

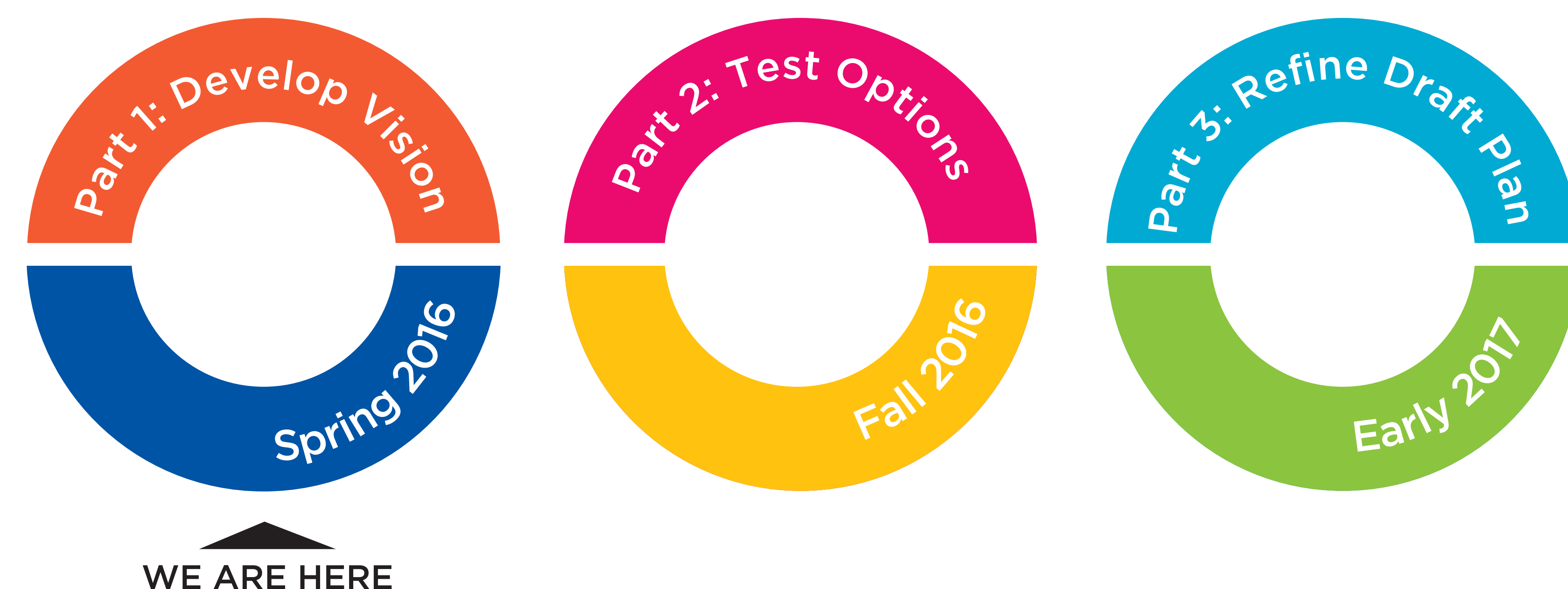
Study Purpose & Deliverables

The result will be a **Land Use and Transportation Master Plan for Dundas**. This Plan will include:

- A land use and urban design vision, including updated policies to help achieve the vision;
- A decision on the type of transit that can be implemented on Dundas;
- Advice on how to manage the impacts of flooding;
- Advice on how to strengthen connections; and
- Advice on streetscape design (e.g. trees, medians, lighting, street furniture).

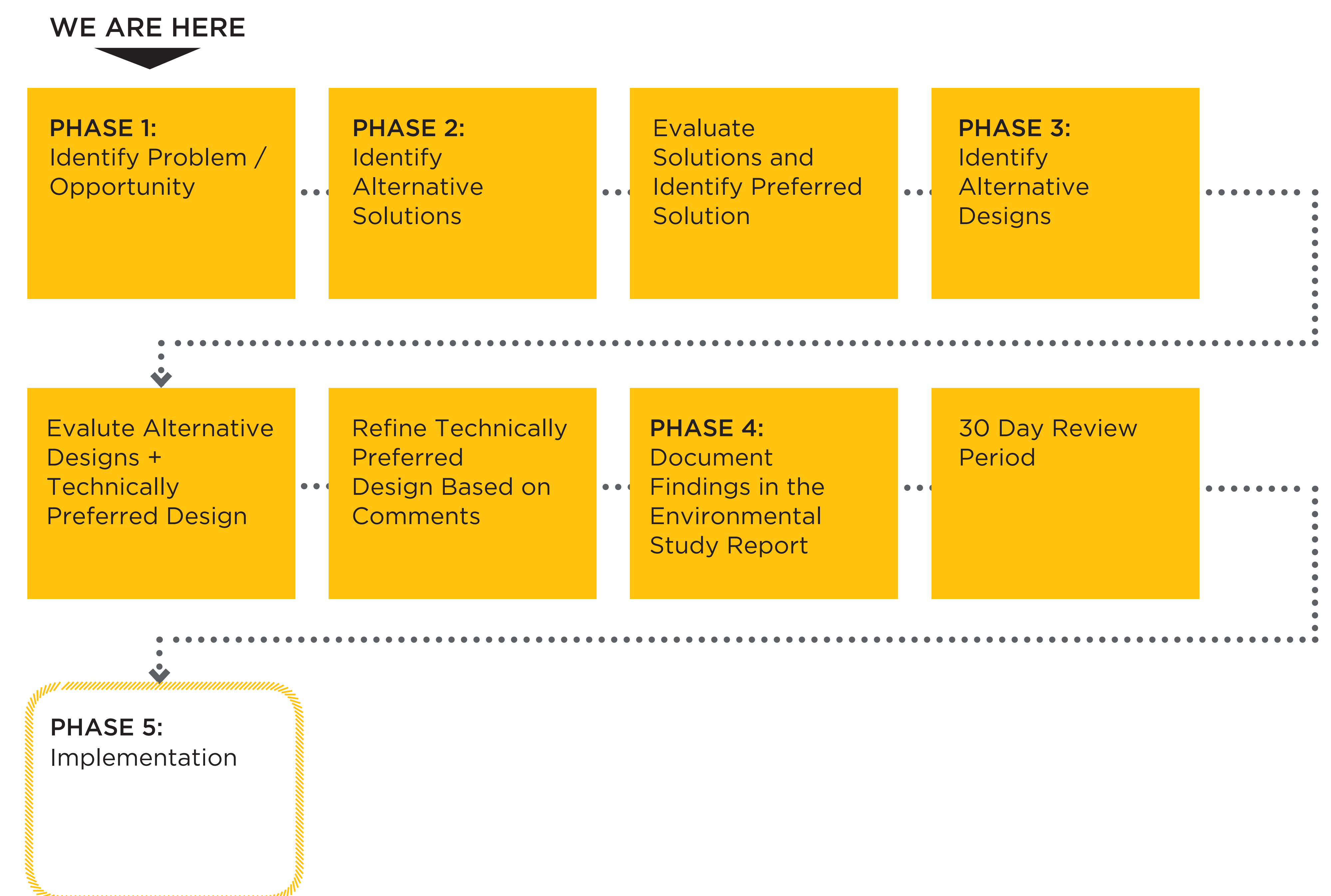
A Three-Part Approach

The three-part stakeholder and public consultation program in this study fulfils (and exceeds) the requirements of the Municipal Class Environmental Assessment (EA). When complete, the study will have completed Parts 1 and 2 of the Class EA process.



Municipal Class EA Process

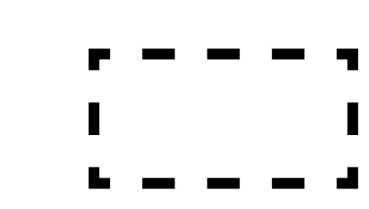
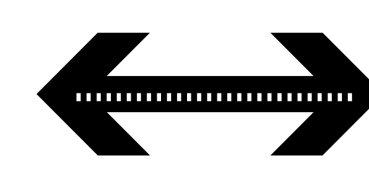
The Master Plan will be prepared in a manner that conforms to the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) approval process.



Study Area

The Dundas Corridor is 4km wide and 17km long, stretching from Oakville in the west to Toronto in the east.



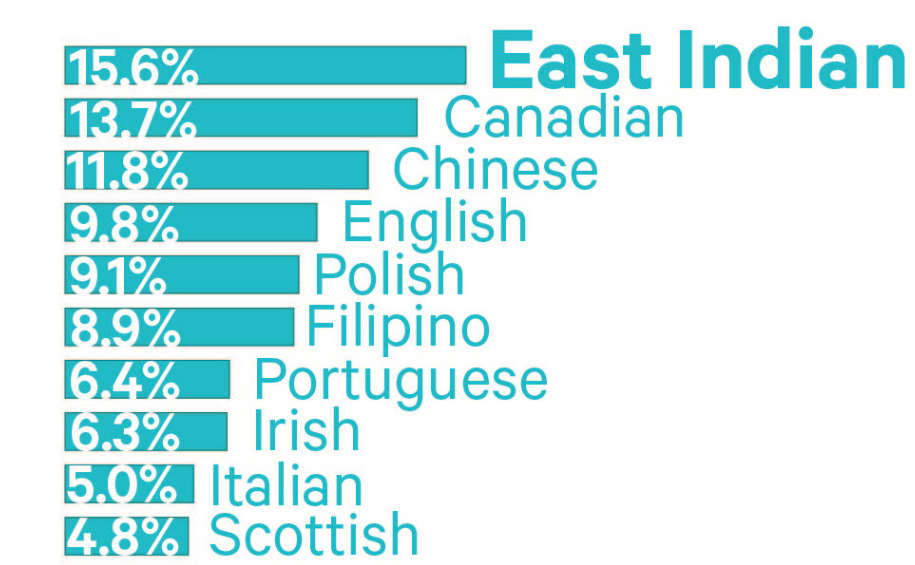
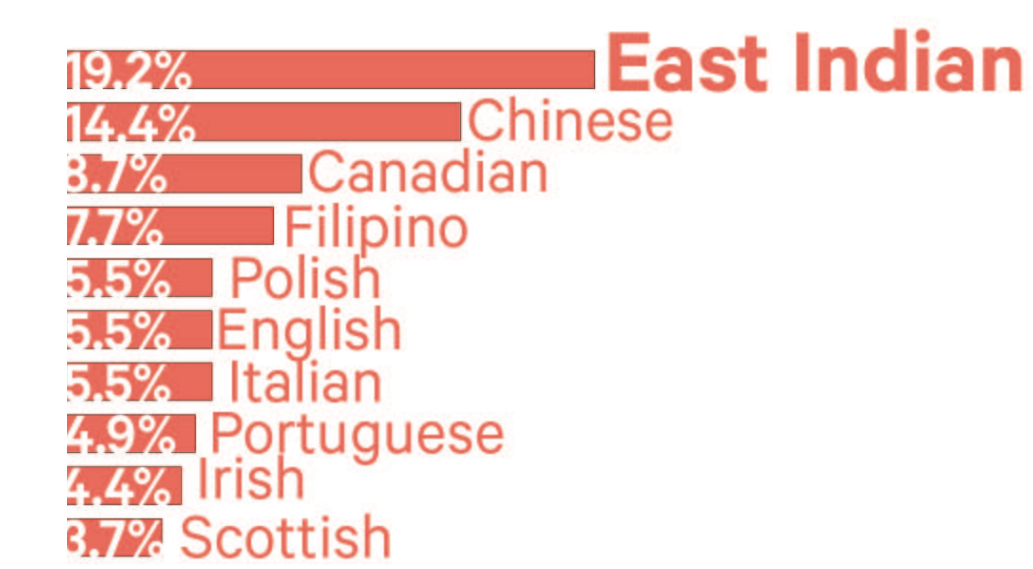
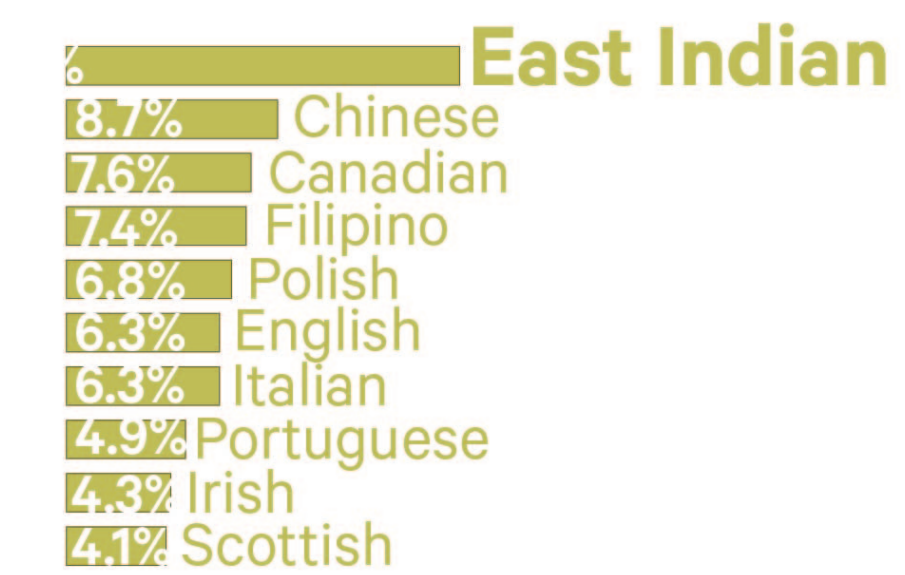
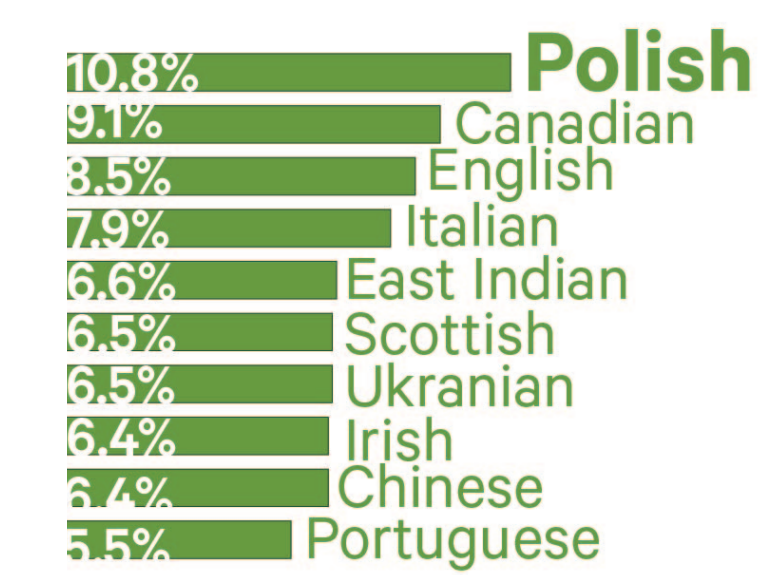
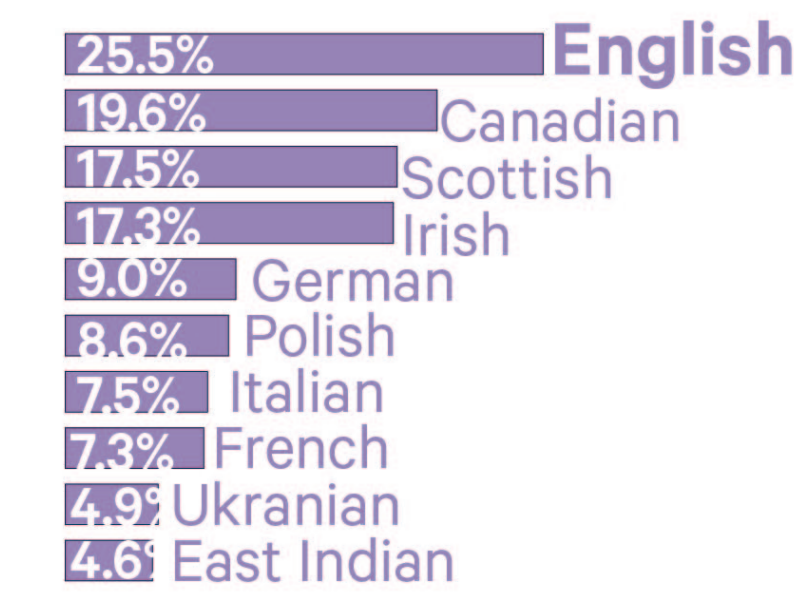
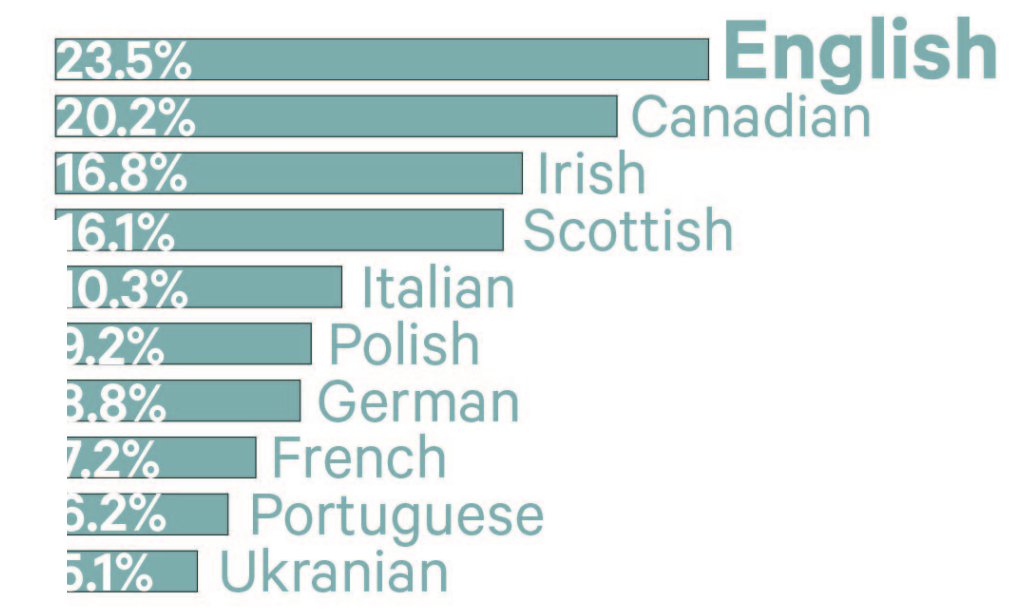
-  **Study Area**
The Study Area encompasses 2km on either side of Dundas
-  **Dundas Corridor**

-  **Focus Areas**
6 Focus Areas - places that will need particular attention along the Corridor (e.g. where transit converges, where there are floodplain constraints to study, where there may be underutilized lands, etc.)



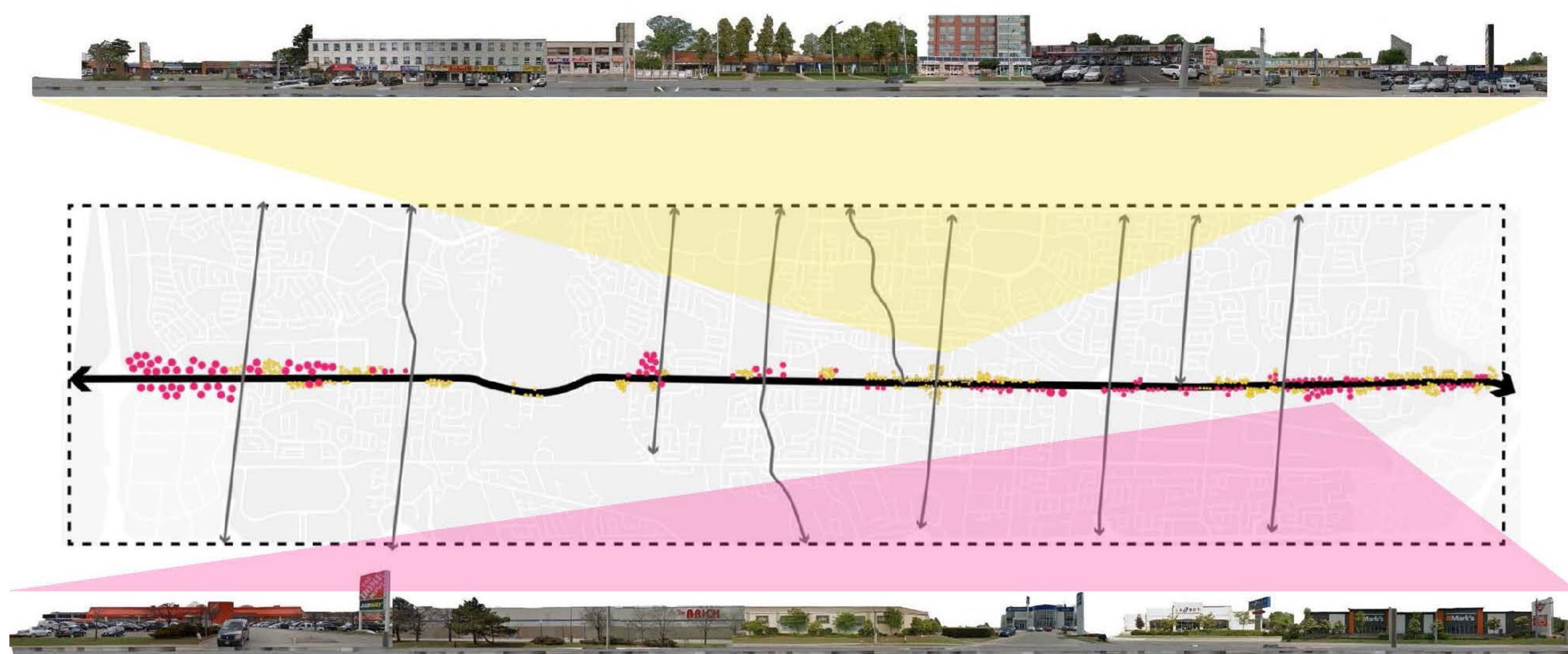
Dundas is Diverse

Diversity of People

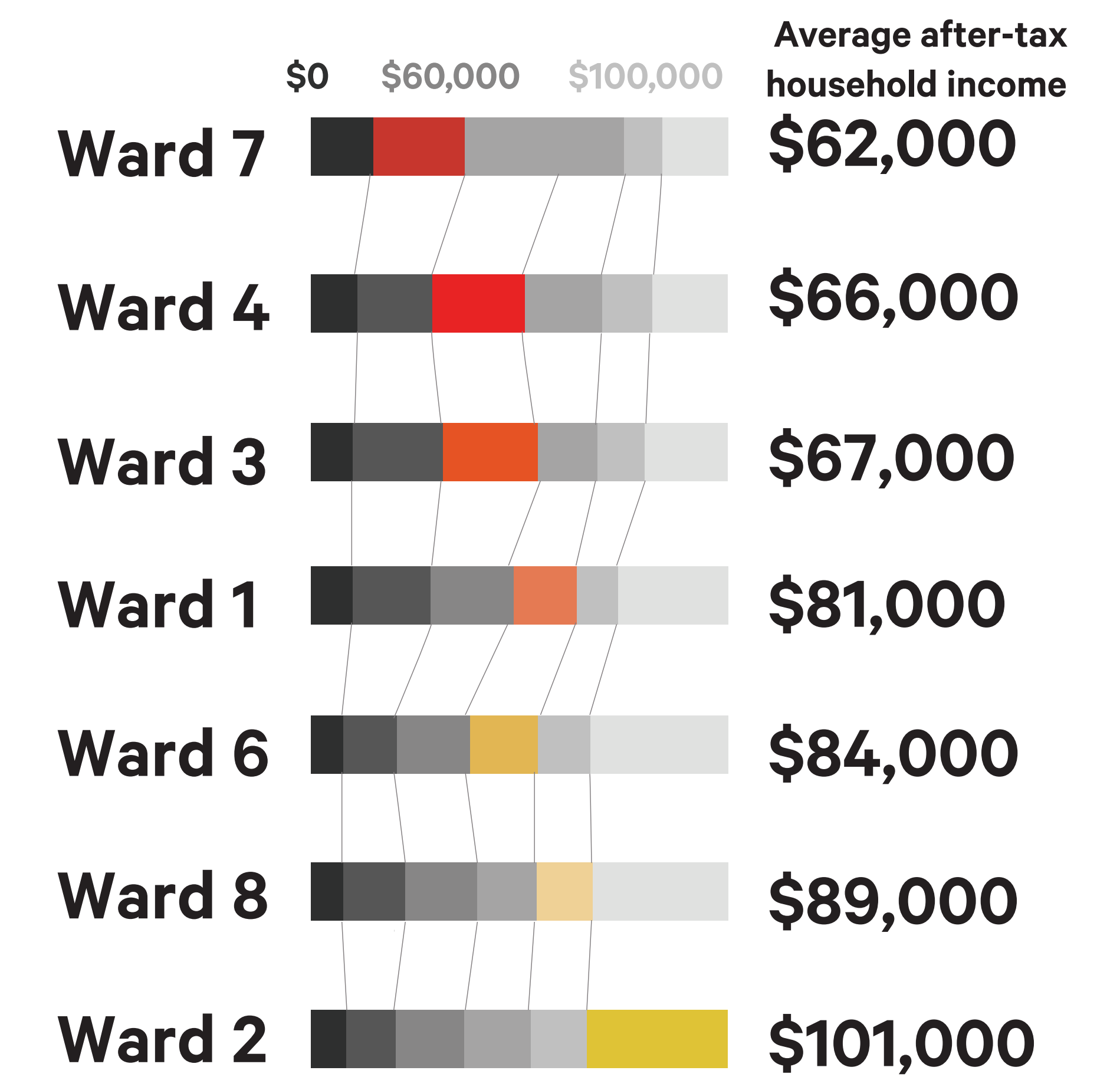
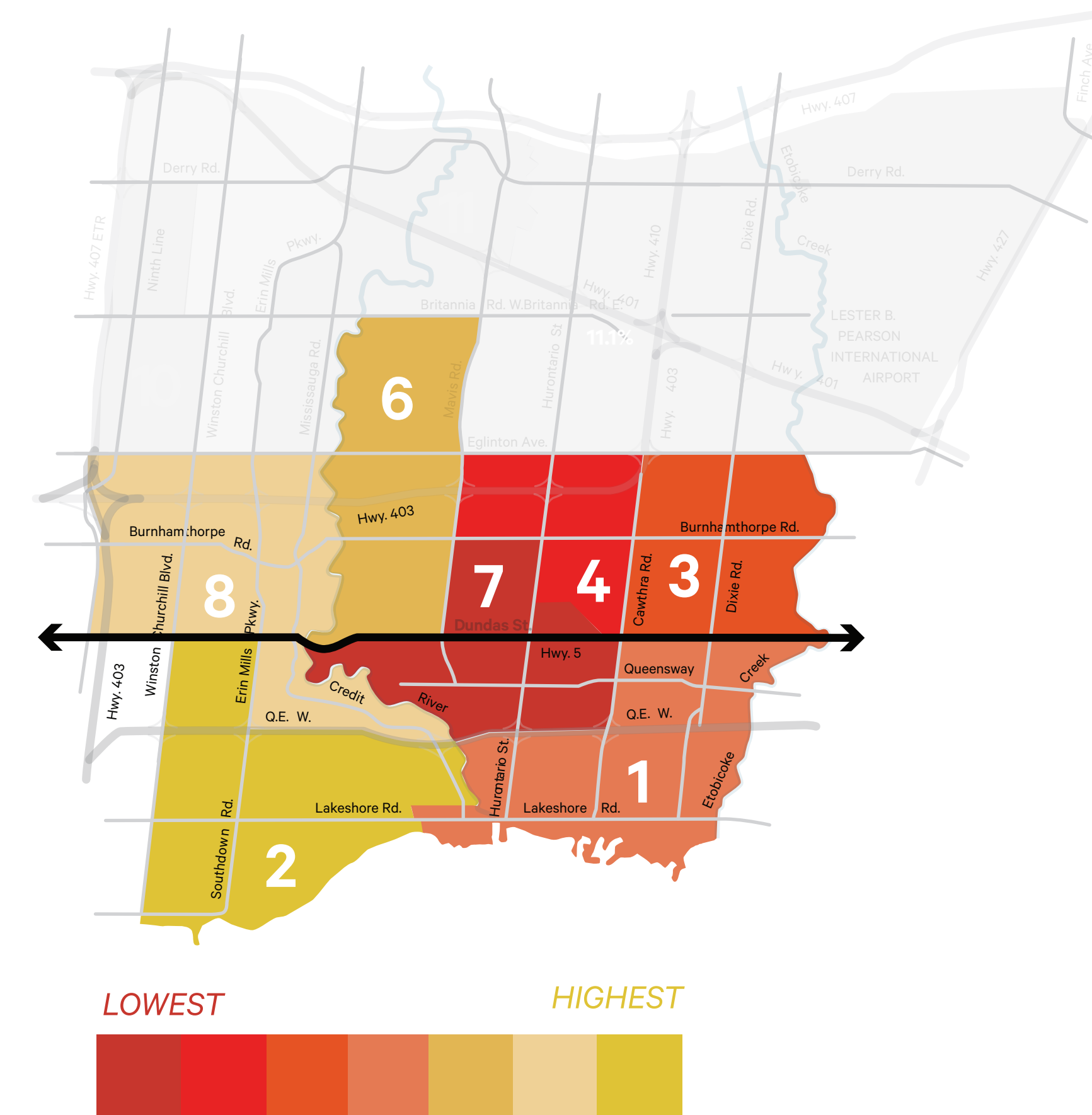


*Based on 2011 Census

A Mix of Small and Large Businesses

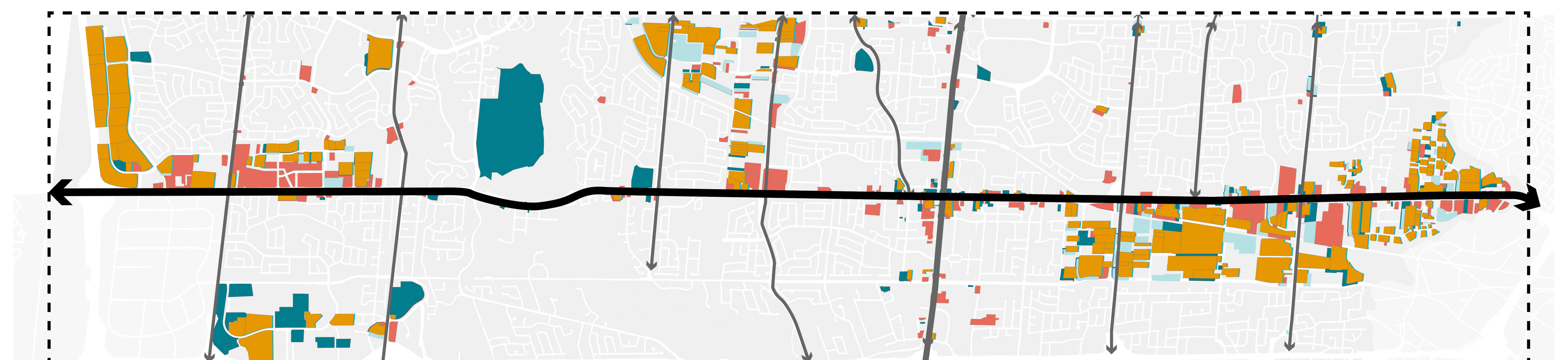
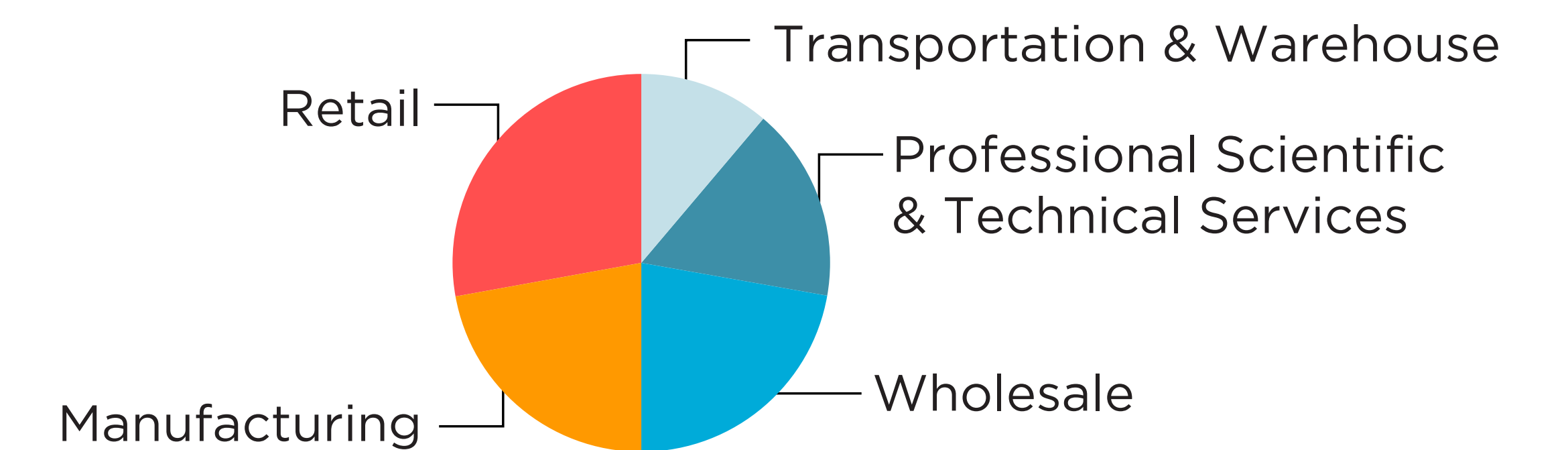


A Range of Incomes



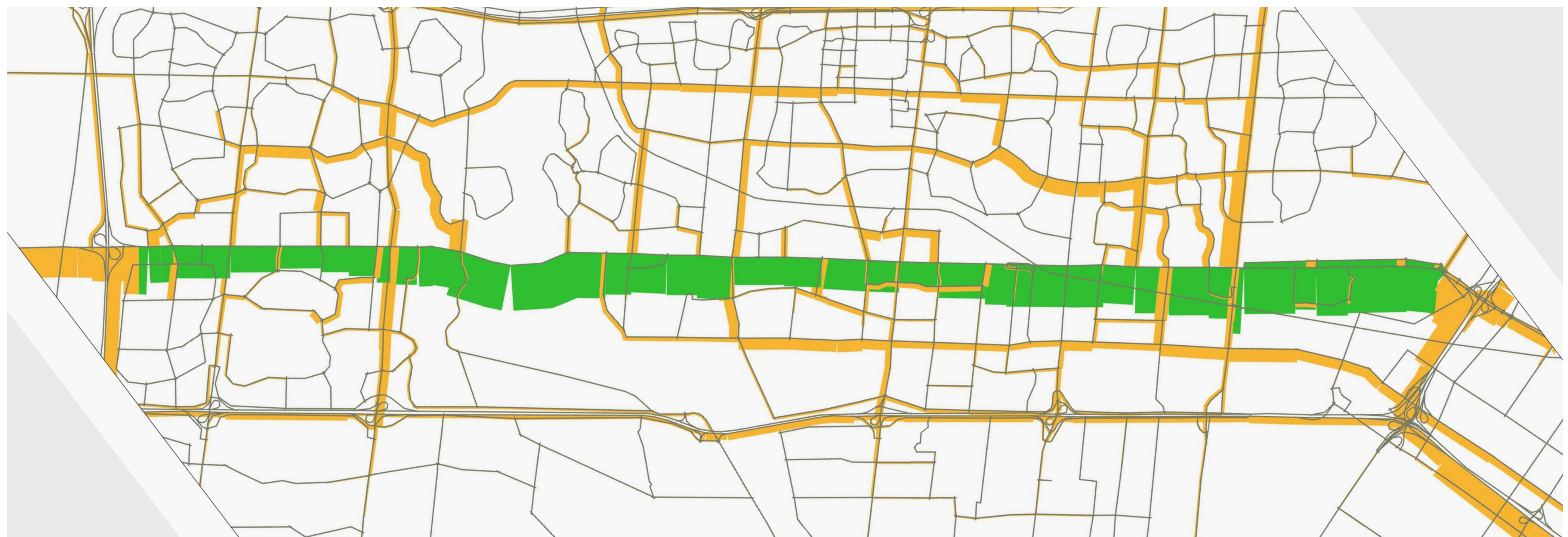
*Based on 2011 Census

A Range of Jobs



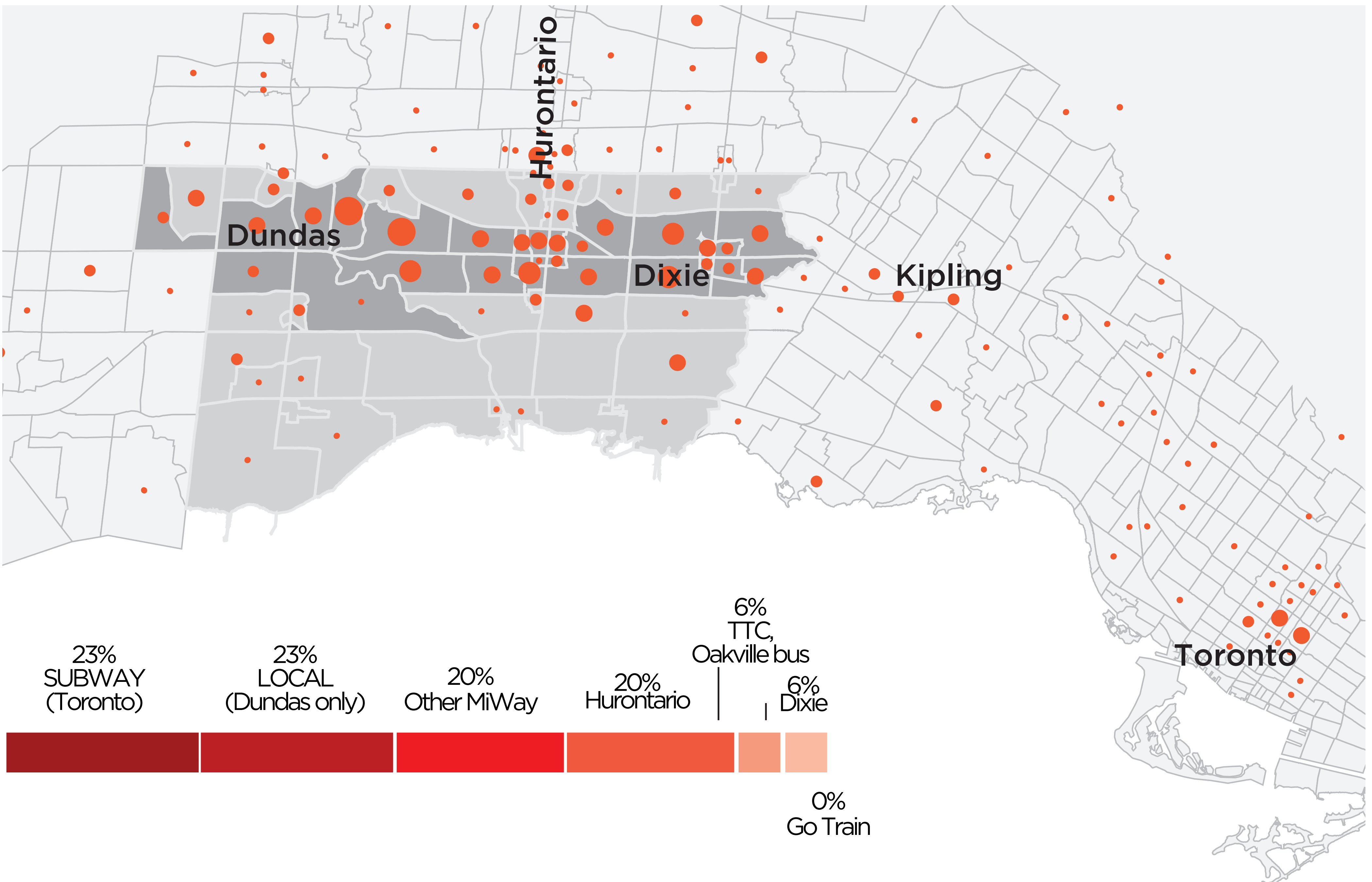
Transportation Today

Dundas Street is the Travel Spine of Southern Mississauga



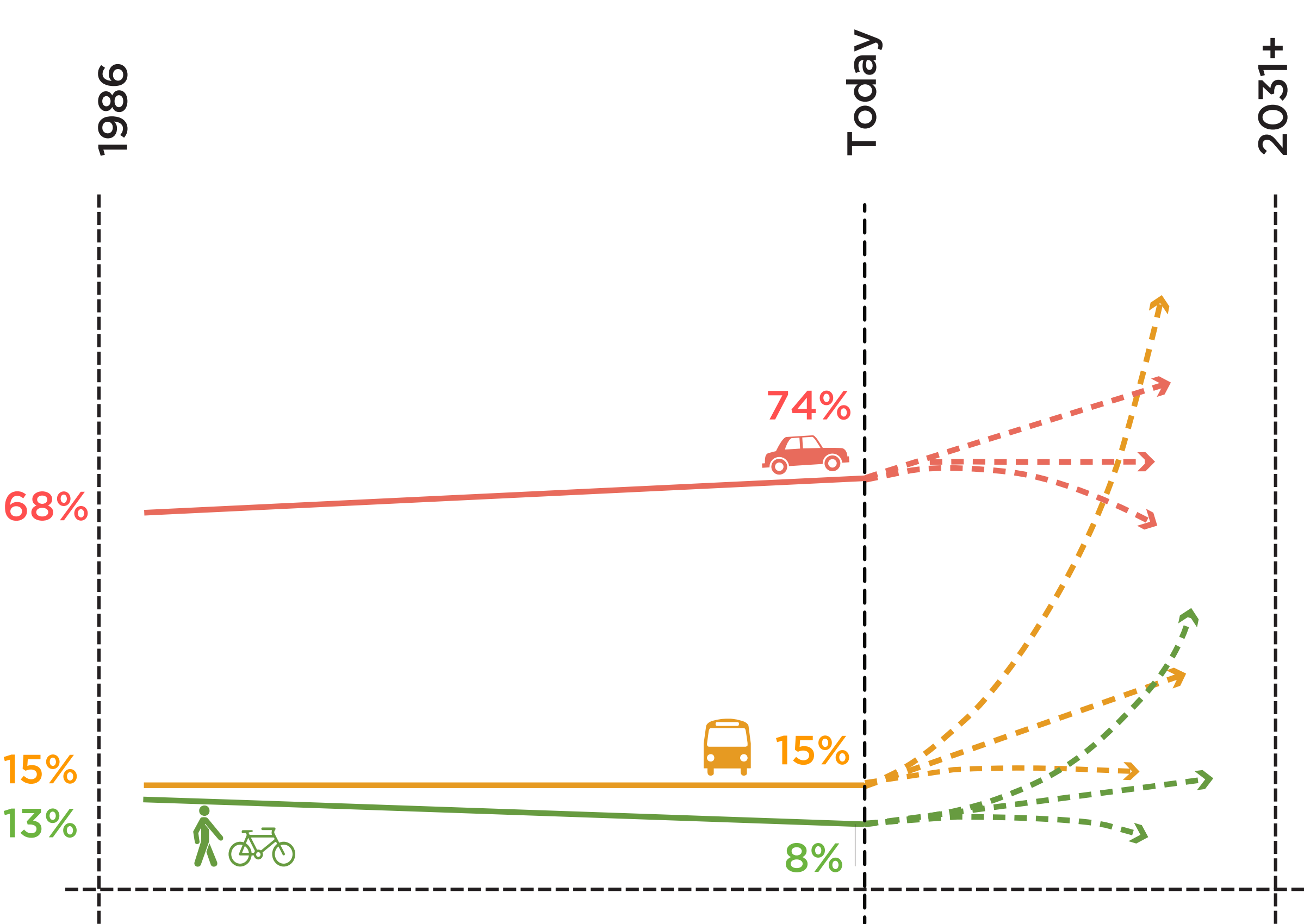
This map shows where motorists that use Dundas Street come from and go to.

Dundas Transit Riders by Origin/Destination



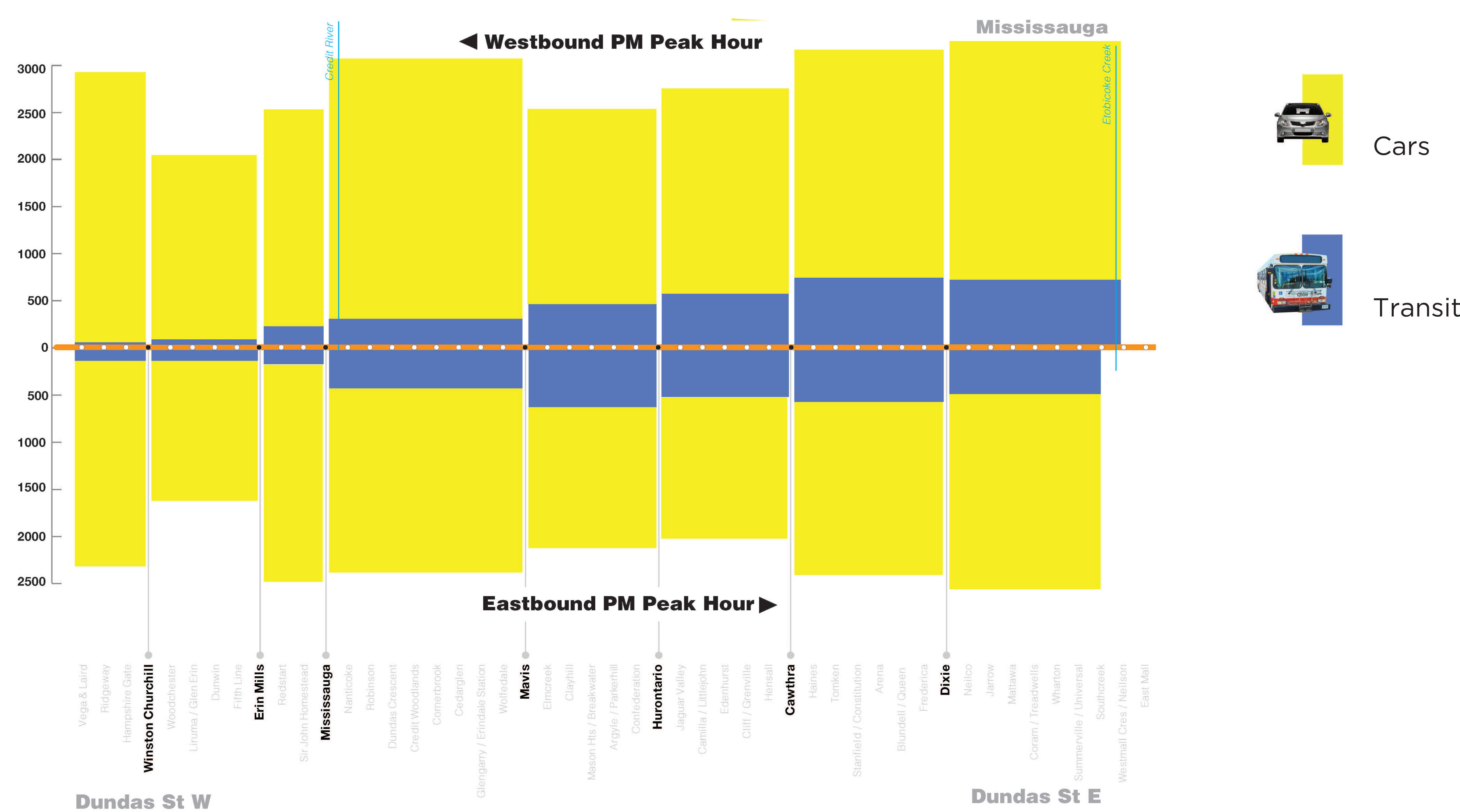
Auto Reliance is at an All-time High Along Dundas

While transit ridership has been growing, auto growth has outpaced it over the past quarter century. Biking and walking have gradually dropped in importance.



Moving People on Dundas

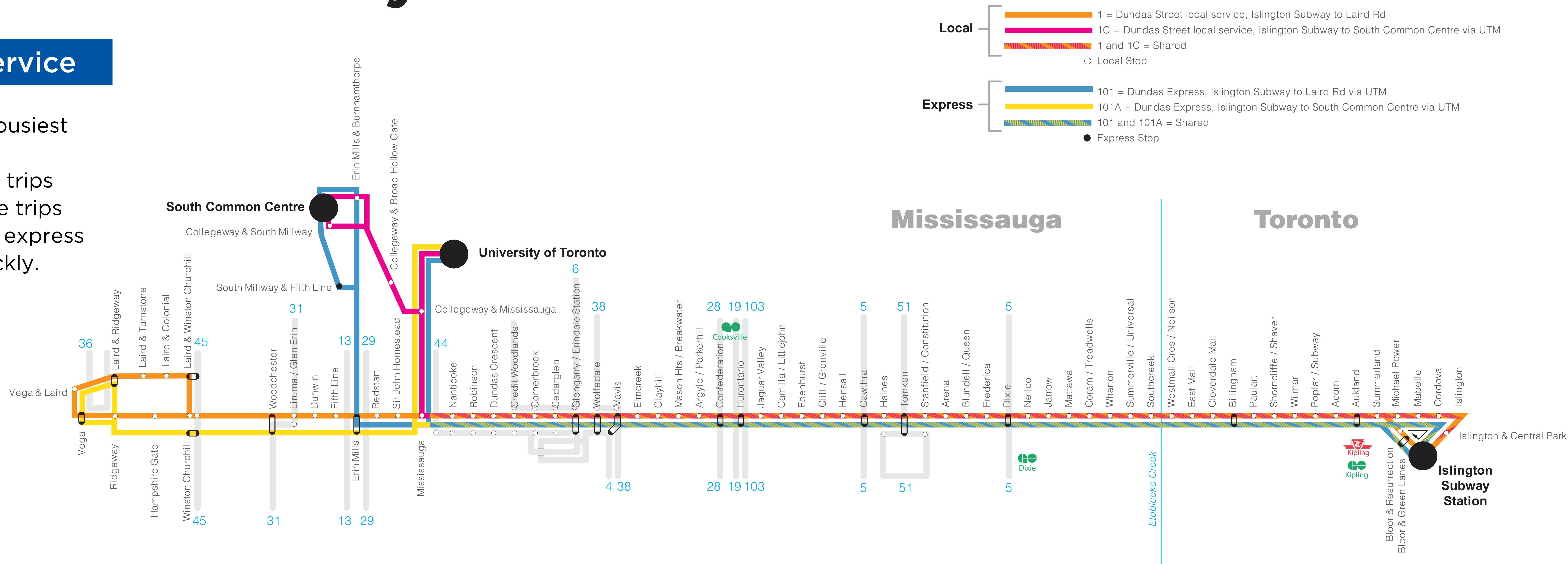
This graphic shows the relative importance of cars and buses in moving people on Dundas Street.



Transportation Today

Dundas Street MiWay Service

Dundas Street is MiWay’s second-busiest corridor, with ridership just behind Hurontario Street at nearly 22,000 trips per day. Almost two thirds of those trips are on the local route 1 and 1C, but express 101 demand has been growing quickly.



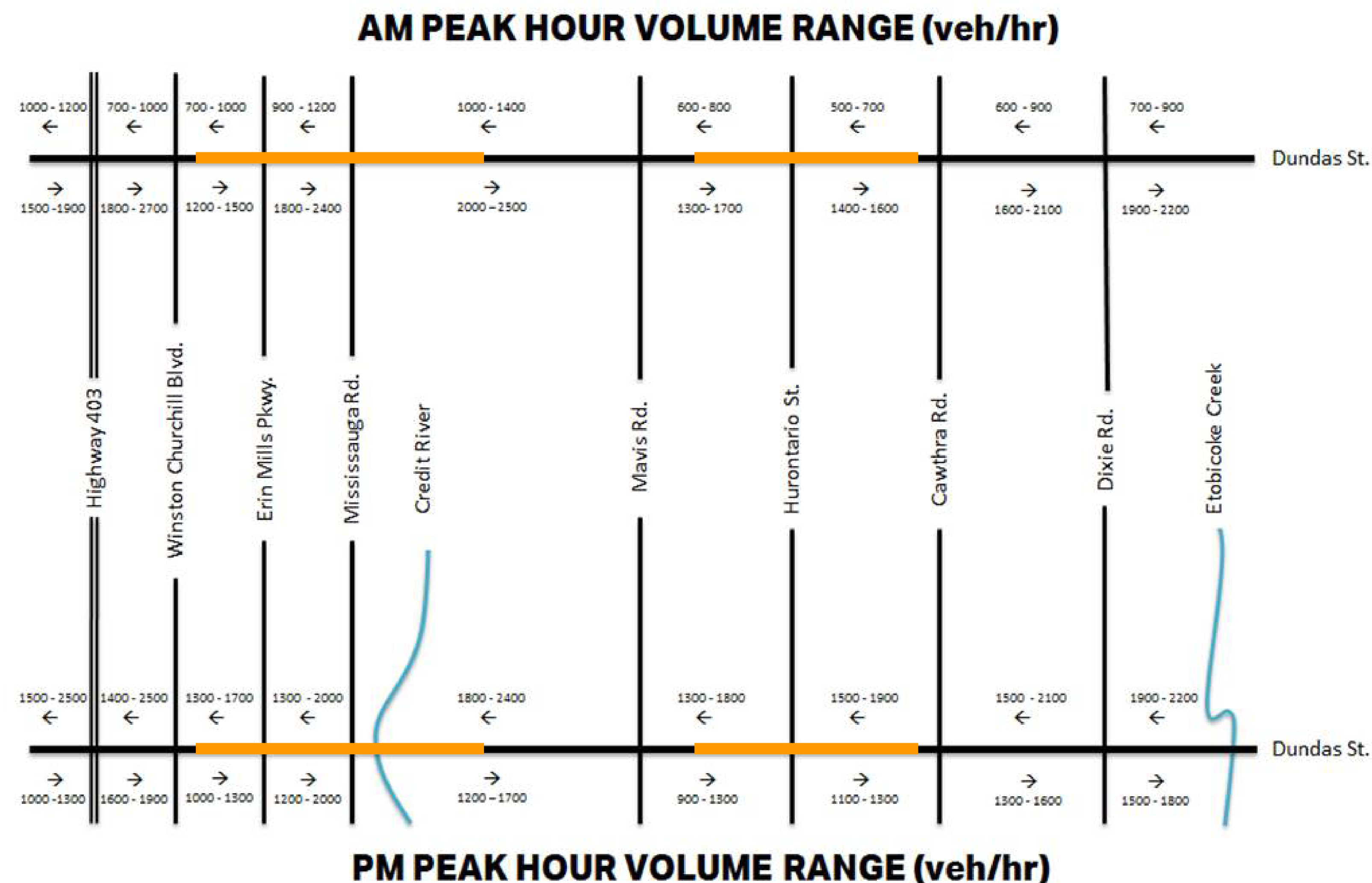
Travelling in Rush Hour on Dundas is Unreliable

This is due to congestion, especially in the afternoon peak period. As a result, buses have a hard time staying on schedule and MiWay has to run extra buses.



Recent sample of five MiWay trips between Vega Blvd. and Etobicoke Creek

Traffic Volumes



The vehicular capacity of a typical lane on Dundas Street is about 900 vehicles per hour.

- Six Lanes
- Four Lanes