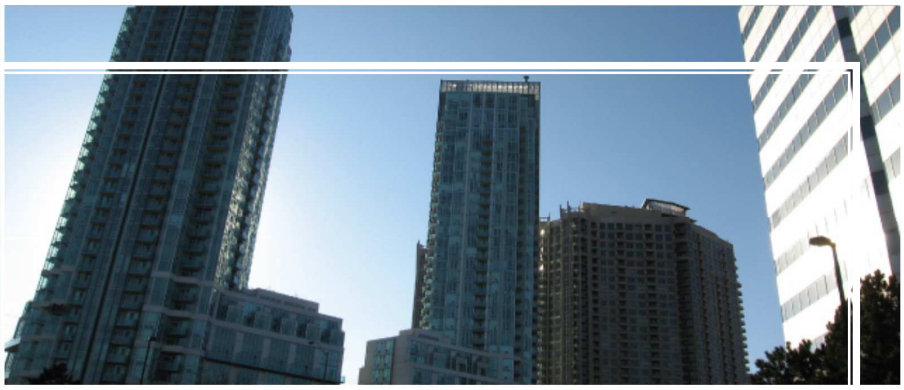

Mississauga Bus Rapid Transit Preliminary Design Project

PUBLIC INFORMATION CENTRE

APRIL 2008

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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
- Present preliminary design concepts of the busway stations
- Obtain your comments and suggestions on preliminary design issues
- 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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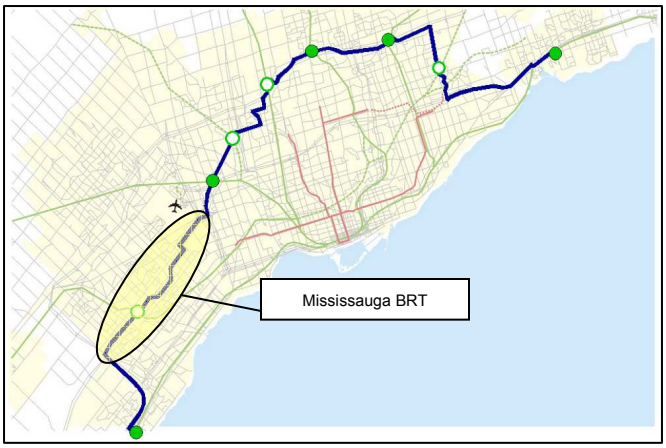
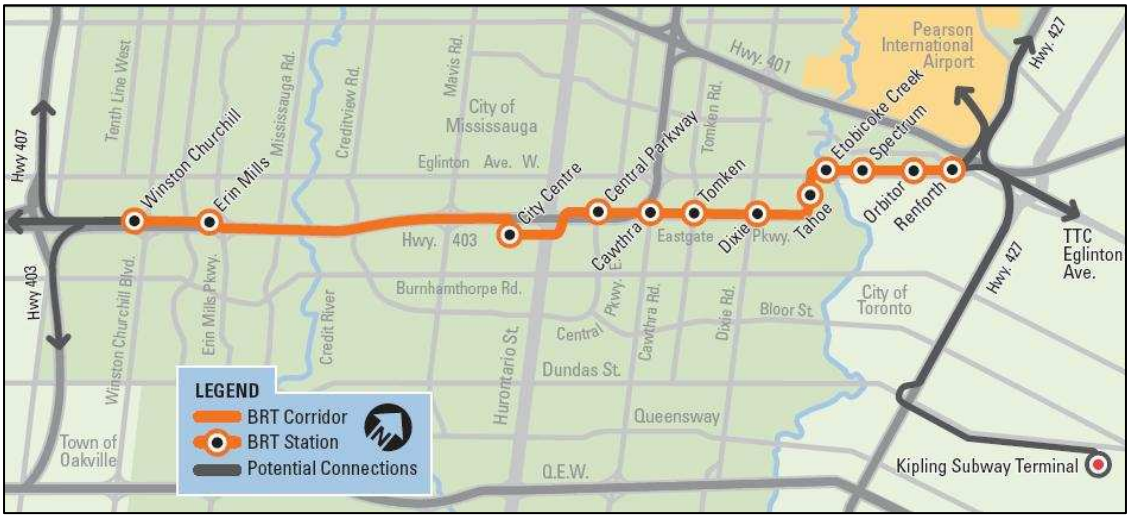
MISSISSAUGA'S BRT

- 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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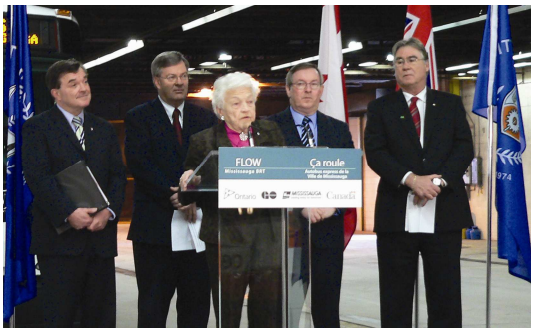
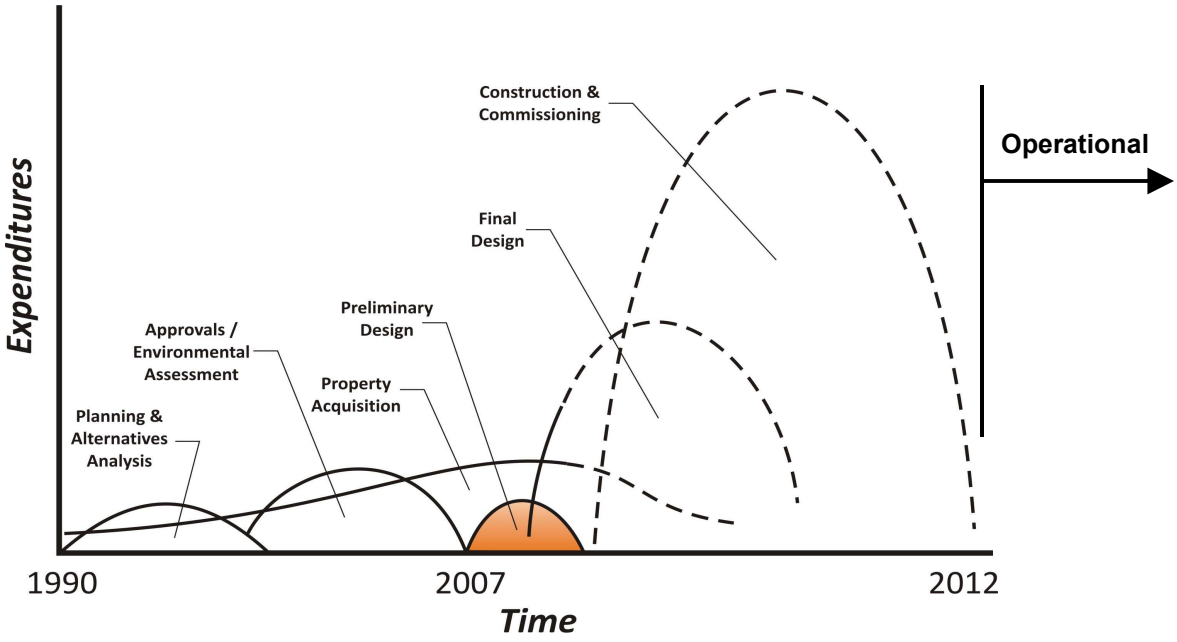
PROJECT TIMING

- 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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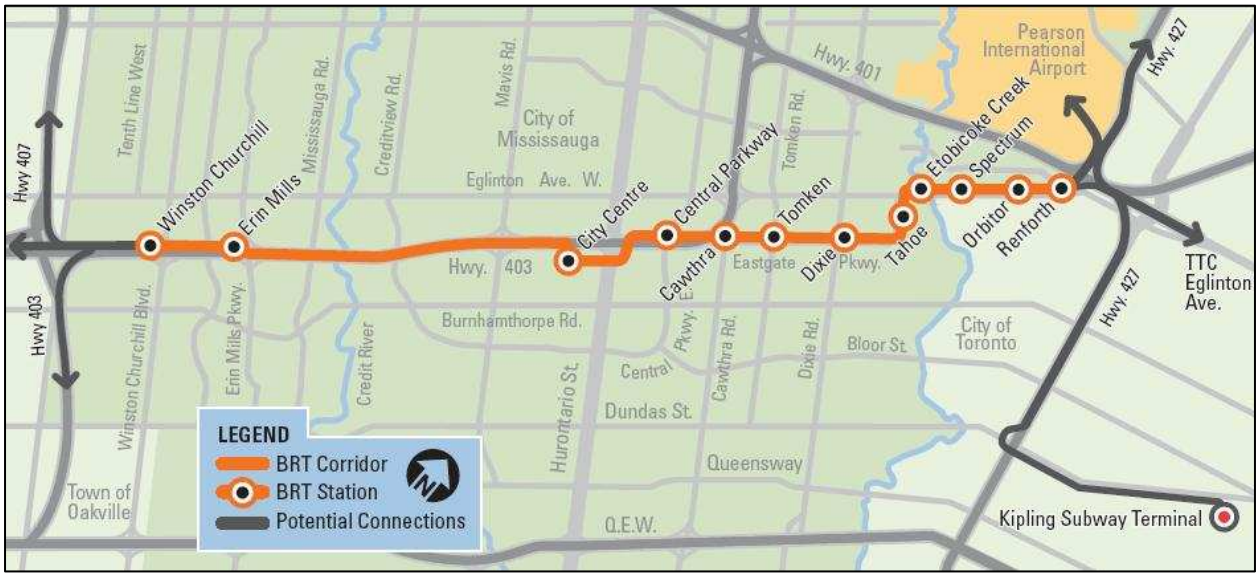
TRANSIT SERVICE PLAN

The Mississauga BRT corridor will serve GO Transit and Mississauga Transit express and all-stops transit services. Most stations will also be served by local Mississauga Transit routes. The preliminary service plan for the busway includes:

- Frequent BRT spine service stopping at all stations between Winston Churchill Station and Renforth Station, continuing to Kipling Station via Highway 427
- Meadowvale express route serving Erin Mills Station to Kipling Station
- Clarkson/UTM route via Erin Mills Station
- GO Transit inter-regional services between Hamilton/ Burlington/Oakville and Brampton/Toronto/York serving key locations in Mississauga

Buses will use Highway 403 between Erin Mills Station and the City Centre. Services will continue to evolve based on demand.



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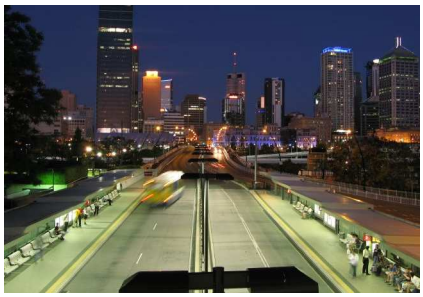
URBAN DESIGN

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

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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

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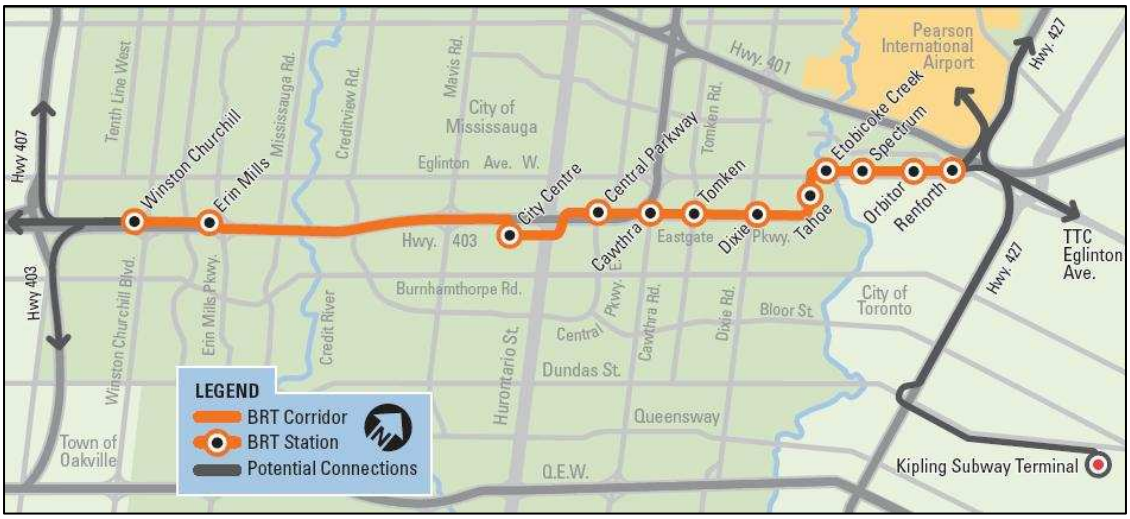
STATIONS

- The Mississauga BRT will feature three types of stations:
  - *Expressway Stations*
    - Stations at key Highway 403 interchanges
      - Winston Churchill, Erin Mills
  - *Street Stations*
    - Stations at key arterial road intersections
      - Central Parkway, Cawthra, Tomken, Dixie, Tahoe, Etobicoke Creek, Spectrum, Orbitor
  - *Gateway Stations*
    - Key focal points along the BRT route and function as major points of transfer
      - City Centre, Renforth



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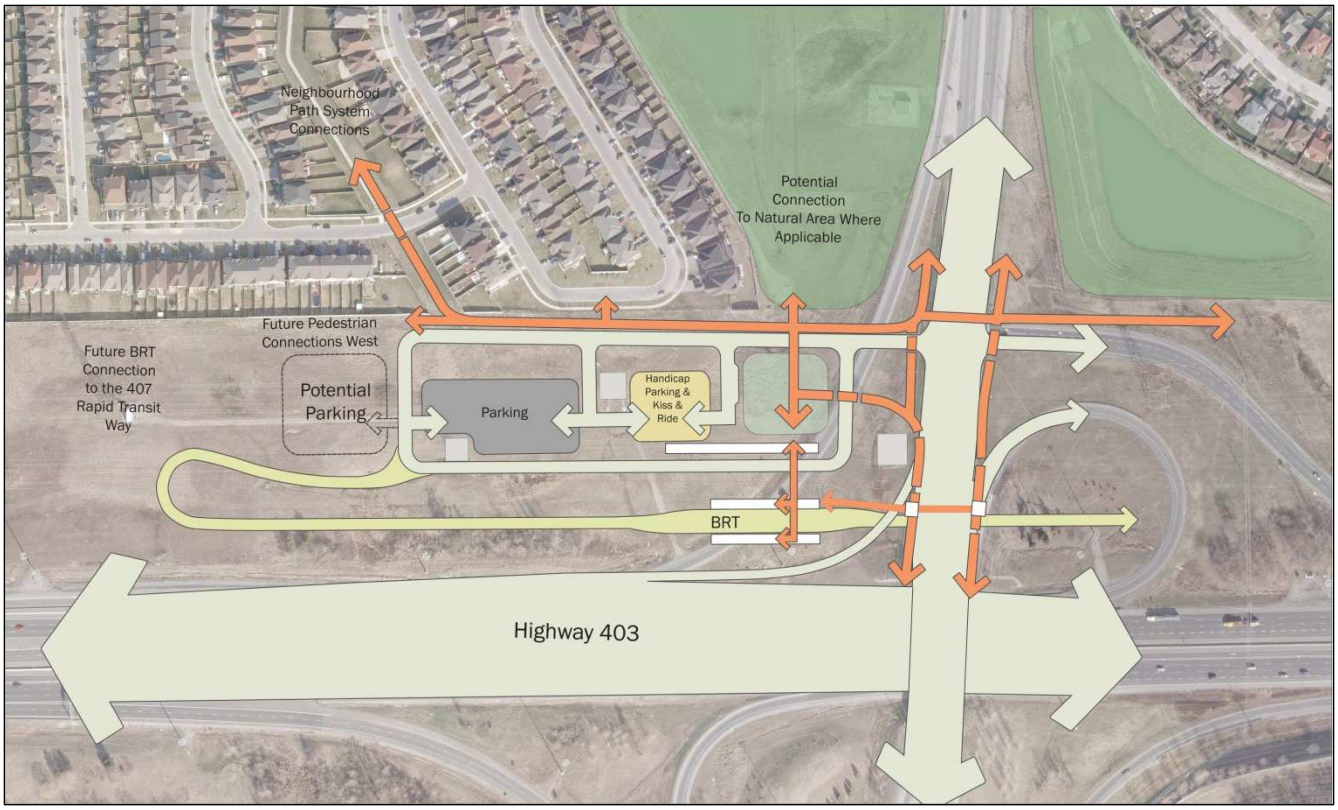
EXPRESSWAY STATIONS

Winston Churchill Boulevard & Erin Mills Parkway



The urban design strategy for these station types is based upon the following key moves:

1. Aligning platforms and locating them as close to the eastern edge of the site to permit greater visibility, promote natural surveillance and permit the clustering of amenities .
2. Consideration for pedestrian and cycling connections along the BRT corridor.
3. Consolidating pedestrian and cycling routes to feed into a plaza at the entrance to the station in order to improve legibility and create a focus for pedestrian activity.
4. Locating Kiss 'N' Ride and taxi stand facilities close to the station plaza for easy access.
5. Locating Park 'N' Ride facilities to the west of the station so as not to detract from the image of the station.

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STREET STATIONS

Central Parkway, Cawthra, Tomken, Dixie, Tahoe, Etobicoke Creek, Spectrum & Orbitor

The urban design strategy for these station types is based upon the following key moves:

1. Aligning platforms to provide enhanced visibility, comfort and safety.
2. Establishing a plaza area at street level to serve as the image of the BRT from the street and provide a location for cycling facilities and station area amenities.
3. Providing a highly visible, heated waiting area at street level which links the two platforms.
4. Consideration for pedestrian and cycling connections along the BRT corridor.

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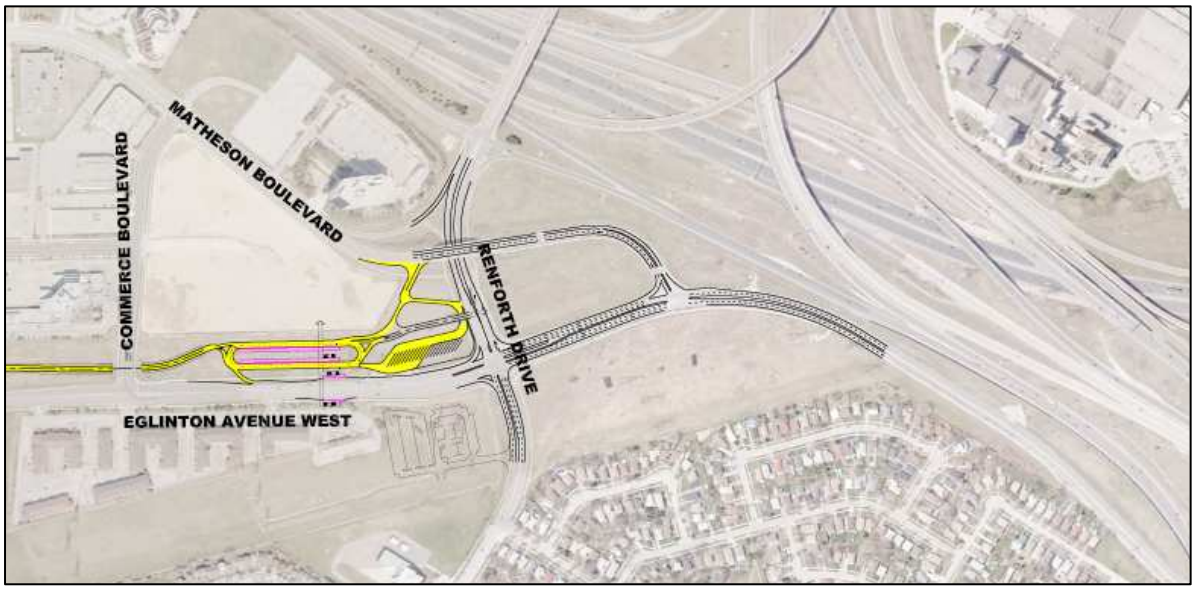
GATEWAY STATIONS

CITY CENTRE (EXISTING)

RENFORTH GATEWAY STATON (CONCEPT)



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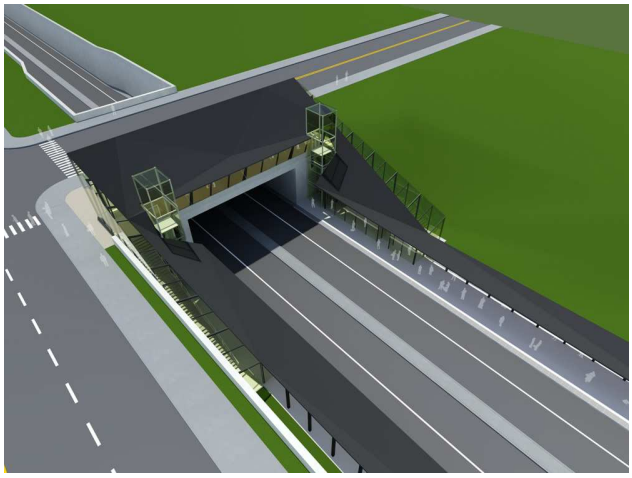
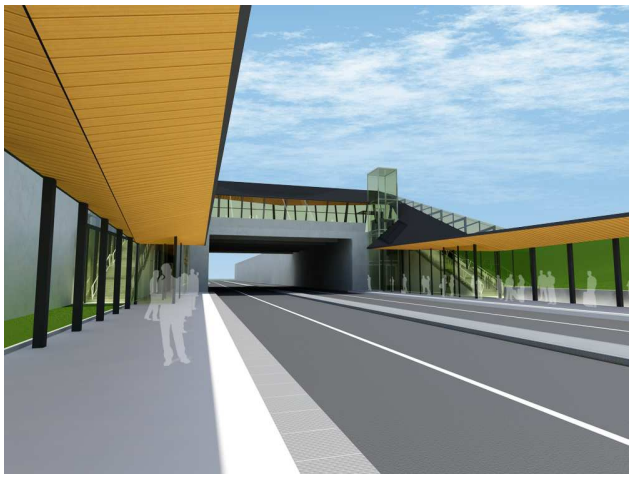
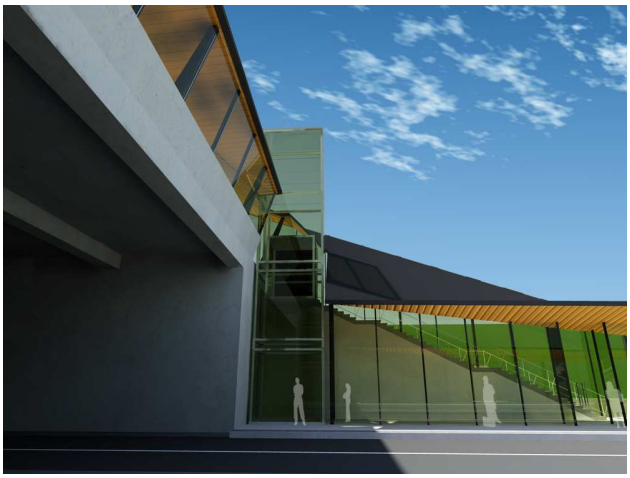
STATION CONCEPT







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NEXT STEPS

The Project Team will:

- Consider input from today's session
- Review and update the preliminary design concepts
- Organize a Public Information Centre in the fall to present the recommended plan to the community

PUBLIC PARTICIPATION

- Your comments are important.
- Please complete the comment booklet
- 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: 905-615-4444
E-mail: transit.info@mississauga.ca
Website: www.mississauga.ca/brt

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