



## HURONTARIO LRT FREQUENTLY ASKED QUESTIONS

### **When will construction begin and end?**

Metrolinx is working with the cities of Mississauga and Brampton and the Region of Peel to ready the project for procurement. A detailed schedule will emerge through the project procurement process once a project team is selected. Construction is anticipated to begin in late 2018, with expected completion in late 2022.

### **Will Hurontario be widened?**

The Hurontario LRT line will operate in a dedicated lane, separated from traffic. North of the QEW, two traffic lanes will become LRT lanes; and south of the QEW, the roadway will be widened to maintain today's traffic configuration.

### **What will the traffic be like during construction?**

Safe and efficient travel will be the focus during the construction period. Metrolinx understands that construction of the LRT line will have an impact on people travelling along Hurontario Street. We are committed to working closely with many stakeholders (i.e. City Transportation, local MPPs and Councillors, Peel Police Services, traffic and parking enforcement, etc.) to monitor and understand the impacts of construction, and to mitigate the impacts, where practical.

### **Will bus service continue?**

Local bus service between LRT stops will remain in operation along Hurontario. A modified bus service plan is being developed in coordination with local transit operators to consider alternative bus routes and adjusted bus frequencies to deliver an integrated and efficient transit system.

### **Why not build a subway?**

LRT was found to be the best fit for the corridor over other forms of rapid transit. A subway option was looked at as part of the Hurontario-Main Master Plan. Project ridership volumes did not support the significant cost of subway development and it did not suit the overall corridor vision based on feedback from the public.

The Hurontario-Main Benefits Case Analysis (2010) evaluated three options: full Light Rail Transit (LRT), full Bus Rapid Transit (BRT) and an

option with LRT in the southern segment and BRT in the northern segment. Both the full LRT and mixed LRT/BRT options generate positive benefits for the region and will be capable of accommodating long-term travel demand growth along the corridor. The full BRT option would not be capable of meeting projected 2021 capacity requirements.

As planning on the Hurontario LRT project progressed, two additional Business Case Analyses were prepared, one in 2014 and another in 2016. Those documents can be found [here](#).

### **What kind of vehicles will be used?**

Urban-style LRT is designed to be fully integrated with the surrounding streetscape. The vehicles will be accessible, with low-floor, street-level boarding. The specific type of vehicle, and vehicle vendor, has not yet been determined; that will be determined through the procurement process.

### **How much will it cost to ride?**

Fare levels have not yet been determined, but they are expected to be consistent with fares charged elsewhere on the Mississauga and Brampton transit systems.

### **How frequently will the trains run?**

Service plan details have not yet been finalized and will rely on input from the selected consortium that will be responsible for designing, building, financing, operating and maintaining the Hurontario LRT system. A fundamental focus of these service plans will be to meet the needs of transit users. A potential service plan may include weekday/Saturday service from 5:00 a.m. to 1:30 a.m. and on Sunday from 7:00 p.m. to midnight, with an operating frequency of every 5 minutes during the peak hours.

### **How will trains loop downtown Mississauga?**

Stop locations are established; however, operational plans related to how the trains will travel north, south and through the Downtown Mississauga loop have not yet been finalized. These operational details will rely on input from the selected consortium that will be responsible for designing, building, financing, operating and maintaining the Hurontario LRT system. A fundamental focus of these service plans will be to meet the needs of transit users.

A potential option may involve Southbound trains travelling from the Brampton Gateway Terminal, and Northbound trains travelling from the Port Credit GO Station looping at Downtown Mississauga and returning back. This operating scenario would require passengers wishing to travel further south, or further north of the Downtown loop, to transfer between trains.

**Will there be additional parking Hurontario LRT stops?**

No. There are currently parking lots at Port Credit GO Station and Cooksville GO Station, two stops on the Hurontario LRT line.

**How will cycling be integrated?**

The Hurontario corridor is being designed to accommodate cycling to, from and within Mississauga and Brampton. The project team is working to include cycling where feasible along the corridor. A variety of formats are being used to suit the variety of settings found along the corridor. The priority is the safety and comfort of cyclists and other users of the corridor.

**What are the next steps?**

A Request for Qualifications (RFQ) was issued by Metrolinx and Infrastructure Ontario on October 18, 2016 to pre-qualify proponent teams to design, build, finance, operate and maintain the Hurontario LRT project. That RFQ closed in January 2017. A Request for Proposals will be issued later in 2017 to three prequalified bidding teams. After a comprehensive review, one of these teams will be awarded the contract in 2018, with construction expected to start later that year.

**Why is an LRT necessary?**

Hurontario is an important corridor for the future of Mississauga and Brampton. The LRT will transform Hurontario into a vibrant people-oriented corridor connecting communities and accommodating growth anticipated over the next 30 years. A reliable and convenient transit system through this corridor will be a means to effective, sustainable economic and residential growth. The project will mean a doubling of the corridor's capacity to move people, significantly improved transit travel times, and serve as a crucial link between many of the region's existing transit lines.