

Bus Rapid Transit (BRT) – Mississauga Segment Implementation Study And Highway 403 – Eglinton Avenue Corridor Environmental Assessment Addendum

Information Package



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What is Bus Rapid Transit (BRT)?

- Buses operating in an exclusive right-of-way with on-line stations similar to those found on rail rapid transit systems.



Ottawa



Vancouver



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Background

- In 1992, the Ministry of the Environment approved the City's Environmental Assessment (EA) for the implementation of a BRT facility in the Highway 403/Eglinton Avenue corridor.



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Background

- During the period 1992-1995, the following components of the project were completed:
 - i. Local Transit Terminal (City Centre)
 - ii. Bus Bypass Shoulders (BBS) on Highway 403
- In 1995 the funding for public transit was altered significantly and accordingly further construction activity was deferred.



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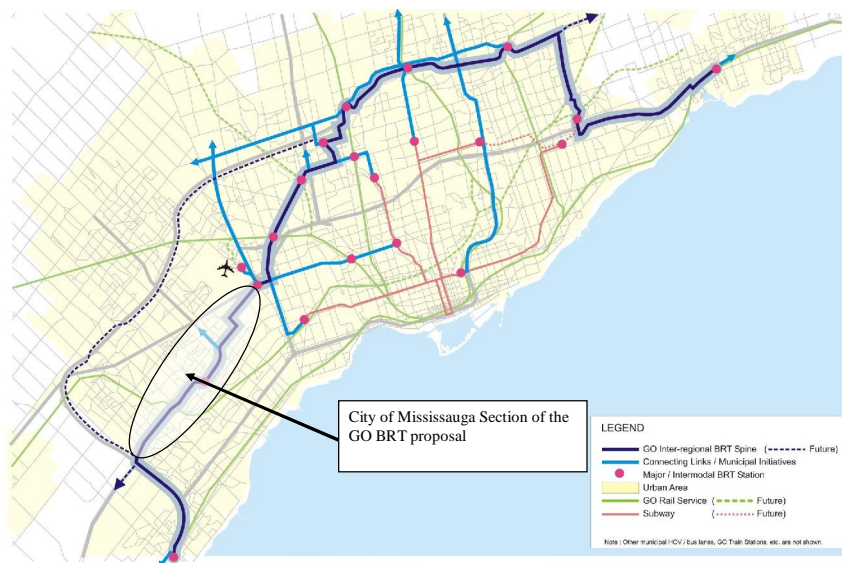
Purpose of Current Investigation

- Recent announcements by the Province suggest that significant financial assistance may be restored.
- GO Transit announced its intent in December 2002 to introduce an inter-regional transit facility. The GO BRT network will provide an east-west transit corridor between the Oakville GO Station and the Pickering GO Station, with links to the TTC Rapid Transit Network.
- An up-to-date proposal was needed to quickly respond to possible funding initiatives from senior levels of government.



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Purpose of Current Investigation



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Scope of Current Investigation

- Update demand estimates;
- Apply the most recent BRT design standards;
- Prepare a “value engineering” analysis to rationalize costs; and
- Prepare a staging plan.



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Summary of Findings of Current Investigation

1. Demand estimates confirmed the justification for implementation based on current and forecast population and employment levels
2. Updated BRT standards resulted in significant cost savings while fulfilling the functional requirements of the facility
3. Value engineering analysis identified areas where the location/configuration of certain elements would result in cost savings
4. A construction staging plan was developed identifying priority segments for construction



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Summary of Proposed Changes to Approved Plan

1. Shift of the Transitway to the south side of the Hydro Corridor to further reduce possible implications on adjacent development
2. Bus use of Bus Bypass Shoulders (BBS) already active on Highway 403 to reduce initial cost
3. Re-alignment of the Transitway through the City Centre area to reduce disruption on development and to reduce cost
4. Deferral of Mavis Road and Hurontario Street stations to reduce initial cost



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Next Steps

- Receive and address comments/concerns resulting from consultation with affected agencies
- EA Addendum Submission
 - Documentation of the changes to the approved plan their impacts
 - Summarize the public comments and the responses provided
- File with the Ministry of the Environment in April, 2004
- 30 day period for public comment following filing



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