PIC #3
Consultation Summary Report

508956-1224-2RRA-0003-PB

12 June 2014
# Table of Contents

1.0 INTRODUCTION .................................................................................................................. 4  
1.1 Project Overview ................................................................................................................... 4  
1.2 Consultation Summary ........................................................................................................... 5  
2.0 CONSULTATION DURING RECOMMENDED DESIGN AND TPAP ................................. 6  
2.1 Purpose ............................................................................................................................... 6  
2.2 Public and Stakeholder Notification .................................................................................... 6  
2.3 Consultation Participation .................................................................................................... 12  
2.4 Consultation Methods ......................................................................................................... 12  
2.5 Feedback Form Submissions ............................................................................................... 12  
2.6 Public Information Centre #3 ............................................................................................ 13  
2.7 Attendance ......................................................................................................................... 14  
2.8 Photos ................................................................................................................................ 16  
3.0 KEY RESULTS .................................................................................................................... 17  
3.1 Feedback Form Results ....................................................................................................... 17  
3.2 Key Results: Mississauga PIC #3 ....................................................................................... 17  
3.3 Key Results: Brampton PIC #3 ......................................................................................... 19  
4.0 KEY THEMES ..................................................................................................................... 21  
4.1 Mississauga Public Information Centre #3: Key Theme Summary .................................... 21  
4.2 Brampton Public Information Centre #3: Key Theme Summary ........................................ 26  
5.0 NEXT STEPS .................................................................................................................... 31  
6.0 APPENDICES  
   Appendix A - Promotional Materials for PIC #3  
   Appendix B - Public Comments Received from PIC #3 Feedback forms
1.0 INTRODUCTION

1.1 Project Overview

Building on two public launch Open Houses in April 2012, the first round of Public Information Centres (PICs) in June 2012, and the second round of PICs in May 2013, PIC #3 was held on March 26 in Mississauga and March 27 in Brampton to present the Recommended Design of the alignment.

This Consultation Summary Report includes consultation for the Recommended Design Phase (May 2013 – January 2014) and the TPAP Phase, up to and including PIC #3 (February 2014 – April 2014). A number of stakeholder and public consultations were completed, both for the Recommended Design Phase and the TPAP Phase leading up to PIC #3. All phases of consultation were completed as part of the Preliminary Design and TPAP Process.

On February 19, 2014, the Notice of Commencement (NoC) was officially issued, marking the beginning of the Transit Project Assessment Process (TPAP) for the Hurontario-Main LRT Project in the Cities of Mississauga and Brampton, Ontario.

The TPAP is a focused impact assessment process that includes providing information and consultation opportunities, an assessment of potential positive and negative impacts to the environment, including the natural, cultural, social and economic environments, commitments to mitigate negative impacts and monitor outcomes, and documentation in the form of an Environmental Project Report (EPR). The EPR will be available for public review in June 2014, before being submitted to the Ministry of the Environment.

As part of the TPAP, the project team hosted the third and final PIC for the project. PIC #3 built upon the results from PIC #1 (June 2012) and PIC #2 (May 2013) and provided the public with an opportunity to review the final stage of Preliminary Design of the LRT alignment, segregated lane configurations, and LRT stops. Information on the scope of associated environmental studies, including an assessment of potential impacts and proposed mitigation measures, was also presented. Metrolinx recently joined the City of Mississauga and Brampton as a co-proponent on the environmental assessment for the Hurontario-Main LRT project and participated at PIC #3. Metrolinx has been involved as a major stakeholder throughout the preliminary design of the project, and now as a co-proponent, will provide direct support in its delivery.
1.2 Consultation Summary

To build and maintain the desired support, the Preliminary Design/TPAP process is split into five distinct phases of design and subsequent consultation, as outlined below.

Each phase includes extensive planning, content advancement, communication, and stakeholder and public consultation. Internal and external consultations derive from the ‘design freeze’ approach, during which the design process temporarily stops to gain feedback from the public and stakeholders on the design as it is at that point in time. This input will then inform further development of the concept design, leading to the next round of internal and key stakeholder consultation and another ‘freeze’, before the resulting design is then put forward for further public and stakeholder consultation. This basic pattern of consultation continued as each phase of the project advanced.
2.0 CONSULTATION DURING RECOMMENDED DESIGN AND TPAP

Recommended Design (May 2013 – January 2014)

TPAP – Up to and including PIC #3 (February 2014 – April 2014)

2.1 Purpose

The Cities consulted with stakeholders and the public on the design development leading up to and including PIC #3. Key stakeholder meetings as well as the PIC #3 (TPAP) sought to inform and address the issues and concerns as part of the overall Preliminary Design of the Hurontario-Main LRT project.

Consultation Topics:

During the Recommended Design and TPAP Consultation, the Cities of Mississauga and Brampton sought public and stakeholder feedback on the following consultation topics:

- Public input on the assessment of the environmental impacts of the project for the Transit Project Assessment Process

- Changes to the project in Brampton
  - Options to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton.
  - Shared running through the Main Street South Heritage Area to preserve two lanes of traffic and one lane shared in each direction with the LRT.
  - Full access to properties within the Main Street South Heritage Area, allowing left-turn movements to and from the LRT lane.

- Changes to the project in Mississauga
  - Terminus at Port Credit GO Station instead of Elizabeth Street.
  - Downtown Mississauga alignment that uses a new expanded Highway 403 structure, Duke of York Boulevard and Hurontario Street.

- What you like about the project or what are your concerns about the project?

2.2 Public and Stakeholder Notification

Public notice of opportunities to participate in the Recommended Design and TPAP Consultation was broad and included the following:

Approximately 9200 property owners received the Notice of Commencement through direct mail within 30 metres of the corridor, which included the PIC dates, times and locations.

- The Notice of Commencement ad was published in the Mississauga News and the Brampton Guardian for two weeks in February, with dates, times and locations of the PIC.
More than 1465 emails were sent to stakeholders inviting them to participate in Preliminary Design Consultation by attending the Public Information Centres or by completing the feedback form online.

Approximately 45,000 postcards were sent to residences within a 500 metre radius of the Hurontario-Main corridor three weeks prior to the Brampton and Mississauga PICs. The postcards provided details about the Hurontario-Main LRT project, the Preliminary Design Consultation and included the dates, times and locations of the events.

Newspaper ads were placed in regional and community newspapers advertising the PIC schedules. Ads ran in the Mississauga News, the Brampton Guardian, and local and ethnic papers.

Details about public consultation opportunities were posted online at www.hurontario-main.ca along with the PIC schedules.

Project social media channels were used to distribute reminders about the upcoming PIC #3 event and build conversation about the project.

Mississauga Promotion for PIC #3

Notice of Commencement
- News Release - February 19, 2014
- Advertisement – Mississauga News, February 19 and 26, 2014

Newspaper Advertising
- Mississauga News - March 12 and 19, 2014
- Weekly Voice – Month of March
- Hindi Abroad – March 14, 2014

Facility Advertising
- Reader Boards: Hurontario-Main LRT Project - Public Information Centre Running - March 12-26, 2014

Digital Advertising
- PIC Gateway sign (Burnhamthorpe Road/Duke of York) - March 7-26, 2014
- Celebration Square signs - Feb 28-March 26, 2014

Transit Advertising
- MiWay events Calendar - March 1-27, 2014

On-street Advertising
- Mobile signs: 2 locations - March 12-26, 2014
  - 36W18 Hurontario/Eglinton
  - 0703 Hurontario/South Service Rd

Intranet and City Website Advertising
- ECity Calendar, Mi Way calendar, Home Page What’s ON - February 19-March 26, 2014
Media Relations

- PIC Media Advisory - March 17, 2014

Tweets on City Twitter Accounts

- Mar 17, 2014 - The final public information centre for the Hurontario-Main LRT: Civic Centre March 26 3-8pm. Drop in to learn more! ow.ly/uFysq
- Mar 19, 2014 - The final public information centre for the Hurontario-Main LRT: Civic Centre March 26 3-8. Drop in and get all the info! ow.ly/uFysq
- Mar 24, 2014 - March 26 learn about Hurontario-Main LRT - 19 stops connecting people to transit systems & key destinations ow.ly/uFysq
- Mar 24, 2014 - Hurontario-Main LRT final public info centre Wed, March 26, 3-8 p.m. Civic Centre. Drop in to get details on design ow.ly/uFysq
- Mar 25, 2014 - March 26 Learn about Hurontario-Main LRT - more than 20 stops connecting people to transit systems & key destinations ow.ly/uFysq
- Mar 25, 2014 - Drop in to learn all about the Hurontario-Main LRT: Civic Centre March 26, 3pm-8pm ow.ly/uFysq
- Mar 25, 2014 - Hurontario-Main LRT final public info centre Wed, March 26, 3-8 p.m. Civic Centre. Drop in & get details on design ow.ly/uFysq
- Mar 26, 2014 - A great turn out so far at the Hurontario-Main LRT public info centre! Drop in until 8 pm tonight to learn more ow.ly/i/521n9
- Mar 26, 2014 - Drop in to the Civic Centre today from 3pm-8pm to get all the details on the Hurontario-Main LRT ow.ly/uFysq
- Mar 26, 2014 - Hurontario-Main LRT final public info centre - today at the Civic Centre 3-8 pm. Drop in to get details on design ow.ly/uFysq

Brampton Promotion for PIC #3

- Notice of Commencement
  - News Release – February 19, 2014
  - Brampton Guardian - February 19 and 27, 2014 - black and white ad

- Newspaper Advertising
  - Brampton Guardian – March 13 and 20, 2014 – 6.72”x4.75”, colour
  - South Asian Generation Next – March 20, 2014 – 5.5”x7”, colour
  - Parvasi – March 21, 2014 – 7”x10”, colour

- Digital Advertising
  - TV screens in City Hall atrium – PIC ad (same ad as newspaper) – for two weeks prior to PIC

- Intranet and City Website Advertising
  - Webtile on Brampton.ca homepage – for two weeks prior to PIC

- Media Relations
  - Media release re: NoC – February 19 – local, GTA, ethnic media
  - Media advisory re: PIC – March 19 – local, GTA, ethnic media
Tweets on City Twitter Accounts

- Brampton Roads @BramptonRoads Mar 5, 2014 - Mississauga-Brampton LRT project advances | Railway Age
  http://www.railwayage.com/index.php/passenger/light-rail/huronterio-main-LRT-project-in-mississauga.html ... via @RailwayAge
- Brampton Roads @BramptonRoads Mar 6, 2014 - The Winter 2014 newsletter for the Hurontario-Main LRT project is now available http://bit.ly/1f2Errh
- City of Brampton @CityBrampton Mar 19, 2014 - Provide your input: Hurontario-Main Light Rail Transit Project Public Information Centres http://ow.ly/UL7Aq
- City of Brampton @CityBrampton Mar 19, 2014 - Hurontario-Main Light Rail Transit Project Public Information Centre scheduled for March 27 in Brampton http://ow.ly/uL8wG
- Brampton Roads @BramptonRoads Mar 20, 2014 - Public Information Centre #3 for the Hurontario-Main LRT Project is happening next Thursday (March 27) in Brampton: http://bit.ly/1njUXsp
- City of Brampton @CityBrampton Mar 20, 2014 - More details on Hurontario-Main LRT Project public information night - March 27 at Rose Theatre http://ow.ly/i/4XLtD
- City of Brampton @CityBrampton Mar 20, 2014 - Your input is important: Hurontario-Main LRT Project Public Information Centre is one week away. http://ow.ly/uLat3
- Brampton Roads @BramptonRoads Mar 2, 2014 - Reminder: Public Information Centre #3 for the Hurontario-Main LRT Project is happening this Thursday in Brampton: http://bit.ly/1njUXsp
- Brampton Roads @BramptonRoads Mar 26, 2014 - (retweeted by @CityBrampton) Public Information Centre #3 for the Hurontario-Main LRT Project is happening tomorrow in Brampton! pic.twitter.com/vnn9t1UaXq
- City of Brampton @CityBrampton Mar 27, 2014 - Reminder: Hurontario-Main LRT Project Public Information Centre tonight at Rose Theatre
- Brampton Roads @BramptonRoads Mar 27, 2014 - (retweeted by @CityBrampton) Drop-in & have your say! Public Information Centre #3 for the Hurontario-Main LRT Project is TODAY in Brampton: http://bit.ly/1njUXsp
- City of Brampton @CityBrampton Mar 27, 2014 - Hurontario-Main LRT Public Information Centre underway at Rose Theatre. Open until 8:00pm. pic.twitter.com/5sOT6DUo9d

Tweets on Metrolinx Accounts

- 26 Mar 2014 10:58:59 - @Metrolinx With @CityMississauga & @CityBrampton we invite you to Hurontario-Main LRT Open House tonight & tomorrow. Details: http://t.co/iY4h2F3Ifc
- 26 Mar 2014 18:48:07 - @GTAMOVEnetwork On the way to the first of 2 PIC sessions for the Hurontario-Main LRT...a very important project for @TheRegionofPeel, @Metrolinx @Glen4ONT
- 26 Mar 2014 22:04:29 - @GTAMOVEnetwork Interesting changes to Hurontario-Main LRT including temporary terminal at Port Credit @gotransit stn shift of Maintenance+Support Facility
26 Mar 2014 22:18:06 - @GTAMOVEnetwork The Hurontario-Main LRT project is projected to cost $1.6 billion and will run from Port Credit @gotransit stn to Brampton GO centre.

27 Mar 2014 17:06:54 - @chrisjamesdrew We're here @ Hurontario-Main LRT open house showing our support! See fightgridlock.ca #Brampton @Metrolinx @c_9 http://t.co/mtl7cvhFDr

27 Mar 2014 17:36:45 – @chrisjamesdrew Just one of the amazing @Metrolinx panels explaining the Hurontario-Main LRT. #Brampton fightgridlock.ca #onpoli http://t.co/IG9AVafoDX

27 Mar 2014 18:26:31 - @chrisjamesdrew Two of our fightgridlock.ca #Brampton citizens. We support LRT + don't want it delayed! @mayorfennell @Metrolinx http://t.co/K2m7cJVoSS

27 Mar 2014 21:24:15 - @chrisjamesdrew +1 night: we told @Metrolinx @CityBrampton staff #Brampton citizens support LRT. More to come from fightgridlock.ca http://t.co/V3oqoVpr8B

28 Mar 2014 08:04:11 - @chrisjamesdrew Just one of many reasons to build @Metrolinx Hurontario-Main LRT in downtown #Brampton: +1 connections ie GO station http://t.co/12qMYBBp8z

28 Mar 2014 08:40:51 - @kemosite @TOareaFan @chrisjamesdrew @Metrolinx No. It's moving forward with no more stalling, no more excuses. #Brampton #LRT

28 Mar 2014 09:01:01 - @srckean @TOareaFan @chrisjamesdrew @kemosite @Metrolinx I'm all for the LRT but in reality it does nothing for north & some of west #Brampton.

28 Mar 2014 10:57:45 - @CDNtransport @Metrolinx News: LRT will stop at Port Credit GO - Brampton Guardian http://t.co/jom8DAtqMy

30 Mar 2014 12:39:39 - @TOareaFan @CFBBrampton @kemosite @GOtransit @Kathleen_Wynne @LindaJeffrey @Metrolinx AD2W GO might hv LRT bring people to Brampton not just out of it

30 Mar 2014 12:43:34 - @TOareaFan @CFBBrampton @kemosite @srckean @LindaJeffrey @Metrolinx 1) All Day GO 2) fix the flood issue 3) then LRT might impact Brampton positively

30 Mar 2014 22:29:38 - @kemosite @srckean @TOareaFan @LindaJeffrey @CFBBrampton #LRT would be accessible via BTZum or @GOtransit. 502 adjusted to favour north Brampton?

2 Apr 2014 11:30:39 - @bargold New Role for Metrolinx on Hurontario-Main LRT Project - A Light Rail Transit (LRT) line is a key part of Mississ... http://t.co/yeWSelMnCd

2 Apr 2014 11:30:39 - @TO_ProptryMrktr New Role for Metrolinx on Hurontario-Main LRT Project - A Light Rail Transit (LRT) line is a key part of Mississ... http://t.co/eS9WbBiWbS

2 Apr 2014 11:31:31 - @chrisjamesdrew I'm quoted in @BmpGuardian supporting LRT. FightGridlock.ca in #Brampton wants action! http://t.co/HAZeboaepx #onpoli @Metrolinx #brampoli

2 Apr 2014 14:01:13 - @SpaceList Transportation is key! New role for Metrolinx on Hurontario-Main LRT project #CRE #transit #development - http://t.co/vXaITqWqLD

2 Apr 2014 21:12:56 - @randyselzer New Role for Metrolinx on Hurontario-Main LRT Project http://t.co/B9WW9gVnjN via @urban_toronto
• 2 Apr 2014 23:09:43 - @MLHPigott Will it ever be #HamOnt’s turn? New Role for Metrolinx on Hurontario-Main LRT Project http://t.co/L2f8EEK0eK via @urban_toronto

• 5 Apr 2014 11:26:09 - @kemosite #Brampton: Have you written in to indicate your @Metrolinx LRT Support? http://t.co/juSTgAL8sb # Bramptonpoli

• 8 Apr 2014 23:50:57 - @kemosite @TOareaFan Even so @Metrolinx is not offering #BRT and #Mississauga will push on with the #LRT with or without #Brampton.

**Postings Project Facebook Page**

• February 19, 2014 - The Notice of Commencement was officially issued today, February 19, 2014, marking the beginning of the Transit Project Assessment Process (TPAP) for the Hurontario-Main LRT Project in the Cities of Mississauga and Brampton, Ontario. Read the Notice of Commencement and the official news release marking this important milestone for the project here: (link to project website).

• March 7, 2014 - The Winter 2014 Hurontario-Main LRT Project Newsletter is available now! Download it off of our project website to learn more about the latest project updates, TPAP and our third and final PIC on March 26 in Mississauga and March 27 in Brampton! http://LRT-mississauga.brampton.ca/EN/Pages/Welcome.aspx

• March 19, 2014 - Our third and final Public Information Centres for the project are one week away! Please join us on March 26 in Mississauga and March 27 in Brampton to learn about the latest project updates and provide us with your feedback! Check out our website for locations and times!

• March 25, 2014 - Tomorrow is the third and final PIC in Mississauga! Join us from 3pm to 8pm at the Civic Centre (300 City Centre Drive) to see all the latest project updates and provide us with your feedback!

• March 26, 2014 - Join us today from 3 p.m. to 8 p.m. in Mississauga for our third Public Information Centre at the Civic Centre (300 City Centre Drive)! Come check out the final Preliminary Design for the corridor alignment, read about the Engineering and Environmental studies that have been undertaken, and see the beautiful visualizations of what the LRT system could look like in your community - like this one in Port Credit! Can’t make it today - don’t worry! Join us again tomorrow in Brampton at the Rose Theatre (1 Theatre Lane) from 3 p.m. to 8 p.m. or visit www.hurontario-main.ca to view/download all the materials we’ll be presenting.

• March 26, 2014 - Great turn out at the Mississauga PIC!

• March 27, 2014 - Looking forward to seeing everyone at Brampton’s PIC #3 today from 3 p.m. to 8 p.m. in at the Rose Theatre (1 Theatre Lane, Brampton)! If you can’t join us today - don’t worry! All of the information presented at today’s meeting can be found on our website at www.hurontario-main.ca.

• March 31, 2014 - Thank you to everyone who came out to our PICs last week and made them a great success! If you didn't have a chance to join us, you can view all the public consultation materials on our website under the "Public Consultation" page. While you’re there, be sure to fill out a feedback form and provide us with your comments on the project! All feedback forms are due by April 11 at 5 p.m. so get yours in soon!

**CONSULTATION SUMMARY REPORT — FINAL (April 24, 2014) Doc no. 508956-1224-2RRA-0003** Page 11
• April 10, 2014 - Tomorrow is the final day to submit you PIC #3 feedback forms! To download your form, visit the Public Consultation page on our project website at [www.huronianto-main.ca](http://www.huronianto-main.ca). Feedback forms are due by 5 p.m. and can be sent by email to inquiries@huronianto-main.ca or by mail to: Hurontario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division, 195 the West Mall, Toronto, Ontario M9C 5K1.

• April 11, 2014 - Today is the last day to submit your PIC #3 feedback forms! Don’t forget to download your feedback form from our Public Consultation page on the project website and submit it by 5 p.m. today!

A copy of the email invitation, postcard, corridor outreach postcard and advertisement can be found in Appendix A.

### 2.3 Consultation Participation

Multiple consultation opportunities for stakeholders and the public regarding the Recommended Design (May 2013 – January 2014) and TPAP Consultation, up to and including PIC #3 (February 2014 – April 2014) of the Hurontario-Main LRT were available.

### 2.4 Consultation Methods

Recommended Design and TPAP Consultation materials were made available online at [www.huronianto-main.ca](http://www.huronianto-main.ca). The following tools were used to inform participants and gather input and feedback on preliminary design elements of the Hurontario-Main LRT.

### 2.5 Feedback Form Submissions

Feedback forms were distributed at the Public Information Centres in Mississauga and Brampton for attendees to fill out and provide additional comments. Results from the feedback forms can be found starting on page 17 and a summary of feedback form comments and post PIC emails can be found in Appendix B.

Feedback was also gathered by mail and email. A total of 104 submissions were received at the Mississauga and Brampton PICs and 25 feedback forms as well as 11 feedback emails were received post PIC. Key themes from the submissions can be found on page 21.
2.6 Public Information Centre #3

Approximately 550 people attended the PIC #3 in Mississauga and Brampton

Each PIC featured a high-definition video loop on a large screen, showing photos of new project visualizations and international LRT systems that identified and explained the advantages of LRT.

Attendees were invited to review 41 display boards, arranged to provide a compelling narrative of the project’s progress since PIC #1 and #2 and new project details under headings that included: Project Intro and Recap: PIC #1 and #2; Benefits of Riding the System; Complete Streets Implementation; Intermodal Stops: Connecting to Other Modes of Transportation; Moving More People; Traffic; TPAP, Natural Heritage, Cultural Heritage; Commitment to Further Investigations and Consultation; Power Supply and Distribution; Next Steps: Construction and Implementation; Making the Case; and Stay On Track With Us.

Rollout drawings of the preferred alignment were displayed and depicted the full street configuration showing the LRT tracks, traffic lanes, sidewalks and bicycle paths as well as project impacts affecting aspects such as, access to properties, new traffic patterns, encroachment on properties and existing tree removals.

Two laptop computers were available for PIC attendees to access the Hurontario-Main LRT website which was updated with all new PIC #3 content and materials presented at the PIC for the public to access and review online.

Feedback forms (which were collected as part of the public consultation process) and project handouts such as backgrounders and fact sheets for the project and Metrolinx information pamphlets were available, as well as kids’ activity pages for attendees who brought their children. Copies of the Master Plan were included in the displays, and project team members were on hand to answer questions.

Many of the attendees engaged in one-on-one or small group discussions with one another and with the Hurontario-Main project team. They also filled out and submitted the feedback forms.

<table>
<thead>
<tr>
<th>Attendee Location</th>
<th>Number of Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mississauga PIC</td>
<td>319 Attendees</td>
</tr>
<tr>
<td>Brampton PIC</td>
<td>207 Attendees</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Feedback forms summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feedback forms received at PICs</td>
</tr>
<tr>
<td>Feedback forms received post PICs</td>
</tr>
<tr>
<td>(Hard copy and email)</td>
</tr>
<tr>
<td>Comments received via email post PICs</td>
</tr>
</tbody>
</table>
2.7 Attendance

Confirmed attendance at the two PICs was 526, which included participants who signed in. An estimated 10-25 additional attendees (including those who preferred not to sign in and couples, only one of whom signed in) brings the total attendance to approximately 550.

Mississauga (Wednesday March 26, 2014)

The Public Information Centre in Mississauga attracted 319 registered visitors, plus an additional 10 to 15 who did not sign in but were counted by staff.

Of the estimated 330, 51 filled in feedback forms at the PIC and 14 sent in feedback forms post PIC. 11 people sent in comments via email. Of the 64 comment sheets, 3 people asked the team to call them back.

The following chart outlines how attendees of the Mississauga Public Information Centre heard about the event through the promotional outreach in section 2.2.

![Mississauga PIC #3 Attendance Chart]

The following chart outlines how attendees of the Mississauga Public Information Centre heard about the PIC.

![Mississauga PIC 3#: How attendees heard about the PIC Chart]
Brampton (Thursday March 27, 2014)

The PIC in Brampton resulted in 207 attendees who signed in, plus an additional 10 - 15 who did not sign in but were counted by staff.

Of the estimated 220 people who attended, 53 filled in feedback forms at the PIC and 12 sent in feedback forms post PIC 6 people sent in comments via email. Of the 65 feedback forms, 2 people asked the team to call them back.

The following chart outlines how attendees of the Brampton Public Information Centre heard about the event through the promotional outreach in section 2.2.
2.8 Photos

Mississauga PIC #3

Brampton PIC #3
3.0 KEY RESULTS

A total of 104 feedback forms were received during the PICs at Mississauga and Brampton. In addition, 25 feedback forms were received via mail and email and 16 comments via email. The following table shows the number of completed feedback forms and submissions received as part of Recommended Design and TPAP Consultation.

<table>
<thead>
<tr>
<th>Feedback Forms</th>
<th>Numbers Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Information Centre #3</strong></td>
<td></td>
</tr>
<tr>
<td>Mississauga</td>
<td>51</td>
</tr>
<tr>
<td>Brampton</td>
<td>53</td>
</tr>
<tr>
<td><strong>Post-PIC Submissions</strong></td>
<td></td>
</tr>
<tr>
<td>Feedback Form Submissions (hardcopy and email)</td>
<td>26</td>
</tr>
<tr>
<td>Comment Submissions (email)</td>
<td>17</td>
</tr>
<tr>
<td><strong>Total Comments/Feedback Forms Received</strong></td>
<td><strong>145</strong></td>
</tr>
</tbody>
</table>

3.1 Feedback Form Results

In the following summary, feedback form results are shown graphically, with key themes from the additional comments sections below. The number of participants who responded to each question is indicated in each graph.

Participants self-selected into consultation rather than being selected randomly.

The views represented in this report reflect the priorities and concerns of the consultation participants. They may not be representative of the views of the communities along the Hurontario-Main Line and stakeholders because participants self-selected into Recommended Design and TPAP Consultation. The sample in question is based on self selection, for which a sampling error cannot be measured.

3.2 Key Results: Mississauga PIC #3

The following charts outline how attendees of the Mississauga PIC #3 responded to a series of 4 questions on the PIC #3 Feedback forms.
To what degree do you support the alignment as presented in Mississauga? (This includes the changes in the downtown area and Port Credit.)

![Support Chart](image)

To what degree do you support the alignment as presented in Brampton?

![Support Chart](image)

To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

![Support Chart](image)
After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

3.3 Key Results: Brampton PIC #3

The following charts outline how attendees of the Brampton PIC #3 responded to a series of 4 questions on the PIC #3 Feedback forms.

To what degree do you support the alignment as presented in Mississauga? (This includes the changes in the downtown area and Port Credit.)
To what degree do you support the alignment as presented in Brampton?

To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?
4.0 KEY THEMES

In addition to the analysis of feedback form results and submissions, the key themes from the PIC #3 events held by both Mississauga and Brampton as part of the Recommended Design and TPAP Consultation were identified.

It is important to note that the key theme summary below represents a qualitative analysis of feedback forms provided above from the PICs to determine the most frequently mentioned answers. A summary of all comments from PIC #3 feedback forms and post PIC #3 emails can be found in Appendix B.

4.1 Mississauga Public Information Centre #3: Key Theme Summary

Overall, feedback forms received from Mississauga PIC #3 revealed that the majority of respondents support or partially support the alignment as presented for Mississauga, including the changes that were made to the Downtown and Port Credit areas. Attendees also indicated that they supported or were neutral about the alignment as presented in Brampton.

Mississauga attendees indicated a strong support for the proposed technology to operate LRVs without overhead wires through the Brampton Main Street South Heritage Area and the Downtown. Residents also supported or were neutral about the changes to the project that would provide full access to residents and shared running for motor vehicles and LRT through the Main Street South Heritage Area.

The following priorities have been identified from comments received from the Mississauga PIC #3 feedback forms.

To what degree do you support the alignment as presented in Mississauga? (This includes the changes in the downtown area and Port Credit.)

Support for the alignment and the benefits of LRT:

- Eleven respondents supported the LRT alignment in Mississauga, noting the “increased accessibility, modernization and moving Mississauga as a premier city to live, work and play.”
- Eleven participants also noted that LRT is better than a subway and that it is “making transit front and centre.”
- Two respondents noted the attractiveness of the system and felt that the LRT would create a pedestrian friendly environment and “truly transform Mississauga into a vibrant urban landscape, compared to the automobile dominated scene today.”

Downtown Mississauga Alignment:

- One group of respondents felt that Downtown Mississauga needed to stay competitive and acknowledged that it is supported by a large catchment area that will continue to require auto movements as an important component of the transit network.
- Another comment received stated that “the project needs to consider a “high-quality, seamless, weather protected interchange station” at Rathburn Road and other key locations.”
• It was also noted that the proposed North Service Road and the Duke of York bridge connection would be important linkages to maintain access while the LRT project is under construction and that maintaining the current Rathburn Road alignment was also an important component.

Port Credit Alignment:

• Approximately 10 respondents noted their support for the changes to the Port Credit Alignment and that the Port Credit area needed to be preserved and “remain a pedestrian, quiet neighbourhood as it is now” and that the LRT would “spoil the village atmosphere of Port Credit.” A few attendees commented that they supported the LRT stopping at the Port Credit GO station until demand for the system required it to be built down to the waterfront. They felt that it was a good idea to postpone the extension of the LRT to the waterfront to “accommodate and modify for the upcoming changes in Port Credit, but that this should not slow the process.”
• Three respondents noted that they were not happy with the changes to the Port Credit area and felt that the LRT should extend down to Elizabeth Street as it would benefit tourists by providing immediate access to the waterfront.
• Two respondents commented that the connectivity to the Port Credit GO station should be improved and that a canopy or shelter should be provided to protect riders from the elements when crossing to the Port Credit GO station from the LRT.

Traffic Congestion:

• Approximately six respondents noted their concerns regarding traffic impacts to Hurontario and the surrounding area as a result of the LRT. They also expressed concerns regarding further congestion along Hurontario as it is already an issue and that the implementation of the LRT would only make it worse.

Funding, Project Costs and Fares:

• Four respondents commented on funding for the project and what it would cost. Of those, one noted the cost benefits of the LRT compared to the subway. Another respondent was interested to know how much it would cost to ride the LRT once the system was in place.

To what degree do you support the alignment as presented in Brampton?

Demand and Ridership:

• One respondent felt that the ridership from Brampton was a concern and questioned whether Brampton had a demand for the LRT.
• One respondent commented on the need for improved public transit as “the city is building on the Outskirt and as the population grows, we need to be able to transport people to the core of the city.”
Access:

- One comment was made by a Mississauga participant who expressed concern regarding access to and from driveways in Brampton.

**To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?**

**Support for Wireless LRT System:**

- Four respondents felt positively about the option for the removal of overhead wires in the Brampton Main Street South Heritage Area. They commended the project team for exploring this as an option for the project and were in complete support of it, if it was available.
- Four respondents noted the added benefits of removing the unsightly wires, but inquired about the added cost of the proposed technology to the project.
- Ten respondents commented that if the wireless system was an option for areas in Brampton, it should also be an option for character areas in Mississauga, such as Cooksville, Mineola and Port Credit.

**After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?**

**Protection of Main Street South Heritage Area:**

- Two respondents felt that it was important to protect the Heritage Area in Brampton and ensure that the LRT does not detract from the beauty of Brampton.

**Slower travel times for LRT:**

- Two respondents commented that the shared lanes would impact the travel time of the LRT and felt that the lanes should be left as priority lanes and not be shared with motor vehicles.

**Slower travel times for motor vehicles:**

- Two respondents noted the delays in travel times to motorists as a result of the LRT and the shared running lanes in regards to turning and having to share the road with the LRVs.

**What do you like about the project?**

**Improved public transportation and increasing connectivity and accessibility:**

- Three respondents noted the need for improved public transit and connectivity in Mississauga and that the Hurontario-Main LRT would help provide that.
- Two respondents noted the added benefit of the cycling lanes and the improved connectivity from different modes of transportation.
Two respondents also appreciated the accessibility of the system for strollers, wheelchairs and cyclists.

Taking cars off the road and improving the environment:

- Six respondents commented that the LRT would be a wonderful addition to Mississauga as it would help remove cars from the road and increase the people moving capacity while helping the environment.
- Four respondents noted that the LRT would improve the ability to walk around the city and encourage people away from cars and towards transit and other modes of transportation like cycling.
- One respondent commented that they appreciated that Mississauga residents would have an alternative transit option that is more efficient and faster and that “the LRT will be a great addition for inter-regional transit.”

City building, improved streetscapes, building for the future of Mississauga:

- Three respondents noted the added city-building element that the LRT would provide and that the “upgrading of neighbourhoods is always to be desired.”
- One participant noted his appreciation for “having more trees planted to enhance the two cities beauty and to help keep our air clean and add possible shade areas on hot days.”
- Three respondents commented that having a modern and world class transportation system would accommodate the growth of the area and would attract the future development of businesses as more people would be able to move with ease around the city.

What are your concerns about the project?

Safety:

- Four participants noted safety as being a major concern for them along the alignment and that way-finding, visual-sound and ground markers should be incorporated throughout the system so that it is safe for all, especially those with disabilities.
- Four attendees identified concerns about the safety of children along the alignment and how it would impact the local schools, etc.
- Seven respondents noted their concern for the centre-loading stops and the safety of pedestrians when crossing the street to access the system and that there needs to be better barriers in place to protect transit users.
- One respondent noted that the U-turn patterns that have been applied to the system are also unsafe and would encourage more people to adopt that driving behaviour in other areas along the alignment.

Noise and vibration levels:

- Fourteen residents raised concerns about the noise and vibration levels of the LRT and how it would impact local businesses and residents.
- Two residents noted a concern for the proposed noise walls along Hurontario and their aesthetic appeal and whether they were necessary for the surrounding neighbourhoods.
Impacts to properties:

- Ten attendees noted concerns regarding impacts to the properties along the alignment such as property values, access, and encroachments on properties directly along the alignment.

Traffic and increased congestion:

- Twenty-four respondents commented that Hurontario-Main is already congested with fewer people on the roads today than in the coming years and they felt that the LRT would make the traffic even worse by taking a lane away in each direction.
- Two respondents noted their concerns for increased traffic congestion along Hurontario, noting that new lanes were put in to adapt to the growing population years ago, only to be taken away by an LRT vehicle in the coming years when the population is expected to grow even more.
- Four respondents didn’t believe that the LRT would have the ability to improve the traffic along Hurontario and that Mississauga was still a car culture and many destinations still required a vehicle.
- Two respondents felt that a subway would be more beneficial to Hurontario and that traffic would not be impacted if the system were underground.

Terminus at Port Credit:

- Two respondents commented that they felt that the terminus at Port Credit is not a safe transfer point for commuters and should be designed similar to the Brampton GO station terminus with better connectivity.

Timing of implementation and construction:

- Six respondents commented that they were worried that the system would never be implemented or that it would take too long in terms of securing funding, etc. that it would not be built in their lifetime.
- One respondent noted their concern for how long construction would last and what the impacts would be to the surrounding businesses and residents.
4.2 Brampton Public Information Centre #3: Key Theme Summary

Brampton PIC #3 feedback forms indicated that the majority of respondents supported the alignment as presented for Mississauga, including the changes that were made to the Downtown and Port Credit areas. The majority of attendees also indicated that they also supported or partially supported the alignment as presented in Brampton.

Feedback forms also revealed support for the option to explore the proposed technology to operate LRVs without overhead wires through the Brampton Main Street South Heritage Area and the Downtown. Residents also supported or partially supported the changes to the project that would provide full access to residents and shared running for motor vehicles and LRT through the Main Street South Heritage Area.

The following priorities have been identified from comments received from the Brampton PIC #3 feedback forms.

To what degree do you support the alignment as presented in Mississauga? (This includes the changes in the downtown area and Port Credit.)

Downtown Loop:

- One participant noted that he did not agree with the loop in the Mississauga downtown area. He felt that it did not serve the passengers well and that there should be a direct route and that the passengers should not be detoured through the downtown area.

Port Credit Terminus:

- Three respondents felt that terminating the system at Port Credit GO station was an improvement to the system and that the LRT should be extended once a plan for the waterfront area has been determined and until the ridership demanded it.
- A participant felt that the system would be better if it extended to the waterfront.

Terminating at Steeles:

- Two attendees felt that the alignment should be terminated at Steeles.

To what degree do you support the alignment as presented in Brampton?

Support for the LRT system:

- Four respondents commented on the benefits that the LRT system would have in the Brampton downtown area, specifically for redevelopment and creating a pedestrian oriented area that would invigorate the downtown.
- One respondent felt that bringing the alignment up Main Street and terminating at the Brampton GO station was the most appropriate route because Main Street represents the heart of Brampton and offers the most connections to existing transit routes including the downtown Brampton GO station and Brampton transit. They also noted that the Main Street
alignment connects to institutional and commercial properties and businesses that are currently operating and would get an influx of activity as a result of the foot traffic generated by the LRT.

- Six attendees commented that the Main Street alignment to the GO station made the most financial sense as there is limited budget and the alignment offers a short and direct route to connecting with the GO Station in downtown Brampton.
- Two respondents said that they would support the LRT extending to the Brampton GO station so long as the Main Street South Heritage Area could be preserved.
- Two respondents noted that the congestion and the pollution in the downtown area of Brampton is bad and will only get worse and the environmental benefits of the LRT would help to alleviate these issues.
- One respondent noted that the acceptance of the LRT is based on educating different demographics about the system as certain groups of people will understand the need for it and others won’t.

Terminating the LRT system at Steeles:

- Four of the attendees felt that the system should be terminated at Steeles. Many residents felt that the extension of the system to the Brampton GO station would negatively impact the culture and heritage of the Main Street South Heritage and Downtown areas.
- Five participants noted their concern for the potential loss or relocation of the Farmers’ Markets, parades, etc. as a result of the LRT.
- Five attendees identified concerns that the LRT would destroy the heritage character of the Downtown area and that homeowners would be greatly impacted as a result of any road widening that may be required.

The terminus of the system should be north of Brampton downtown core:

- Six respondents felt that the system should be terminated north of the Brampton GO station and that many Bramptonians were not being effectively served by a system that only serves 1/3 of the city and didn’t extend to Mayfield.
- Five participants offered different alignment options from Steeles as alternatives to going along Main Street to the downtown area.

Parking:

- Three respondents commented on the amount of parking that would be taken away as a result of the LRT and how it would negatively impact not only motorists, but transit users commuting to the system by car and requiring parking.

Improve Bike Lanes:

- Two respondents noted the lack of planning for bike paths in the Brampton area and that the implementation of the LRT should account for multi-modal transportation and that this should be a priority for the city to incorporate.
Stops:

- Two attendees felt that there should be more stops in the Main Street South Heritage and the Downtown areas so that the system is easier to access and people like the elderly do not have to walk far.

Traffic and congestion:

- Two participants noted concerns for the congestion that already exists in Downtown Brampton and felt that the LRT would increase congestion in the future by removing one lane of traffic.
- Two participants commented that the traffic congestion would also impact access to the residents and businesses along the Main Street areas as the congestion would make it difficult to enter/exit the properties.

To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

Support for the proposed wireless system through the Main Street South Heritage Area and part of downtown Brampton:

- Fifteen respondents commented that they thought that the removal of the overhead wires in the Main Street South Heritage Area was a great modification to the project and helped to preserve the heritage character of the area. They commended the project team for exploring the options and were in complete support of the option if it was available.
- One attendee also noted concerns about additional cost to the project as a result and feared that the option would be dropped as a result.

Indifference to overhead wires:

- Four respondents felt that the overhead wires would not have a negative impact (visually) in the Heritage Area and that the potential for slower service as a result of the wireless system would be a disservice to transit riders.

After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

Property Access:

- Seven attendees commented that the changes to the project allow access for residents and businesses along Main Street effectively addressed the issues and concerns.
- Although the concerns of the local residents and businesses have been addressed, three respondents noted that the changes undermine the integrity of a high-order-transit system and that the shared lanes would make the system slower. They noted that the lanes should
be dedicated to avoid confusion and to allow the LRVs to travel at faster, more efficient speeds without interruption from turning vehicles, etc.

Unsupportive of the changes that have been made in the Main Street South and Heritage Area:

- Four participants still voiced their concerns regarding the alignment along Main Street and felt that the changes that were made to the project were still not enough to satisfy the needs of the residents and businesses along Main Street and in the downtown area.
- Four residents noted concerns regarding the safety of drivers and pedestrians with a shared LRV and traffic lane and felt that it would require that the public be educated effectively on where the turning lanes were, etc. to avoid collisions and accidents with pedestrians.

What do you like about the project?

Eases traffic congestion:

- Nine respondents noted that the LRT system would help to decrease congestion in the future and help to move more people down the corridor.
- A respondent also noted the added benefits of incorporating multi-modal transportation to further help with congestion and get people out of their cars.

Revitalization of the Downtown Core:

- Nine respondents felt that the system would invigorate the economy in downtown Brampton.
- One participant noted that the system would support redevelopment, while respecting the heritage character of the area.
- One respondent noted that the LRT system was critical for Brampton’s growth.
- Five participants noted the ability of the system to create jobs and to generate economic activity which would provide businesses operating in historic buildings with the ability to reinvest in their structures, also adding the added land value that the project would provide to those businesses.

Improved Public Transit for Brampton:

- Three respondents noted that they enjoyed the fact that the system helped to plan for the future of the city and that it took the transportation patterns of future generations into consideration.
- Six participants noted that they appreciated how the system took people out of their cars and that it would improve the connectivity of other transportation systems, making it easier to get around the GTHA.
- One participant noted that Peel needs to improve the integration of their transit systems so that people are able to connect with other transit systems more seamlessly and efficiently, and it’s good to see people taking Peel public transit seriously.
- One respondent said the system needs to be properly interfaced with east/west transit routes.
What are your concerns about the project?

Timing:

- Seven respondents noted their concerns that the project would not be implemented soon enough.
- One respondent commented that those who are opposed to the project would win the debate and that the system would not be put forward.
- Four respondents were concerned about the cost of the project and funding and how it would impact their tax dollars.
- One participant said that he was concerned that the debate would continue for so long that the system would not get built.

Preservation of the Main Street South Heritage Area:

- One respondent felt that by having the LRT stop at Shoppers World, the Heritage Area would be preserved and Bramptonians would still be able to access the system.
- Three participants noted their concern for the impact to the Heritage Area buildings and the location of the stops in relation to preserving the area.
- One participant noted that the Heritage Area is quite narrow and that it was hard to imagine an LRV getting down the street with cars and buses.
- One participant felt that the modern look of the system would destroy the Heritage Area charm.

Traffic Congestion:

- Six respondents noted their concern for increased traffic congestion in the Main Street South Heritage Area and Downtown.
- Two respondents noted their concern for the traffic congestion impacts to the side streets along alignment and how the implementation of the LRT would impact the local traffic.
- One respondent commented that “Brampton is not Toronto and that we need to have the system running along parallel streets and to avoid Main Street as it is too busy of a thoroughfare.”

Noise and Vibration Concerns:

- Three respondents noted their concerns for the noise and vibration that the system would create in the Main Street South Heritage Area and the Downtown Area.

Parking:

- Five respondents noted their concerns for the loss of parking in the downtown area and at the GO station.

Farmers’ Market and Cultural Events in the Heritage Area and Downtown:

- Four residents noted the loss of the Farmers’ Market and other events in the downtown area like the Santa Claus parade.
5.0 NEXT STEPS

The issuance of the Notice of Commencement on February 19, 2014, initiated a 120-day consultation period for Metrolinx, the Cities, and the project team, to consult with interested persons including regulatory agencies and Aboriginal communities, and document the process. As part of the consultation process all comments and feedback received from PIC #3 will be responded to by the project team via email, letters or phone calls to answer questions, comments or concerns that were identified by the public. Also during this time, an Environmental Project Report (EPR) will be prepared that describes the full project, assesses the environmental impacts, documents stakeholder consultation, and includes commitments to mitigation, monitoring future technical investigations and additional consultation. The EPR will be made available for review by the public and the Minister of the Environment.

Upon completion of the 120-day consultation period (June 19, 2014), Metrolinx and the Cities will publish a Notice of Completion of the Environmental Project Report, at which point a 30-day review period will commence for the public and other stakeholders to review the EPR and provide comments.

The Minister of the Environment will then have 35-days to review the project, including any objections from parties that have been unable to resolve their concerns through discussions with Metrolinx and the Cities, and provide the results of the review to the project proponents (anticipated to be August 25, 2014). The Minister may consider whether a transit project may have negative impacts on matters of provincial importance and constitutionally protected Aboriginal or treaty rights. A matter of provincial importance is one that relates to the natural environment or has cultural heritage value or interest.

A Statement of Completion will be published to signify the conclusion of the Transit Project Assessment phase of the Hurontario-Main LRT Project.

Summary of TPAP Timelines

Below is an outline of the key activities and timelines for the pre-TPAP and TPAP phases of the Hurontario-Main LRT Project.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
<th>Status</th>
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<tbody>
<tr>
<td>Notice of Commencement</td>
<td>February 19, 2014</td>
<td>COMPLETED</td>
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<tr>
<td>Public Information Centre #3</td>
<td>March 2014</td>
<td>COMPLETED</td>
</tr>
<tr>
<td>Notice of Completion/ Public Review Period of EPR Begins</td>
<td>June 19, 2014</td>
<td>ONGOING</td>
</tr>
<tr>
<td>Public Review of EPR Closes/ Ministerial Review Commences</td>
<td>July 21, 2014</td>
<td>ONGOING</td>
</tr>
<tr>
<td>Minister’s Review Closes/ Statement of Completion</td>
<td>Late August 2014</td>
<td>ONGOING</td>
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- APPENDIX A - Promotional Material for PIC #3
- APPENDIX B - Comments received via feedback forms or post-PIC #3 emails
Appendix A

City Advertising for PIC #3
Notice of Commencement

Transit Project Assessment Process

Hurontario-Main Light Rail Transit Project

The Project
The Hurontario-Main Street Corridor Master Plan process completed by the Cities of Mississauga and Brampton in 2011 identified Light Rail Transit (LRT) as the preferred form of rapid transit to support the vision for future land use, urban design and transportation in the corridor. The Hurontario-Main Light Rail Transit (HMLRT) Project proposes the operation of a high frequency LRT service on the Hurontario-Main Street corridor from the Port Credit GO Station in Mississauga to the GO Station in Downtown Brampton, as shown on the Study Area map. The LRT line will have 26 stops on the 29 km corridor, including 3 stops within the Downtown Mississauga City Centre, 2 stops within Downtown Brampton and a maintenance and storage facility is proposed south of Highway 407.

The project will make travel easier and connect with transit services at the Brampton GO Station, Steele Avenue (Gateway Terminal), Highway 407, the Mississauga City Centre, the Cooksville GO Station, and the Port Credit GO Station. The LRT alignment will have two tracks running at grade and on a dedicated guideway generally within the existing road right-of-way. Over most of the route, road traffic lanes will be reserved for the exclusive LRT tracks, with some shared running south of Downtown Brampton. The LRT service may receive priority at signaled intersections for it to have higher operating speeds compared to other modes of transport (bus and private vehicles), particularly during peak travel periods.

The Process
Metrolinx and the Cities of Mississauga and Brampton are the proponents for the proposed HMLRT Project. The environmental impacts of the project will be assessed in accordance with Ontario Regulation 251/08 (Transit Projects Regulation) under the Ontario Environmental Assessment Act. The Transit Projects Regulation defines the Transit Project Assessment Process (TPAP) that must be followed to complete the environmental assessment. During the TPAP, an Environmental Project Report (EPR) will be published and made available for review by the public and the Minister of the Environment.

Consultation - Your opportunity to comment and provide information
Building on Public Information Centres (PICs) in June 2012 and May 2013, Metrolinx and the Cities will continue to engage and consult stakeholders throughout the TPAP period, including a third Public Information Centre, scheduled for March 2014 (details below), to present the proposed HMLRT Project. Members of the public, government agencies, Aboriginal communities and other interested parties are encouraged to participate in the TPAP by attending information sessions or contacting HMLRT staff directly with information, comments or questions.

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<th>COMMUNITY</th>
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<tr>
<td>Mississauga PIC #3</td>
<td>March 26, 2014</td>
<td>3:00 p.m. – 8:00 p.m.</td>
<td>Mississauga Civic Centre, 300 City Centre Drive, Mississauga</td>
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<tr>
<td>Brampton PIC</td>
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To be added to the project mailing list, provide comments, or obtain a description or summary of preliminary work done by the cities:

Contact:
Mr. Matthew Williams, LRT Manager, Hurontario Corridor, City of Mississauga
201 City Centre Drive, Suite 800, Mississauga, ON L5B 2T4
Tel.: 905-625-3200 Ext. 5534 Email: Matthew.Williams@mississauga.ca
Visit the project website: www.hurontario-main.ca
Email: inquiries@hurontario-main.ca
Telesphone: 3-1-1 in Mississauga and Brampton

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice was first issued on February 19, 2014.
Hurontario-Main LRT Project Moves Ahead

February 19, 2014 - The cities of Mississauga and Brampton have recently completed preliminary design and environmental assessment work for the Hurontario-Main Light Rail Transit (LRT) Project from Port Credit into Brampton to initiate the Ontario Ministry of Environment Transportation Project Assessment Process (TPAP). As a priority Next Wave project of Metrolinx’s regional transportation plan, The Big Move, Metrolinx will be joining the municipalities as a co-proponent through this next phase of work.

"It is wonderful we have reached this stage," said Mississauga Mayor Hazel McCallion. "Our residents and businesses will greatly benefit from having light rail transit on this corridor. This project is about moving people, giving them good transit options and bringing new life and opportunities to the corridor. We know light rail is well suited for this corridor – for the people travelling, living and working on it. People and businesses want the gridlock issue solved. We look forward to working with Brampton and Metrolinx to bring light rail transit to this important corridor."

"Brampton is committed to creating a world-class transit system that is convenient, reliable and modern. A strong city is built on connections, and we want to get those connections right, for businesses, workers, students, GO train commuters and families," said Brampton Mayor Susan Fennell. "We look forward to continuing to work with Mississauga and Metrolinx to find solutions that meet our respective needs."

"Metrolinx is pleased to be joining the Cities of Brampton and Mississauga as a co-proponent in the EA process. This project will further link together expanded GO service, MiWay and Zum so people can move throughout the region." – Bruce McCuaig, President & CEO, Metrolinx.

Transportation Project Assessment Process

The Cities of Mississauga and Brampton have completed what is known in transportation planning as the pre-consultation stage for the project and now have a design that will move through a provincial environmental assessment process. A ‘Notice of Commencement’ has been issued under the Transit Project Assessment Process (TPAP) that includes going out to the public for comments, looking at potential impacts and how to manage them. Components of the TPAP include examining impacts to transportation and utilities, socio-economic, natural and cultural environment. Information from this process will be made available to the public and the Minister of the Environment as an Environmental Project Report (EPR) in June 2014.

Six-month timeline for the TPAP includes
• 120 days for consultation on positive or negative environmental impacts and preparation of the EPR
• 30 Days for public/government agency review and comment on the EPR
• 35 Days for the Minister of Environment to determine if the project can proceed or requires more work
Public Drop in in Mississauga and Brampton
March 26 and 27 2014

This is the third and final public information centre (PIC) on the Light Rail Transit (LRT) system. This March PIC will:
• build on the design outcomes of PIC#1 and #2
• include environmental impacts of the proposed LRT implementation.

YOUR OPINION MATTERS. WE NEED YOUR PARTICIPATION to help shape decisions. Please join us!

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For background details, more information and to sign up to receive email updates, visit us online at hurontario-main.ca or call 3-1-1.
HURONTARIO-MAIN LRT PROJECT

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This is the third and final public information centre (PIC) on the Light Rail Transit (LRT) system. This March PIC will:
- build on the design outcomes of PIC#1 and #2
- include environmental impacts of the proposed LRT implementation.

**YOUR OPINION MATTERS. WE NEED YOUR PARTICIPATION** to help shape decisions. Please join us!

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| Mississauga| Tuesday, March 26, 2014 | 3–8 p.m. | The Great Hall  
Mississauga Civic Centre  
300 City Centre Drive |
| Brampton  | Thursday, March 27, 2014 | 3–8 p.m. | Rose Theatre  
1 Theatre Lane  
Brampton, Ontario |

**Mississauga**  
Leading today for tomorrow

**BRAMPTON**  
Flower City

**METROLINX**  
An agency of the Government of Ontario
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Hurontario-Main LRT Project

Preliminary Design and Transit Project Assessment Process

Provide your comments at our public information centres

Mississauga - March 26, 2014
Brampton - March 27, 2014
Light Rail Transit (LRT) Design Consultation – PIC#3

The cities of Mississauga and Brampton along with Metrolinx are preparing an Environmental Project Report (EPR) as part of the Transit Project Assessment Process (TPAP) for the Hurontario-Main LRT Project from the Port Credit GO Station in Mississauga to the GO Station in Downtown Brampton.

As part of the TPAP the third and final Public Information Centre (PIC) for this phase of the project will build upon the results from PIC #1 (June 2012) and PIC #2 (May 2013). PIC #3 will provide an opportunity for the public to review the final stage of Preliminary Design of the LRT alignment, dedicated lane configurations, and LRT stops. Information on the associated environmental studies, including an assessment of potential impacts and proposed mitigation measures, will also be presented.

Public Information Centre #3 in Mississauga and Brampton

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Transit Project Assessment Process (TPAP)

The potential environmental impacts of the Hurontario-Main LRT Project are being assessed in accordance with the Province’s Transit Projects Regulation, which establishes the requirements of the TPAP. This impact assessment process includes consultation, an assessment of potential positive and negative impacts to the environment (including the natural, cultural, social and economic environments), commitments to mitigate any impacts and monitor outcomes, and documentation in the form of an Environmental Project Report.

The TPAP commenced on February 19, 2014 and will conclude with the Minister of the Environment’s decision by August 25, 2014.

The six-month timeline includes:
- 120 days for consultation on positive or negative environmental impacts of the transit project and the preparation of the EPR;
- 30 days for the public, government agencies, Aboriginal communities and other interested parties to review and comment on the final EPR;
- 35 days for the Minister of the Environment to determine whether the project can proceed as described in the EPR, proceed subject to conditions, or requires further work.

Members of the public, government agencies, Aboriginal communities and other interested parties are encouraged to participate in the TPAP by attending PIC #3 or contacting the Hurontario-Main LRT staff directly with information, comments or questions.

For background details, more information and to sign up to receive e-mail updates, visit us online at www.huronmain.ca or call 3-1-1.
Appendix B

Feedback Form Comments
Comments re: To what degree do you support the alignment as presented in Mississauga? (This includes the changes in the downtown area and Port Credit.)

- Previously, I was totally in support of the LRT.
- The changes to the Port Credit layout and the poor connectivity with the GO station and the hostile walking route is not an appropriate alternative to the No. 19 bus. Dropping me at the door of the station.
- The centre load LRT stops.
- Increased accessibility – modernization – moving Mississauga as a premier city to live, work and play.
- LRT is better than subway system.
- Happy to have the LRT stop at Cooksville and Port Credit GO stations.
- I do not support this objective in its present form at all. The reason I feel this way is because the traffic volume on these routes is congested enough and taking away another lane on each side would create total gridlock that couldn’t be changed after I drive everywhere North, South, East or West. Since the LRT only runs north and south to get anywhere else I would have to take a bus.
- I loved all the routing of the line overall, except the section in Port Credit. I don’t understand why the line has to end at the Port Credit Go station. Before, the line was proposed to end on Port Street or somewhere near there (i.e. the lake). I think it’s better to include the previous end stop that was there on Port Street, so that more Port Credit residents and tourists will have an easier access (and more scenic view).
- I think it is important to accommodate and modify for changes in Port Credit, but this should not be allowed to slow the progress.
- Plans are not clear about expropriation of business Dundas to Rail – East/West sides.
- Tentative construction timelines (in a perfect world).
- Fares?
- The terminus at Port Credit GO appears very informal. Could a transparent canopy be provided to shelter waiting passengers?
- The LRT in Port Credit will change the Port Credit area. It is not necessary to bring it to Port Credit, not enough people in the area to serve.
- Great plan.
- Funding? How about lotteries?
- The demographic of homeowners south of QEW tend to drive regardless of the LRT. There is a clear benefit to commercial owners along Lakeshore from of f set traffic but it will change the atmosphere of the community to a busy and over populated pocket which will affect market value for current home owners.
- If you can provide us with a shuttle to help just to go to (main) terminal.
• Transit cannot get to people today, but adding shuttle to small area will give us more time and will make us use the buses.
• The proposed alignment is still too close to residential properties on the Westside of Hurontario south of QEW.
• This project will only increase traffic congestion and pollution.
• Will not be operational in snow.
• Overhead wire mess the length of hwy 10.
• I do not trust the artist renderings.
• Tell about other LRT projects and their costs.
• Not needed as gridlock during construction will be huge.
• Some concern about the loss of a stop near QEW for access to QE park school – a place where youth cross the street – this transit line is how many get to school! I heard people talk about timing of traffic lights at QEW, Hurontario (south of QEW), I do not share their concerns; I hope more of these drivers will realize the wisdom of riding the lovely LRT.
• It will create a pedestrian friendly environment.
• Looks good
• Major questions / issues exist around ease of use/cost & convenience vis avis car transport/ development of policies & economic development/east-west linkages vis avis Hwy 401 users.
• Opposed to Metrolinx connection south of QEW in Mississauga entirely.
• Downtown Mississauga changes are excellent.
• Change in Port Credit – removing Elizabeth Street stop is not good. Much better to have access to waterfront for everyone in Mississauga.
• Three lanes of traffic reduced to two increased traffic jam significantly.
• The natural terminal area is the P.C. GO station. Anything else does not take into consideration the overwhelming use of the GO area.
• I am afraid if this is going to put a lot of burden on Hurontario Street considering it is already very busy & it will take space from existing surface,
• Port Credit changes seem fine. I’m curious as to the addition of noise barrier north of Inglewood at Hurontario where the LRT would move to the side of the Street adjacent to back yards (height/type).
• How are you planning to change the CNR bridge at John & Hurontario?
• Could you put a pedestrian bridge there next to GO train track to cut back on people out into traffic?
• I now understand why the project is necessary and will be done in this manner (LRT vs subway). Cost!
• I do not support any extension from Port Credit GO along Port St to Elizabeth. Need to preserve this as a walking community.
I think the Hurontario-Main LRT project will truly transform Mississauga into a vibrant Urban landscape compared to the automobile dominated scene today. Transit will be front and centre which is fantastic. I was very impressed with the active transportation components.

- Will make the traffic flow worse.
- Will spoil the village atmosphere of Port Credit
- Would certainly not go further south of the P.C. GO station.
- Will create increased congestion due to traffic, people will continue to drive cars regardless of transport. Look at Toronto.
- Ruins to quiet walkability of the Port Credit area.
- It is ridiculous to send LRT traffic down a quiet residential area such as Elizabeth Street.
- Port Credit should remain a pedestrian, quiet neighbourhood as it is now.
- Concerned about the removal of 35 trees in the Mineola area. Trees are the cornerstone of the Mineola neighbourhood and removal of the trees takes away from the residential woodland fell/look that is Mineola.
Comments re: To what degree do you support the alignment as presented in Brampton?

- N/A. Did not look at plans. Not set out for easy review comparison.
- Increased accessibility – modernization – moving Brampton as a premier city to live, work and play.
- Brampton municipality has to do its part.
- I can’t speak for Brampton.
- I do not support this objective in its present form at all. The reason I feel this way is because the traffic volume on these routes is congested enough and taking away another lane on each side would create total gridlock that couldn’t be changed after I drive everywhere North, South, East or West. Since the LRT only runs north and south to get anywhere else I would have to take a bus.
- Once again, I loved the routing of the route. The thing I’m concerned about is why do you have to stop the overhead wiring for a section near Downtown Brampton. I know the residents there may be concerned about the look of their narrow town-like neighbourhood, however, the LRT wires don’t look like a “scenic damper” to me! Most LRT cities in Europe and North America look great, even with the wires. I think that in the end, they will love how their “townscape” looks a bit more urban with them!
- Not enough people will use it. It is a very expensive project and it should not be a priority right now.
- The City is building along the outskirts as the population grows we need to be able to transport people to the core of the city.
- Prefer centre line.
- Maintain needed links for Sheridan College students to access.
- As long as service is ok, I am fine. Being a Mississauga resident I am more concerned with the Mississauga portion.
- Would like to make sure that the right turn in and out of my property radius is adequate preserved or possibly enlarged to accommodate vehicles entering and exiting.
- I’m not often in Brampton, so did not pay any attention to this.
- Are you planning to go as far as Sandalwood north of Brampton?
- I live in Mississauga.
- Do not visit Brampton often and therefore have no comment.
- Living in south Mississauga I have not reviewed this – it has little impact.
Comments re: To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

- Suggests a pantograph not a pole power pick up operating.
- Indicates a higher operating cost due to the need for batteries on the LRT.
- Indicates a higher build cost due to vehicles.
- Need to limit overhead wires as much as possible to decrease the impact of inclement weather / storms etc. Also look more clean.
- Seems to be well adopted technology.
- If it means maintaining a “village” feel, a sense of not disrupting the overall concept of how the area looks.
- Why is Brampton Heritage more important than Cooksville area or Port Credit?
- Support a rail without overhead wires.
- Once again, I loved the routing of the route. The thing I’m concerned about is why do you have to stop the overhead wiring for a section near Downtown Brampton. I know the residents there may be concerned about the look of their narrow town-like neighbourhood, however, the LRT wires don’t look like a “scenic damper” to me! Most LRT cities in Europe and North America look great, even with the wires. I think that in the end, they will love how their “townscape” looks a bit more urban with them!
- How much cost will this add to the project?
- The Brampton downtown area will be changed and the number of people being served by this project does not justify the cost of the Project.
- Sounds good apply that to the entire Hwy 10. Consider that for the rest of Hwy 10, in particular that area south of QEW.
- If the design is no overhead wires in Brampton it should be the same in Mississauga – If it costs more money to build underground wires in Brampton – then neither Mississauga nor Brampton should have overhead wires. If it costs the same for overhead; underground wires put in both Mississauga and Brampton.
- It is very important to preserve our heritage areas. I am pleased to see that some thought has been given to keeping the heritage area in Brampton and Mississauga (if applicable) as undisturbed and authentic as possible.
- This technology should be used for all the lanes from Port Credit to Brampton.
- Anything we can do to prevent the visibility of overhead wires is a good thing. They have proved to be dangerous & unsightly. But we need fast access in the times of repairs etc.
- This is a good initiative as it will not spoil the streetscape.
- Do this on the whole system!! Those overhead wires are so ugly and old school technology like nasty streetcars in Toronto. I thought Mississauga was suppose to be a forward thinking city.
• If it is the only way to get power for LRV it’s fine. What if the wires go underneath the road?
• Can we have no overhead wires between Mineola & Inglewood.
• I wish it could all be done without overhead wires. Who wants more wires in the air...what an eye sore!
• I am happy to see that there won’t be overhead wires in the Heritage Area and downtown Brampton. Would love to see the removal of these wires from Mississauga City centre as well for aesthetic purposes.
• Should be without overhead wires throughout the entire system.
• Great idea. Why can’t this be used in other areas too.
Comments re: After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

- Need to protect Heritage areas – ensure use does not detract from the beauty of our Heritage properties.
- Lanes might require widening.
- N/A. I live in Mississauga.
- I’m not very familiar with the area, so I will stay neutral on this one.
- Although a slower travel time through this area seems acceptable it should be ensured it does not hold up stream vehicles.
- Will slow down motor vehicles significantly forcing them to use LRT.
- Prefer priority to LRT – no delays to transit caused by traffic.
- If it takes land from people but there is no impact on driving / traffic leave it as no access to properties.
- It did not reduce noise and traffic to a more comfortable level.
- For short distance commuters it does not save much time and as a matter of fact, it creates transfer stops. i.e. Bristol to Cooksville Station.
- Between Eglinton and Bristol have lots of people live there, but no stop, we should take 10 mins to walk to stop station, if in winter time (6 months) please think about that!
- Need to preserve our Heritage.
- Yes, it must be accessible to every mode of transport.
- Not sure I really understand the impact. It would seem you would have to so...
- I live in Mississauga.
- Concerned about the delays caused by cars driving in the LRT lane in Brampton. Cars turning left from the LRT lane will often be stopped due to traffic which will cause delays down the LRT line. I hope this issue has been considered in this proposal.
- Living in south Mississauga I have not reviewed this. It has little impact.
Comments re: What do you like about the project?

- I believe it will increase connectivity between Brampton and Square One area and Lakeshore.
- It will contribute to taking cars off the road by encouraging people to take public transport.
- It is environmental friendly.
- I expect it to promote pedestrian friendly environment and create a chance for new businesses such as shops and cafes to proper along the line.
- It will be better than nothing but no longer fills me with enthusiasm. Too many compromises for the car and numbers.
- Great, the final product will certainly enhance the beauty of Mississauga.
- Good project for the future of Mississauga.
- Faster, cleaner service.
- More pedestrians and bicycle friendly.
- Reduction of traffic and car need within the city.
- That my city will move into the 21st century.
- If the Hurontario-Main LRT system was elevated above the existing roadways then I think things could possibly work out.
- I’m IN LOVEEE with this system! I’ve been monitoring the progress on this plan ever since 2006 (when they were seriously considering it), and I was INSTANTLY hooked!!!! Overall, I love civil engineering and transit, and combined with my map and transit knowledge of Mississauga, you might say I am a transit geek! Anyways, I love the routing of the line, even though I live far away from it, and most likely won’t need to use it (although I’ll ride it many times for the fun of it). I love the landscaping on and around the LRT LINE, (THE BIKE LANES, THE SIDEWALKS AND STORES, ETC.), I love the darn thing overall!!!!!! I just wish I was old enough and skilled enough i.e. university education and engineering experienced) to be involved in this project, because I LOVE CIVIL ENGINEERING!!!! I wish to be the world’s best civil engineer, so be on the lookout!
- High capacity rapid transit to grow with the area.
- In theory – LRT / dedicated lanes will improve traffic flow.
- Upgrading of neighbourhoods is always to be desired. Upgrading of public transit always desired as well.
- Faster transit time due to dedicated ROW and traffic light synchronization.
- Would there be relief lines to Dundas feeding the Hurontario/Dundas LRT station?
- Any upgrades planned for streets parallel to Hurontario (e.g. confederation Parkway) as drivers may select these streets as alternate to Hurontario?
- Helpful for people that cannot afford to live in the centre core but can live further north and travel to work in the core. Primarily younger generation and young families will benefit.
- Everything. Please build asap.
• The whole system has to accommodate the people (not giving me a 3 hr bus ride which I could do in 30 minutes) because it is not rush hours. So consider shuttle to take us to terminal. Buses on # 5& 10 will be gone so use the drivers for the shuttle.
• DO NOT LIKE! Hold a referendum for all citizens to vote! Subway or nothing! Unnecessary!
• Waste of public dollars.
• Cross walks marked on pavement at on/off loading
• Accessibility for walkers, strollers and wheelchairs – please use focus groups including people who use walkers, strollers, wheelchairs for their wisdom in suitable design criteria which they can inform best in layout.
• Eliminates trucks going through the corridor
• Re-direct trucks to Mavis or Kennedy
• Environmentally friendly by using electric power. There will be no exhaust emissions emitted into the air. As an asthmatic, I appreciate this especially on hot, humid and stagnant air days in the summer months.
• Having more trees planted to enhance the two cities beauty and to help keep our air clean and possible shade areas on hot days.
• Faster commute times over a bus. This should entice people to use the service once it is up and running.
• The original vision of moving this whole area from a car-base community to a more transit intensive area is moving well indeed.
• Worse possible waste of money.
• We need something modern & “World Class”. These plans & ideas are future thinking & should accommodate the growth of the area which is bound to take place over the next 20 years. It is forward thinking - (something which should have been done for YYZ 50 years ago) DREAM BIG!!
• Speed makes it more appealing to take.
• The idea of one fare to go to Toronto from Hwy 10/Eglinton is very appealing.
• It looks like you can wheel your bike/stroller/wheelchair on and that appeals to me.
• Green areas sound nice.
• Will make Mississauga very appealing for businesses to move to and people to move in increase density along Hurontario.
• Encourages an urban corridor with density in general.
• If it is successful & goes as planned would be great for the public of two cities.
• Excellent work for future development of both cities (Brampton and Mississauga)
• Not liking much near me. It looks horrible. So much like noisy street car system. Already I can’t sleep or enjoy my home due to lights and traffic. It will not stop people from driving.
• I like this LRT system. It’s a good tool for getting the public Transit more advanced. It’s a big improvement from the current buses. To have LRT, it runs on its own rails which is more organized. It won’t disturb the cars when it gets stops.
• Lower emissions
• Must come up with a comprehensive plan for rapid Transit for the whole GTA so Mississauga has to do its part. No solution is perfect, but try your best.
• Rapid.
• High capacity.
• The idea of noise barriers where system runs directly against residential yards.
• Have seen this work in Europe e.g. Germany, Denmark, Holland, etc. What we need is a quiet train and people to understand the idea is to move many with fewer trains and cars.
• I really enjoy the vision of the finish product and everything that comes along with it (jobs, new structures, development revitalization etc.).
• I wish it could have been done with a subway.
• A loyalty program and / or selling of advertising and innovative ways to generate revenue should help convert commuters and offset costs.
• Very efficient way to move people quickly, cut down on traffic and come in at a reasonable cost. Takes away a lot of dependency on the car.
• The LRT will be a great addition for inter-regional transit. I currently drop off my carpool at Hurontario and Queensway to catch the 103 to Brampton so kind of the plan! It will improve the pedestrian environment.
• I like the increased connectivity between Mississauga City Centre and downtown Brampton. The increase in ridership is encouraging and I really like the connectivity to the GO.
• In a word – nothing. However, I'm very relieved to see in the updated proposal that the route will not go south of the Port Credit GO, where it would destroy the quiet enjoyment of the St. Lawrence / Marina neighbourhood.
• What are the numbers for the Burnhamthorpe and Duke of York stops for opening year and 2031/35 time frame?
• What is the travel time to/from the Rathburn stop using Burnhamthorpe and Duke of York for Mississauga Line?
• What is the travel time for the Loop both direction for the Brampton Line?
• What are the current ridership number for the current bus stops on Hurontario for Burnhamthorpe, Mathew Gates, Elm Dr, Fairview and Central Parkway.
• Is the plan still in place to provide flower beds and trees between the tracks as per the last presentation as only Burnhamthorpe seams to have them now and I didn't look closely at the plans for them?
• Has there been any thought about removing some of the existing bus stops now that have low ridership today that will be remove when the LRT is built? I have made this suggestion his to the Director of Transit already.
• As for rebuilding the QEW bridge, is MTO willing to pickup some of the cost or is it totally under the LRT cost? If under the LRT cost, what kind of cost is been look at for doing as well a time for rebuilding it?
• Are there any heated shelter on the platforms?
• You stated 13% of ridership bypass Sq One today, put have you included what those numbers will be when the 2 developments for the north side of Eglinton Ave are completed around 2020?
• If the goal is to encourage people to leave their car at home when traveling to the Cooksville GO Station by LRT from the north side of Sq One or going to work, don't you think changing and waiting for different lines at Sq One fly in the face of that goal as well add more travel time than it does today using the 103 express bus?
• Have you and the team talk to Metrolinx about relocating the station beside Hurontario as well extending the platforms east to cut that 5 minute walk to the existing station and bus terminal? If so, what is their position on doing this?
• The old Lawn Bowling lands were purchased foe a bus terminal and since 8, 14 and 23 will be the only routes left after the line is built, is this still on the books? It will be more than 5 minute for an able body person to walk to the existing terminal.
• Will the #8 bus be able to stop at Mineola like it does today going north or will it stop on it after turning onto it?
• I can live with the reasons for the line going south, but at some point we will have to do it regardless what is going to happen with the Esso lands. Esso is in no big hurry in doing something that it may never happen depending on the soil testing. A huge legibility issue for Esso if and when something get built on those lands.
• What is the travel time on Hurontario (perhaps using different segments: Lakeshore to Burnhamthorpe, Burnhamthorpe to 401, 401 to Brampton) with an automobile during peak periods? How does that change with the LRT? Car drivers will want to know this information.
• What is the current travel time on Hurontario (perhaps using different segments: Lakeshore to Burnhamthorpe, Burnmathorpe to 401, 401 to Brampton) with bus during peak periods? How does that change with the LRT? This is important to note the time improvement for riders, allowing LRT riders to compare their travel time to a car.
• Why LRT versus BRT? We have a east-west BRT, why not a north-south BRT.
• Will property values increase or decrease for those residents/businesses living/residing within a 5 minute walk of a LRT stop? If so, by how much?
• Will a continuous dedicated bike lane parallel the proposed LRT?
• If the answer to the dedicated bike lane is no, I recommend a dedicated lane from the City Centre to Port Credit. I would also recommend this to be a covered bike lane allowing for 4 season use. If not covered, what plan would be in place to enable four season use?
• Hopefully get people to use the transit system more frequently.
• Dedicated bicycle path is good to see.
• Ability to green/landscape areas that currently have no green.
• Much needed improvement on many areas of Hurontario.

Comments re: What are your concerns about the project?

• Having it at street level might impede existing traffic.
• It’s taking away space from car lanes which are not going away anytime soon.
• Concerned about safety implications to pedestrians and vehicles alike due to sharing adjacent space on street level.
• It perpetuates the mistakes of North America and has not learnt anything from Europe.
• The traffic signal priority for LRT continues to accept that the car is the alpha transport mode
• Building stops at one side perpetuates the secondary role imposed on buses. The stops do not permit the full advantage of signal priority to be achieved by the LRT. The LRT on the near side will impose a negative impact on other road users as it calls for priority bus is not ready to proceed.
• How / why a footway between Harborn and South Service Road is now considered to be safe when previously it wasn’t explained?
• The terminus at Port Credit now doesn’t do anything. It does not connect. It is not a destination. The stop as proposed is a substandard inter-connection to the GO train service currently running at 30 min intervals. There is a significant grade difference and a hostile (open, windy, no protection from elements, conflicts with cars) watching route. If the LRT must accommodate the numbers then would it not be better to run it into the GO parking lot on the north side of the station?
• Comparing the Port Credit interchange with Clarkson and Brampton indicated that Port Credit is decidedly second class. Brampton has a far superior treatment as a terminus even with the VIA service and the promise of all day hourly Go train in 2016 (maybe) it has less trains than Port Credit.
• The information displayed and discussion with Project Team members does not even indicate if the traffic signals are to be an optimizing system (SCOOT, SCATS, MOYA). How can they give me an intelligent answer without that info? At PIC 1, I was told that it was a decision being made by Mississauga Traffic Signal Staff. At this PIC 3, I’m told they are working on going out to tender. How do you go to tender without knowing if it is an Offset Optimization System you want or not? If it does not optimize how do you propose to have intelligent signal priority?
• The lack of cross sections which also indicate the grade differences are an ongoing disappointment. Port Credit was and is fudge hidden by the lack of indicating drawings.
• At some point, politicians with the advice and support of the planners, paid to advise them, need to face up to the fact, that the car is not King. The car has had its acendeny, millennials are learning to drive later and are buying fewer cars and using them less. The LRT is an investment in the future, the future of millennials and their children. Generation X are on the way out and need to be giving more thought to how they will move about when they may not drive and the need of the younger generation who have to fix all the mistakes visited on them by. At PIC 1, even 2, I felt enthused that this was happening. Now, at PIC 3, I do not have that same enthusiasm. It is a poor compromise for the future.
• No major concern – there is ample space.
• Need to ensure noise level is minimized.
• Need to ensure systems are accessible for those with disabilities – visual, hearing, physical.
• Level of noise which neighbours will experience.
• Noise pollution to be taken care of.
• I am always concerned about accessibility – Universal design.
• Taking into consideration attributes for physical and cognitive disabilities.
• Things such as T.G.I's and consistency throughout i.e. using yellow truncated dome indicators.
• Slopes / grades.
• Way-finding, visual – sound, ground markers.
• Impact of Cooksville stop on access to Carlyle buildings i.e. 145 and 115 Hillcrest Avenue.
• By cutting out a lane on each side of Hurontario, all the way from Port Credit to Brampton would back up traffic all day and night. Not everyone just travels north and south and get off there at their destinations. Approximately 7 years ago, we finally got an extra lane going north and south and with three lanes on each side now is still quite busy. To me, the cheapest and most effective way to go is to just add more buses and drivers to keep up with the demand needed. The trains would still have to stop at lights and stops along the way. For the billions needed to construct this system that can only go north and south and not east and west and north and south like buses. I cannot see a benefit in this project.
• Other than the ones on the front page, I have none at this time.
• I strongly urge Metrolinx/Presto to contact Hong Kong to discuss pros and cons with their Octopus card (seems to work on underground lines, buses, ferries and in a growing number of shops!)
• I am also quite concerned about congestion on Hurontario during and after, with the reduction from 6 lanes to 4 for cars, trucks, emergency vehicles etc.
• Insurance that it moves forward without large delays.
• Reducing traffic north/south on Hurontario – not convinced that traffic flow will improve.
• Not convinced that majority of cars are on Hurontario because of lack of transit. The traffic is “flow through” simply using Hurontario to get from point A to point B and are not interested in LRT on Hurontario.
• Fares- no point in LRT if fares are too high for average transit riders.
• Length of time to construct – how long will traffic on Hurontario be interrupted? Not building any goodwill with potential riders if they have been inconvenienced for 2/3 years.
• Concerned that the “before” images are at least 30 years old and thus do not accurately represent current conditions / buildings/apartments etc.
• Estimated cost of $1.6billion beyond the capacity of Mississauga to finance.
• Higher old and transit has become a political football.
• My primary concern is the fact that there is no turning lane out of my street (Hampshire Crescent – Port Credit).
• Safety of the children walking to school on Hurontario Street to the local Middle School / Mineola Public School and Port Credit Secondary.
• Noise level in the Port Credit Secondary.
• Noise level in the Port Credit / Tudian Valley Mineola area.
• Property values.
• Taxes.
• Being extended south of QEW may disrupt values and community feel for the worse. I am undecided only because I lack enough knowledge on the subject.
• Could reduce # of stations in low demand areas, areas with lower density. Would benefit LRT travel times.
• John St?? You have allowed tractor trailers to park on John St #69- How are we going to manage to get out of the complex by John St or Kirwin? Traffic will be heavier not stop at Little John Lane, I would like to have an engineer to explain how 3175 and 3120 Kirwin are going to cross street – drive out and children going to park?? You will make us to use Kirwin for going east. Also the tractor trailers will come too; sometimes they get stuck in the mud blocking John St where is the safety for us. (Ambulance, Fire Department). I have request bicycle lane in 1969. (was told engineer did not see the need). Hurontario is very hot in the summer. Are you also provide us with proper shelter? Just try to walk it this summer from Queensway to Square One. Good luck? At my age I can do it spring-fall but summer, forget it. I have travelled but you are the worst for transportation. We have many hours in buses. P.S. The city should ask for an agreement to have shelter + mailboxes together where it is possible. The land belong to the city. We are paying taxes for transportation. Canada Post is going to add more mail boxes so get together and share the cost of clean-up for winter or tell them the city will take over and they would be billed.
• Dislike Mineloa/Port Credit area.
• The need for this system is unclear.
• Cost not worth savings in time vs current buses
• Concern we will lose character of the area-the reason people move to the area (Hurontario south of QEW.
• Don’t believe any traffic problems will be improved. People still need to drive to get to Mississauga destinations.
• Trees will be taken out along Westside of Hurontario south of QEW – has not been identified on plans.
• Vibrations in residential property as a result of moving road 31/2 metres closer to Properties south of QEW.
• Suggest burying hydro lines along east side of Hurontario and shift road further east closer to businesses on the side of Hurontario south of QEW.
• Traffic will be worse – drivers coming from the west side of Hurontario who want to go north during rush hour will have to go south and turnaround further tying up traffic.
• Waste of public $!
  Will cause gridlock! & congestion!
  Subway or nothing!
  Ruin our downtown Port Credit & Brampton!
  Expropriation of properties!
  Elimination of sidewalks etc.! – not good! cycling
  Property values!
  Raised platforms – dangerous!
  Noise & Vibration!
• Increased traffic congestion due to more stops & starts – like downtown Toronto.
  You are trying to fit a square peg in a round hole.
  Hwy 10 should all subway – built over the next 50 yrs.
  Costs for construction, operational budgets.
  Just put a few more buses on at the peak hours.
  No ridership in off peak hours.
  Lastly, some folks must be having bad dreams at Queens Park.
• Congestion, cost overrun.
• Affect on adjacent properties and businesses.
• Look at sidewalks.
• Public safety.
• Why not hold a referendum in Oct 2014 for go or no go of this tax dollar expenditure.
• Noise – Courtney Park & Hurontario I would like to see better noise reduction for the rumble.
  Particular to the hotel on the northwest corner.
• Must design to include suitable track and space / gaps in tracks to be accessible for stroller wheels
• Design criteria must include layout so young children are not in danger of getting on / off transit and directly into traffic – of the selections of shelters – prefer the design with wall at on / off loading & where in middle of road allowance.
At both ends of platform a traffic alert for drivers to become aware of passengers crossing road as they on/off load. Must design to include suitable track and spare / gaps in tracts to accessible for stroller wheels. Design criteria must include layout so young children are not in danger of getting on/off transit and directly into traffic - of the selections of shelters – prefer the design with a wall at on/off loading + where in middle of road allowance at both ends of platform a traffic alert for drivers to become aware of passengers crossing road as they on/off load.

- Affect ppty value (decreasing).
- Noises.
- Easy to go for people.
- We have gridlock now on our roads. I feel it will be worse by eliminating lanes of traffic as proposed, as a professional truck drive, it is taking me longer to do my deliveries now. If you eliminate more lanes for cars and trucks, you are exasperating an already bad problem and making it worse. Can this project not be done without eliminating lanes on Hurontario? Is there not enough land to do so? The cost to business and our economy is astronomical because of gridlock. We most move both people and goods with minimal disruption.
- Creation of business models for the affected communities that would lead them to self sustain community & economic development should go hand in hand with the design.
- Is it possible to ask for copies of the presentation for Courtney Park? This goes hand in hand with map I received in 2008 – sheets 11&12.
- Would ruin our beautiful section of Hurontario (south of QEW)! Will cause more traffic congestion not relieve it! Very inconvenient for residents in this area, with really no benefit. Already have MiWay buses running on this route that are very lightly used. Tremendous cost of implementing this project that will likely grow! Construction noise, dust, extra traffic congestion for many months (during construction). Lastly part of my property would be used for widened multi-use path (north-east corner of Hurontario +Mineola)!
- Will create more congestion +block road access.
- Will create a under used transit to replace a under used bus system.
- My main concern is the traffic on Hurontario Street will be more because of taking two lanes to build the LRT. Why not sign the (elevated LRT) system and keep Hurontario Street same as now.
- Increased traffic jams on Hurontario, loss of traffic lanes.
- I understand that future projects include one along Dundas Street to either Kipling or Islington Station (subway). I think if this is to be LRT and to be built in near future will be great connection to Toronto Transit.
- With a changing of the guard (i.e. Hazel going) & a possible change in provincial govt. Will the start of the construction be subject to delays?
- Development along Hurontario will not be in place or will be too slow-not within my lifetime!
- That it will not get built!
I guess I am not convinced it will reduce gridlock but could add to it.
I’m concerned there won’t be enough ridership.
Concerned about having to cross traffic to get to stops.
I have one major concern and that is when you think 20, 30 years from today imagine people are commuting on this road everyday using train, this will generate demand of huge parking lots at different spots along Highway 10. As people would like to take train & they would want to park somewhere & take train. This will hugely impact existing parking along side road. I think you should consider this.

- Noise levels.
- Congestion (traffic) as 2 current traffic lanes will be gone.
- Further continue up to Mayfield to Orangeville.
- Additional Light Noise. I also had to deal with added/higher light posts outside my windows and there are business nearby with flashing neon lights. Stop already.
- The proposed plan for North Service cuts off my left turn access to where I live.
- The frequency of the LRT. I hope it will have frequent schedule. The current public transit schedule is not frequent enough. If the waiting time is too long, it won’t help a lot. So I hope the team should consider a frequent schedule to run LRT. The waiting area: It’s very nice to have the shelter. It’s very cold in winter, the wind makes people feel colder. It will be great to have a door to block the wind.
- Still reliance on buses along Hurontario.
  Negates lower emissions / noise to people along Hurontario
  Still concerns with what happens adjacent to my property.
- Construction - - > 3-4 years of hell for all or a systematic section by section approach and only a short period of chaos for those directly affected in an area.
- Length of time it will take to complete.
- Traffic gridlock during construction.
- Will work only if other transit routes meet regularly with this new mode of transit.
- Will this idea mean more high use on the #10 that may cause even more gridlock.
- Could more stops be added to help get more passengers e.g. at Paisley because of many apartments in that area.
- Will route need a deep dig at John & Hurontario to get below train track.
- Longer commuting time during construction.
- Property values.
- Noise.
- The extension (possible) of the LRT from Port Credit GO along Port St to Elizabeth. I am not in favour of this. My feeling is this would unduly intrude into a walking community. There would also be quite a bit of noise & congestion from the trains which would also detract from the community.
• Paving stones – if used – have LARGE as possible to reduce WEEDS growing.
• I would like information regarding intensification of land use on Hurontario between Mineola and QEW. It would seem logical that the addition of the LRT could lead to an intensification of land use. Most of the properties there are already converted to commercial office space. However, the size of the buildings is quite small due to zoning / land use restrictions. I would like to see an increase to the currently allowed land use. Either increased building size and or additional uses. Hurontario is a major thoroughfare and will be even more so with the addition of the LRT. An intensification of land use should be considered.
• For the left turn bike box00, please consider cross-bikes on all sides. I suspect there will not be “No turn on Red” restrictions as in Your Region.
• Please turn the SB Westbound on-ramp into a right angle intersection, the wearing will be atrocious as it is today.
• A transition between the multi-use trail and bike lanes at Queensway need a bit more attention – separate signals and crossings perhaps.
• I hope you have consulted transit riders, peds and cyclists on the ground. I think you’ll be able to retire your plans that much more! Be aware of peds crossing midblock.
• I am concerned about the reduction traffic lanes from 3 down to 2 over much of Hurontario. With the city continuing to grow, more cars will be on the road in the coming years. Even with the increased capacity of the LRT, I feel that the car-dependent society we live in will affect the success of this project. Going forward, I think more work needs to be done to address the larger problem (in the region) of car dependency. Also, listening to others’ feedback and concerns, I think this project could benefit from a more detailed study of how current bus routes may be affected by the LRT, and how they will connect to the system.
• I’m concerned about: the intrusion on the Port Credit village. Noise and vibration. Ugly appearance of overhead wires. Traffic congestion, if you choose to drive the route.
• People drive cars regardless of transportation availability – Just look at Toronto. Therefore reducing the traffic lanes by two will create substantially increased congestion. The volume of the pedestrian / traffic between Brampton & Mississauga does not support this huge expenditure. Cost is way too high!
• Removal of 35 trees between Eaglewood and Pinetree Way! It’s imperative to keep the residential woodland look and feel of Mineola.
• Is LRT truly the best way to go long term. Will we be tearing it up in a few years to put in a subway? Why not ‘bite the bullet’ now and put a subway in.
• Will it ultimately slow traffic down with added stops and vehicles.
Comments re: To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.)

- I don't agree with the loop at Mississauga downtown. The passenger priority should be a direct route north/south with secondary transit routes east/west. All of the passengers should not be detoured through Downtown Mississauga. Their time is valuable.
- I am not a resident of Mississauga. I would like Mississauga residents to speak for themselves.
- I am not up-to-speed on development.
- The alignment seems to make sense to satisfy Mississauga’s interests.
- I don’t comment on the region I don’t live in.
- Not concerned about Hazel Land!
- Looking for comparisons of what other options are before design i.e other routes or forms of transportation.
- Concern about downtown businesses surviving.
- Downtown access.
- I believe the LRT should stop at Steeles.
- This needs to be a subway and connect to Kipling.
- I don’t see an obvious problem with it.
- Very bad idea. This is not what Brampton needs.
- Stopping at Port Credit GO makes sense until a waterfront plan exists.
- Don’t know the area.
- I do not support this! It is redundant to what is presently here!
- It would be better if the route extended south of Lakeshore.
- I did not look too closely at Mississauga info but did see that the intensification with Port Credit GO has been improved.
- Fully agree with terminating at PC GO. Extending to Port/Elizabeth adds little value for a lot of effort trying to make the LRT align with mixed traffic.
- The intermodal stations at City Centre, Cooksville GO, PC GO are adequate for “day one” operation, but could use more refinement regarding seamless transfers (eg. Reduce the need to cross multi-lane traffic to get from LRT to city bus.
- That is Mississauga’s business.
- I object to the selected route. The city chose the cheapest way. Should be beside GO trains. Invasion of noise/downtown will be really congested.
- This will not affect me.
- Fully support this alignment because it provides access from Brampton to Mississauga, Mississauga to Brampton. This will grow the economies of both cities, allow for more access to more GO Trains, and connect Brampton to Lake Ontario
- Fully supportive of the changes.
- I would support the LRT project if the route ended at Steeles Ave and then went east to Kennedy road and then north.
- Not as familiar with Mississauga.
- The LRT would be a significant move to relieving gridlock now and later in this area. No action would be irresponsible. LRT would also reduce workers travel costs and stress.

Comments re: To what degree do you support the alignment as presented for Brampton?

- Quick, convenient and direct.
- I am a Brampton resident. I do not feel that the route Nanwood north to GO station has been justified. I see nothing to justify the rejection of alternatives. 1. Underground 2. North from Nanwood through the green belt to east of Highway 10 an LRT raised on concrete pillars in green belt would operate more efficiently in Winter and swing towards new hospital facility.
- Strongly object through heritage core and downtown core.
- While it isn’t perfect, history has determined that Brampton’s downtown overlaps its heritage district. I believe the design that removes the overhead wires is a great accommodation.
- I cannot be convinced that historical Main Street will not be destroyed or ruined when tracks are installed. You can’t accomplish this without widening the road and home owners losing frontage.
- The downtown stop is too close to the GO Station, it should be closer to Gage Park like how the Zum bus stops are. Also Charolais is too close to Brampton Gateway.
- Want to see Downtown Brampton stay as it is. Including Farmers’ Market concerts in Gage Park, etc.
- All family activities that may not stay the same.
- I support the proposed alignment so long as every possible measure is taken to save and enhance the historic character and buildings at Main Street South and downtown Brampton.
- Still have concerns for the route through the historic Main Street.
- Do not like it going through the Heritage District.
- I utterly oppose the alignment north of Brampton Mall. It should stop there, or go up the Etobicoke Creek Valley lands.
- Needs to go to more populated areas like the college and the mall.
- Education and communication of benefits with older residents will be critical. The youth will get it, the older residents will resist it.
- Unless you are willing to provide more parking that is currently available, people will not use this. People from Heart Lake, Mount Pleasant, Fetchers Meadows area have no way at present to get down to the downtown core without their car. Once here, if they can park, they will just stay in their cars and continue down to Mississauga or Cooksville. You need to be able to park a minimum of 3000 cars per day.
• Brampton is a cosmopolitan city growing daily. The congestion and the pollution at the four corners is staggering. We need the LRT.
• It looks good on the map.
• Significant congestion of traffic will occur north of Nanwood to the GO station – traffic will be forced on to side streets (Nanwood, Cornwall, Clarence, Meadowland, Harol, Mill, Elizabeth, etc.) causing new traffic and safety concerns for residents on those streets.
• I have concerns about the shared track compared with segregated along most of the route. Possible confusion for motorists where tracks switch from centre lanes to curb lanes.
• Support to Shoppers World Brampton.
• I don’t think the road should be shared use – dedicated LRT is preferred.
• It should go to Bovaird then to 407 Valley wood.
• Should not be going through the Heritage Area – Stop at Steeles if at all.
• Take it out of downtown. Kennedy Road needs redevelopment – take to Queen – use Zum bus.
• Mississauga to Steeles Ave.
• I preferred the plan blocking Main Street from Queen to Brampton GO Station. But if we can’t have that, then I support this.
• One suggestion: Downtown Area (Steeles to Queen) should be underground.
• Great to see rails are flush with the road bed. Now I can turn left out of my driveway.
• Area seems tight on Main Street.
• Do not give up your day job, this is a very bad plan.
• I preferred separate tracks and traffic. Mixing them creates opportunities for transit delays.
• Traffic congestion is bad now without loss of lanes.
• Not at all.
• It will bring life and vitality into the city. Exciting – will relieve a huge traffic problem! Cost to ride?
• Bike lanes at the 407 overpass should allow transition to the active lanes rather than forcing them onto a multi-use path.
• Also would like an option for the LRT to go north to Mayfield.
• Impact on the Heritage District. Undoubtedly there will be a lot of signage re: U-turns, restrictions, cautions, etc. contributing to visual pollution. For downtown the road width is far too restrictive. Has the problem been addressed regarding St. Paul Church on lane requirements for weddings/funerals? The Church has a total of 5 parking spaces.
• Brampton could have an interesting downtown, if owners invested in the properties. If Brampton’s cared and support their downtown, this project will help.
• The transition from ROW to mixed traffic in downtown Brampton seems a bit chaotic from the diagram. It should be fine as long as traffic management there is thoroughly considered.
• The cultural life as we know it – the historic urban core, the Famers’ Market, the Santa Claus Parade, Merchant Shopping will be gone.
20 stops for Mississauga and 7 for Brampton is not representative of the population and is unfair.

Sheridan College, Flowertown Campus (our future university), the Queen Street corridor, Peel Memorial Hospital, Bramalea City Centre and the East ½ of Brampton is ignored.

I feel the LRT should go up Chinguacousy instead of Main Street South as it is wider. I also feel that the LRT should continue from the GO Station to Bovaird. Why should people living north of the GO station be deprived of the LRT? They will be asked to contribute to the cost won’t they?

Tracks should go in the centre of Main, not along sidewalk – looks like car traffic is king with obvious conflicts.

There needs to be a ring road for car traffic simply going through the downtown – it should be as follows: McLaughlin and Kennedy, back to Main along Williams then north.

Tracks should not be on Hurontario. Select another route – GO tracks.

It should go further north as far as Mayfield.

It should go to Mayfield Road. Brampton gets only ⅓ of the rail. This will benefit Mississauga.

Options are limited when approached with a traditional mind set. What is presented is the better of two options.

Not through the downtown core – work harder to find a better solution.

I am in agreement with the LRT coming from Port Credit but strongly object to the area from Steeles to the Brampton GO station. To me it would make more sense to take it along Steeles to the Bramalea GO Station if it must connect with a GO station. Preferably have its northern terminus at Steeles.

Concern re: Farmers’ Market, parades, etc. wedding.

Concern that the LRT stops in downtown Brampton does not go further north where at least ⅓ of Brampton residents live.

Concern re: no more parking on Main Street – seniors do not like parking in underground lots.

Parking lots in downtown Brampton are already full – where do new riders park?

Suggest running the line further north and along another route.

The Main Street alignment makes the most sense for many reasons. Main Street is the heart of Brampton and offers the most connections to existing transit routes including the downtown Brampton Transit and GO Transit terminals.

The Main Street alignment connects LRT to commercial and institutional properties. Businesses currently operating will get an influx of people and foot traffic.

This alignment allows for redevelopment possibilities, job creation, and has the ability to attract small businesses, and medium-sized companies.

New office buildings could be developed if the LRT runs along Main Street as proposed.

Community festivals that operating in downtown Brampton will not be negatively affected by this alignment.

The Main Street alignment makes the most financial sense given there is a limited budget.
• The Main Street alignment has fewer curves and will allow for fast and convenient travel times for riders.
• Always in favour of improving our streets congestion.
• I support the alignment as presented for Brampton.
• In the photographs shown, I see no facilities for bike lanes through the Heritage part of Brampton and the Main Street. I concede that Main should be closed to traffic (including bikes) between Queen and Nelson.
• Fully supportive of the changes and the alignment as presented.
• I support the alignment as presented for Brampton.
• The alignment as presented would be a disaster to say the least. The car, bus and truck traffic today is saturated in the morning and evening and if you add a LRV going both north and south with stops it would only compound the problem.
• Our connection to current alignment is threefold: 1. Traffic is so congested now on Main Street, additional LRT and we have a super saturated road leading to 4 Corners. 2. Owners on Main Street have difficulty entering and existing driveways now, even with plan proposal for them would cause additional hardship and frustration. 3. Esthetically we have a please vista as we enter the downtown corridor with lovely old homes one is currently being redone and will add to the ambiance – our uniqueness will be destroyed.
• There is opposition to putting the LRT along Main Street in the core of Brampton. For some reason I was thinking about it and wondered if a one track solution has been considered. In Germany the LRT, InterCity and freight trains use the same track. Signals are used to control the flow of the various trains using the same track. From Brampton Mall, Nanwood Drive, to the GO station use one rail track and control the LRT’s by signals thus allowing three lanes for traffic to flow. A loop could be use to turn the LRT around in the vicinity of the GO station. I am of the opinion that the LRT should not stop short of the GO station.
• Has there been any thought given to building a single bi-directional LRT track in the Brampton core from Nanwood to the GO station with a switch over just north of the Nanwood stop? The advantage I see would be to allow for wider sidewalks and perhaps on-street bike parking in the downtown core. It would also allow the LRT to be suspended from Wellington to Theatre Lane for special events such as the Farmers’ Market, without any loss of service south of Wellington. It would also substantially reduce infrastructure costs for that part of the project. I imagine an LRT car wouldn’t take more than about 7 minutes to travel from Nanwood to the Go. So the assumption is the service schedule would have to be no closer than about 15 minutes apart. But I can’t see the LRT being run more often than that, at least not for a very long time.
• I support the alignment as presented for Brampton.
• Firstly, I would like to state that I am PRO LRT and that I spent many hours of my personal time advocating for LRT instead of BRT for this project over the past few years.
Secondly, I am very surprised that the impact on vehicular traffic was not part of your mandate or responsibility for this study? How can one plan and design the LRT route without taking into account how traffic will be impacted? Thirdly, the location of the “terminus” point in Downtown Brampton needs to be re-visited. How can we be designing this without thinking about where it will go in the future? I think that we can all agree on the fact that this LRT must connect to the GO station...understood. What has to be part of the plan now is how we get it to the new Peel Memorial site, the Queen Street corridor, and eventually to the Bramalea City Centre district.

After all, this is the most densely populated area of Brampton and where most intensification opportunities will occur as per the Ontario Places to Grow initiatives. My suggestion after further review is to not create a station “sandwiched” in between the commercial plaza and the rail corridor, on the west side of Main, but to have the LRT line turn at Nelson St E. and create a stop directly east of Main. A ramp or bridge structure can then be built to provide the LRT passengers access to the GO station platform. The LRT train track can then go along Nelson St. E, continue on along the south side of the YMCA property and end up at the Roselea car parking lot as a temporary end point for now (City owned land). From there, we could look at getting the LRT to the Peel Memorial site, eventually going east along Queen Street to the Bramalea City Centre district as Phase 2. I feel that we need to “sell” the potential of the LRT as more than just going up Main St. We have to sell the vision to the residents of this city and show the true potential the LRT has for realizing the goals of Downtown revitalization and developing the Queen Street corridor. Another point that requires clarification. It was mentioned that the MSF (Maintenance Storage facility) will be located 100% within Brampton’s city limits. Will Brampton taxpayers be responsible for a 50%/50% cost sharing of this facility, or will the entire 100% cost be part of Brampton’s financial commitment on this project?

- I support the alignment as presented for Brampton. My wife and son also support this project.
- I support the alignment mostly as presented for Brampton. I support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through historic downtown Brampton. I do not want to see this project delayed. Brampton needs more rapid transit immediately. I do, however, wish that the pedestrian mall option for the downtown Brampton stretch was re-introduced. Whenever I go shopping in downtown Brampton, it seems that most of the other shoppers with me have gotten downtown by walking, transit, or have parked not on the street!
- I also know that many of the rapid transit projects in the Big Move are being planned separately, but the Queen Street RT (whether that be LRT or BRT) and HMLRT should align in the downtown section. For that, I ask that the southbound stop at Wellington be moved to north of Queen so that both rapid transit routes could use the same stops. I like that the future Hurontario-Main LRT will create jobs and economic opportunities, reduce gridlock, revitalize downtown Brampton, provide more transportation options, connect to GO Train stations, and allow Brampton to build more LRT lines in the future. The Main Street alignment is the best one for Brampton and we need to get started!
I am a resident of Brampton and support public transit. Although we own a car we do our best to take public transit whenever possible. I would like to know how long it takes to travel via LRT from Brampton downtown to Port Credit in Mississauga once the LRT project on Hurontario is complete.

Comments re: To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

- There should be more stops making the LRT convenient for the elderly.
- Need rerouting – already too dense and you want to compound it with 400 people at a time (2 LRVs) – will make giant people mass.
- See above (While it isn’t perfect, history has determined that Brampton’s downtown overlaps its heritage district. I believe the design that removes the overhead wires is a great accommodation).
- I support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through historic downtown Brampton. I do not want to see this project delayed. Brampton needs more rapid transit immediately.
- Rapid Transit it not necessary through Downtown Brampton.
- Need more info but don’t wish for overhead wires.
- Must not have wires in the Heritage corridor.
- The technology does not exist in operation. This is “vapor tech”. When it is released (if it ever is) the high cost will mean it will not be accepted and wires will be put in anyway.
- It will slow the LRVs down but it’s only for a short stretch.
- Without wires would be better.
- How is this possible? Battery power?
- Route to downtown Brampton is too narrow and a heritage area.
- If it has to go downtown, yes.
- No LRT. Not through Main Street South Heritage Area.
- Looks good, it’s a bonus.
- Go underground in downtown area.
- Aesthetically this is great.
- Any other tech than overhead wires?
- Do not come down Main Street, find another route.
- I don’t mind the wires if they are minimal.
- Against LRT running through downtown Brampton.
- No overhead wires would be good if this project were not redundant. We are still going to drive regardless.
- I support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through historic downtown Brampton. I do not want to see this project delayed. Brampton needs more rapid transit immediately.
- This is an excellent compromise that will improve the appearance of the streetscape.
- The option appeared good although I leave the technical solution to more informed people.
- No preference. In fact, since this LRT is not meant for high speed operation, the whole line should be without overhead wires to reduce costs.
- It is a token to appease the criticism for the time being until LRT brings its intensification and the historic street and downtown will disappear.
- To make an omelet you have to break an egg or two. This will create an enormous cost to create a marginal benefit over a few blocks of the route and will compromise other benefits of the project. Better solution dress up the support poles to give them some Victorian or belle époque charm and people will get used to them.
- What will a very modern train look like in front of the Heritage houses in the Main Street South Heritage Area? Will the houses look out of place or the trains?
- No overhead wires wanted – destroy the vision in the downtown.
- No overhead wires.
- Of course!
- Overhead wires would be embarrassing to look at and not a 21st century solution. We can do better.
- Not through the downtown core – work harder to find a better solution.
- I do not want it in the downtown. But if it does have to go you should
- Happy to hear the wires have been removed from the plans.
- LRVs without overhead wires through the Main Street South Heritage Area and Downtown Brampton makes sense.
- If this section can be designed with no overhead cables why not the complete length of the LRT?
- The absence of overhead wires will address at least some of the concerns raised by property owners in the area.
- I don’t believe light rail vehicles with or without overhead wires running down Main Street should even be considered. We already have large buses serving the route and that is working.
- We object to any LRV on Main Street. We are very surprised at the lack of consideration for our Heritage Area and the taxpayer’s who live there. We should preserve this as much as possible.
- I support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through historic downtown Brampton. I do not want to see this project delayed. Brampton needs more rapid transit immediately.
- Not well enough informed
Comments re: After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

- Minimizing the impacts in this valuable historic area is important.
- There are no plans shown to widen roads nor provide parking at northern terminus. Statements suggesting future plans for parking at hubs are inadequate.
- The concerns regarding accessing properties seems to have been addressed.
- Go around historical Brampton and come into the GO station via the back route.
- I oppose this alignment completely.
- Potential conflict with existing transit.
- Potential conflict with transit at peak times may lead to service interruptions.
- Even with shared lanes, traffic congestion is likely. Residents should not lose access – access should not be restricted over time through redevelopment applications.
- No shared LRT/motor vehicle lanes.
- Yes if it has to go downtown.
- Not through Main Street South Heritage Area.
- I’d prefer the cars gone. Bigger sidewalks. I don’t want downtown Brampton to be a vehicle thorough way.
- Go underground in downtown area.
- Do not come down Main Street, find another route.
- I prefer separate tracks and traffic.
- I would hope that Brampton’s Heritage Area is not ruined. Pictures seem to promote the heritage and beauty of Main Street.
- At some point we need to consider closing the downtown to vehicle traffic. But the time is not now.
- I believe this undermines the integrity of a high order transit line. I understand objection from locals, but the preferred solution should be dedicated ROW for LRT, and RIRO for vehicle traffic i.e., should be same design as Hurontario/Mineola area.
- It is the least you could do but what about the squeal of the wheels at Wellington and Main and George?
- See above (To make an omelet you have to break an egg or two. This will create an enormous cost to create a marginal benefit over a few blocks of the route and will compromise other benefits of the project. Better solution dress up the support poles to give them some Victorian or belle époque charm and people will get used to them) don’t know how you can do this and above unless the “wireless” technology is either a hugely expensive battery system or a supplementary diesel system. When you look at the prices you might have to choose this idea or that one. This one will benefit at least people who live on side-streets but will slow transit riders...
somewhat. The left turn monster that completely destroys the TTC’s timetables on its street level rail routes (I know you don’t like the term “street car”) will hit you too.

- With cars in only 1 lane what will happen when a car wants to turn right and there is a car in the driveway which also wants to turn right (north)? How long will traffic be stopped?
- Would prefer inner ring road using Wellington to Church to Nelson to George and back to Wellington – buses can use this route also – this can be done, but only in conjunction with outer ring road as described above (There needs to be a ring road for car traffic simply going through the downtown – it should be as follows: McLaughlin and Kennedy, back to Main along Williams then north.)
- Residents on Main Street and businesses will have a hard time accessing properties/deliveries.
- Avoid the Heritage District. Models versus graphs would have been better to view.
- Driver skill levels are very low in Brampton and this will create issues when cars and LRT interact. Major driver education would be required. Elevated sections should be considered.
- Not through the downtown core – work harder to find a better solution.
- Concern though that 1 lane of traffic each way will increase travel times as there will not be enough people coming out of their cars to ride the LRT.
- Traffic will start to use Mill and/or Elizabeth instead of Main.
- I support the most recent alignment proposal that has been made by the professional staff team of civil engineers, urban planners, and transit experts. The mixed traffic alignment for a small portion and the LRT in the curb lane from Wellington to the Brampton GO Station makes sense and I strongly support it.
- Our streets run slow already, always looking forward to improvements and new ideas.
- I fully support as proposed in the drawings.
- To us you may say full access, but its restrictive access.

Comments re: What do you like about the project?

- Planning for the future, our children and our grandchildren. Ensuring that they will not be stuck in gridlock. Positive, vibrant, exciting future. Leading the way.
- It will be critical for Brampton’s continued growth.
- The traffic light priority.
- It doesn’t detour through Main Street and Queen Street.
- Nothing!
- I like how it helps revitalize the downtown and respect the heritage.
- I like that it helps to reduce the amount of people driving cars along the corridor; that the proposed design doesn’t increase the road width along Main Street South and downtown Brampton; that it connects to Go; that it will help bring more people through downtown Brampton.
• I like that the future Hurontario-Main LRT will create jobs and economic opportunities, reduce gridlock, revitalize downtown Brampton, provide more transportation options, connect to GO Train stations, and allow Brampton to build more LRT lines in the future. The Main Street alignment is the best one for Brampton and we need to get started!
• After this winter - the winter projections are pure fantasy.
• If it cuts down on traffic issues.
• Increase growth of Brampton economy.
• Supports redevelopment to higher density.
• Nothing.
• Stop talking and get it done!
• Faster travelling time.
• The opportunity for continuous and faster trips between Brampton and Mississauga.
• LRT system may elevate both cities status.
• Good to be a people mover.
• Should go to Bovaird and Valley Wood.
• Nothing.
• I commend everyone on all the thought and effort put forth in this project. It will be good to be able to move more people to and from Steels Ave to Mississauga.
• I don’t - this should be a subway.
• Convenience. Dealing with traffic. No more changing transit systems to get from downtown Brampton to Port Credit.
• At least someone has decided for the future of Brampton/Mississauga for rapid transit. Future with LRT looks bright.
• Nothing – very bad idea – find another route.
• The opportunities it creates for intensification.
• We want to preserve our Main Street South/downtown as is.
• Nothing.
• Connects the GTA and improves the ability to move quickly.
• Cost of riding? Senior rates?
• Has the potential to become the transit backbone for the city.
• Streetscape view will improve the look of the city.
• It will reduce traffic congestion in the downtown core.
• Incorporates multi-modal and active transportation elements into the design.
• It will help revitalize the downtown businesses.
• I would like it a lot if it turned east at Steeles and joined up with the Bramalea GO Station. Probably more parking potential and downtown Brampton would be saved from devastation.
- Integrated system which connects to Brampton’s GO and Transit Hubs and to regional hub (Port Credit GO) without having to take the time to travel to Union Station.
- Realistic expectations for day-one operation with a longer term view for development to an ultimate goal.
- This could potentially spur new, higher density development along the corridor near hubs.
- That it is coming to Steeles Avenue. It should then go west along Steeles to the Sheridan College and north to the CPR tracks to the GO station.
- Where the tunnel should allow for the LRT and the former CPR rails to make other way in the future north to Caledon, Orangeville and Brampton north.
- Peel needs better integration. It is often easier to get to Toronto than Mississauga. This is a good step towards helping to build the things strong communities need for a foundation.
- If done correctly, it will unlock a lot of social and economic development potential.
- It is very expensive and I wonder what will happen to taxes when we have to pay for the new hospital plus the LRT?
- Mississauga seems to be getting preferred treatment – probably because Brampton is not served by good planning and visionary leadership. Developers need to seize opportunity in downtown and increase density for both office and destination retail with a focus on walking.
- Nothing.
- I like the fact that it is electric. I like the fact that it goes through the downtown. I like the fact that it can be shortened for the Santa Claus parade and the Market.
- Public but wrong route.
- The investment in major transit infrastructure.
- Taking transit seriously in Peel Region.
- I like that the future Hurontario-Main LRT will create jobs and economic opportunities, reduce gridlock, revitalize downtown Brampton, provide more transportation options, connect to GO Train stations, and allow Brampton to build more LRT lines in the future. The Main Street alignment is the best one for Brampton and we need to get started!
- Thank you for your great efforts to increase transit, developing a modern transportation system, forward thinking, planning for future demand. Mississauga, Brampton and Metrolinx must continue to work together.
- Not much unless it goes further north to collect Brampton and Caledon residents.
- It will create jobs and new opportunities for Brampton
- It will fight the traffic gridlock challenges we are facing
- It will provide people with more opportunities to leave their cars at home
- It will help the environment by moving more people with a lower carbon footprint
- It will generate economic activity which will provide businesses operating in historic buildings to reinvest in their structures
• It will increase the land values and make it more attractive to redevelop downtown Brampton and better use vacant properties
• The LRT will connect to three GO Train stations. This will give people more options
• This alignment will allow for easier expansion in the future of more lines
• It will ensure that Brampton stays competitive with cities all over North America and Europe that are investing in LRT and seeing the benefits in development, job creation, and the ability to attract people to retail and commercial spaces
• LRT on Main Street provides rapid transit that will be better than the bus and attract people out of their cars
• LRT in downtown Brampton will help to revitalize the downtown, create, jobs, bring back people
• My generation skipped downtown Brampton and shopped at big box malls. The LRT will bring people back downtown.
• Cities in Europe have implemented LRT and trams. These cities are way older than Brampton and they've done it successfully
• LRT will be much faster than the bus
• Main Street is the heart of Brampton, connects to the GO Train Station, it's the best place to put the LRT
• We can't wait another generation to build rapid transit
• LRT works in HUNDREDS of cities around the world: dense cities, historic cities, North American cities
• Research shows LRT works, creates investment, and attracts people
• Brampton Zum has shown that with new rapid transit, more people use it. This will be the case for the LRT
• This would allow people like my brother, Mark Drew, to consider opening a restaurant in downtown Brampton. He’s a chef and the LRT will bring more economic opportunity to Brampton
• We need to start somewhere, let's get it done!
• People can live in Mississauga and work in Brampton or live in downtown Brampton and work in Mississauga. This connects the two cities.
• I like the fact that it will carry more people than the existing buses. That it will be quiet and look very modern.
• Modern, sleek and efficient!
• We are responding to the Brampton plan only. We realize the need. We like that we are considering connecting with additional communities (maybe the airport). With the number of creative, innovative, problem solving minds and skills that are employed by the project team, surely an alternative route could be found on another north/south street i.e. Kennedy or McLaughlin that would not impact our city as detrimentally. Ending at Steeles and connecting with Zum is another possibility.
• I like that the future Hurontario-Main LRT will create jobs and economic opportunities, reduce gridlock, revitalize downtown Brampton, provide more transportation options, connect to GO
Train stations, and allow Brampton to build more LRT lines in the future. The Main Street alignment is the best one for Brampton and we need to get started!

**Comments re: What are your concerns about the project?**

- Not happening soon enough.
- Does not serve Brampton core needs – facilitates citizens of Brampton departing core for Mississauga. Terminus in Brampton congests Brampton parking to use LRT inadequate. No future vision presented in drawings. Inadequate plan to reduce reliance on motor vehicles. Current plan does not facilitate my movement within city to the airport and to Toronto and to Hospitals and Bramalea City Centre.
- I have lived in Brampton since 1978 and have steadily witnessed traffic congestion. Not everyone needs to move north/south. A lot of people need to move east/west.
- My concern is that those opposed who may or may not have invested future interest in Brampton will win and we won’t see an LRT downtown.
- Surprised that a rider would be required to change trains in Mississauga to continue to Port Credit.
- What happens to Brampton’s Santa Claus parade and Farmers’ Market?
- Would prefer a subway! We don’t want to be like Toronto. They waited too long to add subway extensions.
- Bring the LRT up to Derry Road only where a terminal can be constructed. The options of building/planning the LRT route 1. East to the airport and on to Toronto 2. West along Derry Road to Chinguacousy Road, north on Chinguacousy and finally arriving/connecting at the Mt. Pleasant GO Station. That makes sense! Don’t waste our tax dollars with bad planning along Main Street Brampton. Preserve our beautiful city!
- The artist’s drawings of the LRT on Main Street are unrealistic! I’ve been told at the Brampton PIC that the LRT can transport up to 400 people at peak times – I’m already choking at the thought! Downtown Brampton will become a downtown Toronto! I would like to withhold my tax dollars from the LRT and I will not vote for any councilor who supports the LRT.
- Noise from the proposed Maintenance Yard at Hurontario and 407. This is going to be going on all night. Trains coming and going at all hours.
- Is it built for expansion?
- I feel that having the LRT stop at Shoppers World Brampton would be better for leaving Main Street the way it is. Living close to the Main Street and walking this area will not be as pleasant or safe to my way of thinking.
- That it will make traffic worse through the Downtown Area.
- I am concerned about its impact to the heritage area buildings in Brampton; about the location of the stops; about the design at the stops.
- The downtown stop should be relocated to the current ZUM stop in front of PAMA. The stop at the north side of Queen Street is too close to the GO Station.
- No parking metres will not be well accepted.
- Saturday market – where will the LRT stop unless the market is relocated there is a safety issue there.
- Direct it towards the Peel Medical Centre and Chino Park.
- Need more PICs.
- Doesn’t go far enough north. In order to reduce the cars going down Main Street you have to get the people where they live. Half of Brampton lives north of where the LRT is scheduled to stop.
- There is a project to benefit Mississauga. There is no significant benefit to Brampton and there is assuredly a serious harm if it runs along Main Street.
- Alternatives not shared so is this the best system? What are the long term costs? Who pays for it?
- Timing to implement and cost.
- A lot of money and related problems to go from Brampton GO to Port Credit GO.
- Insufficient parking.
- I hope that the LRT is approved in my lifetime.
- Total project budget is likely very under estimated – will cost over $2 billion by completion.
- Ridership is not likely to develop. Lack of riders will force costs to tax payers.
- Coordinating between east and west public transit routes and GO train routes schedules and times are not developed strongly enough to ensure people can and will get to where they are going in less time and at less expense than in a car.
- Cost overruns significant increases to taxes cost per ticket split between Mississauga, Brampton and Metrolinx.
- Traffic congestion on Hurontario and side streets
- Construction chaos!
- From Nanwood north, not convenient through Heritage Area.
- It may get the funding quickly because politicians don’t dictate revenue streams to transit, roads and highways. I think for a start, dedicated bus lanes should be the short-term priority – it will also help gage usage.
- Main Street South from the bridge at Etobicoke Creek No is too narrow for an LRT. There traffic is heavy now with speeding cars and 3 bus lines. It is difficult and dangerous now trying to get out of my driveway.
- The LRT will destroy the character of the Heritage Area if it is not stopped at Steeles.
- I would like to know how many people are coming north to Brampton’s Downtown area. We do not have enough businesses in the downtown area.
• It is war on the car. There are 20 level crossing going east and west. This will delay east/west traffic by at least 20 years. 50 years from now they will say what were they thinking.
• Lack of bike lanes. Cars still running downtown business section to Main Street.
• Downtown Brampton should have underground trains – even if the route is deviated from Main Street.
• On Main Street north – between Queen to Market Street on the west side, part of the Etobicoke Creek 1897 tunnel exists. The buildings have a front floating foundation. Any heavy machinery would collapse the road. It needs to be opened and filled in. I have seen the tunnel through the basement of one the stores on Main Street. I am on the Brampton Heritage Board and when Rose Square was built one of the buildings on Main Street collapsed because of the floating foundation.
• Planning needs to go back to the drawing board.
• People with cars and the status quo will prevent it from ever getting built.
• I don’t like the whole “consultation process” Obviously, the die has been cast the project will go ahead. I think I’ll move out of Brampton.
• It will create too much crowding. This is not Toronto. If you MUST run extra transportation, run it parallel, but away from Main Street. This project should be cancelled. Who is benefitting from this anyways?
• That we debate it for so long that it won’t happen.
• The LRT needs to be tied into ALL DAY GO service in Brampton.
• The LRT should run far to the north to draw the residents from the northern suburbs into the downtown.
• The transit plan needs to be integrated with Caledon and east/west routes.
• Transition from bike lanes to multi-use pathways needs to be well thought out and not require cyclists to dismount.
• Right train – wrong route. East/West route more deserving of consideration.
• No one seems to have a handle on parking at the GO station. Already utilized parking lot to 100%.
• With the CN station (c1850) as a nationally designated historic site, any development has to respect the historic integrity of the building.
• Noise! Steel wheels on steel tracks reliability – it seems the Scarborough LRT system is “down” quite regularly.
• Auto drivers wanting to avoid the train would detour off Main Street to residential streets particularly on west side.
• System will get partially built then shelved, and we in Brampton will not have regional transit options (or one that does not take all day to get anywhere!)
• There is still $0 committed to the capital budget! How can we push this higher in the Queen’s Park agenda to get this funded?
• It would be better if it went to Bovaird. The Brampton GO/Downtown makes a compelling case for a terminus. However there is an enormous residential (development going on to the north and west, Mount Pleasant, etc.). If there was a clear option built into the original line to someday go further north it would be a few dollars well spent.
• What will happen to the Farmers’ Market? Will it be relocated and if so where?
• The road is crowded now when the market is open and what happens when the LRT runs through the middle of the market?
• Development encouraged to be corridor development rather than concentrated at nodes – Mississauga and Brampton.
• Brampton will look like a hodge-podge city – still waiting for business downtown improvements – too many tattoo parlors. No one shops here. No attraction to downtown core. Noise and vibration to residents. Traffic congestion. Once the LRT is in place as planned people will really avoid the four corners. Property values decreasing for residents around route. Four corners will be a ghost town.
• I think that it should go further north to Mayfield. I think it should be funded by increased corporate taxes. I think it should have more stops. I think it should perhaps loop south from Brampton GO via George Street and then Queen on even Wellington Street to join up with Main Street.
• I’d rather see money spent for east/west travel verses north/south. The rail line (Kitchener to Union) would be money better spent or LRT to subway.
• Many suburban’s have cars and free parking – why take public transit to Mississauga? To go to Toronto from Brampton makes more sense to use public transit, even if you own a car.
• Noise.
• Loss of parking at GO station.
• Loss of parking along Main Street – death to stores and shopping, etc.
• Stacked parking (multi-level) at GO station is not attractive in the downtown.
• This seems like a very simple approach to a complex issue. I think we can do better than overhead wires and a 2-dimension layout. Other options could solve tight corridors such as elevated track sections that use elegant design, lighting and innovative access. Steeles and Main Street South section would be a nightmare when considering yet another road level transit line sharing a horribly designed intersection. The downtown is very congested and enforcement of parking restrictions will probably be the most important thing that keeps the LRT running smoothly. Brampton has the worst drivers in the country and will not hesitate to park on the tracks.
• I just cannot see the LRT system being successful through the downtown core. I recognize the need to connect the GO station with LRT – there needs to be a better way. I would hate to lose the opportunity for Brampton to be part of this initiative – but I think the price the downtown core will pay is significant. TRY HARDER! FIND A BETTER ALTERNATIVE. Hire another firm to do a
peer review – consider all options. Does Brampton even have enough employment lands to support this? This looks like a Mississauga system with Brampton tacked on for convenience. I don’t think there is enough parking at Brampton GO Station already. What about connecting people in north Brampton i.e. Mayfield Road? Really all day two way service for GO train – how many times has the GO train been delayed since the service was extended to Kitchener? Not sure of your assumptions for all day service GO train.

- Downtown Brampton is already hurting for business; this may hurt it even more.
- I don’t intend to use it and I hope it doesn’t slow me down.
- I am concerned that this project will be delayed because some will try to look for alternative alignments. I trust the professional staff recommendations, the Official Plan, the Metrolinx Big Move and the other reports and studies that show the Hurontario-Main corridor is the best place to put a LRT right now.
- I am concerned that dithering and further debate will threaten the project.
- We need rapid transit now we can’t wait any longer.
- That Mississauga has bike lanes in their section and Brampton does not. There is some multi-purpose pathways (that as a cyclist I consider dangerous). They should be replaced with dedicated bike lanes similar to the John Goodman Trail. Sharow’s on the road with a big green bike lane would be a better way to go.
- I personally have no concern. I fully support the LRT initiative as drafted and proposed. We need to proceed with the LRT initiative ASAP. Brampton City Councilors need to move forward and stop their dithering. I will be speaking to Mr. Callahan (Councilor Wards 3 and 4) about the LRT initiative with the view to support it!
- Our concerns have been stated previously. Gage Park, Museum, City Hall, Rose Theatre and our attractive Heritage Main Street are unique to Brampton (a city that is comprised of many new tic-tac suburban streets, should the current plan be enacted we lose the unique flavor of the entrance to our city. Main street properties, including trees are not enhanced by LRT – we risk becoming just another sprawling suburb of Toronto.
- Our Main concern is having heavy traffic on narrow streets and the impact on the Heritage Area.
- I am a resident of Brampton and a store owner located right in downtown-Brampton. Unfortunately, I do not feel comfortable with this project. Environmentally, business-wise and as a resident protecting the beauty and family friendliness of our downtown, I do not agree with the implementation of the LRT. First of all, the LRT noise and vibration levels are not proved to be diminished yet it will generate impact because a train is that which runs on rails and the two factors mentioned above (vibration and noise) will always exist 365 days a year as long as the train runs. Also, the fact that the LRT will function with electricity will generate more tax increases in our bills, the money has to come from somewhere and there is no doubt that we, as taxpayers will be funding it. Secondly, having my business operating in downtown-Brampton and have been suffering for a while with the expansion of City Hall, firmly I can say I have had
enough business interruptions and losses due to this. Now we are facing another astronomical project, regarding not only the amount of money it is going to cost, the disaster once again with the construction and sending the few pedestrians on the streets out of Brampton to do business elsewhere and spending their money outside their own city, because the LRT is the tool that will facilitate transportation outwards to larger attractions, such as large shopping centres and already established downtown cores. In third place, Brampton does not have the landmass of Mississauga or other cities, where you can do street expansions, we are who we are and there is no room to widen the streets. Main Street is not wide enough to do such a huge project and the beauty of our downtown will disappear, plus it will not be family friendly anymore. Parents are not going to come to downtown knowing the danger their kids will have 24/7 in downtown with a running train on the street, this includes people with disabilities. These statistics do not lie, we are the city with the highest car accidents, can you imagine sharing the streets with an LRT, just to mention a rush hour on Queen St. and Main St.? How safe will it be to come downtown for a walk, for festivities or to do business? I conclude this letter with the example of residents and business owners of Saint Clair in Toronto. A city that had a large amount of retail space which was always occupied, with family activities all year round and after the City’s decision to implement the street car right through Saint Clair, many mistakes occurred that were not minimal to say the least during the process such as: railways had to be done twice, a tax increase, many retail spaces became vacant, a lot of disappointed store owners and the community did not feel safe anymore. Today, this place has become a decrepit town. Being the final destination of a station is never pretty. This is what I can see happening in Brampton in the near future, if the municipality take the wrong decision.

- That alternative routes for Brampton’s portion of the LRT Project are given consideration to ensure the route that is ultimately chosen provides an appropriate balance of convenience and cost effectiveness, and best mitigates negative impacts on local businesses.
- If, after appropriate consideration, it is determined that an alternative route is not feasible, Brampton’s portion of the LRT Project should continue along Main Street from Steeles Avenue, terminating at the GO Station.
- If Brampton’s portion of the LRT Project is to run along Main Street, the City of Brampton must implement programs to minimize the impact of construction on local businesses.
- If Brampton’s portion of the LRT Project is to run along Main Street, the city of Brampton must implement programs to compensate local businesses adversely affected by construction.
PIC #3 Feedback Forms
Preliminary Design and Transit Project Assessment Process (TPAP)
Public Information Centre 3 Feedback Form
(March 26 and 27, 2014)

Please indicate your level of support for the project objectives and opportunities by inserting a check mark (✓) in the boxes noted below.
In addition, please include any written comments you wish to provide in the lines below.

<table>
<thead>
<tr>
<th>To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.)</th>
<th>Support</th>
<th>Partially Support</th>
<th>Neutral</th>
<th>Partially Object</th>
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Please provide us with your comments about the question above:

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<th>To what degree do you support the alignment as presented for Brampton?</th>
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<th>To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?</th>
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<th>After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?</th>
<th>Support</th>
<th>Partially Support</th>
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Please provide us with your comments about the question above:

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What do you like about the future Hurontario-Main LRT system?

[Handwritten answer: I like how it helps revitalize the downtown, and respects heritage.]

What are your concerns about the future Hurontario-Main LRT system?

[Handwritten answer: Is it built for expansion.]

Thank you for your comments. Your feedback will be considered. The PIC 3 Consultation Summary Report will also be posted online.

PIC 3 is part of the Consultation Phase of the TPAP. After PIC3, interested groups and at the end of the consultation period, will conduct an Environmental Project Report (EPR), which will be available on the project website for public review in June 2014. For more information visit www.hurontario-main.ca.

ALL COMMENTS DUE BY APRIL 11, 2014.

☐ Yes I would like to receive Project updates by e-mail.
☐ I have more questions and would like a member of the project team to call me directly.

Name: [Handwritten name]
Telephone number: [Handwritten number]
Email address: [Handwritten email]
Address/City (Mississauga/Brampton): 

Feedback forms submitted by mail/e-mail must be received prior to April 11, 2014.

Hurontario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division
195 The West Mall, Toronto, Ontario M9C 5K1
E-mail: inquiries@hurontario-main.ca Tel: 416-252-5311 ext 3806

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Please provide us with your comments about the question above:

N/A

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To what degree do you support the alignment as presented for Brampton?

Please provide us with your comments about the question above:

Want to see Downtown Brampton stay as it is. Including Farmers Market, concerts in Base Park etc. All family activities that may not stay the same.

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To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

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What do you like about the future Hurontario-Main LRT system?

I feel that having the LRT stop at Shoppers World Brampton would be better for leaving Main Street. No way it is, living close to Main Street and walking there area will not be as pleasant or safe to my way of thinking.

What are your concerns about the future Hurontario-Main LRT system?

That it won’t make traffic worse through the downtown area.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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☐ I have more questions and would like a member of the project team to call me directly.

Name: [REMOVED]
Telephone number: [REMOVED]
Email address: [REMOVED]
Address/City (Mississauga/Brampton): [REMOVED]

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Please provide us with your comments about the question above:


What do you like about the future Hurontario-Main LRT system?

Like that it helps reduce the amount of people driving cars along the corridor; that the proposed design doesn’t increase the road width along Main Street South & downtown Brampton; that it connects to GO; that it will help bring more people through downtown Brampton.

What are your concerns about the future Hurontario-Main LRT system?

I am concerned about its impact to the heritage buildings in Brampton; about the location of the stops; about the design of the stops; the downtown stop should be relocated to the current 2pm stop in front of PA-MAG. The stop at the North side of Queen St is too close to the GO station.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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Please provide us with your comments about the question above:

STILL HAVE CONCERNS FOR THE ROUTE THROUGH THE HISTORIC MAIN ST.

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MORE MORE MORE.

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What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

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Please provide us with your comments about the question above:

...still have concerns for route thinking...historic section of Main St...

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*NOT CONCERNED ABOUT HAZEL LANE*

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Please provide us with your comments about the question above:

*DO NOT LIKE IT GOING THROUGH THE HERITAGE DISTRICT*

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Please provide us with your comments about the question above:

*MUST NOT HAVE WIRES IN THE HERITAGE*  
*AURADOUR*

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

[Handwritten response]

What are your concerns about the future Hurontario-Main LRT system?

[Handwritten response]

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Please provide us with your comments about the question above:

I utterly oppose the alignment north of Broomhall Mall. It would strip those of us who live above Ellice Creek valley lands.

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Please provide us with your comments about the question above:

The technology does not exist in operation. This is “popgun” tech!
When it is released (if it ever is), the high cost will mean it will not be accepted, and wires will be put in any way.

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Please provide us with your comments about the question above:

I oppose this alignment completely
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

This is a project to benefit Mississauga.
There is no significant benefit to Brampton, and there is assuredly a serious harm if it runs along Main Street.

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Please provide us with your comments about the question above:

Looking for comparison of what other options are before deciding, i.e. other routes or forms of transportation.

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Please provide us with your comments about the question above:

Needs to go to more populated areas like the college and the mall.

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Please provide us with your comments about the question above:

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What do you like about the future Hurontario-Main LRT system?

- It cuts down on traffic issues.
- Increase growth of Brampton economy.

What are your concerns about the future Hurontario-Main LRT system?

- Alternatives not shared so is this the best system?
- What are the key items cost?
- Who pays for it?

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E-mail: inquiries@huronario-main.ca Tel: 416-252-5311 ext 3806

web: www.huronario-main.ca email: inquiries@huronario-main.ca
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(March 26 and 27, 2014)

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Please provide us with your comments about the question above:

Potential conflict with county transit
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

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|---|---|---|---|---|
|   |

Please provide us with your comments about the question above:

Potential conflicts with transit at peak times may lead to service interruptions.
What do you like about the future Hurontario-Main LRT system?

[Supports redevelopment to higher density]

What are your concerns about the future Hurontario-Main LRT system?

[Timing to implementation & cost]

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What do you like about the future Hurontario-Main LRT system?

NOTHING.

What are your concerns about the future Hurontario-Main LRT system?

A LOT OF MONEY & RELATED PROBLEMS TO GO FROM BRAMPTON TO PORT CREDIT.

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What do you like about the future Hurontario-Main LRT system?

Surprised by the project # of travellers.

What are your concerns about the future Hurontario-Main LRT system?

Downtown

Funding is sporadic and not readily available through the week.

Appears to be no consideration for adding  
Downtown Line 2. How will people connect 
to the LRT from city areas without 
an hour long bus ride?

Expansion business will need to be brought 
into the downtown core to revitalise the 
downtown

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Please provide us with your comments about the question above:

Unless you are willing to provide more parking than is currently available, people will not use this. People from the Heart Lake, Mount Pleasant, Flincher-Meadowlands, and the west areas are very much against this plan. They would much prefer to park their car at home and walk down to the main transit line. Once there they can walk up to Cooksville. People out here need a minimum of 2000 cars per day.

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If it will affect the LRT, then we may have some opposition.

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

Stop talking and get it done!!

What are your concerns about the future Hurontario-Main LRT system?

Insufficient parking!!

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Please provide us with your comments about the question above:

Sustainability is a competitor city growing daily. The congestion and pollution of the Infant carers is staggering. We need LRT.

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Try without wires would be better.

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Please provide us with your comments about the question above:

Some worry over the impact.
What do you like about the future Hurontario-Main LRT system?

[Handwritten: Faster travelling time!]

What are your concerns about the future Hurontario-Main LRT system?

[Handwritten: My concern is: I hope very much that the LRT is approved in my lifetime (I'm 61).]

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Significant congestion of traffic will occur north of Norwood to the Go Station - traffic will be forced onto side streets (Norwood, Coronation, Clarence, Machray, Young, Third, Mill, Elisabeth, etc.) causing new traffic and safety concerns for residents on these streets.

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Please provide us with your comments about the question above:

Even with shared lanes traffic congestion is likely. Residents should get lane access but access should be restricted over time through redevelopment applications.
What do you like about the future Hurontario-Main LRT system?

The opportunity for convenient and faster trips between Brampton and Mississauga.
LRT system may alleviate both riders status.

What are your concerns about the future Hurontario-Main LRT system?

- Total project budget is likely underestimated. Will cost over $2 billion by completion.
- Ridership is not likely to develop. Back to riders will take costs to taxpayers.
- Coordination between east-west public transit routes and GO Transit routes. Schedules/times etc are not developed.
- Stays enough to support public ride if we get to where they are going. I've lost time at both delays exposure. It is a crash.
- Cost will have significant increase to taxes. Cost per ticket.
- There has been no presentation on how costs will be split between Mississauga, Brampton, and Peel Region.
- Traffic congestion on Hurontario and side streets.
- Construction chaos will.

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What do you like about the future Hurontario-Main LRT system?

I like the fact it is Electric.
I like it if it goes through the downtown.
I like the fact it can be shared for Santa Claus market.

What are your concerns about the future Hurontario-Main LRT system?

I think it should go south north to Mayfield
I think it should be funded by increased corporate taxes
I think it should have more stops.
I think it should perhaps loop south from Brampton GO VIA George St. and then Queen or even Wellesley St. to join up with Main St.

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Please provide us with your comments about the question above:

If I don't see obvious problems with it.

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Please provide us with your comments about the question above:

I preferred the plan blocking Main St from Queen to Brampton Go Station. But if we can't have that, then I support as is.

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Please provide us with your comments about the question above:

I'd prefer the cars gone. Bigger sidewalks. I don't want downtown Brampton to be a vehicle thoroughfare.
What do you like about the future Hurontario-Main LRT system?

Convenience, Dealing with traffic, No more changing transit system, to get from downtown Brampton to

What are your concerns about the future Hurontario-Main LRT system?

Loc K or bike lanes. Cars still running downtown businesses.

Section to Main st.

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Please provide us with your comments about the question above:

ONE SUGGESTION
Downtown area (Steel to Queen) should be underground

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GO UNDERGROUND IN DOWNTOWN AREA

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GO UNDERGROUND IN DOWNTOWN AREA

________________________________________________________________________

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________________________________________________________________________
What do you like about the future Hurontario-Main LRT system?

- At least some one has decided for the future of Brampton/Mississauga for rapid transit.
- Future with LRT looks bright.

What are your concerns about the future Hurontario-Main LRT system?

- Downtown Brampton should have underground trains - even if the route is deviated from Main Street.

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Please provide us with your comments about the question above:

GREAT TO SEE RAILS ARE FLUSH WITH THE ROAD BED. NOW I CAN TURN LEFT OUT OF MY DRIVEWAY.

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AESTHETICALLY THIS IS GREAT.

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What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

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What do you like about the future Hurontario-Main LRT system?

[ ] Public but wrong route

What are your concerns about the future Hurontario-Main LRT system?

1. I'd rather see the B-Line travel W/South
2. As per above: the B-Line (Kipling - Union) would be better spent or LRT to Mississauga
3. Many Suburbs have cars & free parking in my town
   To go to - Brampton - makes more sense to use public transit, even
   if you own a car
4. Noise
5. Loss of parking at GO Station
   along Main St.
6. Death of stores/shopping
   at
7. Stacked Parking (much - needed) at GO Station is not attractive in the downtown

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Not through the downtown core
Work harder to find a better solution

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Please provide us with your comments about the question above:

Not through the downtown Core
Find a better solution
What do you like about the future Hurontario-Main LRT system?

Thank you for your great efforts to increase transit, developing a modern transportation system, forward thinking, planning for future demand. Mississauga, Brampton, Metrolinx must continue to work together.

What are your concerns about the future Hurontario-Main LRT system?

I just can not see this LRT system being successful through the downtown core.

I recognize the need to connect the GO station with LRT - there needs to be a better way. I would hate to lose the opportunity for Brampton to be part of this initiative - but I think the price the downtown core will pay is significant. Try HARDER! Find a BETTER ALTERNATIVE. Hire another firm to do a peer review - consider all options / Does Brampton even try?

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have enough employment lands to support this?
This looks like this a Mississauga system with
Brampton tacked on for convenience.
I don't think there is enough parking at Brampton 60
Station already.
What about connecting people in north Brampton i.e.
Mayfield Rd.
Really all day two way service for GO Train
→ how many times has the GO train been
delayed since the service was extended to
Kitchener?

- Not sure of your assumptions for all day service
  GO train
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Please provide us with your comments about the question above:

STOPPING AT PORT CREDIT GO MAKES SENSE UNTIL A WATERFRONT PLAN EXISTS.

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Please provide us with your comments about the question above:

I PREFERRED SEPARATE TRACKS AND TRAFFIC. MIXING THEM CREATES OPPORTUNITIES FOR TRANSIT DELAYS.

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Please provide us with your comments about the question above:

I DON'T MIND THE WIRES IF THEY ARE MINIMAL.

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Please provide us with your comments about the question above:

I PREFERRED SEPARATE TRACKS AND TRAFFIC.
What do you like about the future Hurontario-Main LRT system?

THE OPPORTUNITIES IT CREATES FOR INTENSIFICATION.

What are your concerns about the future Hurontario-Main LRT system?

THAT PEOPLE WITH CARS AND THE STATUS QUO WILL PREVENT IT FROM EVER GETTING BUILT.

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Please provide us with your comments about the question above:

**Very Bad Idea, This Not What Brampton Needs**

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Please provide us with your comments about the question above:

**Don't Give Up Your Day Job, This is a Very Bad Plan**

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Please provide us with your comments about the question above:

**Do Not Come Down Main Street, Find Another Route**

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Please provide us with your comments about the question above:

**Find Another Route / Not Down Main Street Brampton**
What do you like about the future Hurontario-Main LRT system?

[Handwritten text: NOTHING VERY BAD IDEAL ROUTE ANOTHER ROUTE]

What are your concerns about the future Hurontario-Main LRT system?

[Handwritten text: PLANNERS NEED TO GO BACK TO THE DRAWING BOARD]

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**Please provide us with your comments about the question above:**

*Area seems tight on Main St*

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**Please provide us with your comments about the question above:**

*Any other tech than overhead wires*

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**Please provide us with your comments about the question above:**

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What do you like about the future Hurontario-Main LRT system?

______________________________________________________________________________________________
______________________________________________________________________________________________
______________________________________________________________________________________________
______________________________________________________________________________________________

What are your concerns about the future Hurontario-Main LRT system?

On Main ST North - Between Queen to Market ST on the West side; Port of the Etobicoke Creek 1997 tunnel exists. The buildings have a front floating foundation. Any heavy machinery would collapse the road. It needs to be dug opened & filled in. I have seen the tunnel through the basement of one of the stores on Main ST.

I am on the Brampton Heritage Board and when Rose Square was built one of the buildings on Main ST collapsed because of the floating foundation.

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Please provide us with your comments about the question above:


What do you like about the future Hurontario-Main LRT system?

- The investment in major transit infrastructure.
- Taking transit seriously in Peel Region.

What are your concerns about the future Hurontario-Main LRT system?

- This seems like a very simple approach to a complex issue. I think we can do better than a monorail and a 2-dimensional layout.
- Other options would be to have them consider such sections that use elegant design, lighting, and innovative access.
- Steeles and Main St. S. Section would be a nightmare when considering another road level transit line sharing a horribly designed intersection.
- The downtown is very congested and enforcement of parking restrictions will probably be the most important thing that keeps the LRT running smoothly. Brampton has the worst drivers in the country and will not hesitate to park on the tracks.

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Please provide us with your comments about the question above:

Concern re: Farmers' Market, Open-Air, Etc., Weddings:
Concern that the LRT stops in Downtown Brampton + does not go further north, where at least 1/2 of Brampton res's live.
Concern re: no more by on-reader scanners do not like pay in underground lot.
It's like 45 min in downtown Brampton area (Deadly dull - where do new riders go!!!)
I suggest running the line further north + along another route.

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Please provide us with your comments about the question above:

Happy to hear the wires have been removed from the plaza.

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Please provide us with your comments about the question above:

Concern, though, that I have to walk each way on a 2km traverse twice per day. Where will the supply of people coming out of the area towards HTO be? Traffic will tend to use Mill Ave. for eg. Would it cover too much?
What do you like about the future Hurontario-Main LRT system?

Not much unless we get further past to collect Brampton+Genesee
residents.

---

What are your concerns about the future Hurontario-Main LRT system?

Concerns: B4 4 a 4 already doing for business, this may shorten
live more.

---

[Signature]

I don’t intend to use it. I hope it does not show down.

---

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I don't comment on the region I don't live in.

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Please provide us with your comments about the question above:

I cannot be convinced that personalized or local will not be destroyed or ruined when track are installed. You can't accomplish this without widening the road and hose express trains.

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 Rapid transit is not necessary through downtown Brampton.

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Please provide us with your comments about the question above:

Go around historical Brampton and come into the GO station via a back route.
What do you like about the future Hurontario-Main LRT system?

Nothing.

What are your concerns about the future Hurontario-Main LRT system?

None from the proposed maintenance yard at Hurontario & Hwy. 407. This is going to be going on all night. Train coming and I going off all the time.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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☐ I have more questions and would like a member of the project team to call me directly.

Name: ________________________________

Telephone number: ____________________

Email address: ________________________

Address/City (Mississauga/Brampton): ________________________________

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Huronario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division

195 The West Mall, Toronto, Ontario M9C 5K1

E-mail: inquiries@huronario-main.ca  Tel: 416-252-5311 ext 3806
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Please provide us with your comments about the question above:

I would hope that Brampton's heritage is not ruined.
What do you like about the future Hurontario-Main LRT system?

[Handwritten text: connects the G.T.A. and improves the ability to move quickly]

What are your concerns about the future Hurontario-Main LRT system?

[Handwritten text: Lost of riders? Senior users?]

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To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.)

Please provide us with your comments about the question above:

I do not support this. It is redundant, to what extent here.

To what degree do you support the alignment as presented for Brampton?

Please provide us with your comments about the question above:

Not at all.

To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

Please provide us with your comments about the question above:

No overhead wires would be good if this project were not redundant. We are still going to drive, regardless.

After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

Please provide us with your comments about the question above:


P.S. I don't like the whole "consultative" process. Obviously, the decision has been cast, the project will go ahead. I think it will move out of Brampton.
What do you like about the future Hurontario-Main LRT system?

Nothing.

What are your concerns about the future Hurontario-Main LRT system?

It will create too much crowding. This is not Toronto. If you MUST run extra transportation, run it parallel, but away from the main.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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ALL COMMENTS DUE BY APRIL 11, 2014. *This project should be cancelled. We are not benefiting financially anyway.*

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[Handwritten note: This is not a democratic process. I wonder if people like Rob Ford get elected! (I am an Olivia supporter)]
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What do you like about the future Hurontario-Main LRT system?

[Handwritten: We want to preserve our Main St South]

What are your concerns about the future Hurontario-Main LRT system?
[Handwritten: See above]

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.)

Please provide us with your comments about the question above:

**THIS WILL NOT AFFECT ME**

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To what degree do you support the alignment as presented for Brampton?

Please provide us with your comments about the question above:

I AM IN AGREEMENT WITH THE LRT COMING FROM PORT CREDIT BUT STRONGLY OBJECT TO THE AREA FROM STEELES TO THE BRAMPTON GO STATION. TO ME IT WOULD MAKE MORE SENSE TO TAKE IT ALONG STEELES TO THE BIERIVAL GO STATION IF IT MUST CONNECT WITH A GO STATION. PREFERABLY HAVE ITS NORTHERN TERMINUS AT STEELES.

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To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

Please provide us with your comments about the question above:

I DO NOT WANT IT IN THE DOWNTOWN. BUT IF IT DOES HAVE TO GO YOU SHOULD NOT DISTURB ANY OF THE ROADS AND PARKS.

I AM GLAD THERE WILL NOT BE OVERHEAD WIRES BUT I WOULDN'T KNOW HOW YOU WILL HANDLE THE ELECTRICAL.

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After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

Please provide us with your comments about the question above:

IF WE ARE STUCK WITH IT IN THE SOUTH HERITAGE, THEN OF COURSE WE NEED FULL ACCESS TO PROPERTIES. YOU HAVE A LARGE CHURCH POPULATION, THERE IS A WAKO FUNERAL HOME WHICH IS VERY BUSY.
What do you like about the future Hurontario-Main LRT system?

I am not sure! I really like it, even though people can be moved from Mississauga North or South.

What are your concerns about the future Hurontario-Main LRT system?

We wonder how the construction will affect the population of Brampton.

We love our downtown, Gale Park, our Farmers Market. This will really change Brampton and in a negative way.

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To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.)

Please provide us with your comments about the question above:

- [X] I do not support the alignment as presented for Mississauga.
- [ ] Object to the selected route.
- [ ] City chose the cheapest way.
- [ ] Should be beside QOL Trains.
- [ ] Invasion of noise / Downtown will be ruined. Concerned.

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To what degree do you support the alignment as presented for Brampton?

Please provide us with your comments about the question above:

- [X] I do not support the alignment as presented for Brampton.
- [ ] Trains should not be on Hurontario.
- [ ] Select another route for trains.

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Please provide us with your comments about the question above:

- [ ] No overhead wires.

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After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

Please provide us with your comments about the question above:

- [X] I do not support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area.
- [ ] Residents on Main St. will have a hard time accessing properties / delivery.

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What do you like about the future Hurontario-Main LRT system?

Nothing

What are your concerns about the future Hurontario-Main LRT system?

Brampton will look like a home town city - STILL WAITING FOR BUSINESS DOWNTOWN NO one ever here - NO attraction to downtown core Noisy vibration to residents DANSEY CONTULATION

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To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.)

Please provide us with your comments about the question above:

This NEED to be a Subway

To what degree do you support the alignment as presented for Brampton?

Please provide us with your comments about the question above:

As Above

To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

Please provide us with your comments about the question above:

After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

I don't

This should be a Subway

What are your concerns about the future Hurontario-Main LRT system?

It is JAM on the Car

There are 20 level crossings going east-west.

This will delay east/west travel by at least 20 years

30 years from now they will say, what were they thinking?

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What do you like about the future Hurontario-Main LRT system?

Mississauga seems to be getting prepared. Winnipeg, probably because Brampton is not.

What are your concerns about the future Hurontario-Main LRT system?

Development encouraged to be point or development rather than one-at-a-time - to keep Mississauga-Brampton.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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To what degree do you support the alignment as presented for Brampton?

Please provide us with your comments about the question above:

**IMPACT ON HERITAGE DISTRICT: UNDOUBTEDLY THERE WILL BE A LOT OF SIGNAGE CHANGES, RESTRICTIONS, CAUTIONS, ETC., ETC., CONTRIBUTING TO VISUAL POLLUTION. FOR DOWNTOWN THE ROAD WIDTH IS FAR TOO RESTRICTIVE. HAS THE PROBLEM BEEN ADDRESSED REGARDING ST. PAUL CHURCH 10 LANE REQUIREMENT FOR WEDDINGS, FUNERALS, ETC. THE CHURCH HAS A TOTAL OF 54 PARKING SPACES.**

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Please provide us with your comments about the question above:

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What do you like about the future Hurontario-Main LRT system?

I would like it a lot if it turned East at Steeles and joined up with the Bramalea GO Station. Probably more parking potential and downtown Brampton would be saved from devastation.

What are your concerns about the future Hurontario-Main LRT system?

Right train - wrong route!

East/West route seems more deserving of consideration.

No one seems to have a handle on parking at the GO Station. Already utilized parking lot to 100%.

With the Ch. station (circa 1850) as a nationally designated historic site any development/development needs to respect the historic integrity of the building.

Noise! Steel wheels on steel tracks. Reliability - it seems the Scarborough LRT is system is down quite regularly.

Auto drivers wanting to avoid the train would detour off Main St. to residential streets particularly on West Side.

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Please provide us with your comments about the question above:

_A. I believe the LRT should stop at Steel_

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_Mississauga to Steel Ave_

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_Not LRT
Not Main St. S. Heritage Area_

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Please provide us with your comments about the question above:

_No They Main St South Heritage Area_Area
What do you like about the future Hurontario-Main LRT system?

I COMMAND EVERYONE ON ALL THE THOUGHT & EFFORT PUT TOGETHER IN THIS PROJECT. IT WILL BE GOOD TO BE ABLE TO MOVE MORE PEOPLE TO FROM STORIE ALL TO MISSISSAUGA.

———————————

What are your concerns about the future Hurontario-Main LRT system?

WHY THE LRT WILL DESTROY THE CHARACTER OF THE HERITAGE AREA. IF IT IS NOT STOPPED AT STORIE.

I WOULD LIKE TO KNOW HOW MANY PEOPLE ARE COMING NORTH TO BRAMPTON'S DOWNTOWN AREA? WE DO NOT HAVE ENOUGH BUSINESS IN THE DOWNTOWN AREA.

———————————

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Support for downtown businesses and downtown access.

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Please provide us with your comments about the question above:

Take it out of downtown.

Kennedy Relocates its development and then we take it downtown.

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Yes if it does go downtown. Yes.
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What do you like about the future Hurontario-Main LRT system?

N O T H I N G

What are your concerns about the future Hurontario-Main LRT system?

MAIN ST E FROM THE BRIDGE AT ROCKYWATER CREEK M IS TOO NARROW FOR AN LRT.

THE TRAFFIC IS HEAVY NOW WITH SPEEDING CARS IN 3 BUS LANES, IT IS DIFFICULT AND DANGEROUS, NOW TRYING TO GET OUT OF MY DRIVEWAY.

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<td>I feel the LRT should go up Steeles Ave instead of Main St. South. Ask Mr. Leiper. Daley put the LRT station to Brampton 107 instead of 110. I live off that area and would be affected if the LRT went up Steeles Ave. It will be too close to my property.</td>
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<td>What will a very modern train look like in front of the heritage house in the Main Street South Heritage Area? Will the houses look out of place or do the trains?</td>
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<td>With each lane only 1 lane, what will happen when a car wants to turn? And when cars park in the driveway which also wants to turn? (North) How long will the traffic be stopped?</td>
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What are your concerns about the future Hurontario-Main LRT system?

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Please provide us with your comments about the question above:

I did not look too closely at Mississauga info but did see that the interconnection with Port Credit GO has been improved.

To what degree do you support the alignment as presented for Brampton?

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Please provide us with your comments about the question above:

Brampton could have an interesting downtown if owners invested in the properties. If Bramptonians cared and supported this downtown and this project would help.

To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

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Please provide us with your comments about the question above:

The option appeared good although I leave the technical solution to more informed people.

After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

Intergrated system which connects to Brampton's GRT & Transit Hubs and to regional hubs (Port Credit GRT) without having to take time to travel to Union Station.

What are your concerns about the future Hurontario-Main LRT system?

System will get partially built then re-evaluated and we will Brampton will not have regional transit option (or one that does not take all day to get anywhere!)

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Please provide us with your comments about the question above:

I DON'T THINK THE ROAD SHOULD BE SHARED USE - DEDICATED LRT IS PREFERRED IT SHOULD GO TO BP VARK & THEN TO 407 VALLEY WOD

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Please provide us with your comments about the question above:

NO SHARED LRT - MOTOR VEHICLES
What do you like about the future Hurontario-Main LRT system?

[Handwritten notes]

What are your concerns about the future Hurontario-Main LRT system?

[Handwritten notes]

DONT GET THE FUNDING QUICKLY BECAUSE POLITICS DON'T DEDICATE REVENUE STREAMS TO TRANSIT READ + HIGHWAYS

I THINK FOR A START DEDICATED BUS LAVES SHOULD BE THE SHORT TERM PRIORITY- IT WILL ALSO HELP CHANGE attitude

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| To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.) | X |

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| To what degree do you support the alignment as presented for Brampton? | X |

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| To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton? | X |

Please provide us with your comments about the question above:

To make an omelette, you have to break an egg or two.
This will create an enormous cost to create a "green" benefit over a few blocks on the route and will complicate other benefits of the project. Better solution is to give some Victorian or Belle Epoque charm and people will get use to them.

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Please provide us with your comments about the question above:

See above. Don't know how you can do this and above unless the "wireless" technology is within a hugely expensive battery system or a supplementary diesel system. When you look at the prices you might have to choose this idea or that one. This one will benefit at least people who live on side-streets. But will slow transit riders some what. The left turn monster that completely destroys the TTC's timetable on its street level rail routes (I know you don't like the term streetcar) will hit you too.
What do you like about the future Hurontario-Main LRT system?

[Handwritten text]

What are your concerns about the future Hurontario-Main LRT system?

[Handwritten text]

Beware. It would be better if it went to the Brampton GO Downtown makes a compelling case for a terminus. However, there is enormous residential development going on to the north and west (Clair Pleasant, etc.) If there was a clear option built into the original line to Eglinton, go further north, it would be a few dollars well spent.

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Please provide us with your comments about the question above:

That is Mississauga business.

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Please provide us with your comments about the question above:

The cultural life as we know it - The historic, urban and the Farmer's Market. The Santa Claus Parade. Merchant Shopping will be gone.

2. 26 stops for Mississauga and 7 for Brampton is not representative of the population and is unfair.


The Queen Street Condos, Oakville Memorial Hospital, Bramalea City Centre and the East 26 of Brampton is ignored.

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Please provide us with your comments about the question above:

It is a token to approve the criticism for the town being built LRT above its utilization and the historic street and downtown will disappear.

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Please provide us with your comments about the question above:

But what about the square of the wheels @ Wellington and Main and George?
What do you like about the future Hurontario-Main LRT system?

- That it will come to Steeles Avenue.
- It should then go west along Steeles to the Steeles Avenue College, and north to the CPR tracks.
- North to the GO station.
- Where the tunnel should allow for the LRT and the future GO line to make a new way in the future north to Caladan, Orangeville and Brampton north.
- Once at the Brampton GO station, the route should go along Steeles to Bramalea city Centre with stops at the Bramalea City Centre and 410 for redevelopment and the fulfillment of the 75-year plan. The Queen StreetConsider Plan.

What are your concerns about the future Hurontario-Main LRT system?

- I have expressed this above.

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Please provide us with your comments about the question above:

______________________________________________________________________________________
______________________________________________________________________________________
______________________________________________________________________________________
What do you like about the future Hurontario-Main LRT system?

Good to be a "people mover"

What are your concerns about the future Hurontario-Main LRT system?

From: Neimwood ranch not connected to Horn Herredge area.

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Please provide us with your comments about the question above:

N/C Brampton Resident

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Please provide us with your comments about the question above:

I have concerns about the shared track compared with segregated along most of the route. Possible confusion for motorists where tracks switch from centre lanes to curb lanes.

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Please provide us with your comments about the question above:

How is this possible? Battery power?

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What do you like about the future Hurontario-Main LRT system?


What are your concerns about the future Hurontario-Main LRT system?


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Please provide us with your comments about the question above:

It would be better if the route extended south of Lakeshore.

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Please provide us with your comments about the question above:

The buses at the 407 overpass should allow trams to make a one-way path rather than forcing them onto a multi-use path.

Also would like an option for the LRT to extend north to Mayfield.

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Please provide us with your comments about the question above:

This is an excellent compromise that will improve the appearance of the streetscape.

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Please provide us with your comments about the question above:

At some point we need to consider closing the downtown to vehicle traffic, but that time is not now.
What do you like about the future Hurontario-Main LRT system?

- I love the potential to become the transit backbone for the city.
- Streetscape views will improve the look of the city.
- It will reduce traffic congestion in the downtown core.
- Incorporates multi-modal and active transportation elements into the design.
- It will help revitalize the downtown business.

What are your concerns about the future Hurontario-Main LRT system?

- That we will debate it for so long that it won't happen.
- The LRT needs to be tied into ALL DAY GO service in Brampton.
- The LRT should run for the month to draw residents from the suburban neighborhoods into the downtown.
- The 27-km transit plan needs to be integrated with Coatesville and east/west routes.
- Transition from bike lanes to multi-use pathways needs to be well thought out and not obstruct pedestrians.

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Huronario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division
195 The West Mall, Toronto, Ontario M9C 5K1
E-mail: inquiries@huronario-main.ca  Tel: 416-252-5311 ext 3806
Preliminary Design and
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Public Information Centre 3 Feedback Form
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Please provide us with your comments about the question above:

I am not up-to-speed on development.

To what degree do you support the alignment as presented for Brampton?

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Please provide us with your comments about the question above:

Strongly object through Heritage Core and Downtown Core.

To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

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Please provide us with your comments about the question above:

Need re-routing - already too dense.
And you want to compound it with lots of people at a time (2 LRVs) - will make giant people mass.

After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

I HAVE LIVED IN BRAMPTON SINCE 1978
AND HAVE STEADILY WITNESSED TRAFFIC CONGESTION.

NOT EVERYONE NEEDS TO MOVE NORTH-SOUTH
A LOT NEED TO MOVE EAST-WEST.

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☐ I have more questions and would like a member of the project team to call me directly.

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Please provide us with your comments about the question above:

I don't agree with the loop at Mississauga. The passenger priority should be a direct route, which does not split up the secondary transit routes east-west. All passengers should not be detoured through downtown Mississauga. Their time is valuable.

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Please provide us with your comments about the question above:

Quick, convenient, and direct.

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Please provide us with your comments about the question above:

There should be more stops making the LRT convenient for the elderly.

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Please provide us with your comments about the question above:

Minimizing the impacts in this valuable historic area is important.
What do you like about the future Hurontario-Main LRT system?

Planning for the future, our children and our grandchildren, ensuring that they will not be stuck in gridlock. Positive, vibrant, exciting future, leading the way.

What are your concerns about the future Hurontario-Main LRT system?

Not happening soon enough.

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Lauren K."I would like Mississauga residents to speak for themselves"

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Lauren K."I do not feel the LRT is needed now, as another 4 years will be lost."

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There is no plan shown to widen roads and provide parking in the northern areas. Statements suggesting future plans and their feasibility are inadequate"
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?
- does not serve Brampton and needs protection for elderly living in Mississauga
- terminus in Brampton congests Brampton
- parking in use LRT inadequate
- no future vision presented in drawings
- inadequate plan to reduce reliance on 1874 vehicles
- current plan does not facilitate public movement within city to airport and to hospitals, Brampton, City Center

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What do you like about the future Hurontario-Main LRT system?

1) East to the airport and on to Toronto

2) West to Chinguacousy Rd, north on Chinguacousy and finally arriving/converting at the Mt. Pleasant station!

That makes sense! Don't waste our tax dollars with bad planning along Main Street Brampton. Preserve our beautiful city!

What are your concerns about the future Hurontario-Main LRT system?

The artists' drawings of the LRT on Main Street are unrealistic.

I've been told the LRT can transport up to 400 people at peak times... I am already choking at that thought! Downtown Brampton will become 2nd downtown Toronto. Ughhh!

I would like to withhold my tax dollars from the LRT, and I will not vote for any councillor who supports the LRT.

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What do you like about the future Hurontario-Main LRT system?

- The traffic light priority.
- What it does not disturb the light Main.

What are your concerns about the future Hurontario-Main LRT system?

- Surprised that a rider would be required to change trains in Mississauga to continue to.
- What happens to Brampton Santa Claus parade and farmers market?

WOUULD PREFER SUBWAY! WE DON'T WANT TO BE LIKE TORONTO. THEY WANTED TO LONG TO ADD SUBWAY EXTENSIONS.

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web: www.hurontario-main.ca  email: inquiries@hurontario-main.ca
Good morning Hurontario/Main LRT project team,

Firstly, I would like to state that I am **PRO LRT** and that I spent many hours of my personal time advocating for LRT instead of BRT for this project over the past few years.

Secondly, I am very surprised that the impact on vehicular traffic was not part of your mandate or responsibility for this study.

How can one plan and design the LRT route without taking into account how traffic will be impacted?

Thirdly, the location of the “terminus” point in Downtown Brampton needs to be re-visited. How can we be designing this without thinking about where it will go in the future? I think that we can all agree on the fact that this LRT must connect to the GO station...understood. What has to be part of the plan now is how we get it to the new Peel Memorial site, the Queen Street corridor, and eventually to the Bramalea City Centre district. After all, this is the most densely populated area of Brampton and where most intensification opportunities will occur as per the Ontario Places to Grow initiatives.

My suggestion after further review is to not create a station “sandwiched” in between the commercial plaza and the rail corridor, on the west side of Main, but to have the LRT line turn at Nelson St E. and create a stop directly east of Main. A ramp or bridge structure can then be built to provide the LRT passengers access to the GO station platform. The LRT train track can then go along Nelson St. E, continue on along the south side of the YMCA property and end up at the Roselea car parking lot as a temporary end point for now (City owned land). From there, we could look at getting the LRT to the Peel Memorial site, eventually going east along Queen Street to the Bramalea City Centre district as Phase 2.

I feel that we need to “sell” the potential of the LRT as more than just going up Main St. We have to sell the vision to the residents of this city and show the true potential the LRT has for realizing the goals of Downtown revitalization and developing the Queen Street corridor.

Another point that requires clarification. It was mentioned that the MSF (Maintenance Storage facility) will be located 100% within Brampton’s city limits. Will Brampton taxpayers be responsible for a 50%/50% cost sharing of this facility, or will the entire 100% cost be part of Brampton’s financial commitment on this project?

Any questions, please call or e-mail.

Thank you!
1. To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.)

Support: ☑
Partially Support:
Neutral:
Partially Object:
Object:

Please provide us with your comments about the questions above:

- Fully support this alignment because it provides access from Brampton to Mississauga, Mississauga to Brampton. This will grow the economies of both cities, allow for more access to more GO Trains, and connect Brampton to Lake Ontario.

2. To what degree do you support the alignment as presented for Brampton?

Support: ☑
Partially Support:
Neutral:
Partially Object:
Object:

Please provide us with your comments about the questions above:

- The Main Street alignment makes the most sense for many reasons. Main Street is the heart of Brampton and offers the most connections to existing transit routes including the downtown Brampton Transit and GO Transit terminals.
- The Main Street alignment connects LRT to commercial and institutional properties. Businesses currently operating will get an influx of people and foot traffic.
- This alignment allows for redevelopment possibilities, job creation, and has the ability to attract small businesses, and medium-sized companies.
- New office buildings could be developed if the LRT runs along Main Street as proposed.
- Community festivals that operating in downtown Brampton will not be negatively affected by this alignment.
- The Main Street alignment makes the most financial sense given there is a limited budget.
- The Main Street alignment has fewer curves and will allow for fast and convenient travel times for riders.

3. To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

Support: ☑
Please provide us with your comments about the questions above:

- LRVs without overhead wires through the Main Street South Heritage Area and Downtown Brampton makes sense.

4. After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

Support: ☑
Partially Support:
Neutral:
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Please provide us with your comments about the questions above:

- I support the most recent alignment proposal that has been made by the professional staff team of civil engineers, urban planners, and transit experts. The mixed traffic alignment for a small portion and the LRT in the curb lane from Wellington to the Brampton GO Station makes sense and I strongly support it.

5. What do you like about the future Hurontario-Main LRT system?

- It will create jobs and new opportunities for Brampton
- It will fight the traffic gridlock challenges we are facing
- It will provide people with more opportunities to leave their cars at home
- It will help the environment by moving more people with a lower carbon foot print
- It will generate economic activity which will provide businesses operating in historic buildings to reinvest in their structures
- It will increase the land values and make it more attractive to redevelop downtown Brampton and better use vacant properties
- The LRT will connect to three GO Train stations. This will give people more options
- This alignment will allow for easier expansion in the future of more lines
- It will ensure that Brampton stays competitive with cities all over North America and Europe that are investing in LRT and seeing the benefits in development, job creation, and the ability to attract people to retail and commercial spaces
- LRT on Main Street provides rapid transit that will be better than the bus and attract people out of their cars
LRT in downtown Brampton will help to revitalize the downtown, create, jobs, bring back people.

My generation skipped downtown Brampton and shopped at big box malls. The LRT will bring people back downtown.

Cities in Europe have implemented LRT and trams. These cities are way older than Brampton and they’ve done it successfully.

LRT will be much faster than the bus.

Main Street is the heart of Brampton, connects to the GO Train Station, it’s the best place to put the LRT.

We can’t wait another generation to build rapid transit.

LRT works in HUNDREDS of cities around the world: dense cities, historic cities, North American cities.

Research shows LRT works, creates investment, and attracts people.

Brampton Zum has shown that with new rapid transit, more people use it. This will be the case for the LRT.

This would allow people like my brother, Mark Drew, to consider opening a restaurant in downtown Brampton. He’s a chef and the LRT will bring more economic opportunity to Brampton.

We need to start somewhere, let’s get it done!

People can live in Mississauga and work in Brampton or live in downtown Brampton and work in Mississauga. This connects the two cities.

6. What are your concerns about the future Hurontario-Main LRT system?

I am concerned that this project will be delayed because some will try to look for alternative alignments. I trust the professional staff recommendations, the Official Plan, the Metrolinx Big Move and the other reports and studies that show the Hurontario-Main corridor is the best place to put a LRT right now.

I am concerned that dithering and further debate will threaten the project.

We need rapid transit now we can’t wait any longer.

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IN THE PHOTOGRAPH'S SHOWN, I SEE NO FACILITY'S FOR BIKE LANE'S THROUGH THE HERITAGE PART OF BRAMPTON & THE MAIN STREET. I CONCEAL THAT MAIN STREET SHOULD BE CLOSED TO TRAFFIC (INCLUDING BIKES) BETWEEN QUEEN & NELSON.

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Please provide us with your comments about the question above:

IF THIS SECTION CAN BE DESIGNED WITH NO OVERHEAD CABLES, WHY NOT THE COMPLETE LENGTH OF THE LRT?

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

I like the fact that it will carry more people than the existing routes. That it will be quite a look very modern.

What are your concerns about the future Hurontario-Main LRT system?

That Mississauga has bike lanes in their section and Brampton does not. There is some multi-purpose pathways (that as a cyclist I consider dangerous.) They should be replaced with dedicated bike lanes similar to the John Good Man Trail. Sharing on the road with a green bike lane would be a better way to go.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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Name: ____________________________
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195 The West Mall, Toronto, Ontario M9C 5K1
E-mail: inquiries@huronotario-main.ca  Tel: 416-252-5311 ext 3806

web: www.huronotario-main.ca  email: inquiries@huronotario-main.ca
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To what degree do you support the alignment as presented for Brampton?

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What do you like about the future Hurontario-Main LRT system?

Better than route

What are your concerns about the future Hurontario-Main LRT system?

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I am a resident of Brampton and store owner located right in downtown-Brampton. Unfortunately, I do not feel comfortable with this project. Environmentally, business wise and as a resident protecting the beauty and family friendliness of our downtown, I do not agree with the implementation of the LRT.

First of all, the LRT noise and vibration levels are not proved to be diminish yet and it will generate impact because a train is that which runs on rails and the two factors mentioned above (vibration and noise) will always exist 365 days of the year, as long as the train runs. Also, the fact that the LRT will function with electricity will generate more tax increases in our bills, the money has to come from somewhere and there is no doubt that we, as a tax payers will be funding it.

Secondly, having my business operating in downtown-Brampton and have been suffering for a while with the expansion of the City Hall, firmly I can say I have had enough business interruptions and losses due to this. Now, we are facing another astronomical project, regarding not only the amount of money it is going to cost, the disaster once again with the construction and sending the few pedestrians on the streets out of Brampton to do business elsewhere and spending their money outside their own city, because the LRT is the tool that will facilitate transportation outwards to larger attractions, such as large shopping centers and already established downtown cores.

In third place, Brampton does not have the landmass of Mississauga or other cities, where you can do street expansions, we are who we are and there is no room to widen the streets. Main Street is not wide enough to do such a huge project and the beauty of our downtown will disappear, plus it will not be family friendly anymore. Parents are not going to come to downtown knowing the danger their kids will have 24/7 in downtown with a running train on the street, this includes people with disabilities. The statistics do not lie, we are the city with
the highest car accidents, can you imagine sharing the streets with an LRT, just to mention a rush hour on Queen St. and Main St? How safe will it be to come downtown for a walk, for festivities or to do business?

I conclude this letter with the example of residents and business owners of Saint Clair in Toronto. A city that had a large amount of retail space which was always occupied, with family activities all year around and after the City's decision to implement the street car right through Saint Clair, many mistakes occurred that were not minimal to say the least during the process such as; railways had to be done twice, a tax increase, many retail spaces became vacant, a lot of disappointed store owners and the community did not feel safe anymore. Today, this place has become a decrepit town. Being the final destination of a station is never pretty. This is what I can see happening in Brampton in the near future, if the municipality takes the wrong decision.
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What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

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I am happy to see that there won’t be overhead wires in the Heritage Area and downtown Brampton. Would love to see the removal of these wires from Mississauga City Center as well for aesthetic purposes.

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Concerned about the delays caused by easy driving in the LRT lane in Brampton. Can turning left from the LRT lane will often be stopped due to traffic which will cause delays along the LRT line. I hope this issue has been properly considered in this proposal.
What do you like about the future Hurontario-Main LRT system?

I like the increased connectivity between Mississauga City Centre and downtown Brampton. The increase in ridership is encouraging and I really like the connectivity to the GO Stations.

What are your concerns about the future Hurontario-Main LRT system?

I am concerned about the reduction in traffic lanes from 3 down to 2 ever much of Hurontario. With the city continuing to grow, more cars will be on the road in the coming years. Even with the increased capacity of the LRT, I feel that the car-dependent society we live in will affect the success of this project. Going forward, I think more work needs to be done to address the larger problem (in the region) of car dependency.

Also, listening to others' feedback and concerns, I think this project could benefit from a more detailed study of how current bus routes may be affected by the LRT and how they will connect to the system.

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Please provide us with your comments about the question above:

- will make the traffic flow worse
- will spoil the historic atmosphere of Port Credit
- should certainly not go further south of the PC Go station
- should not go there at all, and be removed, as suggested here.

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What do you like about the future Hurontario-Main LRT system?

In a word — nothing.

Thames. I am very pleased to see in the proposed plans that the route will not go north of the old Victoria Go, where it would destroy the quiet enjoyment of the St. Pius X diocesan residence.

What are your concerns about the future Hurontario-Main LRT system?

I am concerned about:
- The intrusion on the local school college
- Noise and vibration
- Ugly appearance of overhead wires
- Safety concerns if you choose to drive the route.

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Please provide us with your comments about the question above:

Savailability of transit will greatly improve traffic congestion due to traffic congestion by car between 8pm and 9pm. Also, it would allow for easier access for people to travel throughout the city.

Please provide us with your comments about the question above:

The credit card should remain a pedestrian, quiet neighborhood as it is now.

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Please provide us with your comments about the question above:

Do not visit Brampton often and therefore have no comment.

Please provide us with your comments about the question above:

This is ridiculous to send LRT traffic down a quiet residential area such as E. Elizabeth St.

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Please provide us with your comments about the question above:

Should be without overhead wires throughout the entire system.

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

- People drive now regardless of transportation availability. Just look at Toronto.
- Therefore reducing the traffic lanes by two will create substantially increased congestion.
- The volume of pedestrian/traffic between Brampton & Mississauga does not support this
- The Cost is Way Too High

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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Public Information Centre 3 Feedback Form
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Please provide us with your comments about the question above:

- [Text of comments]
What do you like about the future Hurontario-Main LRT system?

- It will be a great convenience for inter-regional transit. I currently drive all my cargo at Hurontario and Mississauga to catch the LRT to Brampton, so it would cut down the time.
- It will improve the transportation environment.

What are your concerns about the future Hurontario-Main LRT system?

- For the left turn box bay, please consider cross-over on all sides. I suggest there will not be 'No Turn on Red' restrictions no in Tug Region.
- Please turn the SB westbound on-ramp into a right-angle intersection, the weaving will be atrocious as it is today.
- A tramway between the multi-use trails and bike lanes at Queen Street need a lot more attention - separate signal and crossing is preferable.
- I hope you have consulted transit riders, cyclists and pedestrians on the ground. I think you'll be able to refine your plans that much more. Be careful of parks crossing lightblock.

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What do you like about the future Hurontario/Main LRT system?

What are your concerns about the future Hurontario/Main LRT system?

I would like information regarding intensification of land use on Hurontario between Mineola and Bloor. It would seem logical that the addition of the LRT should lead to an intensification of land use. Most of the properties there are already converted to commercial office space. However, the size of the buildings is quite small due to zoning and use restriction. I would like to see an increase in the size of the buildings currently allowed land use. Either increased building size and or additional uses. Hurontario is a major thoroughfare and will be even more so with the addition of the LRT. An intensification of land use should be considered.

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What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

- PAVING STONES
- IF USED - HAVE AS LARGE AS POSSIBLE
- TO REDUCE WEEDS GROWING

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What do you like about the future Hurontario-Main LRT system?

[Handwritten response]

What are your concerns about the future Hurontario-Main LRT system?

[Handwritten response]

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### Preliminary Design and Transit Project Assessment Process (TPAP)

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Please provide us with your comments about the question above:

[Handwritten comments: "Need to preserve this and not be cut off."]
What do you like about the future Hurontario-Main LRT system?
I really enjoy the vision of the finish product and everything that comes along with it (jobs, new structures, development revitalization, etc.)
I wish it could have been done with a Subway.
A monthly program and/or selling of advertising are innovative ways to generate revenue should help cover costs (and other costs).

What are your concerns about the future Hurontario-Main LRT system?
Lessen commuting time during construction.
Properly value.
Noise.

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Please provide us with your comments about the question above:

I now understand why the project is necessary and will be done in this manner (LRT for Subways) Cost!

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I wish it could all be done without overhead wires. Who wants more wires in the air... what an eye sore!

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Please provide us with your comments about the question above:

I live in Mississauga.
What do you like about the future Hurontario-Main LRT system?

I have seen this work in Europe, especially Denmark, Holland etc.

What we need is a quiet train and people to understand the idea is to move many with fewer trains and cars.

What are your concerns about the future Hurontario-Main LRT system?

1. Length of time it will take to complete.
2. Traffic gridlock during construction.
3. Will it work only if other transit routes must regularly work with this new mode of transit.
4. Will this mean more high rise on #10 that may cause even more gridlock.
5. Could more stops be added to help get more passengers in and out fairly because of many appointments at the stops.
6. Will transit need a deep dig at John Kipling to get below train tracks.

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Please provide us with your comments about the question above:

How are you planning to change the CNR bridge at John F. Kennedy?

Would you put a pedestrian bridge that would cut out into traffic?

To what degree do you support the alignment as presented for Brampton?

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Please provide us with your comments about the question above:

Are you planning to go as far as Sandalwood north of Brampton?

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

- Lower emissions
- Must come up with a comprehensive plan
- For rapid transit for the whole GTA so Mississauga has to do its part. No solution is perfect, but let's try our best
- RAPID
- High capacity
- The idea of noise barriers along where system runs directly against residential yards.

What are your concerns about the future Hurontario-Main LRT system?

- Still reliance on buses along Hurontario. Negates lower emissions/mostly no people along Hurontario.
- Still concerned with what happens adjacent to my property.
- Construction for 2-4 years of hell for all or a systematic section at a time approach and only a short period of chaos for those directly affected in an area.

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Please provide us with your comments about the question above:

**PORT CREDIT CHANGES SEEM FINE. I'M CURIOUS AS TO THE ADDITION OF NOISE BARRIER NORTH OF SNU Valewood Ave. Hurontario) WHERE THE LRT WOULD MOVE TO THE SIDE OF THE STREET ALONG THE BACK YARDS (HEIGHT/AIR.)**

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Please provide us with your comments about the question above:

* I'm not often in Brampton so did not pay any attention to this.*

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Please provide us with your comments about the question above:

* CAN WE HAVE NO OVERHEAD WIRES BETWEEN MAIN ST. & SNU Valewood?*

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?
I like the LRT transportation. It's a good tool for going to the Public Transit more advanced. It's not too crowded from the current buses. To have LRT it means one's on time where others are more organized. It won't disturb the cars when it goes stops.
As LRT uses electricity, it has no pollution than normal buses or cars. I think it's good for the environment.

What are your concerns about the future Hurontario-Main LRT system?
The frequency of the LRT. I hope it will have frequent schedule.
The current Public Transit schedule is not frequent enough. If the waiting time is too long, it won't help a lot. So I hope the team should consider a frequent schedule to run LRT.
The waiting area: it's very nice to have the shelter. I think it would be better to have a sliding door at the shelter. It's very cold in winter. The wind makes people feel colder. It will be great to have a door to block the wind.

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Please provide us with your comments about the question above:

I like the design and the route plan for Light Rail Project, which facilitates the people who live in the downtown square. I would very easily to move around without driving, e.g. full-time commute. The schedule needs to be more frequent, otherwise, the usage would be very much convenient to people.

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Please provide us with your comments about the question above:

If it's the only way to get power for LRV, it's fine. What if the wires get under threat? That蚀 good.

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What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

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Please provide us with your comments about the question above:

Would like to make sure that the right turn in and out of my property radius is adequate, preserved or possibly enlarged to accommodate vehicle entering and exiting.

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What do you like about the future Hurontario-Main LRT system?

NOT A LKING

NOT MUCH NEAR ME. IT LOOKS HORRIBLE. SO MUCH LIKE NOISY STREETCAR SYSTEM. ALREADY I CANT SLEEP OR ENJOY MY HOME DUE TO LIGHTS AND TRAFFIC. IT WILL NOT STOP PEOPLE FROM DRIVING.

What are your concerns about the future Hurontario-Main LRT system?

ADDITIONAL NOISE: IVE ALREADY HAD TO DEAL WITH GROW AND MANY 10 INCREASES. THE NOISE IS TRAGIC ALREADY. IM ON THE 4TH FLOOR OF CONDO AT 209 HURONTARIO AND IT GOES ON AND ON ALL NIGHT LONG.

ADDITIONAL LIGHT NOISE: I ALSO HAD TO DEAL WITH ADDED/HIGHER LIGHT POSTS OUTSIDE MY WINDOWS AND THERE ARE BUSINESS NEARBY WITH FLASHING NEON LIGHTS. STOP ALREADY.

THE PROPOSED PLAN FOR NORTH SERVICE CUTS OFF MY LEFT TURN ACCESS TO WHERE I LIVE.

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What do you like about the future Hurontario-Main LRT system?

Excellent work for future development of Brampton Mississauga.

What are your concerns about the future Hurontario-Main LRT system?

Further Ontario up to Mayfield to opposite.

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Preliminary Design and Transit Project Assessment Process (TPAP)

Public Information Centre 3 Feedback Form
(March 26 and 27, 2014)

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What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

1. Noise Levels
2. Congestion (Traffic) As I Commute
   Traffic lanes will be gone

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E-mail: inquiries@huronantio-main.ca  Tel: 416-252-5311 ext 3806

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What do you like about the future Hurontario-Main LRT system?

I do. successful if goes as planned would be great for the public of two cities.

What are your concerns about the future Hurontario-Main LRT system?

1. I have one major concern and that is when you think 20-30 years from today, imagine people are commuting on this road everyday using train. This will generate a demand for huge parking lots at different spots along Highway 10. So people would like to take train, they would want to park somewhere and take train. This will hugely impact existing parking along side road. I think you should consider this.

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I am afraid if this is going to put a lot of burden on Hurontario Street. Considering it is already very busy & it will take space from existing surface.

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This is a good initiative so it will not spoil the streetscape.

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What do you like about the future Hurontario-Main LRT system?

- Speed makes it more appealing to take
- The idea of one fare to go to Toronto from HWY 401/Eglinton
- It looks like you can wheel your bike/stroller/wheelchair and that appeals to some
- Green area sound nice
- Will make Mississauga very appealing for business, more to and people to move in increased density along Hurontario
- Encourages an urban corridor with density in general

What are your concerns about the future Hurontario-Main LRT system?

- That the construction along Hurontario will take longer
- Development along Hurontario will not be in place or will be too slow - not within my lifetime!
- That it will not get built
- I guess I am not convinced it will reduce gridlock but could add to it
- I am concerned there won’t be enough ridership
- Concerned about having to cross traffic to get to stops

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Not sure I really understand the impact. It would seem you would have to do...
What do you like about the future Hurontario-Main LRT system?

We need something modern - "world class".
These plans & ideas are future thinking - they should accommodate the growth of the area which is bound to take place over the next 20 yrs. It is forward thinking - something which should have been done for YZL 50 years ago.

Dream Big!!

What are your concerns about the future Hurontario-Main LRT system?

With a changing of the guard (ie Hazel going) & a possible change in provincial govt, will the start of the construction be subject to delays?

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**Please provide us with your comments about the question above:**

THE NATURAL TERMINAL AREA IS THE PC. GO. STATION. ANYTHING ELSE DOES NOT TAKE INTO CONSIDERATION THE OVERWHELMING USE OF THE GO AREA.

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ANYTHING WE CAN DO TO PREVENT THE VISIBILITY OF OVERHEAD WIRES IS A GOOD THING. THEY HAVE PROVED TO BE DANGEROUS & UGLY. BUT WE NEED FAST ACCESS IN TIMES OF REPAIR ETC.

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**Please provide us with your comments about the question above:**

YES, IT MUST BE ACCESSIBLE TO EVERYONE ON TRANSPORT.
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

I understand that future projects include one along Dundas street to either Kipling or Wellesley station. Can way?

I think if this is to be LRT and to be built in near future will be great connection to Toronto Transit

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What do you like about the future Hurontario-Main LRT system?

Irresistible waste of money

What are your concerns about the future Hurontario-Main LRT system?

Increased traffic jams on Hurontario, loss of traffic lanes

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Three lanes of traffic reduced to two.
Increased traffic jam significantly.

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DOWNTOWN MISS CHANGES ARE EXCELLENT

CHANGE IN PORT CREDIT - REMOVE ONE ELIZABETH STOP IS NOT GOOD, EASY - MUCH BETTER TO HAVE ACCESS TO WATERFRONT FOR EVERYONE IN MISS

To what degree do you support the alignment as presented for Brampton?

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

My main concern is the traffic on Hurontario street will be more because of taking two lanes to build the LRT.

Why not using the (elevated LRT) system and keep Hurontario street the same as now?

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This Technology Should Be Used For All The Line From Port Credit To Brampton.

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What do you like about the future Hurontario-Main LRT system?


What are your concerns about the future Hurontario-Main LRT system?

* Will create more congestion & block road access
* Will create a under used transit system

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What do you like about the future Hurontario-Main LRT system?

[Handwritten response]

What are your concerns about the future Hurontario-Main LRT system?

- Would ruin our beautiful section of Hurontario (South of Rex)
- Will cause more traffic congestion. Not believe it.
- Very inconvenient for residents in this area, with really no benefit
- Already have minibus running on this route that are very lightly used
- Tremendous cost of implementing this project, that will likely grow
- Construction noise, dust, extra traffic congestion for many months (during construction)
- Lastly part of my property would be used for a widened multi-use path (north-easy corridor of Hurontario + Missisauga)

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

The original vision of moving this whole area from a car-based community to a more transit-oriented area is moving well indeed.

What are your concerns about the future Hurontario-Main LRT system?

Creation of business models for the affected communities that would lead them to be self-sustaining. Community economic development should go hand in hand with the vision.

Is it possible to ask for copies of the recommendation for the consultancy report? This goes hand in hand with the map I received in 2013 - Sheet 11012.

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

1. Environmentally friendly by using electric power. THERE WILL BE NO EXHAUST EMISSIONS ENTERING INTO THE AIR.

2. As an asthma sufferer, I appreciate this especially on hot humid days. Stomach our discomforts like this summer months! Large trees planned to enhance the two citizen beauty and to help keep our air clean and visible shade areas on hot days.

3. Faster commute times over a bus. This would entice people to use the Stouffer once it is up and running.

What are your concerns about the future Hurontario-Main LRT system?

I feel it will be worse by eliminating lanes of traffic as proposed for a professional truck driver. It is taking the longer to do my daily duties now. If you eliminate more lanes for cars and trucks; you are exaggerating an already no problem and making it worse.

The project not be done without eliminating lanes on Hurontario is there not enough land so to go the cost to business and our economy is astronomical because of this lack.

We must move both home and goods with minimal disruption.

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AS LONG AS SERVICE IS OK, I AM FINE. BEING A MISSISSAUGA RESIDENT I AM MORE CONCERNED WITH THE MISSISSAUGA PORTION.

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What are your concerns about the future Hurontario-Main LRT system?

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Please provide us with your comments about the question above:

Between Agincourt and Bloor there are lots of people who reside there, but no stop. We should make it so you can walk to stop stations if it's in winter time (6 months). Please thinking about that!
What do you like about the future Hurontario-Main LRT system?

[Space for comments]

What are your concerns about the future Hurontario-Main LRT system?

- Affect property value (decreasing)
- Noises

[Space for comments]

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Public Information Centre 3 Feedback Form
(March 26 and 27, 2014)

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> it will create a pedestrian friendly environment.

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Please provide us with your comments about the question above:

> it did not reduce noise and traffic to a more comfortalbe level.

> for short distance commuters it does not save much time and as a matter of fact it creates transfer stops. IE from Brister to Civicallie Station.
What do you like about the future Hurontario-Main LRT system?
- Cross walks marked on pavement at on/off loading
- Accessibility for walkers, strollers and wheelchairs—please use focus groups including people who use walkers, strollers, wheelchairs to their wisdom in suitable design criteria which they can inform best in layout.

What are your concerns about the future Hurontario-Main LRT system?
- Must design to include suitable track and space gaps in tracks to be accessible for stroller wheel-
- Design criteria must include layout so young children are not in danger of getting on/off transit and directly into traffic—off the selections of strollers—please design with a well of on/off loading truck in middle of platform.

Traffic light to be alert for drivers to be aware of passengers crossing road as they on/off load.

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Please provide us with your comments about the question above:

Some concern about the loss of a stop near AEW for access to AE & park school. Also keep the youth cross the street - this transit line should not get bus stop. I heard people talk about timing at traffic lights at AEW.

Huronario (south of AEW) - I do not share their concerns. I hope more of these drivers will realize the wisdom of riding the lovely LRT.

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Maintain needed links for Sheridan College Students to access.

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Please provide us with your comments about the question above:

If the design is no overhead wires in Brampton it should be the same in Mississauga. It should cost more money to build underground wires in Brampton than neither Mississauga nor Brampton should have overhead wires. It is the same for overhead and underground wires put in both Mississauga and Brampton.

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Please provide us with your comments about the question above:

If it takes land from people but there is no impact on driving/traffic leave it as no access to properties.
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

- Noise
- Commute from concentrates like to see less traffic noise
- Reaction for the runway, particular to the hotel or the northwest corner

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What do you like about the future Hurontario-Main LRT system?

Waste of public dollars

What are your concerns about the future Hurontario-Main LRT system?

- Cost
- Overruns
- Affected homeowners and businesses
- Lack of side-walls
- Public safety

Why not hold a referendum in Oct 2014 to see if 50% of TCO would support the project.

Exp: 1/1/12

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\[\text{Not needed as gridlock during construction will be huge} \]

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\[\text{(Comments go here)}\]
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

- Increased traffic congestion due to more stops & starts - like downtown Toronto
- You are trying to fit a square peg in a round hole
- Why should all subway be built with the Next generation. Build one way
- Costs for construction, operating & budgets
- Just build a few more buses on it first
- No ridership in ERP park
- Last, some folks must be hearing 360 degree at Queens Park.

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Please provide us with your comments about the question above:
- this project will only increase traffic congestion and pollution.
- there will not be expansion in snow.
- obstacles will mess the length of May 10.
- I do not trust the artist renderings.
- tell us about other LRT projects and their costs.

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- Consider that for the rest of May 10, in particular that area south of 403.

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What do you like about the future Hurontario-Main LRT system?

Do NOT LIKE!
Hold a referendum - for all citizens to vote!
Subway or nothing!
Unnecessary.

What are your concerns about the future Hurontario-Main LRT system?

- Waste of public $?
- Will cause gridlock, congestion!
- Subway or nothing!
- Ruin our downtown Port Credit & Brampton!
- Expropriation of properties - !
- Elimination of sidewalks, etc. ! not good!
- Property values !
- Raised platforms - dangerous!
- Noise & Vibration !

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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Traffic will be worse - drivers coming from the west side of Humontain who want to go north during rush hour will have to go south and turn around, further tying up traffic.
What do you like about the future Hurontario-Main LRT system?

- The need for this system is unclear.
- The current buses appear underused.
- Cost not worth saving in time vs. current buses.
- Concern we will lose character of the area.
  - The reason people move to the area (Huronario South of QSW)
  - Don’t believe any traffic problems will be improved.
  - People still need to drive to Mississauga destinations.

What are your concerns about the future Hurontario-Main LRT system?

- Trees will be taken out along west side
  - Hurontario South of QSW.
- No idea what will be put in place.
- Vibration in residential property as a result of moving 750ft 3.75 metres closes
  to properties South of QSW.
- Suggest putting dyehouse along east side and shift road further east closer to
  businesses on that side of Hurontario South of QSW.

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The proposed alignment is still too close to residential properties on the west side of Hurontario South.

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you will make us to use tiirim for going east.

So also the tractor trailers will come too sometimes the get stuck in the mud blocking John St. where is the safety for us. [Ambulance Fire dept]

I have request bicycle lane in 1969 (was told engineer did not see the need)

Mountains is very hot in the summer are you also provide us with proper shelter? I just try to walk it this summer from Queensway to Square One. good luck.

At my age I can do it spring fall but summer forget it

I have travelled but you are the worst for the transportation.

We have lots among heroes in dozens.

P.S. The city should ask for an agreement to have shelter + mail boxes together were it is possible.
What do you like about the future Hurontario-Main LRT system?

The whole system has to accommodate the people (not giving me a 3 bus ride which I could do in 20 minutes) because it is not peak hours. So coordinate shuttle to take us to Terminal bus or #510 will be gone so use the drivers for the shuttle.

What are your concerns about the future Hurontario-Main LRT system?

John St.?? you have allowed Tractor trailers to park on John St #69 - how are we going to manage to get out of the complex - by John St or Keewatin Traffic will be heavier and stop at little John Range, I would like to have an engineer explain once 3125 and 3126 Keewatin are going to close street - drive out + children going to park.

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the land belong to the city
we are paying taxes for transportation.
Canada Post is going to add more mailboxes
so get together and share the cost
of clean up for winter +
or tell them the city will take over
and they would be billed.
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If you can provide us with a shuttle to help us to go to the main terminal, Transit cannot get to people today - but adding shuttle to small area will give us more time and will make us use the buses.

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

- Everything - please build asap

What are your concerns about the future Hurontario-Main LRT system?

- Could reduce # of stations in low demand areas, areas with lower density
- Low would limit LRT travel times

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What do you like about the future Hurontario-Main LRT system?

Helpful for people that cannot afford to live in the central core that can live further north. I travel to work in the core. Bicycling during generation and young families will benefit! (s)

What are your concerns about the future Hurontario-Main LRT system?

Being extended south of Mississauga disrupts values and community feel for the area. I am undecided only because I lack enough knowledge on the subject.

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The demographic of homelessness south of new LRT tracks is negligible. Yet the LRT. There is a clear benefit to commercial customers along later lines input new LRT, but it will change the complexion of the community to a busy and overpopulated market which will affect market value for current home owners.

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The City is building along the outskirts as the population grows. We need to be able to transport people to the core of the city.

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1. Will slow down motor vehicles significantly, not sure if it fits in.
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

Would there be relief lines to Dundas feeding the Hurontario/Dundas LRT station?

Any upgrades planned for streets parallel to Hurontario (ex: Confederation Parkway) as direct alternative to Hurontario?

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Great plan. Funding? How about ferries.

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What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

1. My primary concern is the fact that there is no turning lane out of my street (Hampshire Crescent - Port Credit).
2. Safety of the children walking to school on Hurontario Road to the local Middle School/Minocota Public School and Port Credit Secondary.
3. Noise level in the Port Credit/Judian Valley Minocota area.
4. Property values.
5. Taxes.

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Email address: [Redacted]
Address/City (Mississauga, ON): [Redacted]

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Please provide us with your comments about the question above:

The LRT in Port Credit will change the Port Credit area. It is not necessary to bring it to Port Credit, not enough people in the area to serve.

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Please provide us with your comments about the question above:

Not enough people will use it. It is a very expensive project and it should not be a priority right now.

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Please provide us with your comments about the question above:

The Brampton downtown area will be changed and the people being served by this project does not justify the cost of the project.

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Please provide us with your comments about the question above:


What do you like about the future Hurontario-Main LRT system?

[Handwritten text]

What are your concerns about the future Hurontario-Main LRT system?

[Handwritten text]

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Please provide us with your comments about the question above:

The terminus at Port Credit SE appears very informal. Could a treatment convey the proposal to other visiting areas.

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How much cost will this add to the project?

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

- In theory, LRT/ dedicated lanes will improve traffic flow.
- Upgrading of neighbourhoods is always desired.
- Upgrading of public transit is always desired as well.

What are your concerns about the future Hurontario-Main LRT system?

- Reduced traffic on Main South, not convinced LRT will improve traffic.
- Concerned that quantity of cars will increase, traffic is “too short” to accommodate new LRT and not interested in LRT on Hurontario.
- Fares too high for average transit riders.
- Length of time to construct - how long will traffic on Hurontario be interrupted.
- Not building any good will with potential riders if they had been inconvenienced for 2-3 years.

Concerned that the “before” images are at least 20 years old and thus do not accurately represent current conditions.

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Please provide us with your comments about the question above:

[Comments]
What do you like about the future Hurontario-Main LRT system?
High capacity rapid transit to grow with the area.

What are your concerns about the future Hurontario-Main LRT system?
Insurance that it moves forward without large delays.

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Please provide us with your comments about the question above:

I think it is important to accommodate and modify for changes in BC but this should not be carried on show the progress.

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Please provide us with your comments about the question above:

Although a slower travel time through this area seems acceptable, it should be ensured it does not hold upstream vehicles.
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

I strongly urge Metrolinx/Presto to contact Hong Kong to discuss pros & cons with their Octopus card (seems to work on underground lines, buses, ferries, and in a growing number of shops) — Octopus is a rechargeable card and people I talked to there really like it.

I am also quite concerned about congestion on Hurontario during and after, with the reduction from 4 lanes to 2 for cars, trucks, emergency vehicles etc.

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What do you like about the future Hurontario-Main LRT system?

I’m IN LOVEEE with this system! I’ve been monitoring the progress on this plan ever since 2006 (when they were seriously considering it) and I was INSTANTLY hooked!!! Overall, I love civil engineering and transit, and combined with my map knowledge of Mississauga, you might say I am a transit geek! Anyways, I love the routing of the line, even though I live far away from it and most likely won’t need to use it (although I’ll ride it many times for the sake of it!). I love the landscaping on and around the LRT line, the bike lanes, the sidewalks and stores, etc. I LOVE THE DARN THING OVERALL!!! I just wish I was old enough and skilled enough (i.e. university educated and engineering experienced) to be involved in this project, because I love Civil Engineers!!! I wish to be the world’s best civil engineer, so be on the lookout!

What are your concerns about the future Hurontario-Main LRT system?

Other than the area commented on the front page, I have none at this time.

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Please provide us with your comments about the question above:

I loved all the routing of the line overall, except the section in Port Credit. I don’t understand why the line has to end at the Port Credit GO station. Before, the line was proposed to end on Port St, or somewhere near there (i.e., the lake). I think it’s better to include the precious end stop that was there on Port St, so that more Port Credit residents (and tourists) will have an easier access (and more scenic view) of their town and transit.

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Once again, I loved the routing of the route. The thing I’m concerned about is why do you have to stop the overhead wiring for a section near downtown Brampton. I know the residents there may be concerned about the look of their town (like neighbourhood), however, the LRT wires don’t look like a “scenic damper” to me. Most LRT cities in Europe and North America have looked great, even with the wires. I think that in the end, they will love how their townscape looks a bit more urban with them.

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I’m not very familiar with the area, so I will stay neutral on this one.

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What do you like about the future Hurontario-Main LRT system?
If the Hurontario-Main LRT system was elevated above the existing roadways, then I think things could possibly work out.

What are your concerns about the future Hurontario-Main LRT system?

By cutting a line on each side of Hurontario, with all the way from Port Credit to Brampton would back up traffic all day night. Not everyone just travels North, South, east, west, there are lots of people going North South, west, east with these lines on each side now it will still quite busy.

To me, the cleanest, most effective way to go is to just add more buses, drivers, to keep up with the demand needed. The trains would still have to stop at lighter stops along the way. For the billions needed to construct this system, that can only go towards south east, West, North South like buses. I cannot see a benefit in this project.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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Please provide us with your comments about the question above:
I do not support this objective in its present form at all. The reason I feel this way is because the traffic volume on these routes is supported enough to taking away another lane on each side would create total gridlock that couldn't be changed after I drive everywhere North South East West. Since the LRT only runs North South to get anywhere else I would have to take abuse.

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Please provide us with your comments about the question above:
Same as Above

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Please provide us with your comments about the question above:
Support Rail without Overhead Wires

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

[Handwritten text]

What are your concerns about the future Hurontario-Main LRT system?

Impact:
1) Construction step on access to corporate buildings (e.g., 145 + 115 Hillcrest Ave.)

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Please provide us with your comments about the question above:

I don't understand Mississauga.

To what degree do you support the alignment as presented for Brampton?

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Please provide us with your comments about the question above:

I can't speak for Brampton.

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Please provide us with your comments about the question above:

It should be the Heritage Area or Port Credit. I am important.

After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

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Please provide us with your comments about the question above:

I live in Reiss.
What do you like about the future Hurontario-Main LRT system?

- Faster - Cleaner service
- More Pedestrian & Bicycle Friendly
- Reduction of traffic & car 'need' within the city

What are your concerns about the future Hurontario-Main LRT system?

- I am always concerned about accessibility - universal design, taking into consideration attributes for physical and cognitive disabilities.
- Things such as T.E.I.'s and consistency throughout; is using yellow truncated dome indicators.
- Slopes/grades - way finding > visual - sound - ground markers.

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Please provide us with your comments about the question above:

Happy to have the LRT stop @ Corksmill and Port Credit GO STNS.

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Please provide us with your comments about the question above:

If it means maintaining a "village" feel vs. sense of dismembering the overall concept of how the area looks.

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

Good project for future of Mississauga.

What are your concerns about the future Hurontario-Main LRT system?

Level of noise which neighbours will experience.

Noise pollution to be taken care of.

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

[Handwritten response]

What are your concerns about the future Hurontario-Main LRT system?

[Handwritten response]

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What do you like about the future Hurontario-Main LRT system?

IT WILL BE BETTER THAN NOTHING BUT NO
LONGER FEEL ME WITH ENTHUSIASM TOO MANY
CAMPAIGNS GET THE CAR AND NIMBY'S

What are your concerns about the future Hurontario-Main LRT system?

IT PERPETRATED THE HUMILIATION OF MANY
AMERICAN AND HAS NOT
LEARNED ANYTHING
FROM EUROPE.

BUILDING STOPS AT ONE SIDE OF A CARRYING
PERPETRATES THE SECONDARY ROAD IN place ON
BUSES. THE LINE DOES NOT PENETRATE THE FULL
AVAILABILITY OF SIGNAL PRIVILEGE TO BE ACHIEVED
BY THE LRT. THE LINE ON THE OTHER SIDE
WILL IMPROVE A NEGATIVE IMPACT ON OTHER
ROAD USERS AT IT OWNS FOR PRIVILEGE THAT IS NOT
READY TO PROCEED. THIS MUST BE ALEINATED.

How/why a roadway barrier hardness is South Savoy
Point is most expensive to be safe with obviously it
would have not explained.

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THE TERMINUS AT PORT CREDIT NOW DOESN'T DO ANYTHING. IT DOES NOT CONNECT IT IS NOT A DESTINATION. THE STUP A PROPOSED IS A SUBSTANDARD INTER CONNECT TO THE GO TRAIN SERVICE CURRENTLY RUNNING AT 30MIN INTERVAL.

THE IS A SIGNIFICANT GAME CHANGER AROUND A HOSTILE WALKING ROUTE. IF THE ULT MUST ACCOMMODATE THE NIMBY'S THEN WOULDN'T IT NOT BE BETTER TO PUT IT INTO THE GO PARKING LOT ON THE "MATH" SIDE OF THE STATION?

THE INFORMATION DISPLEYED IN DISCUSSIONS WITH PROJECT TEAM MEMBERS DOES NOT EVEN INDICATE IF THE TRAFFIC SIGNALS ARE TO BE OPTIMISED SYSTEM (SOOT, SCATS, MOVAC) HOW CAN THEY GIVE ME AN INTELLIGENT ANSWER WITHOUT THAT INFO.

AT PIC 1 I WAS TOLD THAT IT WAS A DECISION BEING MADE BY MISSISSAUGA TRAFFIC SIGNALS STAFF. AT THIS PIC 3 I'M TOLD THEY ARE WORKING ON/GOING OUT TO TENDER, HOW DO YOU GET TO TENDER WITHOUT KNOWING IF IT IS AN OPTIFISED OPTIMISATION SYSTEM YOU WANT OR NOT?

IF IT DOES NOT OPTIMISE HOW DO YOU PROPOSE TO HAVE INTELLIGENT SIGNAL PRIORITY?

COMBINING THE PORT CREDIT INTERCHANGE WITH CLEWESON & BRAMPTON & INDICATES THAT PORT CREDIT IS DEEPLY SECOND CLASS.

BRAMPTON HAS A FAR SUPERIOR TREATMENT AS A TERMINUS EVEN WITH THE VLT SERVICE AND THE PROMISE OF AN ALL DAY HOURLY GO TRAIN IN 2016
THE LACK OF CROSS SECTIONS WHICH ALSO
INDICATES THE GRADE DIFFERENCES ARE AN
ON-GOING DISAPPOINTMENT. PONT CARP ET WAI AM
IS A FEEDER HIDDEN BY THE LACK OF INDICATIVE
OBSERVATION.

At some point politicians, with the advice and
suggestion of the planner, had to advise them,
need to face up to the fact that the V
Car is not here. The Car that has its
Base Academy Millennials are learning to
Drive later. And are buying fewer cars
And doing their less. The ECOT Car
 Becomes an investment in the future, the
Future of Millennials. Another
Children Gen X are on the way out
And Boomers need to be giving more
Thought to how they will move about when
They may not drive. And the need of
The younger generation, who have to fix
All the mistakes their generation left
By Boomers. At Pic 1, even 2, I felt enthusiastic
That this was happening. No at Pic 3,
I do not have that enthusiasm. It
Is About Compromise For The Future.
Please indicate your level of support for the project objectives and opportunities by inserting a check mark (✓) in the boxes noted below. In addition, please include any written comments you wish to provide in the lines below.

| To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.) |
|---|---|---|---|
| Support | Partially Support | Neutral | Partially Object | Object |
| | | | | X |

Please provide us with your comments about the question above:

PREVIOUSLY I WAS FOLLY IN SUPPORT OF THE LRT THE CURRENT PROPOSED ROUTE CAPTURES THE FLOW OF TRAFFIC FROM THE CREDIT TO THE PORT CREDIT LAKEVIEW AND THE PROPOSED WALKING ROUTE IS NOT AN APPROPRIATE ALTERNATIVE TO THE BUS. PEOPLE ME AT THE POOL OF THE SHORE USE THE CUMBERLAND LRT STOP

| To what degree do you support the alignment as presented for Brampton? |
|---|---|---|---|
| Support | Partially Support | Neutral | Partially Object | Object |
| | | | | |

Please provide us with your comments about the question above:

N/A OR, NOT LOOKING AT PLAN YET.

| To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton? |
|---|---|---|---|
| Support | Partially Support | Neutral | Partially Object | Object |
| | | X | |

Please provide us with your comments about the question above:

SUGGESTS A PANTOGRAPH NOT A POLE POWER DISTRIBUTION INDICATES A HIGHER COST DUE TO THE NEED FOR A SPECIAL ELECTRIC BIKE LRT PARTNER ON THE LRT

| INDICATES A HIGHER COST DUE TO THE MORE VEHICLES |
|---|---|---|---|
| Support | Partially Support | Neutral | Partially Object | Object |
| | | | | |

After reviewing the alignment drawings, to what degree do you support providing full access to properties and shared LRT/motor vehicle lanes through the Main Street South Heritage Area?

Please provide us with your comments about the question above:

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What do you like about the future Hurontario-Main LRT system?

I believe it will increase connectivity between Brampton and thesquare area & Lake shore.

It will contribute to taking cars off the road. Encouraging people to take public transport is environmentally friendly.

I expect it to promote pedestrian-friendly environment and create a chance for new businesses such as shops & coffee to prosper along the line.

What are your concerns about the future Hurontario-Main LRT system?

- Having it at street level might impede existing traffic.
- It is taking away from car lanes which are not going away any time soon.
- Concerned about safety implications to pedestrians and vehicles alike due to sharing adjacent space on street level.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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ALL COMMENTS DUE BY APRIL 11, 2014.

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Address/City (Mississauga/Brampton): [redacted]

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Hurontario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division 195 The West Mall, Toronto, Ontario M9C 5K1
E-mail: inquiries@ hurontario-main.ca Tel: 416-252-5311 ext 3806

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Please provide us with your comments about the question above:


What do you like about the future Hurontario-Main LRT system?

The future Hurontario-Main LRT must be able to reach the people (both residents in the city) and to bring them to the business along the Mississauga Road.

It must be well integrated, provide two or more stations near the Mississauga Road. All users must be satisfied and pleased with the service that they receive. The LRT line must be fast and efficient. It must be able to get the passengers to and from the Mississauga Road.

What are your concerns about the future Hurontario-Main LRT system?

1. Potential to ride on LRT within the city, even if there are a lot of cars and buses with some turning points and busy intersections?
2. How the project vehicles will move in some opposite direction to get into the LRT track - blocking the LRT, particularly in the intersections?
3. Smart removal storage on roadway platform.
4. Damage at ends of platform ramp/pedestrian crossing.
5. Plan at a safe of traffic control lights at intersection will impact the LRT operation?
6. CT from here is not provided on NR LRT. Will CT LRT be able to block the traffic from a vehicle to make left turn, waiting for CT turn lane to be empty.
7. How a CT turning there with through lane, to avoid will get stuck of the Herboron Rd?
8. Can there be a section of rough condition of the LRT on ramp be extended?

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds.

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Hurontario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division
195 The West Mall, Toronto, Ontario M9C 5K1
E-mail: inquiries@hurontario-main.ca Tel: 416-252-5311 ext 3806

web: www.hurontario-main.ca email: inquiries@hurontario-main.ca
(9) Can a RT-turn lane created WB on Bristol Road into
      NB Hwy 10?

(10) Proposed loop back of LRT into Hurontario will likely
     conflict with the Hwy 403 off-ramp traffic, median.

(11) Can a storage lane be created on NB Hurontario St.,
     just north of Burlington Ave., is enough distance/widt
     can be cut from the median?
April 9, 2014

Hurontario - Main LRT Project Consultation Team,  
SNC - Lavalin Transportation Division  
195 The West Mall  
Toronto, Ontario  
M9C 5K1

Dear Sir:

RE: Light Rapid Transit on Hurontario

I have been carefully following the progress of these studies and continue to be disappointed in the lack of opportunities for forum community consultations that allows questions and answers so that I can hear and consider the comments of my neighbours.

The business case scenario for her building of this transit has been unrealistic. There is traffic on Hurontario. If this LRT proposal if truly vailedvalid then let the private sector—without any loans or funding from any level of government take on the project.

The widening of the road, the destruction of the trees that help create my homeowner equity, and the prohibitive construction cost and future maintenance costs make this project unrealistic.

Government funding, each level of government, comes from my pocket though the collection of taxes that I have – both personal and income taxes.

Taxes are necessary but “my money” should not be squandered.

With the replacement of the Cloverleaf at QEW and Hurontario we see that the deemed safety improvement has resulted in an increase in the very accidents that were expected to be virtually eliminated. This was truly as waste of money. NOW, there is this proposal for LRT with a plan to widen the underpass at the QEW!!

I now do not support the LRT project for Hurontario.

Yours truly,
Preliminary Design and Transit Project Assessment Process (TPAP)
Public Information Centre 3 Feedback Form
(March 26 and 27, 2014)

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Please provide us with your comments about the question above:

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What do you like about the future Hurontario-Main LRT system?

Please see attached.

What are your concerns about the future Hurontario-Main LRT system?

Please see attached.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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☐ I have more questions and would like a member of the project team to call me directly.

Name: [Redacted]
Telephone number: [Redacted]
Email address: [Redacted]
Address/Oty (Mailing address): [Redacted]

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Huronario-Main LRT Project Consultation Team, SNC-LéAvein Transportation Division
195 The West Mall, Toronto, Ontario M3C 5K1
E-mail: inquiries@huronario-main.ca; Tel: 416-252-3311 ext 3806

web: www.huronario-main.ca; email: inquiries@huronario-main.ca
We do not support the LRT. In our view, the LRT will be catastrophic for businesses along Hurontario south of the QEW and the additional people that will be brought in along with the proposed additional densities will overwhelm infrastructure. The LRT will offer little in the way of utility to local residents as there is a significant population of senior citizens who will not be willing to walk in the snow, rain and inclement weather the long distances to the various stations and who will have little interest in taking the LRT to Cooksville, Square One or Brampton.

U-turn lanes are likely to be unsuccessful given sufficient vehicles on the road (see for example the Pinetree and Hurontario Intersection) and promotes a driving technique that will likely be applied by drivers to other intersections with increased risk of accidents.

We are concerned that it will be a white elephant and that other than rush hour, will run largely empty. We are concerned that in the future, many businesses and communications will take place over the Internet and the large mobilization of the population for work related tasks will be reduced. This project is a financial black hole and should never be undertaken.

This project represents today’s technology—not the technology of the future. We’re just starting to see vehicles that are entirely automated capable of travelling on public roadways—I’d suggest that this might be a more viable long term approach once the technology comes to fruition within the next 10 years or so.

Finally, we would like to see the QEW / Hurontario intersection improved—it’s quite dangerous. However we object to the waste of taxpayers monies to redo projects such as the QEW bridge that were only recently completed.
Hi,
Has there been any thought given to building a single bi-directional LRT track in the Brampton core from Nanwood to the GO station with a switch over just north of the Nanwood stop?

The advantage I see would be to allow for wider sidewalks and perhaps on-street bike parking in the downtown core. It would also allow the LRT to be suspended from Wellington to Theatre Lane for special events such as the Farmer’s Market, without any loss of service south of Wellington. It would also substantially reduce infrastructure costs for that part of the project.

I imagine an LRT car wouldn’t take more than about 7 minutes to travel from Nanwood to the Go. So the assumption is the service schedule would have to be no closer than about 15 minutes apart. But I can’t see the LRT being run more often than that, at least not for a very long time.

Just a thought.

Regards,
Preliminary Design and Transit Project Assessment Process (TPAP)
Public Information Centre 3 Feedback Form (March 26 and 27, 2014)

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What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?
It will degrade the entire Port Credit area. South side of Hurontario will suffer even more traffic congestion, not less.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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HURONTARIO-MAIN LRT Project

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What do you like about the future Hurontario-Main LRT system?

- Very supportive of the route.
- Good to see it connect with GO station.
- Alignment of stops is generally good.
- Support the majority of the line being on a right-of-way outside of York.
- Use a standard gauge so one could buy “off the shelf” through an RFP with low modification.

What are your concerns about the future Hurontario-Main LRT system?

- Need a permanent funding plan.
- Concerned about the cost to a battery operated rail route & the Brampton/Credit area, if it will add to costs significantly.
- Need a user-friendly & safe pedestrian crossing between the LRT stop and the existing train terminal at Square One.

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Please provide us with your comments about the question above:

1. Visual impacts will be worse than shown because the network of supporting wires and poles for the electrical supply to the trains
2. Traffic congestion will increase as will minor accidents at u-turns
3. The visuals don’t show the major hinterland feeders on the east side of Hurontario
4. The LRT will be of little use to local Port Credit rate payers

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What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

I don’t believe the ridership will justify the cost

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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ALL COMMENTS DUE BY APRIL 11, 2014.

☐ Yes I would like to receive Project updates by e-mail.
☐ I have more questions and would like a member of the project team to call me directly.

Name: ________________________
Telephone number: ________________________
Email address: ________________________
Address/City (Mississauga/Brampton): ________________________

Feedback forms submitted by mail/e-mail must be received prior to April 11, 2014.
Huronontario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division
195 The West Mall, Toronto, Ontario M9C 5K1
E-mail: inquiries@huronontario-main.ca Tel: 416-252-5311 ext 3806

web: www.huronontario-main.ca email: inquiries@huronontario-main.ca
Bethke, Lindsey

From:  
Sent: April 1, 2014 9:34 PM  
To: inquiries@huronratio-main.ca  
Subject: RE: LRT Project

Here are my comments regarding PlC#3 in Mississauga on March 26, 2014.

My name is [REDACTED] and I am a resident of [REDACTED].

I am a supporter of the LRT project as long as the following issues are addressed:

1) A subway system option is fully evaluated in detail and deemed not feasible. I would like to know the details of the outcome.
2) Noise from the LRT will be mitigated to current traffic levels.
3) There will be direct access to Cooksville GO from Hurontario and Bristol area (i.e. the LRT does not terminate at Square one from the north).
4) The U-turn access at Glenn Hawthorne Blvd and Hurontario (south side) will be maintained.
5) LRT to be operational 24-7.
6) Cost to maintain the LRT system and infrastructure is properly budgeted for without any major increase in taxes throughout the lifecycle of the system.
7) Will the construction of the project result in an increase in taxes. If so, by how much?
8) How much has been spent on this project so far on hiring engineering consultants?

Thank you and I appreciate all the hard work that has been done on this project!

Good Luck!

[REDACTED]
Please indicate your level of support for the project objectives and opportunities by inserting a check mark (\checkmark) in the boxes noted below.
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____________________________________________________________________
What do you like about the future Hurontario-Main LRT system?


What are your concerns about the future Hurontario-Main LRT system?

I am writing this feedback form on behalf of the Canadian Fuels Association ("CF"). The CF members (Shell, Esso, PetroCanada, Husky) are competitors in the market place but work with CF on subjects which are common to the industry such as the impact of this LRT project on the general operation of the service stations. 13 of the 14 service stations along the LRT route are owned by CF members. It will be very important to make sure that during the period of construction of the LRT project, the motor vehicle access and egress to and from the service stations are fully maintained to allow a free and safe flow of vehicle traffic.

Those service stations are also an intricate part of the transportation system and the LRT project should take their vehicular traffic flow and operating needs into consideration before, during and after the LRT construction.

Service station site specific questions should be directed to the appropriate company representative:

- Esso: Phil Giroux. (416) 442-5160, phil.w.giroux@esso.ca
- PetroCanada: Dave Weaver, (905) 469-3718, dweaver@eunor.com
- Shell: Helen Bennett, (519) 541-0625, Helen.Bennett@shell.com
- Husky: Claudio Brutto, (905) 851-1201 x224, cbrutto@bruttoconsulting.ca

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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ALL COMMENTS DUE BY APRIL 11, 2014.

☐ Yes I would like to receive Project updates by e-mail.
☐ I have more questions and would like a member of the project team to call me directly.

Name: [Redacted]
Telephone number: [Redacted]
Email address: [Redacted]
Address/City (Mississauga/brampton): [Redacted]

Feedback forms submitted by mail/e-mail must be received prior to April 11, 2014.

Hurontario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division
195 The West Mall, Toronto, Ontario M9C 5K1
E-mail: inquiries@huronario-main.ca Tel: 416-252-5311 ext 3806

web: www.huronario-main.ca email: inquiries@huronario-main.ca
Bethke, Lindsey

From: [Redacted]
Sent: April 8, 2014 10:33 AM
To: inquiries@huronario-main.ca
cr.mall@credit-reserve.com
Cc: cra.mail@credit-reserve.com
Subject: Traffic impact, Port Credit Go

I notice from the latest plans that vehicular traffic will be reduced to one lane in each direction at the new Port Credit Go station.

This will create a traffic nightmare for miles around.

While the LRT will hopefully reduce some of the traffic on Hurontario, not everyone who uses this road will benefit. Motorists, especially those who live on or just off Hurontario, will still have a legitimate need to drive their cars along this route. The LRT will not help us get to most of the places we are trying to go!

As I said at one of the planning meetings, I suggest you try an experiment, and reduce the road to one lane each way for 24 hours. This should demonstrate the problems you are going to create with this plan.

Also, I would like to add that the LRT has been touted as saving commute time for users. Given that many of the stops are a mile apart, any time savings on the vehicle will be offset by increased walk time, so only those travelling a very long distance would actually see any net time savings. I question just how many people are going to travel from points north to take the (expensive) GO train at Port Credit, when they can change at Square One and take the bus to the (considerably cheaper) TTC at Islington. I used to live in the Square One area and I would never have taken the GO train when the TTC was so much cheaper and closer.

Regards
Preliminary Design and Transit Project Assessment Process (TPAP)
Public Information Centre 3 Feedback Form
(March 26 and 27, 2014)

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Please provide us with your comments about the question above:

PLEASE CONFIRM THAT AUTOMOBILE WILL CONTINUE TO BE ALLOWED TO MAKE A LEFT HAND TURN INTO AND OUT OF 2325 HURONARIO STREET (QUEENSTARY PARK) WHEN TRAVELING SOUTH BOUND ON HURONARIO ST.

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Please provide us with your comments about the question above:
What do you like about the future Hurontario-Main LRT system?

What are your concerns about the future Hurontario-Main LRT system?

My concern is that automobiles will not be allowed to make a left hand turn into and out of 2325 Hurontario Street (Queen's Square) when traveling south bound on Hurontario Street.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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ALL COMMENTS DUE BY APRIL 11, 2014.

✓ Yes I would like to receive Project updates by e-mail.
☐ I have more questions and would like a member of the project team to call me directly.

Name: [Redacted]
Telephone number: [Redacted]
Email address: [Redacted]
Address/City (Mail/Postage): [Redacted]

Feedback forms submitted by mail/e-mail must be received prior to April 11, 2014.

Hurontario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division
195 The West Mall, Toronto, Ontario M9C 5K1
E-mail: inquiries@hurontario-main.ca   Tel: 416-252-5311 ext 3806

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Preliminary Design and Transit Project Assessment Process (TPAP)
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To what degree do you support the alignment as presented for Mississauga (this includes the changes to the Downtown Area and Port Credit)?

Please provide us with your comments about the question above:

So a 30yr resident, I have yet to see our buses on the AVE, filled with people. Mississauga South is a poor community and a LRT is a waste of our dollars.

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Not applicable: Brampton.

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(NA)

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Please provide us with your comments about the question above:

10/2
What do you like about the future Hurontario-Main LRT system?

I support LRT, but where it is needed. In my concerns the most needed in a residential area like Mississauga.

What are your concerns about the future Hurontario-Main LRT system?

It is not a "need" of the local residents, we are just fine after the Oshawa yard gets fixed.

Thank you for your comments. Your feedback will be considered by the project team as it designs the project.

Please visit www.toronto.ca for more information.

ALL COMMENTS DUE BY APRIL 11, 2014.

Yes, I would like to receive project updates by e-mail.

If you have more questions please contact the project team at:

Name: [Name]
Telephone number: [Phone number]
Email address: [Email]
Address/City/Province/Postal Code: [Address]

Feedback forms submitted by mail will be accepted until April 11, 2014.

Huronario-Main LRT Project Consultation Team, TTC Mississauga Transportation Division
155 The West Mall, Toronto, ON L5V 3J1
E-mail: [Email]
Preliminary Design and Transit Project Assessment Process (TPAP)
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What do you like about the future Hurontario-Main LRT system?

Modern, sleek.

What are your concerns about the future Hurontario-Main LRT system?

Concerned about removal of 35 mature trees between Eaglewood and Steeles Ave W. There seems to be no definitive plan to replace them. I thought representation was special in the Hurontario-Main that is part of Metrolinx.

Are there enough stops? Buses are better for elderly or those with kids given the additional stops means less walking.

Prefer they start at City Centre & build north since there's less immediate need in that urban area.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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Huronontario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division
195 The West Mall, Toronto, Ontario M9C 5K1
E-mail: inquiries@huronontario-main.ca  Tel: 416-252-5311 ext 3806
Dear LRT Team

I am writing in regard to the Hurontario-Main LRT proposal. My concerns are specifically related to the Southernmost part of the route, the area South of the QEW, Mineola.

The portion of Mineola that lies West of Hurontario is Mineola West, a neighbourhood that is part of the City’s Cultural Heritage Landscape. Mineola West was identified as a Cultural Heritage Landscape due to the natural topography, large mature trees and unique, varied housing stock set on large lots, with generous and varied setbacks. Policies were put in place to ensure that the character of Mineola West is preserved, with zoning restrictions designed to ensure sensitive development in keeping with preservation of this unique and naturally significant area.

Mineola West is the City’s largest Residential Woodland, which is a part of the City’s Natural Areas System (NAS). The NAS has been identified as integral to the maintenance of a healthy, vibrant City in which people will choose to live in.

Mineola is also the City’s largest remnant of Carolinian/Mixedwood primary forest, which supports a great variety of both plant and animal/amphibian/birdlife. With issues such as climate change and the fact that many amphibians and songbirds (commonly found in Mineola) in decline, sensitive development in this area is hugely important.

The Natural Heritage Urban Forest Strategy and Urban Forest Management Plan both highlighted the importance of our urban forest to our Natural areas system, with conclusions such as the need to better protect the urban forest, the recognition that large, mature trees provide an exponential value compared to smaller trees (cleaning air, soil, water, providing shade and home for wildlife/biodiversity in an exponentially greater manner than smaller statured trees) that less than 7% of the City’s trees are greater than 30cm diameter at breast height (I note that this figure predates the December 2013 ice storm) and that the majority of the City’s large trees are on private land within the three Residential Woodlands.

Placing a LRT South of the QEW will create gridlock and therefore necessitate intensification in and around Mineola that is not in keeping with the zoning restrictions already in place to ensure the preservation of the character of the neighbourhood, or greater protection of our urban forest, and particularly our large, mature trees.
Please indicate your level of support for the project objectives and opportunities by inserting a check mark (✓) in the boxes noted below.

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</table>

Please provide us with your comments about the question above:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
What are your concerns about the future Hurontario-Main LRT system?

Port Credit

- removal of buses - I do not want Hurontario South of QEW to look like north QEW
- too many traffic lights
- traffic already slows - clogged south QEW
- The Cloverleaf is already a traffic night mare

LRT SHOULD STOP AT CLOVERLEAF. Do not start it again.
Do not burden even more. No Port Credit.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds.
The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

PIC 3 is part of the Consultation Phase of the TPAP. After PIC 3, the project team will continue to consult interested groups and at the end of the consultation period, will prepare an Environmental Project Report (EPR), which will be available on the project website for public review in June 2014. For more information visit: www.huronatio-main.ca.

ALL COMMENTS DUE BY APRIL 11, 2014.

☐ Yes I would like to receive Project updates by e-mail.
☐ I have more questions and would like a member of the project team to call me directly.

Name: ____________________________
Telephone number: ________________
Email address: ___________________
Address/City (Mississauga/Brampton): ____________________________

Feedback forms submitted by mail/e-mail must be received prior to April 11, 2014.
Hurontario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division
Preliminary Design and Transit Project Assessment Process (TPAP)
Public Information Centre 3 Feedback Form
(March 26 and 27, 2014)

Please indicate your level of support for the project objectives and opportunities by inserting a check mark (✓) in the boxes noted below.
In addition, please include any written comments you wish to provide in the lines below.

<table>
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<tr>
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To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.)

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Please provide us with your comments about the question above:

- Fully support stopping the LRT @ Port Credit until there is sufficient demand to build the last leg to Port Credit.

<table>
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To what degree do you support the alignment as presented for Brampton?

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Please provide us with your comments about the question above:

- [Comments]

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To what degree do you support the proposed technology to run Light Rail Vehicles (LRVs) without overhead wires through the Main Street South Heritage Area and Downtown Brampton?

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Please provide us with your comments about the question above:

- Brampton has the option to build without overhead wires. Mississauga should also consider this option, which would make a huge impact on the City Visually. If this is not possible, Mississauga should at least mandate dedicated bus lanes in selected areas e.g., Downtown Mississauga.

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Please provide us with your comments about the question above:

- [Comments]
What do you like about the future Hurontario-Main LRT system?

I like that the residents of Mississauga will have an alternative transit option that will be more efficient and quicker. I hope this system will get more people out of their cars and onto transit.

What are your concerns about the future Hurontario-Main LRT system?

I have concerns regarding the proposed noise wall located in the vicinity of the intersection of Inglewood Road and Hurontario Street. There is only a “noisy” street along the stretch of road where homes back onto Hurontario (1219–1249 Old River Road). This neighborhood currently experiences noise from various sources: the GO line, vehicles on Hurontario, vehicles on the GO, and of “times, airplane noise.”

Does the additional noise from the proposed LRT justify the “complete line” noise wall along the entire stretch to the GO Station? These are not atomic-level walls and I would possibly not have one at all. If a time is required, what wood be considered?

More consultation needs to be undertaken on this aspect.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds. The PIC 3 Consultation Summary Report will also be posted on the Project website this spring.

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ALL COMMENTS DUE BY APRIL 11, 2014.

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Telephone number: [Redacted]
Email address: [Redacted]
Address/City (Mississauga/Brampton): [Redacted]

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Hurontario-Main LRT Project Consultation Team, SNC-Lavalin Transportation Division
195 The West Mall, Toronto, Ontario M9C 5K1
E-mail: inquiries@hurontario-main.ca Tel: 416-252-5311 ext 3806

web: www.hurontario-main.ca email: inquiries@hurontario-main.ca
Preliminary Design and Transit Project Assessment Process (TPAP)
Public Information Centre 3 Feedback Form
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Please provide us with your comments about the question above:

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Helen Anos 2/1
What do you like about the future Hurontario-Main LRT system?

- The many of our trains will be removed.

What are your concerns about the future Hurontario-Main LRT system?

- I do not believe there is enough demand for the LRT South of the BTO.
- To warrant the expense, disruption to
- residents in the area, and impact on the
- environmental footprint.
- Construction of the AEW is already under way.

The city of Mississauga is actively looking at
the impacts of the new LRT. It is expected
that the project will begin in the fall.

The city of Brampton has also
investigated the potential for
a LRT in Mississauga, but
has not taken any formal
steps towards its
implementation.

Thank you for your comments. Your feedback will be considered by the project team as the design proceeds.

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E-mail: inquiries@huronario-main.ca Tel: 416-252-8311 ext 3806

[Signature]
PIC #3 Responses
June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that a concern you had for the project was whether the system was built for expansion.

The preliminary design of the Hurontario-Main LRT project makes allowances for a future extension north of the Brampton GO station. Metrolinx’s Big Move identified the future extension of the Hurontario-Main LRT northerly to the Brampton-Caledon boundary; however, this extension is a future planning consideration and is beyond the scope of this phase of the project.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

**Project Title:** Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

**Project Location:** City of Mississauga and City of Brampton

RE: Response to Brampton Feedback Forms

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated that you want to see Downtown Brampton left as it is as well as the Farmers’ Markets, concerts in Gage Park and family activities. You also noted that you believe that the LRT should stop at Shoppers World as it would be better for Main Street. You expressed concerns about the LRT making the area unsafe, increase traffic and make the area not walkable for residents.

In response to your suggestion that the LRT should stop at Steeles Avenue, the Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

Downtown Brampton is the site of a number of cultural and recreational events, such as the outdoor skating rink, the Rose Theatre and a range of special events (parades, markets, concerts and performances) that are staged within the Downtown. The most significant event is the Farmers’ Market, which is held on Main Street between Wellington Street and Nelson Street every Saturday from mid-June to Thanksgiving. The Hurontario-Main LRT is designed to allow for short turn operations that can accommodate these kinds of occasional or recurring events. During construction of the LRT, events like the market and parades that occur within the Main Street right-of-way will have to be relocated. Brampton will also be looking at the broader vision for the downtown to coordinate related activities including new development, accommodation of events such as the Farmers’ Market, and enhanced rapid transit service.
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June 12, 2014

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**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your comment form revealed concern for the route through the Main Street area and the fact that there would be a loss of parking in Brampton. You also noted a concern for the Saturday markets in regards to safety issues as well as where the LRT would stop during the markets or if they would be moved. You also commented that the system should be directed to the Peel Memorial Hospital and Chinguacousy Park.

In response to your proposal of an alternate alignment, the Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

On-street parking on Main Street from Wellington Street to Nelson Street will be eliminated. However, this loss in on-street parking can be accommodated in City parking garages in the Downtown area.

Downtown Brampton is the site of a number of cultural and recreational events, such as the outdoor skating rink, the Rose Theatre and a range of special events (parades, markets, concerts and performances) that are staged within the Downtown. The most significant event is the Farmers’ Market, which is held on Main Street between Wellington Street and Nelson Street every Saturday from mid-June to Thanksgiving. The Hurontario-Main LRT is designed to allow for short turn operations that can accommodate these kinds of occasional or recurring events. During construction of the LRT, events like the market and parades that occur within the Main Street right-of-way will have to be relocated. Brampton will also be looking at the broader vision for the downtown to coordinate related activities including new development, accommodation of events such as the Farmers’ Market, and enhanced rapid transit service.
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**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Brampton Feedback Forms

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your comments stated that the alignment should not extend past the Brampton Mall or go through the Etobicoke Creek Valley lands. On your comment form you stated that the OCS-less technology doesn’t exist in operation and that if and when it is released, the high cost will mean it would not be accepted and wires would be put in place through the Main Street South Heritage Area and part of the Downtown in Brampton. Finally, you commented that you felt that this project would benefit Mississauga only and that there is no significant benefit to Brampton and that it would harm the Main Street South Heritage Area.

In response to your suggestion that the LRT should stop at the Brampton Mall or go to the Peel Memorial Hospital, the Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

In response to your concerns that the OCS-less technology is not available, on-board and in-ground power supply technology exists and is in service in Europe and Asia from several vehicle suppliers. Both power types are available using differing technologies of various levels of maturity. Due to concerns related to heritage attributes within the Main Street South Heritage Area and Downtown Brampton, OCS-less technology option is being carried forward for further investigation of costs and benefits as part of the next stage of detail design. Its implementation is contingent upon final acceptability of financial and technical implications.
The Hurontario-Main LRT project is an important element of the Metrolinx Big Move and provides strategic linkages to the Lakeshore, Milton and Kitchener (formerly Georgetown) GO rail corridors, the Highway 403/407 GO Bus services, the Queen Street and Steeles Avenue Züm services and several proposed future rapid transit linkages (i.e. Dundas).

Key goals are supporting growth, intensification and improving connectivity in the Greater Toronto and Hamilton Area (GTHA) that will allow for reduced transit travel times to and from Mississauga and Brampton as well as to other major transit hubs in the Greater Toronto Area.

The Hurontario-Main LRT Project would benefit both Mississauga and Brampton. The LRT is supported in Brampton with ridership anticipated in 2031 exceeding the capability of Bus Rapid Transit (BRT) and local bus service. The decision to use LRT was arrived at with a combination of a number of factors balancing ridership and other impacts on the public during operations. When considering the balance between higher vehicle capacity of light rail versus much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated that you were interested in learning more about other options for Hurontario-Main Streets in terms of routes or transportation before deciding. You also commented that the LRT system should go to more populated areas like the college and the mall. You said that you would like the system if it would cut down on traffic issues and help the growth of Brampton’s economy. You also asked what the cost of the project would be and who will pay for it?

The decision to use LRT compared to other forms of transportation was arrived at with a combination of a number of factors balancing ridership and other impacts on the public during operations. When considering the balance between higher vehicle capacity of light rail versus much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology.

The LRT will provide a competitive travel time to a personal vehicle in 2031. As time passes, congestion will continue to increase, thereby, further degrading car travel time, but not markedly impacting LRT travel time. In addition, the provision of LRT will allow the corridor to move more than three times the number of people that cars alone can carry based on full LRT capacity and current average car occupancy numbers.

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton as well as to other major transit hubs in the Greater Toronto Area. The LRT is supported in Brampton with ridership anticipated in 2031 exceeding the capability of Bus Rapid Transit (BRT) and local bus service. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.
In response to your suggestion that the LRT should go to the mall or the college, the Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

Currently, the cost of the project is $1.6 Billion. Funding for the LRT will be explored through Provincial and Federal sources, including through Metrolinx, as they develop an investment strategy for supporting transportation infrastructure improvements within the Greater Toronto and Hamilton Area, which is expected to be released this summer. The current work to date has been focused on bringing the project to an implementation-ready stage. However, detailed method of project implement will not be determined until after this phase of the work.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated that you had concerns about the potential conflict of the LRT with existing transit.

Bus services through and connection with the corridor would be adjusted as required to better accommodate growing demand and ridership as public transit options expand and greater transit connections for commuters become available.

While most of the existing ZÜM services running along Hurontario south of Downtown Brampton will be replaced by the LRT, the MiWay bus services and Brampton Transit will be providing a lower frequency local bus service. There will be no conflict between the LRT and the existing bus service as the two systems will compliment the overall transit service for Brampton.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.huronntario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated concerns regarding potential conflicts with transit at peak times due to shared running and that it may lead to service interruptions. Your feedback form also indicated that you were interested in the timing of the implementation of the project and the cost.

It is acknowledged that the use of shared running in the section from Nanwood Drive to Wellington Street in Brampton will add 1-2 minutes to the journey time of the LRT in peak traffic periods. This nominal impact to journey times is deemed to be offset by the benefits of retaining road capacity for emergency service vehicles and optimizing property access through this segment of the corridor.

Presently, it is too early to put a time frame on the implementation of the Hurontario-Main LRT. The first step was the Master Plan Study that resulted in the LRT corridor concept. The LRT has now evolved from a concept into a project as we move through the Preliminary Design/TPAP Phase, which will be completed later this year.

The Hurontario-Main LRT is one of several Next Wave projects for which funding has not yet been identified. Funding for the LRT continues to be explored through Provincial and Federal sources, including through Metrolinx. Assuming prompt and favorable funding decisions, the implementation stage could potentially begin in 2-3 years.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.huronmain.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you said that the LRT would cost a lot of money for the added problems that it would bring.

In response to your concerns about the project and its cost, the Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street and Steeles Avenue Züm services and several proposed future rapid transit linkages (i.e., Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area.

The LRT is supported in Brampton, with anticipated ridership in 2031 exceeding the capability of Bus Rapid Transit and local bus service. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

Funding for the LRT continues to be explored through Provincial and Federal sources, including through Metrolinx. The current work to date has been focused on bringing the project to an implementation-ready stage. However, detailed method of project implement will not be determined until after this phase of the work.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project
Report that will be available on the project website for the public and other stakeholders to review on
June 19, 2014. In the interim, all information pertaining to the project is available on the website for
you to review www.hurontario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated that you had concerns regarding parking in Downtown Brampton not being readily available, how commuters will connect to the LRT from vehicles if there isn’t parking and how businesses will be impacted.

As part of this stage of the LRT project, the project team has reviewed the connectivity to the local transit networks and the wider regional bus and GO train services in Brampton. Parking provisions for GO station and future mobility hub will be determined through the Mobility Hub study, which is outside the scope of this project.

The LRT will remove on street parking along Main Street in Downtown Brampton. However, access to and from the corridor was reviewed as part of the design and there is sufficient capacity in City parking garages to accommodate the removal of on-street parking on Main Street in Downtown Brampton between Wellington Street and Nelson Street. Access to some businesses will change through the removal of on-street parking or through the elimination of direct left-turn moves to properties. The City of Mississauga, the City of Brampton, Metrolinx and the project team worked to minimize these changes, where possible. Strategically located provisions for making U-turns in the corridor will facilitate such access.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you stated a concern regarding insufficient parking provided in the Downtown Brampton area and that it would deter commuters from riding the system as they can’t easily park and connect to the LRT from their vehicles. You also noted that you felt the wireless technology proposed in the Main Street South Heritage Area and Downtown Brampton would slow the system down.

In regards to parking for the project, as part of this stage of the LRT project, the project team has reviewed the connectivity to the local transit network and the wider regional bus and GO train services in Brampton. Parking provisions for the Brampton GO station and future Mobility Hub will be determined through the Mobility Hub study, which is outside the scope of this project.

The LRT will remove on street parking along Main Street in Downtown Brampton. However, access to and from the corridor was reviewed as part of the design and there is sufficient capacity in City parking garages to accommodate the removal of on-street parking on Main Street in Downtown Brampton between Wellington Street and Nelson Street.

Additionally, the speed of the system through the proposed area with an OCS-less system will not be impacted by the wireless technology. It is acknowledged, however, that the use of shared running in the section from Nanwood Drive to Wellington Street in Brampton will add 1-2 minutes to the journey time of the LRT in peak traffic periods. This nominal impact to journey times is deemed to be offset by the benefits of retaining road capacity for emergency service vehicles and optimizing property access through this segment of the corridor.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.huronmain.ca](http://www.huronmain.ca).

Sincerely,

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416-252-5315 ext 54193
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June 12, 2014

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Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback noted your concern for the quick implementation of the LRT (in your lifetime). Presently, it is too early to put a firm time frame on the LRT project implementation, including operations and maintenance. The first step was the Master Plan Study that resulted in the LRT corridor concept. The LRT has now evolved from a concept into a project as we move through the Preliminary Design/TPAP Phase, which will take approximately three years to complete (2011 – 2014).

The Hurontario-Main LRT is one of several unfunded Next Wave projects. Funding for the LRT continues to be explored through Provincial and Federal sources, including through Metrolinx. Once funding has been confirmed, the project could take between 5–8 years to be completed.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

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Deputy Project Manager
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416-252-5315 ext 54193
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June 12, 2014

**Project Title:** Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your comments you noted that you had concerns about traffic congestion north of Nanwood to the GO station as well as traffic being forced onto side streets, causing traffic and safety concerns for local residents. You also noted a concern that LRT construction would cause chaos to the area.

Your comments also discussed impacts to local residents in Brampton such as tax increases and concerns about ridership not developing and said that the project cost is likely underestimated and that in your opinion, coordination between east and west transit and GO Transit services were not developed and would affect travel times.

To answer your questions about traffic congestion, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street corridor. However, traffic studies conducted as part of this project, indicate travellers will redistribute across the network with a portion of travellers moving to the LRT and others to parallel routes.

As noted in our materials presented at PIC #3, the Hurontario-Main Street corridor will experience reduction in road performance both with and without the LRT by 2031. Traffic study indicated that traffic will stay within acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of two people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

In regards to your concerns about timing of connections and schedules with other transportation systems, the Hurontario-Main LRT project will be a high-order transit system and as such will run frequently so that linkages to systems such as the Lakeshore, Milton and Kitchener (formerly
Georgetown) GO rail corridors, GO bus services, the Queen Street and Steeles Avenue Züm services and several proposed future rapid transit linkages (i.e., Dundas) the Highway 403/407 ETR, the system will be seamless and efficient.

The LRT is supported in Brampton with ridership anticipated in 2031 exceeding capability of BRT and local bus service. The decision to use LRT was arrived at with a combination of a number of factors balancing ridership and other impacts on the public during operations. When considering the balance between higher vehicle capacity of light rail verse much higher bus frequencies needed and their impacts, the LRT was determined to be the preferred technology.

During implementation of the project, the delivery team will be accountable for working within normal prescribed construction practices common to the Ontario market place, with responsibility to ensure public safety around work sites, work within an approved environmental framework with prescribed limits, such as noise and dust control, preserve access to businesses and residences during construction, provide and implement a traffic management plan to preserve mobility and keep disruption within expectation set by the proponents.

To respond to your concerns about the cost of the project being over estimated, the preliminary design work of the Hurontario-Main LRT project was undertaken to ensure sufficient understanding of the complexities required to develop a project of this magnitude and allow for a greater understanding of the project costs, ridership and other factors that shape the business case for moving forward.

For any investment of the size of the Hurontario-Main LRT project, there must be strong reasons to justify its implementation. The business case is a study of the various aspect of the project using a multiple account evaluation structure that fully documents the reasons why the project is worthwhile.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your comment form indicated that you felt that the LRT system would benefit Brampton, but that the system should be underground.

To answer your concern about why the LRT was chosen and was not designed to go underground in Brampton was because, from 2008 – 2011, the Cities undertook a Corridor Master Plan Study and Directions Report to research and develop a coordinated vision for the corridor that integrated land use, urban design and transportation. This work sought to inform and guide development of the most appropriate rapid transit solution for the corridor.

The Master Plan Study looked at a range of rapid transit technologies including:

- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)
- Automated Guideway Transit
- Monorail
- Subway

From these technologies, BRT and LRT were identified as the most appropriate for the corridor because of their lower costs, ability to operate exclusively or in mixed traffic and the ease of integration with other systems.

BRT and LRT were then investigated further, including looking at whether a mixed option of LRT for part of the corridor and BRT for the remainder was the best solution. The study concluded that an urban style LRT is the best solution to pursue because it would best meet ridership demands, provide a higher
level of service and better quality of service to passengers and attract Transit Oriented Development (TOD).

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
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416-252-5315 ext 54193
June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your comment form indicated that you were pleased to see that the rails were flush with the road bed now to allow motorists to turn into their properties along Main Street. You also indicated that aesthetically you thought that the option presently being explored to provide a wireless system through the Main Street South Heritage Area and part of the Downtown was great.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

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RE: Response to Brampton Feedback Forms

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your comment form indicated that you were in support of stopping the alignment at Port Credit GO until the plans for the waterfront had been developed. You also indicated that in Brampton, you preferred to have a segregated system, as mixing them will delay the LRT and that you don’t mind the overhead wires, so long as they are minimal.

You also noted that you like that the Hurontario-Main LRT creates opportunities for intensification and that you are concerned that people with cars and the status quo will prevent it from being built.

In your feedback form you also noted that you preferred a segregated system in Brampton instead of shared running. The provision of shared running was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their property. It is acknowledged that the use of shared running in the section from Nanwood Drive to Wellington Street in Brampton will add 1-2 minutes to the journey time of the LRT in peak traffic periods. This nominal impact to journey times is deemed to be offset by the benefits of retaining road capacity for emergency and service vehicles and optimizing property access through this segment of the corridor.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.huronontario-main.ca.

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Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
June 12, 2014

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Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you thought that the LRT system was not what Brampton needs and that the plan was a bad idea. Your comments also indicated that you were opposed to the alignment coming down Main Street.

In response to your suggestion that the LRT system was not what Brampton needs, the Hurontario-Main LRT project is an important element of the Metrolinx Big Move and provides strategic linkages to the Lakeshore, Milton and Kitchener (formerly Georgetown) GO rail corridors, the Highway 403/407 GO Bus services, the Queen Street and Steeles Avenue Züm services and several proposed future rapid transit linkages (i.e. Dundas). To complete this linkage, a connection to Brampton Downtown is important.

The Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.huronotario-main.ca.

Sincerely,

[Signature]

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that the area seems tight on Main Street and that you had concerns about the buildings on Main Street North, between Queen to Market Street, and that the buildings have a front floating foundation. You commented that any heavy machinery would collapse the road and that it would need to be opened and filled in.

To answer your question about the construction issues you indicated, in the next phases of the work additional investigations will be conducted along the corridor to confirm geotechnical and special conditions, including the current condition of pavement, sidewalks and foundations with design and construction techniques employed to address any conditions encountered.

In addition, in the section you specified, there are also some significant utilities already slated for replacement under other works which will require excavation and backfill of significant portions of the street in coordination with the LRT works.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

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Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that you felt that the alignment that was chosen for Brampton was the best option. You also commented that the overhead wires would be embarrassing to look at and you expressed concerns about driver safety regarding the shared running lanes and the congestion in the Steeles intersection and Downtown Brampton area and that you thought that the alignment should be elevated. You also expressed concerns about the enforcement of parking as you felt that people would park on the tracks.

Shared running will present a new element to the streetscape, which drivers will need to adapt to. The provision of shared running was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their property. The option for an elevated guideway was discounted based on the additional cost to the project as well as the negative impacts on the character of the area.

In terms of your concerns regarding parking, as part of this stage of the LRT project, the project team has reviewed the connectivity to the local transit network and the wider regional bus and GO train services in Brampton. The LRT will remove on-street parking along Main Street in Downtown Brampton. Access to and from the corridor was reviewed as part of the design and there is sufficient capacity in City parking garages to accommodate the removal of on-street parking on Main Street in Downtown Brampton between Wellington Street and Nelson Street.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

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Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you noted that you were excited that the LRT would bring life and vitality to the city and that it would connect the GTA and improve the ability to move around. You also said that you were excited that it would relieve Brampton’s traffic problem and that you hoped it would not ruin Brampton’s Heritage area.

You had asked what the cost of riding would be and if there would be senior rates. To answer your question, fare collection options are being examined as part of the project, and further information will be available once the analysis is completed. Fare levels have not yet been determined but, in line with the objective of meeting the people moving needs of the corridor, are expected to be consistent with fares charged elsewhere on the Mississauga and Brampton transit systems.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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416-252-5315 ext 54193
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June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Dear [Name]:

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

You noted in your feedback form that you felt that traffic congestion would be worse with the loss of a lane and that you were against the LRT running through downtown Brampton. You also noted that you were concerned about the preservation of the Main Street South Heritage Area and Brampton Downtown.

To answer your questions about traffic congestion, removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more condensed than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of two people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

In response to your suggestion that the LRT should not come down Main Street, the Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.
The Heritage area in Brampton showcases a beauty and heritage character that is distinct from any other community along the alignment. A priority for the Hurontario-Main LRT project team is to balance the conservation of the heritage character of Brampton's Main Street South area while maintaining and enhancing the function of Main Street as a north-south transportation spine.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontonario-main.ca](http://www.hurontonario-main.ca).

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated that you object to the proposed alignment from Steeles to the Brampton GO Station and that you felt that it would make more sense for it to go along Steeles to the Bramalea GO Station instead. You also said that should the LRT have to go through the downtown that you supported the wireless option that is presently being explored and the shared running through the Main Street South Heritage Area.

Your feedback form also indicated that you had concerns about how construction would affect the area and that the LRT would negatively impact the Farmers’ Market, Gage Park and the Downtown Area.

In response to your comment that the LRT should not come down Main Street, the Hurontario-Main LRT project is an important element of the Metrolinx Big Move and provides strategic linkages to the Lakeshore, Milton and Kitchener (formerly Georgetown) GO rail corridors, the Highway 403/407 GO Bus services, the Queen Street and Steeles Avenue Züm services and several proposed future rapid transit linkages (i.e. Dundas). To complete this linkage, a connection to Brampton Downtown is important.

The Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.
Downtown Brampton is the site of a number of cultural and recreational events, such as the outdoor skating rink, the Rose Theatre and a range of special events (parades, markets, concerts and performances) that are staged within the Downtown. The most significant event is the Farmers’ Market, which is held on Main Street between Wellington Street and Nelson Street every Saturday from mid-June to Thanksgiving. The Hurontario-Main LRT is designed to allow for short turn operations that can accommodate these kinds of occasional or recurring events. During construction of the LRT, events like the market and parades that occur within the Main Street right-of-way will have to be relocated. Brampton will also be looking at the broader vision for the downtown to coordinate related activities including new development, accommodation of events such as the Farmers’ Market, and enhanced rapid transit service.

In regards to our concerns around construction of the project, during implementation of the project, construction contractors will be held accountable for working within normal prescribed construction practices common to the Ontario market place, with responsibility to ensure public safety around work sites, work within an approved environmental framework with prescribed limits, such as noise and dust control, preserve access to businesses and residences during construction, provide and implement a traffic management plan to preserve mobility and keep disruption within expectation set by the proponents.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.hurononto-main.ca](http://www.hurononto-main.ca).

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June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you were against the preferred alignment for Brampton. You also indicated that you were concerned about the noise that the system would create as well as the congestion that would occur in the downtown area. Your feedback form also indicated that you were in support of the proposed option to explore having a wireless system in the Main Street South Heritage Area. You also noted that you were against shared running and that you felt that residents would have a hard time accessing their properties for deliveries, etc.

Your feedback form also indicated that you are looking for improvements to the downtown area as no one shops there and there is no attraction to the downtown core, that the LRT would deter people from coming to the Four Corners and that the LRT would decrease the property values.

In terms of congestion in the downtown area, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. However, traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on
a conservative car occupancy assumption (of two people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

In terms of the noise and vibration impacts from the LRT, the noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

In regards to your concerns about access to properties along Main Street in regards to deliveries, deliveries to the properties north of Wellington along Main Street will have to modify their delivery arrangements. Properties with direct access to laneways, such as Diplock Lane or Theatre Lane, will need to move to rear delivery. Those who do not have direct access will need to have deliveries wheeled from the nearest side street delivery parking available. The project team will work collaboratively with these businesses to facilitate the implementation of alternative delivery schemes.

Varying types/sizes of vehicles should not significantly impact the access of right-turning vehicles. Street turning radii have been designed to allow continued use by the same size of vehicle that can turn down side streets today, the exception being heavy truck deliveries to some businesses. Turning provision has been limited to a 22 metre tractor trailer set (WB-20 turning radius) and no allowance has been made for transport vehicles with multiple trailers (A or B train vehicles).

Your comments about the Downtown Brampton area are in alignment with the goals of the Hurontario-Main LRT project. The project aims to revitalize the Downtown Brampton area into a vibrant, beautiful destination that reinvigorates the area and helps the local economy. Historically, property values along fixed transit systems have increased as a result of the desire for people to live in close proximity to travel options that offer a comfortable, reliable alternative to their personal automobile.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
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June 12, 2014

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Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you said that the tracks should go along the centre of the road along Main Street and not along the sides. You also noted that developers need to seize the opportunity in Downtown Brampton and increase the density for both offices and residential properties which would spark the need for ridership and create the Downtown into a destination with a focus on walking.

It was established in the Master Plan and confirmed by the Hurontario-Main LRT project team that a stop in Downtown Brampton would help support business and community activities there and spur developmental opportunities and growth. However, due to the limitations in the right-of-way in Downtown Brampton it was determined that it would not be possible to place two sets of tracks, plus two road lanes, plus a stop in the middle of the street without road widening which would require the removal of buildings in Downtown Brampton. This level of impact did not meet the project goal of maintaining the character of Downtown Brampton and therefore was not explored as an option.

The compromise was a side platform solution with side running LRT, which would maintain some traffic flow, while providing stops directly serving Downtown Brampton.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you were concerned about the character in the heritage area being impacted by additional signage that would be implemented as a result of the LRT system. You also noted a concern that Main Street in Downtown Brampton is too narrow and that the LRT would also present issues at St. Paul’s church during weddings and funerals.

Your feedback form also expressed concerns regarding the parking at the GO station and maintaining the heritage of the CN building when constructing the future LRT station. Noise and vibration for local residents as well as increased traffic on residential streets was also noted as a concern.

In response to your concerns about the character of the Main Street South Heritage Area, preserving the character and beauty of the heritage areas in Brampton and Mississauga, while supporting modernization and growth for the future, is a key priority of the Hurontario-Main LRT project.

Through feedback obtained during extensive consultations in the Main Street South Heritage Area, the City of Brampton and the project team have worked to preserve attributes that contribute to the existing neighbourhood character, such as the trees, street lighting lamp standard style, curb lines and lane widths. With the potential for omitting the OCS (overhead power supply wires) in this area, the visual impact of the LRT is expected to be limited to construction impacts and the addition of tracks on the roadway.

The project team has incorporated the LRT system in Downtown Brampton by providing side running light rail vehicles and integrating LRT stops into the sidewalk. The width of the LRT lane is equivalent to the existing car lanes in Brampton Downtown as the width of the vehicle is similar to a bus.
Your concerns regarding the access to St. Paul’s church have been addressed under the current design, as there is sufficient space to accommodate alternate parking arrangements in the vicinity of the church entrance to accommodate special events such as weddings and funerals. Specific arrangements for these purposes can be addressed in the next phase of the project.

In regards to the parking at the Brampton GO station, as part of this stage of the Hurontario-Main LRT Project, the project team has reviewed the connectivity to the local transit network and the wider regional bus and GO train services in Brampton. Parking provisions for GO station and future Mobility Hub will be determined through the Mobility Hub study, which is outside the scope of this project.

The character of the CN building is not anticipated to be impacted under the project team’s design of the Brampton GO station stop. The site lines and access will be maintained as the LRT stop is located in a depressed area adjacent to the building. Any roofing proposed over the stop would only cover the platform area and not extend in front of the building.

In response to your concerns about noise and vibration impacts to local residents, the noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

As you mentioned in your feedback form, traffic infiltration into local neighbourhoods will occur for short trips as traffic congestion increases, with or without the LRT. For longer distance trips, it is expected that those who stay in their cars will deviate to the adjacent major corridor as a direct route. Traffic study conducted as part of this project indicated that, overall, traffic operation will stay within the acceptable performance limits for an urban environment.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

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**Project Location:** City of Mississauga and City of Brampton

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated concerns about the events in Downtown Brampton, such as the Santa Claus parade. You also noted that you were surprised by the fact that you would have to transfer lanes in Mississauga to continue on to Port Credit.

Downtown Brampton is the site of a number of cultural and recreational events, such as the outdoor skating rink, the Rose Theatre and a range of special events (parades, markets, concerts and performances) that are staged within the Downtown. The most significant event is the Farmers’ Market, which is held on Main Street between Wellington Street and Nelson Street every Saturday from mid-June to Thanksgiving. The Hurontario-Main LRT is designed to allow for short turn operations that can accommodate these kinds of occasional or recurring events. During construction of the LRT, events like the market and parades that occur within the Main Street right-of-way will have to be relocated. Brampton will also be looking at the broader vision for the downtown to coordinate related activities including new development, accommodation of events such as the Farmers’ Market, and enhanced rapid transit service.

In regards to transferring in Mississauga City Centre, service of all sides of Downtown Mississauga is a priority for the City of Mississauga as established in the City’s Downtown 21 Master Plan. In support of this requirement, the two loop option provided the best overall service pattern, notwithstanding the requirement for passengers to transfer in Downtown Mississauga if they need to travel further north or south on Hurontario Street.

Other options resulted in service conflicts between through service and loop service. This option is the basis of the work in this stage. However, prior to implementation, alternate service plans may be considered, and service patterns may be changed occasionally through the life of the system.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you proposed that the LRT alignment focus on east/west connections to the airport and Toronto or that it proceed up to Derry Road and then go along Chinguacousy and arrive at the Mt. Pleasant GO station.

You also expressed concerns about the intensification that is proposed for Brampton and that you are concerned that it will become like Toronto.

In regards to your concerns about the proposed alignment for the LRT in Brampton, the Hurontario-Main LRT preferred alignment for this Transit Project Assessment Process (TPAP) is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

In regards to your concerns about intensification for Brampton, the key goals for the project are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area.

With the population of Brampton expected to increase in the coming years, the LRT will help to support the anticipated ridership in 2031 as it will exceed the limit of Bus Rapid Transit capability and local bus service. The projected ridership numbers for each stop location area can be found on our project
website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you proposed a variety of other options for the LRT alignment north of Nanwood and you mentioned that the current plan does not support your transportation patterns to Toronto and the Airport. You also noted concerns of road widening through the Main Street South Heritage Area and for parking at the Brampton GO station and said that presently they are inadequate.

In regards to your comments about the proposed alignment for Brampton, the Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

To answer your concerns about road widening in Brampton, in order to provide the LRT through the Main Street South Heritage Area some minor road widening is required. The widening is constrained to the existing right-of-way and the alignment was set to limit this minor widening to only one side of the Street.

In regards to parking at the Brampton GO Station, as part of this stage of the Hurontario-Main LRT project, the project team has reviewed the connectivity to the local transit network and the wider regional bus and GO train services in Brampton. Parking provisions for the Brampton GO station and future Mobility Hub will be determined through the Mobility Hub study, which is outside the scope of this project.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you noted concerns about the loop in Mississauga and said that you felt that passenger priority should be a direct route and that there should be no detour through the downtown. You also said that there should be more stops in the Main Street South Heritage and Downtown Areas to service the elderly.

In regards to your concern about the need to transfer in Downtown Mississauga, the service of all sides of Downtown Mississauga is a priority for the City of Mississauga as established in the City’s Downtown 21 Master Plan. In support of this requirement, the two loop option provided the best overall service pattern, notwithstanding the requirement for passengers to transfer in Downtown Mississauga if they need to travel further north or south on Hurontario Street.

Other options resulted in service conflicts between through service and loop service. Prior to implementation, alternate service plans may be considered, and service patterns may be changed occasionally through the life of the system.

In response to your comment about more stops being needed in the Main Street South Heritage Area and Downtown Brampton, in order to maintain the heritage character of the Main Street South Heritage Area, and the requirement to take land to provide a stop in these areas, it was determined that no stop would be provided in this section. The result of this decision is that heritage area residents have less direct access to the LRT than users in other segments of the corridor. However, Brampton Transit will provide local transit service at a lower frequency.
While most of the existing ZÜM services running along Hurontario south of Downtown Brampton will be replaced by the LRT, the MiWay bus services and Brampton Transit will be providing a lower frequency local bus service. There will be no conflict between the LRT and the existing bus service as the two systems will compliment the overall transit service for Brampton.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you identified concerns about the proposed alignment for Brampton as well as traffic congestion in the downtown area.

In regards to your concerns about the proposed alignment for Brampton, The Hurontario-Main LRT preferred alignment for this Transit Project Assessment Process (TPAP) is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

In regards to traffic in the Downtown area, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of two people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form comments you indicated that you felt that the LRT should extend beyond Lakeshore in Mississauga. In Brampton, you commented that the bike lanes at the 407 overpass should transition to active lanes rather than forcing cyclists on to the multi-use path. You also commented that you would like the option for the LRT to extend north to Mayfield, that it should be tied to all day GO service in Brampton as well as integrated with Caledon and east/west routes.

In response to your comment pertaining to the LRT extending to Lakeshore, at this stage of the process, the Master Plan work in Port Credit through the City of Mississauga’s Inspiration Port Credit initiative is ongoing, and has not yet reached a definitive conclusion. While it is a long term project objective to extend the LRT to Port Credit’s waterfront, it is recognized that the ongoing Master Plan work needs to be completed before incorporation of this segment of the alignment into the urban fabric can be finalized.

Therefore, for the purpose of this Transit Project Assessment Process (TPAP), the Hurontario-Main LRT alignment south of Port Credit GO Station has been excluded from the TPAP for which approval is being sought. However, the City of Mississauga is committed to completing the Master Planning work, consulting further with the public on integration of the LRT in long range plans for the area south of the Port Credit GO Station stop, and obtaining council endorsement, prior to advancing further with this segment of the alignment. For this reason, provisions have been made to enable the stop at Port Credit GO to function as a terminus.

In regards to your concerns about the cycling lanes around the 407, over all controlled access 400 series highway structures cyclist are provided with multi-use trail in order to meet with free flow ramp crossing guidance from the Ministry of Transportation. As general purpose traffic accessing the highways will
have the right of way over pedestrians and cyclists, both of these travelers will need to approach the ramp at a right angle and wait for a gap. The safety of active transport users was prioritized over their convenience.

The LRT was designed to provide a continuous on street cycling facility from Port Credit to Bartley Bull Parkway in Brampton and use existing cycling facilities north of Bartley Bull. The creation of on-street cycling facilities north of Bartley Bull will require road widening and impacts on the Etobicoke Creek Parks system. However, a cycle pathway does exist for cyclist in the Etobicoke Creek corridor north of Bartley Bull.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that you had concerns about the shared lanes in the Main Street South Heritage Area and that it would present possible confusion for motorists. You also asked how the OCS-less technology was possible.

In response to your concerns about the shared running lanes presenting safety issues for drivers in Brampton, shared running will present a new element to the streetscape, which drivers will need to adapt to. The provision of shared running was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their property.

The on-board and in-ground power supply technology exists and is currently in service in Europe and Asia from several vehicle suppliers. Both power types are available using differing technologies of various levels of maturity. The project team is committed to investigating the applicability of such technology during the next phase of the project. Due to concerns related to heritage attributes within the Main Street South Heritage Area and Downtown Brampton, OCS-less technology option is being carried forward for further investigation of costs and benefits as part of the next stage of detail design. Its implementation is contingent upon final acceptability of financial and technical implications.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated concerns regarding the preservation of the heritage character in the Main Street and Downtown areas as well as for the events that take place in this area. You also commented on the limited number of stops in Brampton and that the alignment isn’t serving much of the population that would require the LRT such as the Sheridan College, Flowertown Campus, Peel Memorial Hospital as well as the Bramalea City Centre. You also expressed concern about the noise and vibration that would be generated by the LRT and that it would impact the local side streets.

In regards to the preservation of the character of the Main Street South Heritage and Downtown areas, Preserving the character and beauty of the heritage areas in Brampton and Mississauga, while supporting modernization and growth for the future, is a key priority of the Hurontario-Main LRT Project.

Through feedback obtained during extensive consultations in the Main Street South Heritage Area, the City of Brampton and the project team have worked to preserve attributes that contribute to the existing neighbourhood character, such as the trees, street lighting lamp standard style, curb lines and lane widths. With the potential for omitting the OCS (overhead power supply wires) in this area, the visual impact of the LRT is expected to be limited to construction impacts and the addition of tracks on the roadway.

This priority was also applied to the stops in an effort to maintain the heritage character of the Main Street South Heritage Area. The requirement to take land to provide additional stops in these areas was determined less of a priority when compared with preserving the character and therefore it was
determined that no stop would be provided in this section. However, Brampton Transit will provide a lower frequency residual service in this area.

Downtown Brampton is the site of a number of cultural and recreational events, such as the outdoor skating rink, the Rose Theatre and a range of special events (parades, markets, concerts and performances) that are staged within the Downtown. The most significant event is the Farmers’ Market, which is held on Main Street between Wellington Street and Nelson Street every Saturday from mid-June to Thanksgiving. The Hurontario-Main LRT is designed to allow for short turn operations that can accommodate these kinds of occasional or recurring events. During construction of the LRT, events like the market and parades that occur within the Main Street right-of-way will have to be relocated. Brampton will also be looking at the broader vision for the downtown to coordinate related activities including new development, accommodation of events such as the Farmers’ Market, and enhanced rapid transit service.

In terms of the noise and vibration impacts from the LRT on local properties, the noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

In regards to alternate alignments that you proposed, the Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snc-lavalin.com
June 12, 2014

**Project Title:** Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you questioned if the technology of the OCS-less system was available for the project. You also said that providing access to the properties along Main Street would slow the system and not benefit the riders. You also felt that the system would be better if it went north to Bovaird.

In response to your question about whether the OCS-less technology is available, the on-board and in-ground power supply technology exists and is currently in service in Europe and Asia from several vehicle suppliers. Both power types are available using differing technologies of various levels of maturity. Due to concerns related to heritage attributes within the Main Street South Heritage Area and Downtown Brampton, OCS-less technology option is being carried forward for further investigation of costs and benefits as part of the next stage of detail design. Its implementation is contingent upon final acceptability of financial and technical implications.

In terms of your comments about shared running slowing down the LRT system in Brampton, it is acknowledged that the use of shared running in the section from Nanwood Drive to Wellington Street in Brampton will add 1-2 minutes to the journey time of the LRT in peak traffic periods. This nominal impact to journey times is deemed to be offset by the benefits of retaining road capacity for emergency service vehicles and optimizing property access through this segment of the corridor.

Additionally, to answer your concern about the possibility of the system extending north, the design considers and allows for future extension north. Metrolinx’s Big Move identified the future extension of the Hurontario-Main LRT northerly to the Brampton-Caledon boundary; however, this extension is beyond the scope of the current plan.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form comments you indicated that you thought that the LRT system should be segregated in Brampton. You also said that you felt that the system should go north to Bovaird.

In terms of your comments about shared running slowing down the LRT system in Brampton, it is acknowledged that the use of shared running in the section from Nanwood Drive to Wellington Street in Brampton will add 1-2 minutes to the journey time of the LRT in peak traffic periods. This nominal impact to journey times is deemed to be offset by the benefits of retaining road capacity for emergency and service vehicles and optimizing property access through this segment of the corridor.

Additionally, to answer your concern about the possibility of the system extending north, the design considers and allows for a future extension north. Metrolinx’s Big Move identified the future extension of the Hurontario-Main LRT northerly to the Brampton-Caledon boundary; however, this extension is beyond the scope of the current project.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.huronario-main.ca](http://www.huronario-main.ca).

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June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your comments you said that you felt that the LRT should continue north to Bovaird to service more of Brampton. You also commented that the shared running would impact traffic congestion and right hand turning movements along Main Street when drivers are exiting left out of driveways. Your comments also discussed the funding of the project and how it would be paid for as well as what would happen to the events in the Downtown with the LRT.

To answer your concern about the possibility of the system extending north, the design was required to consider and make allowance for future extension north. Metrolinx’s Big Move identified the future extension of the Hurontario-Main LRT northerly to the Brampton-Caledon boundary; however, this extension is a future planning consideration and beyond the scope of the current plan.

Shared running will present a new element to the streetscape, which drivers will need to adapt to. The provision of shared running was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their property.

Downtown Brampton is the site of a number of cultural and recreational events, such as the outdoor skating rink, the Rose Theatre and a range of special events (parades, markets, concerts and performances) that are staged within the Downtown. The most significant event is the Farmers’ Market, which is held on Main Street between Wellington Street and Nelson Street every Saturday from mid-June to Thanksgiving. The Hurontario-Main LRT is designed to allow for short turn operations that can accommodate these kinds of occasional or recurring events. During construction of the LRT, events like the market and parades that occur within the Main Street right-of-way will have to be relocated.
Brampton will also be looking at the broader vision for the downtown to coordinate related activities including new development, accommodation of events such as the Farmers’ Market, and enhanced rapid transit service.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form comments indicated that you felt that the LRT system should be stopped at Steeles and that you felt that Main Street is too narrow for an LRT and that congestion would worsen.

In terms of the alignment extending past Steeles, the Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

In regards to your concerns about traffic congestion increasing, the removal of a lane would reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of two people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.huronatio-main.ca](http://www.huronatio-main.ca).

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June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that the LRT should stop at Steeles for fear that it would destroy the character of the Main Street South Heritage Area.

The Hurontario-Main LRT project is an important element of the Metrolinx Big Move and provides strategic linkages to the Lakeshore, Milton and Kitchener (formerly Georgetown) GO rail corridors, the Highway 403/407 GO Bus services, the Queen Street and Steeles Avenue Züm services and several proposed future rapid transit linkages (i.e. Dundas). To complete the linkage, connection to Brampton Downtown is important.

The Hurontario-Main LRT preferred alignment for this Transit Project Assessment Process (TPAP) is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

In regards to your concerns about traffic congestion increasing, the removal of a lane would reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor...
will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of two people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

The Heritage area in Brampton showcases a beauty and heritage character that is distinct from any other community along the alignment. A priority for the Hurontario-Main LRT project team is to balance the conservation of the heritage character of Brampton's Main Street South area while maintaining and enhancing the function of Main Street as a north-south transportation spine.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.huronario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Dear [Name]:

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

You sent us some feedback via email regarding the travel times of the Hurontario-Main LRT project from the northern terminus to the southern terminus. To answer your question, the estimated total travel time for the LRT in 2031 is 46 minutes (compared to 53 minutes by car).

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
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416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated that you were concerned that the project would be delayed because some will try to look for alternative alignments for the Hurontario-Main LRT project in Brampton.

Metrolinx has developed the Regional Transportation Plan for the Greater Toronto and Hamilton Area which identified the Hurontario-Main corridor as an important part of an extensive rapid transit network and has subsequently reconfirmed it being a high priority in the Next Wave of projects.

Metrolinx is building transit today that will transform the way the GTHA moves. Progress is being made on The Big Move’s First Wave projects – a $16 billion investment that will deliver valued, everyday results for commuters.

Since the inception of the project, the Hurontario-Main LRT project team has worked through key design challenges and opportunities with community members and stakeholders in Brampton and Mississauga to ensure that the recommended alignment effectively connects businesses, residents and the region as a whole, while mitigating potential impacts and meeting the needs of those that work and live in the surrounding communities.

As mentioned at PIC #3, the Hurontario-Main LRT preferred alignment for this Transit Project Assessment Process (TPAP) is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback indicated that you were interested in learning more about a monorail that was scheduled to be built from Brampton to Orangeville.

At this time, the project team has not heard of such an initiative from Orangeville to Brampton and wouldn't be able to comment on it.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback you indicated that you were interested in obtaining more information about the impacts to vehicular traffic as a result of the project. You also indicated concerns regarding the location of the terminus point for Downtown Brampton and that it needs to be revisited to address potential extensions to the Peel Memorial Hospital, Queen Street and to the Bramalea City Centre district. You suggested that the LRT should turn at Nelson and to the Peel Memorial Hospital and to carry on east to the Bramalea City Centre. You had also asked for additional clarification on the MSF location and whether Brampton taxpayers would be responsible for a cost sharing of the facility or if the entire cost would be part of Brampton’s financial commitment to the project.

To answer your questions, the impacts of the vehicular traffic in regards to this project have been examined on two levels:

- a strategic assessment evaluating general flow along the corridor tied into land use and used as the basis for both ridership and to establish the changes in flow that will occur over time; and
- the use of detailed simulation along the corridor to confirm actual impacts and permit the design of appropriate turning lanes and other elements of the system. The analysis indicated that traffic operations along the corridor will remain at an acceptable level even after the introduction of Light Rail Transit.

In regards to the final alignment in Brampton, the Hurontario-Main LRT preferred alignment for this Transit Project Assessment Process (TPAP) is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.
The Hurontario-Main LRT will be a key north-south transit corridor with Metrolinx’s Big Move also identifying the future extension of the Hurontario-Main LRT northerly to the Brampton-Caledon boundary. The work completed to-date does not preclude the future northerly extension and also makes provision for a possible east-west LRT corridor along Queen Street connecting to the Brampton GO station. Similar to the Hurontario-Main LRT project, a Master Plan study for Queen Street rapid transit will be initiated to determine a preferred technology and explore the opportunity to connect to the Peel Memorial Hospital and Bramalea City Centre.

The funding for the project has not been determined at this time. Funding for the LRT project will be explored through Provincial and Federal opportunities as well as through Metrolinx, as they determine an investment strategy for supporting transportation infrastructure improvements within the Greater Toronto and Hamilton Area.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

Via e-mail

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated that you did not want the Hurontario-Main LRT alignment to extend beyond Steeles Avenue due to the traffic congestion that it would cause.

To answer your concerns, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street corridor. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more condensed than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of two people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

In regards to your comments about the LRT stopping at Steeles, the Hurontario-Main LRT preferred alignment for this TPAP is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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June 12, 2014

**Project Title:** Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated that you did not want the Hurontario-Main LRT alignment to extend beyond Steeles Avenue due to the traffic congestion that it would cause as well as the access issues to local residents. You also mentioned concerns about the impact that the LRT would have on the character of the Main Street South Heritage Area as well as local events like the Farmers’ Market and the Santa Claus parade.

To answer your concerns, the Hurontario-Main LRT project is an important element of the Metrolinx Big Move and provides strategic linkages to the Lakeshore, Milton and Kitchener (formerly Georgetown) GO rail corridors, the Highway 403/407 GO Bus services, the Queen Street and Steeles Avenue Züm services and several proposed future rapid transit linkages (i.e. Steeles, Dundas). To complete the linkage, connection to Brampton Downtown is important.

In regards to your concerns about the alignment stopping at Steeles, the Hurontario-Main LRT preferred alignment for this Transit Project Assessment Process (TPAP) is from Port Credit GO to Brampton GO. Both municipalities are undertaking various studies along the Hurontario-Main corridor and seeking approvals, as may be required or directed by their respective councils. Considerations related to the alignment north of Steeles Avenue are being considered outside the TPAP process, with separate communications to be sent from the City of Brampton.

The removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.
The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of two people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

The Heritage Area in Brampton showcases a beauty and heritage character that is distinct from any other community along the alignment. A priority for the Hurontario-Main LRT project team is to balance the conservation of the heritage character of Brampton's Main Street South area while maintaining and enhancing the function of Main Street as a north-south transportation spine. Since PIC #2, the project team worked closely with local residents and other stakeholders to refine this design to allow for:

- Two lanes of traffic maintained in each direction with the LRT sharing the inside ("centre") lanes with general traffic.
- Maintain existing full access to and from properties fronting onto Main Street.
- Eliminate overhead wires through the Heritage Area with a proposed wireless solution.
- Trees along the corridor through the Main Street South Heritage Area will not be removed. The proposed works will be accommodated within the existing road right-of-way.

Downtown Brampton is the site of a number of cultural and recreational events, such as the outdoor skating rink, the Rose Theatre and a range of special events (parades, markets, concerts and performances) that are staged within the Downtown. The most significant event is the Farmers’ Market, which is held on Main Street between Wellington Street and Nelson Street every Saturday from mid-June to Thanksgiving. The Hurontario-Main LRT is designed to allow for short turn operations that can accommodate these kinds of occasional or recurring events. During construction of the LRT, events like the market and parades that occur within the Main Street right-of-way will have to be relocated. Brampton will also be looking at the broader vision for the downtown to coordinate related activities including new development, accommodation of events such as the Farmers’ Market, and enhanced rapid transit service.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

[Signature]
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June 12, 2014

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Project Location: City of Mississauga and City of Brampton

RE: Response to Brampton Feedback Forms

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you mentioned concerns about the bike lanes in Brampton and that there should be dedicated lanes offered as is done in Mississauga. You also asked why the OCS-less system was not being examined as an option for the whole corridor and just the Heritage Area in Brampton specifically.

In regards to your concerns about cycling, the LRT was designed to provide a continuous on street cycling facility from Port Credit to Bartley Bull Parkway in Brampton and to use existing cycling facilities north of Bartley Bull. Creation of on-street cycling facilities north of Bartley Bull will require road widening and impacts on the Etobicoke Creek Parks system. A cycle pathway already exists in the Etobicoke Creek corridor north of Bartley Bull for cyclists to connect with.

To answer your question about why the wireless technology was not applied to the entire corridor, the Overhead Contact System was determined to be the basis for the vehicle power supply design. Due to concerns related to heritage attributes within the Main Street South Heritage Area and Downtown Brampton, Overhead Contact System (OCS)-less technology is being carried forward for further investigation of costs and benefits as part of the next stage of detail design. Its implementation is contingent upon final acceptability of financial and technical implications.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

Project Location: City of Mississauga and City of Brampton

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback letter you mentioned concerns about noise and vibration for local businesses and residents as well as an increase to taxes in regards to funding the system. You also mentioned concerns about the impacts to local businesses as a result of construction and the fact that Main Street is too narrow for the LRT and that the trains would pose safety concerns for local residents and those in the Downtown area.

The noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

The funding for the project has not been determined at this time. Funding for the LRT project will be explored through Provincial and Federal opportunities as well as through Metrolinx, as they determine an investment strategy for supporting transportation infrastructure improvements within the Greater Toronto and Hamilton Area.

A traffic management plan will be established for construction of the project, incorporating a coordinated communication and access control strategy/protocol between the proponents, the constructor, and the local business community to allow customers to access businesses and to advise the public that businesses in the construction zone are still open.

In regards to your concerns about Main Street being too narrow, the LRT has been fit into the Main Street context by providing side running light rail vehicles and integrating the LRT stops into the
sidewalk. The width of the LRT lane is equivalent to the existing car lanes in Brampton Downtown, so without the stop the width of lane occupied by the vehicle is similar to a bus but more predictable as it is mounted on rails.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Brampton Feedback Forms

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback email you had asked if a one track solution had been considered for the project which would incorporate the LRT, inner city and freight trains on the same track.

A one track solution was considered for segments of the corridor but not pursued as LRT operations using a single track would have added significant time onto the operational cycle of the LRT and prevented the system from achieving reliable headways and ridership potential.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback email you had asked if a single bi-directional track had been explored for the project in Brampton from Nanwood to the GO Station.

A one track solution was considered but not pursued as running a single track north of Nanwood would have added significant time onto the operational cycle of the LRT and prevented the system from achieving the 5 minute headways that the system is based on.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you thought that the LRT system should extend beyond the Brampton GO station to Mayfield.

In response to your comment, the design of the Hurontario-Main LRT system was required to consider and make allowance for future extension north. Metrolinx’s Big Move identified the future extension of the Hurontario-Main LRT northerly to the Brampton-Caledon boundary; however, this extension is a future planning consideration and beyond the scope of the current phase of work.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback you indicated that you wished that the option to have the pedestrian mall in Downtown Brampton was reintroduced. You also commented that you would like to see the southbound Wellington stop be moved to the north of Queen Street so that both the Hurontario-Main LRT and the proposed Queen Street LRT could share the same stop location.

To answer your question about the previously proposed Transit Mall Option, the Hurontario-Main LRT project team and the City of Brampton, had evaluated the two options for the LRT alignment through the Downtown, between Queen and Nelson Streets and determined that the Four Lane Option, compared to the Transit Mall Option was the preferred choice for Downtown Brampton.

The Four Lane Option would provide one lane of vehicle movement north and southbound on Main Street for motorists as well as maintaining existing sidewalk width as is present today. The Four Lane Option also provides a balance of planned redevelopment in the Brampton Downtown. Evaluation methods such as engineering feasibility, city-building potential, stakeholder impact and feedback were applied to help to review both the Transit Mall Option and the Four Lane Option.

To answer your proposed idea in regards to the Wellington St. Stop in the Downtown area, the LRT stops were provided in their current configuration to make maximum use of open areas for circulation (The Rose Theatre Square at Queen and City Hall Square at Wellington Street). Positioning of both stops together at Queen or Wellington was reviewed by the project team, however the split stop arrangement was determined to have the best balance between proximity of the stops, space for circulation around the stops and property constraints.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project
Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014. In the interim, all information pertaining to the project is available on the website for you to review [www.huronario-main.ca](http://www.huronario-main.ca).

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Responses to Mississauga Feedback Forms, Comments and Letters from PIC #3
June 12, 2014

Via email

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated that you thought that the Hurontario-Main LRT should be a subway and that the LRT will delay east/west traffic.

An LRT system is proposed for the Hurontario-Main corridor instead of a subway, as a result of the Corridor Master Plan Study and Direction Report that the Cities undertook from 2008 – 2011, to research and develop a coordinated vision for the corridor that integrated land use, urban design and transportation. This work sought to inform and guide development of the most appropriate rapid transit solution for the corridor.

The Master Plan Study looked at a range of rapid transit technologies including:

- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)
- Automated Guideway Transit
- Monorail
- Subway

From these technologies, BRT and LRT were identified as the most appropriate for the corridor based upon the corridor land use vision, projected transit ridership demands, costs, and the ability to operate exclusively or in mixed traffic and the ease of integration with other systems.

BRT and LRT were then investigated further, including whether a mixed option of LRT for part of the corridor and BRT for the remainder was the best solution. The study concluded that an urban style LRT is the best solution to pursue as it best supports and accommodates ridership demands, provides a higher level of service and better quality of service to passengers and attracts Transit Oriented Development.
(TOD). This decision was supported by a benefit case analysis conducted by Metrolinx in 2010. For more information, visit their website at [www.metrolinx.com](http://www.metrolinx.com).

Regarding the LRT and the potential that it will slow east/west traffic, it is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. The LRT implementation along with changes mandated by the Accessibility for Ontarians with Disabilities Act for walk time requirements are expected to create changes in signal timing and when combined with LRT priority, may reduce the overall green signal time available to east/west traffic. These factors would result in some increase to east west crossing times at Hurontario and Main Street intersections. This impact may be reduced somewhat through adjustments in signal operations and optimized over time.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you were concerned that the LRT would increase the traffic congestion of Hurontario. You also noted a concern regarding pedestrian safety as well as safety to vehicles on the road sharing adjacent space.

In regards to your concerns about the potential increase to traffic as a result of the LRT, it is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. The removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. However, traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

Passenger safety and service have been prime considerations in all the design efforts and have built upon successful LRT examples that can be found already operating within Canada and worldwide. Centre loading stops were developed to provide a single focused point of activity and allow space between LRT boarding and alighting and road traffic without the need to provide physical barriers. Crossings are provided at both ends of the ultimate LRT platform design to encourage pedestrians to access the LRT at safe crossing points. The system would be designed to the requirements of the Accessibility for Ontarians with Disabilities Act and work with municipal Accessibility Committees.
The implementation of the LRT will present a new element to the streetscape, which drivers will need to adapt to. The provision of U-turns and new traffic patterns are provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their properties.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you identified concerns regarding the noise level of the system as well as ensuring that it is accessible.

The noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

New noise barriers are being considered in four locations along the corridor, not in response to the direct impact of the Hurontario-Main LRT project on the surrounding area, but as a result of the application of the City of Mississauga’s retrofit noise barrier by-law, which applies to locations where ambient noise levels are in excess of provincial guidelines and can be addressed as part of capital projects.

The system would be designed to the requirements of the Accessibility for Ontarians with Disabilities Act and work with municipal Accessibility Committees. The best proven accessibility systems and technologies will be applied throughout the Hurontario-Main LRT system. The system will be designed to ensure that passengers with restricted mobility will be able to move safely and comfortably through the system from vehicles to stops with ease.

The system is based on the use of low floor light rail vehicles with level boarding, and stops are accessed via ramps to ensure that all those with mobility issues may access the system. Wayfinding/signage systems for the LRT system will provide both variable message signs for the hearing impaired, and audible boarding and stop announcements for the visually impaired.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you mentioned concerns about noise and vibration of the system as well as that the roads may need to be widened in Brampton to accommodate the LRT.

In terms of your concerns about noise and vibration, the noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

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In regards to widening the roads in Brampton to accommodate the LRT, in order to provide the LRT through the Main Street South Heritage Area some minor road widening is required. The widening is constrained to the existing right-of-way and the alignment is set to limit widening to only one side of the Street. Lanes provided are narrower than normal road standards in order to provide all the required elements including a sidewalk suitable for two people.

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In your feedback form you mentioned concerns about whether the Hurontario-Main LRT project would be accessible.

To answer your question, best practice in accessibility systems and technologies will be applied throughout the Hurontario-Main LRT system. The system would be designed to the requirements of the Accessibility for Ontarians with Disabilities Act and work with municipal Accessibility Committees. The system will be required to ensure that passengers with restricted mobility will be able to move safely and comfortably through the system from vehicles to stops with ease.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form indicated that you had some concerns about the access to the Carlyle Buildings (145 and 115 Hillcrest Avenue) and also what the impacts to the Cooksville stop would be.

As Hillcrest Avenue will remain open, the access to the Carlyle buildings will remain largely unchanged. The exception is that northbound left turning traffic will be restricted to turns on a left arrow only; however, these buildings will now be less than 500m from the new Cooksville stop. Residents of these two towers will now have easy access to both the Cooksville GO station and the LRT, giving the residents an abundance of options on how to access the local and regional transit network. Metrolinx continues to explore options for implementing two-way, all-day GO rail service on all corridors.

You also asked why the Main Street South Heritage Area was not incorporating overhead wires while they are being included in areas like Cooksville. To answer your question, the Overhead Contact System was determined to be the basis of for the vehicle power supply design. Due to concerns related to heritage attributes within the Main Street South Heritage Area and Downtown Brampton, (i.e., between the north crossing of Etobicoke Creek and the Brampton GO stop), an alternative power supply system (the option comprising battery packs or super/ultracapacitors installed on board the LRVs, with no Overhead Contact System) is being carried forward for further investigation of costs and benefits as part of the Detail Design phase. Its implementation is contingent upon final acceptability of financial and technical implications.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontonario-main.ca](http://www.hurontonario-main.ca).
Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Via email

**Project Title:** Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Feedback Forms

Dear [Name]

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you noted concerns about traffic congestion as a result of the LRT along Hurontario and that you felt that adding more buses was a better solution.

In response to your concerns, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

The proposal for the LRT system along the Hurontario-Main corridor instead of adding more buses or BRT was arrived at through the Corridor Master Plan Study and Direction Report that the Cities undertook from 2008 – 2011. This study was conducted to research and develop a coordinated vision for the corridor that integrated land use, urban design and transportation. This work sought to inform and guide development of the most appropriate rapid transit solution for the corridor.

The Master Plan Study looked at a range of rapid transit technologies including Bus Rapid Transit (BRT), Light Rail Transit (LRT), Automated Guideway Transit, Monorail and Subways. From these technologies, BRT and LRT were identified as the most appropriate for the corridor based upon the corridor land use...
vision, projected transit ridership demands, costs, the ability to operate exclusively or in mixed traffic and the ease of integration with other systems.

BRT and LRT were then investigated further, including whether a mixed option of LRT for part of the corridor and BRT for the remainder was the best solution. The study concluded that an urban style LRT is the best solution to pursue because it best supports and accommodates ridership demands, provides a higher level of service and better quality of service to passengers and has the potential to attract Transit Oriented Development (TOD). This decision was supported by a benefit case analysis conducted by Metrolinx in 2010. For more information, visit their website at www.metrolinx.com.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that you felt the LRT system should extend Southwards past Park Street to the waterfront for the benefit of the people in Port Credit and to help bring tourists and residents to the waterfront.

To respond to your comment, at this stage of the process, the Master Plan work in Port Credit through the City of Mississauga’s Inspiration Port Credit initiative is still ongoing, and has not yet reached a definitive conclusion on the LRT extension.

While it is a long term project objective to extend the LRT to Port Credit’s waterfront, it is recognized that the ongoing Master Plan work needs to be completed before advancing this segment of the alignment through the Transit Project Assessment Process (TPAP). Therefore, for the purpose of this TPAP, the Hurontario-Main LRT alignment south of Port Credit GO Station has been excluded from the TPAP for which approval is being sought.

However, the City of Mississauga is committed to completing the Master Planning work, consulting further with the public on integration of the LRT in long range plans for the area south of the Port Credit GO Station stop, and to obtaining council endorsement, prior to advancing further with this segment of the alignment. For this reason, provisions have been made to enable the stop at Port Credit GO to function in the interim as a terminus.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).
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RE: Response to Feedback Forms

Dear [Name],

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your comments you noted concerns about the payment method of the Presto card and that other examples in Hong Kong like the Octopus card should be examined. You also noted concerns around the traffic congestion on Hurontario as a result of the LRT.

In regards to your concerns about the Presto card, currently, any final decisions on the payment method of this system are outside the scope of this project. It is assumed that the system will use the most appropriate technology in use when developed.

In response to your concerns about traffic congestion on Hurontario, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on
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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that you supported that the project was making accommodations for the development of the Port Credit area, however you hoped that it would not slow the progress on this project.

In response to your comment, at this stage of the process, the Master Plan work in Port Credit through the City of Mississauga’s Inspiration Port Credit initiative is ongoing, and has not yet reached a definitive conclusion.

While it is a long term project objective to extend the LRT to Port Credit’s waterfront, it is recognized that the ongoing Master Plan work needs to be completed before incorporation of this segment of the alignment into the urban fabric can be finalized. Therefore, for the purpose of this Transit Project Assessment Process (TPAP) and to ensure that the project moves forward while these decisions are being made, the Hurontario-Main LRT alignment south of Port Credit GO Station has been excluded from the TPAP for which approval is being sought.

However, the City of Mississauga is committed to completing the Master Planning work, consulting further with the public on integration of the LRT in long range plans for the area south of the Port Credit GO Station stop, and obtaining council endorsement, prior to advancing further with this segment of the alignment. For this reason, provisions have been made to enable the stop at Port Credit GO to function as a terminus.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.
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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your comment form you noted concerns about the plans for the expropriation of businesses from Dundas to the Rail lines on the east and west side being unclear. Your comments also included concerns on the timing of construction, traffic congestion and how much it would cost to ride the system.

In response to your concerns on the expropriation of businesses, in order to meet all the guidelines established for the project a number of partial and full property contributions will be required due to road widening and infrastructure, such as the Traction Power Sub-stations (TPS) and the Maintenance and Storage Facility (MSF). However, there are various processes for negotiating the acquisition of property and expropriation would be used only where required. Most identified property requirements are reductions in depth at the edge of the public right-of-way. In the section from Dundas Street to Cooksville GO Station no private property requirements have been identified. Currently the only property in this segment required for the project are City owned lands which are to be transferred to the right of way, or used for the Traction Power Sub-station in this area, and Metrolinx lands that will be transferred to the project at Cooksville GO Station.

In regards to your concerns about the timing of construction, from the point where funding commitments are in place, it is expected to take between 5 and 8 years to procure, design, construct, commission and put the system into service. Future work will need to include a detailed implementation and communication plan.

In response to your concerns about traffic congestion on Hurontario, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.
The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

In terms of the cost to ride the LRT, fare collection options are being examined as part of the project, and further information will be available once the analysis is completed. Fare levels have not yet been determined but, in line with the objective of meeting the people moving needs of the corridor, are expected to be consistent with fares charged elsewhere on the Mississauga and Brampton transit systems.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Via email

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Name]

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that the terminus at Port Credit GO station should have a canopy for passengers who are waiting for the LRT. You also inquired as to how much the OCS-less system in Brampton would add to the cost of the project and that you felt that the estimated cost of $1.6 billion was beyond Mississauga’s capacity to fund.

In response to your comment about the weather protection at the Port Credit GO station, the current design location of the Port Credit GO LRT stop provides the closest achievable connection to the Port Credit GO Station, while allowing for continuation of the LRT further south on Hurontario Street to Lakeshore Road or Port Street.

The stop preliminary design protects for the established minimum requirements. Through detailed design and as the concepts for Port Credit are developed, there is opportunity to review ways to enhance the nature and connectivity of this stop with the adjacent Metrolinx lands, including looking at improved weather protection. The final configuration of the larger Port Credit GO Station is outside the scope of this phase of the project, however all future design work will continue to consider traveller comfort and convenience.

The costs of providing OCS-free technology are anticipated to be greater given the need for a modified light rail vehicle fleet. However, the increased cost of the vehicle fleet may be offset somewhat by reduced power requirements and associated facilities (eg. the number of traction power sub stations) afforded by vehicle braking systems that regenerate energy. The OCS-free technology option will be advanced to the next stage of detail design where benefits and costs can be further investigated. Its implementation is contingent upon final acceptability of financial and technical implications.
Funding for the LRT continues to be explored through Provincial and Federal sources, including through Metrolinx. The purpose of this work has been to understand the preliminary design to determine project costs along with completing the TPAP approvals. Determining funding for the LRT implementation will need to be developed through Local, Provincial and Federal discussions, including through Metrolinx.

The current work to date has been focused on bringing the project to a state of readiness for funding decisions and details on the method of project implementation will not be determined until subsequent phases of work.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you noted concerns about ridership in the Port Credit area as well as in Brampton and noted that you do not think that there is enough ridership demand to justify the project.

You also noted the fact that the implementation of the LRT would prevent you from turning out of your street (Hampshire Crescent) and you expressed concerns about the safety of the children in the area with the implementation of the LRT as well as impacts from noise and vibration, to the property values and taxes.

In response to your concerns regarding the justification for the project, the Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton, and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area.

The anticipated ridership by 2031 is at the upper limit of Bus Rapid Transit capability and exceeds the limits of typical local bus services. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

The decision to use LRT was arrived at considering a combination of a number of factors, balancing ridership, costs and other impacts on the public during operations. When considering the balance between the higher vehicle capacity of light rail versus, the much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology.
In terms of the loss of turning at Hampshire Crescent, the residents of Hampshire Crescent and Polesden Drive would need to change their egress travel patterns when going northwards via a new protected signal at Indian Valley/Pinewood Trail. This new signalized intersection with protected left and u-turn movements was incorporated into the revised corridor design as a result of access concerns that were raised and input provided at a community workshop on June 25, 2013.

In regards to your concerns about the impacts that the LRT would have on the safety of local residents and children, noise and vibration in the area as well as to property values and taxes, passenger and pedestrian safety and service have been prime considerations in all the design efforts and have built upon successful LRT examples that can be found already operating within Canada and worldwide. Centre loading stops were developed to provide a single focused point of activity and allow space between LRT boarding and alighting and road traffic without the need to provide physical barriers. In support of that, crossings are provided at both ends of the ultimate LRT platform design to encourage pedestrians to access the LRT at safe crossings points.

The noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

New noise barriers are being considered in four locations along the corridor, however, not in response to the direct impact of the Hurontario-Main LRT project on the surrounding area, but to allow for improvements to be implemented as part of a capital project.

In terms of the property values, historically, property values along fixed transit systems have increased as a result of the desire for people to live in close proximity to travel options that offer a comfortable, reliable alternative to their personal automobile.

In regards to your concern about the impacts to taxes, the purpose of this work has been to understand the preliminary design in order to assess project costs along with completing the TPAP approvals. Decisions on funding for the LRT implementation will need to be developed through Local, Provincial and Federal discussions, including through Metrolinx.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.
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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you noted a concern that the LRT would change the atmosphere of the Port Credit community to a busy and over populated pocket which would affect the market value of the homes. You also noted that the shared running in Brampton would slow down the motor vehicles significantly and it would force people to take the LRT.

In response to your comment that the LRT would change the atmosphere in the Port Credit area, the project team is committed to the preservation of the character and beauty of the heritage areas in Brampton and Mississauga, while supporting continued development and growth for the future. This is a key priority of the Hurontario-Main LRT project. Specifically in the Port Credit and Mineola areas, the widening of the road will result in some tree loss and local impacts, but will generally maintain the overall wide treed boulevard environment.

In terms of your concerns for property values in the area, historically, property values along fixed transit systems have increased as a result of the desire for people to live in close proximity to travel options that offer a comfortable, reliable alternative to their personal automobile.

In response to your comment that the increase in the shared running will slow down motor vehicles and force people on to the LRT, the shared running will present a new element to the streetscape, which drivers will need to adapt to. The provision of shared running was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their property.

The removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. However,
traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you asked if there would be relief lines to Dundas feeding from the Hurontario-Dundas station. You also asked if there would be any upgrades for parallel routes to Hurontario as drivers may select these streets as alternatives.

To answer your question about the Dundas relief line, the City of Mississauga is in the process of improving east-west transit services through the construction of the Mississauga Transitway located adjacent to the Highway 403 corridor and is working with Metrolinx to encourage service improvements along all the GO Rail lines. Dundas Street is also identified by Metrolinx as a priority rapid transit corridor within their Big Move transportation plan (www.metrolinx.com). The City of Mississauga is looking to initiate a study shortly to examine future opportunities for land use and rapid transit along the Dundas Street Corridor. However, this work is following upon development of the current Hurontario-Main LRT Project.

In response to your question about the upgrades to the parallel routes, there are very limited opportunities to expand road capacity with Mississauga but the LRT analysis has examined traffic impacts to the signalized intersections along the parallel routes to the LRT corridor and will make recommendations for intersection improvements where warranted.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.
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Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Redacted],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you had asked that a shuttle be provided from the Main Street stop in downtown Mississauga to the mall. You also asked about how the project will be funded, if there will be shelters to protect riders from the elements and whether cycling lanes will be implemented into the project.

To answer your question, with the current expansion of the Square One Mall under construction, the distance from the Main Street station stop to the mall would be 200 metres (currently it is 300 metres). If you were to go to the Duke of York Boulevard stop, the distance to the nearest entry to the mall is approximately 100 metres. Any shuttle service to transport LRT passengers to the mall is beyond the scope of work for this project.

Funding for the LRT continues to be explored through Provincial and Federal sources, including through Metrolinx. The current work to date has been focused on bringing the project to an implementation-ready stage. Detailed project implementation plans will be determined in the next phase of the work.

Shelters will be provided at every stop along the alignment to protect riders from the elements. A continuous on-street cycling facility from Port Credit to Bartley Bull Parkway in Brampton and existing cycling facilities north of Bartley Bull will provide cyclists with a safe route along the length of the corridor.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.
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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you noted concerns about traffic congestion as well as the impacts to public safety, the local businesses and adjacent properties. You also mentioned that you thought the project was a waste of tax payer dollars.

In response to your concern about traffic congestion, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. However, traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment.

However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

In terms of the impacts to public safety and local businesses and properties along the alignment, passenger and pedestrian safety and service have been prime considerations in all the design efforts. Centre loading stops were developed to provide a single focused point of activity and allow space between LRT boarding and alighting and road traffic without the need to provide physical barriers. In support of that, crossings are provided at both ends of the LRT platform to encourage pedestrians to...
access the LRT at safe crossings points.

Maintaining roadway access is an important consideration and the implementation of the LRT will present a new element to the streetscape, which drivers will need to adapt to. The provision of U-turns and new traffic patterns was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their properties.

The access to some businesses will change through the removal of on-street parking, or through the elimination of direct left-turn moves to properties. The Cities and the project team worked to minimize these changes, where possible. Strategically located provisions for making U-turns in the corridor will facilitate such access.

The Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton, and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas). Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

The decision to use LRT was arrived at considering a combination of a number of factors, balancing projected transit ridership, costs and other impacts on the public during operations. When considering the balance between the higher vehicle capacity of light rail versus the much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology. This decision was supported by a benefit case analysis conducted by Metrolinx in 2010. For more information, visit their website at www.metrolinx.com.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that there should be a stop between Eglinton and Bristol to accommodate the residents that live in that area.

To answer your question, the location of the LRT stops must effectively serve those along the Hurontario-Main corridor and ensure smooth, easy transfers to key destinations between other transit connections. The preferred locations of the LRT stops along the alignment have been selected with this understanding in mind, supported by catchment analysis to determine ridership demands and the need to balance system speeds with access, as well as incorporating feedback from PIC #1 and PIC #2.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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June 12, 2014

Via email

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you noted that you were concerned about the potential for increased gridlock as a result of the LRT and the elimination of two traffic lanes.

In response to your concern about traffic congestion, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. However, traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment.

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SNC-Lavalin Transportation Team
195 The West Mall
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Telephone: (416) 252-5311
Fax: (416) 231-5356

June 12, 2014

Via email

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Project Location: City of Mississauga and City of Brampton
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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you had comments about the ease of use of the system in regards to linkages to east/west connections as well as the cost and convenience. You also asked for a copy of the Courtney Park roll drawings which can be found on our website under the ‘Public Consultation’ page at [www.hurontario-main.ca](http://www.hurontario-main.ca).

The Hurontario-Main LRT project is an important element of the Metrolinx’s Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton, and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area.

The system would be designed to the requirements of the Accessibility for Ontarians with Disabilities Act and work with municipal Accessibility Committees. The best proven accessibility systems and technologies will also be applied throughout the Hurontario-Main LRT system. The system will be designed to ensure that passengers with restricted mobility will be able to move safely and comfortably through the system from vehicles to stops with ease.

The LRT will also be extremely convenient and provide a competitive travel time to a personal vehicle in 2031. As time passes, congestion will continue to increase, thereby further degrading car travel times, but not markedly impacting LRT travel times. Stop locations have also been chosen with the idea of effectively serve those along the Hurontario-Main corridor and to facilitate smooth, easy transfers to key destinations between other transit connections.
In terms of the cost of riding the system, presently, the study work to date has been predicated on the concept that LRT service will not be priced as a premium service. However, the determination of fares will be the subject of policy decisions during the implementation stage of the project and is outside the scope of this report.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontonario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that you were opposed to the alignment extending past the QEW as it would ruin the character of the area, increase traffic congestion, and that the property and noise impacts (Mineola area) to the area did not justify the project.

Preserving the character and beauty of the heritage areas in Brampton and Mississauga, like Mineola, while supporting its continued development, is a key priority of the Hurontario-Main LRT project. In the Port Credit and Mineola areas, the recommended widening of the road will result in some tree loss and local changes, but the project team has worked diligently to generally maintain the overall wide treed boulevard environment.

In regards to the property impacts to the Mineola area, generally, throughout the alignment, the LRT has been positioned to run in the middle of the road. In areas like Mineola, the design required a balancing between retaining the existing active transportation routes, keeping the current through lanes, and the introduction of the LRT guideway. The result is that some properties will have a perceived loss of size through changes in the public right-of-way. In some cases, particularly around stops and intersections where left-turn lanes are maintained, property transfer from private lands will be required to accommodate the LRT.

In terms of the traffic impacts, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. As noted previously, through Mineola the number of lanes is being maintained and the recommendations are to widen the QEW structure. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with
the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that the LRT would create more traffic, block access to properties and that it would be an underused system.

To respond to your concerns about traffic impacts, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

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The access to some properties along the alignment will be impacted by the LRT. Restrictions on left-turn movements across the LRT guideway will require changes to travel patterns to allow people to access properties. Strategically located provisions for making U-turns in the corridor will help to facilitate these new turning movements and access.

In response to your concerns that the system will be under used, the Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the
Lakeshore, Milton, and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals of the project are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area.

The LRT is supported in Mississauga and Brampton, with anticipated transit ridership by 2031 at the upper limit of Bus Rapid Transit capability and exceeding the limits of typical local bus services. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

The decision to use LRT was arrived at considering a combination of a number of factors, balancing projected transit ridership, costs and other impacts on the public during operations. When considering the balance between the higher vehicle capacity of light rail versus the much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology. This decision was supported by a benefit case analysis conducted by Metrolinx in 2010. For more information, visit their website at www.metrolinx.com.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Via email

**Project Title:** Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Feedback Forms

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that the wireless system should be incorporated throughout the entire alignment. You also mentioned concerns about the traffic on Hurontario as a result of the replacement of the two traffic lanes with the LRT lanes and that you thought that the alignment should be elevated.

In terms of why the wireless technology was not explored for the entire alignment, the Overhead Contact System was determined to be the basis of for the vehicle power supply design. Due to concerns related to heritage attributes within the Main Street South Heritage Area and Downtown Brampton, (i.e., between the north crossing of Etobicoke Creek and the Brampton GO stop), an alternative power supply system (the option comprising battery packs or super/ultracapacitors installed on board the LRVs, with no Overhead Contact System) is being carried forward for further investigation of costs and benefits as part of the Detail Design phase. Its implementation is contingent upon final acceptability of financial and technical implications.

To respond to your concerns about traffic impacts, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on
a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

The reasoning behind the LRT system as the preferred method of transportation along the Hurontario-Main corridor, instead of an elevated guideway, was arrived at through the Corridor Master Plan Study and Direction Report that the Cities undertook from 2008 – 2011. This study was conducted to research and develop a coordinated vision for the corridor that integrated land use, urban design and transportation. This work sought to inform and guide development of the most appropriate rapid transit solution for the corridor.

The Master Plan Study looked at a range of rapid transit technologies including Bus Rapid Transit (BRT), Light Rail Transit (LRT), Automated Guideway Transit (AGT), Monorail and Subways. From these technologies, BRT and LRT were identified as the most appropriate for the corridor because of their projected transit ridership, costs, ability to operate exclusively or in mixed traffic and the ease of integration with other systems.

BRT and LRT were then investigated further, including a mixed option of LRT for part of the corridor and BRT for the remainder was the best solution. The study concluded that an urban style LRT is the best solution to pursue because it would best meet ridership demands, provide a higher level of service and better quality of service to passengers and potential to attract Transit Oriented Development (TOD).

The decision to use LRT was arrived at considering a combination of a number of factors, balancing projected transit ridership, costs and other impacts on the public during operations. When considering the balance between the higher vehicle capacity of light rail versus the much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology. This decision was supported by a benefit case analysis conducted by Metrolinx in 2010. For more information, visit their website at www.metrolinx.com.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you were opposed to the changes that were made in Port Credit and felt that the system should extend to the waterfront.

In response to your comment, at this stage of the process, the Master Plan work in Port Credit through the City of Mississauga’s Inspiration Port Credit initiative is ongoing, and has not yet reached a definitive conclusion.

While it is a long term project objective to extend the LRT to Port Credit’s waterfront, it is recognized that the ongoing Master Plan work needs to be completed before incorporation of this segment of the alignment into the urban fabric can be finalized. Therefore, for the purpose of this Transit Project Assessment Process (TPAP), the Hurontario-Main LRT alignment south of Port Credit GO Station has been excluded from the TPAP for which approval is being sought.

The City of Mississauga is committed to completing the Master Planning work, consulting further with the public on integration of the LRT in long range plans for the area south of the Port Credit GO station stop, and obtaining council endorsement, prior to advancing further with this segment of the alignment. For this reason, provisions have been made to enable the stop at Port Credit GO Station to function as a terminus.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.
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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you were concerned about the traffic impacts to Hurontario as a result of the replacement of the two traffic lanes, with LRT lanes.

In response to your concerns about traffic impacts, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

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In your feedback form you commented that there may be future projects along Dundas to Kipling station and that you felt that this should be an LRT.

In response to your comment, the City of Mississauga is in the process of improving east-west transit services through the construction of the Mississauga Transitway and is working with Metrolinx to encourage service improvements along all the GO Rail lines. The Dundas Corridor is also identified by Metrolinx as a priority rapid transit corridor within their Big Move transportation plan. The City of Mississauga is looking to initiate a study shortly to examine future opportunities for rapid transit along the Dundas Corridor. However, this work would follow upon development of the Hurontario-Main LRT corridor.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you expressed concerns about the project being delayed for political reasons as a result of the retiring of Mayor McCallion and a potential upcoming election.

The next step for the project such as funding for the LRT will be explored through Provincial and Federal sources, including through Metrolinx as a co-proponent to the project.

The current work to date has been focused on bringing the project to an implementation-ready stage. However, the details of project implementation will be determined during the next phase of the work.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you expressed concerns that the LRT would not reduce traffic along Hurontario and that there would not be enough ridership for the project and that it would not be built. You also expressed concerns about the safety around accessing the stops.

In response to your concerns about ridership for the project, the Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area. The LRT is supported in Mississauga and Brampton, with anticipated ridership by 2031 at the upper limit of Bus Rapid Transit capability and exceeding the limits of typical local bus service. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

The decision to use LRT was arrived at considering a combination of a number of factors, balancing projected transit ridership, costs and other impacts on the public during operations. When considering the balance between the higher vehicle capacity of light rail versus the much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology. This decision was supported by a benefit case analysis conducted by Metrolinx in 2010. For more information, visit their website at www.metrolinx.com.

The removal of a traffic lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and
intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

In terms of your concerns about the safety of the LRT users, passenger safety and service have been prime considerations in all the design efforts and have built upon successful LRT examples that can be found already operating within Canada and worldwide. Centre loading stops were developed to provide a single focused point of activity and allow space between LRT boarding and alighting and road traffic without the need to provide physical barriers. In support of that, crossings are provided at both ends of the ultimate LRT platform design to encourage pedestrians to access the LRT at safe crossings points. The system would be designed to the requirements of the Accessibility for Ontarians with Disabilities Act and work with municipal Accessibility Committees.

The implementation of the LRT will present a new element to the streetscape, which drivers will need to adapt to. The provision of U-turns and new traffic patterns was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their properties.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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RE: Response to Feedback Forms

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Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you noted concerns about traffic along Hurontario as a result of the LRT as well as parking to accommodate the LRT system.

The Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area.

The LRT is supported in Mississauga and Brampton, with anticipated ridership by 2031 at the upper limit of Bus Rapid Transit capability and exceeding the limits of typical local bus service. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

The decision to use LRT was arrived at considering a combination of a number of factors, balancing projected transit ridership, costs and other impacts on the public during operations. When considering the balance between the higher vehicle capacity of light rail versus the much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology. This decision was supported by a benefit case analysis conducted by Metrolinx in 2010. For more information, visit their website at www.metrolinx.com.

In regards to your concerns about parking to accommodate the LRT system, as part of the current study we will be looking to ensure there is good connectivity to the local transit network and the wider
regional bus and GO train services. Other potential amenities beyond the stop such as parking provision at GO Stations or mobility hubs are outside of the scope of this project. To provide Metrolinx with your GO Station comments, please call their Customer Service staff 416.874.5900.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you had concerns for the light and noise pollution that would result from the project and that you thought that the entire system should be wireless, not just in the Brampton section. You also noted concerns regarding the fact that the proposed plan would cut off your left turn access to your home on 2091 Hurontario Street.

In regards to your concerns about the noise and light pollution as a result of the LRT, the noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

New noise barriers are being considered in four locations along the corridor, not in response to the direct impact of the Hurontario-Main LRT project on the surrounding area, but as a result of the application of the City of Mississauga’s retrofit noise barrier by-law, which applies to locations where ambient noise levels are in excess of provincial guidelines and can be addressed as part of capital projects.

Light pollution from the LRT is not anticipated to impact the street and surrounding communities any more than present general purpose traffic as it is in the street right of way.

In regards to the loss of left-turn access to your property, you will be able to access your property via a secondary driveway to your complex from North Service Road, which would require you to make a left turn onto North Service Road and then a left turn into your complex.
The wireless technology is not being applied to the entire system as the Overhead Contact System was determined to be the basis of for the vehicle power supply design. Due to concerns related to heritage attributes within the Main Street South Heritage Area and Downtown Brampton, (i.e., between the north crossing of Etobicoke Creek and the Brampton GO stop), an alternative power supply system (the option comprising battery packs or super/ultracapacitors installed on board the LRVs, with no Overhead Contact System) is being carried forward for further investigation of costs and benefits as part of the Detail Design phase. Its implementation is contingent upon final acceptability of financial and technical implications. However, if such technology was incorporated into the system design, its use could be applied to different sections along the corridor where warranted. However, if such technology was incorporated into the system design, its use could be applied to different sections along the corridor where warranted.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that you were concerned about the access to your property and that the right turn in/out radius will be preserved to allow vehicles to enter and exit.

In response to your question, the access to some properties along the alignment will be impacted by the LRT. Restrictions on left-turn movements across the LRT guideway will require changes to travel patterns to allow people to access properties. Strategically located provisions for making U-turns in the corridor will facilitate such access.

Varying types/sizes of vehicles should not significantly impact the access of right-turning vehicles. Street turning radii have been designed to allow continued use by the same size of vehicle that can turn down side streets today, the exception being heavy truck deliveries to some businesses. Turning provision has been limited to a 22 m tractor trailer set (WB-20 turning radius) and no allowance has been made for transport vehicles with multiple trailers (A or B train vehicles).

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Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that the LRT system would have to run frequently in order for it to be efficient for riders. You also commented that you felt that the shelters should offer more protection from the elements such as a sliding door, especially during winter.

In response to your question regarding the frequency of the system, presently the system is anticipated to run from 5am to 1:30 a.m. Monday to Saturday and from 7am to midnight on Sundays with the ability to provide frequencies of up to every five minutes based upon demand during peak periods. The exact times of operation for the Hurontario-Main LRT will be determined as the project develops. At this stage we will be looking at potential operating scenarios and determining those that best meet demand.

In terms of the weather protection for the stops along the alignment, the current preliminary design stage is intended to ensure we understand the key technical issues and establish basic project requirements. Based upon the current level of design, all stops are to be provided with limited shelters to minimize the visual impact of stops, while providing shelter to those who need it during limited wait times at peak frequency. Mobility hubs at Port Credit, Rathburn, and Cooksville were provided with a level of protection similar to other stops; however, as subsequent design work is undertaken in conjunction with identified mobility hubs, there is opportunity to review stop and shelter arrangements in much more detail. However the final design of these hubs is outside the scope of this Transit Project Assessment Process (TPAP).

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).
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**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Feedback Forms

Dear [Redacted]

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you had asked about the noise barrier north of Inglewood and what the proposed size would be. You also commented that there should be a wireless system running from Mineola to Inglewood as proposed as an option for Brampton.

Your comments also indicated concerns about the use of buses along the alignment and that it negates lowering the emissions by the LRT. You were also interested in understanding how the construction would be done throughout the project.

In regards to the noise barrier in Inglewood, the details of the retrofit noise barriers will be determined in the Detail Design stage. However, the basis of price assessment for the project allowed for an 8 ft high noise barrier made of a cement and wood mixture. These barriers are installed in a number of residential developments in Mississauga and come in a variety of finishes. The City of Mississauga is committed to further consultation with directly affected property owners on this matter.

In terms of the emissions rates as a result of the LRT, while still running some buses along the alignment, as the LRT is an electric rail system, it will not produce any significant local air emissions during operations. The LRT system will replace emission sources such as buses and some cars.

With a growing population, and limited capacity for expanding the road network, congestion will get considerably worse in the future. Over time, journey times along the corridor will increase significantly. The LRT will increase the moving capacity of the corridor and will provide a reliable alternative to the private automobile and buses. As a result, local air quality along the Hurontario-Main LRT corridor will improve due to the reduced vehicular traffic with the LRT in place. In addition, there would be a forecast net annual reduction of approximately 8,500 tonnes of greenhouse gases by 2031.
In regards to the exploration of wireless systems being applied to the rest of the corridor, the Overhead Contact System was determined to be the basis of for the vehicle power supply design. Due to concerns related to heritage attributes within the Main Street South Heritage Area and Downtown Brampton, (i.e., between the north crossing of Etobicoke Creek and the Brampton GO stop), an alternative power supply system (the option comprising battery packs or super/ultracapacitors installed on board the LRVs, with no Overhead Contact System) is being carried forward for further investigation of costs and benefits as part of the Detail Design phase. Its implementation is contingent upon final acceptability of financial and technical implications. However, if such technology was incorporated into the system design, its use could be applied to different sections along the corridor where warranted.

The purpose of this project has been to understand the preliminary design in order to assess the technical risks and project costs along with completing the required Transit Project Assessment Process (TPAP) approvals. Once funding is determined and subsequent phases are initiated, detailed implementation plans would need to be developed. However, it is expected that during the construction of the project, disruption will not be continuous in all areas simultaneously, as the work would progress linearly and in sections, with work activities being conducted at different times.

Construction contractors would be held accountable for working within normal prescribed construction practices common to the Ontario market place, with responsibility to ensure public safety around work sites, work within an approved environmental framework with prescribed limits, such as noise and dust control, preserve access to businesses and residents during the construction, and provide and implement a traffic management plan to preserve mobility and keep disruption within expectation set by the proponents.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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June 12, 2014

Via email

**Project Title:** Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Feedback Forms

Dear [Name]

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you had commented that you were concerned about the longer commuting times during construction as well property values and noise impacts.

The purpose of this project has been to understand the preliminary design in order to assess the technical risks and project costs along with completing the required Transit Project Assessment Process (TPAP) approvals. Once funding is determined and subsequent phases are initiated, detailed implementation plans would need to be developed.

However, it is expected that during the construction, disruption not be continuous in all areas simultaneously, as the work will progress linearly and in sections, with work activities being conducted at different times, which will minimize the impacts to commuting times. A traffic management plan will also be established, incorporating a coordinated communication and access control strategy/protocol between the proponents, the constructor, and the community to advise the public of potential disruptions and how to avoid them.

In regards to the impacts to property values along the alignment, historically, property values along fixed transit systems have increased as a result of the desire for people to live in close proximity to travel options that offer a comfortable, reliable alternative to their personal automobile.

The noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.
New noise barriers are being considered in four locations along the corridor, not in response to the direct impact of the Hurontario-Main LRT project on the surrounding area, but as a result of the application of the City of Mississauga’s retrofit noise barrier by-law, which applies to locations where ambient noise levels are in excess of provincial guidelines and can be addressed as part of capital projects.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form, you indicated that you were against the LRT going beyond the Port Credit GO station.

In response to your concerns, at this stage of the process, the Master Plan work in Port Credit through the City of Mississauga’s Inspiration Port Credit initiative is ongoing, and has not yet reached a definitive conclusion.

While it is a long term project objective to extend the LRT to Port Credit’s waterfront, it is recognized that the ongoing Master Plan work needs to be completed before incorporation of this segment of the alignment into the urban fabric can be finalized. Therefore, for the purpose of this Transit Project Assessment Process (TPAP), the Hurontario-Main LRT alignment south of Port Credit GO Station has been excluded from the TPAP for which approval is being sought.

However, the City of Mississauga is committed to completing the Master Planning work, consulting further with the public on integration of the LRT in long range plans for the area south of the Port Credit GO Station stop, and obtaining council endorsement, prior to advancing further with this segment of the alignment. For this reason, provisions have been made to enable the stop at Port Credit GO Station to function as a terminus.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.
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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you identified concerns about the implementation of cycling at intersections with cross-bikes being applied, and throughout the corridor with a suggestion of more detail to be applied at the transition before the multi-use trail at Queensway.

The Hurontario-Main LRT project has protected for the provision of a continuous cycling facility from Port Credit to Bartley Bull Parkway in Brampton and to use existing cycling facilities north of Bartley Bull. The Mississauga Cycling Advisory Committee was also consulted on the preliminary design of the cycling corridor. Details on the implementation and specifics such as treatment at intersections will be examined through subsequent detailed design work.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you identified that you were concerned about the replacement of the two traffic lanes with two LRT lanes and that there wouldn’t be enough ridership for the project based on the car-minded societies of Brampton and Mississauga.

You also mentioned that you were concerned about how current bus routes would be affected by the project and how they connect to the system.

In response to your concerns regarding traffic, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. However, traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

In terms of the bus routes, the Hurontario-Main LRT project will be complemented by a network of other rapid transit projects under Metrolinx’s Regional Transportation Plan that have been established with the goal of improving connectivity in the GTHA that will allow for improved travel times to and
from Mississauga and Brampton as well as to other major transit hubs in the Greater Toronto Area. For more information Metrolinx’s plan visit their website at http://www.metrolinx.com/en/regionalplanning/bigmove/big_move.aspx.

LRT will replace some bus services along the corridor which will free up buses for local routes in Brampton and Mississauga to better accommodate growing demand and ridership as public transit options expand and greater transit connections for commuters become available.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you noted that you were concerned about the traffic impacts to the alignment as a result of the replacement of the two traffic lanes, with LRT lanes. You also said that you felt that the wireless system that is being explored as an option in Brampton, should be applied throughout the entire corridor and that the LRT will ruin the character of the Port Credit area and that Port Credit should remain a pedestrian-focused, quiet neighbourhood.

In response to your concerns regarding traffic, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. However, traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be worse than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

In regards to applying the wireless system throughout the alignment, the Overhead Contact System was determined to be the basis of for the vehicle power supply design. Due to concerns related to heritage attributes within the Main Street South Heritage Area and Downtown Brampton, (i.e., between the north crossing of Etobicoke Creek and the Brampton GO stop), an alternative power supply system (the option comprising battery packs or super/ultracapacitors installed on board the LRVs, with no Overhead
Contact System) is being carried forward for further investigation of costs and benefits as part of the Detail Design phase. Its implementation is contingent upon final acceptability of financial and technical implications.

In terms of the concerns that you noted for the Port Credit area, at this stage of the process, the Master Plan work in Port Credit through the City of Mississauga’s Inspiration Port Credit initiative is ongoing, and has not yet reached a definitive conclusion.

While it is a long term project objective to extend the LRT to Port Credit’s waterfront, it is recognized that the ongoing Master Plan work needs to be completed before incorporation of this segment of the alignment into the urban fabric can be finalized. Therefore, for the purpose of this Transit Project Assessment Process (TPAP), the Hurontario-Main LRT alignment south of Port Credit GO Station has been excluded from the TPAP for which approval is being sought.

However, the City of Mississauga is committed to complete the Master Planning work, consult further with the public on integration of the LRT in long range plans for the area south of the Port Credit GO Station stop, and to obtain council endorsement, prior to advancing further with this segment of the alignment. For this reason, provisions have been made to enable the stop at Port Credit GO Station to function as an interim terminus.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Via email

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

Project Location: City of Mississauga and City of Brampton

RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you had asked where you could obtain information on the intensification of land use on Hurontario between Mineola and the QEW as you felt that it would be logical that with the implementation of the LRT, that it would lead to an intensification of land use.

In response to your question, a goal of the project as developed through the previous Hurontario-Main Street Corridor Master Plan (2011) is to maintain the existing character of Mineola to the extent possible. Apart from identifying the infrastructure and stop locations, there are no recommended changes based on this project to revise the planning policies for this area. Mississauga’s land use growth projections can be found at: http://www.mississauga.ca/portal/residents/mississaugadata.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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RE: Response to Feedback Forms

Dear [Name]

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback letter you noted that the business case for the project was unrealistic and that you felt that the private sector should take on the project, without the assistance from the different levels of government. You also noted concerns about the widening of the road, impacts to property values and taxes.

In regards to the Business Case for the project, the Hurontario-Main LRT is a massive investment in the future of Brampton, Mississauga and the Greater Toronto Area. The current estimate for the capital cost is $1.6 Billion. These are the total costs to bring the project into service, acquire vehicles, complete the detailed design and build the system allowing for:

- Direct costs of labour and materials, including vehicles and MSF.
- Construction indirect costs to manage and direct the work.
- Contingency funds to address unknown conditions.

These costs also include the funds required to bring the project to the market and ensure that the project has strong public oversight; and to acquire lands for the project.

This project represents a significant infrastructure investment intended to support the future community transportation needs and corridor vision. As such, the Cities of Mississauga and Brampton are working with Metrolinx to understand the full range of benefits.

This current preliminary design work has advanced our understanding of the project in order to assess the technical risks and costs. In 2010, a Benefits Case Analysis was completed for the project by Metrolinx examining the whole project that includes:
Transportation Impacts – How the system affects the way people move along the corridor and surrounding area.

Financial Impacts – The costs needed to finance, build, and operate the system offset against identified revenue the system will produce.

Economic Impacts – Examining the potential benefits to employment, land value uplift, and household income for those who live along the corridor.

Social and Community Impacts - Gauging improvements in accessibility, healthy lifestyles, air quality, providing better urban places for people to enjoy, and changes to the urban landscape for both places to live and businesses to grow.

With more detailed information about the project, the business case for the project can now be further updated and developed. The business case will examine the benefits of this project over its anticipated life cycle to ensure the strongest proposal is put forward for future funding considerations.

In terms of the concerns that you noted about road widening, generally, throughout the alignment, the LRT has been positioned to run in the middle of the road replacing existing traffic lanes. In areas like Mineola, the design required a balancing between retaining the existing active transportation routes, keeping the current through lanes, and the introduction of the LRT guideway resulting in a widening for the LRT. Although most of the widening will take place on exiting municipal lands, in some cases, particularly around stops and intersections where left-turn lanes are maintained, property transfer from private lands will be required to accommodate the LRT.

Preserving the character and beauty of the heritage areas in Brampton and Mississauga, while supporting its continued development, is a key priority of the Hurontario-Main LRT project. In the Port Credit and Mineola areas, the widening of the road will result in some tree loss and local changes, but will generally maintain the overall wide treed boulevard environment.

In regards to the impacts to property values, historically, property values along fixed transit systems have increased as a result of the desire for people to live in close proximity to travel options that offer a comfortable, reliable alternative to their personal automobile.

As mentioned above, the purpose of this project has been to understand the preliminary design in order to assess the technical risks and project costs along with completing the required Transit Project Assessment Process (TPAP) approvals. In terms of the funding for the project and how it will impact tax dollars, the implementation for the Hurontario-Main LRT Project is presently unfunded and will be subject of discussion between the Local, Provincial and potentially Federal levels of government, including Metrolinx.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).
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Via email

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Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Redacted]

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback email you suggested that the Eglinton stop be relocated towards the south of Hurontario and Eglinton to benefit the residents that are located on that side of the intersection.

To answer your questions, the location of the LRT stops must effectively serve those along the Hurontario-Main corridor and ensure smooth, easy transfers to key destinations between other transit connections. The preferred locations of the LRT stops along the alignment have been selected with this understanding in mind, supported by catchment analysis which determines ridership demands, the need to balance system speeds with access and incorporating feedback from PIC #1 and PIC #2.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your email you had inquired as to how the LRT would affect traffic congestion and what kind of studies have been conducted/modeling to determine how eliminating dedicated right-hand turn lanes will affect the flow of cars. You had mentioned that if given the choice of an extra lane of traffic or having trees, that you would choose the additional traffic lane. You also noted that you would prefer that the bike lanes be put in locations that do not allow traffic to turn right on a red.

The Hurontario-Main LRT project was identified as supporting the Provincial Places To Grow Growth Plan and a priority project by the Metrolinx Big Move. The project is about making the Hurontario-Main Street Corridor into a vibrant, sustainable and beautiful street. It is also about moving more people along the corridor by greatly increasing the attractiveness and capacity of public transit to move riders. The Hurontario-Main LRT itself is being designed to provide a reliable, high quality, modern rapid transit system for the corridor.

That being said, in order to provide for the vision of a beautiful street with a generous public realm for pedestrians it was chosen to remove two travel lanes and channelized right turns along most of the corridor. We have conducted both a strategic network analysis and a detailed analysis of the traffic along the corridor.

It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes and details of the analysis can be found online when the Environmental Project Report is posted in June.
The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

In regards to your concerns about the implementation of cycling lanes, the LRT project has consulted with the Mississauga Cycling Advisory Committee and has been designed to provide for a continuous cycling facility from Port Credit to Bartley Bull Parkway in Brampton and use existing cycling facilities north of Bartley Bull. Any further details on the implementation can be examined through the subsequent detailed design work.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback letter to us you indicated that you were concerned about the preservation of the character of the Mineola area in terms of the trees, the zoning restrictions to ensure sensitive development and the potential for traffic congestion.

The LRT is a priority project as identified in the Metrolinx Big Move Transportation Plan for the Greater Toronto and Hamilton Area and also supports the City of Mississauga’s Strategic Plan objectives of developing a more transit oriented City.

The City of Mississauga values the special character of Mineola and as such it is the goal of the City and the LRT project to maintain the character of Mineola to the greatest degree possible by minimizing the impacts on the existing condition. However, the City also recognizes that this is a neighbourhood where many residents do, and will continue to use their cars to travel throughout the city and beyond in their daily lives and that this neighbourhood already has some congestion issues. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time.

The project has had to balance the community concerns related to maintaining traffic capacity; providing a high quality, reliable rapid transit offering; and maintaining the character of the neighbourhood. In order to provide all of these elements the project team has had to make decisions that included:

- A dedicated LRT guideway is to be provided to ensure reliable LRT operation
- Four lanes of through traffic are to be maintained in Mineola through a road widening
- Left turns/u-turns were to be maintained at Pinetree Way, Pinewood Trail/Indian Valley Trail, Mineola Road and Eaglewood.
- Protecting for the pedestrian sidewalks, multi-use trail and required utilities.
The project team has engaged landscape architects and specialists to assess the condition of the trees that are most likely to be impacted and alternate designs and construction techniques have been considered; however, with the widening and maintaining of sidewalks on both sides of Hurontario, in keeping with City guidance, some existing trees mature trees will be removed. Where possible, new trees will be provided to supplement the mature base already present.

You expressed a concern that lanes will be reduced south of the QEW; this is not the case. With the exception of some dedicated right turning lanes and intersections which will be closed to left turning traffic, the through traffic capacity in Mineola is being maintained. Those individuals who find their left turning move closed off, such as residents of Polesden Drive and Hampshire Crescent and those whose driveways face onto Hurontario, will need to use a new pattern of U-turns at intersections north and south of their intersection to reach their street or driveway. These left turning movements will be controlled by a new dedicated left turn phase which will reduce the interaction of pedestrians, light rail vehicles, and individual vehicles. Left turns will not be permitted outside of this traffic signal phase.

Finally, you inquired why a subway was not considered. Underground options were screened in the previous phase of work, the Hurontario/Main Street Corridor Master Plan. It was determined that the benefits of providing underground segments did not outweigh the added costs associated with tunnelling and the impacts of constructing either portals for tunnelling/mining equipment, or providing the tunnel via more cost effective open cut construction methods.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your email containing your feedback from PIC #3, you said that you would support the project so long as, a subway system option was fully evaluated in detail and deemed not feasible, the noise from the LRT will be mitigated to current traffic levels, there will be direct access to Cooksville GO Station from Hurontario and Bristol area (i.e. the LRT does not terminate at Square one from the north), The U-turn access at Glenn Hawthorne Blvd and Hurontario (south side) will be maintained, the LRT to be operational 24-7, and the cost to maintain the LRT system and infrastructure is properly budgeted for without any major increase in taxes.

You had also asked, if the construction of the project would result in an increase in taxes and if so, by how much? And how much has been spent on this project so far on hiring engineering consultants?

In terms of your question regarding whether the option for a subway system was explored as an option for the Hurontario-Main corridor, a Corridor Master Plan Study and Direction Report was conducted by the Cities from 2008 – 2011 to research and develop a coordinated vision for the corridor that integrated land use, urban design and transportation. This work sought to inform and guide development of the most appropriate rapid transit solution for the corridor.

The Master Plan Study looked at a range of rapid transit technologies including, Bus Rapid Transit (BRT), Light Rail Transit (LRT), Automated Guideway Transit (AGT), Monorail and Subway. From these technologies, BRT and LRT were identified as the most appropriate for the corridor due to a range of factors including the transit ridership forecasts, costs, ability to operate exclusively or in mixed traffic and the ease of integration with other systems.

BRT and LRT were then investigated further, including looking at whether a mixed option of LRT for part of the corridor and BRT for the remainder was the best solution. The study concluded that an urban
style LRT is the best solution to pursue because it would best meet projected ridership demands, provide a higher level of service and better quality of service to passengers and attract Transit Oriented Development (TOD). Additionally, the underground option was eliminated as the significantly higher costs (4-5 times that of at grade light rail) could not be justified based on the anticipated ridership during the lifetime of the system.

In response to your access questions asked in your feedback email, currently, based upon the preliminary services plans developed for this phase of work, you would require a transfer at Square One to connect to the Cooksville GO station. The U-turn access at Glenn Hawthorne Boulevard and Hurontario (south side) will be maintained.

In regards to your concerns about the mitigation of noise and vibration, the noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

New noise barriers are also being considered in four locations along the corridor, not in response to the direct impact of the Hurontario-Main LRT project on the surrounding area, but as a result of the application of the City of Mississauga’s retrofit noise barrier by-law, which applies to locations where ambient noise levels are in excess of provincial guidelines and can be addressed as part of capital projects.

In response to your question regarding the frequency of the system running 24/7, presently the system is anticipated to run from 5 a.m. to 1:30 a.m. Monday to Saturday and from 7 a.m. to midnight on Sundays, with the ability to provide frequencies of up to every five minutes based upon demand during peak periods. The exact times of operation for the Hurontario-Main LRT will be determined as the project develops. At this stage we will have examined potential operating scenarios to determine those that best meet demand and road network requirements.

In regards to your question about properly budgeting the system for implementation and maintenance, the current estimate for the capital cost is $1.6 Billion. These are the total costs to bring the project into service, acquire vehicles, complete the detailed design and build the system allowing for:

- Direct costs of labour and materials, including vehicles and MSF.
- Construction indirect costs to manage and direct the work.
- Contingency funds to address unknown conditions.

These costs also include the funds required to bring the project to the market and ensure that the project has strong public oversight; and to acquire lands for the project.

The purpose of this current phase of work has been to understand the preliminary design in order to assess the technical risks and project costs along with completing the required Transit Project Assessment Process (TPAP) approvals. In terms of the funding for the project and how it will impact tax
dollars, the implementation for the Hurontario-Main LRT project is presently unfunded and will be subject of discussion between the Local, Provincial and potentially Federal levels of government, including Metrolinx.

Lastly, you had asked how much has been spent on this project so far on hiring engineering consultants. To date the Cities of Mississauga and Brampton have budgeted almost $16 million dollars towards completing the preliminary design and the TPAP for the Hurontario-Main LRT project with $15,082,302 awarded for consulting services. This amount is being shared by Mississauga and Brampton in the proportion of 75% and 25%, respectively. The services retained through this budget are intended to: begin the process of engaging the corridor stakeholders; provide sufficient detail to understand the major constraints and elements that would need to be addressed through subsequent detailed design; complete the required TPAP approvals; and understand the cost estimates and benefit case analysis for this project.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

Via email

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback email you indicated concerns regarding traffic in the Port Credit area due to the replacement of a traffic lane with an LRT lane and the spaces in between the stop locations.

In response to your concerns regarding traffic, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor north of the QEW but the existing number of through lanes south will be maintained. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

To answer your question in regards to the distance between the stops, the location of the LRT stops must effectively serve those along the Hurontario-Main corridor and ensure smooth, easy transfers to key destinations between other transit connections. The preferred locations of the LRT stops along the alignment have been selected with this understanding in mind, supported by catchment analysis which determines ridership demands as well as the need to balance system speeds with access and incorporating feedback from PIC #1 and PIC #2.
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that the priorities of the CFA were as follows:

- During construction, the motor vehicle access and egress to and from the service stations are fully maintained.
- The service stations are an intricate part of the transportation system and the LRT project should take their traffic flows and operating needs into consideration.

We acknowledge that during the construction, there will be impacts on business access and potential for business losses. A traffic management plan will be established, incorporating a coordinated communication and access control strategy/protocol between the proponents, the constructor, and the local business community to allow customers to access businesses and to advise the public that businesses in the construction zone are still open in order to mitigate these potential losses.

Vehicle movements have been reviewed throughout the corridor using both strategic and detailed traffic modelling. Access to some properties along the alignment will be impacted by the LRT. Restrictions on left-turn movements across the LRT guideway will require changes to travel patterns to allow people and deliveries access to properties and businesses such as your members’ gas stations. Strategically located provisions for making U-turns in the corridor will facilitate access but in a different manner from some areas today.

Varying types/sizes of vehicles should not significantly impact the access of right-turning vehicles. Street turning radii have been designed to allow continued use by the same size of vehicle that can turn down side streets and access business today, the exception being heavy truck deliveries to some businesses. These changes may impact some of your members who currently receive very high volume delivery as turning provision has been limited to a 22 m tractor trailer set (WB-20 design vehicle) and no allowance has been made for transport vehicles with multiple trailers (A or B train vehicles).
The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

Your feedback form noted concerns in regards to the preservation of the character of the Port Credit area as well as traffic impacts to the area.

In response to your comment that the LRT would change the atmosphere in the Port Credit area, the project team is committed to the preservation of the character and beauty of the heritage areas in Brampton and Mississauga, while supporting its continued development, and considers this a key priority of the Hurontario-Main LRT project. Specifically in the Port Credit and Mineola areas, the widening of the road will result in some tree loss and local changes, but will generally maintain the overall wide treed boulevard environment.

In response to your concerns regarding traffic, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).
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**RE:** Response to Feedback Forms

Dear [Name]

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that the LRT would offer little in the way of utility for local residents due to the distances between the stops and the unwillingness to walk to them during inclement weather. You also expressed concerns regarding the U-turn lanes and that they will promote unsafe driving techniques. You also noted concerns that the ridership would not justify the project.

In response to your concern in regards to the distance between the stops, the location of the LRT stops must effectively balance the objective of providing a fast, reliable service along with ensuring smooth, easy transfers to key destinations and other transit connections. The preferred locations of the LRT stops along the alignment have been selected with this understanding in mind, supported by catchment analysis and incorporating feedback from PIC #1 and PIC #2.

Maintaining roadway access is an important consideration and the implementation of U-turns will present a new element to the streetscape, which drivers will need to adapt to. The provision of U-turns was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their property. The Cities and the project team worked to minimize these changes, where possible.

In response to your concerns regarding ridership for the project, the Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton, and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area.
The LRT is supported in both Mississauga and Brampton, with anticipated ridership by 2031 at the upper limit of Bus Rapid Transit capability and exceeding the typical limits of local bus service. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

The decision to use LRT was arrived at by considering a combination of a number of factors, balancing ridership demand, costs and other impacts on the public during operations. When considering the balance between the higher vehicle capacity of light rail versus the much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology.

Lastly in your feedback form you expressed concerns about your desires to have the QEW/Hurontario intersection improved. Any improvements that are required at this intersection are outside of the scope of work for this project.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Via email

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

Project Location: City of Mississauga and City of Brampton

RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project. The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated concerns regarding the safety of riders on the centre platforms as well as concerns regarding drivers entering on to the LRT tracks. You also expressed concern about the snow removal/storage for the system and drainage systems at the ends of the platforms or ramps.

In your feedback form you also asked if a power failure would impact the operation of the LRT as well as if the left-turn lane is not provided on northbound Hurontario to westbound Dundas, would it block traffic when vehicles try to make a left-hand turn? You also asked whether a right-turn lane would be able to share with a through lane and whether the short transition from south bound on Hwy 10, south of Hwy 403 on ramp be extended.

In response to your questions, passenger safety and service have been important considerations in the design and have built upon successful LRT examples that can be found already operating within Canada and worldwide. Centre loading stops were developed to provide a single focused point of activity and allow space between LRT boarding and alighting and road traffic without the need to provide physical barriers. Crossings are provided at both ends of the ultimate LRT platform design to encourage pedestrians to access the LRT at safe crossing points. The system would be designed to the requirements of the Accessibility for Ontarians with Disabilities Act and work with municipal Accessibility Committees.

Maintaining roadway access is an important consideration and the implementation of the LRT will present a new element to the streetscape, which drivers will need to adapt to. The provision of U-turns and new traffic patterns was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their properties.

Urban LRT systems operate in snow in many locations in Canada, Northern Europe and the U.S. Clearing snow from the tracks typically involves plowing of the line, using either the LRV itself, or other vehicles.
In exceptional conditions, LRVs are run continuously during the snowfall and subsequent street clearance operations take place to ensure that the track remains clear.

In terms of snow storage, dedicated guideway sections typically offer limited options between LRV tracks; however, larger build-up can be cleared either to the roadside, or hauled away. At stops, snow clearance will be carried out using specialised equipment, with limited storage past the mid block crossings. Larger volumes of snow build-up will need to be cleared either to the roadside, or also hauled away.

In a case of power failure along the alignment, the Traction Power System is intended to have each sub-station being fed from two local power utility sub-stations. Each segment of the line would therefore be fed from two sub-stations. This means that the system is protected from local power failures; however, city wide power failures would still impact the LRT.

Your understanding that there is no left turn lane northbound on Hurontario to westbound Dundas is correct and this part of the route has a constrained right of way in addition to tightly spaced individual business ownership. However, it is also one of the few areas on the corridor with a tightly spaced street grid. In order to provide the stop at Dundas and not require significant property requirements, it was determined that King Street West and Hillcrest Avenue would be adequate to provide alternate left turning locations to permit access to Dundas westbound. Additionally, as mentioned on your feedback form, right turn lanes are commonly shared with through lanes in urban settings.

In regards to your question about Highway 403, the south bound lanes across the 403 bridge have been expanded and a fourth lane has been added over the bridge to provide better traffic flow to the eastbound 403 on ramp. If you were referring to the Centre View ramp, at this stage the transition to the Centre View ramp has been maintained as the LRT link between Hurontario and Rathburn will connect between this ramp and the 403 eastbound exit ramp.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.huronterio-main.ca.

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Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you were concerned about the removal of the 35 mature trees in the Mineola area from Eaglewood to Pinetree Way. You also inquired as to whether or not the LRT was truly the best choice for transit in Mississauga and if a subway should be put in place now to avoid having to replace the LRT in a few years. Lastly, you inquired as to whether or not the LRT would ultimately slow traffic down with the added stops and vehicles.

To answer your question about the trees from Eaglewood to Pinetree Way, the City of Mississauga values the special character of Mineola and as such it is the goal of the City and the Hurontario-Main LRT project to maintain the character of Mineola to the greatest degree possible by minimizing the impacts on the existing condition.

The implementation of the LRT, requires that Hurontario be widened but with narrower lanes than currently exist. Some property takes were required for this area which would require the removal of some of the trees. As a result, the project team has engaged landscape architects and specialists to assess the condition of the trees that are most likely to be impacted. Alternate designs and construction techniques have been introduced in order to preserve trees that through normal construction would be lost; however, with the widening and maintaining sidewalks on both sides of Hurontario, in keeping with City guidance, some existing trees mature trees will be removed. Where possible, the City will provide new trees to supplement the mature base already present.

An LRT system is proposed for the Hurontario-Main corridor instead of a subway, as a result of the Corridor Master Plan Study and Direction Report that the cities undertook from 2008 – 2011, to research and develop a coordinated vision for the corridor that integrated land use, urban design and...
transportation. This work sought to inform and guide development of the most appropriate rapid transit solution for the corridor.

The Master Plan Study looked at a range of rapid transit technologies including:

- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)
- Automated Guideway Transit
- Monorail
- Subway

From these technologies, BRT and LRT were identified as the most appropriate for the corridor based upon the corridor land use vision, projected transit ridership demands, costs, ability to operate exclusively or in mixed traffic and the ease of integration with other systems.

BRT and LRT were then investigated further, including looking at whether a mixed option of LRT for part of the corridor and BRT for the remainder was the best solution. The study concluded that an urban style LRT is the best solution to pursue because it would best support and accommodate ridership demands, provide a higher level of service and better quality of service to passengers and attract Transit Oriented Development (TOD). This decision was supported by a benefit case analysis conducted by Metrolinx in 2010. For more information, visit their website at www.metrolinx.com. In response to your concerns about the LRT slowing traffic, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.
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Via email

**Project Title:** Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

**Project Location:** City of Mississauga and City of Brampton

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Dear [Name]

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you indicated that you had concerns about the removal of the 35 mature trees between Eaglewood and Pinetree Way and the fact that there seems to be no plans to replace them. You had also mentioned that you were concerned that there were not enough stops along the alignment and that the buses are better for the elderly or those with children because the stops are closer together. Lastly, you noted that during construction, you would prefer if the project was built from the City Centre north, as there was less of an immediate need in the Port Credit Area.

To answer your question about the trees from Eaglewood to Pinetree Way, the City of Mississauga values the special character of Mineola and as such it is the goal of the City and the Hurontario-Main LRT project to maintain the character of Mineola to the greatest degree possible by minimizing the impacts on the existing condition.

The implementation of the LRT, requires that Hurontario be widened but with narrower lanes than currently exist. Some property requirements would result in the removal of some trees. As a result, the project team has engaged landscape architects and specialists to assess the condition of the trees that are most likely to be impacted. Alternate designs and construction techniques are being considered in order to preserve trees; however, with the widening and maintaining of sidewalks on both sides of Hurontario, some existing trees mature trees will be removed. Where possible, the project team will provide new trees to supplement the mature base already present.

Your concerns about the distance of the LRT stops have been a focus of the project team during the design phase. The stops along the Hurontario-Main alignment must effectively serve those along the corridor as well as ensure smooth, easy transfers to key destinations between other transit connections. The preferred location of the LRT stops were selected with this understanding in mind, and is supported by catchment analysis which determines where local residents would require the stops the most, system speeds as well as incorporating feedback from PIC #1 and PIC #2.
Lastly, in terms of the phasing of the construction of the project, you are right in that the disruption during the construction period will not be continuous in all areas simultaneously, as the work will progress linearly and in sections, with work activities being conducted at different times. However, the nature and phasing of the construction will be developed through subsequent work plans and would be part of the criteria used for evaluating potential construction consortiums.

Regardless of the location of the work along the alignment construction contractors will be held accountable for working within normal prescribed construction practices common to the Ontario market place, with responsibility to, ensure public safety around work sites, work within an approved environmental framework with prescribed limits, such as noise and dust control, preserve access to businesses and residences during the construction, and provide and implement a traffic management plan to preserve mobility and keep disruption at a minimum.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).

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June 12, 2014

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Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you expressed concerns about the noise wall in the Inglewood and Hurontario area and you wondered, as the area already experiences a variety of noise pollution from the QEW and the GO station, if the LRT would cause enough noise to warrant a new concrete wall. You also asked if a concrete wall was required as you commented that they are unattractive and that you would prefer a wood fence similar to the fence that is presently in place if possible, and that more consultation should be conducted on this if possible.

You also noted in your feedback form that you felt that if Brampton was able to explore the option for a wireless system, that you thought that this should be considered for the entire alignment or at least in places such as Mineola and possibly the Downtown area.

In response to your concerns about the noise wall in the Inglewood and Hurontario area, the noise and vibration impact study conducted as part of the Transit Project Assessment Process (TPAP) indicated that, at critical points of reception (indoor sleeping areas and outdoor living areas), sound level increases during the operations phase may be perceptible in a couple of locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor. However, since the increases in sound levels are well below the guideline level for consideration of mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

New noise barriers are being considered in four locations along the corridor, not in response to the direct impact of the Hurontario-Main LRT project on the surrounding area, but as a result of the application of the City of Mississauga’s retrofit noise barrier by-law, which applies to locations where ambient noise levels are in excess of provincial guidelines and can be addressed as part of capital projects.
The details of the retrofit noise barriers will be further refined during the Detail Design stage of the project. However, in terms of the design of wall, the basis of price assessment for the project to date has allowed for an 8 ft high noise barrier made of a cement and wood mixture. These barriers are installed in a number of residential developments in Mississauga and come in a variety of finishes. Additionally, as you requested, the City of Mississauga is committed to further consultation with directly affected property owners on this matter and will do so during the next phase of this project.

In terms of why the wireless technology was not explored for the entire alignment, The Overhead Contact System was determined to be the basis of for the vehicle power supply design. Due to concerns related to heritage attributes within the Main Street South Heritage Area and Downtown Brampton, (i.e., between the north crossing of Etobicoke Creek and the Brampton GO stop), an alternative power supply system (the option comprising battery packs or super/ultracapacitors installed on board the LRVs, with no Overhead Contact System) is being carried forward for further investigation of costs and benefits as part of the Detail Design phase. Its implementation is contingent upon final acceptability of financial and technical implications.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

Via email

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that with respect to the Port Credit area, you believe that the visual impacts to the project will be worse than shown because of the overhead wires in the area, that traffic congestion will increase as will minor accidents as a result of the U-turns, and that the visuals don’t show the major Enersource feeders on the east side of Hurontario.

You also commented that the LRT will be of little use to the local Port Credit rate payers and that you don’t believe that the cost justifies the project.

In response to your concerns noted above for the Port Credit area, the City of Mississauga and the project team values the special character of the Port Credit area and as such has worked closely with the public and other stakeholders to maintain the character of Port Credit area to the greatest degree possible by minimizing the impacts on the existing condition, which includes how the poles and overhead wires for the power the system would be incorporated. A variety of different treatments for the catenary systems are being considered so that it is subtly implemented into the streetscape and suits the character of the area. This is also an area where technological advancements are being made and different forms of non-wireless technologies could be incorporated as they become proven and viable.

The replacement of a traffic lane with an LRT lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. However, traffic studies that have been conducted as part of this project have shown that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.
With the anticipated population growth of areas along the alignment, the Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

As you noted in your feedback form, the restrictions on left-turn movements across the LRT guideway will require changes to travel patterns to allow people to access properties. Maintaining roadway access is an important element and strategically located provisions for making U-turns in the corridor will help to facilitate these new turning movements. These changes will present new elements to the streetscape that drivers will need to adapt to.

In terms of the justification of the cost of the project, the Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton, and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area.

The Cities and the project team have worked closely with the residents and other stakeholders in Port Credit to ensure that their comments and concerns about the system were heard, and where possible, were incorporated into the design. The LRT is strongly supported in Mississauga, with anticipated ridership by 2031 at the upper limit of transit capability currently in place today and exceeding the limits of typical local bus service in the future. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

The decision to use LRT was arrived at considering a combination of a number of factors, balancing transit ridership projections, costs and other impacts on the public during operations. When considering the balance between the higher vehicle capacity of light rail versus the much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology. This decision was supported by a benefit case analysis conducted by Metrolinx in 2010. For more information, visit their website at [www.metrolinx.com](http://www.metrolinx.com).

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review [www.hurontario-main.ca](http://www.hurontario-main.ca).
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Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form that you provided us, you had noted concerns about the Port Credit area in terms of traffic congestion and the challenges of entering and exiting the neighbourhoods during peak periods that are faced by residents presently, and that will be worsened by the implementation of the LRT.

Your feedback form also noted your concerns about the access to properties and streets in the Port Credit area and that the LRT will create disruptions to free flowing traffic as a result of the new traffic patterns that will be required.

You had also asked if there was any consideration made for an underground system as well as whether there was any consideration made for stopping the system at the Cooksville GO station.

Other concerns that you identified in your feedback form for the Port Credit area were the preservation of the character of the area, the justification for the project based on the ridership, noise and vibration and a decrease in property values.

It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. However, traffic studies that have been conducted as part of this project have shown that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and the area south of QEW includes plans to maintain the existing number of through lanes.

The implementation of the LRT will present a new element to the streetscape, which drivers will need to adapt to. The provision of U-turns and new traffic patterns was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their properties.
The Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton, and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide. Therefore connecting the Port Credit and the Lakeshore GO rail corridor are important elements of this project.

You enquired why a tunnelled system was not considered. The previous Hurontario/Main Street Corridor Master Plan screened various options of rapid transit technologies including Bus Rapid Transit (BRT), Light Rail Transit (LRT), Automated Guideway Transit, Monorail and Subways. From these technologies, BRT and LRT were identified as the most appropriate for the corridor because of their projected transit ridership, costs, ability to operate exclusively or in mixed traffic and the ease of integration with other systems. The benefits of providing an underground section did not outweigh the added costs associated with tunnelling and the impacts of constructing either portals for tunnelling/mining equipment, or providing the tunnel via more cost effective open cut construction methods.

BRT and LRT were then investigated further, including looking at whether a mixed option of LRT for part of the corridor and BRT for the remainder was the best solution. The study concluded that an urban style LRT is the best solution to pursue because it would best meet ridership demands, provide a higher level of service and better quality of service to passengers and attract appropriate levels of Transit Oriented Development. Metrolinx conducted benefit case analysis of the short-listed light rail and bus based rapid transit options which can be found online (http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/Benefits_Case-Huronantio_Main.pdf).

The City of Mississauga and the project team are committed to the preservation of the character and beauty of the Port Credit area in Mississauga, while supporting its continued development, and consider this a key priority of the Hurontario-Main LRT project. Extensive public consultation was done in the Port Credit area to ensure that the needs of the community were heard and that changes to the system, were possible were incorporated.

At this stage of the process, the Master Plan work in Port Credit through the City of Mississauga’s Inspiration Port Credit initiative is ongoing, and has not yet reached a definitive conclusion. While it is a long term project objective to extend the LRT to Port Credit’s waterfront, it is recognized that the ongoing Master Plan work needs to be completed before incorporation of this segment of the alignment into the urban fabric can be finalized. Therefore, for the purpose of this Transit Project Assessment Process (TPAP), the Hurontario-Main LRT alignment south of Port Credit GO Station has been excluded from the TPAP for which approval is being sought.
In regards to your concerns about the noise and vibration impacts to the Port Credit area and the
impacts to property values, the noise and vibration impact study conducted as part of the Transit Project
Assessment Process indicated that, at critical points of reception (indoor sleeping areas and outdoor
living areas), sound level increases during the operations phase may be perceptible in a couple of
locations along the Hurontario-Main LRT corridor and on arterial roads parallel to the LRT corridor.
However, since the increases in sound levels are well below the guideline level for consideration of
mitigation measures (+5 decibels), noise mitigation is not warranted for any part of the LRT route.

New noise barriers are being provided in four locations along the corridor, not in response to the direct
impact of the Hurontario-Main LRT Project on the surrounding area, but as a result of the application of
the City of Mississauga’s retrofit noise barrier by-law, which applies to locations where ambient noise
levels are in excess of provincial guidelines and can be addressed as part of capital projects.

Historically it has been shown that property values along fixed transit systems have increased as a result
of the desire for people to live in close proximity to travel options that offer a comfortable, reliable
alternative to their personal automobile.

The Project Team will consider all comments received in regards to the preferred alignment for the
Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project
Report that will be available on the project website for the public and other stakeholders to review on
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The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form, you had asked whether automobiles would be able to access the plaza at 2325 Hurontario Street.

To answer your question, the southbound traffic along Hurontario will no longer be able to directly access the plaza from Hurontario Street using a left turning movement. Southbound traffic will still be able to access the plaza by making a left turn at Queensway and using the plaza driveway from Queensway.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

Sincerely,

Trevor Brenham P. Eng.
Deputy Project Manager
SNC-Lavalin Team
416-252-5315 ext 54193
Trevor.Brenham@snclavalin.com
June 12, 2014

Via email

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Redacted]

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you commented that based on the current ridership today, the LRT is not supported and needed in the Port Credit area.

In response to your concerns, the Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton, and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area.

The LRT requirement are not based upon today’s needs but anticipated ridership in 2031 based upon growth forecasts for Mississauga and Brampton when projected transit demands are expected to be at the upper limit of Bus Rapid Transit capability and exceeding the limits of typical local bus service. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

The decision to use LRT was arrived at considering a combination of a number of factors, balancing ridership projections, costs and other impacts on the public during operations. When considering the balance between the higher vehicle capacity of light rail versus the much higher bus frequencies needed and their impacts, LRT was determined to be the preferred technology.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on
June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.huronario-main.ca.

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June 12, 2014

Via email

**Project Title:** Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback email you had asked questions about what the travel time on Hurontario-Main was to different segments with an automobile during peak periods as well as a bus and how would change with the LRT? You also asked why LRT was chosen over BRT and if property values would increase or decrease for residents/businesses living/residing within a 5 minute walk of a LRT stop? Lastly you asked if a continuous dedicated bike lane parallel the proposed LRT?

In regards to the travel time comparisons, the difference in timing from stop to stop can be found on our Traffic display boards from PIC #3. The display boards can be found by visiting the Public Consultation page of the project website (www.hurontario-main.ca). If you open the Display boards pdf there are two boards “Traffic” and “Moving More People” that discuss travel time in the Hurontario-Main corridor and will give you an idea of travel times from both today and future – with and without the LRT as well as comparisons to current local transit.

The LRT system is proposed for the Hurontario-Main corridor instead of a BRT system, as a result of the Corridor Master Plan study and Direction Report that the cities undertook from 2008 – 2011, to research and develop a coordinated vision for the corridor that integrated land use, urban design and transportation. This work sought to inform and guide development of the most appropriate rapid transit solution for the corridor.

The Master Plan Study looked at a range of rapid transit technologies including:

- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)
- Automated Guideway Transit
From these technologies, BRT and LRT were identified as the most appropriate for the corridor because of their lower costs, ability to operate exclusively or in mixed traffic and the ease of integration with other systems.

BRT and LRT were then investigated further, including looking at whether a mixed option of LRT for part of the corridor and BRT for the remainder was the best solution. The study concluded that an urban style LRT is the best solution to pursue because it would best meet ridership demands, provide a higher level of service and better quality of service to passengers and attract Transit Oriented Development (TOD).

In regards to property values, research also seems to indicate that these types of systems have a very positive impact on property values; however, no commitment can be provided to the scale of increase.

In terms of cycling along the Hurontario-Main Street corridor, the system is being designed to provide continuous cycle facilities along the alignment from the south terminus in Port Credit to Nanwood in Brampton. Designated bike lanes will be applied wherever feasible along the corridor and a variety of bike lane typologies are being deployed, (on-street; raised curb; multi use trail, or use of existing adjacent trail networks) to suit the variety of settings along the corridor. In all cases, the priority is to design the facility to maximize the safety and comfort of cyclists and other users of the roadway. These facilities are identified in the plans presented on our website.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

Via email

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you identified a number of concerns pertaining to the Port Credit area in relation to the LRT project. The concerns that you noted were the removal of trees and the preservation of the character of the area, a level of ridership that would justify the system coming to Port Credit and the loss of access due to the removal of left-hand turns and congestion in the area.

The City of Mississauga values the special character of Port Credit and as such it is the goal of the City and the LRT project team to maintain the character of Port Credit to the greatest degree possible by minimizing the impacts on the existing condition.

However, the City also recognizes that this is a neighbourhood where many residents do, and will continue to use their cars to travel throughout the city and beyond in their daily lives and that this neighbourhood already has some congestion issues.

In order to do this, the project team has had to balance the community concerns related to maintaining traffic capacity; providing a high quality, reliable rapid transit offering; and maintaining the character of the neighbourhood.

In terms of the removal of trees, the implementation of the LRT, requires that Hurontario be widened but with narrower lanes than currently exist. Some property requirements for this area will result in the removal of some trees. The project team has engaged landscape architects and specialists to assess the condition of the trees that are most likely to be impacted. Alternate designs and construction techniques are being considered to preserve trees; however, with the widening and maintaining sidewalks on both sides of Hurontario, some existing trees mature trees will be removed. Where possible, the project team will provide new trees to supplement the mature base already present.
In response to your concerns regarding the justification for the project, the Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton, and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area.

The LRT is supported in Mississauga and Brampton, with anticipated transit ridership by 2031 at the upper limit of Bus Rapid Transit capability and exceeding the typical limits of local bus service. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide.

In response to your concerns about traffic congestion on Hurontario, the removal of a lane will reduce the overall car carrying capacity of the Hurontario-Main Street Corridor. It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. Traffic studies conducted as part of this project indicate that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and others to parallel routes.

The Hurontario-Main Street corridor will experience a reduction in road performance, both with and without the LRT service in operation. In a number of locations, general purpose traffic conditions with the LRT in place will be more constrained than the conditions without the LRT, but will stay within the acceptable performance limits for an urban environment. However, with the LRT in place, the corridor will be able to move at least double the number of people as general purpose car traffic alone, based on a conservative car occupancy assumption (of 2 people per vehicle) and up to three times based on current average car occupancy (around 1.3 people per vehicle).

The implementation of the LRT will present a new element to the streetscape, which drivers will need to adapt to. The provision of U-turns and new traffic patterns was provided in order to provide the best balance between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their properties.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.
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Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you noted concerns regarding the Port Credit area such as the removal of trees, the increase in traffic lights and traffic congestion as well as the fact that you thought that the system should stop at the Cooksville GO station.

The City of Mississauga and the project team are committed to the preservation of the character and beauty of the Port Credit area in Mississauga, while supporting its continued development, and consider this a key priority of the Hurontario-Main LRT Project. Extensive public consultation was done in the Port Credit area to ensure that the needs of the community were heard and that changes to the system, were possible were incorporated.

The project team has engaged landscape architects and specialists to assess the condition of the trees that are most likely to be impacted and alternate designs and construction techniques have been introduced in order to preserve trees that through normal construction would be lost; however, with the widening and maintaining sidewalks on both sides of Hurontario, in keeping with City guidance, some existing trees mature trees will be removed. Where possible, new trees will be provided to supplement the mature base already present.

It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. However, traffic studies that have been conducted as part of this project have shown that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and the area south of QEW includes plans to maintain the existing number of through lanes.

The implementation of the LRT will present a new element to the streetscape, which drivers will need to adapt to. The provision of U-turns and new intersection signals are required to provide the best balance
between operational efficiency for the LRT, safety of all road occupants, and the needs of the local population to access their properties.

The Hurontario-Main LRT project is an important element of the Metrolinx Regional Transportation Plan and provides strategic linkages to the Lakeshore, Milton, and Kitchener GO Rail corridors, the Highway 403/407 GO Bus services, the Queen Street Züm services and several proposed future rapid transit linkages (i.e., Steeles, Dundas).

Key goals are supporting growth, intensification and improving connectivity in the GTHA that will allow for reduced transit travel times to and from Mississauga and Brampton, as well as to other major transit hubs in the Greater Toronto Area. The projected ridership numbers for each stop location area can be found on our project website, under the ‘Public Consultation’ page, in our PIC #3 display boards under the “Moving More People” slide. Therefore connecting the Port Credit and the Lakeshore GO rail corridor are important elements of this project.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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June 12, 2014

Via email

Project Title: Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)
Project Location: City of Mississauga and City of Brampton
RE: Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback form you had asked if more traffic studies would be conducted to determine if traffic will impede the LRT significantly in the shared running section in Brampton? You also commented that a funding plan for the project needs to be established, that you are concerned about the potential added cost to the project as a result of the option to explore a wireless system in Brampton and lastly, the need for safety measures at pedestrian crossings to the LRT stops.

It is important to note that a key need for rapid transit is driven by future growth and intensification projections. Therefore, traffic levels are anticipated to increase over time. However, traffic studies that have been conducted as part of this project have shown that trips will be redistributed across the transportation network, with a portion of travellers moving to the LRT and the area south of QEW includes plans to maintain the existing number of through lanes. The details on these studies will be available online with the anticipated release of the Environmental Project Report In June 2014.

The purpose of this work has been to understand the preliminary design to determine project costs along with completing the Transit Project Assessment Process (TPAP) approvals. Determining funding for the LRT implementation will need to be developed through Local, Provincial and Federal discussions, including through Metrolinx.

You expressed concern about the added costs of wireless power technology. The cost of providing wireless technology is anticipated to add costs to the light rail vehicle fleet. However, this is anticipated to be offset to some degree by reduced power facilities required (no installation required for OCS) and energy efficiency savings by providing a means to regenerate braking power in the system and reduced operating costs. A more detailed look at OCS-free technology, including costs and benefits, will be part of the next stage of design work.
Lastly, in regards to your concerns around the safety of pedestrians at centre loading stops, passenger safety and service have been prime considerations in all the design efforts and have built upon successful LRT examples that can be found already operating within Canada and worldwide. Centre loading stops were developed to provide a single focused point of activity and allow space between LRT boarding and alighting and road traffic without the need to provide physical barriers. In support of that, crossings are provided at both ends of the ultimate LRT platform design to encourage pedestrians to access the LRT at safe crossing points. The system would be designed to the requirements of the Accessibility for Ontarians with Disabilities Act and work with municipal Accessibility Committees.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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**Project Title:** Hurontario-Main LRT Project, Preliminary Design/TPAP Phase (2011 – 2013)

**Project Location:** City of Mississauga and City of Brampton

**RE:** Response to Feedback Forms

Dear [Name],

Thank you for taking the time to attend and provide written comments on the material presented at the Public Information Centre #3 on March 26 and 27, 2014, for the Hurontario-Main Light Rail Transit (LRT) project.

The Project Team would like to take this opportunity to respond to the comments, questions and concerns you have raised.

In your feedback email of April 4, 2014, you had asked a variety of questions regarding the project as well as the current state of the transit system today in Mississauga. Please find below our responses to your questions:

1. **What are the numbers for the Burnhamthorpe and Duke of York stops for opening year and 2031/35 time frame?**

   The 2031 ridership forecasts show AM peak period (3hrs) boarding and alighting total demand of 2,800 and 2,000 for Burnhamthorpe and Duke of York stops respectively. Opening year forecasts are not available.

2. **What is the travel time to/from the Rathburn stop using Burnhamthorpe and Duke of York for Mississauga Line? What is the travel time for the Loop both direction for the Brampton Line?**

   The operating pattern assumed for the preliminary design used a service from Brampton GO traversing the loop in a clockwise direction, with the service from Port Credit traversing the loop in an anti-clockwise direction. Travel times around the loop for each service are as follows: Port Credit service (from/to Matthews Gate stop): 10.2 minutes and Brampton GO service (from/to Eglinton stop): 14.2 minutes. A priority for the City of Mississauga is ensuring that all sides of Downtown Mississauga are serviced by the LRT.

3. **What are the current ridership numbers for the current bus stops on Hurontario for Burnhamthorpe, Mathew Gates, Elm Dr, Fairview and Central Parkway?**

   Based on MiWay Routes 19/103 travelling both directions, week day ridership counts showed the following volumes:
However, it is important to recognize that stop location criteria was the result of several factors including current and projected ridership, catchment analysis, stop spacing, available space/right-of-way, future transit network connectivity and development.

4. **Has there been any thought about removing some of the existing bus stops now that have low ridership today that will be removed when the LRT is built?**

   MiWay routes are reviewed on an ongoing basis with changes occurring throughout the year based on various factors. Routes using the Hurontario corridor today are no exception and have recently been restructured and will face continued review.

5. **Is the plan still in place to provide flower beds and trees between the tracks as per the last presentation as only Burnhamthorpe seems to have them now and I didn't look closely at the plans for them?**

   In regards to your questions about the streetscapes, presently, median planting zones have been provided on Burnhamthorpe in Downtown Mississauga and in a number of areas North of Eglinton in Mississauga and through Brampton up to Charolais. However, the details of how this will be ultimately developed is subject to the detailed design and procurement.

6. **If MTO was willing to pick-up some of the cost for the QEW or is it totally under the LRT cost?**

   Presently, the LRT project is focussed on the preliminary design and Transit Project Assessment Process, while the implementation remains unfunded. The project has assessed what the overall cost impacts will be regardless of the funding sources. Getting funding and cost sharing arrangements are the subject of future work. The current design allows for the construction of a new underpass to the east of the existing underpass of the QEW to permit Hurontario to continue to operate during its construction. The cost of this under pass and approaches are in the $15-20 million dollar range.

7. **Are there any heated shelters on the platforms?**

   The preliminary design has identified the stop locations and typical stop requirements including shelters. The detailed design of these shelters will be part of the next phase of the work and a decision will need to be made on the value of providing heating at the stops.

8. **You stated 13% of ridership by-pass Square One today, but have you included what those numbers will be when the 2 developments for the north side of Eglinton Ave are completed around 2020?**
A traditional four-stage transportation model was developed for this project to assess ridership forecasts and undertake evaluation for the Transit Project Assessment Process. The modelling results for the year 2031 with LRT that is based upon municipally allocated and approved growth forecasts estimated that total through trip demand was approximately 14%. Details of this evaluation will be available as an Environmental Project Report appendix (Preliminary System Operating Plan) in June 2014.

9. If the goal is to encourage people to leave their car at home when traveling to the Cooksville GO Station by LRT from the north side of Sq One or going to work, don't you think changing and waiting for different lines at Square One fly in the face of that goal as well add more travel time than it does today using the 103 express bus?

   An operational analysis of various options for connection through the downtown was carried out. The current design introducing two loops was determined to be the best option for maintaining constant headways while acknowledging the inconvenience of a 2-5 minute wait during peak period to transfer. This model has formed the basis of our analysis; however, the final operating pattern will be determined by the operator in the implementation phase of the project.

10. Have you and the team talked to Metrolinx about relocating the station beside Hurontario as well extending the platforms east to cut that 5 minute walk to the existing station and bus terminal? If so, what is their position on doing this?

   In response to your question regarding discussions with Metrolinx about relocating the station beside Hurontario and extending the platforms east to reduce the walking distance, currently Metrolinx is evaluating options for all the GO Rail mobility hubs (Port Credit, Cooksville, Brampton) for their future development. A goal for these evaluations will be the improvement of interfaces with the LRT, other transit services, pedestrians and cyclists accessing the hubs. The timing of these improvements is beyond the scope of this study.

11. The old Lawn Bowling lands were purchased for a bus terminal and since 8, 14 and 23 will be the only routes left after the line is built, is this still on the books? It will be more than 5 minute for an able body person to walk to the existing terminal.

   The City of Mississauga still owns the former Port Credit Lawn Bowling site with no immediate plans for the lands. The LRT was positioned as close to the station as possible while maintaining the option for future southerly extension toward the lake via Hurontario. Future bus service patterns and stop locations will be assessed by MiWay with the LRT as an input during the implementation phase of the work. As discussed above, Metrolinx is also undertaking further review of the mobility hub locations and that process will include how the remaining local transit services can best be integrated with the LRT and GO Rail services at these key Mobility Hub locations.
12. Will the #8 bus be able to stop at Mineola like it does today going north or will it stop on it after turning onto it?

Current thinking is that the bus routes along Hurontario will be largely removed with the exception of routes using the corridor for short segments such as route #8 and residual services required to continue providing service to those who are unable to make the longer walk to the LRT. As the stop volumes and interactions will change considerably with the implementation of the LRT, further analysis will be required on the nature of the future route #8 stop in this vicinity as the current lay-by would no longer be provided.

13. I can live with the reasons for the line going south, but at some point we will have to do it regardless what is going to happen with the Esso lands.

While it is a long term City objective to extend the LRT to Port Credit’s waterfront, it is recognized that the ongoing Inspiration Port Credit Master Plan work needs to be completed before advancing the segment of the alignment south of the Port Credit GO Station through the environmental assessment process. Therefore, for the purpose of this TPAP, the HMLRT alignment south of Port Credit GO Station has been excluded from the environmental assessment for which approval is being sought. However, the City of Mississauga is committed to completing the Master Planning work, consulting further with the public on integration of the LRT in long range plans for the area south of the Port Credit GO station stop, and to obtain council endorsement, prior to advancing further with this segment of the alignment. For this reason, provisions have been made to enable the stop at Port Credit GO to function in the interim as a terminus.

Furthermore, at Mississauga Planning and Development Committee you have specifically raised your concerns regarding the provision of the Downtown Mississauga alignment versus keeping the alignment on Hurontario Street, the operating premise of using two looped lines and the stop locations between Burnhamthorpe Road and Fairview Road.

Many efforts have been made through the preliminary design development to ensure the proposed LRT project can provide both rapid and reliable transit service. However, these needs are also balanced with other user needs and the municipal vision for our community. As such, ensuring the LRT provided service to the various precincts with Downtown Mississauga along with connections to the MiWay services including the Mississauga Transitway was a significant objective of the design. A two route operating plan that looped around the Downtown Mississauga alignment and then extended north or south was developed as part of the TPAP with opportunities to further review the nature of the service provision as this project moves towards implementation and procurement. This alignment and operating plan were specifically highlighted through the Public Information Centres and does require the estimated 14% of through users to transfer at one of the LRT stops in the Downtown Mississauga.

As to your concerns regarding the stop locations, as is shown in the data above, Elm Street does currently have significant transit daily ridership volumes. However, it is important to recognize that stop location criteria was the result of several factors including current and projected ridership, catchment analysis, stop spacing, available space/right-of-way, future transit network connectivity and
development. The stop placement as developed through the preliminary design includes a stop between Matthew's Gate and Burnhamthorpe Road to service existing users at those stops, provide connectivity for Burnhamthorpe bus users and reasonable stop separation. The proposed Central Parkway stop has been situated north of the roadway and extends halfway to Elm Drive. This stop is intended to service the catchment area, provide reasonable stop spacing, provide connectivity to buses operating on Central Parkway but does add up to 120m walking distance for some existing users of the Elm Street stop to access the LRT stop platform.

The Project Team will consider all comments received in regards to the preferred alignment for the Hurontario-Main LRT system. The results of the study will be documented in an Environmental Project Report that will be available on the project website for the public and other stakeholders to review on June 19, 2014 for a 30 day comment period. In the interim, all information pertaining to the project is available on the website for you to review www.hurontario-main.ca.

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