

July 30/2024

David Fisher

Mayor Carolyn Parrish and Members of Council

RE: Dundas St LRT

In 2005 I made a presentation to council on Transit where I called for 5 LRT lines in Mississauga with Hurontario Street being the first one follow by Dundas Street with every member of council including the late Mayor Hazel McCallion coming up to me after the meeting stated they finally understand where I was coming from as a transit advocate and they need to do something about it. They also stated that staff was fully in agreement with my presentation who were sitting behind me as council meeting were taking place in the courthouse at the time.

Since that that time, I have down graded my vision as density and ridership has not increase to where an full BRT or LRT should be built and that includes Dundas Street West.

Not only do I support the LRT from Kipling to Hurontario Street, so did Metrolinx when doing the Hurontario LRT EA.

You will find in the Hurontario LRT EA Metrolinx vision for the Dundas LRT that was to interline with the Hurontario LRT until Hydro One kill the idea as they not only did not want LRT wires under their wires, they did not was the bus terminal there as well and why it is where it is today that happen to be a 7 minute walk for an able body person.

TTC is also at fault to where the terminal is by not building the subway extension to the Cloverdale area where the regional transit hub was to be in the first place. TTC also had a plan to take the subway to Dixie Road by CP rail corridor until Metrolinx took control of part of the corridor for GO Transit.

I do support the idea of replacing the plan BRT with LRT, but council has some hard choices in do so as well finding out if it can happen before asking staff to look into it.

Issue:

- 1: Will Hydro One still opposed an LRT under wire using wire overhead system?
- 2: Will Hydro One still opposed an LRT under wire battery power in place of using wire overhead system?
- 3: Will Hydro One opposed an underground station close to TTC Kiss and Ride area
- 4: Will the Dundas LRT interline with Hurontario LRT or will it continue west or stop at Hurontario Street?
- 5: Where will the bus terminal be for buses going west of Hurontario Street?

6: Will Metrolinx willing to allow the funding of the BRT east of Hurontario Street to LRT and cover the increase of cost considering Metrolinx has vision since 2007 a BRT from Kipling to Watertown?

7: If the Dundas LRT is to interline with the Hurontario LRT Line, the Dundas and Hurontario intersection will be fully close except for southbound traffic for no less than 4 months to remove the existing Hurontario Line to build the T/wye connection.

8: If the Dundas LRT is to interline with the Hurontario Line, the Hurontario Line will have to be shut down from Square One Station until the Dundas and Hurontario intersection is functional for service and will there be enough buses to handle the ridership?

9: How does traffic deal this long closure?

10: What will the major impact be on transit for this closure well how many more buses will be needed to deal with the extra travel time?

11: A bus terminal can be built in the north-east corner of Dundas and Hurontario Street with a development over it and who will cover the cost doing so?

Capital Cost

Everyone get caught up with the building cost between BRT and LRT as well the length of time to build it that they fail to see a cost saving and a capital gain going to LRT in operation cost saving.

Over a 30 year life cycle and increase of ridership, an LRT system will save between \$100-\$300 million dollars.

A BRT generates between \$3-\$6 return for every dollar spent building the system in new development while an LRT will generate \$15-\$20 for ever dollar invested in building it. The LRT also kick starts development faster and that can be seen on Eglinton Ave East today given the fact it late and no opening date for the Crosstown LRT now.

Building the LRT

There is 3 ways an LRT can be built these days.

1: Using an overhead power system for operation on the surface.

2: Using batteries power which is very common with charging stations every so often to top off and do a full charge at the end of the route. This can be seen in Detroit where the line is 70% battery for the QLine.

3: Elevate the line that will only require a centre pier and take up road space. It also doesn't interfere with traffic nor have to deal with traffic like. Not a fan of elevated line unless there are 3 elevators per stations as well escalators to meet the accessibility community needs as well costing more than a surface line. Travel speed will be faster. People living next to an elevated line will oppose it as they will say people can see into my place or my back yard. Elevated lines has been around since the early 1900's and very little push back on them other than noise and buildings shaking when a train goes by.

David Fisher