

# WELCOME

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## HURONTARIO LIGHT RAIL TRANSIT PROJECT OPEN HOUSE

Please sign in so we can provide updates and information on future events.



[metrolinx.com/HurontarioLRT](https://metrolinx.com/HurontarioLRT)



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MISSISSAUGA



BRAMPTON  
Flower City  
brampton.ca

## WHAT IS THE HURONTARIO LRT PROJECT?

The Hurontario Light Rail Transit (LRT) Project will bring 20 kilometres of fast, reliable, rapid transit to the cities of Mississauga and Brampton along the Hurontario corridor.

New, modern light rail vehicles will travel in a dedicated right-of-way and serve 22 stops with connections to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, Brampton Züm, and the Mississauga Transitway.

Metrolinx is working in coordination with the cities of Mississauga and Brampton and the Region of Peel to ready the Hurontario LRT project for procurement. Construction is scheduled to begin in 2018, with anticipated completion in 2022.

The Hurontario LRT project is funded through a \$1.4 billion commitment from the Province of Ontario as part of the Moving Ontario Forward plan.



# PROJECT MILESTONES

The Hurontario LRT Project has its genesis in the efforts of the cities of Brampton and Mississauga to design a future for their communities that included rapid transit. It was identified as an important initiative by the municipalities when work began on the regional transportation plan in 2006.

## 2008

The Hurontario-Main Rapid Transit project was identified in Metrolinx's 2008 regional transportation plan (*The Big Move*) as a priority project.

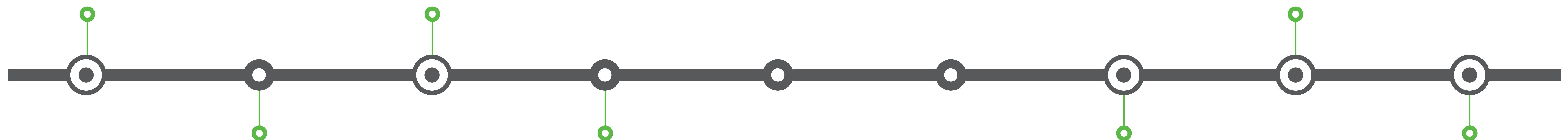
## 2010

The Hurontario-Main Business Case Analysis (BCA) evaluated three options: full Light Rail Transit (LRT), full Bus Rapid Transit (BRT) and an option with LRT in the southern segment and BRT in the northern segment.



## 2015

On April 21, 2015, the Hurontario LRT received a \$1.4 billion (2014\$) funding commitment from the Province of Ontario. The announcement was made by Minister of Transportation Steven Del Duca at the Mississauga City Centre Transit Terminal. The Hurontario LRT project is the largest infrastructure project in Mississauga's history.



## 2008 - 2010

The Hurontario/Main Street Master Plan Study from the cities of Mississauga and Brampton was the first stage in a lengthy process to identify the preferred option, and to design and build an LRT system.

## 2011 - 2014

The Environmental Assessment process for transit projects is known as the Transit Project Assessment Process (TPAP). The Preliminary Design and Transit Project Assessment Process (TPAP) for the Hurontario Project was divided into five stages of design and consultations. Public consultation in Mississauga and Brampton included Public Information Centres (PICs) held in June 2012, May 2013 and March 2014.

## 2014

As part of Environmental Assessment's planning, design, and engineering work, an updated BCA was prepared by the cities of Mississauga and Brampton in December 2014. The 2014 BCA strived to identify and quantify benefits and costs associated with an at-grade LRT connecting Port Credit GO to downtown Brampton by way of a circular service loop at downtown Mississauga.

The Environmental Project Report (EPR) described the proposed transit project and documents the assessment of potential positive and negative impacts to the environment (including the natural, cultural, social and economic environments); commitments to lessen negative impacts and monitor outcomes; and the consultation process that occurred.

The cities of Mississauga and Brampton were provided with a Notice to Proceed by the Minister of the Environment and Climate Change.

## 2016

The Business Case Analysis was updated to reflect the revised alignment of the Hurontario LRT Project from Port Credit GO to the Brampton Gateway Terminal.

Note: The Transit Project Assessment Process (TPAP); the Environmental Project Report (EPR) and the Business Case Analysis can be found on: [www.metrolinx.com/HurontarioLRT](http://www.metrolinx.com/HurontarioLRT).

# MOVING FORWARD

**FALL  
2016**

Infrastructure Ontario and Metrolinx issued Request for Qualifications (RFQ) to prequalify project teams with the relevant design and construction experience. Teams that qualify will be invited to respond to a Request for Proposals in 2017.

**SPRING  
2017**

A Request for Proposals (RFP) will be issued to three qualified proponent teams.

**LATE  
2018**

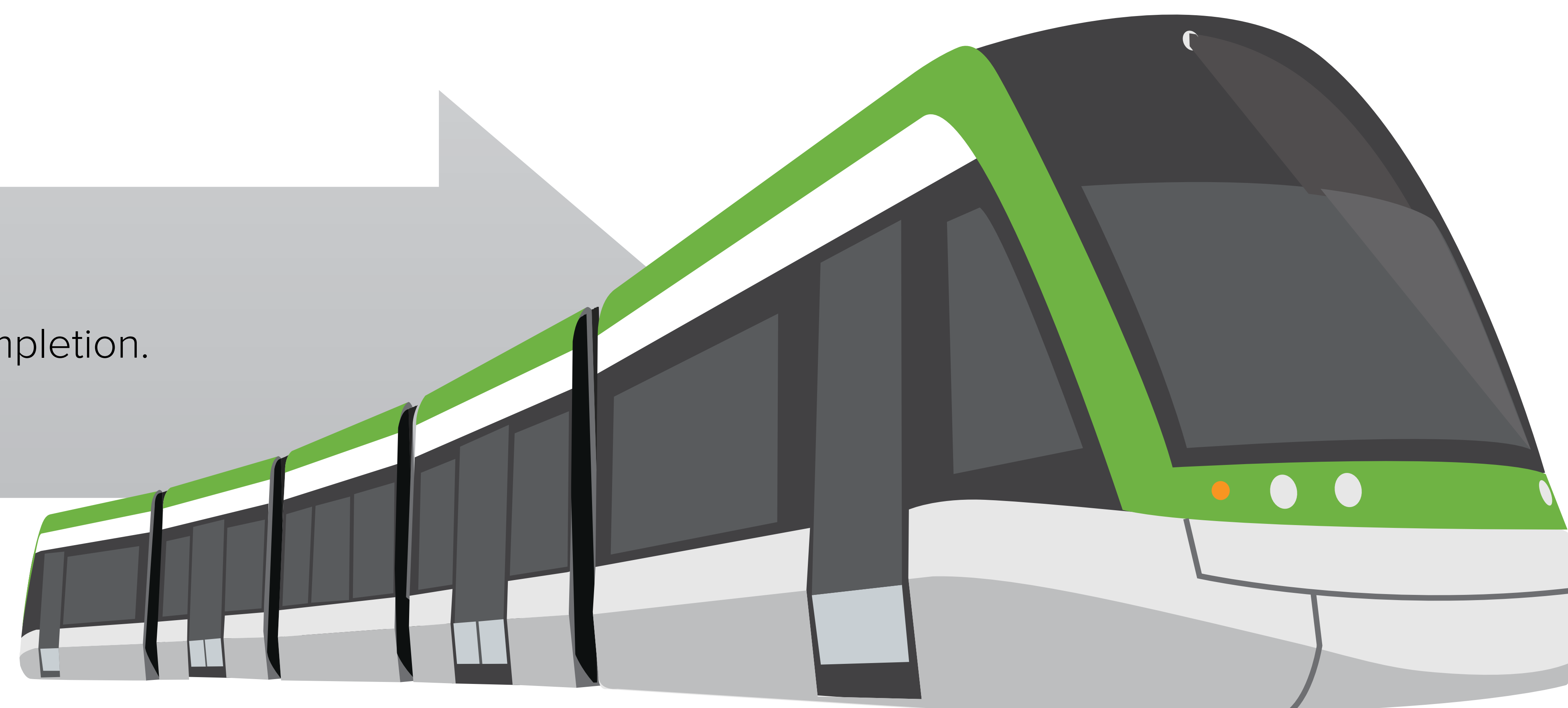
Anticipated construction start.

**MID  
2018**

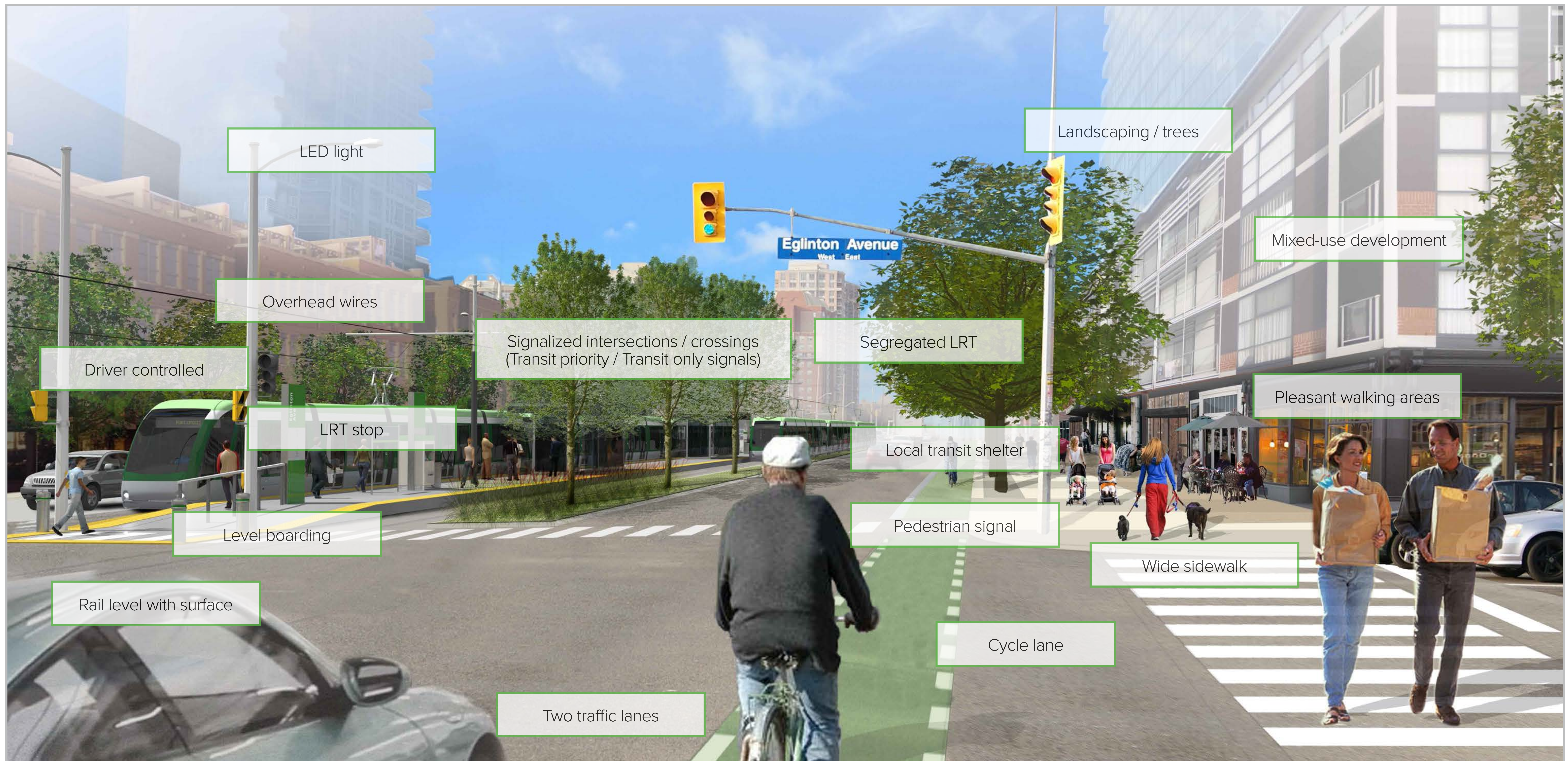
After evaluating team proposals, the Hurontario LRT Project will be awarded to a successful proponent team.

**END  
2022**

Anticipated completion.



# URBAN STYLE LRT: KEY COMPONENTS



Concept Rendering

# BENEFITS



## FAST AND RELIABLE

- Segregated LRT operation avoids traffic congestion and improves service reliability.
- Frequent service: typically every 5 minutes during peak times and 10 minutes throughout most of the day.



## FLEXIBLE TRAVEL TIMES

- Service up to 20 hours per day.
- Additional service can be provided for special events.



## SAFE FOR PASSENGERS

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



## ACCESSIBLE

- Level boarding with no steps and meeting accessibility standards.
- Wayfinding systems guide people with visual impairments.



## SUPERIOR PASSENGER EXPERIENCE

- Smooth, quiet, comfortable ride quality.
- Large windows, natural daylight.
- No local emissions.



## FLEXIBLE PAYMENT

- Fare payment will be integrated with GTHA-wide PRESTO Card system ensuring seamless access between all transit modes.
- Proof-of-payment system will facilitate quick boarding at all doors.



## INCORPORATES CYCLING

- Bikes will be permitted on LRVs during most of the day.
- The combination of cycling lanes and multi-use trails through the corridor provides easy access for cyclists.



## CLEAR ROUTES

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

# CITY BUILDING



## COMPONENTS OF THE STREETScape

To ensure the vibrancy of the Hurontario LRT corridor, the streetscape will need to be re-designed to provide space for walking, cycling, trees and street furniture, while incorporating utility infrastructure.



## GIVING PRIORITY TO PEDESTRIANS, AND TRANSIT-USERS

Areas around LRT stops will support safe, comfortable and attractive streets, and integration with local transit.



## CYCLING AMENITIES

The goal is to provide space and amenities to serve cyclists along the corridor such as bike lanes, bike parking, bus bike racks and multi-use trails (M.U.T) with the street corridor.

The type of cycling amenity provided will be dependent on need, space, availability and the character of the area.



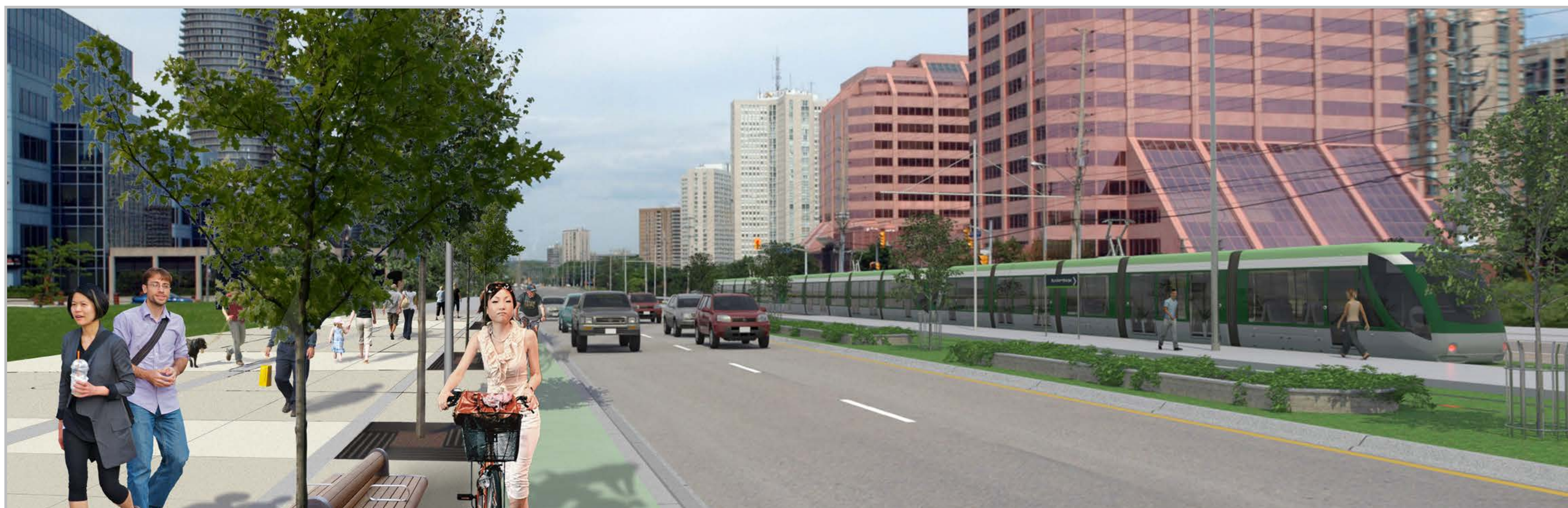
## INTERSECTIONS AND CROSSINGS

Good design can be used to support pedestrian safety at intersections and crossings, to ensure that everyone is aware. Design opportunities include, but are not limited to:

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

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

Metrolinx Mobility Hub Guidelines



Street Corridor  
Concept Rendering

## PUBLIC REALM

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Public Realm items are intended to improve the look with greenery and ornamental grasses but also the safety of those crossing the street to and from the platform; wayfinding to help riders easily orient themselves.

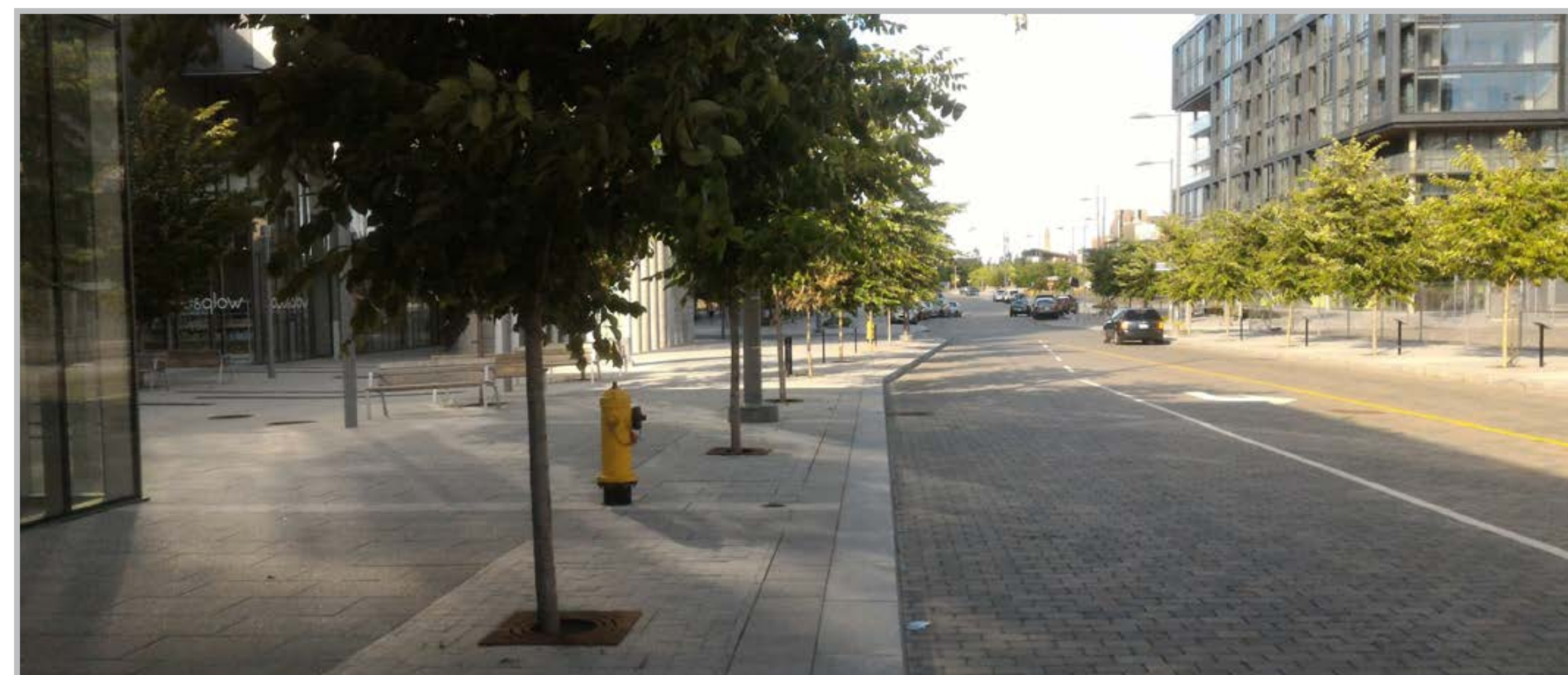


## TREES

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Tree removal is necessary to build the Hurontario LRT Project. Where trees have to be removed they will be replaced in accordance with the standards of the City's Forestry unit.

Mature and healthy trees that are not in conflict with construction will be protected during construction in accordance with the standards of the City's Forestry unit.





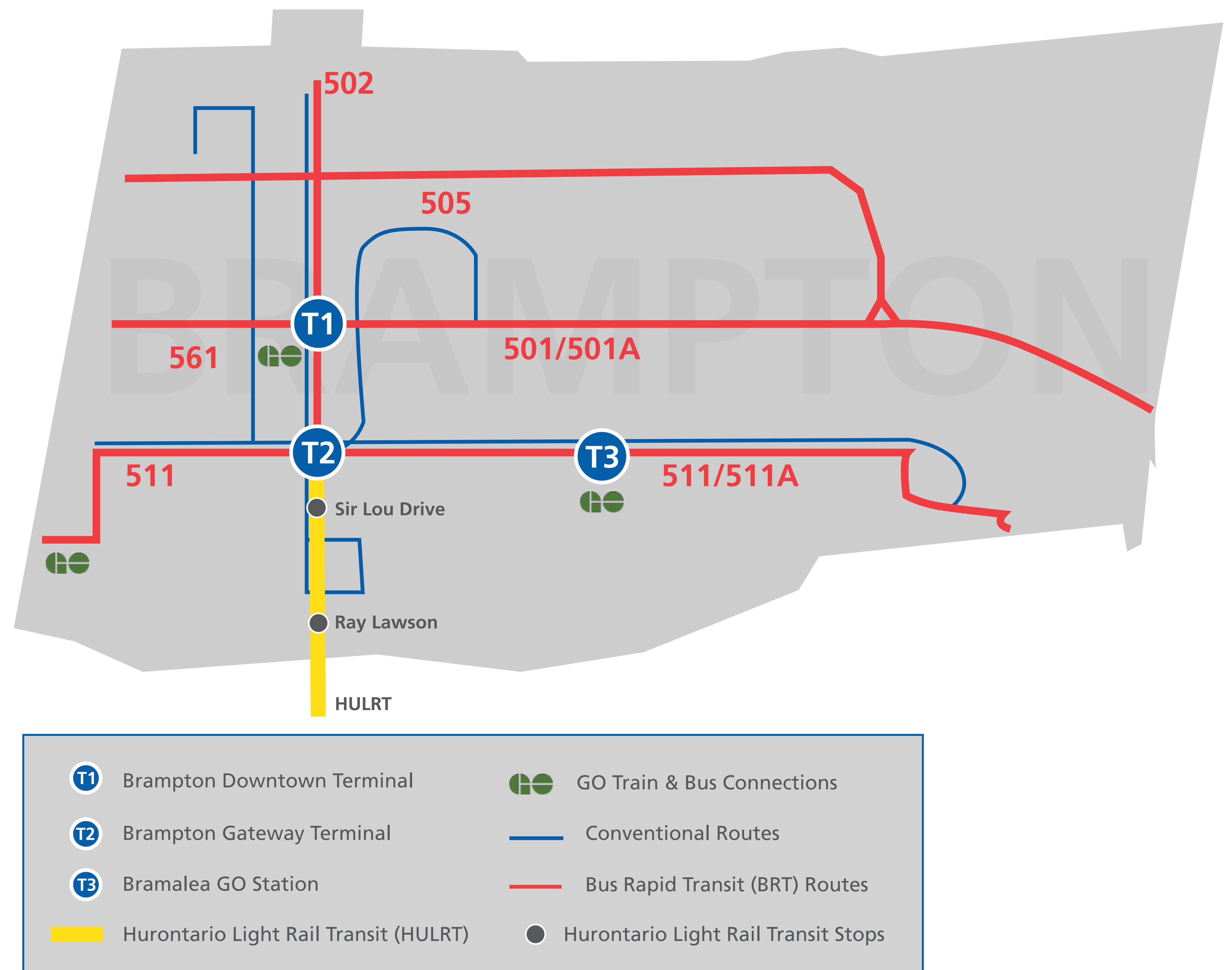
## CONNECTING THE SYSTEM

The LRT will become the north-south spine of a regionally integrated transit system.

It will connect neighbourhoods/centres and employment areas to a regional transit network that will result in:

- Significantly improved transit travel times and integration with local transit services
- A significant increase of the corridor's capacity to move people
- Walkable and more vibrant public realms by way of complete streets
- Enhance local communities
- Environmental and health benefits, reduced greenhouse gas emissions
- Support growth along the corridor
- Will service employment lands areas such as those around Toronto Pearson Airport
- Leverage other investments and an existing regional network, such as two-way all day GO services, GO Regional Express Rail (RER) and the Mississauga Transitway
- Supports other higher order east/west transit investments in the region such as busses along Dundas and Steeles

## BRAMPTON TRANSIT

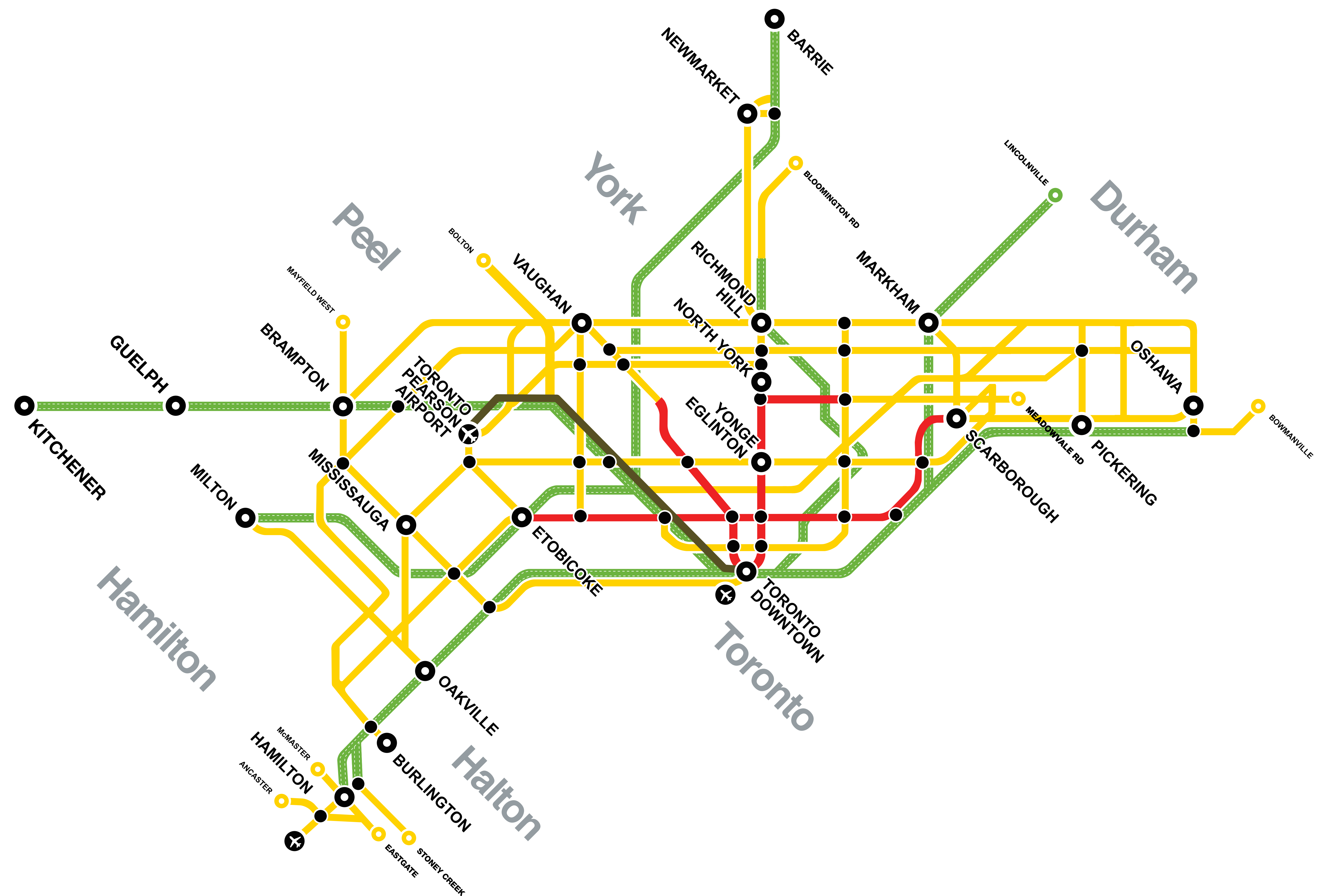


## WHO IS METROLINX?

Metrolinx, an agency of the Government of Ontario under the *Metrolinx Act, 2006*, was created to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area.

The organization's mission is to champion, develop and implement an integrated transportation system for our region that enhances prosperity, sustainability and quality of life.

Metrolinx launched the regional transportation plan (The Big Move) in September 2008.



# ALTERNATIVE FINANCING AND PROCUREMENT (AFP)

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Infrastructure Ontario's AFP model is an innovative way of financing and procuring large public infrastructure projects. AFP makes the best use of private-sector resources and expertise and transfers project risks to the private sector, which is accountable for providing on-time, on-budget project delivery.

For the Hurontario LRT, the **public sector** (Metrolinx) establishes the scope and performance requirements for the project and retains ownership of the LRT.

The **private sector** will be responsible for the design, construction, financing, maintenance and operations of the LRT. Since the private sector will have some of its own equity invested in the project, they will have strong incentive and accountability to ensure cost-effective and efficient performance.

Through a DBFOM model, the private sector (a consortium of companies) would be responsible for:

## DESIGN

Completing the detailed design

## BUILD

Constructing the LRT and associated work

## FINANCE

Obtaining financing to pay project costs in advance of receiving payment from the province

## OPERATE

Managing the day-to-day operations of the LRT over a long-term period (e.g. 30 years)

## MAINTAIN

Doing the repairs and upkeep of the LRT over a long-term period (e.g. 30 years)

Other AFP transit projects include: Eglinton Crosstown LRT, Finch West LRT, Ottawa LRT and Waterloo LRT.

Projects delivered by Infrastructure Ontario are guided by five key principles:

- transparency
- accountability
- value for money
- public ownership and control
- public interest are paramount

**Benefits of AFP:** LRT design and construction can happen at the same time, resulting in:

- project schedule time savings
- better coordination
- more efficient construction

It also provides a strong incentive for good design and construction practices, since the private sector is also responsible for financing, operations and maintenance.



## DESIGN EXCELLENCE

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The Metrolinx commitment to design excellence criteria to ensure the LRT projects will be built to a high standard of architecture, station finishes and overall quality. Design Excellence refers to the successful interplay between functionality, durability, beauty and value.

Metrolinx's Design Excellence is working to develop "Design Excellence Principles and Requirements" to provide strategic design guidance and direction for the Hurontario LRT Project.



# LRT STOP HIERARCHY

When consulting stakeholders and looking at ridership forecasts, Mississauga and Brampton made a decision to create three categories of stops. The decision was made to improve the look and ease-of-use of the system.

There are three categories of stop types proposed for the Hurontario alignment: Level 1, Level 2, Level 3

## LEVEL 1

Level 1 represents the base design for locations along the LRT corridor associated with stable areas, generally lower densities and areas of the corridor that connect with local neighbourhoods.

## LEVEL 2

Level 2 stops are to visually express destinations along the corridor that are significant citywide.

## LEVEL 3

Level 3 stops characteristically represent important gateways to the cities that symbolize points of departure and arrival.

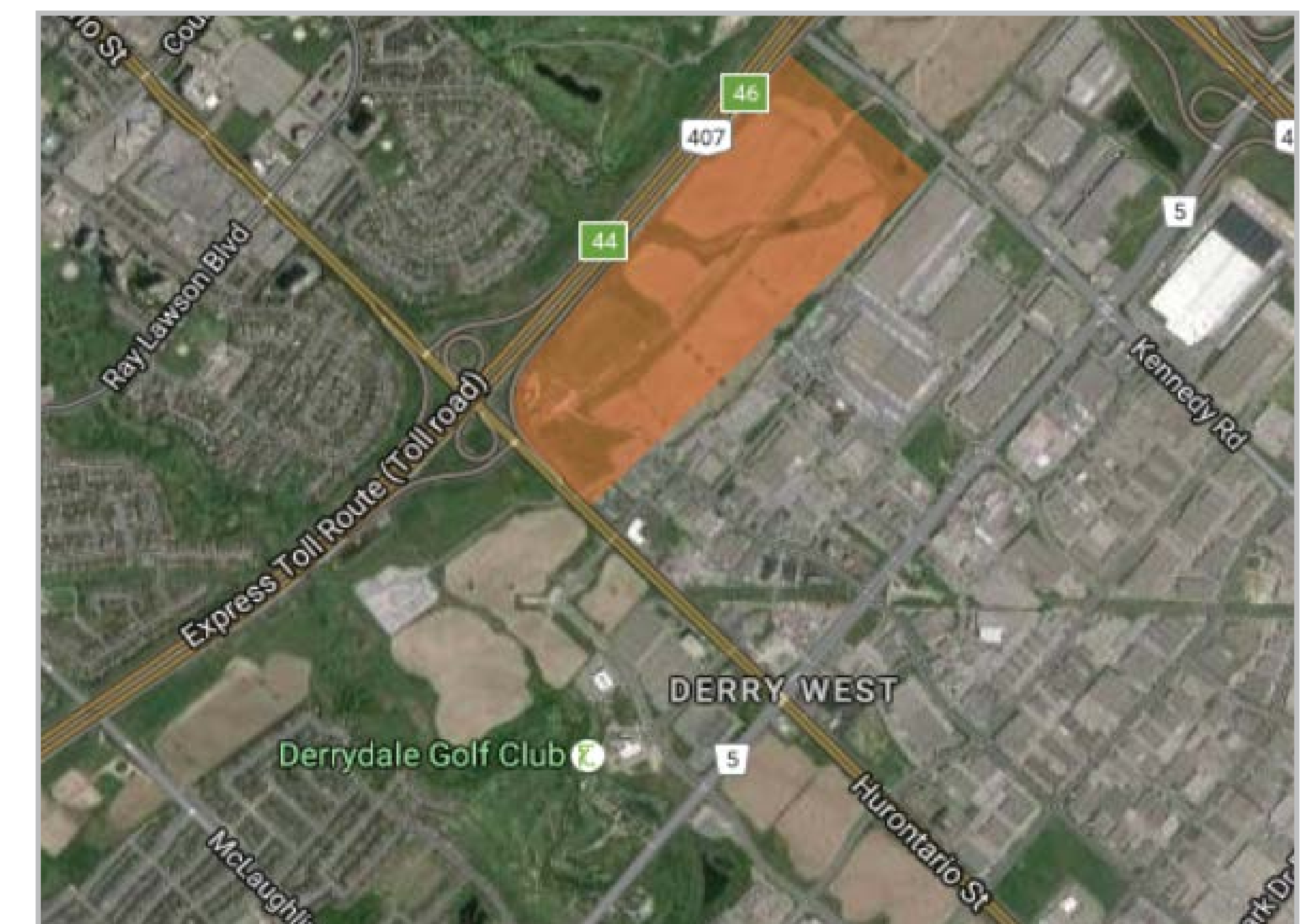


## MAINTENANCE AND STORAGE FACILITY (MSF)

The Maintenance and Storage Facility (MSF) will be located immediately south of the 407 corridor, east of Hurontario, and provides a home base for the LRT line.



Concept rendering only (Eglinton Crosstown LRT MSF). Not to size or scale as the Hurontario LRT.



# SUBSURFACE UTILITY ENGINEERING AND GEOTECHNICAL INVESTIGATIONS

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Work crews have started gathering critical information for the Hurontario LRT Project. Any impacted utilities buried under the roadway will be moved as part of the project. It's also critical to identify any other potential challenges to determine key requirements for the Request for Proposal for project bidders.

## TRAFFIC DETAILS

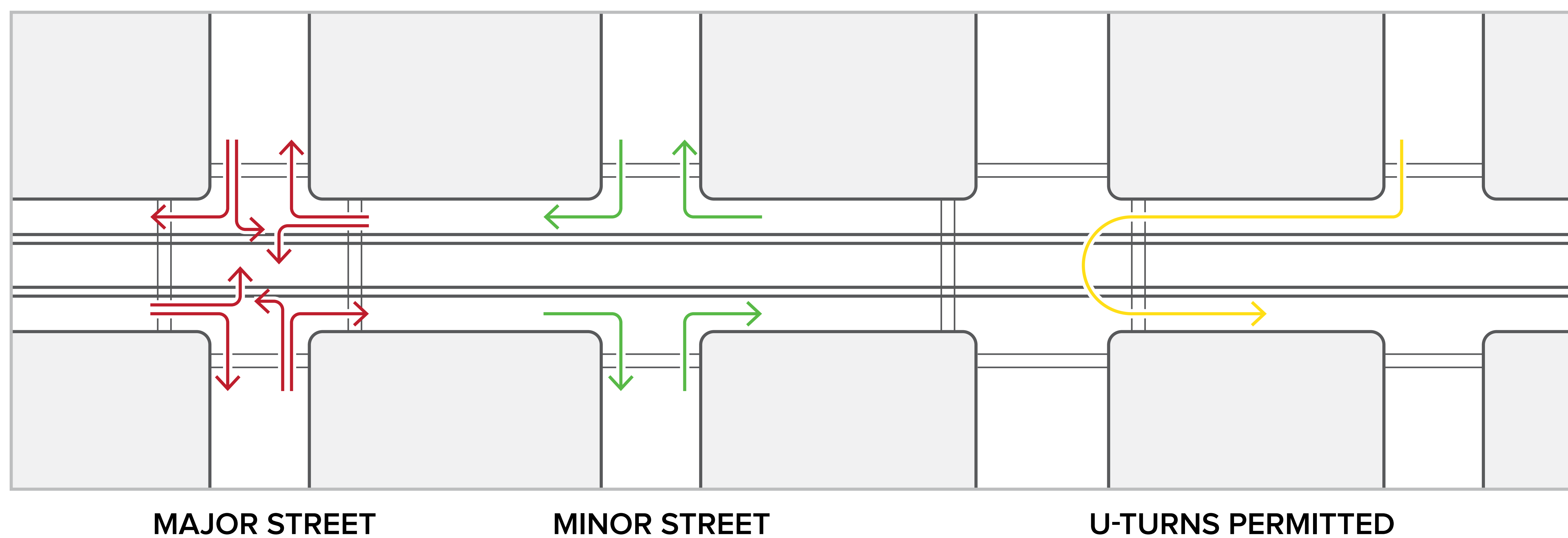
- While most of the work is contained within boulevards, intermittent lane reductions along Hurontario Street will be required to access utilities within the roadway.
- As always, please take care when travelling near work sites.



# TRAFFIC

With segregated centre-running LRT, traffic will only be permitted to cross the tracks at select locations, typically major streets with signalized intersections.

At minor side streets, traffic will not be permitted to cross the tracks, either turning left or going straight through. To maintain access to all locations, U-turns will be permitted at some locations.



For most of the Hurontario LRT corridor two traffic lanes will be converted to LRT lanes north of the QEW. South of the QEW, the roadway will be widened to maintain today's capacity.

The LRT will be provided traffic signal priority as needed to improve travel time.

Audible pedestrian signals will be used throughout the Hurontario LRT corridor to assist visually-impaired individuals in crossing a signalized intersection more safely.



# STAKEHOLDER ENGAGEMENT

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A comprehensive stakeholder outreach and communications plan has been developed by Metrolinx and the cities of Brampton and Mississauga to ensure that businesses, residents and the public stay informed. Anyone interested in the project can obtain project updates at:

Stay connected:

 [metrolinx.com/HurontarioLRT](https://metrolinx.com/HurontarioLRT)

 [@HurontarioLRT](https://twitter.com/HurontarioLRT)

 [hurontarioLRT@metrolinx.com](mailto:hurontarioLRT@metrolinx.com)



# BUSINESS SUPPORT

## OUR COMMITMENT

- Metrolinx understands that its construction activities have an impact on local businesses.
- We are committed to mitigate the impacts of construction, where practical.
- Metrolinx makes every effort to ensure that businesses receive up-to-date information on construction activities and timing, and where they are directly impacted, they are supported. This involves significant outreach and public communication.
- Metrolinx works closely with City transportation and works, local Councillors, police services, traffic and parking enforcement, among others, to monitor and understand the impacts of construction, and to consider mitigation measures.

### EXPERIENCE EGLINTON MENU BIA

TO SUPPORT BIA-LEAD MARKETING INITIATIVES METROLINX HAS ALLOCATED FUNDING THAT CAN BE USED TOWARDS THE FOLLOWING:

<h4 style="background-color: #008000; color: white; padding: 2px;">ADVERTISING</h4> <ul style="list-style-type: none"> <li>• Radio</li> <li>• Newspaper Ad</li> <li>• Bus Shelter Ad</li> </ul>	<h4 style="background-color: #008000; color: white; padding: 2px;">PRINTING</h4> <ul style="list-style-type: none"> <li>• Postcards</li> <li>• Brochures</li> <li>• Coupon books</li> </ul>
<h4 style="background-color: #008000; color: white; padding: 2px;">SIGNAGE</h4> <ul style="list-style-type: none"> <li>• Window hoarding</li> <li>• Banners</li> <li>• Billboards</li> <li>• Lawn signs</li> </ul>	<h4 style="background-color: #008000; color: white; padding: 2px;">PROMOTIONAL ITEMS</h4> <ul style="list-style-type: none"> <li>• Shopping bags</li> <li>• Pens</li> <li>• T-Shirts</li> </ul>
<h4 style="background-color: #008000; color: white; padding: 2px;">SERVICES</h4> <ul style="list-style-type: none"> <li>• Organize workshops</li> <li>• Canada Post mail-outs</li> </ul>	<h4 style="background-color: #008000; color: white; padding: 2px;">CONTACT US</h4> <p> <b>West Community Office</b>                      1848 Eglinton Ave West                      416-782-8118                 </p> <p> <b>East Community Office</b>                      Unit 110, 650 Eglinton Ave East                      416-482-7411                 </p> <p> <a href="mailto:crosstown@metrolinx.com">crosstown@metrolinx.com</a>  <a href="http://www.thecrosstown.ca">www.thecrosstown.ca</a> </p> <p> <a href="https://www.facebook.com/thecrosstown">Facebook.com/thecrosstown</a>  <a href="https://twitter.com/crosstownTO">Twitter.com/crosstownTO</a> </p>

HOW CAN WE HELP YOU?

Metrolinx also works with local BIAs, the Board of Trade, and local businesses themselves

- Fully-staffed community office(s), working directly with businesses and the local community.
- Development and implementation of a business support program, based on best practices.
- Strengthen local businesses through professional training opportunities, market research and advertising.

## LAND IS NEEDED TO BUILD THE LRT

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There are locations where land will be needed from property owners for the project. Metrolinx and the Cities will be reaching out to affected owners to explain the property acquisition process.

### A FAIR PROCESS

Metrolinx is committed to ensuring that property owners understand the process and their rights.

A detailed summary of the process will be provided to each property owner including compensation and considerations of the impact that the acquisition will have on the rest of the property.



Contact:

**GLEN HAMILTON**  
Senior Real Estate Coordinator

City of Brampton  
Hurontario LRT Project

905.825.2500