Mississauga Transportation Master Plan

May 2019

MISSISSAUGA

The Vision, Goals and Actions of the Mississauga Transportation Master Plan were endorsed by the Council of the City of Mississauga on May 8, 2019

Prepared by:

Steer

1502-80 Richmond St W

Toronto, ON

M5H 2A4

Canada

(647) 260 4860

www.steergroup.com

Prepared for:

City of Mississauga

300 City Centre Dr.

Mississauga, ON

L5B 3C1

Canada

(905) 615 4311

www.mississauga.ca

www.mississaugamoves.ca

steer

LURA

LISTEN · UNDERSTAND · RELATE · ADVANCE

Mayor's Message

I am proud to be introducing Mississauga's first-ever Transportation Master Plan. This policy framework and strategic action plan is an important part of our work to keep Mississauga moving as we work to build a world-class, transit-oriented city. Our vision addresses, but also reaches beyond the efficient flow of traffic to look at all the ways our transportation system can give us freedom to move in livable, walkable, healthy and accessible communities.

This Plan comes at a critical time. Mississauga has joined Vision Zero, an international movement toward the highest standard in road safety. Our city continues to grow and mature, with more people wanting more high quality options for getting around with or without owning car. Innovative technologies such as automated, connected, electric and shared vehicles, and smartphone apps are changing the way travellers think about and use roads, transit and other transportation services.

As the business capital of Canada, Mississauga is a vital hub and engine for the Canadian economy. To ensure that our city remains "open for business," we need people and goods to flow quickly and efficiently across our city and beyond.

Through this Plan, our City looks forward to working with residents, businesses, partners and stakeholders to keep Mississauga moving for generations to come.

Sincerely,

Bonnie Crombie

Bonnie Crombie
Mayor of Mississauga

EXECUTIVE SUMMARY

Freedom to move

Mississauga's transportation system provides people with the freedom to move.

Quality of life in the city depends on people having reliable access to the people, places, and things they need and enjoy, whether part of a routine or a special occasion. That access must be available to all people, regardless of their reason for travelling, time of travel, destination, journey length, or personal circumstances. It must be also available at all times of day througout the year, and for all places people need to go. It requires that goods and freight are also able to move around the city to and from businesses, retailers, and residents' mailboxes. It must be safe for the diversity of trips that are taken in a shared system of roads and rights-of-way. It must be efficient, making best use of a finite amount of roadspace. It must also be easy, so that people enjoy convenient, comfortable, and barrier-free trips with viable options for getting around.

The freedom to move is the heart of the Transportation Master Plan Vision Statement:

> In Mississauga, everyone and everything will have the **freedom to move** safely, easily, and efficiently to anywhere at any time.

Guided by this vision, the Transportation Master Plan will further the aims of the Mississauga Strategic Plan, supporting and strengthening the City's strategic pillars: move, belong, connect, prosper, and green.

Turning point

Transportation is essential to continued prosperity at this turning point in Mississauga.

Mississauga is a dynamic and successful city. It is a preferred choice for raising a family, growing a business, and taking part in cultural diversity from around the world. Since incorporating as a City less than 50 years ago, Mississauga has expanded its urban area to the municipal boundaries. The city's rapid growth has been enabled and supported by significant investment in major transportation infrastructure, including provincial highways, GO Rail, and an intricate network of regional and local roads.

The next phase of growth will be different. It demands new and different investments in transportation. Current and future growth in Mississauga is focused on key nodes and corridors within the existing urban area. The growth of neighbouring municipalities is creating new links with employers and major attractions in Mississauga. The number of trips made to, from, and within Mississauga will continue to rise.

New features of modern life are emerging, such as e-commerce, work-life balance adjustments and the gig economy. Together with changing demographics, these will put different demands on Mississauga's transportation system. Safeguarding and enhancing the freedom to move around the city will rely on additional options for mobility. Future investment must focus on managing congestion and providing new options. That investment will provide transit services, smart traffic management systems, and cycling and pedestrian networks that are safe, comfortable, connected and convenient. The investment must also leverage innovations in new transportation technology. Transportation will remain an essential part of city building, so that Mississauga will remain a place where people and businesses choose to be.

Goals and Actions to 2041

Mississauga will advance the freedom to move by pursuing six Goals for transportation:

Safety: Freedom from Harm
Safe conditions for all travellers, advancing Vision Zero by supporting hazard-free travel and striving for zero fatalities

Inclusion: Freedom from Barriers
An accessible network, where moving is easy regardless of a person's age, ability, income, or familiarity with the city

Integration: Freedom of Choice
An integrated network, where people and goods have viable options for moving within and beyond the city

Connectivity: Freedom of Access
Simple and pleasant connections between people and the places and things they need to prosper

Health: Freedom to Flourish
Support for the health of people and the planet, with more people-powered trips, lower vehicle emissions, and better stewardship of the natural environment

Resilience: Freedom to Evolve
Leadership in adapting to changes that reshape the transportation system and how it is used

The Transportation Master Plan lays out nearly 100 Actions that will take Mississauga towards these Goals. The Actions are specific items that the City of Mississauga can accomplish, sometimes relying on partnership with others. Actions are planned for all the ways the City can affect change. They include:

- Policies, guidelines, and standards – actions to establish or update the rules and regulations that govern the transportation system at the local municipal level
- Plans and studies – actions to establish clear, well-informed direction on new transportation initiatives based on sound research and strategic planning
- Programs – actions to invest in new programs or improved levels of service in the planning, design, construction, operation, and maintenance of the transportation system
- Procedures – actions to implement new ways of doing business to align with evolving best practices
- Partnerships – actions to collaborate with allies, stakeholders, and partner agencies in the transportation field

A target timeline has been set for the completion of each Action, either short term (next 5 years – by 2024), medium term (next 5 – 15 years – between 2025 and 2034), or long term (next 16 – 22 years – between 2035 and 2041). The Division of the City of Mississauga responsible for leading each Action are also indicated in the Plan.

This Plan

This Plan is the result of extensive engagement with stakeholders and the public, coupled with in-depth, evidence-based research and analysis. It will serve as a framework to guide City policy and business planning. The Plan will direct the City's investment in and stewardship of the transportation system, which is understood to be more than a network of roads and traffic lanes. It is the interconnected system of:

- Infrastructure such as roadways, railways, highways, bikeways, sidewalks, walkways, and trails;
- public rights-of-way, waterfronts, green spaces, and the lands adjacent to them;
- public services such as transit, municipal parking, and traffic management;
- regulations that govern service providers such as taxis, Transportation Network Companies (TNCs), and towing and delivery vehicles; and
- people who travel and engage with rules, etiquette, and on-going education

This Plan takes a long-term strategic view of the transportation system to determine appropriate courses of action for the short, medium and long term. Detailed network planning, forecasting, project scoping, costing, budgeting, and annual prioritization will be first steps toward implementing the Plan.

This Plan will take Mississauga and its transportation system where they need to go.

Contents

1

VISION

The future of Mississauga and its transportation, from today to 2041.

Vision

Building on Mississauga's Pillars of Change

Vision

Mississauga is a dynamic, successful city that has grown rapidly over the last 50 years, offering families and businesses the freedom to grow. Cars and trucks have been an essential part of that growth, enabling people and goods to flow within and beyond the city. As Mississauga enters its next phase of growth, it is clear that the **freedom to move** around the city cannot be achieved without more options for mobility.

A transportation system that heavily relies on single-occupant vehicle trips is known to face escalating congestion, economic burden, declining air quality, accelerating climate change, negative physical and mental health impacts, and risk of isolation for those who cannot drive or access a personal vehicle. Mississauga is well positioned to escape these perils as the city continues to grow and change, by expanding capacity for other modes of travel alongside the option to drive, and by finding new ways to manage traffic of all kinds as more people travel to, from, and within Mississauga.

The **freedom to move** must support the quality of life in Mississauga through the next phase of growth. This Transportation Master Plan lays out a Vision for providing mobility in Mississauga from today to 2041, outlined above. Delivering the Vision will:

- create an inclusive transportation system that serves **everyone**, regardless of a person's reason for travelling, time of travel, destination, journey length, or personal circumstances;
- enable the movement of **everything**, both people and the essential goods and freight required to support quality of life in the city and a robust regional economy;
- ensure all travellers can move **safely** by any mode;
- provide the ability to move **easily**, so that people enjoy convenient, comfortable, and barrier-free trips, regardless of their age or circumstances;
- move people and goods **efficiently**, by making best use of a finite amount of roadspace, rights-of-way and trails to maximize travel options; and
- offer comprehensive options that can take people and goods **anywhere** within Mississauga or beyond, **any time** they need to be there.

Vision Statement

In Mississauga, everyone and everything will have the **freedom to move** safely, easily, and efficiently to anywhere at any time.

Building on the Pillars of Change

The Mississauga Strategic Plan (2009) sets out five Strategic Pillars of Change that guide how Mississauga will grow and develop. The Transportation Master Plan strengthens and builds upon each of these pillars.

"Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River valley."

"A place where people choose to be."

Mississauga Strategic Plan (2009)

Move

Developing a transit-oriented city

Belong

Ensuring youth, older adults and new immigrants thrive

Connect

Completing our neighbourhoods

Prosper

Cultivating creative and innovative businesses

Green

Living green

Move

The **Move** pillar envisions a bold transformation of the city's transportation system to give travellers in Mississauga options and to provide freedom from automobile dependence. It also directs transit to be a desirable choice for travellers.

The Transportation Master Plan will advance the Goals of the Strategic Plan:

- **build a reliable and convenient transit system** by making transit a faster and more affordable alternative to the automobile;
- **develop environmental responsibility** by improving travel choices other than driving alone and by supporting compact mixed-use development that encourages active travel and transit use;
- **connect the city**, both by connecting communities within Mississauga and by connecting Mississauga with the wider region;
- **increase transportation capacity** by enhancing transit and improving travel options that require less road space per person and by better managing traffic flow within existing road capacity; and
- **direct growth** by supporting policies that advance transit-oriented development and help manage the effects of growth.

Belong

The **Belong** pillar aims for a socially and culturally diverse city where people of all ages and backgrounds can thrive. People's transportation needs change depending on their abilities, socioeconomic situation, and life needs. An effective transportation system allows all members of society to travel to the people, places, and events they need and enjoy. It also widens the area where people can live and access services. This pillar will help with affordability by expanding the areas where people can live and by expanding the number of destinations they can access.

The Transportation Master Plan will advance the Goals of the Strategic Plan:

- **ensure affordability** by providing connections between affordable housing and people's daily needs;
- **ensure accessibility for all** by guaranteeing accessible travel options;
- **support aging in place** by ensuring that transportation facilities and networks are available and accessible for all and by supporting independent travel options that do not require a car; and
- **attract and retain youth** by providing transportation options to post-secondary education, jobs, social activities, and cultural/artistic destinations.

Connect

The **Connect** pillar aims for vibrant and strong neighbourhoods where people can live, work, and prosper. This aim is underpinned by the development of a range of viable transportation choices.

The Transportation Master Plan will advance the Goals of the Strategic Plan:

- **build vibrant communities** by creating better links between urban areas and neighbourhoods, improving access to commercial, social, artistic, cultural, civic, and recreational experiences for all;
- **create a vibrant downtown** by providing transit, walking, and cycling connections for people from near and far;
- **nurture villages** to promote "village" main streets as destinations as well as transportation corridors, by developing a "Complete Streets" approach to roadway planning and improving pedestrian connections;
- **help develop walkable, connected neighbourhoods** by planning for safe and convenient connections in the pedestrian and cycling networks;
- **provide mobility choices** integrating travel across all modes, and by maintaining Mississauga's reputation as a safe city; and
- **support great public spaces** by providing access to parks, plazas, and unique natural environments for everyone.

Prosper

The Prosper pillar aims for a city that values a strong global business future and a prosperous and sustainable economy that attracts and grows talent. Effective, affordable, and competitive transportation options will entice employees and employers to move to or work in Mississauga. Arts, culture, and tourism will also be supported by denser and more vibrant communities.

The Transportation Master Plan will advance the Goals of the Strategic Plan:

- **meet employment needs** by providing transportation connections to improve employees' access to jobs in Mississauga; and
- **attract innovative business** by supporting goods movement and related industries, by responding to the transportation needs of new businesses, and by enhancing businesses' access to customers and employees.

Green

The **Green** pillar aims for a city that ensures a clean and healthy natural environment. Transportation is a major source of greenhouse gas emissions in Mississauga. Developing and supporting more sustainable travel choices—such as transit, carpooling or ridesharing, walking, or cycling—will reduce greenhouse gas emissions and promote a green future.

The Transportation Master Plan will advance the Goals of the Strategic Plan:

- **lead and encourage environmentally responsible approaches** and **conserve, enhance, and connect natural environments** by improving transportation connections on a variety of travel modes to support travel habits that reduce greenhouse gas emissions, improve air quality, and protect the natural environment; and
- **promote a green culture** by developing healthy, active travel connections to open spaces, supporting environmentally responsible behaviours and an appreciation for natural environments.

Mississauga's Strategic Plan sets out a detailed vision for all aspects of the city. Transportation does not just exist for its own sake. It plays a role in supporting all five pillars of the Strategic Plan, and can help further many of the aims under each pillar. The Transportation Master Plan describes how this will happen, furthering Mississauga's broader objectives.

2

MISSISSAUGA TODAY

Shaped by past choices, Mississauga's transportation system influences our lives today and our decisions tomorrow.

Strengths, Weaknesses, Opportunities, and Challenges

History

Shape of the City

Travel Patterns and Behaviours

Economy and Jobs

Tourism and Entertainment

Changing Environment

Evolving Transportation Future

Overview

Mississauga is a dynamic, fast-growing city experiencing a range of strengths, weaknesses, opportunities, and challenges as it enters a new phase of growth.

Strengths

- Part of the wider, successful Greater Toronto and Hamilton Area
- Strong employment base
- Attractive residential areas
- Continued growth
- Growing range of amenities

Weaknesses

- Legacy road networks
- Over-reliance on cars
- Reduced access because of increasing travel times

Opportunities

- Re-thinking transportation priorities
- Managing public rights-of-way
- Smart management of traffic and parking
- Investing in walking, cycling, and transit
- Embracing new technologies
- Enhancing quality of life for all
- Growing within the urban area

Challenges

- Accommodating continued population and employment growth
- Adjusting to changing demographics
- Developing better transportation choices
- Supporting economic development
- Securing funding
- Balancing competing interests
- Reducing negative environmental effects

Strengths

Part of the wider, successful Greater Toronto and Hamilton Area

Mississaugans have access to a wide range of jobs and amenities within and outside the city. The surrounding areas provide jobs for 145,000 Mississaugans, yet nearly twice as many people commute into Mississauga each day than commute out. The City is intricately tied to the wider Greater Toronto and Hamilton Area.

Strong employment base

Mississauga has the most jobs per capita of any municipality in the Greater Toronto and Hamilton Area (GTHA). The city has a range of jobs, including manufacturing/industry, warehousing/logistics, and professional/scientific/technical services. These jobs draw 234,000 commuters into Mississauga each day.

Attractive residential areas

More than 100,000 Mississaugans have moved to the city in the last five years. The city is attractive for families - it has a greater proportion of households with children than the averages for the GTHA, province, or country. Currently, 60% of the land in Mississauga is dedicated to residential or mixed-use, with a range of housing types and price points.

Continued growth

Mississauga's population is forecast to grow 22% to 878,000 by 2041, which includes a 14% increase in its youth population. It is expected that job growth will match population growth, with employment forecast to grow to 552,000 jobs by 2041 meaning 104,000 more jobs and a 23% increase. New homes and jobs are planned to be primarily along major roads and at key nodes close to transit, with existing residential areas largely unchanged.

Growing range of amenities

Mississauga has recently gained a new post-secondary institution, Sheridan College, which opened its Mississauga campus in 2011 and expanded it in 2017. The City has an ever-growing range of entertainment and cultural amenities. It has also added access points and amenities along its river valleys and waterfront.

Weaknesses

Legacy road networks

The city's historical growth was primarily based on greenfield development. This approach was supported by a grid of major roads linked to the provincial highway network. Local road networks within neighbourhoods were often designed to be curvy or to prevent straight-line travel. This design creates longer trips for drivers and inhibits walking and transit use.

Over-reliance on cars

Car travel is the dominant mode of transportation, used for 85% of weekday trips to, from, or within Mississauga. It includes 489,000 car trips during a typical weekday peak period and creates significant congestion on roads as well as associated air-quality issues and greenhouse gas emissions. Congestion generates negative effects on businesses, the city's transit network, and people's quality of life.

Reduced access because of increasing travel times

Mississauga's roads are sometimes congested during peak travel periods, and travellers to and from the city also suffer from wider regional congestion issues. Higher travel times limit the number of jobs and amenities people can reach in a reasonable time. Similarly, they limit the number of potential employees and customers for businesses. Increased road capacity will not provide an effective or efficient solution to higher travel demand. Future transportation will not be like its past.

Opportunities

Re-thinking transportation priorities

Mississauga's expected future growth and its existing traffic issues can provide the motivation to increase people's travel options. Policymakers can take a fresh look at how transportation is provided across the city, with new ideas on how to address over-reliance on the car.

Managing public rights-of-way

Mississauga owns and controls most roads in the city (excluding Regional roads and provincial highways). This position means the City can re-imagine how roads are managed and can potentially re-allocate space between modes where beneficial. More generally, the focus of the City's planning and investment can shift from moving vehicles to moving people.

Smart management of traffic and parking

Mississauga's new Advanced Transportation Management System (ATMS) is being used to improve the performance of the road network through dynamic signalling and signage. The ATMS will enable the road network to work smarter, not harder. Transportation Demand Management policies and initiatives can also support smarter use of the existing network. Similarly, because parking consumes land, reducing demand and sharing space can provide a smarter way to manage parking.

Investing in walking, cycling, and transit

New pedestrian walkways and crossings, combined with better maintenance, can bring more destinations within walking distance and make walking more attractive. People's existing desire to cycle can be translated into active choices through a safe, comfortable, connected and convenient bicycle network. All aspects of a transit journey can be enhanced, including trip planning, travel to and from transit facilities, the waiting environment, fares, frequency, average vehicle speed, reliability, ride quality, safety, and transfers between services.

A full range of transit options can be utilized, including specialized transit, local bus services, express bus services, Bus Rapid Transit (BRT), Light Rail Transit (LRT), and regional bus and rail services.

Embracing new technologies

Social media, new transportation apps, car-pooling, bike and scooter share programs, and Transportation Network Companies (TNCs) can create new travel options and new ways of understanding the needs and priorities of travellers. Advances in technology such as autonomous, connected, electric, and shared vehicles can improve the costs and benefits of available travel choices. Better data availability, collection, and analysis can help inform better decision-making.

Enhancing quality of life for all

Transportation improvements can enhance everyone's quality of life, by providing people with better access to education, jobs, services, and other people. People then have more options in their life choices, or are able to use travel time more effectively.

Growing within the urban area

Mississauga's urban area has expanded to its boundaries as people and businesses have come to the city. There is only a small amount of greenfield land available (along Hwy 407). The City can grow within the existing urban area, and the new travel demand can be met within the existing transportation system. Mississauga's future growth and transportation can be different to from the past.

Challenges

Accommodating continued population and employment growth

Mississauga needs to accommodate substantial growth to continue its ongoing success. Such growth will be within the existing urban area, not at its periphery, and will include multi-storey residential buildings and townhouses. Growth will also be occurring in surrounding municipalities, affecting Mississauga. A lack of investment in the right type of transportation improvement projects will lead to further congestion and greater costs for the city, its businesses, and its people.

Adjusting to changing demographics

The increases forecast for both youth and older adult populations will significantly decrease the percentage of Mississaugans of working age. The transportation system needs to provide access for users of all ages; in particular, it needs to support active, independent lifestyles by Mississauga's older adults. It also needs to provide transportation options that work for youth and attract young adults who may be less interested in traditional car ownership.

Developing better transportation choices

New development needs to be matched with investment in transit and active modes. Existing development needs better choices to help change travel behaviours. Transit, walking, cycling, and car-sharing need to provide superior travel choices for users and sufficient capacity for the city to enable travel habits to shift away from driving. The solutions need to vary by location across the city, as industrial areas, mature residential neighbourhoods, and the growing downtown all require different measures.

Supporting economic development

The movement of people and goods is a critical part of the economy. Employees need to reach jobs, customers need to reach businessess, and goods have to move from producer to consumer. The transportation system must fulfil these needs to enable a broad range of economic activity.

Securing funding

All levels of government serving Mississauga have a desire for better transportation. This desire needs to be matched with appropriate funding from each level. It will need to create partnership arrangements with other levels of government, the private sector, and other stakeholders.

Balancing competing interests

Transportation rights-of-way will always have a finite amount space available for transportation infrastructure such as travel lanes, transit-only lanes, bikeways, sidewalks, medians, and protective barriers. There will also always be need or desire to use same space for other infrastructure, such as drainage, hydro poles, street lighting, trees, public art, and seating. The City needs to balance the needs of different modes and non-transportation infrastructure. It will need to engage with stakeholders and the public in making changes.

Reducing negative environmental effects

Transportation is Mississauga's largest source of greenhouse gas emissions. It is also the source of a wide range of air pollutants and other negative effects on the natural environment. Changes in travel habits, advances in technology, and improvements government policy will help decrease and mitigate those negative effects.

History

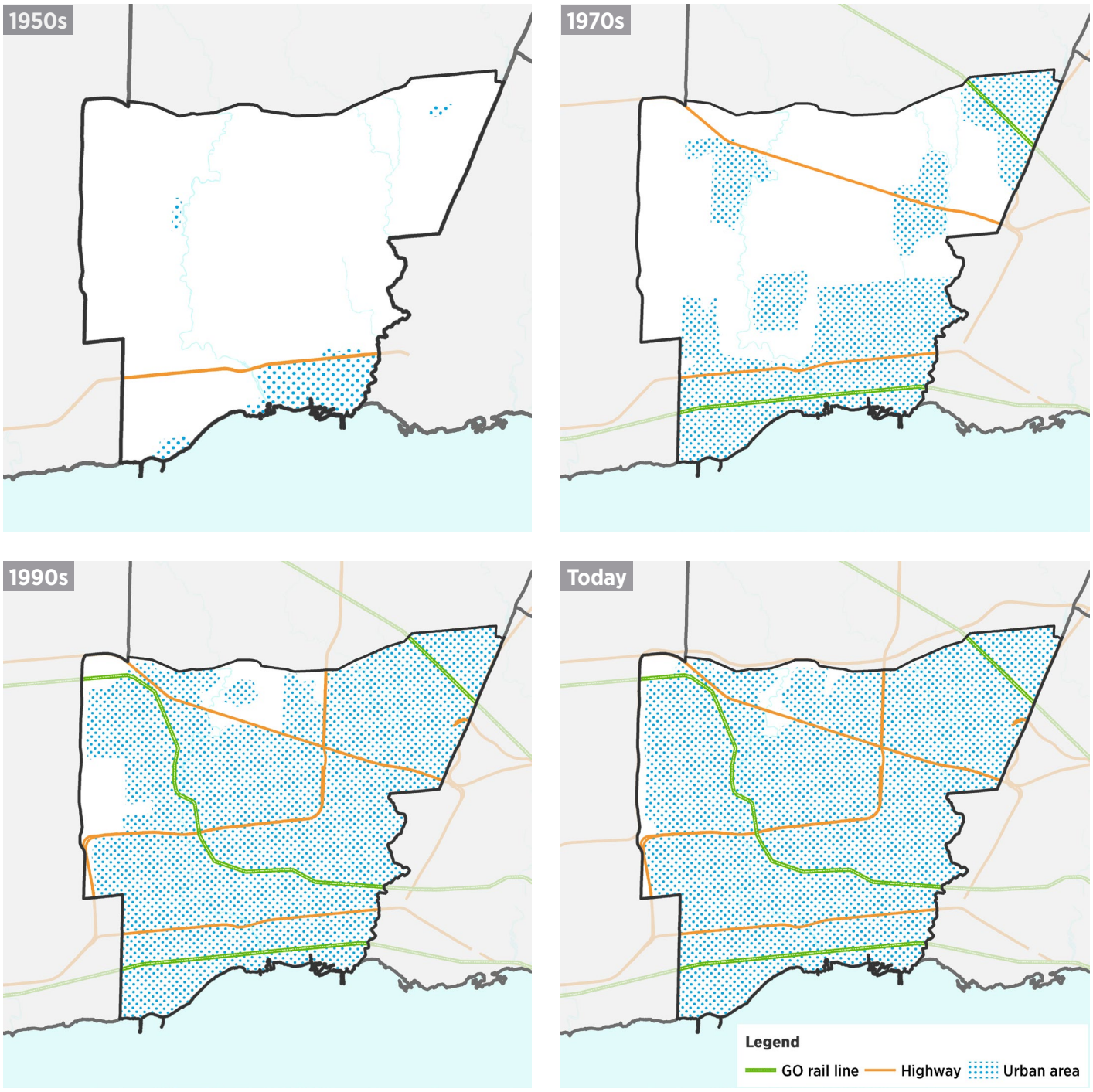
Mississauga past growth and transportation system have shaped each other, creating the city we know today.

The construction of railways in the 1840s through what is now Mississauga led to the founding of farming towns and villages near railway stations. Several of these places, such as Clarkson, Erindale, and Port Credit, remain centres of community life. Mississauga's urban growth has continued, closely linked to the development of its transportation infrastructure. Five new highway corridors were added from the 1930s to the 1990s, and three GO Rail corridors through the city were added from the 1960s to the 1980s. Significant new commercial and industrial growth took place from the 1960s onward, especially in the land surrounding the airport. New transport capacity both enabled growth and was required by it.

In 1974, the City of Mississauga was incorporated as a local municipality in the Region of Peel, making it the City's responsibility to oversee the development of a system of local roads, sidewalks, trails, and transit to knit together the local settlements, businesses, highways, railways, and roads provided by other governments.

The streetcar service from Port Credit to downtown Toronto was the first transportation infrastructure in Mississauga to serve only the movement of people.

The evolution of Mississauga's urban area and transportation infrastructure



Mississauga's urban area expanded from historic centres like Port Credit, Streetsville and Malton. Transportation infrastructure both enabled the growth, and was required by it.

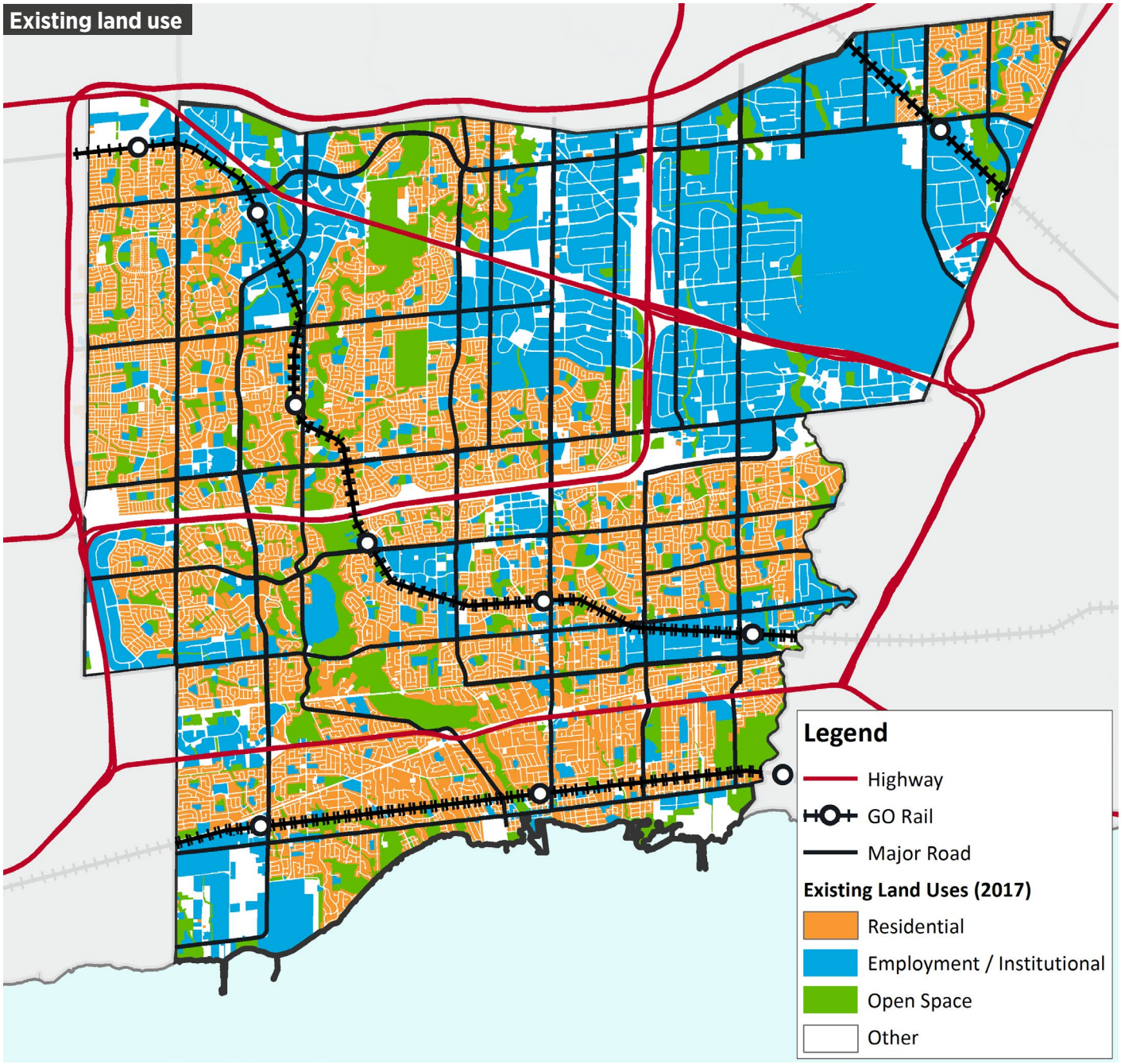
Shape of the City

The locations of homes, businesses, amenities, and natural features within the city and beyond have all influenced Mississauga's transportation system.

Mississauga is built around a grid of major roads, with some breaks in the grid where highways, rail corridors, or river valleys pass through. Major roads are often the prime locations for shops, small businesses, and services such as healthcare or banking. Major roads are the natural place to focus transit service, offering routes that are direct, fast, and serve many destinations. They also serve the highest number of car users, providing routes across the city and connections to the highway network and adjacent municipalities.

Areas away from major roads are typically dedicated to a single purpose, such as housing, office parks, or industrial uses. Some newer developments feature a greater mix of uses. Many Mississauga residents were attracted to the city's Neighbourhoods that were zoned for residential use to provide quiet, fresh air, and privacy. The benefits come at the cost of transportation. In Neighbourhoods, for example, road networks are often circuitous and may feature cul-de-sacs. The success of deterring through-traffic comes at the cost of long journeys between residents or employees and the goods and services they need on a day-to-day basis, such as food, transit, convenience shopping, childcare, and medical offices. Circuitous local roads are also difficult to serve efficiently by transit. Mixed-use developments are often concentrated nearer to major roads and benefit from easier access to transit and amenities.

The City plans and directs land use through the Mississauga Official Plan. Based on current and intended future land use, the Official Plan defines a high-level urban structure and the detailed zoning that governs what type of development is acceptable where. The Official Plan primarily directs growth to areas with a mix of uses, near major roads, or close to major transit stations. The Downtown Core is designated to have the most growth in both population and employment. The city's growth will generate additional travel demand, but also bring people, jobs, and amenities closer together. The Transportation Master Plan will inform future changes to the Official Plan.



Employment uses dominate northeast Mississauga. Pockets of mixed-use and employment are present throughout the rest of the city, with the rest being residential uses.

Source: City of Mississauga 2017 Existing Land Use

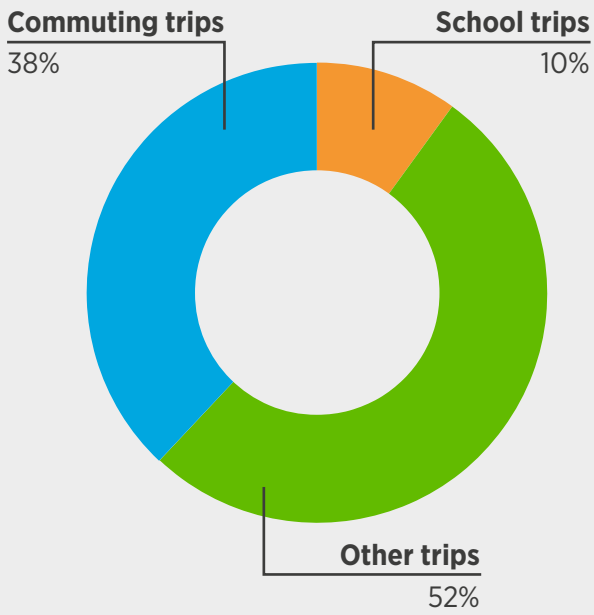
Travel Patterns and Behaviours

People travel to, from, and within Mississauga for a variety of reasons throughout the day, using various modes of transportation.

Where and why Mississaugans travel

For many people, trips to and from work are their most common trip; however, such trips account for only a third of trips starting or ending in Mississauga. The majority of travel in Mississauga relates to the business of life—such as shopping, leisure, school, errands, healthcare, or visiting family.

Trip purpose



More than half of weekday trips are for the business of life beyond travel to/from work and school.

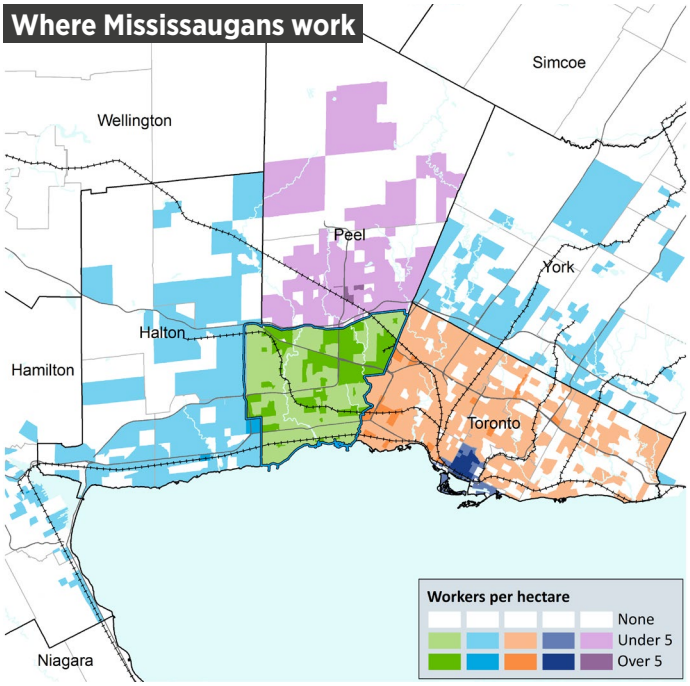
Source: Transportation Tomorrow Survey 2011 (all day, weekday trips)

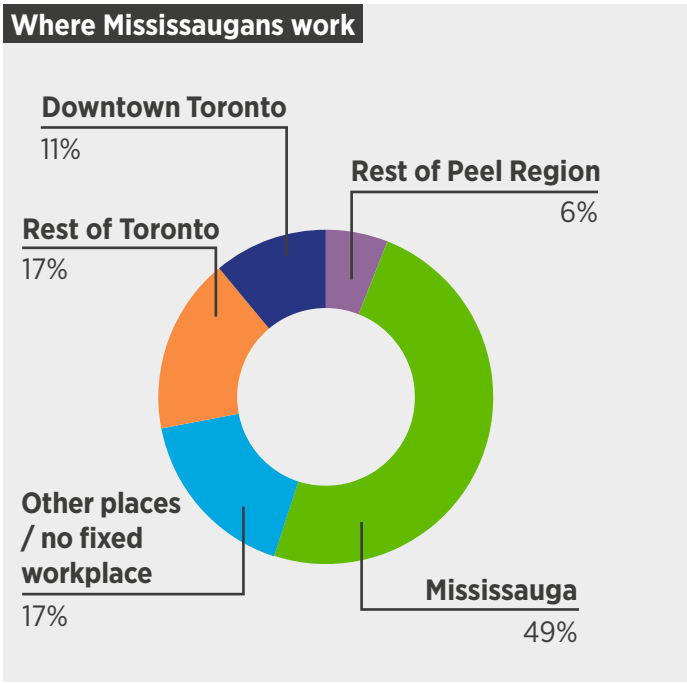
Commuting for work

Every day, 190,000 Mississaugans travel to work within the city, and another 234,000 people travel to Mississauga's workplaces from homes outside the city. People commuting into Mississauga live across the GTHA and beyond, with Toronto, Brampton, and Caledon being the most common. Further, 145,000 Mississaugans travel to workplaces outside the city. Toronto is the most common place outside the city for Mississaugans to work, particularly its downtown. Another 20,000 Mississaugans have no fixed place of work, travelling to different clients or worksites each day. Employment is expected to grow faster than population between now and 2041, which is likely to further increase the number of people commuting into the city.

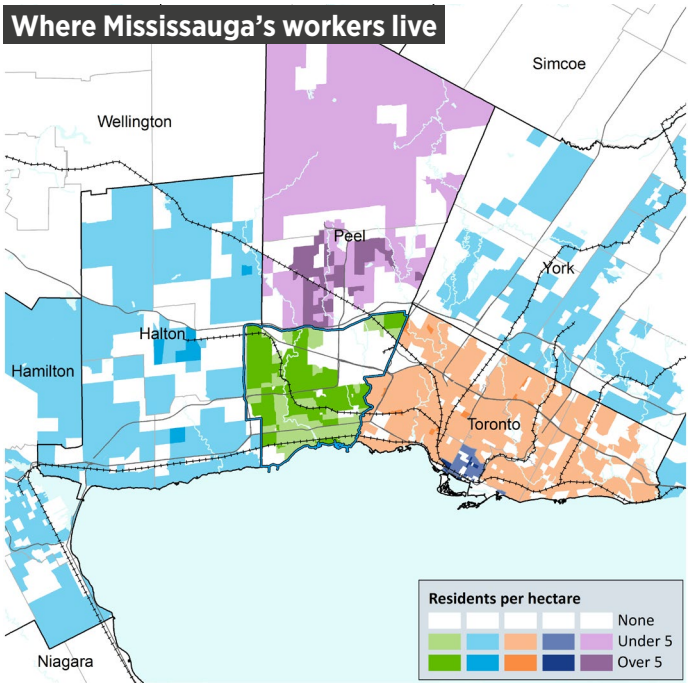
Currently, driving is the most common choice for travelling to work; 81% of Mississauga's residents and 89% of its workers drive to and from work. The number of people driving results in significant congestion on the highways and major roads serving Mississauga. Further growth requires additional transport capacity; however, opportunities to add road capacity are limited. Transit can potentially provide a space-efficient way to increase transportation capacity.

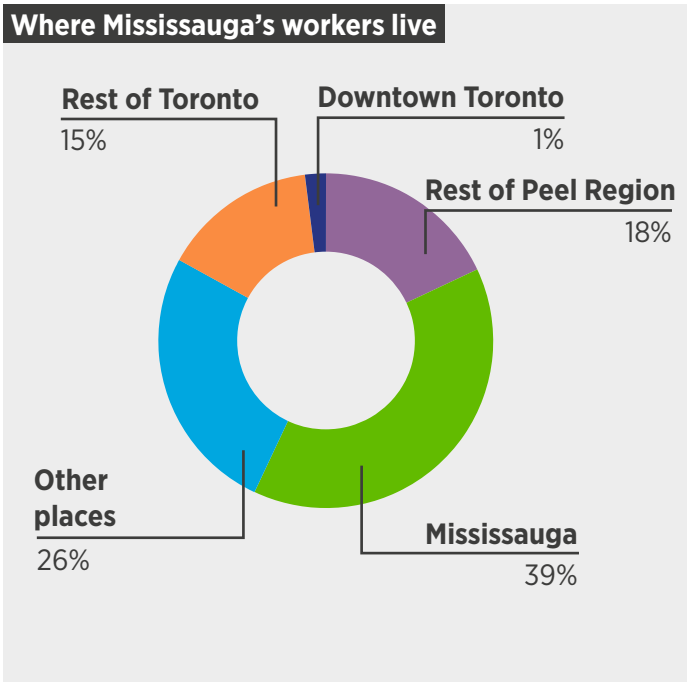
Smart Commute provides transportation demand management service to employees in Misssauga and the rest of the GTHA. Its programs reach over 36,000 commuters working near Peason Airport, plus 60,000 commuters working elsewhere in Mississauga. Their work in Peel Region in 2017 resulted in a reduction of 29 million vehicle-km driven by commuters, saving over $18 million and 6,200 tonnes of emissions.





Work locations highlight Mississauga's role as a regional employment hub and its place within the wider economic area.
Source: Transportation Tomorrow Survey 2011





Residential locations highlight Mississauga's role as a regional employment hub and its place within the wider economic area.
Source: Transportation Tomorrow Survey 2011

School travel

There are approximately 130,000 school-aged children living in Mississauga, and almost all must travel to and from their school every day. The number of Mississaugans aged under 19 is expected to increase 14% between 2016 and 2041. School travel will be an enduring and increasing part of Mississauga's travel market.

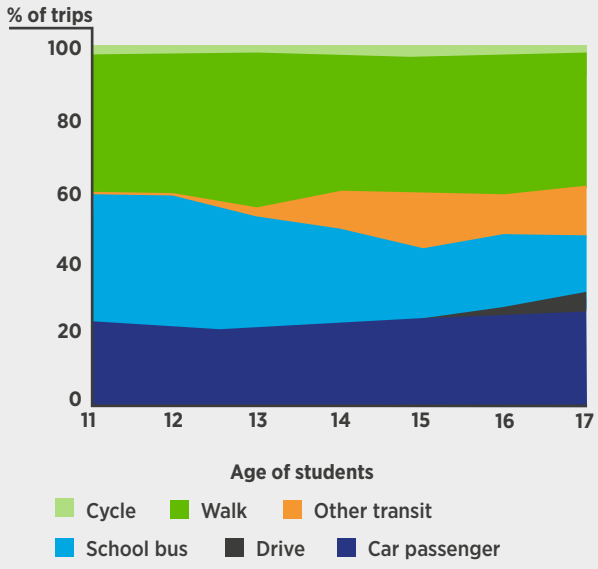
Of school students aged 11 and older, around 40% walk to school and around 30% arrive by car. The rest almost all use public transit or school bus services provided free of charge by school boards.

School buses are only available to students living more than a certain distance from their school.

This threshold is set by the school board and varies by age. For English-language high school students the threshold is 3.8km; consequently, some students live beyond a reasonable walking distance, but without access to school buses. Their parents are compelled to either pay for public transit or drive them to and from school.

Households with children are concentrated in north and west Mississauga. As children grow into adults and new young families move to Mississauga, the locations of these concentrations will change. Long-term transportation plans must be flexible to accommodate these changes.

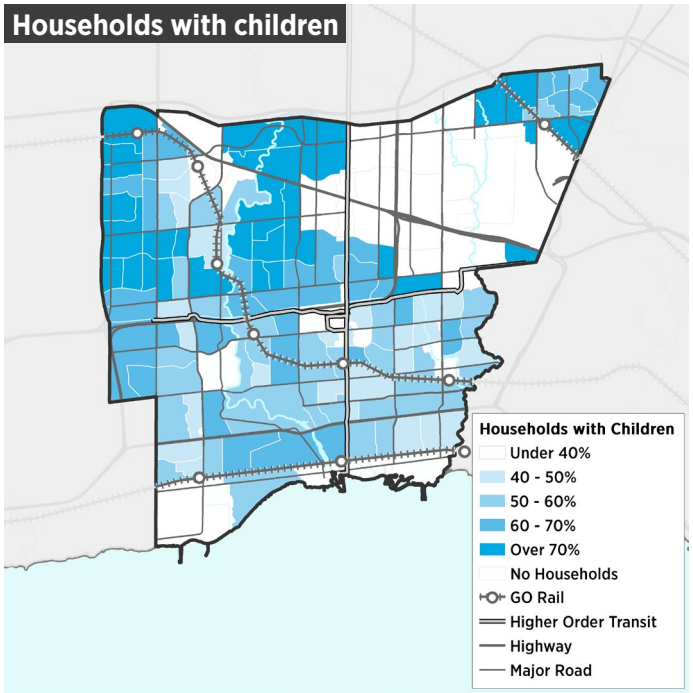
School travel mode by age



The split between walking, transit, and car-based travels does not vary significantly by age – but many students switch from school bus to MiWay when they enter high school.

Source: Transportation Tomorrow Survey 2011

Households with children



Households in newer urban areas in the north of the city are currently the most likely to have children. However, this is likely to change as those children grow up.

Source: Statistics Canada, Census of Canada 2016

Trips beyond work and school

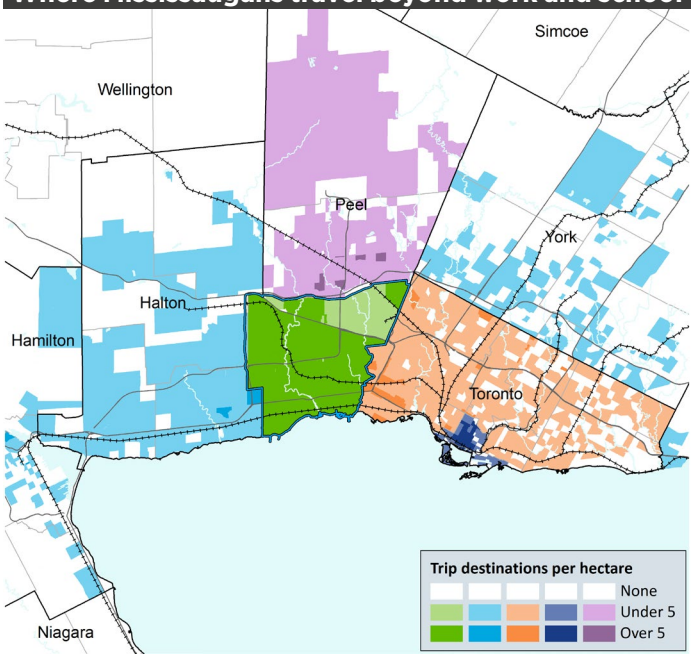
People travel to and from many locations other than their place of work or education. The detailed data sources available on travel patterns only separate out trip purposes for travel to and from people's places of work or education. This creates a challenge for policymakers in understanding the associated nuances; for example, people's travel needs for shopping will differ significantly from their travel needs for healthcare.

The available data shows that Mississauga residents make around 840,000 non-work trips per day. Mississauga is a large city offering a full range of services to its residents, which is the main reason why 85% (716,000) of these trips are within the city.

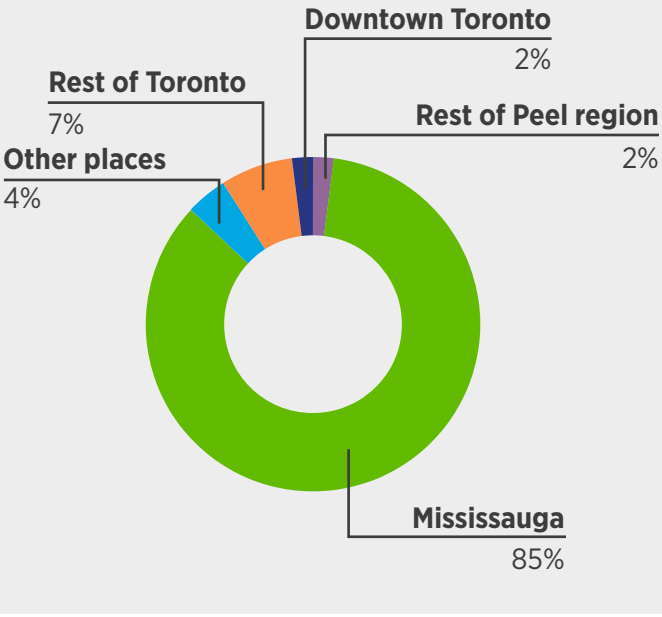
These trips often involve multiple destinations, a practice known as "trip chaining." A person might travel from home and stop at several shops before returning home, for example, which accentuates any differences in travel time between people's choices of mode (e.g. transit or driving).

As mentioned in the previous chapter, Mississauga's future growth in homes, jobs, and other amenities will focus on key nodes and corridors. The mix of uses will make non work trips easier, as they will tend to reduce travel distance and make alternatives to car use more attractive.

Where Mississaugans travel beyond work and school



Where Mississaugans travel beyond work and school



A full range of amenities are available within Mississauga, and most trips beyond work and school made by residents are within the city.

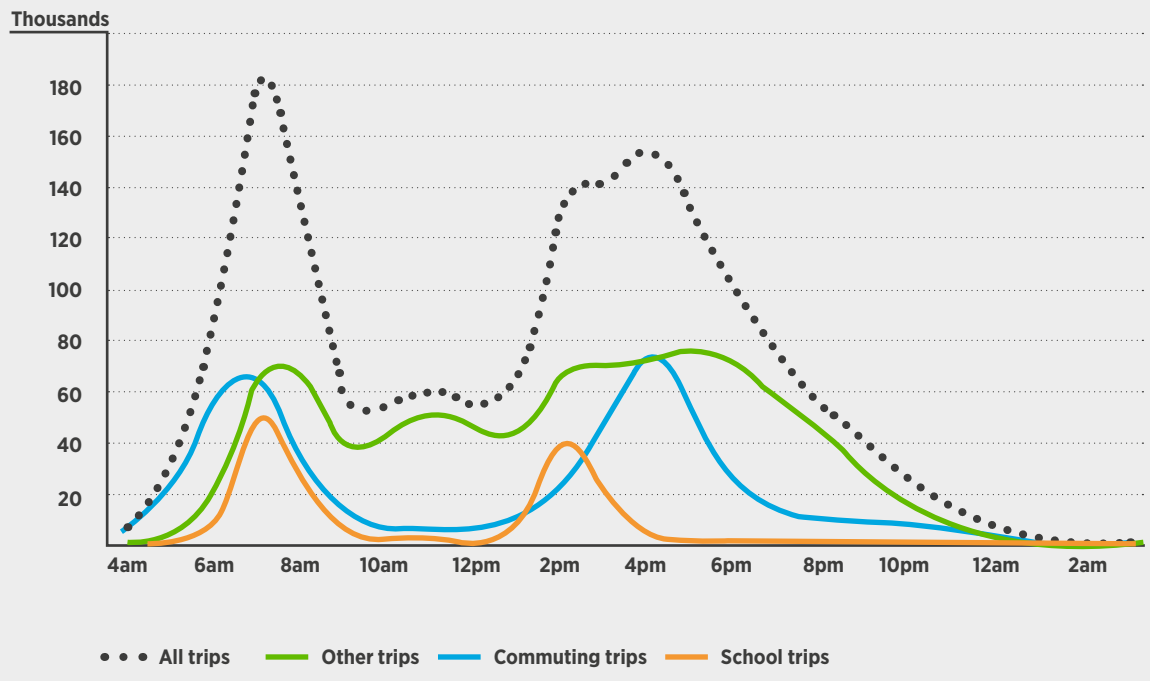
Source: Transportation Tomorrow Survey 2011 (all day, weekday trips)

When Mississauga travels

People and goods travel throughout the day in Mississauga. Approximately half of all trips (and two-thirds of commutes) start either in the morning peak (6–9am) or evening peak (4–7pm). Commuting between home and work is the reason for a third of trips in the peak periods and throughout the day.

Over time, peak travel times have become more spread out, primarily because the number of trips has grown faster than the available capacity. Some employers offer flexible working hours or set work hours other than the traditional "9–5." Manufacturing, goods movement, retail, healthcare, hospitality, and restaurants all include extended work hours. Some businesses, particularly those in warehousing and logistics industry, operate 24/7. These factors create travel demand at all times of the day.

Trip start time



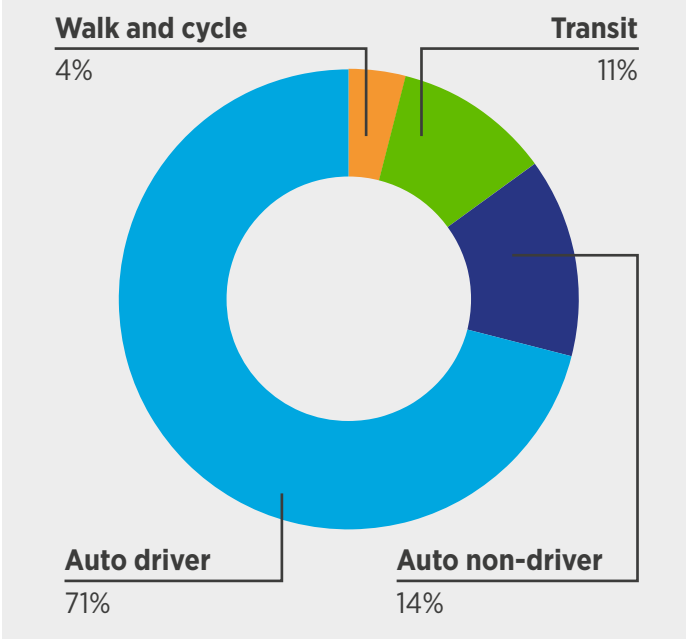
The busiest travel time is the morning, but the afternoon peak lasts much longer. Work and school trips have distinct peaks, whereas trips for other purposes take place throughout the day. Even at peak times, the majority of trips are for purposes other than work and school.

Source: Transportation Tomorrow Survey 2011 (weekday trips)

How Mississauga travels

Mobility in Mississauga is currently heavily dependent on the personal car. Today, 85% of trips taken to, from, or within Mississauga on the average weekday are by car. Yet Mississauga shows signs of lower automobile dependence than other municipalities in the GTHA. It has fewer cars per household (1.6) than any municipality in the GTHA (except Toronto), and 8.2% of Mississauga households live without owning a car at all. Information from the public and stakeholders indicate people want additional mobility options and will use them when they are high quality.

Mode of travel



This chart covers weekday trips to, from, and within Mississauga made by people aged 11 and up. "Auto driver" just includes people who drive their own vehicle (71%), and "auto non-driver" includes passengers in a personal vehicle (13%), taxi use (0.5%), and paid rideshare (0.3%). "Transit" includes trips using GO Train services (1.3%), other transit services (7.4%), or both (0.7%). It also includes school bus trips (1.5%). "Walk and cycle" includes walking (3.8%) and cycling (0.4%).

Source: Transportation Tomorrow Survey 2016 (all day, weekday trips)

Driving or riding a personal vehicle

Reliance on personal vehicles is expected to decrease in the future, although driving or riding in a personal vehicle will remain an essential mobility option in Mississauga for the term of this Plan, until 2041. The City's Advanced Transportation Management System (ATMS) creates new possibilities for centralized traffic signal control, which enables traffic management that is safer, more efficient, and more resilient to disruption.

Personal decisions about car ownership are expected to change as the cost and convenience of driving changes compared to other options. New mobility alternatives breaking into the market are directly competing with the personal vehicle ownership model and are expected to grow in the coming decades. With a view to expansion, two major car share companies operate today in downtown Mississauga and the University of Toronto's Mississauga campus. The availability of by-the-hour car rentals located on-street makes it possible for some households to live with fewer (or zero) cars. For those buying a car, electric vehicles are increasing in popularity, with implications for supporting charging infrastructure.

Every car trip starts and ends at a parking spot. The City's forthcoming Parking Master Plan will guide future provision and management of parking. The plan will ensure a more flexible approach to managing parking and balancing the requirements of drivers, land-owners, and other city policies.

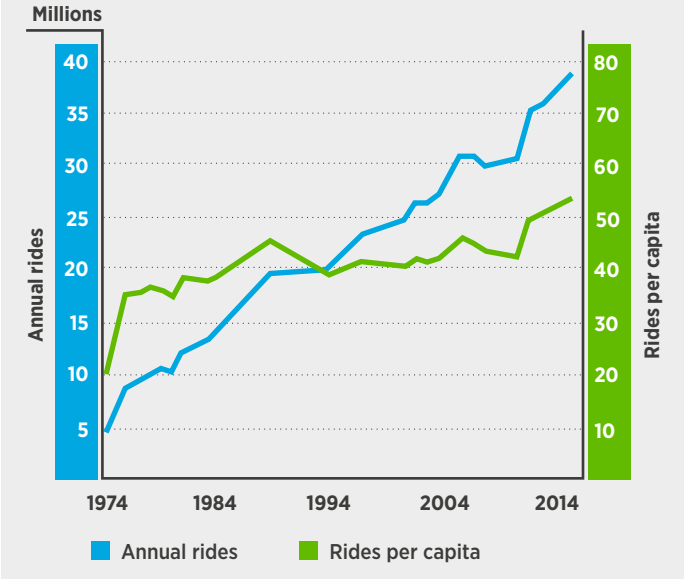
Travel in a personal vehicle is not limited to driving. Non-drivers account for one sixth of trips made in a car. Almost all of these are informal arrangements, made with family or friends. Adding passengers to an existing car trip offers much of the convenience of driving at minimal marginal costs. Taxis and paid rideshare make up a small proportion of trips, but fulfil a valuble role.

Riding transit

In just five years (from 2011 to 2016), MiWay ridership grew by more than 15%. Mississauga has the second highest local transit ridership per capita in the GTHA (after Toronto). Excluding Union Station, Mississauga also generates the most GO Train ridership of any municipality, with 21,000 passengers per day. Most of this ridership is in the AM peak hours, moving the equivalent of a six-lane highway. The Square One GO Bus terminal in Mississauga is the busiest bus terminal in the GO Transit network, with more weekday bus departures than any other terminal including Union Station.

The recently-opened Mississauga Transitway beside Hwy 403 provides a fast, congestion-free, east-west corridor across the city for bus services. Higher vehicle speeds also create more efficient service, with lower operating costs per passenger. Initial trends indicate the Transitway has been successful at increasing ridership, with MiWay needing to add capacity to accommodate the extra demand.

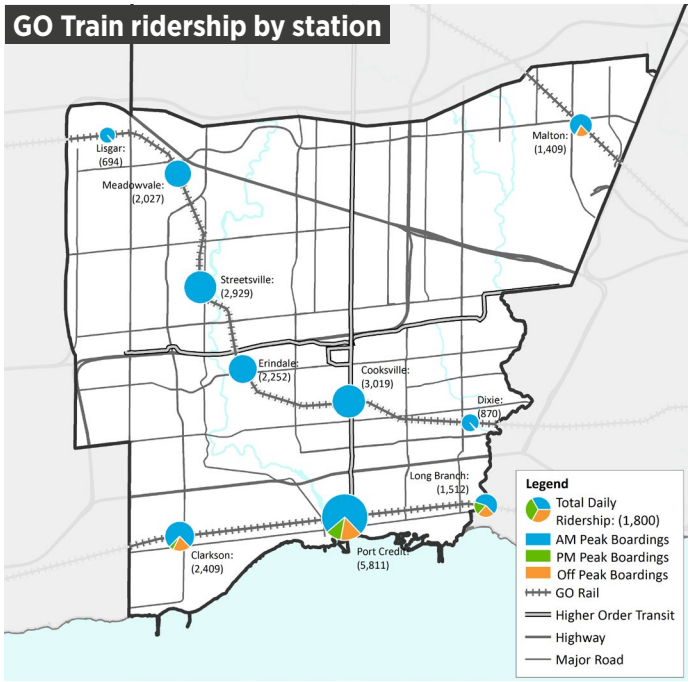
Local transit ridership by year



Local transit ridership has risen steadily over the years, fuelled by population growth and service improvements.

Source: City of Mississauga

GO Train ridership by station



Strong GO Train ridership can be found throughout Mississauga, and is currently dominated by AM peak travel.

Source: GO Transit 2015

The Hurontario LRT is set to open in the early 2020s. It will complement the Transitway by providing a north-south, high-quality transit service with capacity to accommodate the growth along Hurontario Street. GO Transit's Lakeshore West and Kitchener lines are planned to have two-way all-day service every 15 minutes. This service increase will help more people use the GO Train to travel into and out of Mississauga. Planned improvements to the Milton GO line are limited to increases to peak period, peak direction service. There are about 80,000 jobs along this corridor (Meadowvale, Streetsville, Einrdale, Cooksville, and Dixie & Dundas areas). Two-way all-day service would benefit both the employers and the people working in these areas.

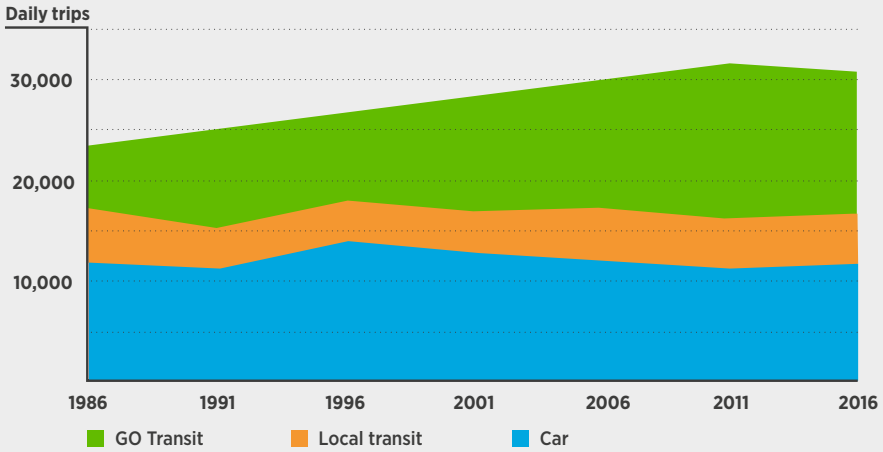
For longer trips, regional-level transit is the most effective way to increase transportation capacity. For example, the Lakeshore West GO line has enabled the number of commuters from Mississauga to downtown Toronto to grow from 23,000 in 1986 to 31,000 in 2016 with no significant increase in the number of trips by car.

Transit ridership is expected to grow further as major barriers to transit use are addressed. Some of the most significant barriers are known to be:

- travel times being significantly longer than car-based travel
- limited service on off-peak times (midday, evenings, and weekends)
- missing sidewalks and road-crossing points for the walk to and from bus stops
- double fare for those using both MiWay and TTC services

Many of these barriers are being addressed through the MiWay Five: 2016–2020 Service Plan, and through Metrolinx's 2041 Regional Transportation Plan (published in 2018). These barriers will also be among the considerations in the forthcoming MiWay Five: 2021–2025 Service Plan and the forthcoming MiWay Infrastructure Growth Plan.

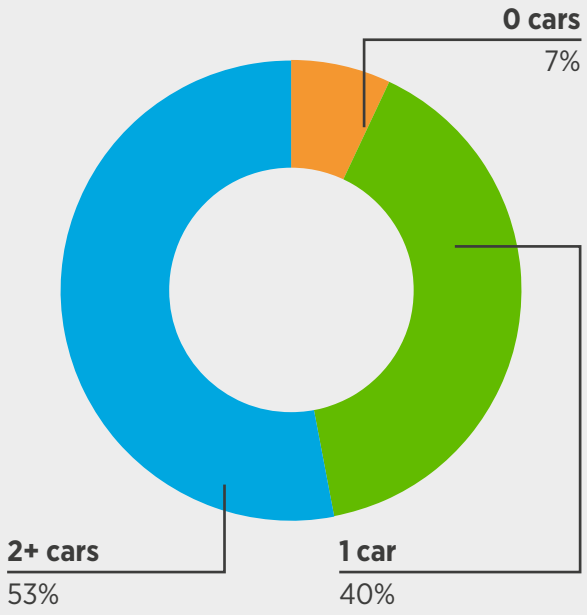
Mode split for commutes to downtown Toronto



The number of weekday trips from Mississauga to downtown Toronto has risen steadily for the last 30 years, yet the number of car trips has not changed since 1986. More than 5,000 additional trips per day have been accommodated by growth in GO Train ridership rather than car travel.

Source: Transportation Tomorrow Survey 2011 (all day, weekday trips)

Household vehicle ownership



Most Mississauga households own at least one car, with more than half owning two or more. A small but signifcant proportion live their daily lives without owning a car.

Source: Transportation Tomorrow Survey 2016

Ridehailing

Ridehailing has grown in recent years, whether hiring a taxi or ordering a ride with an app from a Transportation Network Company (TNC) such as Uber or Lyft. The City initiated a TNC pilot study that will conclude in late 2018, with a report to Council planned for early 2019. As part of the pilot, TNCs are providing data that assists in enforcement. The City will use the pilot study to determine whether the regulatory framework for TNCs is appropriate and whether regulations for other types of vehicles-for-hire should be amended. A new regulatory framework would provide an opportunity for the City to negotiate access to trip data to support transportation planning work.

The growth in TNCs creates accessibility issues for people with disabilities, particularly people who use wheelchairs or similar mobility devices. Licensing fees for accessible taxis in Mississauga are lower to encourage their provision. Because TNCs use a fleet of privately-owned vehicles, there is currently no means for the City to control the portion of accessible vehicles in the TNC fleet. Accessible vehicles are available only at the owner-driver's discretion. The City is currently studying how to address the need for accessible on-demand options. In other cities, TNCs make payments to the city government, which are then used to support accessible service.

The City is currently investigating options for ensuring accessible vehicles are available for hire on demand in Mississauga. Staff are expected to report back in 2019.

Cycling

There are more than 620,000 trips of less than 5km taken in Mississauga each day. This distance is considered suitable for cycling (under 20 minutes by bicycle), and yet only 1% of these trips are by bike. Approximately 3,000 people cycle to work, out of 98,000 living within 5km of their workplace. Mississauga residents have indicated that the most significant barrier to cycling is feeling unsafe or uncomfortable. A lack of cycling facilities, such as bike lanes or trails, in some parts of the city has contributed to such issues.

The recently-approved Mississauga Cycling Master Plan includes research on how people feel about their cycling abilities. The majority (61%) are "interested but concerned," meaning they are curious about cycling and would like to cycle more often but have significant concerns. The most common concern is fear of sharing the roadway with motor vehicles. The research also shows that 96% of survey participants would increase or continue their cycling use if more comfortable cycling facilities were in place. The Plan establishes priorities for the advancement of cycling in Mississauga, including:

- expanding the network of cycling facilities, such as cycle tracks, multi-use trails, and separated bike lanes
- establishing a city-wide bike parking program
- offering cycling education, often in partnership with other agencies

Walking

Only a third of walkable trips (under 1km) are taken on foot; about 100,000 walkable trips per day are taken by car or by transit. Some 2,000 people walk to work in Mississauga, yet 32,000 people live within 1km of their place of work (excluding people working at home). People in Mississauga are discouraged from walking when:

- a short-distance trip requires a long walk
- sidewalks are narrow, missing, or in disrepair
- routes across parking areas have no designated walkway
- snow is piled up
- intersections are unsafe or intimidating to cross
- the walk environment is unpleasant
- there are perceived or actual public safety issues

Increased walking offers diverse benefits such as health gains, stronger bonds between people and the places they live near, negligible emissions, and negligible cost to travellers.

Road safety

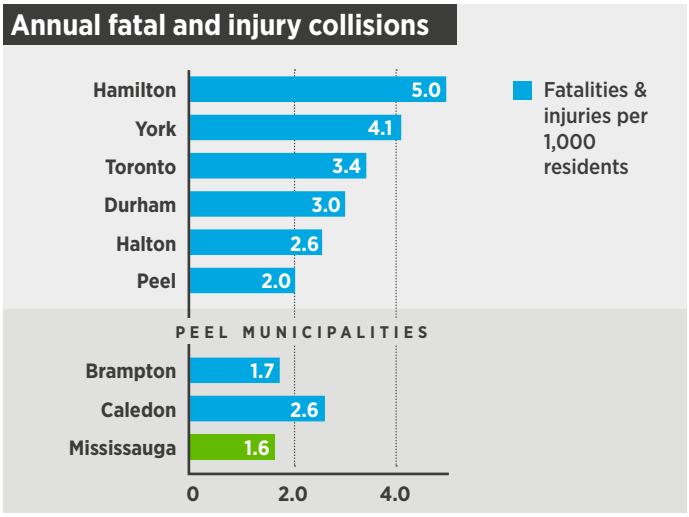
Mississauga has recently adopted Vision Zero, which sets a vision of zero fatal and injury-causing collisions each year. The Region of Peel has also adopted Vision Zero, and published its Vision Zero Road Safety Strategic Plan in 2018. Today, Mississauga has the second lowest rate of fatalities and injuries on its roads of municipalities of the GTHA, and collision rates in Mississauga are similar to its peers. The overwhelming majority of collisions and personal injuries occur on Mississauga's arterial and major collector roadways, outside of neighbourhood areas. Intersections account for the most serious conflicts between vehicles and pedestrians, cyclists, or other vulnerable road users. Aggressive, impaired, and distracted driving are significant concerns. Safety while walking, cycling, or taking the bus to school is also a concern for parents.

Road safety is not only a concern for people who are travelling; it is a barrier that prevents people from travelling by their preferred mode. In a survey associated with the City's recently updated Cycling Master Plan, 61% of respondents characterised themselves as "interested, but concerned", meaning they wished to cycle more than they currently do, but are prevented from cycling due to concern for their safety. Public input for the Transportation Master Plan, indicated people avoid walking trips that cross a major intersection. This is especially true of slower walkers, such as older adults, families with children, those using a mobility device or those travelling with luggage. Residents also highlighted traffic in neighbourhoods as an emerging road safety concern.

Future travel choices

Population and employment growth will lead to an increase in the number of trips to, from, and within the city. By 2041, Mississauga's transportation system will have to accommodate an extra 300,000 trips per day if new residents travel like current residents. With existing travel habits, this projected growth will mean an extra 110,000 cars on the road.

If these extra trips are accommodated by transit, far fewer vehicles will be required to carry the same number of people. Transit vehicles also take up less road space per passenger, allowing for more efficient use of the finite road space available. Walking and cycling also require less road space per person than a car. The result is that efficiently accommodating the growth in demand requires different travel choices.



Mississauga's roads perform well compared to its peers in the GTHA.

Source: Ontario Road Safety Annual Report, 2014

Homes and Families

Mississauga is a place where people want to be now and will want to be in the future.

Homes

Mississauga is home to 722,000 people in 248,000 households. The population is expected to grow at a rate of approximately 6,300 people per year, to 878,000 people by 2041. Single-family houses and other forms of low-density housing cover nearly a quarter of all land in Mississauga and are home to about half of Mississauga households. The other half of households live in medium- or high-density housing, such as multi-storey buildings and townhouses.

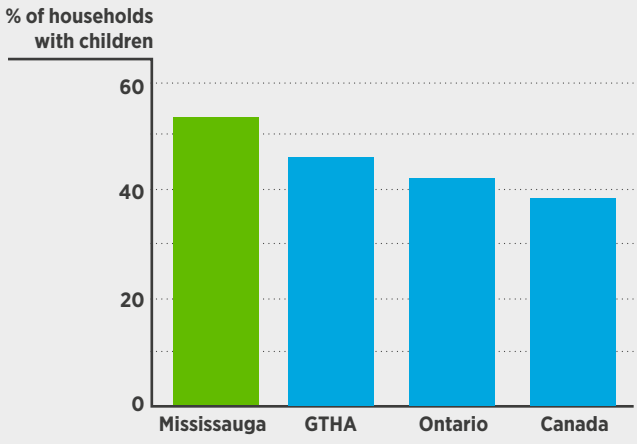
Nearly all new homes in Mississauga will be in medium- or high-density housing concentrated along major roads, in the downtown area, or close to major transit facilities. These new homes will lead to more travel demand in these areas. To serve this demand, these areas will have a variety of travel options available.

Families

Mississauga was recently awarded platinum status from Play Works as a "Youth Friendly Community." About 54% of households in Mississauga include children, which is more than the regional, provincial, or national average. The number and proportion of both children and older adults (aged over 65) is expected to grow. As a result, the working-age population (19–64) is expected to decrease from 62% of the population in 2016 to 51% in 2041.

Although some youth drive, few own their own vehicle. Most older adults maintain a driver's licence well into their senior years, but may lose confidence driving at night, in heavy traffic, in poor weather, or on highways. Children and older adults who do not drive and who have limited access to independent transportation options rely on others for their travel needs. Otherwise, they are confined to their home or neighbourhood, which compromises their quality of life. Future transportation options should be designed with group and family travel in mind to ensure the unique needs of vulnerable populations are considered.

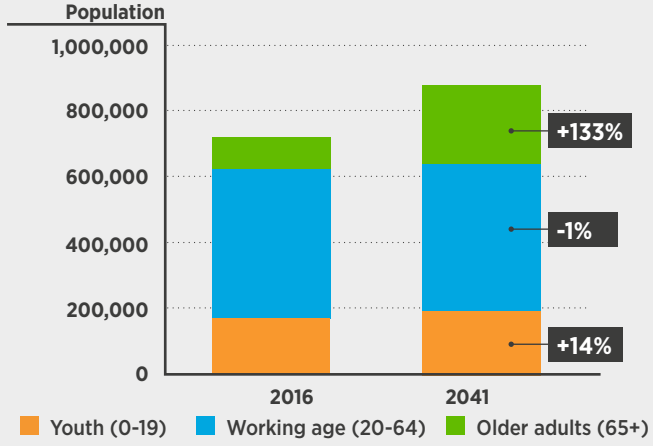
Percentage of households with children



A high proportion of households in Mississauga have children, showing it is a preferred place to raise a family.

Source: Statistics Canada. 2016 Census of Canada

Forecast population change by age group



Much of Mississauga's forecast population growth will be from an increase in the number of people aged over 65.

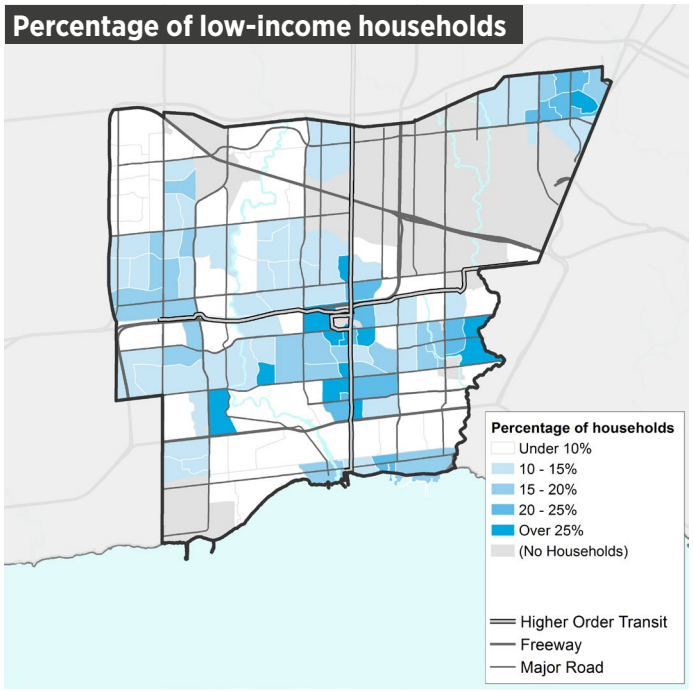
Source: City of Mississauga Growth Forecast 2013

Household income

Low-income households are present throughout the city; transportation improvements in any part of Mississauga can potentially help low-income households. Where transportation costs are a significant barrier, people are unable to travel and may be denied access to potential jobs or education opportunities, medical appointments, or the necessities of life.

The cost of transportation options can be a significant factor in people's decisions about transportation. The overall costs of owning a car (including insurance, depreciation, maintenance, repairs, fuel, and taxes) are much higher than using transit. In fact, the average monthly cost for car insurance alone in Mississauga is more than a monthly MiWay pass. Car costs can vary but are unlikely to be less than transit unless used by multiple people.

An effective transit system can help reduce people's travel costs. It can also improve people's access to opportunities and potentially help increase their income.



Low-income households can be found throughout the city, but are much more prevalent in certain areas.

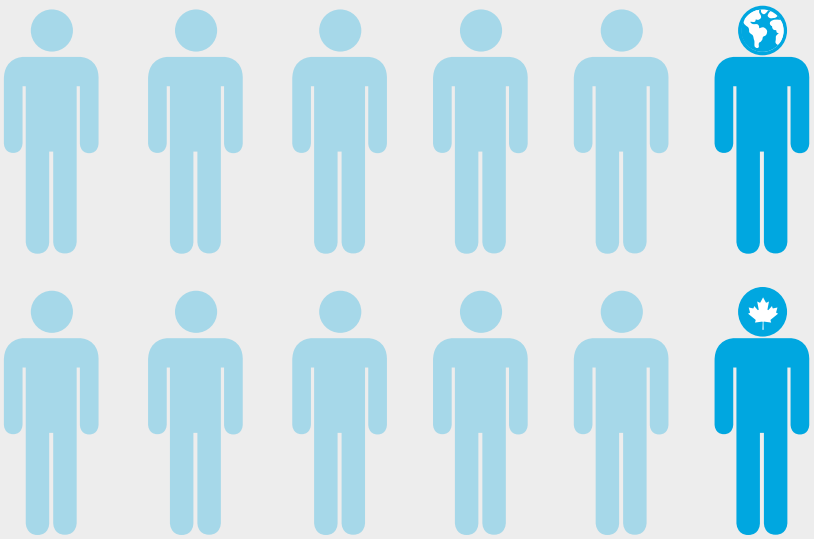
Source: Statistics Canada. Census of Canada 2016: Profile Data at the Census Tract level.

Newcomers

Mississauga is a city where people want to live now and will want to come and live in the future. Newcomers to Mississauga may have moved from elsewhere in the GTHA, from other parts of Canada, or from other countries in the world. They bring their own ideas, ambitions, and travel habits to Mississauga, enriching the fabric of society. In the past five years over 110,000 people—from all parts of Canada and beyond—have moved to Mississauga.

Newcomers generally will not have knowledge of local transport or amenities. They need information about the city's transportation system to move around the city and to travel to and from other areas. Much of this information is available online, but internet access is not universal; further, newcomers need information about the location and range of available destinations.

The number of Mississaugans who speak English as their mother tongue is roughly equal to those who do not; however, 96% of Mississaugans have a working knowledge of English. Information relating to transportation will be understood by most Mississaugans if provided only in English; the high proportion of second-language users emphasizes the need for clarity in written information and other communications.



1 in 6
Mississaugans moved here in the last 5 years; they are equally likely to have come from inside and outside of Canada

Source: Statistics Canada. 2016 Census of Canada

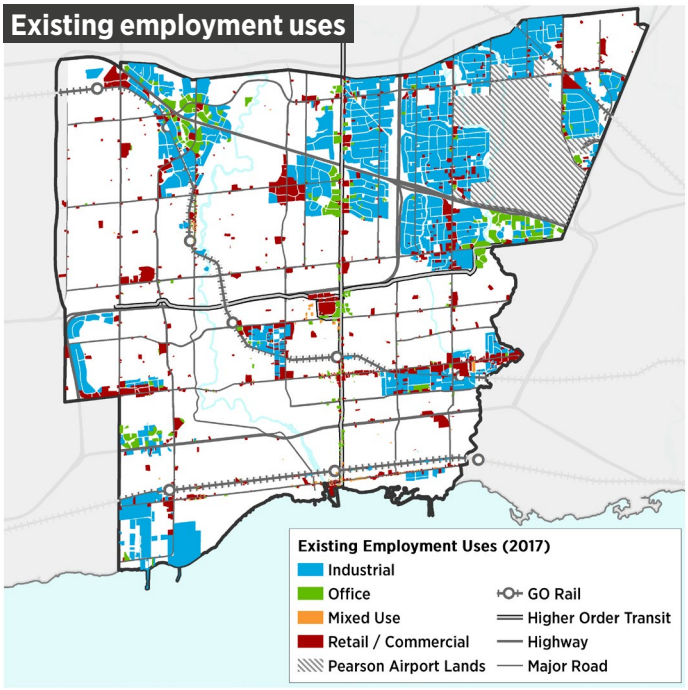
Economy and Jobs

Mississauga is a place where businesses want to be now and will want to be in the future.

Mississauga is a place where businesses want to be now and will want to be in the future. Warehousing and logistics jobs are concentrated in the northeast of the city around Pearson Airport, along with manufacturing and industrial jobs. Improvements in aircraft design and ongoing work by the GTAA are both expected to reduce the noise associated with Pearson Airport. However the noise impacts of the airport, strategic business advantages, and current City planning policy together mean these areas are unlikely to shift to other uses.

Office-based jobs with larger employers are found in the various Corporate Centres, such as in Meadowvale, or south of the airport. Mississauga also has a high concentration of companies offering professional, scientific, and technical services. Small businesses and local retail jobs can be found on some of the city's major roads such as Dundas St or Hurontario St. The airport and the highway network support the logistics industry in the northeast of the city. Mississauga acts as a goods movement hub for the GTHA and beyond.

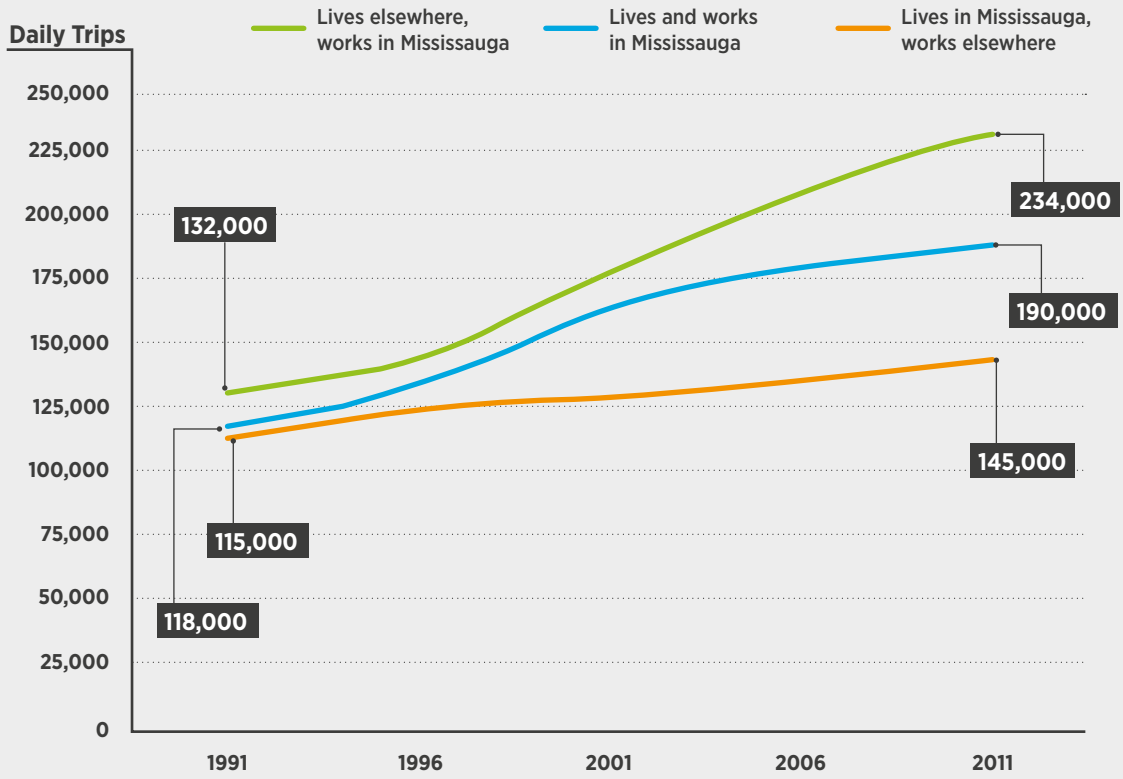
Today, Mississauga has more jobs per resident than any other municipality in the GTHA, including Toronto. They bring talent from across the area to work in Mississauga every day.



Employment lands are clustered in multiple distinct areas across the city.

Source: City of Mississauga. 2017 Existing Land Uses

People's home and work locations



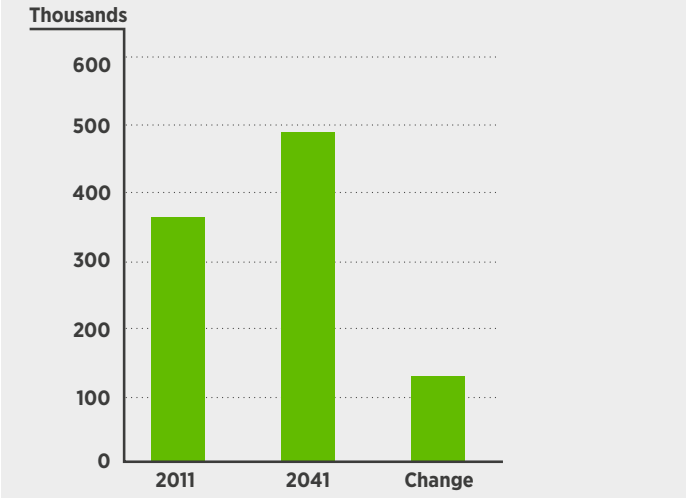
Mississauga has more people commuting into the city than commuting out of it. The gap between the two has widened significantly over the last 30 years.

Source: Transportation Tomorrow Surveys (1991, 1996, 2001, 2006, 2011)

Currently, driving is the most common choice for travelling to work; 81% of Mississauga's residents and 89% of its workers drive to and from work. This proportion has fallen slightly in recent years as MiWay and other transit agencies have increased service levels. The number of people driving results in significant congestion on the highways and major roads serving Mississauga. Employment growth requires additional transport capacity, while opportunities to add road capacity are limited.

Mississauga's role as an employment centre has a durable advantage because of the city's location, transport connections, and available labour force. The city's employment is expected to grow 23%, from 448,000 jobs today to 552,000 in 2041. Employment is expected to become more concentrated in Downtown and other existing office centres. Population-related jobs such as retail, healthcare, and education will grow, but office-based jobs are expected to provide the majority of employment growth.

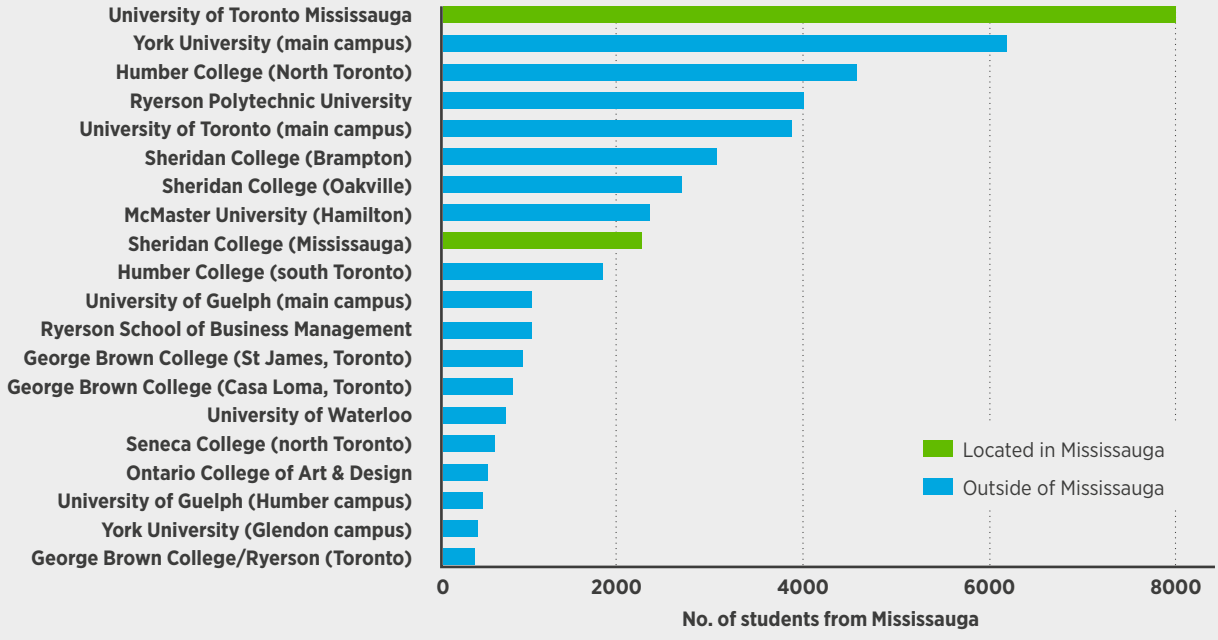
Employment forecasts



Employment growth is expected to be primarily in office-based jobs.
Source: City of Mississauga Growth Forecast 2013

Mississauga also attracts and cultivates talent within education. The City is home to two major post-secondary institutions: the University of Toronto's Mississauga campus (UTM), and Sheridan College's Hazel McCallion campus. These campuses attract students from Mississauga and beyond. The rest of the GTHA and the surrounding areas offer a large number of post-secondary institutions, and Mississauga students travel to many of them every day.

Post-secondary institutions attended by Mississaugans



The people of Mississauga use many of post-secondary institutions available to them, aided by effective transport links.
Source: Transportation Tomorrow Survey 2011

Mississauga is at the epicentre of the area's goods distribution network. These goods include the essentials of life, items for retailers, supplies for manufacturers, the products they create, and much more. More than $1.8 billion worth of commodities travel to, from, or through the Region of Peel every day. Much of this activity is concentrated in the northeast of Mississauga, in the area around Pearson Airport.

Goods movement depends on the extensive transport network serving Mississauga. Multiple long-distance road corridors and rail yards link the area with the rest of North America, including seaports that serve the entire world. Mississauga is home to Canada's busiest airport, which provides air freight connections around the globe.

The logistics and warehousing industry supports Mississauga's businesses by providing them with good connections to their supply chain and their customers. The truck traffic it generates requires sufficient road capacity to operate effectively. Intersections on major roads may need to be designed around the needs of trucks rather than other road users. However, roads designed primarily for trucks will create issues for other travellers, particularly people who walk, cycle or ride transit.

Congestion on the highways has resulted in truck operators preferring to travel outside peak times, including at night. This creates 24-hour truck traffic on roads and 24-hour work patterns at facilities they serve.

The volume of goods and the complexity of the goods distribution system are expected to grow further as technology advances and the GTHA's urban area matures. Employment in the warehousing sector will also be affected by changes to operational practices that increase efficiency. The City is an active member of the Peel Goods Movement Task Force, which works to advance strategies and initiatives that will help the goods movement system evolve with the times.

Tourism and Entertainment

Mississauga offers a host of attractions for residents and non-residents alike to visit and enjoy.

Life is not only about the daily necessities; it is also about leisure, free-time and social activities. Attractions in Mississauga range from parks and recreation centres that primarily attract locals to special events and venues that attract visitors from farther afield. Whether here for business or pleasure, visitors also require services, such as hotels and restaurants.

Residents

Mississauga residents have a wealth of opportunities for their free time. They can go shopping at Ontario's largest shopping mall, visit recreation centres, and visit parks and historical sites. Indeed, Mississauga residents tend to stay local for their non-commute daily journeys, with Downtown, Community Nodes, and Major Nodes being the focal points of these trips.

Mississauga's future growth in jobs, homes, and amenities will focus on key nodes and corridors. With this mix of uses, non-commute trips will become easier and will tend to reduce travel distance between homes and attractions. Options other than using a car will then become more attractive.

Visitors

People visit Mississauga for a variety of reasons. People from the surrounding area come to Mississauga to visit the city's variety of attractions, including Square One. Other malls and unique shops also attract people from beyond the city. Mississauga boasts some unique cultural attractions, including the Living Arts Centre and SportZone Campus at the Paramount Fine Foods Centre (formerly Hershey Centre). It also has high-quality convention facilities. Mississauga's Credit River and waterfront connect people with the natural world and draw enthusiasts from around the area.

Visitors to Mississauga also come from further away to visit friends or family or visit local attractions. These visitors need more services, such as hotels, to make their visit possible. Visits to Mississauga are likely to increase as the population grows, requiring more services and improved connections to make accessing these services easier and more pleasant.

As a major employment hub, Mississauga also attracts business travel. These travellers also require local amenities, such as restaurants and hotels. Indeed, Mississauga hotels are mostly used for business purposes, and hotel demand is likely to increase as employment in the city increases.

Pearson Airport is an international aviation hub, with around one-third of passengers using the airport to connect to other flights. Increases in airport traffic and stopovers have led to more passengers exploring the surrounding area, including Mississauga. Airport travel is expected to increase in the future, which in turn will increase visitor numbers. Often, those on stopover visits do not have a car, creating a need for quick and reliable transit connections to and from the airport.

Special events

Special events, including the Bollywood Monster Mash, the Carassauga Festival, and the Mississauga Waterfront Festival, as well as various parades, appeal to locals and visitors alike. These events present unique transportation challenges with increased traffic and travel diversions. Providing and improving ways to travel to these events without a car can help visitors from Mississauga and further away reach these events more efficiently.

Changing Environment

The negative effects of transportation and the natural environment on each other can be reduced or mitigated through intelligent choices.

Transportation is a major source of greenhouse gas emissions in Mississauga, accounting for 32% of emissions in the city and contributing to climate change. Transportation emissions are also a major source of such air pollutants as nitrous oxides and particulate matter.

The changing climate means the transportation system must cope with weather events outside its original design parameters. These events include ice storms, rainstorms, and extreme wind. They will result in more frequent disruptions to service and the accelerated deterioration of infrastructure. The City is developing a Climate Change Action Plan that will provide the roadmap to significantly reduce greenhouse gas emissions and improve the city's resilience to the impacts of climate change.

Other air pollutants affect people's health and contribute problems such as ground level ozone and acid rain. Traffic-related emissions in the GTHA are estimated to be responsible for up to 1,000 premature deaths each year.

Mississauga's transportation system is a major consumer of land. Roads cover approximately 20% of the land in Mississauga and parking areas consume another 15%. Taken together, it means transportation uses more than a third of land in the city. This accentuates the urban heat island effect and creates issues for stormwater run-off. It also means that reducing the land used by transportation will free up space for other purposes. Streets and the wider right-of-way also provide an opportunity to enhance the city's natural environment through trees or other natural elements.

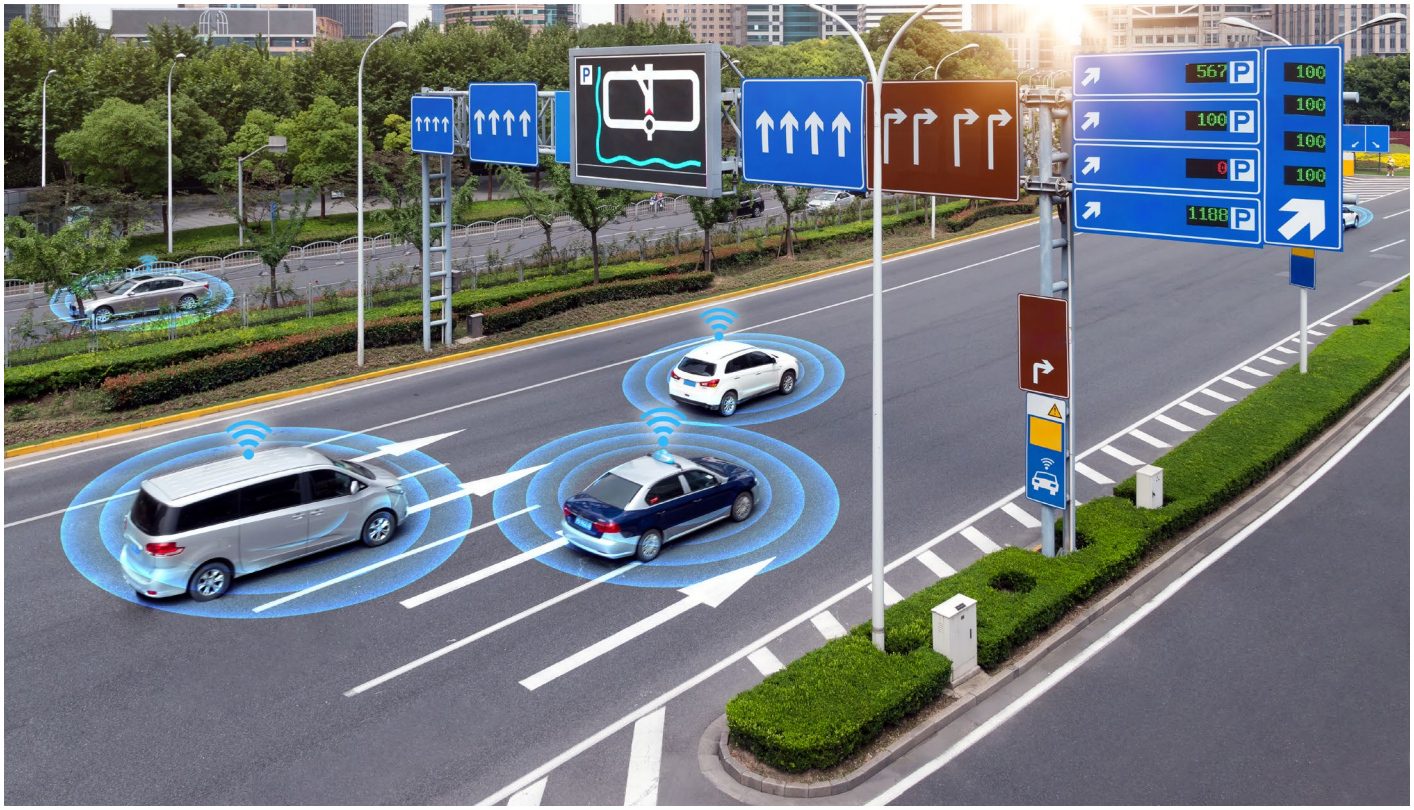
Evolving Transportation Future

Advancing technology will potentially change all aspects of transportation, including whether people travel in the first place.

The internet, smartphones, big data, and advanced computing are causing massive and rapid changes in the field of transportation. Vehicle technology is also going through a period of widespread innovation. Features like assisted parking, adaptive cruise control, and blind-spot warnings are successes along the path to self-driving cars and trucks. Advances in fuel technology require the City to explore how to support electric and hydrogen vehicles. Future vehicles could also 'talk' to each other and to the municipal infrastructure.

Technology is also changing where, when, and how often people meet in person, regardless of why. It is also changing how goods reach people's homes.

Changes in technology and society will almost certainly change how people plan their travel, the way they travel, where they travel, and whether they need to travel. These changes can bring new opportunities that benefit Mississauga and its people. Regardless of what the future transportation system looks like, it must always enable the freedom for all people to travel safely where and when they want.



3

PEOPLE MOVING FORWARD

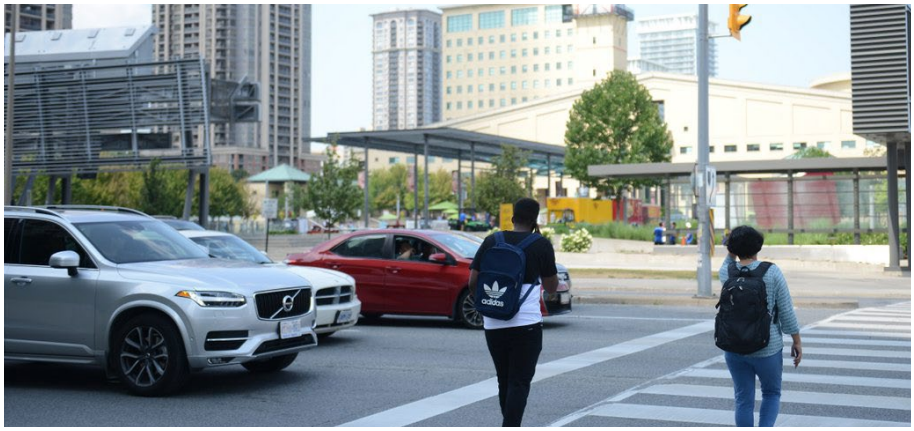
Providing people in Mississauga with better options for travel.

People types

Transportation exists to move people and the goods people need. People's transportation needs depend on why they are travelling and their broader life circumstances. An individual's transportation needs will vary – traveling to work, going shopping, and taking a child to a recreational activity can all happen in the same day, yet have different requirements.

This chapter describes how the Transportation Master Plan will benefit people, depending on their needs and activities. Each section summarizes the benefits for the following activities:

- **Living:** Mississauga residents live in a city where a wide array of homes, shopping centres and plazas, healthcare facilities, community centres, parks, libraries, recreation facilities, and places of worship are available. Residents want the essentials of life to be easy to find and easy to get to.
- **Raising children:** Excellent access to schools, parks, community centres, extra-curricular programs, and other facilities makes Mississauga a great place to raise children. Safeguarding and improving access will ensure Mississauga remains a great place to grow up.
- **Aging:** Older adults have new priorities, new interests, and new healthcare needs, and they want to meet them without needing a new home. It is better for everyone when it is easy to make lifestyle choices other than '9-to-5-and-drive' and when it is easy for caregivers to reach people they care for.
- **Studying:** Mississauga's residents enjoy access to the many post-secondary education institutions and training programs in the city and wider GTHA. The institutions in Mississauga also attract students from across the region.
- **Working:** Mississauga offers an unparalleled number of opportunities for employment. Employees want it to be easy to move between work, study, and home at any time.
- **Running a business:** Getting employees, clients, customers, materials, products, and information in and out is the essence of running a business. It must remain easy for businesses to run smoothly as the City grows and commerce evolves in the internet age.
- **Advancing logistics:** Mississauga is home to Pearson Airport, five 400-series highways, and several major distribution centres. It is located between current and future sites of major rail-to-truck transfer facilities. The city will embrace its role as a pivotal hub for logistics at the national scale.
- **Visiting:** People come from all over the world to do business and visit loved ones in Mississauga. Sports and entertainment facilities, and cultural sites and festivals, are a rapidly increasing draw. It must become easy for visitors to discover everything Mississauga has to offer.




CN
INTERMODAL

Living in Mississauga

Mississauga residents live in a city where a wide array of homes, shopping centres and plazas, healthcare facilities, community centres, parks, libraries, recreation facilities, and places of worship are available. Residents want the essentials of life to be easy to find and easy to get to.

Today

Most residents enjoy walking to destinations in their neighbourhood, especially when the weather is pleasant, but find it off-putting to walk when their trip involves an arterial road. Crossing a major intersection can be daunting, especially for people using a mobility device, pushing a stroller, carrying luggage, or walking slowly. Day-to-day needs, like grocery stores and pharmacies, are usually located on the nearest arterial or major roads. Some destinations, like a major mall or a medical facility, draw people further from their home.

Mississaugans living near major roads may find it easy to access the things they need or the public transit that can get them there. Those living within a neighbourhood may find it confusing or time-consuming to get to their destination on foot or by bike because neighbourhood streets are often curvy and indirect. Residents who can access a car to travel beyond their neighbourhood typically do; otherwise, they choose to take transit, hire a ride, or ride a bike to get around the city. Public feedback indicates many people would be happy to avoid the cost and effort of driving if viable alternatives were available.

All the essentials of life can be found in Mississauga, but residents head out of town on a regular basis to get to friends, family, jobs, post-secondary education, specialized healthcare services, favourite stores or restaurants, major festivals and events, and more. Residents find it time-consuming to make these trips by transit, especially if they are headed to places other than Toronto, or if they are using TransHelp. Some residents live further than they would like from their favourite destinations because of the cost of housing.

Mississaugans have access to all the essentials of life within the city.

Vision for 2041

Homes in Mississauga will be available in a variety of sizes and price points, making it possible for many individuals and families to live close to the things they need most and to have the option of staying in their homes as they age. Most new homes will be located in areas where all the essentials are an easy walk from home. These areas will be anchored by transit facilities such as GO Stations and MiWay terminals, or they will be located along major roads that are served by high-frequency, round-the-clock transit service—making taking transit a natural choice. Transit will be especially preferable on routes that are separated from traffic, enabling passengers to travel the same distance in less time than a car. Transportation alternatives will be available on-demand for those whose barriers to accessibility cannot be overcome by standard transit service.

Streets in both new and old neighbourhoods will be designed and operated thoughtfully so they are safe and pleasant for pedestrians, cyclists, and drivers. New connections will be made in the pedestrian and cycling networks to close gaps or offer shorter alternatives to long and winding routes along neighbourhood streets. The design of buildings will also evolve, so that it's as easy to arrive from a bus stop, sidewalk, or bike trail as it is to arrive from the parking lot.

New and growing internet-integrated businesses will make it increasingly common for residents to order goods and services brought to their homes instead of going out to run errands. This change will also alter traffic patterns; there may be more delivery vehicles and work vans on neighbourhood streets and less competition for parking spots at plazas and shopping centres. However, the noise and pollution generated by vehicle traffic will decrease as alternatives to internal combustion engines become commonplace. These alternatives will also pose less of a danger to others as the City's speed management program evolves.

Marie
Erindale GO

I mostly take transit or the train to get around the city but sometimes Uber too when I need to. I like going to Square One, and if I take the #20 bus from here, it's usually only a 15 to 20 minute ride. I'm into fitness and also a rapper, so I like to be active in my community when I can. Mississauga is beautiful, and transit is a great way to get around the city.

Raising Children in Mississauga

Excellent access to schools, parks, community centres, extra-curricular programs, and other facilities makes Mississauga a great place to raise children. Safeguarding and improving access will ensure Mississauga remains a great place to grow up.

Today

Schools are the focal point of life for children, which makes them a big part of parents' lives, too. Parental decisions on how their children travel to and from school or other places will shape their children's daily routines and lifestyles. These decisions will affect how these children feel about travel choices, both as children and as adults.

Approximately half of students aged 11 or older live within walking distance (less than 1km) of their local school, but only about 38% walk to school. Some children who live further away have the option of riding the school bus, depending on their grade and school board. Families in certain parts of the city rely more heavily on school buses than others, especially families living in the downtown area. Some students live further than a reasonable walking distance but less than the bus threshold. Their parents must pay to get their children to school, whether by car or by public transit.

Many parents consider taking their child to school by car to be a natural choice, despite the negative effects driving has on air quality and children's health and the safety issues generated by traffic conditions near schools. However, many parents feel that driving their child to school is the only practical option, or they have concerns about road safety and other public safety issues.

After school and on weekends Mississauga's children have a huge variety of options for learning and having fun. Sports programs, art classes, and other hobbies are offered in community centres, parks, private studios, and places of worship. Teenagers may also work part-time jobs at shopping centres or in their neighbourhoods.

The avaibility of safe walking routes to schools enables better choices for students.

Most children have access to a bicycle, yet rarely use it to travel. Many parents feel there are no safe routes to get to their most common destinations, and they spend a large amount of time chauffeuring their children in a car. This results in children being familiar only with car-based travel options.

Vision for 2041

Trips between school and home will typically be a manageable distance because schools and daycares will be located where families live and because affordable family housing will be available near schools. Children who live further than a reasonable walking distance will have access to a no-cost option for travelling to and from school, such as a school bus. New and existing walkways will provide shortcuts between roads for students walking to and from school. Elementary school students in Mississauga will keep each other company on their journeys, either riding the school bus together or walking in supervised groups to address public safety concerns. High school students will develop confidence walking unsupervised, cycling and riding public transit, and practicing the safe travel habits they have learned throughout their childhood. School travel habits will extend to after school and evening activities. It will be easy for families to do their errands or get to sports games and lessons on bicycles, using carefully designed bike routes and bike-friendly parking lots and building entrances.

Young father
Credit Meadows

I moved here from Toronto and I have a 4 year old so I mostly drive around. I used to walk a lot while living in Toronto because it was easy to do but when we wanted more property we moved our family here. I'd say our favourite place to go is the tennis school by the 403, which is easy to get to at certain times, but depends on traffic. I think the culture needs to change for transportation to work because there's not really a unified strategy for integrated transportation.

Aging in Mississauga

Older adults have new priorities, new interests, and new healthcare needs, and they want to meet them without needing a new home. It is better for everyone when it is easy to make lifestyle choices other than '9-to-5-and-drive' and when it is easy for caregivers to reach people they care for.

Today

The number and proportion of older adults in Mississauga is forecast to increase, a result of increasing life expectancy and aging baby boomers. This demographic shift will cause numerous changes to society and to government services, including the use and planning of transportation. Improvements in public health mean that older adults continue to enjoy a full range of capibilites. Consequently transportation planning must regard this group as simply being in a different life stage than working-age adults, with different personal needs generating different priorities for transportation.

The concept of 'aging in place' aims to allow older adults to live comfortably and independently where they wish—particularly in their existing homes. Good transportation plays a vital part, as it enables people remaining in their homes to travel to the places and people they need.

It is not uncommon for older adults to lose their driver's licence or to decide that driving is no longer a reasonable option for their travel needs. The lack of suitable alternatives to car travel makes some older adults dependent on others to drive them around. This situation can hinder their access to amenities, such as healthcare and groceries, and may cause them to move into residential care facilities solely to reduce the need to travel.

Older adults are typically not employed but still need access to all the places that support the business of life, which includes shops, healthcare, and recreational facilities. Older adults also visit and are visited by family and friends from Mississauga and beyond.

Vision for 2041

Mississauga's transportation system will support to those who lose mobility options as they age, whether through physical infirmities or through lack of a driver's licence. Older adults will have transportation choices that let them remain in their homes. New development will also provide older adults with the option to live in mixed-use areas. It will also provide the opportunity to live in new seniors-orientated housing with amenities integrated into the development. Older adults that remain in their existing homes will benefit from new development on nearby nodes and corridors, which will offer a range of services to residents.

The pedestrian network will accommodate people who have issues walking or who use mobility devices. New walkways and road crossing points will help reduce walking distances to amenities. Frequent transit service on major roads will be complemented by neighbourhood services that reduce the required walk to transit.

Jean
Celebration Square

I moved to Canada recently from Lebanon because my sons live here and I wanted to be closer to them. They're already in their 30s but they like their lives here. I'm not really taking the bus, but it took me only 10 minutes to walk here, and I really like it, there are many people around.

Studying in Mississauga

Mississauga's residents enjoy access to the many post-secondary education institutions and training programs in the city and wider GTHA. The institutions in Mississauga also attract students from across the region.

Today

Post-secondary education is a key component of starting or building a career for many people in Mississauga. Like workers, students commute from across the city and beyond. They study at the University of Toronto's Mississauga campus (UTM), Sheridan College's Hazel McCallion campus in the Downtown Core, Collège Boréal, and dozens of specialist training institutes across the city. Post-secondary students in the GTHA typically commute to their campus, and Mississauga's students are no exception.

UTM students benefit from a "U-Pass", which provides unlimited transit use as part of their standard student fees. Sheridan students do not have a U-Pass program in place, but do benefit from the Square One bus terminal. This provides excellent access to the college from Mississauga and a large portion of the GTHA. Some students may also live on campus or close by – UTM has its own student housing, and Sheridan students take advantage of the large number of condos in downtown Mississauga.

The 56,000 students residing in Mississauga also commute to post-secondary educational institutions across the GTHA and beyond. Depending on the institution, anywhere from 40% to 80% of Mississauga-based students commute by car. Students' choice of educational institution is often influenced by the availability of direct transit between Mississauga and their campus.

Sheridan College and the University of Toronto both have campuses in Mississauga and in other municipalities. Both institutions provide different courses at each location and offer free inter-campus shuttles. Mississauga students attend campuses in other municipalities, and students living close to those other campuses will come to Mississauga.

Vision for 2041

Mississauga will continue to draw post-secondary students from across the GTHA. Diverse housing options will give people the choice to move closer to school. Downtown Mississauga's walkability will support students who live close to Sheridan College; the LRT, local transit, and regional bus connections will provide more people with access to the college from elsewhere. UTM's unique needs will be supported through the results of a local network study. All students in Mississauga will enjoy comparable transit costs, such as through the U-Pass or other measures.

Following the completion of their studies, Mississauga's students will have easy access to their jobs, their recreational activities and the essentials of life. This will result in a greater proportion choosing to remain in the city after graduation, contributing their skills to Mississauga's diverse economy.

Four students
Lambton College

Mississauga is a beautiful place, but in this area there are problems with a lack of footpaths. We're new here from India, so we walk around mostly to and from school. Unfortunately, there is private property blocking the way, so it's not very connected at times. The lakeshore is probably a favourite to visit, and if we take the bus it's about 40 minutes; that would be my best tip, to take the bus if you're going anywhere far.

Working in Mississauga

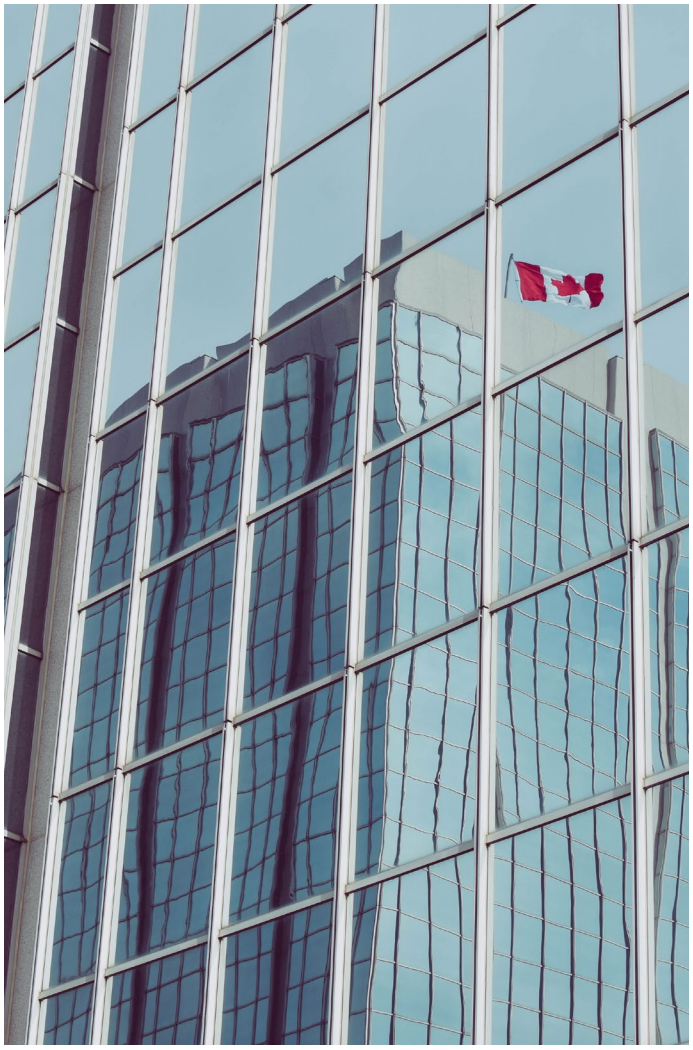
Mississauga offers an unparalleled number of opportunities for employment. Employees want it to be easy to move between work and home at any time.

Today

Mississauga offers an abundance of employment opportunities in a variety of sectors. The area around Pearson Airport has the second largest concentration of jobs in the country. Jobs in Mississauga are filled by people living throughout the GTHA and beyond. More people commute into Mississauga each day than commute within the city, and both groups are larger than the number of people commuting from Mississauga to elsewhere. Commuters into Mississauga are also the fastest growing of these three groups. Residential growth in Brampton and Milton is especially expected to fuel this growth.

Transit is used less for inter-municipal commutes than for trips within Mississauga, and it is not seen as a viable option for many inter-municipal commuters. Long journey times and the double fare for using MiWay and TTC are the main reasons for this view. At peak times commuters overwhelm the highways and road network, making the trip to and from work an unpleasant part of the day for many workers in Mississauga. Carpool programs, flex hours, and working from home make a big difference for people who have such options.

The poor quality of the commute deters some people from seeking or accepting jobs in Mississauga, which in turn can undermine the city's position as an employment hub.



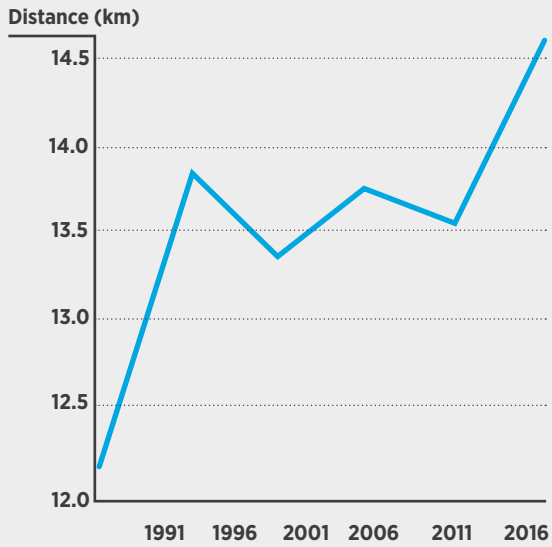
Vision for 2041

Mississauga will continue to be a pivotal economic hub in the GTHA, drawing thousands of workers from across the area. Diverse housing options will give people the choice to move closer to work either temporarily or for the long term. Short commutes will be easily accommodated by walking or biking on well-maintained sidewalks, trails, and cycling facilities.

Long-distance commuters will have the choice to ride transit—enjoying 'me time' free from the responsibilities of driving—thanks to investments in regional transit. Following successful advocacy efforts by the City and others, two-way all-day service on the Milton GO line will make it quicker and easier to commute into and within Mississauga. High-frequency GO Bus service will make highways function as transit corridors. Passengers arriving at stations or carpool lots will choose from MiWay buses, shared bikes, and rides-for-hire to get to their destination. For many it will be a short walk to a mixed-use building near the transit station.

Enhanced transit, flex hours, and work-from-home programs will relieve pressure on highways and arterial roads for those who drive. Ride-matching apps will make it simple for drivers to find people to share their ride with, creating opportunities to recover costs and access dedicated high-occupancy vehicle (HOV) lanes.

Average commute distance



Source: Transportation Tomorrow Survey 1991-2016

Over the years, the average commute distance for people working in Mississauga has tended to increase. The reflects the growth in the size of the GTHA's urban area and population, as well the attractiveness of Mississauga as a place to work. Improvements to the transportation system can help commutes of all distances, cementing Mississauga's place as a key employment hub in the region.

Running a Business in Mississauga

Getting employees, clients, customers, materials, products, and information in and out is the essence of running a business. It must remain easy for businesses to run smoothly as the City grows and commerce evolves in the internet age.

Today

It is a challenging time to be running a business. Web-based technology and innovation are changing the way things are done in every sector and at every scale. Clients, customers, and employees have new ideas and ambitions about how their routines can evolve with the times, which changes their expectations and demands. The supply chain of materials is also evolving, which adds further complexity. Keeping up comes at a cost, a risk, or both. For emerging new businesses, technology and innovation may be more familiar and manageable, but finding space to start and grow a business in Mississauga may not be.

In changing times, transportation remains as critical as ever. For large businesses, highway access may not be as important to employees, clients, and customers who prefer to commute by transit or bicycle, but it remains essential for getting supplies in and getting products out. For small businesses, customers may discover them online before coming to their stores, but foot traffic will remain an important driver of sales. Many businesses bear the cost to provide parking for customers and employees who drive there.

Mississauga has a diverse range of busiessness of all sizes. Regardless of the size or nature of businesses, the transportation system forms a vital part of its access to employees, suppliers and customers.

Vision for 2041

Existing employment-focused areas will remain 'business first' parts of the city. Office parks and industrial neighbourhoods will make room for small businesses alongside big ones, making them more pleasant places to work. The growing population in Mississauga and the GTHA will provide new customers, supporting existing and new businesses alike.

The transportation system will enhance access to supplies, employees, and customers. The City's Advanced Transportation Management System will help reduce traffic jams and vehicle travel times, which will benefit all three groups. Improvements to goods movement will help speed up delivery times and reduce costs, whether for supplies coming into a business or products going out to customers. The City and the Region of Peel will also target suitable measures to improve deliveries to areas with stores and residents.

Employees will be able to use transit to get to work at any time of day. Improvements to transit will quicken people's journeys and bring more potential employees within a reasonable commute. Greater transit use will also relieve pressure on roads in Mississauga. The City will help businesses educate their employees on making new travel choices, especially outside of the typical '9–5' workday. These changes will help businesses retain their valued employees and make it easier for customers to reach businesses. Customers will be able to use a variety of modes efficiently and easily to reach businesses. Reduced car trips by customers and employees, combined with changes to City parking policies, will reduce the amount of parking businesses pay to provide. Reduced parking will also free up land for new or expanded businesses.

Input from local business leaders

Compared to the mid-2000s, we are having more difficulty accessing the workers we need to be successful. Increasing traffic congestion and commute times means either our employees are getting home later, or we are restricted to employees who live closer. Neither of those are good for businesses, workers, or the city.

Advancing Logistics in Mississauga

Mississauga is home to Pearson Airport, five 400-series highways, and several major distribution centres. It is located between current and future sites of major rail-to-truck transfer facilities. The city will embrace its role as a pivotal hub for logistics at the national scale.

Today

Goods movement is the lifeblood of the economy. About $1.8 billion worth of commodities travel to, from, or through the Region of Peel every day, and four out of every nine jobs in Peel are related to these shipments. The area around Pearson Airport is a critical link in the national goods movement network, partly because of the presence of the airport. The presence of several 400-series highways and proximity to the CN and CP railyards that move goods between train and truck also make Mississauga a strategic location for the logistics industry. The proposed development of an additional intermodal facility in Milton will further embed goods movement in the region.

In recent years, road congestion has added cost, complexity, and uncertainty, with ripple effects down the supply chain and increased costs for businesses and consumers. The logistics industry needs support to operate efficiently. Regulations that permit larger trucks will change how other road users interact with truck traffic and will require stronger enforcement of existing road rules to help mitigate the risks.

Several logistics companies already operate around the clock, but road restrictions and lack of transit options for shift workers put strain on companies.

Vision for 2041

The importance of the Region of Peel as a logistics hub will be recognized nationwide. Investment at every level of government will ensure that smooth operation of the national supply chain does not rest too heavily on local infrastructure investment. Warehouses and freight companies will be located where it makes the most sense. Trucking will be optimized to avoid travelling in peak commute hours whenever possible. Priority truck routes will be clearly defined and designed to mitigate the risks of driving trucks in mixed traffic.

Distribution within the city will be split into smaller deliveries in smaller vehicles. This approach will be usual for deliveries of online shopping that go directly from warehouse to customer and will diminish the role of 'big box' stores. Local pick-up points will become commonplace in convenient locations.

The changing role of deliveries

The GTHA's population is growing, which means demand for people's everyday goods needs will also grow. The rise of online shopping means more home deliveries. Truck traffic is an inescapable part of both. It's in everyone's interest to ensure goods movement can operate safely and efficiently within Mississauga.

PHOTO: MICHAEL GIL

Visiting Mississauga

People come from all over the world to do business and visit loved ones in Mississauga. Sports and entertainment facilities, cultural sites and festivals are a rapidly increasing draw. It must become easier for visitors to discover everything Mississauga has to offer.

Today

Overnight visitors to Mississauga come for a variety of reasons, including business, friends, family, and tourist attractions. They may stay in hotels, short-term rentals, or with people they know. Why they visit and where they stay will influence their travel choices while they are in Mississauga. Pearson Airport brings 47 million people through Mississauga each year. Hotels serving air travellers are concentrated in the industrial areas around the airport, making it difficult for travellers to access the city's amenities.

Festivals, parks, natural areas, and cultural facilities all attract visitors from the surrounding area, and Mississauga's waterfront attracts visitors to enjoy the natural beauty as well as the nearby shops and services. The proximity of GO Transit's Lakeshore West rail service provides a major opportunity for more people to enjoy the waterfront without increasing car traffic.

The Paramount Fine Foods Centre (formerly the Hershey Centre) is home to the Raptors 905 basketball team, the Mississauga Steelheads hockey team, and regular concerts and events. This centre, other private entertainment facilities, and city-owned facilities such as the Living Arts Centre draw in people from further away. Such trips are irregular and outside peak travel times. The quality of information provision and late-night services influence whether people will choose transit.

The Square One Shopping Centre's 200,000m^2 of retail space makes it Mississauga's headline shopping destination, attracting both locals and people from the surrounding area. The city also supports a diverse range of independent retailers who offer unique attractions to residents and visitors alike. Mississaugans use car-based modes for more than 95% of their trips to and from shops. Those who travel to shops by transit also favour taxis to get home with their purchases.

Vision for 2041

As the City grows and changes its nodes, neighbourhoods, business districts, and major tourist sites will develop diverse and distinct personalities that draw a growing number of visitors from across the city and from out of town, for work and for leisure and for short and long term stays. Visitors will be confident they can navigate the city with or without their own car. There will be desirable amenities within walking distance of hotels and short term accommodations. Discovering parts of the city further away will be intuitive, with easy-to-understand public transit options, reliable ridehailing options and safe, comfortable, convenient bicycle infrastructure and rental services. Ongoing investment in public transit will continue to improve visitors' travel to, from and within Mississauga.

The City's wayfinding system will make it easy to find major attractions, through a combination of web-based resources, signs, and other features. Major attractions will promote transit options to reach their site, mitigating the traffic and parking pressures that can be associated with major events and festivals. People will discover local attractions and hidden gems by taking pleasant strolls in nodes and neighbourhoods or following trails that connect the city with its green spaces.

The waterfront will stand out as a unique place to enjoy both the natural and built environment. Lake Ontario and the creeks and rivers that feed it will frame new green spaces, neighbourhoods, and cultural hubs offering amusement in every season.

George
Clarkson GO

Today, I just biked 19 miles from Old Mill in Toronto, and what's nice is that I don't have to bike all the way back, I can just take the train and then the bus from Exhibition. My favourite places to ride down here are on the Lakeshore bike trails and there's a really nice restaurant in Port Credit where I go for an ice cream when I come down. I used to be a physician and I'm 82 now, so the best advice I can give to anyone is to stay fit and keep social contact with others.

4

PLACES MOVING FORWARD

Building a city with better transportation will make Mississauga a place where people choose to be

Downtown Core

The heart of Mississauga

Major Nodes and Community Nodes

The focal points for a mix of residential and employment uses

---

Neighbourhoods

Places focused on housing

Employment Areas and Corporate Centres

Places focused on jobs

Corridors

Lands adjacent to major roads

Connection Points

Places linking the city with itself and the wider world

Place types

Places are destinations where we need or want to be. Transportation is about getting to these places effectively. The nature of trips to these places is influenced not only by the transportation infrastructure and services available, but also by the types of activities these places support. Travel choices are profoundly influenced by the urban form of a destination: what uses are there; the shape and size of buildings; and the way roads, sidewalks, cycling facilities, transit routes, and other transportation infrastructure is laid out.

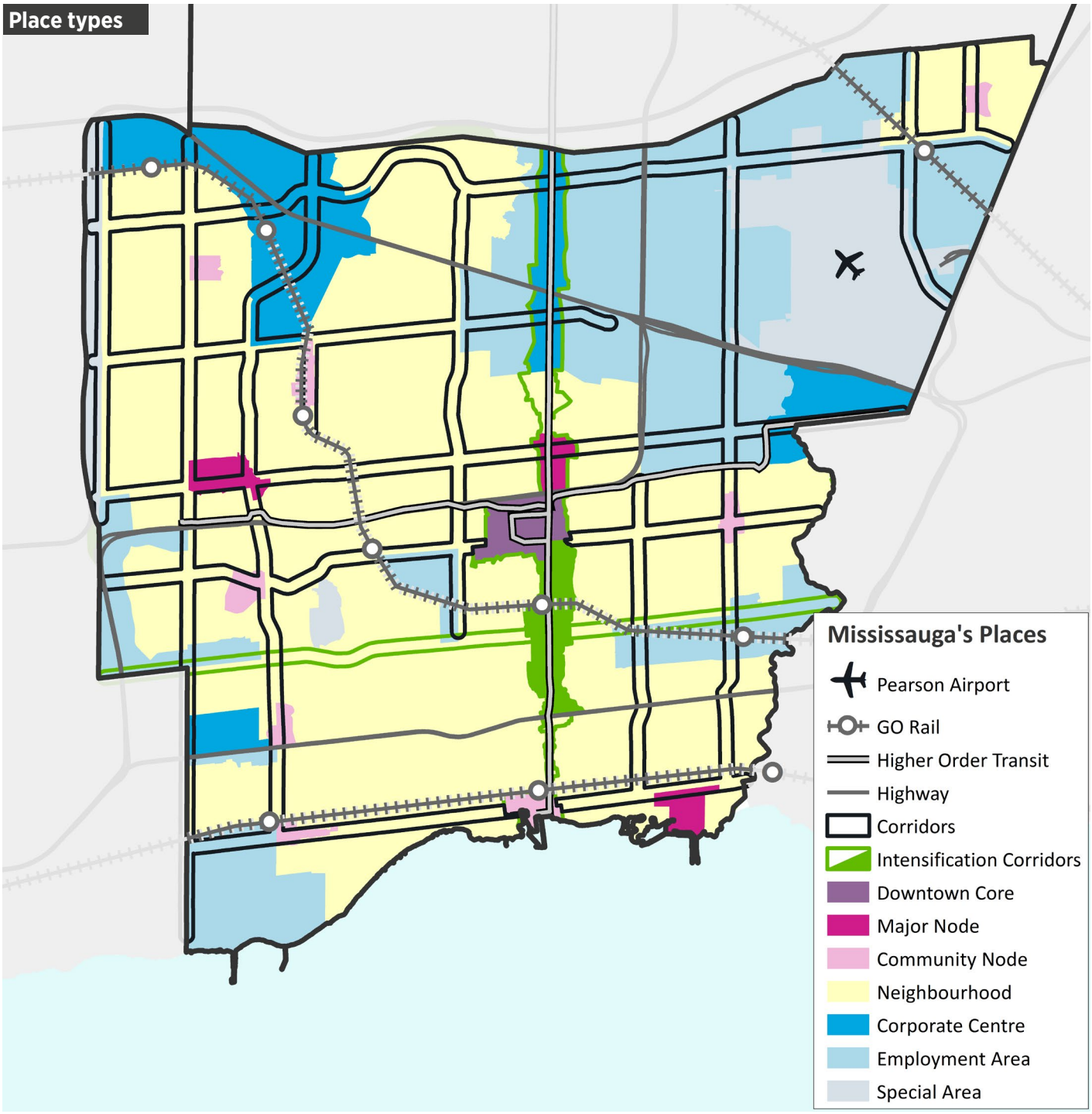
The Mississauga Official Plan guides land use and development, influencing the urban form of places throughout Mississauga. The Official Plan's Urban System lays out the different roles land plays in the city, and identifies which land should be guided to fill which role. Recognizing the importance of the Urban System in guiding the development of Mississauga's places, this chapter is organized around the Urban System's elements and corridors:

- **Downtown Core:** Central area with high-density residential development, office buildings, mixed use, parks, post-secondary institutional and cultural facilities, civic uses (including Mississauga's Civic Centre), and recreational and entertainment uses.
- **Major Nodes and Community Nodes:** Focal points for a mix of residential and employment uses. They function as local centres of civic life for their community, and are often the location for community centres, libraries, and places of worship, as well as transit service. They also have locally-significant retail facilites. Central Erin Mills is an example of a Major Node and Streetsville is an example of a Community Node.
- **Neighbourhoods:** Primarily residential areas. Neighbourhoods cover just over half of the city's land. They include almost all of Mississauga's detached and semi-detached housing, as well as townhouses, apartment blocks, and towers. Examples include Mississauga Valley and Churchill Meadows.
- **Employment Areas and Corporate Centres:** Employment Areas are focused on low-density employment, such as warehouses and industrial activities. An example of an Employment Area is the city's northwest around Pearson Airport. Corporate Centres are focused on high-density employment, such as office towers. An example of a Corporate Centre is Meadowvale. Corporate Centres have high concentrations of jobs but often lack amenities for workers. Each employment-focused area has its own unique set of conditions affecting transportation and land use.
- **Corridors:** Corridors are the grid of major roads in Mississauga and the land adjacent to those roads. Examples include Lakeshore Rd and Winston Churchill Blvd. Corridors are influenced by the places they intersect, and are intended to have a higher concentration of uses.

This chapter also discusses an additional cateogry that is not yet a formal part of the Urban System:

- **Connection points:** Connection points are places that serve an important transportation function. They include Pearson Airport, GO Train stations, MiWay terminals, and on-street bus stops. They also include highway interchanges and points where the road network meets Mississauga's boundaries.

Taken together, these categories provide a structured way to understand how the Transportation Master Plan will help shape the evolution of different places throughout Mississauga.



Source: City of Mississauga Official Plan, Schedule 1b (Urban Structure)

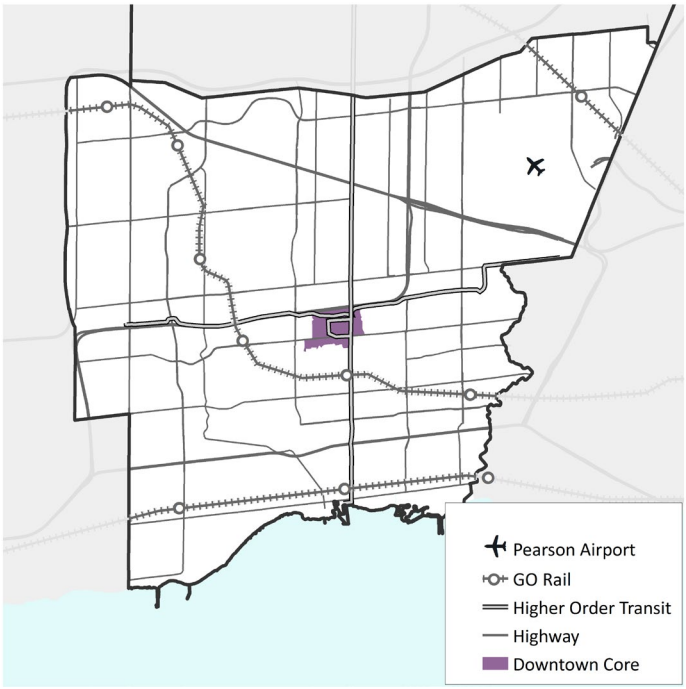
Downtown Core

Mississauga has a truly unique downtown, where thousands of families make their home alongside a major shopping centre, civic buildings, a college, and local and regional transit terminals. Connections with downtown will be strengthened by the introduction of the Hurontario LRT, enabling downtown to continue growing and diversifying.

Today

Mississauga's Downtown Core has all the functions of a typical downtown in ways that are unique to the city. The Square One Shopping Centre is now encircled by the Central Library, the Civic Centre, the Living Arts Centre, Sheridan College, bars and restaurants, other retail stores, residential towers, and several office buildings. Celebration Square in front of the Civic Centre comes alive in the evenings with hundreds of families who live in one of the many residential towers in the area. Downtown has the highest density of people, jobs, and amenities in the city.

The prevalence of surface parking makes it clear that driving is still a popular choice for reaching downtown, although walking and transit are also common choices. The MiWay Terminal at Square One is MiWay's busiest, and GO Transit's Square One Bus Terminal has more weekday bus departures than any other GO terminal including Union Station. They generate high volumes of pedestrian traffic in their local area.



Vision for 2041

Mississauga's Downtown Core will go from a local focal point to a regional centre when the Hurontario LRT begins operation, connecting it with the rest of the Hurontario corridor from Port Credit in the south to Brampton in the north. By 2041 there will be 70,000 people living Downtown. Their homes will be in new towers and townhouses that expand on the Mississauga skyline.

Employment growth will expand the Downtown Core's role as the pre-eminent job centre within the city. The Hurontario LRT and Mississauga Transitway will connect businesses with employees and customers from across Mississauga and beyond. A focal point for transit services, it will encourage growth in a range of amenities. It will also bring many travellers through the area, benefitting local businesses.

Sheridan College students will have unlimited access to local transit with their student card, and most will use it to come and go from class. Students and residents of the area will walk or bike most places Downtown. Square One will remain a regional attraction, and more people will come and go by transit with easy connections between modes and service providers.

Downtown will be home to 70,000 people by 2041

Mississauga's downtown skyline will continue to change and grow

Major Nodes and Community Nodes

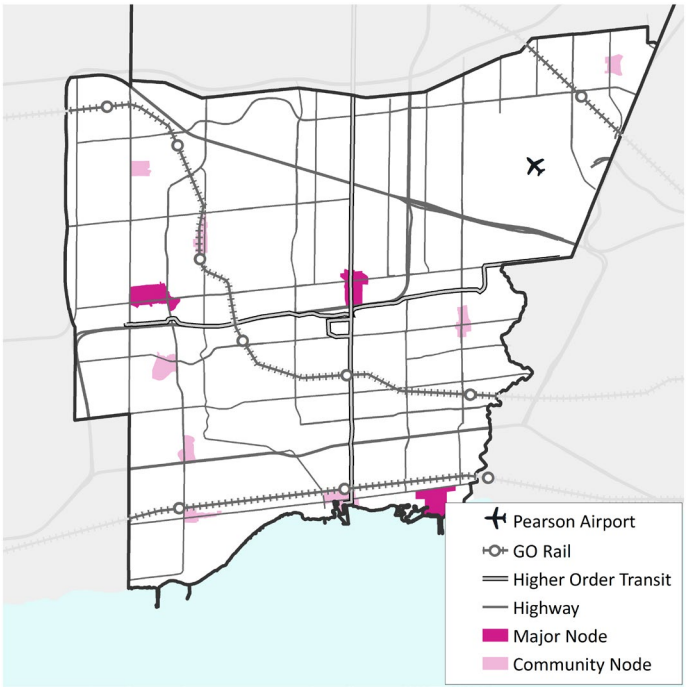
Nodes are the places in Mississauga where people find the things they want and need, seek entertainment, and run into friends and neighbours. Nodes are great places to live and work and are preferred locations for new development and transit hubs.

Today

Major Nodes and Community Nodes are focal points for a mix of residential and employment uses. They function as local centres of civic life for their community. When people shop for housing, look for work, give directions, plan an errand, or attend an event, nodes are their frame of reference. Most nodes already feature a mix of housing, shopping centres, offices, and civic buildings like libraries, schools, and hospitals, all within walking distance of each other at the intersections of major roads.

MiWay service is oriented around nodes, often with a local bus terminal at the centre of these areas. Although driving is the most common access mode, trips to and from these areas are less likely to be taken by car compared with the rest of the city. Most nodes developed in the last 60 years include large amounts of surface parking, facilitating car travel but inhibiting walking. These nodes are typically anchored by malls that strongly influence local travel patterns. The City is currently studying how these areas can adapt to changing shopping habits and travel needs through its 'Reimagining the Mall' project. By contrast, parking in historic nodes such as Streetsville and Port Credit is mainly provided on-street.

Traffic volumes on major roads in these areas can be a hazard to other road users, particularly when turning into or out of unsignalized driveways. Sharing the road with cyclists is challenging for all road users when cycling space is not clearly dedicated and marked. When cycling facilities are available, they often end at the property line and bicycle parking is scarce or difficult to access. Ongoing efforts by the City to examine the areas around major transit stations will benefit many nodes.



A significant amount of Mississauga's large-scale development is happening at nodes. This will create opportunities to improve these areas and capitalize on the diverse set of land uses.

Vision for 2041

Two-thirds of new residents and workers in Mississauga will be centred at nodes. Nodes will flourish, creating new homes in a range of sizes and prices together with new jobs in diverse industries. They will also support a range of local shops, businesses, and services. Their roles as hubs for local activity will grow, drawing in people from surrounding neighbourhoods and beyond.

People will be as likely to arrive in the node by transit as by car. Within the node, people will walk and cycle as a first choice. Better provision of road-crossing points will make it easier to walk within the node, and new walkways will provide access to the node's amenities for residents in surrounding neighbourhoods. Driving and cycling will be less stressful, with clearly defined space for all vehicle types and smart signals that adapt to the flow of traffic.

Parking supply will be better matched to demand as travel patterns change. It will include spots for bicycles, electric car charging, carpooling, motorcycles, and other vehicles. Trucks bringing shipments into stores and businesses will mostly come and go overnight to minimize disruption. Nodes will be as active in the evenings as they are in the day, with restaurants and entertainment venues animating the neighbourhood after working hours.

Nodes will be home to two-thirds of Mississauga's new residents and workers

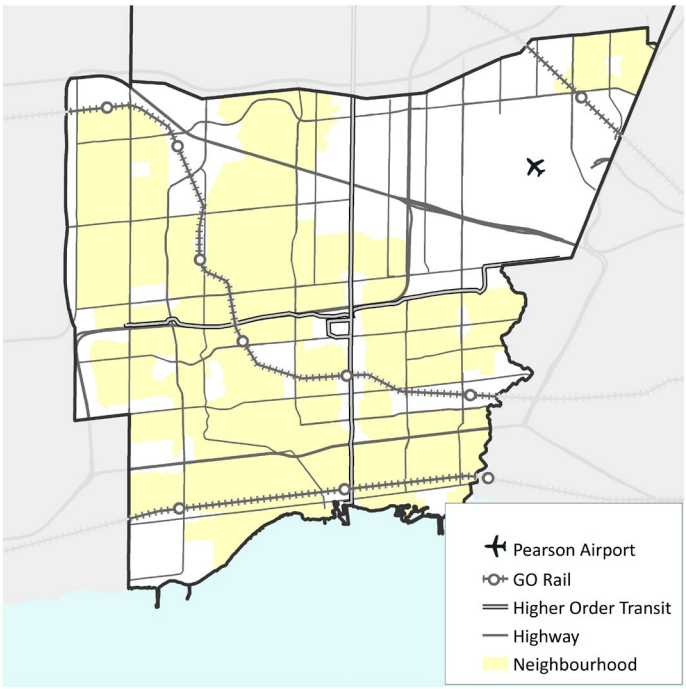
Nodes provide amenities to local residents, such as shops and entertainment.

Neighbourhoods

Mississauga's neighbourhoods are places where home life comes first: houses and apartment buildings make up most of the landscape that features parks, libraries, community centres, places of worship, and schools as focal points for neighbourhood life. Neighbourhoods will benefit from stronger connections to the amenities that make them great places to live.

Today

Neighbourhoods are the areas where people live that are not the Downtown, Major Nodes, or Community Nodes. They cover just over half of the city's land. They include almost all of Mississauga's low-density housing (detached and semi-detached houses), as well as some of its high-density housing (townhouses, apartment blocks, and towers). Regardless of the building shape, local residents still need to access the same type of places as part of their daily lives.



About half of Mississauga's households are in detached or semi-detached houses, typically found on quiet streets. This form of housing accounts for over 80% of residential land in the city. Residents can live far from amenities, such as shops, schools, or playgrounds. The design of Mississauga's Neighbourhoods can make walking difficult. Some streets do not have sidewalks, and walking routes are not direct. Walkways that would provide short-cuts between roads for local residents are rare. Busier roads may also lack good crossing points. These difficulties deter transit use. If walking to destinations takes a long time, then walking to a transit stop will too. Some older towers in these areas suffer from the same problems.

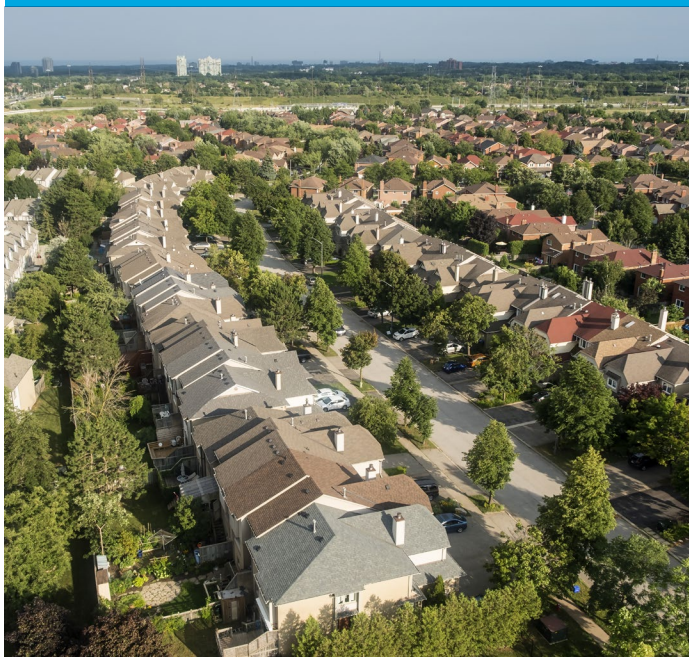
Neighbourhoods are the starting point for 57% of trips in the city. Changes to transportation in Neighbourhoods have a significant effect on people's travel.

Vision for 2041

Neighbourhoods are expected to have limited growth in population. However, they will remain a significant part of the city and a key determinant of how Mississaugans travel. Growth will typically be at the periphery of Neighbourhoods and will include a mix of uses. Existing Neighbourhood residents will benefit from this increase in amenities. New and existing walkways will connect them to nearby shops and community activities, and transit stops will give people new ways to travel. In winter, walking will be safe and easy, with sidewalks cleared of snow, especially around bus stops.

Major roads serving Neighbourhoods will typically have high-frequency transit service throughout the day. Residents will also be able to cycle with ease and confidence with new cycling facilities. A complete cycling network will be developed, letting people travel to anywhere in their neighbourhood and the wider city. The City will also coordinate affordable housing and transportation provision to ensure residents have good access.

Neighbourhoods are the starting point for 57% of trips in Mississauga



Land use in Neighbourhoods is planned to remain largely unchanged.

Employment Areas and Corporate Centres

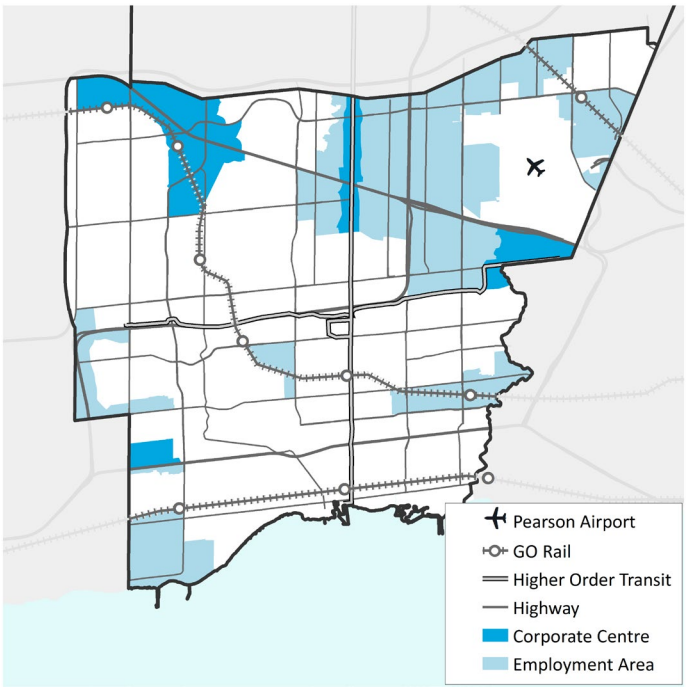
Employment Areas and Corporate Centres are strategically located near the highway network, regional transit corridors, and Pearson Airport. Diversifying transportation options for commuters and integrating lifestyle amenities into the areas will ensure these locations remain top choices for world class businesses.

Today

Industrial, commercial, and institutional buildings in Mississauga's Employment Areas and Corporate Centres have grown on the strength of highway access, large vacant parcels, and access to talent. Shift work is common for industrial and logistics jobs, creating commuting trips at all times of day.

The road network is designed with heavy vehicles in mind, with long straight roads, large blocks, and intersections that can easily handle wide-turning trucks. The same attributes make these streets unappealing for pedestrians, which also deters transit use. The volume of traffic and high proportion of trucks deters cyclists. Low density in Employment Areas makes it difficult for transit to serve them efficiently, which results in low service frequencies and low transit use.

Industrial buildings and warehouses that are highly customized to be fit-for-purpose have a strong preference to stay in the same location, making industrial neighbourhoods quite stable. Office parks are more dynamic, with tenants moving in and out more frequently. In recent years, technological advancements have made the office-based workforce more mobile, changing what is needed in and around an office building and creating new demand for satellite worksites both near to and far from the head office. As employees have more flexibility on how to allocate their time, there is demand for more amenities in and near office buildings so people can run personal errands during the workday.



Vision for 2041

World class companies will continue to choose to locate their facilities in Mississauga, knowing they have stable access to a goods movement network and to talent pools that are evolving with the times. Office buildings will be clustered near transit hubs where there are places to live, eat, and shop alongside other amenities people need to run errands during the workday. Following successful advocacy efforts by the City and others, two-way all-day service on the Milton GO line will make it quicker and easier to access many of these areas from outside Mississauga. Transit hubs will gain additional access options, such as shuttles or ridehailing services. Civic buildings, like libraries and community centres, will provide internet connections and quiet work spaces to support people with no fixed workplace.

Industrial neighbourhoods will offer the stability companies need to confidently expand operations. Industrial streets will be designed to balance the current and future needs of trucks and heavy vehicles with those of other potential road users. These streets will potentially include smart signals that will 'talk' to heavy vehicles and make it safer for them to drive in mixed traffic. The City will continue to work with the Region of Peel through the Goods Movement Task Force, ensuring a coordinated approach to goods movement.

The areas along the Milton GO line corridor have about 80,000 jobs

The city's Employment Areas and Corporate Centres draw in workers from across the city and beyond.

Corridors

Mississauga's network of Corridors serves dual functions as vital transport arteries and as places for people to live, work, and shop. Enhancing how people can move to, from, within, and through them will benefit people in the Corridors and in adjacent areas.

Today

Corridors are the grid of major roads in Mississauga and the land adjacent to those roads. They carry high volumes of people and vehicles, and are a key part of the transportation system for all modes. They are the locations where road congestion affects the most people and the most trips.

Each Corridor has its own unique character, reflecting historical development along both the main road and the surrounding areas. Many of Mississauga's local shops and small service-sector businesses can be found along Corridors. High-density housing is typically found on or near Corridors. The resulting mix of uses makes these Corridors attractive places to live, which generates a lot of personal travel to and from the Corridors. However, the shops on Corridors generate truck traffic in close proximity to housing, which creates safety concerns for people.

Some Corridors function primarily to move vehicles and have relatively few connections with adjacent areas. This use makes it difficult for people living or working in adjacent areas to access the Corridor, whether to use its shops and other amenities, take transit, or drive.

Corridors are one of the focus areas for new development in Mississauga. It is expected that new development will include a mix of uses, with higher densities than currently exist. This focus will create a need for investment in walking (to support local trips) and transit (to add capacity for longer trips). Enhancements to the transportation system on Corridors will benefit a range of travellers, including those travelling along the Corridor.

Vision for 2041

The City will create specific land use and transportation plans for Corridors in partnership with local residents and businesses, by conducting studies similar to previous studies such as 'Dundas Connects' or 'Lakeshore Connecting Communities'.

Corridors will have better sidewalks and road crossing points and new walkway connections with adjacent areas. It will be easier to walk to, from, and around the available amenities. The City will work in partnership with site owners to improve safety and access. There will be better connections between the street and the front door of destinations, whether those destinations are owned by the City, the private sector, or GO Transit. Shops will have fewer trucks in peak times, as the City helps encourage deliveries at other times. There will also be changes to intersections that enhance safety for all road users.

The City's Advanced Transportation Management System will help with safer vehicle travel and smoother traffic flow on Corridors and elsewhere. It will speed emergency response to any incidents and allow quicker return to normal operations after any disruption. The data it provides will inform road planning in support of the City's wider aims. Automation will increase the efficiency of the City's traffic management operations.

Corridors will be the focus for high-frequency transit service, giving people a shorter wait at transit stops. They will also be the focus of efforts to allow transit to by-pass congestion and decrease transit travel times. The Hurontario LRT and supporting transit network will showcase this work. Changes to parking regulations will result in rightsizing of parking lots, which may free up land for other uses.

64% of Mississauga's shops are within 200m of a Corridor

Mississauga's Corridors support a broad mix of uses alongside their role of moving people.

Connection Points

Mississauga's connection points link people with many places in the city, the region, and beyond. Pearson Airport, transit stops / stations / terminals, and points on the road where people enter the city or exit a highway all serve as points of entry welcoming people into Mississauga or a special part of the city. These places must be pleasant, safe, comfortable, and convenient for all travellers.

Today

Connection points include Pearson Airport, GO Train stations, MiWay terminals, and on-street bus stops. They also include highway interchanges and points where the road network meets Mississauga's boundaries. These connection points are rarely people's final destination, but the number of travellers passing through them means they strongly influence people's travel experiences and choices.

One of Mississauga's key strengths is its place within a much larger urban area. This provides Mississaugans with access to more destinations than can be found in the city alone. It also provides people from outside the city with access to Mississauga's employers, businesses, and amenities. As a result, Mississaugans make 420,000 trips per day across the city boundary; people living outside Mississauga make 670,000 trips per day to and from the city. Connection points form a vital part of these inter-municipal trips.

Within Mississauga, one-third of MiWay's daily boardings happen at bus terminals, making them a significant part of the transit user experience. The remainder happen at Mississauga's 4,000+ local bus stops. GO Train stations in Mississauga connect the city with the rest of the region. Finite space for parking, coupled with growing GO Train ridership, has increased the need to improve access by modes other than park-and-ride. Planned service improvements on the Lakeshore West and Kitchener lines are expected to increase GO Train travel into Mississauga, which will increase the need for effective ways for riders to reach their final destination.

Highways serve inter-municipal trips by car drivers and passengers, and highway interchanges are points that connect the local and long-distance road networks. While they are critical for regional travel, interchanges generally interrupt the local streetscape and create an unwelcoming environment.

Pearson Airport connects Mississauga and the wider region with the world. This provides access for the region's people and businesses to a wide range of destinations. Conversely, it connects people and businesses around the world with the region. This global connectivity depends on effective links between the airport and all parts of the wider region. Connections between the airport and the rest of Mississauga form a vital part of this.

Vision for 2041

Trips through all forms of connection points will be easy to navigate. All travellers will have access to suitable information when planning their trip, during their journey, and at their destination. The City will work in partnership with other organizations to deliver this information where appropriate.

All transit stops will have accessible waiting areas, with connections to the wider pedestrian network. Transit terminals and stations will be comfortable places for boarding and transferring between services. They will include bike parking facilities and will support cycle trips to and from the station or terminal. GO Stations will have better connections with the surrounding areas, which will have additional housing options. More generally, the City will support additional housing, shops, and other attractions that can be found near transit hubs. People will be close to more of the places they need and to the infrastructure they use to travel elsewhere.

The City will advocate for more HOV lanes on the GTHA's highway network to speed the journeys of people sharing a ride with family, friends, or colleagues. The City will work in partnership with the Province to enhance the streetscape around highway interchanges.

Pearson Airport will be better connected to the surrounding areas through a variety of transit modes, from bus to high speed rail. The City will work with the GTAA as they develop their planned Regional Transit and Passenger Centre hub at Pearson Airport.

Mississaugans make 420,000 trips per day across its boundaries

Transit stops and terminals may not be people's origin or destination, but are integral part of all transit trips.

5

GOALS

Advancing Mississauga's freedom to move by pursuing six goals for transportation.

Safety: Freedom from Harm

Safe conditions for all travellers, advancing Vision Zero by supporting hazard-free travel and striving for zero fatalities.

Inclusion: Freedom from Barriers

An accessible network, where moving is easy regardless of a person's age, ability, income, or familiarity with the city.

Integration: Freedom of Choice

An integrated network, where people and goods have viable options for moving within and beyond the city.

Connectivity: Freedom of Access

Simple and pleasant connections between people and the places and things they need to prosper.

Health: Freedom to Flourish

Support for the health of people and the planet, with more people-powered trips, lower vehicle emissions, and better stewardship of the natural environment.

Resilience: Freedom to Evolve

Leadership in adapting to changes that reshape the transportation system and how it is used.

Safety: Freedom from Harm

Safe conditions for all travellers, advancing Vision Zero by supporting hazard-free travel and striving for zero fatalities.

VISIONZERO Mississauga

In a Vision Zero city, people can travel any way they choose without fear of injury or death. Risks will be proactively mitigated with the five 'Es' of road safety:

Engineering: prioritizing the safety of pedestrians, cyclists, and other vulnerable users when designing and operating streets

Education: enabling travellers to learn and follow best practices through road signs, social media, formal training, and other creative outreach and education tactics

Enforcement: ensuring there are consequences for breaking rules or taking unnecessary risks while travelling

Empathy: fostering concern for community members who are at risk or have been harmed while travelling

Evaluation: tracking and monitoring incidents, learning from the past to improve conditions in the future

People will be more conscious of their travel habits and the potential impact of making mistakes or poor choices. Mississauga will be committed to the Vision Zero principle: no loss of life is acceptable on roads in Mississauga.

Objectives

- Roads, sidewalks, and trails are designed to prioritize the safety of pedestrians, cyclists, and other vulnerable travellers.
- People feel safe and secure when travelling in Mississauga by any mode.
- Speed limits are well-matched with the types of activity happening in the roadway and along the street.
- Tracking and monitoring systems are in place to learn from past incidents to better inform future decisions.
- All travellers understand and obey the rules of the road, regardless of how they travel.
- People feel the consequences of breaking rules of the road, including for impaired, distracted, and aggressive driving.
- The City and other organizations promote and encourage good habits for pedestrians, cyclists, drivers, and passengers to reduce unnecessary or unintended risk-taking behaviour.
- Injuries and losses can be acknowledged and remembered.
- Hazards related to trucks travelling in mixed traffic are identified and mitigated.
- Non-motorized means of travelling to school, perceived to be safe by students and parents, are available to all.
- Safety of all travellers is a priority during extreme weather events.
- Support for personal security is easy to access for anyone who feels threatened while walking, cycling, riding transit, hiring a ride, or driving.

Key actions

Vision Zero road safety infrastructure enhancements: Safer roads require identifying and addressing a range of issues using hard and soft measures. The City will invest in hard measures by developing and implementing a suite of infrastructure enhancements to support Vision Zero, such as red light cameras, automated speed enforcement, and traffic calming design interventions (see Action 43).

Vision Zero education program: All road users have a responsibility to use the road safely. The City will establish road user education programming designed to promote best safety practices for travellers by any mode, using road signs, social media, formal training, and other creative outreach and education tactics (see Action 45).

Speed management program: Higher vehicle speeds increase both the likelihood of collisions and the severity of their effects. The City will address both through the creation of a speed management program that includes both location-specific and Mississauga-wide actions (see Action 46).

Road safety enforcement program: Collisions are often caused by people breaking the rules of the road. The City will work with Peel Regional Police to advance efforts to catch and penalize rule breaking behaviour on the road, including aggressive, impaired, and distracted driving (see Action 48).

Vision Zero memorial program: Friends, families, and loved ones need ways to acknowledge and remember losses that take place on the road. The City will work with the Road Safety Committee to introduce a program by which a loss of life on the road can be formally recognized (see Action 44).

Enhanced road safety monitoring program: The future will be better if people learn from past mistakes. The City will modernize the way that collisions are tracked and monitored, enabling staff to more effectively analyze trends and identify hot spots to inform future priorities and decisions in road design and traffic management (see Action 47).

Complete Streets design guidelines: Not all streets serve the same function. The Complete Streets design guidelines will describe what elements should be prioritized in different types of streets to support safe travel (see Action 1).

School Walking Routes program: Parents' choices about how their children travel to and from school are dominated by safety concerns. The Mississauga School Walking Routes program has been helping to address these concerns. The City will support enhancements to the program, such as expanding existing activities and introducing new activities to encourage more walking and cycling by students (see Action 57).

Emergency preparedness for extreme weather: Extreme weather and flash flooding can disrupt the normal operations of a transportation system and create safety issues. The City will identify vulnerable portions of its transportation system and will develop a plan for suitable safe egress routes, warning systems, and alternative route information, in conjunction with the development of Emergency Response Protocols (see Action 35).

For the complete list of actions that work toward Safety, look for the ! symbol next to items in the Action Plan (Chapter 6).

Inclusion: Freedom from Barriers

An accessible network, where moving is easy regardless of a person's age, ability, income, or familiarity with the city.

The freedom to move must be accessible to all travellers in Mississauga, so that no one is denied the opportunity to go places where others can go. Barriers can exist because of a person's age, ability, income, or familiarity with the city. In a fully inclusive transportation system, these differences will be acknowledged, respected, and addressed. Travellers who experience barriers will be empowered to participate in identifying those barriers and planning for solutions to confront them.

Objectives

- It is easy for anyone to learn what travel options are available to reach amenities and attractions in Mississauga.
- Comprehensive information about all aspects of the transportation system is available via appropriate channels and locations. In particular, transit users have access to suitable information available throughout their journey.
- Outreach and education regarding transportation options are designed to serve people who are forming new travel routines, such as newcomers, students, new parents, new employees, recovering patients, recent retirees, and new businesses.
- Travel options are available at all times of the day and throughout the year.
- Pedestrian infrastructure (including sidewalks, crossings points, and intersections) is navigable by any traveller.
- A range of housing options are available and affordable in neighbourhoods that are walkable and well-served by transit.
- Households beyond a reasonable walking distance from their child's school have access to a school bus or other no-cost option for student travel to and from school.
- Transit stops, stations, and terminals can be navigated by people with disabilities or mobility restrictions.
- Door-to-door transportation options are available for people unable to use the MiWay local and express networks.
- All travellers in Mississauga have access to affordable travel options for both short- and long-distance trips.

Key actions

Pedestrian network plan: Walking or rolling is the simplest and cheapest way to travel and is often the quickest. Mississauga's pedestrian network is known to have barriers that affect people who have disabilities, walk slowly, or walk with difficulty. The Pedestrian network plan will identify accessibility issues in the pedestrian network, create safe solutions, and prioritize implementation (see Action 14).

TransHelp strategic plan: TransHelp provides specialized transit services throughout the Region of Peel (including Mississauga) to people unable to use conventional public transit (such as MiWay). The City will work with TransHelp to prepare a long term strategic plan for accessible transit and will help integrate TransHelp's services with those of MiWay where feasible (see Action 75).

Walking/cycling construction mitigation: The City will ensure that accessible transit stops, pedestrian routes, and cycling routes are available through construction sites that might otherwise block people's access to their usual transportation facilities (see Action 63).

Wayfinding review: Newcomers, visitors, and long-term residents all require effective signage and information to navigate the city by any mode. The City will review existing wayfinding within Mississauga, identify gaps in provision and opportunities for improved coordination and address these issues (see Action 29).

Housing affordability near transit: The City is working to ensure housing is affordable in Mississauga and to ensure new housing is not located in places with poor transit access. The City will identify measures to improve housing affordability close to high-quality transit (see Action 33).

Car-free travel: City sites: The City's design guidelines ensure accessibility is provided in its facilities (such as libraries and community centres). The City will update its guidelines to include current and best practices for building and pedestrian infrastructure design standards (see Action 38).

On-demand transit: Overnight service, first-mile/last-mile connections, and some other travel markets are not well suited for conventional fixed-route transit. The City will evaluate opportunities, costs, and benefits for on-demand transit service in Mississauga (see Action 19).

Winter maintenance service standards: Establish protocol to review winter maintenance service levels for snow clearance on sidewalks, transit stops, cycling facilities, and trails concurrent with winter maintenance contract renewals, with aim of raising service levels for pedestrians, transit riders, and cyclists where technically, operationally, and fiscally feasible (see Action 62).

For the complete list of actions that work toward Inclusion, look for the ⊖ symbol next to items in the Action Plan (Chapter 6).

Integration: Freedom of Choice

An integrated network, where people and goods have viable options for moving within and beyond the city.

Any trip will be a smooth trip in an integrated transportation system, regardless of whether a traveller has crossed a municipal boundary or switched between modes of travel. Coherent networks of roadways, transit services, cycling facilities, pedestrian facilities, multi-use trails, and associated infrastructure will be planned to give travellers viable choices within a multi-modal transportation system. Streets will be designed to balance the needs of travellers and manage demands of infrastructure installed along or underneath roadways. Unique needs of delivery and service vehicles will be addressed to enable goods and mobile businesses to flow in mixed traffic. Meaningful data will be collected, analyzed, and interpreted to adaptively manage traffic and transportation services. Integration requires collaboration; the City and its partner agencies will work together to eliminate confusion or inconvenience of travelling to, from, and within Mississauga.

Objectives

- Half of trips to, from, and within Mississauga are taken by sustainable modes (those other than driving a car, such as walking, cycling, transit, ridesharing, and ridehailing in a taxi or TNC).
- Growth in sustainable modes results from more short trips being taken by active modes (such as walking and cycling), and more long trips being taken in shared vehicles, especially by transit, whether it be GO Transit, MiWay, or other local transit providers.
- Sustainable modes are more attractive for travelling within and beyond Mississauga for all journey purposes.
- All-day high-frequency transit is available throughout Mississauga.
- Transit travel times are reduced by decreasing the time spent on the various parts of a transit journey.
- Switching between walking, cycling, transit services, hiring a ride, or driving is pleasant and straightforward.
- Most homes and businesses have access to the cycling network and facilities.
- City policies define transportation capacity by the movement of people and goods, rather than by the number of vehicles.
- People and businesses enjoy access to an efficient and effective goods movement system, especially in Mississauga's densest areas.
- Businesses have access to more potential customers through the provision of better transportation connections.
- Travelling across the city's borders is simple and easy, regardless of why or how people travel.

Key actions

Long-term transit network plan: Investment in transit needs to be planned to ensure it is consistent with the City's overall aims for transportation. The City will create a long-term transit network plan, including a potential high-frequency network, and incorporate relevant components into the Mississauga Official Plan (see Action 15).

Long-term road network plan: Investment in roads needs to be planned to ensure it is consistent with the City's overall aims for transportation. The City will create a long-term road network plan and incorporate relevant components into the Mississauga Official Plan (see Action 16).

Pedestrian network plan: Investment in sidewalks, crossings, and walkways needs to be planned to ensure it is consistent with the City's overall aims for transportation, including support for easy access to transit. The City will create a pedestrian network plan and incorporate relevant components into the Mississauga Official Plan (see Action 14).

Long term cycling network: Through Mississauga recent Cycling Master Plan, there is a long-term plan for a network of cycling facilities in the city. Implementing this network will support cycling use (see Action 59).

Complete Streets design guidelines: Appropriate design will enable Mississauga's streets to become places that share space among all road users, whether cars, buses, trucks, cyclists, or pedestrians. The Complete Streets design guidelines will describe what elements should be prioritized in different types of streets and what design features and specifications should be built to meet the needs of users (see Action 1).

Road classification system: The way streets and roads are labelled shapes the way they are built and operated. Mississauga's current road classification system is based on the role of roads in moving vehicles. The City will revise the system to consider a road's role in moving people and their role as places in the urban fabric, which will directly influence how they are designed and used (see Action 2).

Milton GO Line two-way all-day service: The Milton GO Line connects many major employment areas within Mississauga with each other, Toronto, and Milton. Two-way service would dramatically increase travel options for these areas. The City will advocate and support efforts to bring two-way all-day service to the Milton GO line (see Action 73).

TTC/MiWay fare integration: MiWay users receive discounted fares when transferring to or from GO Transit's bus and rail services. They also enjoy free transfers to and from most local transit agencies (including Brampton Transit and Oakville Transit), but not TTC services. The City will work with TTC to develop comparable transfer agreements (see Action 84).

Traffic Management Plan: Roads are only effective if the traffic on them is well-managed. The City will develop a Traffic Management Plan that will help improve safety, efficiency, and effectiveness of traffic flow within Mississauga. The results will help all road users, whether in cars, trucks, or transit (see Action 26).

For the complete list of actions that work toward Integration, look for the symbol next to items in the Action Plan (Chapter 6).

Connectivity: Freedom of Access

Simple and pleasant connections between people and the places and things they need to prosper.

In a connected city, residents will have the option to live close to their jobs, family, and other people, places, and events that matter to them. Neighbourhood amenities will be an easy walk or bike ride from their door. Workers will feel 'at home' in the neighbourhood where they work, with flexible access to their workplace and amenities throughout the day. Visitors will find it easy and desirable to come to Mississauga. New or improved links to the networks of roads, sidewalks, cycling facilities, and transit will provide shorter, easier routes between origin and destination. People will be able to go where they want to go and when they need to be there. It will be easy for the things they need to come to them through delivery-based shopping and home-based services.

Objectives

- High-density growth in Mississauga includes effective walking and cycling connections to surrounding areas.
- Land use policies encourage further growth in neighbourhood-level amenities.
- Public amenities are located in places that are easy to access by transit.
- More housing, shops, and other attractions are located near transit hubs, including GO stations.
- Publicly-accessible places are easy and pleasant to arrive at and depart from by walking, cycling, riding transit, driving, or being picked-up or dropped-off.
- It is easy to work, study, and socialize in publicly-accessible neighbourhood spaces.
- Transit terminals and stations are pleasant places to wait and transfer between services. All bus stops have accessible waiting areas, with connections to the wider pedestrian network.
- Walking and cycling are easy and pleasant travel choices at all times of the day and throughout the year.
- Roads, sidewalks, trails, and transit stops are maintained and replaced, consistently meeting approved service levels.
- People and businesses have effective access to the goods they need.

Key actions

Traffic Impact Study Guidelines: Traffic Impact Study Guidelines: When new buildings are being planned, the developer must complete a Traffic Impact Study to show how it will affect vehicle movement in the surrounding area. To consider the movement of people and goods by all modes, the City will review and update the guidelines for these studies (see Action 5).

Neighbourhood hub pilot: Places where frequent transit routes intersect have the potential to become a focus for low-intensity retail and neighbourhood-level community services, with strong walking and cycling connections. The City will test this concept of 'neighbourhood hubs' by piloting one or more sites (see Action 34).

Major Transit Station Areas: The Province has mandated municipalities like Mississauga to plan for higher densities around their GO Train, LRT, and Mississauga Transitway stations. The planning will need to consider access between those transit stations, the surrounding local area, and places further away. The City will work with the Region of Peel to complete a detailed study of how to achieve these densities while reflecting the needs of local areas and of Mississauga as a whole. This will then be incorporated into the Official Plan (see Action 6).

Land use/transportation corridor studies: The City has identified certain corridors for significant transit enhancements and as focal areas for new development. Future land use and multi-modal transportation have been studied in detail on certain corridors, such as Hurontario, Dundas, and Lakeshore. The City will conduct similar studies on the other major corridors (see Action 31).

Parking provision policies: Every car trip begins and ends at a parking spot. Parking supply has a significant effect on how land is used in Mississauga. The City will review and update city-wide parking policies in line with the recommendations of the Parking Master Plan and the Transportation Demand Management Strategy and Implementation Plan (see Action 7).

Bicycle parking supply: Every bike trip begins and ends at a place to park a bike. The lack of bike parking at destinations deters people from travelling by bike. The City will expand bicycle parking on City-owned, commercial, and residential properties in line with the recommendations in the Cycling Master Plan (see Action 56).

For the complete list of actions that work toward Connectivity, look for the symbol next to items in the Action Plan (Chapter 6).

Health: Freedom to Flourish

Support for the health of people and the planet, with more people-powered trips, lower vehicle emissions, and better stewardship of the natural environment.

People's transportation choices affect their health and the health of other people and the wider environment. The City's transportation system shapes both choices and the extent of their impact. The health of people and the planet will improve as more people choose to take more trips by active modes of travel such as walking and cycling. People will gain physical and mental health and will foster deeper connections with other people and places in the city. A shift toward multi-passenger vehicles, such as transit or rideshare, and an uptake of zero-emission vehicles (ZEVs) will reduce the impact of transportation on air quality and climate change. The transportation system will have a better relationship with the natural environment, integrating stormwater management and the urban forest and other natural elements into the design of streets and other transportation facilities.

Objectives

- Greenhouse gas and other emissions relating to transportation are significantly reduced.
- Growing numbers of people are choosing to walk or cycle for short trips and to take transit for long trips.
- Trees and street furnishings, such as planters and benches, are included in the design of streets, parking lots, and buildings wherever possible.
- Stormwater run-off from roads and parking lots is managed in an environmentally-responsible way.
- Property owners have options to reclaim space by rightsizing parking lots.
- Zero emissions vehicles will become a better alternative to internal combustion vehicles for a wide range of trip types.
- The proportion of trips made by single-occupant vehicles will decline in line with target set under 'Integration'.
- The negative effects of the transportation system on the natural environment will decline and its positive effects will increase.

Key actions

Complete Streets design guidelines: Streets are not simply routes for travellers—they can also provide elements that enhance the quality of the natural and urban environment. These elements include trees, stormwater management infrastructure, street lighting, and seating. The Complete Streets design guidelines will guide decisions on what elements are prioritized in different types of streets (see Action 1).

Zero-emission vehicle (ZEV) strategy: The ZEV strategy will examine measures to encourage and support vehicle owners who choose low-emission vehicles. These measures will include regulations for new buildings, retrofits for existing public and private buildings, and charging infrastructure in public parking lots (see Action 23).

Zero-emission City vehicle fleet: The City's vehicle fleet helps Mississauga to run smoothly. The vehicle fleet performs functions as diverse as cutting grass, clearing snow, repairing roads, and carrying transit passengers. The City will work to reduce emissions from the vehicle fleet by converting it to zero-emission technology when technically, operationally, and fiscally feasible, through end-of-life replacement or otherwise (see Action 58).

Pedestrian network plan: Walking provides extensive health benefits and is a no-cost, flexible means of travel. The pedestrian network plan will identify gaps and inconsistencies in pedestrian networks, create solutions, and prioritize their implementation to make it safe, easy, and comfortable for people to make short trips on foot (see Action 14).

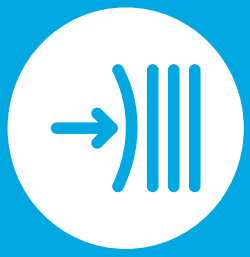
Long-term cycling network: The City's Cycling Master Plan has identified a suitable network, using both existing and new cycling facilities. Implementing the new facilities will give cyclists safe, connected, comfortable, and convenient routes to cycle in Mississauga (see Action 59).

Cycling outreach, education, and promotion: Education efforts will give cyclists of all ages the skills they need to travel around the city. Communication efforts will draw attention to new and improved cycling facilities and will support strong relationships between the City and existing or potential cyclists (see Action 55).

For the complete list of actions that work toward Health, look for the symbol next to items in the Action Plan (Chapter 6).

Resilience: Freedom to Evolve

Leadership in adapting to changes that reshape the transportation system and how it is used.



Advances in technology and other fields will bring new abilities, opportunities, and challenges for individuals, society, and transportation. In recent years, smartphone apps have changed how people plan routes, weigh options, hail rides, and spend their time and focus their attention in transit. The distribution of people, jobs, and amenities within and beyond Mississauga will also change as the city evolves and grows. A shift toward office-based employment and new high density neighbourhoods in Mississauga will change demands on the transportation system. Changes in transportation and city building take place against a backdrop of social, economic, and environmental change, including climate change and a shifting natural environment. Resilience in a transportation system means it can and will adapt to these changes by maximizing their benefits and helping mitigate their challenges. The City will lead and guide the transportation system through these changes with proactive planning and execution. Resilience also provides future-proofing to ensure that all aspects of the Vision can continue to be achieved in the future.

Objectives

- Mississauga's unique role as a centre for logistics and warehousing at the national level remains a strength, even as distribution methods evolve with new technology and e-commerce.
- The City participates in regional, provincial, and national initiatives and programs aimed at responsible governance of new transportation businesses and vehicular technologies.
- Emerging transportation businesses and the City work collaboratively to offer alternatives to personal car ownership, while ensuring appropriate government oversight and regulation is in place.
- New technology and methods that improve effectiveness and efficiency of transportation services are evaluated by the City and implemented where appropriate.
- The City leverages new data collection and interpretation methods and new technologies to continually improve traffic flow.
- The City proactively monitors traffic and travel behaviour, investigating changes and adapting policies and practices accordingly.
- The effects of changing climate and severe weather events on all parts of the transportation system are minimized through appropriate infrastructure design and operational practices.
- Maintenance standards and service levels are continually reviewed and updated, adapting to changes in technology, climate and society.

Key actions

Peel Region Goods Movement Task Force: Mississauga will optimize its role at the centre of Ontario's goods movement and logistics hub, anchored by Pearson Airport. Continued participation in the Peel Region Goods Movement Task Force will enable the City to work effectively with its neighbours to keep goods flowing through Mississauga and beyond (see Action 80).

Ridehailing and ridesharing policy development: The City will learn from the current pilot project to assess the use of Transportation Network Companies in Mississauga and will recommend changes to applicable regulation if warranted (see Action 20).

Autonomous vehicles assessment: By 2041 it is possible that autonomous vehicles could be used for many purposes by the City, ranging from cutting the grass beside roads to being part of public transit. The City will assess the infrastructure changes, other costs, and benefits associated with the use of autonomous vehicles in Mississauga (see Action 41).

Autonomous vehicle collaboration: The City will collaborate with the Province in its work to develop appropriate licensing for self-driving cars to ensure the regulatory environment provides Mississauga with the ability to maximize benefits and mitigate negative effects (see Action 90).

Emergency preparedness for extreme weather: Extreme weather and flash flooding can disrupt the normal operations of a transportation system and create safety issues. The City will identify vulnerable portions of its transportation system and will develop a plan for suitable safe egress routes, warning systems, and alternative route information, in conjunction with the development of Emergency Response Protocols (see Action 35).

Corporate Asset Management Plan coordination: Keeping pace with an evolving future requires infrastructure needs to be routinely reassessed and for infrastructure to be maintained to the latest standards. The City will ensure the goals and objectives of the Transportation Master Plan guide the development of the forthcoming Mississauga Corporate Asset Management Plan that will set service levels for the City's transportation infrastructure and establish the plan for responsible investment in maintenance (see Action 70).

Smart/connected vehicles and infrastructure: As the vehicles used to transport people and good become smarter, there is potential for smart infrastructure to complement their abilities. The City will assess the potential benefits and costs of upgrading transportation infrastructure in Mississauga accordingly (see Action 42).

Micromobility policy framework: Micromobility includes services as bike-share and e-bike/e-scooter rentals. Private companies elsewhere in the world have offered these services in cities without municipal subsidy. The City will investigate policy options to determine how it can best work with and regulate such companies (see Action 22).

For the complete list of actions that work toward Resilience, look for the symbol next to items in the Action Plan (Chapter 6).

6

ACTION PLAN

Detailed steps that will take Mississauga toward the Vision.

Policies, Guidelines, and Standards

Plans and Studies

Programs

Procedures

Partnerships

It will take decisive action by the City and its partners to realize the goals of the Transportation Master Plan. The Action Plan lays out steps that can be taken in the short, medium, and long term.

There are many ways the City can affect change for Mississauga as a whole. The Action Plan recognizes five main ways the City leads change, and it groups each Action according to the most impactful approach the City can take.

The five approaches to change are:

- **Policies, Guidelines, and Standards:** Establish or update the rules and regulations that govern Mississauga's transportation system at the local municipal level.
- **Plans and Studies:** Conduct research or strategic planning projects to establish clear, well-informed direction on new transportation projects and initiatives in the public interest.
- **Programs:** Invest in new programs or improved levels of service for City work in planning, design, construction, operation, and maintenance of the transportation system.
- **Procedures:** Implement new ways of doing business or adapt existing business practices and standard operating procedures to align with evolving transportation priorities.
- **Partnerships:** Collaborate with allies, stakeholders, and partner agencies in the transportation field to help realize Mississauga's transportation aims.

Changes Happen on Different Timescales

Timescale	Years	Completed in
Short	1 – 5 years	2020 – 2024
Medium	5 – 15 years	2025 – 2034
Long	15+ years	2035 and after

Action Plan Legend

Policies, Guidelines, and Standards

Actions to establish or update the rules and regulations that govern Mississauga's transportation system at the local municipal level.

Documenting intentions and best practices makes it possible for them to be consistently applied in practice. Policies in the Mississauga Official Plan govern how Mississauga grows and develops. Standards direct the design and performance of roads, sidewalks, trails, cycling facilities, and transit facilities. Embedding transportation aims in these documents will put the Transportation Master Plan into practice.

	Action	Division	Timeline	Goals
1	**Complete Streets design guidelines** Create and apply Complete Streets design guidelines and implementation plan that specify the types of infrastructure and streetscape elements that may be suitable for different classes of road.	**Infrastructure Planning & Engineering Services**		
2	**Road classification system** Revise the City's Road Classification system to recognize movement and placemaking function of streets, incorporate into City's transportation planning practices, and update Mississauga Official Plan accordingly.	**Infrastructure Planning & Engineering Services**		
3	**Engineering design standards** Review and update engineering design standards, such as intersection design standards and sidewalk standards, to prioritize safety of vulnerable road users and remove barriers to accessibility.	**Infrastructure Planning & Engineering Services**		
4	**Closure of walkways** Review and update policies concerning Closure of Walkways and Noise Attenuation Barriers on Major Roads, to require an evaluation of impacts of a proposed change on walking distance to transit and nearby destinations, and an assessment of available alternate routes and mitigation measures.	**Infrastructure Planning & Engineering Services**		

Safety Inclusion Integration Connectivity Health Resilience

	Action	Division	Timeline	Goals
5	**Traffic Impact Study Guidelines** Review and update Traffic Impact Study Guidelines to refocus studies on all movements of people and goods by any mode, rather than primarily focusing on vehicular movements.	**Infrastructure Planning & Engineering Services**		
6	**Major Transit Station Areas** Complete ongoing planning work by City and Region of Peel for Major Transit Station Areas (MTSAs) and add to Mississauga's Official Plan.	**City Planning Strategies**		
7	**Parking provision policies** Review and update City-wide parking provision policies and related requirements in line with the recommendations of the Parking Matters study and Transportation Demand Management Strategy and Implementation Plan.	**City Planning Strategies**		
8	**Transportation demand management for new development** Develop transportation demand management requirements for new developments in line with recommendation #4 in City's 'Transportation Demand Management Strategy and Implementation Plan'.	**Infrastructure Planning & Engineering Services**		
9	**Transport facilities in Greenlands policy** Establish what active transportation and transit facilities are appropriate in Greenlands by reviewing Mississauga Official Plan sections 11.2.1.1 and 11.2.3.2 and amending if warranted.	**City Planning Strategies**		
10	**Warehousing and logistics land use** Investigate land use planning strategies that optimize location of warehousing/logistics usage near suitable transportation facilities, including consideration of a distinct land use category. Implement findings through Official Plan policies.	**City Planning Strategies**		

Safety Inclusion Integration Connectivity Health Resilience

	Action	Division	Timeline	Goals
11	**Mode share study** Investigate merits of translating city-wide sustainable travel mode share target into set of more specific targets by mode, geographic area, land use type or other segments, and establish effects on other City policies and practices.	**Infrastructure Planning & Engineering Services**		
12	**Curbside management study** Assess current and future competing demands on curb space and curb lane space, including taxis, pick-up/drop off, new mobility options, goods movement and deliveries, mobile businesses, cycling facilities, transit stops and on-street parking, and develop strategies for meeting competing needs.	**Infrastructure Planning & Engineering Services**		
13	**Location of new community infrastructure** Prioritize sustainable mode access in the location choice and designs for new community infrastructure and City buildings by adding suitable criteria to the Official Plan and other guiding documents.	**City Planning Strategies / Facilities and Propety Management**		

Plans and Studies

Actions to conduct research and strategic planning projects to establish clear, well-informed direction on new transportation projects and initiatives in the public interest.

In the rapidly evolving field of transportation, there are some topics Mississauga needs to learn more about before making decisive changes for the better. There are also parts of the city that are growing and evolving that need to be looked at closely and thought about carefully to make the best decisions for their next chapter.

	Action	Division	Timeline	Goals
14	**Pedestrian network plan** Identify and address gaps and inconsistencies in the pedestrian network, with special attention to connectivity and accessibility standards, by conducting a detailed audit.	**Infrastructure Planning & Engineering Services**		
15	**Long-term transit network plan** Complete a comprehensive review of the City's long-term transit network, including a potential high-frequency network, and update the associated schedule that appears in the Mississauga Official Plan.	**Infrastructure Planning & Engineering Services**		
16	**Long-term road network plan** Complete a comprehensive review of the City's long-term road network, and update the associated schedule that appears in the Mississauga Official Plan.	**Infrastructure Planning & Engineering Services**		
17	**Transit priority measures** Examine potential locations, costs, and benefits for transit priority measures (such as signal priority, queue jump lanes, HOV lanes, transit-only lanes) to reduce transit journey time and increase reliability, taking advantage of City's Advanced Transportation Management System, as part of the MiWay Infrastructure Growth Plan.	**MiWay**		
18	**Bus stop and terminal evaluation** Include evaluation of the status of bus terminals as pleasant places to wait and transfer between services in the MiWay Infrastructure Growth Plan, using a detailed assessment of their existing facilities and pressures.	**MiWay**		

Safety Inclusion Integration Connectivity Health Resilience

	Action	Division	Timeline	Goals
19	**On-demand transit** Evaluate opportunities, costs, and benefits for on-demand transit service in Mississauga to complement existing fixed-route services, including overnight service, first-mile/last-mile connections, and other travel markets.	**MiWay**		
20	**Ridehailing and ridesharing policy development** Facilitate ridehailing and ridesharing in Mississauga through comprehensive review and update of the Mobile Licensing Bylaw, drawing on outcomes of Transportation Network Company (TNC) Pilot study.	**Enforcement**		
21	**Accessible ridehailing** Determine and implement best means to ensure that accessible ridehailing (such as taxicabs and TNCs) is available on-demand throughout Mississauga.	**Enforcement**		
22	**Micromobility policy framework** Investigate policy options to determine how the City can best work with and regulate micromobility technologies and vendors, including but not limited to bike share systems, e-bike systems, and e-scooter systems.	**Infrastructure Planning & Engineering Services**		
23	**Zero-emission vehicle strategy** Develop a zero-emission vehicle (ZEV) strategy that examines incentives to increase use of ZEVs and the infrastructure needs of ZEVs in Mississauga, including those related to new developments, retrofits of existing developments, public buildings, and public parking lots.	**Environment**		
24	**Electric vehicle charging stations** Investigate requirements for electric vehicle charging stations in new developments as part of zoning by-law's parking requirements review.	**City Planning Strategies**		
25	**Strategic data management plan** Create a City-wide strategic data management plan that includes strategy for leveraging emerging big data technology for collection and maintenance of transportation and traffic data.	**IT**		
26	**Traffic management plan** Develop a five year plan to guide the application of traffic management tools and resources to effectively facilitate a shift from simply moving vehicular traffic to moving people and goods by any mode, including implementation planning for the Advanced Transportation Management System and other aspects of advancing Intelligent Transportation Systems in Mississauga.	**Traffic Management & Municipal Parking**		

Safety Inclusion Integration Connectivity Health Resilience

	Action	Division	Timeline	Goals
27	**Highway interchange safety and streetscape** Create strategy to address safety issues and improve streetscape on municipal roads around 400-series highway interchanges, in collaboration with MTO.	**Infrastructure Planning & Engineering Services**		
28	**Off-road trail lighting** Examine feasibility of extending street lighting program to serve off-road components of cycling and pedestrian networks through amendment of the Park Trail Lighting policy or otherwise.	**Parks & Forestry | Infrastructure Planning & Engineering Services**		
29	**Wayfinding review** Develop plan to consolidate and/or complement local and regional directional signage programs with a comprehensive, city-wide wayfinding system for all modes.	**Infrastructure Planning & Engineering Services**		
30	**Public feedback channels** Conduct an end-to-end audit of channels for public feedback on the transportation system to identify and address opportunities for improving efficiency and efficacy.	**Strategic communications**		
31	**Land use/transportation corridor studies** Conduct comprehensive land use/transportation corridor studies on Transit Priority Corridors not already studied, such as Erin Mills Parkway, Derry Road, Dixie Road, Eglinton Avenue, Airport Road, and on other corridors as needed.	**Infrastructure Planning & Engineering Services**		
32	**Local network studies** Conduct local network studies to assess transportation and land use on Major Nodes, Community Nodes, Corporate Centres and Special Purpose Areas not generally covered by corridor studies, such as the Airport Corporate Centre, Meadowvale Corporate Centre, Central Erin Mills Major Node, and UTM.	**Infrastructure Planning & Engineering Services**		
33	**Housing affordability near transit** Identify measures to proactively manage the affordability of housing close to high-quality transit.	**City Planning Strategies**		
34	**Neighbourhood hub pilot** Test the concept of 'neighbourhood hubs' that would be a local-area focus for transit service, walking and cycling connections, low-intensity retail, and neighbourhood-level community services by piloting one or more sites.	**Infrastructure Planning & Engineering Services**		

Safety Inclusion Integration Connectivity Health Resilience

	Action	Division	Timeline	Goals
35	**Emergency preparedness for extreme weather** Identify parts of the transportation system vulnerable to flash flooding or extreme weather events, and develop a plan for suitable safe egress routes, warning systems, and alternative route information, in conjunction with development of Emergency Response Protocols.	**Office of Emergency Management**		
36	**Designated trucking routes** Investigate designated truck routes designed to accommodate high volumes of truck traffic and long combination vehicles (LCVs) alongside other modes.	**Infrastructure Planning & Engineering Services**		
37	**Bike share system** Examine the feasibility of a bike share system in Mississauga, in line with recommendations in the Cycling Master Plan.	**Infrastructure Planning & Engineering Services**		
38	**Car-free travel: City sites** Create site-specific plans to support and encourage greater sustainable mode use for trips to City-owned facilities such as libraries, community centres, and recreational facilities by users of those facilities.	**Infrastructure Planning & Engineering Services**		
39	**Multi-modal access audits: City sites** Develop an audit tool to evaluate site access by non-car modes and recommend improvements, applying it to City-owned sites (such as libraries and recreation centres) to make recommendations.	**Infrastructure Planning & Engineering Services**		
40	**Transit promotion for special events and major attractions** Build on MiWay's existing support for special events and major attractions by reviewing those destinations, and identifying potential improvements such as changes to regular service or the introduction of event-specific services.	**MiWay**		
41	**Autonomous vehicles assessment** Explore the possibilities and implications of autonomous vehicles in Mississauga, including an assessment of require infrastructure changes, other costs, and benefits associated with their use.	**Infrastructure Planning & Engineering Services**		
42	**Smart/connected vehicles and infrastructure** Study the potential benefits and costs associated with smart/connected vehicles and transport infrastructure.	**Traffic Management & Municipal Parking**		

Safety Inclusion Integration Connectivity Health Resilience

Programs

Actions to invest in new programs or improved levels of service for City work in planning, design, construction, operation, and maintenance of the transportation system.

Many parts of the transportation system are delivered or affected by City services. Changes to those services will help provide Mississauga with what it wants and needs from its transportation system. The City must find ways to direct appropriate resources to these aspects of City work for the goals to be fully realized.

	Action	Division	Timeline	Goals
43	**Vision Zero road safety infrastructure enhancements** Develop and implement a suite of infrastructure enhancements to support Vision Zero, such as red light cameras, automated speed enforcement, traffic calming measures.	**Traffic Management & Municipal Parking**		
44	**Vision Zero memorial program** Develop and implement a program by which a loss of life on the road can be formally recognized.	**Traffic Management & Municipal Parking**		
45	**Vision Zero education program** Establish road user education programming designed to promote best safety practices for travellers of every mode, by using road signs, social media, formal training, and other creative outreach and education tactics.	**Infrastructure Planning & Engineering Services**		
46	**Speed management program** Address unlawful and undesirable vehicle speeds through creation of a speed management program that includes both location-specific and city-wide actions.	**Traffic Management & Municipal Parking**		
47	**Enhanced road safety monitoring program** Modernize the way that collisions are tracked and monitored, enabling the City to more effectively analyze trends and identify hot spots to inform future priorities and decisions.	**Traffic Management & Municipal Parking**		

Safety Inclusion Integration Connectivity Health Resilience

	Action	Division	Timeline	Goals
48	**Road safety enforcement program** Work with Peel Regional Police to advance efforts to catch and penalize rule breaking behaviour on the road, including aggressive, impaired, and distracted driving.	**Traffic Management & Municipal Parking**		
49	**Mid-block crossings** Establish program to provide mid-block crossings, including creation of design standards and protocol for identifying appropriate locations (such as where off-road trails intersect roads), drawing on road safety and accessibility work.	**Traffic Management & Municipal Parking**		
50	**Targeted education and outreach** Develop and implement targeted education and outreach campaigns and programs tailored to traveller groups with distinct needs and opportunities, including newcomers, new parents, post-secondary students, and those benefitting from recent transportation improvements.	**Infrastructure Planning & Engineering Services**		
51	**Transit stop/terminal service information** Develop and implement program to provide access to comprehensive service information at transit stops/stations/terminals, with dynamic information at select locations.	**MiWay**		
52	**Multi-agency transit information** Enhance information about transit services in Mississauga to incorporate all transit agencies serving the city, and provide that information through city-wide channels and at transit stations/terminals.	**MiWay**		
53	**Major attraction transit information** Establish a routine practice of identifying major attractions accessible by MiWay and a communication protocol to suggest initial web-ready 'reach us by MiWay' directions for each site as well as subsequent updates in the event of route changes.	**Infrastructure Planning & Engineering Services**		
54	**Car-free travel: privately-owned sites** Standardize, streamline, and promote mechanism for property owners/managers seeking help from City understanding, enhancing, and promoting car-free ways to access their site.	**Infrastructure Planning & Engineering Services**		
55	**Cycling outreach, education and promotion** Establish cycling outreach, skills training, and promotion programming, in line with recommendations of Cycling Master Plan.	**Infrastructure Planning & Engineering Services**		

Safety Inclusion Integration Connectivity Health Resilience

	Action	Division	Timeline	Goals
56	**Bicycle parking supply** Expand supply of short-term and long-term bicycle parking supply city-wide, in line with the Cycling Master Plan.	**Infrastructure Planning & Engineering Services**		
57	**School Walking Routes program** Seek opportunities to support enhancements to the Mississauga School Walking Routes program, with the aim of formalizing and expanding existing activities or introducing new activities to encourage active transportation options for students.	**Infrastructure Planning & Engineering Services**		
58	**Zero-emission City vehicle fleet** Convert City's vehicle fleet (buses and corporate) to zero-emission vehicles, when technically, operationally and fiscally feasible, through end-of-life replacement, or otherwise.	**MiWay | Works, Operations & Maintenance**		
59	**Long-term cycling network** Establish implementation program for long term Cycling Network, as it appears in the Cycling Master Plan.	**Infrastructure Planning & Engineering Services**		
60	**Multi-modal access audits: private sites** Introduce a program to offer multi-modal access audits to privately-owned, publicly accessible sites (such as shopping centres and fitness centres), using tool developed for City sites (see Action 40).	**Infrastructure Planning & Engineering Services**		

Safety Inclusion Integration Connectivity Health Resilience

Procedures

Actions to implement new ways of doing business or adapt existing business practices and standard operating procedures to align with evolving transportation priorities.

As transportation priorities change, technology advances and best practices evolve. It is critical that the City adapts the way City business gets done. Some of these actions require investment in tools and training, some require new people to bring new knowledge and skills to the organization, and some simply require staff to approach their work in new ways.

	Action	Division	Timeline	Goals
61	**Vision Zero working group** Establish an interdepartmental working group tasked with advancing Vision Zero-related goals, objectives, and action items in the Transportation Master Plan.	**Infrastructure Planning & Engineering Services**		Safety
62	**Winter maintenance service standards** Establish protocol to review winter maintenance service levels for snow clearance on sidewalks, transit stops, cycling facilities, and trails concurrent with winter maintenance contract renewals, with aim of raising service levels for pedestrians, transit riders, and cyclists where technically, operationally, and fiscally feasible.	**Works, Operations & Maintenance**		Safety, Inclusion, Integration, Connectivity, Health
63	**Walking/cycling construction mitigation** Ensure accessible transit stops, pedestrian routes, and cycling routes through construction sites that obstruct normal routes by developing and enforcing suitable standards and procedures.	**Infrastructure Planning & Engineering Services**		Safety, Inclusion, Connectivity, Health
64	**Transit service construction mitigation** Enable timely service changes or other mitigation measures in response to planned on-street construction by formalizing protocol for notifying MiWay and other transit agencies operating in Mississauga, drawing on existing work.	**Infrastructure Planning & Engineering Services**		Integration, Connectivity
65	**Non-MiWay transit infrastructure** Establish inventories and service agreements concerning maintenance of information and infrastructure assets associated with transit service provided in Mississauga city limits, but operated by other transit agencies.	**MiWay**		Integration

Safety Inclusion Integration Connectivity Health Resilience

	Action	Division	Timeline	Goals
66	**Transportation data working group** Establish an interdepartmental working group tasked with advancing the evolution of transportation and traffic data collection, maintenance, analysis, and interpretation, using emerging big data technology.	**Infrastructure Planning & Engineering Services**		
67	**Public perception monitoring** Gain insight on public perception of the Transportation Master Plan's Goals and the progress toward them by revising transportation question(s) in a citizen satisfaction survey.	**Strategic Communications**		
68	**Third-party grants** Dedicate suitable staff resources to researching and applying for third-party grants that can help advance the aims of the Transportation Master Plan.	**Infrastructure Planning & Engineering Services**		
69	**Official Plan coordination** Establish protocols to ensure an editorial review of proposed updates and amendments to the Mississauga Official Plan includes verification that proposed policies advance the goals and objectives of the Transportation Master Plan.	**City Planning Strategies**		
70	**Corporate Asset Management Plan coordination** Establish protocol to ensure Transportation Master Plan is used as a major input to the development of the Mississauga Corporate Asset Management Plan (forthcoming), to ensure planned service levels for the City's transportation infrastructure supports the goals and objectives of the Transportation Master Plan.	**Finance**		
71	**New mobility and transportation innovation** Monitor innovation and change in the transportation and transit sectors, summarize trends in an annual review, and identify issues and opportunities that need to be proactively addressed.	**Infrastructure Planning & Engineering Services**		
72	**Transportation planning information hub** Establish a transportation planning information hub that routinely collects and maintains data, information, and map layers commonly used in transportation planning.	**Infrastructure Planning & Engineering Services**		

Safety Inclusion Integration Connectivity Health Resilience

Partnerships

Actions to collaborate with allies, stakeholders, and partner agencies in the transportation field.

Collaboration is an essential part of realizing Mississauga's transportation goals. Several key parts of the transportation system, such as the GO Transit network, TransHelp paratransit service, highways, regional roads, intercity trails, and the airport are owned and operated by other levels of government and partner agencies. The City can help partners understand what they can do to affect the change needed in Mississauga. The City must also continue to listen to and work with allies and stakeholders who are in a position to help determine and achieve Mississauga's transportation goals.

	Action	Division	Timeline	Goals
73	**Milton GO line two-way all-day service** Continue to advocate for the introduction of an all-day two-way GO train service on the Milton GO line, supporting and advancing associated research and analysis as required.	**Infrastructure Planning & Engineering Services**		
74	**GO station land study** Work with Metrolinx and the Region of Peel to ensure potential for future development on Metrolinx-owned land around GO Stations is considered during the City's and Region's joint projects on Major Transit Station Areas.	**City Planning Strategies**		
75	**TransHelp strategic plan** Work with TransHelp to prepare a long term strategic plan for accessible transit in Mississauga/ Brampton and to advance work to integrate TransHelp services with those of MiWay and Brampton Transit.	**MiWay**		
76	**Multi-modal access audits: schools** Offer multi-modal access audits to schools, using tool developed for City sites (see Action 40).	**Infrastructure Planning & Engineering Services**		

Safety Inclusion Integration Connectivity Health Resilience

	Action	Division	Timeline	Goals
77	**Healthcare providers** Strengthen relationships with Local Health Integration Networks and Hospitals to support efforts to expand options for non-driving access to healthcare.	**Infrastructure Planning & Engineering Services**		
78	**Transportation investment coordination** Establish protocols to be used by all transportation-related groups in the city for engaging with neighbouring municipalities to coordinate the timing and nature of transportation investment.	**Infrastructure Planning & Engineering Services**		
79	**TDM changes to Planning Act and Municipal Act** Advocate for changes to the Planning Act and Municipal Act that would allow municipalities to require transportation demand management practices be designed into new developments, in line with recommendation #5 in the Transportation Demand Management Strategy and Implementation Plan.	**Infrastructure Planning & Engineering Services**		
80	**Peel Region Goods Movement Task Force** Continue to serve as an active member of Peel Region Goods Movement Task Force, advancing recommendations to improve the goods movement system in Mississauga.	**Infrastructure Planning & Engineering Services**		
81	**Peel Region Vision Zero Task Force** Continue to serve as an active member of Peel Region Vision Zero Task Force, advancing recommendations to improve the safety of transportation in Mississauga.	**Infrastructure Planning & Engineering Services**		
82	**24-hour GO Transit service** Advocate for 24-hour GO Transit service in Mississauga.	**Infrastructure Planning & Engineering Services**		
83	**Wider Presto support** Improve utility of the Presto card by encouraging Presto to support more service providers (such as bikeshare, taxis, car share, and retailers).	**Infrastructure Planning & Engineering Services**		
84	**TTC/MiWay fare integration** Improve service integration between MiWay and TTC by working with the City of Toronto and the TTC to remove restrictions on MiWay boardings in Toronto, and negotiate a service agreement for MiWay-TTC transfers that are free for riders through participation in Metrolinx's work in this area or otherwise.	**MiWay**		

Safety Inclusion Integration Connectivity Health Resilience

	Action	Division	Timeline	Goals
85	**Park-and-ride sites** Assess possibility of promoting current and adding new park-and-ride locations in Mississauga targeted at inter-municipal travel, drawing on MiWay's Infrastructure Growth Plan and working in partnership with GO Transit and MTO.	**Infrastructure Planning & Engineering Services**		
86	**High Occupancy Vehicle (HOV) lanes** Advocate for the introduction of HOV lanes on all 400-series highways in and around Mississauga.	**Infrastructure Planning & Engineering Services**		
87	**GTHA regional ATMS strategy** Collaborate with MTO, Metrolinx, and GTHA municipalities to coordinate an inter-regional strategy for Advanced Transportation Management Systems (ATMS).	**Traffic Management & Municipal Parking**		
88	**Emergency Detour Routes** Work with the MTO and the Region of Peel to establish Emergency Detour Routes for 400-series highways in and around Mississauga.	**Emergency Management Office**		
89	**Milton local transit connection** Work with the Town of Milton to establish local transit connections as travel demand to and from Mississauga increases.	**MiWay | Infrastructure Planning & Engineering Services**		
90	**Autonomous vehicles collaboration** Collaborate with the Province on autonomous vehicles and associated matters to ensure the regulatory environment provides Mississauga and other municipalities with the ability to maximize benefits and mitigate negative effects.	**Infrastructure Planning & Engineering Services**		
91	**Pearson Airport regional transit hub** Support the GTAA's initiative to develop a regional transit hub at or near Pearson Airport, ensuring that potential opportunities and risks for Mississauga are understood and addressed.	**Infrastructure Planning & Engineering Services**		

Safety Inclusion Integration Connectivity Health Resilience

7

PLANNING AND IMPLEMENTATION

This Plan joins a family of plans and policies that govern Mississauga's transportation and related matters. Implementing it involves collaboration and investment within and beyond the Corporation of the City of Mississauga.

Developing the Transportation Master Plan

Implementing the Transportation Master Plan

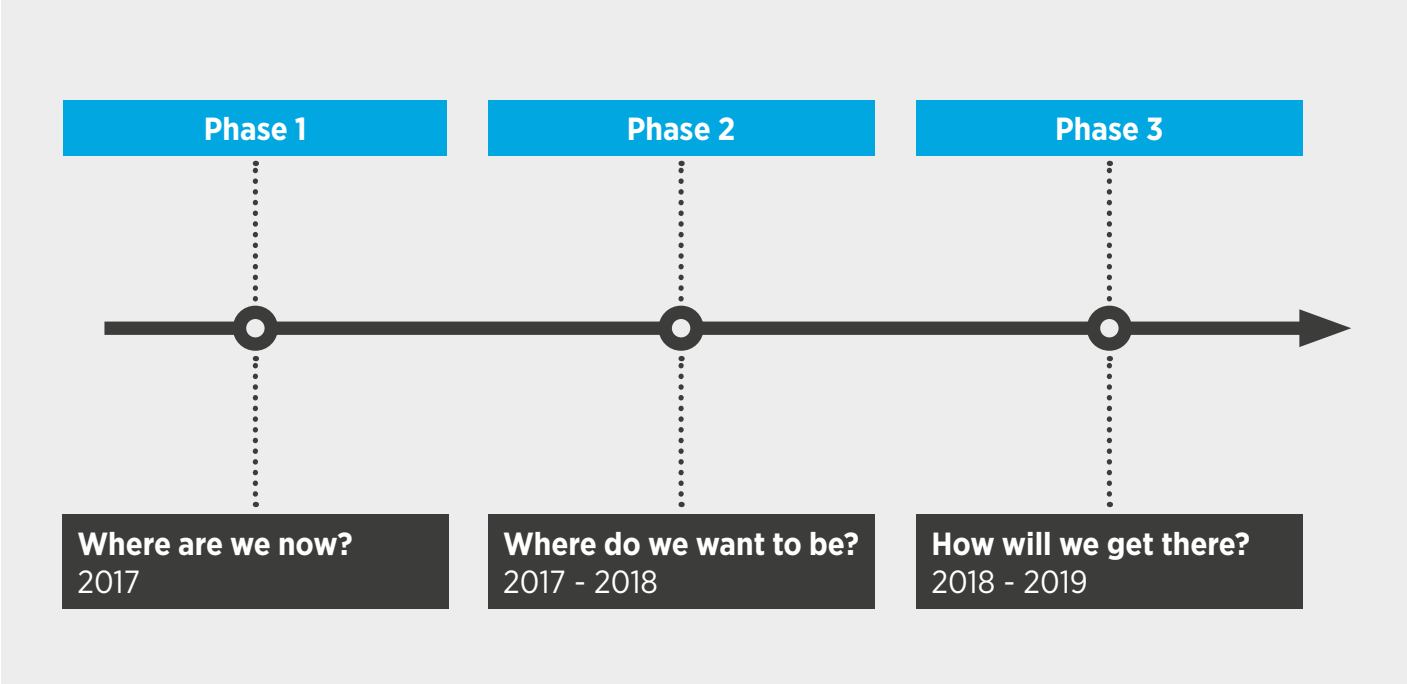
Monitoring the Transportation Master Plan

Updating the Transportation Master Plan

Developing the Transportation Master Plan

The Transportation Master Plan is the result of 'Mississauga Moves', a project involving extensive technical research, staff involvement, and engagement with stakeholders and the public.

The three phases of Mississauga Moves are summarized below, with further details available in Appendix 1: Research Overview and Appendix 2: Engagement Overview.



Phase 1
Where are we now?

The focus of Phase 1 was to understand the following about Mississauga's transportation system:

- how it evolved to its current state
- how people currently use it
- how people wish they could use it
- what the current state of it is
- what the current plans are for it
- how well equipped it is to meet future needs

Phase 1 also examined:

- what innovations are coming in the transportation field
- how other municipalities have responded to innovation
- how policies from the City and other governments currently help or hinder Mississauga's aims for transportation

The result of this phase was a detailed understanding of the strengths, weaknesses, opportunities, and challenges facing Mississauga's transportation system.

Phase 2
Where do we want to be?

The focus of Phase 2 was to synthesize what was learned in Phase 1 and develop:

- a comprehensive Vision for transportation in Mississauga to the year 2041
- a vision statement to succinctly express the Vision
- a set of strategic Goals to focus the City's work
- an understanding of what needs to change to realize the Vision

The result of this phase was the development of the Vision and Goals to guide the Action plan

Phase 3
How will we get there?

The focus of Phase 3 is to affirm the Vision and Goals and determine:

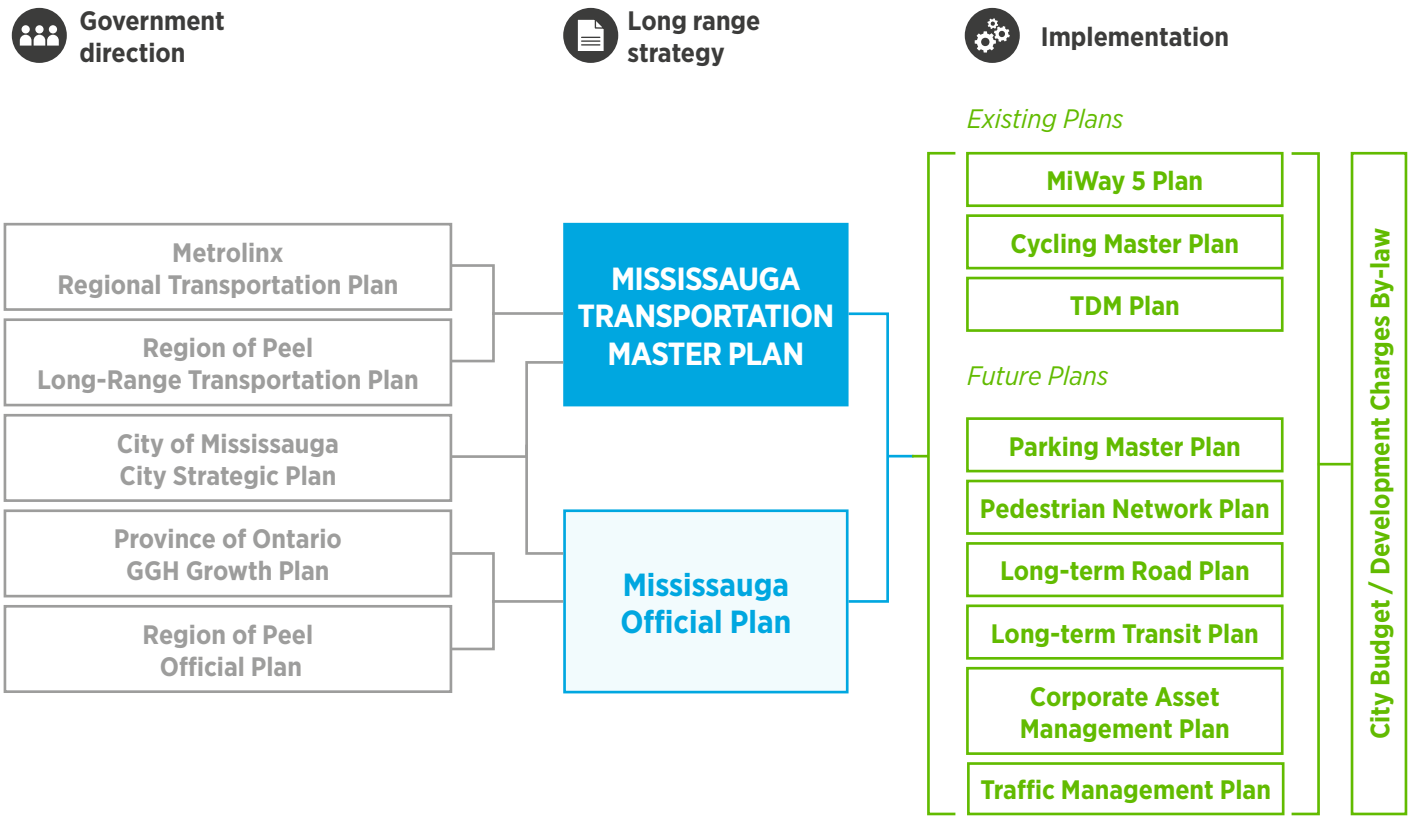
- what Actions must be taken to realize the Goals
- who the City can partner with to undertake the Actions
- how progress toward the Goals can be monitored and managed

The technical work in this phase resulted in the Actions (Chapter 6). The Transportation Master Plan is the final result of this phase.

Implementing the Transportation Master Plan

This Plan establishes the Transportation Master Plan as one of Mississauga's core strategic documents. It plays a critical role in translating provincial, regional, and city-wide policy direction into transportation objectives and into work direction at the staff level. The Transportation Master Plan:

- interprets direction from higher-order policy
- defines Vision, Goals, and Objectives for transportation in Mississauga
- informs the review and update of the Mississauga Official Plan
- guides asset management plan investments, work plans, and business cases at the operational level
- supports the development of the annual Business Plan and Budget, Corporate Asset Management Plans, and Development Charges By-law



Higher order policy

The MTO is expected to release the first transportation plan for the Greater Golden Horseshoe area in 2019, providing a strategic vision for transport in the region over the next 50 years and beyond. The MTO plan will complement and support the Metrolinx 2041 Regional Transportation Plan for the GTHA, which was released in 2018 as an update to The Big Move (2008). The 2041 Regional Transportation Plan aims to provide more people with access to fast, frequent and reliable transit, and to make it easier for travellers to use transit, or travel by bike or on foot.

The Region of Peel is expected to release an update to the 2005 Peel Region Long Range Transportation Plan in 2019. This sets a common vision for the region. It outlines the investment and stewardship the Region of Peel will provide for the transportation network within their jurisdiction. It also provides inspiration and guidance to lower-tier municipal transportation plans like this one.

Provincial land use policies, especially the Growth Plan for the Greater Golden Horseshoe (2018), also provide direction for transportation matters. One imperative is to set a strategic direction toward a more multi-modal transportation system with a focus on transit and active modes. The Growth Plan designates downtown Mississauga as an 'urban growth centre', making it a focal point for growth. The Growth Plan also requires municipalities to plan for prescribed population and employment densities around major transit stations, such as GO, LRT, and Mississauga Transitway stations in Mississauga.

The plans also show how Mississauga's transportation system will interface with those of its neighbours and other organizations in the wider region. This helps the City coordinate any changes, ensuring that inter-municipal travel functions effectively.

Definitive vision and goals

The Transportation Master Plan serves as the primary reference for the City's strategic position on transportation issues. It will be used by Council and staff to guide decision-making and respond to emerging issues and opportunities. The Vision and Goals in the Transportation Master Plan will be used to evaluate whether new or amended courses of action by the City are compatible with the overall strategic direction for transportation. The Transportation Master Plan will enable Mississauga to engage more effectively with comparable municipalities, showcasing the City's leadership in transportation.

Mississauga Official Plan

Each municipality in Ontario has an Official Plan which enshrines policies on how land in the municipality should be used. It is the City's main tool for shaping the future development of Mississauga — by directing growth to appropriate areas, and managing the scale and impact of growth. The current version of the Mississauga Official Plan was approved by City Council in September 2010, with several subsequent minor updates. Work is underway on the next major update.

Land use and transportation are strongly inter-connected. Land use directly influences travel patterns and behaviours, and transportation enables people to travel to and from different places in the city. Transportation facilities are also a type of land use — roads, airports, transit terminals, and transit stations are important parts of the urban fabric. The Mississauga Official Plan includes sections relating to transportation, which help coordinate the City's approaches to transportation and land use planning. The Transportation Master Plan includes Actions that will provide input for the next Official Plan update. In future, the Transportation Master Plan will shape relevant policies in the Official Plan.

Staff work plans

All the Actions require City staff time to implement. This time could be spent implementing the Action, overseeing its implementation by a third party or working in partnership with other organizations. Each Action has been assigned to a Division within the City that is responsible for its implementation, along with the appropriate timeframe. Actions will be integrated into the annual work plans of City staff, subject to the availability of required resources.

Mississauga Business Plan and Budget

A Council-approved Transportation Master Plan will have the authorization and approval to implement the Actions, subject to funding. The Transportation Master Plan provides the rationale and motivation for the required resources to be allocated as part of the City's annual Business Plan and Budget.

Monitoring the Transportation Master Plan

It is important for City staff, Council, stakeholders, partners, and the public to observe progress being made toward the Goals of the Transportation Master Plan. Progress of this Plan will be monitored through an annual Transportation Master Plan Status Update, and a more fulsome Transportation Master Plan Progress Report approximately every five years.

The annual **Status Update** will list the status of all Actions within the Transportation Master Plan, providing background and contextual information where appropriate. It will keep Council and the public informed about the work the City has been doing and plans to do. The Status update will also be used by staff as an input to annual work planning and budget planning to ensure Actions are being initiated as expected.

The **Progress Report** will include the measurement of a set of Progress Indicators, and a robust discussion of trends in the transportation sector and other factors that influence the freedom to move in Mississauga. It is anticipated that the Progress Report would be prepared as part of the preparation for an update of the Transportation Master Plan, in coordination with the timeline for Official Plan reviews.

The set of Progress Indicators that will be measured are listed on the following page. One Indicator is used for each Goal, with the exception of Health that has an Indicator each for human and environmental health. The Indicators have been chosen to be:

- **Meaningful:** readily understood by any reader, and representative of commonly shared priorities.
- **Timeless:** relevant today and still relevant in 25 years.
- **Manageable:** based on readily available information and data.
- **Purposeful:** easily used to understand the Vision and Goals and to identify areas that need more attention.

The most current measurement of each Indicator is provided on the next page as a baseline against which future Progress Reports will compare.

Goal	Indicators	2019 values
Safety	**Deaths and serious injuries from transportation.** The City's Vision Zero approach to transportation sets a vision of zero fatal and injury-causing collisions each year. Measuring deaths and serious injuries from transportation is the essential means of tracking progress toward this Goal.	**1.6** deaths and serious injuries per thousand residents
Inclusion	**Residents' satisfaction with ease of mobility,** as reported through the City's Citizen Satisfaction Survey. The Survey is designed to gain an understanding of residents' experiences of City services, and the factors that affect the quality of their experience of those services. This tool will be used to assess residents' experiences of using the transportation system and the extent to which they experience barriers to mobility.	applicable question to be added to Citizen Satisfaction Survey starting in 2019
Integration	**Sustainable mode share,** where "sustainable" modes are those other than driving a car, such as walking, cycling, transit, ridesharing, and ridehailing in a taxi or TNC. Greater use of these modes demonstrates that the various components of the transportation system are working together to provide viable options for travellers to choose from.	**29%**
Connectivity	**Average number of jobs within 30 minutes by transit for Mississauga residents.** Job access is a proxy for measuring access to a range of amenities – if employees can get to a location, so can customers and suppliers. Job access is a measure that is reliable to define and calculate. It provides insight into how well connected people and businesses are to each other, to other amenities, and to the broader labour market.	**82,000** jobs
Health	**Oil-derived fuel sales in Mississauga.** Many of the negative environmental effects of transportation result from the use of oil-derived fuels such as gasoline and diesel. Increased vehicle fuel efficiency, increased use of electric vehicles, increased carpooling and increased use of non-car modes will all result in less oil-derived fuel being sold and used, and a reduction in related environmental effects.	**1,017** million litres
	Percentage of short trips done by active transportation. Using active modes of travel, such as walking and cycling, has a significant and direct positive effect on individuals' health. It is often impractical to take long trips by active transportation; the proportion of short trips taken by active modes is a strong indicator of whether people are choosing active modes when they can.	**23%**
Resillience	**Car ownership per household,** measured by the percentages of multi-car, single-car, and car-free households in Mississauga. High dependence on cars for travel implies the transportation system is inflexible and not diverse, indicating low resilience. As Mississauga's transportation system offers more viable options for travel, the system as a whole becomes more resilient and more households will be able to choose to live with fewer or no cars.	0 cars **7%** 1 car **40%** 2+ cars **53%**

Data sources and notes
Covers deaths and serious injuries on municipal roads in Mississauga, whether operated by the Region of Peel or the City. Data sourced from Ontario Road Safety Annual Report, or Peel Region Police data if that report is unavailable.
Data sourced from City's bi-annual Citizenship Satisfaction Survey.
Covers trips to, from and with Mississauga, at all times of day, and for all trip purposes. Sustainable modes are those other driving a car. Data sourced from the latest Transportation Tomorrow Survey.
Number of jobs (to nearest hundred) inside and outside Mississauga; average is taken over all Mississauga residents. Transit travel time assumes weekday trip starting at 8:30; travel limited to two legs (one transfer); includes non-Mississauga transit agencies. Population and job data sourced from Census or most recent City estimates. Transit schedule data sourced from agencies' GTFS data feeds.
Includes commercial sales of gasoline (all grades) and diesel. Data sourced from industry; 2019 value sourced from Kent Group Ltd.
Covers trips to, from and with Mississauga, at all times of day, and for all trip purposes. Short trips are those 2km or less (straight-line distance). Data sourced from the latest Transportation Tomorrow Survey.
Covers all households in Mississauga. Grouped into zero, one, and two or more cars. Data sourced from the latest Transportation Tomorrow Survey.

Updating the Transportation Master Plan

The Transportation Master Plan will be reviewed and updated approximately every five years. Two events will typically serve as triggers for a review of the Transportation Master Plan:

- **Transportation Master Plan Progress Report:** The Progress Report described in the previous section will be used to gauge how the Plan is performing and how extensive a review is needed.
- **Mississauga Official Plan Review:** The Mississauga Official Plan is required by legislation to be reviewed every five years. Updates to the Transportation Master Plan will be coordinated such that the latest update to the Transportation Master Plan will be an input to the Official Plan update.

8

CONCLUSION

The Transportation Master Plan delivers the Vision for Mississauga's transportation.

Conclusion

This plan

The Plan draws on a robust evidence base from a range of sources and on extensive engagement with stakeholders and the public. It includes a detailed set of Actions that provide the next steps along the City's path to its future transportation system. The Plan will be used by City staff in policy development and business planning relating to transportation.

The Transportation Master Plan will guide investment in and stewardship of Mississauga's transportation system from now until 2041.

Turning point

Mississauga's urban area has fully grown into the municipal boundaries over the last 50 years, supported by significant investment in major transportation infrastructure, including provincial highways, GO Rail, and an intricate network of regional and local roads. The next phase of growth will be focused on key nodes and corridors within the existing urban area. This new type of city building demands new types of transportation investment such as transit, smart traffic management systems, new mobility technologies, and cycling and pedestrian networks that are safe, comfortable, connected, and convenient.

Mississauga next phase of growth will be supported by sound investment in the future transportation system.

Freedom to move

People need to be free to travel to, from, and within Mississauga knowing they are safe and free from barriers, regardless of their age, ability, income, familiarity with the city, or preferred mode of travel. They need to be free to access the people, places, and things that contribute to their quality of life. They need to be free to make travel choices, so their mobility doesn't depend on the ability and inclination to drive. They need to feel confident making choices that help the health of people and the planet to flourish. These qualities of mobility have to endure, remaining resilient while technology, culture, and conditions change.

Mississauga's transportation system will provide people with the freedom to move.

In Mississauga, everyone and everything will have the **freedom to move** safely, easily, and efficiently to anywhere at any time.

APPENDIX 1

RESEARCH OVERVIEW

Introduction

The Transportation Master Plan is the result of nearly two years of research, technical analysis, and engagement with Council, stakeholders, and the public by the Mississauga Moves project team. The research and analysis are described here in Appendix 1, and the engagement work is described in Appendix 2.

The Mississauga Moves research team drew on a range of plans, policies, documents, and datasets from the City of Mississauga, the Province of Ontario, the Region of Peel, Metrolinx, and other partner organizations and agencies. The project relied on the professional knowledge and experience of a team comprising transportation planners and engineers, analysts, technicians from the City of Mississauga, and Steer, a consulting partner. The results of this research directly informed development of the Plan. The principal sources of information and the key team members relied upon for this research are found in this appendix. The team:

- Examined the history and context of Mississauga's development and transportation initiatives. This provided background information on the development of Mississauga's urban area, transportation network, travel patterns, and associated topics. The work increased the understanding of Mississauga's present situation by placing it in context.
- Identified learning points from emerging transportation directions and comparator cities. This provided an overview of the existing situation, identified the ongoing and possible future trends, and described how the trend could or will apply to Mississauga. It also examined comparable municipalities for the key lessons for Mississauga.
- Analyzed Mississauga's transportation patterns for various user groups and destinations. These included destinations (where people travel), modes (how people travel), and user groups (why people travel). It also examines the specialized needs of certain users, such as people with disabilities and newcomers.
- Assessed the current transportation network serving the city. This included to infrastructure (permanent transportation-related physical elements), services and programs (including transit, maintenance, and parking), regulation (from the City and other levels of government), and safety.
- Evaluated the integration of transportation and city building in Mississauga. This work examined statutes and policies affecting land use and transportation planning from all levels of government and evaluated examines how transportation should serve the goals in the City's Strategic Plan. It then identified the major gaps between the City's aspirations for its transportation system and the effects of its policy suite.

The results of this research directly informed development of the Plan. The principal sources of information and the key team members relied upon for this research are found in the following section.

City of Mississauga

Plans, Policies, and Reports

- Mississauga Strategic Plan (2009)
- Advanced Transportation Management System Project Overview and Implementation Plan (2012)
- Annual Accessibility Report (2017)
- Britannia Farm Master Plan (2016)
- Culture Master Plan (2009)
- Cycling Master Plan (2010, 2018)
- Dundas Connects land use and corridor study (2017)
- Economic Development Strategy (2009)
- Facility Accessibility Design Standards (2015)
- Hurontario/Main Street Corridor Master Plan (2010)
- Inspiration Lakeview: Lakeview Village Development Master Plan (2014)
- MiWay 5 (2015)
- MiWay 2017-20 business plan (2016)
- Mississauga Official Plan (2010, as amended)
- Moving Mississauga (Interim Strategy) (2011)
- Multi-Year Accessibility Plan 2018-2022 (2017)
- Parking Master Plan (in progress)
- Parks and Forestry 2017-21 Business Plan (2017)
- Parks and Forestry Master Plan (2014)
- Shaping Ninth Line land use and corridor study (2018)
- Transportation Network Company Regulations Study (2016)
- Tourism Master Plan (2017)
- Traffic Impact Study Guidelines (As Of 2018)
- Transportation Demand Management Strategy and Implementation Plan (2017)

Datasets

- Long Range Growth Forecasts City of Mississauga 2011 – 2051 (2013)
- Mississauga Employment Database (2016)
- MiWay routes and schedules (2018)
- MiWay boardings and alightings by stop (2014, 2016)
- Road traffic volumes (various years)
- Mississauga travel demand model (as of 2017)
- Parking locations (2018)
- GIS data on sites/locations for active recreation, childcare, landmarks, post-secondary institutions, K12 schools, roads, sidewalks, watercourses, woodlands, Official Plan and zoning designations, places of worship, transit stops/terminals/stations, and transit routes.
- Historical land use (1967, 1985, 1988, 1991)
- Historical employment (1967, 1977-87, 1996)

Province of Ontario

Plans, Policies, and Reports

- Ontario road safety annual report (2014)
- Growth Plan for Greater Golden Horseshoe (2017)
- Niagara Escarpment Plan (2017)
- Oak Ridges Plan (2017)
- Greenbelt Plan (2017)

Datasets

- Latest available

Region of Peel

Plans, Policies, and Reports

- Long-Range Transportation Plan (2012, 2017)
- Strategic Goods Movement Network Study (2013)
- Goods Movement Strategic Plan 2017-2021 (2017)

Datasets

- Latest available

Metrolinx

Plans, Policies, and Reports

- The Big Move (2008)
- Development Potential Adjacent to GO Rail Transit Stations (2016)
- Regional Transport Plan (2018)
- GO Station Access Plan (2016)

Datasets

- GO bus boardings by route (2015/16)
- GO station usage (various years)

Other Bodies

Plans, Policies, and Reports

- City of Melbourne: Melbourne Walking Plan 2014-17 (2014)
- Orange County: Complete Streets Design Handbook (2016)
- City of Toronto: Complete Street Guidelines (2017)
- Toronto Region Board of Trade: Report on Goods Movement (2017)
- Elliott Martin and Susan Shaheen: Impacts of car2go On Vehicle Ownership, Modal Shift, Vehicle Miles Traveled, and Greenhouse Gas Emissions (2016)
- David Hulchanski: Peel Income Trend Analysis 1980-2012 (2015)
- David Ticoll: Driving Changes: Automated Vehicles in Toronto (2015)
- Medical Officers of Health in the Greater Toronto Hamilton Area: Improving Health By Design (2014)
- GTAA: Toronto Pearson 2017-2037 Master Plan (2017)

Datasets

- Census (2011, 2016)
- Transportation Tomorrow Survey (1986, 1991, 1996, 2001, 2006, 2011, 2016)
- Cycling usage patterns from Strava (2016)
- GTAA groundside passenger survey (2016)

Principal team members

City of Mississauga

Steering Committee

- Director of Infrastructure Planning & Engineering Services
- Director of Hurontario LRT Project Office
- Director of MiWay
- Director of Works Operations & Maintenance
- Director of City Planning Strategies
- Director of Development & Design
- Director of Parks & Forestry
- Director of Environment
- Director of Strategic Communications

Core Work Team

- Manager of Transportation Planning
- Project Leader, Transportation Planning
- Transportation Modelling Specialist, Transportation Planning
- Manager of Traffic Management
- Manager of Service Development, MiWay
- Supervisor of Transit Infrastructure Management, MiWay
- Manager of Rapid Transit, Hurontario LRT Project Office
- Manager of Active Transportation Office
- Manager of Municipal Parking
- Project Leader, Parking Master Plan
- Manager of Urban Design
- Planner, City Planning Strategies
- Planner, Parks Planning
- Supervisor of Environmental Initiatives, Environment
- Senior Communications Advisor, Strategic Communications

Extended Work Team

- Manager of Mobile Licensing and Enforcement
- Planner, Culture

Consulting Team

Steer

Infrastructure, cities, and transport are constantly evolving to meet new demands, new ideas, and new technologies. Mixing rigour and technical expertise with an open-minded, imaginative approach, Steer helps their clients maximize opportunity and realise value within this rapidly-changing landscape. **www.steergroup.com**

- Project Director: Dennis Fletcher
- Project Manager: Tom Willis
- Project team members: Steven Bishop, Charlie Draycott, Alan Jones, Alex Legrain*, Jose Ongpin, Harold Sich*, Sarah Yuksel, Carolina Zabas Roelandt*

Lura Consulting

Lura Consulting are a Canadian leader in collaborative planning – by bringing people together, getting them engaged, and having meaningful conversations that help shape plans and projects that improve our communities and environment. **www.lura.ca**

- Engagement Director: Liz McHardy
- Project Manager: James Knott
- Project team members: Melissa Gallina, Jeff Garkowski*, Alex Lavasidis, Christine Yachouh

* Now with a different organization

APPENDIX 2

ENGAGEMENT OVERVIEW

Introduction

The engagement in developing the Mississauga Transportation Master Plan was an integral part of the project. The information gathered through the engagement activities was used as inputs into the development of the plan alongside the technical analysis. As the various components of the Plan were developed, public and stakeholder feedback was used to refine and improve those components. To achieve this, the engagement was designed with the following key objectives:

- Raise awareness and understanding of the current transportation system and the pressures it faces over the next twenty-five years
- Enable people to engage in interesting, meaningful and impactful discussion about mobility and the future of transportation in Mississauga, in a wide variety of ways
- Determine community values and interests as they relate to transportation
- Collect information on current transportation behaviours and potential motivators for future behaviour change (especially reduced tendency to single-occupant vehicle trips)
- Understand actual and perceived barriers to using a variety of transportation modes
- Encourage and inspire community members to think about the travel options available to them now and in the future
- Increase capacity of City staff to understand and apply customer experience thinking to service design and provision
- Strengthen the City's relationships with key stakeholders and potential partners in implementation

The engagement program was delivered in three distinct phases in alignment with the overall project workplan. **Phase One** focused on building an understanding of how the current transportation network is experienced and perceived, and how people want the transportation network to look in the future. The aims within this phase were to:

- Inform and educate about the Transportation Master Plan process
- Understand experiences and perceptions
- Explore how people want to move
- Explore barriers and motivators to movement

Phase Two focused on further refining the direction of the future transportation network and the various proposed components. The aims within this phase were to:

- Define and then confirm the Vision and Principles
- Obtain feedback on the initial Transportation Master Plan components

Phase Three included the presentation of the draft Transportation Master Plan and the move into implementation. The aims within this phase were to:

- Outline and then refine Transportation Master Plan components
- Educate and inspire staff, stakeholders, Councillors and the public

Detailed reports on each phase of engagement were prepared by the project team and are available on the project's website.

Key statistics

2 open houses, with **190** participants

30 stakeholder interviews with **21** organizations

38 pop-up events, with **2,210** people spoken to, **1,838** people providing comments, and **2,762** promotional items given away

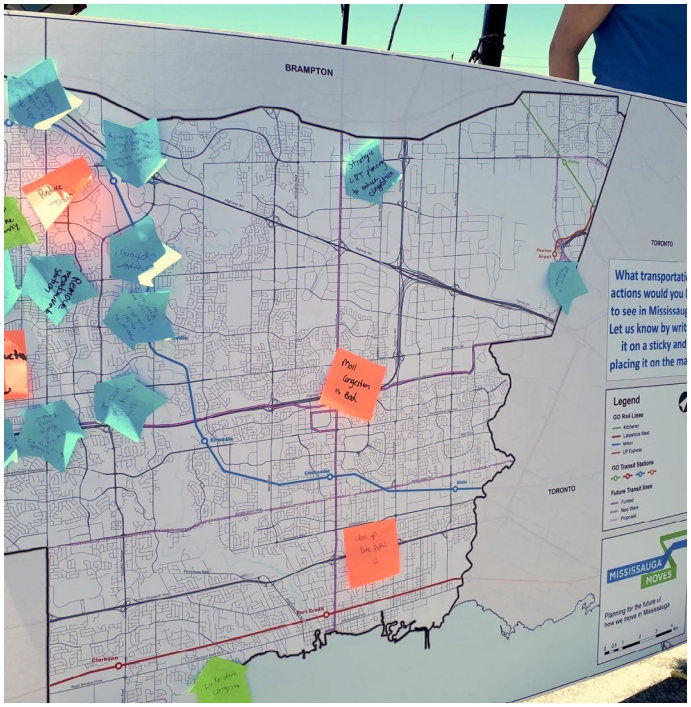
6,600 website visitors, making approximately **1,000** comments across the various online surveys and feedback tools.

How we engaged

Pop-ups

At pop-up events, the project team had a booth or table at busy public location, typically as part of larger public event. The project team ran 23 pop-up events during Phase One, covering every Council ward in Mississauga. Two discussion boards were provided, where participants could respond to a question (on one) and put ideas on the map (on another). During Phase Two, another 15 pop-up community conversations were held, again covering every Council Ward in Mississauga. Two discussion boards were displayed, where participants could review the draft Vision and Goals, and put their ideas for action items on the map.

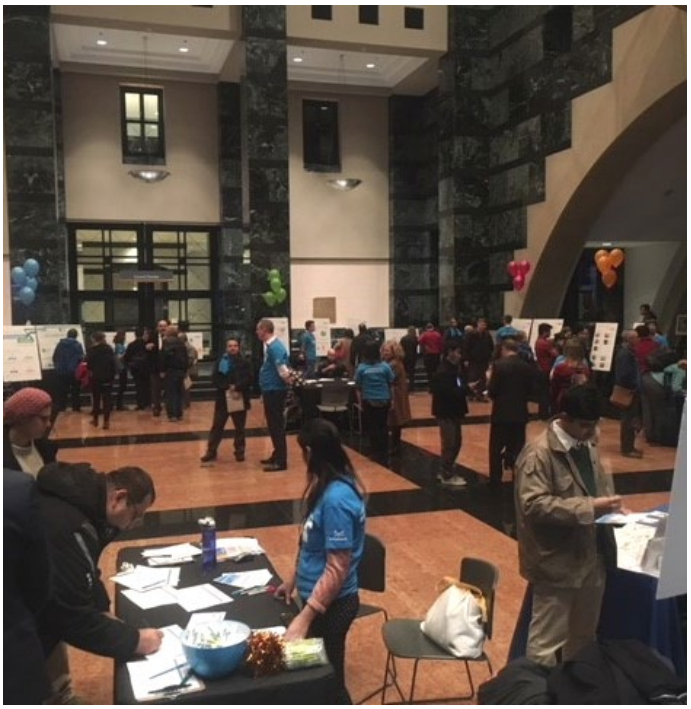
During the pop-up events, the project team spoke to 2,210 people, recorded comments from 1,838 people, and gave up away 2,762 promotional items to increase awareness of the project.



Open houses

The public open houses provided in-depth information on the project, using display panels and offering an opportunity for attendees to discuss issues with the project team. Open house events were held in November 2017 (for Phase One) and January 2019 (for Phase Three) at the Mississauga Civic Centre. The two open houses attracted around 190 participants, with some form feedback received from almost all participants.

The Phase One open house included information for attendees to learn about the history of Mississauga; discover how residents live, work, play and travel in Mississauga today; and share how they move around Mississauga. The Phase Three open house mirrored the structure of the Transportation Master Plan, and the display panels remained available for a week afterwards to maximize the available time for public review and input.



Project website

The project website was active throughout the study. It provided dates for events, the project timeline, published reports, and a project-specific email address for general project feedback and inquiries. The website also provided a 'question and answer' feature throughout the study. Visitors could pose questions that were answered by project staff, as well as read the questions and answers from other visitors. The project website also included specific online surveys and other activities specific to each phase.

During Phase One, the online survey captured participants' perceptions about moving in Mississauga. The survey included a variety of short-answer questions, as well as an opportunity to indicate how often one uses various modes of transportation. The website also included an ideas forum that allowed participants to submit their ideas on 'what would improve how Mississauga moves?', as well as view and vote on ideas submitted by others. The website also included a 'hotspots tool' that allowed participants to mark areas on interest across the city, and whether they were easy or difficult to travel to.

For Phase Two, the online survey focused on the draft Vision and Goals. Participants were provided with the draft versions of the six Goals, asked to rank their importance, and show how they would allocate funding to the six different goal areas. Participants were also provided with the draft Vision and asked to provide feedback. The hotspots tool used in Phase One remained available during Phase Two.

During Phase Three, the online survey provided a channel for feedback on the draft version of the Transportation Master Plan. Participants were asked aspects they liked or felt could be improved, and what Actions they would like to see added, changed, or removed. They were also asked what influence they thought the Transportation Master Plan would have on Mississauga's transportation system and the ease of travel in 2041.

Across the three phases, the website attracted over 6,600 visitors, who made roughly 1,000 comments across the various online surveys and feedback tools.

Social media

The City of Mississauga has accounts with Twitter, Facebook and LinkedIn. It uses these in a coordinated fashion for communicating with the public. The City's social media tools were used to direct people to the project website and online activities, advertise in-person engagement events, increase public participation; and collect feedback and comments. In addition, in Phase One, the social media tools were used to introduce the project, and in Phase Two they were used to introduce the draft Vision and Goals. In Phase Three, they were used to announce the publication of the Draft Transportation Master Plan.

Across the City's social media accounts, the project's posts had approximately 65,000 impressions and over 1,800 engagements.

Community panel

The community feedback panel consisted of about 50 members of the public that were representative of the Mississauga population. Members were encouraged to act as champions for engagement by sharing information and by promoting awareness of the project.

During Phase One, panel members were provided with an orientation session and a preview of the Phase One open house materials. All members were encouraged to act as champions for engagement by sharing information and getting the word out to their networks and constituencies to participate in this important city-building project. An orientation session was held for panel members in November 2017.

In November 2017, Mississauga Moves Community Panel Members were invited to take part in an online survey. A mix of quantitative and qualitative questions were used.

In January 2019, Panelists were invited to take part in a focus group to preview and provide constructive input on the Transportation Master Plan and the display panels for the final open house.

Stakeholder interviews

Interviews with a range of stakeholders provided the project team with an in-depth understanding of their issues, opportunities and opportunities relating to Mississauga's transportation system. The interviews included all neighbouring municipalities and their transit agencies, MiWay, TransHelp, Peel Region, Peel Housing Corporation, school boards, a post-secondary institution, the local health integration networks (LHINs), hotel industry associations, property companies, and social advocacy organizations.

Some stakeholders were grouped together, to bring the number of interviews to 15 in each of Phase One and Phase Two. The Phase One interviews took place in November and December 2017, and provided valuable knowledge of specific issues to the project team. The Phase Two interviews took place in June 2018. These offered an opportunity to discuss specific draft Actions with stakeholders and how they related to the issues identified in the Phase One interviews. Interviewees' input was then used to refine the draft Actions.

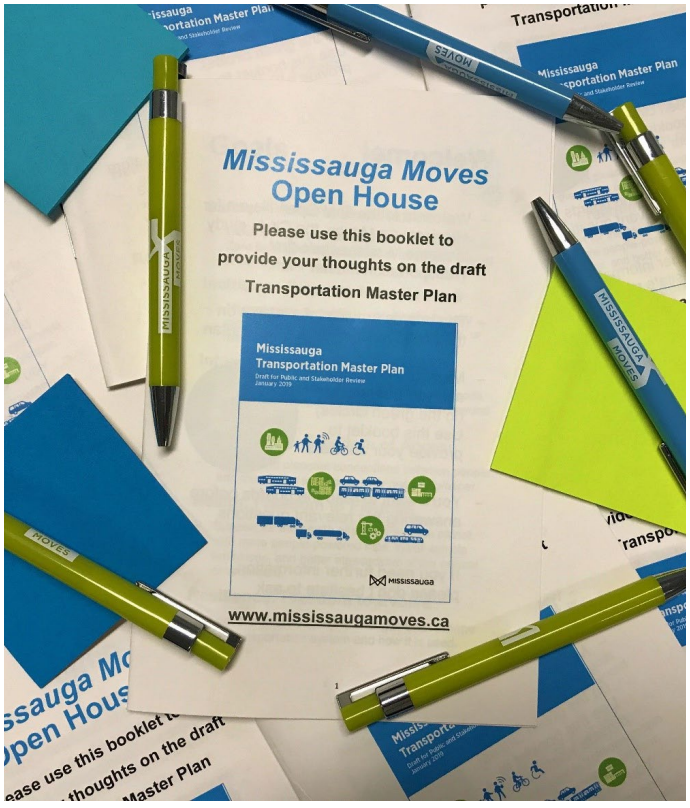
Stakeholder workshops

Workshops provided a way to present information and discuss issues with small groups of people. They were used during Phase One to gather information from various external organizations. A total of five workshops were held at various community locations around Mississauga. The workshops focused on businesses and employers (two workshops), transportation service providers and transportation related industry, community and institutional organizations, and building and development organizations. Each workshop included information about the study, small group discussions, a visual preference survey, and, a plenary discussion. The workshops had a total of 56 attendees.

Council and Councillors

The project offered one-on-one discussions with each Councillor and the Mayor during Phase 1. This provided each elected official an opportunity to share with project team the concerns of their constituents. The project team also introduced them to the scope of work, and asked for any other insights that may be valuable to the project. Discussions were held with six Councillors and the Mayor's office.

City staff also provided a deputation at the General Committee of Council once in each Phase of the project to provide information updates or receive endorsement.



What we heard

Phase 1: Where Are We Now?

The engagement in Phase One was focused on gathering information on Mississauga's transportation system from the public and stakeholders. This complemented the information gathered from the technical analysis (described in Appendix I). The engagement gathered information on the issues people face moving around the city, and between the city and other destinations. It also gathered information from organizations on the issues their employees, customers, and goods face in moving to, from, and within the city. The information issues were not limited to existing problems, but also included opportunities for the city and its transportation system. This included opportunities harnessing solutions that are currently available, as well opportunities to capitalize on expected future solutions.

From the public, there were comments on all aspects of the transportation system. The project team heard that:

- Personal vehicles are popular because they are easier to use, more flexible and faster than other modes, particularly during off-peak times.
- People are willing to carpool, but find it difficult to implement.
- Further driver education would improve attitudes towards cyclists, pedestrians, and transit.
- The quality of local transit in Mississauga is perceived to be good, but higher. service frequencies and other measures to decrease travel times are wanted.
- Regional transit should have lower fares and better non-car access options.
- Walking is seen primarily as a leisure activity or form of exercise rather than a mode of travel.
- Safety concerns are present for all modes.
- More sidewalks and a good mix of land uses would encourage more walking.
- The highways are barriers to cycling and walking.
- Use of ridehailing was rare, but regarded as convenient with few safety concerns.

From stakeholders, there was a general recognition of the need to support and encourage use of non-car modes. Stakeholders were highly supportive of the City's aims for dense, mixed-use intensification around transit nodes and corridors. The project team also heard:

- There is more potential for transportation demand management (TDM) programs such as Smart Commute to continue to help change people's travel habits.
- The lack of 24-hour transit makes it difficult to find employees for late-night shifts.
- Crossing municipal boundaries creates unique issues for transit users, in contrast to other modes.
- Goods movement is important, given its role in the local economy and supplying people's everyday needs, but there is a need to balance the movement of people and goods.
- Technology offers many opportunities for transportation, but many details are currently unknown.

Stakeholders also identified many issues and barriers within the current transportation system for people with accessibility issues. Finally, there was no consensus view on parking supply among stakeholders, with some stating there is too much parking, and some that there isn't enough.

The issues from the engagement activities was compiled and combined with those identified from the technical analysis. Both sources of information were then subject to the same process through the next steps of the study. The list of issues was used to develop the first draft of the Actions. This ensured the Actions was closely tailored to Mississauga's specific issues.

Phase Two: Where do we want to be?

The engagement in Phase Two was focused on obtaining detailed feedback on the draft Vision and Goals (from the public) and the draft list of Actions (from stakeholders).

Through the online survey, members of the public were asked to prioritize and comment on the draft Goals for the future of transportation in Mississauga. Survey participants rated "safety" as the most important Goal, followed by "connectivity" and "health". Participants were also able to comment on each of the goals, and suggest potential Actions they would like to see.

The online survey was also used to gather feedback on the draft Vision statement. In general, participants were supportive of the proposed Vision, however, some felt it was overly ambitious given current condition. Participants wanted more clarity on how the vision would be achieved. Many participants felt strongly that affordability and the ability to complete trips safely should be included in the Vision. They also felt that the Vision should highlight multi-modal transportation, encourage a shift away from personal vehicles, and address environmental issues. Finally, participants felt that travel times and the health benefits associated with active transportation should be incorporated into the Vision.

Stakeholder feedback was broadly supportive of the draft list of Action. Stakeholders identified a large number of specific changes to improve the list, including new items for the list, changes to items already on the list, and items that could be merged. Stakeholders also provided general feedback on the Goals, and identified some broad strategies the City should consider.

As a result of the public feedback, the order and presentation of the Goals within the Transportation Master Plan was changed to place Safety first in the document. Feedback from both the public and from stakeholders on the Vision, Goals and Actions was used to expand, refine and consolidate the list of Actions.

Phase Three: How will we get there?

The engagement in Phase Three was focused on obtaining detailed feedback on the draft Transportation Master Plan. The primary channels for this feedback was the online survey and public open house.

The overall feedback was generally positive. People like that the draft Plan included all different modes of transportation and that it provided a detailed set of Actions to achieve the Vision and Goals. People felt the Plan's assessment of the current state of Mississauga's transportation system was fair, and that the Plan has the potential to have a positive and strong influence on the future of transportation in the city. In general, people felt that implementing the Actions would result in greater use of sustainable modes. However, people wanted solutions implemented more quickly than the timescales indicated in the Plan. They also expressed a desire that the city's growth be matched by investment in its transportation system.

Participants were asked to provide input on potential measures the City should use in tracking progress against the Transportation Master Plan. Responses included a zero-carbon goal, enforcement of traffic laws (specifically speeding), and tracking the number of reserved car-share spots at new development sites. Feedback on the goals, objectives and actions was typically very specific. Other comments from participants requested that the city incorporate alignment with other existing plans (such as the Climate Plan) and to continue to involve the community.

The feedback received during Phase Three was used to refine the text in the draft Transportation Master Plan and clarify the language in some places. Some minor changes to the list of Actions was made in response to stakeholder feedback.

GLOSSARY

Term	Definition
Active transportation	Any form of self-propelled transportation that relies on human energy, plus mobility-assisted devices such as walkers, wheelchairs and scooters. Active transportation modes include walking, jogging, cycling, and in-line skating and others.
Advanced Transportation Management System	An integrated and centralized computer-based system for managing traffic signals and flow.
Community Node	An Official Plan term for areas that will provide for a mix of residential and employment uses, with lower densities and heights than Major Nodes or the Downtown.
Corporate Centre	An Official Plan term for areas that will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes.
Corridor	Within the Official Plan, lands adjacent to and framing certain rights-of-way (shown in Official Plan Schedule 1 and Schedule 1c).
Downtown	An Official Plan term for the area in central Mississauga that will contain the highest densities, tallest buildings and greatest mix of uses.
Employment Area	An Official Plan term for areas that will accommodate a diverse mix of employment uses, but will not permit residential uses. These areas will accommodate the lowest densities and building heights.
High-Occupancy Vehicle (HOV)	A vehicle carrying more than one passenger.
Intensification corridor	Within the Official Plan, lands within approximately 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed use development consistent with planned transit service levels.
Major Node	An Official Plan term for areas that will provide for a mix of residential and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city.
Major Transit Station Areas	A term in the Growth Plan for Greater Golden Horseshoe for the area including and around any existing or planned higher order transit stations. Within Mississauga, these include stations for GO Rail services, the Hurontario LRT, and the Mississauga Transitway. Station areas are generally defined as the area within an approximate 500m radius of a transit station, measured from the station building, representing about a 10-minute walk.
Neighbourhood	An Official Plan term for areas that will focus on residential uses and associated services and facilities, and that will accommodate the lowest densities and building heights.
Official Plan	A document that describes the City of Mississauga's policies on how land in the city should be used. It has a formal legal status, and must be updated periodically.
Pedestrian network	Infrastructure elements used by pedestrians, such as sidewalks, crossings and crosswalks at intersections and elsewhere, walkways between roads, and multi-use trails.

Term	Definition
Ridehailing	The paid use of vehicle by one or more people (excluding the driver) to be transported to a destination. Includes taxis and Transportation Network Companies.
Ridesharing	The use of a personal vehicle by multiple people (including the driver) to travel to a common destination. Includes both formal carpooling arrangements and informal transport of family and friends.
Right-of-way	Linear piece of land set aside for transportation purposes. Typically extends beyond the paved roadway.
Strategic Plan	The City of Mississauga's highest-level policy document, created to shape and direct strategic decision-making.
Transportation Network Company (TNC)	An organization that facilitates a request for transportation services from a passenger to a driver via an app (or similar process), excluding taxis. As of 2018, the only TNCs operating in Mississauga are Uber, Lyft and Facedrive.

In Mississauga, everyone and everything will have the freedom to move safely, easily, and efficiently to anywhere at any time.

Safety: Freedom from Harm

Safe conditions for all travellers, advancing Vision Zero by supporting hazard-free travel and striving for zero fatalities.

Inclusion: Freedom from Barriers

An accessible network, where moving is easy regardless of a person's age, ability, income, or familiarity with the city.

Integration: Freedom of Choice

An integrated network, where people and goods have viable options for moving within and beyond the city.

Connectivity: Freedom of Access

Simple and pleasant connections between people and the places and things they need to prosper.

Health: Freedom to Flourish

Support for the health of people and the planet, with more people-powered trips, lower vehicle emissions, and better stewardship of the natural environment.

Resilience: Freedom to Evolve

Leadership in adapting to changes that reshape the transportation system and how it is used.