Mississauga Bus Rapid Transit Project

Rathburn Road Transit Priority Measures
Transit Project Assessment

PUBLIC INFORMATION CENTRE

January 28th 2010

WELCOME

Rathburn Road
Transit Priority Measures Project

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

Please sign in and fill in a comment sheet.

The purpose of today's session is to:

- Provide project background and context
- Describe the status of the project
- Present the preliminary design details
- Obtain your comments and suggestions
- Outline the next steps and how you can stay involved

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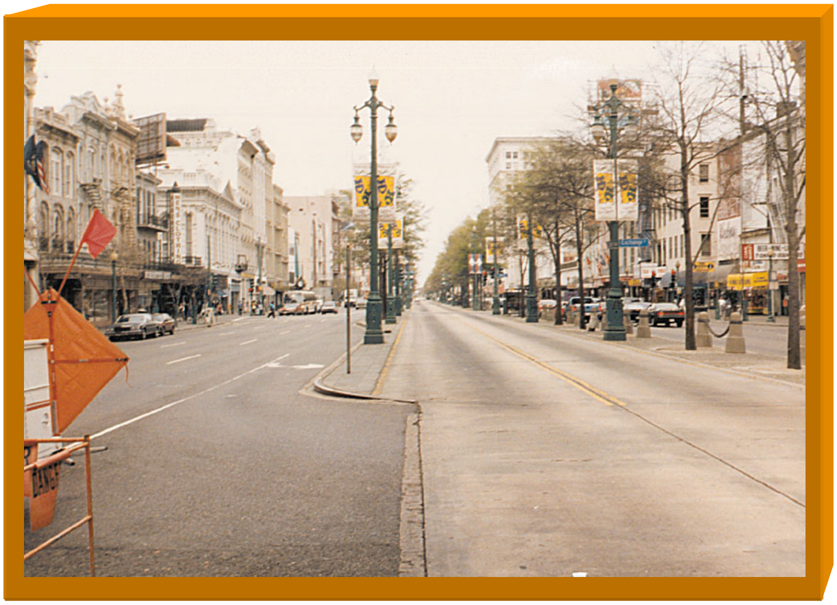
WHAT IS BUS RAPID TRANSIT?

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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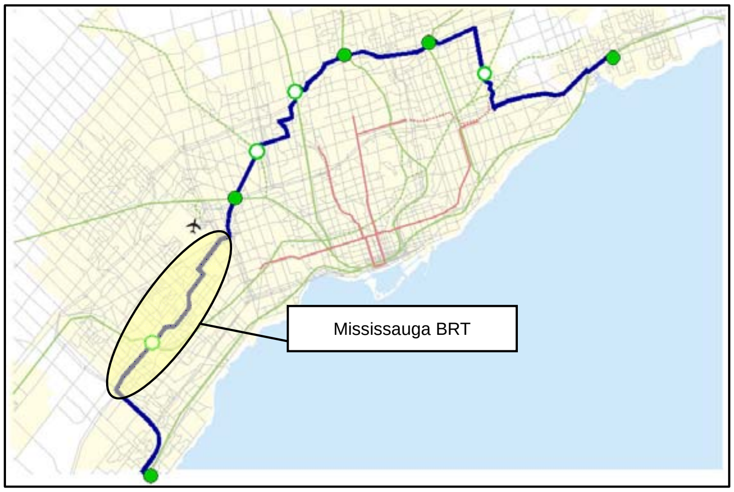
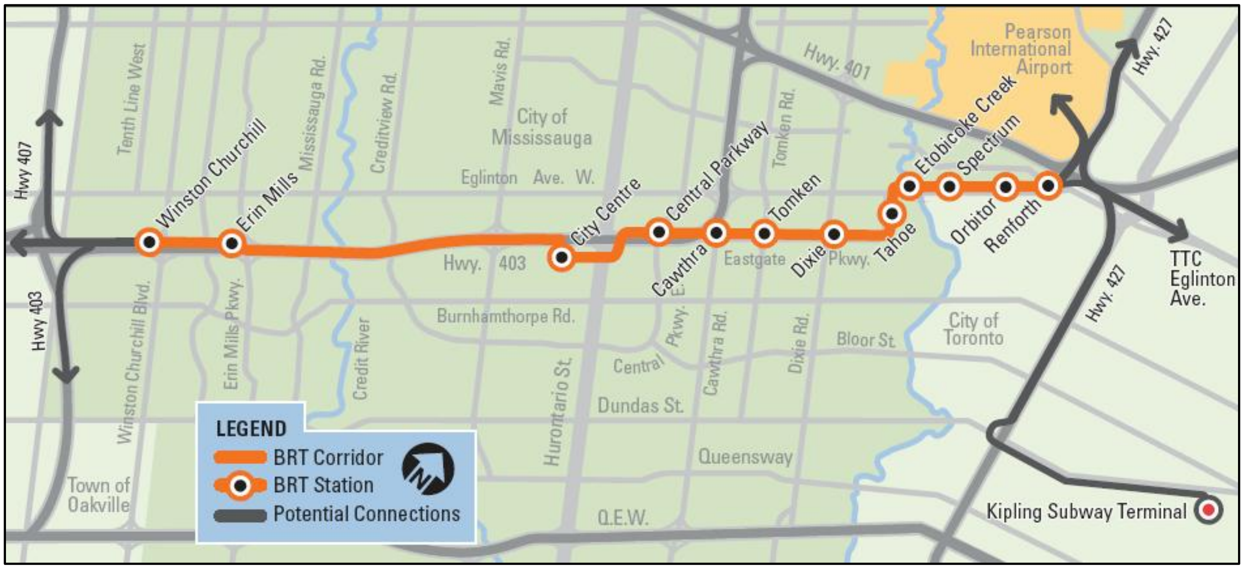
MISSISSAUGA’S BRT

- The BRT system will improve the quality of life for those living and working in Mississauga.
- The Mississauga BRT system was planned in the early 1990’s to accommodate the demand for travel 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 has been updated to respond to changes in land use and demand forecasts.





PROJECT BACKGROUND

- The City of Mississauga is currently finalizing the design for the first phase of the Mississauga BRT system, which includes priority sections of busway between Winston Churchill Boulevard and Erin Mills Parkway, and between Hurontario Street and Renforth Drive.
- In the City Centre, improvements to transit operations are required to support the rest of the BRT project.
- The Rathburn Road Transit Priority Measures Project is being funded by the Government of Canada, the Province of Ontario, and the City of Mississauga as part of the Stimulus Fund (ISF) program.
- These funds are intended to stimulate the Canadian economy during the current economic recession, and must be used by March 2011.
- The following display panel illustrates the current and future major transit projects in the City of Mississauga.

MISSISSAUGA'S BRT

THE TRANSIT PROJECT ASSESSMENT PROCESS

- The newly implemented Transit Project Regulation (Ontario Regulation 231/08) exempts all public transit projects from the requirements under Part II of the Ontario Environmental Assessment (EA) Act.
- The regulation outlines a “Transit Project Assessment Process”; a 6-month process (including 30 days for public review and 35 days for the Minister to act) in which a proponent is required to consult with interested persons, regulatory agencies and Aboriginal communities on issues arising from the proposed undertaking.

What is the Transit Project Assessment Process?

- Calls for transit proponents to follow a structured consultation process based on an assessment of potential adverse impacts associated with a project, including mitigation measures
- Assessment process which is carried out by proponent

What does it entail?

- Requires proponents to examine and explain the “alternative methods” (or designs) considered – does not require proponents to look at the rationale and alternatives to the project
- To accomplish this, a significant amount of planning, consultation, and impact assessment work is typically done before the process formally commences

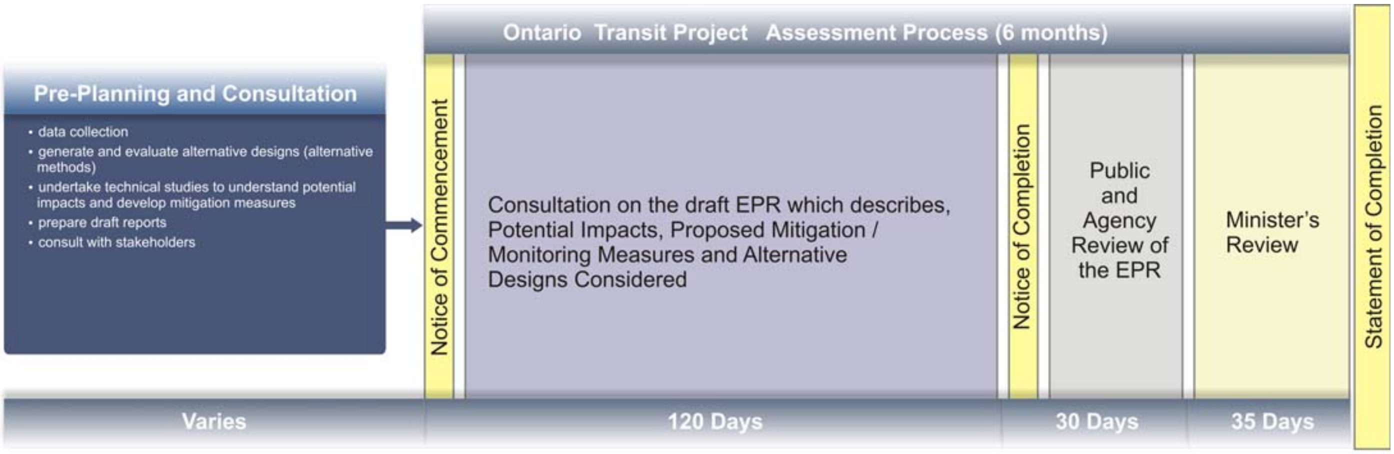
How is it similar to an Individual EA?

- It has most elements of existing process: public and agency consultation, the assessment of potential environmental effects and mitigation measures, and documentation
- An Environmental Project Report (EPR) is prepared to document the assessment process and conclusions
- Key difference is that it is designed to complete the assessment process and decision-making within six months

What is the appeal mechanism?

- The Minister will only review objections if they relate to a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or on a constitutionally protected aboriginal treaty or right

The following graphic illustrates the key stages and timelines for the Transit Project Assessment Process



Ontario Transit Project Assessment Process (6 months)

Pre-Planning and Consultation

- data collection
- generate and evaluate alternative designs (alternative methods)
- undertake technical studies to understand potential impacts and develop mitigation measures
- prepare draft reports
- consult with stakeholders

Notice of Commencement

Consultation on the draft EPR which describes, Potential Impacts, Proposed Mitigation / Monitoring Measures and Alternative Designs Considered

Notice of Completion

Public and Agency Review of the EPR

Minister's Review

Statement of Completion

Varies	120 Days	30 Days	35 Days

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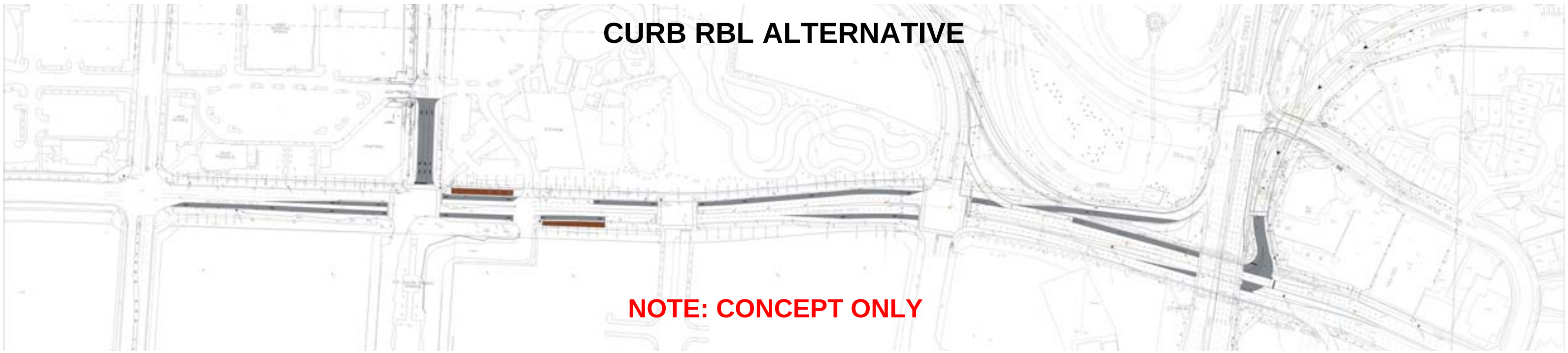
PROJECT CONCEPT

- Reallocation of Rathburn Road traffic lanes to provide 2 lanes for exclusive transit operations
- The limits of the project extend from Duke of York Boulevard to Sherwoodtowne Boulevard
- Significant portion of existing traffic diverted to adjacent streets
- Realignment of the existing ramp from Hurontario Street to Centre View Drive
- Conversion of Station Gate Road to transit-only use south of the Chapters/Playdium access
- The estimated project cost totals $5M and will include median stations at the City Centre Transit Terminal, and protection for future stations at Centre View Drive
- The Rathburn Road Transit Priority Measures Project is being funded by the Government of Canada, the Province of Ontario, and the City of Mississauga as part of the Stimulus Fund (ISF) program
- The construction schedule extends from April to November 2010

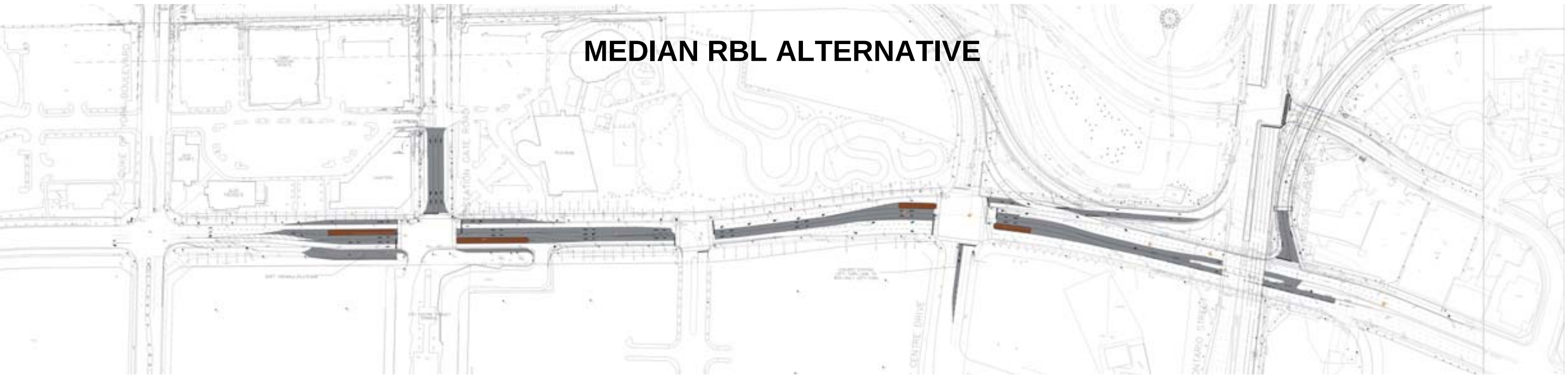
ALTERNATIVE TRANSIT PRIORITY SCHEMES CONSIDERED

- **Curb Reserved Bus Lanes:** This alternative design would convert the two existing curb lanes into exclusive Reserved Bus Lanes (RBLs). The RBLs would be limited to use by buses and vehicles immediately accessing adjacent businesses and cross-streets.


CURB RBL ALTERNATIVE

NOTE: CONCEPT ONLY

- **Median Reserved Bus Lanes:** This alternative design would convert the two centre lanes to Reserved Bus Lanes (RBLs). The RBLs would be limited to use by buses. General traffic would be allowed to cross the RBLs at signalized intersections only.


MEDIAN RBL ALTERNATIVE

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REASON FOR THE SELECTION OF THE MEDIAN BUS LANE CONCEPT

- Transit Operations:
  - Provides greater separation of transit and general traffic, thereby reducing potential conflicts with general traffic
  - More reliable transit service
  - Higher capacity
- Traffic Operations:
  - Both options require reducing the general traffic capacity from 2 lanes per direction to a single lane. Impacts to traffic operations are expected to be similar among alternatives.
- Access to adjacent development:
  - Access is maintained under both alternatives
- Cost Difference:
  - The capital cost of the Curb alternatives is estimated to be approximately 35% less than the Median alternative.

FORECAST PROJECT BENEFITS

- The proposed transit priority treatment will:
  - Address the current congested Mississauga Transit operations within the City Centre Transit Terminal.
  - Compliment the Mississauga BRT facility currently under design and planned for completion in 2013. The reliability and speed of transit operations will be improved.
  - Increase the capacity of the system to accommodate ridership growth.

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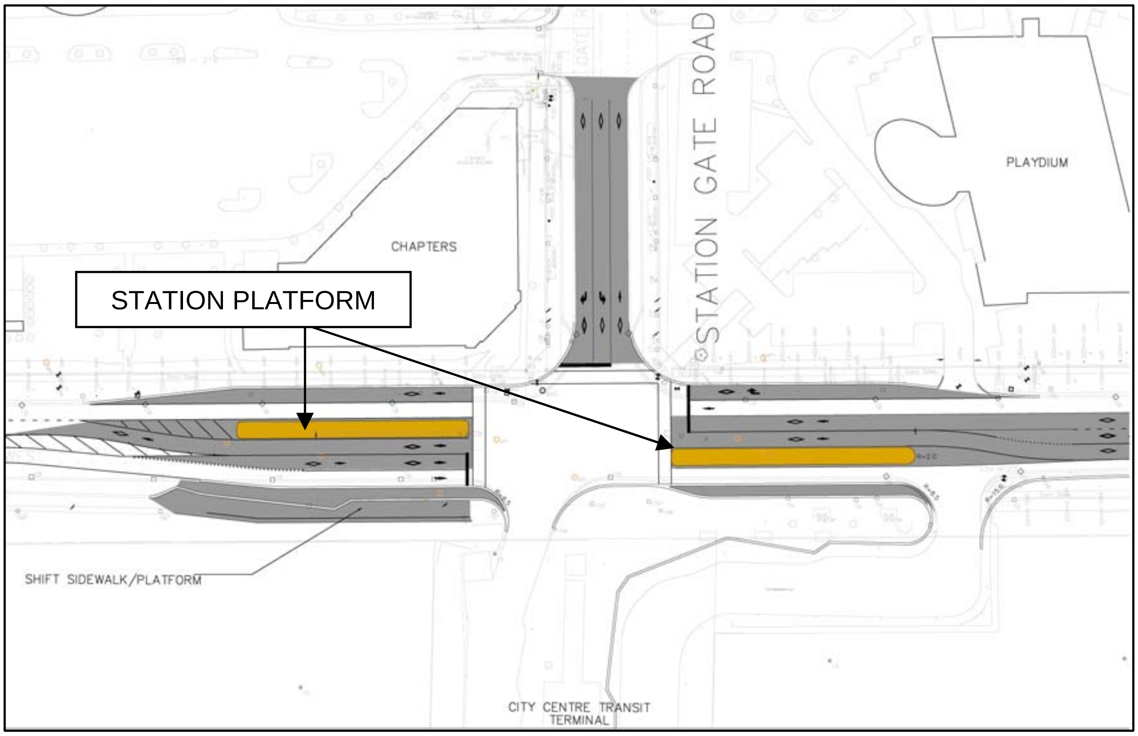
**RATHBURN ROAD TRANSIT PRIORITY
PRELIMINARY DESIGN STUDY**

DATE:	SCALE:
JANUARY 2010	1:500

LEGEND:

▨	TRANSIT ONLY
▨	PASSENGER PLATFORM

STATION CONCEPT



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NEXT STEPS

The Project Team will:

- Consider input from today's session
- Review and update the proposed measures to mitigate anticipated impacts
- Finalize the Environmental Project Report (EPR), summarizing the Transit Project Assessment Process for the Rathburn Road Transit Project, and file for a 30-day public review period

PUBLIC INFORMATION

- Your comments are important
- Please complete the comment sheets provided
- 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:

Phone: 905-615-3200 Ext. 4399
Fax: 905-896-5504
E-mail: scott.anderson@mississauga.ca
Website: www.mississauga.ca/brt

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