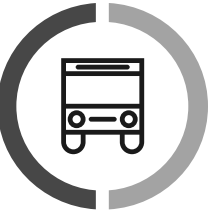
Quelques répercussions temporaires potentielles :

- Réduction du nombre de voies, rétrécissement des voies ou limitation de virages sur la rue Dundas et les rues transversales près des carrefours tout au long de la période de construction.
- Retards dans les itinéraires de transport ou effets de la circulation aux carrefours le long de la rue Dundas durant les travaux de construction du fait des sens uniques ou des fermetures complètes de voies pour permettre les grands travaux d'infrastructure. Limitation possible des virages à gauche traversant la voie médiane et réduction temporaire ou élimination du stationnement sur rue existant, selon les besoins.
- Arrêt de la circulation pour permettre aux véhicules de construction d'accéder aux chantiers.
- Répercussions sur les délais d'intervention d'urgence dans le corridor ou les rues adjacentes lors de périodes de forte circulation durant les travaux de construction.
- Limitation, fermeture ou enlèvement des trottoirs, des voies polyvalentes, des pistes cyclables et autres installations cyclables durant les travaux de construction.
- Répercussions sur les piétons et les cyclistes durant les travaux de construction, puisque l'utilisation de l'équipement de construction dans le corridor peut poser des problèmes de sécurité ou de confort (c.-à-d. surfaces rugueuses ou cahoteuses, bruit, poussière).

Quelques mesures d'atténuation proposées :

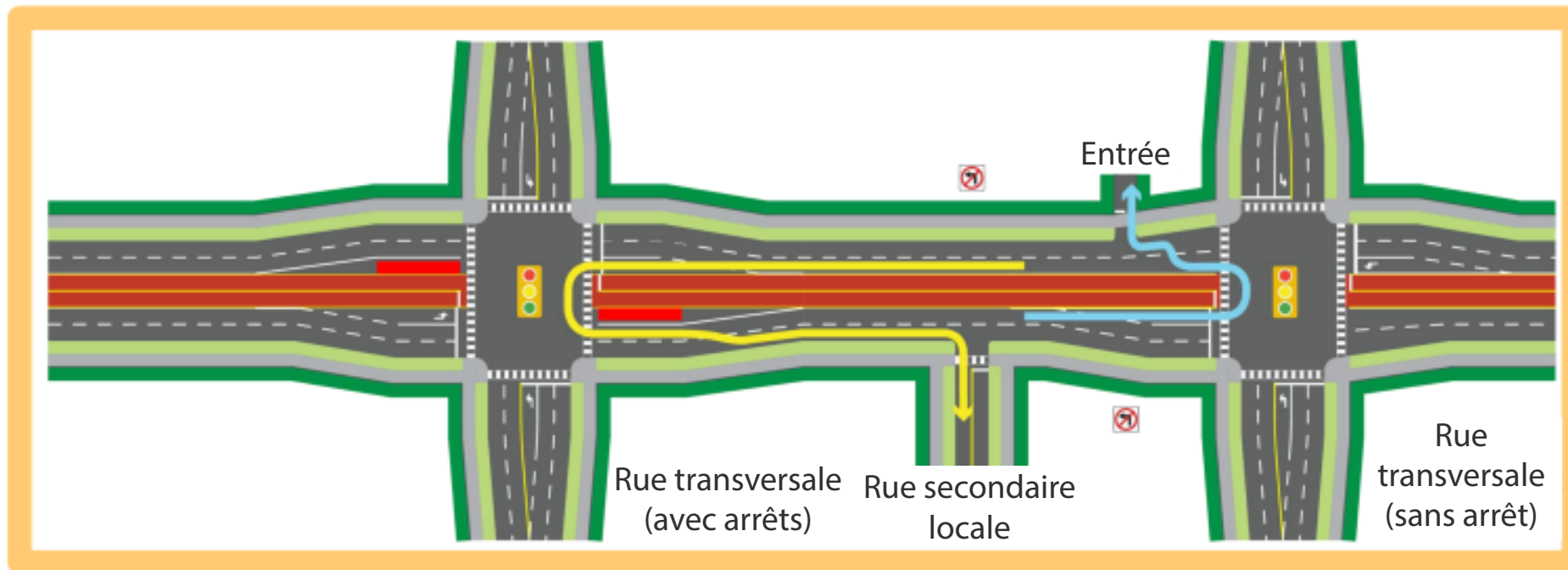
- Élaborer et mettre en œuvre des plans de gestion de la circulation et du transport en commun et des plans de contrôle de la circulation durant les travaux de construction.
- Élaborer et mettre en œuvre des plans de gestion des interventions d'urgence et des incidents durant les travaux de construction pour aider les fournisseurs de services d'urgence à intervenir en cas d'urgence dans la zone de construction.
- Éviter la fermeture et la tenue de travaux de construction simultanément dans de grands carrefours adjacents et installer et fournir des panneaux d'avertissement avancés.
- Tenir des rencontres de planification préalable à la construction avec des représentants des services d'urgence de la Ville de Mississauga et des autorités locales de transport en commun.
- Coordonner les travaux avec d'autres projets de construction routière pour réduire au minimum les répercussions sur la circulation.
- Avant les travaux de construction, consulter les municipalités locales pour garantir la coordination avec leurs programmes de travaux d'immobilisation. Analyser la route de transport pour confirmer les routes de transport empruntant des voies publiques.
- Maintenir l'accès actuel aux installations pédestres ou cyclistes et aux biens résidentiels et commerciaux dans toute la zone des travaux, dans la mesure du possible, ou offrir un autre accès temporaire ou un détour.
- Fournir une signalisation claire pour les détours dans le champ de vision des conducteurs et aux points de prise de décisions pour informer les piétons et les cyclistes.

Circulation et transport – Fonctionnement dans les carrefours




Comment le service d'autobus rapide (SAR) fonctionnera-t-il dans les carrefours?

- Des îlots surélevés sépareront les voies du SAR de la circulation normale entre les carrefours à feux, prévenant ainsi les virages à gauche dans les carrefours sans feux et les entrées privées.
- Des périodes prolongées de virage à gauche permettront à plus de véhicules de tourner ou de faire des demi-tours, améliorant ainsi la sécurité pour tous les usagers de la route.
- Un délai de traversée plus long permettra aux piétons de traverser la rue en toute sécurité aux carrefours élargis.



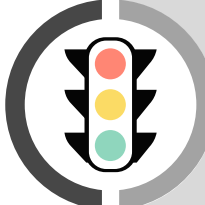
Circulation et transport - Avantages relatifs au temps de déplacement par mode de transport (2041) - Heure de pointe de l'après-midi - Direction ouest



ÉCONOMIES DE TEMPS

20 min

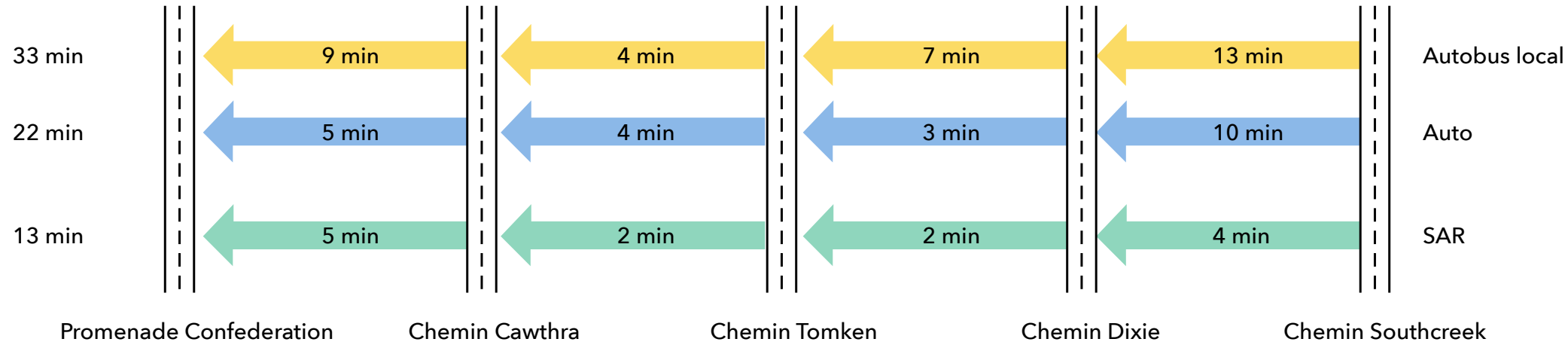
En offrant un service rapide et fréquent, le service d'autobus rapide (SAR) Dundas réduira les temps de déplacement. Le SAR Dundas devrait permettre d'économiser jusqu'à 20 minutes dans le tronçon de Mississauga-Est, comparativement à l'autobus local, et 9 minutes par rapport au transport en automobile (véhicules privés) durant les heures de pointe cruciales de l'après-midi.



On aura recours aux feux de circulation prioritaires (FCP) dans les grands carrefours à feux pour fournir un temps de feu vert supplémentaire et uniforme aux autobus qui s'approchent et leur permettre de traverser efficacement les carrefours, améliorant ainsi la fiabilité du service.

La capacité totale des voies de circulation (deux voies dans chaque direction) est maintenue de Confederation Parkway au chemin Dixie, mais la voie réservée aux véhicules multioccupants sera transformée en voie de SAR à l'est du chemin Dixie. Étant donné que les voies du SAR pourront transporter plus de personnes qu'une seule voie de circulation, la capacité totale du corridor augmentera.

Durée totale des déplacements



Qualité de l'air



On a examiné les données des stations de surveillance de la qualité de l'air pour établir les conditions existantes dans la zone d'étude.

Les niveaux actuels de qualité de l'air ambiant sont majoritairement inférieurs aux critères et aux normes de qualité de l'air ambiant provinciaux et fédéraux respectifs; certains contaminants, dont les suivants, dépassent toutefois ces critères :

$C_{20}H_{12}$

Benzo[a]pyrène

C_6H_6

Benzène

NO_2

Dioxyde d'azote

Un autre contaminant (matières particulaires fines de moins de 2,5 microns [$PM_{2,5}$]) atteignait aussi des niveaux élevés de concentration de fond qui, bien qu'inférieurs aux normes fédérales, se situent à 20 % du niveau de concentration standard applicable.

Quelques répercussions potentielles :

- Augmentation possible de la pollution atmosphérique et des odeurs (p. ex., diésel, oxydes nitreux, monoxyde de carbone, oxyde de soufre, particules et composés organiques volatils) causée par les émissions des véhicules de construction et l'augmentation de la circulation découlant de la congestion provoquée par la construction.
- Hausse temporaire de la poussière et des matières particulaires aéroportées causée par les travaux de construction.
- Pollution atmosphérique engendrée par les activités de fonctionnement.

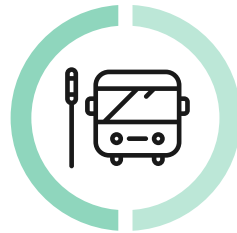
Quelques mesures d'atténuation :

- Gérer l'activité des véhicules de construction sur le chantier afin de contrôler les émissions de contaminants odorants et d'échappement diésel, ce qui comprend les émissions de gaz d'échappement comme le benzène et le benzo(a)pyrène.
- Élaborer un plan de gestion de la qualité de l'air pour atténuer la dispersion de poussière et d'autres particules provenant du chantier.
- Surveiller la qualité de l'air actif durant les travaux de construction et en rendre compte.
- Effectuer la transition vers des véhicules électriques pour aider à améliorer la qualité globale de l'air durant le fonctionnement.
- Introduire de la végétation (p. ex., arbres, arbustes) dans la zone d'étude, surtout entre les sources d'émission (c.-à-d. routes) et le ou les récepteurs touchés pour aider à réduire la pollution atmosphérique durant l'exploitation.

Processus d'évaluation des projets de transport en commun (PEPTC) : Prochaines étapes

Mississauga-Est

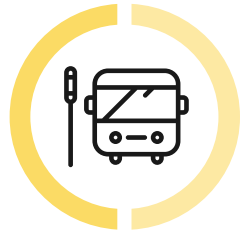
À la suite du présent tour de dialogue, Metrolinx et la Ville de Mississauga :



- continueront à affiner et à optimiser le rapport environnemental sur le projet (REP) en fonction des commentaires reçus au cours de ce tour de participation;
- feront évoluer le PEPTC jusqu'à son achèvement et émettront l'avis d'achèvement du PEPTC en février 2022 pour lancer la période d'examen public de 30 jours, suivie de l'examen du ministre de 35 jours, puis de l'énoncé d'achèvement;
- partageront le REP final pour Mississauga-Est lors du cinquième tour de participation à l'hiver 2022.

Toronto et Mississauga-Ouest

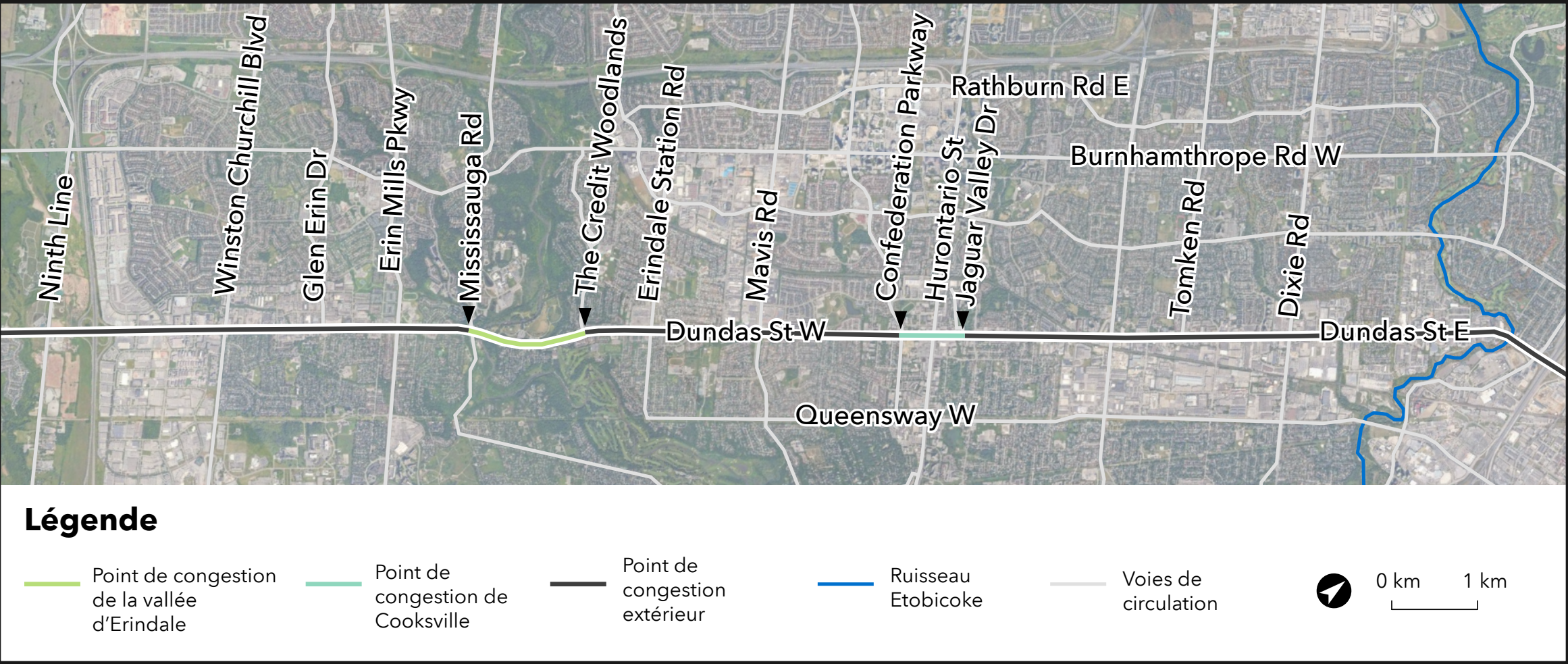
À la suite du présent tour de dialogue, Metrolinx :



- utilisera les commentaires du deuxième tour de dialogue (septembre 2021) sur l'évaluation des solutions de rechange du point de congestion de la vallée d'Erindale (Mississauga-Ouest) et la présélection de solutions de rechange pour la conception de l'infrastructure pour Toronto;
- poursuivra l'analyse détaillée requise pour cerner la conception la plus performante et les emplacements des arrêts proposés à Toronto et à Mississauga-Ouest;
- présentera au public, à l'été ou à l'automne 2022, la solution de rechange la plus performante pour le point de congestion de la vallée d'Erindale et les emplacements des arrêts proposés à Toronto et à Mississauga-Ouest;
- utilisera les renseignements recueillis dans le cadre des études des conditions environnementales existantes pour identifier les répercussions potentielles du projet;
- lancera le PEPTC à l'automne 2022;
- déterminera les répercussions potentielles du projet et les mesures d'atténuation proposées à présenter dans l'ébauche du REP pour Toronto et Mississauga-Ouest, à partager avec le public à l'hiver 2022, après le début du PEPTC de Toronto et Mississauga-Ouest;
- fera 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;
- partagera le REP final pour Toronto et Mississauga-Ouest.

Conception préliminaire - Avancement de la conception pour Mississauga-Est

Le corridor du service d'autobus rapide (SAR) Dundas, à l'extérieur des zones enclavées, ou points de congestion, à Mississauga-Est, va du **ruisseau Etobicoke** à la promenade **Jaguar Valley**.



Conception préliminaire – Avancement de la conception pour Mississauga-Est

Depuis le dernier tour de dialogue, 10 % de la conception préliminaire (CP) pour cette zone a été affiné, sur la base des commentaires recueillis auprès du public et des parties prenantes ainsi que des études techniques supplémentaires entreprises par l'équipe du projet. Les résultats de cette conception sont les suivants :

- Élargissement de l'emprise jusqu'à 42 m (à partir de l'emprise existante d'environ 22 m à 40 m au point de congestion de Cooksville, et d'environ 36 m à 40 m à l'extérieur du point de congestion), ce qui nécessite l'acquisition de biens et peut avoir des répercussions sur l'aménagement paysager, les entrées et le stationnement, les bâtiments et les structures.
- Optimisation du tracé du corridor afin de réduire les répercussions sur les éléments du patrimoine bâti et naturel, ainsi que sur les biens non patrimoniaux.
- Conception du couloir optimisée pour réduire les perturbations des services publics existants, notamment les lignes électriques aériennes.
- Voies réservées du SAR sur l'axe médian pour améliorer la vitesse et la fiabilité du transport en commun.
- Élimination de la voie réservée aux véhicules multioccupants et maintien de deux voies de circulation à usage général dans chaque direction, avec des largeurs minimales (c.-à-d. 3,35 m pour les voies traversantes) afin d'éliminer ou de réduire au minimum les répercussions sur les biens.
- Amélioration du transport actif, y compris des aménagements cyclables protégés.
- Amélioration du domaine public, dans la mesure du possible, avec des trottoirs élargis, du mobilier (p. ex., des bancs) et des zones de plantation d'arbres. Réductions dans des zones localisées afin d'éliminer ou de réduire au minimum les répercussions sur les biens, notamment une restriction de la zone poteau/mobilier (0,6 m minimum) et des trottoirs (1,5 m minimum).
- Remplacement des ponts et ponceaux existants.
- Emplacements et géométrie des arrêts de quai, y compris une protection accrue des passagers avec des largeurs de quai allant jusqu'à 4,2 m lorsque cela est possible.



Conception préliminaire – Avancement de la conception pour Mississauga-Est

Études sur les zones de dérogation (ZD)

En quoi les études sur les ZD diffèrent-elles du processus d'évaluation des projets de transport en commun (PEPTC)?

Alors que le PEPTC évalue les répercussions et détermine les mesures d'atténuation envisagées pour les remplacements d'ouvrages proposés aux passages à niveau des ruisseaux Etobicoke et Little Etobicoke, les études sur les ZD portent sur les ouvrages proposés pour les canaux des cours d'eau et ailleurs dans la plaine inondable.

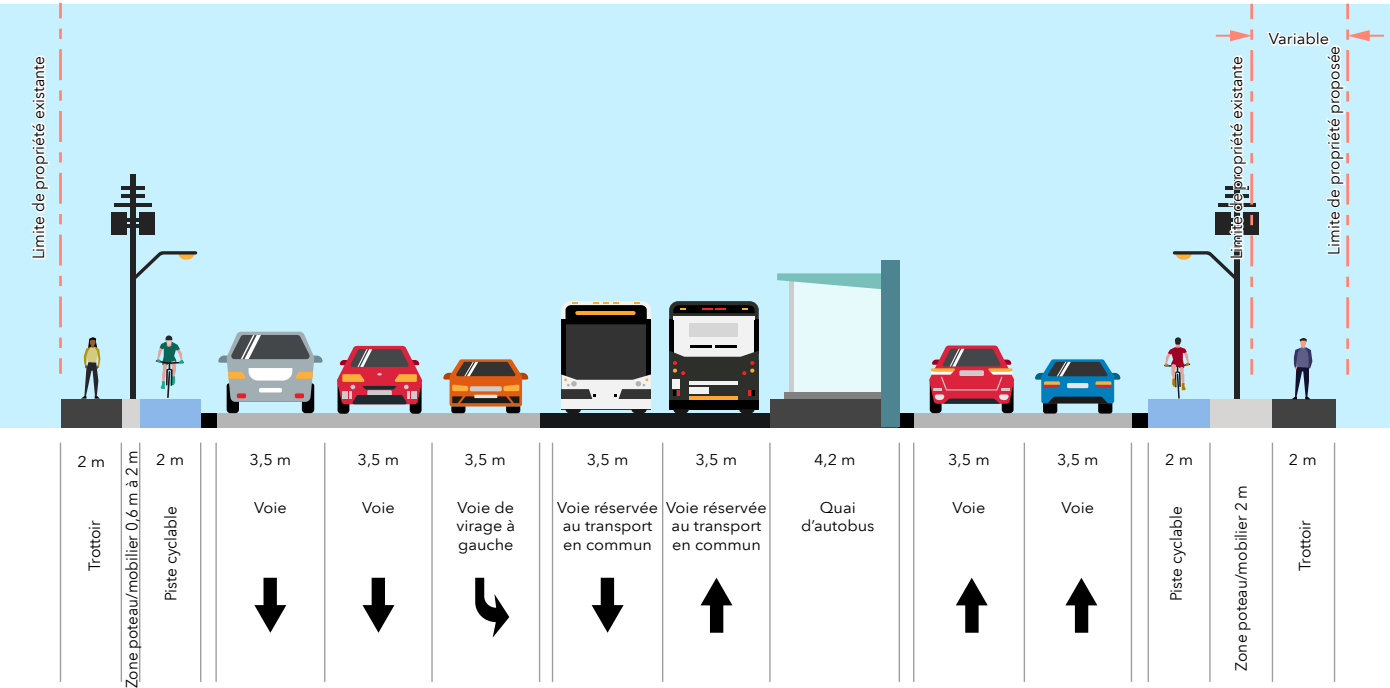
Que se passe-t-il en ce moment?

La coordination avec les études suivantes sur les ZD de la ville de Mississauga est en cours afin de s'assurer que les traversées des ruisseaux Etobicoke et Little Etobicoke sont optimisées pour répondre aux buts et objectifs des études du SAR Dundas et sur les ZD :

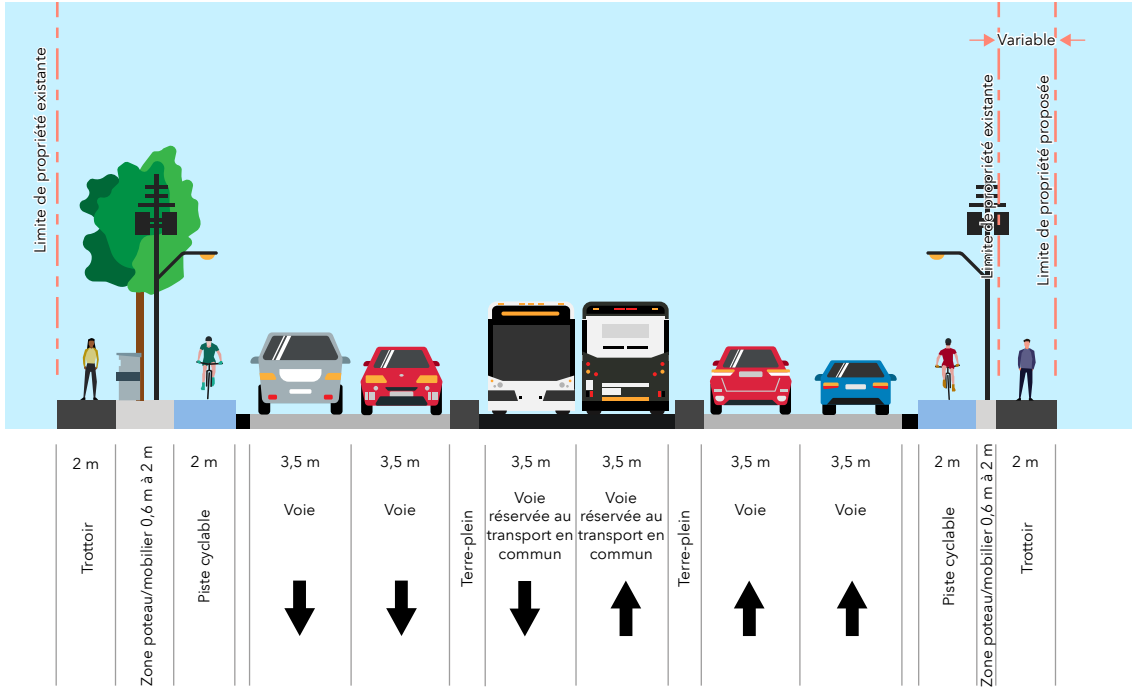
- Une étude d'évaluation environnementale sur l'atténuation des inondations de Dixie-Dundas (ZD du ruisseau Little Etobicoke)
 - Une liste restreinte d'options conceptuelles de remplacement de ponceaux a été établie.
 - La conception préliminaire sera élaborée pour le printemps 2022.
- Étude de faisabilité de la ZD du ruisseau Etobicoke
 - Analyse hydraulique terminée.
 - Confirmation que la structure existante a une capacité hydraulique suffisante.

Conception préliminaire - Avancement de la conception pour Mississauga-Est

La rue Dundas sera élargie dans certains secteurs pour accueillir les voies et les installations proposées du SAR, y compris quatre voies de circulation à usage général, des installations pour les cyclistes, des trottoirs plus larges (dans la mesure du possible) et une aire d'aménagement pour les poteaux électriques, les arbres et le mobilier urbain. La conception préliminaire, telle qu'elle apparaît dans les sections transversales et les plans de déploiement, a été mise à jour depuis le dernier tour de dialogue afin de refléter ces affinements de conception.



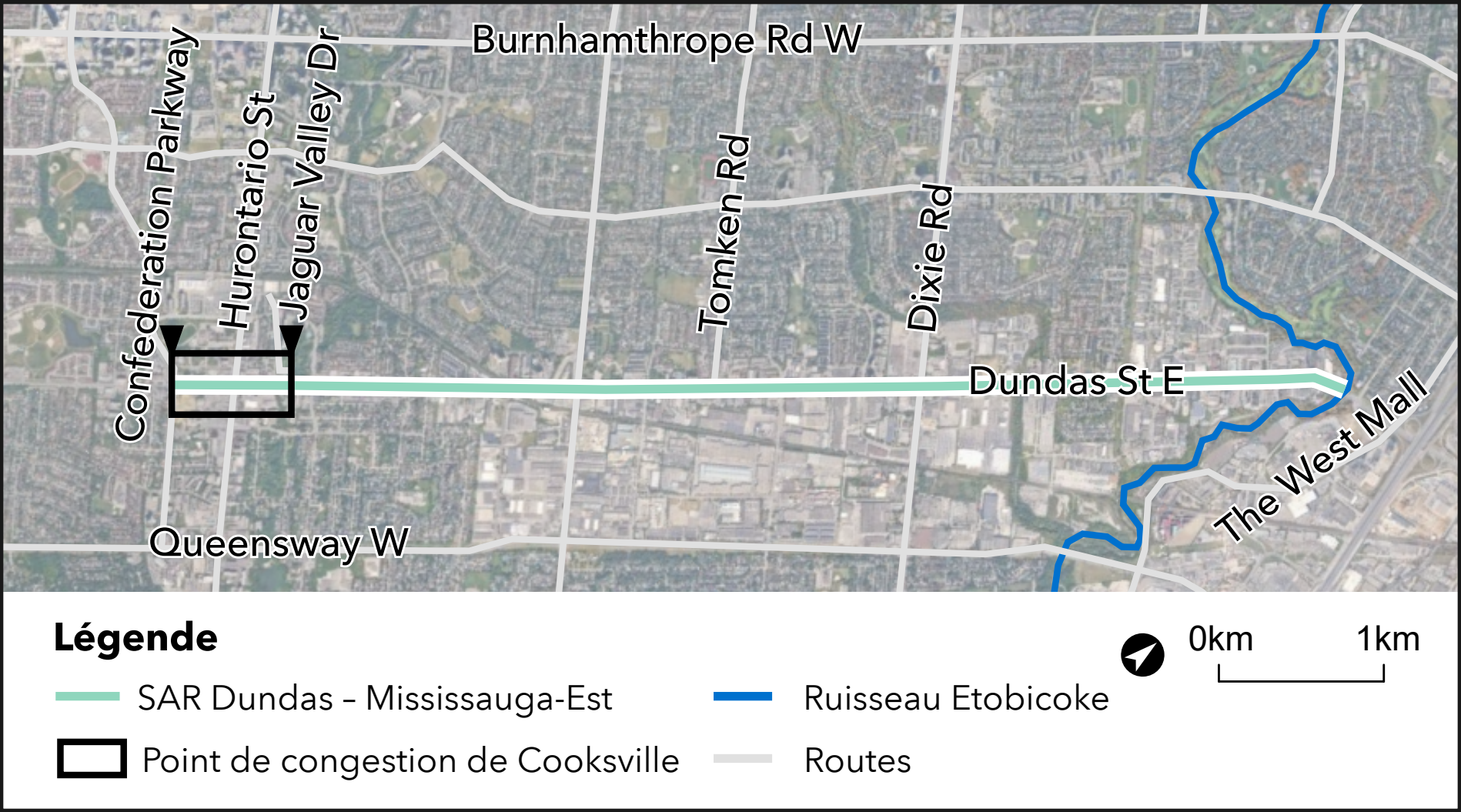
Section transversale :
Section transversale typique sur le chemin Dixie.



Section transversale :
Section transversale typique au milieu du pâté de maisons entre la promenade Jaguar Valley et le ruisseau Etobicoke.

Mississauga-Est - Point de congestion de Cooksville : Principales considérations

À Mississauga-Est, la zone située entre la promenade Confederation et la promenade Jaguar Valley (Cooksville) est considérée comme un point de congestion, ou une zone enclavée, et nécessite un processus d'évaluation supplémentaire.



Mississauga-Est – Point de congestion de Cooksville : Principales considérations

Au cours du dernier tour de participation, six solutions de conception ont été présentées. Solution 1 – Un service d'autobus rapide (SAR) entièrement sur l'axe médian élargi autour de la ligne centrale, a été présentée comme la solution la plus avantageuse, car elle s'est avérée la plus performante en ce qui concerne :

Considérations en matière de mobilité et de circulation	Considérations en matière de géométrie ou d'infrastructure	Considérations en matière de propriétés	Considérations en matière d'environnement
<ul style="list-style-type: none">• Elle offre un SAR entièrement sur l'axe médian.• Elle améliore les durées des trajets du SAR.• Installations continues, réservées et séparées pour les cyclistes et les piétons.• Durées acceptables des trajets en voiture.	<ul style="list-style-type: none">• Elle offre trois lignes réservées du SAR sur l'axe médian tout en s'adaptant à la circulation automobile, aux cyclistes et aux piétons.• Elle maintient le tracé linéaire et en profil existant.• Coût d'immobilisation modéré.• Complexité et conception techniques modérées.	<ul style="list-style-type: none">• En général, elle correspond à l'emprise prévue dans le plan d'aménagement et élaborée dans le cadre du plan directeur de transport Dundas Connects.• Légères répercussions sur le développement approuvé des maisons en rangée de la promenade Confederation.• Exigences en matière de propriétés semblables aux autres solutions de rechange.	<ul style="list-style-type: none">• Elle a des répercussions minimales sur les caractéristiques naturelles visibles.• Répercussions sur les propriétés des ressources du patrimoine bâti semblables aux autres solutions de rechange.• Elle améliore la communauté dans son ensemble et les caractéristiques urbaines de la rue Main par un développement axé sur le transport en commun.

Mississauga-Est – Point de congestion de Cooksville : Principales considérations

La solution 1 permettrait également d'offrir une station de SAR à Hurontario avec des répercussions limitées ou nulles sur la future ligne de LRT Hurontario et assurerait une exploitation et une fiabilité optimales du SAR.



Représentation : Vue d'ensemble typique la solution 1 - SAR entièrement sur l'axe médian autour de la ligne centrale.
*Cette représentation conceptuelle est fournie à titre d'illustration et elle peut être modifiée au cours de la conception et de l'engagement des parties prenantes.

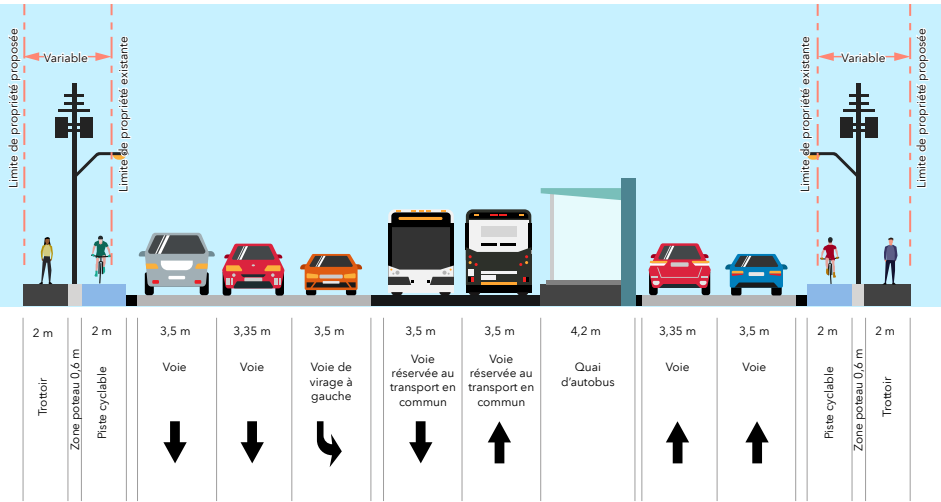
Mississauga-Est – Nouvelles sur le point de congestion de Cooksville

L'équipe de projet a réalisé des études techniques supplémentaires afin d'optimiser la conception de la solution 1, en fonction des répercussions potentielles suivantes relevées plus tôt cette année :

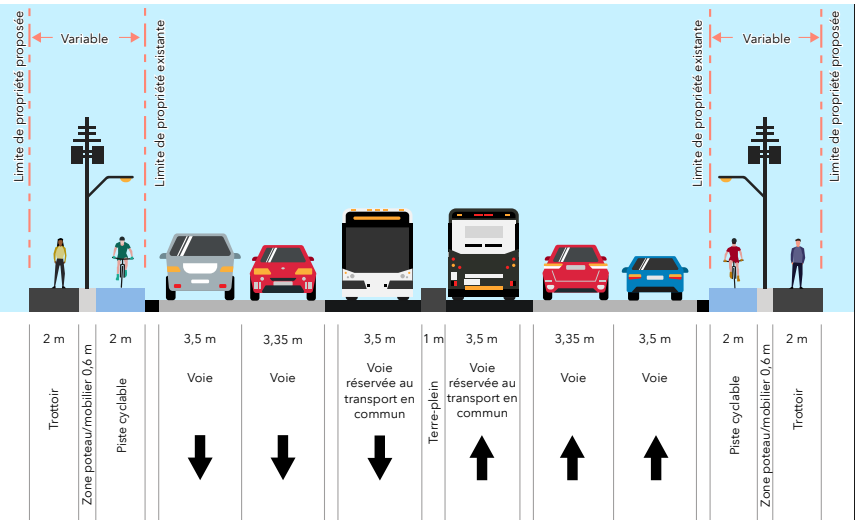
- Possibilité de répercussions sur les biens patrimoniaux et autres biens
- Possibilité d'une augmentation des répercussions liées au bruit et aux vibrations
- Possibilité de répercussions sur la sécurité des cyclistes et des piétons
- Coût d'investissement pour la mise en œuvre, y compris le rachat des biens et les répercussions sur ceux-ci

Pour aider à atténuer ces répercussions potentielles, nous avons :

- optimisé le tracé du corridor pour réduire les répercussions sur les biens;
- réduit l'espace sur le boulevard, à certains endroits, afin de réduire ou d'éliminer les répercussions sur les biens lorsque c'est possible, notamment en réduisant la zone de poteau/mobilier à une largeur minimale de 0,6 m et en convertissant les trottoirs et la piste cyclable en une piste à usages multiples;
- appliqué une largeur minimale de 3,35 m pour les voies de circulation à usage général dans l'ensemble de Cooksville et d'une largeur minimale de 1,5 m pour les trottoirs à certains endroits.



Section transversale :
Section transversale typique sur la rue Hurontario.



Section transversale :
Section transversale typique au milieu du pâté de maisons entre la promenade Confederation et la promenade Jaguar Valley.

Mississauga-Est – Prochaines étapes

Solution optimisée 1 – Service d'autobus rapide (SAR) entièrement sur l'axe médian élargi autour de la ligne centrale, sera reportée à l'étape de la conception préliminaire (30 %) et affinée en achevant l'élaboration des conceptions suivantes :



Après la mise au point de ces conceptions, l'équipe de projet examinera et confirmera également les répercussions des services publics et les exigences relatives aux biens pour Mississauga-Est.

Merci de votre participation!

Le prochain tour de dialogue avec le public est prévu pour **l'été ou l'automne 2022**.

Prochaines étapes

L'équipe de projet se servira des commentaires reçus lors de ce tour de dialogue avec le public pour influencer sur le peaufinage du rapport environnemental sur le projet (REP) et les concepts du corridor pour Mississauga-Est. Nous poursuivrons les travaux pour les quatre segments du projet, comme indiqué ci-dessous :

Toronto	Mississauga-Est	Mississauga-Ouest	Halton et Hamilton
<ul style="list-style-type: none">• Poursuite des études environnementales en vue du lancement du processus d'évaluation des projets de transport en commun (PEPTC) et du (REP)• Tenir une séance d'information publique (SIP) pour présenter les autres solutions quant à la conception, l'évaluation des solutions de rechange et l'option de conception la plus efficace	<ul style="list-style-type: none">• Soumettre le REP préliminaire à la période d'examen par le public de 30 jours et à l'examen du ministre• Publier le REP final et la déclaration d'achèvement des travaux• Faire le point sur ce tronçon lors d'une prochaine SIP	<ul style="list-style-type: none">• Poursuite des études environnementales en vue du lancement du PEPTC et du REP• Tenir une SIP pour présenter les autres solutions quant à la conception, l'évaluation des solutions de rechange et l'option de conception la plus efficace	<ul style="list-style-type: none">• Préparer la conception préférée ainsi qu'élaborer les emplacements d'arrêt proposés et les mesures prioritaires du transport en commun

Votre opinion est importante!

Nous vous remercions d'avoir pris le temps d'en apprendre davantage sur le service d'autobus rapide (SAR) Dundas proposé et nous accordons une grande importance à votre opinion sur les points suivants :

- les répercussions potentielles et les mesures d'atténuation proposées pour Mississauga-Est;
- l'amélioration de la solution de rechange la plus efficace pour le point de congestion de Mississauga-Est (Cooksville) et la conception préliminaire du point de congestion extérieur (10 %).

Veillez répondre au [formulaire de commentaires en ligne](#).

Nous sommes résolus à poursuivre notre engagement afin de faire évoluer la conception du SAR Dundas en fonction des résultats des discussions avec vos collectivités. Tenez-vous au courant des dernières nouvelles concernant le projet de SAR 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 :

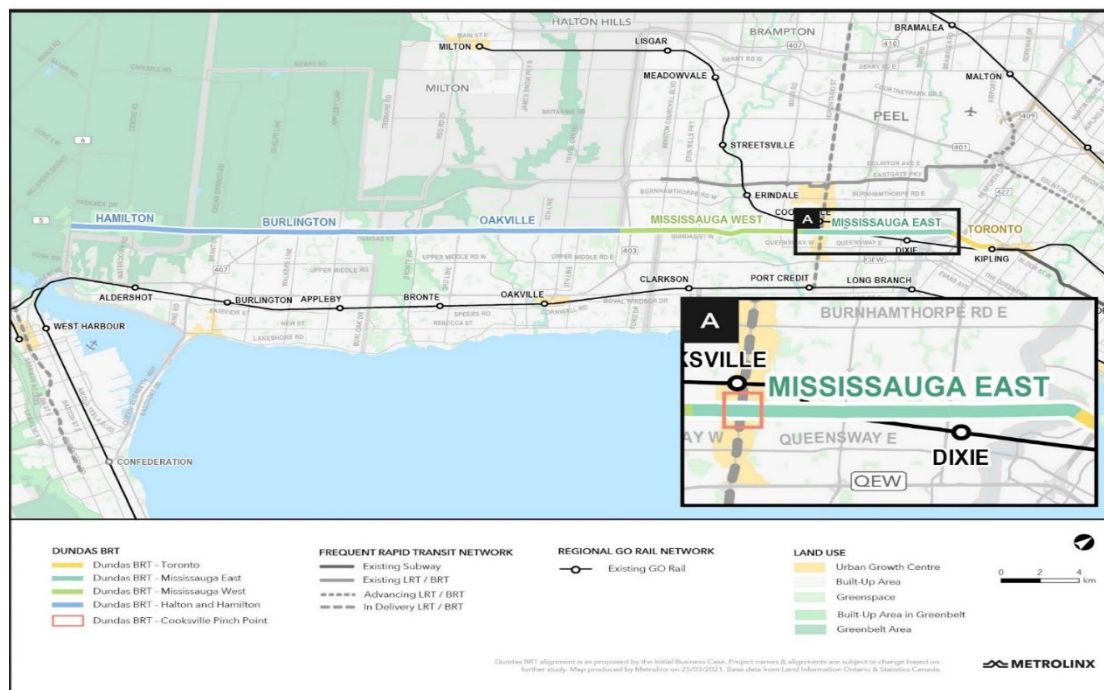
- TorontoWest@metrolinx.com
- Peel@metrolinx.com
- HaltonRegion@metrolinx.com
- Hamilton@metrolinx.com

Participez en ligne : [Metrolinxengage.com/fr/DundasBRT](https://metrolinxengage.com/fr/DundasBRT)

Public Meeting Materials

- **Public Engagement #3 Fact Sheet**

Dundas Bus Rapid Transit (BRT) - Mississauga East Project



Project Overview

Metrolinx, in collaboration with the City of Mississauga, is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor in support of potential future municipal project implementation and is commencing the Transit Project Assessment Process (TPAP) for the Dundas BRT Mississauga East (between Etobicoke Creek and Confederation Parkway) Project, in accordance with Ontario Regulation 231/08. The purpose of the Dundas BRT Project is to evaluate a 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.

Connecting the GTHA

- The bus rapid transit corridor would provide connections through major municipalities including Toronto, Mississauga, Oakville, Burlington and Hamilton.
- More than 20 km of the 48 km BRT corridor would 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?

Planning is being undertaken by Metrolinx in collaboration with the municipalities in support of potential future municipal project implementation. 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, in collaboration with the

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HaltonRegion@metrolinx.com
Hamilton@Metrolinx.com

Visit the project website: www.metrolinx.com/dundasbrt

City of Mississauga is working to complete 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:
 - TorontoWest@metrolinx.com
 - Peel@metrolinx.com
 - HaltonRegion@Metrolinx.com
 - Hamilton@Metrolinx.com

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 Toronto Transit Commission, 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. It involves a pre-planning phase followed by a regulated engagement and documentation period, which includes engagement with the public, stakeholders and Indigenous Nations, assessment of impacts, development of measures to mitigate negative impacts, and documentation. 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 (PD)** is formed from the Dundas Connects Master Plan and the Metrolinx Initial Business Case. In this phase, the Project Team will use the analyses of technical and environmental studies and public engagement to refine the Dundas BRT design to a 30% design level. The 30% design will seek to further refine corridor infrastructure such as lanes widths, buffers, boulevards, active transportation facilities and grading limits in order to reduce impacts identified in the TPAP. Outcomes from the PD will inform the Preliminary Design Business Case.
- **Preliminary Design Business Case (PDBC)** takes the recommended option of the Initial Business Case and reviews different approaches to refine and optimize it. The PDBC occurs during the Preliminary Design stage, along with the TPAP. It leads to a single preferred option for final development in the Full Business Case (FBC). The Dundas BRT PDBC evaluates the Project across strategic, economic, financial and deliverability and operations 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 second public engagement (September 2021)

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Hamilton@Metrolinx.com

Visit the project website: www.metrolinx.com/dundasbrt

Feedback gathered demonstrated general public support for the Project, along with strong interest in learning more about progress of the Project, community and property impacts, and connectivity to surrounding infrastructure and services. The public identified:

Opportunities to:

- Expand and improve cycling facilities on Dundas Street
- Connect the Dundas Bus Rapid Transit (BRT) line to other regional and express transit services (e.g., GO Transit, Hamilton Street Railway, Toronto Transit Commission)
- Add more proposed stops along the corridor to connect riders to additional destinations (e.g., University of Toronto's Mississauga Campus, Erindale Park)
- Provide reliable transport service as a result of dedicated BRT lanes
- Create an efficient transit system while maintaining traffic flow for all road users by implementing Alternative 1 at the Cooksville pinch point or implement Alternative 3 to include no-left turns at high-traffic intersections to avoid traffic delays

Concerns about:

- Potential noise and vibration impacts
- Potential impacts to public and private properties
- Environmental and community impacts as a result of Project construction and operation
- Traffic flow on Dundas Street as a result of modifications to the right-of-way (i.e., adding, removing traffic lanes)
- Potential for Alternative 4 for Cooksville pinch point to negatively impact BRT service reliability by operating buses in mixed traffic
- Preserving the existing buildings and community culture of the surrounding area

Feedback provided during the first and second rounds of 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 third round of engagement, we will share information about:

- What we heard during the second round of engagement and how feedback was incorporated
- The Transit Project Assessment Process (TPAP) commencement and 30-day public review period for Mississauga East
- Key findings, potential impacts and proposed mitigation measures from the Draft Environmental Project Report (EPR) for Mississauga East
- How the design of the constrained area (pinch point) in Cooksville and remaining Mississauga East segment has progressed/been optimized to reduce potential impacts
- Next steps for Mississauga East and the Project as a whole

Why were environmental studies conducted?

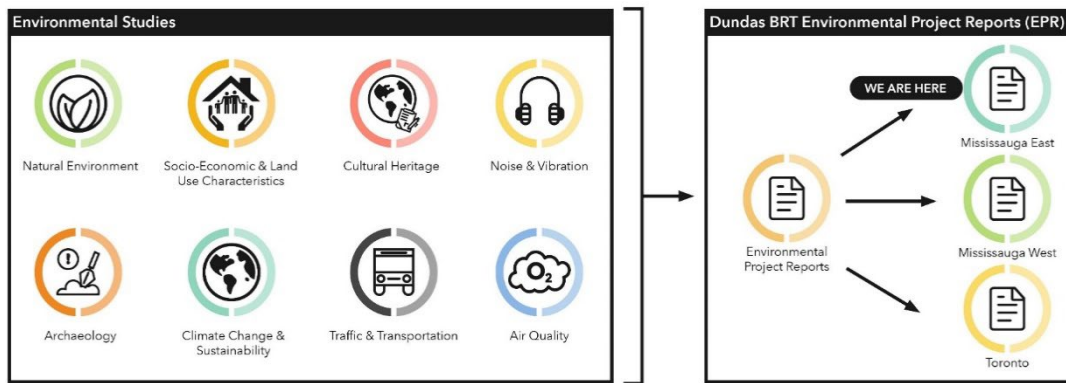
The following environmental studies were conducted in Mississauga East to identify the existing (or baseline) environmental conditions, determine any potential impacts as a result of this Project, and propose mitigation measures that could be applied to reduce or eliminate potential impacts. Potential impacts will be used by the design team to review and improve design.

The following draft environmental studies have been completed and will form part of the Dundas BRT Environmental Project Report (EPR) for the Mississauga East segment of the corridor.

Contact Us:

(416) 202-7500
TorontoWest@metrolinx.com
Peel@metrolinx.com
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Hamilton@Metrolinx.com

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The Mississauga East EPR will be made available for the public to review and provide comment from February 23 to March 24, 2022, followed by a 35-day Minister's review and then the Statement of Completion.

Results from the environmental studies conducted for Toronto and Mississauga West will be shared with the public in winter 2022. Halton and Hamilton have existing environmental assessment approvals in place, and only operational changes, including conversion of existing curb lanes to High Occupancy Vehicle (HOV) or reserved bus lanes, transit priority signals and potential enhancements to curbside stops, 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.

Why is Alternative 1 considered the best performing design alternative for the Cooksville pinch point in Mississauga East?

Alternative 1 - Full median BRT widened about centreline, was presented as the best performing alternative because it proved to be the best performing in terms of:

- **Mobility and traffic considerations**
 - Provides a full median BRT
 - Improves BRT travel times
 - Continuous, dedicated, physically separated cycling and pedestrian facilities
 - Acceptable auto travel times
- **Geometrics/infrastructure considerations**
 - Provides dedicated median BRT lanes while accommodating auto traffic, cyclists and pedestrians
 - Maintains existing linear and vertical alignment
 - Moderate capital cost
 - Moderate technical complexity and engineering design
- **Property considerations**
 - Generally, matches the planned Official Plan right-of-way developed as part of the Dundas Connects Transportation Master Plan
 - Minor impacts to the approved townhome development at Confederation Parkway
 - Similar property requirements to other alternatives
- **Environmental considerations**
 - Impacts minimum visible natural features
 - Similar built heritage resource property impacts to other alternatives
 - Improves the overall community and urban Main Street character through transit-oriented development

Alternative 1 will also provide a BRT station at Hurontario with limited to no impacts to the future Hurontario LRT line and will allow for optimal BRT operations and reliability.



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

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

How has Alternative 1 been optimized since round 2 engagement?

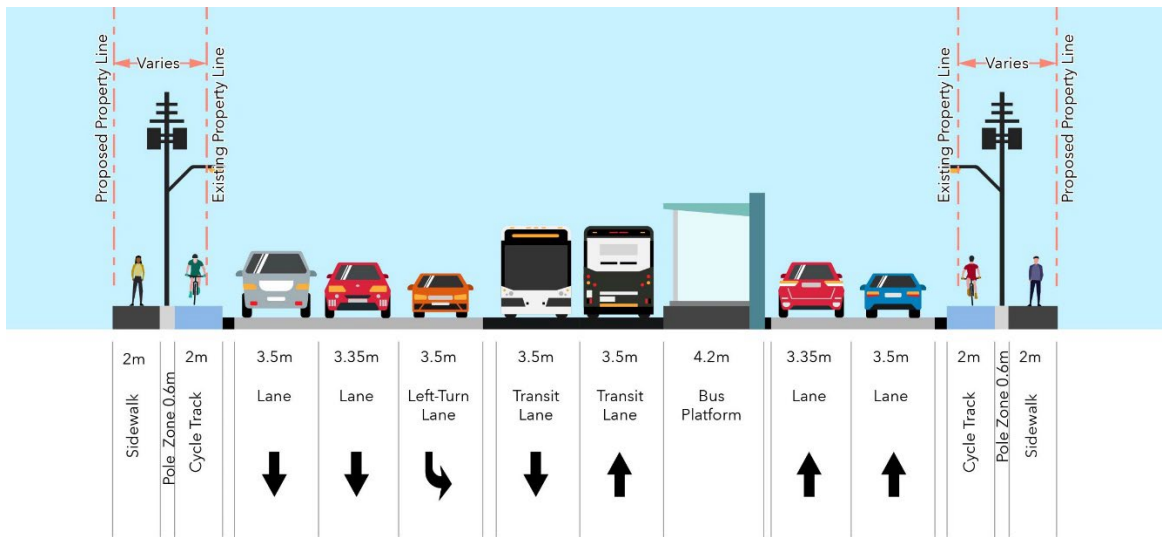
The Project Team has completed additional technical studies to optimize the design for Alternative 1, based on the following potential impacts identified earlier this year:

- Potential for heritage property and other property impacts
- Potential for increased noise and vibration impacts
- Potential for impacts to cyclist and pedestrian safety
- Capital cost to implement, including purchase of/impacts to properties

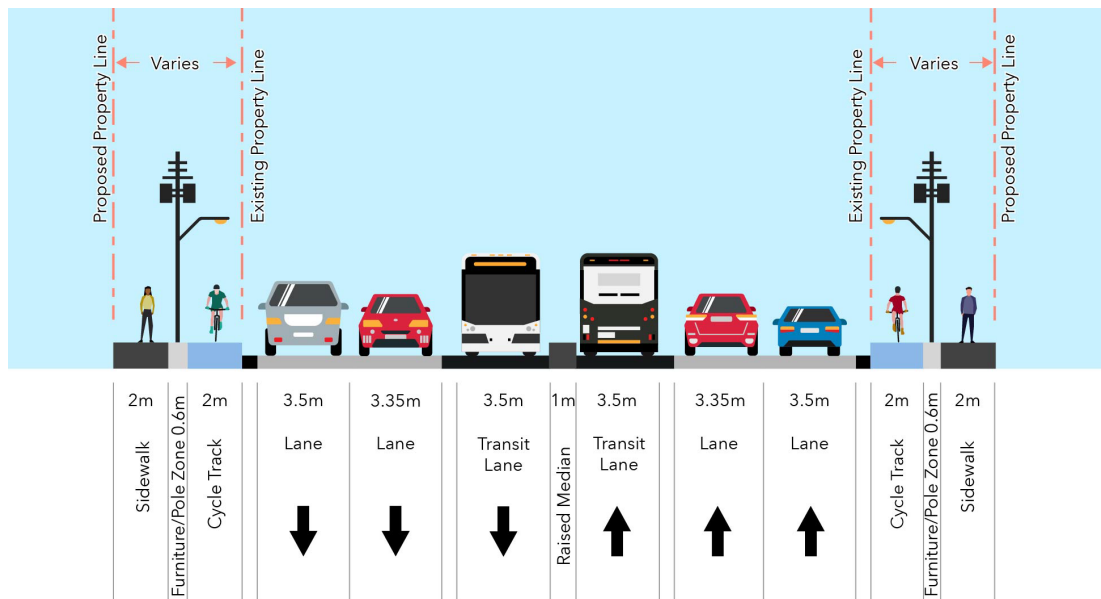
To help mitigate these potential impacts, we have:

- Optimized the corridor alignment to minimize impacts to properties
- Enhanced boulevard space reductions, at select locations, to minimize or eliminate property impacts where possible, including a reduction in the furniture/pole zone at a 0.6m minimum width and conversion of the sidewalks and cycle track to a multi-use path
- Applied minimum general-purpose through traffic lane width of 3.35m throughout Cooksville and minimum sidewalk width of 1.5m at select locations

These additions are displayed in the cross sections below.



Typical Cross Section at Hurontario Street



Typical Cross Section at Midblock Confederation Parkway to Jaguar Valley Drive

What are the next steps for the Dundas BRT Mississauga East Project?

Upon completion of the Preliminary Design Business Case (PDBC), based on its outcomes, the optimized Alternative 1 - Full median BRT widened about centreline, will be carried forward to 30% Preliminary Design and further refined by completing the development of the following designs:

- Transitions between Mississauga East and the Toronto and Mississauga West segments
- Intersections
- BRT stops
- Streetscaping and public realm
- Bridge and culvert replacements

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Following the development of these designs, the Project Team will also review and confirm utility impacts and property requirements for Mississauga East.

We want to hear from you

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

- Potential impacts and proposed mitigation measures in Mississauga East
- Refined best performing Mississauga East pinch point (Cooksville) alternative and outside pinch point Preliminary Design (10%)

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 third round of engagement will be available online from **January 18 to February 1, 2022**, at [MetrolinxEngage.com/DundasBRT](https://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 meeting on January 27, 2022 from 6:30 to 7:30 p.m. at [MetrolinxEngage.com/DundasBRT](https://metrolinxengage.com/DundasBRT)**. The live session will feature updates from Project experts and an opportunity to ask your questions.

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Public Meeting Materials

- **Live Meeting #2 Presentation Boards**

Welcome to the Dundas Bus Rapid Transit Mississauga East Project



Live Session (January 27, 2022)

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.

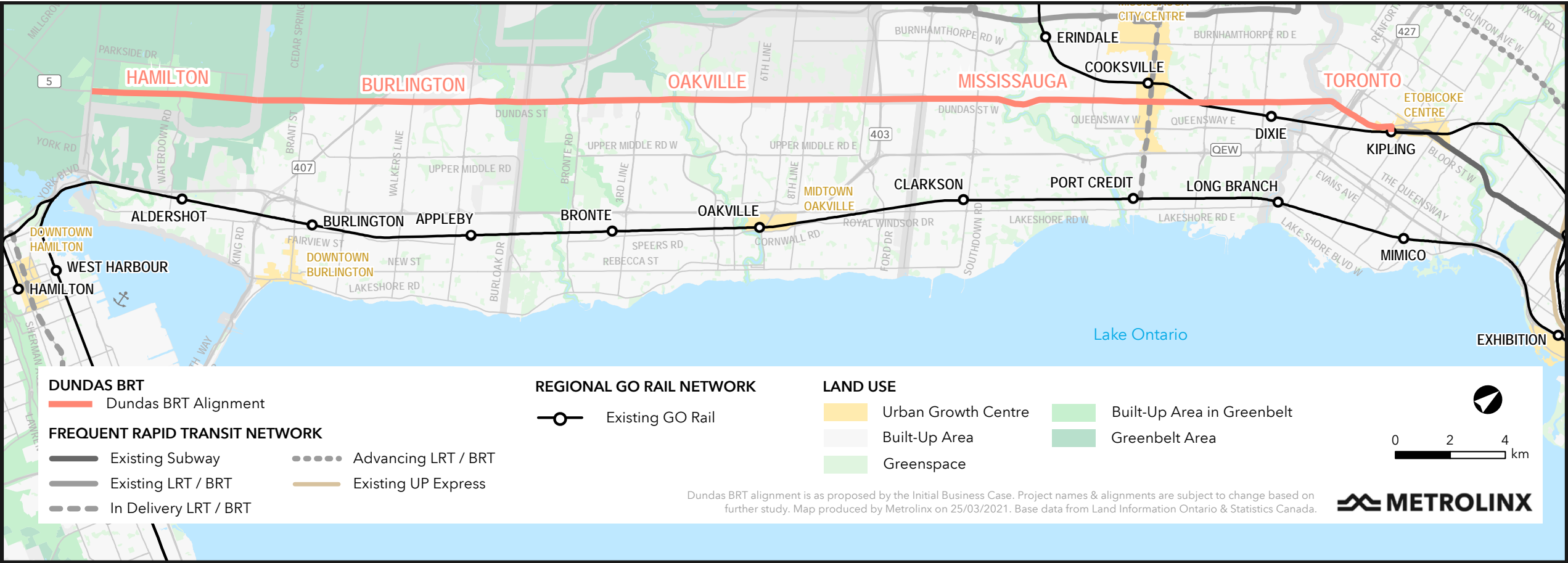
Additional resources from our municipal partners on the traditional territories in each community:

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



Why are we here?

Metrolinx, in collaboration with the City of Mississauga, is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor in support of potential future municipal project implementation and is commencing the Transit Project Assessment Process (TPAP) for the Dundas BRT Mississauga East (between Etobicoke Creek and Confederation Parkway) Project, in accordance with Ontario Regulation 231/08. 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 this 48 km municipal transit project would operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.



Why are we here?

The purpose of Round 3 engagement is to:

- Provide an overview of what we heard during Round 2 engagement, including feedback on the analysis of alternatives for the Cooksville pinch point in Mississauga East, and how it was incorporated
- Notify you of the Transit Project Assessment Process (TPAP) commencement and 30-day public review period for Mississauga East
- Share the key findings, potential impacts and proposed mitigation measures included in the Draft Environmental Project Report (EPR) for Mississauga East and gather your feedback to be incorporated in the Final EPR
- Share how the design for the Cooksville pinch point and the remainder of the Mississauga East segment has progressed/been optimized to reduce potential impacts
- Review next steps for Mississauga East and the Project as a whole

This round of engagement is focused on the Mississauga East segment as planning has advanced to:

- Advance preliminary design and environmental studies by leveraging the Dundas Connects Master Plan study results
- Support the City of Mississauga's funding application to the Investing in Canada Infrastructure Program (ICIP)
- Meet the vision for the future of the communities, population and employment growth strategies along Dundas Street within this segment, as outlined in the policy documents, including but not limited to, the City of Mississauga's Official Plan and the Provincial Growth Plan

Engagement on Toronto, Mississauga West and Halton and Hamilton will continue through 2022.



How is the study structured?

The study is structured into the following four areas along Dundas Street, 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 (**We are here - see inset map**)
- Mississauga West - Confederation Parkway to Ninth Line
- Halton and Hamilton - Ninth Line to Highway 6 (no TPAP anticipated)

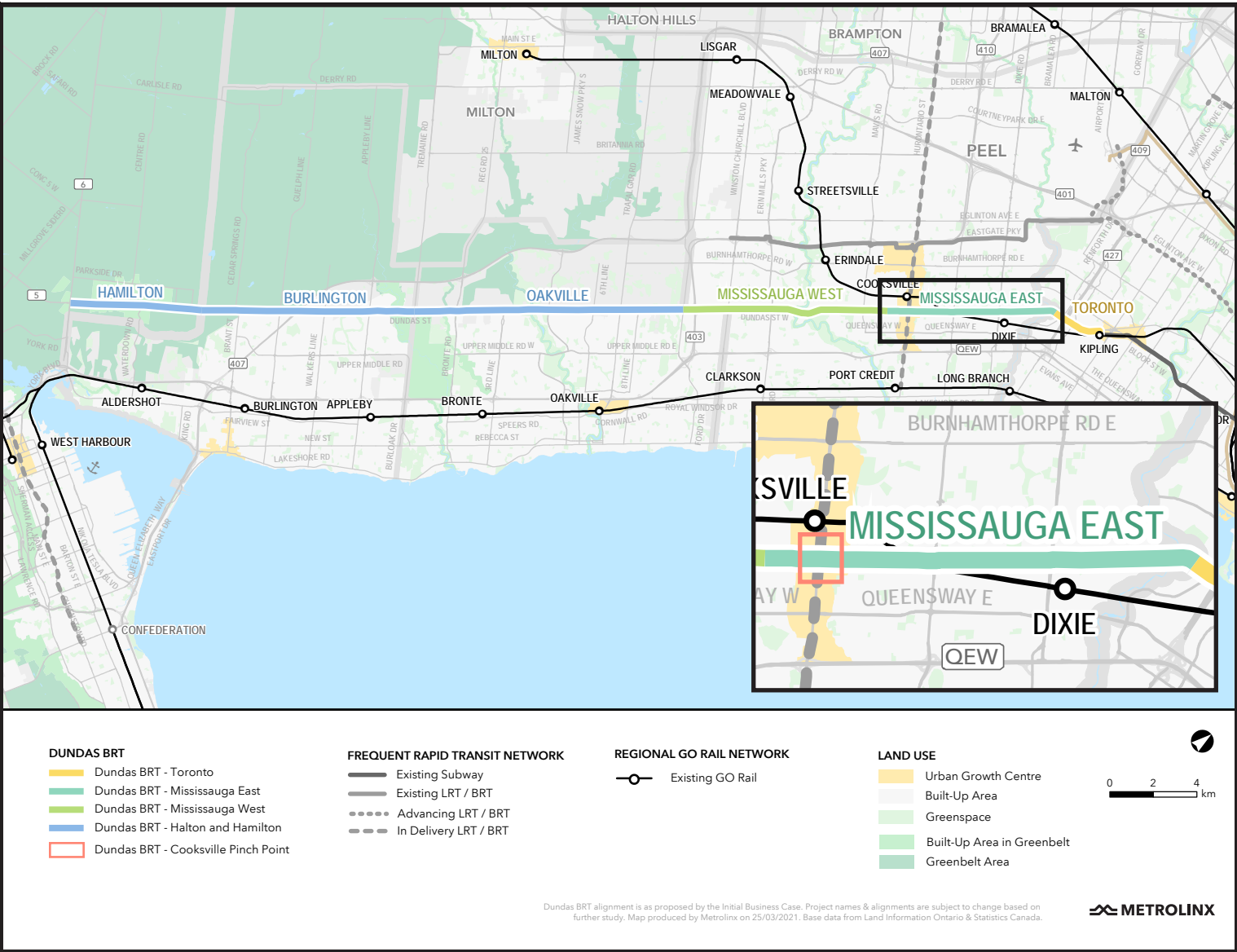
Dundas Bus Rapid Transit (BRT) study areas

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 Project:

- TPAP
- Preliminary Design (PD)
- PDBC



How is the study structured?

What is the Transit Project Assessment Process (TPAP)?

A TPAP is a focused environmental impact assessment process created specifically for transit projects. It involves a pre-planning phase followed by a regulated engagement and documentation period, which includes engagement with the public, stakeholders and Indigenous Nations, assessment of impacts, development of measures to mitigate negative impacts, and documentation. 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 the *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 (WE ARE HERE)**
- Mississauga West

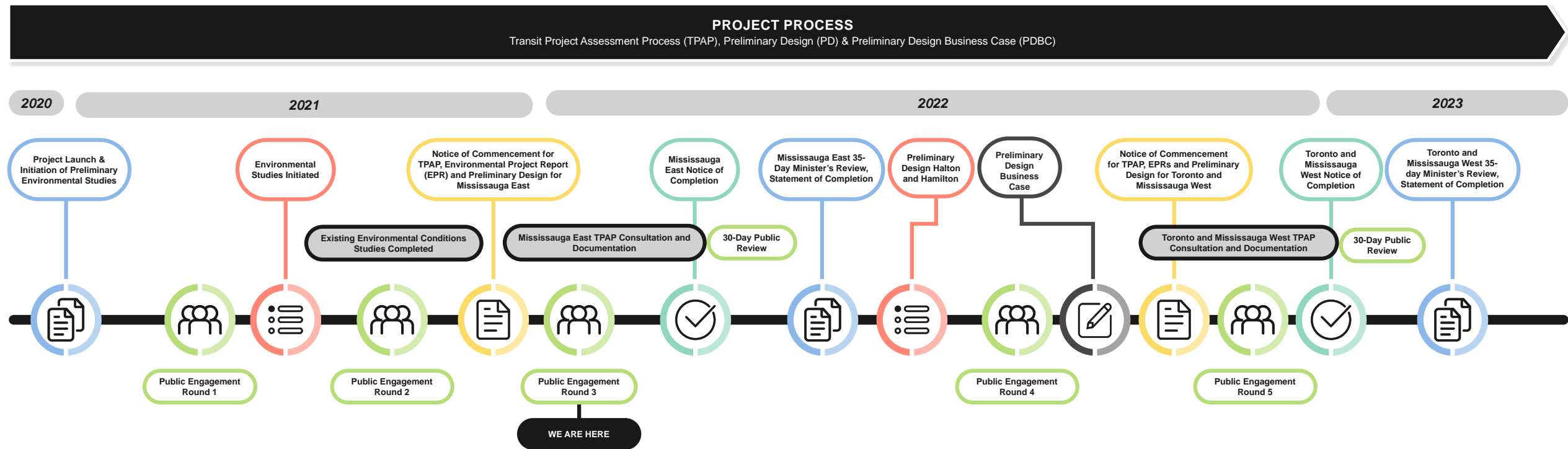
What is Preliminary Design (PD)?

The PD phase is formed from the Dundas Connects Master Plan and the Metrolinx Initial Business Case. In this phase, the Project Team will use the analyses of technical and environmental studies and public engagement to refine the Dundas Bus Rapid Transit (BRT) design to a 30% design level. The 30% design will seek to further refine corridor infrastructure such as lane widths, buffers, boulevards, active transportation facilities and grading limits in order to reduce impacts identified in the TPAP. Outcomes from the PD will inform the Preliminary Design Business Case.

What is the Preliminary Design Business Case (PDBC)?

The PDBC takes the recommended option of the Initial Business Case and reviews different approaches to refine and optimize it. The PDBC occurs during the Preliminary Design stage, along with the TPAP. It leads to a single preferred option for final development in the Full Business Case (FBC). The Dundas BRT PDBC evaluates the project across strategic, economic, financial and deliverability and operations 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.

Project timeline



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 input on:

Round 1 engagement (Completed April 2021)	Round 2 engagement (Completed September 2021)	Round 3 engagement (January 2022 - WE ARE HERE)	Round 4 engagement (Summer/Fall 2022)	Round 5 engagement (Winter 2022)
<ul style="list-style-type: none">• Dundas Bus Rapid Transit (BRT) in your community• What is important to you about this project• Factors you consider important for assessing the pinch points (constrained areas)	<ul style="list-style-type: none">• The organization of the project• What we heard during the first round of engagement• Existing environmental conditions for Toronto and Mississauga• BRT corridor design for Mississauga• Alternative designs being considered for the pinch point in Erindale Valley• Best performing design and other assessed designs for the pinch point in Cooksville• Proposed stop locations and potential amenities in Mississauga East	<ul style="list-style-type: none">• Mississauga East environmental study findings, including potential impacts and proposed mitigation measures• Refined Best Performing Mississauga East pinch point (Cooksville) Alternative and outside pinch point Preliminary Design (10%)	<ul style="list-style-type: none">• Shortlisted infrastructure design alternatives for Toronto and evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West)• Preliminary Design for Halton and Hamilton• Stop locations and amenities for Toronto, Mississauga West and Halton and Hamilton• Evaluation of integrated BRT routing and service level throughout the entire corridor	<ul style="list-style-type: none">• Toronto and Mississauga West environmental study findings, including potential impacts and proposed mitigation measures• Preliminary corridor design for Toronto and Mississauga West• Preliminary Design Business Case outcomes with preferred service and infrastructure options throughout the corridor, including pinch points in Toronto and Mississauga West• Mississauga East Transit Project Assessment Process completion update

What we heard at virtual public engagement 2

Virtual public engagement 2 was held in September 2021. Feedback gathered demonstrated general public support for the Project, preference for Cooksville pinch point Alternative 1 or 3, and strong interest in learning more about progress of the Project, community and property impacts, and connectivity to surrounding infrastructure and services. The public identified:

Opportunities to:		Concerns about:	
	Expand and improve cycling facilities on Dundas Street		Potential noise and vibration impacts
	Provide a reliable transport service as a result of dedicated BRT lanes		Potential impacts to public and private properties
	Add more proposed stops along the corridor to connect riders to additional destinations (e.g., University of Toronto’s Mississauga Campus, Erindale Park)		Environmental and community impacts as a result of project construction and operation
	Connect the Dundas Bus Rapid Transit (BRT) line to other regional and express transit services (e.g., GO Transit, Hamilton Street Railway, Toronto Transit Commission)		Traffic flow on Dundas Street as a result of modifications to the right-of-way (i.e., adding, removing traffic lanes)
	Create an efficient transit system while maintaining traffic flow for all road users by implementing Alternative 1 at the Cooksville pinch point or implement Alternative 3 to include no left-turns at high-traffic intersections to avoid traffic delays		Potential for Alternative 4 for Cooksville pinch point to negatively impact BRT service reliability by operating buses in mixed traffic
			Preserving the existing buildings and community culture of the surrounding area

Feedback provided during virtual public engagement 2 has been and will continue to be considered to inform key Project decision-making. The impact of public feedback during the second round of engagement can be directly observed in the development of the Draft Environmental Project Report (EPR) for Mississauga East and the refinement and optimization of design for the Cooksville pinch point and for the corridor outside of the pinch point.

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:

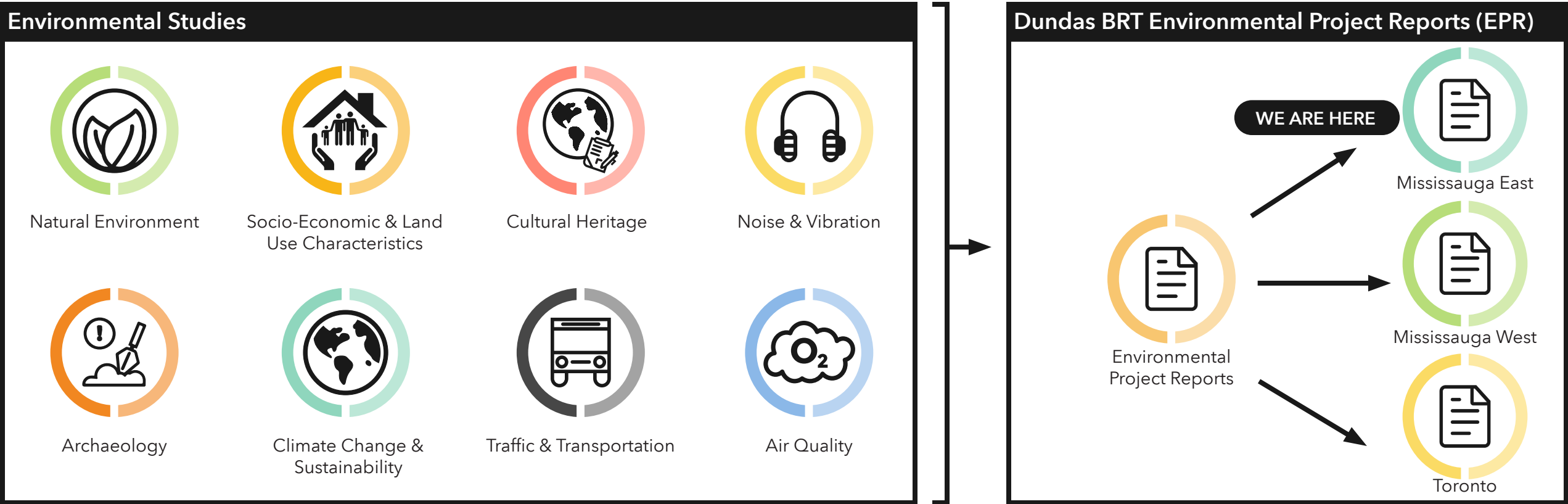
- Provide stakeholders and technical experts with the opportunity to learn about and provide input into the Project to inform key decision-making
- Allow members to address issues and provide advice on the development of the Project
- Offer the Project Team a fresh perspective

SAG Meetings:

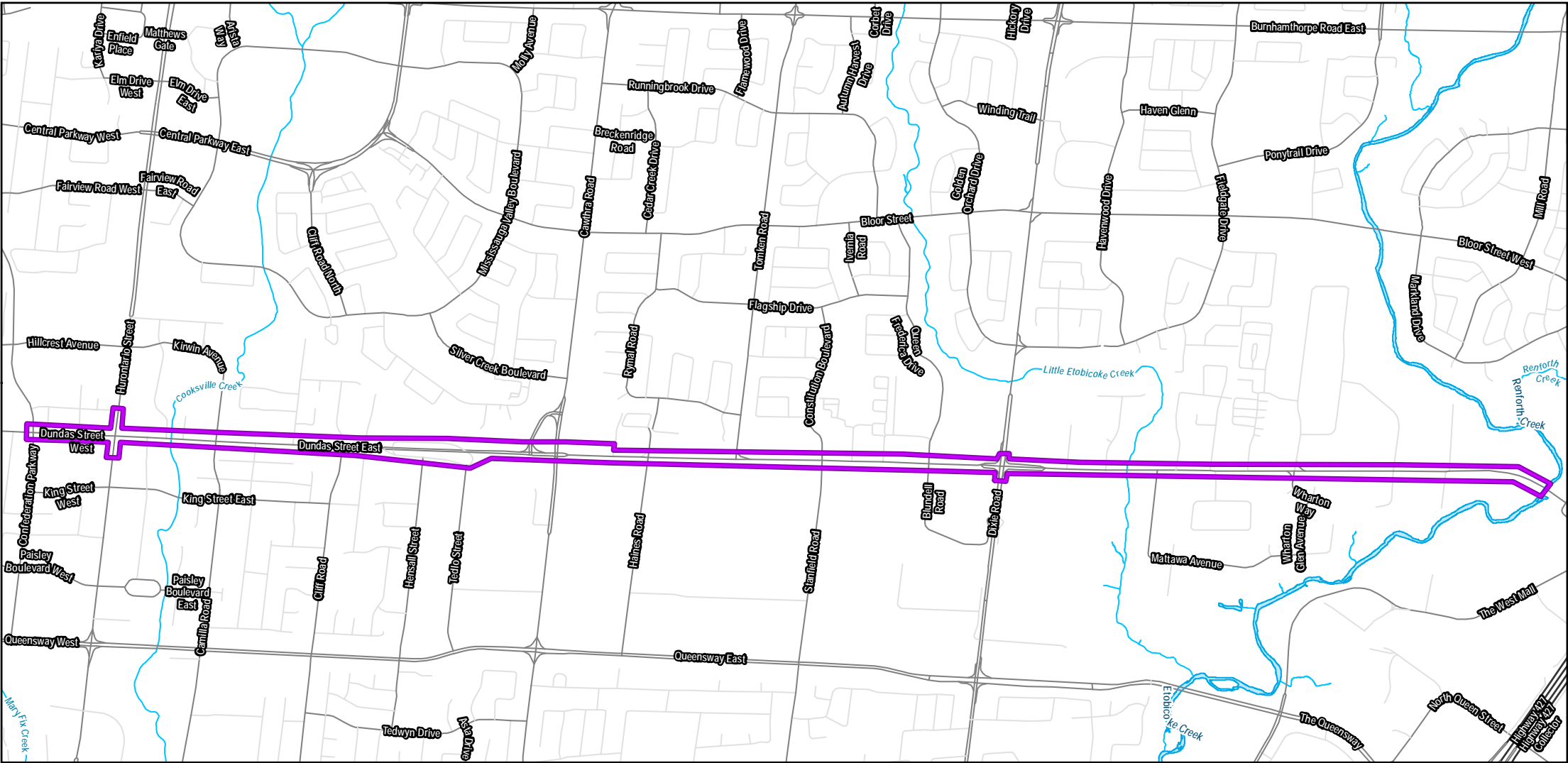
- Provide community leaders, advocates and experts within each section of the corridor the opportunity to learn about and provide input into the study
- Allow members to learn about the Project, ask questions of subject matter experts within the Project Team and discuss the Project and potential impacts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

Environment


The Dundas Bus Rapid Transit Project (Dundas BRT) has begun the Transit Project Assessment Process (TPAP), a streamlined Environmental Assessment process under Ontario Regulation 231/08. To support the Project, environmental studies are being completed to document existing conditions and assess any potential impacts from the Project. The environmental studies have determined potential impacts and documented mitigation measures that could be applied to reduce or eliminate potential impacts. Potential impacts will be used by the design team to review and improve design. The following draft environmental studies have been completed and will form part of the Dundas BRT Environmental Project Report (EPR) for the Mississauga East segment of the corridor.

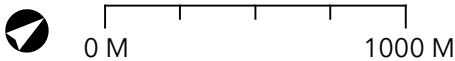


Mississauga East Project Area













Legend

 Dundas Bus Rapid Transit Mississauga East Project Area



Matters of Provincial Importance

Matters of Provincial Importance must be considered during the Transit Project Assessment Process (TPAP), following Ontario Regulation 231/08.


Indigenous Relations	Natural Environment	Cultural Heritage & Archaeology
<div></div> <div>Constitutionally protected Aboriginal or treaty rights and areas of concern</div>	<div><div></div><div>Park, conservation reserve or protected areas</div></div> <div><div></div><div>Extirpated, endangered, threatened, or species of special concern and their habitat</div></div> <div><div></div><div>Wetland, woodland, habitat of wildlife or other natural heritage areas</div></div> <div><div></div><div>Areas of natural or scientific interest</div></div> <div><div></div><div>Stream, creek, river, or lake containing fish and their habitats</div></div>	<div><div></div><div>Protected heritage properties</div></div> <div><div></div><div>Built heritage resources</div></div> <div><div></div><div>Cultural heritage landscapes</div></div> <div><div></div><div>Archaeological resources and areas of potential archaeological interest</div></div>

Natural Environment & Tree Inventory




Detailed field investigations were undertaken between May and July 2020 and June and July 2021 to examine natural heritage features and tree resources including a tree inventory.


The following were present within this study area:




62 plant species (64% native, 34% non-native)




2 insect species




6 mammal species



2 bird species at risk (Barn Swallow and Chimney Swift)



35 bird species, including a wide variety of migratory birds who nest within the study area. Cliff Swallow, Barn Swallow, Eastern Phoebe and American Robin were identified under the Etobicoke Creek



3 watercourses (Etobicoke Creek, Little Etobicoke Creek and Cooksville Creek) which provide habitat to a variety of fish species



Image: Cliff Swallow nest under Etobicoke Creek bridge in Mississauga East.
Source: AECOM, 2021



Image: Barn Swallow.

Potential impacts include:

- Temporary vegetation disturbance and limited vegetation removal during construction.
- Potential short-term construction impacts to birds, including nest disturbance or destruction and habitat loss, specifically during the critical summer nesting season.
- Disturbance or displacement of species at risk birds (e.g., Cliff Swallow, Barn Swallow and Chimney Swift) and bats (Little Brown, Northern and Eastern Small-footed Myotis) and their habitat during construction.

Proposed mitigation measures include:

- Complete vegetation removal prior to or after bird nesting periods to avoid/minimize potential impacts to birds and bats during construction. If vegetation removal is required during nesting periods, a visual inspection of the areas to be cleared will be conducted by a qualified avian specialist.
- Implement exclusionary bird netting to prevent nesting on structures during construction.
- Tree Protection Zone fencing will be established to protect and prevent tree injuries in accordance with local by-law requirements during construction.
- For structures supporting nesting species at risk birds, time construction to avoid nesting periods to prevent impacts.

Tree Inventory

An in-field tree inventory and a desktop-based tree impact analysis were conducted in summer 2021 in order to assess and quantify the existing condition of onsite trees and determine potential impacts.

The following are present within the Mississauga East study area:



1,565 trees were inventoried and assessed for the Project, consisting of 7 notable species (i.e., Honey-Locust, Manitoba Maple, Red Ash, Norway Maple, Russian Olive, Siberian Elm and Black Walnut)



No species at risk were identified during field investigations



Image:
Black Walnut tree.



Image:
Manitoba Maple tree.

Potential impacts include:

- Removal/disturbance of trees to accommodate construction of the Project.
- Removal/disturbance of wildlife/wildlife habitat.

Proposed mitigation measures include:

- Establish Tree Protection Zone (TPZ) fencing to protect and prevent tree injuries in accordance with local by-law requirements.
- No grading, excavation or restoration-related activities are to occur within the TPZ of any protected or retained trees. If these works cannot be avoided, the supervision of a Certified Arborist will be required.
- Limit vegetation removal, including trees, to the specified activity areas following the approval of required permits.
- Clear vegetation outside of the breeding bird season to reduce potential impacts to migratory birds and avoid violating the *Migratory Birds Convention Act*. If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by a qualified biologist will be required no more than 48 hours prior to vegetation removal.



Socio-Economic & Land Use Characteristics

An existing conditions review was completed to understand the characteristics of the population and land-use along Dundas Street in Mississauga East. A variety of community amenities were identified within the study area that include:



14 commercial and residential developments



5 schools



3 long-term care facilities



12 parks and open spaces



3 daycares



1 recreation centre



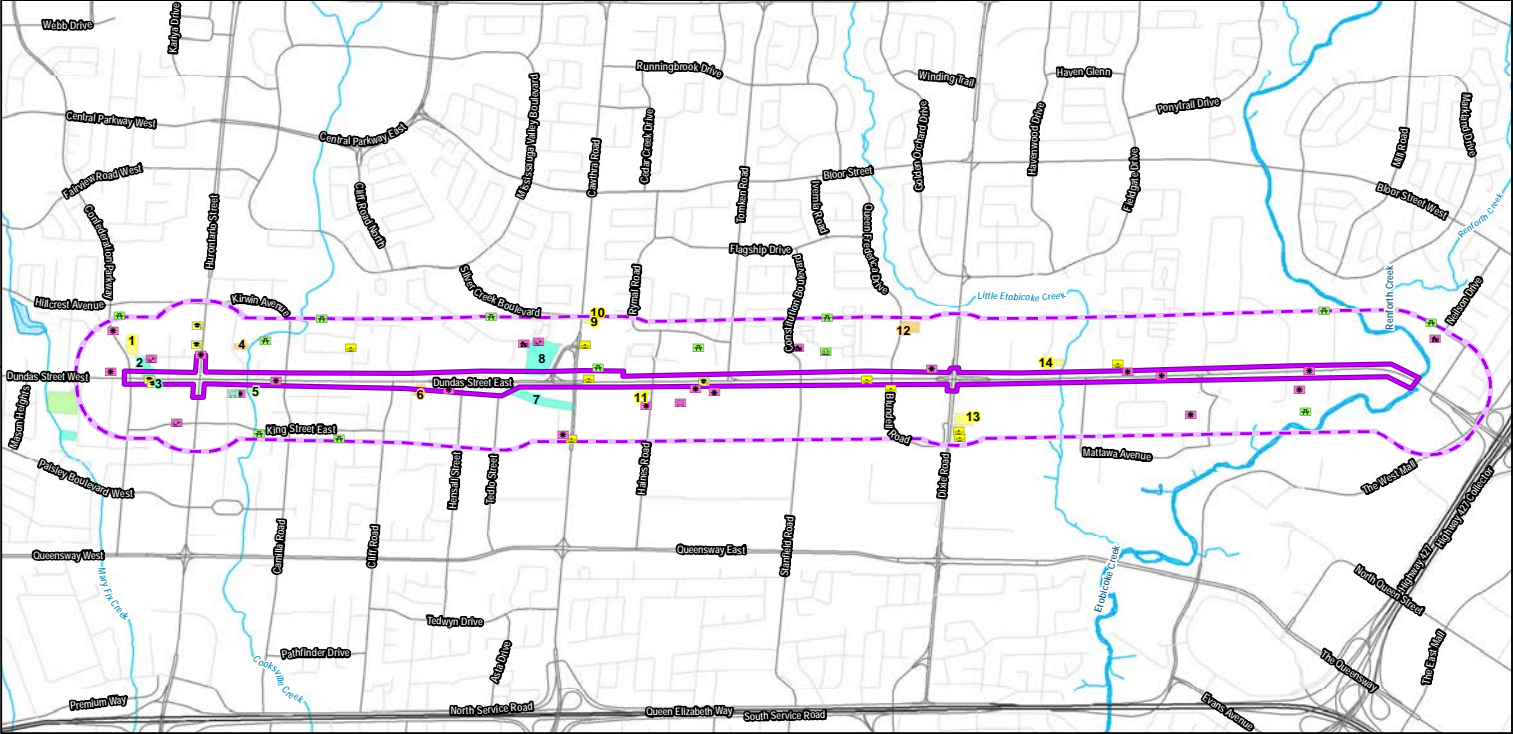
2 shopping centres



16 community resources



9 places of worship



Legend



Dundas Bus Rapid Transit Mississauga East Project Area



Socio-Economic Land Use Study Area



Condominium



Rezoning



Rezoning/Official Plan Amendment



Site Plan

Community Amenities



Indoor Mall



Childcare/Daycare



Community Resources



Community Resources/Cultural Shopping Centre



Housing and Long-term Care



Places of Worship



Schools



Parks and Open Spaces



Recreation Centres/Sporting Fields

The review found that many of the community amenities are clustered around Downtown Cooksville. The Dundas Bus Rapid Transit (BRT) Mississauga East Project will support the convenient and reliable movement of people as they travel from their homes for work and recreation.

Socio-Economic & Land Use Characteristics



Image: Southwest corner of Dundas Street West and Hurontario, facing east.

Source: AECOM, 2021

Potential impacts include:

- Minor temporary nuisance effects (i.e., dust, noise and vibration) from construction activities.
- Temporary access restrictions to properties along Dundas Street during construction.
- Potential permanent and/or temporary property acquisition (property requirements will be confirmed as project planning progresses).
- Left turns across the median may be restricted (“right-in/right-out” operation only).

Proposed mitigation measures include:

- Develop management plans to control nuisance effects such as noise, vibration and dust.
- Develop an access management plan to minimize impacts and manage access to properties along Dundas Street.
- Complete regular monitoring during construction to ensure all potential impacts remain within acceptable limits as defined in by-laws or other policies as appropriate.
- Maintain regular (existing) access to businesses during working hours where feasible. Where regular access cannot be maintained, alternative access and signage will be provided.
- Minimize property impacts through optimization of the corridor alignment, application of minimum design standards and a reduction in the boulevard space that could be widened through future redevelopment.
- Provide clearly marked pedestrian and cyclist detours where required.

Cultural Heritage



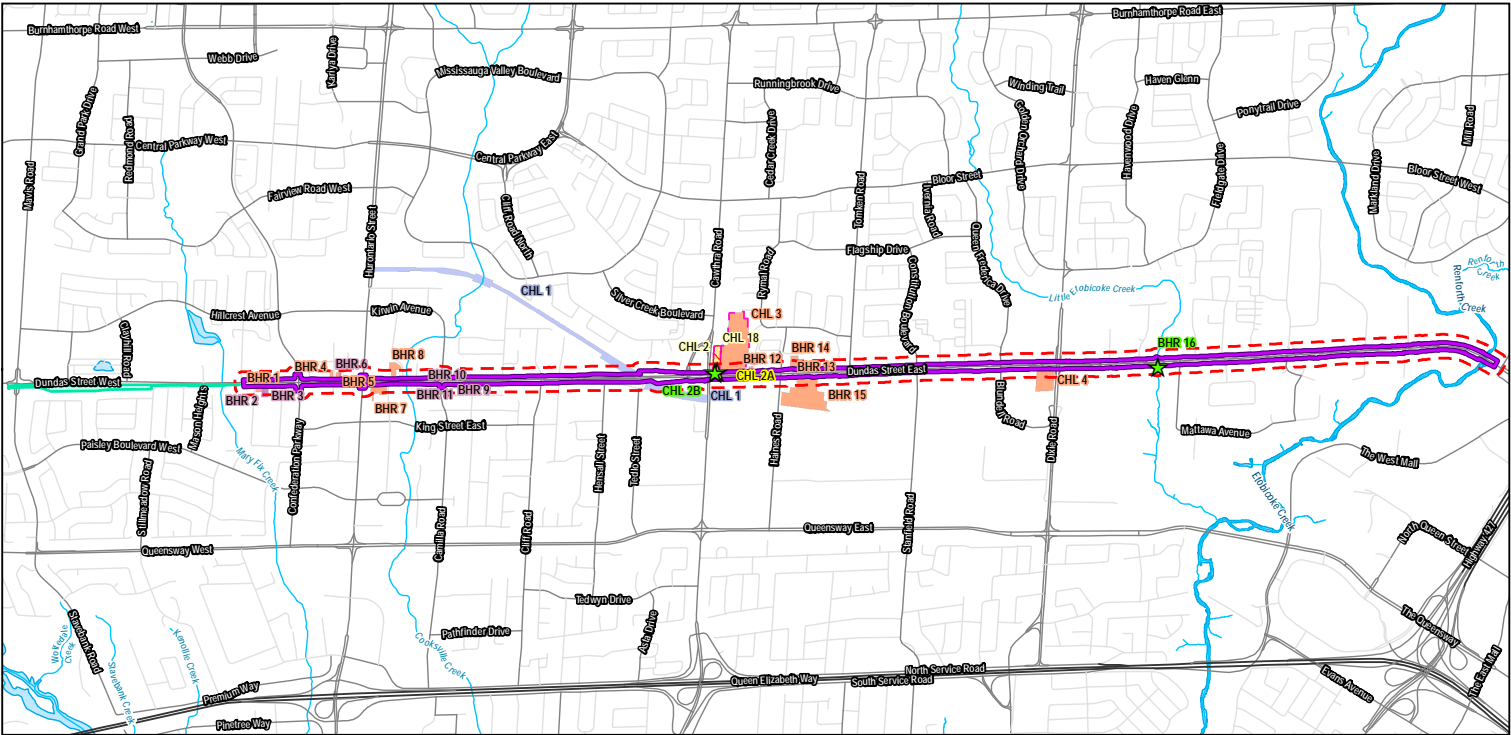
Cultural heritage specialists reviewed the Mississauga East corridor to identify known and potential built heritage resources and cultural heritage landscapes (BHRs/CHLs). BHRs/CHLs are properties that have an existing level of municipal, provincial, or federal heritage protection, designation, or recognition. Potential BHRs/CHLs are properties that may possess heritage attributes but that have not yet been afforded heritage protection, designation, or recognition. A total of 20 known or potential BHRs/CHLs have been identified within the study area as those with the potential to be impacted by the Project.

Known and potential BHRs within the study area include:

- 6 commercial (BHR 1, 4, 5, 6, 7 and 15)
- 6 residential (BHR 2, 3, 9, 12, 13 and 14)
- 2 residential/commercial (BHR 10 and 11)
- 1 industrial (BHR 8)
- 1 heritage plaque (BHR 16)

Known and potential CHLs within the study area include:

- 1 transportation corridor (CHL 1)
- 2 places of worship/cemeteries (CHL 2 and 3)
- 2 cultural heritage plaques (CHL 2a and 2b)
- 1 archaeological remains site (CHL 4)



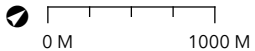
Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas BRT Mississauga East Cultural Heritage Study Area
- Mississauga Heritage Foundation Plaque Location
- Ontario Heritage Trust Plaque Location

Heritage Designation

- Designated Part IV of the Ontario Heritage Act
- Listed on the Municipal Heritage Register
- Previously-Identified Built Heritage Resource or Cultural Heritage Landscape (BHR/CHL)
- Previously-Identified BHR/CHL and Listed on the Cultural Landscape Inventory

- Lake Iroquois Shoreline
- Listed on the Ontario Heritage Trust Places of Worship Inventory
- Potential Provincial Heritage Property of Provincial Significance



Cultural Heritage



Image: Dixie Union Chapel, located at 707 Dundas Street East. This chapel was built beside the Dixie Union Cemetery in 1838 and was used for worship by Anglicans, Presbyterians and Methodists.
Source: AECOM, 2021



Image: Cultural heritage plaque commemorating veterans of the War of 1812 who are buried at the Dixie Union Cemetery at 707 Dundas Street East.
Source: AECOM, 2021

Potential impacts include:

- Potential direct or indirect impacts to the 20 known or potential built heritage resources and cultural heritage landscapes (BHRs/CHLs) within the study area.
- Potential indirect impacts (i.e., vibration impacts) to 18 known or potential BHRs/CHLs within the study area.

Proposed mitigation measures include:

- Plan construction activities and staging areas during detailed design to minimize or avoid adverse impacts to the identified known, previously identified and potential BHRs/CHLs.
- Complete Cultural Heritage Evaluation Report(s) to determine if properties anticipated to be directly impacted by the Project have cultural heritage value or interest in accordance with the *Ontario Heritage Act*. If so, a Heritage Impact Assessment will be completed to identify appropriate mitigation measures.
- Protect cultural heritage plaques during construction with installed protection (i.e., fence hoarding) or other appropriate protection. Monitor the protection of the plaque during construction and remove protection and confirm conditions of plaque post-construction. If the plaque must be temporarily relocated during construction, store in safe area and replace once construction is complete.
- Prior to construction, complete pre-condition surveys for the 18 BHRs/CHLs identified within the study area as having potential impacts from vibration, to document the condition of each building and assess current levels of vibration experienced. The vibration distance of 50m (the study area) will be refined once property specific impacts/vibration studies are known/completed.

Noise & Vibration



A background review has been completed. Sixty potential sensitive receptors (43 for construction and 17 for operation) have been studied to help understand the potential for Project impacts within the study area. Of the 43 sensitive receptors identified for construction, 27 are located within the construction vibration Zone of Influence (ZOI) and 23 are located within the construction noise ZOI, during at least one construction activity. Modeling was completed to analyze future conditions. Future “with BRT” and “without BRT” scenarios were modeled. The primary source of existing ambient noise is traffic along Dundas Street, as well as existing GO rail intersecting Dundas Street near Cawthra Road.



Image: Example of a construction noise monitor.
Source: AECOM, 2017



Image: Example of a construction vibration monitor.

Potential impacts include:

Noise:

- Potential for noise level criteria exceedances at several locations during construction and operation activities.
- During operation, two receptor locations would continue to exceed the 60 dBA sound level by up to 4 dB, after consideration of mitigation measures.

Vibration:

- Exposure to vibration during construction may result in public annoyance and complaints at 11 of the 27 sensitive receptors located within the construction ZOI.
- Without mitigation, construction vibration may impact 16 of the 27 sensitive receptors (i.e., buildings and other structures) located within the construction ZOI.

Proposed mitigation measures include:

Noise:

- Develop a construction noise management plan.
- Replace standard vehicle backup alarms with broadband alarms.
- Inform local residents as practicable of construction activities identifying type of construction and duration.
- Use acoustic enclosures and mufflers for site power generators.
- Use activity or equipment specific noise barriers.
- Minimize simultaneous operation of equipment where possible.
- Implement no idling policy where practicable.
- Consider implementation of noise barriers in some locations, following the City of Mississauga’s Policy 09-03-03 to include barriers that span a complete block to ensure effectiveness.
- Complete regular maintenance on fleet vehicles to reduce the potential for undesired sounds characteristics that may cause an increase in noise during operation.

Vibration:

- Develop a construction vibration management plan.
- Review vibration assessment based upon refined site staging, construction areas, and equipment and update if necessary.
- Reduce vehicle speed where possible.
- Use equipment with low vibration emissions where possible.
- Modify operational sequencing, equipment layout and/or access routes where possible.
- Operate construction equipment on lower vibration settings where available.
- Maximize distance between equipment and sensitive receptors where feasible.

Archaeology



Archaeologists completed a Stage 1 Archaeological Assessment to determine potential for disturbance of archaeological resources/artifacts during construction for the study area. Three previously registered archaeological sites were identified within one kilometre of the study area. One archaeological site is located within the study area, where further review has been recommended.

Interested Indigenous Nations will continue to be engaged during future assessments.



Image: Area adjacent to Etobicoke Creek requiring Stage 2 survey, facing north.
Source: AECOM, 2021

Potential impacts include:

- Potential for disturbance of archaeological resources/artifacts within areas not subject to previous disturbance within the study area.

Proposed mitigation measures include:

- Complete Stage 2 Archaeological Assessment(s) (AA) where the Stage 1 AA indicated that archaeological potential remains prior to any ground disturbing activities.
- If archaeological materials are encountered (or suspected) during construction activities, all work will stop. The site will be protected from impact and additional assessment will be undertaken by a licensed archaeologist.

Climate Change & Sustainability



The Dundas Bus Rapid Transit (BRT) will encourage more sustainable transportation choices and will help to create a community that is less dependant on personal automobiles by:



Increasing transit ridership by providing a more reliable, frequent, and enhanced transit service



Improving existing active transportation facilities



Providing better connections to local and express transit routes (i.e., Toronto Transit Commission, MiWay, GO Transit)

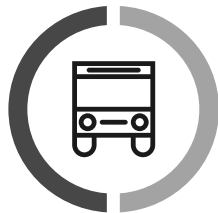
Provisions for future electrification technology are being considered in the planning of the corridor. When compared to diesel or compressed natural gas vehicles, electric buses offer a smoother, quieter ride and emit minimal to zero carbon or greenhouse gases (GHGs). This will help meet targets set out in Ontario’s Climate Change Action Plan (CCAP) of reducing overall GHG emissions by 40% by 2030.



Image: Etobicoke Creek in Mississauga East.

Source: AECOM, 2021

Traffic & Transportation



In Mississauga East, Dundas Street varies between six-lane and four-lane cross-sections with continuous sidewalks on both sides of Dundas Street. There are currently no dedicated cycling facilities provided. Congestion currently occurs during the morning and afternoon peak hours in Cooksville near the Hurontario Street intersection.



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

Source: AECOM, 2021

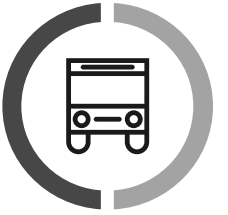
Potential temporary impacts include:

- Lane reductions, narrowing of lanes, and/or turning restrictions on Dundas Street and cross streets near intersections throughout the construction period.
- Travel time delays/traffic movement impacts at intersections along Dundas Street during construction due to one-way or full street closures to support major infrastructure work. Left turns across the median may be restricted, and existing on-street parking may be temporarily reduced or eliminated as needed.
- Traffic halts to allow construction vehicles to access construction sites.
- Impacts to emergency response times through the corridor and adjacent roads during periods of heavy traffic volume during construction.
- Restrictions, closures and/or removal of sidewalks, multi-use paths, bike lanes and other cycling facilities during construction.
- Impacts to pedestrians and cyclists during construction as the operation of construction equipment in the corridor may pose safety and comfort challenges (i.e., rough or bumpy surfaces, noise, dust).

Proposed mitigation measures include:

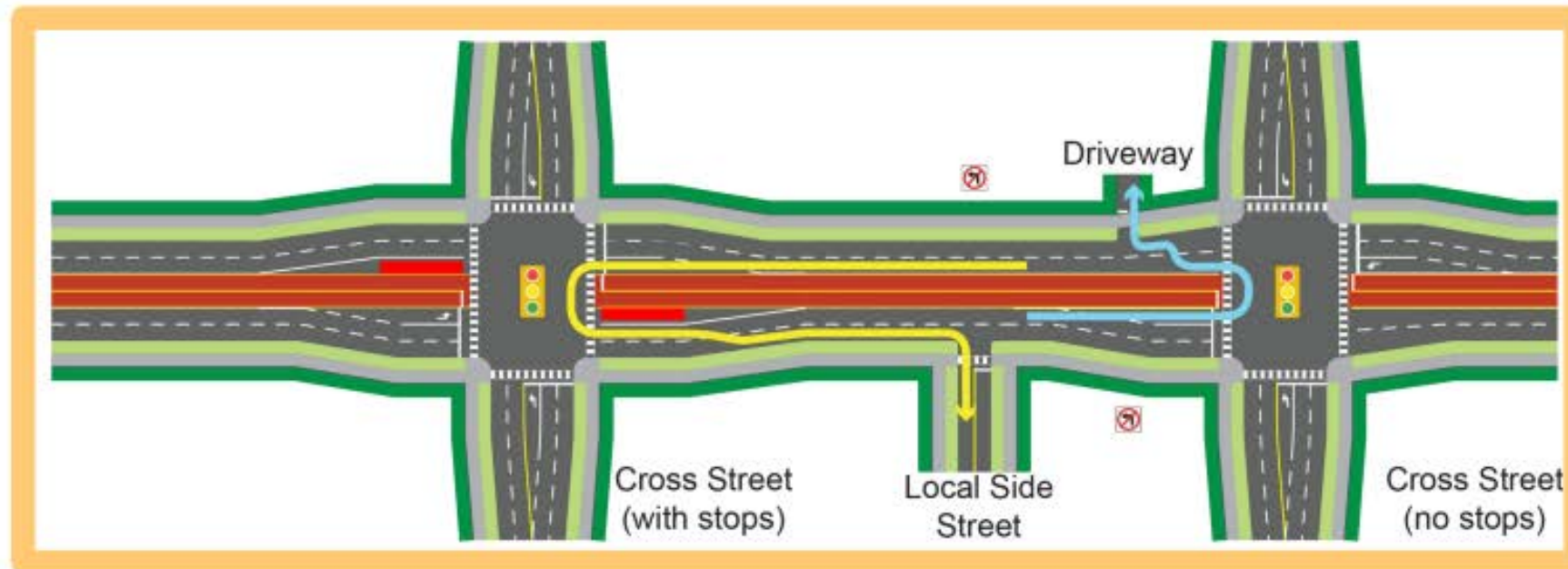
- Develop and implement traffic and transit management plans and traffic control plans during construction.
- Develop and implement emergency response and incident management plans during construction to assist emergency service providers in responding to emergencies within the construction area.
- Avoid simultaneous closures and construction on adjacent major intersections and install and provide advance advisory signage.
- Conduct pre-construction planning meetings with representatives of the City of Mississauga emergency services and affected local transit authorities.
- Coordinate work with other planned road projects to minimize traffic impacts.
- Prior to construction, consult with local municipalities to coordinate with their Capital Works Programs. Conduct a haul route analysis to confirm haul routes via public roads.
- Maintain existing pedestrian/cyclist, residential and commercial property access through the work zone where possible or provide alternative temporary access or detour.
- Provide clear detour signage at line of site for drivers and at decision points to inform pedestrians and cyclists.

Traffic & Transportation - Intersection Operations



How will the Dundas Bus Rapid Transit (BRT) operate at intersections?

- Raised islands will separate BRT lanes from general traffic between signalized intersections, preventing left-turns at unsignalized intersections and driveways
- Extended left-turn signal phases will accommodate higher turning and U-turn volumes, and will enhance safety for all road users
- Longer pedestrian clearance times will be provided for pedestrians to safely cross the street at widened intersections



Traffic & Transportation - Travel Time Benefits by Mode (2041) PM Peak Westbound



TIME SAVINGS
20 Min

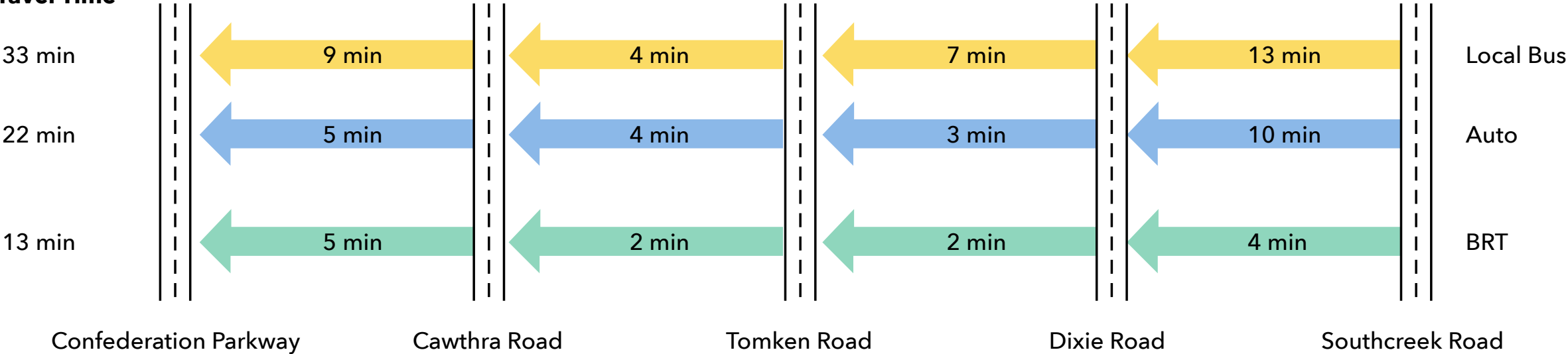
By providing fast and frequent service, the Dundas Bus Rapid Transit (BRT) will reduce travel times. The Dundas BRT is expected to provide time savings in the Mississauga East segment of up to 20 minutes compared to local bus and nine minutes compared to auto transport (private vehicles) in the critical PM peak hour.



Transit Signal Priority (TSP) is to be employed at major signalized intersections to provide more consistent green-light time for approaching buses and allow them to progress efficiently through intersections, resulting in better service reliability.

Total traffic lane capacity (two lanes per direction) is maintained between Confederation Parkway and Dixie Road while the existing High Occupancy Vehicle lane will be converted to a BRT lane east of Dixie Road. As BRT lanes are able to move more people than a single lane of traffic, overall capacity of the corridor will be increased.

Total Travel Time



Air Quality



Data from air quality monitoring stations was examined to determine existing conditions within the study area. Existing background air quality levels are predominately below respective provincial and federal ambient air quality criteria and standards; however, some contaminants are found to exceed these criteria, including:

C₂₀H₁₂

Benzo(a)pyrene

C₆H₆

Benzene

NO₂

Nitrogen dioxide.

One other contaminant (PM_{2.5} (Fine Particulate Matter under 2.5 microns)) also has existing elevated levels of background concentration that, while currently below the federal standards, falls within 20% of the applicable standard concentration level.

Potential impacts include:

- Potential increase in air pollution and odour (e.g., diesel, Nitrous Oxides, Carbon Monoxide, and Sulfur Oxide, particulate, and Volatile Organic Compounds) as a result of construction vehicle emissions and increased traffic due to congestion associated with construction activities.
- Temporary increase in dust and airborne particulate matter resulting from construction activities.
- Air pollution from operational activities.

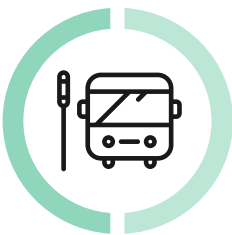
Mitigation measures include:

- Manage on-site construction vehicle activity to control emissions of odorous contaminants and diesel exhaust, including benzene and benzo(a)pyrene emissions from exhaust.
- Develop an air quality management plan to mitigate the spread of dust and other particles from the construction site.
- Monitor and report on active air quality during construction.
- Transition to electrically powered vehicles to help improve overall air quality during operation.
- Introduce vegetation (e.g., trees, shrubbery) in the study area, specifically between sources of emission (i.e. roadways) and impacted receptor(s), to help decrease air pollution during operation.

Transit Project Assessment Process (TPAP): Next Steps

Mississauga East

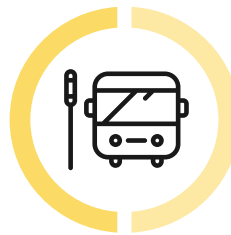
Following this round of engagement, Metrolinx and the City of Mississauga will:



- Continue to refine and optimize the Environmental Project Report (EPR) based on feedback received during this round of engagement;
- Progress TPAP to completion and issue the Notice of Completion of the TPAP in February 2022 to kick-off the 30-day public review period, followed by the 35-day Minister's review and then the Statement of Completion; and
- Share the Final EPR for Mississauga East during the 5th round of engagement in winter 2022.

Toronto and Mississauga West

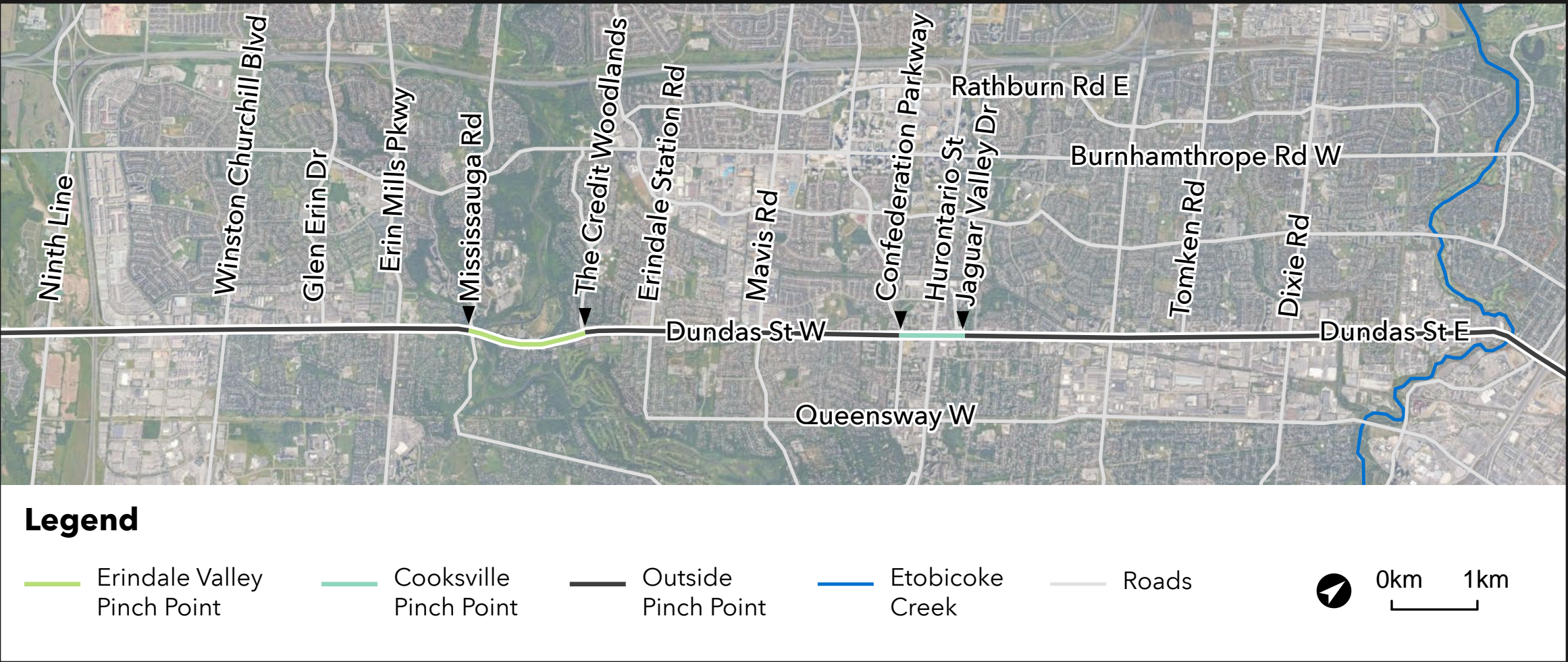
Following this round of engagement, Metrolinx will:



- Use feedback from the 2nd round of engagement (September 2021) in the evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West) and the development of the shortlisted infrastructure design alternatives for Toronto;
- Continue the detailed analysis required to identify the best performing design, as well as proposed stop locations within Toronto and Mississauga West;
- Present to the public in summer/fall 2022 the best performing alternative for the pinch point in Erindale Valley, as well as the proposed stop locations within Toronto and Mississauga West;
- Use information gathered through the existing environmental conditions studies to identify potential impacts of the Project in Toronto and Mississauga West;
- Initiate TPAP commencement in fall 2022;
- Identify potential impacts of the Project and proposed mitigation measures to present in the Draft EPR for Toronto and Mississauga West, to share with the public in winter 2022, following the Toronto and Mississauga West TPAP commencement;
- Progress TPAP to completion, incorporating feedback received during the 30-day public review period; and
- Share the Final EPR for Toronto and Mississauga West.

Preliminary Design - Design progressed for Mississauga East

The Dundas Bus Rapid Transit (BRT) corridor outside constrained areas, or pinch points, in Mississauga East includes **Etobicoke Creek to Jaguar Valley Drive**.



Preliminary Design – Design progressed for Mississauga East

Since the last round of engagement, the 10% Preliminary Design (PD) for this area has been further refined, based on feedback gathered from the public and stakeholders and additional technical studies undertaken by the Project Team. The outcomes of this design are:

- Right-of-way (ROW) widening up to 42m (from existing ROW of approximately 22 - 40m 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.
- Corridor alignment optimized to minimize impacts to built and natural heritage features, as well as non-heritage properties.
- Corridor design optimized to minimize impacts to existing utilities, most notably the overhead hydro.
- Dedicated median BRT lanes to improve transit speed and reliability.
- Elimination of High Occupancy Vehicle lane and maintaining of two general purpose traffic lanes in each direction, with minimum widths (i.e., 3.35m through lanes) applied to eliminate or minimize property impacts.
- Enhanced active transportation, including dedicated protected cycling facilities.
- Enhanced public realm, where possible, with widened sidewalks, furniture (e.g., benches) and tree planting zones. Reductions in localized areas to eliminate or minimize property impacts, including a reduction in the furniture/pole zone (0.6m minimum) and sidewalks (1.5m minimum).
- Existing bridge and culvert replacements.
- Platform stop locations and geometry, including enhanced passenger protection with platform widths up to 4.2m where feasible.



Preliminary Design – Design progressed for Mississauga East

Special Policy Area (SPA) Studies

How are SPA studies different from the Transit Project Assessment Process (TPAP)?

As the TPAP assesses the impacts and determines the proposed mitigation measures of the structure replacements proposed at Etobicoke Creek and Little Etobicoke Creek crossings, the SPA studies capture the proposed works for the watercourse channels and elsewhere within the floodplain.

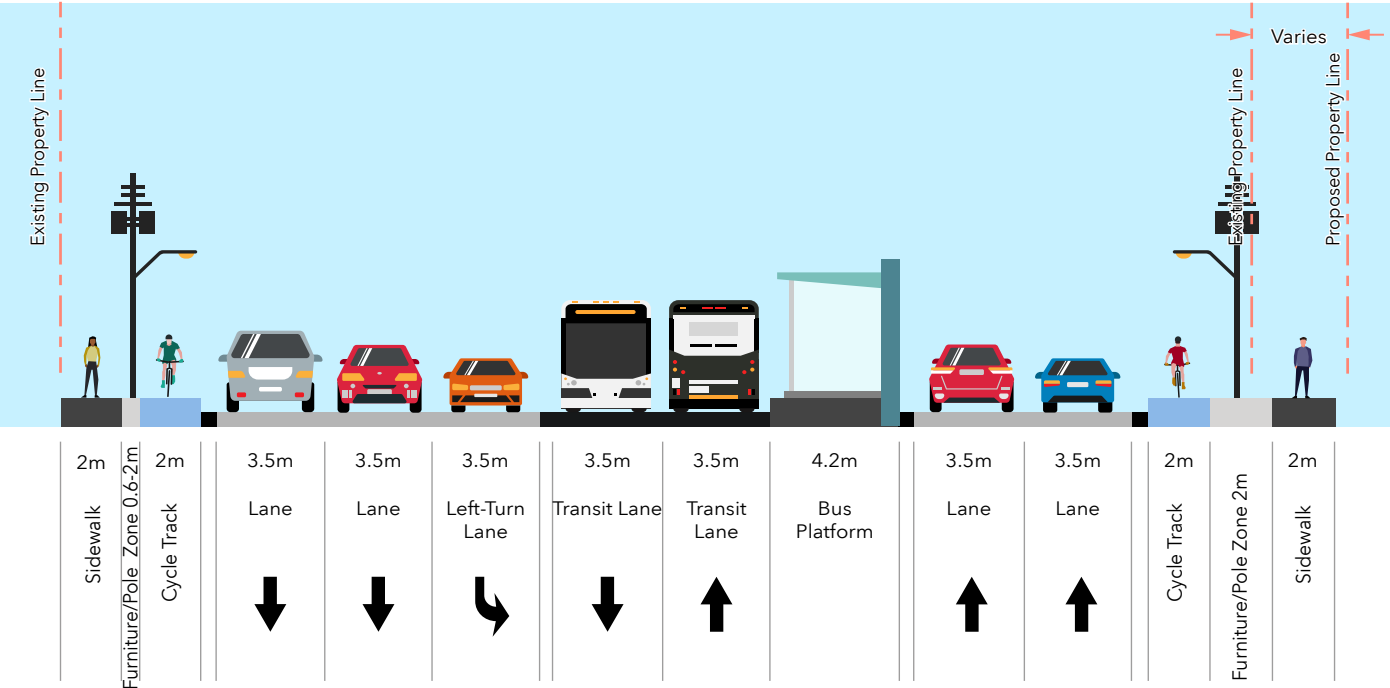
What's happening now?

Coordination with the following City of Mississauga SPA studies has progressed to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are coordinated to meet the goals and objectives of both the Dundas Bus Rapid Transit (BRT) and SPA studies:

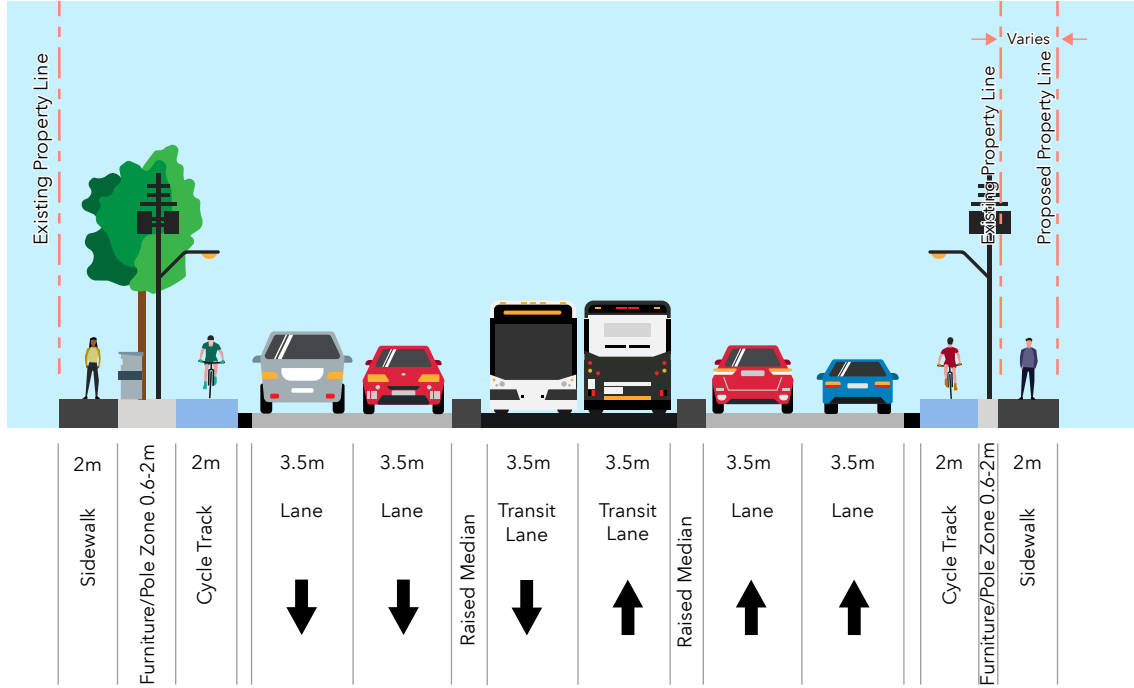
- Dixie-Dundas Flood Mitigation EA Study (Little Etobicoke Creek SPA)
 - A short-list of conceptual culvert replacement options has been developed.
 - Preliminary Design to be developed for spring 2022.
- Etobicoke Creek SPA Feasibility Study
 - Hydraulic Analysis completed.
 - Confirmation that existing structure has sufficient hydraulic capacity.

Preliminary Design - Design progressed for Mississauga East

Dundas Street will be widened in certain areas to accommodate the proposed Bus Rapid Transit (BRT) lanes and facilities, including four general purpose traffic lanes, cycling facilities, wider sidewalks (where possible), and amenity space for utility poles, trees and street furniture. The Preliminary Design, as shown in the cross sections and roll plans, has been updated since the last round of engagement to reflect these design refinements.

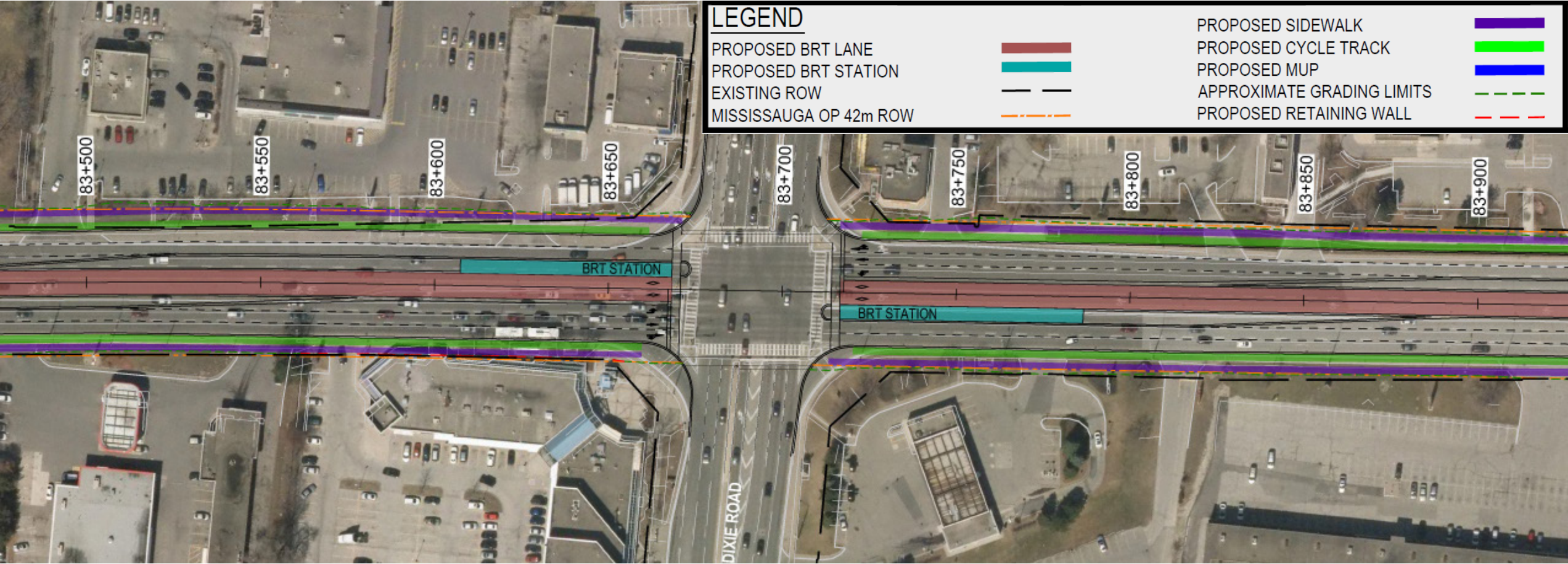


Cross Section:
Typical Cross Section at Dixie Road.



Cross Section:
Typical Cross Section at Midblock Jaguar Valley Drive to Etobicoke Creek.

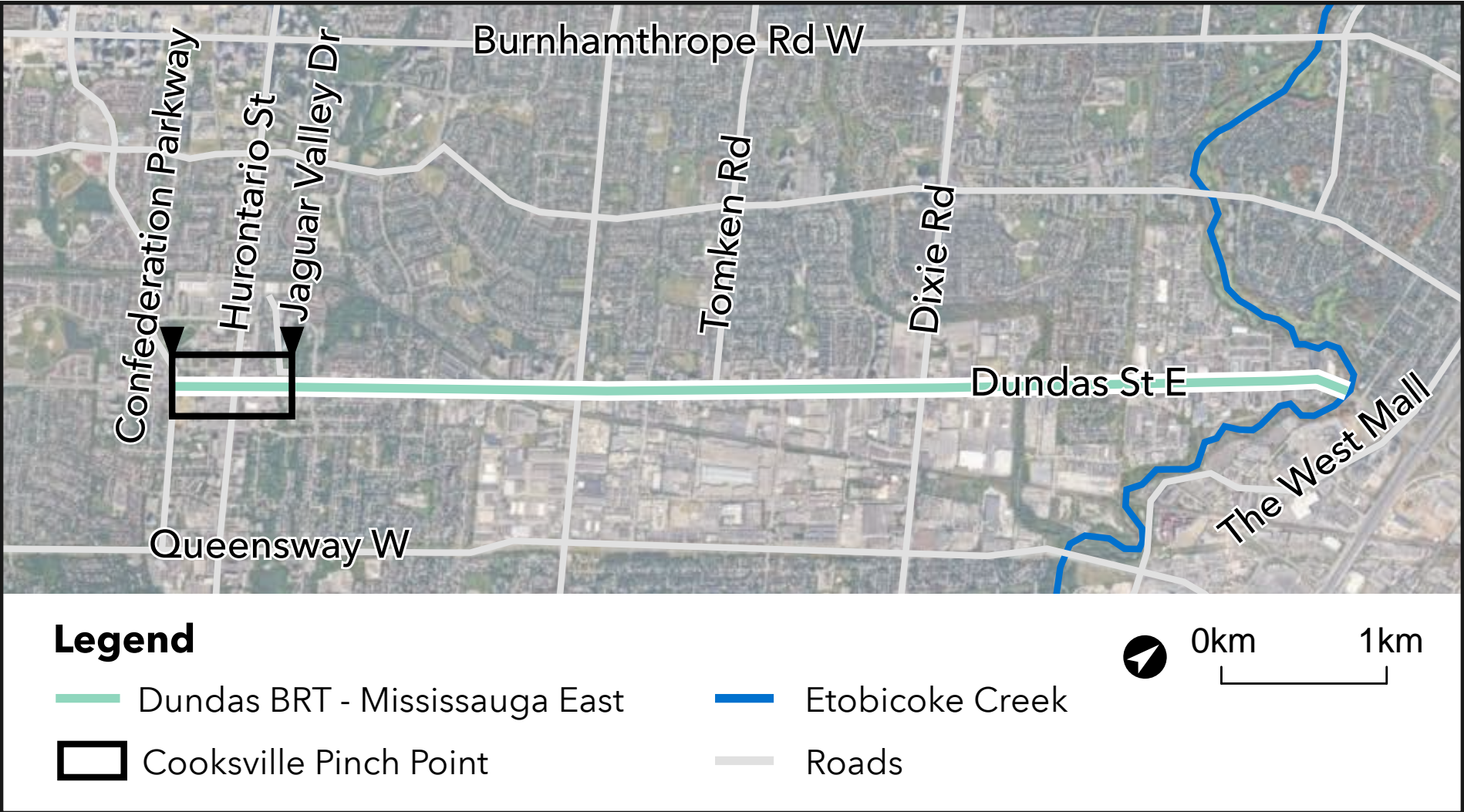
Preliminary Design - Design progressed for Mississauga East: Roll Plan



Roll Plan: Dundas Street and Dixie Road intersection.

Mississauga East - Cooksville pinch point: key considerations

In Mississauga East, the area between **Confederation Parkway** and **Jaguar Valley Drive** (**Cooksville**) is considered a pinch point, or a constrained area, and requires an additional evaluation process.



Mississauga East – Cooksville pinch point: key considerations

In the last round of engagement, six design alternatives were presented. Alternative 1 – Full median Bus Rapid Transit (BRT) widened about centreline, was presented as the best performing alternative because it proved to be the best performing in terms of:

Mobility and Traffic Considerations	Geometrics/Infrastructure Considerations	Property Considerations	Environmental Considerations
<ul style="list-style-type: none">• Provides a full median BRT• Improves BRT travel times• Continuous, dedicated, physically separated cycling and pedestrian facilities• Acceptable auto travel times	<ul style="list-style-type: none">• Provides dedicated median BRT lanes while accommodating auto traffic, cyclists and pedestrians• Maintains existing linear and vertical alignment• Moderate capital cost• Moderate technical complexity and engineering design	<ul style="list-style-type: none">• Generally, matches the planned Official Plan right-of-way developed as part of the Dundas Connects Transportation Master Plan• Minor impacts to the approved townhome development at Confederation Parkway• Similar property requirements to other alternatives	<ul style="list-style-type: none">• Impacts minimum visible natural features• Similar built heritage resource property impacts to other alternatives• Improves the overall community and urban Main Street character through transit-oriented development

Mississauga East – Cooksville pinch point: key considerations

Alternative 1 will also provide a Bus Rapid Transit (BRT) station at Hurontario with limited to no impacts to the future Hurontario LRT line and will allow for optimal BRT operations and reliability.



Rendering: Typical bird's eye view of Alternative 1 – Full median BRT widened about centreline. This is a conceptual rendering for illustrative purposes and is subject to change through design development and stakeholder engagement.

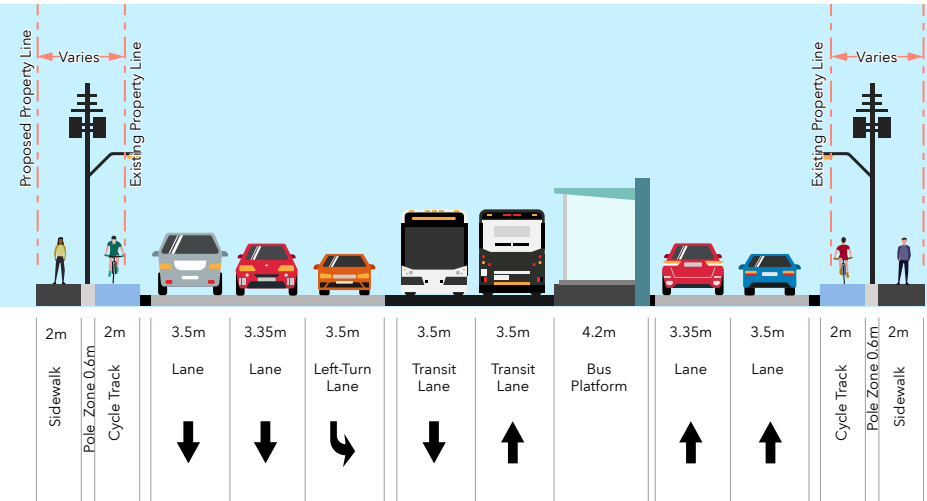
Mississauga East – Cooksville pinch point updates

The Project Team has completed additional technical studies to optimize the design for Alternative 1, based on the following potential impacts identified earlier this year:

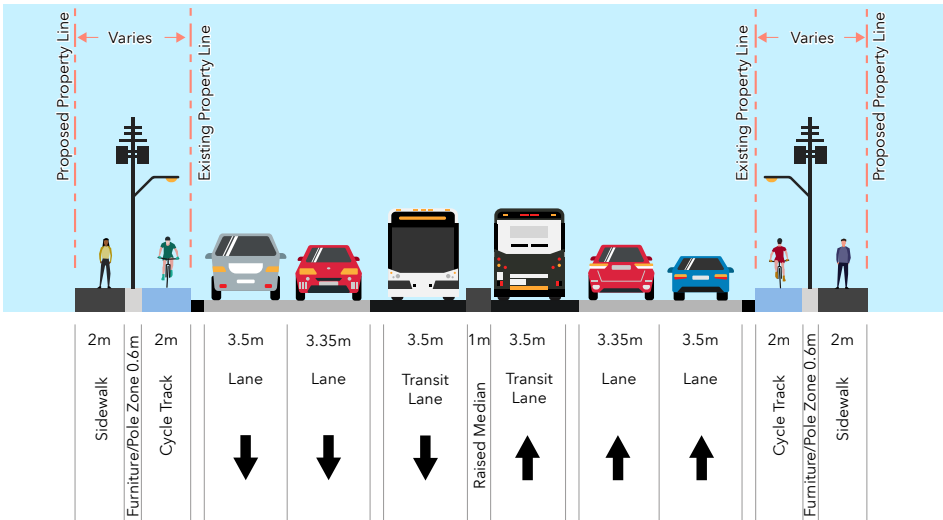
- Potential for heritage property and other property impacts
- Potential for increased noise and vibration impacts
- Potential for impacts to cyclist and pedestrian safety
- Capital cost to implement, including purchase of/ impacts to properties

To help mitigate these potential impacts, we have:

- Optimized the corridor alignment to minimize impacts to properties
- Enhanced boulevard space reductions, at select locations, to minimize or eliminate property impacts where possible, including a reduction in the furniture/pole zone at a 0.6m minimum width and conversion of the sidewalks and cycle track to a multi-use path
- Applied minimum general-purpose through traffic lane width of 3.35m throughout Cooksville and minimum sidewalk width of 1.5m at select locations

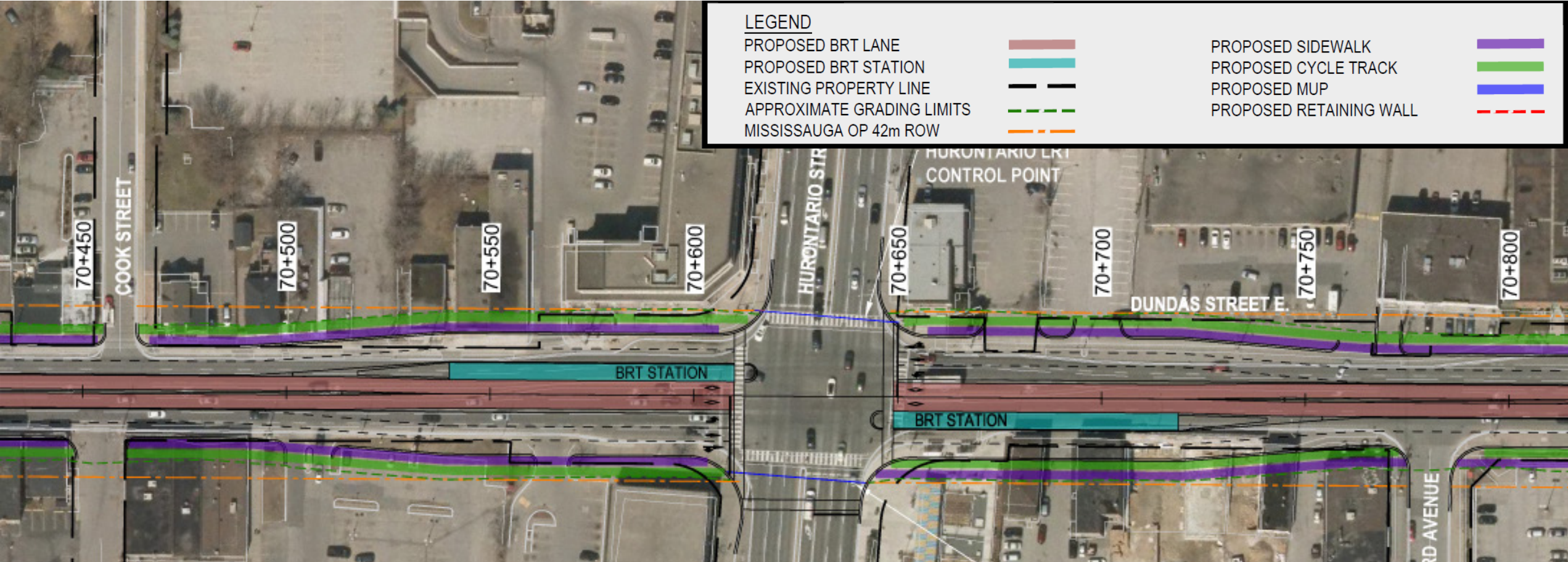


Cross Section:
Typical Cross Section at Hurontario Street.



Cross Section:
Typical Cross Section at Midblock Confederation Parkway to Jaguar Valley Drive.

Mississauga East - Cooksville pinch point updates: Roll Plan



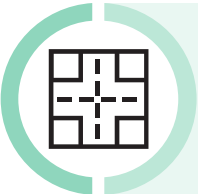
Roll Plan: Dundas Street and Hurontario Street intersection.

Mississauga East – Next Steps

The optimized Alternative 1 – Full median Bus Rapid Transit (BRT) widened about centreline, will be carried forward to 30% Preliminary Design and further refined by completing the development of the following designs:



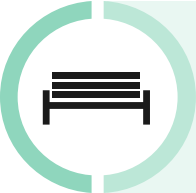
BRT stops



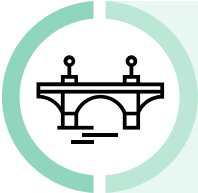
Intersections



Transitions between Mississauga East and the Toronto and Mississauga West segments



Streetscaping and public realm



Bridge and culvert replacements

Following the development of these designs, the Project Team will also review and confirm utility impacts and property requirements for Mississauga East.

Thank you for participating!

The next round of public engagement is planned for **summer/fall 2022**.

Next Steps

Feedback received from this round of engagement will be used by the Project Team to influence refinements to the Environmental Project Report (EPR) and corridor designs for Mississauga East. We will continue to advance work for the four segments of the Project as demonstrated below:

Toronto	Mississauga East	Mississauga West	Halton and Hamilton
<ul style="list-style-type: none">Continuing environmental studies in preparation for Transit Project Assessment Process (TPAP) Commencement and EPRHost Public Information Centre (PIC) to present the design alternatives, the evaluation of alternatives and the best performing design alternative	<ul style="list-style-type: none">Complete 30-day public review period and Minister’s review of the Draft EPRPublish the Final EPR and Statement of CompletionProvide an update on this segment during a future PIC	<ul style="list-style-type: none">Continuing environmental studies in preparation for TPAP Commencement and EPRHost PIC to present the design alternatives, the evaluation of alternatives and the best performing design alternative	<ul style="list-style-type: none">Prepare preferred design and develop proposed stop locations and transit priority measures

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:

- Potential impacts and proposed mitigation measures in Mississauga East
- Refined best performing Mississauga East pinch point (Cooksville) alternative and outside pinch point Preliminary Design (10%)

Please complete the [online feedback form](#).

We are committed to continuous engagement to help evolve the design of the Dundas BRT based on the outcomes of discussions with your communities. Stay involved with the Dundas BRT Project. We have a dedicated Community Relations team for each region available to answer your questions and receive your feedback at any time.

Email us at:

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

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

Public Meeting Materials

- **Live Meeting #2 Ask-A-Question Webpage**

Dundas BRT

Get Engaged

Preliminary Design

Environmental Assessment

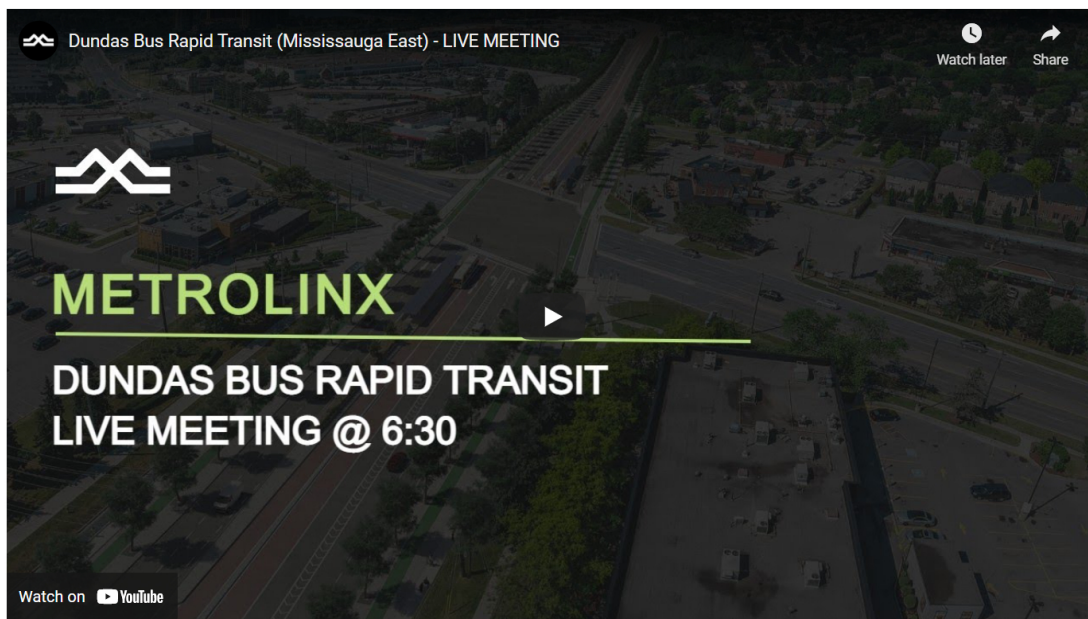
Contact Us

Dundas Bus Rapid Transit Mississauga East Project Live Meeting – January 27, 2022

On **January 27, 2022**, Metrolinx hosted a virtual open house including speakers from our Dundas Bus Rapid Transit (BRT) Mississauga East Project Team. During the one-hour open house, we answered as many questions as possible about the Dundas BRT Mississauga East Project. Participants voted on questions and were particularly interested in hearing about traffic lane design, stops, construction and property impacts.

In case you missed the event, you may find a copy of the presentation as well as a link to the full recording below. We are committed to answering all questions received as part of the live event, and written answers to all questions will be posted at the bottom of this page.

If you are interested in learning more about the Dundas BRT project, visit [Metrolinx Engage](#).



Agenda

6:30pm: Meeting Begins/ Opening Remarks

6:35pm: Dundas BRT Mississauga East Project Update

6:55pm: Questions and Answers

7:25pm: Wrap up and Closing Remarks

Presentation Materials and Survey

[The Dundas BRT - Presentation PDF →](#)

[Round 3 Engagement Survey →](#)

Meet the Speakers



Joseph Ehrlich

Manager, Project Planning, Metrolinx



Darcy Wiltshire

Environmental Project Manager, Metrolinx



Greg Medulun

Director Community Engagement, Metrolinx



Ann Marie Chung

Rapid Transit Sponsor, Metrolinx



Matthew Williams

Project Leader, City of Mississauga



Kevin Phillips
Project Manager,
AECOM



Andrew Barr
Deputy 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.

To enable closed captioning, toggle captions "on" in the YouTube video player settings.

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[Video streaming issues](#) →

Sort questions: [Date](#) [Popularity](#)

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Why not use the minimum 3.35m traffic lane width throughout?

Anonymous
Jan 25, 2022 - 14:31

Is it not being increasingly considered best practice to minimize the width of general purpose traffic lanes to limit traffic speed by design rather than posted speed limits and create a safer + more welcoming environment for pedestrians and cyclists?

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Answer

Metrolinx
Feb 9, 2022 - 15:35

The corridor has been designed based on the design standards applicable to the municipality/road authority in which the Project will be constructed and operate within, in this case the City of Mississauga. As such, the City of Mississauga's minimum 3.50m through-lane width has been applied. However, in locations where applying this minimum standard would result in undesired impacts, the City of Mississauga has accepted the use of a 3.35m through-lane width to mitigate or eliminate these impacts. Though other municipalities use a minimum lane width less than the City of Mississauga's minimum standard, the project team will apply the standards applicable to the jurisdiction in which the Project will be constructed and operate.

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Why not start phase 1 at The Credit Woodlands and run east?

Anonymous
Jan 27, 2022 - 10:34

Did the planners and councillors and consultants consider starting the median lanes at The Credit Woodlands, where Dundas is 6 lanes wide, then running east? This would allow the median lanes to cover residential areas (Erindale-Woodlands, Brickyards, Cooksville, Dixie) and industrial areas (Mavis-Dundas, Stanfield) plus the commercial areas (Westdale Mall, Mavis-Dundas, Cooksville-Dixie). There are already HOV lanes east of Dixie.

I am worried that the cost of widening through the pinch point means that money will run out/the project will see cost overruns and the BRT median lanes won't have a phase 2. Cost overruns happen way too often with transit infrastructure projects, and there's nothing to suggest Dundas will be an exception.

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Answer

Metrolinx
Feb 9, 2022 - 15:39

Currently, the implementation of the Dundas BRT is proposed for operation from Etobicoke Creek at the City of Toronto border through to Cooksville as it provides a connection to existing HOV lanes in Toronto. This is tied to Environmental Assessment processes and approvals, as well as funding commitments, which have not yet been acquired at this time.

There are six lanes east of The Credit Woodlands through a large portion of that segment past Mavis Road. It is not a straight-forward task to convert these lanes for a BRT guideway. In order to implement BRT in this area, construction and capital cost investment would still be required in order to construct the guideway and medians, BRT stops and platforms, install Transit Signal Priority (TSP) infrastructure, reconstruct boulevards, and relocate utilities, amongst others. This would require significant additional investment of which funding is not yet in place. Additional costs are not part of the City of Mississauga's application for Federal Investing in Canada Infrastructure Program (ICIP) funding. The ICIP funding request is for the area between Etobicoke Creek to Cooksville (i.e., the Mississauga East segment) only.

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Any branches off towards UTM?

4 0



Answer

Metrolinx
Feb 9, 2022 - 15:40

The Transit Routing and Service Strategy, including identifying key linking nodes such as the UTM campus, is to be determined through the next phases of the study, and will be shared in future rounds of engagement.

0 0



Turning lanes

Anonymous
Jan 27, 2022 - 12:37

Will the bus lanes interfere with turning left into properties?

4 1



Answer

Metrolinx
Feb 9, 2022 - 15:41

With operation of the Dundas BRT and the presence of raised medians separating the BRT lanes from the general-purpose traffic lanes, entrances and side-streets will be right-in/right-out. The left turning movements will migrate to nearby signalized intersections. In order to accommodate a higher volume of left-turn and U-turn movements at the signalized intersections, extended left-turn signal times will be provided.

0 0



Will there be median BRT stations in the Mississauga West area?

Anonymous
Jan 27, 2022 - 19:01

Will there be median BRT lanes in the Mississauga West area, from Confederation Parkway to Ninth Line? The right of way is plenty wide with the exception of the Erindale Valley area. The right of way west of Fifth Line is wide enough to accommodate median BRT lanes.

3 0



Answer

Metrolinx
Feb 9, 2022 - 15:50

The Project Team will be identifying Dundas BRT stop and station locations in the future, as the study progresses. The City of Mississauga identified in the Dundas Connects Master Plan, a dedicated guideway extending beyond Cooksville through to The Credit Woodlands and a median guideway with a single lane, reversible through Erindale Valley. This is in recognition of constraints relating to environmental sensitivity, environmental heritage, and cultural heritage within that community. West of Mississauga Road and Erindale Village, it became a curbside BRT operation along the side of the street. A Transit Service and Optioneering study, leading to the development of a Transit Service Plan, will be conducted in the coming months and will confirm the type of guideway / facility proposed for implementation for the remainder of the Dundas BRT alignment, including Mississauga West and within the City of Toronto. The Transit Service Plan will also include proposed stop / station locations for the Mississauga West and Toronto segments.

0 0



When do you believe that construction will begin and when will

Anonymous
Jan 27, 2022 - 19:05

it be completed (based upon your best guess).

3 0



Answer

Metrolinx
Feb 9, 2022 - 15:50

For most of the Dundas BRT corridor, no construction funding has been committed as of yet. The Environmental Assessment will evaluate and establish commitments required for the implementation of the Project. Metrolinx also intends to develop the preliminary design business case of the corridor which will help inform decisions related to the next stage of the project. In addition, the City of Mississauga has submitted an application to the Government of Canada for ICIP funding for the Mississauga East segment of the Dundas BRT corridor. The ICIP requires the Project be completed by 2027, so if funding is approved, construction on approved sections of the Mississauga East segment would occur between 2024 and 2027.

0 0



Why not have the local+express buses share Cooksville BRT lanes?

Anonymous

Jan 27, 2022 - 19:08

Why not consider having MiLocal and MiExpress buses share the median BRT lanes through Cooksville? This would make the widening less needed, because the buses would be relocated to the median lanes. It could potentially help save money to ensure the project will run to Confederation Parkway and beyond, as there's less risk of money running out. The difference might be that there have to be a couple more stations in Cooksville, and buses might be a tiny bit slower, but it would be better for residents to have stations closer to their homes.

👍 3 🗨️ 0



Answer

Metrolinx
Feb 9, 2022 - 15:52

The Routing and Service Strategy and Operations are both workstreams that the Project Team is currently working on, which will be inputted into the broader Preliminary Design Business Case (PDBC) to be released in the future. The Project Team is looking at options along the entire corridor, including the consideration of a service overlay. We will share these details in future rounds of public engagement.

👍 0 🗨️ 0



Who will be conducting the further analysis

Anonymous
Jan 27, 2022 - 19:08

Who will be involved in analyzing the situation for the birds, the archeological and heritage analysis?

👍 3 🗨️ 0



Answer

Metrolinx
Feb 9, 2022 - 15:54

AECOM has completed technical environmental studies for the entire study area for Dundas BRT Mississauga East Project including: a Natural Environment Report which reviewed bird species present in the Dundas BRT corridor study area; a Stage 1 Archaeological Assessment; and a Cultural Heritage Report. The Stage 1 Archaeological Assessment recommended that a Stage 2 Archaeological Assessment be conducted during the Detailed Design phase.

The Cultural Heritage Report recommended that evaluation reports be undertaken for properties that may be directly impacted by the Project. A summary of the results of these studies for the Mississauga East segment is available on the Project website, along with existing environmental conditions, potential impacts and proposed mitigation measures, which the Project Team is requesting feedback on from the public. Comments can be provided on the Metrolinx Engage website, for inclusion in the Environmental Project Report (EPR) until February 1, 2022. The full detailed impact/mitigation tables and the environmental study reports will be made available as part of the EPR, which will be posted to the Project website on February 23, 2022 and made available for review and comment until March 25, 2022 as part of the 30-day public review period. Comments / questions about the EPR can be directed to Metrolinx and any objections can be submitted to the Minister of the Environment.

👍 0 🗨️ 0



Electric Buses

Anonymous
Jan 27, 2022 - 18:39

Will the BRT use electric vehicles such as battery electric buses or trolley buses?

👍 2 🗨️ 0



Answer

Metrolinx
Feb 9, 2022 - 15:55

Vehicle selection for the Dundas BRT will depend on public feedback, routing of services, fleet requirements and the service provider. However, a number of studies / pilot projects are taking place within the region to test and evaluate benefits, including the City of Mississauga's MiWay, which is participating in a hydrogen fuel cell electric bus project. The scope of this study is to conserve provisions for these future technologies to ensure that the infrastructure is able to accommodate these technologies. The Project Team is going to protect and not preclude the use of future electric bus technology.

👍 0 🗨️ 0



When is construction expected to begin for Mississauga East?

Anonymous
Jan 27, 2022 - 19:05

👍 2 🗨️ 0



Answer

Metrolinx
Feb 9, 2022 - 15:56

For most of the Dundas BRT corridor, no construction funding has been committed as of yet. The Environmental Assessment will evaluate and establish commitments required for the implementation of the Project. Metrolinx also intends to develop the preliminary design business case of the corridor which will help inform decisions related to the next stage of the project.

In addition, the City of Mississauga has submitted an application to the Government of Canada for ICIP funding for the Mississauga East segment of the Dundas BRT corridor. The ICIP requires the Project be completed by 2027, so if funding is approved, construction on approved sections of the Mississauga East segment would occur between 2024 and 2027.

👍 0 🗨️ 0

Have the frequent number of transport trucks been considered?

Anonymous
Jan 27, 2022 - 19:11

👍 2 🗨️ 0

Answer

Metrolinx
Feb 9, 2022 - 15:58

Dundas Street does provide access to businesses in the area, which require delivery from transport trucks, but it is not considered a heavily travelled route for transports. This relates to the issue of lane width, as 3.5m lanes provide more maneuvering space for oversized vehicles, including trucks and buses. In locations where applying the minimum 3.5m standard would result in undesired impacts, the City of Mississauga has accepted the use of a 3.35m through-lane width to mitigate or eliminate these impacts. Local buses would use the curbside lane (3.5 m) as they are considered oversized vehicles. Oversized vehicle accommodation is reflected in the Dundas BRT design plans.

👍 0 🗨️ 0

What about NIMBY/Anti-Transit bigots?

Anonymous
Jan 27, 2022 - 19:14

Too many people are against investment in transit. How do you deal with someone who lives on Dundas but behind an 8 foot wall, complaining about buses coming more frequently?

👍 3 🗨️ 1

Answer

Metrolinx
Feb 9, 2022 - 15:58

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. However, the Project is in the early TPAP phases, we encourage the community to share their input, feedback, concerns as we continue to work towards finalization of the Environmental Project Report.

👍 0 🗨️ 0

Fares

Anonymous
Jan 27, 2022 - 19:19

What fare would the dundas BRT be under (Hamilton Street Railway, Miway, TTC). Or would we expect to see full fare integration by the time the project is complete?

👍 2 🗨️ 0

Answer

Metrolinx
Feb 9, 2022 - 16:05

Fare service integration, as a separate stream of work, is occurring at Metrolinx. We recognize BRT's cross municipal boundaries. Metrolinx is working toward an integrated fare system with our municipal partners.

👍 0 🗨️ 0

Will you create a Community Benefits programme

Anonymous
Jan 27, 2022 - 18:53

To promote jobs, economic and social inclusion for low income marginalized communities like Shalimar

👍 3 🗨️ 2

Answer

Metrolinx
Feb 9, 2022 - 16:40

It is integral to share the importance Metrolinx places on being active members of the community. Metrolinx now has a community relations office at the corner of Hurontario Street and Dundas Street where Metrolinx is integrated into the community of Peel. Metrolinx looks to gain community support for all of its projects. A great example of this is the Hurontario Light Rail Transit (LRT) project. Metrolinx has great existing partnerships which promote apprenticeships, training programs and opportunities. While the Dundas BRT Project still has a long way to go in terms of planning and operationalizing, a community benefits program and potential partnerships are something that will be examined closer to construction.

What will you do with the overpass east of just west of Cawthra

Anonymous
Jan 27, 2022 - 19:06

Road. It is narrow.

1 0

Answer

Metrolinx
Feb 9, 2022 - 16:41

Due to the current condition of the structure, as well as the structure type, the current recommendation is for that structure (or at least the superstructure, which is visible above the ground) to be replaced with a wider cross section to accommodate the Dundas BRT, active transportation and enhanced boulevard in the area.

0 0

Is there any plan to compensate the businesses along the route

Anonymous
Jan 27, 2022 - 19:08

for lost business, during the construction?

2 1

Answer

Metrolinx
Feb 9, 2022 - 16:45

This Project is still in the preliminary study phase. Compensation plans for the Dundas BRT could be comparable to other Metrolinx projects such as the Eglinton Crosstown LRT. As we progress through each round of public engagement, these comments will be considered by the Project Team. As the Transit Project Assessment Process (TPAP) study continues, there will be more opportunities for dialogue. Business compensation decisions would likely take place much later in the study.

0 0

Are the pedestrian boarding areas intended for both directions?

Anonymous
Jan 27, 2022 - 19:10

Platforms are only shown on one side at major intersections in the cross sections?

2 1

Answer

Metrolinx
Feb 9, 2022 - 16:46

Referring to the Dundas BRT stop rendering on slide 35 of the presentation, there are platforms shown on both sides of the intersection, which is what we would recommend for each Dundas BRT stop location. Using the Hurontario LRT as an example, at Dundas Street the stop for both the northbound and southbound directions is located at the south side of the intersection in the form of a shared or common platform. For the Dundas BRT, stops will be on both sides of the intersection, similarly to how stops are designed for the VIVA near Highway 7 in York Region and Davis Drive in the Newmarket area.

0 0

U Turn education and small businesses!

Anonymous
Jan 27, 2022 - 19:13

How do you plan to educate drivers in regards to the left hand turn lanes and the use of U Turns. Mississaugans are NOT used to this and am concerned with driver and pedestrian safety?

How are small businesses being dealt with during construction? We have seen the problems and failure of small businesses due to construction in Toronto on streets like Eglinton and St. Clair

2 1

Answer

Metrolinx
Feb 9, 2022 - 16:47

Public education strategies will be part of the deliverability and implementation planning to be completed in the future. The Project Implementation Plan will include road and way-finding signage, educational signage and materials, and advanced notices of the Dundas BRT Project.

Will this be a P3 procurement contract, or bid build?

Anonymous
Jan 27, 2022 - 19:18

1 0

Answer

Metrolinx
Feb 9, 2022 - 16:48

At this point in time, the procurement mechanism has not been determined for the entire corridor. Funding for delivery has yet to be decided. This will be considered later in the Project.

0 0

Comment

Anonymous
Jan 27, 2022 - 19:20

Following up on Matthew's comment on timing; Mississauga leadership should be commended on being very adept on gaining provincial and federal support for major projects within the limited timeframes provided; kudos!!!

1 0

Answer

Metrolinx
Feb 9, 2022 - 16:49

Thank you for your comments and your interest in the proposed Dundas Bus Rapid Transit (BRT) Project.

0 0

What about the GO station connections?

Anonymous
Jan 27, 2022 - 19:22

How will GO station connections at Dixie and Hurontario Street be made/provided? Will people be expected to walk the distance (around 8-10 minutes walk) or will buses go into the stations?

1 0

Answer

Metrolinx
Feb 9, 2022 - 16:50

Connections to transit and major destinations are being considered as part of the Routing and Service Plan for the Project, which is currently underway. The Initial Business Case (IBC) on the Project website shows preliminary routing and service concepts including the Dundas BRT service itself and services that connect customers to important destinations near the corridor (e.g., GO Stations, Square One). The Project Team is not just considering the Dundas BRT corridor itself and the services that will service the corridor, but also origins of major nearby destinations for customers that will be using the corridor.

0 0

Will station designs ensure riders are protected from weather?

Anonymous
Jan 27, 2022 - 19:28

Dundas BRT riders should not be exposed to splashing from cars or buses and station canopies should protect the platforms. Platforms should be built with snow melting systems to reduce salt use for melting snow, especially in areas where the BRT crosses sensitive watersheds like Etobicoke Creek, Little Etobicoke Creek, and Cooksville Creek in Mississauga East, and Mary Fix Creek, the Credit River and Sheridan Creek in Mississauga West).

2 1

Answer

Metrolinx
Feb 9, 2022 - 16:52

Stations and stops will be designed based upon the framework provided by the Metrolinx's Design Excellence Program. Amenities such as climate protection / enclosures PRESTO fare collection, next-bus information, seating, and waste receptacles are being considered for Dundas BRT stations and stops. Stops will also be designed to reflect community / cultural features of each neighbourhood.

Additionally, Metrolinx has a sustainable design standard for all new construction of Metrolinx facilities. One of the sustainability goals includes monitoring salt use to ensure that it is not being used more than needed. As mentioned, too much salt can negatively impact the natural environment.

0 0



Where are you planning to put a stops between Camilla and

Anonymous

Jan 27, 2022 - 19:11

Cawthra?

1 1



Answer

Metrolinx

Feb 9, 2022 - 16:53

There are eight stops that have been identified for the Mississauga East segment of the Dundas BRT corridor. The placement of stops is based on providing for wider spacing compared to local bus service. Local bus service stop spacing tends to be every 240 to 250m. In order to maintain its efficiency, BRT stops are spaced further apart so the buses don't stop as often, resulting in travel time savings.

Going from west to east, through the Cooksville area (Mississauga East), currently we are proposing stops at Confederation Parkway, Hurontario Street, the Kirwin Avenue / Camilla Road intersection, the Grenville Drive / Cliff Road intersection, Cawthra Road, Tomken Road, Dixie Road, and Warton Way.

0 0



Is the BRT lane designs similar to those used on VIVA (YRT)

Anonymous

Jan 27, 2022 - 19:17

0 0



Answer

Metrolinx

Feb 9, 2022 - 16:56

The Dundas BRT lane design is relatively similar to that of the VIVA BRT. In addition, stops for the Dundas BRT will be located on both sides of intersections, generally how stops are located for the VIVA near Highway 7 in York Region and Davis Drive in the Newmarket area. The branding and stop design have yet to be considered.

0 0



Doesn't York's Highway 7 have these uturns

Anonymous

Jan 27, 2022 - 19:27

0 0



Answer

Metrolinx

Feb 9, 2022 - 16:56

Correct; the VIVA BRT along Highway 7 in York Region is similar to the proposed Dundas BRT in that both left and U-turns are only permitted from the dedicated left turn lanes at signalized intersections.

0 0



How will this affect property values if we live close to Dundas?

Anonymous

Jan 27, 2022 - 19:31

0 0



Answer

Metrolinx

Feb 9, 2022 - 16:58

Land value uplift is of interest to Metrolinx and has been looked into for some projects. At this time, we have not evaluated land value uplift for the Dundas BRT Project but Metrolinx is taking this into consideration.

0 0



Compare the 42m ideal ROW, to ROW's for St Clair & Spadina

Anonymous

Jan 27, 2022 - 18:58

1 2



Answer

Metrolinx

Feb 9, 2022 - 16:59

Although both the St. Clair Avenue and Spadina Avenue ROW's in the City of Toronto provide for a dedicated median transit guideway and two general-purpose traffic lanes per direction, which is similar to the Dundas BRT, there are also a number of differences. St. Clair and Spadina feature a raised streetcar platform with rails and overhead catenary for electrical power service, whereas the Dundas BRT will feature buses and a central median. The Dundas BRT will also feature larger transit stops and dedicated cycling facilities in comparison to both St. Clair and Spadina; and enhanced streetscaping and furniture/pole zones where possible along the corridor in comparison to St. Clair.

👍 0 🗨️ 0

Are these electrified buses that need overhead power cables?

Anonymous
Jan 27, 2022 - 19:06

👍 0 🗨️ 1

Answer

Metrolinx
Feb 9, 2022 - 17:00

The vehicle that will operate within the Dundas BRT infrastructure has not yet been determined. This will depend on a few factors including feedback from the public, routing, fleet requirements and service provider. There are ongoing 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.

👍 0 🗨️ 0

do you consider LRT technology in your bussiness case?

Anonymous
Jan 27, 2022 - 19:19

👍 0 🗨️ 1

Answer

Metrolinx
Feb 9, 2022 - 17:05

There are a lot of factors that go into determining the appropriate vehicle / mode of transit to use, which varies by project. Metrolinx uses the Regional Transportation Plan (RTP) as a guide for this study, which is available for review on the Metrolinx website. The RTP tends to make high-level recommendations for various corridors based on factors such as the nature of corridor and projected ridership. For this Project, we are considering BRT due to the nature of the ROW, the flexibility BRT allows when operating across a 48-km corridor, and connections to destinations near the corridor.

👍 0 🗨️ 0

Is it still being planned to make Cawthra cross Dundas?

Anonymous
Jan 27, 2022 - 20:09

During the original Dundas Connects public engagement sessions, there was a plan to eliminate how Cawthra passes underneath Dundas. The plan was to return Cawthra to the same gradient as Dundas. Has that plan been overturned?

👍 0 🗨️ 1

Answer

Metrolinx
Feb 9, 2022 - 17:08

The Dundas Connects study considered an alternative normalizing the existing Dundas Street/Cawthra Road intersection; however, due to significant constraints the final recommendation was to retain the current configuration but replace the bridge with a new bridge. Likewise, the Dundas BRT Project is not considering removing the grade separation at Cawthra Road and Dundas Street East at this time. The current recommendation is for the existing Cawthra Road bridge structure to be replaced with a wider bridge deck to accommodate the introduction of the BRT and active transportation facilities.

👍 0 🗨️ 0

is there any plan to extend TTC line 2 into Peel region?

Anonymous
Jan 27, 2022 - 19:20

👍 0 🗨️ 3

Answer

Metrolinx
Feb 9, 2022 - 17:09

A westerly extension of Line 2 (Bloor-Danforth) Subway is not proposed within the Metrolinx 2041 Regional Transportation Plan.

👍 0 🗨️ 0

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Public Meeting Materials

- **Live Meeting #2 Minutes**

Metrolinx LIVE Meeting – Minutes

Date of Meeting January 27, 2022 Time 6:30 p.m. – 7:45 p.m.
 Project Name Dundas Bus Rapid Transit (BRT) Mississauga East Project
 Location Virtual Meeting
 Regarding Dundas BRT – Metrolinx LIVE Meeting

Time	Agenda Items & Minutes
6:30-6:35 pm	Welcome, Introductions and Land acknowledgment <ul style="list-style-type: none"> Joseph Thornley (76Engage) kicked-off the event (and thanked attendees for coming), introduced the purpose of the meeting, provided directions on how to ask questions and introduced the Project Team. Joseph Thornley (76Engage) provided an acknowledgement of the traditional territories and lands that Metrolinx operates on and that relate to the Dundas BRT corridor.
6:35-6:36 pm	Preamble <ul style="list-style-type: none"> Joseph Ehrlich (Metrolinx) provided an overview of the Project and an update on the work that has been completed to-date and set the tone prior to the presentation.
6:36-7:00 pm	Dundas BRT Presentation <ul style="list-style-type: none"> Kevin Phillips (AECOM) and Andrew Barr (AECOM) provided a presentation, demonstrating Project timelines, Project updates related to the Mississauga East segment of the corridor, specifically related to environmental study results and updates to the Preliminary Design, work in progress, information being presented at the third round of public engagement, and next steps for the Project as a whole.
7:00 pm	Discussion <ul style="list-style-type: none"> Question 1: Why not use the minimum 3.35 metre (m) traffic lane width throughout? Is it not being increasingly considered best practice to minimize the width of general-purpose traffic lanes to limit traffic speed by design rather than posted speed limits and create a safer and more welcoming environment for pedestrians and cyclists? Response: Andrew Barr (AECOM) – The corridor has been designed based on the design standards applicable to the municipality/road authority in which the Project will be constructed and operate within, in this case the City of Mississauga. As such, the City of Mississauga’s minimum 3.50m through-lane width has been applied. However, in locations where applying this minimum standard would result in undesired impacts, the City of Mississauga has accepted the use of a 3.35m through-lane width to mitigate or eliminate these impacts. Though other municipalities use a minimum lane width less than the City of Mississauga’s minimum standard, we are to apply the standards applicable to the jurisdiction in which the Project will be constructed and operate. Question 2: Why not start Phase One at The Credit Woodlands and run east? Did the planners and councillors and consultants consider starting the median lanes at The Credit Woodlands, where Dundas is six lanes wide, then running east? This would allow the median lanes to cover residential areas (Erindale-Woodlands, Brickyards, Cooksville, Dixie) and industrial areas (Mavis-Dundas, Stanfield) plus the commercial areas (Westdale Mall, Mavis-Dundas, Cooksville-Dixie). There are already High Occupancy Vehicle (HOV) lanes

Metrolinx LIVE Meeting – Minutes

Time	Agenda Items & Minutes
	<p>east of Dixie. I am worried that the cost of widening through the pinch point means that money will run out/the Project will see cost overruns and the BRT median lanes won't have a phase 2. Cost overruns happen way too often with transit infrastructure projects, and there is nothing to suggest Dundas will be an exception.</p> <p>Response: Kevin Phillips (AECOM) – Currently, the implementation of the Dundas BRT is proposed for operation from Etobicoke Creek at the City of Toronto border through to Cooksville as it provides a connection to existing HOV lanes in Toronto. This is tied to Environmental Assessment processes and approvals, as well as funding commitments, which have not yet been acquired at this time. There are six lanes east of The Credit Woodlands through a large portion of that segment past Mavis Road. It is not a straight-forward task to convert these lanes for a BRT guideway. In order to implement BRT in this area, construction and capital cost investment would still be required in order to construct the guideway and medians, BRT stops and platforms, install Transit Signal Priority (TSP) infrastructure, reconstruct boulevards, and relocate utilities, amongst others. This would require significant additional investment of which funding is not yet in place. Additional costs are not part of the City of Mississauga's application for Federal Investing in Canada Infrastructure Program (ICIP) funding. The ICIP funding request is for the area between Etobicoke Creek to Cooksville (i.e., the Mississauga East segment) only.</p> <ul style="list-style-type: none"> <p>Question 3: Will the bus lanes interfere with turning left into properties?</p> <p>Response: Joseph Thornley (76Engage) noted that this information was provided during the presentation and as there are many questions to answer this evening, a response will be provided online following the meeting.</p> <p>Post-meeting response: With operation of the Dundas BRT and the presence of raised medians separating the BRT lanes from the general-purpose traffic lanes, entrances and side-streets will be right-in/right-out. The left turning movements will migrate to nearby signalized intersections. In order to accommodate a higher volume of left-turn and U-turn movements at the signalized intersections, extended left-turn signal times will be provided.</p> <p>Question 4: Will the BRT use electric vehicles such as battery-powered electric buses or trolley buses?</p> <p>Response: Joseph Ehrlich (Metrolinx) – Vehicle selection for the Dundas BRT will depend on public feedback, routing of services, fleet requirements and the service provider. However, a number of studies / pilot projects are taking place within the region to test and evaluate benefits, including the City of Mississauga's MiWay, which is participating in a hydrogen fuel cell electric bus project. The scope of this study is to conserve provisions for these future technologies to ensure that the infrastructure is able to accommodate these technologies. The Project Team is going to protect and not preclude the use of future electric bus technology.</p> <p>Question 5: Will you create a Community Benefits programme to promote jobs, economic and social inclusion for low-income marginalized communities like Shalimar?</p>

Metrolinx LIVE Meeting – Minutes

Time	Agenda Items & Minutes
	<p>Response: Greg Medulun (Metrolinx) – It is integral to share the importance Metrolinx places on being active members of the community. Metrolinx now has a community relations office at the corner of Hurontario Street and Dundas Street where Metrolinx is integrated into the community of Peel. Metrolinx looks to gain community support for all of its projects. A great example of this is the Hurontario Light Rail Transit (LRT) project. Metrolinx has great existing partnerships which promote apprenticeships, training programs and opportunities. While the Dundas BRT Project still has a long way to go in terms of planning and operationalizing, a community benefits program and potential partnerships are something that will be examined closer to construction.</p> <ul style="list-style-type: none"> <p>Question 6: Compare the 42m ideal right-of-way (ROW), to ROW's for St. Clair and Spadina.</p> <p>Response: Andrew Barr (AECOM) – The Project Team is not immediately familiar with the specifics of the existing ROW for this location (St. Clair and Spadina). We will look into this and provide a response online following the meeting.</p> <p>Post-meeting Response: (AECOM) Although both the St. Clair Avenue and Spadina Avenue ROW's in the City of Toronto provide for a dedicated median transit guideway and two general-purpose traffic lanes per direction, which is similar to the Dundas BRT, there are also a number of differences. St. Clair and Spadina feature a raised streetcar platform with rails and overhead catenary for electrical power service, whereas the Dundas BRT will feature buses and a central median. The Dundas BRT will also feature larger transit stops and dedicated cycling facilities in comparison to both St. Clair and Spadina; and enhanced streetscaping and furniture/pole zones where possible along the corridor in comparison to St. Clair.</p> <p>Question 7: Will there be median BRT stations and lanes in the Mississauga West area, from Confederation Parkway to Ninth Line? The ROW is plenty wide except for the Erindale Valley area. The ROW west of Fifth Line is wide enough to accommodate median BRT lanes.</p> <p>Response: Kevin Phillips (AECOM) – The Project Team will be identifying Dundas BRT stop and station locations in the future, as the study progresses. The City of Mississauga identified in the Dundas Connects Master Plan, a dedicated guideway extending beyond Cooksville through to The Credit Woodlands and a median guideway with a single lane, reversible through Erindale Valley. This is in recognition of constraints relating to environmental sensitivity, environmental heritage, and cultural heritage within that community. West of Mississauga Road and Erindale Village, it became a curbside BRT operation along the side of the street. A Transit Service and Optioneering study, leading to the development of a Transit Service Plan, will be conducted in the coming months and will confirm the type of guideway / facility proposed for implementation for the remainder of the Dundas BRT alignment, including Mississauga West and within the City of Toronto. The Transit Service Plan will also include proposed stop / station locations for the Mississauga West and Toronto segments.</p>

Metrolinx LIVE Meeting – Minutes

Time	Agenda Items & Minutes
	<ul style="list-style-type: none"> <p>Question 8: When do you believe that construction will begin and when will it be completed?</p> <p>Response: Matthew Williams (City of Mississauga) – For most of the Dundas BRT corridor, no construction funding has been committed as of yet. The Environmental Assessment will evaluate and establish commitments required for the implementation of the Project. Metrolinx also intends to develop the preliminary design business case of the corridor which will help inform decisions related to the next stage of the project. In addition, the City of Mississauga has submitted an application to the Government of Canada for ICIP funding for the Mississauga East segment of the Dundas BRT corridor. The ICIP requires the Project be completed by 2027, so if funding is approved, construction on approved sections of the Mississauga East segment would occur between 2024 and 2027.</p> <p>Question 9: Why not consider having MiLocal and MiExpress buses share the median BRT lanes through Cooksville? This would make the widening less needed, because the buses would be relocated to the median lanes. It could potentially help save money to ensure the Project will run to Confederation Parkway and beyond, as there is less risk of money running out. The difference might be that there have to be a couple more stations in Cooksville, and buses might be a tiny bit slower, but it would be better for residents to have stations closer to their homes.</p> <p>Response: Joseph Ehrlich (Metrolinx) – The Routing and Service Strategy and Operations are both workstreams that the Project Team is currently working on, which will be input into the broader Preliminary Design Business Case (PDBC) to be released in the future. The Project Team is looking at options along the entire corridor, including the consideration of a service overlay. We will share these details in future rounds of public engagement.</p> <p>Question 10: Is there any plan to compensate the businesses along the route for lost business during the construction process?</p> <p>Response: Matthew Williams (City of Mississauga) – At this point, no funding has been secured to implement the Dundas BRT Project, and therefore the City of Mississauga is not aware of any compensation plans.</p> <p>Greg Medulun (Metrolinx) – This Project is still in the preliminary study phase. Compensation plans for the Dundas BRT could be comparable to other Metrolinx projects such as the Eglinton Crosstown LRT. As we progress through each round of public engagement, these comments will be considered by the Project Team. As the Transit Project Assessment Process (TPAP) study continues, there will be more opportunities for dialogue. Business compensation decisions would likely take place much later in the study.</p> <p>Joseph Thornley (76Engage) – Those interested can submit concerns regarding impacts to their property via the Contact Us webpage (https://www.metrolinxengage.com/en/content/contact-dundas-brt-team-0).</p> <p>Question 11: Who will be conducting further analysis? Who will be involved in analyzing the situation for the birds, the archeological and heritage analyses?</p>

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	<p>Response: Darcy Wiltshire (Metrolinx) – AECOM has completed technical environmental studies for the entire study area for Dundas BRT Mississauga East Project including: a Natural Environment Report which reviewed bird species present in the Dundas BRT corridor study area; a Stage 1 Archaeological Assessment; and a Cultural Heritage Report. The Stage 1 Archaeological Assessment recommended that a Stage 2 Archaeological Assessment be conducted during the Detailed Design phase. The Cultural Heritage Report recommended that evaluation reports be undertaken for properties that may be directly impacted by the Project. A summary of the results of these studies for the Mississauga East segment is available on the Project website, along with existing environmental conditions, potential impacts and proposed mitigation measures, which the Project Team is requesting feedback on from the public. Comments can be provided on the Metrolinx Engage website, for inclusion in the Environmental Project Report (EPR) until February 1, 2022. The full detailed impact/mitigation tables and the environmental study reports will be made available as part of the EPR, which will be posted to the Project website on February 23, 2022 and made available for review and comment until March 25, 2022 as part of the 30-day public review period. Comments / questions about the EPR can be directed to Metrolinx and any objections can be submitted to the Minister of the Environment.</p> <ul style="list-style-type: none"> <p>Question 12: What will you do with the overpass east of just west of Cawthra Road? It is narrow.</p> <p>Response: Andrew Barr (AECOM) – Yes, it is narrow. Due to the current condition of the structure, as well as the structure type, the current recommendation is for that structure (or at least the superstructure, which is visible above the ground) to be replaced with a wider cross section to accommodate the Dundas BRT, active transportation and enhanced boulevard in the area.</p> <p>Question 13: How do you plan to educate drivers in regard to the left-hand turn lanes and the use of U-Turns? Mississaugans are not used to this and I am concerned with driver and pedestrian safety. How are small businesses being dealt with during construction? We have seen the problems and failure of small businesses due to construction in Toronto on streets like Eglinton and St. Clair.</p> <p>Response: Kevin Phillips (AECOM) – Public education strategies will be part of the deliverability and implementation planning to be completed in the future. The Project Implementation Plan will include road and way-finding signage, educational signage and materials, and advanced notices of the Dundas BRT Project.</p> <p>Question 14: Joseph Thornley (76Engage) – Follow up to Question 13 – Is the implementation of left-turn lanes and U-Turn lanes in practice with other BRT's or is this a brand-new initiative that will be tried for the first time in Mississauga?</p> <p>Response: Kevin Phillis (AECOM) – No, this is fairly typical traffic signal cycle phasing practice. If there are more left turns or U-turns at an intersection, then more green light time will be provided for the left turn. This comes at the expense of other signal phases and may</p>

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Time	Agenda Items & Minutes
	<p>cause the reduction in time for side street traffic green lights, but there is an optimization balance that our traffic engineering team would conduct to optimize the signal operation, reduce delays, and help improve levels of service.</p> <ul style="list-style-type: none"> <p>Question 15: Have the frequent number of transport trucks been considered?</p> <p>Response: Kevin Phillips (AECOM) – Dundas Street does provide access to businesses in the area, which require delivery from transport trucks, but it is not considered a heavily travelled route for transports. This relates to the issue of lane width, as 3.5m lanes provide more maneuvering space for oversized vehicles, including trucks and buses. In locations where applying the minimum 3.5m standard would result in undesired impacts, the City of Mississauga has accepted the use of a 3.35m through-lane width to mitigate or eliminate these impacts. Local buses would use the curbside lane (3.5m) as they are considered oversized vehicles. Oversized vehicle accommodation is reflected in the Dundas BRT design plans.</p> <p>Question 16: Are the pedestrian boarding areas intended for both directions? Platforms are only shown on one side at major intersections in the cross sections.</p> <p>Response: Kevin Phillips (AECOM) – Referring to the Dundas BRT stop rendering on slide 35 of the presentation, there are platforms shown on both sides of the intersection, which is what we would recommend for each Dundas BRT stop location. Using the Hurontario LRT as an example, at Dundas Street the stop for both the northbound and southbound directions is located at the south side of the intersection in the form of a shared or common platform. For the Dundas BRT, stops will be on both sides of the intersection, similarly to how stops are designed for the VIVA near Highway 7 in York Region and Davis Drive in the Newmarket area.</p> <p>Question 17: How will GO station connections at Dixie and Hurontario Street be made/provided? Will people be expected to walk the distance (around eight to 10 minutes walk) or will buses go into the stations?</p> <p>Response: Joseph Ehrlich (Metrolinx) – Connections to transit and major destinations are being considered as part of the Routing and Service Plan for the Project, which is currently underway. The Initial Business Case (IBC) on the Project website shows preliminary routing and service concepts including the Dundas BRT service itself and services that connect customers to important destinations near the corridor (e.g., GO Stations, Square One). The Project Team is not just considering the Dundas BRT corridor itself and the services that will service the corridor, but also origins of major nearby destinations for customers that will be using the corridor.</p> <p>Question 18: Where are you planning to put stops between Camilla and Cawthra?</p> <p>Response: Kevin Phillips (AECOM) – There are eight stops that have been identified for the Mississauga East segment of the Dundas BRT corridor. The placement of stops is based on providing for wider spacing compared to local bus service. Local bus service stop spacing</p>

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Time	Agenda Items & Minutes
	<p>tends to be every 240 to 250m. In order to maintain its efficiency, BRT stops are spaced further apart so the buses don't stop as often, resulting in travel time savings.</p> <p>Andrew Barr (AECOM) – Going from west to east, through the Cooksville area (Mississauga East), currently we are proposing stops at Confederation Parkway, Hurontario Street, the Kirwin Avenue / Camilla Road intersection, the Grenville Drive / Cliff Road intersection, Cawthra Road, Tomken Road, Dixie Road, and Warton Way.</p> <ul style="list-style-type: none"> <p>Question 19: Will station designs ensure riders are protected from weather? Dundas BRT riders should not be exposed to splashing from cars or buses and station canopies should protect the platforms. Platforms should be built with snow melting systems to reduce salt use for melting snow, especially in areas where the BRT crosses sensitive watersheds like Etobicoke Creek, Little Etobicoke Creek, and Cooksville Creek in Mississauga East, and Mary Fix Creek, the Credit River and Sheridan Creek in Mississauga West.</p> <p>Response: Kevin Phillips (AECOM) – Stations and stops will be designed based upon the framework provided by the Metrolinx's Design Excellence Program. Amenities such as climate protection / enclosures PRESTO fare collection, next-bus information, seating, and waste receptacles are being considered for Dundas BRT stations and stops. Stops will also be designed to reflect community / cultural features of each neighbourhood.</p> <p>Darcy Wiltshire (Metrolinx) – Metrolinx has a sustainable design standard for all new construction of Metrolinx facilities. One of the sustainability goals includes monitoring salt use to ensure that it is not being used more than needed. As mentioned, too much salt can negatively impact the natural environment.</p> <p>Question 20: Will this be a P3 procurement contract, or bid / build?</p> <p>Response: Ann Marie Chung (Metrolinx) – At this point in time, the procurement mechanism has not been determined for the entire corridor. Funding for delivery has yet to be decided.. This will be considered later in the Project.</p> <p>Question 21: What fare would the Dundas BRT be under (Hamilton Street Railway, Miway, TTC)? Or would we expect to see full fare integration by the time the Project is complete?</p> <p>Response: Joseph Ehrlich (Metrolinx) – Fare integration is still under consideration. There are a number of operations still in development, as mentioned earlier.</p> <p>Ann Marie Chung (Metrolinx) – Fare service integration, as a separate stream of work, is occurring at Metrolinx. We recognize BRT's cross municipal boundaries. Metrolinx is working toward an integrated fare system with our municipal partners.</p> <p>Question 22: How will this affect property values if we live close to Dundas?</p> <p>Response: Kevin Phillips (AECOM) – This Project is an investment in the community as it will help move more people, which is meant to attract more people to the area. I would expect a positive change in property values.</p>

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	<p>Ann Marie Chung (Metrolinx) – Land value uplift is of interest to Metrolinx and has been looked into for some projects. At this time, we have not evaluated land value uplift for the Dundas BRT Project but Metrolinx is taking this into consideration.</p> <ul style="list-style-type: none"> Question 23: Do you consider LRT technology in your business case? Response: Joseph Ehrlich (Metrolinx) – It depends on the project, but yes, Metrolinx does conduct business cases on LRT's, as well as BRT's and Subways. There are a lot of factors that go into determining the appropriate vehicle / mode of transit to use, which varies by project. Metrolinx uses the Regional Transportation Plan (RTP) as a guide for this study, which is available for review on the Metrolinx website. The RTP tends to make high-level recommendations for various corridors based on factors such as the nature of corridor and projected ridership. For this Project, we are considering BRT due to the nature of the ROW, the flexibility BRT allows when operating across a 48-km corridor, and connections to destinations near the corridor.
7:45 pm	Meeting Adjournment

Additional questions submitted during / following the LIVE (to be responded to via Metrolinx Engage):

- Question:** Any branches off towards University of Toronto Mississauga (UTM)?
Response: The Transit Routing and Service Strategy, including identifying key linking nodes such as the UTM campus, is to be determined through the next phases of the study, and will be shared in future rounds of engagement.
- Question:** When is construction expected to begin for Mississauga East?
Response: The City of Mississauga has submitted an application to the Government of Canada for ICIP funding for the Mississauga East segment of the Dundas BRT corridor. The ICIP requires the Project be completed by 2027, so if funding is approved, construction of the Mississauga East segment would likely occur between 2024 and 2027.
- Question:** What about “not in my backyard” (NIMBY)/Anti-Transit activists? Too many people are against investment in transit. How do you deal with someone who lives on Dundas but behind an eight-foot wall, complaining about buses coming more frequently?
Response: 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. However, the Project is in the early TPAP phases, we encourage the community to share their input, feedback, concerns as we continue to work towards finalization of the Environmental Project Report.
- Question:** Is the BRT lane design similar to those used on VIVA (YRT)?
Response: The Dundas BRT lane design is relatively similar to that of the VIVA BRT. In addition, stops for the Dundas BRT will be located on both sides of intersections, generally how stops are located for the VIVA

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near Highway 7 in York Region and Davis Drive in the Newmarket area. The branding and stop design have yet to be considered.

5. **Question:** Doesn't York's Highway 7 have these U-Turns?

Response: Correct; the VIVA BRT along Highway 7 in York Region is similar to the proposed Dundas BRT in that both left and U-turns are only permitted from the dedicated left turn lanes at signalized intersections.

6. **Question:** Is it still being planned to make Cawthra cross Dundas? During the original Dundas Connects public engagement sessions, there was a plan to eliminate how Cawthra passes underneath Dundas. The plan was to return Cawthra to the same gradient as Dundas. Has that plan been overturned?

Response: The Dundas Connects study considered an alternative normalizing the existing Dundas Street/Cawthra Road intersection; however, due to significant constraints the final recommendation was to retain the current configuration but replace the bridge with a new bridge. Likewise, the Dundas BRT Project is not considering removing the grade separation at Cawthra Road and Dundas Street East at this time. The current recommendation is for the existing Cawthra Road bridge structure to be replaced with a wider bridge deck to accommodate the introduction of the BRT and active transportation facilities.

7. **Question:** Are these electrified buses that need overhead power cables?

Response: The vehicle that will operate within the Dundas BRT infrastructure has not yet been determined. This will depend on a few factors including feedback from the public, routing, fleet requirements and service provider. There are ongoing 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.

8. **Question:** Is there any plan to extend TTC Line 2 into Peel Region?

Response: A westerly extension of Line 2 (Bloor-Danforth) Subway is not proposed within the Metrolinx 2041 Regional Transportation Plan.

9. **Comment:** Following up on Matthew's comment on timing; Mississauga leadership should be commended on being very adept on gaining provincial and federal support for major projects within the limited timeframes provided; kudos!!!

Response: Thank you for your comments and your interest in the proposed Dundas Bus Rapid Transit (BRT) Project.

Technical Advisory Committee and Stakeholder Advisory Group Meeting Materials

- **Technical Advisory
Committee Meeting #3
Boards**
- **Technical Advisory
Committee Meeting #3
Minutes**
- **Stakeholder Advisory Group
Meeting #2 Boards**
- **Stakeholder Advisory Group
Meeting #2 Minutes**

**Technical Advisory Committee
and Stakeholder Advisory
Group Meeting Materials**

- **Technical Advisory
Committee Meeting #3
Boards**

Welcome to the Dundas Bus Rapid Transit Mississauga East Project



Technical Advisory Committee Meeting 3

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](#).

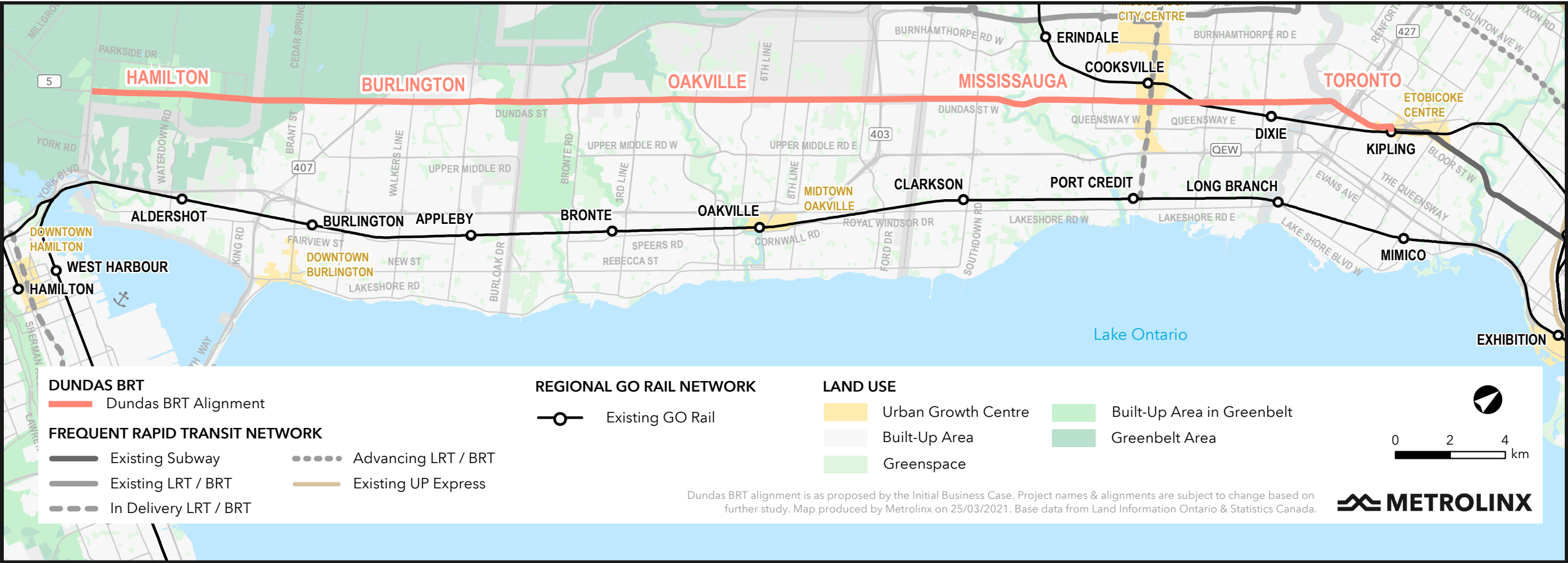


Meeting Agenda

Time	Item
10:00 AM	Welcome & Introductions
10:10 AM	Technical Housekeeping and Agenda
10:15 AM	Land Acknowledgement
10:20 AM	<div>Safety Moment and Dundas BRT Presentation, including:<ul style="list-style-type: none">• Project timelines• Project updates related to the Mississauga East segment of the corridor, specifically related to:<ul style="list-style-type: none">○ Environmental study results;○ Updates to the Preliminary Design;○ Work in progress; and○ Information to be presented at the third round of public engagement.</div>
10:50 AM	Discussion
11:20 AM	Wrap Up & Next Steps
11:30 AM	Meeting Adjournment

Why are we here?

Metrolinx, in collaboration with the City of Mississauga, is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor in support of potential future municipal project implementation and is commencing the Transit Project Assessment Process (TPAP) for the Dundas BRT Mississauga East (between Etobicoke Creek and Confederation Parkway) Project, in accordance with Ontario Regulation 231/08. 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.



Why are we here?

The purpose of Round 3 engagement is to:

- Provide an overview of what we heard during Round 2 engagement
- Notify you of the Transit Project Assessment Process (TPAP) commencement and 30-day public review period for Mississauga East
- Share the key findings, potential impacts and proposed mitigation measures included in the Draft Environmental Project Report (EPR) for Mississauga East
- Share how the design for the Cooksville pinch point and the remainder of the Mississauga East segment has progressed/been optimized
- Review next steps

This round of engagement is focused on the Mississauga East segment as planning has advanced to:

- Advance preliminary design and environmental studies by leveraging the Dundas Connects Master Plan study results
- Support the City of Mississauga's funding application to the Investing in Canada Infrastructure Program (ICIP)
- Meet the vision for the future of the communities, population and employment growth strategies along Dundas Street within this segment

Engagement on Toronto, Mississauga West and Halton and Hamilton will continue through 2022.



How is the study structured?

The study is structured into the following four areas along Dundas Street, 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 (**We are here - see inset map**)
- Mississauga West - Confederation Parkway to Ninth Line
- Halton and Hamilton - Ninth Line to Highway 6 (no TPAP anticipated)

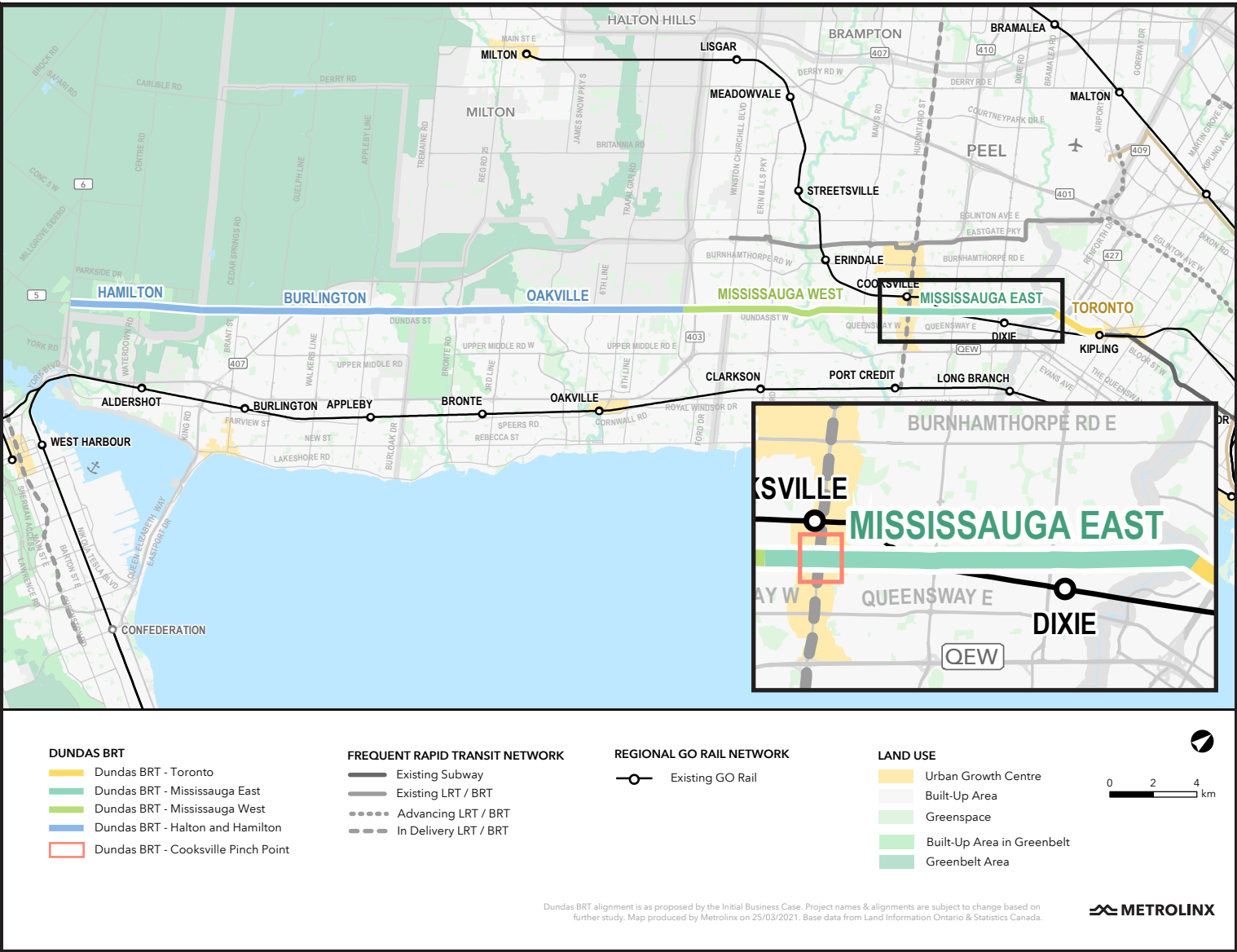
Dundas Bus Rapid Transit (BRT) study areas

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 Project:

- TPAP
- Preliminary Design (PD)
- PDBC



How is the study structured?

What is the Transit Project Assessment Process (TPAP)?

A TPAP is a focused environmental impact assessment process created specifically for transit projects. It involves a pre-planning phase followed by a regulated engagement and documentation period, which includes engagement with the public, stakeholders and Indigenous Nations, assessment of impacts, development of measures to mitigate negative impacts, and documentation. 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 (WE ARE HERE)**
- Mississauga West

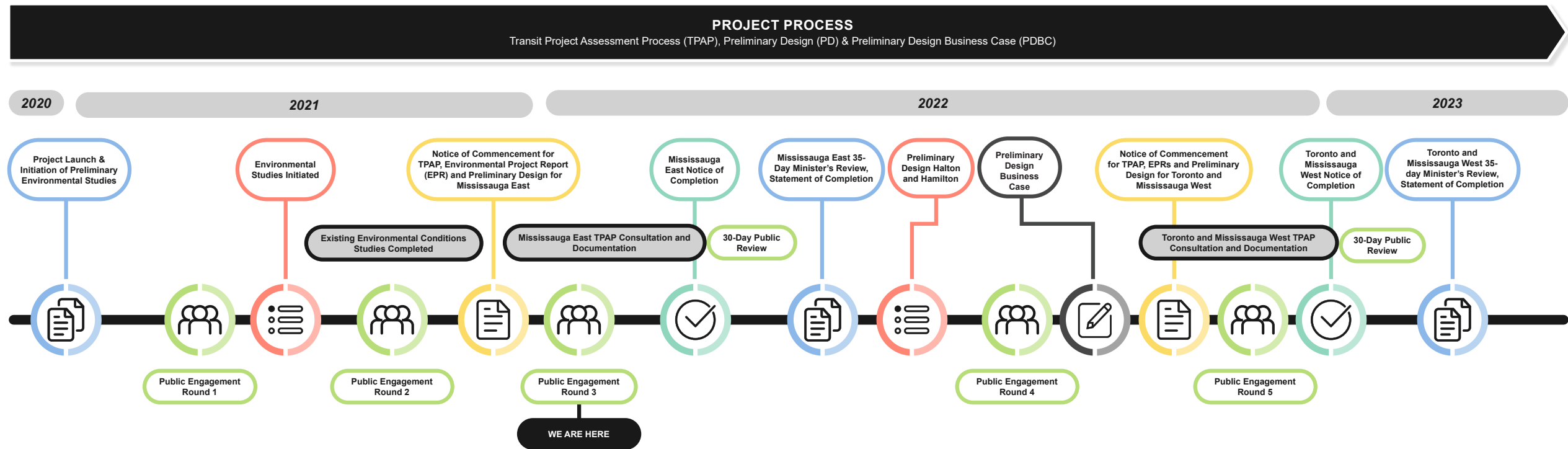
What is Preliminary Design (PD)?

The PD phase for Mississauga East is formed from the Dundas Connects Master Plan and the Metrolinx Initial Business Case. In this phase, the Project Team will use the analyses of technical and environmental studies and public engagement to refine the Dundas Bus Rapid Transit (BRT) design to a 30% design level. Outcomes from the PD will inform the Preliminary Design Business Case.

What is the Preliminary Design Business Case (PDBC)?

The Dundas BRT PDBC evaluates the project across strategic, economic, financial and deliverability and operations 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.

Project timeline



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 input on:

Round 1 engagement (Completed April 2021)	Round 2 engagement (Completed September 2021)	Round 3 engagement (January 2022 - WE ARE HERE)	Round 4 engagement (Summer/Fall 2022)	Round 5 engagement (Winter 2022)
<ul style="list-style-type: none">• Dundas Bus Rapid Transit (BRT) in your community• What is important to you about this project• Factors you consider important for assessing the pinch points (constrained areas)	<ul style="list-style-type: none">• The organization of the project• What we heard during the first round of engagement• Existing environmental conditions for Toronto and Mississauga• BRT corridor design for Mississauga• Alternative designs being considered for the pinch point in Erindale Valley• Best performing design and other assessed designs for the pinch point in Cooksville• Proposed stop locations and potential amenities in Mississauga East	<ul style="list-style-type: none">• Mississauga East environmental study findings, including potential impacts and proposed mitigation measures• Refined Best Performing Mississauga East pinch point (Cooksville) Alternative and outside pinch point Preliminary Design (10%)	<ul style="list-style-type: none">• Shortlisted infrastructure design alternatives for Toronto and evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West)• Preliminary Design for Halton and Hamilton• Stop locations and amenities for Toronto, Mississauga West and Halton and Hamilton• Evaluation of integrated BRT routing and service level throughout the entire corridor	<ul style="list-style-type: none">• Toronto and Mississauga West environmental study findings, including potential impacts and proposed mitigation measures• Preliminary corridor design for Toronto and Mississauga West• Preliminary Design Business Case outcomes with preferred service and infrastructure options throughout the corridor, including pinch points in Toronto and Mississauga West• Mississauga East Transit Project Assessment Process completion update

What we heard at virtual public engagement 2

Virtual public engagement 2 was held in September 2021. Feedback gathered demonstrated general public support for the Project, preference for Cooksville pinch point Alternative 1 or 3, and strong interest in learning more about progress of the Project, community and property impacts, and connectivity to surrounding infrastructure and services. The public identified:

Opportunities to:		Concerns about:	
 Expand and improve cycling facilities on Dundas Street	 Provide a reliable transport service as a result of dedicated BRT lanes	 Potential noise and vibration impacts	 Potential impacts to public and private properties
 Add more proposed stops along the corridor	 Create an efficient transit system while maintaining traffic flow for all road users	 Environmental and community impacts	 Traffic flow on Dundas Street
 Connect the Dundas Bus Rapid Transit (BRT) line to other regional and express transit services		 Preserving the existing buildings and community culture of the surrounding area	

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:

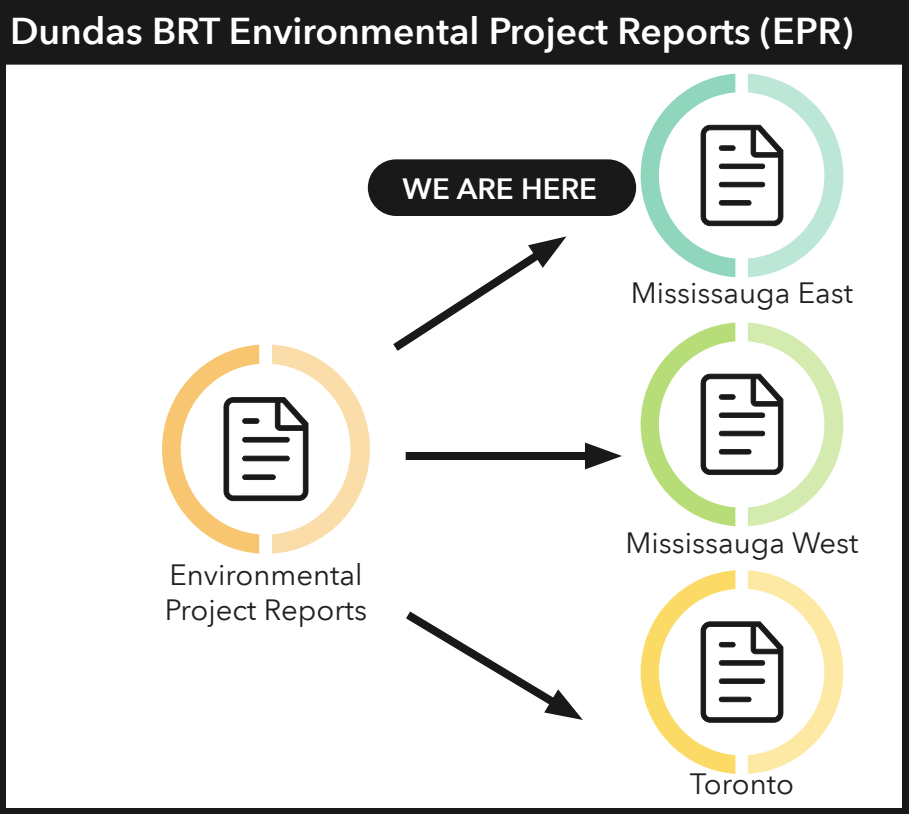
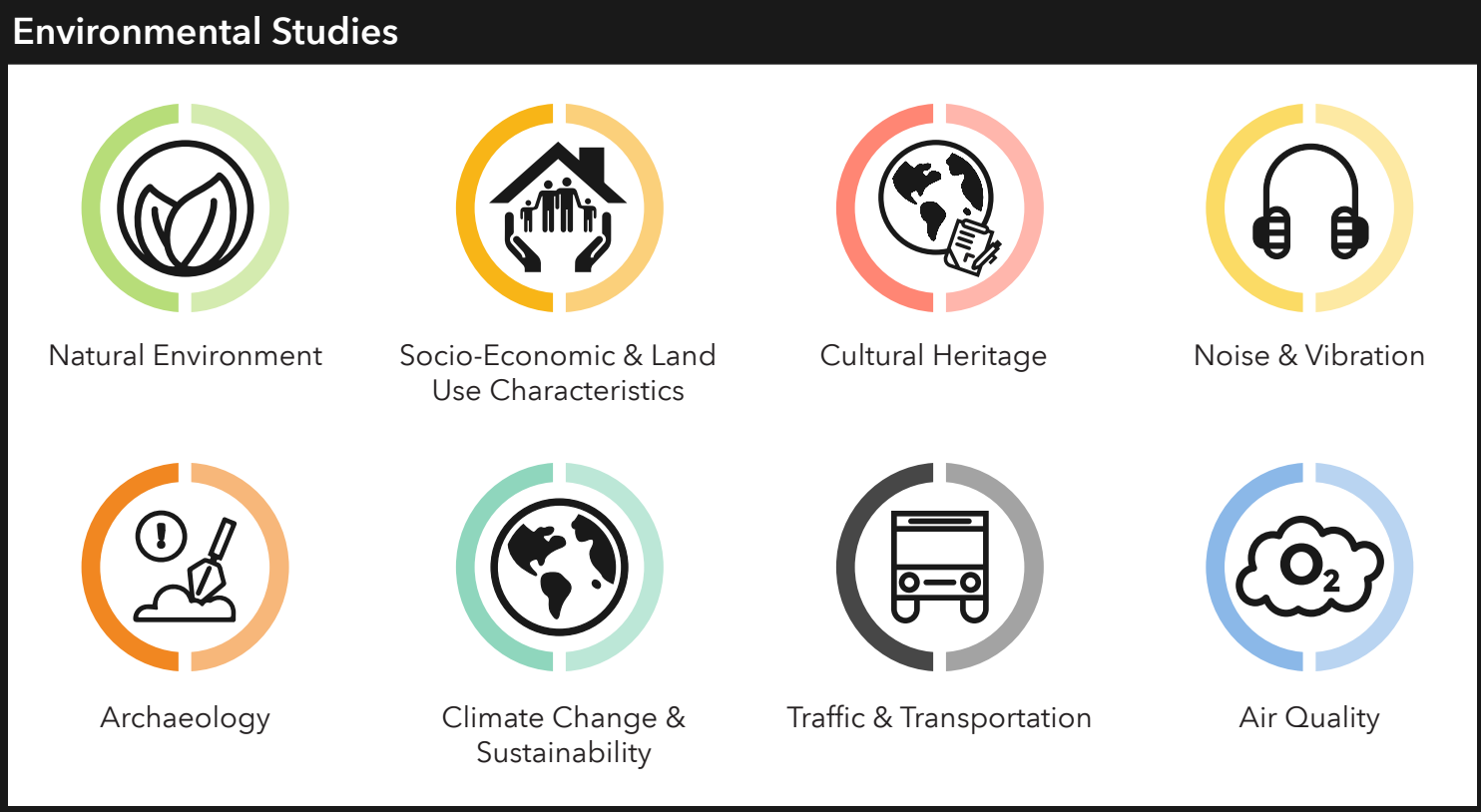
- Provide stakeholders and technical experts with the opportunity to learn about and provide input into the Project to inform key decision-making
- Allow members to address issues and provide advice on the development of the Project
- Offer the Project Team a fresh perspective

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

Environment

The following draft environmental studies have been completed and will form part of the Dundas BRT Environmental Project Report (EPR) for the Mississauga East segment of the corridor.



Natural Environment & Tree Inventory



Detailed field investigations were undertaken between May and July 2020 and June and July 2021 to examine natural heritage features and tree resources including a tree inventory.

The following were present within this study area:



62 plant species (64% native, 34% non-native)



2 insect species



6 mammal species



2 bird species at risk



35 bird species, including a wide variety of migratory birds who nest within the study area.



3 watercourses which provide habitat to a variety of fish species



Image: Cliff Swallow nest under Etobicoke Creek bridge in Mississauga East.
Source: AECOM, 2021



Image: Barn Swallow.

Potential impacts include:

- Temporary vegetation disturbance and limited vegetation removal during construction.
- Potential short-term construction impacts to birds, specifically during the critical summer nesting season.
- Disturbance or displacement of species at risk birds and bats and their habitat during construction.


Proposed mitigation measures include:

- Complete vegetation removal prior to or after bird nesting periods to avoid/minimize potential impacts to birds and bats during construction. If vegetation removal is required during nesting periods, a visual inspection of the areas to be cleared will be conducted.
- Implement exclusionary bird netting to prevent nesting on structures during construction.
- Tree Protection Zone fencing will be established to protect and prevent tree injuries.
- For structures supporting nesting species at risk birds, time construction to avoid nesting periods to prevent impacts.


Tree Inventory

An in-field tree inventory and a desktop-based tree impact analysis were conducted in summer 2021 in order to assess and quantify the existing condition of onsite trees and determine potential impacts.

The following are present within the Mississauga East study area:



1,565 trees were inventoried and assessed for the Project, consisting of 7 notable species



No species at risk were identified during field investigations



Image:
Black Walnut tree.



Image:
Manitoba Maple tree.

Potential impacts include:

- Removal/disturbance of trees to accommodate construction of the Project.
- Removal/disturbance of wildlife/wildlife habitat.

Proposed mitigation measures include:

- Establish Tree Protection Zone (TPZ) fencing to protect and prevent tree injuries.
- No grading, excavation or restoration-related activities are to occur within the TPZ of any protected or retained trees.
- Limit vegetation removal, including trees, to the specified activity areas following the approval of required permits.
- Clear vegetation outside of the breeding bird season to reduce potential impacts to migratory birds and avoid violating the *Migratory Birds Convention Act*. If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities.



Socio-Economic & Land Use Characteristics



An existing conditions review was completed to understand the characteristics of the population and land-use along Dundas Street in Mississauga East. A variety of community amenities were identified within the study area that include:



Potential impacts include:

- Minor temporary nuisance effects from construction activities.
- Temporary access restrictions to properties along Dundas Street during construction.
- Potential permanent and/or temporary property acquisition.
- Left turns across the median may be restricted (“right-in/right-out” operation only).

Proposed mitigation measures include:

- Develop management plans to control nuisance effects.
- Develop an access management plan.
- Complete regular monitoring during construction to ensure all potential impacts remain within acceptable limits.
- Maintain regular (existing) access to businesses during working hours where feasible. Where regular access cannot be maintained, alternative access and signage will be provided.
- Minimize property impacts through optimization of the corridor alignment.
- Provide clearly marked pedestrian and cyclist detours where required.

Cultural Heritage



Cultural heritage specialists reviewed the Mississauga East corridor to identify known and potential built heritage resources and cultural heritage landscapes (BHRs/CHLs). A total of 20 known or potential BHRs/CHLs have been identified within the study area as those with the potential to be impacted by the Project.

Known and potential BHRs within the study area include:

- 6 commercial
- 6 residential
- 2 residential/commercial
- 1 industrial
- 1 heritage plaque

Known and potential CHLs within the study area include:

- 1 transportation corridor
- 2 places of worship/cemeteries
- 2 cultural heritage plaques
- 1 archaeological remains site

Potential impacts include:

- Potential direct or indirect impacts to the 20 known or potential BHRs/CHLs within the study area.
- Potential indirect impacts (i.e., vibration impacts) to 18 known or potential BHRs/CHLs within the study area.

Proposed mitigation measures include:

- Plan construction activities and staging areas during detailed design to minimize or avoid adverse impacts to the identified known, previously identified and potential BHRs/CHLs.
- Complete Cultural Heritage Evaluation Report(s) to determine if properties anticipated to be directly impacted by the Project have cultural heritage value or interest.
- Protect cultural heritage plaques during construction with installed protection (i.e., fence hoarding) or other appropriate protection.
- Prior to construction, complete pre-condition surveys for the 18 BHRs/CHLs identified within the study area as having potential impacts from vibration.

Noise & Vibration



A background review has been completed. Sixty potential sensitive receptors (43 for construction and 17 for operation) have been studied to help understand the potential for Project impacts within the study area. The primary source of existing ambient noise is traffic along Dundas Street, as well as existing GO rail intersecting Dundas Street near Cawthra Road.



Image: Example of a construction noise monitor.
Source: AECOM, 2017



Image: Example of a construction vibration monitor.

Potential impacts include:

Noise:

- Potential for noise level criteria exceedances at several locations during construction and operation activities.
- During operation, two receptor locations would continue to exceed the 60 dBA sound level by up to 4 dB, after consideration of mitigation measures.

Vibration:

- Exposure to vibration during construction may result in public annoyance and complaints at 11 of the 27 sensitive receptors located within the construction Zone of Influence (ZOI).
- Without mitigation, construction vibration may impact 16 sensitive receptors located within the construction ZOI.

Proposed mitigation measures include:

Noise:

- Develop a construction noise management plan.
- Replace standard vehicle backup alarms with broadband alarms.
- Inform local residents as practicable of construction activities and duration.
- Use activity or equipment specific noise barriers.
- Minimize simultaneous operation of equipment where possible.
- Implement no idling policy where practicable.
- Consider implementation of noise barriers in some locations.
- Complete regular maintenance on fleet vehicles.

Vibration:

- Develop a construction vibration management plan.
- Review vibration assessment and update if necessary.
- Reduce vehicle speed where possible.
- Use equipment with low vibration emissions where possible.
- Modify operational sequencing, equipment layout and/or access routes where possible.
- Operate construction equipment on lower vibration settings where available.
- Maximize distance between equipment and sensitive receptors where feasible.

Archaeology



Archaeologists completed a Stage 1 Archaeological Assessment to determine potential for disturbance of archaeological resources/artifacts during construction for the study area. Three previously registered archaeological sites were identified within one kilometre of the study area. One archaeological site is located within the study area, where further review has been recommended.

Interested Indigenous Nations will continue to be engaged during future assessments.



Image: Area adjacent to Etobicoke Creek requiring Stage 2 survey, facing north.
Source: AECOM, 2021

Potential impacts include:

- Potential for disturbance of archaeological resources/artifacts within areas not subject to previous disturbance within the study area.

Proposed mitigation measures include:

- Complete Stage 2 Archaeological Assessment(s) (AA) where required.
- If archaeological materials are encountered (or suspected) during construction activities, all work will stop. The site will be protected from impact and additional assessment will be undertaken by a licensed archaeologist.

Climate Change & Sustainability



The Dundas Bus Rapid Transit (BRT) will encourage more sustainable transportation choices and will help to create a community that is less dependant on personal automobiles by:



Increasing transit ridership by providing a more reliable, frequent, and enhanced transit service



Improving existing active transportation facilities



Providing better connections to local and express transit routes (i.e., Toronto Transit Commission, MiWay, GO Transit)

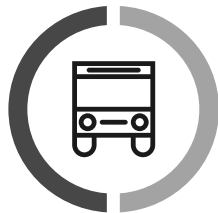
Provisions for future electrification technology are being considered in the planning of the corridor. When compared to diesel or compressed natural gas vehicles, electric buses offer a smoother, quieter ride and emit minimal to zero carbon or greenhouse gases (GHGs). This will help meet targets set out in Ontario’s Climate Change Action Plan (CCAP) of reducing overall GHG emissions by 40% by 2030.



Image: Etobicoke Creek in Mississauga East.

Source: AECOM, 2021

Traffic & Transportation



In Mississauga East, Dundas Street varies between six-lane and four-lane cross-sections with continuous sidewalks on both sides of Dundas Street. There are currently no dedicated cycling facilities provided. Congestion currently occurs during the morning and afternoon peak hours in Cooksville near the Hurontario Street intersection.



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

Source: AECOM, 2021

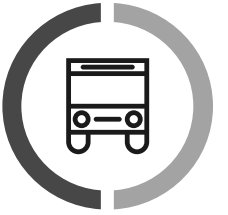
Potential temporary impacts include:

- Lane reductions and/or turning restrictions throughout the construction period.
- Travel time delays/traffic movement impacts at intersections along Dundas Street during construction due to street closures. Existing on-street parking may be temporarily reduced or eliminated as needed.
- Impacts to emergency response times through the corridor and adjacent roads during periods of heavy traffic volume during construction.
- Restrictions, closures and/or removal of sidewalks, bike lanes during construction.
- Impacts to pedestrians and cyclists during construction.

Proposed mitigation measures include:

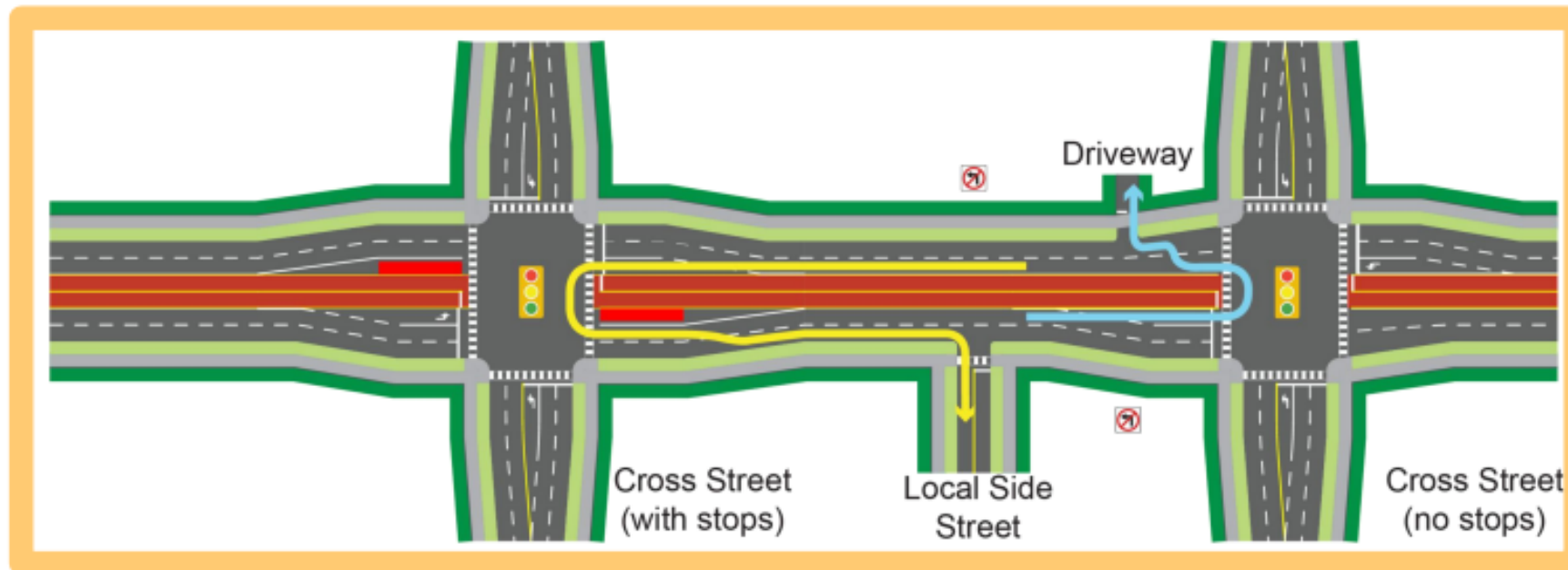
- Develop and implement traffic and transit management plans and traffic control plans during construction.
- Develop and implement emergency response and incident management plans during construction.
- Avoid simultaneous closures and construction on adjacent major intersections and provide advance advisory signage.
- Conduct pre-construction planning meetings with representatives of City services.
- Coordinate work with other planned road projects.
- Conduct a haul route analysis to confirm haul routes via public roads.
- Maintain existing pedestrian/cyclist, residential and commercial property access where possible or provide alternative temporary access or detour.
- Provide clear detour signage.

Traffic & Transportation - Intersection Operations



How will the Dundas Bus Rapid Transit (BRT) operate at intersections?

- Raised islands will separate BRT lanes from general traffic between signalized intersections, preventing left-turns at unsignalized intersections and driveways
- Extended left-turn signal phases will accommodate higher turning and U-turn volumes, and will enhance safety for all road users
- Longer pedestrian clearance times will be provided for pedestrians to safely cross the street at widened intersections

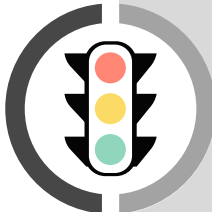


Traffic & Transportation - Travel Time Benefits by Mode (2041) PM Peak Westbound



TIME SAVINGS
20 Min

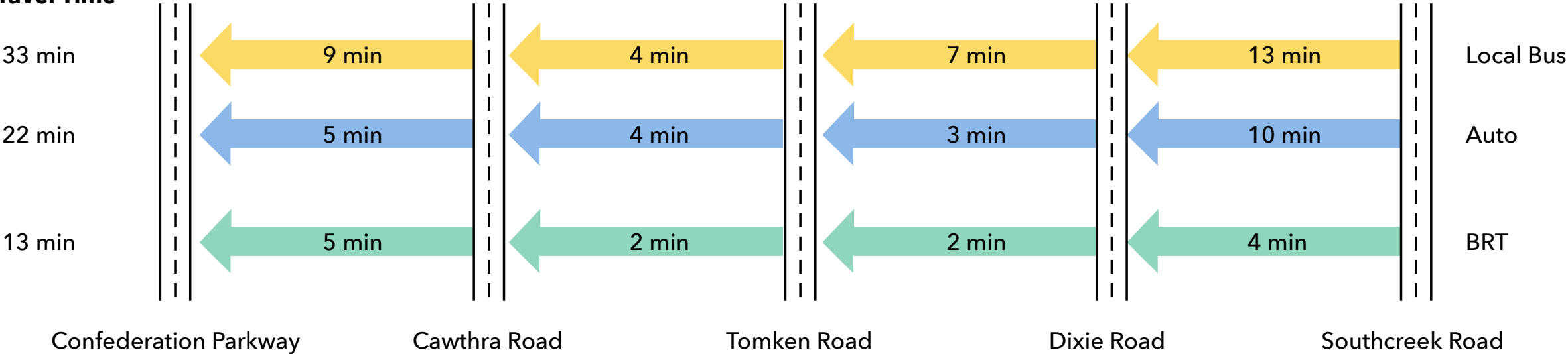
By providing fast and frequent service, the Dundas Bus Rapid Transit (BRT) will reduce travel times. The Dundas BRT is expected to provide time savings in the Mississauga East segment of up to 20 minutes compared to local bus and nine minutes compared to auto transport (private vehicles) in the critical PM peak hour.



Transit Signal Priority (TSP) is to be employed at major signalized intersections to provide more consistent green-light time for approaching buses and allow them to progress efficiently through intersections, resulting in better service reliability.

Total traffic lane capacity (two lanes per direction) is maintained between Confederation Parkway and Dixie Road while the existing High Occupancy Vehicle lane will be converted to a BRT lane east of Dixie Road. As BRT lanes are able to move more people than a single lane of traffic, overall capacity of the corridor will be increased.

Total Travel Time



Air Quality



Data from air quality monitoring stations was examined to determine existing conditions within the study area. Existing background air quality levels are predominately below respective provincial and federal ambient air quality criteria and standards; however, some contaminants are found to exceed these criteria, including:

$C_{20}H_{12}$

Benzo(a)pyrene

C_6H_6

Benzene

NO_2

Nitrogen dioxide.

One other contaminant ($PM_{2.5}$) also has existing elevated levels of background concentration that, while currently below the federal standards, falls within 20% of the applicable standard concentration level.

Potential impacts include:

- Potential increase in air pollution and odour as a result of construction vehicle emissions and increased traffic due to congestion associated with construction activities.
- Temporary increase in dust and airborne particulate matter resulting from construction activities.
- Air pollution from operational activities.

Mitigation measures include:

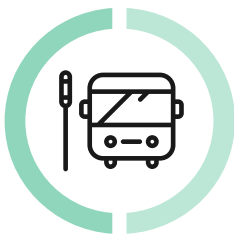
- Manage on-site construction vehicle activity to control emissions of odorous contaminants and diesel exhaust.
- Develop an air quality management plan to mitigate the spread of dust and other particles from the construction site.
- Monitor and report on active air quality during construction.
- Transition to electrically powered vehicles to help improve overall air quality during operation.
- Introduce vegetation in the study area to help decrease air pollution during operation.

Transit Project Assessment Process (TPAP): Next Steps

Mississauga East

Metrolinx and the City of Mississauga will:

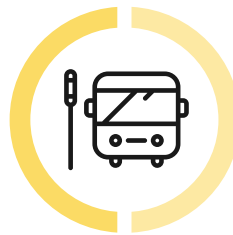
- Continue to refine and optimize the Environmental Project Report (EPR) based on feedback received during this round of engagement;
- Progress TPAP to completion and issue the Notice of Completion of the TPAP in February 2022 to kick-off the 30-day public review period, followed by the 35-day Minister’s review and then the Statement of Completion; and
- Share the Final EPR for Mississauga East during the 5th round of engagement in winter 2022.



Toronto and Mississauga West

Metrolinx will:

- Use feedback from the 2nd round of engagement (September 2021) in the evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West) and the development of the shortlisted infrastructure design alternatives for Toronto;
- Continue the detailed analysis required to identify the best performing design, as well as proposed stop locations within Toronto and Mississauga West;
- Present to the public in summer/fall 2022 the best performing alternative for the pinch point in Erindale Valley, as well as the proposed stop locations within Toronto and Mississauga West;
- Use information gathered through the existing environmental conditions studies to identify potential impacts of the Project in Toronto and Mississauga West;
- Initiate TPAP commencement in fall 2022;
- Identify potential impacts of the Project and proposed mitigation measures to present in the Draft EPR for Toronto and Mississauga West, to share with the public in winter 2022, following the Toronto and Mississauga West TPAP commencement;
- Progress TPAP to completion, incorporating feedback received during the 30-day public review period; and
- Share the Final EPR for Toronto and Mississauga West.



Preliminary Design - Design progressed for Mississauga East

The Dundas Bus Rapid Transit (BRT) corridor outside constrained areas, or pinch points, in Mississauga East includes **Etobicoke Creek to Jaguar Valley Drive**.

Since the last round of engagement, the 10% Preliminary Design (PD) for this area has been further refined. The outcomes of this design are:

- Right-of-way widening up to 42m, requiring property acquisition with potential impacts to landscaping, entrances and parking, buildings and structures.
- Corridor alignment and design optimized to minimize impacts.
- Dedicated median BRT lanes to improve transit speed and reliability.
- Elimination of High Occupancy Vehicle lane and maintaining of two general purpose traffic lanes in each direction, with minimum widths applied to eliminate or minimize property impacts.
- Enhanced active transportation, including dedicated protected cycling facilities.
- Enhanced public realm, where possible, with widened sidewalks, furniture and tree planning zones. Reductions in localized areas to minimize property impacts.
- Existing bridge and culvert replacements.
- Platform stop locations and geometry, including enhanced passenger protection with platform widths up to 4.2m where feasible.



Preliminary Design – Design progressed for Mississauga East

Special Policy Area (SPA) Studies

How are SPA studies different from the Transit Project Assessment Process (TPAP)?

As the TPAP assesses the impacts and determines the proposed mitigation measures of the structure replacements proposed at Etobicoke Creek and Little Etobicoke Creek crossings, the SPA studies capture the proposed works for the watercourse channels and elsewhere within the floodplain.

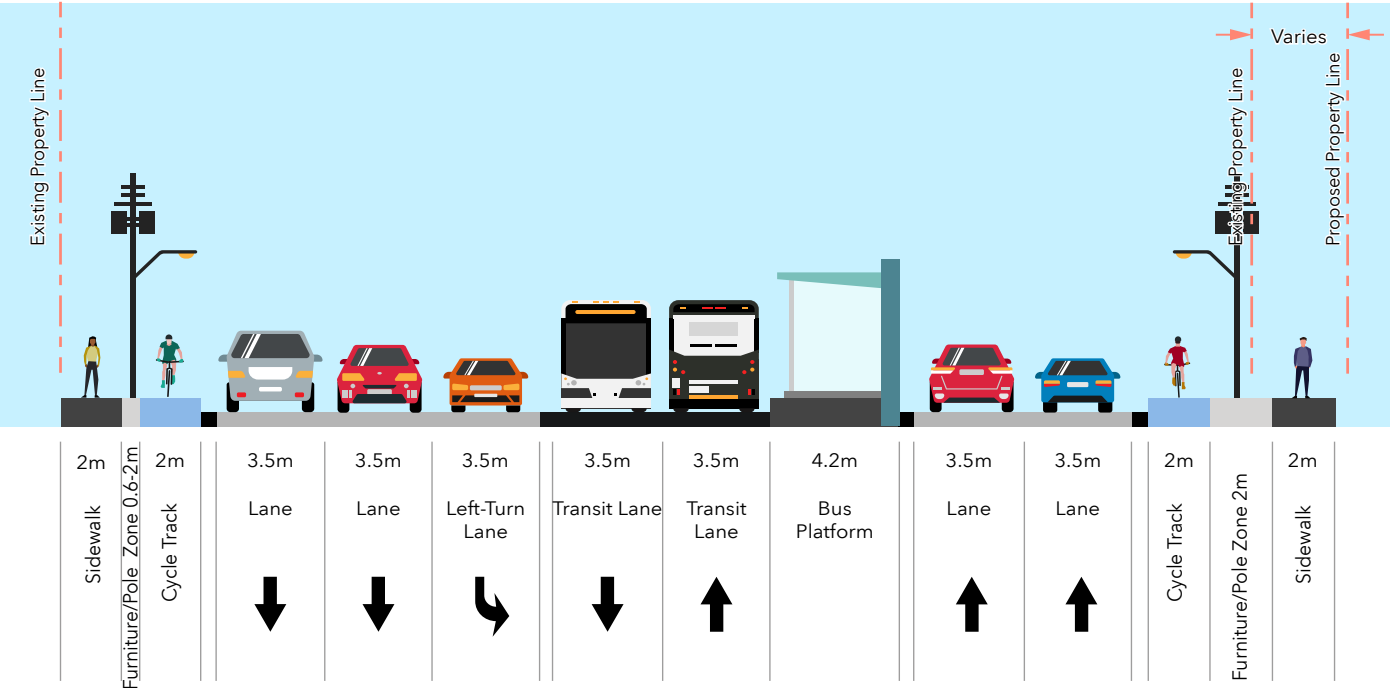
What's happening now?

Coordination with the following City of Mississauga SPA studies has progressed to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are coordinated to meet the goals and objectives of both the Dundas Bus Rapid Transit (BRT) and SPA studies:

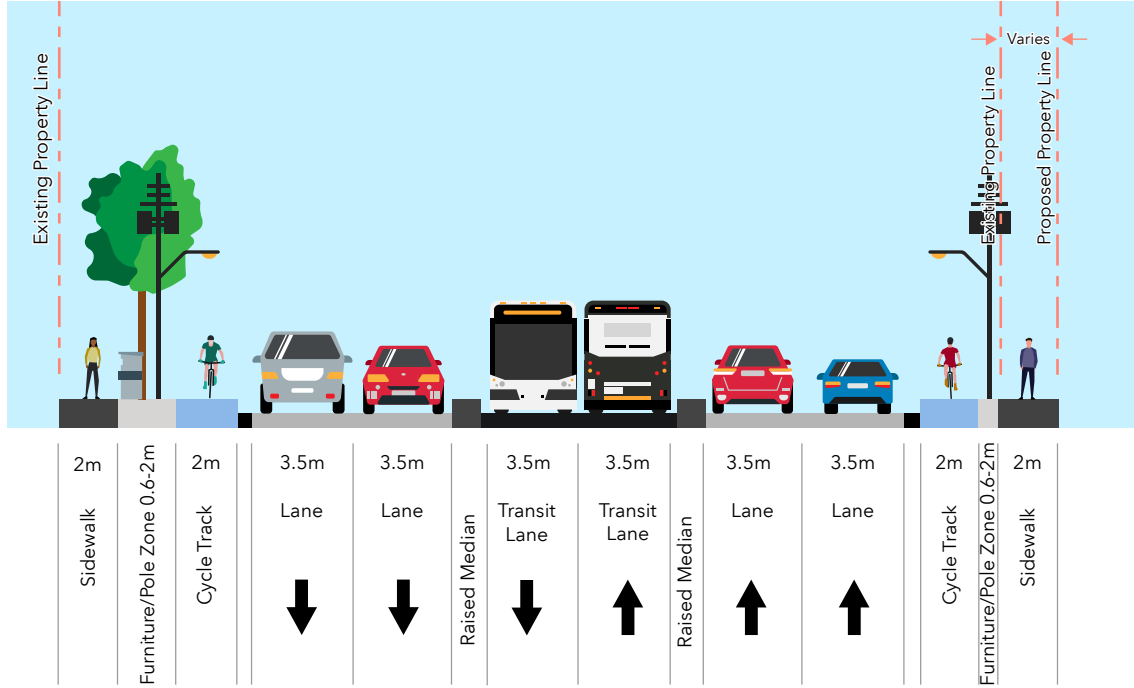
- Dixie-Dundas Flood Mitigation EA Study (Little Etobicoke Creek SPA)
 - A short-list of conceptual culvert replacement options has been developed.
 - Preliminary Design to be developed for spring 2022.
- Etobicoke Creek SPA Feasibility Study
 - Hydraulic Analysis completed.
 - Confirmation that existing structure has sufficient hydraulic capacity.

Preliminary Design - Design progressed for Mississauga East

Dundas Street will be widened in certain areas to accommodate the proposed Bus Rapid Transit (BRT) lanes and facilities. The Preliminary Design has been updated since the last round of engagement to reflect these design refinements.

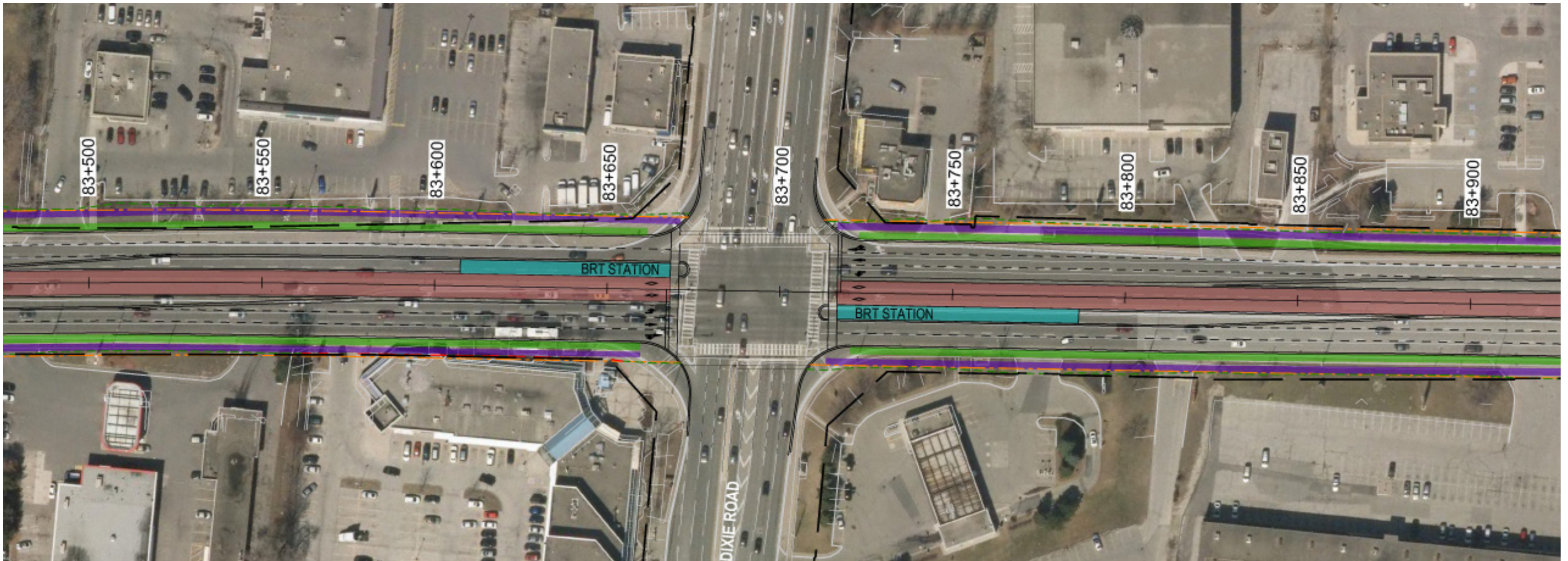


Cross Section:
Typical Cross Section at Dixie Road.



Cross Section:
Typical Cross Section at Midblock Jaguar Valley Drive to Etobicoke Creek.

Preliminary Design - Design progressed for Mississauga East: Roll Plan



Roll Plan: Dundas Street and Dixie Road intersection.

Dundas BRT Mississauga East Stops

What is the distance between each stop?

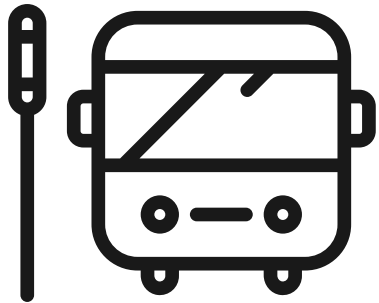
When selecting BRT stop locations, access must be balanced with travel time. Stop locations are based on factors as follows:

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

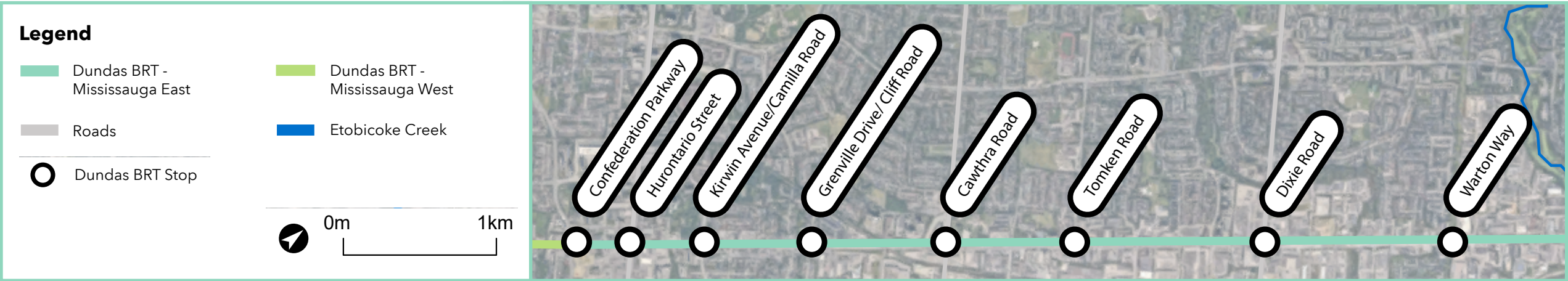
The distance between each Dundas BRT stop location will vary, depending on the city being travelled through. Increased spacing between Dundas BRT stops will allow for fast and reliable service through the corridor.

Dundas BRT stops in Mississauga East

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



8 STOPS IN
MISSISSAUGA EAST



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.

Mississauga East - Cooksville pinch point: key considerations

In Mississauga East, the area between **Confederation Parkway and Jaguar Valley Drive (Cooksville)** is considered a pinch point, or a constrained area, and requires an additional evaluation process.

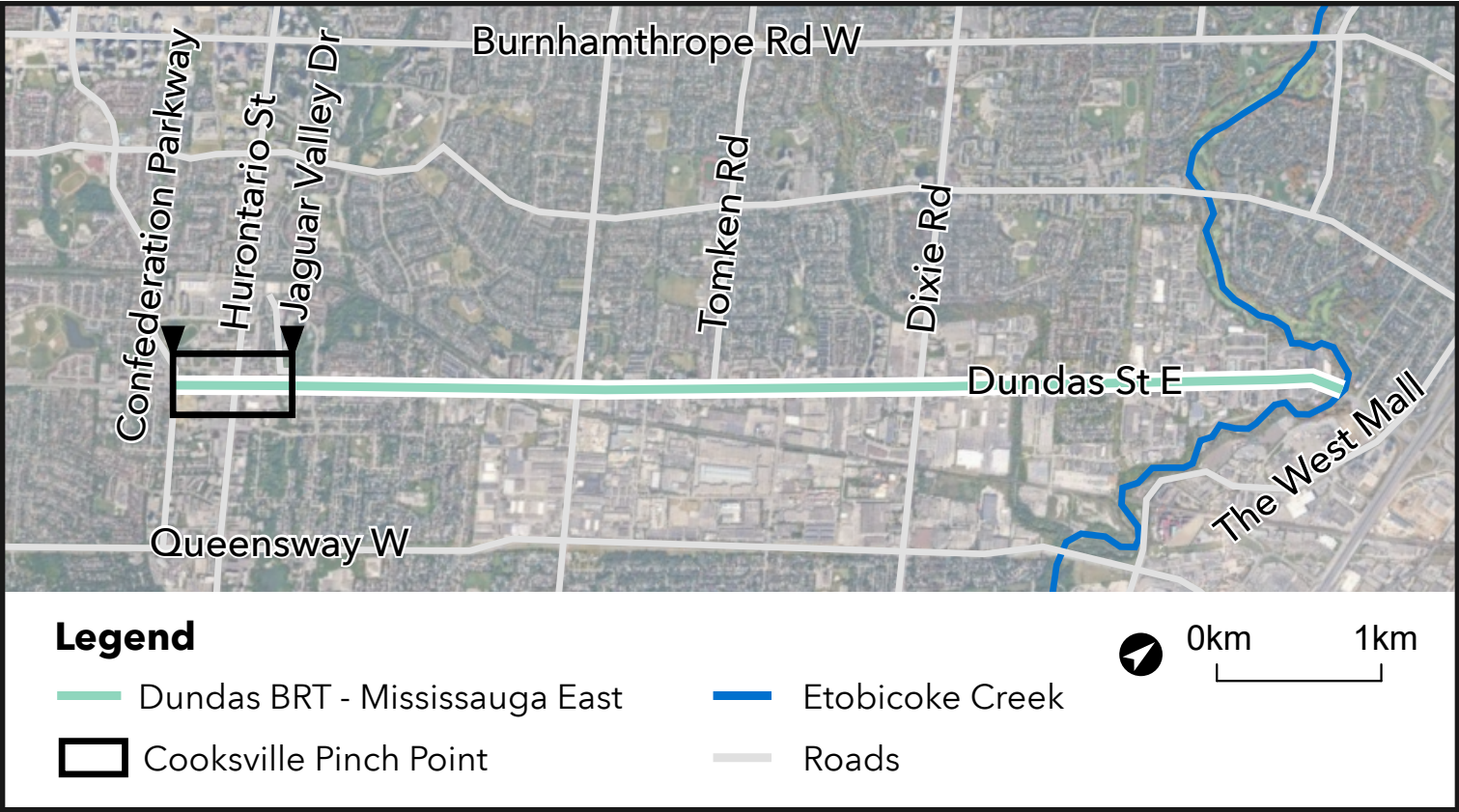
In the last round of engagement, six design alternatives were presented. Alternative 1 - Full median Bus Rapid Transit (BRT) widened about centreline, was presented as the best performing alternative because it proved to be the best performing in terms of:

Mobility and Traffic Considerations

Geometrics/ Infrastructure Considerations

Property Considerations

Environmental Considerations



Mississauga East – Cooksville pinch point: key considerations

Alternative 1 will also provide a Bus Rapid Transit (BRT) station at Hurontario with limited to no impacts to the future Hurontario LRT line and will allow for optimal BRT operations and reliability.



Rendering: Typical bird's eye view of Alternative 1 – Full median BRT widened about centreline. This is a conceptual rendering for illustrative purposes and is subject to change through design development and stakeholder engagement.

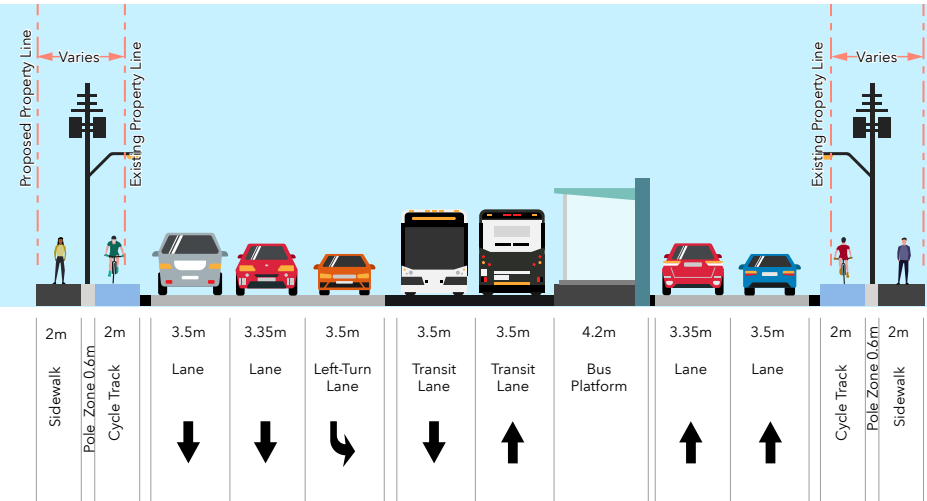
Mississauga East – Cooksville pinch point updates

The Project Team has completed additional technical studies to optimize the design for Alternative 1, based on the following potential impacts:

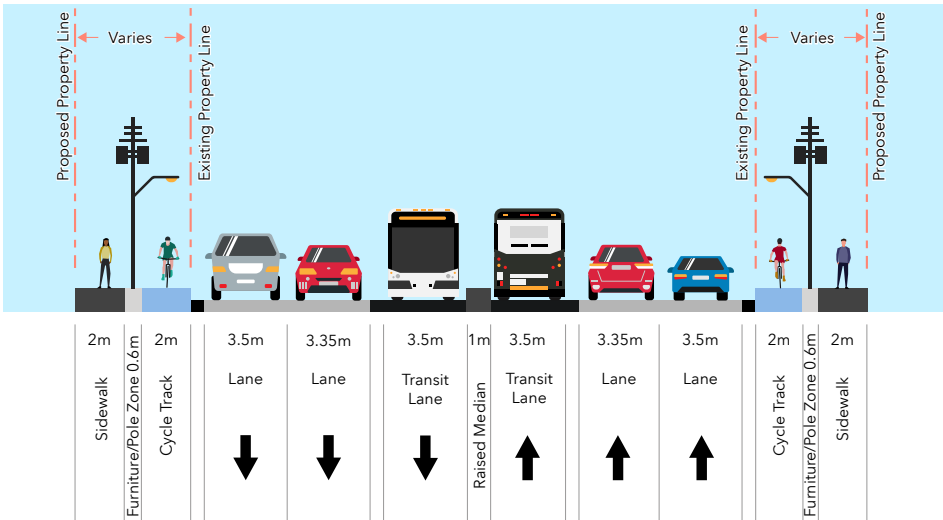
- Potential for heritage property and other property impacts
- Potential for increased noise and vibration impacts
- Potential for impacts to cyclist and pedestrian safety
- Capital cost to implement, including purchase of/ impacts to properties

To help mitigate these potential impacts, we have:

- Optimized the corridor alignment to minimize impacts to properties
- Enhanced boulevard space reductions, at select locations, to minimize or eliminate property impacts where possible, including a reduction in the furniture/pole zone and conversion of the sidewalks and cycle track to a multi-use path
- Applied minimum general-purpose through traffic lane width of 3.35m throughout Cooksville and minimum sidewalk width of 1.5m at select locations

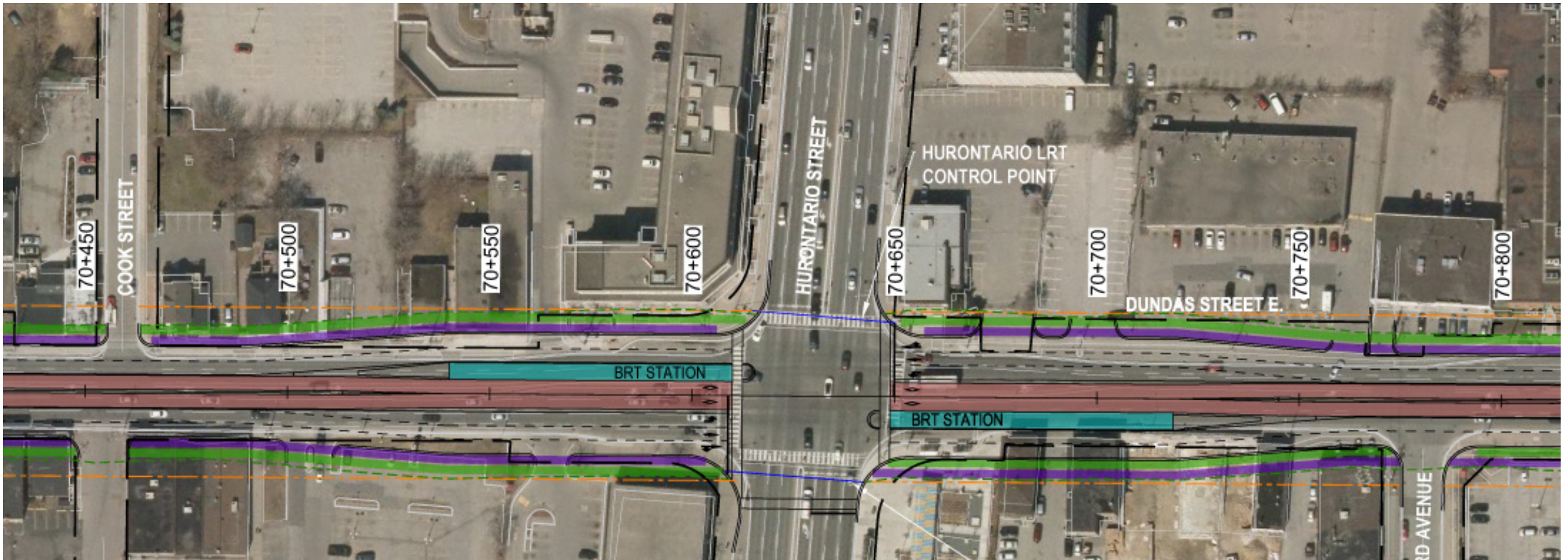


Cross Section:
Typical Cross Section at Hurontario Street.



Cross Section:
Typical Cross Section at Midblock Confederation Parkway to Jaguar Valley Drive.

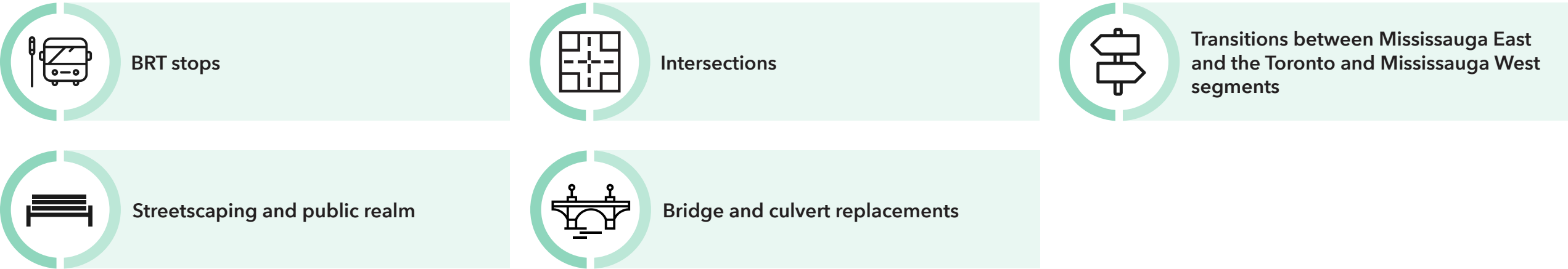
Mississauga East - Cooksville pinch point updates: Roll Plan



Roll Plan: Dundas Street and Hurontario Street intersection.

Mississauga East – Next Steps

The optimized Alternative 1 will be carried forward to 30% Preliminary Design and further refined by completing the development of:



Following the development of these designs, the Project Team will also review and confirm utility impacts and property requirements for Mississauga East.

Thank you for participating!

The next round of public engagement is planned for **summer/fall 2022**.

Next Steps

Toronto	Mississauga East	Mississauga West	Halton and Hamilton
<ul style="list-style-type: none">Continuing environmental studies in preparation for Transit Project Assessment Process (TPAP) Commencement and EPRHost Public Information Centre (PIC) to present the design alternatives, the evaluation of alternatives and the best performing design alternative	<ul style="list-style-type: none">Complete 30-day public review period and Minister’s review of the Draft EPRPublish the Final EPR and Statement of CompletionProvide an update on this segment during a future PIC	<ul style="list-style-type: none">Continuing environmental studies in preparation for TPAP Commencement and EPRHost PIC to present the design alternatives, the evaluation of alternatives and the best performing design alternative	<ul style="list-style-type: none">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:

- Potential impacts and proposed mitigation measures in Mississauga East
- Refined best performing Mississauga East pinch point (Cooksville) alternative and outside pinch point Preliminary Design (10%)

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:

Email us at:

- Peel@metrolinx.com

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

**Technical Advisory Committee
and Stakeholder Advisory
Group Meeting Materials**

- **Technical Advisory
Committee Meeting #3
Minutes**

TAC Meeting #3 – Minutes

Date of Meeting	January 6, 2022	Time	10:00 a.m. – 11:30 a.m.
Project Name	Dundas Bus Rapid Transit (BRT): TPAP/PD/PDBC		
Location	Virtual Meeting		
Regarding	Dundas BRT – Technical Advisory Committee (TAC) Meeting #3		

Discussion Items

Time	Agenda Items & Minutes
10:00 am	Pre-welcome <ul style="list-style-type: none">Joseph Ehrlich (Metrolinx) notified attendees the event will begin in 5 minutes.
10:05 am	Welcome & Introductions <ul style="list-style-type: none">Joseph Ehrlich (Metrolinx) introduced the groups that were invited (and thanked attendees for coming), the Project Team and the purpose of the meeting.It was noted that the focus of this presentation would be on the environmental study and Preliminary Design updates for the Mississauga East segment of the Dundas BRT Project.This presentation was a tailored and scoped version of the presentation for round 3 public engagement which is scheduled to go live on January 18, 2022. Round 3 public engagement materials will be live for two 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 January 27, 2022.
10:10 am	Land Acknowledgement and Agenda <ul style="list-style-type: none">Kuru Satkunanathan (Metrolinx) provided an acknowledgement of the traditional territories and lands that Metrolinx operates on and that relate to the Dundas BRT corridor.Tiffany Dionne (AECOM) reviewed technical aspects of the Microsoft Teams platform, the agenda and mentioned internal questions after the meeting can be sent to Peel@metrolinx.com or dundasbrt@metrolinx.com.
10:20 am	Safety Moment and Dundas BRT Presentation <ul style="list-style-type: none">Kevin Phillips (AECOM) provided a transit/transportation-related safety moment regarding winter road travel: packing a safety travel kit (including items such as a collapsible shovel, candle and matches, non-perishable foods, etc.) planning ahead, avoid travel during winter weather advisories, and top up windshield fluid.Kevin Phillips and Andrew Barr (AECOM) provided a presentation demonstrating project timelines, project updates related to the Mississauga East segment of the corridor, specifically related to environmental study results and updates to the Preliminary Design, work in progress and information to be presented at the third round of public engagement.
10:50 am	Discussion

Time	Agenda Items & Minutes
	<ul style="list-style-type: none"> Following the presentation, Tiffany Dionne (AECOM) facilitated the Question & Answer period, as outlined below. Question 1: The Mississauga East segment is moving toward issuing the Notice of Completion. There appear to be a few missing studies including the archaeological assessments. Please ask the team to submit for expedited review as the Ministry needs to provide letter of acceptance. Secondly, the Ministry provided comments in December 2021 regarding the draft Environmental Project Report (EPR) and noted that Cultural Heritage Evaluation Reports (CHERs) need to be completed for impacted properties. Please advise on the status of the CHERs as they need to be completed prior to the finalization/publication of the EPR. Answer: Archaeological assessments were submitted to the MHSTCI on November 24, 2021 and the Project Team requested expedited review from the Ministry. The Project Team is currently working on the CHERs for impacted properties and is aiming to complete prior to end of February 2022. They will be completed and included in the final EPR, which is scheduled for publication February 23, 2022. Question 2: Does the Project Team have a high-level plan for the alignment changes of the Dundas BRT corridor within the City of Hamilton? Answer: The Project Team is leveraging work completed by the City of Hamilton in that area. As part of Dundas BRT Project scope, the Project Team will not be designing realignments of the corridor in the Halton and Hamilton segment. In Hamilton, the design scope included in this study will be constrained to stops and stop amenities. This work will be completed in 2022. Question 3: Will the traffic and transportation study be circulated to municipal stakeholders for review and comment? Answer: There is a section included in the Draft EPR regarding traffic and transportation, which will be made available to municipal stakeholders for review and comment. There is additional traffic modelling information that can also be provided to Region of Peel for review. Question 4: Why is Hurontario Light Rail Transit (LRT) design not included in the concept design for the Dundas BRT? Answer: Ongoing coordination with the Hurontario LRT Project Team has taken place throughout the Dundas BRT planning work, specifically at the Hurontario intersection. The Dundas BRT roll plan displayed in the presentation indicates control locations for the Hurontario LRT to give reference to that infrastructure and how it could interact with Dundas BRT infrastructure. Answer: The conceptual rendering of the Dundas BRT stop shown within the presentation is a typical representation of a stop along Dundas Street. The Project Team did not include a digital simulation of the Hurontario LRT as that design process is still underway and construction is forthcoming. Instead, the rendering focuses on the east/west Dundas BRT infrastructure only. Question 5: Will the traffic model be provided to MTO for review? Answer: To-date, there has been traffic modelling conducted for the Cooksville area and the bulk of the remaining modelling will be undertaken in the spring of 2022. The reporting can be provided to MTO once finalized. Answer: Additionally, other agencies such as the City of Toronto will be able review the traffic reporting as well.

Time	Agenda Items & Minutes
	<ul style="list-style-type: none"> • Question 6: Will impacts of construction and operations to underground water and wastewater infrastructure and Public Sector Network (PSN) be identified in the Draft EPR? <p>Answer: Yes, potential impacts to existing utility infrastructure including water and wastewater, as well as other underground utilities, are provided within the EPR. As part of the development of the 30% Preliminary Design deliverables, a Stormwater Management Model (SWMM) report and drainage report will be included. Also, a draft utility conflict matrix is currently being developed and will be shared with municipal utility providers and third-party utility providers once finalized.</p>
11:20 am	<p>Wrap Up & Next Steps</p> <ul style="list-style-type: none"> • The Project Team thanked TAC members for participating and noted the ability to ask internal questions via dundasbrt@metrolinx.com or Peel@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	<p>Meeting Adjournment</p>

**Technical Advisory Committee
and Stakeholder Advisory
Group Meeting Materials**

- **Stakeholder Advisory Group
Meeting #2 Boards**

Welcome to the Dundas Bus Rapid Transit Mississauga East Project



Stakeholder Advisory Group Meeting 2

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](#).

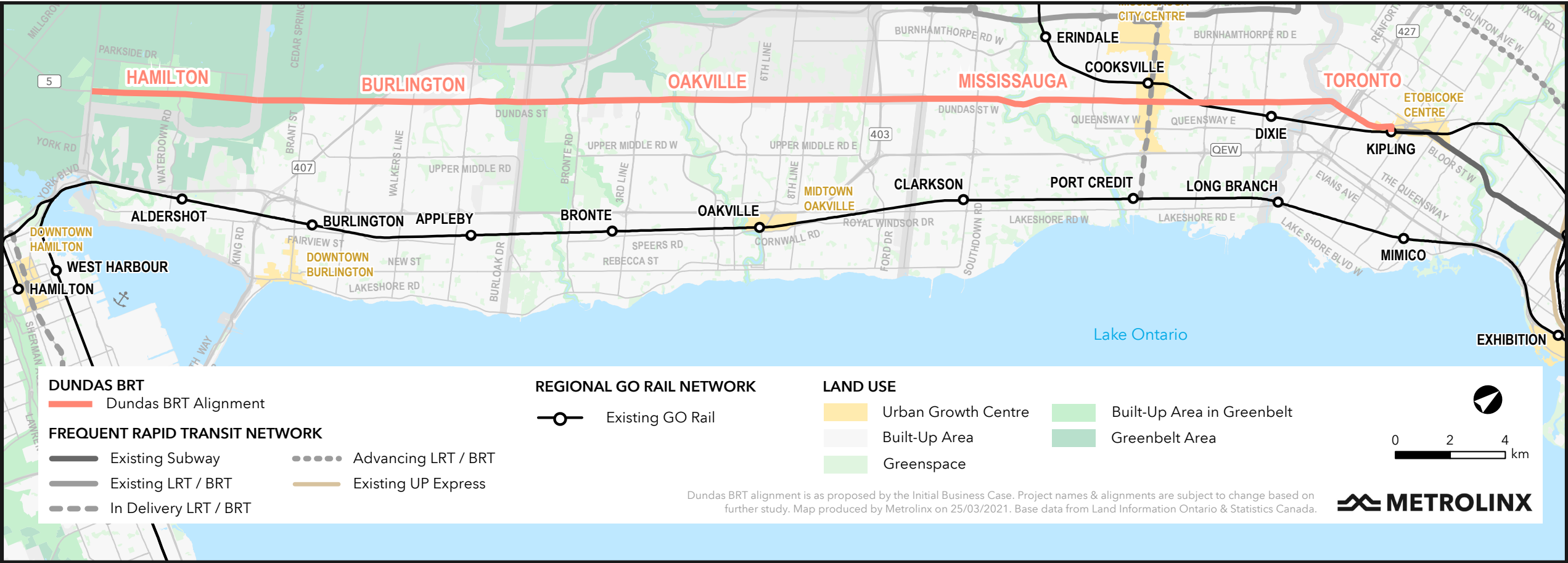


Meeting Agenda

Time	Item
11:00 AM	Welcome & Introductions
11:10 AM	Land Acknowledgement and Agenda
11:15 AM	<div>Safety Moment and Dundas BRT Presentation, including:<ul style="list-style-type: none">• Project timelines• Project updates related to the Mississauga East segment of the corridor, specifically related to:<ul style="list-style-type: none">o Environmental study results;o Updates to the Preliminary Design;o Work in progress; ando Information to be presented at the third round of public engagement.</div>
11:40 AM	Discussion
11:55 AM	Wrap Up & Next Steps
12:00 PM	Meeting Adjournment

Why are we here?

Metrolinx, in collaboration with the City of Mississauga, is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor in support of potential future municipal project implementation and is commencing the Transit Project Assessment Process (TPAP) for the Dundas BRT Mississauga East (between Etobicoke Creek and Confederation Parkway) Project, in accordance with Ontario Regulation 231/08. 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.



Why are we here?

The purpose of Round 3 engagement is to:

- Provide an overview of what we heard during Round 2 engagement
- Notify you of the Transit Project Assessment Process (TPAP) commencement and 30-day public review period for Mississauga East
- Share the key findings, potential impacts and proposed mitigation measures included in the Draft Environmental Project Report (EPR) for Mississauga East
- Share how the design for the Cooksville pinch point and the remainder of the Mississauga East segment has progressed/been optimized
- Review next steps

This round of engagement is focused on the Mississauga East segment as planning has advanced to:

- Advance preliminary design and environmental studies by leveraging the Dundas Connects Master Plan study results
- Support the City of Mississauga's funding application to the Investing in Canada Infrastructure Program (ICIP)
- Meet the vision for the future of the communities, population and employment growth strategies along Dundas Street within this segment

Engagement on Toronto, Mississauga West and Halton and Hamilton will continue through 2022.



How is the study structured?

The study is structured into the following four areas along Dundas Street, 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 (**We are here - see inset map**)
- Mississauga West - Confederation Parkway to Ninth Line
- Halton and Hamilton - Ninth Line to Highway 6 (no TPAP anticipated)

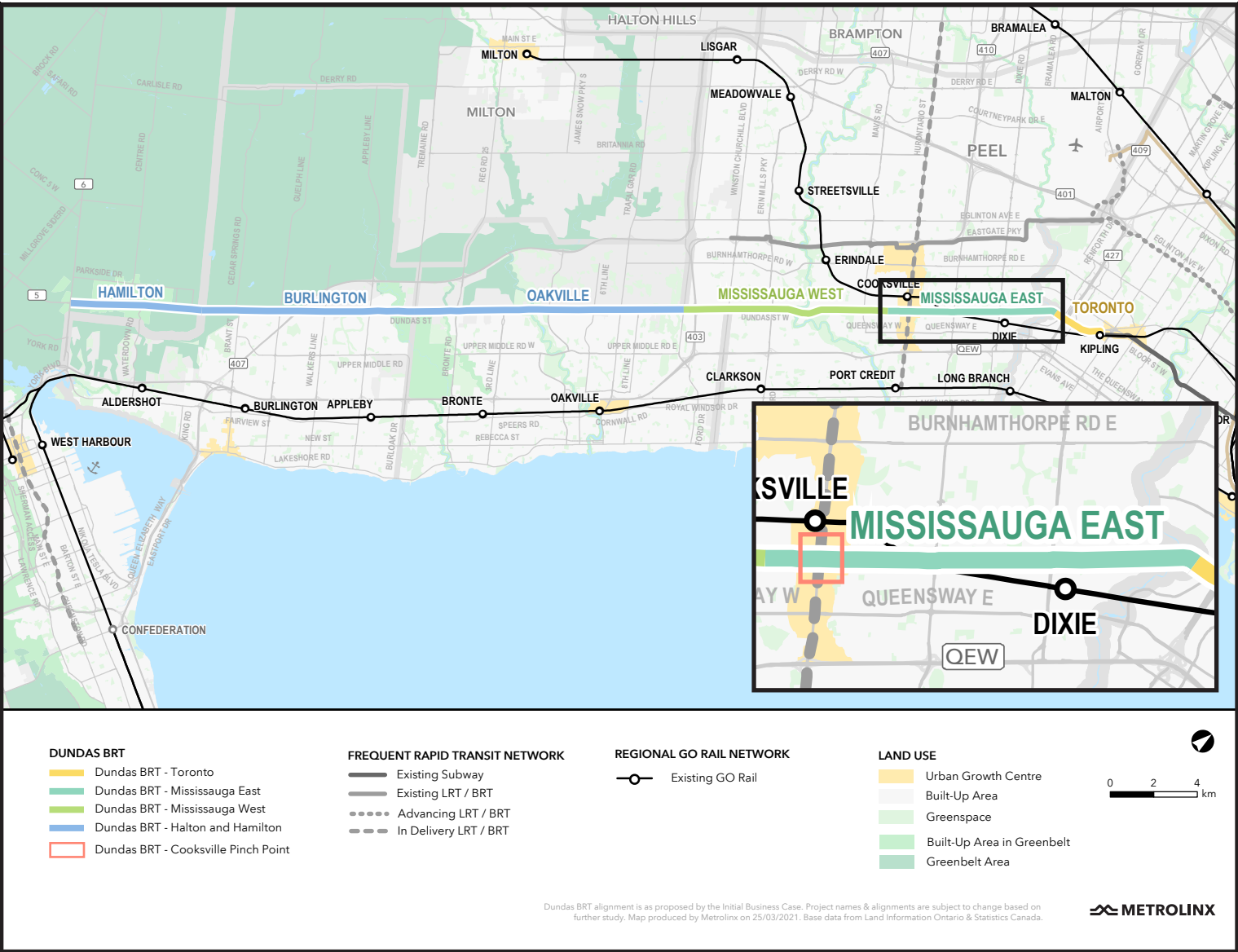
Dundas Bus Rapid Transit (BRT) study areas

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 Project:

- TPAP
- Preliminary Design (PD)
- PDBC



How is the study structured?

What is the Transit Project Assessment Process (TPAP)?

A TPAP is a focused environmental impact assessment process created specifically for transit projects. It involves a pre-planning phase followed by a regulated engagement and documentation period, which includes engagement with the public, stakeholders and Indigenous Nations, assessment of impacts, development of measures to mitigate negative impacts, and documentation. 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 (WE ARE HERE)**
- Mississauga West

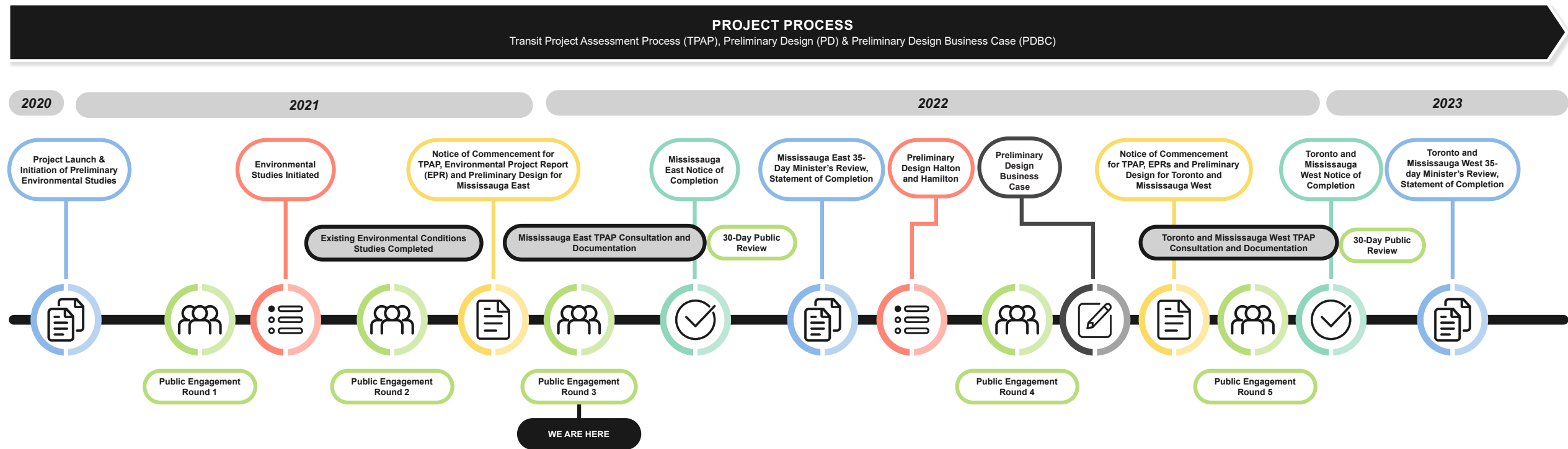
What is Preliminary Design (PD)?

The PD phase for Mississauga East is formed from the Dundas Connects Master Plan and the Metrolinx Initial Business Case. In this phase, the Project Team will use the analyses of technical and environmental studies and public engagement to refine the Dundas Bus Rapid Transit (BRT) design to a 30% design level. Outcomes from the PD will inform the Preliminary Design Business Case.

What is the Preliminary Design Business Case (PDBC)?

The Dundas BRT PDBC evaluates the project across strategic, economic, financial and deliverability and operations 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.

Project timeline



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 input on:

Round 1 engagement (Completed April 2021)	Round 2 engagement (Completed September 2021)	Round 3 engagement (January 2022 - WE ARE HERE)	Round 4 engagement (Summer/Fall 2022)	Round 5 engagement (Winter 2022)
<ul style="list-style-type: none">• Dundas Bus Rapid Transit (BRT) in your community• What is important to you about this project• Factors you consider important for assessing the pinch points (constrained areas)	<ul style="list-style-type: none">• The organization of the project• What we heard during the first round of engagement• Existing environmental conditions for Toronto and Mississauga• BRT corridor design for Mississauga• Alternative designs being considered for the pinch point in Erindale Valley• Best performing design and other assessed designs for the pinch point in Cooksville• Proposed stop locations and potential amenities in Mississauga East	<ul style="list-style-type: none">• Mississauga East environmental study findings, including potential impacts and proposed mitigation measures• Refined Best Performing Mississauga East pinch point (Cooksville) Alternative and outside pinch point Preliminary Design (10%)	<ul style="list-style-type: none">• Shortlisted infrastructure design alternatives for Toronto and evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West)• Preliminary Design for Halton and Hamilton• Stop locations and amenities for Toronto, Mississauga West and Halton and Hamilton• Evaluation of integrated BRT routing and service level throughout the entire corridor	<ul style="list-style-type: none">• Toronto and Mississauga West environmental study findings, including potential impacts and proposed mitigation measures• Preliminary corridor design for Toronto and Mississauga West• Preliminary Design Business Case outcomes with preferred service and infrastructure options throughout the corridor, including pinch points in Toronto and Mississauga West• Mississauga East Transit Project Assessment Process completion update

What we heard at virtual public engagement 2

Virtual public engagement 2 was held in September 2021. Feedback gathered demonstrated general public support for the Project, preference for Cooksville pinch point Alternative 1 or 3, and strong interest in learning more about progress of the Project, community and property impacts, and connectivity to surrounding infrastructure and services. The public identified:

Opportunities to:		Concerns about:	
 Expand and improve cycling facilities on Dundas Street	 Provide a reliable transport service as a result of dedicated BRT lanes	 Potential noise and vibration impacts	 Potential impacts to public and private properties
 Add more proposed stops along the corridor	 Create an efficient transit system while maintaining traffic flow for all road users	 Environmental and community impacts	 Traffic flow on Dundas Street
 Connect the Dundas Bus Rapid Transit (BRT) line to other regional and express transit services		 Preserving the existing buildings and community culture of the surrounding area	

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:

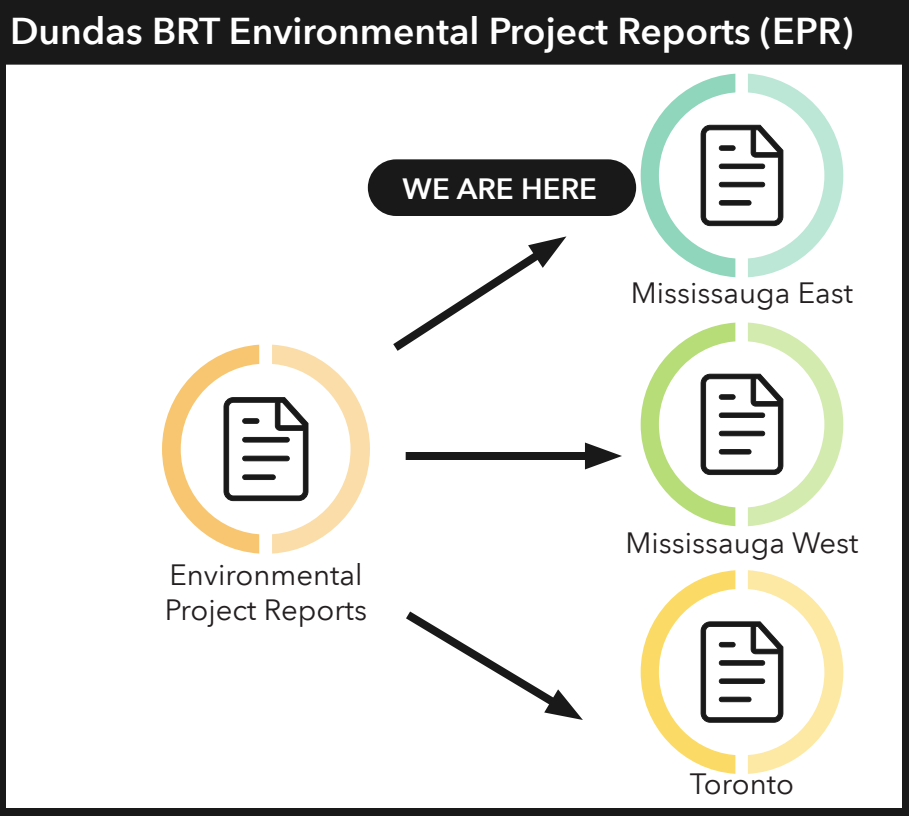
- Provide stakeholders and technical experts with the opportunity to learn about and provide input into the Project to inform key decision-making
- Allow members to address issues and provide advice on the development of the Project
- Offer the Project Team a fresh perspective

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

Environment

The following draft environmental studies have been completed and will form part of the Dundas BRT Environmental Project Report (EPR) for the Mississauga East segment of the corridor.



Natural Environment & Tree Inventory



Detailed field investigations were undertaken between May and July 2020 and June and July 2021 to examine natural heritage features and tree resources including a tree inventory.

The following were present within this study area:



62 plant species (64% native, 34% non-native)



2 insect species



6 mammal species



2 bird species at risk



35 bird species, including a wide variety of migratory birds who nest within the study area.



3 watercourses which provide habitat to a variety of fish species



Image: Cliff Swallow nest under Etobicoke Creek bridge in Mississauga East.
Source: AECOM, 2021



Image: Barn Swallow.

Potential impacts include:

- Temporary vegetation disturbance and limited vegetation removal during construction.
- Potential short-term construction impacts to birds, specifically during the critical summer nesting season.
- Disturbance or displacement of species at risk birds and bats and their habitat during construction.

Proposed mitigation measures include:

- Complete vegetation removal prior to or after bird nesting periods to avoid/minimize potential impacts to birds and bats during construction. If vegetation removal is required during nesting periods, a visual inspection of the areas to be cleared will be conducted.
- Implement exclusionary bird netting to prevent nesting on structures during construction.
- Tree Protection Zone fencing will be established to protect and prevent tree injuries.
- For structures supporting nesting species at risk birds, time construction to avoid nesting periods to prevent impacts.

Tree Inventory

An in-field tree inventory and a desktop-based tree impact analysis were conducted in summer 2021 in order to assess and quantify the existing condition of onsite trees and determine potential impacts.

The following are present within the Mississauga East study area:



1,565 trees were inventoried and assessed for the Project, consisting of 7 notable species



No species at risk were identified during field investigations



Image:
Black Walnut tree.



Image:
Manitoba Maple tree.

Potential impacts include:

- Removal/disturbance of trees to accommodate construction of the Project.
- Removal/disturbance of wildlife/wildlife habitat.

Proposed mitigation measures include:

- Establish Tree Protection Zone (TPZ) fencing to protect and prevent tree injuries.
- No grading, excavation or restoration-related activities are to occur within the TPZ of any protected or retained trees.
- Limit vegetation removal, including trees, to the specified activity areas following the approval of required permits.
- Clear vegetation outside of the breeding bird season to reduce potential impacts to migratory birds and avoid violating the *Migratory Birds Convention Act*. If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities.



Socio-Economic & Land Use Characteristics



An existing conditions review was completed to understand the characteristics of the population and land-use along Dundas Street in Mississauga East. A variety of community amenities were identified within the study area that include:



Potential impacts include:

- Minor temporary nuisance effects from construction activities.
- Temporary access restrictions to properties along Dundas Street during construction.
- Potential permanent and/or temporary property acquisition.
- Left turns across the median may be restricted (“right-in/right-out” operation only).

Proposed mitigation measures include:

- Develop management plans to control nuisance effects.
- Develop an access management plan.
- Complete regular monitoring during construction to ensure all potential impacts remain within acceptable limits.
- Maintain regular (existing) access to businesses during working hours where feasible. Where regular access cannot be maintained, alternative access and signage will be provided.
- Minimize property impacts through optimization of the corridor alignment.
- Provide clearly marked pedestrian and cyclist detours where required.

Cultural Heritage



Cultural heritage specialists reviewed the Mississauga East corridor to identify known and potential built heritage resources and cultural heritage landscapes (BHRs/CHLs). A total of 20 known or potential BHRs/CHLs have been identified within the study area as those with the potential to be impacted by the Project.

Known and potential BHRs within the study area include:

- 6 commercial
- 6 residential
- 2 residential/commercial
- 1 industrial
- 1 heritage plaque

Known and potential CHLs within the study area include:

- 1 transportation corridor
- 2 places of worship/cemeteries
- 2 cultural heritage plaques
- 1 archaeological remains site

Potential impacts include:

- Potential direct or indirect impacts to the 20 known or potential BHRs/CHLs within the study area.
- Potential indirect impacts (i.e., vibration impacts) to 18 known or potential BHRs/CHLs within the study area.

Proposed mitigation measures include:

- Plan construction activities and staging areas during detailed design to minimize or avoid adverse impacts to the identified known, previously identified and potential BHRs/CHLs.
- Complete Cultural Heritage Evaluation Report(s) to determine if properties anticipated to be directly impacted by the Project have cultural heritage value or interest.
- Protect cultural heritage plaques during construction with installed protection (i.e., fence hoarding) or other appropriate protection.
- Prior to construction, complete pre-condition surveys for the 18 BHRs/CHLs identified within the study area as having potential impacts from vibration.

Noise & Vibration



A background review has been completed. Sixty potential sensitive receptors (43 for construction and 17 for operation) have been studied to help understand the potential for Project impacts within the study area. The primary source of existing ambient noise is traffic along Dundas Street, as well as existing GO rail intersecting Dundas Street near Cawthra Road.



Image: Example of a construction noise monitor.
Source: AECOM, 2017



Image: Example of a construction vibration monitor.

Potential impacts include:

Noise:

- Potential for noise level criteria exceedances at several locations during construction and operation activities.
- During operation, two receptor locations would continue to exceed the 60 dBA sound level by up to 4 dB, after consideration of mitigation measures.

Vibration:

- Exposure to vibration during construction may result in public annoyance and complaints at 11 of the 27 sensitive receptors located within the construction Zone of Influence (ZOI).
- Without mitigation, construction vibration may impact 16 sensitive receptors located within the construction ZOI.

Proposed mitigation measures include:

Noise:

- Develop a construction noise management plan.
- Replace standard vehicle backup alarms with broadband alarms.
- Inform local residents as practicable of construction activities and duration.
- Use activity or equipment specific noise barriers.
- Minimize simultaneous operation of equipment where possible.
- Implement no idling policy where practicable.
- Consider implementation of noise barriers in some locations.
- Complete regular maintenance on fleet vehicles.

Vibration:

- Develop a construction vibration management plan.
- Review vibration assessment and update if necessary.
- Reduce vehicle speed where possible.
- Use equipment with low vibration emissions where possible.
- Modify operational sequencing, equipment layout and/or access routes where possible.
- Operate construction equipment on lower vibration settings where available.
- Maximize distance between equipment and sensitive receptors where feasible.

Archaeology



Archaeologists completed a Stage 1 Archaeological Assessment to determine potential for disturbance of archaeological resources/artifacts during construction for the study area. Three previously registered archaeological sites were identified within one kilometre of the study area. One archaeological site is located within the study area, where further review has been recommended.

Interested Indigenous Nations will continue to be engaged during future assessments.



Image: Area adjacent to Etobicoke Creek requiring Stage 2 survey, facing north.
Source: AECOM, 2021

Potential impacts include:

- Potential for disturbance of archaeological resources/artifacts within areas not subject to previous disturbance within the study area.

Proposed mitigation measures include:

- Complete Stage 2 Archaeological Assessment(s) (AA) where required.
- If archaeological materials are encountered (or suspected) during construction activities, all work will stop. The site will be protected from impact and additional assessment will be undertaken by a licensed archaeologist.

Climate Change & Sustainability



The Dundas Bus Rapid Transit (BRT) will encourage more sustainable transportation choices and will help to create a community that is less dependant on personal automobiles by:



Increasing transit ridership by providing a more reliable, frequent, and enhanced transit service



Improving existing active transportation facilities



Providing better connections to local and express transit routes (i.e., Toronto Transit Commission, MiWay, GO Transit)

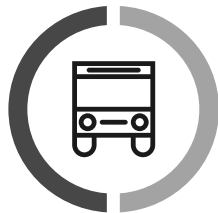
Provisions for future electrification technology are being considered in the planning of the corridor. When compared to diesel or compressed natural gas vehicles, electric buses offer a smoother, quieter ride and emit minimal to zero carbon or greenhouse gases (GHGs). This will help meet targets set out in Ontario’s Climate Change Action Plan (CCAP) of reducing overall GHG emissions by 40% by 2030.



Image: Etobicoke Creek in Mississauga East.

Source: AECOM, 2021

Traffic & Transportation



In Mississauga East, Dundas Street varies between six-lane and four-lane cross-sections with continuous sidewalks on both sides of Dundas Street. There are currently no dedicated cycling facilities provided. Congestion currently occurs during the morning and afternoon peak hours in Cooksville near the Hurontario Street intersection.



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

Source: AECOM, 2021

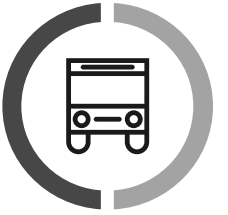
Potential temporary impacts include:

- Lane reductions and/or turning restrictions throughout the construction period.
- Travel time delays/traffic movement impacts at intersections along Dundas Street during construction due to street closures. Existing on-street parking may be temporarily reduced or eliminated as needed.
- Impacts to emergency response times through the corridor and adjacent roads during periods of heavy traffic volume during construction.
- Restrictions, closures and/or removal of sidewalks, bike lanes during construction.
- Impacts to pedestrians and cyclists during construction.

Proposed mitigation measures include:

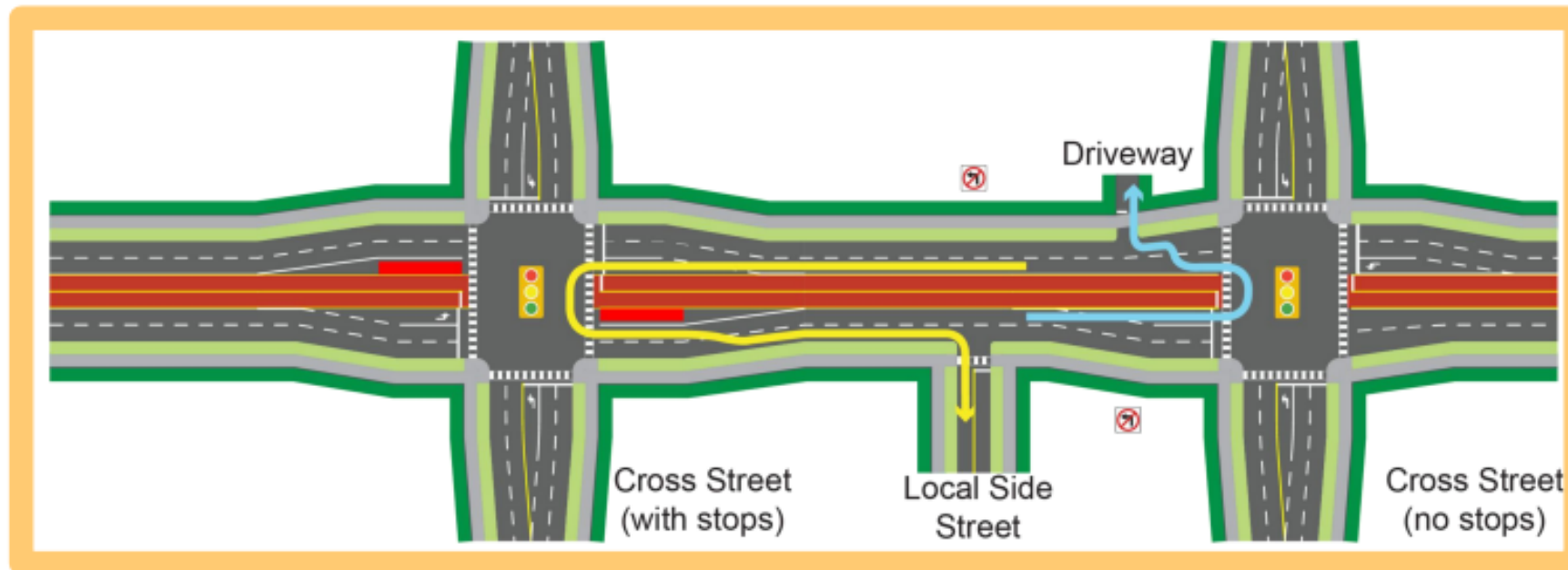
- Develop and implement traffic and transit management plans and traffic control plans during construction.
- Develop and implement emergency response and incident management plans during construction.
- Avoid simultaneous closures and construction on adjacent major intersections and provide advance advisory signage.
- Conduct pre-construction planning meetings with representatives of City services.
- Coordinate work with other planned road projects.
- Conduct a haul route analysis to confirm haul routes via public roads.
- Maintain existing pedestrian/cyclist, residential and commercial property access where possible or provide alternative temporary access or detour.
- Provide clear detour signage.

Traffic & Transportation - Intersection Operations



How will the Dundas Bus Rapid Transit (BRT) operate at intersections?

- Raised islands will separate BRT lanes from general traffic between signalized intersections, preventing left-turns at unsignalized intersections and driveways
- Extended left-turn signal phases will accommodate higher turning and U-turn volumes, and will enhance safety for all road users
- Longer pedestrian clearance times will be provided for pedestrians to safely cross the street at widened intersections



Traffic & Transportation - Travel Time Benefits by Mode (2041) PM Peak Westbound



TIME SAVINGS
20 Min

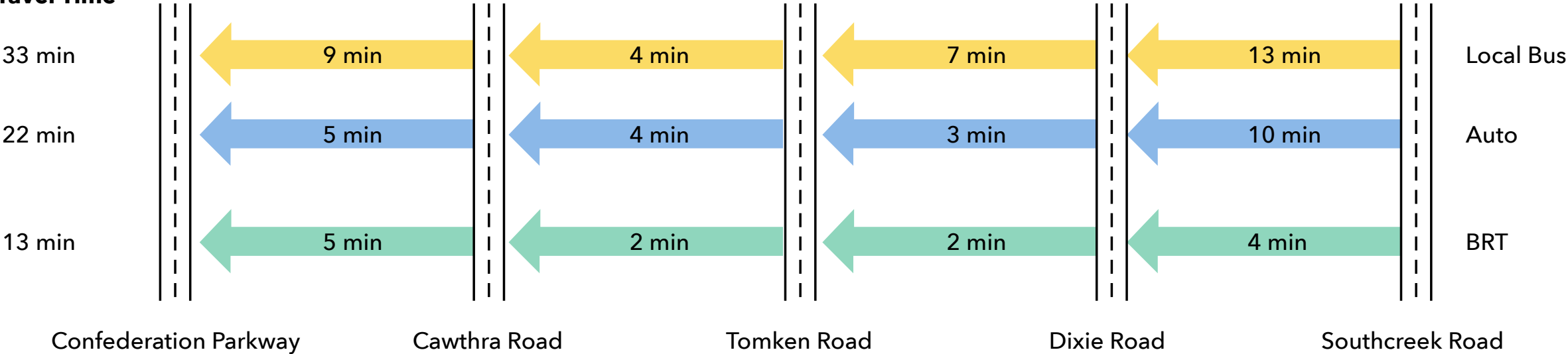
By providing fast and frequent service, the Dundas Bus Rapid Transit (BRT) will reduce travel times. The Dundas BRT is expected to provide time savings in the Mississauga East segment of up to 20 minutes compared to local bus and nine minutes compared to auto transport (private vehicles) in the critical PM peak hour.



Transit Signal Priority (TSP) is to be employed at major signalized intersections to provide more consistent green-light time for approaching buses and allow them to progress efficiently through intersections, resulting in better service reliability.

Total traffic lane capacity (two lanes per direction) is maintained between Confederation Parkway and Dixie Road while the existing High Occupancy Vehicle lane will be converted to a BRT lane east of Dixie Road. As BRT lanes are able to move more people than a single lane of traffic, overall capacity of the corridor will be increased.

Total Travel Time



Air Quality



Data from air quality monitoring stations was examined to determine existing conditions within the study area. Existing background air quality levels are predominately below respective provincial and federal ambient air quality criteria and standards; however, some contaminants are found to exceed these criteria, including:

C₂₀H₁₂

Benzo(a)pyrene

C₆H₆

Benzene

NO₂

Nitrogen dioxide.

One other contaminant (PM_{2.5}) also has existing elevated levels of background concentration that, while currently below the federal standards, falls within 20% of the applicable standard concentration level.

Potential impacts include:

- Potential increase in air pollution and odour as a result of construction vehicle emissions and increased traffic due to congestion associated with construction activities.
- Temporary increase in dust and airborne particulate matter resulting from construction activities.
- Air pollution from operational activities.

Mitigation measures include:

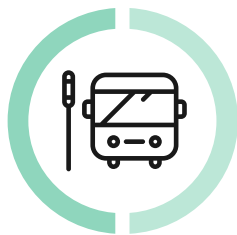
- Manage on-site construction vehicle activity to control emissions of odorous contaminants and diesel exhaust.
- Develop an air quality management plan to mitigate the spread of dust and other particles from the construction site.
- Monitor and report on active air quality during construction.
- Transition to electrically powered vehicles to help improve overall air quality during operation.
- Introduce vegetation in the study area to help decrease air pollution during operation.

Transit Project Assessment Process (TPAP): Next Steps

Mississauga East

Metrolinx and the City of Mississauga will:

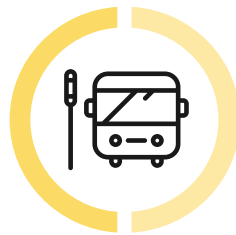
- Continue to refine and optimize the Environmental Project Report (EPR) based on feedback received during this round of engagement;
- Progress TPAP to completion and issue the Notice of Completion of the TPAP in February 2022 to kick-off the 30-day public review period, followed by the 35-day Minister’s review and then the Statement of Completion; and
- Share the Final EPR for Mississauga East during the 5th round of engagement in winter 2022.



Toronto and Mississauga West

Metrolinx will:

- Use feedback from the 2nd round of engagement (September 2021) in the evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West) and the development of the shortlisted infrastructure design alternatives for Toronto;
- Continue the detailed analysis required to identify the best performing design, as well as proposed stop locations within Toronto and Mississauga West;
- Present to the public in summer/fall 2022 the best performing alternative for the pinch point in Erindale Valley, as well as the proposed stop locations within Toronto and Mississauga West;
- Use information gathered through the existing environmental conditions studies to identify potential impacts of the Project in Toronto and Mississauga West;
- Initiate TPAP commencement in fall 2022;
- Identify potential impacts of the Project and proposed mitigation measures to present in the Draft EPR for Toronto and Mississauga West, to share with the public in winter 2022, following the Toronto and Mississauga West TPAP commencement;
- Progress TPAP to completion, incorporating feedback received during the 30-day public review period; and
- Share the Final EPR for Toronto and Mississauga West.



Preliminary Design - Design progressed for Mississauga East

The Dundas Bus Rapid Transit (BRT) corridor outside constrained areas, or pinch points, in Mississauga East includes **Etobicoke Creek to Jaguar Valley Drive**.

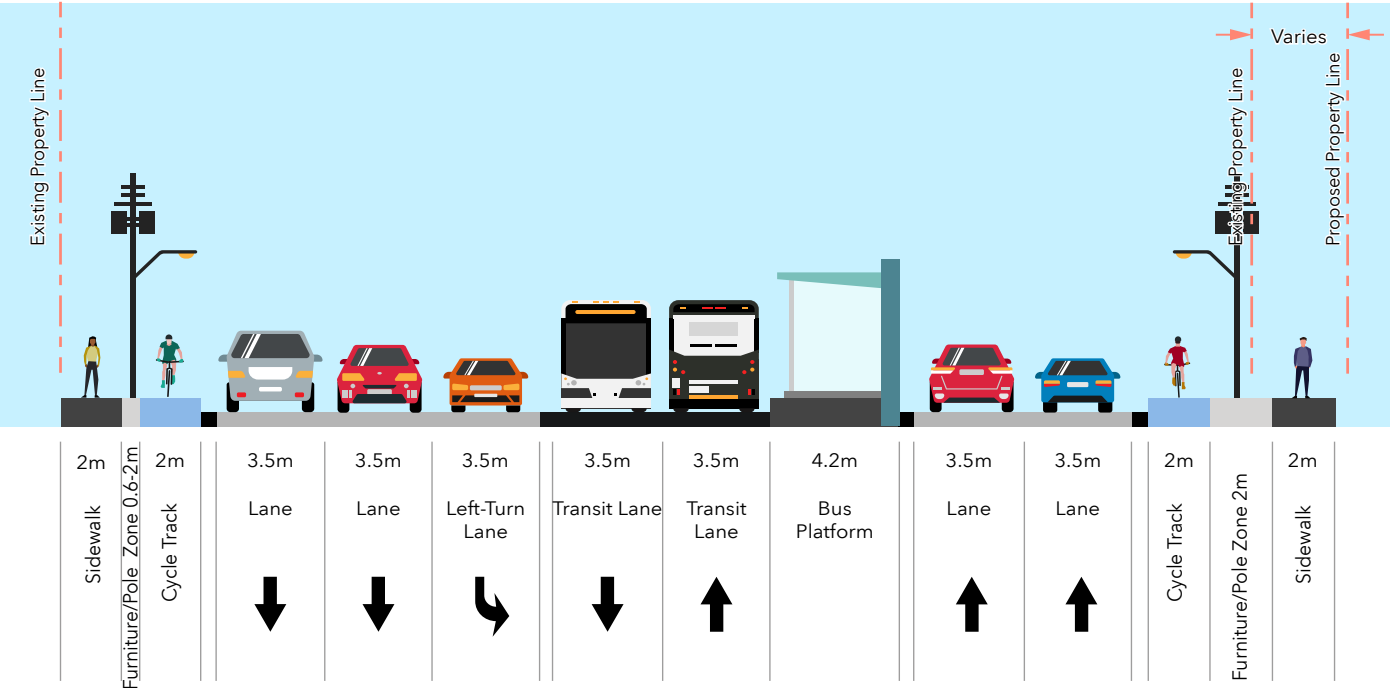
Since the last round of engagement, the 10% Preliminary Design (PD) for this area has been further refined. The outcomes of this design are:

- Right-of-way widening up to 42m, requiring property acquisition with potential impacts to landscaping, entrances and parking, buildings and structures.
- Corridor alignment and design optimized to minimize impacts.
- Dedicated median BRT lanes to improve transit speed and reliability.
- Elimination of High Occupancy Vehicle lane and maintaining of two general purpose traffic lanes in each direction, with minimum widths applied to eliminate or minimize property impacts.
- Enhanced active transportation, including dedicated protected cycling facilities.
- Enhanced public realm, where possible, with widened sidewalks, furniture and tree planning zones. Reductions in localized areas to minimize property impacts.
- Existing bridge and culvert replacements.
- Platform stop locations and geometry, including enhanced passenger protection with platform widths up to 4.2m where feasible.

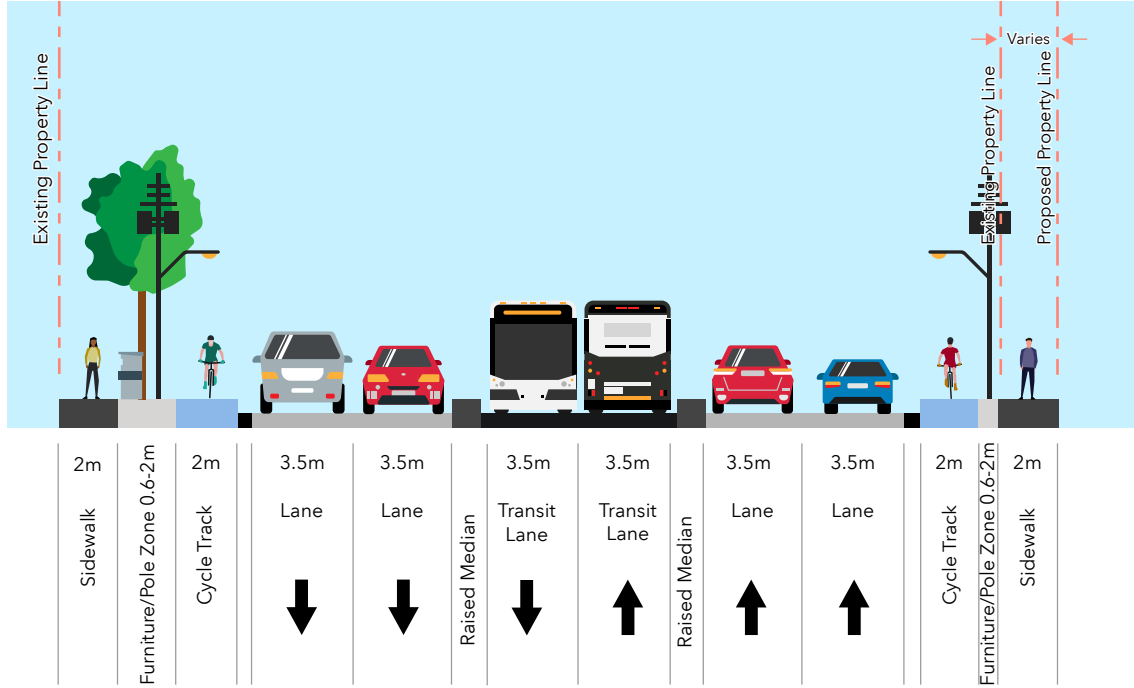


Preliminary Design - Design progressed for Mississauga East

Dundas Street will be widened in certain areas to accommodate the proposed Bus Rapid Transit (BRT) lanes and facilities. The Preliminary Design has been updated since the last round of engagement to reflect these design refinements.

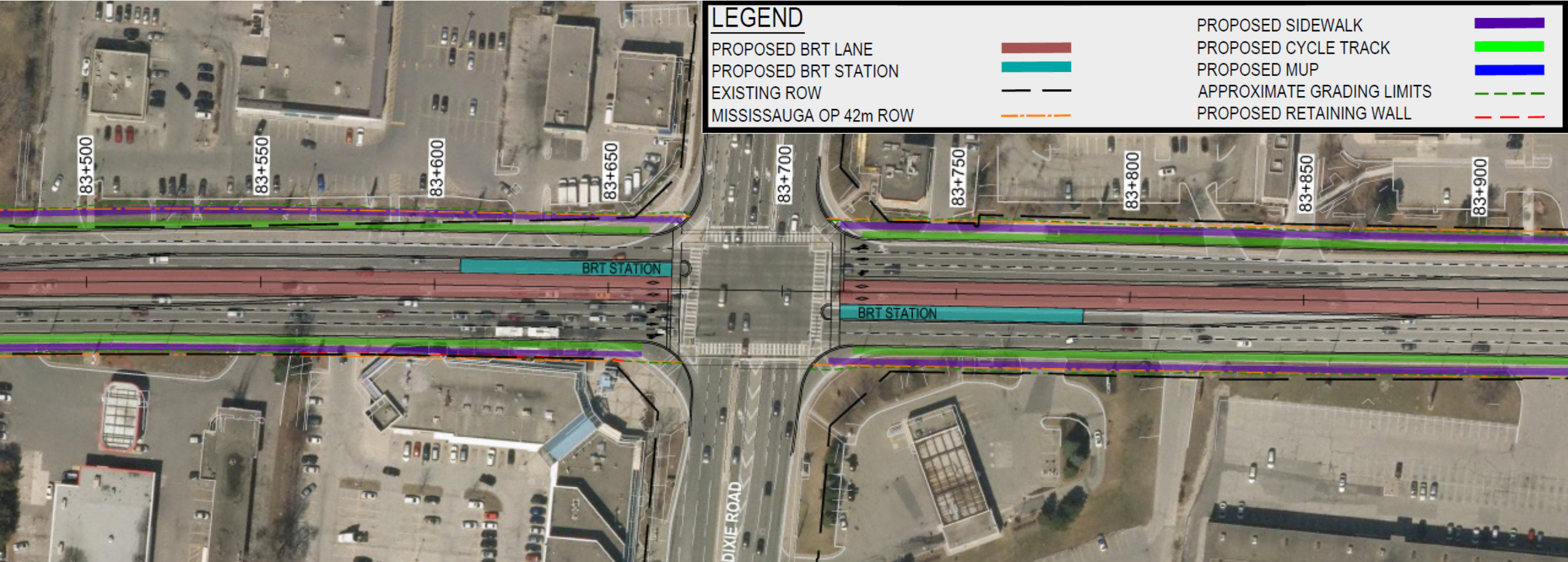


Cross Section:
Typical Cross Section at Dixie Road.



Cross Section:
Typical Cross Section at Midblock Jaguar Valley Drive to Etobicoke Creek.

Preliminary Design - Design progressed for Mississauga East: Roll Plan



Roll Plan: Dundas Street and Dixie Road intersection.

Dundas BRT Mississauga East Stops

What is the distance between each stop?

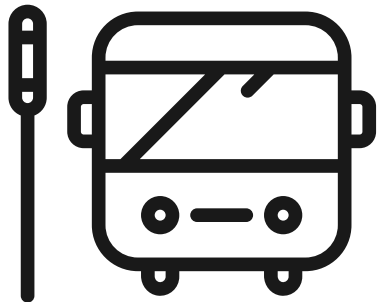
When selecting BRT stop locations, access must be balanced with travel time. Stop locations are based on factors as follows:

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

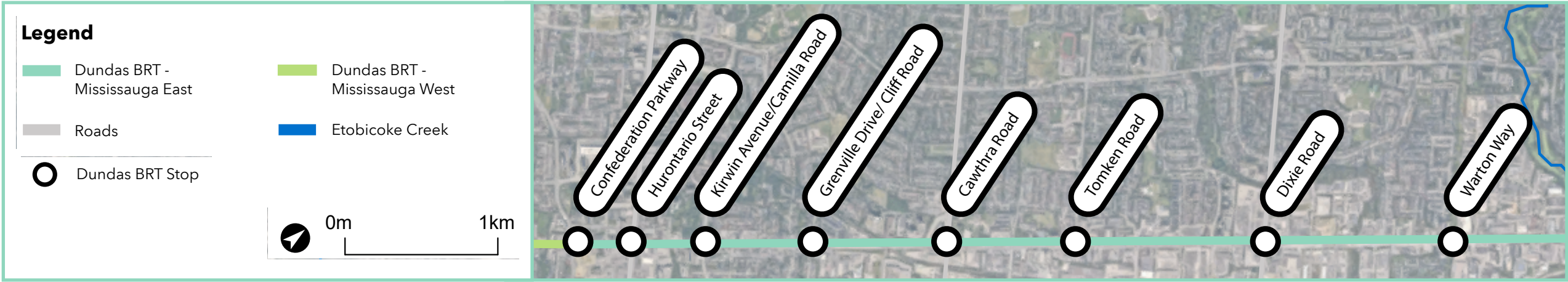
The distance between each Dundas BRT stop location will vary, depending on the city being travelled through. Increased spacing between Dundas BRT stops will allow for fast and reliable service through the corridor.

Dundas BRT stops in Mississauga East

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



8 STOPS IN
MISSISSAUGA EAST



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.

Mississauga East - Cooksville pinch point: key considerations

In Mississauga East, the area between **Confederation Parkway and Jaguar Valley Drive (Cooksville)** is considered a pinch point, or a constrained area, and requires an additional evaluation process.

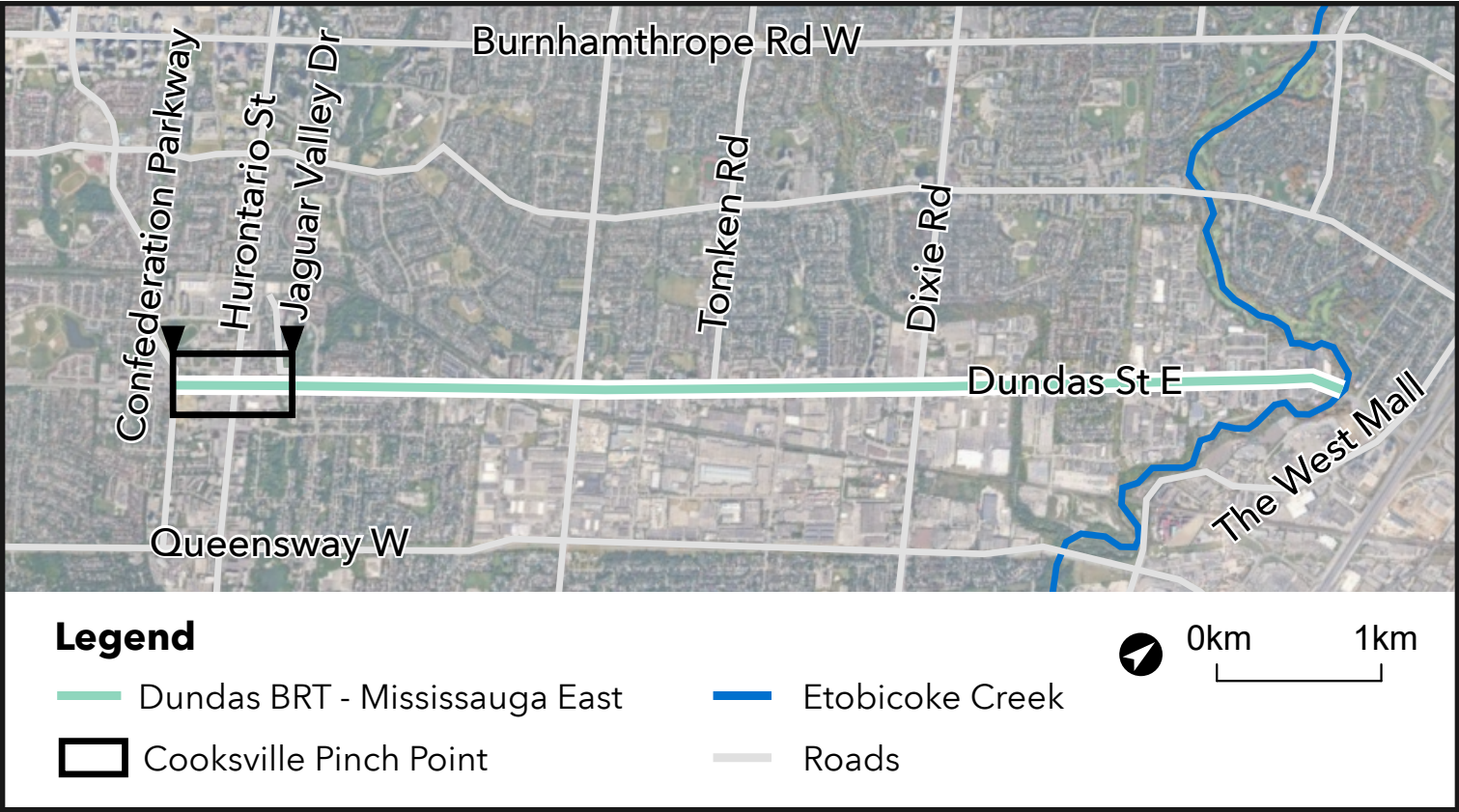
In the last round of engagement, six design alternatives were presented. Alternative 1 - Full median Bus Rapid Transit (BRT) widened about centreline, was presented as the best performing alternative because it proved to be the best performing in terms of:

Mobility and Traffic Considerations

Geometrics/ Infrastructure Considerations

Property Considerations

Environmental Considerations



Mississauga East – Cooksville pinch point: key considerations

Alternative 1 will also provide a Bus Rapid Transit (BRT) station at Hurontario with limited to no impacts to the future Hurontario LRT line and will allow for optimal BRT operations and reliability.



Rendering: Typical bird's eye view of Alternative 1 – Full median BRT widened about centreline. This is a conceptual rendering for illustrative purposes and is subject to change through design development and stakeholder engagement.

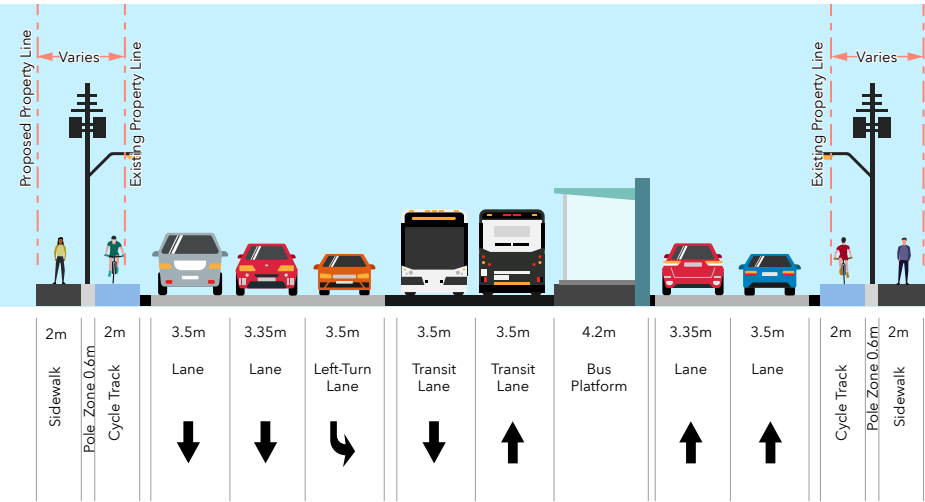
Mississauga East – Cooksville pinch point updates

The Project Team has completed additional technical studies to optimize the design for Alternative 1, based on the following potential impacts:

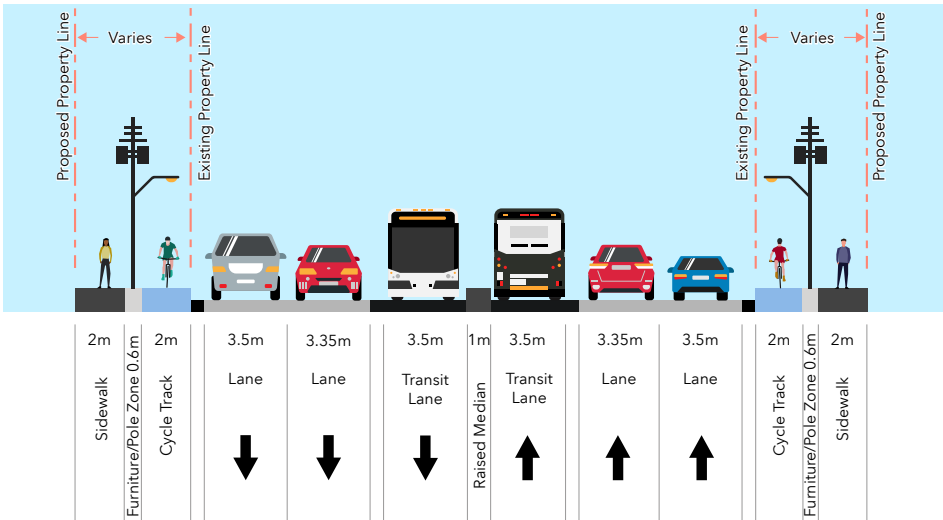
- Potential for heritage property and other property impacts
- Potential for increased noise and vibration impacts
- Potential for impacts to cyclist and pedestrian safety
- Capital cost to implement, including purchase of/ impacts to properties

To help mitigate these potential impacts, we have:

- Optimized the corridor alignment to minimize impacts to properties
- Enhanced boulevard space reductions, at select locations, to minimize or eliminate property impacts where possible, including a reduction in the furniture/pole zone and conversion of the sidewalks and cycle track to a multi-use path
- Applied minimum general-purpose through traffic lane width of 3.35m throughout Cooksville and minimum sidewalk width of 1.5m at select locations

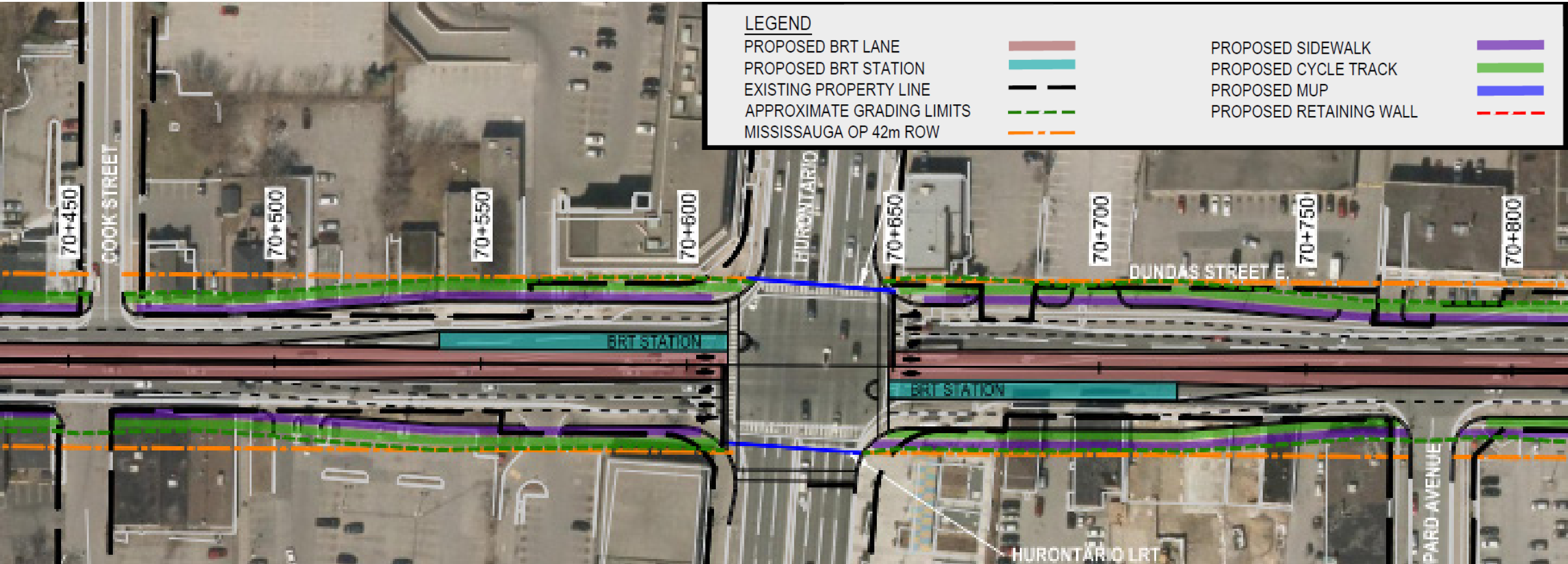


Cross Section:
Typical Cross Section at Hurontario Street.



Cross Section:
Typical Cross Section at Midblock Confederation Parkway to Jaguar Valley Drive.

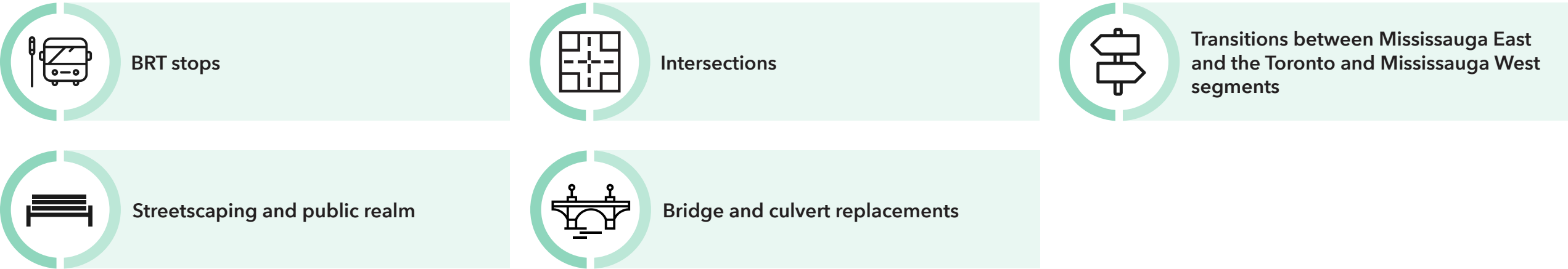
Mississauga East - Cooksville pinch point updates: Roll Plan



Roll Plan: Dundas Street and Hurontario Street intersection.

Mississauga East – Next Steps

The optimized Alternative 1 will be carried forward to 30% Preliminary Design and further refined by completing the development of:



Following the development of these designs, the Project Team will also review and confirm utility impacts and property requirements for Mississauga East.

Thank you for participating!

The next round of public engagement is planned for **summer/fall 2022**.

Next Steps

Toronto	Mississauga East	Mississauga West	Halton and Hamilton
<ul style="list-style-type: none">• Continuing environmental studies in preparation for Transit Project Assessment Process (TPAP) Commencement and EPR• Host Public Information Centre (PIC) to present the design alternatives, the evaluation of alternatives and the best performing design alternative	<ul style="list-style-type: none">• Complete 30-day public review period and Minister’s review of the Draft EPR• Publish the Final EPR and Statement of Completion• Provide an update on this segment during a future PIC	<ul style="list-style-type: none">• Continuing environmental studies in preparation for TPAP Commencement and EPR• Host PIC to present the design alternatives, the evaluation of alternatives and the best performing design alternative	<ul style="list-style-type: none">• 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:

- Potential impacts and proposed mitigation measures in Mississauga East
- Refined best performing Mississauga East pinch point (Cooksville) alternative and outside pinch point Preliminary Design (10%)

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:

Email us at:

- Peel@metrolinx.com

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

**Technical Advisory Committee
and Stakeholder Advisory
Group Meeting Materials**

- **Stakeholder Advisory Group
Meeting #2 Minutes**

SAG Meeting #2 - Mississauga – Minutes

Date of Meeting	January 13, 2022	Time	11:00 a.m. – 12:00 p.m.
Project Name	Dundas Bus Rapid Transit (BRT)		
Location	Virtual Meeting		
Regarding	Dundas BRT – Stakeholder Advisory Group Meeting #2 – Mississauga		

Discussion Items

Time	Agenda Items & Minutes
11:00 am	Welcome and Introductions <ul style="list-style-type: none"> Jessica Singh (Metrolinx) thanked attendees for attending and introduced the project team and purpose of the meeting. Tiffany Dionne (AECOM) reviewed technical aspects of the Microsoft Team's platform, provided directions on how / when to ask questions and mentioned that questions after the meeting can be sent to Peel@metrolinx.com
11:05 am	Land Acknowledgement, Agenda and Safety Moment <ul style="list-style-type: none"> Jessica Singh (Metrolinx) provided an acknowledgement of the traditional territories and lands that Metrolinx operates on and that relate to the Dundas BRT corridor. Jessica Singh (Metrolinx) shared a winter weather-related safety moment.
11:10 am	Dundas BRT Presentation <ul style="list-style-type: none"> Kevin Phillips (AECOM) and Andrew Barr (AECOM) provided a presentation demonstrating project timelines, project updates related to the Mississauga East segment of the corridor, specifically related to environmental study results and updates to the Preliminary Design, work in progress, information to be presented at the third round of public engagement, scheduled to take place between January 18 and February 1, 2022, and next steps for the project as a whole.
11:40 am	Discussion <p><u>Comment:</u> Please revisit Question #9 from SAG meeting 1.</p> <p>It needs to be noted that the elimination of the high occupancy vehicle (HOV) lane in Mississauga East is, in reality, the elimination of a general vehicular lane. There is no enforcement of the HOV status in this zone, hence the lane is in continued, 24-hour use, by general vehicular traffic.</p> <p><u>(SAG Meeting 1 – Question #9):</u> <i>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.</i></p> <p><u>Answer:</u> The corridor through the Mississauga East segment currently has 4 to 6 traffic lanes. From just west of Cawthra Road, there are 6 lanes easterly over to Etobicoke Creek and into Toronto. For the segment that is between Cawthra Road and Dixie Road, there are</p>

Time	Agenda Items & Minutes
	<p>six lanes of general-purpose traffic. East of Dixie Road, there is one HOV lane per direction restricted to 3+ occupants per vehicle during peak periods.</p> <p>In terms of traffic impacts, during the prior Dundas Connects Master Plan, a traffic modelling exercise took place which reviewed what the potential impacts would be for the corridor. This exercise helped define the need for the Dundas BRT corridor. The Project Team has also completed some traffic modelling and simulation work up to this point, which focused on the Cooksville pinch point area to assess and identify the best performing alternative. The broader traffic modelling and simulation work for traffic impacts and transit will be completed in the coming months, in tandem with the Preliminary Design Business Case (PDBC) and transit service optioneering exercise. This exercise will review impacts to traffic, delays and congestion points.</p> <ul style="list-style-type: none"> <p>Question 1: If I were to assume that each general-purpose vehicular lane was approximately 4 metres (m) wide, then 4 lanes would be roughly 16m wide, or about 30% of the available Dundas Street land footprint. Has it been established as to what the future primary singular purpose of Dundas Street is deemed to be? Is its projected main purpose to be a roadway for mass transportation forms or for general-purpose vehicular traffic?</p> <p>Answer: This project aims to implement BRT while creating a balanced multi-modal corridor that moves more people and enhances active transportation facilities in a way that is safe and sustainable for people and the environment. The Dundas BRT will move more people than a traditional vehicular lane. Currently, there are no bicycle lanes, cycle paths or multi-use paths on Dundas Street; therefore, the Project Team is proposing to implement dedicated cycle tracks adjacent to the general-purpose lanes and 2m-wide sidewalks in place of traditional 1.5m sidewalks.</p> <p>Question 2: During the last SAG meeting, the Project Team noted that traffic studies would be completed within a few months. Can the Project Team provide a status update?</p> <p>Comment: At our last SAG meeting the project team stated that they are conducting traffic modelling but a timeline on when these results would be available was not provided. Can the Project Team provide a date on when those studies will be available for the public to review?</p> <p>Answer: Traffic modelling results will be available during Public Engagement Round 4, scheduled to take place in Summer / Fall 2022.</p> <p>Question 3: Will on-street parking be reduced or eliminated during construction? Can the Project Team clarify parking provisions after construction / during operation?</p> <p>Answer: During the construction phase of the project, there will be impacts to existing parking, especially through the Cooksville pinch point area. The Project Team will be reviewing the reintroduction of parking for the operation phase of the BRT, most notably through the Cooksville pinch point area, as the study progresses. Parking considerations will be further analyzed and developed as part of the 30% Preliminary Design.</p> <p>Question 4: Is the Minister's review limited to 35 days, or could it be extended? If extended, will this impact project timelines due to the provincial election? Could the project schedule be delayed?</p> <p>Answer: The Minister's review is limited to 35 days. In advance of that period, is the 30-day review period in which the Environmental Project Report (EPR) will be made available for all parties to review. If there are any concerns, questions or objections to the project during this</p>

Time	Agenda Items & Minutes
	<p>time, they can be sent to the Project Team or the Minister for the Minister's consideration. The Minister will then have 35 days following the 30-day public review period to consider comments received.</p> <ul style="list-style-type: none"> <p>Comment: It would be great to add time travel benefits for the new dedicated cycle tracks to the graphic provided on slide 21 – Traffic & Transportation – Travel Time Benefits by Mode (2041) PM Peak Westbound. This would allow us to see (on average) how quickly a cyclist could move along the corridor. It would be a refreshing approach to the multi-modal model to justify inclusion of cycling (also to reduce car traffic).</p> <p>Question 5: Thank you for such a detailed presentation. A lot of due diligence has gone into this. I understand there are a lot of moving parts, but as things stand now, what is the expected date for beginning work on the Cooksville pinch point area?</p> <p>Answer: At this time, we do not know when construction would commence in Cooksville. We are currently in the environmental review stage where proposed impacts and mitigation measures are being reviewed as part of the Transit Project Assessment Process (TPAP) for the Mississauga East segment of the project. At this time, no funding commitment has been made to build this section, although the City of Mississauga has submitted an application to the Government of Canada for the Investing in Canada Infrastructure Program (ICIP) funding and the decision is currently pending. The Project Team is also working with elected officials in the area to discuss how much of the corridor would be built and what the phasing plan would be.</p> <p>Question 6: Multi-use trails are a practical solution for pinch points, ironically in areas of highest cultural engagement and destinations. This is understood, so long as signage and pavement markings are clear. Will vehicular lanes also be narrowed through pinch points?</p> <p>Answer: The typical width for general-purpose through-lanes is 3.5m. However, there is precedence for a reduced lane width of 3.35m in other jurisdictions as it helps to slow traffic. The reduction to 3.35m is narrow but maintains the same level of safety, and turn-lanes would remain at 3.5m widths. Regarding Multi-use trails, the consolidation of the cycle track and sidewalk is to avoid substantial property impacts and building displacements in the Cooksville area specifically. The Project Team will continue to look for ways to maintain the continuity of cycle track and sidewalk infrastructure along Dundas Street.</p> <p>Question 7: Will bicycles be allowed on the BRT vehicles? This would be beneficial to users as stops will be spaced further apart than standard buses. I understand bicycles will be allowed on the Hurontario LRT.</p> <p>Answer: Due to time constraints, the Project Team committed to providing a post-meeting response.</p> <p>Post-meeting response: The provision of front-mounted bicycle racks will be reviewed and documented in the forthcoming Concept of Operations led by the project's Sponsor's Office considering that transit service operator(s) of the future Dundas BRT would set their own cycling policies.</p>
12:00 pm	Meeting Adjournment

Public Feedback

- **Public Engagement #3
Feedback Table**

Source	Date	1. What are your thoughts on the Air Quality study key findings and identified potential impacts and mitigation measures?	2. What are your thoughts on the Archaeology study key findings and identified potential impacts and mitigation measures?	3. What are your thoughts on the Climate Change and Sustainability study key findings and identified potential impacts and mitigation measures?	4. What are your thoughts on the Cultural Heritage study key findings and identified potential impacts and mitigation measures?	5. What are your thoughts on the Natural Environment and Tree Inventory study key findings and identified potential impacts and mitigation measures?	6. What are your thoughts on the Noise and Vibration study key findings and identified potential impacts and mitigation measures?	7. What are your thoughts on the Socio-Economic and Land Use Characteristics study key findings and identified potential impacts and mitigation measures?	8. What are your thoughts on the Traffic and Transportation study key findings and identified potential impacts and mitigation measures?	9. Having reviewed the refinements made to the 10% Preliminary Design (PD) for Mississauga East, do you have any specific insights or concerns regarding the outcomes? If so, please specify the area of concern.	10. Having reviewed the Preliminary Design updates for Mississauga East outside of the pinch point area (Etobicoke Creek to Jaguar Valley Drive), including general-purpose traffic lanes, cycling facilities, wider sidewalks (where possible) and amenity space for utility poles, trees and street furniture as displayed in the typical cross sections at Dixie Road and at Midblock Kirwin Avenue to Etobicoke Creek, do you have any specific insights or concerns? If so, please specify the area of concern.	11. Having reviewed the Preliminary Design updates for the Cooksville pinch point Alternative 1 – Full median BRT widened about centreline (Confederation Parkway to Jaguar Valley Drive), including optimization of the corridor alignment, enhanced boulevard space reductions at select locations and conversion of the sidewalks and cycle track to a multi-use path, and minimum general-purpose through traffic lane and sidewalk widths at select locations, as displayed in the typical cross sections at Hurontario Street and at Midblock Confederation Parkway to Kirwin Avenue, do you have any specific insights or concerns? If so, please specify the area of concern.	12. Do you have any additional questions or concerns regarding the Dundas BRT Mississauga East Project, outside of the environmental study results and 10% Preliminary Design refinements?	13. Do you have any other feedback or comments? If so, please explain.	14. How would you like to hear from us?
Engage	2022-01-20									It is still early enough in this project to make this BRT a North American showcase for a mature electric technology - Trolley Buses. Vancouver still runs trolley buses and even have ones that can run "off-wire" for short spans. As seen in this link https://en.wikipedia.org/wiki/File:Malatya_trolleybus_4403_at_Bugday_Paz... they can be modern and very very long (high capacity) allowing them to compete at a low level with LRT vehicles. Demanding the design use Trolleys from the start would keep emissions and noise low to non-existent - it is a "clean" technology. The ability to run "off-wire" would permit heritage areas to be wire free. Running on overhead wire would allow all day operation of the same vehicles - limited battery or fancy charging systems needed, while saving costs on fleet sizing, garages and infrastructure.					
Engage	2022-01-21									Would prefer having cycle tracks between side walk and planters. Planters should be between cars and cycle track	Would prefer having cycle tracks between side walk and planters. Planters should be between cars and cycle track	Would prefer keeping cycle track. Pinch point likely to have high cycle traffic	When the corridor becomes intensified and ridership increases beyond capacity of BRT, can we see transformation to elevated metro?	Please do not build LRT, BRT or elevated metro please.	Public/Virtual Events Email Regional Newsletters
Engage	2022-01-22										Not enough lanes for regular traffic. They've been reduced. You can't keep reducing lanes for cars while building the city up... The number of people that still drive vs the number that take the bus doesn't warrant eliminating lanes of traffic.				Public/Virtual Events
Engage	2022-01-25								The preliminary roll plans indicate that as part of the project, the existing culvert for Cooksville Creek will be replaced. Can you comment on whether the new culvert will be designed to accommodate the connection of the existing bike trails to the north and south of Dundas?			In the Cooksville pinch point, the preliminary roll plans show sidewalks and/or cycle tracks going through existing buildings. Is the expectation that property expropriation will be so significant as to require the demolition of these affected buildings? Given that you have shown segments where a MUP will be installed (rather than separate sidewalk and cycle track), presumably to mitigate the impact to the adjacent property, is it fair to assume that in instances where you have instead shown a sidewalk and cycle track going right through existing buildings that even the use of a MUP would not avoid severe impacts to the existing buildings? Why do the cycle tracks and sidewalks crisscross in certain locations (e.g. north side of Dundas on the east and west side of Kirwin)?			Email
Engage	2022-01-25	We must reduce cars on the road for the sake of air quality and reducing Greenhouse Gas emissions. . Will the busses be electric?		see 1. We need to have complete compact cities with easy access to shops, parks, community resources and better public transit is essential.					You state that only 20 of the 48 km will have designated bus lanes. Can that create bottlenecks?						Public/Virtual Events Regional Newsletters
Engage	2022-01-26									Please place the transit interchange stops (GO, BRT, LRT) at the main junction point close to each other. Too many systems have this vital switching location inconveniently designed which makes switching from one mode of transit to another a hassle or near impossible.				Please follow the "Dutch" style of intersections/ junctions where bicycle lanes do not cross over the right turn lane but are protected and separated. Please see the following video for an example of how they can be improved: https://www.youtube.com/watch?v=FLApbXLz6pA	Public/Virtual Events Email Regional Newsletters
Engage	2022-01-29										My concern is the number of trees/green space affected through constructing in this area. I think it's important to protect our trees so they can continue to absorb carbon dioxide and produce oxygen for everyone. With more pavement and snow clearing during the winter times, I am concerned about the amount of salt usage that will flow into the Etobicoke Creek which will greatly affect the ecosystem.	A concern I have is with the clarity of people using the multi-use coming off of the cycle track. If cyclists are riding fast on the cycle track, will it cause any issues when pedestrians don't know how to stay on the right side of the path when it turns into a multi-use trail to prevent accidents? The rendering looks nice, but the another concern I have is to ensure we have enough green spaces and to protect the trees and shrubs as much as we can in the area for them to continue absorbing the carbon dioxide we're emitting in this concrete jungle.			Email Regional Newsletters
Engage	2022-02-01								A lot of intersections in Toronto on Dundas prevent right-hand turns on red, which I feel helps to improve pedestrian and cyclist safety (as a pedestrian I feel much more comfortable crossing those large intersections when I know cars shouldn't be encroaching across the roadway). With the u-turns preventing right-hand turns on red may also improve traffic safety as many cars do not check or cannot identify when cars will be doing u-turns when trying to turn right. Extending this policy further along Dundas would help with consistency at crossings, and may improve safety.						
Engage	2022-02-01									Cyclists being included is great and long overdue. As an avid cyclist, I experience many vehicles misusing bike lanes. Physical barriers should be considered, or moving the bus lanes to the exterior ends of the road to give cyclists more room should be considered. Toronto does a beautiful job of this on Lakeshore Rd for TTC street car/bus access areas, and guarded two-way bike lanes on one side of the roads in the area on the waterfront trail. Further, cyclist lights at intersections, only where absolutely necessary, should be considered, such as in cases where cyclists may have a right of way different to that of pedestrians or cars.					Email

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
December 16, 2021 (Phone Call)	<ul style="list-style-type: none">Expressed concerns about potential for an increase in air pollution in the area due to future development and the implementation of the Dundas Bus Rapid Transit ProjectNoted that they and other residents in their area have petitioned for a public meeting in June 2022, received a response from Metrolinx in September 2022 but nothing has been actionedWould like a follow up in the New Year if they have not heard from the City or Metrolinx to bring outstanding concerns forwardNoted that they have previously been sent project materials and they wish to be provided with an environmental assessment and a consensus of the need for the Dundas Bus Rapid Transit Project	January 28, 2022	<ul style="list-style-type: none">Metrolinx thanked the individual for their interest in the Project and ensured their request will be recordedMetrolinx confirmed that the air quality assessment was completed as per Metrolinx’s Environmental Guide and the Ministry of Transportation’s guidelineMetrolinx provided an overview of the air quality methodology, impacts, and mitigation measures identified as part of the air quality assessmentMetrolinx confirmed that the Environmental Project Report and all studies will be made available for public review from February 23 to March 25, 2022Metrolinx noted that in winter 2022/2023 the Environmental Project Report for Mississauga West and Toronto will also be available for public reviewMetrolinx provided an overview of the Dundas Bus Rapid Transit Project and noted that municipal planning studies and the Metrolinx Initial Business Case indicated the need for improved bus transit infrastructure along Dundas Street
December 20, 2021	<ul style="list-style-type: none">Expressed interest in the project mappingInquired about future connections between the Dundas Bus Rapid Transit, Hurontario Light Rail Transit and Mississauga TransitwayInquired if the Hurontario Light Rail Transit infrastructure would allow for the operation of buses (such as the Dundas Bus Rapid Transit) as well	January 13, 2022	<ul style="list-style-type: none">Metrolinx noted that the Project Team is currently developing the Routing and Service Plan, which will assess service options for the entire corridor, including connections to existing and future projectsMetrolinx confirmed there is a proposed Dundas Bus Rapid Transit stop at Hurontario Street that will provide quick access to the future light rail transit systemMetrolinx provided contact information for questions regarding the Hurontario Light Rail Transit
January 10, 2022	<ul style="list-style-type: none">Expressed interest in the Dundas Bus Rapid Transit Project due to their group (Toronto Community Bikeways Coalition) campaigning for an extension of the Bloor Street and Dundas Road bike lanes from Runnymede Road to The East MallNoted that they were unable to find any information regarding the Toronto section of the Dundas Bus Rapid Transit Project in relation to Round 3 engagementInquired if they could be informed of updates relating to the Toronto section of the Dundas Bus Rapid Transit Project in order to share the information within Toronto’s cycling communityNoted that the Bloor Street bike lanes are expected to be extended to Kipling Avenue by 2024 per Toronto’s recently approved 2022-24 Cycling Implementation Plan which would increase the importance of filling the gap from Kipling Avenue to Etobicoke Creek	January 19, 2022	<ul style="list-style-type: none">Metrolinx noted that opportunities to provide input on the Toronto section of the Dundas Bus Rapid Transit Project will be available during the Round 4 and 5 engagement periods and provided an overview of the Dundas Bus Rapid Transit ProjectMetrolinx confirmed that the focus of the Round 3 engagement, available online via MetrolinxEngage.com/DundasBRT from January 18 to February 1, 2022, is the Mississauga East segment of the proposed Dundas Bus Rapid Transit ProjectMetrolinx noted that engagement on the Toronto, Mississauga West and Halton and Hamilton sections of the Dundas Bus Rapid Transit Project corridor will continue through 2022Metrolinx provided an overview of the information which will be presented during the Round 3, 4 and 5 engagement periods
January 17, 2022	<ul style="list-style-type: none">Requested to be kept informed of Dundas Bus Rapid Transit Project updates	January 20, 2022	<ul style="list-style-type: none">Metrolinx thanked the individual for their interest in the Project and ensured their request will be recordedMetrolinx suggested subscribing to the e-newsletter to remain up-to-date on the latest news, progress announcements and construction updatesMetrolinx encouraged joining the virtual live event on January 27, 2022, and provided an overview of the question-and-answer portion of the eventMetrolinx noted that the Community Relations teams for each region are available for questions or assistance regarding consultation activities and project activities

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			<ul style="list-style-type: none">Metrolinx provided contact information for each region
January 20, 2022	<ul style="list-style-type: none">Noted that the Dundas Bus Rapid Transit Project is a major project which will assist the public in travelling without the need of personal vehicles and as a result, road reconfiguration should include additional cycle tracksNoted that cycle tracks are the appropriate cycling facility for roads of more than one lane per travel direction, as stated in OTM Book 18: Cycling Facilities (June 2021) and that cycle tracks with appropriate widths and separation from vehicular traffic that meet the ideal guidelines in the 2021 version of OTM Book 18 should be added to the whole length of the Dundas Bus Rapid Transit Project corridor to allow for safe and convenient travel to Dundas Bus Rapid Transit stops, without needing personal vehicles, while simultaneously reducing greenhouse gas emissions and traffic congestion	February 2, 2022	<ul style="list-style-type: none">Metrolinx thanked the individual for their continued interest in the Dundas Bus Rapid Transit ProjectMetrolinx noted that the objective of the Dundas Bus Rapid Transit Project, as presented in the Virtual Engagement Round 3 materials, is to provide a balanced multi-modal corridor for all usersMetrolinx noted that raised cycle tracks are proposed throughout the limits of the Mississauga East corridor with the exception of a few locations where, due to property constraints, a multi-use path that is raised and separated from vehicular traffic has been proposedMetrolinx noted that, as per City of Mississauga standards, the proposed cycle tracks would be 2.0 metre wide, dedicated within the boulevard and protected by a barrier curb from adjacent traffic lanesMetrolinx noted that information for the Toronto and Mississauga West proposed cycling/pedestrian infrastructure will be shared during Round 4 engagement, scheduled to take place in Summer/Fall 2022
January 20, 2022 (Phone Call)	<ul style="list-style-type: none">Requested information as to whether or not 700 Dundas Street East Unit 5/6 will be impacted by the Dundas Bus Rapid Transit Project development	January 26, 2022	<ul style="list-style-type: none">Metrolinx noted that the Project Team is making efforts to minimize impacts on the community and existing propertiesMetrolinx provided the 10% Preliminary Design roll plan and confirmed that the current Dundas Bus Rapid Transit corridor design will not have an impact on 700 Dundas Street EastMetrolinx noted that as the design is further developed, the Project Team will contact potentially impacted residents/property owners with additional information
January 20, 2022	<ul style="list-style-type: none">Noted that a reference regarding plans for no left turns at high traffic intersections to avoid traffic delays, displayed on the Dundas Bus Rapid Transit engagement webpage, is not clear. The individual requested to know if these plans are in relation to the Cooksville pinch point area or all high traffic intersections along the corridorRequested clarification as to whether the intersection of Dundas Street and Dixie Road is intended to maintain left turns in all directions	January 28, 2022	<ul style="list-style-type: none">Metrolinx thanked the individual for their interest in the Project and ensured their request will be recordedMetrolinx explained that prohibiting left-turns at certain intersections is in reference to Alternative 3, and confirmed that the Cooksville Pinch Point alternative being carried forward for further development is Alternative 1Metrolinx provided a link to the 10% Preliminary Design roll plans
January 24, 2022	<ul style="list-style-type: none">Expressed support in having bus service that provides direct connection to Kipling TTC station without the need to transfer busesRequested clarifications on whether the proposed Dundas Bus Rapid Transit would operate with a direct route connection to Kipling Station or if other considerations for connection are being studied	January 28, 2022	<ul style="list-style-type: none">Metrolinx thanked the individual for their interest in the Project and ensured their request will be recordedMetrolinx confirmed that the Dundas Bus Rapid Transit Project is expected to include potential improvements to bus stops and traffic signals, however details are not yet available as the design is in developmentMetrolinx confirmed that the Preliminary Design for Halton/Hamilton and results of the Bus Rapid Transit Routing and Service Plan will be presented to the public during Round 4 Engagement in Summer/Fall of 2022
January 24, 2022	<ul style="list-style-type: none">Requested more details regarding plans for the Dundas Bus Rapid Transit through Waterdown, and clarifications regarding the possibility of expropriation of properties in Waterdown on Dundas Street	February 7, 2022	<ul style="list-style-type: none">Metrolinx thanked the individual for their interest in the Project and ensured their request will be recorded

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	<ul style="list-style-type: none">Noted that Metrolinx should consider the use of the Waterdown Bypass, and requested to know if the proposed Dundas Bus Rapid Transit would run through the middle of the Waterdown neighbourhoodRequested information regarding travel time on the Dundas Bus Rapid Transit between Waterdown and Toronto and impacts to traffic congestion in the areaAlso requested information regarding the potential use of High Occupancy Vehicle Lanes and Highway 403 for the Dundas Bus Rapid Transit ProjectNoted that they do not believe Dundas Street through Waterdown is a viable corridor for the Dundas Bus Rapid Transit Project		<ul style="list-style-type: none">Metrolinx confirmed that the Preliminary Design for Halton/Hamilton and results of the Bus Rapid Transit Routing and Service Plan will be presented to the public during Round 4 Engagement in Summer/Fall of 2022Metrolinx noted that impacts to properties in the Waterdown area, as part of the Dundas Bus Rapid Transit Project, are not envisioned at this timeMetrolinx noted that the Dundas Bus Rapid Transit Study is proposing a priority bus corridor within Halton Region and the City of Hamilton, which includes the addition of High Occupancy Vehicle or bus-only lanes within Halton Region and bus priority measures for the segment in the City of HamiltonMetrolinx noted that the Dundas Bus Rapid Transit Study is focused on improving bus transit 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)Metrolinx noted that anticipated travel time between Waterdown and the Kipling Transit Hub has not yet been determined as the Routing and Service Plan is currently in development and details will be provided during Round 4 Engagement later in 2022Metrolinx thanked the individual for their comment regarding the potential use of High Occupancy Vehicle Lanes and Highway 403 for the Dundas Bus Rapid Transit Project and noted that the comment will be provided to the Dundas Bus Rapid Transit Project Team for consideration
January 26, 2022	<ul style="list-style-type: none">Noted having issues registering for the Metrolinx Live meeting and accessing the meeting linkNoted that they were able to access the link to the Metrolinx Live meeting, however noted that specific instructions were not included on the Postcard or Notice of Commencement distributed to the public	January 31, 2022	<ul style="list-style-type: none">Metrolinx apologized that the individual had difficulties registering for the Metrolinx Live meeting on January 27, 2022, and provided a link to the recording of the eventMetrolinx explained that the Round 3 Engagement Postcard and the Notice of Commencement contained instructions for how to register for the Metrolinx Live meeting and how to provide feedbackMetrolinx confirmed that the public are able to provide feedback through the Project webpage’s ‘Contact Us’ function as well
January 26, 2022 (Phone Call)	<ul style="list-style-type: none">Noted that there are ongoing parking issues along Dunbar Road as a result of transit issues and expressed concern that the Dundas Bus Rapid Transit will add to this problemExpressed concern regarding cars speeding on Dunbar Road	February 9, 2022	<ul style="list-style-type: none">Metrolinx thanked the individual for their interest in the proposed Dundas Bus Rapid Transit Project and ensured their request will be recordedMetrolinx noted that limited, if any, parking and traffic impacts associated with the proposed Dundas Bus Rapid Transit Project are expected on Dunbar Road, adding that the current assessment is based upon the 2018 Dundas Connects Master PlanMetrolinx noted that the proposed implementation of a median along Dundas Street through the Dundas Street/Argyle Road intersection would eliminate left-turning traffic at the intersection which could potentially reduce non-local traffic volumes on Dunbar Road
January 26, 2022 City of Mississauga Social Media	<ul style="list-style-type: none">Inquired about any potential plans to construct additional lanes for personal vehicles to compensate for lanes being used for the proposed Dundas Bus Rapid TransitExpressed concern that a reduction of personal vehicle lanes may result in increases to traffic levels, injuries suffered by pedestrians, and road rage	N/A City of Mississauga Social Media	<ul style="list-style-type: none">The individual was directed to Peel@metrolinx.com for any inquiries to allow the Project Team the opportunity to provide detailed responses
January 26, 2022 City of Mississauga Social Media	<ul style="list-style-type: none">Expressed concern that Dundas Street is not wide enough for the Dundas Bus Rapid Transit without the construction of additional lanes	N/A City of Mississauga Social Media	<ul style="list-style-type: none">The individual was directed to Peel@metrolinx.com for any inquiries to allow the Project Team the opportunity to provide detailed responses

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	<ul style="list-style-type: none">Expressed concern that in the creation of additional lanes will eliminate space needed for sidewalks		
January 31, 2022	<ul style="list-style-type: none">Thanked Metrolinx for their response and explained that the issue had been resolvedExpressed support for the Metrolinx Live meeting	N/A	<ul style="list-style-type: none">N/A
February 2, 2022	<ul style="list-style-type: none">Requested the link for the recording of the Metrolinx Live meeting held on January 27, 2022	February 2, 2022	<ul style="list-style-type: none">Metrolinx provided the link to the recording of the January 27, 2022, Metrolinx Live meeting
February 2, 2022	<ul style="list-style-type: none">Thanked Metrolinx for their responseRequested that cross-rides be used in areas where there are multi-use paths to allow cyclists to cross intersections safely and legallyInquired if cross-rides are being planned for the Dundas Bus Rapid Transit Project	February 4, 2022	<ul style="list-style-type: none">Metrolinx thanked the individual for their continued interest in the Dundas Bus Rapid Transit ProjectMetrolinx confirmed that cross-rides are planned for all signalized intersections, including locations where there is a multi-use path in lieu of the sidewalk and cycle track
February 9, 2022	<ul style="list-style-type: none">Thanked Metrolinx for their responseExpressed concern for potential parking issues on Dunbar Road, east of Confederation BoulevardExpressed concern for Dundas Bus Rapid Transit passengers potentially using Dunbar Road as a parking area before walking to Dundas Bus Rapid Transit stopsNoted that street parking is currently an issue of concern on Dunbar RoadConfirmed that the Dundas Street/Argyle Road intersection is not of concern to the individualExpressed concern for potential parking issues in the area of the Dundas Street/Confederation Boulevard intersection due to Dundas Bus Rapid Transit passengers	February 14, 2022	<ul style="list-style-type: none">Metrolinx thanked the individual for their continued interest in the Dundas Bus Rapid Transit ProjectMetrolinx thanked the individual for clarifying the specific area of concernMetrolinx noted that due to the almost 400 metre distance of the Dunbar Road cul-de-sac to Dundas Street, it is not expected that Dundas Bus Rapid Transit passengers would park on Dunbar Road and then walk to the Dundas Bus Rapid Transit stopMetrolinx noted that enforcement of parking compliance on Dunbar Road is a municipal task and falls outside the scope of the Dundas Bus Rapid Transit StudyMetrolinx noted that complaints regarding illegal parking can be provided to the City of Mississauga via https://www.mississauga.ca/services-and-programs/transportation-and-streets/parking/parking-complaints-and-offences/ and that concerns regarding current parking compliance can be directed to the City of Mississauga by email at public.info@mississauga.ca.
February 14, 2022 (Phone Call)	<ul style="list-style-type: none">Expressed concern that air contaminant levels which currently exceed provincial and federal criteria are not being addressed prior to the implementation of the Dundas Bus Rapid Transit ProjectRequested confirmation of the involvement of Peel Public Health or any other health stakeholders in the Dundas Bus Rapid Transit Study or are being provided with the Dundas Bus Rapid Transit environmental studies	N/A	<ul style="list-style-type: none">N/A

Public Engagement Record

- **Public Email
Correspondence Record**

From: [Peel](#)
To: [REDACTED]
Subject: RE: Re: Dundas BRT and Dunbar Road EML:025400826
Date: February 14, 2022 2:49:58 PM

Hi [REDACTED]

Thank you for your continued interest in the Dundas Bus Rapid Transit (BRT) Project.

Thank you for clarifying your specific area of concern. We understand your concerns regarding current parking conditions in the neighbourhood, however, given the almost 400m distance of your Dunbar Road cul-de-sac to Dundas Street, it is not expected that Dundas BRT passengers would park on the street and then walk this distance to take the BRT.

Enforcement of parking compliance on Dunbar Road is a municipal task and falls outside the scope of this study. Complaints regarding illegal parking can be provided to the City of Mississauga via <https://www.mississauga.ca/services-and-programs/transportation-and-streets/parking/parking-complaints-and-offences/>. Concerns regarding current parking compliance can also be directed to the City of Mississauga by email at public.info@mississauga.ca.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

----- Original Message -----

From: [REDACTED]
Received: 2/9/2022 4:20 PM
To: <Peel>; Peel@metrolinx.com
Subject: Re: Dundas BRT and Dunbar Road EML:025400826

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Thank-you for your response to my concerns.

However my concern was people parking on the east side of Dunbar-east off of Confederation Blvd. It is a dead end street and I am concerned about people driving to this end of Dunbar-parking and walking north to Dundas and catching the BRT. I DO NOT want my street turning into a parking lot for people who do not live here. It is already a problem with parking by others and leaving their vehicles directly in front of my property where I get to view their vehicle all day long.

The Argyle Dundas intersection has nothing to do with my concerns. The major intersection of Dundas and Confederation Blvd will attract many drivers to park in the area locally and then take the BRT to where ever.

I await your response to my concerns.

Thank you again for your time.

Regards

[REDACTED]

Sent from [REDACTED]

----- Original message -----

From: Peel <Peel@metrolinx.com>

Date: 2022-02-09 3:30 p.m. (GMT-05:00)

To: [REDACTED]

Subject: Re: Dundas BRT and Dunbar Road EML:025400826

Hi [REDACTED]

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 inquiries, limited, if any, parking and traffic impacts associated with the proposed Dundas BRT are expected on Dunbar Road. The current assessment is based upon the previous Dundas Connects Master Plan (2018), which proposed maintaining four general purpose through-traffic lanes on Dundas Street. In addition, the proposed implementation of a median along Dundas Street, as part of the BRT lanes, through the Dundas Street/Argyle Road intersection (which is connected to Dunbar Road) would eliminate left-turning traffic at the intersection which could potentially reduce non-local traffic volumes on Dunbar Road.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

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From: [Peel](#)
To: [REDACTED]
Subject: Re: Recording of January 27, 2022 round 3 community meeting on Dundas BRT EML:025400808
Date: February 2, 2022 10:33:50 AM

Hi there,

Thank you for reaching out and for your interest in the Dundas BRT study. You can find the recording of the January 27 Live Event on this webpage here: <https://www.metrolinxengage.com/en/content/dundas-bus-rapid-transit-mississauga-east-project-live-meeting-%E2%80%93-january-27-2022>

The Dundas BRT Project Team

From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Contact the Dundas BRT Team
Date: February 2, 2022 7:08:46 AM

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Submitted on Wednesday, February 2, 2022 - 07:07

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Recording of January 27, 2022 round 3 community meeting on Dundas BRT
Message:

Good Morning, Please send me the link to the recording of the Jan. 27, 2022 round 3 community meeting for the Dundas BRT.

Thank you.

The results of this submission may be viewed at:

[REDACTED]



Facebook



Twitter



Instagram

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Metrolinx
3024 Hurontario Street
Unit G12
Mississauga, ON
L5B 4M4

January 28, 2022



Hi [REDACTED]

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

While we understand your concerns regarding pollution, as previously noted, the air quality assessment for the Dundas BRT was completed as per Metrolinx's Environmental Guide (Recommended Approach for Assessing and Mitigating Air Quality Impacts and Greenhouse Gas Emissions of Metrolinx Public Transit Projects, Draft, November 2019) and the Ministry of Transportation's guideline (Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects, May 2020).

To support the Dundas BRT Project, environmental studies are being completed to document existing conditions and assess any potential impacts from the Project. The environmental studies have determined potential impacts and documented mitigation measures that could be applied to reduce or eliminate potential impacts. Potential impacts will be used by the design team to review and improve design. Draft environmental studies, including air quality, have been completed and will form part of the Dundas BRT Environmental Project Report (EPR) for the Mississauga East segment of the corridor.

Data from air quality monitoring stations was examined to determine existing conditions within the study area. Existing background air quality contaminant levels are predominately below respective provincial and federal ambient air quality criteria and standards; however, some contaminants are found to exceed these criteria, including:

- Benzo(a)pyrene;
- Benzene; and
- Nitrogen dioxide.

One other contaminant (PM2.5 (Fine Particulate Matter under 2.5 microns)) also has existing elevated levels of background concentration that, while currently below the federal standards, falls within 20% of the applicable standard concentration level.

Potential impacts to air quality from the Dundas BRT Project include:

- Potential increase in air pollution and odour (e.g., diesel, Nitrous Oxides, Carbon Monoxide, and Sulfur Oxide, particulate, and Volatile Organic Compounds) as a result of construction vehicle emissions and increased traffic due to congestion associated with construction activities.
- Temporary increase in dust and airborne particulate matter resulting from construction activities.
- Air pollution from operational activities, assuming usage of diesel buses.

These potential impacts will be further reduced by the following mitigation measures:

- Manage on-site construction vehicle activity to control emissions of odorous contaminants and diesel exhaust, including benzene and benzo(a)pyrene emissions from exhaust.
- Develop an air quality management plan to mitigate the spread of dust and other particles from the construction site.
- Monitor and report on active air quality during construction.
- Transition to electrically powered vehicles to help improve overall air quality during operation.
- Introduce vegetation (e.g., trees, shrubbery) in the study area, specifically between sources of emission (i.e., roadways) and impacted receptor(s), to help decrease air pollution during operation.

All studies completed as part of the Transit Project Assessment Process (TPAP) will be made available for review during the public review period, and a physical copy of the requested sections can be provided to you by mail on request.

The Mississauga East EPR will be made available for public review and commentary from February 23 to March 24, 2022, followed by a 35-day Minister's review period and then by the Statement of Completion. In winter 2022/2023, the EPR for Mississauga West and Toronto will similarly be made available for a 30-day public review.

Regarding the need for the Dundas BRT, previous municipal planning studies and the Metrolinx Initial Business Case (IBC) indicated the need for improved bus transit infrastructure along Dundas Street. The purpose of the Dundas BRT project is to evaluate the proposed municipal 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.

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.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

From: [REDACTED]

Sent: January 31, 2022 1:17 PM

To: Peel <Peel@metrolinx.com>

Subject: Re: Virtual Metrolinx Live meeting Jan. 27th. EML:025400802

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Hi. Thanks for responding. My 'problem' first email was followed by a second one which stated my problem had been solved. I simply had to wait for an invite (didn't know). Enjoyed the meeting. Thanks again. Stay safe.

Le lun. 31 janv. 2022, à 13 h 12, Peel <Peel@metrolinx.com> a écrit :

Hi [REDACTED],

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.

We're sorry to hear that you experienced difficulty registering for the Metrolinx Live meeting and hope you were able to attend. If you were not able to attend or would like to view the presentation again, please visit our Metrolinx Live webpage where the recording and all questions can be accessed. In the coming days, you will see responses provided to each of the questions as well.

<https://www.metrolinxengage.com/en/content/dundas-bus-rapid-transit-mississauga-east-project-live-meeting-%E2%80%93-january-27-2022>

The Round 3 Engagement Postcard you received in the mail and the Notice of Commencement announcement posted in Mississauga News in December contained instructions for how to register for the Metrolinx Live meeting and how to provide feedback. Both pieces included the link to [MetrolinxEngage.com/DundasBRT](https://www.metrolinxengage.com/DundasBRT) which directs to the Round 3 Engagement webpage, complete with a link for registration to the live event. By following the link, you are able to provide your email address, which allows you to receive a welcome message to complete your registration.

All members of the public are still able to watch and participate in the Metrolinx Live meeting whether or not they've registered for the event on the Metrolinx Engage project webpage (click on the link above to access). A YouTube video of the session can also be viewed from a link on the Metrolinx Engage webpage. You can also submit questions or feedback about the project through the website's contact us function.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Contact the Dundas BRT Team
Date: January 26, 2022 11:17:22 PM

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Submitted on Wednesday, January 26, 2022 - 23:16

Submitted by user: [REDACTED]

Submitted values are: [REDACTED]

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: online engagement tomorrow

Message:

Now you can laugh ! lol After writing you a few minutes ago about how lost I felt for the meeting, a miracle popup window instructed me how to get an invite for said meeting ! So problem solved. Question : had I not written you, how would I have received said invitation and how come I didn't find any indication about this anywhere in your 'postcard' or 'Notice of Commencement' leaflet ? Thanks a lot.

The results of this submission may be viewed at:

[REDACTED]



Facebook



Twitter



Instagram

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Contact the Dundas BRT Team
Date: January 26, 2022 10:40:28 PM

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Submitted on Wednesday, January 26, 2022 - 22:39

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Virtual Metrolinx Live meeting Jan. 27th.

Message:

Hi. Please don't laugh...I just registered for the event, but I am so i.t.-challenged that I don't know on which platform to reach the online engagement tomorrow ! I only Zoomed once before and specific instructions had been provided prior. I did see YouTube mentioned but that doesn't make sense. So a little patience please. What should I do or where should I go to going the meeting ? Thanks. Stay safe.

The results of this submission may be viewed at:

[REDACTED]



Facebook



Twitter



Instagram

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[REDACTED] Dundas is not wide enough to have this you need more lanes and in order to accomplish this you will be taking away land space that is needed for sidewalks

[REDACTED]

Are they also planning in building extra lanes for vechicles to compensate for the ones they are taking away.

Just going to mean more traffic jams more pedestrians getting hit and mire road rage.

From: [Peel](#)
To: [REDACTED]
Subject: Re: Dundas BRT inquiry regarding 700 Dundas Street EML:025400796
Date: January 26, 2022 2:10:19 PM

Hi [REDACTED]

Thank you for reaching out to the Dundas Bus Rapid Transit (BRT) Project Team.

We understand your concerns regarding the Dundas BRT project and your property. The Project Team is making every effort to minimize impacts on the community, including property impacts. As shown in the 10% Preliminary Design (you can find the roll out map here: <https://www.metrolinxengage.com/en/content/dundas-brt-round-3-engagement-preliminary-design>), the current BRT corridor design does not have an impact on the property located at 700 Dundas Street East. However, as the Project Team further develops the design, and property impacts are confirmed, the team will reach out to all potentially impacted residents/property owners with additional information. At this point in the planning process, it is too early to confirm property impacts.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

From: [Jessica Scott](#)
To: [REDACTED]
Cc: [Partridge, Judi](#); [DiGiantomaso, Christine](#); [McMullen, Veronica](#); [Hamilton](#)
Subject: Dundas Bus Rapid Transit
Date: February 7, 2022 2:39:20 PM
Attachments: [REDACTED]

Hi [REDACTED],

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

The Preliminary Design for Halton/Hamilton (including Waterdown) will be presented during Round 4 Public Engagement in Summer/Fall 2022. In addition, the results of the BRT Routing and Service Plan, which will speak to the proposed service, will be made available at this time.

Transit infrastructure, population size, and travel demand varies throughout the Dundas Street corridor. Bus priority measures for the Dundas BRT in the Waterdown area will be less extensive when compared to the Mississauga/Toronto segments of the corridor. As a result, impacts to properties in the Waterdown area, as part of the Dundas BRT Project, are not envisioned at this time. The current strategy is to leverage the existing planning work that Halton Region and the City of Hamilton have conducted for the Dundas Street corridor. The Dundas BRT study is proposing a priority bus corridor within Halton Region and Hamilton. It includes the addition of HOV or bus-only lanes within Halton Region, as per the previous Environmental Assessments conducted outside the scope of this project, and bus priority measures for the segment in the City of Hamilton.

Regarding your inquiry about the Waterdown Bypass, the Dundas BRT study is focused on improving bus transit 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). The Dundas BRT system will help to create a community less dependent on personal automobiles. This will ultimately provide more options for getting around for work, leisure or to healthcare appointments.

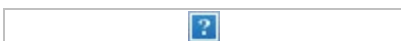
As the Routing and Service Plan is currently in development, the anticipated travel time between Waterdown and the Kipling Transit Hub has not yet been determined. These details will be provided during Round 4 Engagement later this year.

Thank you for your comment, we will provide this comment to the Project Team for their consideration. Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

JESSICA SCOTT *(she/her)*
Senior Advisor, Capital Communications (A)
Communications | Metrolinx



-----Original Message-----

From: Partridge, Judi <Judi.Partridge@hamilton.ca>

Sent: January 24, 2022 2:50 PM

To: Jessica Scott <Jessica.Scott@metrolinx.com>

Cc: Partridge, Judi <Judi.Partridge@hamilton.ca>; 'Judi Partridge' <judi.partridge@sympatico.ca>; McMullen, Veronica <Veronica.McMullen@hamilton.ca>;

DiGiantomasso, Christine <Christine.DiGiantomasso@hamilton.ca>

Subject: FW: Dundas Bus Rapid Transit [REDACTED] WARD 15 RESIDENT:

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Good Afternoon Jessica,

Hope all is well...Councillor Partridge received the email below asking about the BRT Project that will run along a portion of Dundas St. E. I'm hoping you or one of your team are able to reach out to [REDACTED] and provide pertinent information regarding the route that the BRT will be taking along Dundas St. E. If possible, please also copy the Councillor on the email so that we are aware of the information shared. Thank you for your assistance with this request.

Kind Regards,
Christine DiGiantomasso,

Administrative Assistant to Councillor Judi Partridge, Ward 15 ~ Flamborough Hamilton City Hall, 71 Main Street West – 2nd Floor, Hamilton, Ontario L8P 4Y5 phone: 905-546-3944 | email: Christine.DiGiantomasso@hamilton.ca

COVID-19 INFORMATION: <https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.hamilton.ca%2Fcoronavirus&data=04%7C01%7CKuru.Satkunanathan%40metrolinx.com%7C974ea47ff08f47f20d5308d9df72eaf2%7C191b00eaedcc406c8456dc29abc0f10f%7C0%7C0%7C637786506923256644%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aVwvLjVXVCI6Mn0%3D%7C3000&data=qp8f9U9I5g3JneAIBnQgT%2BvU%2FwibMC6SoP429NItlAs%3D&reserved=0>

-----Original Message-----

From: [REDACTED]

Sent: January 24, 2022 2:03 PM

To: Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: Dundas Bus Rapid Transit

Hi Judi,

Is there a place where I can see the details of the rapid bus route through Waterdown? Are they going to expropriate a lot of properties in Waterdown on Dundas? Why don't they use the new Waterdown Bypass? I sounds as though they are going to be cutting Waterdown through the middle. How long would it take to travel from Waterdown to Toronto? It sounds like traffic in Waterdown would be a mess. Why don't they just use the buses in the HOV lanes and up the 403? I guess I am getting old and not liking change but I'm not so sure that Dundas Street through Waterdown works for Waterdown.

Thanks
[REDACTED]

From: [Hamilton](#)
To: [REDACTED]
Subject: RE: Dundas BRT
Date: January 28, 2022 4:08:30 PM

Hi [REDACTED]

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 Dundas BRT Study is focused on improving bus transit directly along Dundas Street, from the Kipling Transit Hub in Toronto through to Highway 6 in Hamilton, and is expected to include potential improvements to bus stops and traffic signals (to facilitate transit priority).

Unfortunately, details are not yet available as the design is in development. The Preliminary Design for Halton/Hamilton (including Waterdown), which will include plans, typical cross sections and proposed stop locations, will be presented to the public during Round 4 Engagement, which is scheduled to take place in the Summer/Fall of 2022. In addition, the results of the BRT Routing and Service Plan, which will speak to the proposed service, will be made available at this time.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

From: [REDACTED]
Sent: January 24, 2022 10:54 AM
To: Hamilton <Hamilton@metrolinx.com>
Subject: Dundas BRT

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Hello

I live in Waterdown and like the idea of being able to get on a bus which would take me directly to the Kipling TTC location without making bus changes on the way.

Will the BRT work this way or are other considerations being proposed right now?

Thanks,

[REDACTED]

From: [Peel](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Re: Dixie Dundas BRT Station EML:025400637
Date: January 28, 2022 10:10:02 AM

Hi [REDACTED],

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, the opportunity being referred to is related to public feedback received from the last round of engagement, held in September 2021. The provision for prohibiting left-turns at high traffic intersections to avoid traffic delays was in reference to the Cooksville Pinch Point (the area between Confederation Parkway and Jaguar Valley Drive) Alternative 3. As presented within the Virtual Engagement Round 3 material, the Cooksville Pinch Point alternative being carried forward for further development is Alternative 1 – Full median BRT widened about centreline - which does not include the provision for prohibiting left-turns at high traffic intersections.

The current BRT corridor design outside of the Cooksville pinch point does not currently include provision for prohibiting left-turns at high traffic intersections, including the intersection of Dundas Street East and Dixie Road as shown in the [10% Preliminary Design roll plans](#) (found on the website here: <https://www.metrolinxengage.com/en/content/dundas-brt-round-3-engagement-preliminary-design>)

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

----- Original Message -----

From: [REDACTED]
Received: 1/20/2022 4:42 PM
To: <Peel>; Peel@metrolinx.com
Cc: [REDACTED]
Subject: Re: Dixie Dundas BRT Station EML:025400637

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Hi there, I hope all is well.

I see that the updated Dundas BRT engagement page discusses an opportunity to "include no left turns at high traffic intersections to avoid traffic delays". It is unclear whether this is only in relation to the Cooksville pinch point, or could apply to other high traffic intersections.

Can you please confirm that the intersection of Dundas and Dixie is intended to maintain left turns in all directions?

Thanks,

[REDACTED]



From: [Peel](#)
To: [REDACTED]
Subject: RE: Re: Dundas BRT and Cycling Facilities EML:025400809
Date: February 4, 2022 2:33:39 PM

Hi [REDACTED]

Thank you for your continued interest in the proposed Dundas Bus Rapid Transit (BRT) Project.

Regarding your inquiry about the ability of cyclists to cross intersections, yes, cross-rides are planned for all signalized intersections, including locations where there is a multi-use path in lieu of the sidewalk and cycle track.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

----- Original Message -----

From: [REDACTED]
Received: 2/2/2022 12:35 PM
To: <Peel>; Peel@metrolinx.com
Subject: Re: Dundas BRT and Cycling Facilities EML:025400809

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Hello,

Thank you so much for the response. In areas where there are multi use paths, I ask the cross-rides be planned for intersections to allow cyclists to cross intersections safely and legally. Are cross-rides being planned at intersections with multi use paths?

Thank you,

On Wed, Feb 2, 2022 at 12:31 PM Peel <Peel@metrolinx.com> wrote:

Hi [REDACTED],

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

The objective of the Dundas BRT, as presented in the [Virtual Engagement Round 3 materials](#), is to provide a balanced multi-modal corridor for all users. Raised cycle tracks, separated from vehicular traffic, are proposed throughout the limits of the Mississauga East corridor with the exception of a few locations. Due to property constraints at these locations, a multi-use path that is raised and separated from vehicular traffic has been proposed. Per City of Mississauga standards, the proposed cycle tracks would be 2.0 m wide, dedicated within the boulevard and protected by a barrier curb from adjacent traffic lanes.

Information for the Toronto and Mississauga West proposed cycling/pedestrian infrastructure will be shared with the community during Round 4 engagement, scheduled to take place in Summer/Fall 2022.

The Project Team will continue to work with all stakeholders to develop the best approach towards improving cycling and pedestrian infrastructure along the corridor.

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: January 20, 2022 12:58:49 AM

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Submitted on Thursday, January 20, 2022 - 00:58

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Dundas BRT and Cycling Facilities

Message:

Hello,

As the Dundas BRT is a major project which will help people travel without the need of a car, the road reconfiguration should include added cycle tracks. Cycle tracks are the appropriate cycling facility for roads of more than one lane per travel direction, as stated in OTM Book 18: Cycling Facilities (June 2021). Cycle tracks with appropriate widths and separation from vehicular traffic that meet the ideal guidelines in the 2021 version of OTM Book 18 should be added to the whole length of the Dundas BRT project. This will allow for people to safely and conveniently get to Dundas BRT stops without needing to get dropped off by car, while simultaneously reducing GHG emissions and traffic congestion.

I hope appropriate cycle tracks get implemented! Thank you!

The results of this submission may be viewed at:

[REDACTED]



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From: [Peel](#)
To: [REDACTED]
Subject: Re: BRT Design Stage Interest EML:025400788
Date: January 20, 2022 3:44:36 PM

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

Consider subscribing to the [Metrolinx e-newsletter](#) to remain up-to-date on the latest news, progress announcements and construction updates from Metrolinx at metrolinx.com/subscribe.

Please join us on January 27, 2022 at 6:30pm for a [presentation and question-and-answer session](#) about the Dundas BRT Mississauga East 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. Those most popular, based on total number of votes, will inform the order in which our experts address them. We encourage you to [submit and vote on questions now](#). You may also submit questions during the meeting. If you cannot attend this session, the video recording will be made available for viewing after the event.

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](#)
To: [Dundas BRT](#)
Subject: Form submission from: Contact the Dundas BRT Team
Date: January 17, 2022 12:52:19 PM

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Submitted on Monday, January 17, 2022 - 12:51

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: BRT Design Stage interest

Message:

I, could you please kindly keep me posted concerning updates for this BRT project

The results of this submission may be viewed at:

[REDACTED]



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From: [Toronto West](#)
To: [REDACTED]
Cc: [COLIN BURNS](#)
Subject: RE: Dundas BRT Question
Date: January 19, 2022 9:56:53 AM
Attachments: [REDACTED]

Hi [REDACTED]

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, opportunities to provide input on the Toronto section of the project will be available during the Round 4 and 5 engagement periods. An overview of the Dundas BRT study and engagement periods are detailed below.

The Dundas BRT study is structured into the following four areas along Dundas Street, 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)

The focus of the upcoming third virtual public engagement, available online via [MetrolinxEngage.com/DundasBRT](https://metrolinxengage.com/DundasBRT) from January 18 to February 1, 2022, is the Mississauga East segment of the proposed Dundas BRT corridor. Engagement on Toronto, Mississauga West and Halton and Hamilton will continue through 2022.

Round 3 engagement will present an opportunity for you to provide input on:

- Mississauga East environmental study findings, including potential impacts and proposed mitigation measures
- Refined Best Performing Mississauga East pinch point (Cooksville) Alternative and outside pinch point Preliminary Design (10%)

While the focus of Round 3 engagement is the Mississauga East segment of the corridor, we value the input of stakeholders like you and would appreciate your input during all rounds of engagement. It is vital that the public is fully engaged in the development of the Dundas BRT as the input of residents helps the Project Team mitigate, revise and strengthen the design of the project.

Round 4 engagement, to take place in Summer/Fall 2022, will present an opportunity for you to provide input on:

- Shortlisted infrastructure design alternatives for Toronto and evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West)
- Preliminary Design for Halton and Hamilton
- Stop locations and amenities for Toronto, Mississauga West and Halton and Hamilton
- Evaluation of integrated BRT routing and service level throughout the entire corridor

Round 5 engagement, to take place in winter 2022, will present an opportunity for you to provide input on:

- Toronto and Mississauga West environmental study findings, including potential impacts and proposed mitigation measures
- Preliminary corridor design for Toronto and Mississauga West
- Preliminary Design Business Case outcomes with preferred service and infrastructure options throughout the corridor, including pinch points in Toronto and Mississauga West
- Mississauga East Transit Project Assessment Process completion update

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

COLIN BURNS
Community Relations & Issues Specialist
Toronto West Office | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
647-920-0741 | Colin.Burns@metrolinx.com
[Kindly subscribe to our regional Toronto West e-newsletter here](#)

From: [REDACTED]
Sent: January 10, 2022 8:57 PM
To: Toronto West <TorontoWest@metrolinx.com>
Subject: Dundas BRT Question

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Good evening,

I am [REDACTED] a founding member of the Toronto Community Bikeways Coalition. Our group is working on a campaign for extending the Bloor (and Dundas) bike lanes from Runnymede to The East Mall which makes the Dundas BRT project one we need to keep on our radar.

While reviewing the [Dundas BRT website](#) today to find any updates for the upcoming Public Information Centre #3, I didn't see any mention about the Toronto section in the latest update below.

Updates & News

We thank everyone for their feedback to date. **Public Engagement 3 and live event registration for the Dundas BRT Mississauga East Project will launch on January 18, 2022.** You will have the chance to:

- Review what we heard during Public Engagement 2 and how feedback was incorporated;
- Review and comment on environmental study results, including potential impacts and proposed mitigation measures, as part of the TPAP;
- Learn about how the design for the Cooksville pinch point and the remainder of the Mississauga East segment has been optimized to reduce potential impacts; and
- Connect with the Project Team and review next steps for the Project.

This is despite an earlier reference to the five PIC's that the third one would include discussing the short list of design alternatives for the Toronto section per below.

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

It would be great if you could let me know whether the upcoming PIC will include any updates on the Toronto section. That way, I can spread the word to Toronto's cycling community so they can take part in the consultations and voice their support. If not, please let me know when the Toronto section will be addressed. I know the Bloor bike lanes are expected to be extended to Kipling by 2024 per Toronto's recently approved [2022-24 Cycling Implementation Plan](#) which would make filling the gap from Kipling to Etobicoke Creek that much more important.

I look forward to hearing from you soon.

Sincerely yours,

[REDACTED]

From: [Peel](#)
To: [REDACTED]
Subject: Re: Dundas BRT, Infrastructure connectivity EML:025400768
Date: January 13, 2022 5:12:18 PM

Hi [REDACTED]

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 Project Team is currently developing the Routing and Service Plan, which will assess service options for the entire Dundas BRT corridor, including connections to existing and future municipal service providers, i.e., MiWay, TTC, HSR, Hurontario Light Rail Transit (LRT), etc.

There is a proposed Dundas BRT stop at Hurontario Street that will provide quick access to the future light rail transit system. The Hurontario LRT will operate in its own dedicated guideway in the center of the street with two lanes of mixed vehicular traffic and local light bus service. For questions regarding the Hurontario LRT, please don't hesitate to reach out via email at peel@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](#)
To: [Dundas BRT](#)
Subject: Form submission from: Contact the Dundas BRT Team
Date: December 20, 2021 11:58:05 AM

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Submitted on Monday, December 20, 2021 - 11:58

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Dundas BRT, Infrastructure connectivity

Message:

Dear Dundas BRT Team,

I always enjoy looking at maps and the one for this project is no exception.

I realise we will have two east-west pieces of BRT infrastructure, Dundas and the Mississauga Transitway. We also will have the LRT infrastructure on Hurontario, which connects the two BRT pieces.

One could imagine useful bus services from either BRT using the LRT right of way row to connect to the other piece of BRT infrastructure.

Will the Hurontario LRT infrastructure also allow for the operation of buses on it?

Thank you.

[REDACTED]

The results of this submission may be viewed at:

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