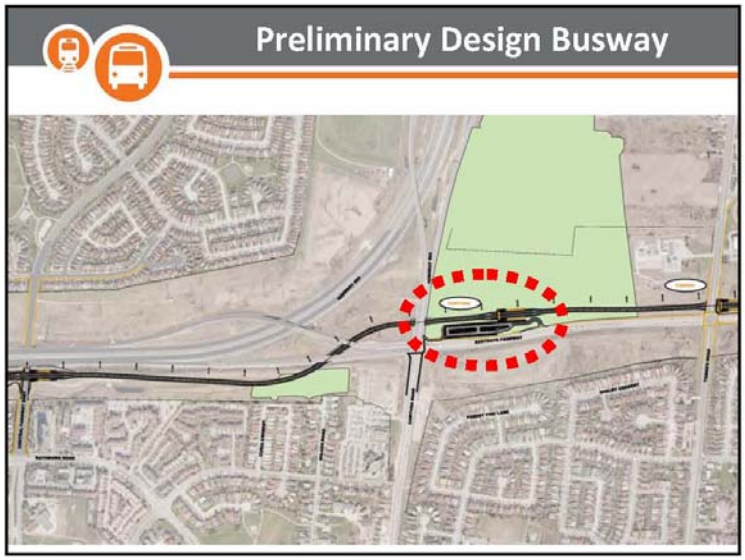

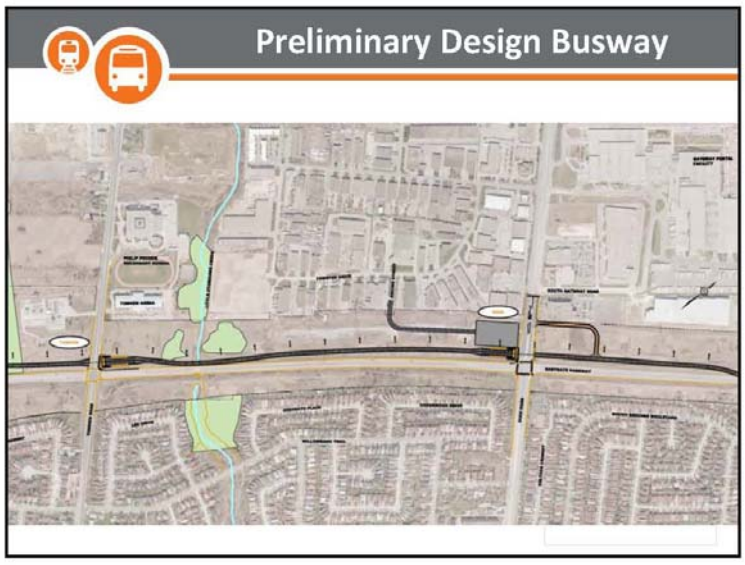

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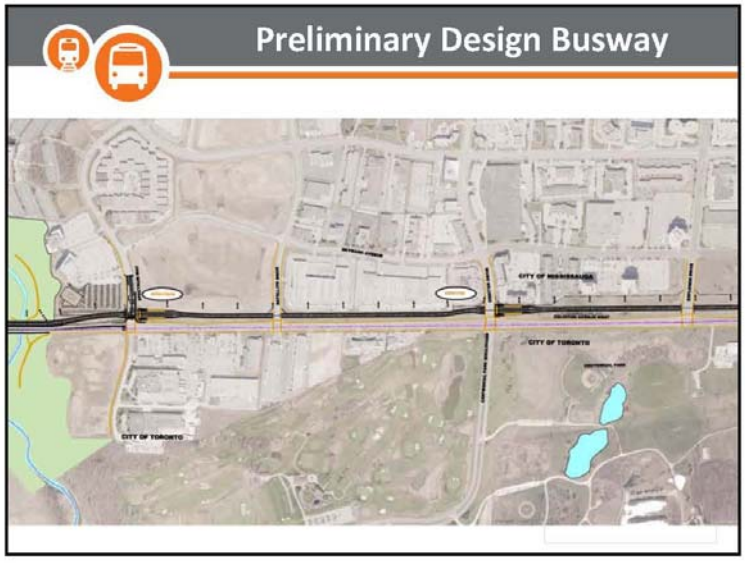


11

Preliminary Design Busway

Urban Design: BRT Stations

- Improving the Experience
  - Image, Ease of Use, Enjoyment, Comfort, Safety

- Getting to the BRT
  - Enhanced Connections: Walking, Biking, Bus, Car

- Making it Fit
  - Integrating the Station, Reducing Impacts, Enhancing the Corridor

- Supporting the Investment
  - Areas of Change and Intensification, Areas of Gradual change, Stable Areas

12

Types of BRT Stations

- "*Expressway*" Stations
  - Highway 403 interchanges: Winston Churchill & Erin Mills
- "*Street*" Stations
  - Arterial Road intersections: Central Parkway, Cawthra, Tomken, Dixie, Tahoe, Etobicoke Creek, Spectrum, Orbitor
- "*Gateway*" Stations
  - Key Focal Points: City Centre & Renforth

Expressway Stations

13

Street Stations

BRT Station Design Features

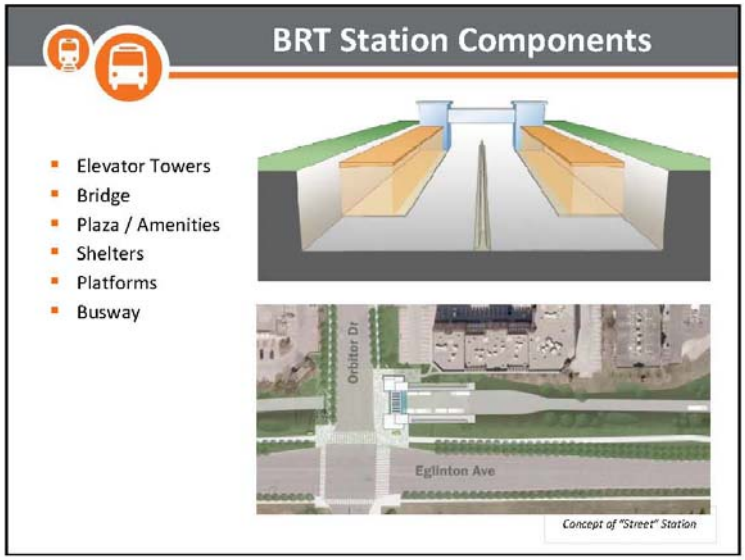
- Architecture
  - Pleasant / Functional

- Safety & Security
  - CPTED, security cameras, emergency call stations

- Accessibility
  - Fully accessible, walking / biking

- Environment
  - Sensitive to surroundings, green technology

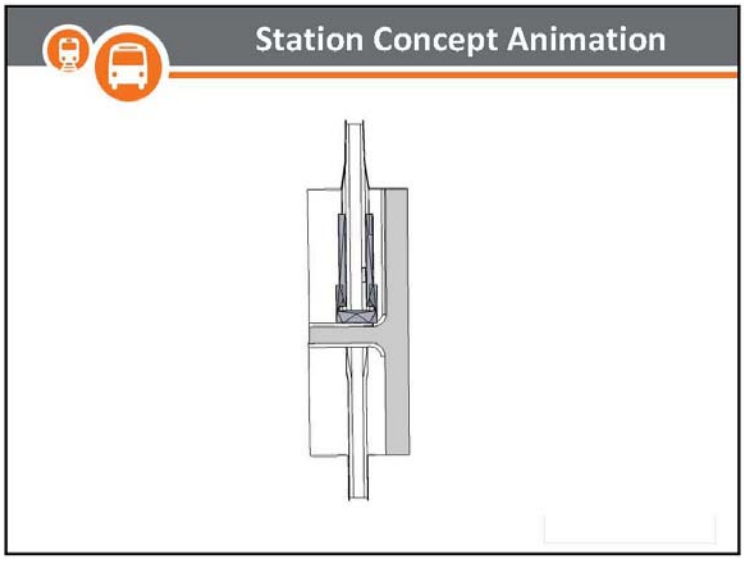
14


BRT Station Components
Elevator Towers
Bridge
Plaza / Amenities
Shelters
Platforms
Busway
Orbiter Dr
Eglinton Ave
Concept of "Street" Station


Concept of "Street" Station

15

16



17

Branding & Marketing

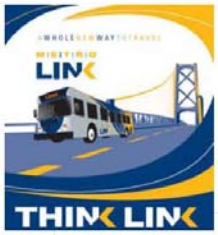
VS

NISSAN

Ford

Branding & Marketing

Cleveland's Transportation Project for the Future
euclid corridor
silver line



B line

VIVA
from A to Being...alive

18

Preliminary Design Consultation

- Public Open Houses
- BRT Project Newsletter
  - Volume 1
- BRT Web Site
  - www.mississauga.ca/brt
- BRT Marketing Plan
  - in development

Additional Information

- **BRT Project Office**
  City of Mississauga
  Transportation and Works Department
  3484 Semenyk Court
  Mississauga ON
  L5C 4R1
- Phone: 905-615-4636
- E-mail: transit.info@mississauga.ca
- Web: www.mississauga.ca/brt

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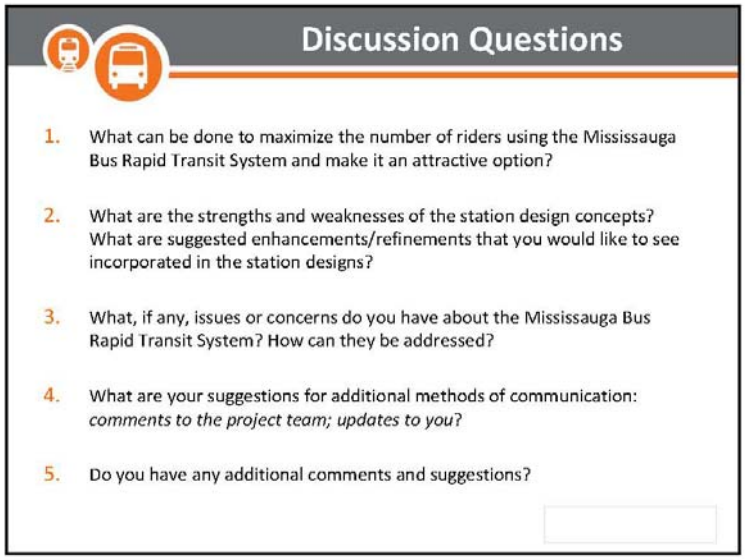
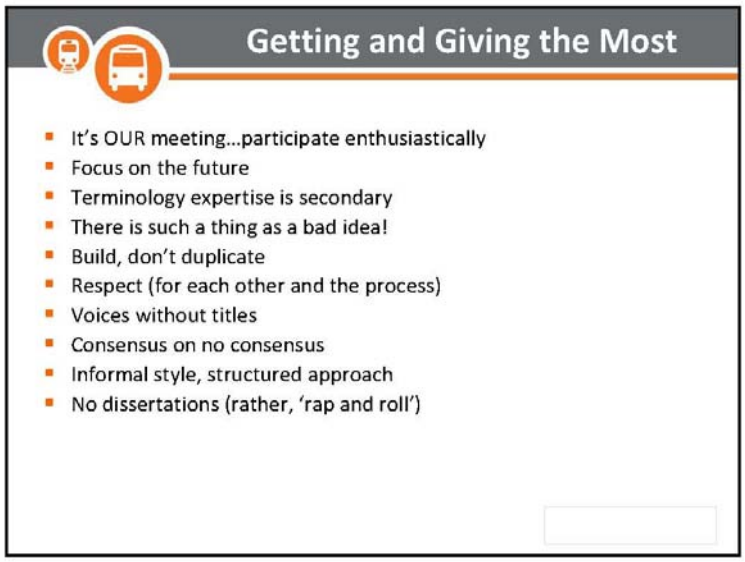

Discussion Questions
1. What can be done to maximize the number of riders using the Mississauga Bus Rapid Transit System and make it an attractive option?
2. What are the strengths and weaknesses of the station design concepts? What are suggested enhancements/refinements that you would like to see incorporated in the station designs?
3. What, if any, issues or concerns do you have about the Mississauga Bus Rapid Transit System? How can they be addressed?
4. What are your suggestions for additional methods of communication: comments to the project team; updates to you?
5. Do you have any additional comments and suggestions?


Getting and Giving the Most
It's OUR meeting...participate enthusiastically
Focus on the future
Terminology expertise is secondary
There is such a thing as a bad idea!
Build, don't duplicate
Respect (for each other and the process)
Voices without titles
Consensus on no consensus
Informal style, structured approach
No dissertations (rather, 'rap and roll')

20

SPRING 2008 NEWSLETTER

Will there be connections to key destinations?

You will have fast and easy access to key destinations such as Pearson International Airport, Kipling Subway Station, York University, the Town of Oakville, and the Mississauga City Centre. The busway will allow you to connect with a variety of routes and services that will operate faster and more reliably than buses moving slowly in traffic.

How will it improve Mississauga?

The busway has been planned to have a minimal effect on the natural environment and to protect nearby residents from noise, visual, or other forms of intrusion. It is part of the City of Mississauga's plan to attract more transit riders and to reduce our dependence on automobiles to get around the city. This means reduced emissions, less land paved for parking, greater mobility for residents and workers, and a boost to the local economy.

"BRT is a new travel option that will change the way people move through Mississauga making Transit a viable choice."
Martin Powell, Commissioner of Mississauga Transportation and Works

"Through our excellent partnership with the City, the Mississauga BRT represents the first tangible segment of GO Transit's overall inter-regional BRT plan from Oakville to Pickering, aimed at creating high quality transportation choices and reducing congestion on Greater Toronto Area roads."
Gary McNeil, Managing Director & CEO, GO Transit

Will the public be able to make suggestions?

The City of Mississauga's BRT Project Office will be looking for your input on the new BRT service to ensure it is effective and efficient.

Public information meetings will be held where you can ask questions, give your suggestions or express your concerns.

These meetings are your opportunity to provide input and help ensure the Mississauga BRT Project Office has the information it needs to make the BRT as effective as possible.

How do I get more information?

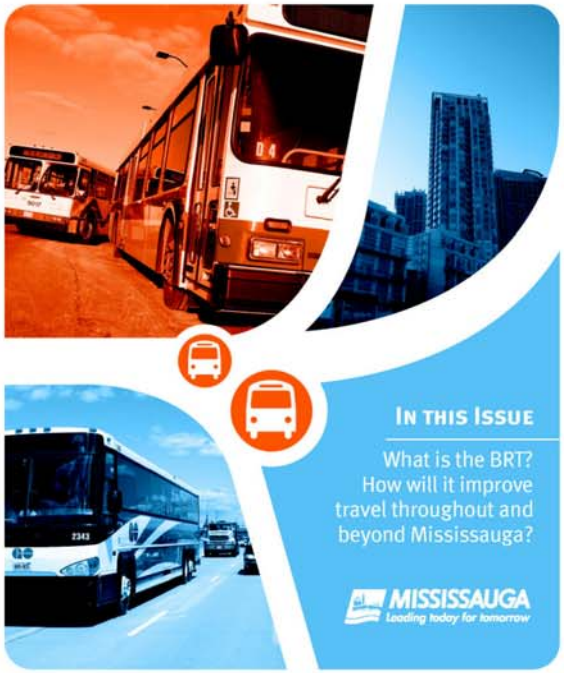
For more information visit
www.mississauga.ca/brt
or email the
BRT project office at
brt.info@mississauga.ca

MISSISSAUGA Leading today for tomorrow
Canada
Ontario
GO Transit

07/008

RAPID

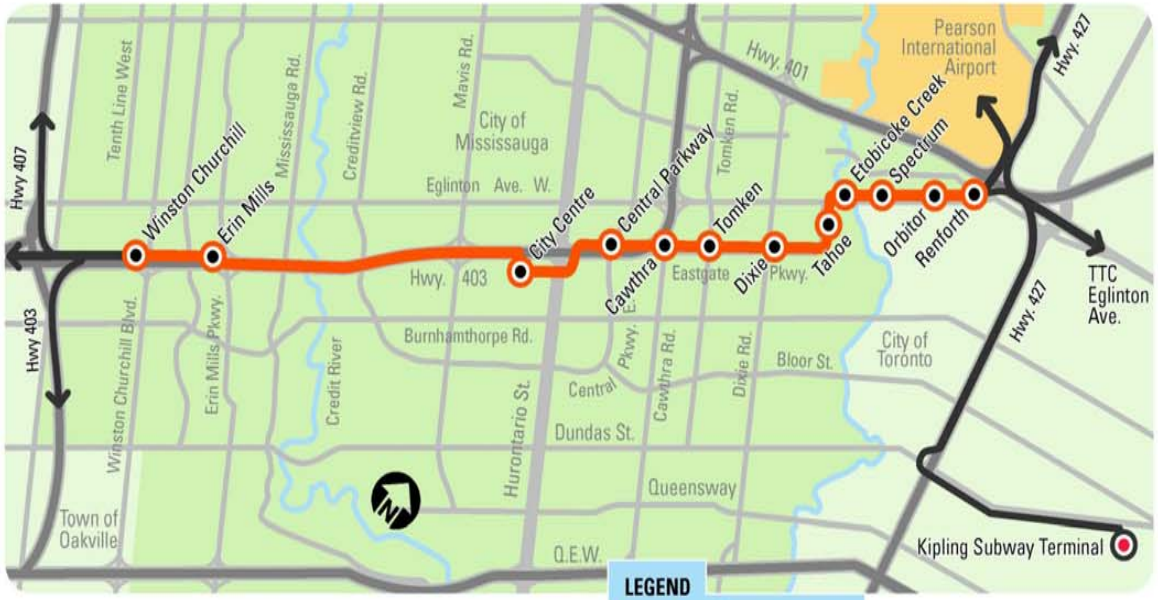
SPRING 2008 | VOL 1 | MISSISSAUGA BUS RAPID TRANSIT NEWS



In this Issue

What is the BRT?
How will it improve travel throughout and beyond Mississauga?

MISSISSAUGA Leading today for tomorrow



"The City of Mississauga's Bus Rapid Transit project will help people move through Mississauga quickly, efficiently and safely using dedicated roads and buses to go to major stops. This newsletter from the Mississauga BRT office explains the new service that is in addition to our normal transit service and will change the way people move through Mississauga, reduce gridlock and improve our environment."

Mayor Hazel McCallion, C.M.
City of Mississauga

What is BRT?

Bus Rapid Transit (BRT) is about moving you where you need to go in a faster and more convenient way. This new "busway" is a two-lane bus-only roadway for both Mississauga and GO Transit buses that will run along the Highway 403, Eastgate Parkway, and Eglinton Avenue corridors. It will serve thousands of riders each day, making it faster and easier for you to travel through Mississauga and the GTA (Greater Toronto Area). This new service is in addition to Mississauga's normal transit service offering you a more direct way to travel.

How will it work?

The busway will have 12 stations at all major road crossings and in the Mississauga City Centre.

- Winston Churchill
- Erin Mills
- City Centre
- Central Parkway
- Cawthra
- Tomken
- Dixie
- Tahoe
- Etobicoke Creek
- Spectrum
- Orbitor
- Renforth

At these stations you can:

- transfer from regular transit routes using Mississauga Transit and GO Transit at major stations
- walk or cycle to and from your home
- walk or cycle to and from your workplace
- park & ride at Winston Churchill, Erin Mills, Cawthra, Dixie and Renforth stations.

What will it cost?

The fee for the BRT has not been set. The BRT office is working to make the fee comparable to other transit services in the GTA.

Will there be an express service?

Yes, there will be buses that stop at each station and others that operate as an express service to selected major stations. There will also be buses that pick you up in your community, travel to a station, then go directly on to the busway and into the City Centre.

When will the BRT be ready?

Phase one of the Bus Rapid Transit (BRT) project is expected to be completed by 2012 and is being developed in partnership by the City of Mississauga, the Province of Ontario, GO Transit and the federal government.

To begin the first phase, and to best meet the current and projected ridership demands, funding partners will work together and construct the busway in two segments: between Winston Churchill Boulevard and Erin Mills Parkway on the North side of Highway 403, and between Hurontario Street (Mississauga City Centre) and Renforth Drive (south of the airport) alongside Eastgate Parkway and Eglinton Avenue.

To connect these segments, buses will continue to use Highway 403 and Centre View Drive.

Will it make travel faster and more convenient for transit users?

The new busway will allow Mississauga and GO buses to operate on their own roadway with:

- no other traffic
- no signals
- no stop signs

You will enjoy a smooth, fast and reliable trip through a landscaped corridor. High-quality stations will welcome you with elevators, protected walkways, an open and secure environment, and provide up-to-date travel information. Wherever possible, the stations will be close to office buildings and communities. Parking areas will be well lit and pathways leading to stations will be convenient and accessible.

PRELIMINARY DESIGN STUDY WORKBOOK

Mississauga Bus Rapid Transit (BRT) Preliminary Design Study

Public Information Centre #1

City of Mississauga
Mississauga Central Library, Noel Ryan Auditorium

April 9, 2008

Workbook

What's Inside...

Meeting Agenda
Worksheets
Comment Form

Mississauga Bus Rapid Transit Preliminary Design Study
Public Information Centre #1

April 8, 2008 – 6:00 p.m. to 9:00 p.m.
City of Mississauga
Noel Ryan Auditorium, Mississauga Central Library

MEETING AGENDA

6:00 – 6:30 p.m.	**Registration/Display Board Review**
6:30 – 7:15 p.m.	**Welcome and Presentation** Glenn Pothier, GLPi *"Introduction, Session Overview, and Workbook"* Geoff Wright, Project Director, City of Mississauga *"Welcome and Description of the Project"*
7:15 – 8:30 p.m.	**Workshop Discussion Groups** These will be facilitated small group discussions. Participants will be given time to go through questions in the workbook about the recommended preliminary design concepts. In your group, please discuss your responses and consolidate common themes and unique or creative ideas in the workbook provided.
8:30 – 9:00 p.m.	**Summary of Discussions** Glenn Pothier, GLPi **Next Steps and Closing Remarks** Geoff Wright, Project Director, City of Mississauga

URBAN DESIGN

The Urban Design approach to the development of the BRT facilities centres around 4 Key Themes:

1. Improving the experience:

- Finding ways to attract and keep new transit users by making the BRT experience pleasant, convenient, efficient and competitive
- Image, ease of use, sense of safety

2. Getting to the BRT:

- Ensuring that the system is accessible to the widest range of users by connecting with people and places along the corridor
- Walking, biking, local bus, car

3. Making it fit:

- Integrating the Busway into the existing neighbourhoods along the corridor, and integrating them with complementary land uses

4. Supporting the investment:

- Supporting the functioning of the Busway by promoting Transit Oriented Development (TOD) in and around the station areas

Canada Ontario Transit MISSISSAUGA Leading today for tomorrow

"Question Regarding Use of the Mississauga BRT System"

QUESTION 1: What can be done to maximize the number of riders using the Mississauga Bus Rapid Transit System and make it an attractive option?

Input and Comments:

STATION DESIGN

1. Architecture:

- Pleasant
- Functional

2. Safety and Security:

- Crime Prevention Through Environmental Design (CPTED)
- Security cameras, emergency call stations

3. Accessibility:

- Fully accessible
- Walking, biking

4. Environment:

- Sensitive to surroundings
- Green technology

Canada Ontario Transit MISSISSAUGA Leading today for tomorrow

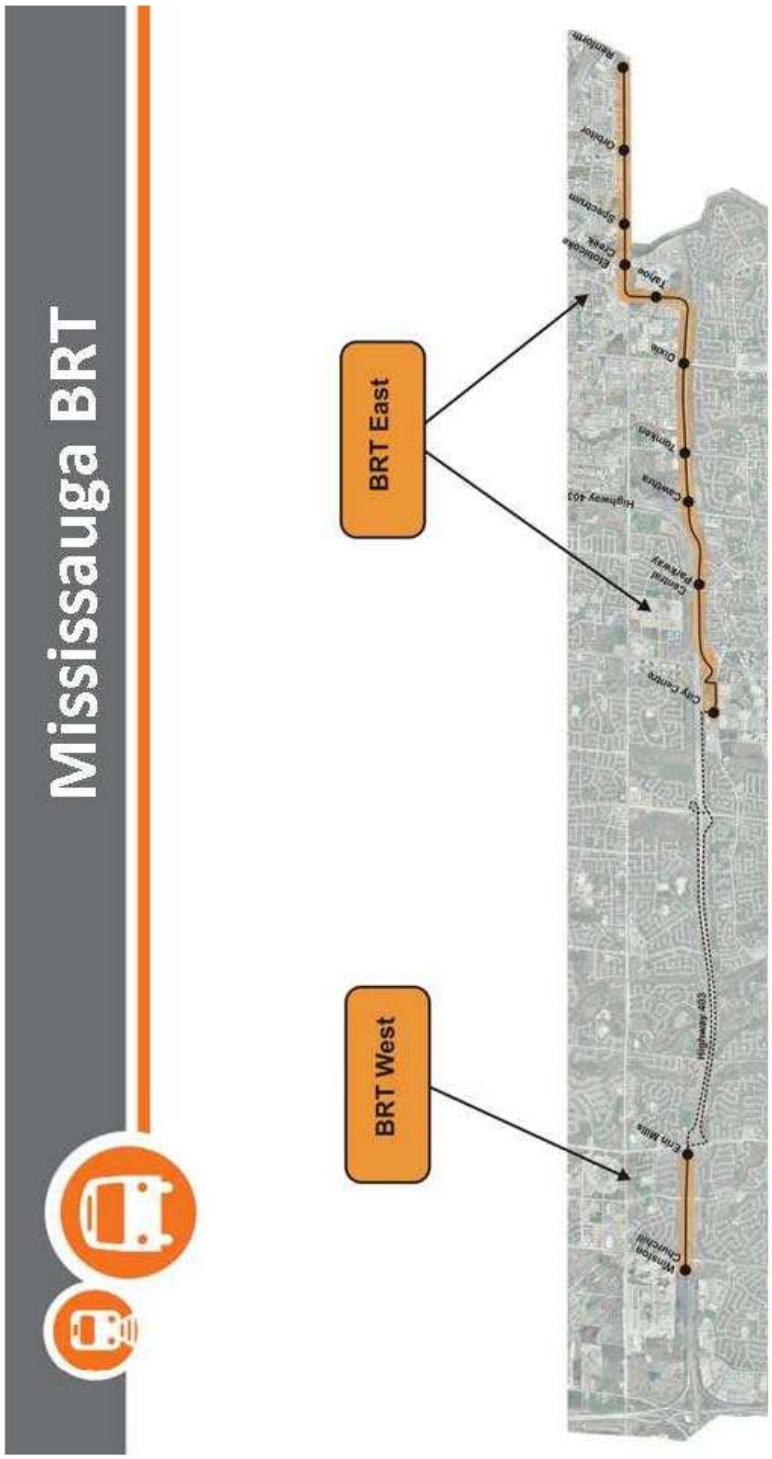
"Question Related to the Preliminary Design Concepts"

QUESTION 2: What are the strengths and weaknesses of the station design concepts? What are suggested enhancements/refinements that you would like to see incorporated into the station designs?

Strengths:

Weaknesses:

Enhancements / Refinements:


Mississauga BRT
BRT East
BRT West
Hurontario
Orbitor
Spectrum
Eglinton
Tahoe
Dixie
Tomken
Cawthra
Central Parkway
City Centre
Erin Mills
Winston Churchill

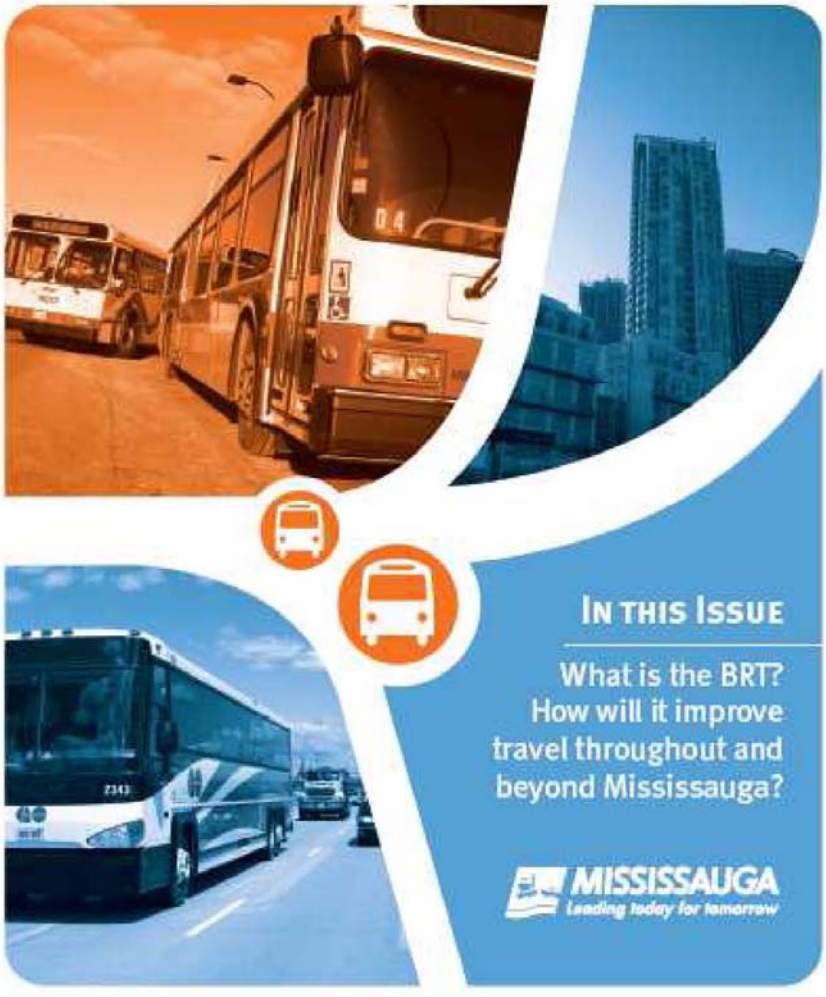
"Question Related to the Mississauga BRT System Design"

QUESTION 3: What, if any, issues or concerns do you have about the Mississauga Bus Rapid Transit system? How can they be addressed?

Issues / Concerns:

RAPID

SPRING 2008 | VOL 1 | MISSISSAUGA BUS RAPID TRANSIT NEWS



"Question Related to Communications and Consultation"

QUESTION 4:

a) You have opportunities to provide comments and discuss issues with the Project Team through the following:

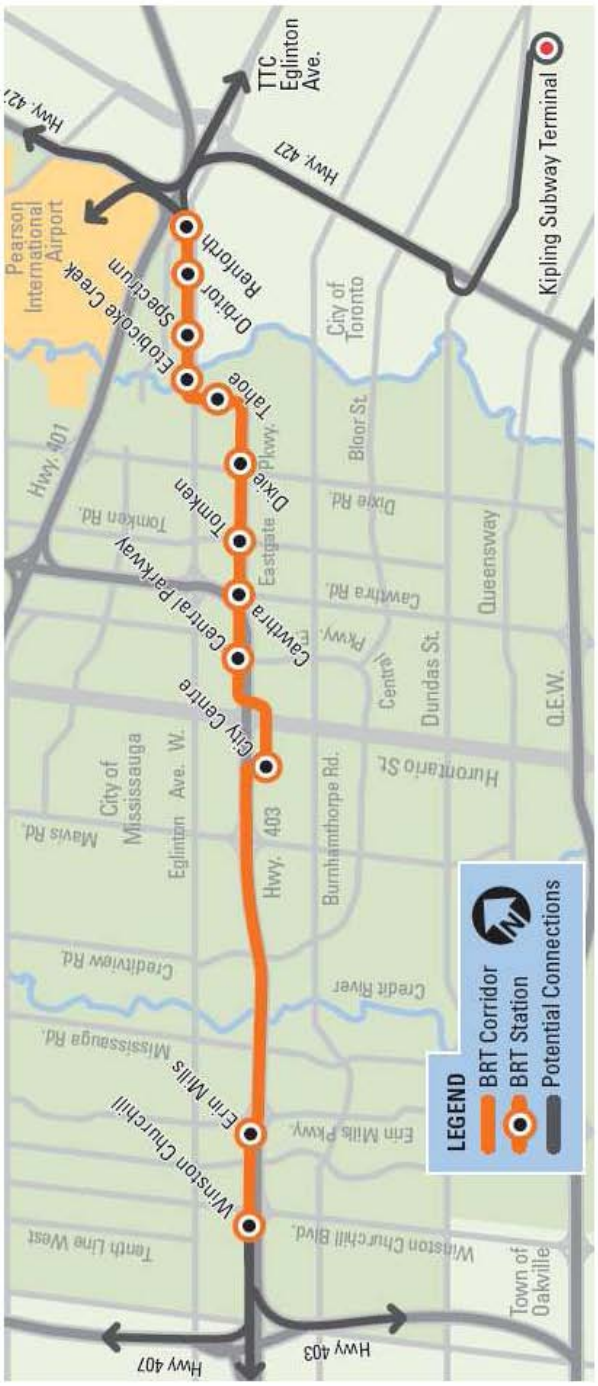
- Public Information Centres
- E-Mail (transit.info@mississauga.ca)
- Telephone (905-615-4636)
- Fax (905-615-4444)
- Mail the BRT Project Office

Do you have any other suggestions for additional methods of communicating your comments to the BRT Project Team?

b) The City of Mississauga is proposing to keep people informed of ongoing developments with the Mississauga Bus Rapid Transit system through the following:

- Public Information Centres
- Project Website (www.mississauga.ca/brt)
- Project Newsletter

Do you have any other suggested methods that we can or should employ to provide you with updates on the development of the Bus Rapid Transit system?


TTC Eglinton Ave.
Kipling Subway Terminal
Hwy. 427
Pearson International Airport
Renforth
Orbitor
Speckle
Eobicoke Creek
Tahoe
Dixie
Tomken
Eastgate
Central Parkway
Cawthra
City Centre
Hwy. 401
Tomken Rd.
Dixie Rd.
Bloor St.
City of Toronto
Queensway
Cawthra Rd.
Dundas St.
Centre
Hurontario St.
City of Mississauga
Eglinton Ave. W.
Mavis Rd.
Burnhamthorpe Rd.
Hwy. 403
Creditview Rd.
Credit River
Erin Mills Mississauga Rd.
Erin Mills Pkwy.
Winston Churchill
Winston Churchill Blvd.
Tenth Line West
Town of Oakville
Hwy 407
Hwy 403
LEGEND
BRT Corridor
BRT Station
Potential Connections

"General Question Regarding the Mississauga BRT System"

QUESTION 5: The following space is provided for you to document any additional comments or suggestions to assist the Project Team in developing the Bus Rapid Transit system.

General Comments:

COMMENT FORM

Please Print

Name (optional):

Email (optional):

Address (optional):

Thank you for your participation. Comments and information regarding this study are being collected solely for the purpose of conducting the preliminary design study. **With the exception of personal information**, all comments will become part of the public record.

Please return your workbook and / or comment form at the end of tonight's workshop.
You may also email, mail, or fax your comments by Wednesday, April 30, 2008 to:

BRT Project Office
City of Mississauga – Transportation and Works Department
3484 Semenyk Court
Mississauga, ON L5C 4R1
T : 905-615-4636
F : 905-615-4444
E-Mail : transit.info@mississauga.ca

COMPILED PUBLIC COMMENTS

City of Mississauga
Mississauga Bus Rapid Transit (BRT)
Preliminary Design Study

Public Information Centre #1

April 8, 2008-South Common Community Centre (Arbour Green Room)
April 9, 2008, Mississauga Central Library, Noel Ryan Auditorium

Compiled Public Comments

Question #1: What can be done to maximize the number of riders using the Mississauga Transit System and make it an attractive option?

Station Amenities:

- Stations should have next bus arrival announcements
- Stations should have some form of art, possibly related to the community around it and be generally colourful and lively
- Station waiting areas should be comfortable (seating/tables)
- Retail could be associated with major stations to make the whole transit experience easier for the user. Go beyond coffee shops and newsstands and include food, clothing, hardware, drug, and services such as barbers, dry cleaning, etc...This would allow transit users to avoid leaving the system to run errands. This would also be a good revenue source for the City
- Escalators are a useful addition, especially in rush hour, where slower patrons (elderly or the disabled i.e. people with bad knees or asthma) can take the escalator while faster patrons can use the stairs, and not have to wait. Elevators would slow down several patrons, possibly missing their connections, and the whole experience would not be attractive to the user
- Intensification/urbanization at stations
- Use of glass
- Concern with bus detour into expressway stations: additional travel time and alternative to move station closer to arterial similar to street station
- Safety/security technology (CPTED), comfort
- Expressway stations: Enhanced pedestrian crossings of Erin Mills Parkway and Winston Churchill Boulevard for residents south of the 403
- How to get to stations
- Pedestrian protection
- Multilingual communications? MT has advertised in 10 languages for fare-special changes

Bus Amenities:

- Buses should have next stop announcements
- Buses should have all door loading with ticket purchase machines at the station. The bus driver should not have to collect/enforce fares and slow things down
- Buses should have comfortable seats (cloth, not plastic)

Bicycles/Cycling Amenities:

- Provide support for bicycles and have bike lockers (enclosed space with a key lock)

Service/Routing/Connections:

- All signalized intersections should have transit signal priority for the buses on the BRT to make the trip as fast and stop-free as possible
- Consider north/south routes if possible. Many people do travel east/west, but don't forget about north/south

- All bus connections go to each station like TTC subway
- Easy Transfers
- Hub system to Square One not efficient for passengers
- Quality and reliability of service
- Service frequencies with feeder routes
- Be careful not to divert services and negatively impact current MT services
- Provide a model that would allow for free transit; Fund it with increased property taxes
- Improve frequency for off-peak services
- Inter-connectivity with GO Transit
- Tie into Eglinton LRT
- Seamless scheduling – weekend service
- Shuttle services

Fare System:

- Ease of use: Fare integration
- One fare system vs. zone fare system (MT vs BRT vs GO)
- Convenient transfers and fare integration (Presto, Metrolinx)
- Different costs for BRT vs. regular service?
- Easy Transfers
- Return trip guarantees

Request for Additional Stations:

- Station at Mississauga Road would facilitate connections to UTM, Mississauga Road North
- Need a station between Erin Mills Parkway and the City Centre
- Want a station at Mavis Road

General Comments:

- Additional shelters for surface routes at stations with similar treatment (aesthetic) to BRT stations
- Advertise the concept, but anticipate a possible sharp increase in the popularity of this BRT idea
- Advance construction of BRT system to get buy-in from public
- Do not call it the BRT
- To encourage drivers to take transit, make it pleasant
- Full steam ahead and hope the entire City and GTA get covered

Question 2: What are the strengths and weaknesses of the station design concepts? What are suggested enhancements/refinements that you would like to see incorporated into the station designs?

Strengths:

- Appears to be streamlined and straightforward
- Good use of glass
- Emphasis on pedestrian/cycling connections/crossings
- Snow clearing and ease of maintenance during winter

Weaknesses:

- How will you deal with graffiti? (retaining walls)
- Too many stairs
- Unmanned stations
- Elevators would slow down several patrons, possibly missing their connections, and the whole experience would not be attractive to the user
- Glass design may create greenhouse effect
- Perhaps with popularity, there might be a parking shortage and traffic problems near the stations. Developing connecting routes might be a good idea
- Fare sales: will they be available at stations?
- How to get to the stations
- Access to Cawthra Station?

Suggested Enhancements/Refinements:

- Escalators or a ramp system are a useful addition, especially in peak times, for slower patrons (elderly or the disabled i.e. people with bad knees or asthma) who can take the escalator while faster patrons can use the stairs and not have to wait
- Station Identification: They don't have to all be the same, but should be stylish and recognizable
- Stations should have next bus arrival announcements
- Stations should have some form of art, possibly related to the community around it and generally colourful and lively; Rotating public art, community bulletin boards, advertise local attractions, landmarks, history, etc.
- Station waiting areas should be comfortable (seating/tables); provide writing areas
- Incorporate retail/office/residential opportunities into stations. Retail could be associated with major stations to make the whole transit experience easier for the user. Go beyond coffee shops and newsstands and include food, clothing, hardware, drug, and services such as barbers, dry cleaning, etc... This would allow transit users to avoid leaving the system to run errands. This would also be a good revenue source for the City
- Provide bicycle parking or storage facilities at the stations (enclosed space with a key lock). This has been done in Europe with some people storing a bicycle at each end of their trip
- Have expressway stations underneath the road for optimum pedestrian and bike access
- Transit oriented development station with community involvement; A part of the community that it is in

- Fully enclosed bus platforms
- Increase service frequency for City Centre shuttle service
- Enhanced architectural treatment for gateway stations
- Ensure accessibility (visual/audible notification); tactile warning strips, etc.
- Off-board ticketing
- Security and safety is paramount
- Ease of navigation – signage
- Information availability: TV and Wi-Fi
- Billboards at future station locations

Question 3: What if any issues or concerns do you have about the Mississauga BRT system? How can they be addressed?

Amenities:

- Cleanliness, comfort, convenience
- Flags, food, flowers.
- Re: Marketing: incorporate public art
- Station lighting
- Signage with connection information
- Where possible, the buses should be electric or hybrid
- Promote transit-oriented development alongside or on top of stations with high density residential as well as office and retail commercial space

Bus Amenities:

- Ensure functionality/capacity of buses. Bus design to provide maximum capacity
- Cleanliness of buses, comfort
- Make buses comfortable, especially for long-haul routes and express routes
- Re: Marketing: unique buses

Pedestrians/Cycling:

- If there is enough space, could it be possible to have a bike pathway run parallel to the BRT trench? Since the busway is a new road, it would be valuable cycling infrastructure for the Mississauga cycling network
- Allow bicycles on buses; lack of consistency in cycling policies between jurisdictions (Mississauga, TTC, etc.).
- Bicycle lockups/racks at all transit stops, BRT and arterial services
- Pedestrian/cyclist comfort and easy connections
- Protection for pedestrians and cyclists
- Network should consider cyclist's needs and provide specialized facilities
- As a resident within walking distance of the Cawthra Station, I fully support the BRT as long as it accommodates the local neighbourhood. This means a walking/cycling trail along the east side of

Cawthra connecting residents in the neighbourhood (just south) to the station. The walk must be safe with a barrier to the road to protect against the traffic. Many residents already use the sidewalk on Cawthra on the west side, but this is not sufficient particularly if residents need to cross Eastgate. This intersection (Cawthra/Eastgate) is not cycling/pedestrian friendly and would need to be made secure/safer for street level traffic. A good test is to walk to each station and get a feel for the environment

Environmental:

- Where possible the stations should have green roofs
- Ensure greenery around stations
- Bio Walls - Sheridan College Davis Campus (McLaughlin, South of Steels, Brampton)
- Use of environmentally friendly materials – green stations, green walls, green power
- Where possible, the buses should be electric or hybrid

Safety/Security:

- Would Fire and Emergency Services be able to reach a bus in trouble that is halfway between stations?
- Provision of emergency
- Ensure no street racing
- Lighting: benefits vs. concerns

Service/Fares/Connectivity:

- I think a concerted effort should be made with all parties involved to have a fast BRT/LRT exclusive ROW connection from Renforth station to Pearson airport. Existing roadways such as Silver Dart Drive that skirt the airport aren't big enough and aren't straight enough to be a fast exclusive connection. If it is possible, this linkage should probably go underground. See Heathrow and McCarran airports as examples where railways or roadways go underneath runways and terminals
- Connectivity at Renforth: variety of connections, not just to downtown
- Connectivity and flexibility: Need seamless transfer throughout the GTA; need to consolidate all municipal operators and be operated by one organization (i.e.: Metrolinx)
- Off-peak service
- Connectivity, transit transfers, feeder routes
- Shuttle buses? i.e. feeder routes
- Renforth connections to TPIA, York U/York Region
- New City Centre station has to interface with Hurontario LRT with enhanced capacity for BRT and Hurontario RT
- Reallocate highway infrastructure funding to transit infrastructure
- Expedite services through Mississauga City Centre
- Airport service
- Mississauga is an excellent city to live in, work in and play in, and I have the highest praise for moving forward on this initiative. However, I worry that the BRT Project and the network as a whole is being planned with a narrow focus. The vast majority of users will be destined for the subway but I worry that

riders destined for TTC services, along Eglinton are being forgotten. In the detailed design phase, I hope the BRT Team works with TTC to ensure connections at the Renforth Gateway are seamless with respect to walking distances, level access and fare payment

- I feel this is a great development and am definitely interested to using this system. I live in the Meadowvale area and travel everyday to the Dundas/427 area. The only thing I don't see in the presentation is an opportunity for a shuttle service from the sub-divisions. Maybe this is something that could be looked into?
- Do all buses on Erin Mills need to circulate through the Park & Ride lot?
- Fare integration – zone fares
- Incentives (air miles, loyalty program)
- Provide connections to GO Stations
- Connections should be provided to the TPIA

Additional Stations:

- Lack of stations between Erin Mills and City Centre
- Want a station at Mavis Road.
- Need a Central Parkway Station

Technology:

- GPS arrival information sent via SMS/mobile phones?
- Any plans to upgrade busway to LRT?
- Access to timely information
- GEO maps: How to put more detailed information on the web
- Auto CAD plans on website

Other:

- Some of the BRT will be in a trench. Hopefully the trench will not have concrete walls and instead have a gradual landscaped grass slope. It would be more attractive to the rider and avoid the likely graffiti that will line these walls along the whole route
- I feel this is a fantastic, long overdue project. My main concern is the seemingly long time to project implementation
- Concerned that BRT will draw funds needed elsewhere in the system
- Road adjacent to Cawthra from Eglinton to Eastgate

Question 4a: Do you have any other suggestions for additional methods of communicating your comments to the BRT Project Team?

- On-line forum for discussion and news updates
- Project website
- Need more opportunities to actively consult with Mississauga Transit, receive response
- Call in radio and TV
- Facebook page? Server issues?

Question 4b: Do you have any other suggested methods that we can or should employ to provide you with updates on the development of the Bus Rapid Transit system?

- News updates on MT and City home page
- Printed brochures distributed on buses
- Any reports for public consumption should be posted on website (Council reports, ridership data and cost data)
- Advertise during construction – what is it and what will it do?
- Flyers on buses
- GO Transit monitors
- TV/Radio, newspaper, library, billboards, City Centre Transit Terminal
- Literature at stations
- Billboards at station locations
- Podcast quarterly
- Rogers TV

Question 5: The following space is provided for you to document any additional comments or suggestions to assist the Project Team in developing the Bus Rapid Transit system.

General Comments:

- The name of the new bridge for the eastbound BRT at Square One should be “Hazelton Bridge”
- The name of the Mississauga Bus Rapid Transit System should be “Mississauga Rapido” and eventually when it will be extended: “Golden Horseshoe Rapido”

- Thank you for the opportunity to participate in the consultation of the Mississauga portion of the BRT. As you and I both know, Mississauga residents will be facing very serious energy price and supply future, as well as serious environmental impacts as a result of the use of fossil fuels. It is absolutely

critical that the modal share of all trips taken by transit be increased dramatically, and that road traffic be held to current levels or reduced, even as the city grows.

The BRT is an essential component of developing a truly sustainable transportation system in the GTHA. I would like to offer the following specific comments related to the design of the Mississauga BRT:

Urbanize the lands above and adjacent to station stops. Trip origins and destinations located directly at transit stations are likely to be transit trips. The sale of air rights or leases above and adjacent to transit stations may also generate expenditure offsets to the construction of the BRT system.

Provide stations at major residential arterial intersects, especially Creditview and Mavis, and possibly Mississauga Rd. If people can't get to the station using their nearest intersecting bus service, ridership is significantly compromised. Transit needs to be convenient at BOTH trip origins and destinations.

For City Centre, there MUST be a very frequent looping shuttle service for City Centre Drive/Confederation/Rathburn. As mentioned by one participant last night, a BRT stations/transit terminal should be planned to be located directly at Hurontario Street in the future. This will be important if higher-order transit is to be built along Hurontario. As I mentioned, I believe the usefulness of the existing city center bus terminal is questionable, and needs to be reviewed.

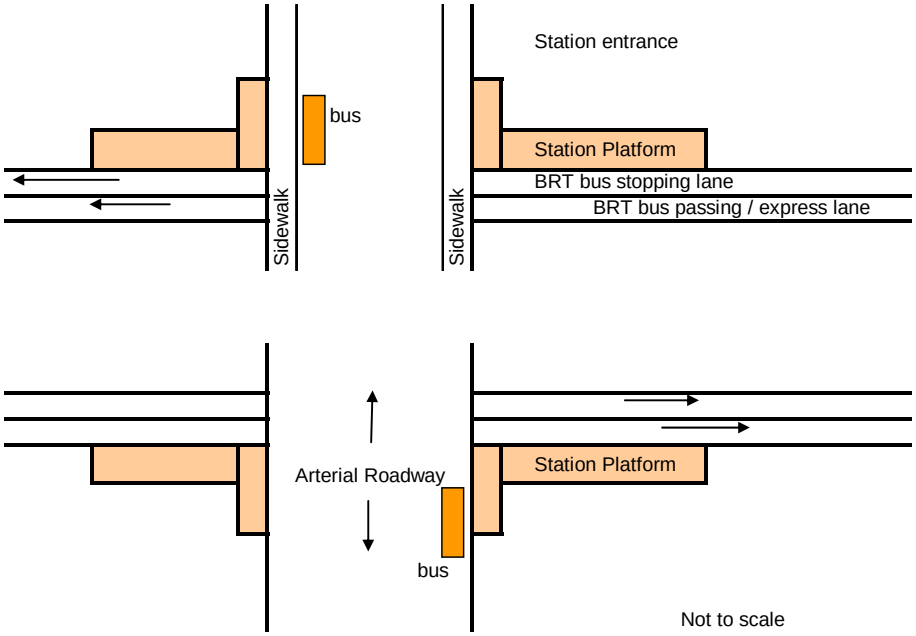
Ridership on Mississauga Transit begins at local residential transit stops. Encouraging significant BRT ridership increases requires that there be a comfortable bus shelter with bike lockbars at every stop on intersecting local transit routes; I estimate return on investment would be strongly positive.

More stations are necessary. I note that the BRT East stations appear to be primarily focused on daytime destinations such as employment areas and retail centers, but potential ridership to these areas will be significantly limited if many residents west of city center cannot access the BRT system conveniently. The very substantial residential areas served by Creditview Drive, Mavis Road, Confederation Parkway and perhaps parts of Mississauga Rd. require access to the BRT, not just as a future phase, but during initial construction. The cost of adding stations for these arterials is relatively minor, and I believe necessary for the success of the BRT system as a whole.

Stations serving these arterials need not be complicated, nor provide for car parking, although this can be added later. For example, it is possible to construct a simple station in the westbound BRT tunnel under Mavis Road, and to use the eastbound Mavis Road off and on ramps for a simple stop with enclosed shelters; the top of the ramps will require slight realignments, but these are minor changes.

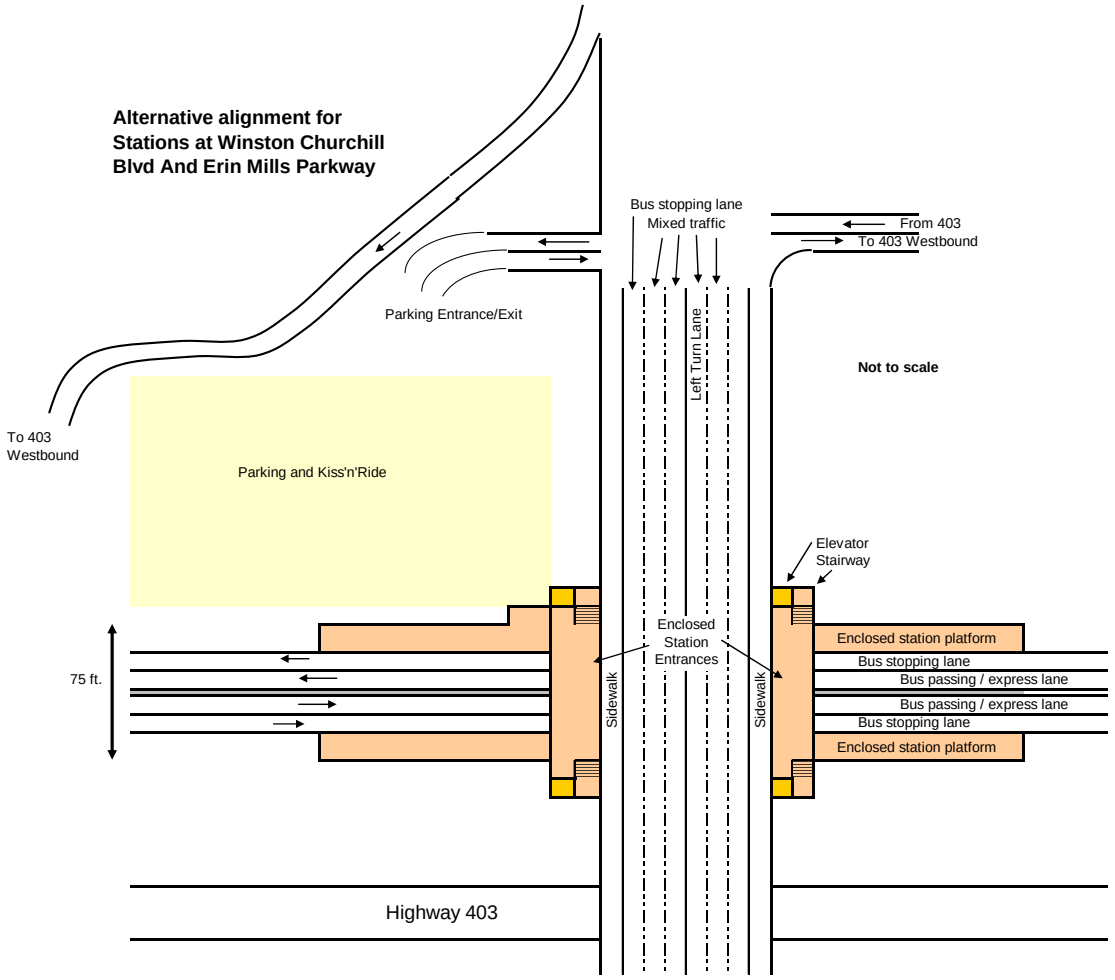
Creditview and Confederation Parkway stations can be even simpler, perhaps as the following schematic illustrates. In the drawing for Confederation Parkway below, the eastbound station is the mirror image of the westbound station configuration, but an adjustment to the tunnel span over City View Drove may be needed (not known). If this is the case and impractical to adjust, the station can be moved slightly to the east or west of the bridge, with an enclosed tunnel walkway under the bridge to/from opposite side of Confederation.

Possible BRT Station configurations for Confederation Parkway



Other stations – Cawthra, Tomken, Dixie -- should be located at, not east or west of, intersecting arterials. This is an important consideration, necessary to maximize ease of access during transfers.

With regard to station design, I received mixed messages about whether or not Winston Churchill and Erin Mills Parkway buses would be looping off the arterials into a station, slowing down service to riders who do not wish to use the BRT. If they will be detouring, the delay will discourage many potential transit users. This should be addressed by locating station platforms directly beneath the arterial roadway, with street level access on either side of the North-South roadway. The following diagram illustrates:



I note that BRT drawings include a North collector Road and extension of Duke of York Blvd. to intersect with this road. Given the alternative access to and from city center that Confederation Parkway will provide, the need for the proposed North Collector Road is questionable, and is counterproductive to achieving reductions in the use of automobiles for environmental and economic/energy reasons.

Thank you again for the opportunity to participate. If you require clarification regarding these comments, or other information, please contact me.

John Stillich
General Manager, SUDA

PUBLIC CONSULTATION TABLE

Issues Raised and Responses Provided BRT Preliminary Design Public Consultation: April 8th & 9th, 2008		
Inquiry From	Summary of Concerns	Summary of Response
Resident	Supports the BRT system and will use it. She travels everyday from Meadowvale to Dundas/427 area. Suggests a shuttle service from the sub-divisions.	As part of the BRT Project, some of the local routes will be adjusted to improve service to the subdivisions. These routes will directly access the BRT or provide transit riders with the option to transfer onto the BRT to Kipling subway.
Non-Resident Caldeon	Has high praise for the BRT initiative. Their concern is that the network as a whole is being planned with a narrow focus. The vast majority of users will be destined for the subway and worries that riders destined for TTC services along Eglinton are being forgotten. In the detailed design phase, I hope the BRT team works with TTC to ensure connections at the Renforth Gateway are seamless with respect to walking distances, level access and fare payment.	The City of Mississauga is working with the City of Toronto and TTC on all of these aspects as part of the detailed design phase.
Resident	Proposes that the name for the Bus Rapid Transit System be Mississauga Rapido or Golden Horsehoe Rapido.	The name of the BRT system is to be determined.
Resident	I am within walking distance of the Cawthra station. I fully support the BRT as long as it accommodates the local neighbourhood. This means walking/cycling trail along the east side of Cawthra connecting residents in the neighbourhood just south to the station. The walk must be safe, with a barrier to the road to protect against the traffic. Residents use the west side sidewalk, but this is not sufficient if you need to cross Eastgate Parkway. The Cawthra/Eastgate intersection is not cycling/pedestrian friendly and would need to be made safer for street-level traffic. A good test is to walk to each station to get a fee for the environment.	This is being addressed as part of the detailed design.

Issues Raised and Responses Provided BRT Preliminary Design		
Public Consultation: April 8th & 9th, 2008		
Inquiry From	Summary of Concerns	Summary of Response
Resident	Is curious about how the system will run between the City Centre and Cawthra. Will it be along the 403? If so, how do people access the BRT station at Central Parkway? How easily will this station connect to Mississauga Transit?	Subbu Subramaniam was advised that from the City Centre to Renforth Drive a new bus-only roadway is being built for use by GO Transit and Mississauga Transit. This portion of the BRT will run parallel to Highway 403, Eastgate Parkway and Eglinton Avenue corridors. Between the City Centre and Cawthra, the new busway will run beside Highway 403 and pass over Central Parkway with pedestrian connections to Central Parkway. Transit staff are reviewing how best to integrate the BRT service connections with regular Transit routing.
Resident	Has learned that there are public information centres coming up in April and wonders if there are any meetings scheduled for March?	Deitrex was advised that there were only two sessions scheduled for April.
Agency	Requests a hard copy of the draft concept plan of the proposed BRT.	An electronic copy of the concept plan was emailed to Satish Korpal and a hard copy was also mailed to him.
Resident	Was not able to attend either of the April PIC sessions and wants to receive any minutes or information from these sessions.	Justin Aling was advised that no minutes were taken at the PIC sessions; however, electronic copies of the information panels and workbook content were emailed to him.
Resident	Followup question from the April PIC: Is there a way to subscribe to the newsletter?	Mr. Lo was advised that future issues of the newsletter will be available on the website and was provided with a link.
Business outside Mississauga	Requested a copy of the display materials and contact information that was available at the April PICs.	An electronic copy of the information panels and workbook content were emailed to Jennifer Whittard. She was also provided with a contact name and number if she had additional questions about the project.

Issues Raised and Responses Provided BRT Preliminary Design		
Public Consultation: April 8th & 9th, 2008		
Inquiry From	Summary of Concerns	Summary of Response
Business	In his email of November 18, 2008, Mr. Stillich has suggestions regarding BRT connections with local transit to serve Glen Erin and Winston Churchill stations.	Mr. Stillich was emailed a map of the inter-regional BRT system. Mississauga's segment of this larger system is being planned to serve the residential population on the east and west sides of Glen Erin Drive, to serve the overall Mississauga community as well as the inter-regional traveller. A local bus service plan is being developed to better serve these communities and to bring transit riders to the new Winston Churchill and Erin Mills stations. At Glen Erin Drive, there is protection for a bus only connection to the BRT facility. However, this connection is not part of phase one construction. This option is being protected to enhance the future BRT system so that local bus service will be able to access the BRT directly via Glen Erin Drive. The transitway design also requires buses on arterial routes to enter the stations. This is a normal function for a BRT system to provide commuters with optimum access and transit opportunities. The current station designs were created to provide a cost efficient, friendly, secure, attractive environment for commuters and to engage the needed transportation modal shift to transit.

City of Mississauga

Bus Rapid Transit (BRT)

Ontario Environmental Assessment Addendum
Public Information Centre

Public Consultation June 24 & 26, 2008

Prepared for Ministry of Environment Review

City of Mississauga
Bus Rapid Transit (BRT)
Environmental Assessment (EA) Addendum Public Consultation

Introduction

As part of a provincially-planned 100 kilometre rapid transit network which will span from Oakville to Pickering, the City of Mississauga and GO Transit are building a two-lane, bus-only roadway for Mississauga and GO Transit buses. The goal is to help thousands of riders each day move faster and easier through Mississauga and the Greater Toronto Area (GTA).

Mississauga's busway will run approximately 18 kilometres along the Highway 403, Eastgate Parkway and Eglinton Avenue corridors and will have 12 stations at major road crossings: Winston Churchill, Erin Mills, City Centre (existing), Central Parkway, Cawthra, Tomken, Dixie, Tahoe, Etobicoke Creek, Spectrum Way, Orbitor, and Renforth.

Environmental Assessment (EA) Addendum Public Consultation on Modifications to the BRT Project

Through the preliminary design exercise of the Mississauga BRT Project, alignment and profile modifications to the busway were identified in five locations to reduce environmental impacts and cost mitigation measures for the project. The proposed modifications are:

1. **Winston Churchill Boulevard** – The proposed modification is to have the busway go over the Highway 403 ramps as opposed to under.

2. **Hurontario Street** – The proposed modification connects the busway down to Rathburn with access to the City Centre terminal via Rathburn Road.

3. **Tomken** – The proposed modification brings the busway over Tomken as opposed to under to alleviate the need for a pumping station.

4. **Eastgate** – Due to utility locations, the proposed modification suggests going over at this location.

5. **Dixie** – A larger parking lot is proposed and due to a potential increase in traffic on Encino Street this modification is included.

In accordance with the Ministry of Environment (MOE) Environmental Assessment (EA) approval process, two public drop-in centres were arranged to communicate these modifications to the public in

the five affected areas. *Notices of Public Drop-in Centres* were hand-delivered by City of Mississauga surveying staff to businesses and residences immediately adjacent to each of the five areas (see Appendix 1 for notices and maps). The Notices were also posted on the BRT website.

The first Public Drop-in Centre was held from 1:00 to 4:00 p.m. on June 24th in Committee Room "C" at Mississauga City Hall. Twenty members of the public attended and signed-in for this session.

The second Public Drop-in Centre was held from 6:00 to 9:00 p.m. on June 26th in Committee Room "B" at Mississauga City Hall. Twenty-three members of the public attended and signed-in for this session.

At each session, **information panels** were displayed for the public to view (see Appendix 2) and all participants were provided with a handout of this information, if desired. The display panels provided the following information:

- the purpose of the evening
- identify and discuss the rationale behind the changes to the approved plan
- to obtain comments and feedback
- outline the next steps and how the public can be involved
- prepare an EA Addendum submission to be filed with the Ministry of the Environment.

All concerns and questions from both sessions were noted. Follow up comments and inquiries received from those that attended the sessions were also documented and compiled in a chart (See Appendix 3). Meetings were also held with some individuals and resident groups at their request.

Summary

The public consultation process shows that once the changes and rationale were explained to those with concerns, the modifications being recommended at all five locations are supported by the public.

Next Steps

The five modifications to the profile and alignment of the BRT busway (Winston Churchill Boulevard, Hurontario, Tomken, Eastgate and Dixie) discussed at the June 24 and 26, 2008, Public Information Centres will be incorporated into the preliminary design. An Environmental Assessment (EA) Addendum document will be prepared regarding these five modifications. This document will be filed with the Ministry of the Environment (MOE) and be available for public comment.

* * * * * * * * * * * * * * * * *

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

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June 10, 2008

MISSISSAUGA BUS RAPID TRANSIT (BRT)
PRELIMINARY DESIGN STUDY AND PROVINCIAL ENVIRONMENTAL ASSESSMENT
NOTICE OF PUBLIC DROP-IN CENTRES

The City of Mississauga and GO Transit will be hosting two Public Drop-In Centres at Mississauga City Hall to present to the public the current Preliminary Design plan of the Mississauga Bus Rapid Transit facility.

The Preliminary Design study has identified a number of modifications to the approved plan of the BRT facility to address impacts and produce a more effective and cost-efficient design. These modifications may result in impacts different from those previously presented to the public, and we would like the opportunity to present them to you and receive your input on the alternatives. The figure below illustrates the changes that may affect your community. All Drop-In Centre displays will be available on the project web site: www.mississauga.ca/brt.

The proposed changes require approval under the Ontario Environmental Assessment (EA) Act, and an addendum to the Mississauga BRT EA (2004) is being prepared to address the changes. Your comments on the proposed changes are important. Please take this opportunity to inform yourself of the changes and advise the Project Office of your suggested improvements and concerns as input into the EA addendum study. Please note that the EA Addendum applies only to the specific location of proposed changes, not the overall BRT project.

Adjacent to your community, **the current BRT facility proposal includes modifications to the Highway 403 / Winston Churchill Boulevard interchange and the profile of the BRT facility to minimize impacts to buried pipelines and eliminate the need for water pumping stations.** This may result in noise and visual impacts that are different from those associated with the previously approved plan. GO Transit is committed to mitigating these impacts, and would like the opportunity to work with your community to establish a mitigation plan for the changes, including potential berms and visual screens.

You are invited to attend and view a presentation of the updated BRT plan for the Winston Churchill / Highway 403 area. BRT Project Office staff will be available at the Drop-In Centres to answer your questions, and to receive your comments and feedback regarding the proposed changes. The location, dates and times are as follows:

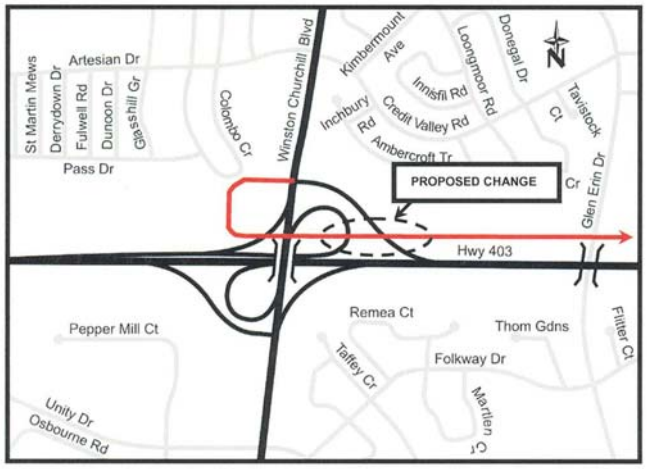
Mississauga City Hall – Committee Room C
June 24th, 2008
Time: 1:00 PM – 4:00 PM

Mississauga City Hall – Committee Room B
June 26th, 2008
Time: 6:00 PM – 9:00 PM

Address: **Mississauga City Hall**
300 City Centre Drive
Mississauga, ON
L5B 3C1

For further information, or if you are unable to attend and would like to provide comments, please contact:

Contact: **BRT Project Office**
T : 905-615-4636
F : 905-896-5504
E-Mail : transit.info@mississauga.ca



Subject to comments received as a result of this Notice, the BRT Project Office will review and incorporate the comments received (as applicable) on the proposed changes. An EA Addendum Report will be prepared summarizing the findings of the study and the document will be placed on the public record for a minimum 30-day review period.

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NOTIFICATION AREA
BRT
BRT OVERPASS
BRT OVERPASS
HIGHWAY 403
HIGHWAY 403
WINSTON CHURCHILL BOULEVARD
WINSTON CHURCHILL BOULEVARD
BRT WINSTON CHURCHILL BLVD. NOTIFICATION AREA
BRT OVERPASS @ 403 RAMPS EAST OF WINSTON CHURCHILL BLVD.
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June 10, 2008

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Adjacent to your community, the current BRT facility proposal includes a new alignment connecting the BRT facility to Rathburn Road on the east side of Hurontario Street. **This would require construction of a new structure under Sherwoodtowne Blvd, but would eliminate the impacts to Cooksville Creek and the Highway 403 / Hurontario Street interchange incurred under the previous plan.** This may result in noise and traffic-related impacts that are different from those associated with the previously approved plan. The City and GO Transit are committed to mitigating these impacts, and would like the opportunity to work with your community to establish a mitigation plan for the changes.

You are invited to attend and view a presentation of the updated BRT plan for the Hurontario Street / Rathburn Road area. BRT Project Office staff will be available at the Drop-In Centres to answer your questions, and to receive your comments and feedback regarding the proposed changes. The location, dates and times are as follows:

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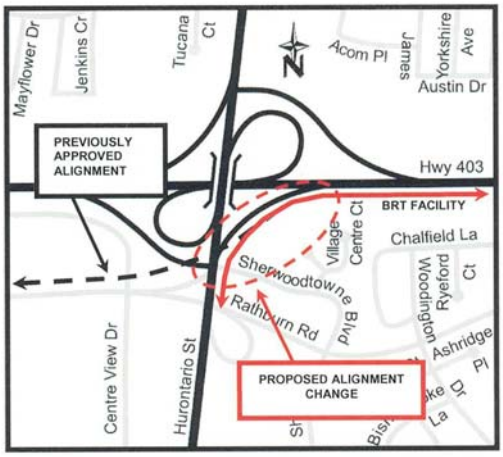

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BRT
NOTIFICATION AREA
HIGHWAY 403
HURONTARIO ST
RATHBURN ROAD EAST
RATHBURN ROAD WEST
SHERWOODTOWNE BLVD
BRT UNDERPASS
SQUARE ONE DRIVE
CENTRE VIEW DRIVE
JAMES AUSTIN DRIVE
CREEKS END
CHALFIELD LANE
IRETON COURT
WOODINGTON DR
WOODINGTON DRIVE
ASHBRIDGE CIRCLE
SHIPP DRIVE
BRT EAST OF HURONTARIO STREET NOTIFICATION AREA
(UNDERPASS @ SHERWOODTOWNE BLVD.)
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2008

Transportation and Works Department

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June 10, 2008

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Adjacent to your community, the current BRT facility proposal includes a modified profile of the facility that would bring the busway **over** Tomken Road. This change is required to address potential drainage issues and conflicts with buried utilities. This may result in noise and visual impacts that are different from those associated with the previously approved plan. The City is committed to mitigating these impacts, and would like the opportunity to work with your community to establish a mitigation plan for the changes, including potential berms and visual screens.

You are invited to attend and view a presentation of the updated BRT plan for the Eastgate Parkway / Tomken Road area. BRT Project Office staff will be available at the Drop-In Centres to answer your questions, and to receive your comments and feedback regarding the proposed changes. The location, dates and times are as follows:

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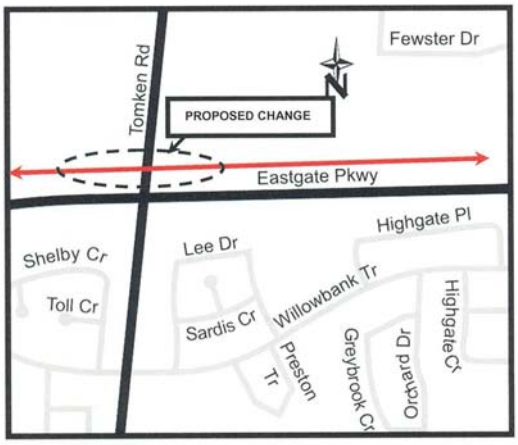

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BRT TOMKEN RD. NOTIFICATION AREA
(BRT OVERPASS AT TOMKEN ROAD)
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NOTIFICATION AREA
BRT
BRT OVERPASS
TOMKEN ROAD
EASTGATE PARKWAY
HIGHWAY 403
LEE DRIVE
SHELBY CRESCENT
TOLL CRT
BURNABY CRT
TORINO CRESCENT
FOREST FIRE LANE
CAMARO CRT
EMERALD CT
YELLOWBANK TRAIL
WILLOWMARSH TRAIL
PRESTON TRAIL
GREYABBOTT CRESCENT
GOLDEN ORCHARD DRIVE
HIGHGATE PLACE
SIMPSON CRT

Transportation and Works Department

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The proposed changes require approval under the Ontario Environmental Assessment (EA) Act, and an addendum to the Mississauga BRT EA (2004) is being prepared to address the changes. Your comments on the proposed changes are important. Please take this opportunity to inform yourself of the changes and advise the Project Office of your suggested improvements and concerns as input into the EA addendum study. Please note that the EA Addendum applies only to the specific location of proposed changes, not the overall BRT project.

Adjacent to your community, **the current BRT facility proposal includes a modified profile of the facility that would bring the busway over Eastgate Parkway near Fieldgate Drive. This change is required to address conflicts with buried oil and gas pipelines.** This may result in different visual and noise impacts than those associated with the previously approved plan in the vicinity of Eastgate Parkway / Fieldgate Drive. The City is committed to mitigating these impacts, and would like the opportunity to work with your community to establish a mitigation plan for the changes, including potential berms and visual screens.

You are invited to attend and view a presentation of the updated BRT plan for the Eastgate Parkway / Fieldgate Drive area. BRT Project Office staff will be available at the Drop-In Centres to answer your questions, and to receive your comments and feedback regarding the proposed changes. The location, dates and times are as follows:

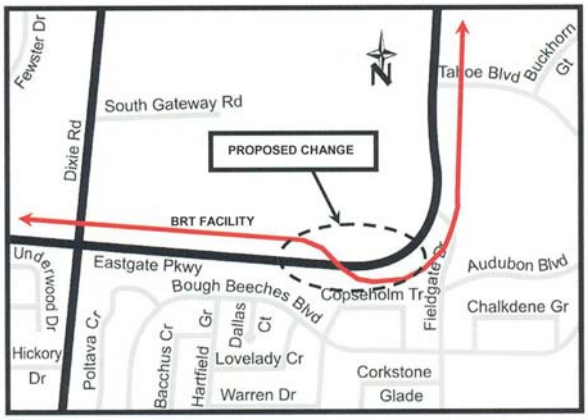
Mississauga City Hall – Committee Room C
June 24th, 2008
Time: 1:00 PM – 4:00 PM

Mississauga City Hall – Committee Room B
June 26th, 2008
Time: 6:00 PM – 9:00 PM

Address: **Mississauga City Hall**
300 City Centre Drive
Mississauga, ON
L5B 3C1

For further information, or if you are unable to attend and would like to provide comments, please contact:

Contact: **BRT Project Office**
T : 905-615-4636
F : 905-896-5504
E-Mail : transit.info@mississauga.ca



Subject to comments received as a result of this Notice, the BRT Project Office will review and incorporate the comments received (as applicable) on the proposed changes. An EA Addendum Report will be prepared summarizing the findings of the study and the document will be placed on the public record for a minimum 30-day review period.

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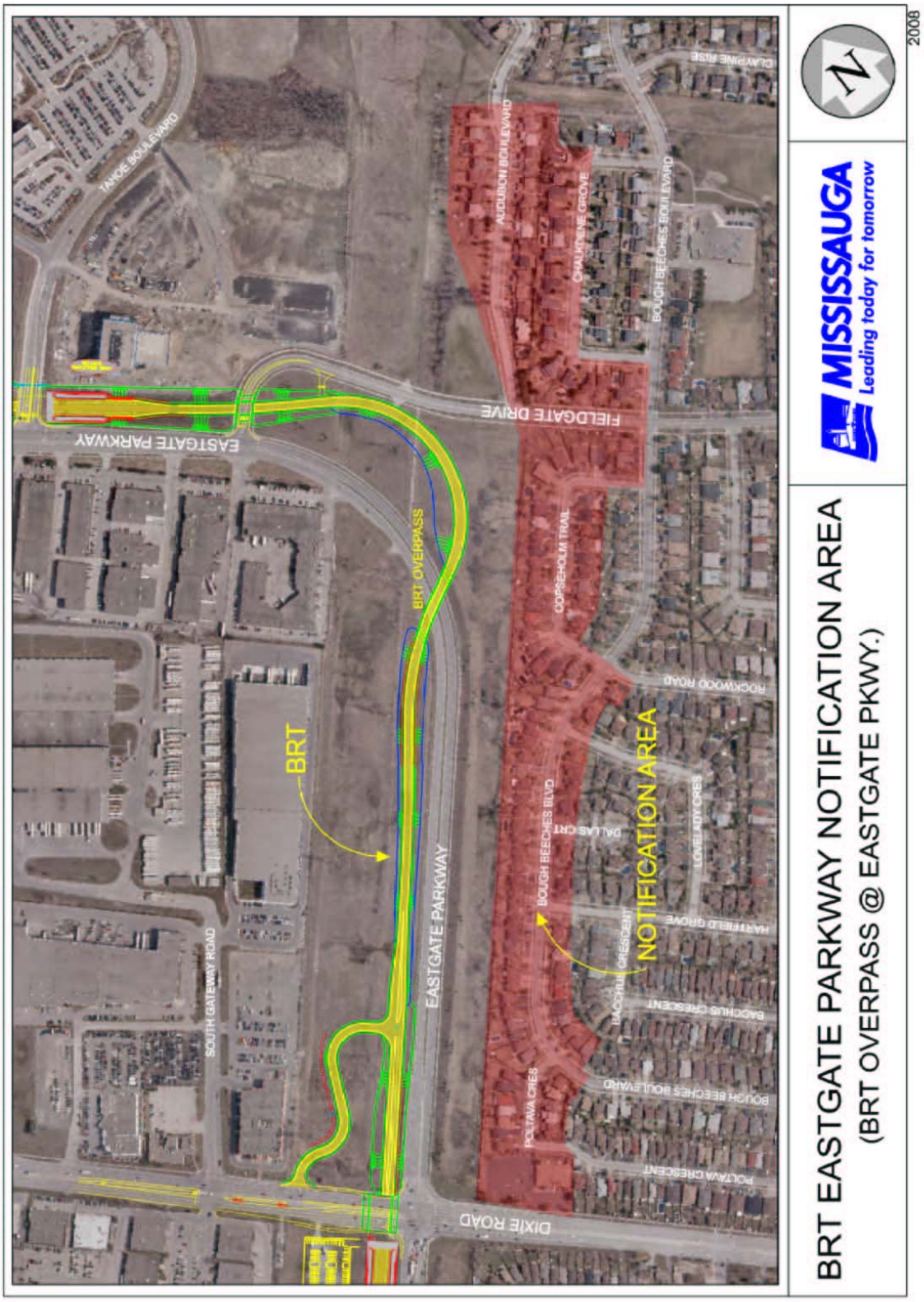
Form 2463


BRT EASTGATE PARKWAY NOTIFICATION AREA
(BRT OVERPASS @ EASTGATE PKWY.)
MISSISSAUGA
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2008
TAHOE BOULEVARD
EASTGATE PARKWAY
FIELDGATE DRIVE
AUDUBON BOULEVARD
CHALKFARM GROVE
BOUGH BEECHES BOULEVARD
CLAYMINE RISE
BRT OVERPASS
COPPERHOLM TRAIL
ROCKWOOD ROAD
BRT
EASTGATE PARKWAY
SOUTH GATEWAY ROAD
BOUGH BEECHES BLVD
PALLAS CRT
NOTIFICATION AREA
LOVELADY CRES
HARTFIELD GROVE
BACCHUS CRESCENT
BOUGH BEECHES BOULEVARD
POLTAVA CRES
POLTAVA CRESCENT
DIXIE ROAD

Transportation and Works Department

City of Mississauga
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 2T4

www.mississauga.ca

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June 18, 2008 - REVISED NOTICE:

This notice replaces the notice dated June 11, 2008 that was previously distributed.

MISSISSAUGA BUS RAPID TRANSIT (BRT)
PRELIMINARY DESIGN STUDY AND PROVINCIAL ENVIRONMENTAL ASSESSMENT
NOTICE OF PUBLIC DROP-IN CENTRES

The City of Mississauga and GO Transit will be hosting two Public Drop-In Centres at Mississauga City Hall to present to the public the current Preliminary Design plan of the Mississauga Bus Rapid Transit facility.

The Preliminary Design study has identified a number of modifications to the approved plan of the BRT facility to address impacts and produce a more effective and cost-efficient design. These modifications may result in impacts different from those previously presented to the public, and we would like the opportunity to present them to you and receive your input on the alternatives. The figure below illustrates the changes that may affect your community. All Drop-In Centre displays will be available on the project web site: www.mississauga.ca/brt.

The proposed changes require approval under the Ontario Environmental Assessment (EA) Act, and an addendum to the Mississauga BRT EA (2004) is being prepared to address the changes. Your comments on the proposed changes are important. Please take this opportunity to inform yourself of the changes and advise the Project Office of your suggested improvements and concerns as input into the EA addendum study. Please note that the EA Addendum applies only to the specific location of proposed changes, not the overall BRT project.

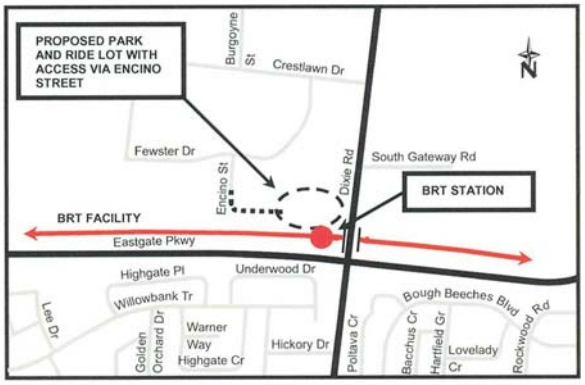
Adjacent to your community, the current BRT facility proposal includes a new Park and Ride lot in the Hydro Corridor with access from Encino Drive. This access is required due to operational constraints associated with the previously approved access from Dixie Road. This may result in traffic impacts different from those identified in the approved EA.

You are invited to attend and view a presentation of the updated BRT plan for the Eastgate Parkway / Dixie Road area. BRT Project Office staff will be available at the Drop-In Centres to answer your questions, and to receive your comments and feedback regarding the proposed changes. The location, dates and times are as follows:

Mississauga City Hall – Committee Room C
Tuesday, June 24th, 2008
Time: 1:00 PM – 4:00 PM

Mississauga City Hall – Committee Room B
Thursday, June 26th, 2008
Time: 6:00 PM – 9:00 PM

Address: **Mississauga City Hall**
300 City Centre Drive
Mississauga, ON



For further information, or if you are unable to attend and would like to provide comments, please contact:

BRT Project Office
T : 905-615-4636
F : 905-896-5504
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Form 2463

BRT DIXIE RD. NOTIFICATION AREA
(BRT STATION AND PARKING LOT WEST SIDE OF DIXIE RD.)
MISSISSAUGA
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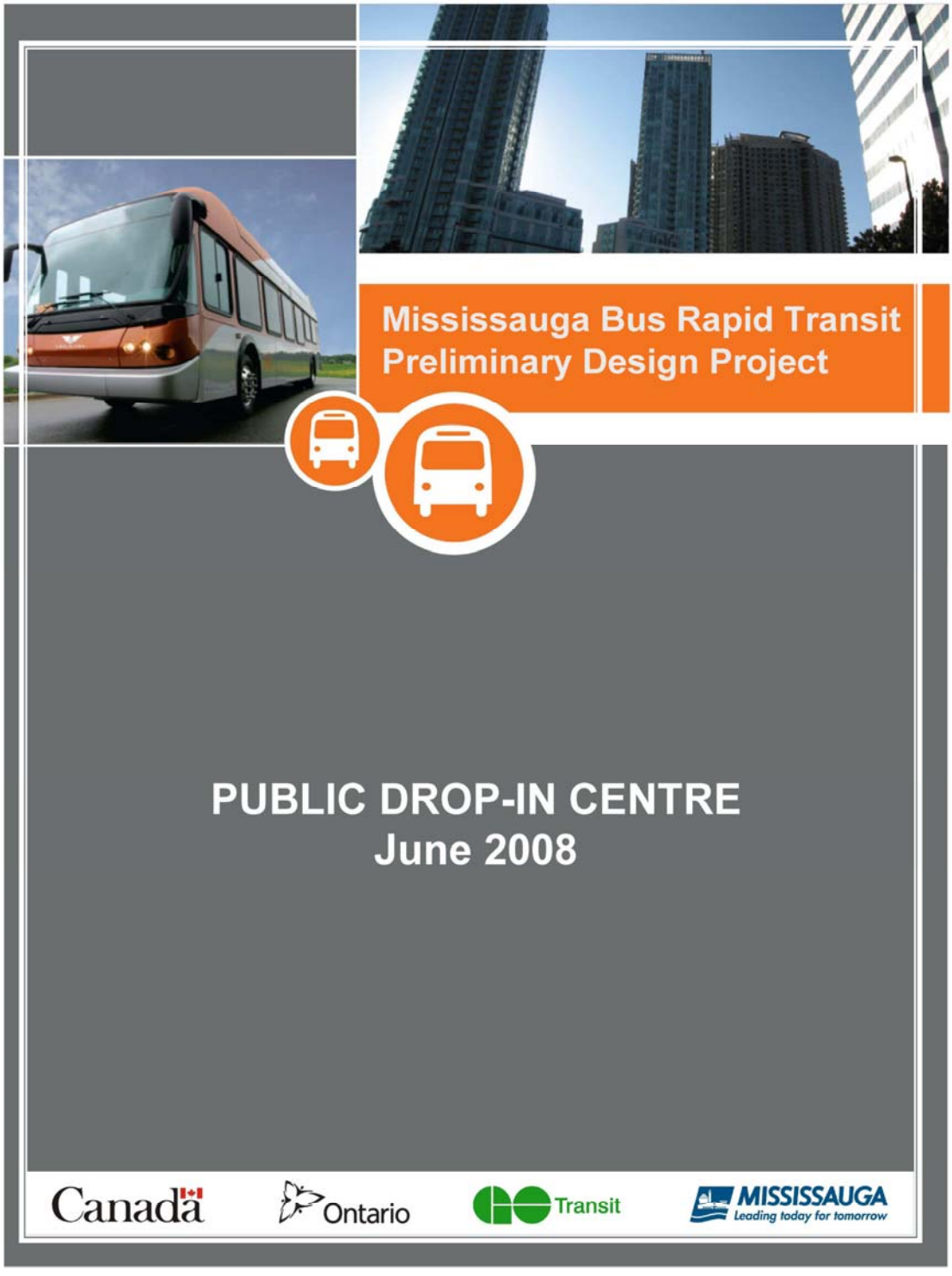
2008
DIXIE ROAD
EASTGATE PARKWAY
SOUTH GATEWAY ROAD
EGLINTON AVENUE EAST
CRESTLAWN DRIVE
PEMBERTON DRIVE
ENCINCO STREET
BURNHAVE STREET
NOTIFICATION AREA
BRT

DISPLAY PANEL JUNE 2008



WELCOME

The Mississauga Bus Rapid Transit (BRT) Project

Thank you for attending this Public Drop-In Centre. We welcome your input on the proposed modifications to the Mississauga Bus Rapid Transit facility.

Please sign in at our registration table and pick up a comment sheet.

The purpose of today's session is to:

- Describe the proposal for the development of Bus Rapid Transit services within Mississauga;
- Identify and discuss the rationale behind the changes to the approved plan;
- Obtain your comments and suggestions; and
- Outline the next steps and how you can be involved.

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WHAT IS BUS RAPID TRANSIT?

Bus Rapid Transit (BRT) is an integrated system for moving people by bus using dedicated road rights-of-way, called busways, for the operation of bus services.

To maximize flexibility and reduce the need for transfers, stations are placed at key points along the busway where passengers can connect to other modes of travel (e.g. cycling, local bus, etc).

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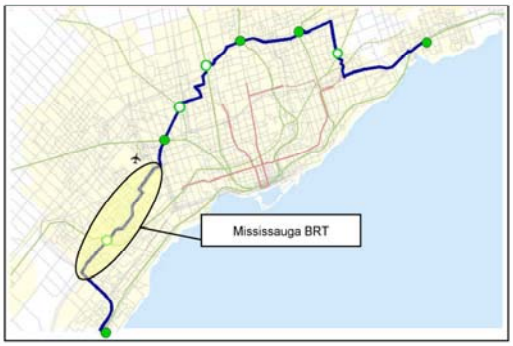
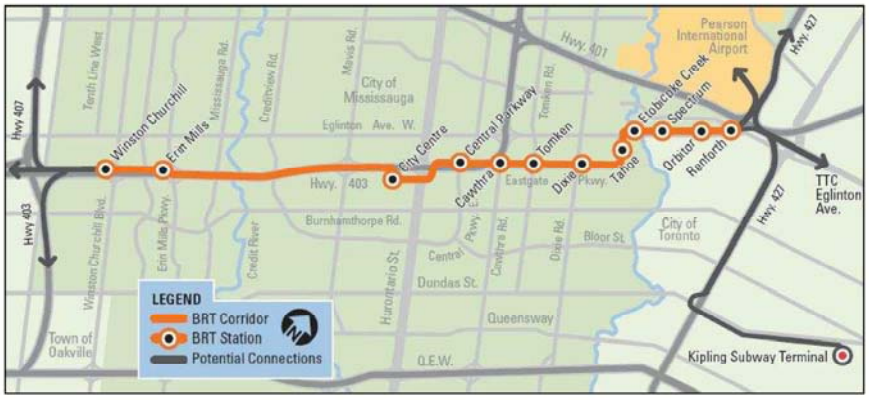
MISSISSAUGA'S BRT

- The BRT system will improve the quality of life for those living and working in Mississauga.
- The Mississauga BRT system was originally planned in the early 1990's to respond to forecast travel demand within and through the City of Mississauga.
- The Mississauga BRT system is part of a Greater Toronto Area-wide GO Transit initiative to create a high-efficiency east-west busway which will span from Oakville to Pickering.
- Mississauga's portion of this BRT system will cover approximately 18 kilometres
- The City Centre Transit Terminal and the Highway 403 Bus Bypass Shoulders were built in the 1990's as part of the BRT program.
- The BRT plan was updated in 2003 through the EA process to respond to changes in land use and demand forecasts.





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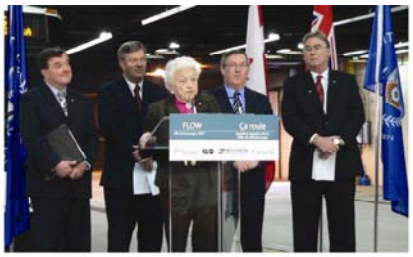
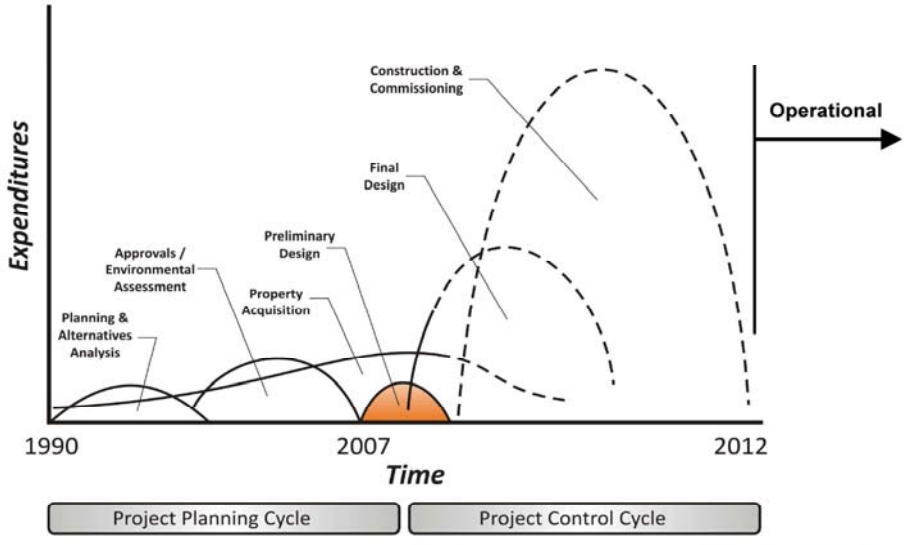
PROJECT TIMING

- Inter-Urban Transit Corridor Identified (1978)
- Mississauga Transitway Planning Study / Provincial EA Approval (1993)
- Highway 403 HOV Bus By-Pass Shoulders (2003)
- Provincial EA Addendum (2005)
- Commitment of Provincial Funding (2006)
- Commitment of Federal Funding (2007)
- Preliminary Design (2007-2008)
- Final Design (2008-2011)
- Construction (2009-2012)
- Opening Day (2012)





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WINSTON CHURCHILL BLVD

Analysis Factor	Busway Under Existing Ramps	Busway Over Existing Ramps	Busway Over Relocated Ramps
Cost	Highest (approx. $16M)	Moderate (approx. $9M)	Lowest (approx. $7M)
Impact to Utilities	Retaining wall needed to protect parallel pipelines, alignment impacts pipelines	Retaining wall needed to avoid parallel pipelines; lowered S-W ramp may impact two pipelines	Retaining wall needed to avoid parallel pipelines
Drainage	Pumping station required at loop ramp sump.	Gravity drainage to existing ditches.	Gravity drainage to existing ditches.
Construction Disruption	Detours and two-stage structure construction required for both ramps	Both structures require temporary ramp closures for girder placement. Ramp lowering in situ requires major detours for both.	S-W structure can be built off line; E-N/S structure girder placement requires temporary closure; ramp reconfiguration requires traffic restrictions
Ramp Geometry	Existing: S-W loop ramp 52 m radius; E-N/S ramp radius 240m / 100m	Existing: S-W loop ramp 52 m radius; E-N/S ramp radius 240m / 100m	S-W loop ramp 65 m radius (increased); E-N/S ramp radius 240m / 90m (reduced)
Community			
Visual Impacts	No significant impact	Busway embankment will be visible from north side residences; but will be no higher than existing Winston Churchill Blvd / Highway 403 overpass.	Busway embankment will be visible from north side residences; but will be no higher than existing Winston Churchill Blvd / Highway 403 overpass.
Noise Impacts	No significant impact	Busway noise higher, but busway embankment reduces 403 traffic noise; minimal net impact.	Busway noise higher, but busway embankment reduces 403 traffic noise; minimal net impact.
CONCLUSION	Cost, utility impacts, and construction staging drawbacks outweigh benefits of reduced visual impacts **NOT RECOMMENDED**	Avoids many utilities, but existing ramp geometry prevents ability to avoid all buried utilities **NOT RECOMMENDED**	Overall achieves best busway and ramp geometry while avoiding all buried utilities **RECOMMENDED**
LEGEND	**Less Desirable**	**Moderately Desirable**	**Most Desirable**

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HURONTARIO ST

Analysis Factor	Busway Under Hurontario Street to Centre View Drive	Busway Connection to Rathburn Road
Natural Environment Impact	**Significant** Requires lowering of Cooksville Creek to accommodate ultimate busway extension through City Centre, and new major overflow culvert under Rathburn Road and Hurontario Street at a cost of approximately $12M.	**Minimal** No impacts to Cooksville Creek or significant environmental features.
Cost	Base Case	Saves approximately $13M over baseline alternative.
Drainage	Busway would be below the Regional storm floodline, requiring floodproofing.	No drainage concerns.
Traffic Operations	No significant impact.	New intersection on Rathburn Road has no significant impact; Rathburn Road/Centre View Drive intersection will operate at capacity in peak hours; bus priority on Rathburn Road is subject to future study.
Transit Operations	Buses access City Centre Transit Terminal via Centre View Drive/Rathburn Road.	Buses access City Centre Transit Terminal via Rathburn Road.
Construction Disruption	Difficult to stage without major and costly traffic disruption to Hurontario Street and the eastbound Highway 403 off-ramp.	Temporary closure of Sherwoodtowne Blvd required during construction of busway crossing.
Future Commitments	Plan is tied to a grade-separated treatment (ultimate) along Rathburn corridor; may not match Hurontario Rapid Transit interface and evolving City Centre development plans.	Plan is flexible and does not create preconditions on a Hurontario rapid transit interface or City Centre development program.
CONCLUSION	NOT RECOMMENDED	RECOMMENDED

LEGEND	Less Desirable	Moderately Desirable	Most Desirable

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TOMKEN RD

Analysis Factor	Busway Under Tomken Road (Base Case)	Busway Over Tomken Road
Cost	Base Case	Cost savings of $4M - $5M (reduced station infrastructure, utility relocation, drainage, excavation, retaining walls).
Impact to Utilities	Retaining wall needed to employing complex and expensive retaining wall types to protect parallel pipelines	Reduced retaining wall requirements to avoid parallel pipelines
Drainage	Pumping station required at Tomken Road crossing sump. Below-grade station would require floodproofing.	Gravity drainage to existing ditches and Little Etobicoke Creek.
Construction Issues	Detours and costly two-stage structure construction required for Tomken Road crossing. Below-grade operation requires significant rock excavation and relocation for disposal.	Tomken Road structure can be built with temporary road closures during bridge-deck implementation. Above-grade construction offers opportunity to dispose of excess excavated material from busway construction elsewhere in corridor.
Community		
Visual Impact	Station structure visible from a few houses.	Busway station and top of moving buses will be visible from some south side residences. Visual barrier treatment (including increased berm, as shown) to be confirmed.
Noise Impact	No significant impact	Busway noise higher, but impact minimal as Eastgate Parkway noise remaining dominant noise source in corridor.
Urban Design	Station has low-key presence in corridor	Station more visible to users and motorists; greater opportunity to highlight BRT. Greater visibility improves passenger security.
CONCLUSION	Cost, utility impacts, and construction staging drawbacks outweigh benefits of reduced visual impacts **NOT RECOMMENDED**	Overall achieves best busway geometry while avoiding all buried utilities. **RECOMMENDED**

LEGEND

Less Desirable | Moderately Desirable | Most Desirable

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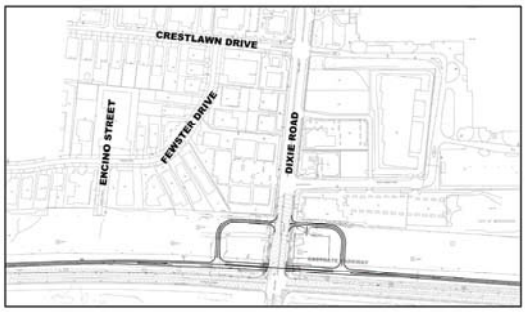
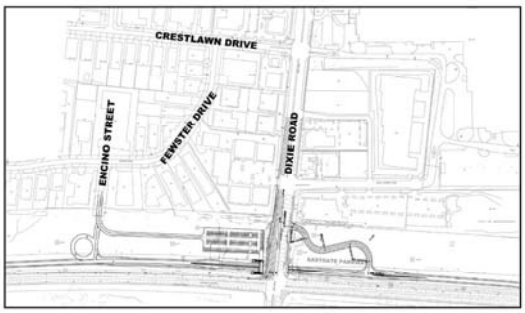
DIXIE PARK AND RIDE

2004 EA Addendum Plan



Current Proposal



- Issues with EA Approved Plan:
  - The parking/access concept shown in the 2004 EA Addendum did not reflect today's knowledge of bus operational requirements, utility conflicts, and Dixie Road traffic operations. It was intended to be refined at the Preliminary Design stage.
- Proposed Resolution:
  - Create a full-move bus-only signalized intersection on Dixie Road for all connecting buses to use the east-side ramp;
  - Align the bus ramp to avoid pipelines and reflect busway grade;
  - Locate a larger expandable parking lot on the west side of Dixie Road, with access from Encino Street off Fewster Drive; and
  - Provide a bus link to Dixie Road via Fewster Drive, as well as a turnaround loop and layover area at the Encino Street connector and bus layover area west of the station.

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DIXIE RD

Analysis Factor	EA Addendum Plan - Parking Access from Dixie Road	Current Proposal - Parking Access from Encino Street
Traffic Operations	Right-in / Right-out arrangement on Dixie avoids need for a new signal there, but does not provide adequate access to Park and Ride lot (users cannot return to the direction from which they arrived).	Park and Ride access / egress directed to Dixie / Crestlawn intersection; an acceptable level of service can be maintained at that signal. Bus-only actuated signal north of Eastgate will be tied to adjacent signals to minimize disruption. Peak Hour trip generation is estimated to be 95 peak direction and 5 off-peak direction trips; it is expected that the incremental traffic volume generated by the Dixie Station Park and Ride facility can be adequately accommodated by the existing road network capacity.
Transit Operations	Transitway loops required east and west of station to allow full operational flexibility.	All transit operations are accommodated on segregated facilities.
CONCLUSION	**NOT RECOMMENDED**	**RECOMMENDED**

LEGEND	Less Desirable	Moderately Desirable	Most Desirable

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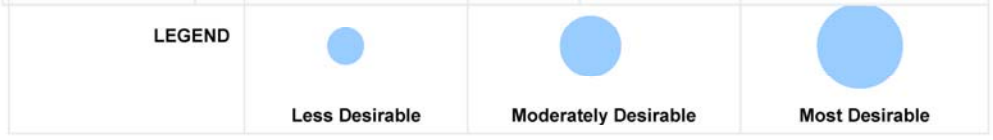
EASTGATE PKWY

Analysis Factor	Busway Under Eastgate Parkway (Base Case)	Busway Over Eastgate Parkway
Cost	Highest (approx. $31M)	Lowest (approx. $4M)
Impact to Utilities	**Significant** Requires relocation/lowering of 8 buried oil and gas pipelines, storm and sanitary sewers, and hydro tower, resulting in approx. $15M premium over alternative.	**Minimal** Crossing over Eastgate Parkway avoids all major buried utilities, storm and sanitary sewers, and overhead hydro facilities.
Drainage	Pumping station required at Eastgate Parkway crossing sump, at a cost of approx. $2.5M.	Gravity drainage to existing ditches.
Construction Issues	**Significant** Detours and costly two-stage structure construction required for Eastgate Parkway crossing. Below-grade operation requires significant rock excavation and relocation for disposal.	**Minimal** Eastgate Parkway structure can be built with temporary road closures during bridge-deck implementation. Above-grade construction offers opportunity to dispose of excess excavated material from busway construction elsewhere in corridor.
Community		
Visual Impact	No significant impact.	Busway embankment will be visible from south side residences; City is considering options for mitigation
Noise Impact	No significant impact.	Busway noise higher, but impact minimal as Eastgate Parkway noise remaining dominant noise source in corridor.
CONCLUSION	Cost, utility impacts, and construction staging drawbacks outweigh benefits of reduced visual impacts. **NOT RECOMMENDED**	Overall achieves best busway geometry while avoiding all buried utilities. **RECOMMENDED**



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NEXT STEPS

The Project Team will:

- Consider input from today's session
- Review and update the preliminary design concepts
- Prepare an Environmental Assessment (EA) Addendum submission that:
  - Documents the changes to the approved plan and their impacts.
  - Summarizes the public comments and responses provided.
- The EA Addendum will be filed with the Ministry of the Environment.
  - The EA Addendum will be put on public record for a minimum 30-day period for public comment following filing.
  - During the 30-day period, a person may submit outstanding concerns in writing to the Minister of the Environment. A copy of the letter must also be sent to the City Clerk.
  - The Minister of the Environment will take all comments submitted during the 30-day review period into consideration when rendering their decision to either: **approve; approve with conditions; or deny** the proponent's request for EA approval for the addendum.

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- Your comments are important.
- Please complete the comment sheet and submit to the BRT Project Office by **July 18th, 2008**.
- Sign in at the registration table to ensure that you are added to the Project mailing list.
- If you require further information or wish to provide additional comments, contact the BRT Project Office at:

Telephone:	905-615-4636
Fax:	905-896-5504
E-mail:	transit.info@mississauga.ca
Website:	www.mississauga.ca/brt

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PUBLIC CONSLUTATION TABLE

Summary of Concerns Regarding BRT Project Modifications (Public Consultation: June 24 & 26, 2008) Winston Churchill Boulevard Interchange		
Concern Raised By:	Comment	Response
Resident	***Visual*** "Raising the BRT above the 403 access ramps will result in the residents of Ambercroft Trail watching buses fly past on the elevated roadway apparently every two minutes. ...I questioned whether a fence and/or landscaping would be installed to block the view and received very vague comments.	The recommended plan includes a landscaping concept (see Figure 5-6) to mitigate the visual impacts of the busway embankment crossing the Highway 403 S-W and E-N/S ramps at Winston Churchill Boulevard. Due to the proximity of the hydro corridor (branches) and pipelines (roots), only small trees and shrubs are permitted in the landscape concept. The north-facing embankment will be fully landscaped in the areas where it is visible from residential properties. The busway is a minimum of 160 m away from adjacent homes and would have only one or two buses visible periodically, compared to the existing view of Winston Churchill Boulevard and the Highway 403 ramps, which are closer to many homes and feature constant traffic. City of Mississauga policy does not extend to providing fences along the Parkway Belt.
Resident	***Noise*** "The elevated bus route will greatly increase noise levels particularly in our gardens."	The noise analysis conducted as part of the preliminary design exercise concluded that although there will be marginal increase in noise, it is insignificant given the existing noise generated in the Highway 403 corridor and therefore noise protection measures are not warranted. It is also important to note that the new busway profile would assist in mitigating the existing noise from the Highway 403 corridor.
Resident	***Pollution*** "Heavier air pollution will roll down the unrestricted sides of the elevation into our back gardens."	One of the major benefits the Mississauga BRT Project will bring is a reduction in greenhouse gas (GHG) emissions resulting from a combination of increased transit ridership and a reduction of automobile trips. The initial project estimates identified in the project benefits case submission to Transport Canada was an annual reduction of 6.3 tonnes of GHG emissions.
Resident	***Drainage*** The rear of my home is very poorly drained currently. Standing water is evident some 12-18 inches below grade...There is no plan to alleviate the run off water from the raised roadway (A pumping station originally planned is being cut...$$$$$$ savings)"	All drainage from the new busway shall be accommodated as part of a comprehensive stormwater management and drainage program, ultimately draining to the Sawmill Creek stormwater management facility on the south side of Highway 403 via the twin 2590mm storm sewers crossing the busway east of the E-N/S ramp. There will be no impact to the drainage situation on adjacent residential properties.

Summary of Concerns Regarding BRT Project Modifications (Public Consultation: June 24 & 26, 2008)		
Hurontario Street		
Concern Raised by:	Comment	Response
Business	"The proposal has given no regard to the huge expense I went to landscaping the city property at my expense and creating the bridge-like structures to invite walking traffic."	The busway would occupy public right-of-way. A pedestrian bridge is proposed to maintain the link between the private property and Hurontario Street. An extensive landscaping program would be applied, to screen the view of the busway from the private grounds.
Business	"It gives no consideration to how close the buses will be to my building and the extra noise and vibrations that will make it extremely difficult to keep my building leased and it will lower my net rent and drastically reduce the value of my building."	The distance between the top of the busway wall and the face of the building will be between 8 m and 11 m. This offset is within the typical range for street-facing office buildings in downtown areas. The Gilmour building sits within 7 m of Sherwoodtowne Boulevard (at grade).
Business	"It could easily affect the structure of my building and cause substantial structural problems."	The busway walls will be formed of drilled caissons, which require little space and are designed to avoid impact on adjacent properties. A detailed pre-construction structural condition survey of the office building will be undertaken, to serve as a base line against which post-construction conditions may be compared.
Business	"I looked at the area and the city has lots of opportunities to route the buses under Hurontario that wouldn't disturb any existing structures"	The presence of the Highway 403 interchange and Cooksville Creek make it very costly to overcome technical constraints. There are in fact very few opportunities to cross Hurontario Street in the BRT corridor, and the opportunity to use the existing Rathburn Road structure is unique.
Business	"I have invested most of my net worth into this building and to have it threatened by the city who always indicated that the Rapid Transit would run along the North side of the 403, is just not acceptable."	The Mississauga Transitway alignment, as approved in 1993, is on the south side of Highway 403. The alignment is contained within public property designated for transportation functions and does not threaten any private property.
Business	"Alternatively, I would consider $8 million settlement as prepaid depreciation, with substantial engineered shoring at the city's expense to ensure no structural problems and a 100-year warranty as to future structural damage caused by the excavation so close to my building. Also, to have the route totally covered with the existing landscaping replaced about where it currently exists, above the new proposed bus route."	As noted above, the project does include drilled caisson walls as a means of avoiding any structural problems with the pre-existing building. The landscaping plan for the site (see Figure 6-4) screens the view of the busway from the building grounds. The architectural / landscaping treatment of the west wall of the Busway will reflect its visibility from offices on upper floors of the building. Financial considerations are a separate matter, to be discussed with the City.

Summary of Concerns Regarding BRT Project Modifications (Public Consultation: June 24 & 26, 2008)		
Tomken Grade Separation		
Concern Raised by:	Comment	Response
Resident	The resident was concerned about traffic impacts on Tomken Road, and the potential noise and visual impacts associated with the proposed modifications.	Representatives from the project team advised that on-street parking would be prohibited, and that a separate parking lot would be provided via expanding the existing parking lot at the hockey arena immediately north of the station site. In addition, the existing berm between Eastgate Parkway and the residential development to the south will increased to mitigate noise and visual impacts of the proposed modification to the busway profile.

Summary of Concerns Regarding BRT Project Modifications (Public Consultation: June 24 & 26, 2008)		
Dixie Road		
Concern Raised By:	Comment	Response
Police	***Traffic*** "Fewster Drive is a narrow and winding road...[it] is already difficult enough to manoeuvre without the increased traffic a park-and-ride lot would bring. Furthermore, the intersection of Dixie Road and Crestlawn Drive, as well as Crestlawn Drive and Fewster Drive, would be subject to bottlenecks, with the increased traffic as is proposed." Concerns re: ongoing traffic impacts associated with the lot, and potential conflicts with transport trucks.	Fewster Drive is 8 m wide, which provides adequate room for two travelled lanes (normally 3.75 m wide). On-street parking is prohibited. Park and Ride lot activity would generate up to 100 veh/h, or an average of one vehicle per 36 seconds. Traffic analysis shows that the added demand can be accommodated at the Dixie / Crestlawn intersection, with the provision of a protected signal phase for the northbound left turn (currently not protected). Further intersection improvements will be assessed at the detailed design phase of the study.
Business	***Parking*** Concerns re: potential parking spill over from the Park and Ride lot onto Fewster Drive and into adjacent developments.	The Park and Ride lot is initially to be constructed with a 200-vehicle capacity. Should demand warrant it, the lot can be expanded into the hydro corridor lands to the west.
Business	***Pedestrians*** Concerns re: pedestrian safety due to lack of sidewalks on Fewster and Encino.	The City is committed, as part of its capital sidewalk construction program, to include construction of sidewalks along Fewster Drive and Encino Drive once warranted.
Business	**Suggestion** – construct the Park and Ride lot on the east side of Dixie Road.	The presence of buried pipelines, hydro towers, and the need for exclusive bus access collectively preclude the viability of constructing a reasonably sized Park and Ride lot on the east side of Dixie Road. There is no public access to the east side of the corridor as there is via Encino Street to the west side.
Business	Provide access to the Park and Ride Lot from Eastgate Parkway	Such an access was considered but is not recommended as it requires cars to cross the busway, triggering the need for a grade separation and subsequently lowering the busway, bringing about a substantial increase in cost due to grading, retaining walls, pipeline protection, and additional structure.

Summary of Concerns Regarding BRT Project Modifications (Public Consultation: June 24 & 26, 2008) Eastgate Parkway / Fieldgate Drive		
Concern Raised by:	Comment	Response
Resident	***Visual Concerns*** Many residents expressed concerns that the proposed modification brings the busway closer to their homes/backyards than the alignment indicated in the original EA or the 2004 EA Addendum.	The potential to realign the busway (horizontally and vertically) was investigated following the public meetings to maintain the greatest possible separation between the homes and the busway while adhering to minimum design parameters and avoiding impacts to buried and aerial utilities. The review resulted in a slight realignment of the overpass away from the residential development, and a lowering of the structure by approximately 2m at the expense of a longer structure.
Resident	***Suggestion*** Realign the busway to the north "into the light industrial area and away from the residences". "Move the proposed raised bridge overpass more to the north and reduce the radius of the loop for the busway to align closer to and in parallel to Eastgate."	
Resident	***Noise-related Concerns*** Many residents expressed concerns that the proposed modification to the busway alignment would bring about additional noise in the vicinity of the residential development.	A preliminary noise investigation indicated that, while the busway may bring about a minor increase in noise, traffic on Eastgate Parkway will remain the dominant noise source in the area, and the incremental increase attributed to the busway does not warrant additional noise protection. The proposed realignment of the busway (discussed above) and increase in berming will likely have a positive effect on the noise impacts attributed to both the busway and Eastgate Parkway.
Resident	***Suggestion*** Increase the height and width of the berm and add pleasant landscaping.	The current plan is to increase both the height and the width of the berm between the busway and the residential development. The Project Team is developing a landscaping plan for the proposed berm that would mitigate some of the visual impacts of the increased berm. The BRT Project Office will review the landscaping plan for the proposed berm increase with the Copseholm Trail community for input prior to finalizing the plan.
Resident	***Suggestion*** Designate a lane on Eastgate Parkway for BRT rather than construct a separate guideway.	Operating buses on Eastgate Parkway would not achieve the travel time savings desired to provide an attractive and efficient rapid transit service.
Resident	***Suggestion*** "The best solution is that the BRT go under Eastgate Parkway at a convenience point and continue to go underground to Fieldgate and Tahoe."	The impacts to the buried pipelines (i.e. relocation of 8 major oil and gas pipelines and 3m diameter storm sewer) at Eastgate Parkway / Fieldgate Drive under the EA-approved alignment would result in significant and unjustified cost and construction schedule implications.

City of Mississauga

Bus Rapid Transit (BRT)

Preliminary Design Study Public Information Centre #2

October 28 & 29, 2008

Prepared for Ministry of Environment Review
EA Addendum

City of Mississauga
Bus Rapid Transit (BRT) Preliminary Design Study
Public Information Centre #2

Introduction

As part of a provincially-planned 100 kilometre rapid transit network which will span from Oakville to Pickering, the City of Mississauga and GO Transit are building a two-lane, bus-only roadway for Mississauga and GO Transit buses. The goal is to help thousands of riders each day move faster and easier through Mississauga and the Greater Toronto Area (GTA).

Mississauga's busway will run approximately 18 kilometres along the Highway 403, Eastgate Parkway and Eglinton Avenue corridors and will have 12 stations at major road crossings: Winston Churchill, Erin Mills, City Centre (existing), Central Parkway, Cawthra, Tomken, Dixie, Tahoe, Etobicoke Creek, Spectrum Way, Orbitor, and Renforth.

Public Consultation Process on the BRT Project

In order to ensure that Mississauga's BRT is effective and efficient, and to meet Federal funding requirements, two rounds of public information centres (PICs) were held.

The first round of PICs was held during the beginning of the preliminary design stage to obtain public input on station design concepts (see *City of Mississauga Bus Rapid Transit (BRT) Preliminary Design Study Public Information Centre #1, April 8 & 9, 2008* document for compiled information).

The second round of PICs was held on October 28 and 29, 2008, prior to undertaking the detailed design process. These sessions were communicated to the public by:

- an advertisement in the Mississauga News which appeared on October 22nd;
- a copy of the newspaper advertisement which was posted on the BRT web pages and the City's Public Notices webpage;
- a posting on the internal intranet page with a link to the advertisement to inform all City staff of the PICs;
- a transit shelter ad posted at the City Centre Transit Terminal;
- a coloured flyer of the newspaper advertisement which was distributed for posting at City of Mississauga facilities (community centres, arenas, and library branches) as well as internally to every City Department for posting on staff bulletin boards;
- an email dated October 3rd to Mayor and Members of Council advising them about the October PIC;
- emails dated October 16th attaching the advertisement which was sent to all stakeholders;
- emails dated October 20th attaching the advertisement which was sent to all general public inquiries related to the BRT Project; members of the public that attended the April PIC and June consultation; and MPs and MPPs; and
- a media release which was sent out on October 21st.

Please see Appendix 1 for examples of communication and advertising for the PICs.

The first evening session was held from 6:00 to 8:00 p.m. on October 28th in the Great Hall at Mississauga City Hall. Thirteen members of the public signed-in with approximately twelve also attending without signing-in for a total of 25.

The second evening session was held from 6:00 to 8:00 p.m. on October 29th in the Arbour Green Room at South Common Community Centre. Three members of the public signed-in and an additional seven attended without signing-in for a total of ten attending this session.

At each session, **information panels** were displayed throughout the room for the public to view (see Appendix 2) and all participants were provided with a handout of this information. The display panels provided the following information:

- the purpose of the evening
- a brief definition of bus rapid transit (BRT) and the vision for Mississauga's BRT system
- timelines for the project
- followup from the April 2008 Public Information Session
- information on the Transit Service Plan
- noise mitigation measures
- station design concepts
- next steps
- public participation

Each PIC participant was also provided with a copy of the Spring and Fall Rapid Transit newsletters (see Appendix 3) which provided background about the BRT Project. From both evening sessions, only a few comments were received from those that attended. Appendix 4 is a table of the issues raised and responses provided.

Summary

The public consultation process shows that the public enthusiastically supports the Bus Rapid Transit project with the refinements made as a result of the feedback provided from the April 2008 Public Information Sessions.

Next Steps

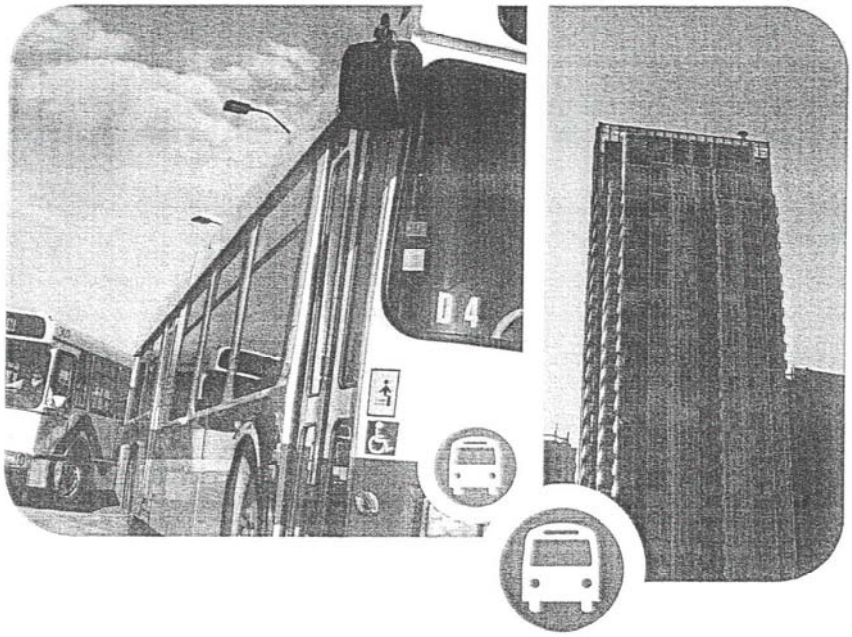
The BRT Project will move forward to detailed design based on the feedback received from the public consultation process.

• * * * * * * * * * * * * * * * *

PUBLIC INFORMATION CENTRE ADVERTISMENTS AND NOTICES

BUS SHELTER AD.

MISSISSAUGA BUS RAPID TRANSIT PUBLIC INFORMATION CENTRES



Come view the preliminary design plans for the Mississauga busway, a two-lane bus-only roadway for both Mississauga and GO Transit buses that will run along the Highway 403, Eastgate Parkway, and Eglinton Avenue corridors.

TUESDAY, OCTOBER 28
Mississauga Civic Centre
300 City Centre Drive
(Duke of York and City Centre Drive)
6 - 8 p.m.

WEDNESDAY, OCTOBER 29
South Common Community Centre
2233 South Millway
(beside South Common Mall at Burnhamthorpe and Erin Mills Parkway)
6 - 8 p.m.

MISSISSAUGA
Leading today for tomorrow

For more information visit www.mississauga.ca/brt or email the BRT project office at brt.info@mississauga.ca

FLYER FOR CITY FACILITIES

BUS RAPID TRANSIT PUBLIC INFORMATION CENTRES

TUESDAY, OCTOBER 28
Mississauga
Civic Centre
300 City Centre Drive
(Duke of York and City Centre Drive)
6 – 8 p.m.

WEDNESDAY, OCTOBER 29
South Common
Community Centre
2233 South Millway
(beside South Common Mall at
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Come view the preliminary design plans for the new Mississauga busway, a two-lane bus-only roadway for both Mississauga and GO Transit buses that will run along the Highway 403, Eastgate Parkway, and Eglinton Avenue corridors.

MISSISSAUGA
Leading today for tomorrow

For information visit www.mississauga.ca/brt
or email the BRT project office at brt.info@mississauga.ca

350/08

Andrea McLeod - INFO: October BRT Public Information Centres

From: Geoff Wright
To: MC
Date: 2008/10/03 4:26 PM
Subject: INFO: October BRT Public Information Centres
CC: LT; McLeod, Andrea

Madame Mayor and Members of Council,

We are pleased to advise that the Mississauga BRT Project preliminary design phase is nearing completion and the project team is now ready to present preliminary design concepts for public review.

Two Public Information Centres (PIC's) have been arranged at the end of October to display preliminary designs and allow members of the public an opportunity to provide comments.

Staff from the BRT Project Office, along with GO Transit representatives and our design consultants, McCormick Rankin Corporation, will host both sessions. The format for both evenings will be informal, drop-in sessions.

Should you wish to attend either of these public sessions, please mark the following dates in your calendar:

- Tuesday, October 28th from 6:00 to 8:00 p.m. in the Great Hall at Mississauga City Hall; or
- Wednesday, October 29th from 6:00 to 8:00 p.m. in the Arbour Green Room at South Common Community Centre.

If you have any questions or receive any inquiries regarding these public meetings, please refer them to my attention.

Regards,

Geoff Wright, P.Eng., MBA
Director, BRT Project Office

City of Mississauga
Transportation and Works
201 City Centre Drive, Suite 800
Mississauga ON, L5B 2T4
tel 905-615-3200 ext 4940
fax 905-615-4444

www.mississauga.ca/brt

STAKEHOLDERS

Andrea McLeod

From:	Andrea McLeod on behalf of Geoff Wright
Sent:	2008/10/16 12:15 PM
Cc:	Andrea McLeod
Subject:	October Public Information Centres for the Mississauga Bus Rapid Transit (BRT) Project
Attachments:	BRT-AD_Final_Oct08_2.pdf; Fall-BRT-Newsletter-final4.pdf

The Mississauga Bus Rapid Transit (BRT) Project Team will be hosting two Public Information Centres (PIC) to display the preliminary design plans for the new two-lane, bus only roadway that will run along the Highway 403, Eastgate Parkway and Eglinton Avenue corridors. Attached for your convenience is a PIC notice.

Should you wish to attend either of these two public sessions, please mark the following dates in your calendar:

Tuesday, October 28th from 6:00 to 8:00 p.m.
Mississauga Civic Centre in the Great Hall
300 City Centre Drive (Duke of York and City Centre Drive)

OR

Wednesday, October 29th from 6:00 to 8:00 p.m.
South Common Community Centre in the Arbour Green Room
2233 South Millway (beside South Common Mall at Burnhamthorpe and Erin Mills Parkway)

For additional information about the BRT Project, also attached please find our Fall newsletter.

Please forward the PIC notice and newsletter to other contacts within your organization for their information. If you have any questions, or require additional information, please contact the BRT Project Office at the number below.

Sincerely,

Geoff Wright
BRT Director, BRT Project Office
905-615-3200 Ext. 5745

1

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NOTICE TO RESIDENTS AND BUSINESSES THAT HAVE INQUIRED ABOUT THE BRT PROJECT

Andrea McLeod

From: Andrea McLeod on behalf of Geoff Wright
Sent: 2008/10/20 12:21 PM
Cc: Andrea McLeod
Subject: NOTICE: October Public Information Centres for the Mississauga Bus Rapid Transit (BRT) Project
Attachments: BRT-PIC-Ad_Final_Oct08_1.pdf; Fall-BRT-Newsletter-final4.pdf

Hello,
As you have previously contacted us to inquire about Mississauga's Bus Rapid Transit (BRT) Project, we thought you might be interested to know that the BRT Project Team will be hosting two Public Information Centres (PIC) to display the preliminary design plans for the new two-lane, bus-only roadway that will run along the Highway 403, Eastgate Parkway, Eglinton Avenue corridors. Attached for your convenience is a PIC notice.

Should you wish to attend either of these two public sessions, please mark the following dates in your calendar:

Tuesday, October 28th from 6:00 to 8:00 p.m.
Mississauga Civic Centre in the Great Hall
300 City Centre Drive (Duke of York and City Centre Drive)

OR

Wednesday, October 29th from 6:00 to 8:00 p.m.
South Common Community Centre in the Arbour Green Room
2233 South Millway (beside South Common Mall at Burnhamthorpe and Erin Mills Parkway)

For additional information about the BRT Project, also attached please find our Fall newsletter.

Sincerely,

Geoff Wright
BRT Director, BRT Project Office
905-615-3200 Ext. 5745

1

NOTICE TO RESIDENTS + BUSINESSES THAT HAD ATTENDED THE APRIL PIC

Andrea McLeod

From:	Andrea McLeod on behalf of Geoff Wright
Sent:	2008/10/20 12:19 PM
Cc:	Andrea McLeod
Subject:	NOTICE: October Public Information Centres for Mississauga Bus Rapid Transit (BRT) Project
Attachments:	BRT-PIC-Ad_Final_Oct08_1.pdf; Fall-BRT-Newsletter-final4.pdf

Hello,
Since you had attended the April Public Information Centre (PIC) about Mississauga's Bus Rapid Transit (BRT) Project, we thought you might be interested in attending one of our fall sessions to review the preliminary design plans for the BRT project. Attached for your convenience is a PIC notice with details.

Should you wish to attend either of these two public sessions, please mark the following dates in your calendar:

Tuesday, October 28th from 6:00 to 8:00 p.m.
Mississauga Civic Centre in the Great Hall
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2233 South Millway (beside South Common Mall at Burnhamthorpe and Erin Mills Parkway)

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Sincerely,

Geoff Wright
BRT Director, BRT Project Office
905-615-3200 Ext. 5745

1

NOTICE TO RESIDENTS AND BUSINESSES THAT HAD ATTENDED THE JUNE EA SESSION

Andrea McLeod

From:	Andrea McLeod on behalf of Geoff Wright
Sent:	2008/10/20 12:17 PM
Cc:	Andrea McLeod
Subject:	NOTICE: October Public Information Centres for Mississauga Bus Rapid Transit (BRT) Project
Attachments:	BRT-PIC-Ad_Final_Oct08_1.pdf; Fall-BRT-Newsletter-final4.pdf

Hello,
Since you had attended the June EA Consultation process about Mississauga's Bus Rapid Transit (BRT) Project, we thought you might be interested in attending one of our fall sessions to review the preliminary design plans for the BRT project. Attached for your convenience is a Public Information Centre (PIC) notice with details.

Should you wish to attend either of these two public sessions, please mark the following dates in your calendar:

Tuesday, October 28th from 6:00 to 8:00 p.m.
Mississauga Civic Centre in the Great Hall
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For additional information about the BRT Project, also attached please find our Fall newsletter.

Sincerely,

Geoff Wright
BRT Director, BRT Project Office
905-615-3200 Ext. 5745

1

MP's MPP's

Andrea McLeod

From:	Andrea McLeod on behalf of Geoff Wright
Sent:	2008/10/16 2:04 PM
Cc:	Andrea McLeod
Subject:	October Public Information Centres for the Mississauga Bus Rapid Transit (BRT) Project
Attachments:	BRT-PIC-Ad_Final_Oct08_1.pdf; Fall-BRT-Newsletter-final4.pdf

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Please forward the PIC notice and newsletter to other contacts within your organization for their information. If you have any questions, or require additional information, please contact the BRT Project Office at the number below.

Sincerely,

Geoff Wright
BRT Director, BRT Project Office
905-615-3200 Ext. 5745

MPs and MPPs

Members

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Andrea McLeod

From:	Catherine Monast
Sent:	2008/10/21 9:27 AM
To:	MC; ExLT; LT; Communications Division Staff
Cc:	Andrea McLeod
Subject:	Media Advisory: Mississauga Bus Rapid Transit Public Information Centres: October 28 and 29

The following advisory was sent to the media today.

Mississauga Bus Rapid Transit Public Information Centres:
October 28 and 29

MISSISSAUGA, October 21, 2008 – Mississauga Bus Rapid Transit (BRT) October Public Information centres will feature preliminary designs for the new Mississauga busway, a two-lane, bus-only roadway for both Mississauga and GO Transit buses.

What:

The BRT will run along the highway 403, Eastgate Parkway and Eglinton Avenue Corridors. The project is nearing completion of the preliminary design stage and the first phase is expected to be completed by 2012.

When:

Tuesday, October 28, 2008
Mississauga Civic Centre
300 City Centre Drive
(Duke of York and City Centre Drive)
6-8 p.m.

Wednesday, October 29, 2008
South Common Community Centre
2233 South Millway
(Burnhamthorpe & Erin Mills Parkway)
6-8 p.m.

For more information on the BRT Project:

- visit www.mississauga.ca/brt
- email transit.info@mississauga.ca
- telephone 905-615-4636

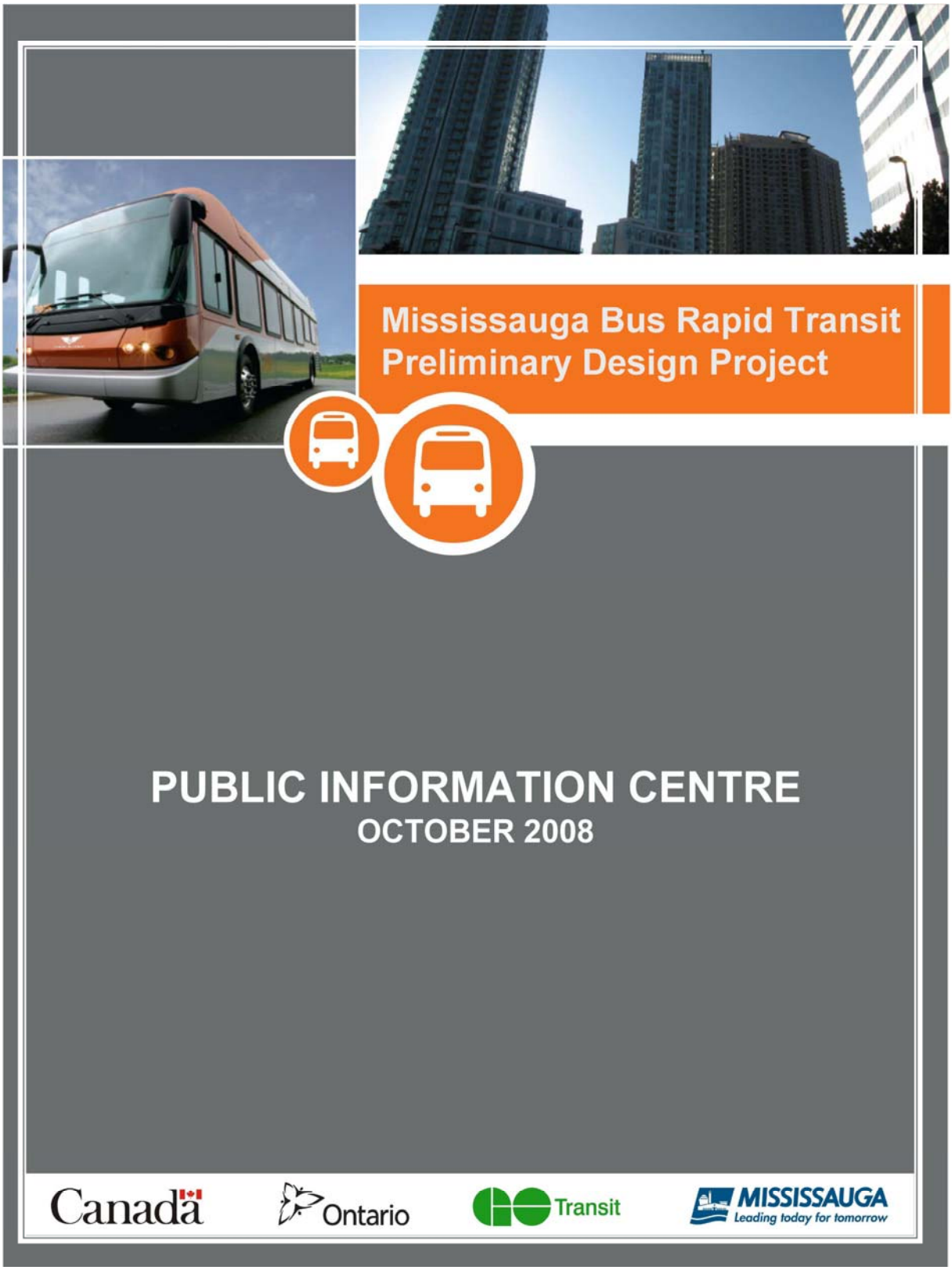
Mississauga is Canada's sixth largest city with a population of more than 700,000. With well-established infrastructure and state of the art facilities, the City is considered to be an employer of choice, delivering quality municipal programs and services to its citizens. Mississauga is a dynamic, diverse, and progressive municipality, known for its economic strength and for being Canada's safest city.

-30-

Media Contact:
Catherine Monast
Team Leader Media/External Communications
905-615-3200-5046
catherine.monast@mississauga.ca
TTY905-896-5151

Link to eCity:

PUBLIC DISPLAY PANELS



WELCOME

The Mississauga Bus Rapid Transit (BRT) Project

Thank you for attending this Public Information Centre. We welcome your input on preliminary design issues for this project.

Please sign in at our registration table and pick up a comment booklet.

The purpose of today's session is to:

- Provide Mississauga Bus Rapid Transit (BRT) project background and context
- Describe the current project and explain where we are in the preliminary design process
- Follow-up on comments received from the PIC held in April 2008
- Present the preliminary design of the busway and stations
- Outline the next steps and how you can be involved

Canada Ontario Transit MISSISSAUGA Leading today for tomorrow

WHAT IS BUS RAPID TRANSIT?

Bus Rapid Transit (BRT) is an integrated system for moving people by bus using dedicated road rights-of-way, called busways, for the operation of bus services.

To maximize flexibility and reduce the need for transfers, stations are placed at key points along the busway where passengers can connect to other modes of travel (e.g. cycling, local bus, etc).

Canada Ontario Transit MISSISSAUGA Leading today for tomorrow

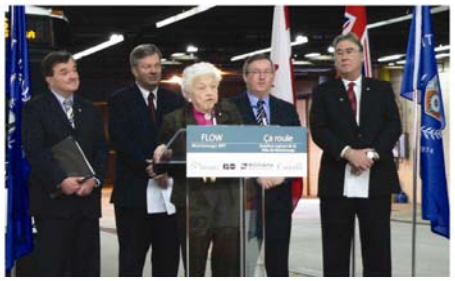
MISSISSAUGA'S BRT

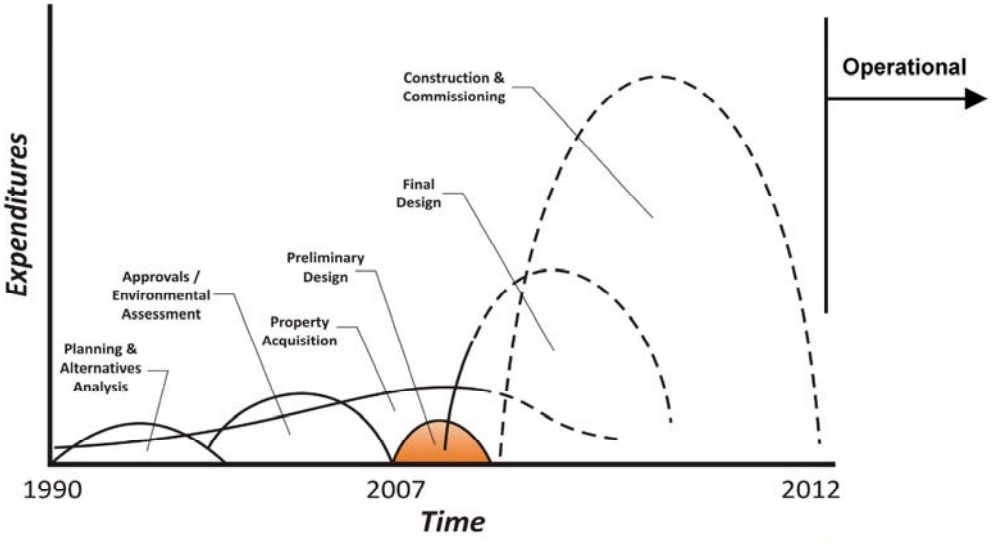
- The BRT system will improve the quality of life for those living and working in Mississauga.
- The Mississauga BRT system was originally planned in the early 1990's to respond to forecast travel demand within and through the City of Mississauga.
- The Mississauga BRT system is part of a Greater Toronto Area-wide GO Transit initiative to create a high-efficiency east-west busway which will span from Oakville to Pickering.
- Mississauga's portion of this BRT system will cover approximately 18 kilometres
- The City Centre Transit Terminal and the Highway 403 Bus Bypass Shoulders were built in the 1990's as part of the BRT program.
- The BRT plan was updated in 2003 through the EA process to respond to changes in land use and demand forecasts.

Canada Ontario Transit MISSISSAUGA Leading today for tomorrow

PROJECT TIMING

- Inter-Urban Transit Corridor Identified (1978)
- Mississauga Transitway Planning Study / Provincial EA Approval (1993)
- Highway 403 HOV Bus By-Pass Shoulders (2003)
- Provincial EA Addendum (2005)
- Commitment of Provincial Funding (2006)
- Commitment of Federal Funding (2007)
- Preliminary Design (2007-2008)
- Federal Environmental Assessment (2007-2008)
- Provincial Environmental Assessment Addendum (2008)
- Final Design (2008-2011)
- Construction (2009-2012)
- Opening Day (2012)





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APRIL MEETING FOLLOW-UP

- Two public meetings for the Mississauga BRT were held in April, 2008. More than 100 people attended the meetings. Many ideas were put forward around four questions:

- ***"What can be done to maximize Mississauga Transit ridership?"***
  - Station amenities
  - Bus amenities
  - Cycling / Pedestrian features
  - Transit service
  - Fare system
  - Additional stations

- ***"What are the strengths and weaknesses of the station design concepts?"***
  - Strengths
  - Weaknesses
  - Suggested improvements

- ***"What issues / concerns do you have about the Mississauga BRT system?"***
  - Station amenities
  - Bus amenities
  - Cycling / pedestrian features
  - Environmental
  - Safety / Security
  - Service / Fares / Connectivity
  - Additional stations
  - Technology
  - Visual appeal

- ***"Any other suggestions?"***
  - Various

- Where possible, the comments and suggestions were incorporated or addressed. Some comments relate to issues beyond the scope of the preliminary design study, and will be addressed by others as appropriate.

- The detailed comments and the responses by the Project Team are in the printed material below.

- Additional public information centres were held in June, 2008, as part of the EA Addendum process for five specific sites in the corridor. Approximately 45 residents attended the June drop-in centres. Residents' concerns focused on the site-specific changes to the plans, and their comments have been taken into account in finalizing the plan in the affected areas.

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TRANSIT SERVICE PLAN

- A service concept was developed in consultation with Mississauga and GO-Bus Transit Planning staff.
- The service plan increases the percentage of the population within a 20 minute transit trip of the **City Centre** from 17% to 32% and the number within 30 minutes of **Kipling Station** from 5% to 15%
- The average travel time for all transit trips in Mississauga for AM peak, weekday service is anticipated to decrease by 8.5 minutes with the new infrastructure and service plan.
- Overall, the result of the investment in infrastructure and additional service will be an increase of Mississauga Transit overall annual ridership from 29 million in 2006 to in the order of 45 million by 2014.

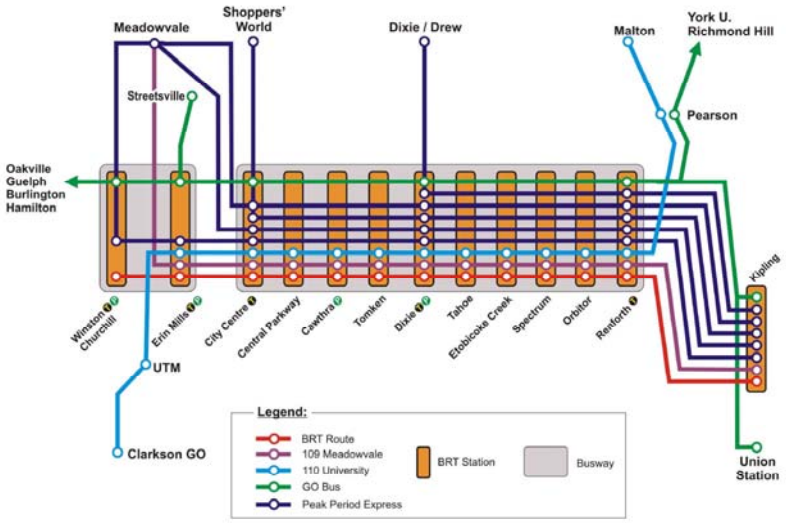
CURRENT vs OPENING DAY RIDERSHIP

(AM Peak Period)

	2006	Opening Day
Buses	308	445
Bus km	17,210	29,870
Bus hours	762	1,148
Mean Speed (km/h)	22.6	26.0
Passengers	21,020	37,289
Passenger km	221,165	433,313
Passenger boardings	39,240	67,845
Passenger km/bus km	12.9	14.5
Boardings/bus hr	51	59

BRT ESTIMATED TRAVEL TIMES

Link	Distance (km)	Travel Time(min)	Speed (km/h)
BRT			
Winston Churchill to City Centre	8.9	9.2	58
City Centre to Renforth	9.25	14.35 [12.11*]	39 [46*]
Renforth to Kipling	8.3	10.0	50



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NOISE - GENERAL

Noise is a form of energy. Noise is measured in terms of sound pressure, using "Decibels".

Noise may be measured on an "A" weighted scale (dBA) to best represent the way in which the human ear perceives noise.

The decibel scale is not linear; it is logarithmic:

1 dBA increase	=	not normally perceivable
2-3 dBA increase	=	just perceivable
10 dBA increase	=	twice as loud
20 dBA increase	=	four times as loud

A doubling of traffic volume typically produces an increase in sound level of about 3 dBA.

Roadway noise levels generally depend on:

- Vehicle type (truck, car)
- Road profile
- Distance from receiver
- Type of ground between the road and the receiver

Roadway noise, like most noise, varies throughout the day. Therefore, the noise descriptor used in Ontario to assess noise is the equivalent sound level, Leq. Leq is identified as the continuous sound level which has the same energy as a time varying noise level over a specified time period. The Ministry of the Environment (MOE) uses the 16-hour period between 7 AM and 11 PM for the assessment of municipal roadway noise. The noise at any one instant may be higher or lower than the 16 hour average.

MOE requires that the predicted future noise level without the proposed road improvement be compared to the future noise level with the proposed road improvement adjacent to a Noise Sensitive Area (NSA). If a future increase in noise of greater than 5 dBA is predicted, the MOE/Ministry of Transportation (MTO) Noise Protocol requires that noise mitigation be investigated within the right-of-way.

For purposes of assessing noise as part of road expansion project, MTO defines a NSA as a noise sensitive land use with an outdoor living area, which includes:

- single family houses
- townhouses
- multiple unit buildings such as apartments with outdoor living areas for use by all occupants
- hospitals, nursing homes, with outdoor living areas for the patients.

In addition, the Region of Peel, City of Mississauga, City of Brampton "Harmonization of Noise Wall Standards and Specifications" specifies that an equivalent of 60 dBA shall be the criteria for retrofit or local improvement noise walls. Further to this, where road widening occurs and the resulting noise level exceeds 60 dBA, the Region will consider the installation of noise barriers (berm/wall/combination) on Regional property where there is residential development with continuous reversed frontage abutting a Regional road (reversed frontage is the rear or side yard length).

Noise mitigation measures, if implemented, should be designed to achieve a minimum attenuation of 5 dBA or return noise levels to former ambient levels as is technically, economically, and administratively feasible.

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NOISE

CITY'S COMMITMENT

- In the approved EA, the City committed to monitoring noise levels prior to and following implementation of the busway.
- As part of the preliminary design study, the City undertook an analysis to:
  - Measure and predict existing ambient sound levels;
  - Determine the potential changes in ambient sound levels imposed by the implementation of the busway; and
  - Identify measures to mitigate and monitor noise effects as warranted (based on the guidelines of the Ministry of the Environment, Region of Peel, and City of Mississauga).
- Forty three receptor locations were selected to represent the residences within the study area to measure existing sound levels.

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NOISE

RESULTS

- The estimated noise levels (Leq(16)) for those NSAs with fronting, reversed or side frontage on the busway corridor were calculated as follows:
  - Existing noise levels – 50 dBA to 65 dBA
  - Future noise levels without Busway – 51 dBA to 67 dBA
  - Future noise levels with Busway widening – 52 dBA to 67 dBA
- Based on the MOE sound level criteria, all the noise sensitive areas are predicted to have slight or insignificant noise impacts (in the range of 1 to 2 dBA) and accordingly, there is no need to consider the application of noise control measures under the Provincial Environment Assessment process for the proposed BRT undertaking.
- The City, however, will be introducing landscaping and improving berms in selected areas of the busway corridor, which will have a positive influence in mitigating the overall noise experienced by residents in the busway corridor

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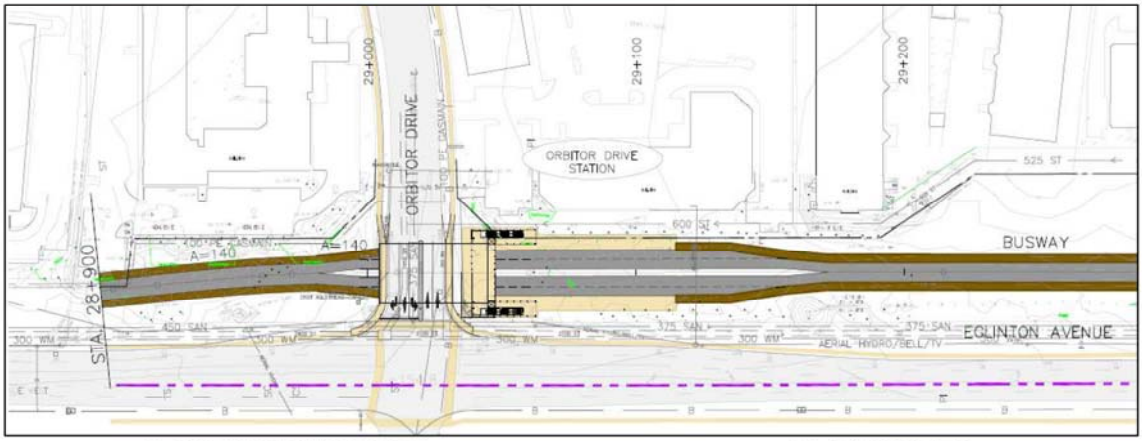
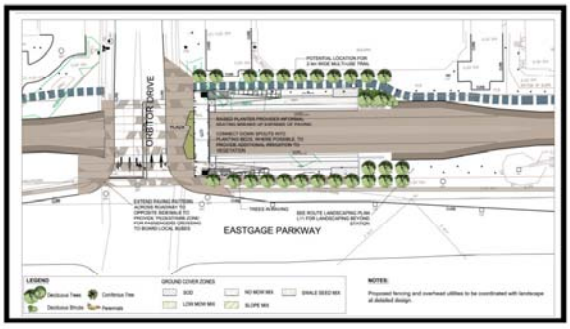
TYPICAL BELOW-GRADE STATION



LANDSCAPING PLAN



PLAZA LEVEL

AERIAL VIEW OF STATION

ENTERING STATION

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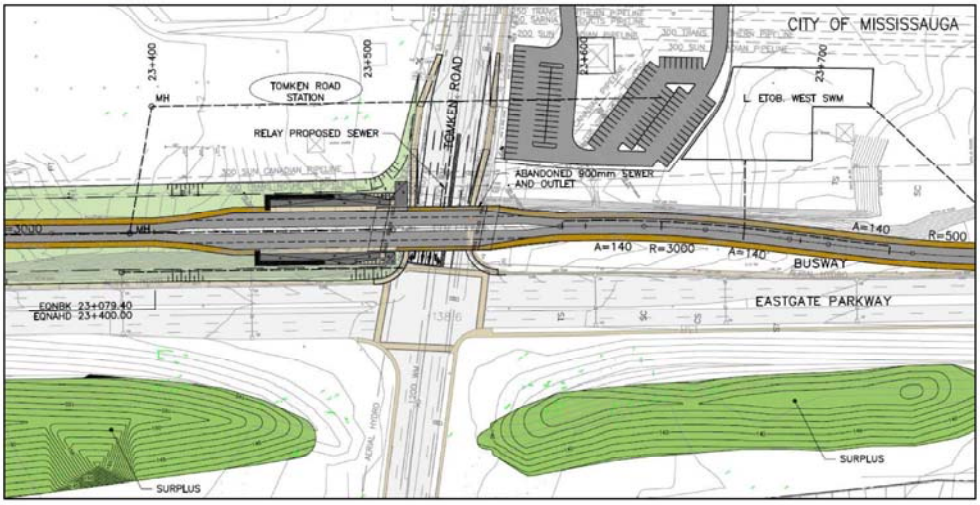
TYPICAL ABOVE-GRADE STATION



AERIAL VIEW OF STATION

STATION VIEW FROM STREET

STATION VIEW FROM STREET

PLATFORM SHELTER

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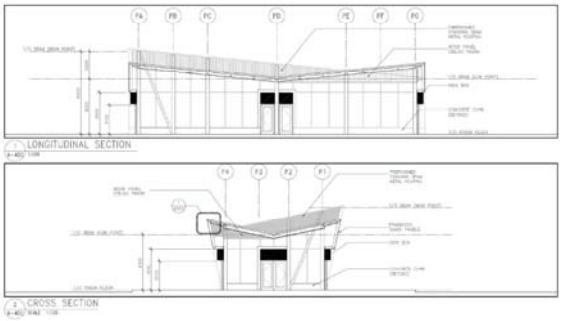
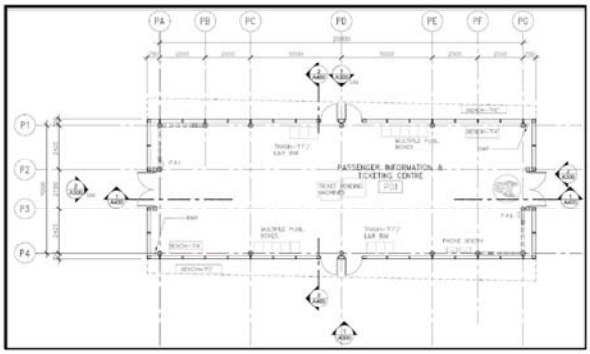
BRT WEST STATION

PASSENGER BUILDING



PASSENGER PLATFORM

BUILDING DETAILS



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NEXT STEPS

The Project Team will:

- Consider input from today's session
- Review the preliminary design concepts in light of comments received
- Finalize the preliminary design and proceed to the detailed design phase of the study

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