

WELCOME

HURONTARIO LIGHT RAIL TRANSIT PROJECT OPEN HOUSE

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

 metrolinx.com/HurontarioLRT

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

 hurontarioLRT@metrolinx.com

METROLINX

 **MISSISSAUGA**

 **BRAMPTON**
Flower City
brampton.ca

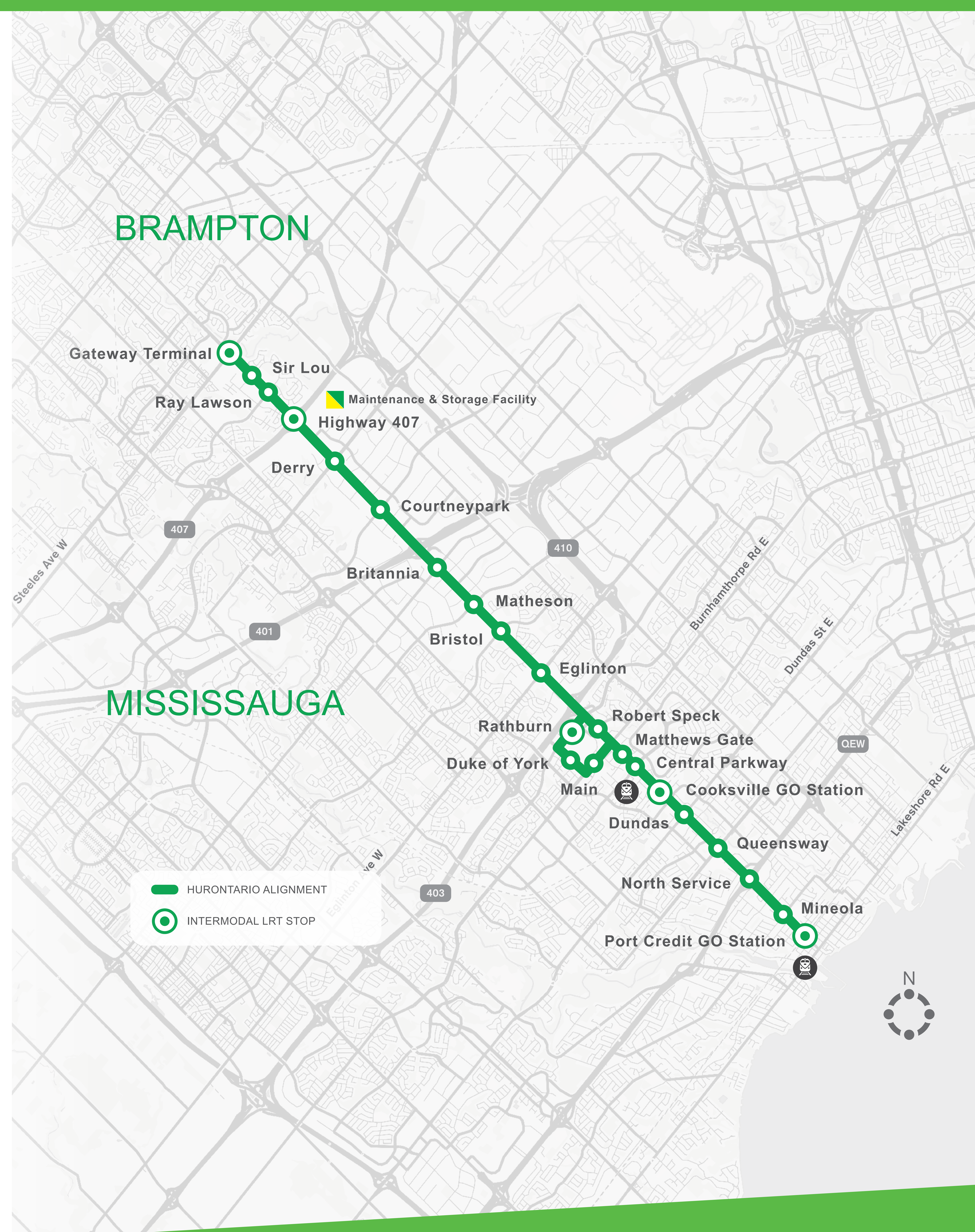
WHAT IS THE HURONTARIO LRT PROJECT?

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 Alstom 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 Zum, 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.

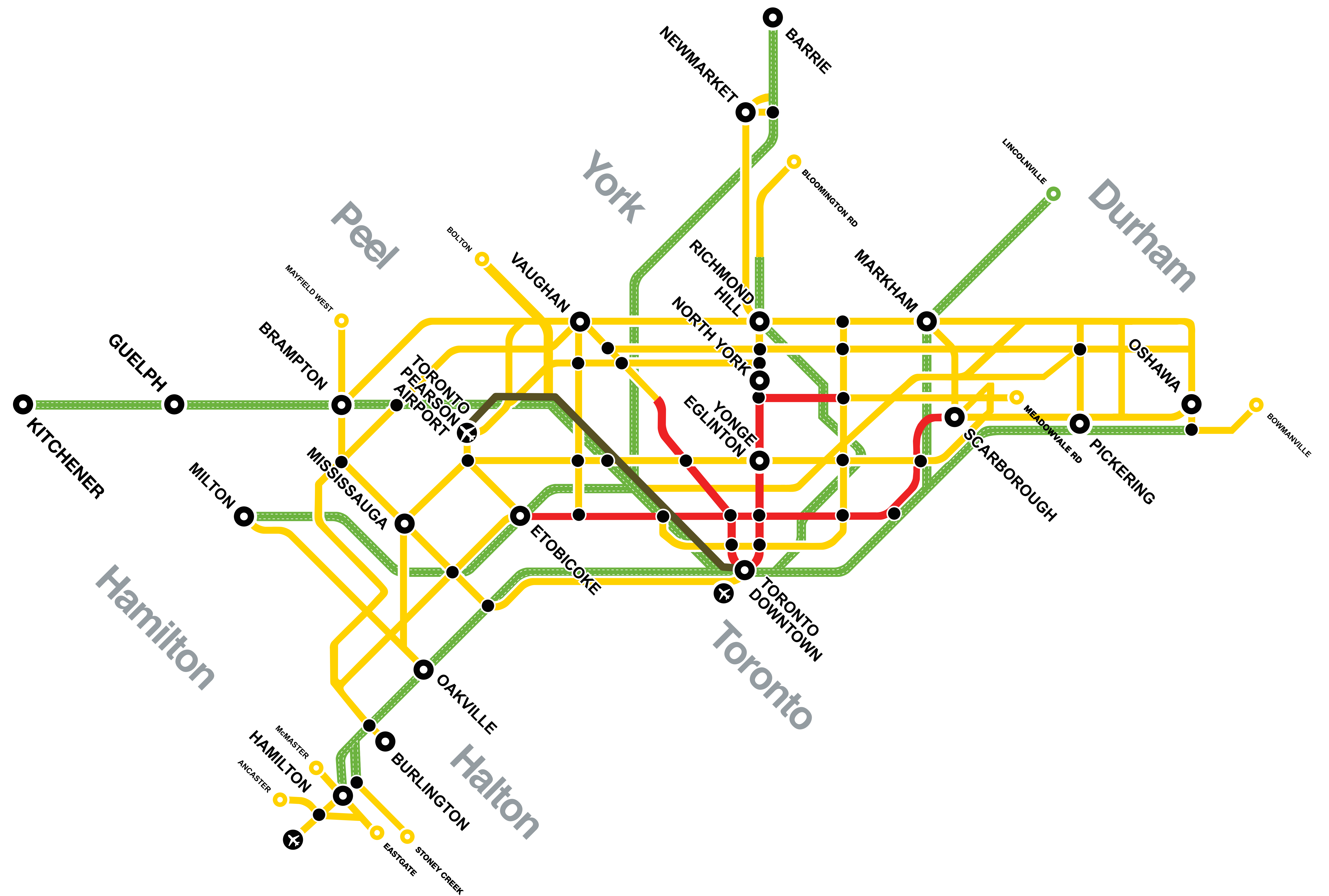


WHO IS METROLINX?

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)

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.



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.

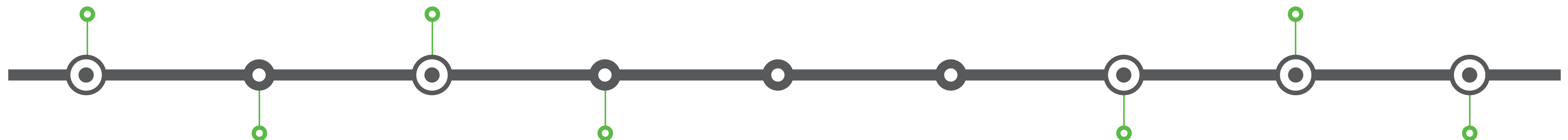
2010

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.

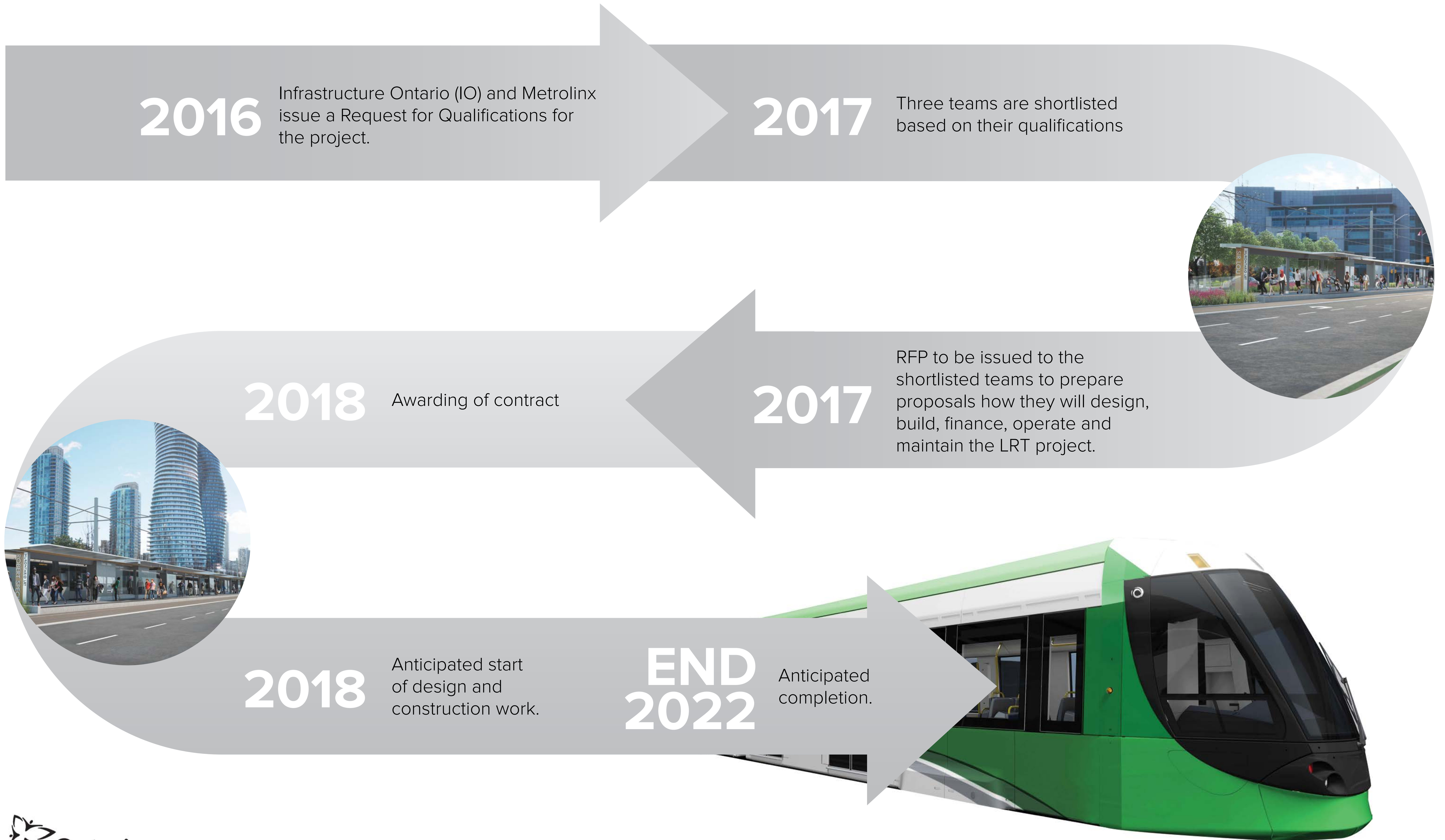
The cities of Mississauga and Brampton were provided with a Notice to Proceed by the Minister of the Environment and Climate Change.

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.

MOVING FORWARD



BENEFITS



FAST AND RELIABLE

- Segregated LRT operation avoids traffic congestion and improved 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

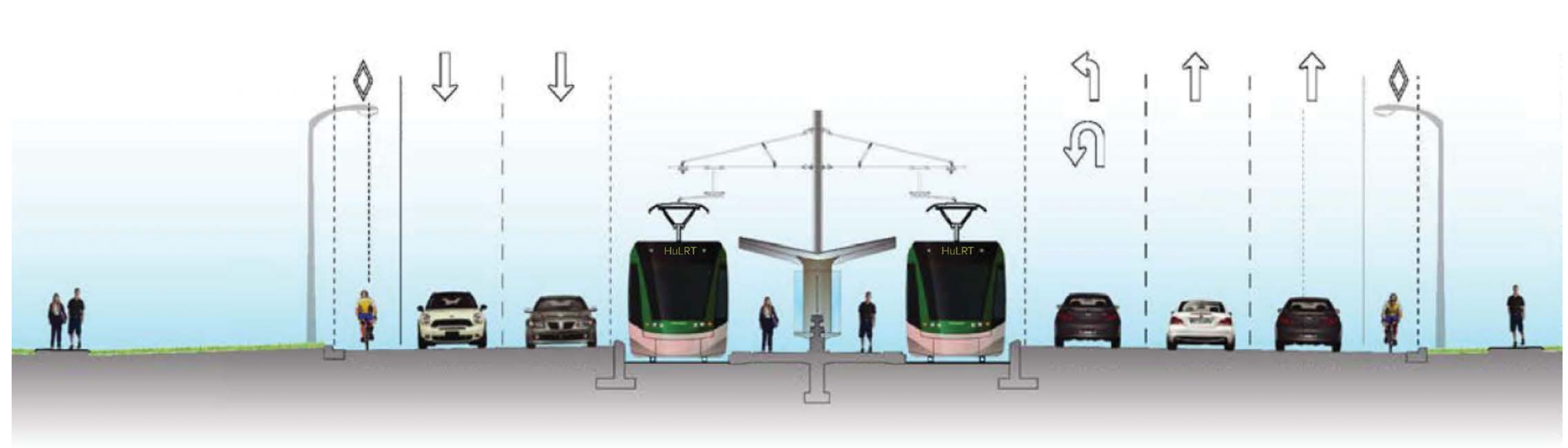
- Transit network maps provided at stops and on board trains.
- Next-stop announcements on trains.
- Next train displays.

LRT SYSTEM



TRACK

- LRVs run on steel track.
- Steel track level with the road surface at intersections.
- Track separated from other traffic to provide quick and reliable journeys.
- Modern vehicle design reduces noise and vibration.



An example of a Centre Running Platform. Note the Hurontario project will have segregated multi use trails and cycle tracks.



INTEGRATED NETWORK

- LRT services are integrated with:
 - Local transit services, including Mississauga MiWay and Brampton Züm
 - GO rail services and regional bus
 - Pedestrian and cycling network



ELECTRICAL SUBSTATIONS

- Convert electricity from the main grid to the LRT line.
- Screening designed to fit into the local streetscape and may be integrated with public art.



ELECTRICALLY POWERED

- Powered from overhead wires.
- Poles support the wires and road lighting, traffic signals and signs.
- Poles can be located in the centre between the tracks or at the side of the roadway.
- LRVs emit no pollution at ground level.



INTEGRATED IN THE STREETScape

- Light Rail is integrated into a vibrant urban streetscape.
- Opportunities to create more livable streets through an enhanced urban realm.

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.

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

Metrolinx Mobility Hub Guidelines



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:

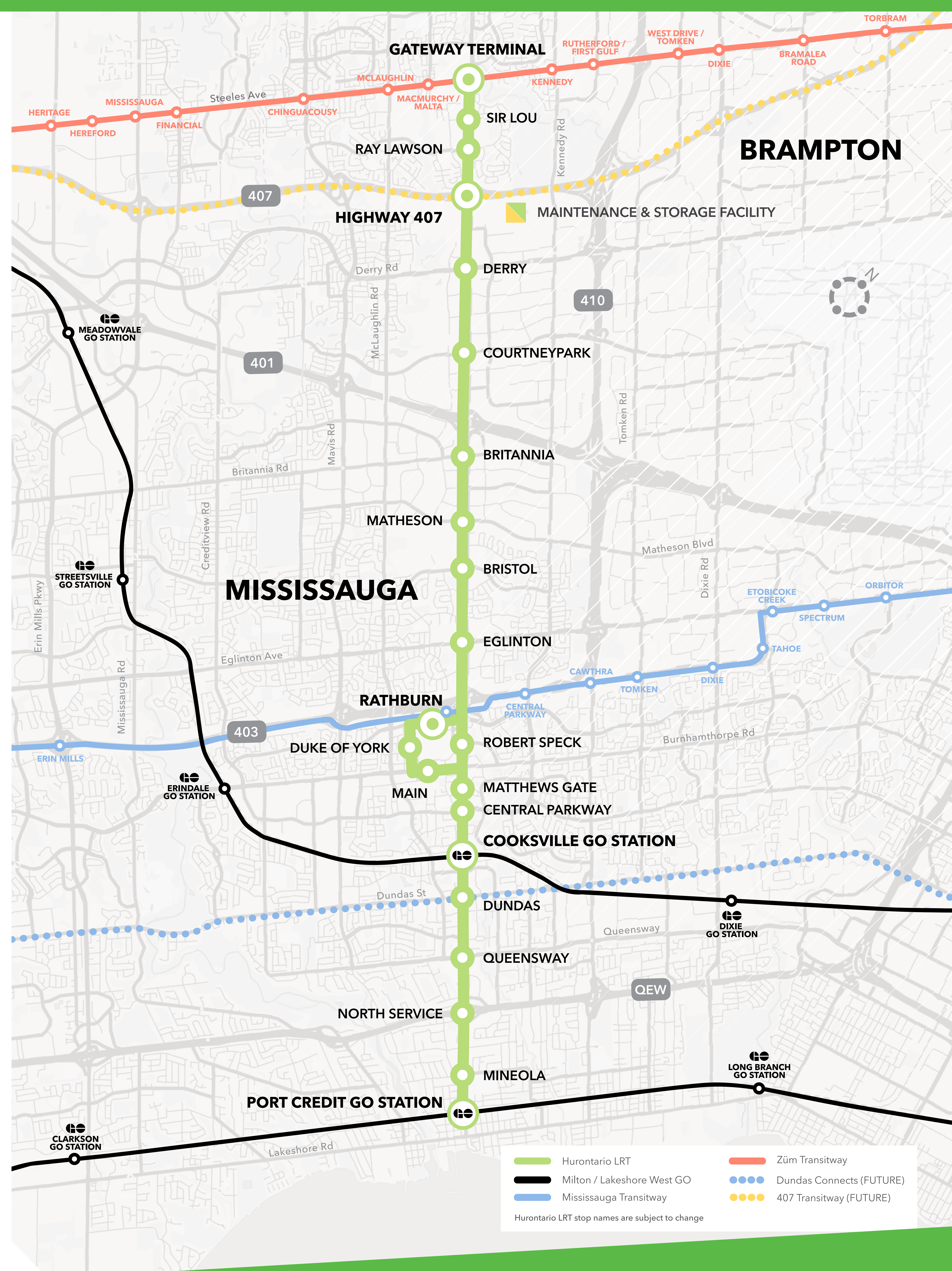
- Reduce the radius of curbs: to minimize the walking distance across the intersection.
- Where possible, remove dedicated right-turn lanes, to reduce the walking distance across the intersection, and encourage drivers to reduce their speed as they turn the corner.

TRANSPORTATION IN MISSISSAUGA

Over the next 25 years, Mississauga's population and employment will continue to grow with total population increasing to 878,000 in 2041 and employment to 552,000. This growth will continue to put pressure on the transportation network that is already showing signs of congestion and delay.

At this stage in the City's evolution, it is important to establish a sustainable multi-modal transportation network for the future, offering a variety of choices by which to move around the City to serve the needs of residents and employees.

The City of Mississauga is experiencing a turning point in the development of its transportation system from reliance on a road network that is largely built out, to establishing more sustainable ways to move people in the form of transit, cycling and walking.



CITADIS SPIRIT LIGHT RAIL VEHICLES

METROLINX

ALSTOM
Designing fluidity



Citadis Spirit Light Rail Vehicles

ALSTOM CITADIS SPIRIT

Alstom is the largest supplier of light rail vehicles in service in the world. The Spirit's 100% low floor design and modularity offers easy accessibility from the street or the curb, and an interior layout that provides a safer and more enjoyable experience.

QUICK FACTS

- Over 2,300 Citadis vehicles sold to 55 cities
- 9 billion passengers transported - over 4 million per day
- With its modular design, the Citadis Spirit can grow with a city as its transportation needs evolve by adding additional modules
- The Citadis Spirit provides for a very flexible manufacturing process which enables vehicle assembly to be set up close to where it will be running

SPECIFICATIONS

Vehicle length	48 m
Vehicle width	2.65 m
Vehicle height	3.65 m
Number of sections	4 sections
Seated passenger capacity	120
Standing passenger capacity	216
Wheelchair locations	Up to 4
Supply voltage	750V DC or 1500V DC
Bi-directional	Yes



Alstom Citadis Spirit under assembly for the Confederation Line in Ottawa



COOKSVILLE



Reference Concept Design only. Final designs subject to change.

ROBERT SPECK



Reference Concept Design only. Final designs subject to change.

DUKE OF YORK



Reference Concept Design only. Final designs subject to change.

BRITANNIA



Reference Concept Design only. Final designs subject to change.

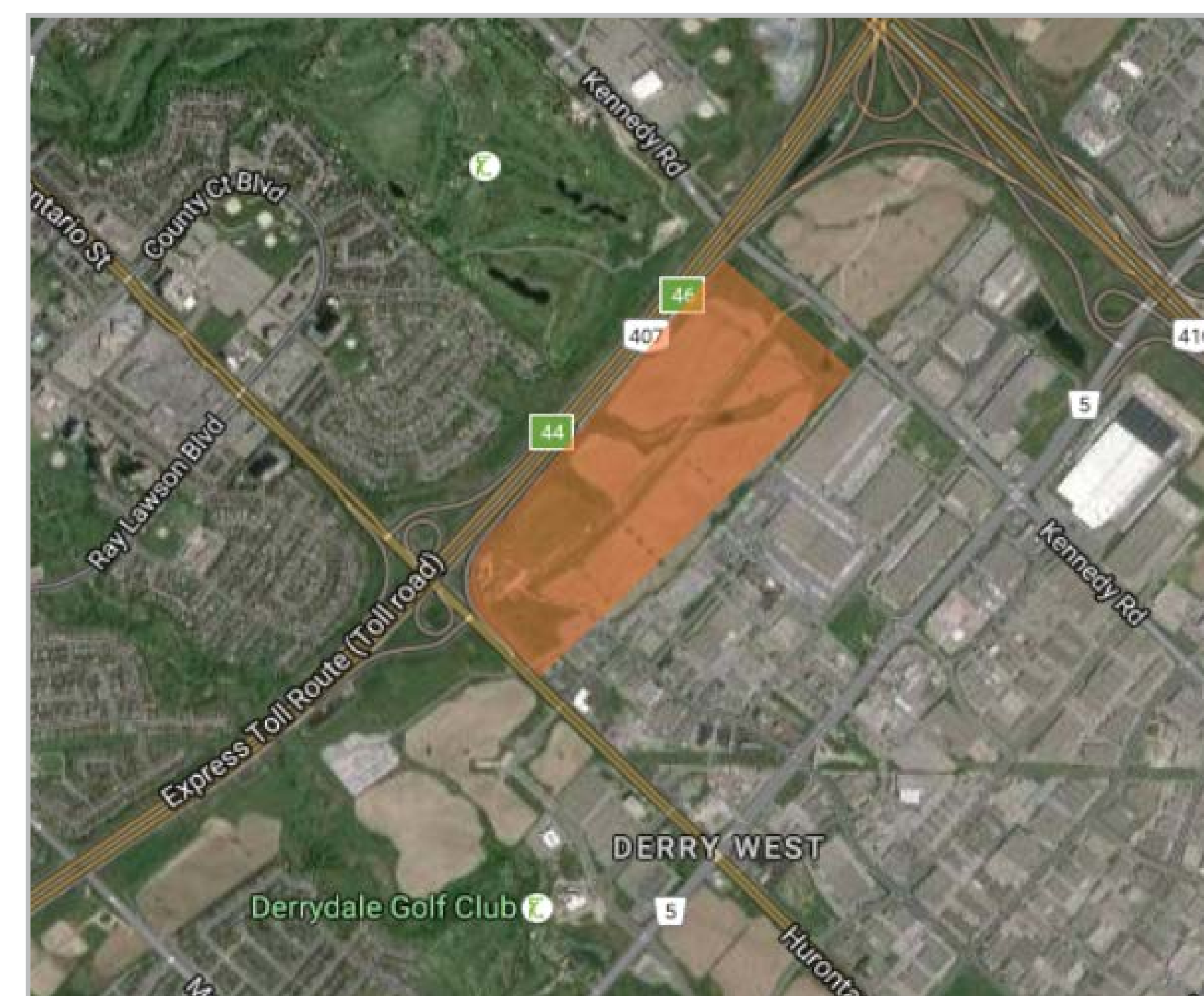
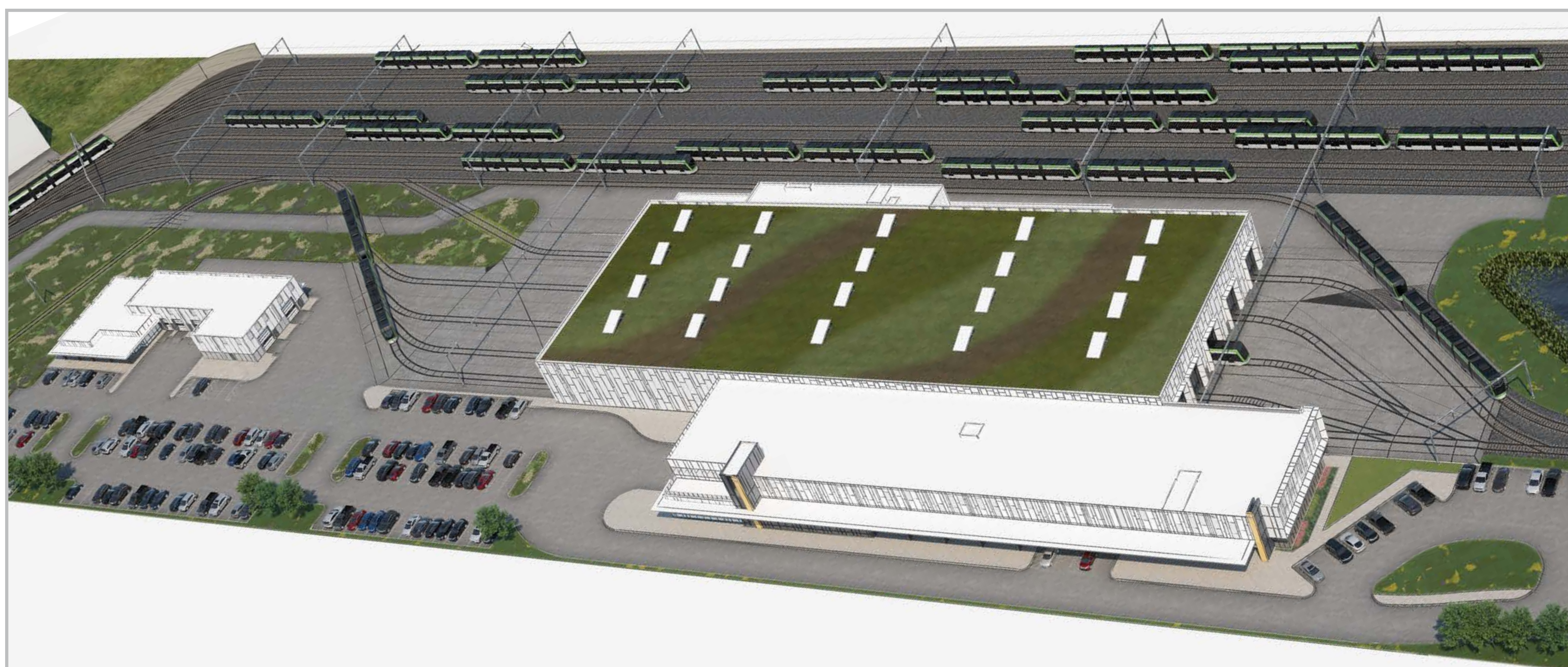
OPERATIONS, MAINTENANCE AND STORAGE FACILITY



Reference Concept Design only. Final designs subject to change.

OPERATIONS, MAINTENANCE AND STORAGE FACILITY

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



Reference Concept Design only. Final designs subject to change.

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.

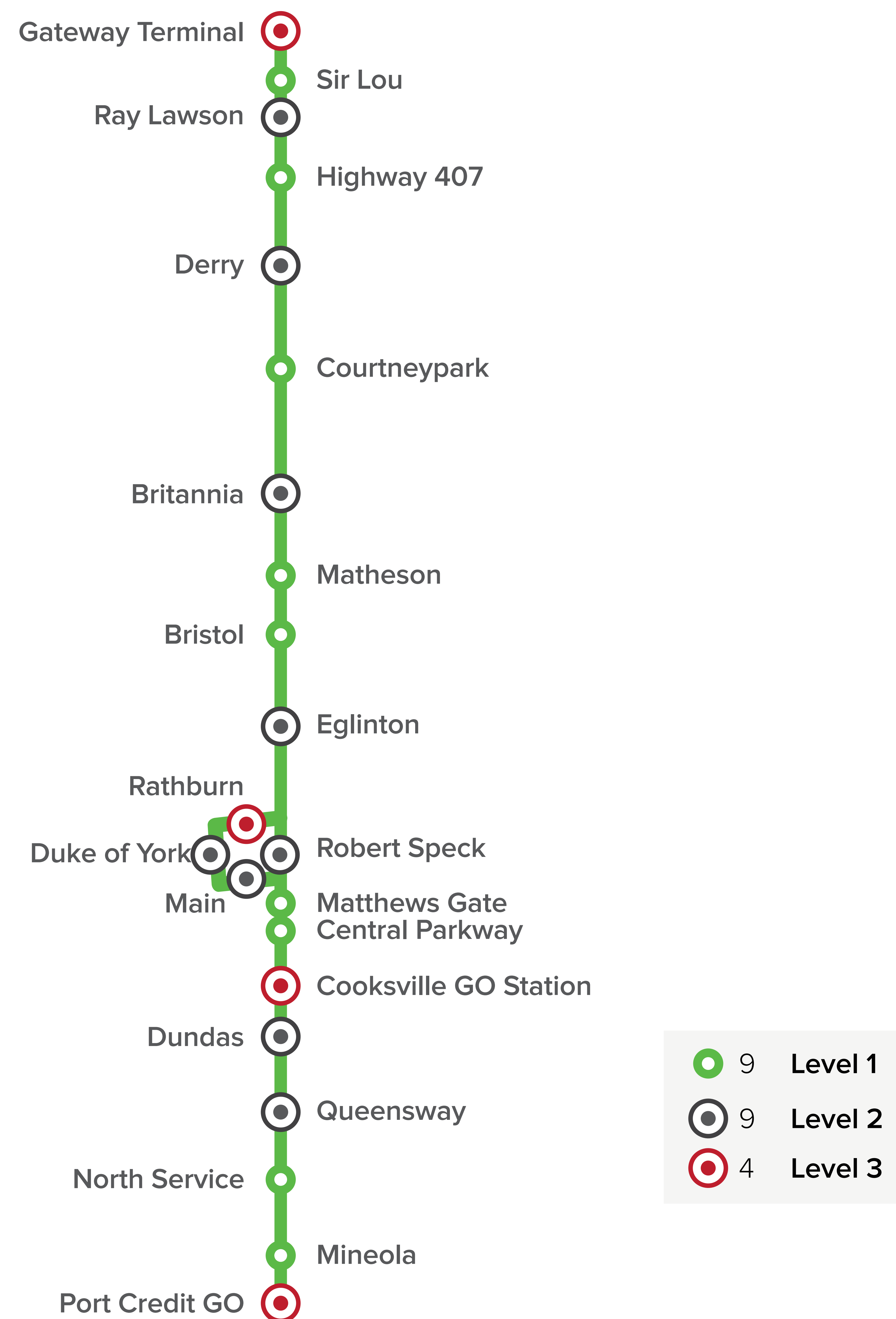
LEVEL 2

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.

Other AFP transit projects include: Eglinton Crosstown LRT, Finch West LRT, Hamilton LRT, Confederation Line in Ottawa and ION in the Region of Waterloo.

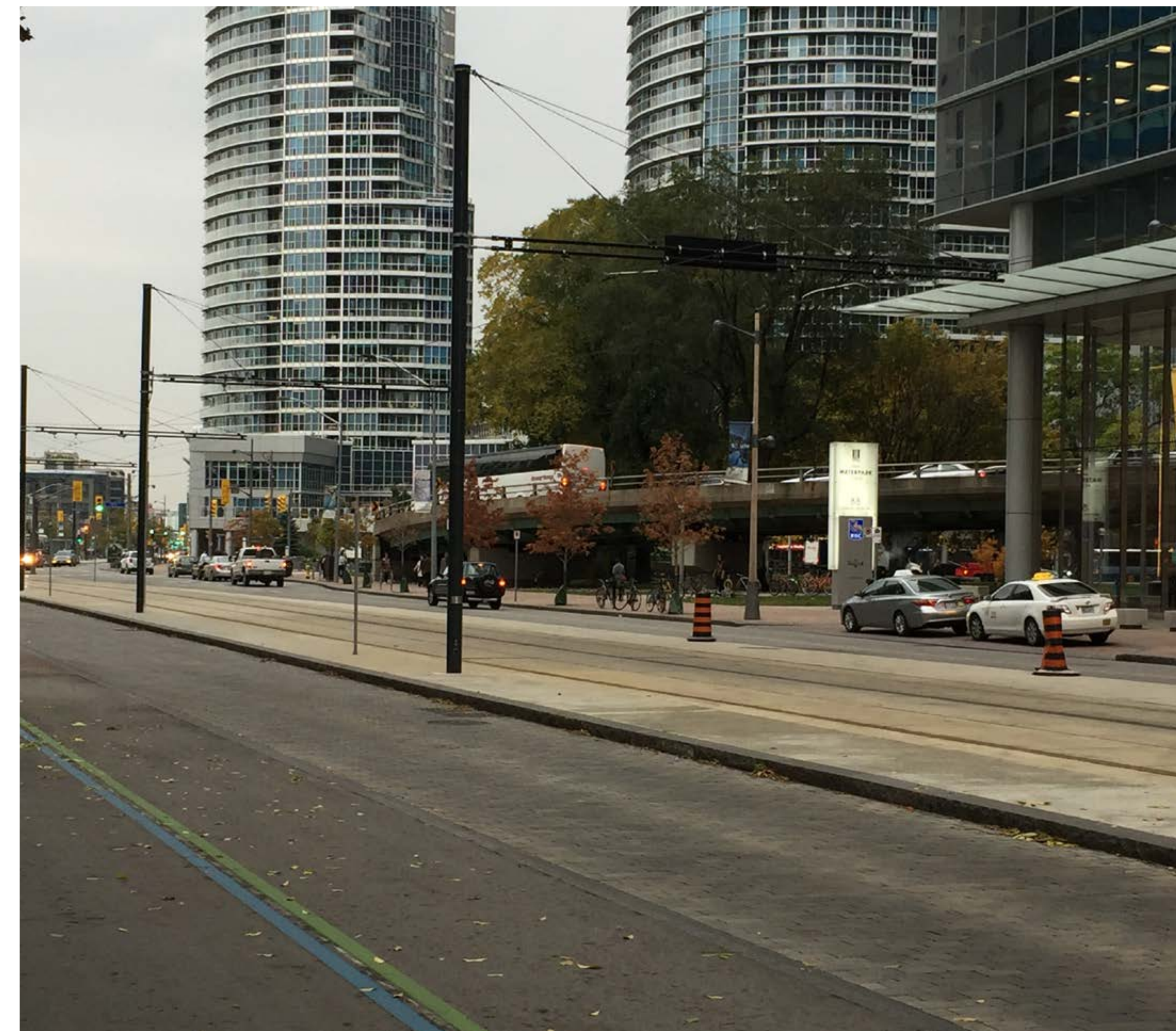


OVERHEAD CONTACT SYSTEM (OCS)

Light rail vehicles are electrically-powered, and the electricity is delivered from power substations located along the corridor to an overhead wire running above the tracks. Wiring systems for urban LRT are typically simple single wire systems, “catenary” system.

SUSPENSION SYSTEMS

- Overhead wires are suspended through different methods, depending on the characteristics of the corridor.
- Centre poles are located between the tracks with the wire suspended on either side.
- Side poles are located at the side of the road or sidewalk, with arms or support wires extending across the roadway and LRT tracks.
- Building mounts can be used in narrow corridors where appropriate mounting locations are available.
- For side poles, poles can be combined with light standards to minimize intrusion.



OCS poles on Queen's Quay in Toronto



Centre-pole catenary system in Minneapolis (centre-running with one traffic lanes on each side)

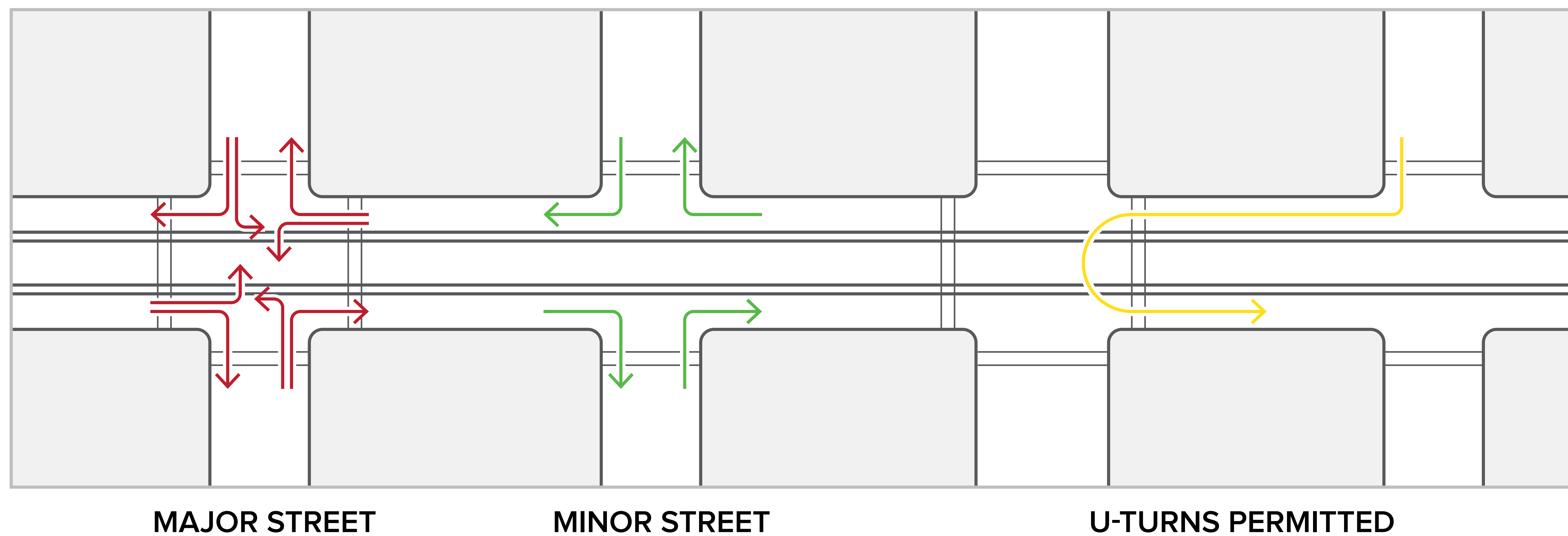


Side-pole system at off-street stop in Dublin with platform lighting combined on OCS poles

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.

PROPERTY ACQUISITION HAS STARTED

Metrolinx has initiated the property acquisition process to buy land needed to build the Hurontario LRT. The majority of property pieces required for the Hurontario LRT consist of slivers of a land along the Hurontario corridor. Metrolinx, with the assistance of the City of Mississauga and City of Brampton LRT property teams, is reaching out to the affected property owners with a view of achieving amicable agreements for land over the next several months.

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

Expropriation proceedings has not commenced for the Hurontario LRT. To achieve critical project timelines, it may be necessary in some instances to initiate expropriations proceeding in ensure possession of required property.

The Expropriations Act is legislation which allows an authority to obtain possession of land in absence of an agreement with property owners however provides a mechanism for owners to be fairly compensated and allows for negotiations between the owner and Metrolinx to continue during the process.

For a related Metrolinx project, the Cooksville GO Station Redevelopment, the agency has commenced an expropriation process for 8 properties involving strips of land from rear yards abutting the existing CP Tracks in Cooksville. Metrolinx will continue to work with these affected property owners in efforts of reaching mutually agreeable settlements. This acquisition benefits both the Cooksville GO Station Redevelopment and the Hurontario LRT project.



Contact:

RON SANDERSON
Manager, Real Estate

City of Mississauga
Hurontario LRT Project

905.615.3200 Ext 4773

COMMUNITY ENGAGEMENT

We're excited that the Hurontario LRT is coming and the project team wants to keep you, your family, friends, colleagues and neighbours informed about how the project is moving forward.

Stay connected:

 metrolinx.com/HurontarioLRT

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

 hurontarioLRT@metrolinx.com



CORRIDOR COMMITTEES

Corridor Committees were established in Spring 2017 and include mix of local residents, businesses and community groups representing Mississauga North, Mississauga Downtown, Mississauga Cooksville and Mississauga South. The Corridor Committees will meet quarterly and be a forum for two-way dialogue between the project team and community.

TELEPHONE TOWN HALL

More than 48,000 Mississauga homes along the corridor were called as part two telephone town halls during Spring 2017. The forum provided an opportunity for residents to ask dozens of questions to the project team on topics such as construction schedule, traffic, stops, property, cycling and others. There will be future telephone town halls, which will be announced on the project's website and Twitter account.

COMMUNITY EVENTS

During the summer and beyond, we will be in your community, attending events, talking with residents and stakeholders, and answering questions about the project. If there is an event you would like the Hurontario LRT project team to attend, we'd be happy to coordinate the request.

WE WILL COME TO YOU

As much as we would like, not everyone knows that the Hurontario LRT is coming to Mississauga and Brampton. If your workplace, community group or organization would like a meeting or presentation from the project team about Hurontario LRT, we'd be happy to coordinate the request.

Contact:

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Manager,
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and Communications

416.202.7063

susan.walsh@metrolinx.com

TIM LAI

Manager,
LRT Stakeholder Communications

905.615.3200 Ext 4816

tim.lai@mississauga.ca

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

SUBSURFACE UTILITY ENGINEERING AND GEOTECHNICAL INVESTIGATIONS

Work crews have been and will continue to gather 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, temporary and partial lane closures along the corridor are required to access utilities within the roadway.

As always, please take care when travelling near work sites.

For information of weekly drilling sites, please follow @HurontarioLRT





HURONTARIO LIGHT RAIL TRANSIT PROJECT

OPEN HOUSE

in your neighbourhood

Ward Open Houses – Members of Council and Project staff will be available to answer questions and share information. Maps and stop locations will be on display.

June 5, 6 - 8 p.m. Ward 5

Frank McKechnie Community Centre
310 Bristol Rd. E., Mississauga

June 6, 6 - 8 p.m. Ward 4 & Ward 7

Mississauga Valley Community Centre
1275 Mississauga Valley Blvd.

June 7, 6 - 8 p.m. Ward 1

Port Credit Arena
40 Stavebank Road N, Mississauga, ON

If accessibility accommodations are required please contact Catherine Monast at 905-615-3200 ext. 5046

metrolinx.com/HurontarioLRT or

Follow us  Twitter @HurontarioLRT



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