

MOVING MISSISSAUGA FROM VISION TO ACTION

MISSISSAUGA'S INTERIM TRANSPORTATION STRATEGY



09_061



JULY, 2011

Table of Contents

Moving Mississauga: From Vision To Action	
Executive Summary	4
1.0 Introduction and Purpose	5
1.1 What is a Transportation Master Plan?	5
1.2 Why does Mississauga need a Transportation Master Plan?	5
1.3 What is the purpose of Moving Mississauga?	6
2.0 Vision, Goals, and Principles	7
3.0 Our Existing Network	9
4.0 Policy Framework	12
5.0 Emerging Issues	14
6.0 Snapshot of Current Initiatives Underway	17
7.0 Key Transportation Challenges and Trends	19
8.0 What Do The Trends Tell Us?	29
9.0 Strategic Directions	30
10.0 Action Plan	31
11.0 Moving Forward	33
Appendix A	Moving Mississauga Action Plan
Appendix B	Policy Alignment and Action Status

Moving Mississauga: From Vision to Action

Vision

The City of Mississauga will have a safe and connected multi-modal transportation system that enhances our environment, supports our economy, connects people to places and moves goods to market.

Strategic Directions

1. Advance the development of a multi-modal transportation network through design and implementation of transit, cycling and pedestrian facilities.
2. Enhance system capacity through design, network linkages, and new roads.
3. Build intelligent transportation systems (ITS) into the transportation network to improve safety and efficiency.
4. Improve the integration of transportation and land use.
5. Pursue partnerships to accelerate the development of a multi-modal transportation network.
6. Undertake research and continuous improvement.

Actions

Develop a transit priority network	Develop a new road classification system	Undertake a City Centre Transit Plan	Monitor regional transportation issues
Advance TDM initiatives	Pursue new road linkages	Deploy ITS across our network	Seek opportunities to advance our approaches to modelling
Advance paid parking to support transit	Incorporate Green Transportation Corridor practices	Advance the iBus initiative	Undertake transportation surveys
Develop new road design guidelines	Advance GO Rail and GO Bus network	Address mobility needs of our growing senior population	Establish multi-modal transportation targets
Advance our cycling network	Connect our transit network to Brampton, Halton and Toronto	Undertake transportation studies in local areas	Pursue mobility hub implementation
Advance our higher-order transit corridors and rapid transit	Connect the Mississauga BRT to the Pearson Airport	Undertake pilot projects to test design concepts	Update our transit ridership growth strategy
Enhance our goods movement network	Enhance the road network to address traffic congestion crossing the Credit River	Continue to pursue funding opportunities and partnerships	Advance our knowledge and practice of context sensitive design

*note: Detailed action plan found in Appendix A

Executive Summary

In recent years people have become more in tune with how transportation impacts their quality of life, the environment, and where they decide to live, work, and play. According to a 2009 citizen value survey, public transit, roads, and traffic rank among the top four issues for residents of Mississauga¹.

There are a growing number of people trying to use the road network, but widening all of Mississauga's roads to increase vehicle capacity is no longer a viable solution. By 2031 population in the Greater Golden Horseshoe (GGH) is expected to experience an additional 3.7 million residents and 1.8 million jobs.²

This amount of growth means different things to different places in the GGH. For a built out city such as Mississauga new growth means we have to explore innovative ways to move people and goods safely and efficiently throughout the City in an environmentally sustainable manner with sound fiscal principles.

While maintaining a safe, efficient and cost effective transportation network in Mississauga is important, equally important is how the City continues to make transportation decisions for the future. Without proper planning and decision making, the City's transportation network will experience increased congestion, which translates to an increase in travel time to and from work, greenhouse gas emissions, longer wait times for transit, and longer periods for goods to get to market.

The City of Mississauga produced this interim Transportation Strategy as a first step towards the development of a Transportation Master Plan (TMP). This strategy sets out the transportation challenges and issues facing Mississauga, provides a summary of current initiatives the City is undertaking to advance the transportation network and sets out 46 actions to be pursued over the next five years.



¹ City of Mississauga Citizen Value Measurement Survey, Pollara, 2009

² Ontario Ministry of Public Infrastructure Renewal, [Growth Plan for the Greater Golden Horseshoe](#), 2006, pg. 12.

1.0 Introduction

Moving Mississauga is a first step towards the development of a Transportation Master Plan (TMP) for the City. This strategy is a multi-modal transportation action plan initiated by the City of Mississauga's Transportation Planning Section within the Transportation and Infrastructure Planning Division of the Transportation and Works Department. With support from other internal departments, the strategy focuses on current and future transportation issues of Mississauga. *Moving Mississauga* builds upon several key City initiatives, including:

- City of Mississauga Strategic Plan *Our Future Mississauga*
- City of Mississauga Cycling Master Plan, 2010
- Hurontario/Main Street Master Plan, 2010
- City of Mississauga New Official Plan, 2010
- Downtown21 Master Plan, 2010
- Strategic Transit Network Opportunities Study, 2008
- Mississauga BRT Environmental Assessment, March 2010
- City of Mississauga Transit Ridership Growth Strategy
- City Centre Parking Strategy, 2009

1.1 What is a Transportation Master Plan?

A Transportation Master Plan (TMP) provides the policy basis for how transportation funding is spent, and what projects or programs municipalities should focus on to provide transportation services for its residents. Most municipalities develop their TMP for a 2021 or 2031 horizon year to support the projected population and employment growth forecasts in their Official Plan. The typical approach to developing a TMP is carried out under the Municipal Class Environmental Assessment (EA) Guidelines (as amended June, 2007) so the analysis and results can serve as direct input to subsequent EA projects for capital projects. Using this method the TMP will identify a number of problems and/or opportunities in the transportation network and identify alternative solutions considering issues such as social impact, economic benefits, environmental impacts, and land use issues to name a few. The typical approach to developing a TMP uses traditional transportation modelling tools primarily based on the automobile. This approach does not support the City's new multi-modal approach to transportation planning nor is it practical given Mississauga's current mature transportation network whereby widening roads to accommodate future growth is not feasible. For these reasons Mississauga's final TMP document will be a combination of policies, programs, best practices and guidelines geared towards the retrofit of the City's automobile based network to one that also supports transit, cycling, walking, goods movement, and automobiles.

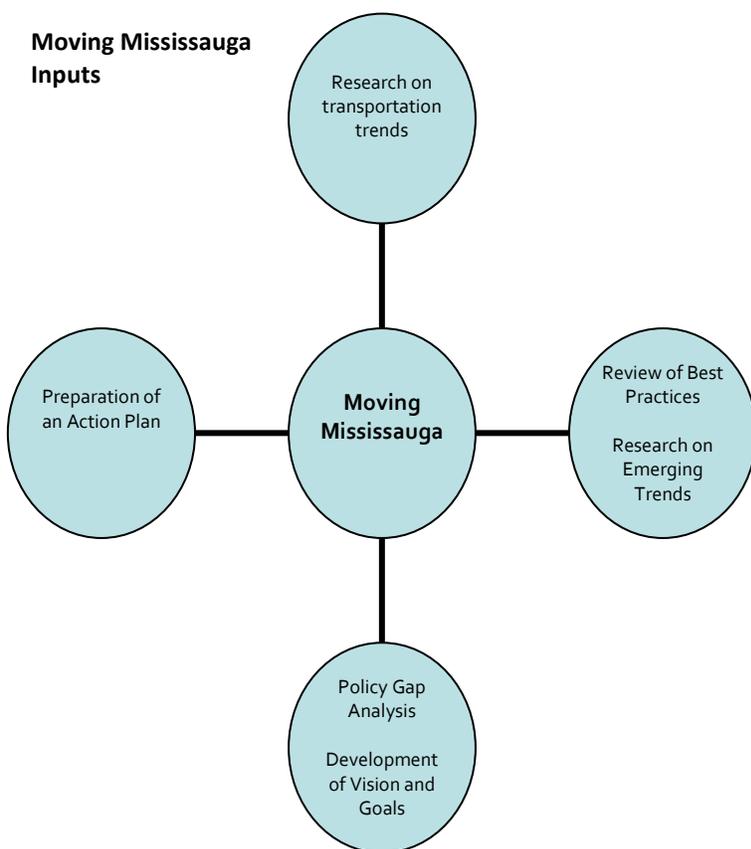
1.2 Why does Mississauga need a Transportation Master Plan?

In addition to providing Council with a policy framework to make transportation decisions and providing a list of projects for consideration in the City's capital budget a TMP serves as a consolidation

of the City's various transportation initiatives into one document and clearly articulates Mississauga's transportation vision in relation to the Provincial Growth Plan, the Metrolinx Regional Transportation Plan, the Region of Peel's Transportation Long Range Transportation Plan, and TMP's of adjacent municipalities. A TMP is a practical document that can advance the City's broader transportation objectives set out in the Strategic Plan and Official Plan and build a framework for monitoring progress.

1.3 What is the purpose of Moving Mississauga?

Through the City's Strategic Plan and new Official Plan, the overall approach to transportation planning in Mississauga has evolved. Mississauga is growing up. The city is becoming increasingly urbanized, its infrastructure is getting older, and the demand for a more sophisticated, multi-modal transportation system and supporting traffic and maintenance operations is growing. Suburban, greenfield design standards for the road rights-of-way are changing to those more suited for an urban environment and culture. Climate change and environmental accountability are key public policy concerns. Higher order transit and development of a cycling network are being pursued. These are occurring in the context of financial challenges for the City, including reduced economic and development growth, and the continuing growth of neighbouring municipalities which adds pressure to Mississauga's transportation infrastructure. In addition the cost of congestion is becoming a more serious concern in terms of its impact on the local economy, and the efficient movement of goods is becoming more important as the City's economy changes with global economic conditions.



Moving Mississauga examines these issues along with current trends and drivers shaping the demand and supply of transportation and lays out a five year transportation action plan for the City to pursue. Some of the objectives and actions are entirely within the scope of the City's Transportation and Works Department, while others such as land use and climate change will require partnerships with other departments. This strategy should be viewed as a living document that is reviewed on an annual basis to inform the City's business planning process and Strategic Plan progress reports. A comprehensive review of this strategy will occur every five years to coincide with the City's Official Plan update process.

The Ministry of Transportation (MTO) is in the process of developing TMP guidelines for municipalities as a mechanism to ensure local transportation decisions support the Metrolinx Regional Transportation Plan. Until MTO releases these guidelines, *Moving Mississauga* will serve as an "interim" transportation strategy for the City.

2.0 Vision, Goals, and Principles

Building on the City's Strategic Plan pillars and direction in the Official Plan, *Moving Mississauga* envisions a multi-modal transportation network that is safe, connected and accessible.

Vision

The City of Mississauga will have a safe and connected multi-modal transportation system that enhances our environment, supports our economy, connects people to places and moves goods to market.

Moving Mississauga is supported by six goals.

Goals

Safety

- Promote road safety as a key element in all aspects of transportation decision-making.

Customer Satisfaction

- Recognize the needs of different groups in developing an integrated transportation system that is safe, efficient and provides choice.

Environmental Quality

- Support key environmental initiatives driven by different levels of government through the development of a balanced multi-modal transportation system that reduces energy consumption and vehicle emissions.

Fiscal Responsibility

- Advance the development of a multi-modal transportation network that is maintained in a state of good repair, maximizes the use of our existing infrastructure and considers innovative approaches to service delivery.

Economic Prosperity

- Support local and regional economic development through a transportation network that moves people and goods efficiently to the Pearson Airport, 400-series highways, Rail Corridors, and key border crossings.

Context Sensitive Design

- Use a context sensitive design approach to transportation decision making to enhance the connections between built-form, public realm, place-making and multi-modal transportation.

Principles

The following principles were used in development of *Moving Mississauga*:

<p>Innovation</p> <p>Moving Mississauga supports the City’s multi-modal approach to transportation decisions and elevates the need for new tools to redesign and measure our system as a multi-modal network.</p>
<p>Think Multi-Modal</p> <p>Moving Mississauga advances the Strategic Plan and Official Plan through strategies and actions that moves people and goods, not just vehicles.</p>
<p>Consider Behavioural Change in Decisions</p> <p>Moving Mississauga enforces the need to consider human behaviour and attitudes towards transportation in our transportation decision-making processes.</p>
<p>Maintain a Regional Perspective</p> <p>Moving Mississauga recognizes that the City’s transportation network is part of a regional and provincial transportation system and our network must provide connections to regional destinations and markets.</p>

3.0 Our Existing Network

The City's existing transportation system contains a network of roads, 400-series highways, regional roads and local roads as well as a transit system, cycling and pedestrian facilities. Much of Mississauga's transportation system is under the jurisdiction of other levels of government. This includes the Federal Government, the Province of Ontario, Metrolinx, the Region of Peel, the Greater Toronto Airport Authority (GTAA) and private agencies such as Canadian National Railway and the St. Lawrence and Hudson Railway.

The estimated replacement value of the City's road and related infrastructure is \$10.7 billion, consisting of:

- 5480 lane km of road network
- 148 km of bicycle lanes and boulevard multi-use trails
- 2272 km of sidewalks and trails
- 49,000 street lights
- 50 km of noise barriers
- 750 signalized intersections (523 under the City's jurisdiction)
- 217 bridges and culverts
- 17 at-grade parking facilities, four below-grade parking facilities, 113 on-street pay and display machines within two on-street parking districts

The Region of Peel is responsible for maintaining and operating the Regional road system. Throughout Mississauga the Regional road network consists of:

Finch Avenue
Airport Road
Dixie Road

Cawthra Road
Erin Mills Parkway
Derry Road

Britannia Road (west of Hurontario St.)
The Queensway (east of Hurontario St.)
Winston Churchill Boulevard (Lakeshore Road and Dundas Street)

The provincial highway serving the City's network consists of:

The Queen Elizabeth Way (QEW) – running east west from Winston Churchill Boulevard to the Toronto boarder

Highway 403 – running east-west from Winston Churchill Boulevard to Highway 410

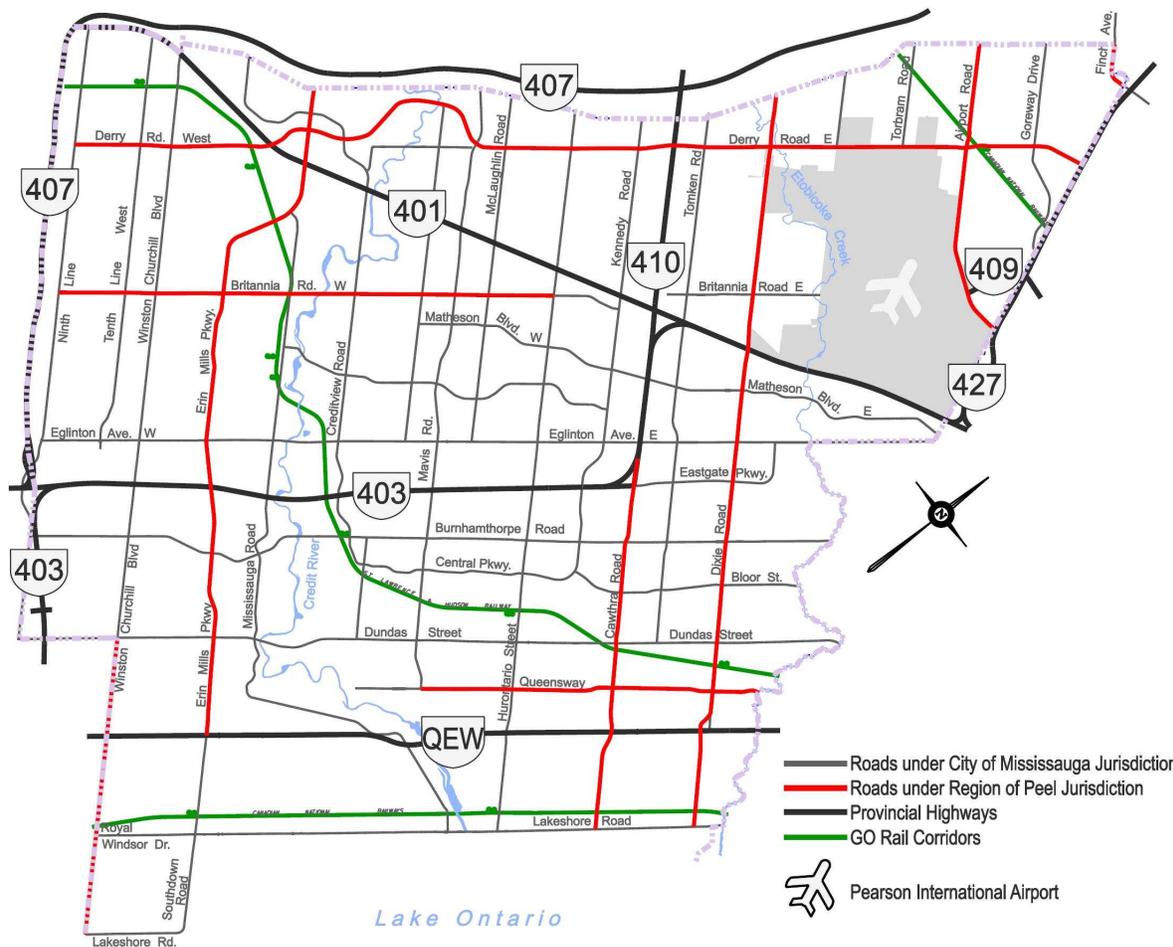
Highway 401 – running east west from Highway 427 to Winston Churchill Boulevard

Highway 407 – running north south from the Highway 403 interchange to the Highway 401 interchange

Highway 410 – running north south from Highway 403 north into Brampton

Highway 427 – running north south from Finch Avenue to Highway 401

Highway 409 - running west from Highway 401 into Pearson Airport



MiWay – The new Mississauga Transit

Mississauga Transit is the 3rd largest municipal transit system in the Province achieving 30 million revenue riders in 2010. Its extensive route network is made up of 86 routes which include express services, local services, shuttles services, school specials and a future Bus Rapid Transit (BRT) service planned for introduction in 2013. When the BRT is operational it will link Downtown Mississauga with the Airport Corporate Centre, and provide a more rapid service to Pearson International Airport and to the TTC subway at Kipling Station in the east. The City also plans on working with the Region of Halton to advance the BRT connections to the west along Highway 403. The transit network provides residents with connections to surrounding municipal transit services including Brampton, Oakville and Toronto. Complimenting the City's transit network is the GO Rail and Bus network in Mississauga consisting of the Lakeshore, Milton, and Georgetown GO Rail lines. In addition, GO Bus service plays a significant role connecting the City to the GTHA region with a focus serving the Airport, and providing connections to places such as Halton Region, the City of Toronto, York Region, City of Guelph, and Kitchener/Waterloo Region.

In October 2010 Mississauga Transit introduced its new brand- MiWay. This was a signal of change and improvements for transit in Mississauga. The first steps were the introduction of a new logo and brand identity and new buses with improved amenities for customers. The new MiExpress buses are blue providing express travel throughout the network on 5 routes and the MiLocal buses are orange which

provide local connectivity in each neighbourhood. When the BRT corridor is operational in 2013, more express service is planned to reduce passenger travel times and improve schedule reliability.



Miway Express Route Service Map

4.0 Policy Framework

In recent years there has been a suite of provincial, regional and internal policy reform initiatives that have influenced transportation policy and investment. These initiatives have started to transform the shape of the City's future transportation network.

Policy Initiative	Description
Internal Policy Documents	
Strategic Plan	<p>On April 22, 2009 Mississauga City Council approved "<i>Our Future Mississauga</i>" Strategic Plan, an action plan to provide a long term vision to guide Mississauga into its next stage of development. Within the Strategic Plan each Pillar is connected with specific action items that have key indicators, targets, actions and potential funding options for each pillar of change. While each of the five pillars touch on initiatives led by Transportation and Works, key to the delivery of the City's transportation network are the pillars of:</p> <ul style="list-style-type: none"> • Developing a Transit-Oriented City • Completing Our Neighbourhoods • Living Green
Official Plan	<p>Approved by Council on September 29, 2010 the City's updated Official Plan (OP) adopts a new approach to land use planning in Mississauga, one that blends transportation, land use, and urban design objectives. Key to the delivery of this new approach is the OP's section on building a multi-modal city by:</p> <ul style="list-style-type: none"> • developing and promoting an efficient and safe transportation system for all users; • promoting a transportation network that connects nodes with a range of transportation modes to reduce dependency on cars for local trips; • promoting transit as a priority for moving people • implementing a viable active transportation network for cyclists and pedestrians; • encouraging the application transportation demand management techniques; • developing a seamless network of mobility hubs; and, • developing a goods movement network
Cycling Master Plan	<p>The Mississauga Cycling Master Plan was approved by Council on September 15, 2010. The plan focuses on fostering cycling as a way of life in the city, building an integrated network of over 900 kilometres on-road and off-road cycling routes over the next 20 years and aims to adopt a safety first approach to cycling. The plan is comprised of 17 recommendations and 79 action items including the establishment of a cycling office, fostering community cycling events, adding an average of 30 kilometres per year to the cycling network, developing and implementing a comprehensive signage and way finding system and establishing an educational plan for motorists and cyclists.</p>
Downtown 21 Master Plan	<p>The Downtown 21 Master Plan presents an opportunity for the City to integrate place-making and context sensitive with the design of the City Centre transportation network. Key transportation objectives of the Plan is to establish the Downtown as a compact urban environment by improving access to public transit and other modes of transportation such as biking and walking.</p>

<p>Hurontario Main Street Study</p>	<p>The Hurontario/Main Street Master Plan supports the City's Official Plan goals of directing growth in areas of rapid transit. The Master Plan adopted by Council on July 7, 2010 recommends that Light Rail Transit is the most suitable technology to connect Port Credit to Downtown Brampton along the Hurontario Corridor. The Master Plan takes a comprehensive approach to the environmental assessment process and brings together the appropriate land use and urban design policies and initiatives that will support rapid transit service.</p>
<p>External Policy Documents</p>	
<p>Region of Peel Official Plan</p>	<p>The Region of Peel provides coordinated planning in Peel through its long range transportation policies in the Regional Official Plan. The policies are intended to provide general guidance in the areas of GO Rail, developing a goods movement network in Peel, encouraging sustainable forms of transportation and the continued planning for key transportation corridors.</p>
<p>Places to Grow and The Big Move</p>	<p>In June 2006 the Provincial Government produced "Places to Grow", a Growth Plan for the Greater Golden Horseshoe (GGH) that outlines policies to shape growth and infrastructure planning in the GGH to 2031. The underlying philosophy behind the Growth Plan is to intensify the existing build-up areas and maximize the use of existing infrastructure in the GGH. A major component to the Growth Plan vision is the proposed transportation network for the GGH that focuses on a multi-modal approach to moving people and goods. To move forward with the ambitious transportation network set forth in the Growth Plan Metrolinx released a Regional Transportation Plan (RTP) for the GTA and Hamilton Area (GTHA) in November of 2008. The RTP provides a 15 and 25 year transit plan for the GTHA with policies geared towards increasing the efficiency and capacity of the existing transportation network. Both of these documents set the policy framework for many of the actions and directions in the City's Strategic Plan and Official Plan.</p>

5.0 Emerging Issues

In addition to the policy directives influencing the City's transportation network there are a number of emerging issues that have to be considered in our new multi-modal era of transportation planning.

Issue	Description
Road Widening	The City's Strategic Plan has many concepts and actions that require further analysis and study. One of them is the limitation of new automobile lanes to existing streets. Section 8.3.1 in the City's New Official Plan recognizes this concept, however also acknowledges that additional road capacity may be required for goods movement or transit, cycling and pedestrian facilities under certain conditions.
Complete Streets	As Mississauga intensifies to accommodate future growth the design of streets play a significant role in facilitating movement of pedestrians, cyclists, transit, trucks and the private automobile. Balancing this broad spectrum of potential users in the design of our road network is an important aspect as the City retrofits the existing road network that was originally designed predominantly for the automobile. To support the complete street concept the City's Official Plan re-defines the road hierarchy to ensure the design speeds and volume of traffic support the safe integration of pedestrians, cyclists and transit within the road right-of-way where appropriate.
Context Sensitive Design	Context Sensitive Design (CSD) is the art of creating public works projects that meet the needs of the users, the neighbouring communities, and the environment. It integrates projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances. ³ Mississauga's Official Plan recognizes the benefits of the CSD approach by ensuring the design of roads have regard for existing and planned land uses, urban design and community needs. A recent example of this approach includes the approach to the Square One Drive EA.
Improving Public Health Through Walking	Public health links to transportation have become a key issue in health promotion across all levels of government in Canada. The provincial Growth Plan and Metrolinx RTP promote a people first principle to trips and put in place a framework to promote walking and cycling as viable modes of transportation throughout one's journey. To support the City's investment in transit and encourage walking Mississauga is advancing the completion of sidewalks geared towards transit accessibility planning. Over the next four years transit requests for completing links or adding new sections to service transit accessible bus routes will be the primary focus for new sidewalk installations. Missing gaps in the network will be completed with entirely new sections added to service existing transit routes. \$2.4 million is currently programmed for 2011, which is a combination of DC and tax funding. This will install approximately 19 km's of sidewalk and multi-use trails (where warranted to meet cycling needs) infrastructure. Similar programs are forecasted until 2014, as DC's are integrated into the annual budget.
Climate Change and Transportation	In 2008 Road Transportation contributed 28.4% of Greenhouse Gas Emissions in Ontario. ⁴ Through the introduction of Hybrid Buses, release of a Cycling Master Plan and partnership with Smart Commute to encourage carpooling and transit Mississauga is advancing efforts to sustainable transportation. In addition, the City is developing a Living Green Master Plan that addresses other transportation issues.
Greening our Transportation Corridors	Roads and vehicular traffic generate impacts to various aspects of the natural environment, including degradation of air quality, emission of greenhouse gases, increased runoff volumes, impairment of water quality with pollutants, contribution to the urban heat island effect, and increased noise. As traditional methods are limited in their feasibility and effectiveness in some cases to mitigate these affects, the application of "green infrastructure" is an emerging alternative or enhancement to traditional means. Examples include: the use of bioswales, perforated storm sewers and permeable pavements to reduce the volume and improve the quality of road runoff; the planting of trees along the boulevards to improve air quality, offset greenhouse gas emissions, reduce runoff volumes and provide shading; and, the use of living walls to reduce noise. In addition to suitable soils and subsurface conditions, space will be required within the transportation corridors to accommodate the successful implementation of such green infrastructure.

³ Context Sensitive Design, TDM Encyclopedia, January 2010, Victoria Transport Policy Institute
⁴ Ministry of Transportation Pocket Guide to Transportation, 2008

Alternative Financing and Service Delivery	Given that Mississauga is almost built-out the City's ability to finance new infrastructure through traditional methods such as Development Charges from greenfield development is very limited. New innovative approaches to financing infrastructure will be necessary for the transportation network to become more multi-modal. This includes finding new funding sources such as private public partnerships, dedicated transit funding, and exploring new service delivery such as zone based taxis to serve residential areas not economically feasible for conventional transit.
Cost of Congestion	In 2006 congestion cost the GTHA economy \$2.7 billion and could increase to \$7.2 billion by 2031. ⁵ Given that Mississauga is a goods movement hub within Ontario, ensuring that our road network allows for the efficient movement of trucks will be key to our economic success.
Cost of Transportation	The increase in automobile technology and fuel efficiency coupled with low financing rates has triggered a decrease in the average household expenditures on the private vehicle in Ontario from \$9,167 in 2004 to \$8,978 in 2006. During the same period annual household expenditures for public transit across Ontario has increased from \$298 to \$336. ⁶

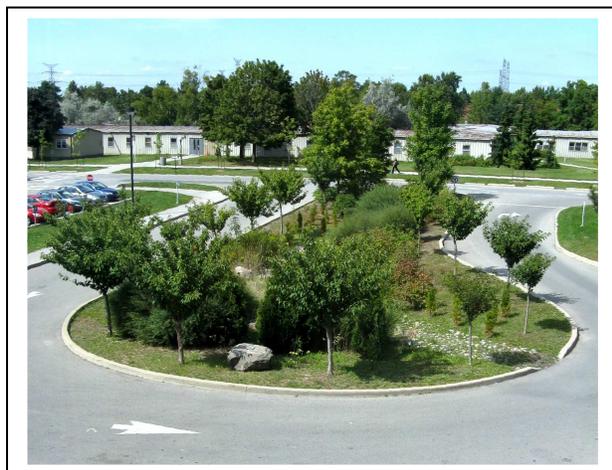
Case Studies

Alternative Financing and Service Delivery

Taxibus: Public Transportation for Smaller Communities



Greening our Transportation Corridors



Rimouski, Quebec

Local taxi drivers have formed a cooperative to dispatch and drive the taxis. In 2004, Taxibus and INTER-Taxibus served 81,000 passenger trips annually with an average occupancy of 2.9 passengers per taxi, an average fare of \$2.64 and a revenue/cost ratio of 45%. The services required a municipal subsidy of about \$180,000 annually, a lower per-capita rate than conventional transit services in Quebec communities of a similar size. This type of service could be a viable option to serve Mississauga's non-intensification areas where conventional transit may not be cost-effective.

Toronto, Ontario

York University has implemented a curb inlet as shown in this photo which depicts where stormwater would enter a bioretention median. The combination of trees and shrubs provides ornamental value but also complements the intended treatment function. Shading helps to cool stormwater for entry into sensitive watercourses and assist in nutrient uptake to improve water quality. Plant diversity can be selected to suit local habitat in order to expand the range of positive benefits.

⁵ The Big Move, Transforming Transportation in the Greater Toronto and Hamilton Area, Metrolinx, page 6.
⁶ Ministry of Transportation Pocket Guide to Transportation, 2008

Square One Drive: An Example of Context Sensitive Design



Project Description:

Situated between Duke of York Boulevard to the east and Living Arts Drive in the west the Square One Drive project focused on developing a concept that was consistent with creating a vibrant downtown by making an urban space that would allow improved mobility choices, and offer shared use of a multi-modal facility by all users.

Key Elements:

Square One Drive project is composed of two unique features:

- 1) The roundabout: This feature at the intersection of Square One Drive and Duke of York Boulevard will facilitate pedestrian and vehicle access to the Civic District. Compared with other conventional intersection control devices, roundabouts differ in terms of their function, safety, design, environmental impacts, and potential for economic development. As this will be a relatively new urban feature in downtown Mississauga, the City of Mississauga will implement educational campaigns well before the roundabout is opened for service to the public.
- 2) As part of this Class EA study the Square One Drive extension will be built as a two-way single-lane flush street. In order to provide a walkable and drivable environment the street is conceived with curbless edges giving a continuous flush surface from building face to building and continuity of the parkland space. After consultation with appropriate agencies, local improvements have been incorporated to this design, ensuring accessibility for all users.

Status:

Implementation of the road extension: Fall 2010 and will be completed in spring 2011

Detailed design of the roundabout piece: Started in fall 2010

Implementation of the roundabout piece: Summer 2011

6.0 Current Initiatives Underway

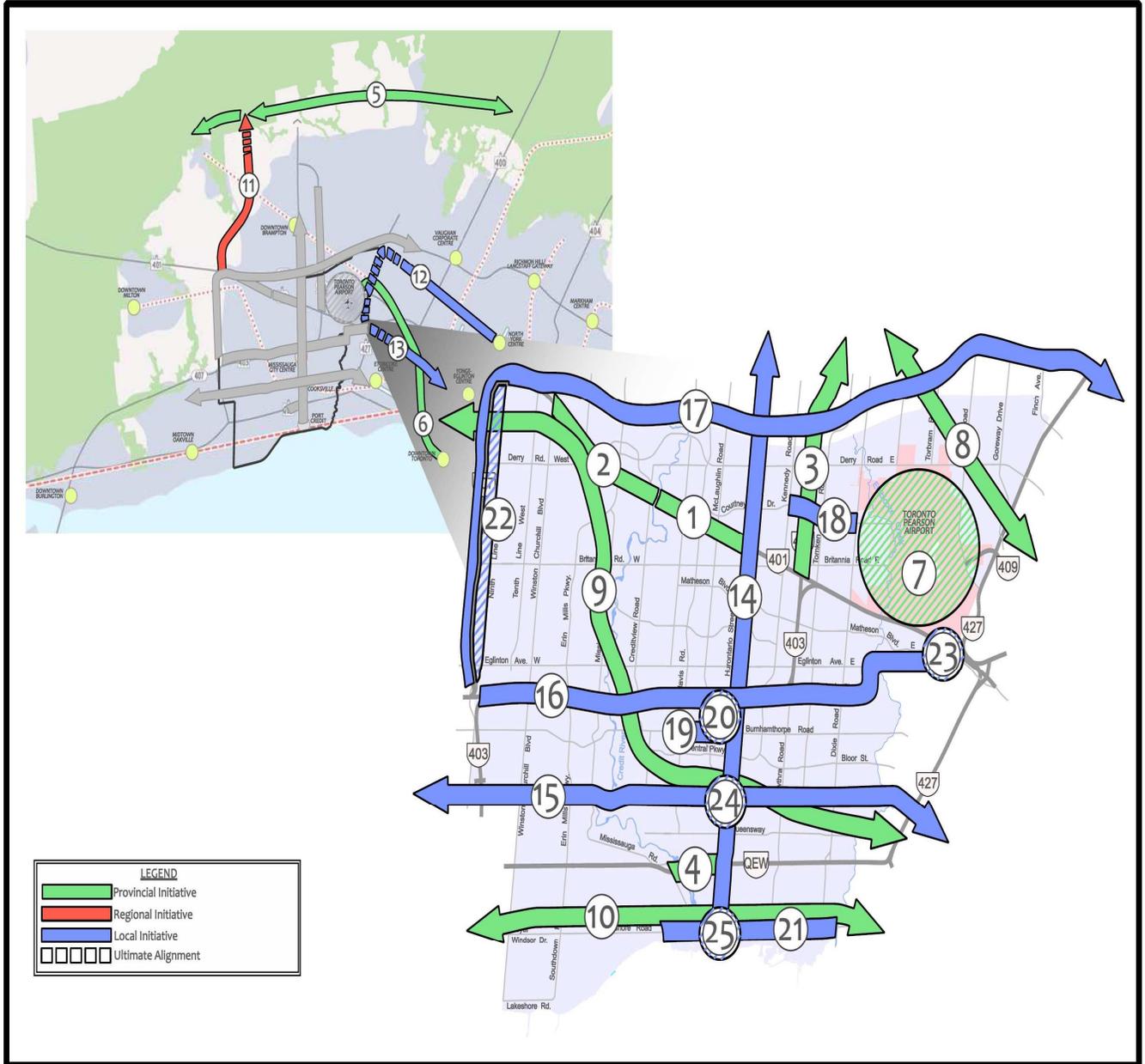
Since Council endorsement of the City's Strategic Plan, Transportation and Works staff have started to plan for the retrofit of the City's road network to make our streets safer and more pleasant for walking and cycling, easier for transit to have priority along key corridors and the efficient movement of freight to and from key goods movement hubs such as the Pearson Airport. In addition key partners involved in the City's transportation network such as the Province, Metrolinx, the City of Brampton and the Region have been moving ahead with projects. The following table highlights key transportation initiatives underway at a provincial, regional and local level that impact the City's transportation network.

	Initiative	Status
Provincial		
1	HWY 401 – Widening from Hurontario Street to the Credit River	Phase 1 EA completed construction underway
2	HWY 401 - Widening west of Credit Review to Trafalgar Road	EA Underway
3	HWY 410 – Widening Highway 401 to Queen Street in Brampton for HOV lanes	Detail Design Underway
4	QEW – Credit River bridge reconstruction	EA Underway
5	GTA West Transportation Corridor	Draft Transportation Strategy in the review stage
6	Union to Pearson Air Rail Link	Detail Design Underway – Estimated completion for 2015 Pan AM Games
7	Airport Mobility Hub Study	Study Underway By Metrolinx
8	Georgetown GO Rail Line – all day 2-way service	EA studies and electrification study underway
9	Milton GO Rail Line – all day 2-way service	EA studies and electrification study underway
10	Lakeshore GO Rail Line	Electrification Study Underway
Regional		
11	8 Lane Freeway from 401/407 north to the GTA West Transportation Corridor	Master Plan completed. Awaiting initiation of the EA
Local		
12	Finch LRT to Humber College	Under review by MTO and Metrolinx
13	Eglinton LRT to Jane Street	Awaiting new date for tunnelling from Metrolinx
14	Hurontario LRT	Master Plan completed. Phase 2 of the EA to be initiated in 2011
15	Dundas Rapid Transit/Halton BRT connection to the Mississauga BRT	Preliminary discussions with Halton Region underway
16	Mississauga BRT	Under construction – In operation by 2013
17	Highway 407 Transitway Plan	Awaiting MTO initiation of the EA
18	Courtneypark Road	Protection for full interchange at Highway 410
19	Burhamthorpe Road Environmental Assessment from Hurontario to Mavis	EA to be initiated by end of 2011
20	Downtown 21 Transportation Studies	To be initiated as part of Downtown 21 implementation in 2011
21	Lakeshore Road Transportation Review	Draft Report completed
22	Ninth Line Corridor Study	To be initiated in 2011
23	Renforth Gateway Mobility Hub Study	Underway
24	Cooksville Mobility Hub Study	Underway
25	Port Credit Mobility Hub Study	Underway

*Note: This table represents the latest project status at the time of publication. Table to be updated quarterly.

SNAP SHOT OF TRANSPORTATION INITIATIVES IMPACTING MISSISSAUGA

*Refer to project list on previous page



7.0 Key Transportation Challenges and Trends

The last strategic review of Mississauga's transportation network was completed in 1998. Much has changed in the past twelve years that drive transportation supply and demand which in turn influences the mode of transportation we choose to take and to some degree how much time and money we are willing to spend for commuting. This section provides an overview of key macro and micro-level transportation trends and challenges from a national, regional and local perspective over the past twelve years.



Canada's Transportation Trends

More people are going places and more often. Statistics Canada reports the average time spent commuting to and from work nationwide increased from 54 minutes in 1992 to 63 minutes in 2005. In a year, that adds up to about 32 working *days* spent sitting in traffic (five more than in 1992). The mean commuting distance to work across Canada has increased from 7.0 km to 7.6km from 1996 to 2006⁷

Mode	1996	2006
Auto Driver	73%	72%
Auto Passenger	7.4%	7.7%
Transit	10%	11%
Walking	7%	6.3%
Bicycle	n/a	1.3%

7.1 Regional Challenges and Trends at a Glance

Challenge	Issue
Population Growth	By 2031 population in the Greater Golden Horseshoe (GGH) is expected to experience an additional 3.7 million residents and 1.8 million jobs. This growth will place increasing demands on our transportation network. ⁷
Increasing Reliance On Cars	Between 1996 and 2006 the number of car trips in the GTHA grew 56 percent compared to a population increase of 45 percent ⁸
Transportation and Our Economy	Each day \$1.5 billion of goods move through Peel Region everyday with the majority moving through Mississauga. ⁹ Congestion on our transportation network is impacting the region's ability to compete in a global market place.
Use of the existing road and highway system	The average car on GTHA roads transports just under 1.2 people in the peak period. A standard 40-foot bus is about 10 times as space-efficient as a typical car. ¹⁰
Years of Under-Investment	Construction of rapid transit in the GTHA averaged about 135 kilometres per decade from the 1960's to the 1980's ¹¹ . Since then the investment in rapid transit and operating funding has significantly decreased. However, in recent years through the establishment of Metrolinx the Province has renewed their interest in transit and has increased commitment to funding key transit projects in the GTHA.

7.2 Regional Transportation Profile

- The importance of transportation in the Greater Toronto and Hamilton area remains high

Table 1: How important an issue transportation is in the GTHA

CATEGORY	YEAR		
	2005	2006	2008
Most important issue	19%	20%	19%
One of most important issues	67%	64%	65%
An issue, but not an important one	9%	8%	9%
Not really an issue	4%	6%	6%
N/A	1%	1%	1%

*Source: Metrolinx Commuter Attitudes Study, 2008

⁷ Source Material: MACLEAN'S Magazine, January 2011 and Statistics Canada

⁸ Ontario Ministry of Public Infrastructure Renewal, *Growth Plan for the Greater Golden Horseshoe*, 2006, pg. 12.

⁹ The Big Move, Transforming Transportation in the Greater Toronto and Hamilton Area, Metrolinx, page 5.

¹⁰ Ministry of Transportation Commercial Vehicle Survey, 2008

¹¹ The Big Move, Transforming Transportation in the Greater Toronto and Hamilton Area, Metrolinx, page 7.

¹² The Big Move, Transforming Transportation in the Greater Toronto and Hamilton Area, Metrolinx, page 7.

- Carpooling has grown as a primary mode of transportation in recent years

Table 2: Primary modes of commuter transportation in the Greater Toronto and Hamilton Area 2005 to 2008

MODE	YEAR		
	2005	2006	2008
Drive Alone	50%	48%	48%
Public Transit	34%	31%	28%
Car/Vanpool	7%	12%	13%
Walk/Jog	5%	4%	6%
Bike	2%	1%	1%

Source: Metrolinx Commuter Attitudes Study, 2008

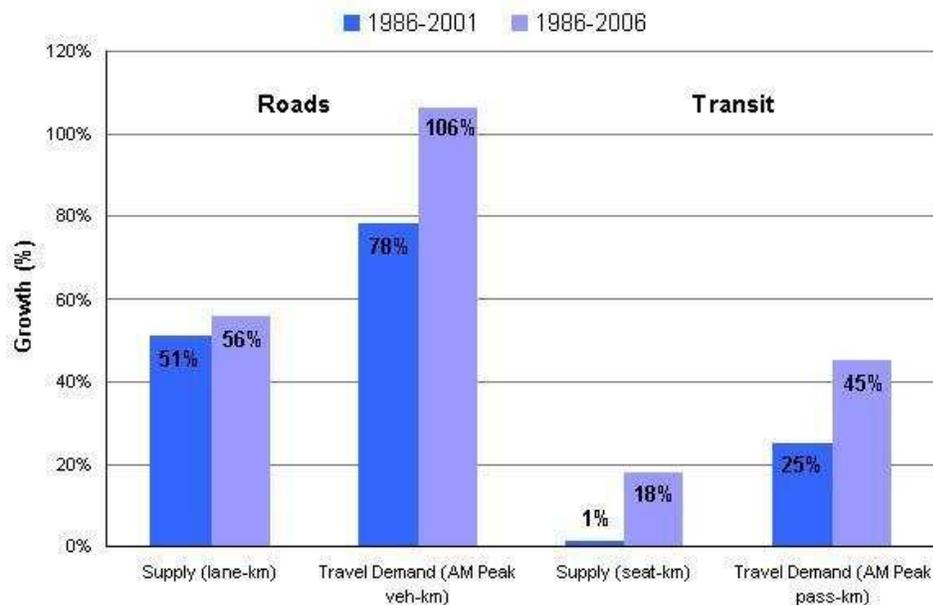
- Acceptable length of commute time has dropped for single occupant drivers in the GTHA

Mean One-Way Commute Time (Min)	2008	2006	2005
Acceptable	37	37	39
Actual	30	31	32

*Source: Metrolinx Commuter Attitudes Study, 2008

- AM peak period travel demand continues to outpace the rate of supply

Figure 2: GTHA Transportation Supply and Demand



Source: Time To Get Serious: Reliable Funding For GTHA Transit/Transportation Infrastructure, Toronto City Summit Alliance, July 1/2010

- Growing GTHA transportation network congestion is reducing average peak period traffic speed along major 400-series highways



7.3 Mississauga Transportation Challenges and Trends at a Glance

Challenge	Issue
Population Growth	<p>From 1996 to 2001 our annual population grew from 567,100 to 612,800. This represented an increase of 1.61% each yr from 1996 to 2001 and 2.86% each year from 2001 from 2006. Over the next 21 years our population will grow at 0.54% per year.</p> <p>We will need to direct this growth in areas to support our investment in transit.</p>
Increasing Reliance On Cars	<p>53.2% of Mississauga Households had two or more vehicles in 2006. 82% of residents possessed a driver's license in 2006.</p> <p>Reducing our resident's reliance on the automobile is key to changing the travel choices of households with two plus vehicles.</p>
Congestion	<p>24% of our entire road network is near/over capacity today in the AM peak hour and is expected to be 35% by 2031 even with the rapid transit and road improvements as shown in the Metrolinx Regional Transportation Plan¹².</p>
Transportation Impacts From Surrounding Areas	<p>As Mississauga imports employment trips we need to ensure the transportation network can handle a significant increase in traffic from adjacent municipalities with high residential land use.</p>
Global Economic Competitiveness	<p>Addressing goods movement is vital to Mississauga's economy and attention needs to focus on promoting Mississauga as a strategic goods movement hub in a global economy. The Pearson Airport and surrounding area plays a significant role in the economy as it employs approximately 42,000 jobs, 50% of which are related to freight cargo of which 9,000 direct goods movement jobs are in Mississauga.¹³</p>

7.4 Mississauga Commuter Profile

- How Do Mississauga Resident's Travel?

MODE	1996	2001	2006
Auto Driver	63%	63%	61.3%
Auto Passenger	13.3%	13.3%	15%
Local Transit	8.1%	7.9%	8.12%
GO Rail	2.8%	3.0%	3.15%
Active Transportation	8.3%	8.5%	8.11%
Other	4.3%	4.1%	4.26%

¹²Source: 1996, 2001, 2006 Transportation Tomorrow Survey (AM peak period, 6am to 9am)
¹³Next TTS Survey scheduled for 2012

¹² City of Mississauga Transportation Demand Forecasting Model Simulation based on AM Peak Hour (7:30AM to 8:30AM). Does not represent peak direction flow.
¹³ GTAA Strategic Plan

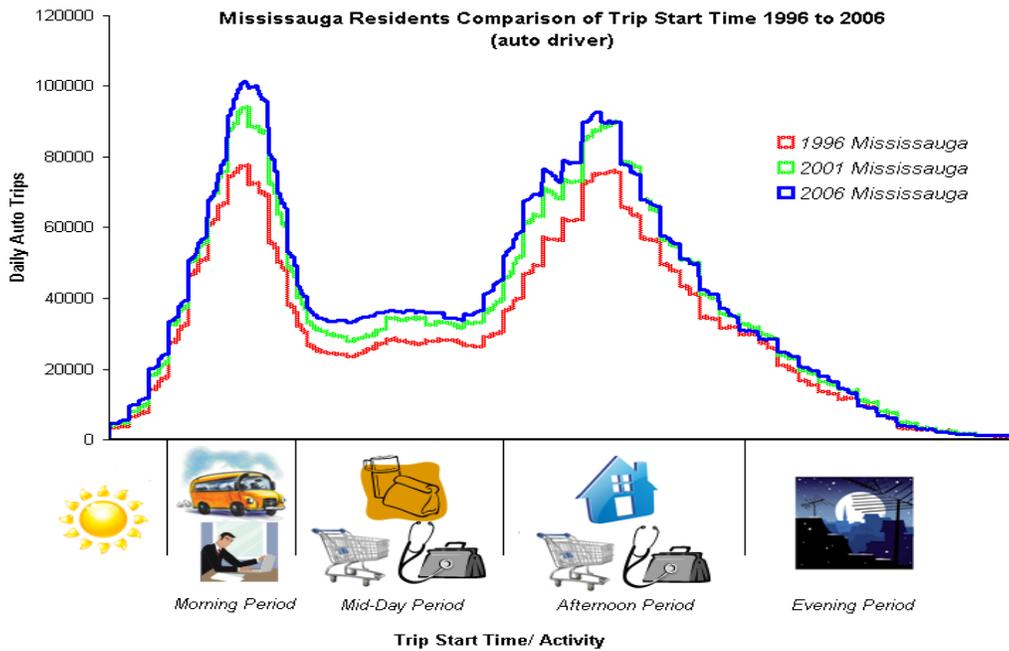
- Work and discretionary trips represent the highest use of our road network

Destination	Percentage of Residents 11 years of age and older (all day time period)
Work	33%
School	13%
Discretionary	39%
Other	14%

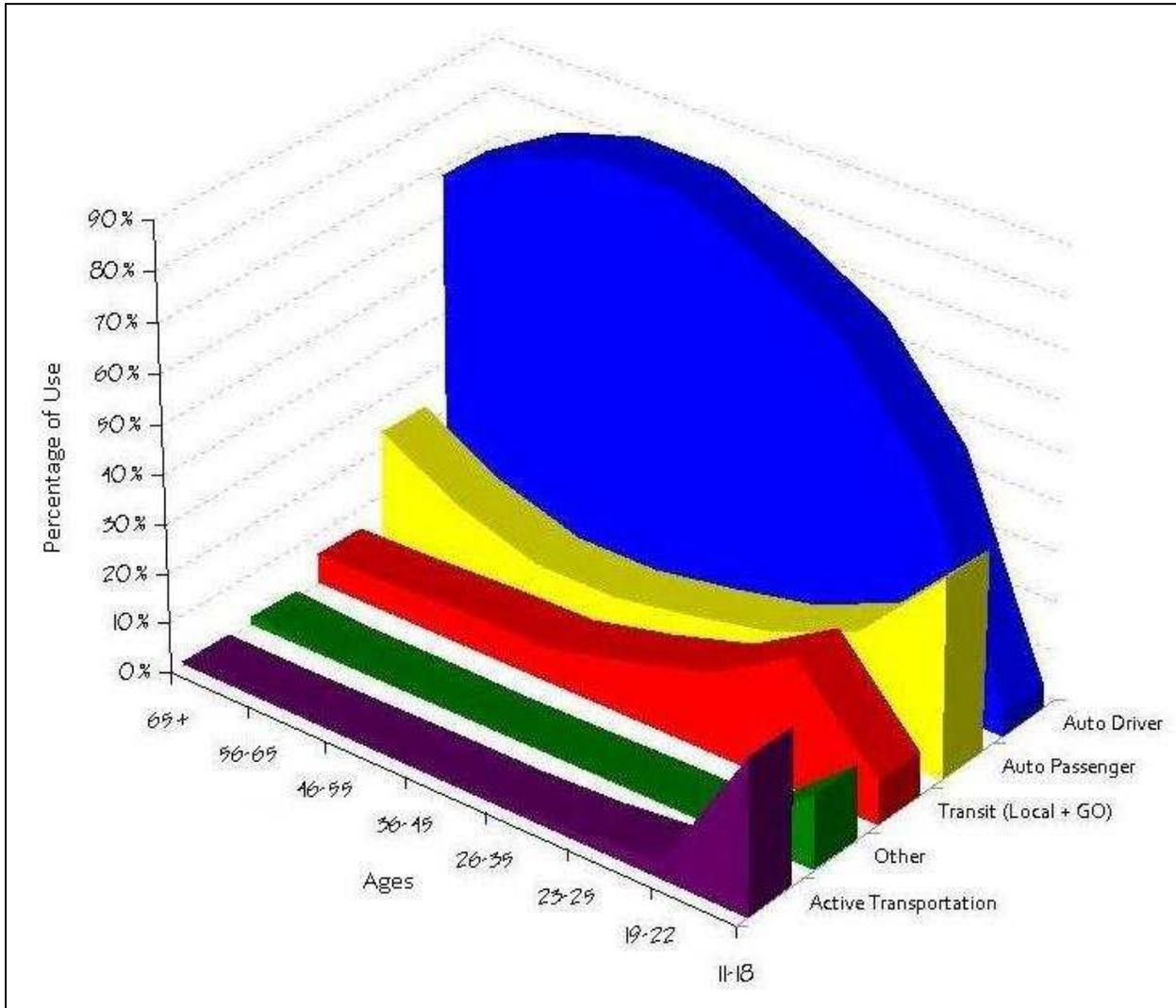
*Source: 1996, 2001, 2006 Transportation Tomorrow Survey

- The introduction of alternative work hours and desire of our growing senior population to use the automobile contributes to increasing use of our road network in the off-peak

*Source: 1996, 2001, 2006 Transportation Tomorrow Survey



- Once our residents turn 19 they begin to demonstrate a strong preference for driving over other modes of transportation.

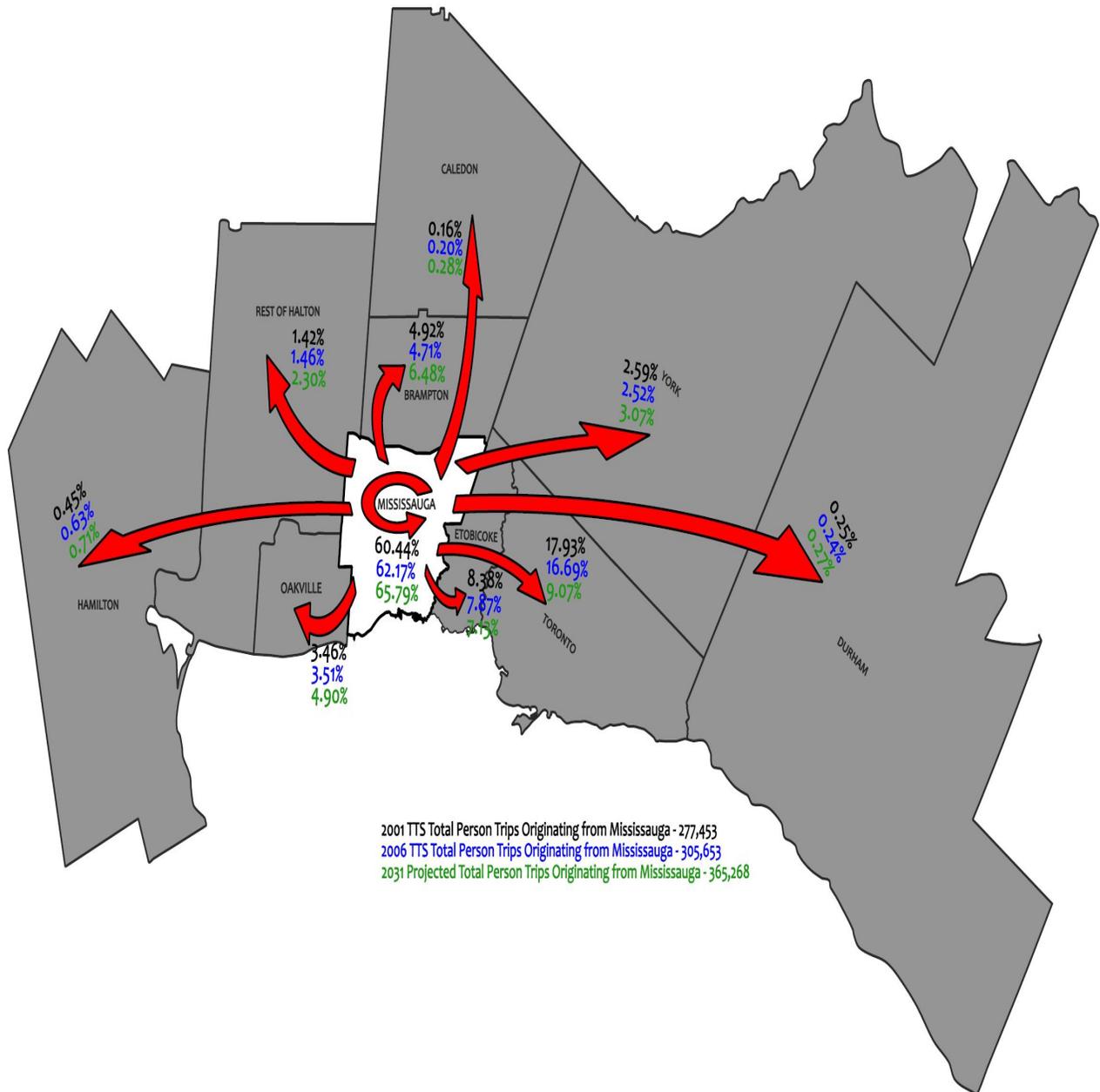


*Source: 1996, 2001, 2006 Transportation Tomorrow Survey (all day period)

- Our internal self-containment is increasing in the AM peak period, and there will be an increase of trips to the City of Brampton and Halton Region and fewer trips to Downtown Toronto

*Source: 1996, 2001, 2006 Transportation Tomorrow Survey and City of Mississauga Transportation Model

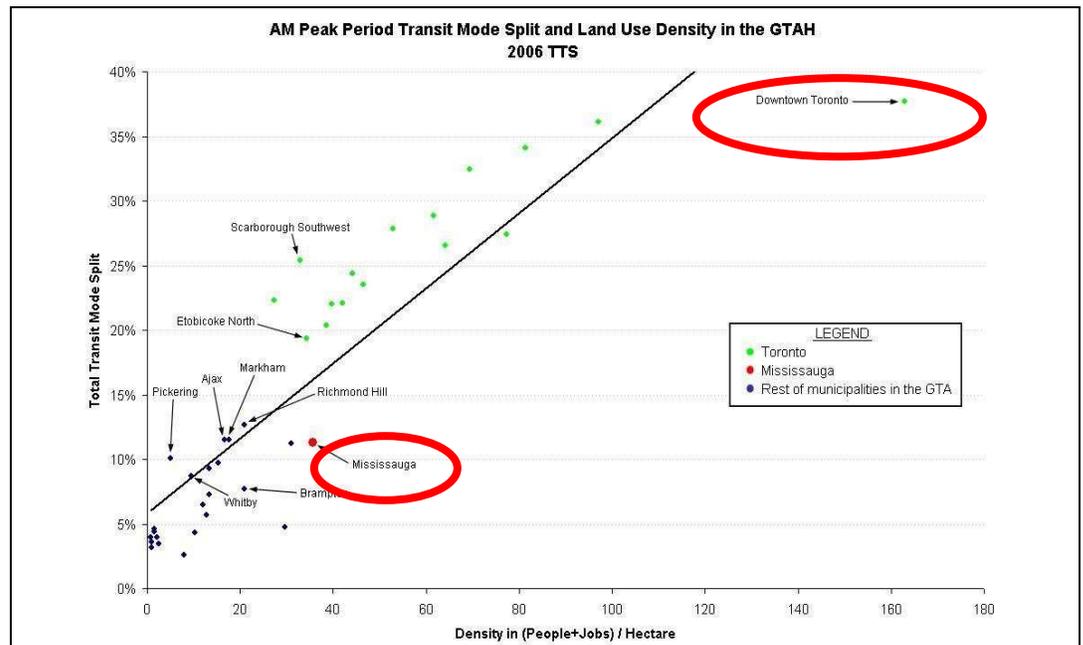
AM Peak Period Total Person Trip Distribution Originating from Mississauga and Destined to the GTAH



Transit Modal Split: How Do We Compare?

The following graph demonstrates that Mississauga's AM peak transit modal split is comparable to most 905 municipalities.

Did you know...
MiWay's Annual ridership is approximately 30,000,000. This amounts to 98,000 trips per weekday which displaces 47,000 cars off the road per day.

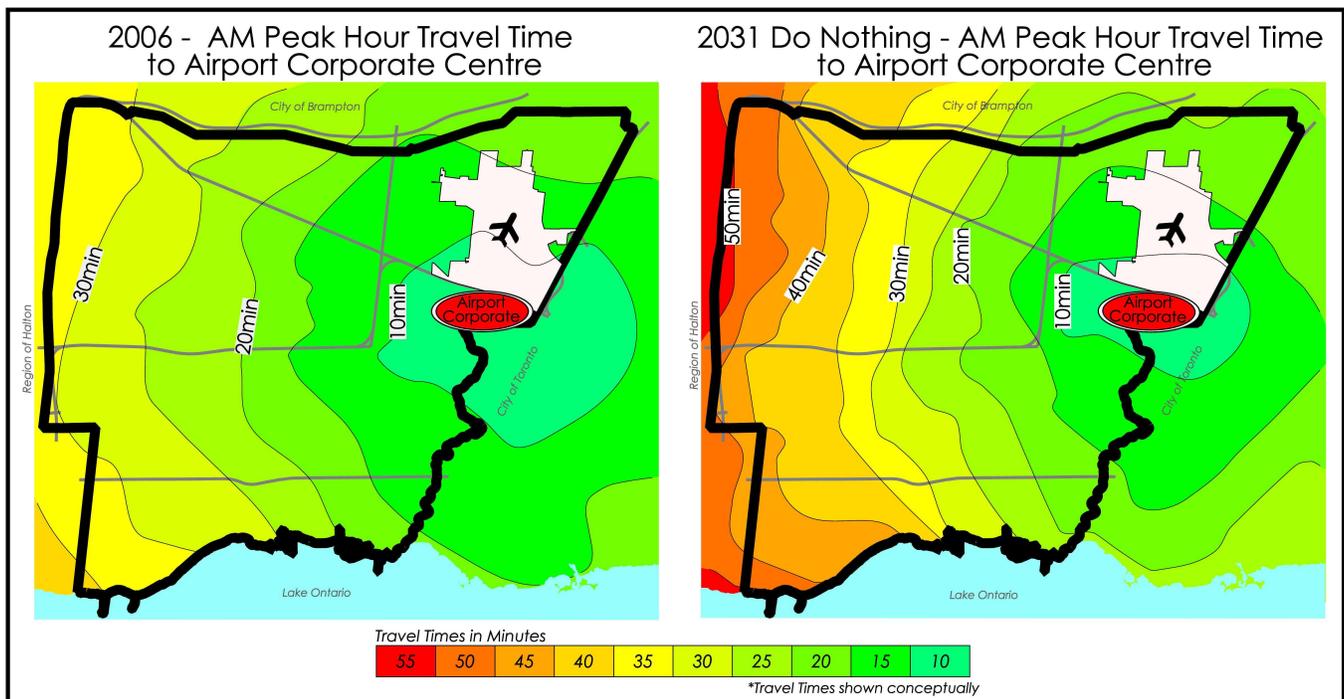


MiWay Service Hour and Revenue Rider Trends

	2006	2007	2008	2009	2010
Revenue Service Hours	1,017,952	1,052,047	1,138,869	1,173,098	1,198,117
% Change	n/a	3.3	8.3	3.0	2.1
Revenue Ridership	29,022,027	30,128,696	31,379,132	29,542,988	30,650,490
% Change	n/a	3.8	4.2	-5.9	3.7
Revenue Riders Per Service Hour	28.5	28.6	27.6	25.2	25.6

2031 Network Conditions: A Snapshot

	2006	2031	
POPULATION	697,783	811,587	PLANNED IMPROVEMENTS
EMPLOYMENT	430,634	518,988	
		DO NOTHING	Includes Metrolinx RTP Projects, MTO Highway Improvements, Local and Regional Road Improvements
PERCENTAGE OF ROAD NETWORK APPROACHING AND EXCEEDING CAPACITY	24%	53%	35%
MEAN SPEED OF TRAFFIC ACROSS THE CITY	50km/h	35km/h	47km/h
TRANSIT MODAL SPLIT	11%	11%	18%
CYCLING MODAL SPLIT	0.3%	0.3%	to be confirmed once cycling forecast methodology is developed



8.0 What Do The Trends Tell Us?

After a review of regional and local transportation trends and commuting profiles the following seven key trends are noted:

1. As population growth in Mississauga is slowing down it will become increasingly important to direct future population to key areas to support our investment in transit and efforts to develop a higher order transit network.
2. Mississauga's high self containment presents an opportunity to increase transit, walking and cycling modal splits as alternatives to commuting by automobile.
3. There is a direct linkage between our rising senior population and the increasing use of our road network in the off-peak period.
4. Increasing the supply of transportation services is not the only solution to the growing use of roads during the peak periods. We also need to manage the demand.
5. Significant residential growth in the City of Brampton and Halton Region will add congestion to Mississauga's road network as Mississauga continues to attract employment trips into the City. This has implications for cross-boundary transit and future highway corridors such as the Halton-Peel Freeway.
6. The importance of goods movement to our local economy and municipal tax base must be elevated. Enhancements to the road network surrounding the Pearson Airport is important to support the efficient movement of truck traffic carrying goods to key markets as trucks will continue to be the major mode of transport.
7. Strategic transportation infrastructure investment is required in Mississauga to focus on the growing 905-to-905 movements through the GTHA, particularly the widening of Highway 401, LRT along the Hurontario Corridor and the 407 transitway.

9.0 Strategic Directions

Moving Mississauga proposes six key strategic directions to address the key transportation issues facing Mississauga. Building on the goals of this strategy and the key trends, the strategic directions are as follows:

Key Trend	Strategic Direction	Description
2, 4	Advance the development of a multi-modal transportation network through design and implementation of transit, cycling and pedestrian facilities	Ensure that all modes of transportation are considered in the planning, design and construction of transportation facilities.
1,6, 7	Enhance system capacity through design, network linkages, and new roads	Look for opportunities to build a denser grid of roads that supports objectives of moving people and goods.
4	Build intelligent transportation systems (ITS) into the transportation system to improve safety and efficiency	Use intelligent transportation systems to make travel across the City safe and efficient.
1	Support the integration of context sensitive design and transportation	Support land use planning objectives in the Official Plan through the integration of context sensitive approaches to transportation planning.
4,6	Pursue partnerships to accelerate the development of a multi-modal transportation network	Work closely with internal and external stakeholders to enhance partnerships for research, funding, and project delivery.
3,6,7	Undertake research and continuous improvement	Advance the implementation of a multi-modal transportation network through research and development of best practices and guidelines for pilot projects and application across the City.

10.0 Action Plan

This strategy recommends 46 actions to implement the strategic directions (see Appendix A). The actions are categorized under the general themes of moving people and moving goods. While all of the actions recommended in this plan warrant a level of effort and priority, some are more pressing than others. In this respect the action plan recommends a target for initiation along with a product that will be delivered upon completion. It is recognized that some of the actions suggested in this plan are already underway through separate initiatives (i.e. Mississauga’s Cycling Implementation Strategy). Building on the analysis from the key trends the following actions are suggested as the priority actions for consideration. These priority actions have been identified as those that are deemed essential to support the goals of this strategy.

Moving Mississauga: Priority Actions

Action	Action Plan Reference
<p>Advance our transit network</p> <ul style="list-style-type: none"> Pursue Phase 2 of HOT EA for LRT technology Implement transit priority measures Develop a transit plan for the City Centre including transit facility needs in the City Centre Work with MTO on 407 Transitway through Ninth Line Corridor Study Develop a 5 Year Transit Service Development Plan Develop comprehensive Transit Service Standards and Performance Measures Undertake stakeholder and community consultation plan process for the TMP Undertake annual transit service reviews Undertake an Origin/Destination survey and Data Management Plan 	See Actions 1, 4, 8, 12,13,16,22, 36,37
<p>Complete our road network classification</p> <ul style="list-style-type: none"> Complete city wide road classification and typology system and develop multi-modal transportation road design guidelines 	See Actions 4 and 9
<p>Advance Mississauga BRT connections to the west and east</p> <ul style="list-style-type: none"> Pursue Mississauga BRT connection to Pearson Airport as part of Airport Mobility Hub Transit Plan Work with Halton Region and Metrolinx to examine linkages Undertake Ninth Line Corridor Review Investigate opportunities to amend the Official Plan and Zoning By-Law to support transit oriented development near BRT Stations 	See Actions 17, 18
<p>Advance cycling and pedestrian opportunities</p> <ul style="list-style-type: none"> Pursue actions in the City’s Cycling Master Plan and Implementation Strategy Develop a City-wide pedestrian strategy to support walking and our investments in transit and cycling 	See Action 5
<p>Develop a goods movement network</p> <ul style="list-style-type: none"> Work with Peel Goods Movement Task Force, MTO and Metrolinx to advance widening of Highway 401 Undertake a Northeast Mississauga Goods Movement Strategy 	See Action 7, 21
<p>Develop new performance measures and benchmarks</p> <ul style="list-style-type: none"> Undertake transportation survey analysis and pursue new transportation analysis techniques to support planning for cycling, pedestrian, transit, auto and truck movements 	See Actions 39, 40, 41, 42
	See Actions 26, 27, 28, 29

<p>Deploy intelligent transportation system technology</p> <ul style="list-style-type: none"> Update 2005 ITS Strategy to support the City's new transit initiatives 	
<p>Address traffic volumes crossing the Credit River</p> <ul style="list-style-type: none"> Undertake a south Mississauga transportation network study to develop multi-modal solutions to east-west traffic capacity issues crossing the Credit River 	See Action 16
<p>Undertake research to update the Transportation Strategy and monitor regional transportation initiatives impacting Mississauga</p> <ul style="list-style-type: none"> Work with the Region of Peel on key regional transportation initiatives such as the GTA-West Transportation Corridor and Halton-Peel Freeway 	See Actions 39, 42
<p>Pursue partnerships</p> <ul style="list-style-type: none"> Work with senior levels of government, municipalities such as the City of Brampton and key stakeholder groups to pursue funding, joint research opportunities and pilot projects 	See Action 40

Action of Focus

Developing a City Centre Transit Strategy



Moving Mississauga has identified key areas for action. While each action warrants a high level of attention, development of a City Centre Transit Strategy is a key priority required to increase transit ridership across the entire City.

Discussions among Mississauga staff have already begun and development of a City Centre and Long Term City Wide Transit Strategy is underway. This strategy will include actions such as:

- Transit Stakeholder Outreach and Consultation
- An Origin/Destination Survey
- Updating Transit Service Standards
- Customer Satisfaction Surveys
- Development of a five year transit service plan

As Mississauga moves forward with the City Centre Transit Strategy key partners such as Metrolinx/GO Transit, Coach Carriers and the Taxi industry will be consulted on how best to accommodate their future needs in the City Centre.

11.0 Moving Forward

This document has presented a framework for moving forward with the development of a Transportation Master Plan for Mississauga. The following next steps are recommended as the City moves forward with the development of final Transportation Master Plan.

Develop a Long Term Transit Implementation Strategy

- build on the analysis of the Mississauga BRT, the Hurontario/Main Street Corridor Master Plan to develop a long term transit network and implementation strategy for Mississauga

Develop Multi-Modal Roadway Design Guidelines

- to balance growing the needs of transit, pedestrians, cyclists, automobiles and trucks on our network development of multi-modal roadway design guidelines is required

Consultation and Outreach

- development of a communication plan for stakeholders and the public that will inform the development of the final TMP document

Performance Measure Development

- development of key benchmarks to measure how well we are implementing Moving Mississauga and pursue annual transportation trend reporting

APPENDIX A: MOVING MISSISSAUGA ACTION PLAN

APPENDIX B: POLICY ALIGNMENT AND ACTION STATUS

APPENDIX A: MOVING MISSISSAUGA ACTION PLAN

ACTION THEME	TARGET FOR ACTION INITIATION			PRODUCT/DELIVERABLE									
	2011	2011 - 2014	2014 - 2016	Technical Study	Implementation Strategy	Network Plan/Facility Plan	Implementation Underway	Official Plan Amendment	Guidelines/Standards	Research or Policy Report (For Internal Information, Council Presentations, etc.)	Annual Monitoring Report	Funding Strategy	New Stakeholder Partnership Opportunity

ACTION	STRATEGIC DIRECTION 1 - ADVANCE THE DEVELOPMENT OF A MULTI-MODAL TRANSPORTATION NETWORK THROUGH DESIGN AND IMPLEMENTATION OF TRANSIT, CYCLING AND PEDESTRIAN FACILITIES														
	1 Implement transit priority lanes and transit priority measures (i.e. HOV Lanes) where feasible	People		√		√	√	√	√		√				
	2 Develop TDM criteria for the evaluation of development applications	People	√							√					
	3 Continue to implement the paid parking strategy that supports public transit	People	√					√							
	4 Develop new road design guidelines that support cycling, walking and transit in the Downtown, and for Higher Transit Corridors as identified in the Official Plan	People	√							√					
	5 Advance the implementation of the cycling network through construction of cycling lanes in accordance with the Cycling Master Plan and Cycling Implementation Strategy	People	√					√							
	6 Advance LRT along the Hurontario Corridor by initiating Phase 2 of the Environmental Assessment	People	√			√									
	7 Undertake an evaluation of the road and rail network in Northeast Mississauga to develop a goods movement strategy	Goods			√	√	√		√	√				√	
	8 Undertake an Origin and Destination Survey to develop a Long Term Transit Strategy and a 5 Year Transit Service Development Plan	People	√			√	√	√		√	√	√			
	9 Prepare a City wide pedestrian study to support walking, cycling and transit	People		√			√	√	√						

ACTION	STRATEGIC DIRECTION 2 - ENHANCE SYSTEM CAPACITY THROUGH DESIGN, NETWORK LINKAGES AND NEW ROADS														
	10 Complete transportation road classification/road typology	People & Goods	√			√				√	√	√			
	11 Undertake feasibility studies to examine new road linkages required in the City Centre, Major Nodes, and Employment Areas	People & Goods	√			√		√	√						
	12 Work with Halton Region and the City of Brampton to examine new road linkages and extensions (i.e. Argentea Road connection)	People & Goods	√					√	√						
	13 Construct transit priority measures along Derry Road, Erin Mills PKWY, Eglinton Avenue, Dixie Road, Airport Road, Burnhamthorpe Road and Dundas	People		√			√	√	√						
	14 Work with MTO and Metrolinx towards initiation of the Highway 407 Transitway through the Ninth Line Corridor	People		√			√	√	√						
	15 Seek opportunities to work with Metrolinx and implement system improvements for the Milton, Georgetown and Lakeshore GO Rail corridors	People		√			√	√							
	16 Work with MTO to develop a QEW Corridor Strategy that facilitates rehabilitation of the QEW/Credit River Bridge and local road improvements to address traffic congestion crossing the Credit River	People	√			√	√	√	√						
	17 Undertake a review of the City's road network to look for opportunities for transit priority, HOV lanes or truck only lanes	People & Goods		√		√		√							
	18 Advance the Mississauga BRT connection into Pearson Airport as part of the Metrolinx Airport Mobility Hub	People	√			√		√	√						
	19 Advance Mississauga BRT connections to the Dundas Rapid Transit Corridor to support inter-regional transit	People	√			√		√	√						
	20 Investigate opportunities to amend the Official Plan and Zoning By-Law to support transit oriented development at BRT and LRT stations	People	√						√						
	21 Undertake the Dundas Rapid Transit Corridor Study to advance land use and transportation objectives as identified in the Official Plan	People		√		√	√	√		√					
	22 Examine opportunities to integrate rapid transit network with Brampton and Toronto (i.e. Mississauga Road, Finch LRT)	People			√	√		√	√						
	23 Advance work and lobbying efforts for the widening of Highway 401 to support the movement of goods and increasing east-west travel demand through Mississauga	People & Goods		√		√		√							
	24 Undertake a City Centre Transit Plan that examines the ultimate alignment of the Mississauga BRT, future City Centre Terminal needs and connections with the Hurontario LRT	People	√			√			√						
	25 Examine opportunities to enhance Mississauga Transit connections to the Union-Pearson ARL	People		√		√		√							
	26 Work with MTO to advance transit opportunities along Highway 427 from Highway 7 south to the QEW with connections for Mississauga Transit at Derry Road, Finch Avenue, Dixon Road, Eglinton Avenue, Burnhamthorpe Road, and Dundas Street	People		√		√		√							
	27 Continue to enhance key road connections to 400-series highways to support the movement of goods (i.e. Courtney Park and Highway 410 interchange)	Goods	√			√		√							

APPENDIX A: MOVING MISSISSAUGA ACTION PLAN

ACTION THEME	TARGET FOR ACTION INITIATION			PRODUCT/DELIVERABLE									
	2011	2011 - 2014	2014 - 2016	Technical Study	Implementation Strategy	Network Plan/Facility Plan	Implementation Underway	Official Plan Amendment	Guidelines/Standards	Research or Policy Report (For Internal Information, Council Presentations, etc.)	Annual Monitoring Report	Funding Strategy	New Stakeholder Partnership Opportunity
STRATEGIC DIRECTION 3 - BUILD INTELLIGENT TRANSPORTATION SYSTEMS (ITS) INTO THE TRANSPORTATION NETWORK TO IMPROVE SAFETY AND EFFICIENCY													
ACTION	28 Deploy ITS on a City-wide basis to optimize the system capacity, enhance safety, and manage incidents and congestion	People	√				√						
	29 Update the 2005 ITS strategy to support the BRT and other rapid transit initiatives	People	√		√	√					√		√
	30 Advance iBus initiative	People	√				√						
	31 Examine opportunities to retrofit intersections to address mobility needs of senior population (signal timing and shorter crossings)	People	√			√				√			
STRATEGIC DIRECTION 4 - IMPROVE THE INTEGRATION OF CONTEXT SENSITIVE DESIGN AND TRANSPORTATION													
ACTION	32 Develop new internal processes to ensure development application review process implement transportation and land use policies in the Official Plan	People & Goods	√							√			
	33 Monitor rate of development in key nodes including the City Centre to ensure development does not outpace required level of transit, cycling and walking facilities	People		√						√	√		
	34 Work closely with the Region of Peel and investigate opportunities in the road network to support Peel's Healthy Communities	People		√						√	√		
	35 Amend the Official Plan to include transportation elements of Hurontario Corridor Master Plan, Downtown 21 Master Plan, and Local Area Plans	People		√		√			√		√	√	
	36 Continue to advance the development of mobility hubs in the City Centre, Renforth, the Airport, Port Credit, and Cooksville	People	√				√		√	√			
STRATEGIC DIRECTION 5 - PURSUE PARTNERSHIPS TO ACCELERATE THE DEVELOPMENT OF A MULTI-MODAL TRANSPORTATION NETWORK													
ACTION	37 Undertake pilot projects that support new innovative ways of moving people (i.e. zone based taxis)	People		√						√		√	√
	38 Seek provincial and federal funding for key rapid transit and road projects that support the movement of people and goods	People & Goods	√										√
	39 Pursue funding for the development of mobility hubs	People	√									√	√
STRATEGIC DIRECTION 6 - UNDERTAKE RESEARCH AND CONTINUOUS IMPROVEMENT													
ACTION	40 Advance our understanding of residents attitudes to transportation by partnering with Smart Commute and Mississauga Transit on transportation surveys and development of a transportation monitoring program	People	√							√	√		
	41 Continue to research on road design guidelines that embrace transit, cycling, and walking, and trucks	People & Goods	√			√				√			
	42 Partner with internal departments and the Region to develop to investigate multi-modal approaches to transportation modelling	People & Goods	√			√				√	√		√
	43 Development of City wide multi-modal transportation targets and annual reporting	People & Goods	√							√	√		
	44 Monitor regional Greater Golden Horseshoe transportation issues that have implications to the flow of people and goods to/from Mississauga	People & Goods	√				√			√	√		
	45 Develop a transit stakeholder and outreach program	People	√				√				√		
	46 Establish a Transit Customer Satisfaction Survey and Focus Group Program	People	√				√				√		

APPENDIX B: MOVING MISSISSAUGA ACTION PLAN: POLICY ALIGNMENT AND ACTION STATUS

		ACTION THEME	ACTION STATUS	
		Moving People Moving Goods	Existing Initiative Underway	New Initiative Required
STRATEGIC DIRECTION 1 - ADVANCE THE DEVELOPMENT OF A MULTI-MODAL TRANSPORTATION NETWORK THROUGH DESIGN AND IMPLEMENTATION OF TRANSIT, CYCLING AND PEDESTRIAN FACILITIES				
ACTION	1 Undertake an evaluation of the potential for a system-wide High Occupancy Vehicle Lanes/Reserved Bus Lanes/Ridesharing and Carpooling to coordinate with the regional and provincial network	People	No	Yes - Identified in Official Plan: Policy 8.1.8 and Strategic Plan: Action 14 Increase Transportation Capacity
	2 Develop TDM criteria for the evaluation of development applications	People	No	Yes - Identified in Official Plan: Policy 8.5.7 and 8.1.8
	3 Continue to implement the paid parking strategy that supports public transit	People	Yes - City Wide Paid Parking Implementation	
	4 Develop new road design guidelines that support cycling, walking and transit in the Downtown, and for Higher Transit Corridors as identified in the Official Plan	People	No	Yes - Identified in Official Plan: Policy 8.2.2 and Strategic Plan: Action 1 Develop Environmental Responsibility
	5 Advance the implementation of the cycling network through construction of cycling lanes in accordance with the Cycling Master Plan and Cycling Implementation Strategy	People	Yes - Cycling Implementation Strategy and Strategic Plan: Action 11 Build a Reliable and Convenient System	
	6 Advance LRT along the Hurontario Corridor by initiating Phase 2 of the Environmental Assessment	People	Yes - Phase 2 EA and Preliminary Design RFP Underway	
	7 Undertake an evaluation of the road and rail network in Northeast Mississauga to develop a goods movement strategy	Goods	No	Yes - Identified in Official Plan: Policy 8.7.5
	8 Undertake an Origin and Destination Survey to develop a Long Term Transit Strategy and a 5 Year Transit Service Development Plan	People	No	Yes
	9 Prepare a City wide pedestrian study to support walking, cycling and transit	People	No	Yes
STRATEGIC DIRECTION 2 - ENHANCE SYSTEM CAPACITY THROUGH DESIGN, NETWORK LINKAGES AND NEW ROADS				
ACTION	10 Complete transportation road classification/road typology	People & Goods	No	Yes - Identified in Official Plan: Policy 8.3.1
	11 Undertake feasibility studies to examine new road linkages required in the City Centre, Major Nodes, and Employment Areas	People & Goods	No	Yes - Identified in Official Plan: Policy 8.2.2.3
	12 Work with Halton Region and the City of Brampton to examine new road linkages and extensions (i.e. Argentea Road connection)	People & Goods	No	Yes - Identified in Official Plan Policy 8.2.2.5
	13 Construct transit priority measures along Derry Road, Erin Mills PKWY, Eglinton Avenue, Dixie Road, Airport Road, Burnhamthorpe Road and Dundas	People	No	Yes - Identified in Official Plan: Policy 8.3.2.1 and Strategic Plan Action: 14 Increase Transportation Capacity
	14 Work with MTO and Metrolinx towards initiation of the Highway 407 Transitway through the Ninth Line Corridor	People	No	Yes
	15 Seek opportunities to work with Metrolinx and implement system improvements for the Milton, Georgetown and Lakeshore GO Rail corridors	People	Yes - Ongoing monitoring	
	16 Work with MTO to develop a QEW Corridor Strategy that facilitates rehabilitation of the QEW/Credit River Bridge and local road improvements to address traffic congestion crossing the Credit River	People	Yes - Ongoing discussions with MTO	
	17 Undertake a review of the City's road network to look for opportunities for transit priority, HOV lanes or truck only lanes	People & Goods	No	Yes - Identified in Official Plan: Policy 8.2.1
	18 Advance the Mississauga BRT connection into Pearson Airport as part of the Metrolinx Airport Mobility Hub	People	Yes - Metrolinx Airport Mobility Hub Study	
	19 Advance Mississauga BRT connections to the Dundas Rapid Transit Corridor to support inter-regional transit	People	Yes - Ongoing discussions with Metrolinx and Halton Region	
	20 Investigate opportunities to amend the Official Plan and Zoning By-Law to support transit oriented development at BRT and LRT stations	People	No	Yes
	21 Undertake the Dundas Rapid Transit Corridor Study to advance land use and transportation objectives as identified in the Official Plan	People	No	Yes - Identified in Strategic Plan: Action 19: Direct Growth
	22 Examine opportunities to integrate rapid transit network with Brampton and Toronto (i.e. Mississauga Road, Finch LRT)	People	No	Yes - Identified in Official Plan Policy 8.2.3.1
	23 Advance work and lobbying efforts for the widening of Highway 401 to support the movement of goods and increasing east-west travel demand through Mississauga	People & Goods	Yes - Ongoing discussions with MTO	
	24 Undertake a City Centre Transit Plan that examines the ultimate alignment of the Mississauga BRT, future City Centre Terminal needs and connections with the Hurontario LRT	People	No	Yes - Identified in Official Plan: Policy 8.2.3.6
	25 Examine opportunities to enhance Mississauga Transit connections to the Union-Pearson ARL	People	Yes - Ongoing monitoring and discussions with Metrolinx	
	26 Work with MTO to advance transit opportunities along Highway 427 from Highway 7 south to the QEW with connections for Mississauga Transit at Derry Road, Finch Avenue, Dixon Road, Eglinton Avenue, Burnhamthorpe Road, and Dundas Street	People	Yes - Ongoing discussions with MTO	
27 Continue to enhance key road connections to 400-series highways to support the movement of goods (i.e. Courtney Park and Highway 410 interchange)	Goods	Yes - Ongoing discussions with MTO		
STRATEGIC DIRECTION 3 - BUILD INTELLIGENT TRANSPORTATION SYSTEMS (ITS) INTO THE TRANSPORTATION NETWORK TO IMPROVE SAFETY AND EFFICIENCY				
ACTION	28 Deploy ITS on a City-wide basis to optimize the system capacity, enhance safety, and manage incidents and congestion	People	Yes	
	29 Update the 2005 ITS strategy to support BRT corridor and other rapid transit initiatives	People	No	Yes
	30 Advance iBus initiative	People	Yes	
	31 Examine opportunities to retrofit intersections to address mobility needs to senior population (signal timing and shorter crossings)	People	Yes	
STRATEGIC DIRECTION 4 - IMPROVE THE INTEGRATION OF CONTEXT SENSITIVE DESIGN AND TRANSPORTATION				
ACTION	32 Develop new internal processes to ensure development application review process implement transportation and land use policies in the Official Plan	People & Goods	No	Yes - Identified in Strategic Plan: Action 18: Direct Growth
	33 Monitor rate of development in key nodes including the City Centre to ensure development does not outpace required level of transit, cycling and walking facilities	People	No	Yes - Identified in Official Plan: Policy 5.1.8
	34 Work closely with the Region of Peel and investigate opportunities in the road network to support Peel's Healthy Communities	People	Yes - Cycling Master Plan and Implementation Strategy	
	35 Amend the Official Plan to include transportation elements of Hurontario Corridor Master Plan, Downtown 21 Master Plan, and Local Area Plans	People	Yes	Yes - Identified in Official Plan Implementation
	36 Continue to advance the development of mobility hubs in the City Centre, Renforth, the Airport, Port Credit, and Cooksville	People	Yes	Yes - Identified in Official Plan: Policy 8.6 and Strategic Plan: Action 7 Connect Our City
STRATEGIC DIRECTION 5 - PURSUE PARTNERSHIPS TO ACCELERATE THE DEVELOPMENT OF A MULTI-MODAL TRANSPORTATION NETWORK				
ACTION	37 Undertake pilot projects that support new innovative ways of moving people (i.e. zone based taxis)	People		Yes
	38 Seek provincial and federal funding for key rapid transit and road projects that support the movement of people and goods	People & Goods	Yes - Ongoing discussions with MTO and Metrolinx	
	39 Pursue funding for the development of mobility hubs	People	Yes - Ongoing discussions with MTO and Metrolinx	
STRATEGIC DIRECTION 6 - UNDERTAKE RESEARCH TO SUPPORT THE DEVELOPMENT OF A MULTI-MODAL TRANSPORTATION NETWORK				
ACTION	40 Advance our understanding of residents attitudes to transportation by partnering with Smart Commute and Mississauga Transit on transportation surveys and development of a transportation monitoring program	People	No	Yes - Identified as part of Strategic Plan performance measures
	41 Continue to research on road design guidelines that embrace transit, cycling, and walking, and trucks	People & Goods	No	Yes
	42 Partner with internal departments and the Region to develop to investigate multi-modal approaches to transportation modelling	People & Goods	No	Yes
	43 Development of City wide multi-modal transportation targets and annual reporting	People & Goods	No	Yes - Identified as part of Strategic Plan performance measures
	44 Ongoing monitoring of Greater Golden Horseshoe transportation issues	People & Goods	No	Yes
	45 Develop a transit stakeholder and outreach program	People	No	Yes
46 Establish a Transit Customer Satisfaction Survey and Focus Group Program	People	No	Yes	