

### You're Invited! Community Workshops

The Cities of Brampton and Mississauga are hosting five workshops with local communities along Hurontario and Main Street to:

- Identify potential challenges and opportunities each community faces to operate rapid transit service along Hurontario Street (Mississauga) and Main Street (Brampton).
- Obtain your comments on specific land use, transportation and urban design issues.
- Bring out your ideas on the proposed rapid transit options.
- Please attend the workshop close to where you live or work. Each workshop will address issues specific to a particular community or area.

#### Workshop Locations and Dates

Communities Along H Main Street to be Dis		Date	Time	Address
<b>Brampton</b> (includes Peel Village Gateway, and Downt		October 29	6 – 9 pm	Brampton Rose Theatre, Studio 2 1 Theatre Lane
<b>Port Credit &amp; Mineola</b> (between Lakeshore Road and the QEW)		October 30	6 – 9 pm	Mississauga Clarke Memorial Hall , 161 Lakeshore Road West
<b>Mississauga City Cer</b> (between Central Par and Highway 403)		November 3	6 – 9 pm	Mississauga Central Library, CL3 301 Burnhamthorpe Road West
<b>Cooksville</b> (between QEW and Central Parkway includes Dundas Street & Trillium Hospital )		November 4	6 – 9 pm	Mississauga T.L. Kennedy, S.S., Cafeteria 3100 Hurontario Street
<b>Upper Hurontario/Ga</b> (between Highway 4 Highway 407, includin Avenue and Bristol Re	o3 and g Eglinton	November 5	6 – 9 pm	Mississauga HJA Brown Education Centre, Mississauga Room, 5650 Hurontario Street
Avenue and Bristol Road )				5650 Hurontario Street

Please RSVP by October 27 by signing up online at www.hurontario-main.ca or please contact: 905.615.3200 ext. 4162

#### The Hurontario/Main Street Study is in its early stages. There's time for you to get involved.

Project

Please check our website (www.hurontario-main.ca) for updates. We will be scheduling many public Schedule events over the next several months.

Submit the Corridor Master Plan	Summer 2009
Develop a plan for interim transit improvements & the business case for the rapid transit plan Select Preferred Transit Solutions and Supporting Land Use & Urban Design Policies Identify & Evaluate Alternative Transit Routes & Technologies along the Corridor	Spring 2009
Select Preferred Transit Solutions and Supporting Land Use & Urban Design Policies	Winter 2008
Identify & Evaluate Alternative Transit Routes & Technologies along the Corridor	Fall 2008
Develop Land Use Concepts for Hurontario Street & Main Street	Fall 2008
Assess the Transportation, Land Use & Urban Design Challenges & Opportunities along the Corridor	June-August 2008

If you have any questions or would like more information about the study please contact:

#### Shawn De Jager

Project Leader, City of Mississauga 905.615.3200, ext. 5834 matthew.williams@mississauga.ca

Project Leader, City of Brampton 905.874.2750, ext. 2620 shawn.dejager@brampton.ca



Matthew Williams







# **CONNECT10** FALL 2008 VOL 1 HURONTARIO/MAIN STREET STUDY NEWS

54

Ŕ

In this Issue

What the study is about Forms of Rapid Transit **Interactive Workshops** Elements of the Plan Community Workshops and Project Schedule







### What is the **Study About?**

This study is part of the Metrolinx Draft Regional Transportation Plan and looks at how rapid transit service can be used along the Hurontario/ Main Street corridor between Port Credit in Mississauga and downtown Brampton. Improving transit service is one element of this important study. Other components include:

- Developing appropriate land uses and urban design policies and initiatives to support rapid transit service.
- Identifying potential social, economic and environmental impacts of various rapid transit routes and technologies.
- Ensuring residents and stakeholders play an active role in shaping the future of the corridor.

#### Forms of Rapid Transit

Project planners and engineers have begun to assess the rapid transit technologies that could operate along Hurontario Street and Main Street, including:

- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)
- Automated Guideway Transit
- Monorail Subway

BRT and LRT have been identified as being most appropriate for the Hurontario/Main Street corridor because of their lower costs, ability to operate exclusively or in mixed traffic and the ease of integration with other systems planned in Mississauga and Brampton.

## Interactive Workshops

The Cities of Brampton and Mississauga hosted the first round of public workshops for the Hurontario/Main Street Study on June 24 and 25, 2008. Sixty participants attended the two sessions and provided the following comments on the corridor.

#### What would residents like to see in the 21<sup>st</sup> century:

- improve area architecture and public art
- provide better connectivity to paths, trails, bikeways and parks
- "green" the area with more trees and landscaping

bus service

• powered by electricity

• operates in exclusive lanes with

greater station spacing than typical

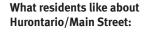
• offers very high ridership capacity

• supported by compact, mixed use

development that is pedestrian friendly

with frequent and fast service

• provide more street-front activity and entertainment options



- access to connecting highways
- access to GO stations
- visiting, relaxing and walking in Port Credit and downtown Brampton

#### What residents dislike about Hurontario/Main Street:

- lack of pedestrian safety
- traffic congestion
- poor transportation options
- no sense of identity (i.e. sense of place)
- lack of community cohesion



- combines a variety of technologies to significantly upgrade bus system performance
- powered by gas, electricity or hybrid
- allows service flexibility and may operate in mixed use or exclusive lanes
- offers high ridership capacity with frequent and fast service
- supported by compact, mixed use development that is pedestrian friendly

- transportation
- mixed land uses
- residential and
- employment development
- "people places"



### **Elements of the Plan**

Key elements of the plan that will transform this corridor into a "21st Century Main Street" include:

- efficient transit and

- commercial Main Street areas
- urban and streetscape design
- recreational opportunities
- pedestrian sidewalks and bicycle paths
- transportation network connections