Appendix C.8

Public Information Centre (PIC) Materials
PIC #1 Display Boards
WELCOME!
Hurontario-Main LRT Project
Public Information Centre No.1
A Partnership Between the City of Mississauga and the City of Brampton

DEFINE, DEVELOP, DESIGN.
Join Us In The Conversation!
www.hurontario-main.ca

The Preliminary Design and Transit Project Assessment Process (TPAP) Phase for the Hurontario-Main LRT Project is underway.

Public and Stakeholder feedback during this phase of the project development is important to help shape the project and the design.

This PIC presents our initial design based on the project design principles. We need your feedback on:

- The LRT route alignment
- Segregation of the LRT from other traffic
- LRT stop locations
- Any other comments you wish to make

Please sign in, view our displays, speak with our team and visit us online. Stay on track with us!
The Need for Change

Population Growth

- The Greater Toronto and Hamilton Area (GTHA) is forecast to grow by about 1.7 million people (25%) and 700,000 jobs (19%) by 2031.
- The Region of Peel will need to accommodate over 300,000 people and almost 150,000 jobs over the next 20 years, much of which will be in Brampton and Mississauga.
- The Hurontario-Main corridor is expected to increase in population by 49% and the number of jobs by 32%.
- LRT is needed to directly influence and shape the form of the two cities, providing a high capacity, convenient, frequent and reliable way for people to move around.

Increasing Traffic Congestion

- The Hurontario-Main corridor already experiences significant congestion.
- With a growing population, and limited capacity for expanding the road network, congestion will get considerably worse in the future.
- Journey times for travel in the corridor will increase significantly.
- LRT will increase the people-moving capacity of the corridor and will provide a reliable alternative to the private automobile.

Affordable, Accessible Mobility for a Diverse Population

- The GTHA has one of the highest cost of living rates in Canada. Rising gasoline prices mean transportation will become an increasingly significant cost in people's lives.
- The population is becoming much more diverse, with over 25,000 immigrants in 2010, and the average age of the population is increasing.
- To create livable and sustainable communities, an important aspect of growth will be affordable, high capacity and accessible forms of transportation, such as LRT.
- LRT will improve accessibility to key local destinations and to the wider GTHA through the regional transportation network.
Places to Grow: Brampton & Mississauga Urban Growth Centres

Places to Grow was created by the Province of Ontario to guide the growth of the Greater Golden Horseshoe (GGH) region through to 2031. A major component of the plan is the creation of a multi-modal transportation network to support the intensification of existing built-up areas and maximize the use of existing infrastructure in the GGH. The plan designates the Hurontario-Main corridor as a proposed Higher Order Transit Corridor, connecting the two Urban Growth Centres (UGC) of Downtown Brampton and Mississauga City Centre.

Urban Growth Centres

The Downtown Brampton and Mississauga City Centre Urban Growth Centres will be focal areas for investment in public services, accommodating and supporting major transit infrastructure and serving as high density residential and employment centres. Connecting them with LRT will support this city-building, as well as improving local and regional mobility and connectivity.
Mobility Hubs

The Big Move envisages a future in which key transit stations become MOBILITY HUBS, where transportation modes, including rapid transit, local transit, specialized transit, cycling and accessible pedestrian networks come together seamlessly.

Mobility hubs are locations for major destinations such as offices, hospitals, educational facilities and government services. They offer amenities to travellers such as heated waiting areas, traveller information centres, cafés or restaurants, and services like day cares, grocery stores or post offices.

The Big Move identifies 51 Mobility Hubs in the Greater Toronto and Hamilton Area located at major intersections of the Regional Rapid Transit Network. Five of these are located on the Hurontario-Main corridor at:

- Port Credit GO Station;
- Cooksville GO Station;
- Downtown Mississauga;
- Hurontario/Steeles; and
- Downtown Brampton.

Mobility Hub Objectives

**SEAMLESS MOBILITY**

1. Seamless integration of modes at the rapid transit station.
2. Safe and efficient movement of people with high levels of pedestrian priority.
3. A well-designed transit station for a high quality user experience.

**PLACEMAKING**

4. Strategic parking management.
5. A vibrant, mixed-use environment with higher land use intensity.
6. An attractive public realm.

**SUCCESSFUL IMPLEMENTATION**

7. A minimized ecological footprint.
8. Flexible planning to accommodate growth and change.
9. Effective partnerships and incentives for increased public and private investment.

PLACEMAKING
Our Vision for the Future

Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River valley. A place where people choose to be.

Direction: Our Future Mississauga is a city where people can get around without an automobile, and where transit will directly influence and shape the form of the city. Transit will be a desirable choice that connects people to destinations, and will underpin an environmentally responsible, inclusive, vibrant and successful city.

Strategic Vision: Mississauga
We are promoting a ‘modern transportation system’ with a long-term vision of a ‘balanced transportation system’ accessible to all members of the Brampton community.

This vision embraces compact communities, sustainable development, protection of the natural environment, economic vitality, and healthy communities while providing safe, affordable, and efficient transportation for people and goods.
Developing Rapid Transit in the Hurontario-Main Corridor

2008 – 2011 HURONTARIO-MAIN STREET CORRIDOR DIRECTIONS REPORT AND MASTER PLAN

Mississauga and Brampton developed a co-ordinated vision for the Hurontario-Main corridor that integrated land use, urban design and transportation. This work included stakeholder and public engagement to inform and guide development of the corridor concept and its opportunities.

The Master Plan was approved under the Municipal Class Environmental Assessment process, with the completion of the first two phases addressing the problem/opportunity and alternative solutions.

Through this process, which included technical analysis and consultation, it was concluded that Light Rail Transit (LRT) is the preferred form of rapid transit along the Hurontario-Main corridor.

THE MASTER PLAN VISION:

- Easy, reliable, frequent, comfortable and convenient light rail transit service is provided throughout the corridor with effective connections to other links in the inter-regional transit network;
- Hurontario-Main is a beautiful street, with attractive “places” along the corridor featuring expanded mobility, vibrant economic activity, and liveable connected, mixed-use neighbourhoods, integrated with transportation infrastructure; and
- The Regional Urban System and the planned urban structure of each city are recognized and reinforced, and accordingly, mixed-use, compact, intensified Transit Oriented Development (TOD) is present along the corridor.
Approach and Guiding Principles

APPROACH

- An Integrated Transit Solution which puts the passenger first.
- Urban style LRT – part of ‘complete street’ design addressing pedestrian, cycle, urban realm and traffic, and transit oriented development (TOD), higher density and mixed uses.

GUIDING PRINCIPLES

Building on the vision, a set of Guiding Principles was developed to focus the development of a sustainable transportation solution along the corridor:

1. Maintain the focus on the ‘big picture.’
2. Make the LRT sustainable and integrated.
4. Put pedestrians first.
5. Plan for development that is compact and complete.
6. Facilitate multi-modalism.
7. Create connectivity.
8. Focus on place-making.
9. Ensure that the plan is both visionary and attainable.
Why Light Rail Transit (LRT) Was Chosen

To accommodate growth and facilitate city building, the Master Plan reviewed a number of rapid transit alternatives to inform and guide development of the most appropriate rapid transit solution for the corridor:

- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)
- Subway
- Automated Guideway Transit
- Monorail

LRT and BRT were identified as the most appropriate for this corridor to be further assessed. In addition, not implementing rapid transit (doing nothing) was also examined:

1) DO NOTHING – CONTINUE AS WE ARE

The Master Plan analysis concluded that without rapid transit:

- Traffic demands will continue to grow and approach or exceed the capacity of the arterial and collector road network in most of the road sections. This will increase the potential for traffic infiltration on neighbourhood streets.
- There would be little or no opportunity to enhance the space dedicated to pedestrians or cyclists – the corridor would remain auto-focused.

On this basis the Master Plan concluded that Do Nothing was not an effective solution.

The Master Plan also considered limiting growth in the corridor – this would be a way of avoiding the traffic and other impacts. However, with the direction provided by the Province through the regional growth plan Places to Grow, and the designation as Urban Growth Centres, this is not a viable option.

2) BUS RAPID TRANSIT (BRT)

The Master Plan concluded that:

- BRT ranked lower than LRT in terms of transportation mobility, transit service and community growth potential.
- BRT does not offer the same environmental benefits as LRT, particularly with respect to air quality.

3) A MIX OF BRT AND LRT

This offers a combination of LRT and BRT, similar to what is planned by Waterloo Region.

The Master Plan assessment concluded that:

- The transfer between modes in the middle of the line goes against the vision of a seamless transit line, and presents challenges for land use planning and city-building.
- A mixed solution is not as good as LRT.

4) LRT FOR THE CORRIDOR

The Master Plan evaluation concluded LRT is the technically preferred alternative because:

- LRT better meets the projected ridership demand;
- LRT will provide the highest quality of service - high capacity in a segregated right of way with priority through intersections – and cause less delay to other traffic; and
- It is expected to attract transit oriented development. LRT has been observed to attract a large amount of development to the area surrounding a corridor, even before the system begins operation.
Why do we need LRT?

LRT will help influence city-building and shape the form of Mississauga and Brampton, enabling a move away from suburban development to a more compact, dense urban form which is more sustainable and reduces the need to travel long distances.

With the projected population and employment growth over the next 20 years there will be considerable pressure on the road network as traffic volumes and congestion increases. Transit will need to have a greater responsibility in the movement of people.

Implementing LRT will:
- Help encourage more people to use transit;
- Focus transit-friendly development and jobs surrounding the stop locations;
- Improve rapid transit connections to the local and wider regional transit network;
- Provide fast and efficient transit to key destinations and employment areas; and
- Make transit a competitive option for daily commuting.

ACHIEVING TARGETED TRANSIT LEVELS

The Region of Peel and the Cities of Brampton and Mississauga have ambitious targets to increase the share of trips taken by transit in the future. LRT will strongly support the achievement of these targets.

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<th>2031</th>
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<td>20%</td>
<td>-</td>
</tr>
<tr>
<td>Brampton</td>
<td>8%</td>
<td>35%</td>
<td>42%</td>
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<tr>
<td>Mississauga</td>
<td>11%</td>
<td>-</td>
<td>22%</td>
</tr>
</tbody>
</table>
Moving More People

By introducing LRT, the number of people able to travel in the corridor will increase significantly, even though one traffic lane in each direction will be replaced by the LRT track. The drawings below show an example with two lanes in each direction and the people moving capacity of the roadway today and then with LRT in place.

**People Capacity per Lane per Hour**

- **today:**
  - 1,800 people
  - 1,800 people
  - 1,800 people
  - 1,800 people
  - **Total:** 7,200 people

- **with LRT:**
  - 1,800 people
  - 7,200 people
  - 7,200 people
  - 1,800 people
  - **Total:** 18,000 people

**Capacity Assumptions**

- **Automobiles**
  - 900 vehicles per lane per hour
  - 2 people per vehicle

- **LRT**
  - 5 minute frequency = 12 trains per hour
  - 3 x 30m vehicles per train
  - 600 people per train

**Up to 2.5 times more people can move through the corridor with LRT**
Building Transit Ridership

The Cities of Mississauga and Brampton recognize that transit will need to play a key role in helping the cities to grow and develop. The aspiration is for the cities to be places where people can get around without an automobile, and where transit will be a desirable choice that connects people to both local and regional destinations.

This corridor already has considerable transit ridership. Higher quality and better frequency transit has been shown to increase the number of people who will use it and thereby help to reduce the number of car based journeys.

In preparation for LRT, MiWay and Brampton Transit launched an integrated Limited Stop Express service along the corridor aimed at growing ridership toward a future LRT.

**MiWAY AND BRAMPTON TRANSIT HAVE:**

- Improved the quality and frequency of express services in the Hurontario-Main corridor between the two cities.
- Delivered results:
  - Between May 2011 and May 2012, MiWay Express ridership has risen from 3,600 to 4,550 passengers per day
  - The new Zum service now carries more than 7,500 passengers per day
  - Overall there are around 2,850 new transit riders in the corridor (Port Credit to Sandalwood)
Making Connections - An Integrated Transit Network

We are developing the LRT to connect with local transit services, Bus Rapid Transit (BRT) services, GO bus and GO rail services and the key Mobility Hubs. This will provide an integrated transit network, enabling passengers to move as easily as possible around the two cities and the Greater Toronto and Hamilton Area (GTHA).

Locally:

- It is expected that the LRT will form the core of the north-south transit network in Mississauga and Brampton, supported by the network of local bus services.

Regionally:

The LRT will:

- Form a key part of the regional network.
- Connect with eight other rail and existing/planned rapid transit corridors. This will give a choice of transfer locations and routes for travel from the corridor to Toronto/York Region.

This connectivity, together with the planned improvements to the regional services, will make travel to Mississauga and Brampton easier from all over the GTHA.
Where We Are Today

Preliminary Design/TPAP Phase

This current phase, from December 2011 through fall 2013, will build on the work of the Master Plan to ‘Define, Develop and Design’ the LRT Project. The Preliminary Design work includes initial design and technical analysis, including:

- Corridor alignment
- LRT system design
- Transit network integration
- Traffic impacts
- Utilities in conflict with the alignment
- Environmental assessment of elements such as noise, air quality, natural and built heritage impacts and identification of any mitigation needed
- Public realm and landscaping along the corridor
- Cost estimates, including implementation and operational costs
- Looking at how the LRT can be funded
- Business case to support the case for public investment

Integral to the work over this phase of the project is stakeholder and public consultation. Initially, this will help us to define and develop the project before the regulatory consultations that will form part of the final Environmental Project Report (EPR).

Broadly, our Key Project Outputs through 2013 are:

1) Complete the Preliminary Design of the Hurontario-Main LRT;

2) Complete the Transit Project Assessment Process (TPAP) and submit the Environmental Project Report to the Province; and

3) Provide a complete business case package enabling the cities to advance into the Project Implementation stage.
Preliminary Design/TPAP Timeline and Outcomes

**Critical Review**
Analysis of past LRT Project development work
**DEC 2011 – JAN 2012**

**Concept Alternatives**
Consultation on issues, opportunities and options
**FEB 2012 – JULY 2012**

**Concept Design**
Consultation on specific proposals for LRT Project
**AUG 2012 – NOV 2012**

**Recommended Design**
Development of LRT Project for TPAP
**DEC 2012 – MAR 2013**

**TPAP**
Community outreach through the formal Transit Project Assessment Process
**APR 2013 – SEPT 2013**

**KEY OUTCOMES (COMPLETED)**
- Understand the past work along the corridor
- Understand the base data
- Understand the Project’s issues and opportunities

**KEY OUTCOMES**
- Develop the Master Plan into a functional alignment to address identified challenges and opportunities
- Engage with stakeholders and the public to determine viable concept options (PIC #1 June 2012)
- Consider feedback and advance to the next design stage

**KEY OUTCOMES**
- Produce a preferred LRT system concept and initial costs
- Traffic assessment
- Develop revised integrated transit network
- Progress environmental surveys/background work on areas such as noise, air quality, built heritage, archaeology
- Establish funding alternatives and begin the business case
- Engage with stakeholders and the public to inform and consult on the preferred concept design (PIC #2 around Nov 2012)
- Consider feedback and advance to the next design stage

**KEY OUTCOMES**
- Develop the project’s Preliminary Engineering to:
  - Confirm and clarify the impacts of the LRT system
  - Establish preliminary implementation costs
  - Design system
  - Provide a constructible solution
  - Continue stakeholder and public updates and advance to the next design stage

**KEY OUTCOMES**
- Assess the environmental impacts, including noise, air quality, natural heritage, and identify mitigation strategies if required
- Engage with stakeholders and the public to inform and consult on environmental impacts and issues (PIC #3 around mid-April 2013)
- Receive a positive decision from the Minister of the Environment, which will allow the project to move forward to implementation
Transit Project Assessment Process

The Transit Project Assessment Process (TPAP) is the term used to describe the process which can be used to assess the environmental impacts of a public transit project.

The TPAP exempts public transit projects from the requirements of the Environmental Assessment Act that govern an Individual Environmental Assessment, if they adhere to the requirements of the Transit Projects Assessment Process (TPAP).

Understanding the environmental effects associated with the LRT project is critically important. Our team follows the prescribed steps in the TPAP which culminates with the Minister of the Environment's decision within six (6) months of starting the process. This six month timeline includes:

- 120 days for consultation on environmental impacts and the preparation of the Environmental Project Report (EPR);
- 30 days for the public, regulatory agencies, aboriginal communities and other interested parties to review and comment on the final EPR; and
- 35 days for the Minister of the Environment to respond to public requests for project review.

During the Pre-TPAP and TPAP stages our team needs to obtain your input to shape project development and then, during the statutory TPAP period, hear your views on the final proposed project.
Urban Style LRT: Key Components

- Overhead lines
- Mixed use development
- Simple shelter
- Step free access
- Low level platform
- Driver controlled
- Stop integrated into sidewalk
- Multiple, wide doors for easy boarding/alighting
- Rail level with surfacing
LRT System: Key Components

LRT is a proven technology with over 300 operational systems throughout the world. Key components of the proposed urban-style LRT along the Hurontario-Main LRT corridor include:

Modern Vehicles
- Carry around 200 passengers (60 seated, 140 standing)
- Low floor with easy access for wheelchairs, mobility scooters, strollers and bicycles
- Quiet operation
- 30m or 40m long but multiple units can be joined together for greater capacity

LRT Stops
- Stops are of a small scale and so can be integrated into the streetscape
- Low platforms which can be integrated into the sidewalk
- Level “step free” access
- CCTV and passenger information at stops

Track
- Light rail vehicles run on steel track
- Steel track level with road surface
- Track segregated from other traffic for majority of route to provide quick and reliable journeys
LRT System: Key Components
(continued)

Electrically Powered
- Light Rail Vehicles are powered from overhead wires
- Wires are strung from support poles which can also support road lighting, traffic signals and signs, or attached to buildings. Support poles can be located in the centre of the track or at the side of the road
- Light Rail Vehicles are emission free — no pollution at point of use

Integrated in the Streetscape
- Light Rail is integrated into the urban streetscape
- Opportunities to create complete street through enhanced public realm
- Opportunities for placemaking
- Opportunities for public art

An Integrated Network
- LRT services are integrated with bus transit services
- Interchange opportunities across LRT, Bus Rapid Transit (BRT), local transit and GO transit services
- Integrated pedestrian and cycling network
LRT System: Key Components
(continued)

**Maintenance & Storage Facility**
- Contains overnight storage sidings for vehicles, vehicle cleaning, maintenance and repair facilities, LRT system control room, management offices and staff facilities
- Will need to be located close to the Hurontario-Main corridor
- Initial site identified near Highway 407 but this study will confirm actual site

**Sub-Stations**
- Take electric power and convert it to 750vdc for the LRT line
- Would need to be located approximately every 1.5km along route
- Typically housed in a building which is designed to fit into the streetscape
- Sub-station locations not yet identified

**Not Streetcars:**
Although Streetcars can use the same types of vehicles, they generally:
- operate in mixed traffic;
- have close on-street stop spacing; and
- have limited signal priority which makes their journey slower and less predictable.

LRT is about improving speed and reliability to make transit more efficient and competitive with the automobile.
Complete Street

“Complete streets create a balance between the movement of pedestrians, cyclists, transit, and vehicles.”

Planning for a ‘complete street’ means providing space and amenities to encourage walking, cycling, transit. The aim is to design a complete street along the corridor, with the goal to create a safe, attractive and comfortable environment for walking which connects to key destinations. The design of the street may differ from area to area, to support the needs of busy urban centres, quiet residential neighbourhoods, and other unique places along the corridor.

Over the coming months, we will be working closely with residents, business owners, developers, and others, to explore how to create a complete street along the corridor. Some design opportunities may come forward as part of this project, while others may come forward through charge and development on lands beside or near the corridor, undertaken by individual property owners and stakeholders.

Here are some early design opportunities for consideration:

1. **STREETScape ZONES**
   The streetscape will need to be re-arranged to provide space for walking, trees and street furniture.

2. **PEDESTRIAN PRIORITY AREAS**
   Pedestrian Priority Areas (PPAs) support safe, comfortable and attractive streets, particularly for walking and cycling at busy areas along the corridor, to and around LRT transit stops.

3. **PEDESTRIAN SUPPORTIVE INTERSECTIONS & CROSSINGS**
   Good design can be used to support pedestrian safety at intersections and crossings, to ensure that everyone is aware of the needs for caution and slower speeds to prevent accidents. Design opportunities include, but are not limited to:
   - Reduce the radius of curbs: to minimize the walking distance across the intersection.
   - Where possible, remove free flow right turn lanes, to reduce the walking distance across the intersection, and encourage drivers to reduce their speed as they turn the corner.

4. **CYCLING FACILITIES**
   Where possible, the aim is to provide space and amenities to serve cyclists along the corridor, such as on-street bike lanes, bike parking, and bike racks on transit and LRT.
   - Where feasible, the exact form of provision will be dependent on need, space availability and the character of the area.
We are planning for a Complete Street:

**STEP 1:**
The first step involves the planning and design of the LRT infrastructure, including the location, configuration and design of the LRT tracks and location of the stops.

**STEP 2:**
Once the LRT infrastructure positioning is confirmed, the “Complete Street” design can be progressed. Actual provision will be dependent on the location but is likely to include: pedestrian crossings, bicycle facilities, sidewalks, street trees, lighting, seating and other amenities.
Example of Complete Street: Key Components

- Landscaping/trees
- On street parking
- Wide sidewalk
- Transit oriented development
- Segregated LRT
- Cycle lane
- 2 traffic lanes
We Need Your Views

We now need your comments and views on 3 main components:

- The LRT alignment
- LRT segregation from other traffic
- LRT stop locations

In addition, please let us have any other views on any other points you wish us to consider.

We are at an early stage in our work program. So far we have reviewed the previous Master Plan work, and have revisited the LRT concept alignment the Master Plan proposed, to ensure that when developed in detail it is feasible and deliverable.

In a number of places, as a result of impacts on the operational efficiency of the LRT, for safety reasons or to minimize other impacts, changes have been made from the Master Plan proposals, in areas such as the LRT alignment, the way it operates or how it fits in the street.

Alignment

- 23km from Port Credit to Downtown Brampton
- Intended to support city-building and meet projected transportation requirements
- Has been designed to:
  - Meet current standards;
  - Serve key destinations;
  - Optimize performance of the LRT for operational efficiency and journey time reliability;
  - Integrate with the wider transit and public transportation network; and
  - Best fit into the current right of way to minimize land and property acquisition.
- Urban style LRT will form part of a wider “Complete Street” design that will address pedestrian, cycle, traffic and urban realm aspects, along with new (higher density, mixed use) transit-oriented development.
We Need Your Views

Segregation:

To maximize the benefit from the investment in LRT, an efficient and reliable urban style LRT system is needed with:

- Competitive journey times; and
- Journey time reliability.

The initial designs included in PIC #1 show segregated LRT at some locations where the Master Plan proposed LRT vehicles in general traffic (known as shared running).

Segregation involves providing a separated right-of-way for the LRT and priority through the signal system at intersections. This approach:

- allows for significantly faster and reliable journey times which increases transit ridership;
- improves the operational efficiency of the LRT, meaning fewer vehicles are needed and those vehicles cost less to operate;
- makes more efficient use of the LRT vehicles and road space as they can carry far more people than a typical travel lane; and
- is safer, as conflicts between LRT vehicles and other traffic are minimized.

However, removing a traffic lane in each direction:

- Will have impacts on the traffic network which need to be thoroughly assessed; and
- Will have impacts on some accesses.

The current day journey time from Lakeshore to Brampton GO on local service transit is around 89 minutes, or about 66 minutes using the express services. With segregation the journey times on the LRT would be:

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<tr>
<td>Lakeshore</td>
<td></td>
</tr>
<tr>
<td>Port Credit GO</td>
<td>18 min</td>
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<td>Cooksville GO</td>
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<tr>
<td>Mississauga Transit Terminal</td>
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<tr>
<td>Highway 407 Park &amp; Ride</td>
<td>14 min</td>
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<tr>
<td>Shoppers World</td>
<td>26 min</td>
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<tr>
<td>Brampton GO</td>
<td>8 min</td>
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Total = 44 minutes
We Need Your Views

LRT Stop Locations:

28 LRT stops are proposed at an average spacing of 850m.
- LRT stops are critical for accessing the system and represent major transfer/boarding points.
- LRT stops are to be located within the street area and would provide for the safe and level boarding of all users.
- Spacing between stops impacts user accessibility and system operating speeds.
- LRT stops can also be a focal point for transit oriented development and enhanced streetscapes.
- We are currently projecting 90m platforms to accommodate future demand with coupled vehicles.

The graphic illustrates the typical components we would expect to be provided at LRT stops.
01 Port Credit
Illustration of LRT:

TODAY:
EXISTING CONDITIONS

STEP 1:
DESIGN THE TRANSIT INFRASTRUCTURE

STEP 2:
DESIGN THE URBAN REALM

Port Street, Port Credit
(view is looking east)
03 Cooksville
02 QEW
04 Downtown Mississauga
Illustration of LRT:

STEP 1:
DESIGN THE TRANSIT INFRASTRUCTURE

STEP 2:
DESIGN THE URBAN REALM

Burnhamthorpe Road, Mississauga
(view is looking east)
Downtown Mississauga Alternatives

Review of Alternatives

In Downtown Mississauga the Downtown21 Plan included an indicative route for LRT through the downtown which will be reviewed, and the routing confirmed, as part of the current phase of LRT design. We welcome your comments and views.

Things that need to be considered include:

- **Alignment & Operations:** Downtown Mississauga is a key location which should be served by LRT. How can the alignment, degree of segregation and operation of LRT best serve the Downtown and contribute towards helping achieve the Downtown21 Vision.

- ** Stops and LRT stop locations:** The best stop locations in the downtown depend on whether the desire is to serve existing destinations, such as Square One and Sheridan College, or serve proposed development such as the Main Street District and office development north of Rathburn, or a combination of the two scenarios.

- **Integration with other transit services:** It is important for the future success of the downtown that LRT operation is integrated with local transit services, regional (GO) services and the BRT which is currently being built.

- **Crossing Highway 403:** The Downtown21 Plan includes a new bridge across Hwy 403. We will need to look at the implications of this new structure in terms of cost, technical feasibility and overall impacts compared to use of the existing structure. Whichever option is chosen, it will need to support the objective of a multi-modal downtown core.

- **Traffic impacts:** We will need to consider the traffic impacts on the local streets and intersections as a result of the Downtown21 Plan and LRT implementation.

- **Servicing and access:** To ensure the vibrancy and economic competitiveness of the downtown is maintained, we will need to minimize any impacts on access, loading and parking.
05 Eglinton Avenue to Matheson Blvd
07 Highway 407
Maintenance & Storage Facility (MSF)

A facility will be required for the operation and maintenance of the LRT system, including storage of the light rail vehicles when they are not in service. The site is also likely to house the main system control room and management and staff facilities. This is known as the Maintenance and Storage Facility (MSF).

The Master Plan looked at a number of potential locations for the MSF and, based on the sites and information available at that time, concluded that a site adjacent to Hurontario Street and Hwy 407 was the preferred location.

This work is currently being revisited to ensure that this site is still the most suitable with a number of other potential sites also being investigated.

Each site will be assessed against the following criteria to determine the most suitable one for the system.

1. Location
2. Access to the main LRT route
3. Capacity and layout
4. Network integration
5. Land-Use compatibility
6. Property ownership
7. Potential for phased implementation
08 Shoppers World and Main Street - South Heritage Area
Illustration of LRT:

Main Street, Brampton
(view is looking north)

TODAY:
EXISTING CONDITIONS

STEP 1:
DESIGN THE TRANSIT INFRASTRUCTURE

STEP 2:
DESIGN THE URBAN REALM
09 Downtown Brampton

Transit Mall (Option B)

Two Traffic Lanes - 2 LRT Lanes and 2 Traffic Lanes (Option A)
### Downtown Brampton Alternatives

#### Review of Alternatives

The Master Plan identified a one-way loop through Downtown Brampton using Main Street and George Street. This has been reviewed and is no longer being carried forward as an alternative for reasons of technical feasibility, costs, and the inability to include LRT stops in appropriate locations within the downtown. See fact sheet for details.

Two alternatives are now being considered. For both, two traffic lanes and two-way LRT will be in place between Wellington Street and Queen Street. For the length of Main Street between Queen Street and Nelson Street West, the two alternatives are detailed below. The traffic impacts (including re-routing options) and other impacts will be looked at over the summer.

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#### Option A

**Two Traffic Lanes:** 2 LRT lanes + 2 traffic lanes on Main Street north of Queen Street

Two traffic lanes could be accommodated with two LRT lanes on this length of Main Street. However, it would result in the existing sidewalks being shared with the LRT platforms.

**Advantages:**
- Continued access for cars and service vehicles.
- No traffic re-routing required.
- Opportunity to provide north station at Queen Street intersection and south station at Wellington Street intersection serving broader area.

**Disadvantages:**
- Lane widths for general traffic will need to be narrowed.
- Existing sidewalk/pedestrian width to stay the same.
- On-street loading areas will be eliminated.
- Elimination of on-street parking on Main Street.

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#### Option B

**Transit Mall:** 2 way LRT only on Main Street north of Queen Street

The transit mall provides two full sized platforms on Main Street between Queen and Nelson. However, to fit in both the LRT tracks and platforms, this block of Main Street would be closed to all other traffic with traffic re-routed. It would create the opportunity for a ‘shared’ space without curbs and a more pedestrian friendly environment.

**Advantages:**
- Wider pedestrian realm at Main Street allows streetscape improvements.
- Opportunity to provide north and south LRT stop at Queen Street intersection directly serving heart of downtown.

**Disadvantages:**
- General traffic will need to be re-routed.
- Local transit will need to be re-routed.
- On-street loading areas will be eliminated.
- General traffic impact to George Street and other adjacent streets.
- Elimination of on-street parking on Main Street.
Illustration of LRT:

Main Street at Wellington Street, Brampton
(view is looking north)

TODAY:
EXISTING CONDITIONS

STEP 1:
DESIGN THE TRANSIT INFRASTRUCTURE

STEP 2:
DESIGN THE URBAN REALM
What Happens Next?

Your feedback will help us as we develop the project over the summer and into the fall.

There is much left to do before we can arrive at a preferred project to present to you at PIC #3, likely to be in November 2012. Work yet to be completed includes:

- Examination of the detailed traffic impacts of implementing LRT
- Developing the detail of the Complete Street approach outlined in the Master Plan, including the locations and type of urban realm improvements and pedestrian and cycle facilities
- Access and parking arrangements
- Development of operational plans for the LRT
- Project Costing
- Updating the project business case
- Refining and arriving at the preferred alignment and design

Further development of these components, along with the views we receive from you, may lead to changes to the LRT as it is currently shown.

Even during the preliminary engineering stage of the work program following PIC #2, there may still be changes as a result of more in-depth engineering considerations, such as utility impacts or structural information/impacts. The final proposed project will be shown at PIC #3, expected in spring 2013, as part of the Transit Project Assessment Process (TPAP).
STAY ON-TRACK WITH US!

Hurontario-Main LRT Project

Thank You For Your Participation

Click: www.hurontario-main.ca
E-mail: inquiries@hurontario-main.ca
Call: 3-1-1 in Mississauga and Brampton

- Your feedback from PIC #1 will be considered as the design proceeds.
- A Consultation Summary Report for PIC #1 will be posted on the project website in July 2012.
- Visit the project website to view the latest project developments and future PIC timeframes.
- Read our project handouts and call the City or the Consultant Team to discuss any questions you may have.

MISSISSAUGA
Leading today for tomorrow

BRAMPTON
Flower City

SNC-LAVALIN
DIALOG
steer davies gleave
A Partnership Project between the Cities of Mississauga and Brampton
The Master Plan process concluded that Light Rail Transit (LRT) is the preferred form of rapid transit along the Hurontario-Main corridor.

Building on the Master Plan, we have begun the Preliminary Design and Transit Project Assessment Process (2011 – 2013).
Electrically Powered, Urban-style Light Rail Transit (LRT) Example
High Quality Light Rail Vehicles
Clean, Electrically Powered, No Emissions at Street-level
Bi-directional
Designated Lanes (Segregation)
Designated Lanes (Segregation)
Reliable Journey Times
Smooth, Comfortable and Quiet
Platforms Integrated Into The Sidewalk
Low Floor, Step-free Access
LRT Stops Integrated Into The Streetscape
An Integrated Transit Network
Proven to Operate in All Weather Conditions
Proven to Operate in All Weather Conditions
Colour and Styling Help Define ‘City Style’
Enhanced Public Realm and Placemaking Opportunities
A Complete Street Example
Integration of Transport Modes
Public Art Improving the Public Realm
The Need For LRT Segregation

Hurontario-Main Corridor
LRT To Be Well Integrated With Other Transit Services

Hurontario-Main Corridor
Traffic Congestion in Downtown Brampton

Hurontario-Main Corridor
Traffic Congestion South of the QEW

Hurontario-Main Corridor
Traffic Congestion Near Highway Interchanges

Hurontario-Main Corridor
Mississauga and Brampton: Urban Growth Centres
LRT – A Catalyst For Continued Community Vibrancy, Mobility and Transit Oriented Development
Mississauga: A Place Where People Choose To Be
Brampton: Working Together To Keep Brampton Moving
Public and stakeholder feedback during the Preliminary Design/TPAP Phase is important to help shape the project and the design.

Please continue to participate and provide your input as the design proceeds.

We Need Your Opinion

Thank You For Your Participation
Stay On-track With Us

www.hurontario-main.ca
PIC #1 Handouts
Public Consultations Underway

In April 2012, the Cities of Mississauga and Brampton hosted Open Houses, giving the public and stakeholders an opportunity to reacquaint themselves with the proposed Light Rail Transit (LRT) system along the Hurontario-Main corridor.

These Open Houses launched a major consultation effort, as the LRT Project Team gathers input and feedback about various aspects of the proposed LRT system.

Community outreach is a key part of the Preliminary Design phase of the LRT project, which includes the detailed Transit Project Assessment Process (TPAP) required by the Government of Ontario.

This current phase, from December 2011 through fall 2013, builds on the Hurontario-Main Master Plan as the LRT Project team moves forward to ‘Define, Develop and Design’ the LRT system.

Our Vision for Hurontario-Main: A vibrant, sustainable, beautiful street.

A vibrant Hurontario-Main corridor is a central piece of Mississauga and Brampton’s vision for the future, with a Light Rail Transit (LRT) system providing key transportation connections, both north/south and with the GO Transit system. The LRT system – from downtown Brampton to the lakeshore in Port Credit – has been identified as a catalyst for sustainable, well-managed growth. This project is a major step in transforming our communities from ‘suburban’ to ‘urban.’
The Preliminary Design/TPAP work covers initial design and technical analysis, including corridor alignment, LRT system design, transit network integration, traffic impacts, environmental protection and considerations (such as the natural, cultural and socio-economic environment), public realm and landscaping along the corridor, cost estimates (including implementation and operational costs), looking at how the LRT can be funded, and developing the business case to support public investment.

Over the course of this phase of the project, the Preliminary Design/TPAP process is divided into the five stages outlined below (with anticipated time frames).

The key outcome in the current Concept Alternatives stage includes developing the Master Plan into a functional alignment to address identified challenges and opportunities.

As part of the public and stakeholder consultation process, Mississauga and Brampton will host a series of Public Information Centres (PICs). The PICs will provide opportunities to learn more about the Hurontario-Main LRT system, and to provide feedback as the project moves forward.

PIC#1 - June 25 & 26, 2012
This first PIC will focus on concept alternatives including: the LRT route alignment; segregated lane options; and LRT stop locations.

PIC#2 - Scheduled for *November 2012
The next stage of consultation builds upon the design outcomes of PIC#1, and will provide a recommendation for the LRT alignment, the stops, the complete system and its integration.

PIC#3 – Transit Project Assessment Process scheduled to begin *April 2013
The Transit Project Assessment Process (TPAP) consultation builds on PIC#1 and #2. It will include the draft Environmental Project Report which summarizes the Engineering and Environmental studies and details the project for implementation, including any proposed mitigation measures and monitoring.

*Please note PIC timeframes are subject to confirmation.
LIGHT RAIL TRANSIT (LRT)

- The term ‘light rail’ first came into use in the 1970s to describe metropolitan transit systems with higher speed and more capacity than traditional streetcars and trams.

- More than 300 cities around the world have Light Rail Transit (LRT) systems.

- LRT has emerged as a preferred option in many cities looking to improve their public transportation systems, but where population densities, cost and other factors do not support subways.

- Developers and investors see LRT as a foundation for attracting residents and businesses. Often, development increases in anticipation of LRT.

- LRT can effectively operate in harsh winter weather conditions, which has been proven by the LRT systems in Edmonton and Calgary.

- Low floor ‘urban style’ LRT is designed to run at street level in its own right of way. There are no barriers or other physical fencing so pedestrians can still cross the road. Therefore, the LRT can be well integrated into the street and supports city-building and Transit Oriented Development (TOD).

- With urban style LRT, the rules for crossing the street by pedestrians and cyclists do not change following the implementation of LRT. Similarly, no pedestrian barriers are used where the LRT crosses road intersections.

LIGHT RAIL VEHICLES (LRV)

- LRVs run on steel track, level with the road surface. The track is segregated from other traffic for the majority of the route to provide quick and reliable journeys.

- LRVs are emission free – there is no pollution at the point of use.

- Light Rail Vehicles (LRVs) create less noise than a typical car. Overhead wires used for modern LRT technology are also less obtrusive.

- LRVs run on steel tracks and provide a smoother riding experience than buses.

- LRVs can carry more passengers than buses. A number of internal seating and standing layouts are possible. This means the LRVs can also accommodate more passengers in wheelchairs, and strollers and bicycles, than buses.
LRT IN OUR COMMUNITY

The Cities of Mississauga and Brampton were designated by the provincial *Places to Grow Act* as areas for growth.

In the next 20 years, the Region of Peel will need to accommodate over 300,000 people and approximately 150,000 jobs, much of which will be in Brampton and Mississauga. Nearly a quarter of that growth is expected to live in the area immediately surrounding the Hurontario-Main corridor.

During the Master Plan Study (2008 – 2011), LRT was identified as the best transit option for the Hurontario-Main corridor.

Without rapid transit along the Hurontario-Main corridor, traffic demands will continue to grow, worsening congestion.

We need LRT to help: reduce automobile travel; help manage congestion; improve transit travel times along the corridor; and connect with bus or GO Transit services.

Improving the regional connectivity and improved access to and from Brampton and Mississauga will support the cities as destinations for residents and business.

LRT could carry more than 14,000 people in both directions per hour along the corridor. This means that although one lane of traffic in each direction will need to be removed, a significantly higher number of people will be able to travel along the corridor at any time.

Urban style LRT will form part of a wider ‘complete street’ design that aims to address pedestrian, cycle, vehicle traffic and urban realm aspects, along with new higher density, mixed use and Transit Oriented Development (TOD) opportunities.

Public and stakeholder engagement continues to be critically important to the success of the project. Feedback will be considered and used by the technical teams within the scope, schedule and budget of a proposed LRT system.

All LRT material, including PIC timeframes and invitations, is posted on the project website at www.huronmain.ca. Stay on-track with us!

June 2012
FACT SHEET
Downtown Brampton Route Options

Background
The Hurontario/Main Street Master Plan, published in 2010, included a one way George-
Main Street loop route for LRT in Downtown Brampton.

Further it has been suggested the Master Plan LRT route be amended to serve the Peel
Memorial Hospital site.

These two routes have been considered as part of ongoing Hurontario-Main LRT Preliminary
Design and neither the original Master Plan route nor a route serving Peel Memorial Hospital
are being recommended for further consideration. This Fact Sheet sets out the reasons
behind this recommendation.

Hurontario-Main Master Plan Route (2010)
The Hurontario/Main Street Master Plan proposed a one way loop route for LRT in Downtown
Brampton. Northbound LRT services would run via Wellington Street and George Street, and
then cross beneath the GO/VIA rail tracks in a new underpass structure, to a terminus on the
north side, connecting with the GO/VIA railway station. Southbound LRT services would run
via Main Street. As well as the terminus at the railway station, stops were to be provided in
George Street (northbound) and Main Street (southbound) near Brampton City Hall.

The project team has reviewed this layout and concluded that it is better to run the
LRT in both directions on Main Street through to the terminus point at the GO/VIA
railway station.

The reasons for this are:

- Keeping LRT on Main Street would help maintain the focus of the Downtown on Main
  Street.
- The construction and operation of LRT on one street, rather than two, would overall be
  less disruptive to traffic, buried utilities, and the owners and occupiers of frontage
  properties.
- Construction on a single street has a lower cost than on two streets, and keeping to
  Main Street avoids the significant costs of providing the new underpass beneath the rail
  lines.
- More detailed development of the George Street alignment showed that the
  northbound stop at City Hall could not be accommodated without blocking access to
  the City Hall parking garage, and no suitable alternative location could be found.
The Main Street alignment preserves the option to operate longer light rail vehicles, (known as coupled vehicles), which would offer higher capacity to cope with the long-term development of the Hurontario Main corridor.

Alternative Route via Peel Memorial Hospital Campus

An alternative LRT route to Brampton Downtown was suggested, which would leave Main Street north of Nanwood Drive, then run along the Etobicoke Creek or combination of other alternate routes to the Peel Memorial Hospital campus and then via Queen Street to GO/VIA railway station.

The project team has reviewed this layout and concluded that it is better to run the LRT in both directions on Main Street as an alternative route would have significant number of disadvantages:

1) There would be significant adverse environmental impacts along the Etobicoke Creek section including:
   - Loss of parkland and impact on trails and sport facilities;
   - Potential disturbance to houses along the route; and
   - Location within floodplain.

   - Construction within the valley would be contrary to TRCA’s Valley and Stream Corridor Management Program, Section 4.3 Infrastructure and Servicing, (A)(1) which states that “New transportation corridors ...shall not be routed within valley and stream corridors; however, they may be permitted to cross valley and stream corridors.”

   - Construction would be located completely within the regulatory flood plain and is subject to significant flood hazard resulting in risk to life and property.

   - Construction is almost entirely within TRCA lands and would destroy the length of this valley system (impacts to vegetation, aquatic habitat), including areas that have already included several site specific restoration projects.
2) A new bridge under the rail tracks is likely to be required close to Centre Street South.

3) The route would be longer than the direct route via Main Street South. This would increase construction and operating costs, increase journey times and have reduced benefits for passengers.

Taking these points into consideration, it has been concluded that while there would be benefits in serving the Peel Memorial Hospital site, this site would be better served by the proposed Queen Street Rapid Transit.

June 2012
FACT SHEET
Transit Project Assessment Process (TPAP)

Understanding the Transit Project Assessment Process

In June 2008, Ontario’s Ministry of the Environment established the Transit Project Assessment Process (TPAP) to streamline the environmental assessment process and allow them to be advanced in a shorter time frame (six months). This process was necessary to meet the increasingly urgent need for new public transit to address Ontario’s growing population.

The Hurontario-Main Light Rail Transit (LRT) Project is currently preparing for a TPAP, which is anticipated to be implemented beginning in spring 2013. An outline of the TPAP regulatory process follows this page.

Public and Stakeholder Consultations

- Integral to the TPAP is detailed public and stakeholder consultation. The TPAP regulation sets out a structured consultation process to both provide information about the proposed transit project and to gather feedback from stakeholders and the public.

- During the TPAP, information on the advantages and disadvantages of the proposed LRT system, as well as commitments to mitigation and monitoring, will be documented in an Environmental Project Report (EPR) that will be made available for review by the public and the Minister of the Environment.

- In preparation for the 2013 TPAP, the Hurontario-Main LRT project team is undertaking a comprehensive public/stakeholder outreach effort, to gather as much input as possible prior to launching the formal TPAP. Identifying and addressing community concerns in advance will help ensure that the regulatory TPAP proceeds smoothly and successfully.

TPAP Major Components

In assessing the impact of the proposed Hurontario-Main LRT system, ‘environment’ does not just refer to the natural conditions; it includes a wide range of aspects affecting the community, including cultural, social and economic factors. The environmental assessment for the Hurontario-Main LRT project will address the potential changes, including advantages and disadvantages, for the major study components outlined on the next page.
### TRANSPORTATION AND UTILITIES

**Road Network**
- Traffic Circulation
- Turning Movements
- Access to Properties
- Parking and Loading

**Transit Network**
- Hurontario-Main Bus Routes
- Interface with Local and Regional Municipal Buses
- Interface with GO Transit Bus/Rail Service

**Active Transportation**
- Pedestrian and Cycling Connections

**Utilities**
- Relocation/Replacement of Municipal Services and Private Utilities
- Maintaining Service During Construction

### SOCIO-ECONOMIC ENVIRONMENT

**City Building and Urban Structure**
- Transit Oriented Development Around LRT Stops/Mobility Hubs
- Market and Municipal Assessment Base Uplift

**Urban Design for Complete Streets**
- Pedestrian Comfort and Safety
- Connections Between Public Realm and Transit Facilities
- Place Making Opportunities

**Land Use and Community Features**
- Access to Regional and Local Attractions
- Business Operations
- Integration with Adjacent Uses
- Community Mobility and Cohesion

### NATURAL ENVIRONMENT

**Surface Water and Aquatic Ecosystems (including Species at Risk)**
- Fish and Other Aquatic Habitat
- Surface Drainage and Stormwater Management

**Terrestrial Ecosystems (including Species at Risk)**
- Natural Vegetation Communities and Street Trees
- Wildlife

**Hydrogeology and Contaminated Soils**
- Protection of Groundwater Resources
- Encountering Contaminated Soil and Groundwater

**Air Quality, Noise and Vibration**
- LRT Corridor (Traffic Reductions; Change to LRT from Buses)
- Adjacent Major Roads (Diverted Traffic)

### CULTURAL ENVIRONMENT

**Built Heritage Features**
- Buildings, Structures, Monuments, Installations or Remains of Architectural/Historical Value or Interest

**Cultural Heritage Landscapes**
- Areas of Significance to Understanding the History and People of the Cities

**Archaeological Resources and First Nations Interests**
- Registered Aboriginal and Euro-Canadian Archaeological Sites
- Areas of Archaeological Potential
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.

For more information about the Hurontario-Main LRT TPAP timing and how to be involved, please visit the project online or contact the project team at inquiries@hurontario-main.ca or call 3-1-1.

June 2012
Frequently Asked Questions

Project Background

1. Why do Mississauga and Brampton need improved public transit along the Hurontario-Main corridor?

As our population increases, as development continues and as opportunities to expand the road network are limited, moving more people using high capacity rapid transit is the best option to meet the increasing transportation needs of our cities.

The Cities of Mississauga and Brampton are designated Urban Growth Centres (UGC) within the Greater Toronto and Hamilton Area (GTHA) and currently have a combined population of close to 1.5 million people and an employment base of nearly 587,000.

In the next 20 years, the Region of Peel will need to accommodate over 300,000 people and approximately 150,000 jobs, much of which will be in Brampton and Mississauga. Nearly a quarter of that growth is expected to live in the area immediately surrounding the Hurontario-Main corridor.

With the current traffic levels along the corridor and the projected growth in development, traffic and population, the corridor would approach or exceed traffic capacity along many of its sections.

2. What improved public transit has been investigated, and what is proposed?

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, have less impact on other traffic in the corridor than BRT,
provide a higher level of service and better quality of service to passengers and attract Transit Oriented Development (TOD).

3. **What is Transit Orientated Development (TOD)?**

Transit Orientated Development (TOD) is development located within walking distance of transit stations, integrated with transit use, and is generally characterized by:

- Compact development that is relatively dense compared to its surroundings;
- A mix of uses including, where possible, transit origins (housing) and transit destinations (employment, institutions, or retail), with pedestrian-supportive uses at street level;
- A safe, attractive and interconnected public realm, featuring ‘complete streets’ that invite pedestrian and bicycle access; and
- An approach to parking that includes less supply than in non-transit locations, a pedestrian-supportive design, and shared use of facilities.

TOD is one of the most effective planning strategies to support an improved quality of life and sustainability of a city.

4. **What is ‘urban style’ Light Rail Transit (LRT)?**

Urban style Light Rail Transit (LRT) is designed to be fully integrated with TOD surroundings. At the heart of this approach is a modern styled, low-floor, light rail vehicle (LRV). Low-floor LRVs allow for stops and stations that require very little additional infrastructure. For instance, a stop can be created using only a raised curb and sidewalk. The low floor of the vehicles means that doors are aligned at street-level to allow for step-free boarding so passengers can access directly from the low LRT platform into the vehicle. Because steps are not needed, it is easier to integrate stops and stations with local surroundings, as well as provide better pedestrian connections and fewer barriers to accessibility.

Urban style LRT generally runs in its own dedicated lanes to ensure it is not held up by other traffic and it is given priority to go through signalized intersections. This provides a very reliable service with passengers knowing exactly how long their journey will take. The dedicated LRT lanes can be separated from other traffic lanes by a white line or a curb. In addition, the area between rails on the segregated lanes is filled in, usually with concrete, pressed concrete to resemble cobblestones, or other material such as grass. This provides a level surface and enables the LRT to be blended into the surrounding street.

5. **What are the benefits of LRT?**

LRT vehicles have higher capacity than bus transit systems, and provide fast, reliable, convenient service by carrying passengers primarily in reserved transit lanes separate from regular traffic. LRT is electrically powered, with no emissions at street level, and
offers passengers a smooth, comfortable and quiet ride. LRT in other cities has also spurred significant Transit Orientated Development (TOD), which is less reliant on the private car and has helped improve connectivity and long-term community sustainability.

LRT along the Hurontario-Main corridor seeks to:

- Provide a high capacity, high quality, reliable, modern transportation system to connect the cities of Brampton and Mississauga;
- Connect with regional rail services (e.g. Go Transit) at Port Credit and Cooksville in Mississauga and in downtown Brampton;
- Be integrated into the local transit network (MiWay, Züm and other transit services);
- Help accommodate current and future travel demand;
- Help to stimulate enhanced streetscapes and transit oriented development along the corridor;
- Reduce reliance on the private car by offering a viable, attractive alternative; and
- Help our cities grow and develop in a more sustainable way.

6. Why not build Bus Rapid Transit (BRT) instead of Light Rail Transit (LRT)?

The people-carrying capacity of BRT and LRT are different. A BRT vehicle can typically carry around 100 passengers whereas a 30m LRT vehicle can carry 200 people. LRT vehicles can also be joined together so a 60m vehicle would carry around 400 people and a 90 metre vehicle around 600 people. This means that for BRT to carry similar passenger numbers more vehicles would be required running at a greater frequency.

Light Rail Transit In Our Community

7. What is the difference between LRT and streetcars?

The main difference between LRT and streetcars is that LRT vehicles run in their own segregated lanes for the majority, if not all, of their route. They also have priority through signalized intersections. In combination these two components ensure that LRT provides a reliable service with journey time certainty.

Because Light Rail Vehicles (LRVs) are in their own lane when they stop to pick up passengers, they do not delay other road traffic in the way that streetcars do. LRTs also have dedicated stops with platforms whereas streetcars often stop in the street with passengers then walking into the road in order to board. Finally, LRVs are often longer than streetcars and so can often carry more passengers.

8. Is our situation different from the ‘Subway versus LRT’ discussion in Toronto?

Yes. In Toronto, the discussion has been presented as subway versus LRT, but it is actually about whether an LRT system would be run on the surface or below ground the same way as a subway would. Each transportation corridor is unique, and our preliminary analysis showed that LRT was the most effective solution along the Hurontario-Main corridor.
Additionally, putting an LRT system underground along our corridor would significantly increase the costs, and would not help deliver the urban realm corridor improvements, which the outcome of the Master Plan determined should be part of the corridor’s vision.

9. **What is a Light Rail Vehicle (LRV)?**

A Light Rail Vehicle (LRV) is an electrically operated transit vehicle that carries passengers as part of a Light Rail Transit (LRT) system. The specific LRV for the Hurontario-Main system has not yet been selected and will tendered as part of a future Vehicle Procurement Strategy for the project. LRVs can operate as a single unit, or can be joined to operate as multiple passenger LRV units.

10. **Can a LRT system operate in cold weather?**

Yes. Systems around the world operate in many different weather conditions, including extreme cold in places such as Sweden, Norway, Poland, Germany and in North America including Edmonton, Calgary and Minneapolis.

11. **Will LRT be noisy?**

Light Rail Transit vehicles create less noise than a typical car. Existing and future noise and vibration levels from the LRT system will be examined as part of the current study. The work will be included in the Environmental Project Report (EPR) which we expect to publish in draft form around April 2013 ahead of the third set of Public Information Centres.

12. **How fast will LRV travel?**

Light Rail Vehicles (LRVs) are capable of reaching speeds of approximately 80 km/h. However, we would expect the LRV in this corridor to be governed by similar speed limits as other motor vehicle traffic.

13. **Are the wires or sub-stations hazardous to our health?**

We are not aware of any documented health impacts associated with overhead wires or sub-stations operating at the proposed voltages.

**Future Funding and Construction**

14. **What is the Hurontario-Main LRT going to cost?**

It is too early to speculate on the current/future costs of the LRT. The Preliminary Design/TPAP Phase will determine the exact alignment of the LRT together with a ‘complete street’ design approach. The outcome will reflect the full costs of building and operating the system, which will be evaluated along with the projected benefits to guide the implementation decisions.

In 2008, as part of the Benefits Case work, which was undertaken by Metrolinx to prioritize projects, the cost of building Hurontario-Main LRT was estimated at $1.345
billion (2008 dollars). **However, this was a preliminary calculation from 2008** - the actual costs could be higher or lower, depending on the final exact alignment and design.

15. **Does Metrolinx support the Project?**

   Yes. Metrolinx identified the Hurontario-Main LRT as a priority project in *The Big Move*, its Regional Transportation Plan. The Metrolinx Benefits Case Analysis indicated that this project will generate positive net benefits for the region. Metrolinx is excited to see the next stage of work being completed for this project and will continue to work in collaboration with Mississauga and Brampton on the planning, design and engineering work underway.

16. **Who will pay for the LRT?**

   Funding discussions will continue through this stage of the project as the Business Case and implementation costs are determined. Metrolinx has identified the Hurontario-Main LRT as a priority project, and funding will be sought from all levels of government once the preliminary costs have been determined.

17. **Will Public-Private Partnerships, or raising revenue from along the route be considered?**

   In developing the LRT project, we will be examining what sources of funding are available and the most appropriate way of constructing and operating the LRT.

18. **When will the LRT be built?**

   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 two years to complete (2011 - 2013).

   Assuming prompt and favorable funding decisions, the implementation stage could potentially begin in 2014, although it is likely to be later than this before the first construction activity is seen.

19. **What will it cost to ride the LRT?**

   Fares and fare collection options are being examined as part of project, and further information will be available once the analysis is completed. The findings of the analysis and recommendations for next steps are likely to be provided to the public in late 2012.

**LRT System Design**

20. **What will happen to traffic when the LRT is in place?**

    The Hurontario-Main corridor is a heavily travelled thoroughfare, and is currently facing congestion challenges. Building the LRT will mean that the number of traffic lanes will be
reduced so the LRT can fit into the corridor. This is likely to have some impacts on traffic congestion levels. However, without an LRT the level of congestion will only get worse as the population grows. One of the key benefits of LRT is that it will increase the people moving capacity of the corridor and provide a reliable, attractive alternative to driving.

21. **Will support for pedestrians and cyclists be part of the design considerations?**

Yes. At this point, it is too early to say what specific corridor and design elements for pedestrians and cyclists will be included. However, the Master Plan calls for Transit Orientated Development (TOD) and Pedestrian Oriented Development along the Hurontario-Main corridor. These objectives will be taken into consideration throughout the Preliminary Design/TPAP Phase. Additionally, the LRT Project includes examining ways to improve overall accessibility. This includes finding opportunities to improve cycling by potentially accommodating bicycles inside the LRT vehicles, at stops, along the corridor, and parallel to the corridor.

22. **Will consideration be given to running the LRT under intersections to reduce traffic impact?**

Alignment options for the LRT are currently under consideration. The system is proposed as a street level system, designed to integrate into the streetscape. As part of the design work we will be looking at the likely impacts on traffic and intersection operation.

23. **Will the streetscape change after the LRT is built?**

One of the visions for the LRT project set during the Master Plan phase in 2008 was to help Hurontario Street transform from its current form into a “Beautiful Street.” A key part of the project is therefore to improve the public realm in targeted areas along the corridor and plan for further improvement in the urban realm through working with developers and property owners.

24. **Where will the LRT stops be located?**

The location of stops on the LRT is an important component of the system design. The Master Plan work identified proposed stop locations but we will be reviewing this as part of our work to ensure that they are located in the best locations to serve existing and future demand.

25. **How will the LRT be linked to other transit networks?**

We will be looking at the existing bus network to ensure that the overall system (bus and LRT) is integrated and enables smooth transfer for passengers. In addition, the LRT will link with regional GO Transit bus services at downtown Mississauga and Highway 407, and regional GO Transit rail services at Port Credit, Cooksville and Downtown Brampton.
26. Will the LRT include parking at mobility hubs and GO stations?

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. That said, improvements 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.

27. What hours will the LRT operate?

Typically light rail systems would tend to run from around 5:00 a.m. through to about 2:00 a.m. on the busiest evenings, finishing earlier mid-week. 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.

28. What are sub-stations and how do they fit into the streetscape?

Traction power sub-stations take electrical power and convert it the necessary voltage to power the light rail vehicles. Typically they are located about every 1.5 km along the route and would be housed in small buildings which have been designed to be as unobtrusive as possible and fit into the general streetscape.

Route Alignment

29. What does ‘route alignment’ mean?

Route alignment means the established area, or line of travel for the LRT system.

30. Where is the Hurontario-Main LRT ‘route alignment’ located?

The proposed route alignment (from south to north) begins in Port Credit near Stavebank Road, proceeds east on Port Street, north on St. Lawrence Drive onto Hurontario Street, around Mississauga’s City Centre area, then north on Hurontario Street and Brampton’s downtown Main Street. The exact route alignment has not yet been decided (as of June 2012), and public and stakeholder consultations will help to guide the final alignment decision.

31. What does ‘segregation’ or ‘segregated lanes’ mean?

Segregation or segregated lanes mean the LRT is separated in dedicated rail transit lanes along the alignment. This means the LRV would not operate in shared traffic lanes, and would have its own dedicated travel lanes.

32. Why did the Master Plan show the corridor in Mississauga along Hurontario and also to the west through the City Centre?

There is significant new development and public events occurring around the Mississauga Civic Centre, and there is also the need to provide strong linkages to the MiWay bus and GO Transit bus services. It was felt that protecting for this alignment was important to ensure maximum flexibility while the more detailed design work proceeds.
33. What was the City of Brampton’s Council endorsed recommendation regarding the alignment, and will the LRT alignment be extended north of Steeles Avenue into downtown?

During the Hurontario-Main Master Plan (2008 - 2010), City Council endorsed the following recommendation: “That, Light Rail Transit (LRT) be endorsed, in principle, as the recommended rapid transit solution for Hurontario/Main Street and that the final decision on the LRT for the segment between Steeles Avenue and Downtown Brampton shall be confirmed through the completion of the planning, design and engineering work, which shall include further feasibility and impact assessment for that segment.”

As part of the ongoing Preliminary Design and TPAP study, the alignment options north of Steeles will be reviewed as per the recommendation of Council.

34. Why did Brampton invest in Züm if the City was planning to implement LRT?

The Züm Bus Rapid Transit (BRT) system was designed to accommodate future capacity and growth. LRT is planned to accommodate long-term growth in transit ridership. Without LRT, buses will run at more frequent intervals resulting in increased congestion and reduced transit service levels. The Züm infrastructure, such as the station stops, can also be moved to future BRT lines in Brampton. Züm buses can also be redeployed to other existing or future BRT routes.

35. Will Züm busses continue operating on Hurontario?

Yes, for the time being. Once the LRT is operational, Züm service will be re-routed to other new corridors where Züm service is not currently operating. Local bus service between LRT stops is expected to remain in operation.

36. Why is LRT only going to Downtown Brampton and not Sandalwood?

The scope of this phase of the project focuses on the corridor from Port Credit in Mississauga north on Hurontario through Main Street to downtown Brampton. However, future expansion of the LRT is not precluded, including a northerly extension and potential connection with Queen Street rapid transit services.

Public Consultations

37. How can I participate in design consultations?

During key stages of the project, there will be at least three Public Information Centres (PICs) in Mississauga and three PICs in Brampton to inform the public of the design progress, and seek feedback at key decision points. Project team members from the cities and the consultant team will be in attendance to discuss the project and answer your questions.

Broadly, the first PICs will feature material and seek feedback on the LRT route alignment, segregated lane options and LRT stop locations. The second PICs will seek
feedback on the preferred alignment and the third PICs will form part of the TPAP environmental assessment process.

PIC dates and locations will be advertised in advance, and information will also be mail dropped along the corridor. Consultation materials will be posted on the project website at www.hurontario-main.ca. You can also tell us what you think through the consultation portal on the project website, or by emailing comments to inquiries@hurontario-main.ca.

38. Will my opinion make any difference in the outcome?
Yes. Our team is here to listen, to understand and to consider public and stakeholder opinions to help inform development of the preferred alignment and the design. Our team needs your help to guide decisions at key points in the project.

39. Will non-transit users have a say?
Yes. The views of many stakeholder groups will be sought and used to inform development of the LRT, including motorists, businesses and residents, developers, First Nations, cyclists, seniors, and others directly and indirectly affected by the LRT.

40. Who is the consultant team and how did the cities select them?
The vendor selection process was managed by the City of Mississauga’s procurement section in accordance with purchasing by-law requirements. A competitive search was initiated in April 2011 with the issuance of a Request for Proposals, and seven submissions were received by the close in June 2011. The submissions were assessed and short-listed, and interviews were held. The highest ranked vendor, SNC-Lavalin, was selected and a final agreement was in place for work to commence by November 2011.

41. May I speak with the Project Team?
Yes. The designated contacts for this phase of the project are:

City of Mississauga
Matthew Williams, Project Leader
905.615.3200 ext. 5834
matthew.williams@mississauga.ca

City of Brampton
Khurram Tunio, Senior Project Engineer
905.874.2500
works@brampton.ca

Consultant Team
Sandy Webster, Communications Director
416.252.5311 ext. 3806
sandy.webster@snclavalin.com
Please indicate your level of support and importance 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 on the lines below.

**General Project**

<table>
<thead>
<tr>
<th>To what extent do you support:</th>
<th>Support</th>
<th>Partially Support</th>
<th>Neutral</th>
<th>Partially Object</th>
<th>Object</th>
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<tbody>
<tr>
<td>Improved public transit along the Hurontario-Main corridor.</td>
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<td>The provision of Light Rail Transit (LRT) along the corridor.</td>
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<tr>
<td>Improved public transportation connections to Rapid Bus, GO Transit and other transit services locally and in the region.</td>
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<tr>
<td>Vibrant new development (e.g. Transit Oriented Development) along the corridor.</td>
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Please indicate the level of importance for the following priorities:

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<th>Very Important</th>
<th>Somewhat Important</th>
<th>Neutral</th>
<th>Partially Important</th>
<th>Not Important</th>
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<tr>
<td>Reducing vehicle traffic, reducing travel times and increasing the efficient movement of people.</td>
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<td>Having more choice of affordable modes of transportation that are easily accessible for all.</td>
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<tr>
<td>Conveniently connecting LRT with other transportation modes, such as Rapid Bus and GO Transit bus/rail services.</td>
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<tr>
<td>Having a Light Rail Vehicle (LRV) and system facilities that fit well within the community (e.g. designed to fit in each distinct area, easy to recognize where LRT stops are, etc).</td>
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<td>The importance of sustainable and safe communities, including environmental protection.</td>
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Comments:_________________________________________________________________________________
The Route Alignment, Segregation and LRT Stops As Shown

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<th>Support</th>
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<tbody>
<tr>
<td>After reviewing the designs, to what extent do you support the route alignment along the corridor?</td>
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In Brampton, two route alignment options are shown. To what extent do you support:

**Option A** - Two LRT Lanes and Two Traffic Lanes

**Option B** - Transit Mall

To what extent do you support having the LRT operate in its own right-of-way (segregated from other modes of traffic), to ensure LRT passengers have journey time certainty and service reliability?

To what extent do you support the LRT Stop locations, and the distance between LRT Stops?

Route Alignment, Segregation and LRT Stop Comments:

_______________________________________________________________________________________
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Creating A ‘Complete Street’ Along The Corridor

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To what extent do you support:

- Improving the overall quality of the Hurontario-Main streetscape.
- Widening sidewalks to provide more space for walking and other amenities (benches, lighting, cafe spill out areas, and space outside retail facilities).
- Your community becoming an even more attractive destination place.
- Dedicated bicycle facilities, such as cycle paths and cycle parking.
- Increase the presence of street trees and greenspaces along the corridor.
What is your most important priority for the Hurontario-Main LRT Project?
______________________________________________________________________________________
_______________________________________________________________________________________
_______________________________________________________________________________________
_______________________________________________________________________________________

What is your most important concern about the Hurontario-Main LRT Project?
______________________________________________________________________________________
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Comments: ___________________________________________________________________________
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_______________________________________________________________________________________

Thank you for your comments. Your feedback will be considered by the Project Team as the design proceeds. The PIC #1 Consultation Summary Report will also be posted on the Project website in the coming weeks.

THIS IS YOUR LRT!
Based on the Preliminary Design information you have reviewed so far, please tell us generally how often you believe that you would ride the future LRT:

☐ Daily (commuter, traveller) ☐ Monthly (leisure, shopping, events)
☐ Weekly (to/from specific destinations) ☐ Too early to say

☐ Yes, I would like a member of the Project Team to call me.
☐ Yes, I would like to receive Project updates by e-mail.

Name: _____________________________________________________________________________________________
Telephone number: _____________________________________________________________________________________________
E-mail address: _____________________________________________________________________________________________
Address/City (Mississauga/Brampton/Other): _____________________________________________________________________________________________

Please return this sheet to our registration staff.
Feedback forms submitted by mail/e-mail must be received prior to 5:00pm on June 29, 2012.

Hurontario-Main LRT Project Consultant Team
SNC-Lavalin Transportation Division
195 The West Mall
Toronto, ON M9C 5K1
E-mail: inquiries@hurontario-main.ca
Tel: 416.252.5311 ext 3806
WORD SEARCH

Can you find these words?

Light Rail Transit  Stops
Hurontario Main LRT  Low Floor
Complete Street  Mobility
Mississauga  Steel Track
Brampton  LRT
Metrolinx  Transit Network
Reliable  Connectivity
Efficient  Comfortable
Quiet  Environment
Frequent  All Weather

Answers - turn upside down

April 2012
**Kids**, find your way between Brampton and Mississauga through the traffic jams, but watch the signs!!

---

**Colour Your LRT**
PIC #2
PIC #2 Display Boards
WELCOME!

Hurontario-Main LRT Project
Public Information Centre No.2

A Partnership Between the City of Mississauga and the City of Brampton

The Preliminary Design and Transit Project Assessment Process (TPAP) for the Hurontario-Main LRT Project continues with advancing the design.

Public and Stakeholder feedback during this phase of the project continues to be important to help inform the project.

Feedback received during this stage will be considered prior to the recommended alignment assessed for TPAP.

This Public Information Centre (PIC) is presenting the preferred alignment and we need your feedback by May 22, 2013 on the proposed alignment, street modifications and improvements.

Join Us In The Conversation!

www.hurontario-main.ca
What is the Hurontario-Main LRT Project?

The Hurontario-Main project is a light rail transit project that will extend along Hurontario and Main Streets connecting Port Credit in Mississauga to the Brampton GO station.

In 2010, Mississauga and Brampton developed a coordinated vision for the Hurontario-Main corridor that integrated land use, urban design and transportation. This work included stakeholder and public engagement to inform and guide development of the corridor concept and its opportunities.

The Master Plan was approved under the Municipal Class Environmental Assessment process, with the completion of the first two phases addressing the problem/opportunity and alternative solutions. Through this process it was concluded that Light Rail Transit (LRT) is the preferred form of rapid transit along the Hurontario-Main corridor.

The Vision for Hurontario-Main LRT Project

A vibrant, sustainable, beautiful street served by a high quality modern light rail transit system connecting cities, communities and people.

A vibrant Hurontario-Main corridor is a central piece of Mississauga and Brampton's vision for the future, with a Light Rail Transit (LRT) system providing fast and efficient public transit along the north-south corridor and connecting to east-west local and regional bus and GO systems.

The Hurontario-Main LRT will help to shift the focus from moving vehicles to moving people and provide an accessible service that is reliable and equitable.
Provincially / Regionally

Places to Grow was created by the Province of Ontario to guide the growth of the GGHA (Greater Golden Horseshoe Area) region through to 2031.

The plan designates the Hurontario-Main corridor as a proposed Higher Order Transit Corridor connecting the two Urban Growth Centres (UGC) of Downtown Brampton and Mississauga City Centre.

To accompany Places to Grow, Metrolinx developed The Big Move Regional Transportation Plan in November 2008. This sets out many goals to improve the state of transportation across the Greater Toronto and Hamilton Area, including construction of a "comprehensive regional rapid transit network."

Mississauga

The City of Mississauga will have a safe and connected multi-modal transportation system that enhances our environment, supports our economy, connects people to places and moves goods to market.

Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River Valley.

A place where people choose to be.

Brampton

Brampton is promoting a ‘modern transportation system’ as a key element in city building, with a long-term vision of a ‘balanced transportation system’ accessible to all members of the community.

This vision embraces compact communities, sustainable development, protection of the natural environment, economic vitality, and healthy communities while providing safe, affordable, and efficient transportation for people and goods.

Guiding Principles

1. Maintain the focus on the ‘big picture’
2. Make the LRT sustainable and integrated
3. Support transit through built form and densities
4. Put pedestrians first
5. Plan for development that is compact and complete
6. Facilitate multi-modalism
7. Create connectivity
8. Focus on place-making
9. Ensure that the plan is both visionary and attainable
10. Protect stable neighbourhoods
Project Intro and Recap: PIC 1

Preliminary Design / TPAP Phase
This current phase of the project from December 2011 through early 2014, involves the design and technical analysis equivalent to a 30 per cent stage of completion which includes:

- Corridor alignment
- Transit network integration
- Utilities in conflict with the alignment
- Public realm and landscaping along the corridor
- Environmental assessment of elements such as noise, air quality, natural and built heritage impacts and identification of any mitigation needed

Other Phases of the Project
Successful completion of this Phase and obtaining environmental approval is needed for the project to secure funding and progress towards implementation.

Subject to funding, the objective is to have the system built and operational within the next 10 years.

PIC 1: The Alignment

PIC 1: The Focus
PIC 1 highlighted the key features and benefits of the project and why the LRT is so important for the growth and the development of Brampton and Mississauga in the years and decades to come.

PIC 1: The Consultation
PIC 1 consulted on the LRT route alignment, the segregation of the LRT from traffic, the LRT stop locations and overall comments on the project.

PIC 1: The Turnout
Approximately 460 people participated and viewed the display boards, met members of the Project Team and provided feedback.
Top 5 Priorities of attendees from PIC 1

1. “The LRT should be integrated with other transit systems.”
2. “It’s important that the environment and character areas within Brampton and Mississauga are protected.”
3. “The LRT should help to achieve a balance for all of the modes of transportation.”
4. “The LRT should be segregated from other traffic.”
5. “The LRT should have minimal impacts to traffic and local access.”

The LRT Project Team used the above feedback from PIC 1 and took it into account as it developed and refined the LRT designs that you see today.

Integration and improved mobility with regional transit systems such as GO Transit, MiWay and Brampton Transit/Züm to reduce travel times.

A key objective of the project is the protection and preservation of the environment and the unique character areas in Brampton and Mississauga.

The LRT will help to increase the people moving capacity along the corridor and support a balanced transportation system that incorporates transit, bicycles, walking and automobiles.

The LRT alignment will remain segregated to ensure reliability of service and journey times.

Traffic impacts are being fully assessed using industry standard models to minimize impacts on traffic and local access where possible.

Ultimate vision: Cooksville GO Station
The Purpose of PIC 2

This next stage of consultation builds on the alignment and stop designs of PIC 1. Using feedback received from PIC 1, we have been working to develop the detail to get to the recommended alignment, adding “complete street” components, traffic management and technical components like the sub-stations and Maintenance and Storage Facility.

Information that you're going to see at this PIC:

- Detailed alignment drawings
- Images showing the complete street for opening day and the future
- Information about traffic impacts

The Preferred Alignment

Above bars show changes to the street highlighted along the corridor.

These include:
- Access
- Streetscape
- Property

The above mapping shows how the stops, sidewalks, landscape, cycle lanes, the LRT right of way and tracks are integrated into the street.

We're seeking public input on the following:

Preferred alignment option through the downtown area

- Alignment options
- Impacts on access
- Impacts on property

Complete Street Components

- Green spaces
- Streetscape
- Bike lanes
- Parking

LRT Stop Components

- Weather protection
- Proximity to other transit
- Accessibility

General comments on the overall Project
Urban Style LRT: Key Components

- Overhead Wires
- Driver Controlled
- Rail level with surfacing
- Two traffic lanes
- Simple Shelter
- Step free access
- Segregated LRT
- Pedestrian signal
- Cycle lane
- Wide sidewalk
- Landscaping/trees
- Mixed Use Development
- Pleasant walking areas
- Signalized intersections / crossings
- Level boarding
- Pleasant walking areas

Illustration: Eglinton Avenue looking north
Benefits of Riding The System

Passenger Safety
- Surveillance cameras, emergency communications located at stops
- Passenger assistance alarms and emergency voice communication provided on all LRVs

Fast and Reliable
- Segregated LRT operation avoids traffic congestion and improved service reliability
- Frequent service: typically a train arriving every 5 minutes during peak periods and 10 minutes throughout most of the day

Accessibility
- Universally accessible system
- Level boarding with no steps and only small gaps between platform and the LRV
- Wayfinding systems for the visually impaired

Passenger Experience
- Smooth and quiet ride quality
- Superior ride comfort experience
- Large windows, natural daylight

Fare Integration
- Fare payment will be integrated with GTHA-wide Presto Card system offering passengers seamless access between transit modes
- Proof of payment system is anticipated which is fast and flexible for passengers
- Flexible payment methods

Flexible Travel Times
- 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
- Estimated total travel time from Brampton GO station to Port Credit is 47 minutes
- Special service to be provided for major events

Customer Information
- Transit network maps provided at stops and on board trains
- Next-stop announcements on trains
- Next train displays

Incorporating Cycling
- Bikes will be permitted on LRVs during most of the day
- Bikes may be excluded during peak hours
- Bike lanes along the corridor provide easy access to the system for cyclists
LRT System: Key Components

Modern Vehicles
- A single vehicle 30m long carries nearly 200 passengers
- Low floor with easy access for wheelchairs, mobility scooters, strollers and bicycles
- Quiet operation producing approximately as much noise as a vacuum cleaner
- Multiple vehicle units can be joined together for greater capacity. The project is planning for trains up to 90m long, capable of carrying up to 600 passengers
- Electrically powered, emission free

LRT Stops
- Stops to be integrated into the streetscape
- Low platforms which can be integrated into the sidewalk
- Level “step free” access
- Closed Circuit Television and passenger information at stops
- Proof of payment fare system, with no fare barriers

Track
- Light Rail Vehicles run on steel track
- Steel track level with road surface
- Track segregated from other traffic to provide quick and reliable journeys

Electrically Powered
- Light Rail Vehicles are powered from overhead wires
- Wires are strung from support poles which can also support road lighting, traffic signals and signs, or can be attached to buildings
- Support poles can be located in the centre between the tracks or at the side of the road
- Light Rail Vehicles are emission free – no pollution at point of use

Maintenance & Storage Facility
- Contains overnight storage sidings for vehicles, vehicle cleaning, maintenance and repair facilities, LRT system control room, management offices and staff facilities
- The proposed site is just south of Highway 407, east of Hurontario-Main Street

Sub-Stations
- Take electric power from the main grid and convert it to 750 vdc for the LRT line
- Would need to be located approximately every 1.5km along route
- Typically housed in a building which is designed to fit into the streetscape
- Sub-station locations have been preliminarily determined
- Still considering benefits of 750 vdc vs. 1500 vdc

Integrated in the Streetscape
- Light Rail is integrated into the urban streetscape
- Opportunities to create complete street through enhanced public realm
- Opportunities for placemaking
- Opportunities for public art
Complete Streets: Overview

Planning for Complete Streets

Planning for a ‘complete street’ means providing space and amenities to encourage walking, cycling, and transit. The goal is to design a complete street along the corridor, with a safe, attractive and comfortable environment for walking which connects to key destinations. The design aims to support the needs of busy urban centres, quiet residential neighbourhoods, and other unique places along the corridor.

Since PIC 1, we have begun to work closely with a range of stakeholders to explore ways to create a complete street along the corridor. Some design opportunities shown here may come forward as part of this project, while others may come forward through change and development on lands beside or near the corridor, undertaken by individual property owners and stakeholders.

Here are some early design opportunities for consideration.

1. Components of the Streetscape

To ensure that the Hurontario - Main Street LRT Corridor remains healthy and vibrant in the future, the streetscape will need to be re-designed to provide space for walking, cycling, trees, and street furniture.

2. Giving Priority to Pedestrians, Cyclists, and Transit-Users

Areas around LRT stops will support safe, comfortable, and attractive streets, particularly for walking and cycling at busy areas along the corridor.

3. Medians

Generally, where appropriate, reduce the presence of existing concrete medians to facilitate reallocation of the space to enlarge and enhance the pedestrian streetscape. Where existing medians are integral to the existing local character, or a function of the street, they should be retained.

4. Designing Stops to Support the Character of Local Neighbourhoods

Create well designed thresholds to celebrate and support the future vision of character areas and key destinations along the corridor. Express the transition through elements of landscape architecture, public art, lighting, signage, and/or the architecture of LRT facilities and infrastructure.

5. Intersections & Crossings

Good design can be used to support pedestrian safety at intersections and crossings, to ensure that everyone is aware of the need for caution and slower speeds to prevent accidents. Design opportunities include, but are not limited to:

- Reduce the radius of curbs: to minimize the walking distance across the intersection.
- Where possible, remove dedicated right turn lanes, to reduce the walking distance across the intersection, and encourage drivers to reduce their speed as they turn the corner.

6. Cycling Facilities

Where possible, the aim is to provide space and amenities to serve cyclists along the corridor, such as on-street bike lanes, bike parking, and bus bike racks.

Where feasible, the exact form of provision will be dependent on need, space availability and the character of the area.
Complete Streets: Implementation

1. Preserving The Existing Character

The Hurontario - Main LRT project aims to preserve the existing character of areas where there is cherished cultural and/or landscape heritage (such as the Brampton Main Street South Heritage Area and Mineola) by minimizing the impact of the LRT project wherever possible. For instance, in Main Street South Heritage Area Brampton, the objective is to retain existing sidewalks, and street trees, and minimize potential encroachment on adjacent properties. In addition, changes made to the streetscapes will be appropriate for all seasons and weather conditions.

Existing Condition
Main Street South Heritage Area Brampton (looking South)

Opening Day
Main Street South Heritage Area Brampton (looking South)

Ultimate Vision (winter scene)
Main Street South Heritage Area Brampton (looking South)

2. Setting the Stage For Future Development

The Hurontario – Main LRT project also aims to encourage development at specific locations along the corridor as identified in the Hurontario – Main LRT Corridor Master Plan.

On opening day, the Hurontario - Main LRT Project will deliver critical elements to support the objectives of the project. For instance, infrastructure such as tracks, stops and their components, as well as targeted components of the streetscape such as lighting, sidewalks, and targeted landscaping.

Existing Condition
Dundas Street and Hurontario Street (looking south)

Opening Day
Dundas Street and Hurontario Street (looking south)

Ultimate Vision
Dundas Street and Hurontario Street (looking south)

Beyond opening day, the LRT project aims to serve as a catalyst for a range of positive developments and improvements along the corridor. Some changes will come forward by developers and property owners, others by local municipalities and other levels of government. Overall, the LRT project will serve as a framework to guide this change.
Streetscape Types and Elements

Streetscape Types

This panel outlines four types of streetscape that are designed to support the future vision for existing and emerging urban areas, as well as areas of less urban intensity along the corridor. The types respond to the intended character of the area, as well as the level of targeted investment. They are also applied to the area mapping that appears on tables in this event room.

Urban Streetscape Zones

The urban streetscape types will support pedestrian-oriented retail and mixed use urban areas, through the provision of a spacious pedestrian through zone, buffered from the roadway by a hardscaped planting and furnishing zone, where accommodation is provided for tree plantings, lighting, furnishings, and utilities.

Streetscape Planting

The Hurontario - Main LRT corridor should be designed to support the opportunity for robust and beautiful streetscape plantings, wherever feasible. For instance:

- Trees along the streetscapes, to improve the quality of the experience for pedestrians and transit users, particularly in close proximity to LRT stops
- Low shrub, perennial and grasses at select locations within the central roadway median, and adjacent to LRT stops

Paving

The Hurontario - Main LRT corridor should be designed to support a range of durable and beautiful streetscape paving materials, such as:

- The creation of attractive and busy streetscape sidewalk environments, particularly where connecting to LRT stops
- To differentiate specific areas within the streetscape environment, such as sidewalks, crosswalks, areas for cafes and other retail uses

The Greenway Zones

The greenway types support the creation of idyllic, naturalized pedestrian-oriented areas, through the provision of a spacious pedestrian through zone, buffered from the roadway by street trees, vegetation, and related soft palette of materials that support the surrounding context.

Median Planting

The Hurontario - Main LRT Project should include opportunities to create attractive planted medians at select locations along the corridor, particularly where it’s important to identify a gateway or prominent entry to a neighbourhood or place. A range of median plantings are possible, characterized by low maintenance, and high durability. These include: low grasses, perennials, and a variety of shrubs.
**LRT Stops: Overview**

**Introduction**

As key places where passengers interact with the system, LRT stops must support a user-friendly, comfortable, clean, and safe environment to encourage ridership and system use.

This panel introduces the types of LRT stops that are being proposed along the corridor as well as recommendations related to their design and components, such as the shelter of the stop. The intent is to achieve a consistent level of best practice design performance for all LRT stops, while also providing a flexible approach that recognizes that some components of the design can be tailored to suit the setting or character of the area, the level of activity, or LRT type.

**Platform Types**

There will be two typical platform types used along the Hurontario - Main LRT Corridor:

- **Centre Loading**
  - Designed to reduce the physical presence of LRT shelter walls and guard rails within the Right of Way. Typically suited to the centre of the street alignment arrangements.

- **Side Loading**
  - Designed to minimize the visual presence of vertical surfaces, such as splash guards, while ensuring a safe separation between the platform and adjacent vehicle lanes. Typically suited to side of street alignments and centre street alignments where the stops are staggered across the intersection.
LRT Stops: Components

Components of the Stop:
Components on the platform, as shown below, should be designed to ensure safe and comfortable space for pedestrian movement. Platform and access will be barrier free, demarcated with clear signage and wayfinding, and be safe from any potential pedestrian-vehicle conflicts. Access involving crossing the street or guideway will be signal controlled for safety. Platform access should lead, clearly, to ticket vending machines, system information points, and shelters.

Side Loading:

Centre Loading:

LRT Stops: What should it look like?
This illustration at Mineola demonstrates the emerging design considerations and components as a typical LRT stop. The stop aims to fit well with the surrounding context, minimize visual ‘clutter’, while exhibiting a best practice approach to the design of key components such as the shelter, ticket machine, wayfinding signage and safety features.

LRT Stops: Shelter Design Objectives
Best practice design of the platform shelter is a critical component to ensuring a comfortable experience for the transit user. Platform elements should be integrated within the shelter design wherever possible. The modular structural supports of the shelter should be used to integrate both shelter lighting and any digital information display systems. Seating in the side loading platform shelters can be integrated and supported by the curb and splash guard structures. In centre loading platform shelters they can be integrated into the modular structural supports.
Intermodal Stops: Connecting to Other Modes of Transportation

Making Connections: LRT and Other Services

Stops near other modes of transportation serve a critical function in the regional transportation system as the origin, destination, or transfer point for a significant portion of trips. They are places of connectivity where different modes of transportation – from walking, cycling, to riding transit – come together and where people live, work, shop and play.

Facilitating Convenient Connections

By facilitating more convenient connections between different modes of transportation, the Hurontario - Main LRT project aims to reduce growth in automobile trips, while increasing public and active transportation trips.

Case Study: Connecting Cooksville

The Cooksville Intermodal LRT Stop is an excellent example of how the Hurontario-Main LRT project aims to achieve a number of objectives related to the design of intermodal stops. For instance, the illustration shown above, demonstrates the ultimate view of the Cooksville LRT Intermodal stop, in the context of the wider Cooksville Mobility Hub, which aims to provide convenient connections to Cooksville GO services, City of Mississauga bus routes, and several forms of Active Transportation. Facilitating these connections will be a beautiful streetscape that supports walking, cycling, plantings, and mixed use buildings with active at-grade frontages.

Place-making at this stop aims to build upon the neighbourhood’s unique character, support context-sensitive architecture, gateway treatments, a high quality public realm and be inclusive of local identity and culture, while supporting convenient, direct and enjoyable pedestrian and cycling linkages to and from the LRT stop area.
The LRT will connect with local and regional transit services, Bus Rapid Transit (BRT) services, GO bus and GO rail services and their key Mobility Hubs. This will provide an integrated transit network, enabling passengers to move as easily as possible in and around the two cities and the region.

Locally:
- It is expected that the LRT will form the core of the north-south transit network in Mississauga and Brampton, supported by the network of local bus services.

Regionally:
The LRT will:
- Form a key part of the regional network
- Connect with eight other rail and existing/planned rapid transit corridors, providing a choice of transfer locations and routes for travel from the corridor to Toronto/York/Halton Regions.

This connectivity, together with the planned improvements to the regional services, will make travel to Mississauga and Brampton easier from all over the region.
Downtown Mississauga: Background

Downtown21 Master Plan 2009/10

The City of Mississauga developed the Downtown21 Master Plan to guide the transformation of Downtown Mississauga from a regional suburban centre to a liveable, compact, mixed use, transit and pedestrian oriented downtown. It envisioned the LRT serving the downtown and connecting with the Transitway.

New Local Area Plan, Zoning and Built Form Standards

In March 2013, City Council adopted new Official Plan policies, Zoning By-law regulations and Built Form Standards following a study undertaken for an Interim Control By-law that was imposed in the Downtown. The resulting implementation documents will guide the vision for the Downtown as growth continues.

2012: Hurontario-Main LRT PIC 1

At PIC 1 we presented the LRT as shown in the Downtown21 Master Plan stating that further assessment was underway to determine an alignment that is both feasible and supports the future vision of Downtown Mississauga.
Downtown Mississauga: Since PIC 1

Downtown Route Options
Starting from the reference alignment used in the Downtown21 Master Plan the project team evaluated a number of route options for the LRT in Downtown Mississauga through engineering feasibility, stakeholder consultation, and wider technical analysis.

The image to the right illustrates the route options evaluated for Downtown Mississauga.

The Future Downtown
The Downtown21 Master Plan envisaged a livable, compact, accessible, sustainable downtown centre for the entire city. The vision has six guiding principles:
1. Catalyse Employment
2. Build Multi-Modal
3. Create an Urban Place
4. Living Green
5. Establish a Focus
6. Create a Development Framework with Predictability

The Hurontario-Main LRT project, alongside the Downtown Mississauga Movement Plan (currently underway) aims to find the best integrated, transportation solutions that deliver these principles and create a future downtown that will enhance Mississauga’s competitive advantage and reputation as a forward looking community.

West-Side of Downtown
Reconciling issues with business service access; and opportunity for a feature, front-door stop.
Living Arts Drive
Duke of York Blvd

North-Side of Downtown
Reconciling issues with traffic movements; development potential and opportunity for integrating transit.
Rathburn Road
Square One Drive

East-Side of Downtown
Reconciling issues with business service access; grade changes; third parties; and LRT stop catchments.
City Centre Drive
Hurontario Street
The downtown preferred alignment is routed along Burnhamthorpe along the south, Duke of York along the west, Rathburn on the north and Hurontario on the east.

Currently, two crossings over the 403 are being evaluated as indicated by the dashed lines. Further details about these two options are provided on the following board.
Downtown Mississauga: Ongoing Work

Work related to the Preferred Alignment in the downtown is ongoing. Three examples as described more fully on this board include, crossing the 403, creating an anchor hub and refining south-side downtown alignment. The technical team is continuing its work with City staff, agencies and stakeholders to reach decisions that can be carried forward and assessed as part of the Environmental Project Report prepared for the TPAP.

Highway 403 Crossing Options

New LRT Bridge  Widen Existing Bridge

Two options have been developed to cross Highway 403. The first option assumes building a new and independent bridge crossing west of Hurontario Street dedicated to LRT traffic, cyclists and pedestrians.

The second option, assumes preserving the LRT alignment on Hurontario Street and reconstructing the existing bridge to preserve three traffic lanes as provided today, along with the new LRT.

Further work is underway assessing in more detail the traffic, alignment configuration and operational impacts associated with each option, so that the preferred option carried into the TPAP best represents the overall mid and long term objectives of the project.

Creating an Anchor Hub

Downtown Mississauga forms part of the city’s Urban Growth Centre, with the City Centre Transit Terminal having a high potential to be the central Anchor Hub to serve the future downtown. Further work is underway to determine how to increase integration between all modes, including LRT, BRT, bus, cars, walking and cycling at this stop.

South-Side of Downtown

Further components of the future Downtown Mississauga will be developed as part of the Downtown Mississauga Movement Plan, which is currently underway. The Movement Plan will provide ‘proof of concept’ for the Downtown21 Master Plan, ensuring that the Guiding Principles are achieved.

In particular, this will include development of the south-side LRT alignment location and a potential southern transit facility at, or near to the Main Street LRT stop. The additional facility will improve transit integration in the downtown and ease increasing capacity pressures at the City Centre Transit Terminal as transit demand continues to grow.
Hurontario-Main Today

Hurontario-Main Street is one of the region’s busiest municipal roadways and typically carries more than 2,000 vehicles per direction during the peak hour.

Traffic performance along the corridor is generally good during much of the day, but at peak periods queuing and some congestion is experienced by both motorists and public transit users.

Places to Grow - Downtown Mississauga and Downtown Brampton are designated Urban Growth Centres with Hurontario-Main Street a Regional Intensification Corridor (RIC) to be supported by higher order transit such as LRT; plus new compact forms of development, compatible with greater public transit use. Regional growth is expected to increase 40% over the next 20 years.

Hurontario-Main RIC - To support growth in demand Hurontario-Main will expand its capacity, and become even more significant to the Region as a major transportation corridor.

The Preferred Alignment

LRT moves up to 2.5 times more people through the corridor than just with cars.

Introduction of LRT to Hurontario-Main will achieve the capacity carrying increases needed to support sustained and long term growth objectives as a Regional Intensification Corridor.

Guiding principles to balance transportation demands with project vision:

- Two lanes of traffic have been converted to LRT, with 2 traffic lanes maintained in each direction (with the exception of Downtown Brampton, Main Street South Heritage Area and south of the Port Credit GO Station)
- Improved pedestrian conditions and movement at key locations and intersections
- Segregated cycling facilities provided for most of the corridor
- Maintained traffic conditions at key intersections and east-west movements, including 400 series highways.

Road Network Capacity

Improvements to the road network are planned as part of the Region’s on-going development. Parallel roads will attract some of the increase in traffic resulting from regional growth with relatively little increase to congestion on Hurontario-Main Street.
Traffic Performance – AM Peak

The four diagrams provide an overall picture of people moving capacity, travel times and level of traffic performance during the morning peak hour along Hurontario-Main Street, and compares the situation of today with the 2031 future condition for scenarios with and without LRT. Key conclusions are as follows:

• With LRT, the corridor remains robust, carrying a greater number of people while still achieving an acceptable level of traffic performance.
• The end to end transit travel time improves significantly (from 75 mins to 47 mins) with introduction of LRT.

LRT will be a catalyst for change. Beyond 2031 the relative performance of LRT to car and the shift from car to transit will continue to grow.

Travel Times and Performance

<table>
<thead>
<tr>
<th></th>
<th>Car</th>
<th>Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Queen St</td>
<td>6</td>
<td>9</td>
</tr>
<tr>
<td>Steeles</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>HWY 407</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>Derry</td>
<td>8</td>
<td>13</td>
</tr>
<tr>
<td>HWY 401</td>
<td>9</td>
<td>15</td>
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<tr>
<td>Britannia</td>
<td>11</td>
<td>15</td>
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<td>Matheson</td>
<td>12</td>
<td>16</td>
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<tr>
<td>Eglinton</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>Hillcrest</td>
<td>8</td>
<td>14</td>
</tr>
<tr>
<td>Dundas</td>
<td>9</td>
<td>6</td>
</tr>
<tr>
<td>Queensway</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>QEW North</td>
<td>9</td>
<td>6</td>
</tr>
<tr>
<td>QEW South</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Mineola</td>
<td>15</td>
<td>12</td>
</tr>
<tr>
<td>Park Lakeshore</td>
<td>2031 without LRT</td>
<td>2031 with LRT</td>
</tr>
</tbody>
</table>

Intersection performance: Good ▼ Acceptable ▼ Poor

Maximum Flow, people

(Car users and transit passengers combined northbound and southbound volumes)

Today | 2031 no LRT | 2031 with LRT
---|---|---|
8,800 (1,000s) | 9,400 (1,000s) | 10,300 (1,000s)

LRT will be a catalyst for change. Beyond 2031 the relative performance of LRT to car and the shift from car to transit will continue to grow.
The four diagrams provide an overall picture of people moving capacity, travel times and level of traffic performance during the morning peak hour along Hurontario-Main Street, and compares the situation of today with the 2031 future condition for scenarios with and without LRT. Key conclusions are as follows:

- With LRT, the corridor remains robust, carrying a greater number of people while still achieving an acceptable level of traffic performance.
- The end to end transit travel time improves significantly (from 75 mins to 47 mins) with introduction of LRT. LRT will be a catalyst for change. Beyond 2031 the relative performance of LRT to car and the shift from car to transit will continue to grow.

**Travel Times and Performance**

- **Today (2011)**
  - Car: Total time*: 49 mins
  - Bus: Total time*: 75 mins

- **2031 without LRT**
  - Car: Total time*: 52 mins
  - Bus: Total time*: 78 mins

- **2031 with LRT**
  - Car: Total time*: 57 mins
  - LRT: Total time*: 47 mins

*All time shown in minutes.

**Intersection performance:**
- Good
- Acceptable
- Poor

**Maximum Flow, people**
(Car users and transit passengers combined northbound and southbound volumes)

![Traffic Performance - PM Peak](image)
Traffic and Access

Movement Pattern Changes
Introduction of LRT to the Downtown, will lead to road traffic pattern changes both in terms of access to the Downtown and for local traffic passing through and around the Downtown precinct to reach nearby destinations.

Currently the Project Team is reviewing potential traffic pattern changes to the area with the intent to reduce the potential of traffic passing through the local neighbourhood Streets. Further information will be provided at PIC 3.

Environmental Interests

Noise and Vibration
Modern low floor LRT vehicles are quieter than their street car predecessors. Advances in wheel and bogie design combined with improved trackwork design contribute in reducing the overall noise levels generated from a passing LRT vehicle. The typical noise level of a passing LRT vehicle is roughly equivalent to the sound of two medium trucks passing by. Overall introduction of LRT will lead to a net decrease in noise, and a reduction in greenhouse gas emissions.

Construction Staging
Typically the overall construction cycle of an LRT project of this scale is between 4 to 5 years. However, the linear nature of LRT projects is such that the work will be organised into stages so that disruption to any one area is limited. The City will require contractors to use best construction practices that minimize disruption and preserve access where feasible during the height of construction in the area.

Parades and Special Events
Each year part of Main Street is closed to traffic for the annual Santa Parade. In similar fashion to the farmer’s weekend market, design of the LRT to restrict operations and allow the event to take place is being considered as part of the design. Measures to enable LRT services to turn back south of the market can be accommodated.

Preserving Access for Local Businesses
On-street parking between Wellington Street and Nelson will be removed to accommodate the LRT. Additional parking will be available with the new City Hall extension, and other initiatives.

The Project Team recognizes businesses fronting Main Street in this area will need alternate loading options for delivery trucks. Further information will be provided at PIC 3.

Preserving Existing Interests

Tree Preservation in the Heritage Area
Design of the alignment through the Main Street South Heritage Area, has focussed on preserving the natural scenic beauty of the district. The two LRT tracks positioned in the centre of street avoids encroachment on adjacent properties and there-by preserves the mature trees along the corridor.

Farmer’s Market
Opportunities to preserve the farmer’s weekend market through the summer months is being considered as part of the design. Measures to enable LRT services to turn back south of the market can be accommodated.

Parades and Special Events
Each year part of Main Street is closed to traffic for the annual Santa Parade. In similar fashion to the farmer’s weekend market, design of the LRT to restrict operations and allow the event to take place is being considered as part of the design. For example, through the Main Street South Heritage Area, design of the roadway and LRT tracks will be even to avoid raised curbs that might otherwise affect use of the Street for the parade.
**Brampton: Main Street Corridor**

**Growth and Transportation Policy**

Main Street is identified as a “Regional Intensification Corridor” (RIC), supported by higher order transit, with transit supportive and pedestrian oriented urban forms, with prime opportunities for intensification.

Two mobility hubs are envisaged on Main Street:

- Downtown Brampton will be a primary destination hub
- Steeles will act as a gateway hub to the City.

Protect unique features: scenic, environmental, cultural, heritage or architectural resources within any particular road section.

Within Brampton, the Main Street corridor has three street characterization areas:

- Downtown Brampton (Central Area) as a major destination
- Main Street South protected under city policy as the Historic Conservation District
- Intensification Corridor designated as a growth zone.

Brampton's Downtown Central Area is a major designated growth area and the City's primary destination hub. It is served by two transit priority corridors: Main street (north-south) and Queen Street (east-west), plus GO train. The form and character of higher order transit in the Downtown is being integrated with the vision for Downtown Brampton to be a high-quality transit oriented, pedestrian friendly area.

Main Street South Heritage Area, to be designated as a Heritage Conservation District, is recognised as an area of extremely high scenic, environmental and architectural heritage value that must be preserved. The LRT has been designed to have minimum visual impact through this segment of the corridor.

Main Street Intensification corridor: From Harold Street, Main Street widens and is characterised as having three lanes of traffic in each direction, separated by a wide grass median. This Segment of Main Street which includes the Steeles area is designated as an intensification zone where densification along the corridor is envisaged over time.
Brampton Downtown: Vision

The Four Corners:

The four quadrants that surround the Main Street/Queen Street intersection have been identified as representing an important physical and historical centre of Brampton, and a significant place-making opportunity to support the broader vision for Downtown revitalization.

A key objective is to target improvements that enhance connections between key destinations, such as the main civic and cultural facilities, while setting the stage for pedestrian scaled development with strong urban character.

Development of this area should emphasize the significance of the Garden Square, Main Street and the interconnecting laneways.

Mobility Hub:

The Downtown Mobility Hub Area (DMHA) will play an important role in the future vision for the downtown. In summary, the Hub:

- Represents the core of the Downtown Precinct, facilitating connections to key destinations, jobs, culture and housing
- Is a major regional transportation inter-change where main transportation lines, major transit, and active transportation come together
- Will support the emergence of walkable and transit-oriented land uses and amenities, development densities, forms, and an urban lifestyle

Vision for the Downtown:

Downtown Brampton aspires to become a more vibrant cultural and civic destination, a liveable place that is transit oriented, pedestrian friendly, and characterized by mixed-use, mid-rise street oriented built forms with a high quality of design that supports the existing downtown character.

Implementation of the Vision and related goals will be carried out through a range of policy and design initiatives. Two key initiatives that will play an important role, and will also inform and relate to the Hurontario-Main LRT project, are described on this panel.
The Hurontario-Main LRT project will deliver a number of key benefits to support the City of Brampton's vision for the Downtown.

**Provide comfortable, convenient, and affordable transit access to Downtown destinations and businesses.**

**Deliver significantly more people Downtown**
In comparison to the existing vehicle capacity on Main Street today, the LRT service will deliver significantly more people downtown, helping to stimulate economic growth, cultural vibrancy, and downtown residential development.

**Provide a seamless transition between modes at Downtown stops**
LRT stops in Brampton as well as the Brampton GO Mobility Hub. For instance, from regional rail, Higher Order Transit on Main and Queen, local bus, active transportation including to and from the city’s neighbourhoods, and other areas of the Region.

**Deliver sustainable transportation that preserves the cherished character of Main Street South Heritage Area Brampton**
By moving more people along Main Street on transit, potential increases to vehicle congestion over the long term are minimized.

**Reinforce the urban character of the Downtown**
This urban character is reinforced by the urban style design of the LRT, and the stop platforms in particular, which deliver people directly onto the downtown sidewalks, supporting the appeal and walkability of the downtown.
Two Options:
The Hurontario-Main LRT project team, in conjunction with the City of Brampton, is evaluating two options for the LRT route alignment through the downtown, between Queen and Nelson Streets. Both options are summarized on this panel.

Transit Mall Option:
Creates a vibrant pedestrian oriented transit mall between Queen Street and Nelson Street, redirecting vehicle traffic to alternate routes.

- Creates a more generous pedestrian focussed public realm, consistent with the Downtown Brampton Vision
- Prevention of through traffic better preserves and promotes the calm and scenic character of the historic downtown

Alternate Option:
Provides for limited vehicle movement north and southbound, with reduced opportunities for public realm improvements.

- Preserves limited through traffic on Main Street, but existing sidewalk/pedestrian width remains the same as today.
What is Power Supply and Distribution?

There are two major infrastructure components for LRT power supply, the Traction Power Substations (TPSS) and the Overhead Power Lines (OPL).

TPSS house equipment that converts electricity from the local power distributor (Enersource / Hydro One Brampton) into the form required by the LRVs.

The Project will have between 15 and 21 TPSS located and evenly distributed along the alignment.

Overhead power lines will run the length of the corridor and distribute the converted electricity to the vehicles. The vehicles draw electricity from the power lines to power the vehicles.

Two different operating voltages are being considered for the system; 750V and 1500V, and both of which are used in existing LRT systems worldwide.

Typical Traction Power Substation (TPSS) Buildings

The buildings themselves will be about 10m x 20m, and will also require adjacent parking spaces for maintenance vehicles and access areas for large equipment delivery.

Where necessary, a TPSS can be designed to blend in with the surrounding neighbourhood.

The images to the left and below are examples of TPSS facilities integrated with residential and urban environments.

Proposed locations of the TPSS can be found on the alignment roll plans on the tables.

Overhead Power Lines

Overhead power lines are suspended 4 to 6 metres above ground level, which prevents any accidental human contact.

They can be suspended with poles either between the tracks (above) or at the side of the road (below), depending on space constraints. Poles are typically 60 metres apart.
The project will require a Maintenance and Storage Facility (MSF), which serves several key purposes:

A review of multiple potential sites along the Hurontario corridor concluded that the MSF site should be located at the site on the south side of Highway 407 and the east side of Hurontario.

The project team is currently developing a concept plan for the facility to confirm its size and functional layout, taking into consideration the requirements for opening day operations and the long term expansion needs for the entire fleet.

Purpose:

- A location to perform daily cleaning on the LRVs
- Facilities for heavy maintenance and major repairs
- An overnight storage yard for LRVs when the line is out of service
- A base for equipment that is used to maintain the rest of the line
- A control centre for real-time supervision of trains while the line is in operation
- A centre for administration and long-range planning for the line.
Launched in 2008, The Big Move is a 25-year, $50-billion plan for coordinated, integrated transportation and transit in the Greater Toronto and Hamilton Area. Its vision, goals and objectives are rooted in creating for the GTHA a high quality of life, a thriving, sustainable and protected environment, and a strong, prosperous and competitive economy.

What is The Big Move?

How will The Big Move’s Next Wave Projects benefit the region?

- 713 kilometres of rapid transit enhancements
- Over 6 million people will live within 2 kms of rapid transit by 2031
- 800,000 to 900,000 new jobs created between 2012 to 2031
- 1,600 person-years of employment per year, rising to 34,000 person-years in 2020
- $110 to $130 billion growth to Ontario’s GDP between 2012 to 2031
Current Projects Underway ($16B)

- York Region vivaNext Bus Rapidways
- Mississauga Bus Rapid Transit
- Union Pearson Express
- Union Station Revitalization
- Toronto–York Spadina Subway Extension
- The Georgetown South Project
- Toronto Light Rail Transit including Eglinton Crosstown

Metrolinx and The Big Move
What’s Next For Metrolinx

What is The Big Move’s Next Wave?

| SUBWAY EXPANSION          | • Downtown Relief Line  
                            | • Yonge North Subway Extension |
|---------------------------|-------------------------|
| NEW RAPID TRANSIT         | • Brampton Queen Street Rapid Transit  
                            | • Dundas Street Bus Rapid Transit  
                            | • Durham-Scarborough Bus Rapid Transit  
                            | • Hamilton Rapid Transit  
                            | **Hurontario-Main LRT** |
| GO / UP EXPRESS ENHANCEMENT | • GO Rail Expansion  
                              | • GO Lakeshore Express Rail Service – Phase 1  (including Electrification)  
                              | • Electrification of GO Kitchener Line and Union Pearson Express |
| LOCAL                     | • Local transit  
                            | • Roads and highways  
                            | • Active transportation and integration |
Metrolinx identifies the Hurontario-Main LRT as a proposed priority Next Wave Project

Metrolinx is required to present an Investment Strategy to the Province and municipalities by June 1, 2013

All Next Wave project funding will be proposed in the forthcoming Investment Strategy

On April 2, Metrolinx released a short list of investment tools under consideration for inclusion in the Strategy

For more information, go to www.bigmove.ca
The Transit Project Assessment Process (TPAP) is the process which is used to assess the environmental impacts of a public transit project in Ontario. The TPAP process is a more streamlined environmental process specific to public transit projects and exempts projects from certain requirements under the Environmental Assessment Act.

Documentation of the Transit Project Assessment Process is completed within 120 days of distributing the Notice of Commencement. This document is called the Environmental Project Report (EPR). The EPR documents the TPAP that was followed and the conclusions reached, including:

- An overview of the process used to select the transit project
- Description of the transit project
- Assessment of environmental impacts and how negative impacts will be mitigated
- Record of consultation with the public, agencies, aboriginal communities and stakeholders
- Commitments to monitoring environmental effects/mitigation, conducting further technical analysis, and consultation in other project phases.

**What is The Transit Project Assessment Process?**

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- Commitments to monitoring environmental effects/mitigation, conducting further technical analysis, and consultation in other project phases.

**What phase we’re in now:**

- **PRE-PLANNING PHASE**
  - Information gathering
  - Develop/evaluate design alternatives
  - Technical studies to assess potential project impacts/condition changes
  - Identify mitigation/monitoring requirements and commitments
  - Prepare draft reports
  - Consultation with stakeholders

- **CONSULT ON TRANSIT PROJECT**
  - Design proposals
  - Potential impacts
  - Protection/mitigation measures
  - Future additional investigations
  - Monitoring
  - Implementation/staging
  - Future consultation commitments

- **PUBLIC REVIEW OF EPR**
  - 30 Days

- **MINISTER’S REVIEW**
  - 35 Days

- **STATEMENT OF COMPLETION**

**The TPAP and You**

The Hurontario-Main LRT Project is being implemented in accordance with Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings, (Transit Projects Regulation) of the Environmental Assessment Act. The diagram below outlines the regulatory six-month TPAP timeline.

Understanding the environmental effects associated with the LRT project is critically important. Our team follows the prescribed steps in the TPAP, which culminates with the Minister of the Environment’s decision within six (6) months of starting the process.

**Anticipated milestone dates for TPAP are:**

- Preparation of the Draft Environmental Project Report (Summer 2013)
- Notice of TPAP Commencement Filed (Fall 2013)
- Public Information Centre 3 (Fall 2013)
- Completion of consultation phase (Winter 2013 - 2014)
- Statement of Completion (Spring 2014)
Next Steps: Construction and Implementation

Timing:
Pending funding approval and the successful TPAP, the project will seek implementation and construction as soon as possible.

Duration:
Experience drawn from other Canadian LRT projects of similar scale and complexity suggest implementation (design and construction) of the project should take anywhere from 42 to 60 months (3.5 to 5 years) depending upon expectations set by the project upon the constructors.

Disruption during that period will not be continuous in all areas simultaneously, as the work will be progressed linearly and in sections with work activities being conducted at different times.

Impacts:
Construction contractors will be held accountable to work 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 traffic construction management to preserve mobility and keep disruption within expectations set by the Cities and The Project

Greater detail of the project’s construction impacts will be provided both at PIC 3 as part of the TPAP, and later as the project advances closer towards its implementation phase.

Following completion of the final detailed design and procurement to select the construction contractors, implementation of an LRT project typically follows three stages that will be overlapped and staggered to suit the linear nature of the project. These steps include:

- Enabling / Preparatory construction works
- Building the infrastructure
- Testing and commissioning

Enabling works involves construction to be done before the main guideway works can be started. Typically this includes relocating utilities, and removing obstructions.

Building the infrastructure involves building the guideway and tracks, special structures such as bridges, the stops, the MSF, TPSS’s and overhead power lines.

Testing and Commissioning – Once the line has been constructed, the vehicles delivered and the control systems developed, there follows a period of testing and commissioning, where the system follows rigorous testing and staff training to ensure safe operation of the system and its passengers.

Service Commencement – The crowning moment of any LRT project is achieving completion and opening of the system to the public.
Hurontario-Main LRT Project
Public Information Centre No. 3
Anticipated in Fall 2013!

Your feedback from PIC 2 will be considered as the design proceeds.
Visit the project website to view the latest project developments and future PIC timeframes.
Read our project handouts and call the City or the Consultant Team to discuss any questions you may have.

Click: www.hurontario-main.ca
E-mail: inquiries@hurontario-main.ca
Call: 3-1-1 in Mississauga and Brampton

Join Us In The Conversation!
www.hurontario-main.ca
A Partnership Project between the Cities of Mississauga and Brampton
The Design and Transit Project Assessment Process (TPAP) for the Hurontario-Main LRT Project continues with advancing the design.

PIC 2 builds upon the design outcomes from PIC 1, and will present the recommendation for the LRT alignment, the stops, the complete system and its integration.
Electrically Powered, Urban-style Light Rail Transit (LRT) Example
High Quality Light Rail Vehicles
Clean, Electrically Powered, No Emissions at Street-level
Bi-directional
Designated Lanes (Segregation)
Smooth, Comfortable and Quiet
Platforms Integrated Into The Sidewalk
Low Floor, Step-free Access
An Integrated Transit Network
Proven to Operate in All Weather Conditions
Colour and Styling Help Define ‘City Style’
Enhanced Public Realm and Placemaking Opportunities
Integration of Transport Modes
The Need For LRT Segregation

Hurontario-Main Corridor
LRT To Be Well Integrated With Other Transit Services
Traffic Congestion in Downtown Brampton

Hurontario-Main Corridor
Traffic Congestion South of the QEW
Traffic Congestion Near Highway Interchanges

Hurontario-Main Corridor
Mississauga and Brampton: Urban Growth Centres
LRT – A Catalyst For Continued Community Vibrancy, Mobility and Transit Oriented Development
Mississauga: A Place Where People Choose To Be
Brampton: Working Together To Keep Brampton Moving
Public and stakeholder feedback during the Preliminary Design/TPAP Phase is important to help shape the project and the design.

Please continue to participate and provide your input as the design proceeds.

Thank You For Your Participation
Stay On Track With Us

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PIC #2 Handouts
LIGHT RAIL TRANSIT (LRT)

- The term ‘light rail’ first came into use in the 1970s to describe metropolitan transit systems with higher speed and more capacity than traditional streetcars and trams.

- More than 300 cities around the world have Light Rail Transit (LRT) systems.

- LRT has emerged as a preferred option in many cities looking to improve their public transportation systems, but where population densities, cost and other factors do not support subways.

- Developers and investors see LRT as a foundation for attracting residents and businesses. Often, development increases in anticipation of LRT.

- LRT can effectively operate in harsh winter weather conditions, which has been proven by the LRT systems in Edmonton and Calgary.

- Low floor ‘urban style’ LRT is designed to run at street level in its own right of way. There are no barriers or other physical fencing so pedestrians can still cross the road. Therefore, the LRT can be well integrated into the street and supports city-building and Transit Oriented Development (TOD).

- With urban style LRT, the rules for crossing the street by pedestrians and cyclists do not change following the implementation of LRT. Similarly, no pedestrian barriers are used where the LRT crosses road intersections.

LIGHT RAIL VEHICLES (LRV)

- LRVs run on steel track, level with the road surface. The track is segregated from other traffic for the majority of the route to provide quick and reliable journeys.

- LRVs are emission free – there is no pollution at the point of use.

- Light Rail Vehicles (LRVs) create less noise than a typical car. Overhead wires used for modern LRT technology are also less obtrusive.

- LRVs run on steel tracks and provide a smoother riding experience than buses.

- LRVs can carry more passengers than buses. A number of internal seating and standing layouts are possible. This means the LRVs can also accommodate more passengers in wheelchairs, and strollers and bicycles, than buses.

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LRT IN OUR COMMUNITY

- The Cities of Mississauga and Brampton were designated by the provincial Places to Grow Act as areas for growth.

- In the next 20 years, the Region of Peel will need to accommodate over 300,000 people and approximately 150,000 jobs, much of which will be in Brampton and Mississauga. Nearly a quarter of that growth is expected to live in the area immediately surrounding the Hurontario-Main corridor.

- During the Master Plan Study (2008 – 2011), LRT was identified as the best transit option for the Hurontario-Main corridor.

- Without rapid transit along the Hurontario-Main corridor, traffic demands will continue to grow, worsening congestion.

- We need LRT to help: increase people carrying capacity; reduce automobile travel; help manage congestion; improve transit travel times along the corridor; and connect with bus or GO Transit services.

- Improving the regional connectivity and improved access to and from Brampton and Mississauga will support the cities as destinations for residents and business.

- LRT could carry more than 14,000 people in both directions per hour along the corridor. This means that although one lane of traffic in each direction will need to be removed, a significantly higher number of people will be able to travel along the corridor at any time.

- Urban style LRT will form part of a wider ‘complete street’ design that aims to address pedestrian, cycle, vehicle traffic and urban realm aspects, along with new higher density, mixed use and Transit Oriented Development (TOD) opportunities.

- Public and stakeholder engagement continues to be critically important to the success of the project.

- Feedback will be considered and used by the technical teams within the scope, schedule and budget of a proposed LRT system.

- All LRT material, including PIC timeframes and invitations, is posted on the project website at www.hurontario-main.ca. Stay on-track with us!

May 2013
FACT SHEET
Downtown Mississauga Options

Background
In support of the City of Mississauga’s Strategic Plan (Our Future Mississauga), the Downtown21 Master Plan was developed in 2009/10 to plan the future of downtown Mississauga. The Downtown21 process provided a comprehensive conceptual plan for the transformation of downtown Mississauga from a regional suburban centre into a higher density, mixed use, attractive downtown core. Higher Order Transit provision from the Hurontario-Main LRT and the proposed Mississauga Transitway was seen as crucial in supporting this long-term intensification.

The vision has six guiding principles:
1. Catalyse Employment
2. Build Multi-Modal
3. Create an Urban Place
4. Living Green
5. Establish a Focus
6. Create a Development Framework with Predictability

As a first step toward implementation, City Council enacted an Interim Control By-law that guides new development based on the Downtown21 plan. These recommendations have been incorporated into the Downtown Core Local Area Plan.

The LRT alignment presented at PIC 1 in June 2012 reflected the alignment in the Downtown21 Master Plan and ran along Burnhamthorpe Road, Living Arts Drive, Rathburn Road, City Centre Drive and a new bridge crossing Highway 403. The public were informed at PIC 1 that further assessment was underway to determine an alignment that is both feasible and supports the future vision of downtown Mississauga.

Different alignment options on the east, west and north of the downtown were developed and assessed using a large number of considerations, including engineering feasibility, city-building potential, stakeholder impact and ability to assist in achieving the Downtown21 Master Plan Guiding Principles.

The Preferred Option
The Preferred Alignment Option depicted for the downtown LRT has been determined and is presented at this PIC with routing along Burnhamthorpe Road, Duke of York Boulevard, Rathburn Road and Hurontario Street. The Highway 403 crossing configuration has not yet been decided.

Burnhamthorpe Road
Burnhamthorpe Road was common to all alignment options. The Proposed Alignment routes the LRT along the centre lanes of Burnhamthorpe Road, based upon the street configuration for Downtown21. Under Downtown21, the roadway is much wider than it is today and the future median will be located towards the south curb. Currently the team is assessing whether the alignment and street configuration should be shifted further north within the ROW to improve positioning within the street, while taking into account the objectives and vision of Downtown21.

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Duke of York Boulevard
Duke of York Boulevard is a ceremonial street that will have great potential to create a feature LRT stop on a pedestrian-oriented, beautiful streetscape. The alignment also reduces conflicts with loading docks on Living Arts Drive, other building operational considerations and the alignment along Duke of York maintains proximity to the future development to the west of the downtown.

Rathburn Road
Running LRT along Rathburn Road will help create a central transit hub for Mississauga, and allow convenient transfers between the LRT and BRT (Mississauga Transitway) as well as local and regional bus services. It will also help support future office development to the north. The future Rathburn BRT will run alongside Rathburn Road below grade, as per the previously approved Environmental Project Assessment.

Hurontario Street
LRT on Hurontario Street will help to avoid conflicts with future development proposals near City Centre Drive and other feasibility issues. The stop is located closer to development areas east of downtown.

Ongoing Work
The project team and the City are advancing a number of elements of the downtown Mississauga LRT alignment that require further work:

- Highway 403 Crossing Options
  The LRT could cross Highway 403 either by widening the existing Hurontario Street traffic bridge or by a new bridge for LRT, pedestrians and cyclists only. Traffic analysis is currently underway to determine the performance of the options, and the results will need to be weighed up against other factors, such as construction impacts, LRT operations and costs.

- North-Side of Rathburn Road Integration
  With LRT, local transit, BRT and regional transit services all coming together at the City Centre Transit Terminal there will be excellent integration of different modes. To provide a good passenger experience it will be important to ensure a high quality environment and streetscape, and seamless connectivity to surrounding developments.

- South-Side Downtown Transit Terminal
  A related study, entitled the Downtown Mississauga Movement Plan, is currently underway. This will provide ‘proof of concept’ for the Downtown21 Master Plan, ensuring that the Guiding Principles are achieved. In particular, this will include development of the south-side LRT alignment location and a potential southern transit facility at or near to the Main Street LRT stop. The additional facility will improve transit integration in the downtown and ease increasing capacity pressures at the City Centre Transit Terminal as transit demand continues to grow.

What’s Next
This is the second of three PICs for the Hurontario-Main LRT Project and it builds upon the outcomes of PIC 1 and 2 as well as subsequent design development to provide further recommendations for the LRT alignment, the location and design of the stops, the complete system and its integration.

Extensive stakeholder consultation will continue to be undertaken to gather feedback, and support refinement of the Preliminary Design as the TPAP process moves forward. The third and final PIC is anticipated for fall 2013.

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Background
The Vision for Downtown Brampton is to become a more vibrant cultural and civic destination, a liveable place that is transit oriented, pedestrian friendly, and characterized by mixed-use, mid-rise street oriented built forms with a high quality of design that supports the existing downtown character.

Brampton’s downtown Central Area is designated as a major growth area and the City’s primary destination hub. The downtown is served by two priority transit corridors - Main street (north-south) and Queen Street (east-west) - as well as GO train service to the Brampton GO station. Improvements to existing transit service, and implementation of planned new services, will contribute to the City’s vision for the downtown to be a high-quality transit oriented, pedestrian friendly area.

The Vision for Downtown Brampton
Implementation of Brampton’s Vision for the downtown area and related goals will be carried out by the City through a range of policy and design initiatives.

![Downtown Brampton Options Diagram]

Two key initiatives that will play an important role, and will also inform and relate to the Hurontario-Main LRT project, are The Four Quadrants and the Downtown Mobility Hub Area (DMHA).

The four quadrants that surround the Main Street/Queen Street intersection have been identified as representing an important physical and historical centre of Brampton, and a significant place-making opportunity to support the broader vision for downtown revitalization.

A key objective is to target improvements that enhance connections between key destinations, such as the main civic and cultural facilities, while setting the stage for pedestrian scaled development with strong urban character. Development of this area would emphasize the significance of the Garden Square, Main Street and the interconnecting laneways.

In addition the City of Brampton, in concert with other agencies, has numerous planning initiatives, noted in the graphic above, in place to fully develop Brampton’s Downtown into a truly vibrant place to live, work, and play.

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LRT in Downtown

Brampton’s anticipated growth, in particular along the corridor and Downtown area, creates a challenge: increasing the number of people who need to access the downtown vs. keeping the character of the Main Street South Heritage area and the Downtown. The answer is LRT.

While the LRT has greater physical impacts than a BRT it allows more people to move into and out of the Downtown. These people are able to arrive at homes, businesses, and to make connections to other modes of Transit easily, while the presence of the tracks and moving light rail vehicles can have a calming effect on traffic along Main Street itself.

When fully built out and running three light rail vehicles together the LRT will delivery up to 600 people every five minutes, at peak, through the downtown. These passengers will be deposited either directly in the Downtown to access the City’s businesses, and Heritage and Cultural venues and events, or immediately north of the Downtown able to either easily access the north end of Downtown, or make connections to GO.

Downtown Options

Options for Brampton’s downtown route alignment have been examined as early as the Master Plan stage in 2010, which included a one way George-Main Street loop route for LRT in Downtown Brampton as well as a route to serve the Peel Memorial Hospital site. These two routes have been considered as part of ongoing Hurontario-Main LRT Preliminary Design and neither the original Master Plan route nor a route serving Peel Memorial Hospital are being recommended for further consideration.

Since PIC 1 in June 2012, the Hurontario-Main LRT project team and the City of Brampton, have been evaluating two options for the alignment through the downtown, between Queen and Nelson Streets.

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 as the preferred LRT alignment in downtown Brampton.

Transit Mall Option

The Transit Mall Option best supports Brampton’s Vision for the downtown area to develop into a vibrant, pedestrian oriented space between Queen Street and Nelson Street. By redirecting vehicle traffic to alternate routes with the prevention of through traffic, the Transit Mall Option will establish a more generous pedestrian focused public realm and better preserve the calm and scenic character of the Heritage District as part of one of the key project objectives.

The Through Option

The Through Traffic Option of providing one through traffic lane north and southbound on Main Street was also reviewed as an option for the downtown alignment. This option would provide

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limited vehicle movement north and southbound on Main Street for motorists and maintains existing sidewalk width as is present today.

Although this option does preserve limited through traffic on Main Street for motorists, it also will remove on-street parking on Main Street.

**What’s Next**
This is the second of three PICs for the Hurontario-Main LRT Project and it builds upon the outcomes of PIC1 as well as subsequent design development to provide further recommendations for the LRT preferred alignment, Downtown Options, the location and design of the stops, the complete system and its integration.

Extensive stakeholder consultation will continue to be undertaken to gather feedback, and support refinement of the Preliminary Design as the TPAP process moves forward.

The third and final PIC is anticipated for fall 2013.
Frequently Asked Questions

Project Background

1. Why do Mississauga and Brampton need improved public transit along the Hurontario-Main corridor?

As our population increases, as development continues and as opportunities to expand the road network are limited, moving more people using high capacity rapid transit is the best option to meet the increasing transportation needs of our cities.

The Cities of Mississauga and Brampton are designated Urban Growth Centres (UGC) within the Greater Toronto and Hamilton Area (GTHA) and currently have a combined population of close to 1.5 million people and an employment base of nearly 587,000.

In the next 20 years, the Region of Peel will need to accommodate over 300,000 people and approximately 150,000 jobs, much of which will be in Brampton and Mississauga. Nearly a quarter of that growth is expected to live in the area immediately surrounding the Hurontario-Main corridor.

With the current traffic levels along the corridor and the projected growth in development, traffic and population, the corridor would approach or exceed traffic capacity along many of its sections.

2. What improved public transit has been investigated, and what is proposed?

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 Orientated Development (TOD).
3. **What is Transit Orientated Development (TOD)?**

Transit Orientated Development (TOD) is development located within walking distance of transit stations, integrated with transit use, and is generally characterized by:

- Compact development that is relatively dense compared to its surroundings;
- A mix of uses including, where possible, transit origins (housing) and transit destinations (employment, institutions, or retail), with pedestrian-supportive uses at street level;
- A safe, attractive and interconnected public realm, featuring ‘complete streets’ that invite pedestrian and bicycle access; and
- An approach to parking that includes less supply than in non-transit locations, a pedestrian-supportive design, and shared use of facilities.

TOD is one of the most effective planning strategies to support an improved quality of life and sustainability of a city.

4. **What is ‘urban style’ Light Rail Transit (LRT)?**

Urban style Light Rail Transit (LRT) is designed to be fully integrated with the surrounding streetscape. At the heart of this approach is a modern styled, low-floor, light rail vehicle (LRV). Low-floor LRVs allow for stops and stations that require very little additional infrastructure. For instance, a stop can be created using only a raised curb and sidewalk. The low floor of the vehicles means that doors are aligned at street-level to allow for step-free boarding so passengers can access directly from the low LRT platform into the vehicle. Because steps are not needed, it is easier to integrate stops and stations with local surroundings, as well as provide better pedestrian connections and fewer barriers to accessibility.

Urban style LRT generally runs in its own dedicated lanes to ensure it is not held up by other traffic and it is given priority to go through signalized intersections. This provides a very reliable service with passengers knowing exactly how long their journey will take. The dedicated LRT lanes can be separated from other traffic lanes by a white line or a curb. In addition, the area between rails on the segregated lanes is filled in, usually with concrete, pressed concrete to resemble cobblestones, or other material such as grass. This provides a level surface and enables the LRT to be blended into the surrounding street.

5. **What are the benefits of LRT?**

LRT vehicles have higher capacity than bus transit systems, and provide fast, reliable, convenient service by carrying passengers primarily in reserved transit lanes separate from regular traffic. LRT is electrically powered, with no emissions at street level, and offers passengers a smooth, comfortable and quiet ride.

LRT in other cities have also spurred significant Transit Orientated Development (TOD), which is less reliant on the private car and has helped improve connectivity and long-term community sustainability.

LRT along the Hurontario-Main corridor seeks to:

- Provide a high capacity, high quality, reliable, modern transportation system to connect the cities of Brampton and Mississauga;
- Connect with regional rail services (e.g. Go Transit) at Port Credit and Cooksville in Mississauga and in downtown Brampton;

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Be integrated into the local transit network (MiWay, Züm and other transit services);
Help accommodate current and future travel demand;
Help to stimulate enhanced streetscapes and transit oriented development along the corridor;
Reduce reliance on the private car by offering a viable, attractive alternative;
Help our cities grow and develop in a more sustainable way;
Transition the cities from ‘suburban’ to ‘urban’; and
Improve transit travel time along the corridor.

**Light Rail Transit In Our Community**

6. **What is the difference between LRT and streetcars?**

The main difference between LRT and streetcars is that LRT vehicles run in their own segregated lanes for the majority, if not all, of their route. They also have priority through signalized intersections. In combination these two components ensure that LRT provides a reliable service with journey time certainty.

Because Light Rail Vehicles (LRVs) are in their own lane when they stop to pick up passengers, they do not delay other road traffic in the way that streetcars do. LRTs also have dedicated stops with platforms whereas streetcars often stop in the street with passengers then walking into the road in order to board. Finally, LRVs are generally longer than streetcars and so can often carry more passengers.

7. **What is a Light Rail Vehicle (LRV)?**

A Light Rail Vehicle (LRV) is an electrically operated transit vehicle that carries passengers as part of a Light Rail Transit (LRT) system. The specific LRV for the Hurontario-Main system has not yet been selected and will be tendered as part of a future Vehicle Procurement Strategy for the project. LRVs can operate as a single unit, or can be joined to operate as multiple passenger LRV units.

8. **Can a LRT system operate in cold weather?**

Yes. Systems around the world operate in many different weather conditions, including extreme cold in places such as Sweden, Norway, Poland, Germany and in North America including Edmonton, Calgary and Minneapolis.

9. **Will LRVs be noisy?**

Light Rail Vehicles create less noise than two medium sized trucks. Existing and future noise and vibration levels from the LRT system will be examined as part of the current study. The work will be included in the Environmental Project Report (EPR) which is currently being produced and will be available for the third set of Public Information Centres in the Fall.

10. **How fast will LRV travel?**

Light Rail Vehicles (LRVs) are capable of reaching speeds of approximately 80 km/h. However, we would expect the LRV in this corridor to be governed by similar speed limits as other motor vehicle traffic.
11. Will the Hurontario-Main LRT line be accessible for persons with disabilities?

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.

Future Funding and Construction

12. What is the status of securing funding for the project?

The Cities and the Project team have met with Metrolinx and discussions about funding for the project are underway. Metrolinx has active representation in the project working groups and provides ongoing support.

Funding for the LRT will be explored through Provincial and Federal opportunities as well as through Metrolinx, as they develop an investment strategy for supporting transportation infrastructure improvements within the Greater Toronto Area and Hamilton that is expected to be released this summer.

13. Does Metrolinx support the Project?

Yes. Metrolinx identified the Hurontario-Main LRT as a priority project in The Big Move, its Regional Transportation Plan and their support for the project was recently reaffirmed in their “Next Wave” announcement. The Metrolinx Benefits Case Analysis indicated that this project will generate positive net benefits for the region. Metrolinx is excited to see the next stage of work being completed for this project and will continue to work in collaboration with the Cities of Mississauga and Brampton on the planning, design and engineering work underway.

14. When will the LRT be built?

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).

Assuming prompt and favorable funding decisions, the implementation stage could potentially begin in 2014, although it is likely to be later than this before the first construction activity is seen.

15. What will it cost to ride the LRT?

Fares 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.

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LRT System Design

16. What progress has been made on determining the alignment since PIC#1?

At PIC #1 the project team consulted with the public on key design elements of the LRT project. Since then the project team has been refining the design using the public feedback which was received.

With much of the alignment details having been determined since PIC #1, the Hurontario-Main LRT project team is continuing to work through key design challenges and opportunities in both downtown Brampton and Mississauga to ensure that the final alignment effectively connects the immediate surrounding businesses and residents as well as the region as a whole.

17. How will traffic along Hurontario and Main Streets be impacted by the implementation of the LRT?

The Hurontario-Main LRT will provide a substantial increase in people carrying capacity down the corridor through significant increases in transit ridership. Flexible parallel routes and a finer grid of streets in intensification areas will distribute traffic more effectively, with a focus on ensuring that access is maintained via auto, rather than adding more through capacity. The impacts of the project on traffic movements are being fully assessed using industry standard models. The results of this are then being used to minimize impacts on traffic and local access where possible.

18. Will properties be impacted along the corridor as a result of the implementation of the Hurontario-Main LRT?

Designing a rapid transit system that will span two cities and effectively serve the distinctive needs of both is a massive undertaking. Acquisition of some properties and temporary access to others will be required to implement the system. This will result in frontage impacts, as well as modified access for some properties.

The Hurontario-Main project team has years of experience in these critical areas of design and will be applying that expertise to the design of the system to minimize property impacts. A preliminary analysis of affected land has been completed and the team is reviewing potential property impacts. The full extent of property requirements will be determined as part of the Detail Design process.

19. What is the Project team doing to ensure that the character areas in both Brampton and Mississauga are preserved?

Preserving the character and beauty of the heritage areas in Brampton and Mississauga, while supporting its modernization and growth for the future, is a key priority of the Hurontario-Main LRT Project.

This priority will remain top-of-mind for the Cities and the LRT project team as they progress through the design and alignment challenges and opportunities.

Public feedback is critical to support and inform these decisions and is encouraged as we enter into the final stages of the design process.

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20. How will the LRT be integrated with events in Brampton and Mississauga?

The Hurontario-Main LRT project team understands the importance of cultural and community events in Brampton and Mississauga and are applying event considerations into the LRT design that will complement these priorities.

The project team is committed to working through these challenges and opportunities with local stakeholders and event coordinators.

21. How is cycling being incorporated along the alignment?

The Hurontario-Main Street corridor is being designed to accommodate bicycle lanes and bike paths from Mississauga to Brampton.

The project team is working to apply designated bike lanes wherever feasible along the corridor. A variety of bike lane typologies are being deployed, (on-street; raised curb; or multi use trail) 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.

22. How is the urban realm being incorporated into the LRT design and along the corridor?

Stops, streetscapes and other components of the public realm along the corridor will be designed to support a safe, attractive and comfortable environment.

Applying their experience and expertise, the Project design team is making every effort to design a beautiful, accessible streetscape for the corridor, providing space and amenities to encourage walking, cycling and transit.

Some design opportunities will come forward as part of this project, while others will emerge through change and development on lands beside or near the corridor, undertaken by individual property owners and other stakeholders.

23. Have the location of the LRT stops been chosen and if so how were they chosen?

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 and were selected based on this premise. The preliminary preferred locations of the LRT stops along the alignment have been selected with this understanding in mind as well as incorporating feedback from PIC #1.

24. How is the project team incorporating the Hurontario-Main LRT system with other regional transit networks?

The Hurontario-Main LRT project will be complimented by a number of upcoming transit projects 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.

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Changes in bus services through the corridor will allow 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.

25. What are intermodal stops and how will they be integrated with other transit services?

The anticipated growth of Brampton and Mississauga will require effective regional connectivity of local transit systems to surrounding mobility hubs to integrate with other transit services.

Linking the LRT with regional transit systems and GO Transit will enable the future growth and development along the Hurontario-Main corridor and secure Brampton and Mississauga’s place as two world-class cities.

26. Will the LRT include parking at intermodal stops?

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. That said, improvements 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.

27. What hours will the LRT operate?

The system is anticipated to run from 5am to 1:30 a.m. Monday to Saturday and from 7am to midnight on Sundays. 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.

28. What are sub-stations and how do they fit into the streetscape?

Traction power sub-stations take electrical power and convert it to the necessary voltage to power the light rail vehicles. Typically they are located about every 1.5 km along the route and would be housed in small buildings which have been designed to be as unobtrusive as possible and fit into the general streetscape.

The Hurontario-Main LRT project team is working to determine the type of power that will be used to power the system which will also determine the number of TPSS that will be located along the alignment as well as their specific locations.

The preliminary preferred locations of the LRT stops along the alignment have been selected with this understanding in mind as well as incorporating feedback from PIC #1.

Some property may be required for some of the proposed TPSS locations. However, the location of the property and the amount of space needed is still under review and will be determined by PIC #3.

29. Where will the Maintenance and Storage Facility be located and why was that location chosen?

The Maintenance and Storage Facility (MSF) will be located south of the 407 on lands bounded by the 407, Kennedy, Hurontario and the Hydro corridor.
The location of the Maintenance and Storage Facility (MSF) has been chosen based on an optimal location that will provide a safe and secure operational area for vehicles to be stored and serviced as well as ensuring the safety of drivers, facility staff, visitors, neighbours and the public.

**Route Alignment**

**30. Where is the Hurontario-Main LRT ‘route alignment’ located?**

The proposed route alignment (from south to north) begins in Port Credit near Stavebank Road, proceeds east on Port Street, north on St. Lawrence Drive onto Hurontario Street until you arrive at Burnhamthorpe. At Burnhamthorpe, a loop runs around the Mississauga downtown which goes along Duke of York, to Rathburn and Hurontario. From the north side of this loop, you continue on Hurontario Street to Main Street until you reach Brampton’s GO Station.

**31. What is the preferred option for the Mississauga Downtown alignment and how was it determined?**

The LRT alignment presented at PIC #1 in June 2012, reflected the alignment in the Downtown21 Master Plan which was comprised of Burnhamthorpe Road, Living Arts Drive, Rathburn Road, City Centre Drive and a new bridge crossing Highway 403. The public was informed at PIC #1 that further assessment in determining the downtown alignment that is both feasible and supports the future vision of Downtown Mississauga, was underway and would be evaluated extensively.

Different alignment options on the east, west and north of the downtown area were developed and assessed using a large number of considerations, including engineering feasibility, city-building potential, stakeholder impact and ability to assist in achieving the DT21 Master Plan Guiding Principles.

Following this evaluation, the preferred option for the downtown LRT is Burnhamthorpe Road, Duke of York Boulevard, Rathburn Road and Hurontario Street. The Highway 403 crossing has not yet been decided.

**32. What options are being presented for the Brampton Downtown alignment and how were they determined?**

Since PIC 1 in June 2012, the Hurontario-Main LRT project team and the City of Brampton, have been evaluating two options for the alignment through the downtown, between Queen and Nelson Streets.

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 as the preferred LRT alignment in downtown Brampton.

The Transit Mall Option best supports Brampton’s Vision for the downtown area to develop into a vibrant, pedestrian oriented space between Queen Street and Nelson Street. By redirecting vehicle traffic to alternate routes with the prevention of through traffic, the Transit Mall Option will establish a more generous pedestrian focused public realm and better preserve the calm and scenic character of the Heritage District as part of one of the key project objectives.

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**web:** [www.hurontario-main.ca](http://www.hurontario-main.ca)  **email:** inquiries@hurontario-main.ca
The four Lane Option of providing one through traffic lane north and southbound on Main Street was also reviewed as an option for the downtown alignment. This option would provide limited vehicle movement north and southbound on Main Street for motorists and maintains existing sidewalk width as is present today. Although this option does preserve limited through traffic on Main Street for motorists, it also will remove on-street parking

33. What does ‘segregation’ or ‘segregated lanes’ mean?

Segregation or segregated lanes means the LRT would operate in outs own dedicated rail transit lanes along the alignment and so will not be held up by other vehicles. This will help to ensure journey time reliability and consistency.

34. Why did Brampton invest in Züm if the City was planning to implement LRT?

The Züm Bus Rapid Transit (BRT) system was designed to accommodate future capacity and growth. LRT is being planned to accommodate long-term growth in transit ridership. Without LRT, buses will run at more frequent intervals resulting in increased congestion and reduced transit service levels. The Züm infrastructure, such as the station stops, can also be moved to future BRT lines in Brampton. Züm buses can also be redeployed to other existing or future BRT routes.

35. Will Züm buses continue operating on Hurontario?

Yes, for the time being. Once the LRT is operational, Züm service will be re-routed to other new corridors where Züm services are not currently operating. Local bus service between LRT stops is expected to remain in operation.

36. Why is LRT only going to Downtown Brampton and not Sandalwood?

The scope of this phase of the project focuses on the corridor from Port Credit in Mississauga north on Hurontario through Main Street to downtown Brampton. However, future expansion of the LRT is not precluded, including a northerly extension and potential connection with Queen Street rapid transit services.

Public Consultations

37. How can I participate in design consultations?

The second of three Public Information Centres (PICs) in Mississauga and Brampton, PICs help to inform the public of updates to the design progress, and seek feedback during the different phases of the project. Project team members from the cities and the consultant team will be in attendance to discuss the project and answer your questions.

The first PIC featured material and sought feedback on the LRT route alignment, segregated lane options and LRT stop locations. This second PIC will seek feedback on the preferred alignment and the third PIC anticipated for fall 2013, will form part of the TPAP environmental assessment process.

web: www.hurontario-main.ca  email: inquiries@hurontario-main.ca
PIC dates and locations will be advertised in advance, and information will also be mailed dropped along the corridor. Consultation materials will be posted on the project website at www.hurontario-main.ca. You can also tell us what you think through the consultation portal on the project website, or by emailing comments to inquiries@hurontario-main.ca.

38. Will my opinion make any difference in the outcome?

Yes. Our team is here to listen, to understand and to consider public and stakeholder opinions to help inform development of the preferred alignment and the design. Our team needs your help to guide decisions at key points in the project.

39. Will non-transit users have a say?

Yes. The views of many stakeholder groups will be sought and used to inform development of the LRT, including motorists, businesses and residents, developers, First Nations, cyclists, seniors, and others directly and indirectly affected by the LRT.

40. May I speak with the Project Team?

Yes. The designated contacts for this phase of the project are:

**City of Mississauga**  
Matthew Williams, Project Leader  
905.615.3200 ext. 5834  
matthew.williams@mississauga.ca

**City of Brampton Consultant Team**  
Khurram Tunio, Senior Project Engineer  
905.874.2500  
Khurram.tunio@brampton.ca

**Hurontario-Main LRT Project Team**  
Lindsey Bethke, Communications Advisor  
416.252.5311 ext. 3806  
lindsey.bethke@snclavalin.com
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.

### Mississauga Downtown Route Alignment

<table>
<thead>
<tr>
<th>Support</th>
<th>Partially Support</th>
<th>Neutral</th>
<th>Partially Object</th>
<th>Object</th>
</tr>
</thead>
<tbody>
<tr>
<td>To what degree do you support the City’s preferred route alignment as presented for Downtown Mississauga?</td>
<td></td>
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<tr>
<td>After reviewing the alignment drawings to what degree do you support changes to traffic/access patterns?</td>
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<tr>
<td>To what degree do you support the benefits of light rail transit for economic and community vibrancy in Mississauga?</td>
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</table>

**Mississauga Downtown Route Alignment Comments:**
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### Brampton Downtown Route Alignment

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<th>Partially Object</th>
<th>Object</th>
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</thead>
<tbody>
<tr>
<td>In downtown Brampton, two route alignment options are presented. To what extent do you support:</td>
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</table>

**Transit Mall Option**

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<th>Support</th>
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<th>Partially Object</th>
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<tr>
<td>After reviewing the alignment drawings to what degree do you support changes to traffic/access patterns?</td>
<td></td>
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</tr>
<tr>
<td>To what degree do you support the benefits of light rail transit for economic and community vibrancy in Brampton?</td>
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</tbody>
</table>

**Brampton Downtown Route Alignment Comments:**
_________________________________________________________________________________________
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As the team advances the Project, alternate vehicle operation scenarios are being considered as part of the development for PIC #3. The current operating model assumes a two loop scenario as explained below:

**Two Loops Scenario** (platform to platform transfer):
This scenario involves operating the trains as **two loops** (see adjacent diagram). One from the north, that would loop around the downtown Mississauga area and return north towards Brampton, whereas the second loop would start in the south loop around the downtown and return to the south in Port Credit. Passenger convenience considerations that might be contemplated along with other operational technical issues are as follows:

- Loop operations provide full coverage of the downtown with stops on the east, south, west and north sides
- Those passengers with journeys straddling the downtown core, i.e., from the north side to the south or vice versa, would have to transfer in the downtown to continue their journey.

Given this scenario, to what extent would you support this mode of transit operation?

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<tr>
<th>Support</th>
<th>Partially Support</th>
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</thead>
</table>

Additional comments on vehicle operation scenarios:
________________________________________________________________________________________
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LRT Stops along the Hurontario-Main Alignment:

Please indicate the top THREE things that are important to you for the platform environment at LRT stops. (No order of importance.)

- Weather protection
- Improved lighting
- Heated stops
- Benches and seating
- Safety elements (surveillance cameras, passenger assistance alarms)
- Customer information at stops (next train arrival displays)
- Other: ___________________________________________
LRT Stop Locations along the Hurontario-Main Alignment Comments:

Complete Street Components:

What top THREE elements do you think are important to urban realm areas along the alignment? (No order of importance.)

☐ Additional shrubs
☐ Additional trees
☐ Pedestrian paths
☐ Improved lighting
☐ Improve safety features at intersections (Reduce curb radius, remove dedicated right turn lanes)
☐ Benches and seating
☐ Wider sidewalks
☐ Smoother sidewalks
☐ Improved cycling lanes
☐ Outdoor cafes
☐ Preservation of character areas

Complete Street Components Comments:

Please tell us your connection to the Hurontario-Main LRT Project: (Check all that apply.)

☐ I am a resident of Mississauga
☐ I am a transit user in Mississauga
☐ I live within 500 metres of Hurontario Street
☐ I am a business owner on Hurontario Street
☐ I am a property owner on Hurontario Street
☐ I don’t have any connection to the project
☐ I am a resident of Brampton
☐ I am a transit user in Brampton
☐ I live within 500 metres of Main Street
☐ I am a business owner on Main Street
☐ I work along Main Street
☐ I don’t have any connection with the project

If you are a transit user, how would you get to your starting transit stop/station: (Check all that apply.)

☐ walk
☐ bike
☐ bus
☐ drive
☐ carpool

If you were to ride the Hurontario-Main system, what other forms of transit would you connect with: (Check all that apply.)

☐ MiWay
☐ BRT/Zum
☐ GO Buses/Trains
☐ TTC

General comments on the Hurontario-Main LRT Project:

web: www.hurontario-main.ca  email: inquiries@hurontario-main.ca
Thank you for your comments. Your feedback will be considered by the Project Team as the design proceeds. The PIC 2 Consultation Summary Report will also be posted on the Project website in the summer.

THIS IS YOUR LRT!

☐ 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): _______________________________

Please return this sheet to our registration staff.

Feedback forms submitted by mail/e-mail must be received prior to 5 p.m. on May 22, 2013.

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
Understanding the Transit Project Assessment Process

In June 2008, Ontario’s Ministry of the Environment established a streamlined environmental assessment process to expedite the development of transit projects. This faster process was deemed necessary to meet the increasingly urgent need for new public transit to address Ontario’s growing population.

Rather than requiring a full Environmental Assessment – which can be very time-consuming – the Ministry created the **Transit Project Assessment Process (TPAP)**, enabling assessment of potential environmental impacts to be completed within six months.

The Hurontario-Main Light Rail Transit (LRT) Project is currently preparing for a TPAP, which is anticipated to be implemented beginning in fall 2013. An outline of the TPAP regulatory process follows this page.

Public and Stakeholder Consultations

- Integral to the TPAP is detailed public and stakeholder consultation. The TPAP regulation sets out a structured consultation process to both provide information about the proposed transit project and to gather feedback from stakeholders and the public.

- During the TPAP, information on the advantages and disadvantages of the proposed LRT system, as well as commitments to mitigation and monitoring, will be documented in an Environmental Project Report (EPR) that will be made available for review by the public and the Minister of the Environment.

- In preparation for the 2013/14 TPAP, the Hurontario-Main LRT project team is undertaking a comprehensive public/stakeholder outreach effort, to gather as much input as possible prior to launching the formal TPAP. Identifying and addressing community concerns in advance will help ensure that the regulatory TPAP proceeds smoothly and successfully.

TPAP Major Components

In assessing the impact of the proposed Hurontario-Main LRT system, ‘environment’ does not just refer to the natural conditions; it includes a wide range of aspects affecting the community, including cultural, social and economic factors. The environmental assessment for the Hurontario-Main LRT project will address the potential changes, including advantages and disadvantages, for the major study components outlined on the next page.
Summary of TPAP Components

TRANSPORTATION AND UTILITIES

Road Network
- Traffic Circulation
- Turning Movements
- Access to Properties
- Parking and Loading

Transit Network
- Hurontario-Main Bus Routes
- Interface with Local and Regional Municipal Buses
- Interface with GO Transit Bus/Rail Service

Active Transportation
- Pedestrian and Cycling Connections

Utilities
- Relocation/Replacement of Municipal Services and Private Utilities
- Maintaining Service During Construction

SOCIO-ECONOMIC ENVIRONMENT

City Building and Urban Structure
- Transit Oriented Development Around LRT Stops/Mobility Hubs
- Market and Municipal Assessment Base Uplift

Urban Design for Complete Streets
- Pedestrian Comfort and Safety
- Connections Between Public Realm and Transit Facilities
- Place Making Opportunities

Land Use and Community Features
- Access to Regional and Local Attractions
- Business Operations
- Integration with Adjacent Uses
- Community Mobility and Cohesion

NATURAL ENVIRONMENT

Surface Water and Aquatic Ecosystems (including Species at Risk)
- Fish and Other Aquatic Habitat
- Surface Drainage and Stormwater Management

Terrestrial Ecosystems (including Species at Risk)
- Natural Vegetation Communities and Street Trees
- Wildlife

Hydrogeology and Contaminated Soils
- Protection of Groundwater Resources
- Encountering Contaminated Soil and Groundwater

Air Quality, Noise and Vibration
- LRT Corridor (Traffic Reductions; Change to LRT from Buses)
- Adjacent Major Roads (Diverted Traffic)

CULTURAL ENVIRONMENT

Built Heritage Features
- Buildings, Structures, Monuments, Installations or Remains of Architectural/Historical Value or Interest

Cultural Heritage Landscapes
- Areas of Significance to Understanding the History and People of the Cities

Archaeological Resources and First Nations Interests
- Registered Aboriginal and Euro-Canadian Archaeological Sites
- Areas of Archaeological Potential

web: www.hurontario-main.ca  email: inquiries@hurontario-main.ca
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.


For more information about the Hurontario-Main LRT TPAP timing and how to be involved, please visit the project online or contact the project team at inquiries@hurontario-main.ca or call 3-1-1.
FACT SHEET
LRT vs. BRT

The Hurontario-Main Street Corridor is an area of significant growth in The Greater Toronto Area. Mississauga and Brampton are poised to become Canada’s fourth and fifth largest communities by population.

In order to keep up with the growth in the corridor, a Higher Order Transit solution such as BRT or LRT to serve the passenger demand is needed. During the master planning phase of this project, LRT (Light Rail Transit) was decided as the preferred technology.

Both LRT and BRT (Bus Rapid Transit) are transit solutions that can accommodate the future growth of corridor in the short term. LRT was decided as the preferred technology because better supports and addresses the challenges of the corridor and offers a solution which addresses the cities’ growth in both the short and long term.

<table>
<thead>
<tr>
<th>Criterion</th>
<th>LRT</th>
<th>BRT</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Building</td>
<td>✓</td>
<td></td>
<td>• LRT systems have been noticed to increase the values of properties</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>near the system to a greater degree/in more cases than BRT</td>
</tr>
<tr>
<td>Transit Use</td>
<td>✓</td>
<td></td>
<td>• LRT more effective in shifting modal split away from private car</td>
</tr>
<tr>
<td>Quality of Service</td>
<td>✓</td>
<td></td>
<td>• LRT provides a smoother ride and better reliability</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• LRT higher capacity results in less potential for bunching of vehicles</td>
</tr>
<tr>
<td>Accommodation of Demand</td>
<td>✓</td>
<td></td>
<td>• Projected peak hour demand is near the maximum of BRT system</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>capacity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• LRT will be better equipped to accommodate future growth</td>
</tr>
<tr>
<td>Capital Cost</td>
<td></td>
<td>✓</td>
<td>• Capital and vehicle costs greater for LRT (additional infrastructure</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>needed)</td>
</tr>
<tr>
<td>Operating Cost</td>
<td>✓</td>
<td></td>
<td>• LRT have lower operating costs per passenger-km than BRT</td>
</tr>
<tr>
<td>Cost for Riders</td>
<td>✓</td>
<td></td>
<td>• Data shows cities with well established LRT infrastructure have</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>lower car ownership and less private vehicle mileage</td>
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<td></td>
<td></td>
<td></td>
<td>• LRT systems able to draw more people away from private car use</td>
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<td></td>
<td></td>
<td></td>
<td>more than BRT</td>
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<tr>
<td>Physical Accommodation of Vehicles</td>
<td></td>
<td>✓</td>
<td>• Widenings may be needed for to accommodate turns in downtown</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Brampton for LRT, articulated BRT can be used on existing</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>intersections</td>
</tr>
<tr>
<td>Flexibility of Transit Service</td>
<td></td>
<td>✓</td>
<td>• BRT has greater flexibility for adjustment of routing</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• LRT has more infrastructure requirements</td>
</tr>
<tr>
<td>Compatibility with Land Use</td>
<td>✓</td>
<td></td>
<td>• LRT is expected to have more influence on intensification, and more</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>consistent with designation of the Urban Growth Centres along the</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>corridor</td>
</tr>
<tr>
<td>Environmental Compatibility &amp; Impact</td>
<td>✓</td>
<td></td>
<td>• LRT powered by electricity, no emissions in the corridor from</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>vehicle operation</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• BRT impact depends on fossil fuel source for buses</td>
</tr>
</tbody>
</table>

web: www.huronario-main.ca  email: inquiries@huronario-main.ca
Can you find these words?

Light Rail Transit  Stops
Hurontario Main LRT  Low Floor
Complete Street  Mobility
Mississauga  Steel Track
Brampton  LRT
Metrolinx  Transit Network
Reliable  Connectivity
Efficient  Comfortable
Quiet  Environment
Frequent  All Weather
Kids, find your way between Brampton and Mississauga through the traffic jams, but watch the signs!!

Colour Your LRT
What Happens Next?
The next Public Information Centres are anticipated to begin in early 2013. The next stage of consultation builds on the design outcomes of PIC #1, and will provide recommendations for LRT alignment, LRT stops, the complete system and its integration.

Sign up on the Project website to receive e-updates and PIC invitations at www.hurontario-main.ca

LRT as part of a “Complete Street”

STAY ON TRACK WITH US!

visit: www.hurontario-main.ca
email: inquiries@hurontario-main.ca
call: 3-1-1 in Mississauga and Brampton

In This Issue:
Developing the System Public Engagement What’s Next

FOLLOW US AND PARTICIPATE

October 2012

HURONTARIO-MAIN LRT PROJECT NEWS
Preliminary Design/TPAP Phase

Dublin, Ireland
In April 2012, the cities of Mississauga and Brampton hosted Open Houses, giving the public and stakeholders an opportunity to reacquaint themselves with the proposed LRT system along the Hurontario-Main corridor. These Open Houses launched a consultation effort, as the LRT Project Team gathers input and feedback about various aspects of the proposed LRT system.

As part of this consultation process, Mississauga and Brampton are hosting a series of Public Information Centres (PICs). The PICs provide opportunities to learn more about the Hurontario-Main LRT system, and provide additional feedback as the project moves forward.

The first PICs were held in June 2012, focusing on concept alternatives.

What's Been Done So Far

Approximately 850 people participated and viewed the display boards, met members of the Project Team and provided feedback. Roundtable meetings and workshops with stakeholder groups have also been very productive.

A number of themes have emerged from the consultations – some about the overall LRT Project and others specific to either Mississauga or Brampton. The LRT Project Team is taking this feedback into account as it develops and refines the LRT design.

What We've Heard

A sampling of issues identified as priorities by consultation participants:

- The LRT should be segregated from other traffic
- Keep LRT stops to a minimum to keep journey time down
- Integrating the LRT with other transit systems, including GO Transit, MiWay and Brampton Transit/Züm
- Protection of the environment and heritage areas
- Achieving a balance for all transportation modes along the corridor
- Future funding and timing considerations
- Minimizing the effects of construction
- Traffic impacts and local access

A vibrant Hurontario-Main corridor is a central piece of Mississauga and Brampton’s vision for the future, with a LRT system providing key transportation connections, both north/south and with the GO Transit system. The LRT system – from downtown Brampton to the lakeshore in Port Credit – promotes sustainable, well-managed growth. The Hurontario-Main LRT is a major step in transforming our communities from ‘suburban’ to ‘urban’.

For more information, visit us online at www.hurontario-main.ca.

Our Vision for Hurontario-Main:
A vibrant, sustainable, beautiful street

Developing the LRT System

This current phase, from December 2011 through fall 2013, builds on the Mississauga and Brampton Master Plan as the LRT Project Team moves forward to ‘Define, Develop and Design’ the LRT system.

Community outreach is a key part of the Preliminary Design stage of the LRT Project, which includes the Transit Project Assessment Process (TPAP) required by the Province of Ontario.

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Preliminary Design/TPAP work includes:

- Corridor alignment
- LRT system design
- Transit network integration
- Traffic impacts
- Environmental protection and considerations (such as the natural, cultural and socio-economic environment)
- Public realm and landscaping along the corridor
- Cost estimates (including implementation and operational costs)
- Looking at how the LRT can be funded
- Developing the business case to support public investment

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For more information, visit us online at www.hurontario-main.ca.

Developing the LRT System

This current phase, from December 2011 through fall 2013, builds on the Mississauga and Brampton Master Plan as the LRT Project Team moves forward to ‘Define, Develop and Design’ the LRT system.

Community outreach is a key part of the Preliminary Design stage of the LRT Project, which includes the Transit Project Assessment Process (TPAP) required by the Province of Ontario.

Preliminary Design/TPAP work includes:

- Corridor alignment
- LRT system design
- Transit network integration
- Traffic impacts
- Environmental protection and considerations (such as the natural, cultural and socio-economic environment)
- Public realm and landscaping along the corridor
- Cost estimates (including implementation and operational costs)
- Looking at how the LRT can be funded
- Developing the business case to support public investment

A vibrant Hurontario-Main corridor is a central piece of Mississauga and Brampton’s vision for the future, with a LRT system providing key transportation connections, both north/south and with the GO Transit system. The LRT system – from downtown Brampton to the lakeshore in Port Credit – promotes sustainable, well-managed growth. The Hurontario-Main LRT is a major step in transforming our communities from ‘suburban’ to ‘urban’.

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A vibrant Hurontario-Main corridor is a central piece of Mississauga and Brampton’s vision for the future, with a LRT system providing key transportation connections, both north/south and with the GO Transit system. The LRT system – from downtown Brampton to the lakeshore in Port Credit – promotes sustainable, well-managed growth. The Hurontario-Main LRT is a major step in transforming our communities from ‘suburban’ to ‘urban’.

For more information, visit us online at www.hurontario-main.ca.
PIC #3
PIC #  Display Boards
WELCOME!

Hurontario-Main LRT Project
Public Information Centre 3

A Partnership between the City of Mississauga, the City of Brampton and Metrolinx

Public Information Centre (PIC) 3 for the Transit Project Assessment Process (TPAP) is the final of three PICs for this phase of the project.

We are presenting the recommended project and are seeking your feedback on the Preliminary Design recommendations for TPAP.

Feedback on the Preliminary Design is needed by April 11, 2014.
What is the Hurontario-Main LRT Project?

The Hurontario-Main project is a light rail transit (LRT) project that will extend along Hurontario and Main Streets connecting Port Credit GO Station in Mississauga to the Brampton GO station.

In 2010, Mississauga and Brampton developed a coordinated vision for the Hurontario-Main corridor that integrated land use, urban design and transportation. This work included stakeholder and public engagement to inform and guide development of the corridor concept and its opportunities.

The Master Plan was approved under the Municipal Class Environmental Assessment process, with the completion of the first two phases addressing the problem/opportunity and alternative solutions.

Through this process, it was concluded that Light Rail Transit (LRT) is the preferred form of rapid transit along the Hurontario-Main corridor.

The Vision for Hurontario-Main LRT Project

A vibrant, sustainable, beautiful street served by a high quality modern light rail transit system connecting cities, communities and people.

A vibrant Hurontario-Main corridor is a central piece of Mississauga and Brampton’s vision for the future, with an LRT system providing fast and efficient public transit along the north-south corridor and connecting to east-west local and regional bus and GO systems.

The Hurontario-Main LRT will help to shift the focus from moving vehicles, to moving people and provide an accessible service that is reliable and equitable.
Provincially / Regionally

Places to Grow was created by the Province of Ontario to guide the growth of the GGH (Greater Golden Horseshoe) region through to 2031.

The plan designates the Hurontario-Main corridor as a proposed Higher Order Transit Corridor connecting the two Urban Growth Centres (UGC) of Downtown Brampton and Mississauga City Centre.

To accompany Places to Grow, Metrolinx developed The Big Move Regional Transportation Plan in November 2008. This sets out many goals to improve the state of transportation across the Greater Toronto and Hamilton Area, including construction of a "comprehensive regional rapid transit network."

In 2010, the Metrolinx Benefits Case Analysis identified LRT as the preferred technology for the corridor.

Mississauga

The City of Mississauga will have a safe and connected multi-modal transportation system that enhances our environment, supports our economy, connects people to places and moves goods to market.

Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River Valley.

A place where people choose to be.

Brampton

Brampton’s Strategic Plan adopted in December 2013, envisions a world-class city of opportunity that honours the past, builds on success and plans for a future that thrives.

Brampton is promoting a ‘modern transportation system’ as a key element in city building, with a long-term vision of a ‘balanced transportation system’ accessible to all members of the community.

This vision embraces compact communities, sustainable development, protection of the natural environment, economic vitality, and healthy communities, while providing safe, affordable, and efficient transportation for people and goods.

Guiding Principles

1. Maintain the focus on the ‘big picture’
2. Make the LRT sustainable and integrated
3. Support transit through built form and densities
4. Put pedestrians first
5. Plan for compact mixed-used development along the corridor.
6. Facilitate multi-modalism
7. Create connectivity
8. Focus on place-making
9. Ensure that the plan is both visionary and attainable
10. Protect stable neighbourhoods

Working Together to Deliver Rapid Transit

Metrolinx has been involved as a major stakeholder throughout the preliminary design for the Hurontario-Main LRT Project, and has joined the City of Mississauga and City of Brampton as a co-proponent for the TPAP.
The Regional Transportation Plan

Launched in 2008, The Big Move is a 25-year transportation plan for coordinated, integrated transportation and transit in the Greater Toronto and Hamilton Area. Its vision, goals and objectives are rooted in creating a high quality of life, a thriving, sustainable environment, and a strong, prosperous economy.

The Big Move will:

- More than triple length of rapid transit service in the region (500 kms - 1,725 kms).
- Reduce average commute time from the projected 109 minutes to 77 minutes by 2031.
- Reduce annual GHG emissions from passenger transportation per person by 29%.
Metrolinx is Making Progress Across the GTHA

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Metrolinx’s Next Wave Priority Projects

Relief Line
Yonge North Subway Extension

Brampton Queen St. Rapid Transit
Dundas St. Bus Rapid Transit
Durham-Scarborough RT
Hamilton Light Rail Transit
**Hurontario-Main Light Rail Transit**

GO Rail Expansion:
More Two-Way All-Day and Rush Hour Service
GO Lakeshore Express Rail Service - Phase 1 (including Electrification)
Electrification of GO Kitchener line and Union Pearson Express

Local transit
Roads and highways
Active transportation & integration
Project Introduction and Recap: PIC 1 and PIC 2

Preliminary Design / TPAP Phase
This current phase of the project, from December 2011 through 2014, involves the design and technical analysis equivalent to a 30 per cent stage of completion, which includes:
- Corridor alignment.
- Transit network integration.
- Identification of utilities in conflict with the alignment.
- Public realm and landscaping along the corridor.
- Assessment of potential changes to the natural, cultural, social and economic environments, and proposals for mitigating any adverse impacts.

Other Phases of the Project
Successful completion of this Phase and obtaining environmental approval is needed for the project to secure funding and progress towards implementation.

The objective is to have the system built and operational within the next 5 - 8 years, subject to funding.

PIC 1 (June 2012)
**Alignment**

- Key features and benefits of the project.
- Why the LRT is important for future growth and development in Brampton and Mississauga.

**Focus**

**Consultation**
- LRT route alignment.
- Segregation of the LRT.
- LRT stop locations.
- Overall comments on project.

**Attendance**
- Approximately 460 people participated and viewed the display boards, met members of the Project Team and provided feedback.

PIC 2 (May 2013)
**Alignment**

- Built upon the alignment and stop designs of PIC 1.
- Presented refined downtown alignments.
- Using PIC 1 feedback, the design was further developed and included “complete street” components and traffic management and technical components.

**Focus**

**Consultation**
- LRT preferred alignment.
- Complete street components.
- LRT stop components.
- Overall comments on project.

**Attendance**
- Approximately 475 people participated and viewed the display boards, met members of the Project Team and provided feedback.
What We Heard

Results of PIC 2

The second Public Information Centres presented the Preferred Alignment for the Hurontario-Main LRT Project.

The project team received a broad range of comments related to the alignment in Port Credit in Mississauga, as well as through the Main Street South Heritage Area and Downtown Brampton.

To further understand the issues and interests of these areas, the project team held focus groups with members of the communities.

In both areas, the project design team has made an effort to accommodate this feedback in a manner that is both sensitive to the needs of residents and stakeholders, while simultaneously fulfilling the overall project vision and goals of the Hurontario-Main LRT Project.

Mississauga

Comments of Mississauga residents and stakeholders included:

- Noise and vibration.
- Preservation of the waterfront communities.
- Access.
- Congestion.
- Number of traffic lights.
- Parking.
- Impact on property values.
- Timelines for implementation.

Support for improved public transit.

Support for improved streetscapes.

Support for the incorporation of cycling.

Providing high quality stops with weather protection.

Service coverage.

Locating traction powered substations.

Maintaining traffic capacity and expediting other network improvements to support the implementation of this project.

Missed comments were received regarding the corridor south of the Port Credit GO Station in PIC 2.

Inspiration Port Credit is a municipal project that is developing a vision and a Master Plan for two key waterfront sites in Port Credit, the Canada Lands Company’s Port Credit Harbour Marina site and the former refinery lands owned by Imperial Oil Limited.

Until this master plan process is finalized, it is felt to be premature to advance the environmental assessment approval process for the corridor south of the Port Credit GO Station.

Brampton

The project team received a broad range of comments related to the alignment in the Main Street South Heritage and Downtown Brampton areas. To further understand the issues and interests of the community, a focus group meeting was held with members of the Heritage Area community.

Public feedback from PIC 1 and PIC 2 indicated strong support for improved transit in Brampton. Other priorities from residents included the preservation of the character of Main Street South Heritage Area and the traffic impacts and vehicular access to properties. Since PIC 2, the design team has made the following updates to the project to ensure that these issues were addressed:

- Options to run LRVs without overhead wires through the Main Street South Heritage Area and Downtown Brampton are proposed.
- 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.
Public Information Centre 3

The Purpose

Public Information Centre (PIC) 3 builds on the results of PIC 1 and PIC 2 and provides the public with an opportunity to see changes to the preferred alignment presented at PIC 2, comment on the Preliminary Design of the Hurontario-Main Street right-of-way from the Port Credit GO Station in Mississauga to the GO Station in Downtown Brampton and review the scope of associated environmental studies, including an overview assessment of potential impacts and proposed mitigation measures.

What We’re Seeking Public Input on:

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 are proposed.
- 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.
- Widened roadway at 407 ETR.

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.
- Design revisions to minimize tree impacts.
- Restoration of turning movements at Pinewood Trail to maintain access.

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

The Alignment
Urban Style LRT: Key Components

- Signalized intersections / crossings (Transit priority / Transit only signals)
- Overhead Wires
- Driver Controlled
- Level boarding
- Rail level with surface
- Transit Shelter
- Step free access
- Two traffic lanes
- Segregated LRT
- Pedestrian signal
- Cycle lane
- Landscaping/trees
- Mixed Use Development
- Pleasant walking areas
- Wide sidewalk
- Illustration: Eglinton Avenue looking north
Benefits of Riding The System

Safe for Passenger
- Surveillance cameras, emergency communications located at stops.
- Passenger assistance alarms and emergency voice communication provided on all LRVs.

Fast and Reliable
- Segregated LRT operation avoids traffic congestion and improved service reliability.
- Frequent service: typically a train arriving every 5 minutes during peak periods and 10 minutes throughout most of the day.

Accessible
- Universally accessible system.
- Level boarding with no steps and meeting accessibility standards.
- Wayfinding systems for the visually impaired.
- Easy access for strollers and mobility devices.

Superior Passenger Experience
- Smooth and quiet ride quality.
- Ride comfort.
- Large windows, natural daylight.

Integrated Fares
- Fare payment will be integrated with GTHA-wide Presto Card system offering passengers seamless access between all transit modes.
- Proof of payment system is anticipated to facilitate quick boarding at all doors, which is fast and flexible.
- Flexible payment methods.

Flexible Travel Times
- 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.
- Estimated total travel time from Brampton GO station to Port Credit GO Station is 47 minutes.
- Special service to be provided for major events.

Clear Routes
- Transit network maps provided at stops and on board trains.
- Next-stop announcements on trains.
- Next train displays.

Incorporates Cycling
- Bikes will be permitted on LRVs during most of the day.
- Bikes may be excluded during peak hours.
- Bike lanes along the corridor provides easy access to the system for cyclists.
LRT System: Key Components

Modern Vehicles
- A single vehicle 30m long carries nearly 200 passengers and a standard bus can carry up to 80 people.
- Low floor with easy access for wheelchairs, mobility scooters, strollers and bicycles.
- Multiple vehicle units can be joined together for greater capacity. The project is planning for trains up to 90m long, capable of carrying up to 600 passengers.
- Electrically powered.
- 1 LRV is the length of 2.5 standard buses.

LRT Stops
- Stops to be integrated into the streetscape.
- Low platforms which can be integrated into the sidewalk.
- Level "step free" access.
- Closed Circuit Television and passenger information at stops.
- Proof of payment fare system, with no fare barriers.

Track
- Light Rail Vehicles run on steel track.
- Steel track level with road surface.
- Track segregated from other traffic to provide quick and reliable journeys.
- Modern vehicle design reduces noise and vibration.

Electrically Powered
- Light Rail Vehicles are powered from overhead wires.
- Wires are strung from support poles which can also support road lighting, traffic signals and signs, or can be attached to buildings.
- Support poles can be located in the centre between the tracks or at the side of the road.
- Light Rail Vehicles emit no air pollutants at point of use.

Maintenance & Storage Facility
- Contains overnight storage sidings for vehicles, vehicle cleaning, maintenance and repair facilities, LRT system control room, management offices and staff facilities.
- The proposed site is just south of Highway 407, east of Hurontario-Main Street.

Sub-Stations
- Take electric power from the main grid and convert it to 750 vdc for the LRT line.
- Located approximately every 1.5km along route.
- Typically housed in a building which is designed to fit into the streetscape and may be integrated with public art.

Integrated in the Streetscape
- Light Rail is integrated into a vibrant urban streetscape.
- Opportunities to create complete street through enhanced public realm.
- Opportunities for placemaking.
- Opportunities for public art.
Complete Streets: Overview

Planning for Complete Streets

Planning for a ‘complete street’ means providing space and amenities to encourage walking, cycling and transit use. The goal is to design a complete street along the corridor with a safe, attractive and comfortable environment for walking, which connects to key destinations. The design aims to support the needs of busy urban centres, quiet residential neighbourhoods, and other unique places along the corridor.

Since PIC 1, we have worked closely with a range of stakeholders to explore ways to create a complete street along the corridor. Some design opportunities shown here may come forward as part of this project, while others may come forward through change and development on lands beside or near the corridor, undertaken by individual property owners and stakeholders.

Here are some early design opportunities for consideration.

1. Components of the Streetscape

To ensure that the Hurontario-Main Street LRT Corridor remains healthy and vibrant in the future, the streetscape will need to be re-designed to provide space for walking, cycling, trees, and street furniture.

2. Giving Priority to Pedestrians, Cyclists, and Transit-Users

Areas around LRT stops will support safe, comfortable, and attractive streets, particularly for walking and cycling at busy areas along the corridor.

3. Medians

Eliminate concrete medians or reduce where possible, to provide more space for pedestrians. Where existing medians are integral to the existing character, or a function of the street, they should be retained.

4. Designing Stops to Support the Character of Local Neighbourhoods

Elements of landscape architecture, public art, lighting, signage, and/or the architecture of LRT facilities and infrastructure will complement the character of the surrounding neighbourhoods.

5. Intersections & Crossings

Good design can be used to support pedestrian safety at intersections and crossings, to ensure that everyone is aware of the need for caution and slower speeds to prevent accidents. Design opportunities include, but are not limited to:

- Reduce the radius of curbs: to minimize the walking distance across the intersection.
- Where possible, remove dedicated right-turn lanes, to reduce the walking distance across the intersection, and encourage drivers to reduce their speed as they turn the corner.

6. Cycling Facilities

Where possible, the aim is to provide space and amenities to serve cyclists along the corridor, such as on-street bike lanes, bike parking, and bus bike racks.

The type of cycling facility provided will be dependent on need, space, availability and the character of the area.
1. Preserving The Existing Character

The Hurontario-Main LRT Project aims to preserve the existing character of areas where there is cherished cultural and/or landscape heritage (such as the Brampton Main Street South Heritage Area and Minesola) by minimizing the impact of the LRT project to ensure that there is no encroachment on adjacent properties. In addition, changes made to the streetscapes will be appropriate for all seasons and weather conditions.

![Existing Condition](image1)

**Existing Condition**
Main Street South Heritage Area Brampton (looking north)

![Opening Day](image2)

**Opening Day**
Main Street South Heritage Area Brampton (looking north)

![Ultimate Vision (winter scene)](image3)

**Ultimate Vision (winter scene)**
Main Street South Heritage Area Brampton (looking north)

2. Setting the Stage For Future Development

The Hurontario-Main LRT Project also aims to encourage intensification at specific locations along the corridor as identified in the Hurontario-Main Street Corridor Master Plan.

![Existing Condition](image4)

**Existing Condition**
Dundas Street and Hurontario Street (looking south)

![Opening Day](image5)

**Opening Day**
Dundas Street and Hurontario Street (looking south)

![Ultimate Vision](image6)

**Ultimate Vision**
Dundas Street and Hurontario Street (looking south)

On opening day, the Hurontario-Main LRT Project will deliver critical elements to support the objectives of the project. These elements include: infrastructure such as tracks, stops, as well as components of the streetscape such as lighting, sidewalks, and landscaping.

Beyond opening day, the LRT project aims to serve as a catalyst for a range of positive redevelopments and improvements along the corridor. Some changes will come forward from developers and property owners, others from local municipalities and other levels of government. Overall, the LRT project will serve as a framework to guide this change.
Streetscape Types and Elements

Streetscape Types
This panel outlines four types of streetscape proposed along the corridor. The types respond to the intended character of the area.

Urban Streetscape Zones
The urban streetscape zones will support pedestrian-oriented retail and mixed-use urban areas, through the provision of spacious pedestrian walkways, buffered from the roadway by a hardscaped planting and furnishing zone, where accommodation is provided for tree plantings, lighting, furnishings and utilities.

Typical
Enhanced

The Greenway Zones
The greenway types support the creation of naturalized pedestrian-oriented areas, through the provision of spacious pedestrian sidewalks, buffered from the roadway by street trees, vegetation, and related soft palette of materials that support the surrounding context.

Typical
Enhanced

Streetscape Planting
The Hurontario-Main LRT Corridor should be designed to support the opportunity for robust and beautiful streetscape plantings, wherever feasible. For instance:

- Additional tree plantings to improve the quality of the experience for pedestrians and transit users, particularly in close proximity to LRT stops;
- Low shrub, perennial and grasses at selected locations within the central roadway median, and adjacent to LRT stops.

Paving
The Hurontario-Main LRT Corridor should be designed to support a range of durable and beautiful streetscape paving materials, to support:

- The creation of attractive and busy streetscape sidewalk environments, particularly where connecting to LRT stops;
- To differentiate specific areas within the streetscape environment, such as sidewalks, crosswalks, areas for cafes and other retail uses.

Median Planting
The Hurontario-Main LRT Project should include opportunities to create attractive planted medians at selected locations along the corridor, particularly where it is important to identify a gateway or prominent entry to a neighbourhood or place.
LRT stops must support a user-friendly, comfortable, clean, and safe environment to encourage ridership and system use.

This panel introduces the types of LRT stops that are being proposed along the corridor, as well as recommendations related to their design and components. The intent is to achieve a consistent level of best practices design performance for all LRT stops, while recognizing that some components of the design can be tailored to suit the setting or character of the area.

Platform Types
There will be two typical platform types used along the Hurontario-Main LRT Corridor:

Centre Loading
Designed to reduce the physical presence of LRT shelter walls and guard rails within the right-of-way. Typically suited to the centre of the street alignment arrangements.

Side Loading
Designed to minimize the visual presence of vertical surfaces, such as splash guards, while ensuring a safe separation between the platform and adjacent vehicle lanes. Typically suited to side of street alignments and centre street alignments where the stops are staggered across the intersection.
LRT Stops: Components

Components of the Stop:
Components on the platform, as shown below, will be designed to ensure safe and comfortable space for pedestrian movement. Platform and access will be barrier free, demarcated with clear signage and wayfinding, and be safe from any potential pedestrian-vehicle conflicts. Access involving crossing the street or guideway will be signal controlled for safety. Platform access should lead clearly to ticket vending machines, system information points, and shelters.

Side Loading:

Centre Loading:

LRT Stops: What could they look like?
This illustration at Port Credit GO station demonstrates the emerging design considerations and components of a typical LRT stop. The stop aims to fit well with the surrounding context, minimize visual “clutter”, and exhibit a best practice approach to the design of key components such as the shelter, ticket machine, wayfinding signage and safety features.

LRT Stops: Shelter Design Objectives
Best practice design of the platform shelter is a critical component to ensuring a comfortable experience for the transit user. Platform elements should be integrated within the shelter design where ever possible. The modular structural supports of the shelter should be used to integrate both shelter lighting and digital information display systems. Seating in the side loading platform shelters can be integrated and supported by the curb and splash guard structures. In centre loading platform shelters they can be integrated into the modular structural supports.
Intermodal Stops: Connecting to Other Modes of Transportation

Making Connections: LRT and Other Services

Stops near other modes of transportation serve a critical function in the regional transportation system as the origin, destination, or transfer point for a significant portion of trips. They are places of connectivity where different modes of transportation - from walking, cycling to riding transit - come together and where people live, work, shop and play.

Facilitating Convenient Connections

By facilitating more convenient connections between different modes of transportation, the Hurontario-Main LRT project aims to reduce automobile trips, while increasing public and active transportation trips.

Case Study: Connecting Cooksville

The Cooksville Intermodal LRT Stop is an excellent example of how the Hurontario-Main LRT will connect to Cooksville GO service, City of Mississauga bus routes, and several forms of active transportation. Facilitating these connections will be a beautiful streetscape that supports walking, cycling, and mixed-use buildings with active at-grade frontages.

Place-making at this stop aims to build upon the neighbourhood’s unique character, support context-sensitive architecture, gateway treatments, a high quality public realm and be inclusive of local identity and culture, while supporting convenient, direct and enjoyable pedestrian and cycling linkages to and from the LRT stop area.
Integrated Transit Network

The LRT will connect with local and regional transit services, Bus Rapid Transit (BRT) services, GO bus and GO rail services and their key Mobility Hubs. This will provide an integrated transit network, enabling passengers to move as easily as possible in and around the two cities and the region.

Locally:
- It is expected that the LRT will form the core of the north-south transit network in Mississauga and Brampton, supported by the network of local bus services.

Regionally:
The LRT will:
- Form a key part of the regional network.
- Connect with eight other rail and existing/planned rapid transit corridors, providing a choice of transfer locations and routes for travel from the corridor to Toronto/York/Halton Regions.

This connectivity, together with the planned improvements to the regional services, will make travel to Mississauga and Brampton easier from all over the region.
The Downtown21 Master Plan envisaged a livable, compact, accessible, sustainable downtown centre for the entire city. The vision has six guiding principles:

1. Catalyze Employment
2. Build Multi-Modal
3. Create an Urban Place
4. Living Green
5. Establish a Focus
6. Create a Development Framework with Predictability

The Hurontario-Main LRT Project, along with the Downtown Mississauga Movement Plan (currently under way) aims to find the best integrated transportation solutions that deliver these principles and create a future downtown that will enhance Mississauga’s competitive advantage and reputation as a progressive, forward-looking community.

Downtown21 Master Plan (2009/10)

The City of Mississauga developed the Downtown 21 Master Plan to plan the transformation of Downtown Mississauga from a regional suburban centre into a higher density, mixed-use, attractive downtown.

New Local Area Plan Zoning and Built Form Standards

In March 2013, City council adopted new official plan policies, zoning by-law regulations, and built form standards for the downtown core (under appeal).

The resulting implementation documents will guide the vision for the downtown as a vibrant, mixed-use, pedestrian-oriented centre.
Downtown Mississauga LRT Alignment

Since PIC 1, alignment options within the downtown area have been developed and assessed considering a number of factors including: engineering feasibility, city-building potential, stakeholder impact, and ability to assist in achieving the Downtown 21 Master Plan Guiding Principles.

The preferred alignment includes Burnhamthorpe along the south, Duke of York along the west, Rathburn on the north, and Hurontario on the east and crossing Highway 403 on the widened bridge, which will accommodate pedestrians and cyclists as well as the LRT.

Developed to serve the needs of the area effectively, the LRT alignment for Downtown Mississauga will:

- Provide rapid transit service to residents, workers, students and visitors on all sides of Mississauga’s Downtown
- Link riders to the local and regional transit network options via:
  - The Mississauga Transitway at Rathburn Stop / City Centre Transit Terminal
  - GO Transit Regional Bus service at Rathburn Stop / City Centre Transit Terminal
  - MiWay MiLocal and MiExpress services at Rathburn Stop / City Centre Transit Terminal and Main Street Stop
  - Connection to the GO Transit rail network at Cooksville and Port Credit GO Stations
- Connect riders to existing and future institutional, retail, entertainment, and office locations such as:
  - Civic Centre and Celebration Square
  - Central Library
  - Square One
  - Living Arts Centre
  - Hazel McCallion campus of Sheridan College
- Support the ongoing growth in the downtown that will realize the City’s vision of a vibrant, mixed-use downtown.
Downtown Mississauga Stops

**Rathburn**
The Rathburn Road stop is a key connection to Downtown Mississauga and to the regional transportation network. The position and design of the Rathburn stop is intended to provide simple, direct connections for pedestrians, cyclists, and transit users between the LRT, the Mississauga Transitway, GO bus service, local MiWay service and to the north side of the Downtown in support of City of Mississauga’s development strategies. This stop can also provide transfer opportunities between northbound and southbound LRT routes. Consideration of integration opportunities will further develop this anchor hub, as land use development shapes this precinct of the Downtown.

![Rathburn Stop](Image)

**Robert Speck**
Relocated from City Centre Drive, the Robert Speck stop is supported by a revised corridor alignment that intends to use a widened structure over Highway 403. The stop provides direct connections to residential, office and retail developments on both the east and west side of Hurontario Street.

![Robert Speck Stop](Image)

**Duke of York**
The LRT is now proposed on Duke of York Boulevard rather than Living Arts Drive. The position on Duke of York is intended to create a strong link to the Civic Precinct of Downtown Mississauga that includes Sheridan College, the Living Arts Centre, the Civic Centre and Central Library. The stop location is intended to serve the residential growth occurring to the west of Duke of York Boulevard while also providing a close connection to Square One and future transit-oriented development opportunities in the vicinity.

![Duke of York Stop](Image)

**Burnhamthorpe**
This stop is intended to support growth and development of the south side of Downtown Mississauga including the proposed Main Street District. The stop will provide direct connections to new and existing retail, office and residential developments; provide a transfer point between the northbound and southbound LRT routes; and improve transfer opportunities to future MiWay service alignments. The development of the Main Street district over time will further shape the form and function of this stop.

![Burnhamthorpe Stop](Image)
Brampton Downtown: Vision

The Four Corners:

The four quadrants that surround the Main Street/Queen Street intersection have been identified as representing an important physical and historical centre of Brampton, and a significant place-making opportunity to support the broader vision for Downtown revitalization.

A key objective is to target improvements that enhance connections between key destinations, such as the civic and cultural facilities, while setting the stage for pedestrian scaled development with strong urban character. Development of this area should emphasize the significance of the Garden Square, Main Street and the interconnecting laneways.

Mobility Hub:

The Downtown Mobility Hub Area (DMHA) will play an important role in the future vision for the Downtown. In summary, the Hub:

- Represents the core of the Downtown Precinct, facilitating connections to key destinations, jobs, culture and housing.
- Is a major regional transportation interchange where significant streets, major transit, and active transportation infrastructure come together.
- Will support the emergence of walkable and transit-oriented land uses and amenities, development densities, forms, and an urban lifestyle.

Vision for the Downtown:

Downtown Brampton is envisioned to become a more vibrant cultural and civic destination, a livable place that is pedestrian friendly and characterized by mixed-use, street-oriented buildings designed to support the existing downtown character.

Implementation of the vision and related goals will be carried out through a range of policy and design initiatives.
Downtown Brampton

Implementation of the Downtown vision and related goals will be carried out through a range of policy and design initiatives.

The LRT supports this vision by providing:

- Strong integration with GO Rail and the Mobility Hub.
- Connection to future Queen Street Rapid Transit.
- Access to City Hall, Rose Theatre and store fronts.
- Catalyst for intensification and future development of Downtown.
- Accommodates current cultural events and programming such as parades, Farmer’s Market, CeleBRAMPTON, etc.

The recommended option for the LRT alignment through Downtown Brampton is based on input received from PICs, and includes:

- One lane per direction for vehicle traffic on Main Street between Wellington Street and Nelson Street.
- One dedicated curbside LRT lane in either direction between Wellington Street and Nelson Street.
- Maintains existing sidewalk width.
The Main Street South Heritage Area in Brampton, showcases a beautiful and cultural 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 Heritage Area while maintaining and enhancing the function of Main Street as a north-south transportation spine.

Key interests heard from PIC 1 and PIC 2 include:
- Preservation of the character of the Main Street South Heritage Area.
- Minimizing impacts on traffic and maintaining access to properties.
- Eliminating impacts to properties.

The design team has made an effort to accommodate this feedback in a manner that is both sensitive to the needs of the residents while simultaneously fulfilling the overall goals of the Hurontario-Main LRT Project.

### Preservation of the Main Street South Heritage Area

- At PIC 1 and PIC 2, public opinion was that the overhead wires and their supporting poles that supply power to the vehicles are unsightly and would detract from the character of the neighbourhood.
- In response to this issue, options to run LRVs without overhead wires through the Main Street South Heritage Area and Downtown Brampton are being proposed.

### Minimizing Impacts on Traffic and Maintaining Access to Properties

The scheme presented at PIC 2:
- Preserved a segregated LRT right-of-way.
- Reduced traffic through the Heritage Area to a single lane.
- Limited access to properties fronting onto Main street to right-in and right-outs.

After PIC 2, the design was refined to maintain:
- Two lanes of traffic in each direction from the north bridge over Etobicoke Creek to south of Wellington Street with the LRT sharing the inside (“centre”) lanes with general traffic.
- Full access to and from existing properties fronting onto Main Street.

### Eliminating Impacts to Properties

The following key principles have been applied within the Main Street South Heritage Area to avoid impacts to properties:
- Working within the existing right-of-way to avoid encroachment on adjacent property and preserve mature trees.
- Locate stops outside the Main Street South Heritage Area to avoid impact to adjacent properties.
- Keep the LRT trackbed flush with the existing road to preserve continuity of the four-lane cross section that exists today.
Downtown Brampton: Benefits of LRT

The Hurontario-Main LRT project will deliver a number of key benefits to support the City of Brampton’s vision for the Downtown. For instance:

1. **Provide comfortable, convenient, and affordable transit access to Downtown destinations and businesses.**

   By creating a close connection in Downtown Brampton, passengers can move smoothly from regional rail, rapid transit on Main and Queen, Brampton Transit, Züm, or active transportation to and from the City’s neighbourhoods and other areas of the Region.

2. **Deliver significantly more people Downtown**

   In comparison to the existing vehicle capacity on Main Street today, LRT service will deliver significantly more people downtown, helping to stimulate economic growth, cultural vibrancy, and Downtown residential development.

3. **Provide a seamless transition between modes of transportation.**

4. **Deliver sustainable transportation that preserves the cherished character of the Heritage Area**

   By moving more people along Main Street on transit, potential increases to vehicle congestion over the long term are minimized, while directing through traffic to alternate routes.

5. **Reinforce the urban character of the Downtown**

   This urban character is reinforced by the urban style design of the LRT, and the stop platforms in particular, which deliver people directly onto the downtown sidewalks, supporting the appeal and walkability of the Downtown.
Power Supply and Distribution

What is Power Supply and Distribution?
There are two major infrastructure components for LRT power supply, the Traction Power Substations (TPSS) and the Overhead Power Lines (OPL).

TPSS house equipment that converts electricity from the local power distributor (Enersource / Hydro One Brampton) into the form required by the LRVs.
The Project will have between 15 and 21 TPSS evenly distributed along the alignment.
Most of the corridor has been designed to use overhead power technology. However, within a segment of the Main Street South Heritage Area and Downtown Brampton, technology is proposed that does not require overhead power lines for a short distance.

Typical Traction Power Substation (TPSS) Buildings

The buildings themselves will be about 10m x 20m, and will also require adjacent parking spaces for maintenance vehicles and access areas for large equipment delivery.

Where necessary, a TPSS can be designed to blend in with the surrounding neighbourhood.
The images to the left and below are examples of TPSS facilities integrated with residential and urban environments.

Proposed locations of the TPSS can be found on the alignment roll plans on the tables.
These locations should be considered preliminary only, and are subject to change as the design of the LRT system is refined.

Overhead Power Lines

Overhead power lines are suspended 4 to 6 metres above ground level, which prevents any accidental human contact.
They can be suspended with poles either between the tracks (above) or at the side of the road (below), depending on space constraints. Poles are typically 60 metres apart.
The project will require a Maintenance and Storage Facility (MSF), which serves several key purposes:

A review of multiple potential sites along the Hurontario corridor concluded that the MSF site should be located at the site on the south side of Highway 407 and the east side of Hurontario.

Since PIC 2, the site alignment and revised access that utilizes Topflight Drive is now being recommended. This site design reflects constraints imposed by the Hydro corridor, utilities and water course.

The project team has developed a concept plan for the facility to confirm its size and functional layout, taking into consideration the requirements for opening day operations and the long term expansion needs for the entire LRV fleet.

**Purpose:**

- Control and maintenance base of operations.
- System administration centre.
- A control centre for real-time supervision of trains while the line is in operation.
- Facilities for servicing and repairs of the vehicle.
- A location to perform daily cleaning on the LRVs.
- An overnight storage yard for LRVs when the line is out of service.

The proposed MSF is located just south of Highway 407 on the east side of Hurontario.

Image of an MSF facility in Gorbitz, Germany showing the typical scale of a facility. In this example, both the maintenance and vehicle storage areas are covered.
Transit Project Assessment Process

What is The Transit Project Assessment Process?
The Transit Project Assessment Process (TPAP) is the process which is used to assess the environmental impacts of a public transit project in Ontario. The TPAP process is a more streamlined Environmental process specific to public transit projects and exempts projects from certain requirements under the Environmental Assessment Act.

Documentation of the Transit Project Assessment Process is completed within 120 days of distributing the Notice of Commencement, which was issued on February 19, 2014. This document is called the Environmental Project Report (EPR). The EPR documents the TPAP that was followed and the conclusions reached, including:

- An overview of the process used to select the transit project.
- Description of the transit project.
- Assessment of environmental impacts and how negative impacts will be mitigated.
- Record of consultation with the public, agencies, aboriginal communities and stakeholders.
- Commitments to monitoring environmental effects/mitigation, conducting further technical analysis, and consultation in other project phases.

What phase we’re in now:

Anticipated milestone dates for TPAP are:

- Preparation of the Draft Environmental Project Report (Summer/Fall 2013).
- Notice of the TPAP Commencement Filed (February 19, 2014).
- Public Information Centre 3 (March 26 and 27, 2014).
- Notice of Completion (June 19, 2014).

The TPAP and You

The Hurontario-Main LRT Project is being implemented in accordance with Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings, (Transit Projects Regulation) of the Environmental Assessment Act. The diagram below outlines the regulatory six-month TPAP timeline.

Understanding the environmental effects associated with the LRT project is critically important. Our team follows the prescribed steps in the TPAP, which culminates with the Minister of the Environment’s decision within six (6) months of starting the process.

PRE-PLANNING PHASE

- Information gathering
- Develop/evaluate design alternatives
- Technical studies to assess potential project impacts/condition changes
- Identify mitigation/monitoring requirements and commitments
- Prepare draft reports
- Consultation with stakeholders

CONSULT ON TRANSIT PROJECT

- Design proposals
- Potential impacts
- Protection/mitigation measures
- Future additional investigations
- Monitoring
- Implementation/staging
- Future consultation commitments

PUBLIC REVIEW OF ENVIRONMENTAL PROJECT REPORT

MINISTER’S REVIEW

Statement of Completion

Timing Variates

120 Days

Final EPR

30 Days

35 Days
In assessing the impact of the proposed Hurontario-Main LRT system, 'environment' does not just refer to the natural conditions, it includes a wide range of aspects affecting the community, including cultural, social and economic factors. The environmental assessment for the Hurontario-Main LRT Project will address the potential changes, including advantages and disadvantages, for the major study components outlined here.

**NATURAL ENVIRONMENT**

**Surface Water and Aquatic Ecosystems (including Species at Risk)**
- Fish and Other Aquatic Habitat.
- Surface Drainage and Stormwater Management.

**Terrestrial Ecosystems (including Species at Risk)**
- Natural Vegetation Communities and Street Trees.
- Wildlife.

**Hydrogeology and Contaminated Soils**
- Protection of Groundwater Resources.
- Encountering Contaminated Soil and Groundwater.

**Air Quality, Noise and Vibration**
- LRT Corridor (Traffic Reductions; Change to LRT from Buses).
- Adjacent Major Roads (Diverted Traffic).

**CULTURAL ENVIRONMENT**

**Built Heritage Features**
- Buildings, Structures, Monuments, Installations or Remains of Architectural/Historical Value or Interest.

**Cultural Heritage Landscapes**
- Areas of Significance to Understanding the History and People of the Cities.

**Archaeological Resources and First Nations Interests**
- Registered Aboriginal and Euro-Canadian Archaeological Sites.
- Areas of Archaeological Potential.

**TRANSPORTATION AND UTILITIES**

**Road Network**
- Traffic Circulation.
- Turning Movements.
- Access to Properties.
- Parking and Loading.

**Transit Network**
- Hurontario-Main Bus Routes.
- Interface with Local and Regional Municipal Buses.
- Interface with GO Transit Bus/Rail Service.

**Active Transportation**
- Pedestrian and Cycling Connections.

**Utilities**
- Relocation/Replacement of Municipal Services and Private Utilities.
- Maintaining Service During Construction.

**SOCIO-ECONOMIC ENVIRONMENT**

**City Building and Urban Structure**
- Transit Oriented Development Around LRT Stops/Mobility Hubs.
- Market and Municipal Assessment Base Uplift.

**Urban Design for Complete Streets**
- Pedestrian Comfort and Safety.
- Connections Between Public Realm and Transit Facilities.
- Place Making Opportunities.

**Land Use and Community Features**
- Access to Regional and Local Attractions.
- Business Operations.
- Integration with Adjacent Uses.
- Community Mobility and Cohesion.
- Property Impacts.
Cultural Heritage

Cultural Heritage features and sensitivities in and adjacent to the Hurontario-Main corridor include:

Twenty-Four (24) Built Heritage Resources (BHR) – one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to the community. BHRs may be designated under the Ontario Heritage Act (10 identified) or listed in the City of Mississauga’s or the City of Brampton’s registry of properties considered to be worthy of conservation.

Twelve (12) Cultural Heritage Landscapes (CHL) - defined geographical area of heritage significance that has been modified by human activities. Includes those designated under the Ontario Heritage Act (3 identified) or listed by the cities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place.

Archaeological Resources and Areas of Archaeological Potential - includes artifacts, archaeological sites, and areas with the likelihood to contain archaeological resources. Eight (8) archaeological sites have been registered with 1 km of the study corridor. The corridor also has potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

Mitigation Potential and Proposed Treatments

The Hurontario-Main LRT Project has been designed to avoid impacting any Built Heritage Resources, adversely affect Cultural Heritage Landscapes, or encroach on areas with archeological potential. However, the project is situated in close proximity to several cultural heritage features.

Where impacts are anticipated and cannot be avoided, mitigation measures will include context sensitive design of the LRT guideway, stops and platforms in areas where cultural heritage resources have been identified and documentation of resources in advance of alteration during subsequent design phases. For example, an underground or onboard power supply system will be used instead of overhead wires in the Main Street South Heritage Area in Brampton.

BHRs in close proximity to the LRT alignment will be subject to pre-construction building condition surveys and monitoring during heavy construction activity.

Additional archeological investigations will be conducted on lands determined to have archeological potential, if the final proposed design will impact these lands.
Natural Heritage

Possible Construction / Operation Impacts

- Changes to habitat during in-water work.
- Barriers to fish movement created by bridge/culvert structural work.
- Loss of, or temporary damage to fish habitat as a result of construction activities such as excavation, bridge/culvert structural work, excess material storage, equipment maintenance, waste water management within the project area.
- Loss of natural habitat and vegetation communities.
- Tree loss.

Construction/Post-Construction Mitigation and Monitoring

- Erosion and Sediment Control Plan, including regular inspection and maintenance.
- Operational Constraints on Contractor (timing and construction zone limits (working, storage, equipment refueling/maintenance, and debris containment system)).
- Structures at Cooksville Creek are designed to avoid encroachment and ensure that appropriate stabilization measures are implemented.
- Consideration of off-site opportunities to replace natural vegetation at Mary Fix Creek north of the Port Credit GO station.
- Prepare Edge Management plans and Tree Protection plans.
- Restoration of displaced natural area vegetation.
- Replacement of removed trees.
- Migratory bird prevention and protection strategy.
- Post-construction monitoring of the survival rates of replacement woody and herbaceous plantings.
Air Quality

The Hurontario-Main corridor already experiences congestion during peak travel times. 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. LRT will increase the people-moving capacity of the corridor and will provide a reliable alternative to the private automobile.

In general, existing air contaminant levels in the study area are within acceptable thresholds set out in the Ministry of the Environment's Ambient Air Quality Criteria. Dust generation will be visually monitored during construction to proactively reduce impacts to local air quality. Observations of visible emissions will be treated on a case-by-case basis where immediate action is required, including enhancement and strict enforcement of measures such as the use of dust suppressants, reduced travel speeds for heavy vehicles, efficient staging of activities, covering up stockpiles, etc.

As the LRT is an electrified rail system, it will not produce any significant local air emissions during operation. The LRT system will replace emission sources such as buses and some cars. 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 8,573 tonnes of greenhouse gases (carbon dioxide equivalent) in 2031.

Adjacent to the corridor itself, the assessment of impacts due to the projected traffic changes indicate that for most of the contaminants, the maximum concentrations remain within acceptable thresholds at residences and other areas along the corridor, with the highest concentrations typically occurring at or near the intersection of major roadways.
Noise and Vibration

LRT Vehicle Noise

The existing ambient noise within the study area is dominated by road traffic, light industrial and commercial activities. Existing sound levels in the Hurontario-Main LRT corridor range from 55 (Church St., Brampton) to 72 (Admiral Blvd., Mississauga) decibels (dB), which is typical for a busy urban environment.

The future ambient sound levels without the Hurontario-Main LRT in place are expected to be slightly higher based on growth in background traffic. However, coupled with the diversion of traffic and mode shift of drivers/passengers from cars and buses onto the LRT system, the introduction of the LRT operation in the corridor generally will not change the sound level environment noticeably.

Similarly, the noise environment on most adjacent roads receiving traffic, diverted from the LRT corridor will not change noticeably (maximum increase of 1.8 dB), the exception being Confederation Pkwy. (3-7 dB increase). A change in sound level of 3 dB is considered noticeable, and a change of 5 dB is considered significant.

Based on the predicted changes in sound levels attributable to the LRT project, in accordance with the applicable Ministry of the Environment protocol, the introduction of noise mitigation measures is not warranted.

Stationary Noise Sources

Stationary noise sources associated with the Hurontario-Main LRT system include the Maintenance and Storage Facility (MSF) and the Traction Power Substations (TPSS). The MSF is far removed from the nearest sensitive land use (no anticipated impacts). Attempts will be made to locate TPSS at least 25m from a sensitive receptor, where no further noise control should be required.

Municipal Noise Policies

City of Mississauga and Brampton policies regarding the introduction or replacement of noise attenuation barriers on a retrofit basis within major road corridors were reviewed for applicability to this project.

To address the City of Mississauga's policy to review areas with sensitive receptors where the sound levels from roadway traffic are, or will be, above 60 dB, four candidate locations in Mineola and Cooksville have been identified as warranting the introduction of barriers where none exist (2 locations), or the replacement/upgrade of existing barriers (2 locations). Please refer to the roll plans on display for the location of candidate areas and the extent of the barriers. It should be noted that these proposals are not required by the introduction of the LRT project, but may be included in the capital cost of the project.

Vibration

The LRT system has the potential to create both ground-borne vibration (perceptible vibration normally experiences in buildings with windows facing the corridor) and vibration-induced noise (the "rumble" normally heard in building rooms that are further removed from the corridor and without a window).

To manage this, there will be a basic level of vibration isolation installed throughout the system. This will include encapsulated rail (rail embedded in a rubber casing to dampen vibration).

The basic system will serve those areas located more than 20m from the nearest track. For residential receptors located closer than 20m, various levels of upgraded vibration isolation will be required (e.g. improved encapsulated rail systems or floating slab with rubber mats).

Areas where upgraded vibration damping measures are warranted include Downtown Brampton (John St. to Nelson St.), the Main Street South Heritage Area District (Hanwood to John Streeet) and locations where special track work (switches, crossovers, and double-ended pocket track) may affect receptors within 50m of the guideway.

A plan and protocol will be developed to monitor, investigate, and respond to noise and vibration complaints.

Common Sounds

<table>
<thead>
<tr>
<th>Sound Level (dB)</th>
<th>Common Sounds</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Threshold of hearing</td>
</tr>
<tr>
<td>10</td>
<td>Leaves rustling</td>
</tr>
<tr>
<td>20</td>
<td>Library</td>
</tr>
<tr>
<td>30</td>
<td>Background noise</td>
</tr>
<tr>
<td>40</td>
<td>Speech</td>
</tr>
<tr>
<td>50</td>
<td>Conversation</td>
</tr>
<tr>
<td>60</td>
<td>Quiet background noise</td>
</tr>
<tr>
<td>70</td>
<td>Office</td>
</tr>
<tr>
<td>80</td>
<td>Noise level</td>
</tr>
<tr>
<td>90</td>
<td>Low level noise</td>
</tr>
<tr>
<td>100</td>
<td>High level noise</td>
</tr>
<tr>
<td>110</td>
<td>Uncomfortable</td>
</tr>
<tr>
<td>120</td>
<td>Unhealthy</td>
</tr>
</tbody>
</table>

Source: Handbook of Environmental Acoustics, James P. Cowan, 1994
Moving More People

Hurontario-Main Today

Hurontario-Main Street is one of the region’s busiest municipal roadways and typically carries more than 2,000 vehicles per direction during the peak periods. This corridor sees approximately 36,000 cars per day on Hurontario Street passing Burnhamthorpe Road. This flow is forecasted to rise to 42,000 cars per day by 2031.

Today, traffic performance along the corridor is generally good during much of the day, but at peak periods queuing and congestion is experienced by both motorists and public transit users.

To support future growth in demand, Hurontario-Main Street will need to expand its people moving capacity and become even more significant to the region as a major transportation corridor.

Introduction of LRT to Hurontario-Main will achieve the carrying capacity needed to support sustained and long term growth objectives as an Intensification Corridor.

2031 Ridership Demands for the Hurontario-Main LRT Project in the AM Peak Period

- Modelling of the alignment addresses typical commuter movements.
- Ridership shown here typically reverses in the evening.

Guiding principles to balance transportation demands with project vision:

- Generally two lanes of traffic have been converted to LRT, with two traffic lanes maintained in each direction (with the exception of Duke of York, Downtown Brampton and the Main Street South Heritage Area).
- Improved pedestrian conditions and movement at key locations and intersections.
- Dedicated cycling facilities provided for most of the corridor.
- Maintained traffic conditions at key intersections and east-west movements, including 400 series highways.

Space on the road

When comparing the space occupied on a road, the graphic below shows the comparative sizes of a car, city transit bus and an LRV.

<table>
<thead>
<tr>
<th>Car</th>
<th>Bus</th>
<th>LRV</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.6 m</td>
<td>12.2 m</td>
<td>30 m</td>
</tr>
<tr>
<td>2 m wide</td>
<td>2.6 m wide</td>
<td>2.05 m wide</td>
</tr>
<tr>
<td>1.5 m tall</td>
<td>1.4 m tall</td>
<td>3.6 m tall</td>
</tr>
</tbody>
</table>

Daily Volume at each stop:
- 3000 +
- 1500 - 3000
- 500 - 1500
- < 500

People moving between stops:
- 500 people (at peak period)
- 119,000 riders daily
- 35.5 million riders annual
Traffic

With LRT, the Corridor remains robust, carrying a greater number of people while still achieving an acceptable level of traffic performance. The end to end transit travel time improves significantly (from 72 mins to 46 mins) with the introduction of LRT. LRT will be a catalyst for change. Beyond 2031 car travel times will continue to increase, but LRT travel time will remain generally the same and will encourage a greater shift to rapid transit.

The three diagrams below provide an overall picture of people in vehicles on the corridor, travel times and level of traffic performance during the morning peak hour along Hurontario-Main Street, and compare the situation of today with the 2031 future condition for scenarios with and without LRT.

Travel Times and Performance

<table>
<thead>
<tr>
<th>Car</th>
<th>Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total People: 4,545</td>
<td>825</td>
</tr>
<tr>
<td>Total PT: 4,050</td>
<td>1,050</td>
</tr>
<tr>
<td>Total time*: 53</td>
<td>46</td>
</tr>
</tbody>
</table>

Good Intersection performance: Acceptable

Today (2011)

- Brampton
- Steeles HWY 407
- Downtown
- Cooksville

- GO Port Credit

2031 without LRT

- Brampton
- Steeles HWY 407
- Downtown
- Cooksville

- GO Port Credit

2031 with LRT

- Brampton
- Steeles HWY 407
- Downtown
- Cooksville

- GO Port Credit

Road Network Capacity

Improvements to the road network are planned as part of the Region’s ongoing development. Parallel roads such as Mavis and Kennedy will have spare capacity that will attract some of the increase in traffic resulting from regional growth with relatively little increase to congestion on Hurontario-Main Street.

The graphic below identifies available alternate north-south corridors for motorists.

Changes to Road Networks

The following changes have been incorporated along the corridor to accommodate the LRT system. Please see rollout maps for more detail.

- Two traffic lanes converted to LRT lanes north of QEW.
- New LRT portal under Lakeshore Rail corridor.
- Changes to access to homes and businesses along Hurontario and Main Streets.
- Widening roadway south of QEW to maintain today’s capacity.
- New portal under the QEW.
- Changes to turning lanes at major streets.
- Widened 403 and 407 structures.
Commitment to Further Investigations and Consultation

In cooperation with the appropriate funding agencies, the City of Mississauga, the City of Brampton and Metrolinx will negotiate the necessary funding, service and project implementation agreements. In addition, the cities and Metrolinx are committed to carrying out the following additional activities to move the Hurontario-Main LRT Project forward to implementation.

Address Construction Issues

A Traffic Management Plan (TMP) will be developed to outline construction staging, street closures and lane reduction strategies for the public and for emergency response services. This plan will be coordinated with a utilities relocation/replacement plan to ensure minimum disruption of services.

To minimize environmental impacts, the proponents will:

- Work to strictly control air, noise and vibration emissions.
- Minimize impacts to street trees and natural areas through a Tree Protection Plan.
- Protect watercourse crossings such as Mary Fix Creek, Cooksville Creek, Etobicoke Creek and Etobicoke Creek Tributary through an Erosion and Sediment Control Plan and the use of other best management practices.

Consultation

As we work to finalize the design of the LRT system and integrate public realm enhancement (complete street) initiatives, continued consultation will be required with the public, property owners and business operators along the alignment, as well as regulatory and government agencies, Aboriginal communities, and other interested stakeholders.

In Mississauga, further work and consultation regarding the timing and design specifics of the LRT alignment and stop locations will be required.

In Brampton, implementation of the alignment will be coordinated with the findings and recommendations of studies related to the City of Brampton’s long-term vision. These studies will help affirm the long-term vision for land use and transportation with the integration of the Hurontario-Main LRT Project through this segment.

Additional consultation with the Toronto and Region Conservation Authority and Credit Valley Conservation on restoration opportunities in areas such as Etobicoke Creek, Mary Fix Creek, Cooksville Creek at Highway 403 and Etobicoke Creek Tributary will take place. In addition, the proponents will continue to address 407 ETR Concession Company Limited’s concerns with respect to the potential impacts of the project on their infrastructure and the operation of Highway 407.
Monitoring

During project implementation, the project will be monitored for compliance with environmental protection commitments made during the Environmental Assessment phase, and construction activities for effectiveness of environmental protection and mitigation measures adopted to reduce or eliminate any adverse effects.

During the operations phase, the project will be monitored to assess predicted benefits and net environmental effects of the project, including:

- Land use redevelopment;
- Assessed property values;
- Integration of LRT and public realm;
- Noise and vibration;
- Traffic operations;
- Parking and loading; and
- LRT/bus system usage.

Property Acquisition

During the design phase, the project team will refine property requirements, develop a property acquisition strategy based on project implementation and staging, and proceed with acquisition of required properties.

Permits and Approvals

The Project team will also secure the necessary approvals and permits from municipal, provincial and federal regulatory agencies with a mandate governing implementation of the project. This will include performing additional environmental investigations to obtain information that supports the various applications and facilitates negotiations with regulatory agencies.

Detail Design Investigations

- Rail and highway crossing structural design.
- Geotechnical and Geoenvironmental investigations.
- Additional noise and vibration impact assessment based on further refinement of the LRT design, known LRV specifications and additional geotechnical information.
- Additional (Stage 2) archaeological resources assessment based on refined property acquisition and permission to enter lands requiring assessment.
- Confirmation and refinement of built heritage conservation strategies based on additional studies, as required (e.g., Heritage Impact Assessments, Cemetery Investigations).
- Design of high quality service integration and pedestrian connections between LRT stops, GO Transit Bus Service, GO Transit Rail, and Bus Rapid Transit stops in cooperation with Metrolinx/GO Transit and city transit operators.
Timing:
Pending successful completion of the TPAP and subject to available funding, the proponents will move forward with project implementation and construction as soon as possible.

Duration:
Experience drawn from other Canadian LRT projects of similar scale and complexity suggests that implementation (acquisition, design and construction) of the project should take anywhere from 60 to 96 months (5 to 8 years). Disruption during that 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.

Impacts:
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.

Following completion of the final Detailed Design and procurement to select the construction contractors, implementation of an LRT project typically follows three stages that will be overlapped and staggered to suit the linear nature of the project. These steps include:

- Enabling / preparatory construction works.
- Building the infrastructure.
- Testing and commissioning.

Enabling works involve construction activities that must be completed before the main guideway works can be started. Typically, this includes relocating utilities and removing obstructions.

Building the infrastructure involves constructing the guideway and tracks, special structures such as bridges, the stops, the MSF, TPSS and overhead power lines.

Testing and Commissioning – Once the line has been constructed, the vehicles are delivered, and the control systems developed, there follows a period of testing and commissioning, involving rigorous system testing and staff training to ensure safe operation of the system for its passengers.

Service Commencement – The crowning moment of any LRT project is achieving completion and opening of the system to the public.
Making The Case

Project Investment

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.

Investing in Our Communities

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 and ensure this project will represent a sound investment. This design work has advanced our understanding of the project 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 in cooperation with Metrolinx and the Cities. 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.
The 120-day consultation period for TPAP allows the proponents to continue to meet with interested and affected parties based on input received at PIC 3 and any outstanding issues from the Pre-TPAP phase.

During this time, the proponents will also complete the preliminary design and environmental impact assessment, and finalize the Environmental Project Report (EPR).

Once the EPR has been submitted and reviewed by members of the public, government agencies, Aboriginal communities, other interested parties (30-day period) and the Minister of the Environment (35-day period), the proponents will respond, to and address any matters arising from the review of the project.

To stay on track with us, visit the project website for the latest project developments and read our project handouts, or call the project team representatives to discuss any questions you may have.
A Partnership Project between the Cities of Mississauga and Brampton and Metrolinx
The Master Plan process concluded that Light Rail Transit (LRT) is the preferred form of rapid transit along the Hurontario-Main corridor.

Building on the Master Plan, we have undertaken the Preliminary Design and initiated the Transit Project Assessment Process (2011 – 2014).
The Hurontario-Main Light Rail Transit Project proposes the operation of a high frequency LRT service from the Port Credit GO Station in Mississauga to the GO Station in Downtown Brampton.

The LRT line will have 26 stops on the 23 km corridor, including 4 stops within the Downtown Mississauga City Centre, 2 stops within Downtown Brampton and a maintenance and storage facility is proposed south of Highway 407.
Future Brampton GO Station
High Quality Light Rail Vehicles
Modern LRT Interior
Clean, Electrically Powered, No Emissions at Street-level
Bi-directional
Designated Lanes (Segregation)
Designated Lanes (Segregation)
Smooth, Comfortable and Quiet
Reliable Journey Times
Platforms Integrated Into The Sidewalk
Future Downtown Brampton
Low Floor, Step-free Access
Stops Not Stations
LRT Stops Integrated Into The Streetscape
Future Rathburn Stop
An Integrated Transit Network
Proven to Operate in All Weather Conditions
Proven to Operate in All Weather Conditions
Future Port Credit GO Station (Full Build Out)
Colour and Styling Help Define ‘City Style’
Enhanced Public Realm and Placemaking Opportunities
A Complete Street Example
Gateway Terminal Stop (Full Build Out)
Integration of Transport Modes
Integration of Transport Modes
Public Art Improving the Public Realm
Dundas Street Stop (Full Build Out)
LRT Segregation and Streetscape
The Need For LRT Segregation

Hurontario-Main Corridor
LRT To Be Well Integrated With Other Transit Services

Hurontario-Main Corridor
Cooksville Station (Full Build Out)
Traffic Congestion in Downtown Brampton

Hurontario-Main Corridor
Traffic Congestion South of the QEW
Traffic Congestion Near Highway Interchanges

Hurontario-Main Corridor
Future Eglinton Stop (Full Build Out)
Mississauga and Brampton: Urban Growth Centres
LRT – A Catalyst For Continued Community Vibrancy, Mobility and Transit Oriented Development
Mississauga: A Place Where People Choose To Be
Brampton: A World Class City of Opportunity
We Need Your Opinion

Public Information Centre (PIC) 3 for the Transit Project Assessment Process (TPAP) is the final of three PICs for this phase of the project.

We are presenting the recommended project and are seeking your feedback on the Preliminary Design recommendations for TPAP.

Thank You For Your Participation
Stay On-track With Us

www.huronario-main.ca
PIC #3 Handouts
LIGHT RAIL TRANSIT (LRT)

- The term ‘light rail’ first came into use in the 1970s to describe metropolitan transit systems with higher speed and more capacity than traditional streetcars and trams.
- More than 300 cities around the world have Light Rail Transit (LRT) systems.
- LRT has emerged as a preferred option in many cities looking to improve their public transportation systems, but where population densities, cost and other factors do not support subways.
- Developers and investors see LRT as a foundation for attracting residents and businesses. Often, development increases in anticipation of LRT.
- LRT can effectively operate in harsh winter weather conditions, which has been proven by the LRT systems in Edmonton and Calgary.
- Low floor ‘urban style’ LRT is designed to run at street level in its own right of way. There are no barriers or other physical fencing so pedestrians can still cross the road. Therefore, the LRT can be well integrated into the street and supports city-building and Transit Oriented Development (TOD).
- With urban style LRT, the rules for crossing the street by pedestrians and cyclists do not change following the implementation of LRT. Similarly, no pedestrian barriers are used where the LRT crosses road intersections.

LIGHT RAIL VEHICLES (LRV)

- LRVs run on steel track, level with the road surface. The track is segregated from other traffic for the majority of the route to provide quick and reliable journeys.
- LRVs are emission free – there is no pollution at the point of use.
- Light Rail Vehicles (LRVs) create less noise than two medium sized trucks. Overhead wires used for modern LRT technology are also less obtrusive.
- LRVs run on steel tracks and provide a smoother riding experience than buses.
- LRVs can carry more passengers than buses. A number of internal seating and standing layouts are possible. This means the LRVs can also accommodate more passengers in wheelchairs, and strollers and bicycles, than buses.
LRT IN OUR COMMUNITY

The Cities of Mississauga and Brampton were designated by the provincial *Places to Grow Act* as areas for growth.

In the next 20 years, the Region of Peel will need to accommodate over 300,000 people and approximately 150,000 jobs, much of which will be in Brampton and Mississauga. Nearly a quarter of that growth is expected to live in the area immediately surrounding the Hurontario-Main corridor.

During the Master Plan Study (2008 – 2011), LRT was identified as the best transit option for the Hurontario-Main corridor.

Without rapid transit along the Hurontario-Main corridor, traffic demands will continue to grow, worsening congestion.

We need LRT to help: increase people carrying capacity; reduce automobile travel; help manage congestion; improve transit travel times along the corridor; and connect with bus or GO Transit services.

Improving the regional connectivity and improved access to and from Brampton and Mississauga will support the cities as destinations for residents and business.

LRT could carry more than 14,000 people in both directions per hour along the corridor. This means that although one lane of traffic in each direction will need to be removed, a significantly higher number of people will be able to travel along the corridor at any time.

Urban style LRT will form part of a wider ‘complete street’ design that aims to address pedestrian, cycle, vehicle traffic and urban realm aspects, along with new higher density, mixed use and Transit Oriented Development (TOD) opportunities.

Public and stakeholder engagement continues to be critically important to the success of the project.

Feedback will be considered and used by the technical teams within the scope, schedule and budget of a proposed LRT system.

All LRT material, including PIC timeframes and invitations, is posted on the project website at [www.hurontario-main.ca](http://www.hurontario-main.ca). Stay on-track with us!

May 2013
Background
The Vision for Downtown Brampton is to become a more vibrant cultural and civic destination, a liveable place that is transit oriented, pedestrian friendly, and characterized by mixed-use, mid-rise street oriented built forms with a high quality of design that supports the existing downtown character.

Brampton’s downtown Central Area is designated as a major growth area and the City’s primary destination hub. The downtown is served by two priority transit corridors - Main street (north-south) and Queen Street (east-west) - as well as GO train service to the Brampton GO station. Improvements to existing transit service, and implementation of planned new services, will contribute to the City’s vision for the downtown to be a high-quality transit oriented, pedestrian friendly area.

The Vision for Downtown Brampton
Implementation of Brampton’s Vision for the Downtown area and related goals will be carried out by the City through a range of policy and design initiatives.

A key objective is to target improvements that enhance connections between key destinations, such as the main civic and cultural facilities, while setting the stage for pedestrian scaled development with strong urban character. Development of this area would emphasize the significance of the Garden Square, Main Street and the interconnecting laneways.

In addition the City of Brampton, in concert with other agencies, has numerous planning initiatives in place, as noted in the graphic above, to fully develop Brampton’s Downtown into a truly vibrant place to live, work, and play.

web: www.hurontario-main.ca  email: inquiries@hurontario-main.ca
LRT in Downtown
Brampton’s anticipated growth, in particular along the corridor and Downtown area, creates a challenge: increasing the number of people who need to access the Downtown vs. keeping the character of the Main Street South Heritage area and the Downtown. The answer is LRT.

While the LRT has greater physical impacts than a BRT it allows more people to move into and out of the Downtown. These people are able to arrive at homes, businesses, and to make connections to other modes of transit easily, while the presence of the tracks and moving light rail vehicles can have a calming effect on traffic along Main Street itself.

When fully built out and running three light rail vehicles together, the LRT will deliver up to 600 people every five minutes, at peak, through the Downtown. These passengers will be deposited either directly in the Downtown to access the City’s businesses, and Heritage and Cultural venues and events, or further north to either easily access the north end of Downtown, or connect to the Brampton GO Station.

Downtown Route Alignment
Options for Brampton’s Downtown route alignment have been examined as early as the Master Plan stage in 2010, which included a one way George-Main Street loop route for LRT in Downtown Brampton as well as a route to serve the Peel Memorial Hospital site. The determination of an appropriate alignment to support Official Plan policies and future growth will ensure that the City is effectively served by state-of-the-art rapid transit.

Since PIC 1 in June 2012, the Hurontario-Main LRT project team and the City of Brampton, have been evaluating two options for the LRT alignment through the Downtown, between Queen and Nelson Streets:

- The Four Lane Option which provides 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 Lanes option also preserves through traffic on Main Street for motorists and provides a balance of planned redevelopment in the Brampton Downtown.
- The Transit Mall Option was also reviewed for the Downtown alignment as an opportunity to develop the Downtown into a vibrant, pedestrian oriented space between Queen Street and Nelson Street. Although the concept of redirecting vehicle traffic to alternate routes with the prevention of through traffic, would establish a more generous pedestrian focused public realm, the Transit Mall Option does not provide enough of a balance for traffic in the 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.
The preferred rapid transit alignment option in Downtown Brampton is to proceed with the Four Lanes option of maintaining one lane of general purpose traffic in each direction, with LRT running in curb lanes between Wellington Street and the Brampton GO Station.

**What’s Next**

The Brampton City Council authorized the start of the Transit Project Assessment Process (TPAP) which commenced on February 19, 2014, for the Hurontario-Main LRT project from The Port Credit GO Station in Mississauga to the Downtown Brampton GO Station.

Additionally, City staff was directed by Brampton City Council to do a separate review of potential alternative alignments north of Steeles Avenue to Downtown Brampton. Once this alignment alternatives study is completed, City staff will engage a third-party consultant to peer review the study findings.

A final decision to construct the Hurontario-Main LRT north of Steeles Avenue is subject to approval by Brampton City Council.
Understanding the Transit Project Assessment Process

In June 2008, Ontario’s Ministry of the Environment established a streamlined environmental assessment process to expedite the development of transit projects. This faster process was deemed necessary to meet the increasingly urgent need for new public transit to address Ontario’s growing population. The Ministry created the Transit Project Assessment Process (TPAP), enabling assessment of potential environmental impacts to be completed within six months.

The Notice of Commencement was officially issued on February 19, 2014, marking the beginning of the Transit Project Assessment Process (TPAP) for the Hurontario-Main LRT Project by Metrolinx and the cities of Mississauga and Brampton. An outline of the TPAP regulatory process follows this page.

Public and Stakeholder Consultations

- Integral to the TPAP is detailed public and stakeholder consultation. The TPAP regulation stipulates that the proponent must implement a consultation process to both provide information about the proposed transit project and to gather feedback from stakeholders and the public.

- In addition to public and stakeholder consultation and ongoing stakeholder meetings, the final Public Information Centres (PICs) will:
  - Provide information on the advantages and disadvantages of the proposed LRT system
  - Detail commitments to mitigation, monitoring and future technical investigations and consultation; and
  - Seek feedback from stakeholders and the public on the Preliminary Design

TPAP Major Components

In assessing the impact of the proposed Hurontario-Main LRT system, ‘environment’ does not just refer to the natural conditions; it includes a wide range of aspects affecting the community, including cultural, social and economic factors. The environmental assessment for the Hurontario-Main LRT Project will address the potential changes, including advantages and disadvantages, for the major study components outlined on the next page.

As part of TPAP, an Environmental Project Report (EPR) will be prepared that identifies the full project, assesses the environmental impacts, documents stakeholder consultation and includes any recommended mitigation that will be made available for review by the public and the Minister of the Environment.
## TRANSPORTATION AND UTILITIES

**Road Network**
- Traffic Circulation
- Turning Movements
- Access to Properties
- Parking and Loading

**Transit Network**
- Hurontario-Main Bus Routes
- Interface with Local and Regional Municipal Buses
- Interface with GO Transit Bus/Rail Service

**Active Transportation**
- Pedestrian and Cycling Connections

**Utilities**
- Relocation/Replacement of Municipal Services and Private Utilities
- Maintaining Service During Construction

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## SOCIO-ECONOMIC ENVIRONMENT

**City Building and Urban Structure**
- Transit Oriented Development Around LRT Stops/Mobility Hubs
- Market and Municipal Assessment Base Uplift

**Urban Design for Complete Streets**
- Pedestrian Comfort and Safety
- Connections Between Public Realm and Transit Facilities
- Place Making Opportunities

**Land Use and Community Features**
- Access to Regional and Local Attractions
- Business Operations
- Integration with Adjacent Uses
- Community Mobility and Cohesion
- Property Impacts

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## NATURAL ENVIRONMENT

**Surface Water and Aquatic Ecosystems (including Species at Risk)**
- Fish and Other Aquatic Habitat
- Surface Drainage and Stormwater Management

**Terrestrial Ecosystems (including Species at Risk)**
- Natural Vegetation Communities and Street Trees
- Wildlife

**Hydrogeology and Contaminated Soils**
- Protection of Groundwater Resources
- Encountering Contaminated Soil and Groundwater

**Air Quality, Noise and Vibration**
- LRT Corridor (Traffic Reductions; Change to LRT from Buses)
- Adjacent Major Roads (Diverted Traffic)

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## CULTURAL ENVIRONMENT

**Built Heritage Features**
- Buildings, Structures, Monuments, Installations or Remains of Architectural/Historical Value or Interest

**Cultural Heritage Landscapes**
- Areas of Significance to Understanding the History and People of the Cities

**Archaeological Resources and First Nations Interests**
- Registered Aboriginal and Euro-Canadian Archaeological Sites
- Areas of Archaeological Potential

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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.

Anticipated milestone dates for TPAP are:

- Preparation of the Draft Environmental Project Report (Summer/Fall 2013).
- Notice of the TPAP Commencement Filed (February 19, 2014).
- Public Information Centre 3 (March 26 and 27, 2014).
- Notice of Completion (June 19, 2014)
- Public Review of Environmental Project Report (EPR) (Spring 2014)
- Completion of Minister’s Review (August 25, 2014)


For more information about the Hurontario-Main LRT TPAP timing and how to be involved, please visit the project online or contact the project team at inquiries@hurontario-main.ca or call 3-1-1.
Project Background

1. Why do Mississauga and Brampton need improved public transit along the Hurontario-Main corridor?

As our population increases, as development continues and as opportunities to expand the road network are limited, moving more people using high capacity rapid transit is the best option to meet the increasing transportation needs of our cities.

The Cities of Mississauga and Brampton are designated Urban Growth Centres (UGC) within the Greater Toronto and Hamilton Area (GTHA) and currently have a combined population of close to 1.5 million people and an employment base of nearly 587,000.

In the next 20 years, the Region of Peel will need to accommodate over 300,000 people and approximately 150,000 jobs, much of which will be in Brampton and Mississauga. Nearly a quarter of that growth is expected to live in the area immediately surrounding the Hurontario-Main corridor.

With the current traffic levels along the corridor and the projected growth in development, traffic and population, the corridor would approach or exceed traffic capacity along many of its sections.

2. What improved public transit has been investigated, and what is proposed?

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 Orientated Development (TOD).
3. **What is Transit Orientated Development (TOD)?**

Transit Orientated Development (TOD) is development located within walking distance of transit stations, integrated with transit use, and is generally characterized by:

- Compact development that is relatively dense compared to its surroundings;
- A mix of uses including, where possible, transit origins (housing) and transit destinations (employment, institutions, or retail), with pedestrian-supportive uses at street level;
- A safe, attractive and interconnected public realm, featuring ‘complete streets’ that invite pedestrian and bicycle access; and
- An approach to parking that includes less supply than in non-transit locations, a pedestrian-supportive design, and shared use of facilities.

TOD is one of the most effective planning strategies to support an improved quality of life and sustainability of a city.

4. **What is ‘urban style’ Light Rail Transit (LRT)?**

Urban style Light Rail Transit (LRT) is designed to be fully integrated with the surrounding streetscape. At the heart of this approach is a modern styled, low-floor, light rail vehicle (LRV). Low-floor LRVs allow for stops and stations that require very little additional infrastructure. For instance, a stop can be created using only a raised curb and sidewalk. The low floor of the vehicles means that doors are aligned at street-level to allow for step-free boarding so passengers can access directly from the low LRT platform into the vehicle. Because steps are not needed, it is easier to integrate stops and stations with local surroundings, as well as provide better pedestrian connections and fewer barriers to accessibility.

Urban style LRT generally runs in its own dedicated lanes to ensure it is not held up by other traffic and it is given priority to go through signalized intersections. This provides a very reliable service with passengers knowing exactly how long their journey will take. The dedicated LRT lanes can be separated from other traffic lanes by a white line or a curb. In addition, the area between rails on the segregated lanes is filled in, usually with concrete, pressed concrete to resemble cobblestones, or other material such as grass. This provides a level surface and enables the LRT to be blended into the surrounding street. In some cases for the Hurontario-Main Street project, the LRT will run in shared lanes with traffic over short stretches where considerations outweigh the need for LRT reliability.

5. **What are the benefits of LRT?**

LRT vehicles have higher capacity than bus transit systems, and provide fast, reliable, convenient service by carrying passengers primarily in reserved transit lanes separate from regular traffic. LRT is electrically powered, with no emissions at street level, and offers passengers a smooth, comfortable and quiet ride.

LRT in other cities have also spurred significant Transit Orientated Development (TOD), which is less reliant on the private car and has helped improve connectivity and long-term community sustainability.
LRT along the Hurontario-Main corridor seeks to:

- Provide a high capacity, high quality, reliable, modern transportation system to connect the cities of Brampton and Mississauga;
- Connect with regional rail services (e.g. Go Transit) at Port Credit and Cooksville in Mississauga and in downtown Brampton;
- Be integrated into the local transit network (MiWay, Züm and other transit services);
- Help accommodate current and future travel demand;
- Help to stimulate enhanced streetscapes and transit oriented development along the corridor;
- Reduce reliance on the private car by offering a viable, attractive alternative;
- Help our cities grow and develop in a more sustainable way;
- Transition the cities from ‘suburban’ to ‘urban’; and
- Improve transit travel time along the corridor.

**Light Rail Transit In Our Community**

6. **What is the difference between LRT and streetcars?**

The main difference between LRT and streetcars is that LRT vehicles run in their own segregated lanes for the majority, if not all, of their route and do not stop as frequently. They also have priority through signalized intersections. In combination these two components ensure that LRT provides a reliable service with journey time certainty.

Because Light Rail Vehicles (LRVs) are in their own lane when they stop to pick up passengers, they do not delay other road traffic in the way that streetcars do. LRTs also have dedicated stops with platforms whereas streetcars often stop in the street with passengers then walking into the road in order to board. Finally, LRVs are generally longer than streetcars and so can often carry more passengers.

7. **What is a Light Rail Vehicle (LRV)?**

A Light Rail Vehicle (LRV) is an electrically operated transit vehicle that carries passengers as part of a Light Rail Transit (LRT) system. The specific LRV for the Hurontario-Main system has not yet been selected and will be tendered as part of a future Vehicle Procurement Strategy for the project. LRVs can operate as a single unit, or can be joined to operate as multiple passenger LRV units.

8. **Can a LRT system operate in cold weather?**

Yes. Systems around the world operate in many different weather conditions, including extreme cold in places such as Sweden, Norway, Poland, Germany and in North America including Edmonton, Calgary and Minneapolis.

9. **Will LRVs be noisy?**

Light Rail Vehicles create less noise than two medium sized trucks. Existing and future noise and vibration levels from the LRT system will be examined as part of the current study. Noise barriers and vibration isolation will be recommended along the alignment where required. The work will be included in the Environmental Project Report (EPR).
10. How fast will LRV travel?

Light Rail Vehicles (LRVs) are capable of reaching speeds of approximately 80 km/h. However, LRV’s in this corridor would be governed by similar speed limits as other motor vehicle traffic.

11. Will the Hurontario-Main LRT line be accessible for persons with disabilities?

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.

Future Funding and Construction

12. What is the status of securing funding for the project?

Discussions between the cities and Metrolinx about provincial funding for the project are underway. Metrolinx is a co-proponent in the project and attends working groups and provides ongoing support and information in this regard. Funding through Metrolinx will be identified as they continue to develop an investment strategy for supporting transportation infrastructure improvements within the Greater Toronto and Hamilton Area.

The cities will continue to explore other funding opportunities for the Hurontario-Main LRT project, including provincial sources other than Metrolinx, and federal programs (e.g., to date, the City of Mississauga has successfully proceeded through the screening phase of the Public Private Partnership (P3) Canada merit-based and competitive funding application process).

13. How is Metrolinx involved in the Project?

Metrolinx has been involved as a major stakeholder throughout the preliminary planning and feasibility stages of the Huronario-Main LRT project. Metrolinx has joined the municipalities of Mississauga and Brampton as a co-proponent for the TPAP phase of the Hurontario-Main LRT project which involves a larger role.

Metrolinx identified the development of the Hurontario-Main Light Rail Transit (LRT) as a priority project in *The Big Move*, and the project was subsequently included in Metrolinx’s Next Wave of projects recommended for funding through the Investment Strategy.

The Metrolinx Benefits Case Analysis indicated that this project will generate positive net benefits for the region. Metrolinx is excited to see the next stage of work being completed for this project and will continue to work with the Cities of Mississauga and Brampton on the planning, design and engineering work underway.

14. Why is Metrolinx only becoming a co-proponent now when the cities have been working on this next wave project for months?

The Hurontario-Main LRT priority was identified as a priority Next Wave project of Metrolinx’s regional transportation plan, *The Big Move*. 

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*web: www.huronario-main.ca  email: inquiries@huronario-main.ca*
Metrolinx has been involved as a major stakeholder throughout the preliminary planning and feasibility stages of the HMLRT and will now officially be joining the municipalities as a co-proponent through this next phase of work.

We want to ensure a collaborative approach as we move toward more detailed planning of the project. Our municipal partners best understand the long-term planning needs of their communities. Being a co-proponent allows more detailed input from Metrolinx, ensuring Provincial requirements are met, so the project can be advanced to the highest stage of readiness for when funding is available.

15. What is Metrolinx’s role as a co-proponent? Will it differ from the role of the municipalities?

As co-proponent, Metrolinx, along with Mississauga and Brampton, will play a key role in the delivery of the HMLRT though providing direct support, leadership and management of the project throughout the transit planning assessment process (TPAP). We are working as equal partners through this phase.

16. Does this mean that Metrolinx will become co-proponent on all Next Wave project environmental assessments?

Metrolinx is pleased to join the cities of Brampton and Mississauga as a co-proponent through the next phase of work on the HMLRT project. Future co-proponent opportunities will be evaluated on a case by case basis.

17. Do the Environmental Assessment (EA) requirements change because the Province is a co-proponent? Do municipal requirements still apply?

Overall, the EA requirements under the TPAP will not change with Metrolinx as a co-proponent.

18. Who will be responsible for delivering the project? Will Metrolinx build and operate it or will it be run through the local transit agency?

At this stage, delivery of the project has not been determined. When funding becomes available, Metrolinx will work with the municipalities to determine which delivery and operations plan are most suitable.

19. What is the status of securing funding for the project? Does Metrolinx’s involvement as a co-proponent mean they are committed to funding the project?

Discussions between the cities and Metrolinx about provincial funding for the project are underway. Funding will be identified as we continue to develop an investment strategy for supporting transportation infrastructure improvements within the Greater Toronto and Hamilton Area. The cities will also continue to explore other funding opportunities for the project, including provincial and federal programs.
20. When will the LRT be built?

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 Next Wave projects proposed for funding through the Investment Strategy. Assuming prompt and favorable funding decisions, the implementation stage could potentially begin in 2015, although it is likely to be later than this before the first construction activity is seen.

21. What will it cost to ride the LRT?

Fares 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.

LRT System Design

22. What progress has been made on determining the alignment since PIC#2?

At PIC #2 the project team consulted with the public on key design elements of the LRT project such as stop designs, streetscape elements and refined downtown alignments. Since then the project team has been refining the design using the public feedback which was received.

With much of the alignment details having been determined since PIC #2, the Hurontario-Main LRT project team is in the process of completing the required preliminary engineering to provide definition to the project, complete the required preliminary engineering design to a 30% stage and have it ready for detail design and implementation.

23. How will traffic along Hurontario and Main Streets be impacted by the implementation of the LRT?

The Hurontario-Main corridor already experiences congestion during peak travel times. With a growing population, and limited capacity for expanding the road network, congestion will get considerably worse in the future. Flexible parallel routes and a finer grid of streets in intensification areas will distribute traffic more effectively, with a focus on ensuring that access is maintained via auto, rather than adding more through capacity. However, over time, journey times along the corridor will increase significantly. LRT will increase the people-mov ing capacity of the corridor and will provide a reliable alternative to the private automobile.

The impacts of the project on traffic movements have been fully assessed using industry standard models. The results of this are then being used to minimize impacts on traffic and local access where possible.
24. Will properties be impacted along the corridor as a result of the implementation of the Hurontario-Main LRT?

Designing a rapid transit system that will span two cities and effectively serve the distinctive needs of both is a massive undertaking. Acquisition of some properties and temporary access to others will be required to implement the system. This will result in frontage impacts, as well as modified access for some properties.

The Hurontario-Main project team has years of experience in these critical areas of design and will be applying that expertise to the design of the system to minimize property impacts. A preliminary analysis of affected land has been completed and the team is reviewing potential property impacts. The full extent of property requirements will be determined as part of the Detail Design process and detailed in the Environmental Project Report.

25. What is the Project team doing to ensure that the character areas in both Brampton and Mississauga are preserved?

Preserving the character and beauty of the heritage areas in Brampton and Mississauga, while supporting its modernization and growth for the future, is a key priority of the Hurontario-Main LRT Project.

Through extensive consultation, the Cities and the LRT project team have developed a thorough understanding of the priorities in these areas, and have developed the following solutions as a result:

Brampton’s Main Street South Heritage Area:
- Minimizing the impacts of overhead wires by exploring catenary-less solutions
- Minimizing street widening and impacts to trees
- Shared running through the Brampton South Street Heritage Area to allow for shared running and left-hand turn movements for businesses and residents.

Mineola Area:
- Minimizing road widening while maintaining traffic flow
- Design revisions to minimize tree impacts
- Restoration of turning movements to provide access.

Public feedback is critical to support and inform these decisions and is encouraged as we enter into the final stages of the design process.

26. How will the LRT be integrated with events in Brampton and Mississauga?

The Hurontario-Main LRT project team understands the importance of cultural and community events in Brampton and Mississauga and has applied event considerations into the LRT design that will complement these priorities.

The project team is committed to working through these challenges and opportunities with local stakeholders and event coordinators.
27. How is cycling being incorporated along the alignment?

The Hurontario-Main Street corridor is being designed to accommodate bicycle lanes and bike paths from Mississauga to Brampton.

The project team is working to apply designated bike lanes wherever feasible along the corridor. A variety of bike lane typologies are being deployed, (on-street; raised curb; or multi use trail) 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.

28. How is the urban realm being incorporated into the LRT design and along the corridor?

Stops, streetscapes and other components of the public realm along the corridor will be designed to support a safe, attractive and comfortable environment.

Applying their experience and expertise, the Project design team is making every effort to design a beautiful, accessible streetscape for the corridor, providing space and amenities to encourage walking, cycling and transit.

Some design opportunities will come forward as part of this project, while others will emerge through change and development on lands beside or near the corridor, undertaken by individual property owners and other stakeholders.

29. Have the location of the LRT stops been chosen and if so how were they chosen?

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 and incorporating feedback from PIC #1 and PIC #2.

30. How is the project team incorporating the Hurontario-Main LRT system with other regional transit networks?

The Hurontario-Main LRT project will be complemented by a network of other rapid transit projects under Metrolinx’s *Big Move* 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 on Metrolinx’s *Big Move* visit their website at [http://www.metrolinx.com](http://www.metrolinx.com).

Changes in bus services through the corridor will allow 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.
31. What are intermodal stops and how will they be integrated with other transit services?

Intermodal stops provide a connection point between different transit systems and modes of transit.

The anticipated growth of Brampton and Mississauga will require effective regional connectivity of local transit systems to surrounding mobility hubs to integrate with other transit services.

Linking the LRT with regional transit systems and GO Transit will enable the future growth and development along the Hurontario-Main corridor and secure Brampton and Mississauga's place as two world-class cities.

32. Will the LRT include parking at intermodal stops?

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.

33. What hours will the LRT operate?

The system is anticipated to run from 5am to 1:30 a.m. Monday to Saturday and from 7am to midnight on Sundays. 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.

34. What are sub-stations and how do they fit into the streetscape?

Traction power sub-stations take electrical power and convert it to the necessary voltage to power the light rail vehicles. Typically they are located about every 1.5 km along the route and would be housed in small buildings which have been designed to be as unobtrusive as possible and fit into the general streetscape.

The Hurontario-Main LRT project team has determined preliminary locations for the TPSS' along the alignment route based on the most efficient spacing and has evaluated options to reduce impacts in the Main Street South Heritage Area. Final TPSS locations will be confirmed during detailed design.

35. Where will the Maintenance and Storage Facility be located and why was that location chosen?

The Maintenance and Storage Facility (MSF) will be located south of the 407 on lands bounded by the 407, Kennedy, Hurontario and the Hydro corridor.

The location of the Maintenance and Storage Facility (MSF) has been chosen based on an optimal location that will provide a safe and secure operational area for vehicles to be stored and serviced as well as ensuring the safety of drivers, facility staff, visitors, neighbours and the public.
36. **What updates have been made to the Hurontario-Main LRT ‘route alignment’ since PIC #2?**

The proposed route alignment (from south to north) presented at PIC #2 began in Port Credit near Stavebank Road and proceeded east on Port Street, north on St. Lawrence Drive onto Hurontario Street to then continue on until you arrive at Burnhamthorpe. At Burnhamthorpe, a loop runs around the Mississauga downtown which goes along Duke of York, to Rathburn and Hurontario. From the north side of this loop, you continue on Hurontario Street to Main Street until you reach Brampton’s GO Station.

Since PIC#2, the Cities and the LRT Project team have changed the location of the southern terminus in Mississauga to the Port Credit GO Station, instead of Stavebank and Port Street. This change was to allow for ongoing work by Inspiration Port Credit to determine the ultimate vision for area and how it would be effectively served.

37. **What is the preferred option for the Mississauga Downtown alignment and how was it determined?**

The LRT alignment presented at PIC #1 in June 2012, reflected the alignment in the Downtown21 Master Plan which was comprised of Burnhamthorpe Road, Living Arts Drive, Rathburn Road, City Centre Drive and a new bridge crossing Highway 403. The public was informed at PIC #1 that further assessment in determining the downtown alignment that is both feasible and supports the future vision of Downtown Mississauga, was underway and would be evaluated extensively.

Different alignment options on the east, west and north of the downtown area were developed and assessed using a large number of considerations, including engineering feasibility, city-building potential, stakeholder impact and ability to assist in achieving the DT21 Master Plan Guiding Principles.

Following this evaluation, the preferred option for the downtown LRT is Burnhamthorpe Road, Duke of York Boulevard, Rathburn Road and Hurontario Street and crossing the 403 on a widened bridge.

38. **What options are being presented for the Brampton Downtown alignment and how were they determined?**

Since PIC 1 in June 2012, the Hurontario-Main LRT project team and the City of Brampton, have been evaluating two options for the alignment through the downtown, between Queen and Nelson Streets.

Evaluation methods such as engineering feasibility, city-building potential, stakeholder impact and feedback were applied to help to review both a Transit Mall Option and a Four Lane Option as the preferred LRT alignment in downtown Brampton.

Since PIC #2, it has been determined that the Four Lane Option of providing one through traffic lane north and southbound on Main Street was the preferred option for the downtown area in Brampton. This option provides 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 Lanes option also preserves through traffic on Main Street for motorists and provides a balance of planned redevelopment in the Brampton downtown.
The Transit Mall Option was also reviewed for the downtown alignment as an opportunity to develop the downtown into a vibrant, pedestrian oriented space between Queen Street and Nelson Street. Although the concept of redirecting vehicle traffic to alternate routes with the prevention of through traffic, would establish a more generous pedestrian focused public realm, the Transit Mall Option does not provide enough of a balance for traffic in the downtown.

39. What does ‘segregation’ or ‘segregated lanes’ mean?

Segregation or segregated lanes means the LRT would operate in its own dedicated rail transit lanes along that segment of the alignment and so will not be held up by other vehicles. This would not apply at intersections and access points where the tracks would be flush with the road surface for shared use. This will help to ensure journey time reliability and consistency.

40. Why did Brampton invest in Züm if the City was planning to implement LRT?

The Züm Bus Rapid Transit (BRT) system was designed to accommodate future capacity and growth but cannot meet long-term corridor ridership needs. LRT is being planned to accommodate long-term growth in transit ridership. Without LRT, buses will run at more frequent intervals resulting in increased congestion and reduced transit service levels. The Züm infrastructure, such as the station stops, can also be moved to future BRT lines in Brampton. Züm buses can also be redeployed to other existing or future BRT routes.

41. Will Züm buses continue operating on Hurontario?

Yes, for the time being. Once the LRT is operational, Züm buses will be redeployed to other existing Züm routes to other new corridors where Züm services are not currently operating. Local bus service between LRT stops is expected to remain in operation but at lower frequency.

Public Consultations

42. What are the next steps for the project?

PIC 3 is part of the Consultation Phase of the TPAP. After PIC3, 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 for public review in June 2014.

Metrolinx and the Cities must follow the steps in the TPAP within specified timeframes, closing with the Minister of the Environment’s decision within six (6) months of the start of the process, which is marked by this Notice of Commencement. 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 if the project can proceed as described in the EPR, proceed subject to conditions, or requires further work.
43. How can I participate in design consultations?

The final of three Public Information Centres (PICs) in Mississauga and Brampton, PIC #3 will help to inform the public of updates to the design progress, and seek feedback during the final phase of the Preliminary Design phase of the project. Project team members from the cities and the consultant team will be in attendance to discuss the project and answer your questions.

Consultation materials will be posted on the project website at www.hurontario-main.ca. You can also tell us what you think through the consultation portal on the project website, or by emailing comments to inquiries@hurontario-main.ca.

44. Will my opinion make any difference in the outcome?

Yes. Our team is here to listen, to understand and to consider public and stakeholder opinions to help inform development of the preferred alignment and the design. Our team needs your help to guide decisions at key points in the project.

45. Will non-transit users have a say?

Yes. The views of many stakeholder groups will be sought and used to inform development of the LRT, including motorists, businesses and residents, developers, First Nations, cyclists, seniors, and others directly and indirectly affected by the LRT.

46. May I speak with the Project Team?

Yes. The designated contacts for this phase of the project are:

**City of Mississauga**
Matthew Williams, Project Leader
905.615.3200 ext. 5834
matthew.williams@mississauga.ca

**City of Brampton Consultant Team**
Bishnu Parajuli, Senior Project Engineer
905.874.3644
Bishnu.Parajuli@brampton.ca

**Hurontario-Main LRT Project Team**
Lindsey Bethke, Communications Advisor
416.252.5311 ext. 53806
lindsey.bethke@snclavalin.com
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.

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<td>To what degree do you support the alignment as presented for Mississauga? (This includes the changes in the downtown area and Port Credit.)</td>
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<td>To what degree do you support the alignment as presented for Brampton?</td>
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<td>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?</td>
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<td>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?</td>
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What do you like about the future Hurontario-Main LRT system?

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

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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 PIC3, 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.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: __________________________________________________________
Telephone number: ________________________________________________
Email address: ____________________________________________________
Address/City (Mississauga/Brampton): _______________________________

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

web: www.huronario-main.ca   email: inquiries@huronario-main.ca
WORD SEARCH

Can you find these words?

Light Rail Transit  Stops
Hurontario Main LRT  Low Floor
Complete Street  Mobility
Mississauga  Steel Track
Brampton  LRT
Metrolinx  Transit Network
Reliable  Connectivity
Efficient  Comfortable
Quiet  Environment
Frequent  All Weather

Answers - turn upside down

SPRING EDITION
March 2014
Kids, find your way between Brampton and Mississauga through the traffic jams, but watch the signs!!

Colour Your LRT
In This Issue:

Hurontario-Main LRT Project Update
The Consultation Process
What’s Next - TPAP

STAY ON TRACK WITH US!

visit: www.hurontario-main.ca
e-mail: inquiries@hurontario-main.ca
call: 3-1-1 in Mississauga and Brampton

What Happens Next?

PIC#3 - Scheduled for March 26 and March 27

The Transit Project Assessment Process (TPAP) consultation builds on PIC #1 and #2. It will include the draft Environmental Project Report which summarizes the Engineering and Environmental studies and details the project for implementation, including any proposed mitigation measures and monitoring.

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Preferred Hurontario-Main LRT Route Alignment

Winter 2014

HURONTARIO-MAIN LRT PROJECT NEWS
Preliminary Design/TPAP Phase

In This Issue:

Hurontario-Main LRT Project Update
The Consultation Process
What’s Next - TPAP

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May 2013 along with various community and stakeholder meetings to develop and two sets of Public Information Centres (PIC) were held in June 2012 and since this phase of work was initiated in 2011, a public launch event (April 2012) where we've been

Where We've Been

Since this phase of work was initiated in 2011, a public launch event (April 2012) and two sets of Public Information Centres (PIC) were held in June 2012 and May 2013 along with various community and stakeholder meetings to develop the recommended design of this proposed Light Rail Transit (LRT) corridor.

Where We're Going

The Notice of Commencement was officially issued on February 19, 2014, by the Cities of Brampton and Mississauga and Metrolinx, and marks the beginning of the Transit Project Assessment Process (TPAP) for the Hurontario-Main LRT Project. The TPAP is a focused impact assessment process that includes providing information and consultation opportunities, an assessment of potential impacts to the environment, commitments to mitigate negative impacts and monitor outcomes, and documentation in the form of an Environmental Project Report (EPR).

As part of the TPAP, a third and final Public Information Centre (PIC) for this phase of the project will be held in March 2014. This 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 scope of associated environmental studies, including an assessment of potential impacts and proposed mitigation measures, will also be presented.

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

• Preferred Alignment Option throughout the downtown areas of Brampton and Mississauga
• Complete Street Components
• Input about the importance of green spaces, streetscape elements, bike lanes and parking.
• LRT Stop Components

Input about the importance of green spaces, streetscape elements, bike lanes and parking. Where we've been

A number of themes have emerged from public consultations – some pertaining to the overall LRT project and others specific to either Mississauga or Brampton. This information is gathered and will be considered along with all the other input received to date to possibly be incorporated into any final refinements of the design, prior to the release of the Draft Environmental Project Report (EPR) that will form part of the TPAP.

What We’ve Heard

The second PICs were well attended. Approximately 495 people took the opportunity to view display boards, alignment rollout drawings, video presentations as well as engage in one-on-one or group discussions with representatives from the Cities, Metrolinx and the project team and fill out feedback forms. Based on the feedback received from PIC #2, the Cities and the project team have conducted two additional character area meetings along the alignment to achieve a more in-depth understanding of the issues in these specific communities, with the objective of incorporating any final refinements prior to the release of the Draft Environmental Project Report (EPR) that will form part of the TPAP.

A sampling of issues identified as priorities by consultation participants:

Mississauga residents support the LRT alignment and the benefits that the LRT will have for economic and community vibrancy.

Brampton residents support exploring improving transit options in the city.

Mississauga residents support the “two loop mode of operation” in Mississauga’s City Centre.

Weather, customer information at stops, safety elements were rated the most important elements for LRT stops of both Mississauga and Brampton residents.

• Improved safety features, pedestrian paths and outdoor cafes were rated the top three urban realm elements for the LRT project by Mississauga residents.
• The preservation of character areas and implementation of additional streets and pedestrian paths were rated the top three urban realm elements for the LRT project by Brampton residents.
• The majority of transit users in both Mississauga and Brampton walk to transit.
• The majority of transit users would take the LRT to connect with GO Transit in their community.