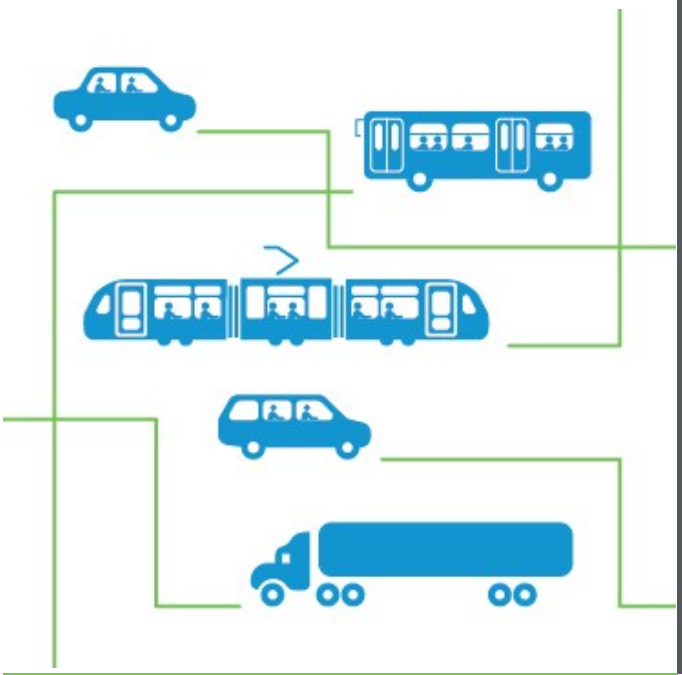


Transportation Assessment Technical Report

City of Mississauga **Transit and Road Infrastructure Plan**

August 2023

Contents

Appendices

1 Introduction

Mississauga's Transit and Road Infrastructure Plan (TRIP) was initiated to address two action items identified in the Mississauga Transportation Master Plan. The two actions were to: 1) develop a long-term transit network plan and 2) develop a long-term road network plan.

This technical report documents the transportation analysis that support the evaluation of the alternative solution and the selection of the preferred alternative solution (as documented in the Development and Evaluation of Alternatives Solutions technical report) and the development of the draft recommended transit and road networks.

2 Travel Demand Modelling

The City's travel demand forecasting model (GTAModel v4.1) was used to estimate future travel demands to inform the assessment of alternatives and development of the recommended networks. The City provided the full base models for the 2016, 2031, and 2041 horizon years and HDR undertook complete model runs based on desired network elements for the various modelling scenarios.

The model networks were first reviewed to check against ongoing, planned, and/or proposed road and transit developments from sources such as the City's capital budget and DC program, Peel Region's capital plans, and Metrolinx Regional Transportation Plan. Model runs were completed to confirm that the model was behaving as intended compared to model outputs from City-conducted model runs. The 2016 model run was also validated against 2016 Transportation Tomorrow Survey (TTS) data for automobile modes and City-provided transit data.

After confirming the base model was behaving within expected parameters, the travel demand model was used to measure the impacts of various modelling scenarios on network performance.

2.1 Modelling Scenarios

Modelling scenarios were initially developed from the 10-year and long-range roads capital program. These base scenarios are used to provide quantitative analysis of components of the Alternative Solutions, including bus-only lanes, new roads, and road widening projects.

In addition to the 'Business-As-Usual' scenario, four scenarios were identified to test incremental improvements to both road and transit infrastructure. These scenarios were designed to understand the independent impacts of road and transit improvements on the overall network. A summary of the scenarios is provided in **Table 2-1**. The road and transit network changes are presented on maps in **Figure 2-1** and **Figure 2-2**, respectively.

A full list of projects included in each scenario is provided in the **Development and Evaluation of Alternatives Report – Appendix B**. It is noted the Roads 2 and Transit 2 scenarios were

intended to represent ambitious or aspirational networks to capture all potential improvements required to support transportation demand for the 2041 horizon year. Example projects included in these aspirational networks include and the extension of The Queensway to cross the Credit River and dedicated bus lanes on almost all major corridors.

Table 2-1. Modelling Scenarios

Scenario	Transit Modifications	Road Modifications
Base Road / Transit – "Business as Usual"	Minimal transit improvements	Committed road projects
Roads 1	Base Transit	Road improvements in growth areas and employment areas
Roads 2	Base Transit	Roads 1 + Crossing of Major Barriers
Transit 1	2041 MiWay Assumptions	Base Roads
Transit 2	Transit 1 + bus-only lanes on major corridors	Base Roads

Figure 2-1. Road Scenarios

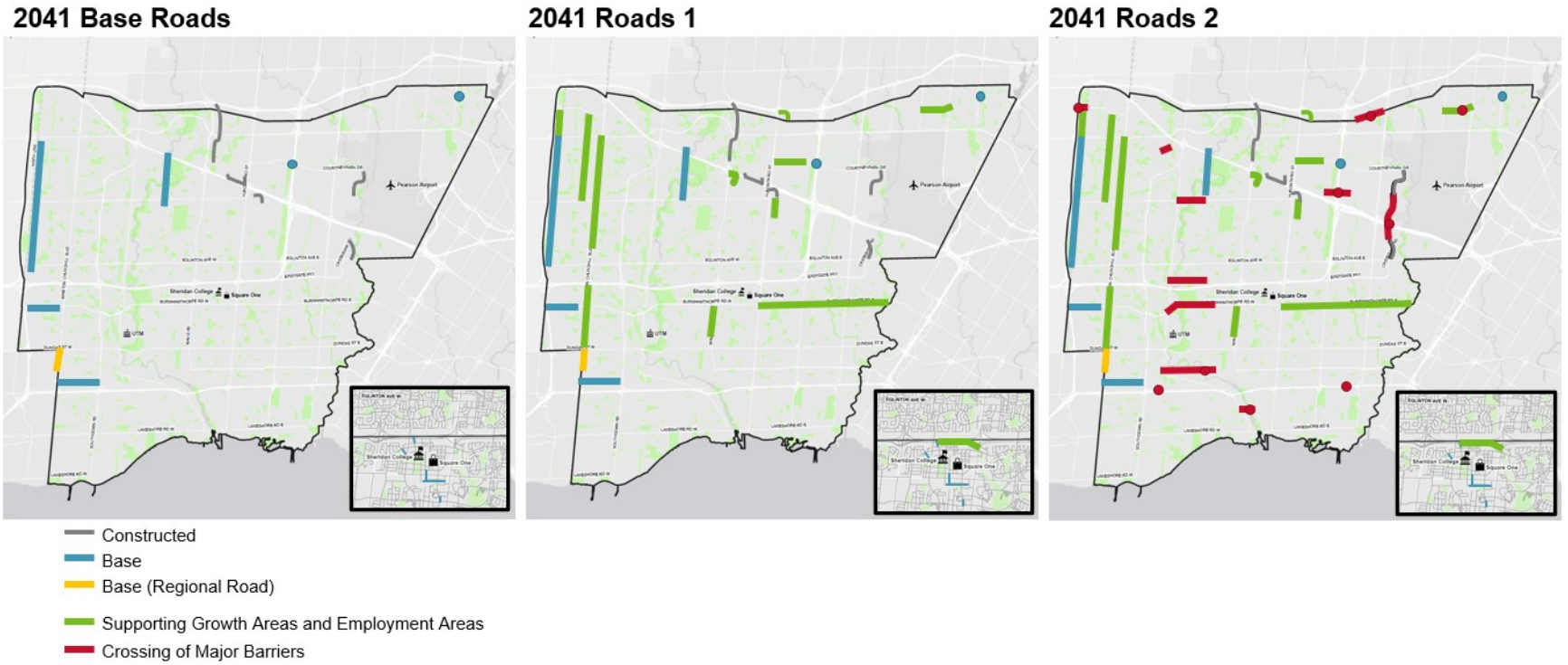
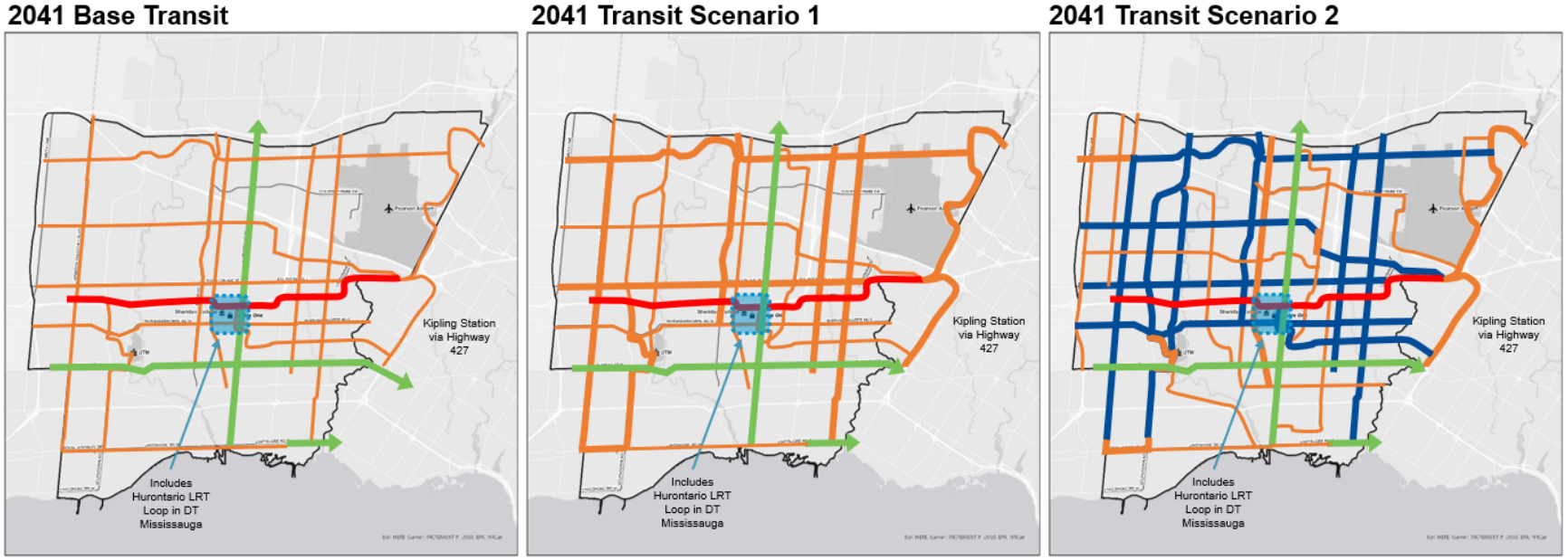


Figure 2-2. Transit Scenarios



Notes:

- Assumed no changes to GO service across 2041 scenarios
- Connections to strong transfer points within adjacent municipalities where possible
- Considerations of dedicated transit lanes in Transit Scenario 2 based on Transit Scenario 1 results
    - Existing 6 lane road would lose a GPL; existing 4 lane road would require widening

2.1.1 Initial Modelling Results – Network-wide Outputs

Select morning peak period modelling results for the five modelled scenarios described in **Table 2-1** compared to the 2041 Base scenario are presented in **Figure 2-3** and **Figure 2-4** for automobile and transit modes, respectively. The morning peak period (6 to 9 AM) was identified as the peak period of analysis as documented in Existing Conditions and Directions Report. Full modelling results are provided in **Appendix A**.

Total vehicle-kilometres travelled (VKT) and congested VKT results are shown in **Figure 2-5** and **Figure 2-6**,respectively. The VKT results represent travel on the road network in the peak hour but does not include freeways.

For automobile demand, nearly 50,000 additional automobile trips are expected in the morning peak period by 2041. Automobile demand and driver mode share in Mississauga for the 2041 modelling scenarios show small changes compared to the 2041 Base. The Transit 2 scenario shows the largest change in mode share with approximately 1,700 fewer auto trips and 0.7% decrease in driver mode share.

For transit demand, approximately 30,000 additional transit trips are expected in the morning peak period by 2041. Improved transit capacity/service in the Transit 2 scenario is expected to increase transit demand by 8% (6,000 trips) compared to the 2041 Base scenario, translating to a 1% increase in transit mode share. In the road scenarios, there are small changes to transit demand and transit mode share.

Compared to the 2041 Base scenario, the total VKT is higher by approximately 30,000 veh-km in the road scenarios and lower by approximately 55,000 veh-km in the transit scenarios.

To understand network congestion under the modelling scenarios, congested VKT was also explored. Compared to the 2041 Base scenario, congested VKT is reduced by approximately 20,000 veh-km in the Roads 1, Roads 2, and Transit 1 scenarios. However, in the Transit 2 scenario, congested VKT is higher by approximately 20,000 veh-km due to the conversion of vehicular travel lanes to transit-only lanes.

Figure 2-3. AM Peak Period Auto Demand and Driver Share in Mississauga

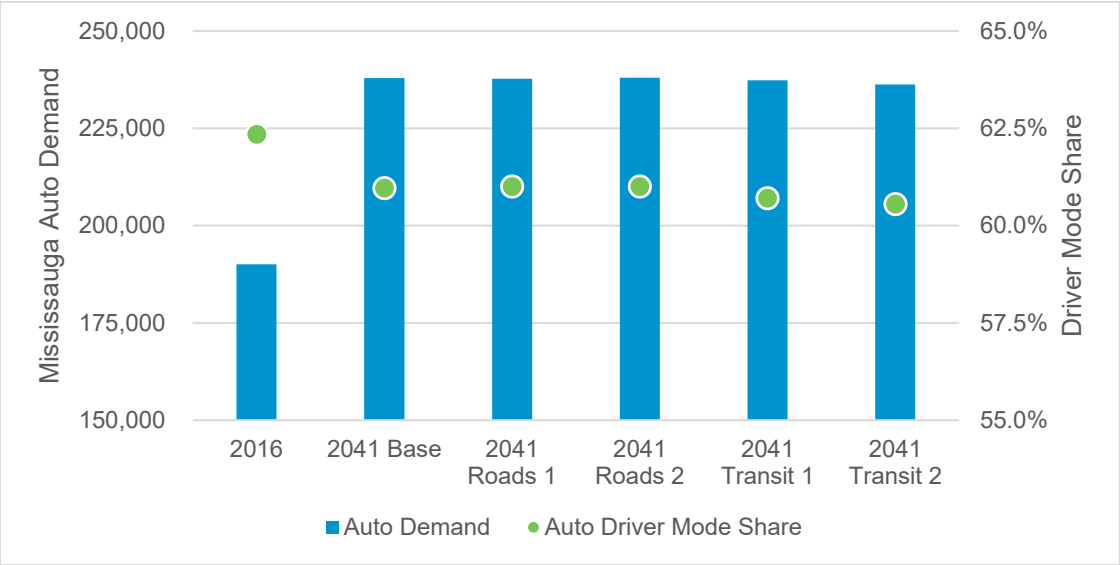


Figure 2-4. AM Peak Period Transit Demand and Transit Share in Mississauga

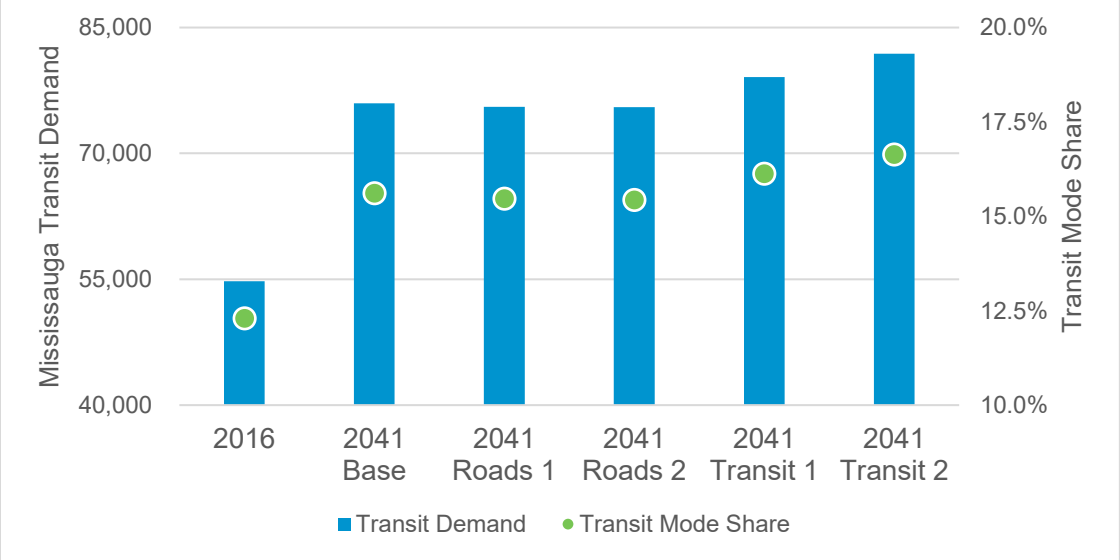


Figure 2-5. AM Peak Period Mississauga VKT

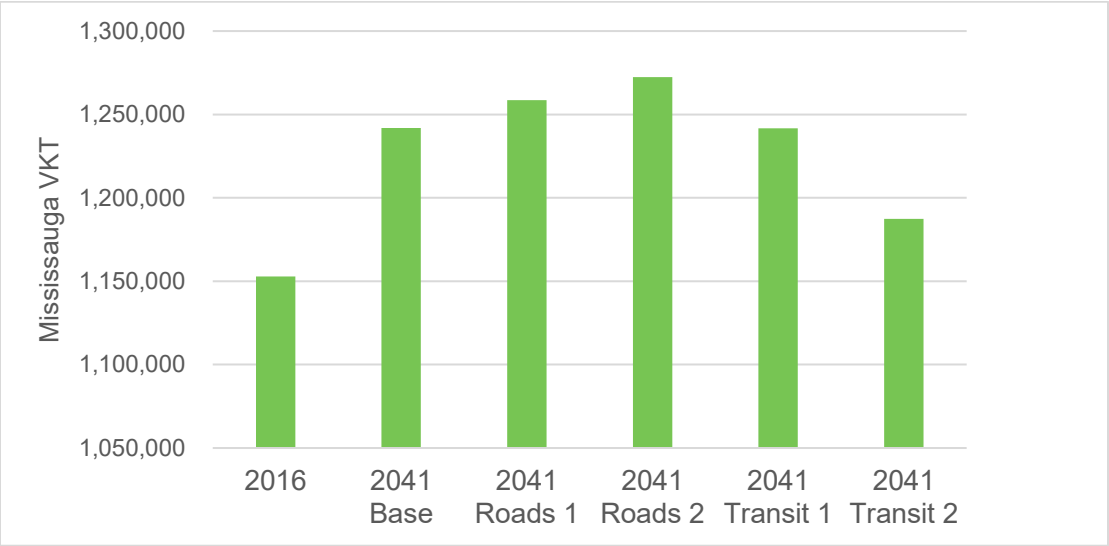
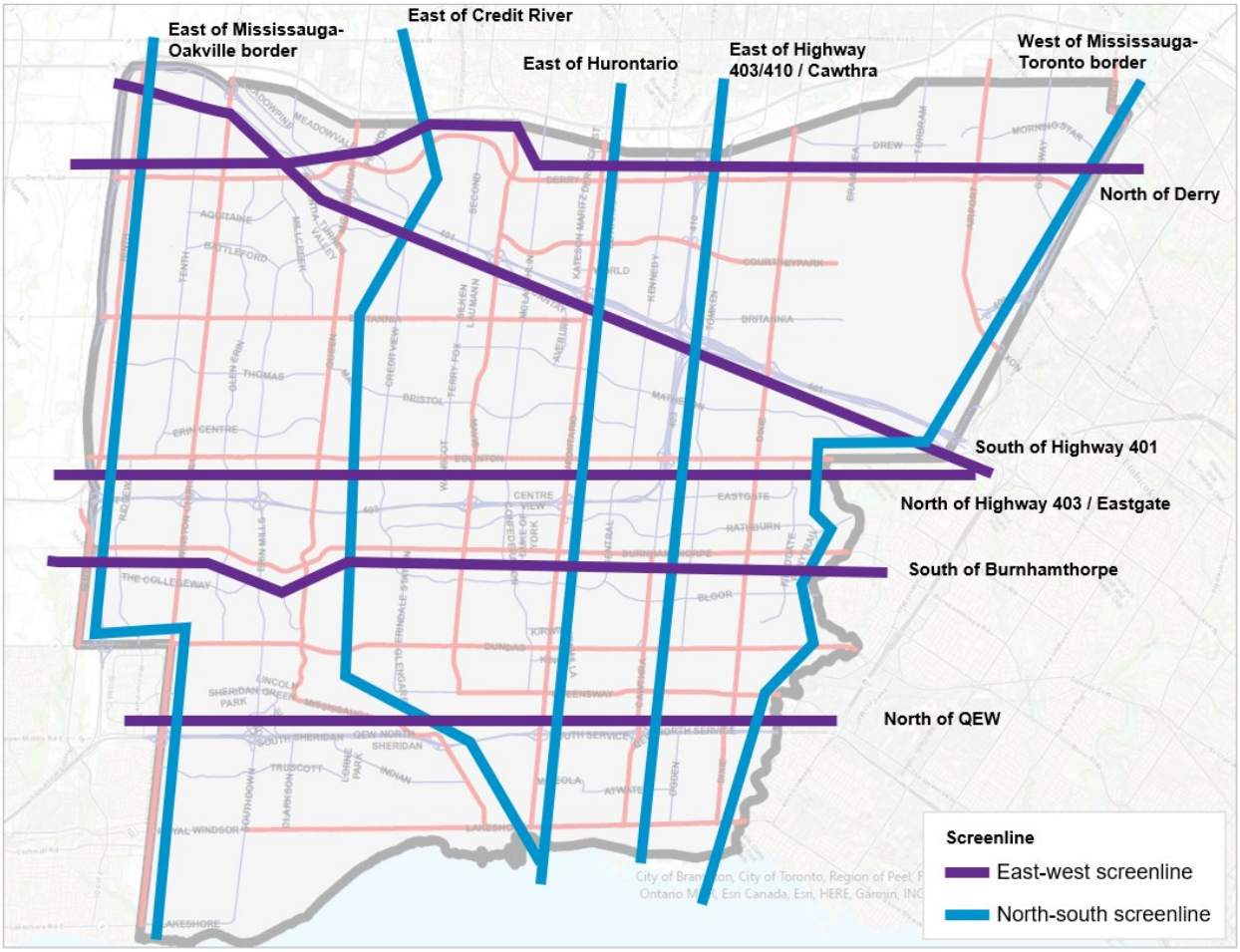


Figure 2-6. AM Peak Period Mississauga Congested VKT (v/c ≥ 1.00)

2.1.2 Initial Modelling Results – Vehicle Screenline Outputs

Volume-to-capacity (v/c) ratios were explored along screenlines shown in **Figure 2-7** to assess network wide vehicle traffic impacts for the initial modelling scenarios. Screenline v/c ratios aggregate the results of multiple road links across the screenline to provide an indication of network-wide congestions.

Figure 2-7. Screenline Locations



The degree of capacity used by traffic volumes in the v/c ratio at screenlines were defined as follows:

- **Traffic volumes are less than available capacity**: v/c < 0.85
- **Traffic volumes are approaching capacity**: 0.85 ≤ v/c < 1.00
- **Traffic volumes exceed capacity**: 1.00 ≤ v/c

A summary of the overall auto screenline results (excluding freeways) in Mississauga for the AM peak hour is shown in **Table 2-2**. Full details of screenline results for each scenario are provided in the **Development and Evaluation of Alternatives Report**.

Table 2-2. Summary of Screenline Results for Initial Modelling Scenarios (AM peak hour)

	2016	2041 Base	2041 Roads 1	2041 Roads 2	2041 Transit 1	2041 Transit 2
North-South Screenlines (peak direction)						
East of Mississauga-Oakville border (eastbound)	0.79	1.01	1.01	1.00	1.01	0.99
East of Credit River (eastbound)	1.10	1.15	1.15	1.01	1.15	1.20
East of Hurontario Street (eastbound)	0.81	0.85	0.81	0.82	0.85	0.85
East of Highway 403 / Highway 410 / Cawthra St (eastbound)	1.05	1.11	1.09	1.05	1.11	1.15
West of Mississauga-Toronto border (eastbound)	0.91	0.92	0.89	0.90	0.91	0.88
East-West screenlines (peak direction)						
North of Derry Road (southbound)	0.73	0.83	0.78	0.79	0.81	0.81
South of Highway 401 (southbound)	0.96	1.22	1.16	1.20	1.22	1.29
North of Highway 403 / Eastgate Parkway (northbound)	0.65	0.85	0.85	0.85	0.85	0.88
South of Burnhamthorpe Rd (northbound)	0.69	0.80	0.77	0.77	0.80	0.80
North of QEW (northbound)	0.72	0.89	0.90	0.85	0.89	0.87

Note: Screenline results are for non-Highway roads in Mississauga

Screenlines with capacity issues include East of Credit River, East of Highway 403 / Highway 410 and Cawthra Street, and South of Highway 401. As expected, Transit 2 has the highest v/c ratios at most screenlines due to reduced vehicular capacity from the conversion of some travel lanes to transit-only lanes. Corridors that are critically impacted from conversion of general-purpose travel lanes to transit-only lanes (e.g., experience the largest increases in v/c ratios) include Derry Road, Eglinton Road, Dixie Road, Winston Churchill Boulevard, and Erin Mills Parkway.

Road projects observed to significantly improve screenline v/c are listed in **Table 2-3**. It is noted the screenline v/c at South of Highway 401 appears to worsen in the Roads 2 scenario due to the new construction of Creekbank Road. The screenlines results are for non-freeway roads in Mississauga; the addition of Creekbank Road diverts significant traffic volumes from Highway 410 to Creekbank Road, resulting in a higher screenline v/c ratio. When freeways are included in the screenline analysis, a decrease in screenline v/c on the South of Highway 401 is observed in Roads 2.

Table 2-3. Road Projects with Notable Improvements to Screenline V/C Results

Screenline	Road	Improvement
East of Credit River	Britannia Road	4 to 6 lane widening between Mississauga Road and Creditview Road
	Burnhamthorpe Road	4 to 6 lane widening between Mississauga Road and Creditview Road
	McConnell Road	New 2 lane road between Mississauga Road and Creditview Road
	The Queensway	2 lane road extension (Credit River crossing) between Mississauga Road and Creditview Road
East of Highway 403 / Highway 410 / Cawthra Street	Britannia Road	2 lane road extension (Highway 410 crossing) between Kennedy Road and Tomken Road
	Burnhamthorpe Road	4 to 6 lane widening between Hurontario Street and Etobicoke Creek
South of Highway 401	Ninth Line	2 to 4 lane widening between Derry Road and Highway 401
	Belgrave Drive Ramp	New 4 lane road between Mavis Road and Cantay Road
	Creekbank Road*	Road extension (2 lanes south of Highway 401, 4 lanes north of Highway 401) between Creekbank Road and Britannia Road West

* The addition of the Creekbank Road extension results in worse results for screenlines that include only City roads. However, results improve for the overall network screenlines that include freeway links.

2.1.3 Initial Modelling Results – Transit Outputs

Transit boardings for major transit corridors in each of the modelling scenarios are summarized in **Table 2-4**, with full transit ridership results per corridor provided in **Appendix A**. Major transit corridors include most Regional roads and Mississauga arterial roads, and some major collectors. Transit ridership reported for each corridor includes only routes that travel along most of the corridor within Mississauga. A transit ridership load plot for the Transit 2 scenario (shown in **Figure 2-8**) was also assessed to confirm corridor segments with higher ridership potential due to the merging of transit routes at specific locations.

The corridors with the highest ridership (over 5,000 boardings both directions) under the aspirational Transit 2 scenario (excluding corridors with existing or current rapid transit projects) include Burnhamthorpe Road and Dixie Road. Other corridors with moderate to high ridership (over 3,000 boardings but less than 5,000 boardings in both directions) include Bloor Street and Britannia Road-Matheson Boulevard. These ridership thresholds (after conversion to peak hour, peak direction[1]) were considered for preliminary screening of transit improvements along road corridors.

[1] Conversions factor of 0.38 from peak period to peak per 2016 TTS and 0.56 from bi-direction to peak direction (average per 2018 MiWay data).

A comparison of the Base and Transit 2 scenarios illustrates the corridors with greatest transit ridership potential. Corridors with notable increases in ridership compared to the Base scenario include Dixie Road, Burnhamthorpe Road, Mississauga Road, and Erin Mills Parkway. Some routes experienced no ridership growth or decreased ridership and is likely due to simultaneous transit improvements on adjacent parallel corridors in the Transit 2 scenario. The comparison of transit ridership and traffic across scenarios will help inform the recommended transit improvements. Overall, transit ridership under Transit 2 increases by over 20,000 (23%) on all MiWay routes compared to Base.

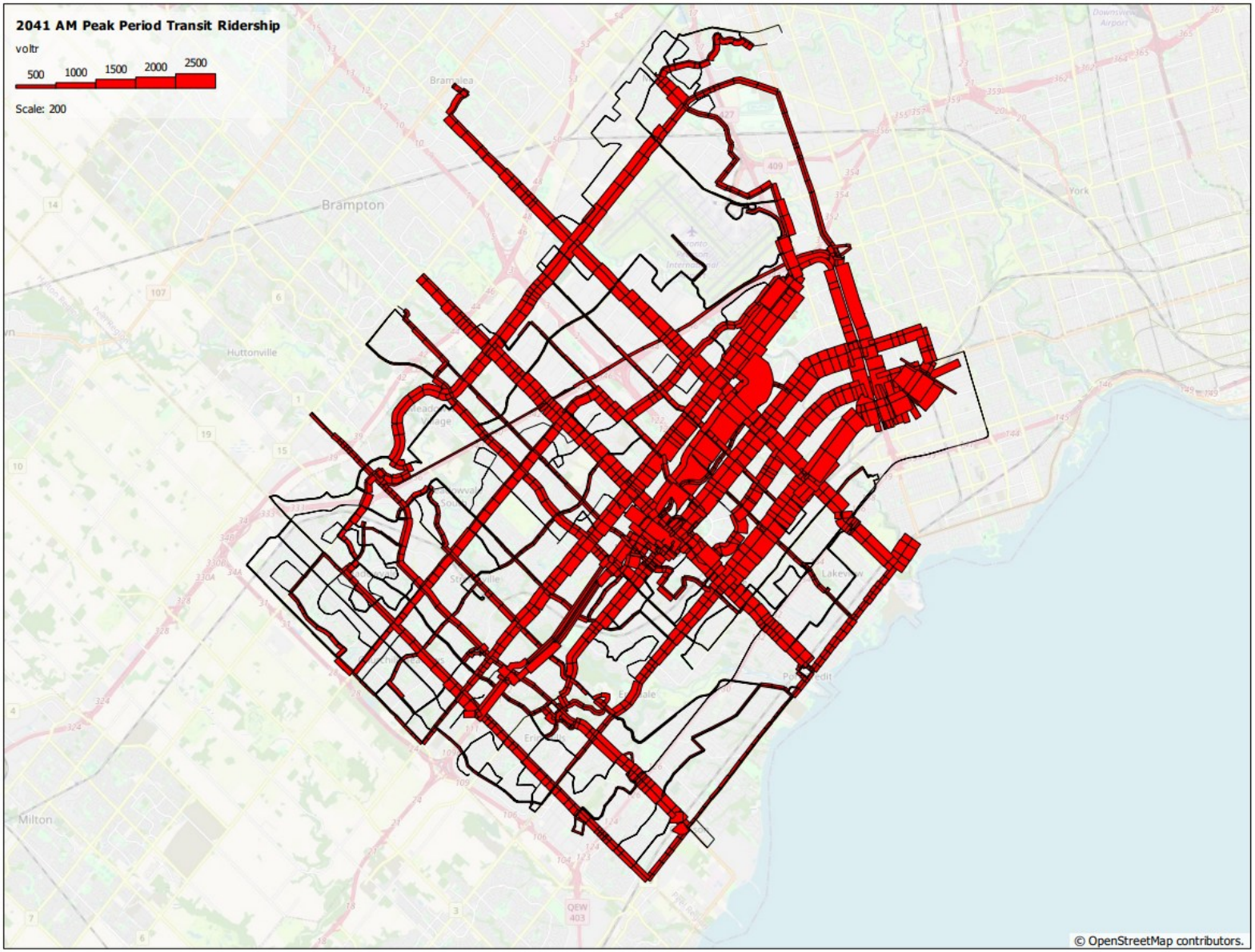
The transit ridership load plot shown in **Figure 2-8** indicates additional segments with strong ridership include Winston Churchill Boulevard (between Dundas Street and Britannia Road) and Erin Mills Parkway (south of Dundas Street).

Table 2-4. 2041 AM Peak Period Transit Ridership (Boardings)

Rank	Corridor	Base	Roads 1	Roads 2	Transit 1	Transit 2	Difference between Base and Transit 2
1	Transitway	7,700	7,600	7,500	13,000	12,900	+5,200 (+68%)
2	Dundas	10,100	11,900	11,900	10,000	9,700	-400 (-4%)
3	Hurontario	10,500	10,400	10,400	9,100	8,900	-1,600 (-15%)
4	Burnhamthorpe	5,200	5,300	5,400	5,400	7,800	+2,600 (+50%)
5	Dixie	2,400	2,400	2,500	6,500	7,500	+5,100 (+213%)
6	Eglinton	7,200	7,100	7,200	7,900	7,200	0 (0%)
7	Derry	4,700	4,600	4,600	6,000	5,300	+600 (+13%)
8	Bloor	3,800	3,600	3,600	3,100	4,600	+800 (+21%)
9	Britannia Matheson	3,100	3,000	3,000	3,300	4,000	+900 (+29%)
10	McLaughlin-Confederation	2,400	2,400	2,400	2,300	3,500	+1,100 (+46%)
11	Winston Churchill	2,300	2,300	2,300	3,900	3,300	+1,000 (+43%)
12	Mavis	2,700	2,700	2,600	3,500	3,300	+600 (+22%)
13	Lakeshore	2,600	2,600	2,600	2,400	2,800	+200 (+8%)
14	Mississauga	600	600	500	900	2,600	+2,000 (+333%)
15	Erin Mills	500	500	500	400	2,400	+1,900 (+380%)
16	Tomken	1,500	1,500	1,500	1,900	1,600	+100 (+7%)
17	Kennedy	1,200	1,200	1,200	1,800	1,500	+300 (+25%)
18	Glen Erin	1,700	1,700	1,700	1,200	1,100	-600 (-35%)
19	Courtneypark	700	700	700	500	700	0 (0%)
20	Airport	600	500	600	800	700	+100 (+17%)
	Corridor Total	**60,800**	**62,100**	**62,200**	**68,400**	**76,000**	**15,200 (+117%)**
	All MiWay Total	**86,500**	**87,400**	**87,500**	**98,000**	**106,600**	**20,100 (+217%)**

Shaded grey rows indicate corridors with existing or currently planned rapid transit projects.

Figure 2-8. 2041 AM Peak Period Transit Ridership Load Plot (2041 Transit 2)



2.2 Mode Share

Future mode shift in downtown Mississauga, and city-wide, were reviewed to estimate the impact of intensification and transit investment on future travel modes. All mode share calculations considered both origin and destination trips.

2.2.1 Downtown Mississauga Target Mode Share

Building from the work completed for Mississauga's Downtown Movement Plan (DMP) study, model adjustments to auto ownership and parking utility parameters were explored to reach a 45% driver mode share in Downtown Mississauga. The target 45% driver mode share was determined from analysis that identified a correlation between development density and driver mode share as shown in **Figure 2-9**. (The final target driver mode share for the DMP study was 40%; however, the Mississauga TRIP study has continued to assume the original 45% driver mode share target.)

Figure 2-9. Development Density vs Driver Mode Share (Downtown Movement Plan)

Initial modelling results, as reported in **Section 2.1,** assumed automobile ownership of roughly 1.0 per household and $0 parking utility for most downtown Mississauga traffic zones. In the parallel DMP study, a 45% driver mode share in Downtown Mississauga was achieved by applying a 0.85 auto ownership factor and $17 parking utility value to downtown traffic zones.

It should be noted that parking utility value is not to be interpreted as the parking fee paid for parking. Parking utility also takes into account time spent on finding the parking space and the congestion and inconvenience due to limited parking spaces.

Recognizing the level of development intensification in the downtown, adjustments to automobile ownership and parking utility were applied to the TRIP study. Without adjustments, Downtown Mississauga has a 56% driver mode share in the 2041 model. A 0.85 auto ownership and $7 parking utility was applied to downtown traffic zones to achieve a 45% driver mode share in Downtown Mississauga. The differences in the parameter values are due to difference in the two models used for the DMP and TRIP studies. The results of this adjustment on the Transit 2 scenario are shown in **Figure 2-10** and **Figure 2-11**, for automobiles and transit respectively. Total and congested VKT results are presented in **Figure 2-12** and **Figure 2-13**, respectively.

With the assumed target 45% driver mode share in Downtown Mississauga, overall driver mode share is expected to decrease by more than 1% and transit mode share is expected to increase by nearly 1%. This is equivalent to a decrease of 3,500 automobile trips and an increase of 5,000 transit trips in the network. Both total and congested VKT are expected to decrease by over 10,000 vehicle-km.

Adjustments to reflect mode shift targets in Downtown Mississauga have been carried forward into all further modelling assumptions, including sensitivity scenarios.

Figure 2-10. AM Peak Period Auto Demand and Driver Share in Mississauga, Downtown Mississauga 45% Driver Share Target

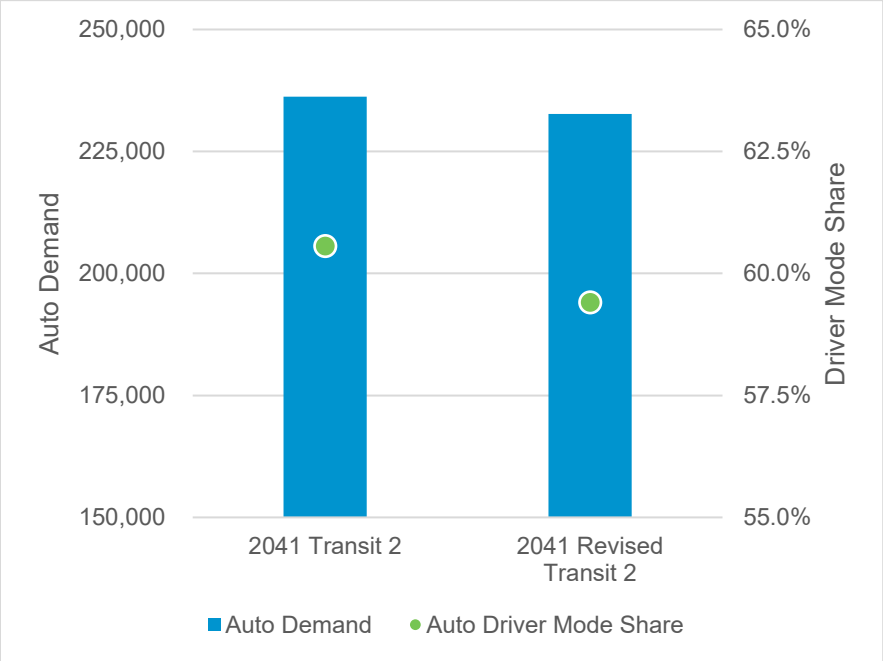


Figure 2-11. AM Peak Period Transit Demand and Transit Share in Mississauga, Downtown Mississauga 45% Driver Share Target

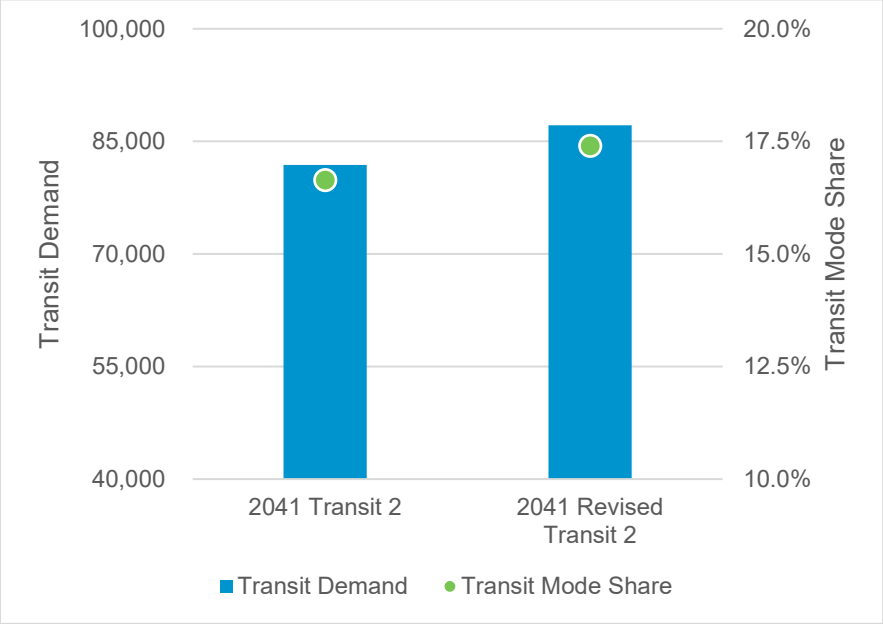


Figure 2-12. AM Peak Period Mississauga VKT, Downtown Mississauga 45% Driver Share Target

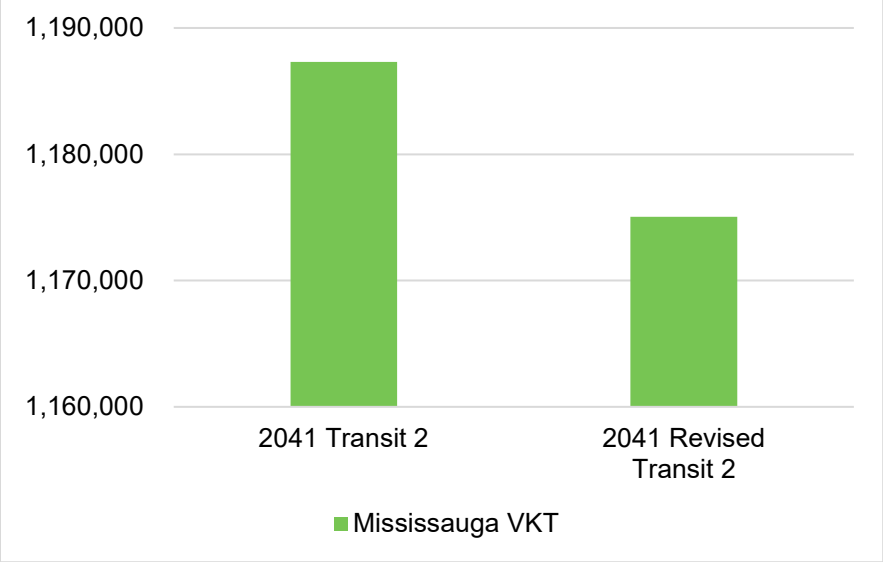
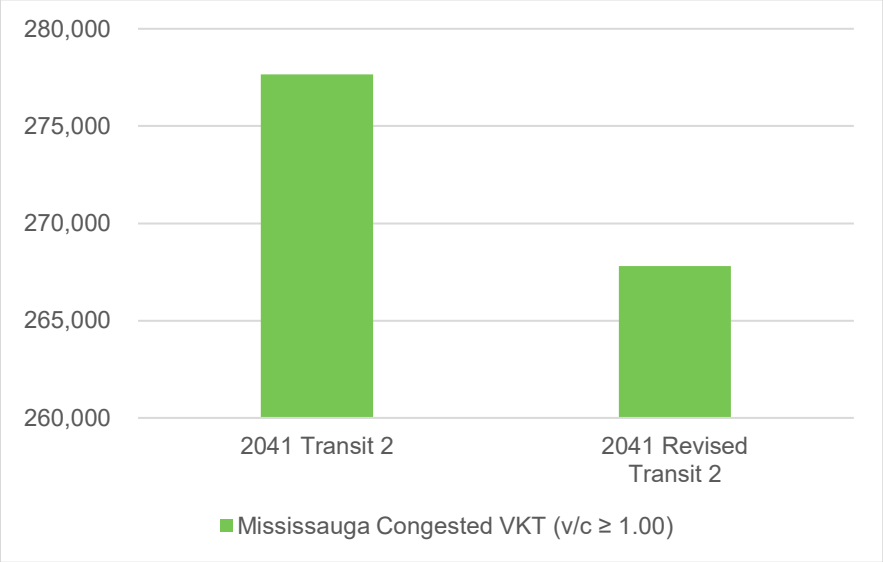


Figure 2-13. AM Peak Period Mississauga Congested VKT, Downtown Mississauga 45% Driver Share Target

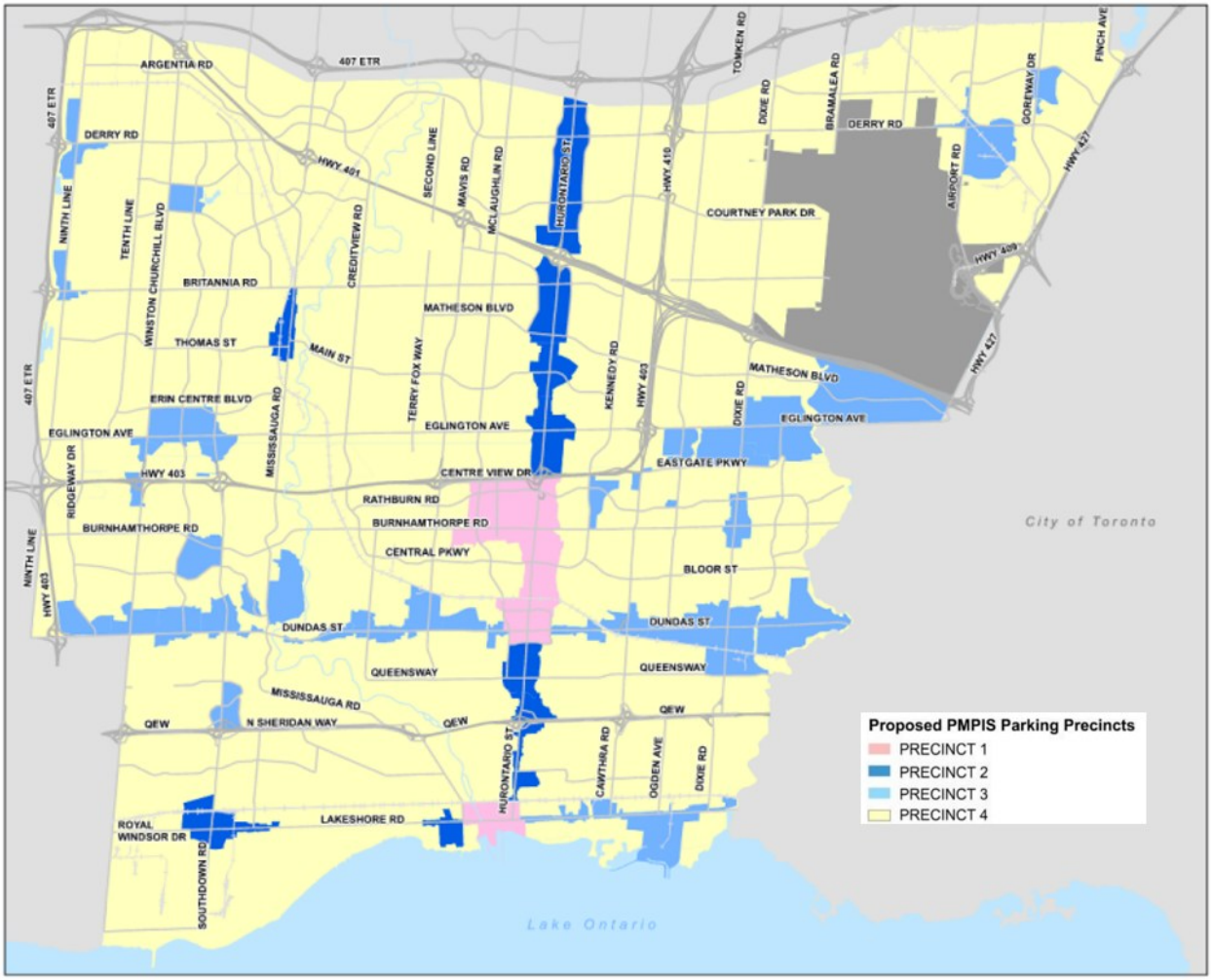


2.2.2 Rest of Mississauga Mode Shares

Driver mode share was explored for the rest of Mississauga (outside of the Downtown) to validate the unadjusted model's mode share forecasts and compare against the observed correlation to development density as presented in **Figure 2-9**. Mississauga's Parking Regulation Study identified "precincts" (as shown in **Figure 2-14**) that were used to define areas with similar parking needs. These precincts were defined based on land use, urban structure, transit accessibility/frequency, availability of alternative modes, public parking facilities, and walkability. Each precinct has unique goals and parking management principles, with Precinct 1 taking a 'Price Responsive' approach and featuring the lowest parking requirements and Precinct 4 taking a 'Site-Focused' approach and featuring higher minimum parking requirements.

A comparison of the forecast driver mode share is provided in **Table 2-5**. Driver mode shares outside of Downtown Mississauga were already meeting expected driver mode share targets based on future development density within those areas. **Based on these findings, no further adjustments to shift mode targets were applied to the model.**

Figure 2-14. Parking Precincts in Mississauga



Parking Regulations Study (November 2021)

Table 2-5. Comparison of Base Model Mode Share and Expected Mode Share (Development Density Correlation)

Area	Initial Transit 2 Driver Mode Share	Expected Driver Mode Share*	Difference
Downtown Mississauga	56%	45%	+11%
Downtown Fairview / Cooksville	50%	54%	-4%
Port Credit	50%	59%	-9%
Hurontario Corridor	63%	61%	2%
Precinct 2 – other areas	55%	60%	-5%
Dundas Corridor	63%	75%	-13%
Lakeshore Corridor	50%	59%	-9%
Precinct 3 – other areas	65%	64%	1%

*Expected mode share determined based on future development density.

2.3 Sensitivity Scenarios

Additional modelling scenarios were conducted to investigate impacts of changes to model parameters on travel demand. The two parameters that were explored were parking utility and reductions in posted speeds on Mississauga and Regional roadways. **Section 2.2.1** noted a $7 parking utility to reflect a 45% driver mode share target in Downtown Mississauga. However, the sensitivity scenarios in this section all assumed a $9 parking utility in Downtown Mississauga as they were based on modelling scenarios completed earlier in the study process.

2.3.1 Parking Utility

Cost of parking at precincts (as described in **Section 2.2.2**) were explored to assess the impacts of potential parking costs on driver mode share throughout Mississauga. The value of the parking utility for each precinct was scaled from $9 to $0. The highest utility was applied to Downtown Mississauga and all other Precinct 1 zones and the lowest $0 utility was applied to Precinct 4 zones.

2.3.2 Speed Reductions

Reductions to posted speed limits were explored following discussions with the City to assess the impacts of potential network changes associated with Vision Zero. A speed reduction of 10 km/h on all non-freeway road links in Mississauga (including Regional road links) was tested for this sensitivity.

2.3.3 Sensitivity Results

Select modelling results for the sensitivity scenarios were compared to a “revised” Transit 2 scenario (that includes mode shift target adjustments described in **Section 2.2.1**) are presented in **Figure 2-15** and **Figure 2-16** for auto and transit, respectively. Total vehicle-kilometres travelled (VKT) and congested VKT results are also shown in **Figure 2-17** and **Figure 2-18**, respectively. Full modelling results are provided in **Appendix A**.

Compared to the revised Transit 2 scenario, parking utility changes or speed reductions results in a decrease of approximately 2,000 auto trips on the network. Driver mode share also decreases upwards of 0.7%.

Changes to parking utility increases transit demand by approximately 4,000 trips compared to Transit 2. Transit mode share also increases upwards of 0.6%.

Compared to the revised Transit 2, congested VKT decreases by approximately 7,000 vehicle-km under the parking utility scenario and 65,000 vehicle-km under the speed reduction scenario. Total VKT decreases by approximately 7,000 vehicle-km under the parking utility scenario and 103,000 vehicle-km under the speed reduction scenario.

The sensitivity scenarios indicate parking utility changes have greater impact to increasing transit demand. Speed reductions on non-freeway roads in Mississauga result in drivers making shorter trips but not fewer automobile trips.

Figure 2-15. Sensitivity Modelling AM Peak Period Auto Demand and Driver Share

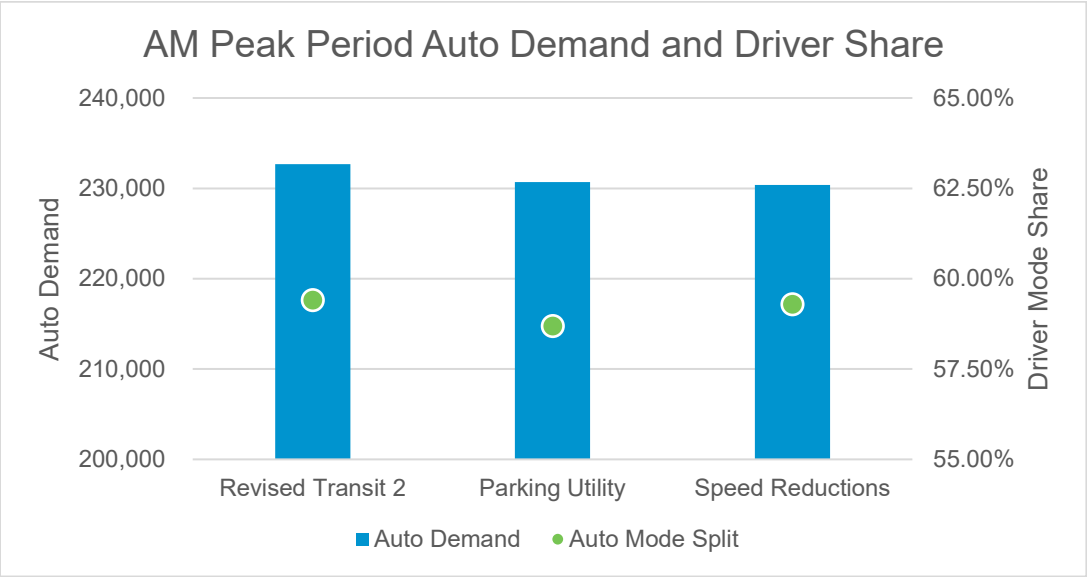


Figure 2-16. Sensitivity Modelling AM Peak Period Transit Demand and Transit Share

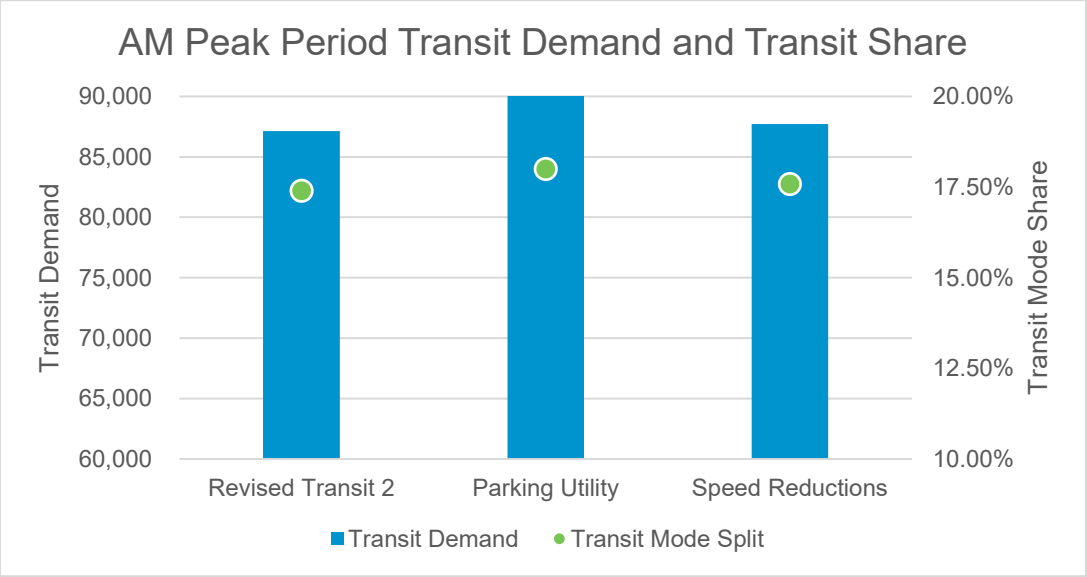


Figure 2-17. Sensitivity Modelling AM Peak Period Mississauga VKT

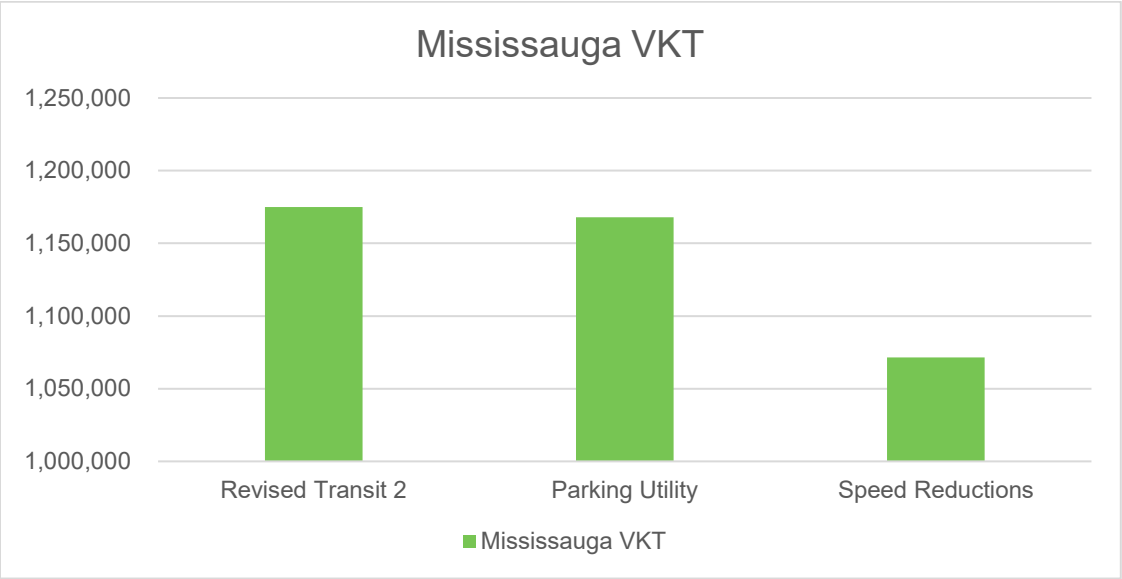
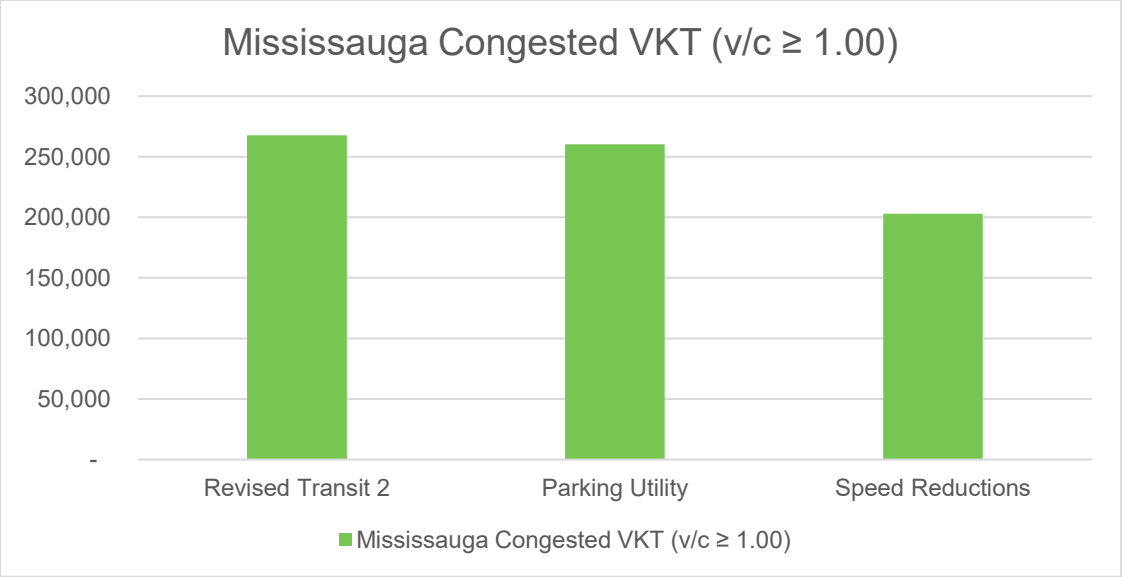


Figure 2-18. Sensitivity Modelling AM Peak Period Congested Mississauga VKT (v/c ≥ 1.00)



3 Recommended Network

The draft recommended network was developed based on the Initial Modelling Scenario results, input from the study team, and feedback from stakeholders. The recommended network aims to balance identified road and transit needs.

3.1 Road Network Development

The recommended road network includes committed projects and most road projects that were identified to support access to growth areas or employment areas/goods movement. These projects include both new roads or strategic road widenings that will remain 4 lanes or less. Road widenings (beyond 4 lanes) on segments of Tenth Line, Winston Churchill Boulevard, and Mavis Road were not carried forward as link capacity on these segments are acceptable without changes.

Some projects related to Downtown Movement Plan (DMP), such as the new Northern Distribution Road (and related connections) and widening of Centre View Drive, were not carried forward based on findings and recommendations from the parallel DMP study.

New crossings of major barriers with significant network benefits were included in the preferred network. These include Burnhamthorpe Road and Britannia Road across the Credit River. Other new crossings of major barriers were not carried forward due to limited network benefits provided by the new connection.

The full list of projects included in the preferred network is provided in the **Development and Evaluation of Alternatives Report – Appendix B**. The rationale for key road projects with significant network benefits are summarized in **Table 3-1**.

Table 3-1. Rationale for Road Projects with Greatest Network Benefit

Road	Improvement	Recommended Network	Rationale
Britannia Road	4 to 6 lane widening between Mississauga Road and Creditview Road	Yes	Provides critical capacity across Credit River with additional benefit of improving transit operations.
Burnhamthorpe Road	4 to 6 lane widening between Mississauga Road and Creditview Road	Yes	Provides critical capacity across Credit River with additional benefit of improving transit operations.
McConnell Road	New 2 lane road between Mississauga Road and Creditview Road	No	Limited network connectivity benefit without additional, high-cost westerly extension across Credit River.
The Queensway	2 lane road extension (Credit River crossing) between Mississauga Road and Creditview Road	No	New Credit River crossing would incur significant construction costs and potential for significant impacts on environment.
Britannia Road	2 lane road extension (Highway 410 crossing) between Kennedy Road and Tomken Road	Yes	Supports goods movement on both sides of Highway 410. Provides additional east-west capacity that could help offset proposed transit improvements on Derry Road.
Burnhamthorpe Road	4 to 6 lane widening between Hurontario Street and Etobicoke Creek	Widen for bus-only lanes	Less congested screenline. Prioritize opportunity to improve transit operations on high ridership corridor.
Ninth Line	2 to 4 lane widening between Derry Road and Highway 401	Yes	Supports growth areas in northwest Mississauga.
Belgrave Drive Ramp	New 4 lane road between Mavis Road and Cantay Road	Yes	Supports employment areas and goods movement.
Creekbank Road	Road extension (2 lanes south of Highway 401, 4 lanes north of Highway 401) between Creekbank Road and Britannia Road West	Yes	Supports employment areas, goods movement and access from Highway 401. Provides additional north-south capacity that could help offset proposed transit improvements along Dixie Road.

3.2 Transit Network Development

Transit infrastructure improvements have been categorized into three groups based on ridership, right-of-ways (ROW) limitations, and equity considerations.

- **Transit Priority 1 (Dedicated Lanes):** Key corridors with the highest ridership and available designated ROW space to support a dedicated transit lane. An example of a corridor with dedicated lanes is shown in **Figure 3-1**.
- **Transit Priority 2 (Enhanced Corridor Improvements):** Key corridors with moderate to high ridership. Dedicated lanes are not warranted but improvements such as HOV / transit lanes should be explored to improve transit operations. An example of shared HOV / transit lanes is shown in **Figure 3-2**.
- **Transit Priority 3 (Intersection Improvements):** Other key corridors/segments where strategic intersection transit improvements (such as queue jump lanes) should be considered to maintain efficient transit operations and network connectivity. An example of a queue jump lane is shown in **Figure 3-3**.

A summary of the proposed transit infrastructure improvements by corridor is provided in **Table 3-2**. Ridership results informing the infrastructure recommendations are provided in **Appendix A**.

Figure 3-1. Example of Dedicated Lanes

Source: Dundas BRT TPAP, Metrolinx/Mississauga

Figure 3-2. Example of Enhanced Corridor Improvements (Shared HOV / Transit Lane)

Figure 3-3. Example of Intersection Improvements (Queue Jump Lane)

Table 3-2. Rationale for Transit Infrastructure Improvements

Corridor	Segment	Rationale
Planned / On-going Projects		
Transitway	Winston Churchill Boulevard to Renforth Drive	Existing dedicated transit lanes
Dundas Street	Confederation Parkway to Etobicoke Creek (Toronto border)	Planned dedicated transit lanes
Hurontario Street	Lakeshore Road to Highway 407 (Brampton border)	Planned dedicated LRT lanes
Lakeshore Road	East Avenue to Etobicoke Creek (Toronto border)	Planned dedicated transit lanes
Transit Priority 1 (Dedicated Transit Lanes)		
Burnhamthorpe Road	Creditview Road to Etobicoke Creek (Toronto border)	High ridership corridor with available ROW. Serves equity seeking areas
Dixie Road	QEW to Highway 407 (Brampton border)	High ridership corridor with available ROW. Serves equity seeking and employment areas. Aligns with 2041 RTP recommendations
Eglinton Avenue	Ninth Line to Highway 427(Toronto border)	High ridership corridor with available ROW.
Derry Road	Glen Erin Drive to Goreway Drive	High ridership corridor with available ROW. Serves equity seeking and employment areas. Aligns with 2041 RTP recommendations
Dundas Street	Winston Churchill to Confederation Parkway	Moderate ridership segment. Serves equity seeking and employment areas. Aligns with 2041 RTP recommendations and supports implementation of east-west GTA transit corridor (Burlington to Toronto)
Transit Priority 2 (HOV / Transit Lanes)		
Bloor Street	Cawthra Road to Etobicoke Creek (Toronto border)	Moderate ridership. Serves equity seeking areas. Weaker candidate for dedicated lanes due to ROW challenges and multiple adjacent parallel corridors with planned or proposed dedicated lanes.
Britannia Road-Matheson Boulevard	Ninth Line to Hurontario Street	Moderate ridership and key corridor for network connectivity.
Winston Churchill Boulevard	Lakeshore Road to Battleford Road	Moderate ridership and key corridor for network connectivity.
Erin Mills Parkway	Bromsgrove Road to QEW	Moderate ridership and key corridor for network connectivity. Aligns with 2041 RTP recommendations
Mavis Road	Highway 403 to Highway 407 (Brampton border)	Moderate ridership. Serves equity seeking areas.

Corridor	Segment	Rationale
Transit Priority 3 (Intersection Transit Priority)*		
Mississauga Road	Dundas Street to Britannia Road	Key corridor for network connectivity
Erin Mills Parkway	Dundas Street to Highway 407 (Brampton border)	Key corridor for network connectivity
Tomken Road	Dundas Street to Highway 407 (Brampton border)	Key corridor for network connectivity. Serves equity seeking and employment areas.
Kennedy Road	Hurontario Street to Courtneypark Drive	Key corridor for network connectivity. Serves equity seeking and employment areas.
McLaughlin Road-Confederation Parkway	The Queensway to Highway 407 (Brampton border)	Key corridor for network connectivity. Serves equity seeking areas.
Glen Erin Drive	The Collegway to Britannia Road	Key corridor for network connectivity
Courtneypark Drive	Hurontario Street to Renforth Drive	Key corridor for network connectivity. Serves employment areas.
Airport Road	Renforth Drive to Derry Road	Key corridor for network connectivity. Serves employment areas.
Creditview Road	Dundas Street to Argentia Road	Key corridor for network connectivity
Cawthra Road	Atwater Avenue to Highway 403	Key corridor for network connectivity
Matheson Boulevard	Kennedy Road to Renforth Drive	Key segment for network connectivity. Extends Transit Priority recommendations on other corridor segments (Transit Priority 2 on Britannia Road).
Burnhamthorpe Road	Erin Mill Parkway to Credit River	Key segment for network connectivity. Extends Transit Priority recommendations on other segments of Burnhamthorpe Road
Dixie Road	Lakeshore Road to QEW	Key segment for network connectivity. Extends Transit Priority recommendations on other corridor segments.
Lakeshore Road	Winston Churchill Boulevard to East Avenue	Key segment for network connectivity. Extends Transit Priority recommendations on other corridor segments.
Goreway Drive	Highway 427 to Derry Road	Key segment for network connectivity. Supports existing routing used to connect with Mississauga Transitway

3.3 Draft Recommended Network

The draft recommended network for road and transit is shown in **Figure 3-4** and **Figure 3-5** and combines alternative road and transit strategies to provide a transportation network that supports all modes and movement of goods.

Figure 3-4. Recommended Road Network (without Road Diets)

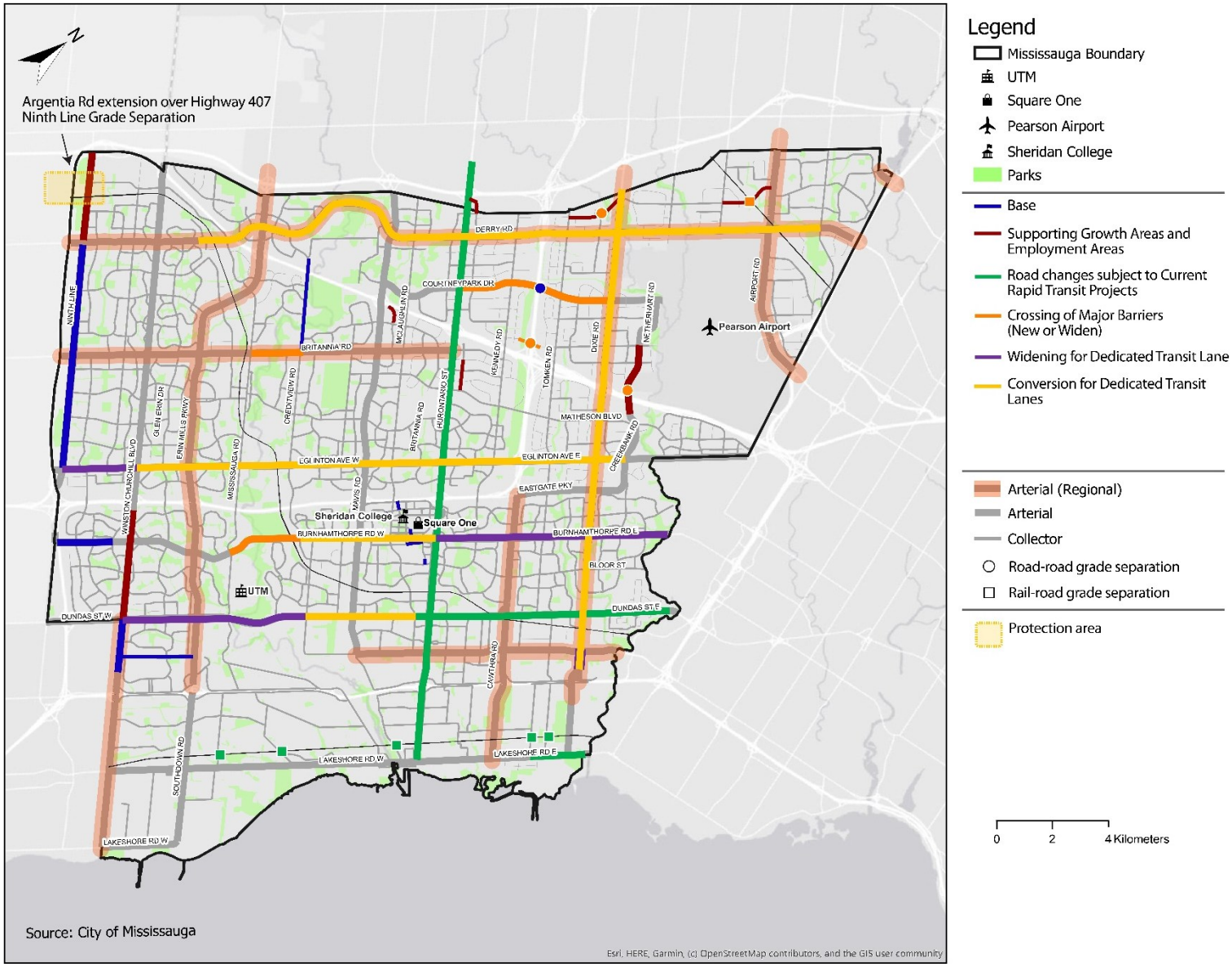
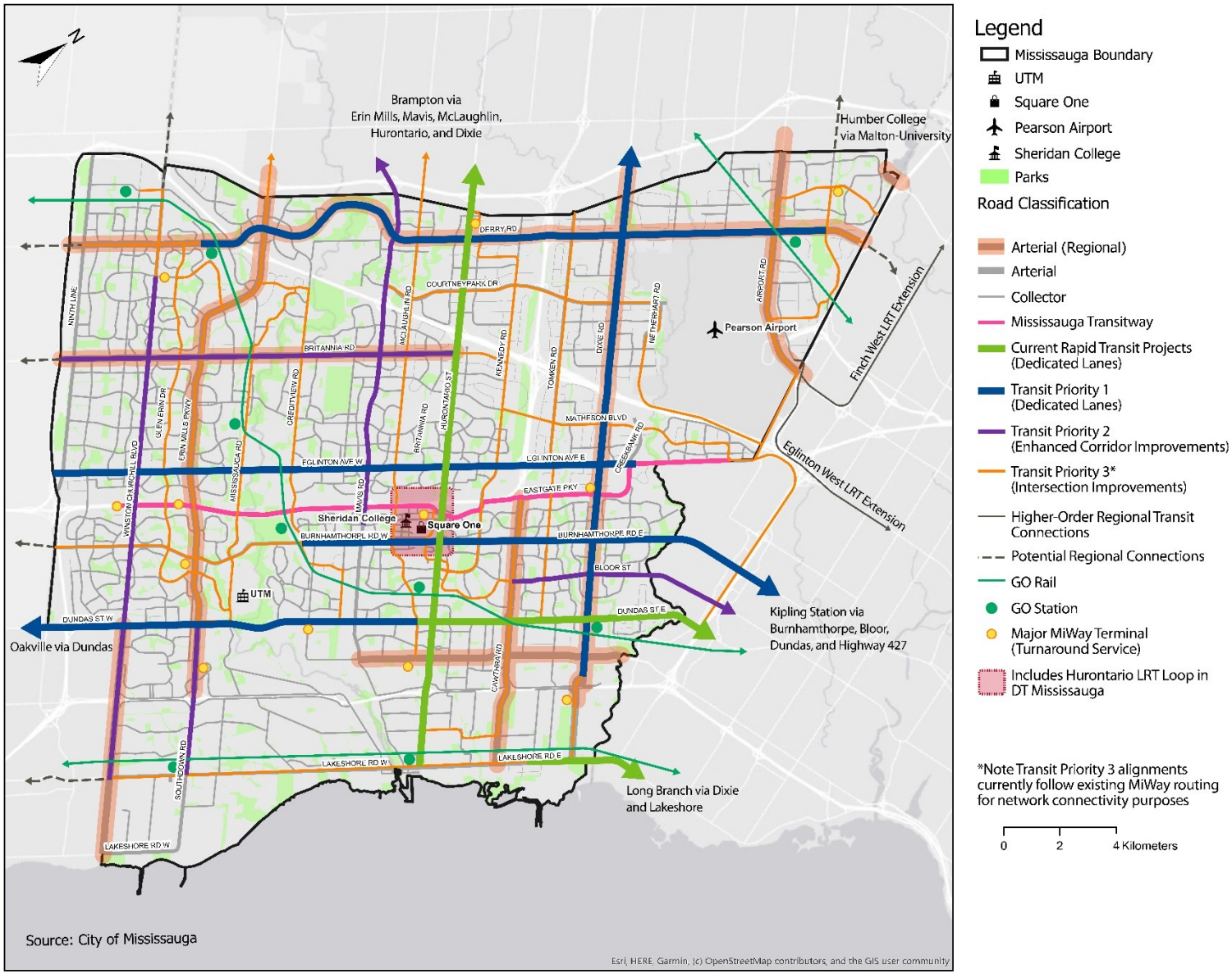


Figure 3-5. Recommended Transit Network



3.3.1 Recommended Network – Modelling Results

The morning peak period modelling results for the draft preferred scenario compared to the 2041 Base scenario is presented in **Figure 3-6** and **Figure 3-7** for automobile and transit modes, respectively. Total VKT and congested VKT results are shown in **Figure 3-8** and **Figure 3-9**, respectively. It is noted the draft preferred network accounts for mode share target adjustments in Downtown Mississauga.

For automobile demand, the draft preferred network is expected to have 4,000 fewer automobile trips. On the other hand. transit demand is expected to increase by approximately 9,000. The resulting driver mode share will be nearly 59.5%, an approximate reduction of 1.5% from the 2041 Base. Transit mode share will increase by 1.5% to 17% in the draft preferred network. The total and congested VKT decreases by nearly 40,000 and 6,500 vehicle-kms, respectively.

The draft preferred network results show the balance of transit priority infrastructure while supporting roads required for goods movement and key growth areas shifts travel demand towards sustainable choices and reduces network congestion.

Full network results are provided in **Appendix A**.

Figure 3-6. AM Peak Period Draft Preferred Network Auto Results

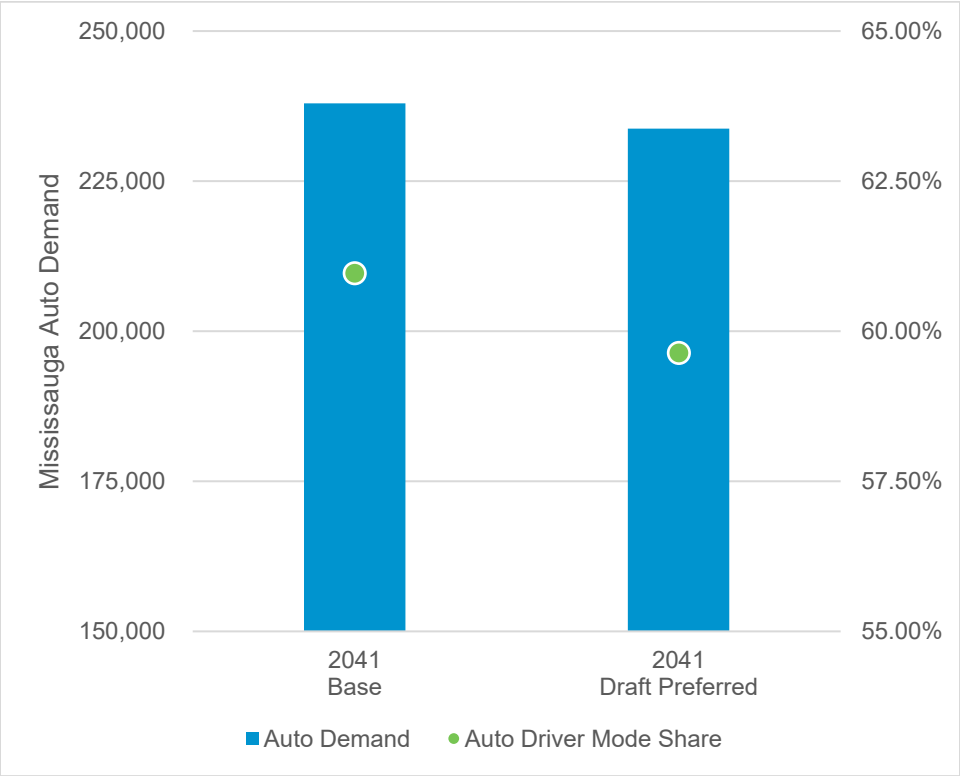


Figure 3-7. AM Peak Period Draft Preferred Network Transit Results

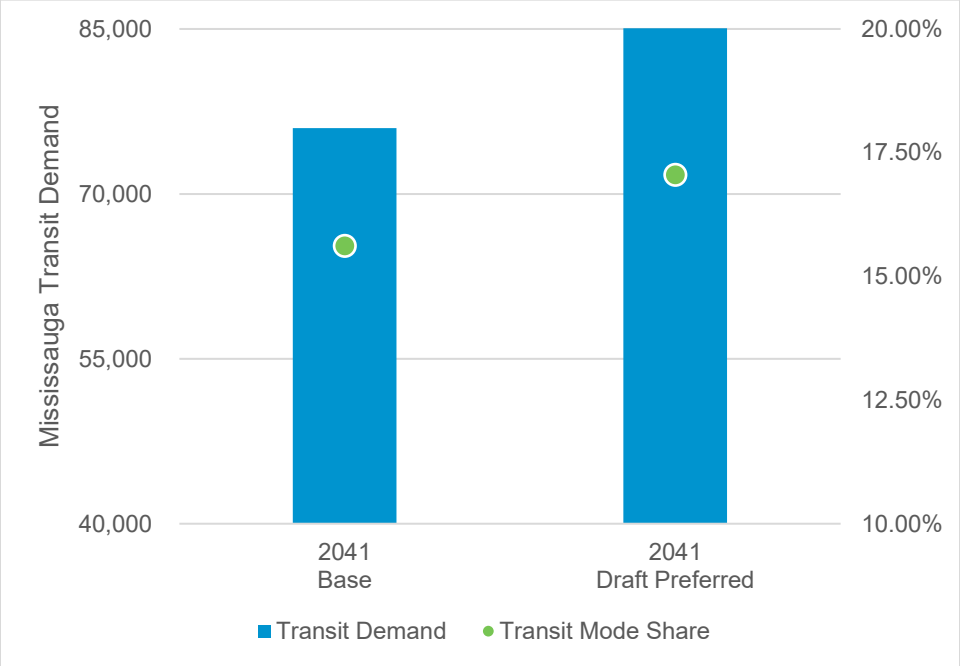


Figure 3-8. AM Peak Period Draft Preferred Mississauga VKT

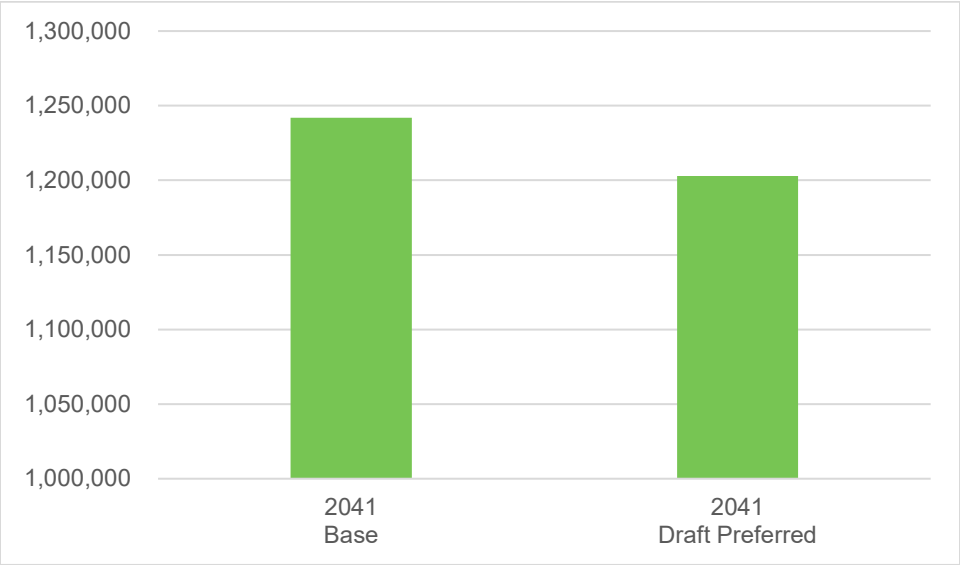
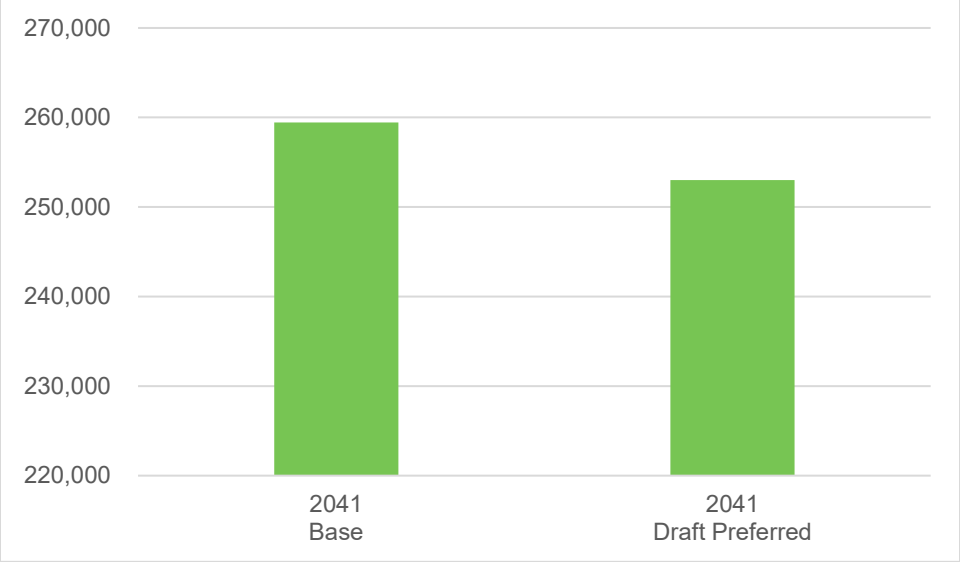


Figure 3-9. AM Peak Period Draft Preferred Mississauga Congested VKT



3.3.2 407 Transitway / GTA E-W Cross Rail

Additional analysis was conducted on the draft preferred network to explore high level network impacts from potential inter-regional higher-order transit improvements such as the 407 Transitway and GTA East-West Cross Rail (Cross Rail). The 407 Transitway and Cross Rail are both proposed to span between Burlington and Bowmanville and generally follow the Highway 407 alignment, with park and ride facilities available at stations. The 407 Transitway is assumed to be a dedicated busway with 10 minute frequencies, whereas the Cross Rail is a dedicated railway with 7.5 minute frequencies. Within Mississauga, the Cross Rail alignment changes and follows Highway 403, Eastgate Parkway, and the eastern Mississauga border in the eastbound direction. The conceptual alignments of the 407 Transitway and Cross Rail are shown in **Figure 3-10** and each were explored in independent scenarios,

Total boardings and alightings in Mississauga for the 407 Transitway and Cross Rail improvements are summarized in **Table 3-3**. In the AM peak period, the east-west Cross Rail is expected to attract approximately 14,000 riders in Mississauga, which is 5 times higher than the ridership along the 407 Transitway. Contributing factors to the higher ridership for the Cross Rail include improved headway, speeds and larger catchment area through central and Downtown Mississauga.

Table 3-3. AM Peak Period Ridership Results of Inter-Regional Transit Improvements within Mississauga

Ridership Totals	407 Transitway	Cross Rail
Total Boardings in Mississauga	1,090	6,374
Total Alightings in Mississauga	1,410	7,707
Total Ridership in Mississauga	**2,500**	**14,081**

Note: these results reflect only the ridership forecast on each facility.

Modelling results are presented in **Figure 3-11** and **Figure 3-12** for automobile and transit modes, respectively. Total VKT and congested VKT results are shown in **Figure 3-13** and **Figure 3-14**, respectively. Both the 407 Transitway and Cross Rail scenarios have comparable auto demands to the Draft Recommended network. The Cross Rail scenario increases transit demand by approximately 7% (6,000 trips) and transit mode share by more than 1%. The Cross Rail also improves congested VKT through a reduction of approximately 4,000 vehicle-kilometres The 407 Transitway scenario does not offer improvements to transit mode share, transit demand, VKT; however, further detailed analysis needs to be conducted to confirm results.

Figure 3-10. Conceptual alignments for the 407 Transitway and East-West Cross Rail in Mississauga

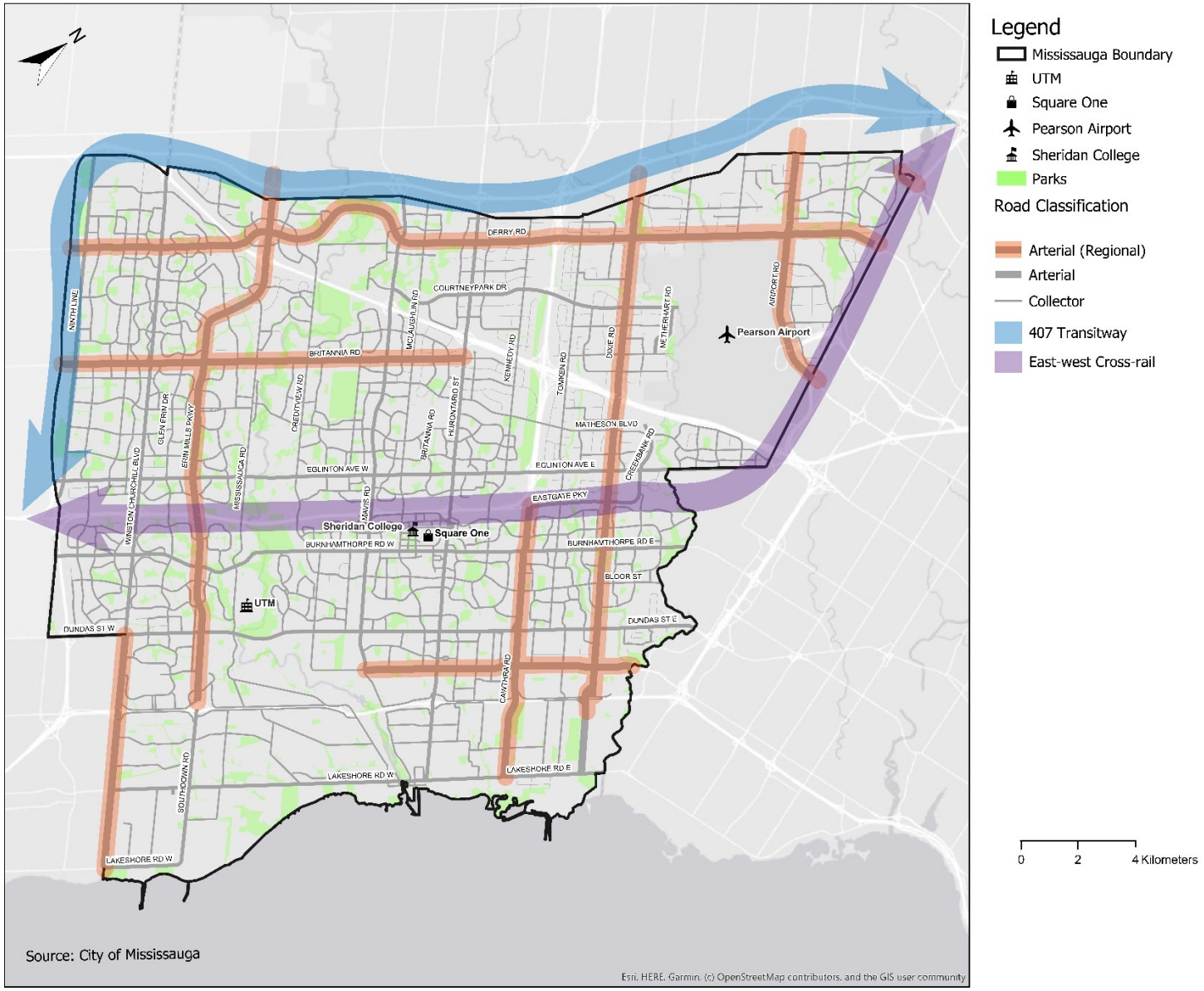


Figure 3-11. AM Peak Period 407 Transitway and Cross Rail Scenario Auto Results

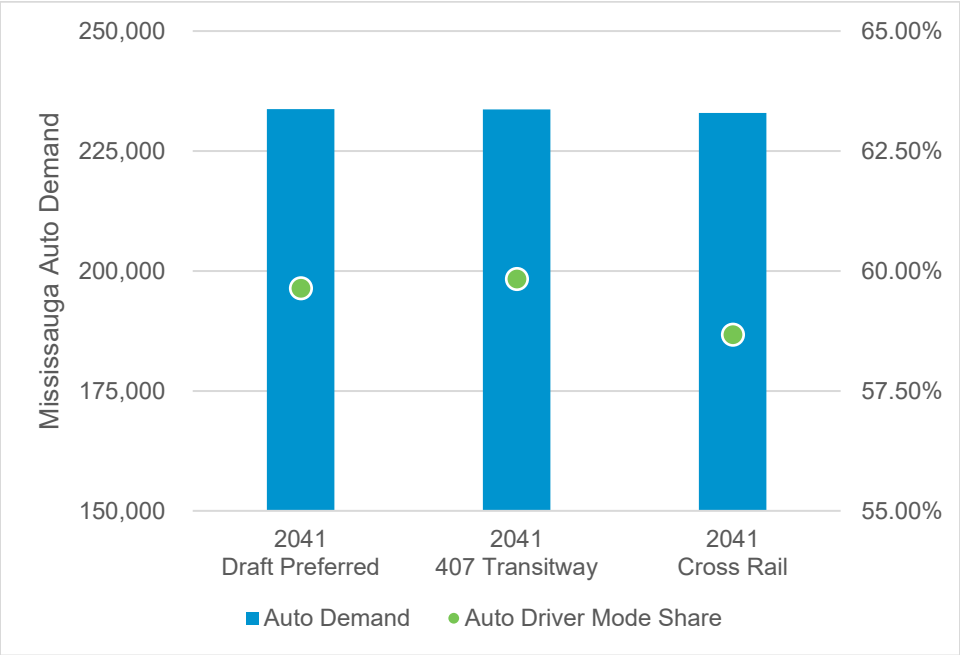


Figure 3-12. AM Peak Period 407 Transitway and Cross Rail Scenario Transit Results

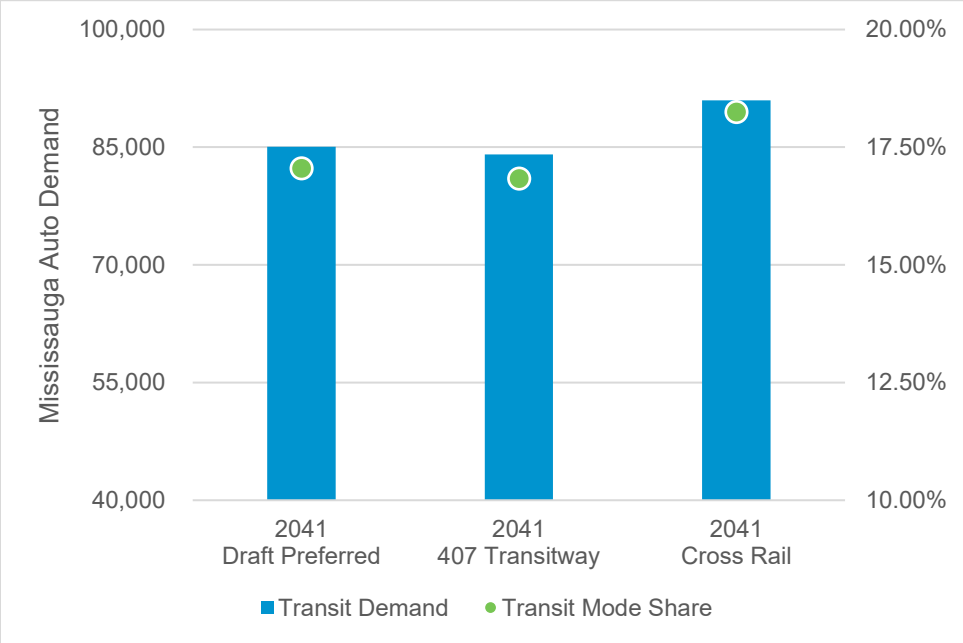


Figure 3-13. AM Peak Period 407 Transitway and Cross Rail Scenario Mississauga VKT

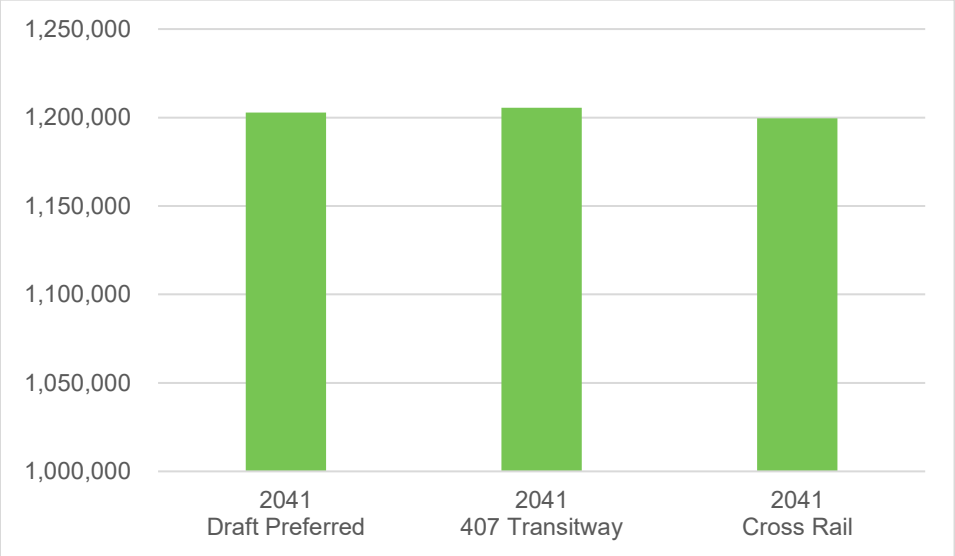
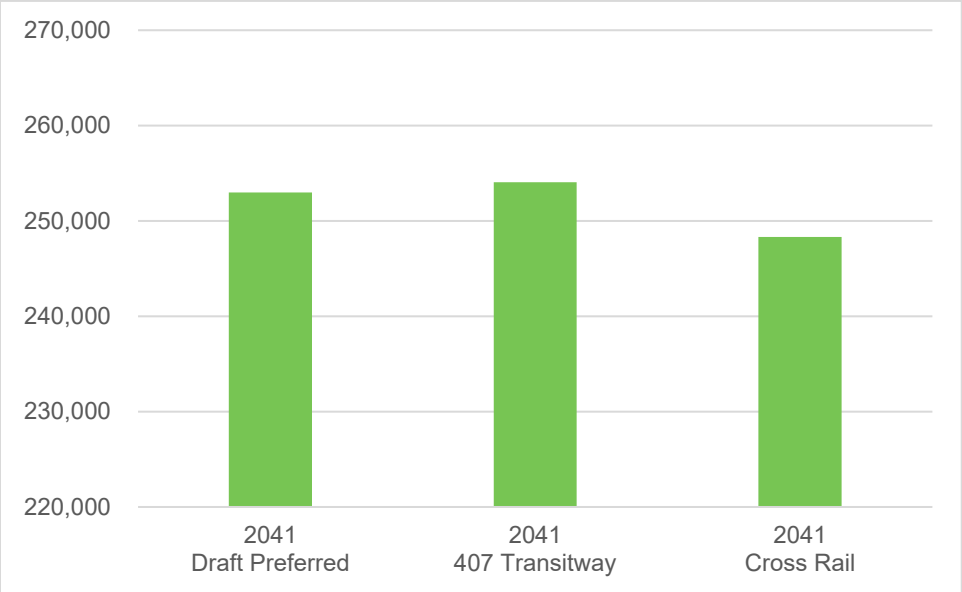


Figure 3-14. AM Peak Period 407 Transitway and Cross Rail Scenario Congested Mississauga VKT



4 Road Diets

Road diets (as discussed in the **Development and Evaluation of Alternative Solutions** report) can re-purpose roadway space by reducing one or more lanes on a roadway for other uses and users. Potential road diet locations were explored throughout Mississauga to determine corridors where there are opportunities to shift underutilized road space to other modes and users. Candidate locations include projects identified in the City's Active Transportation COVID-19 Recovery Framework and other existing 4-lane major collector or local streets that provide network connectivity.

The road diet assessment was conducted at the network planning level and considered capacity (v/c ratios) in the 2041 network, current and anticipated built form, and plans for active transportation facilities. A list of projects for road diet consideration is provided in **Table 4-1**. The draft preferred road network with proposed road diet locations is shown in **Figure 4-1**.

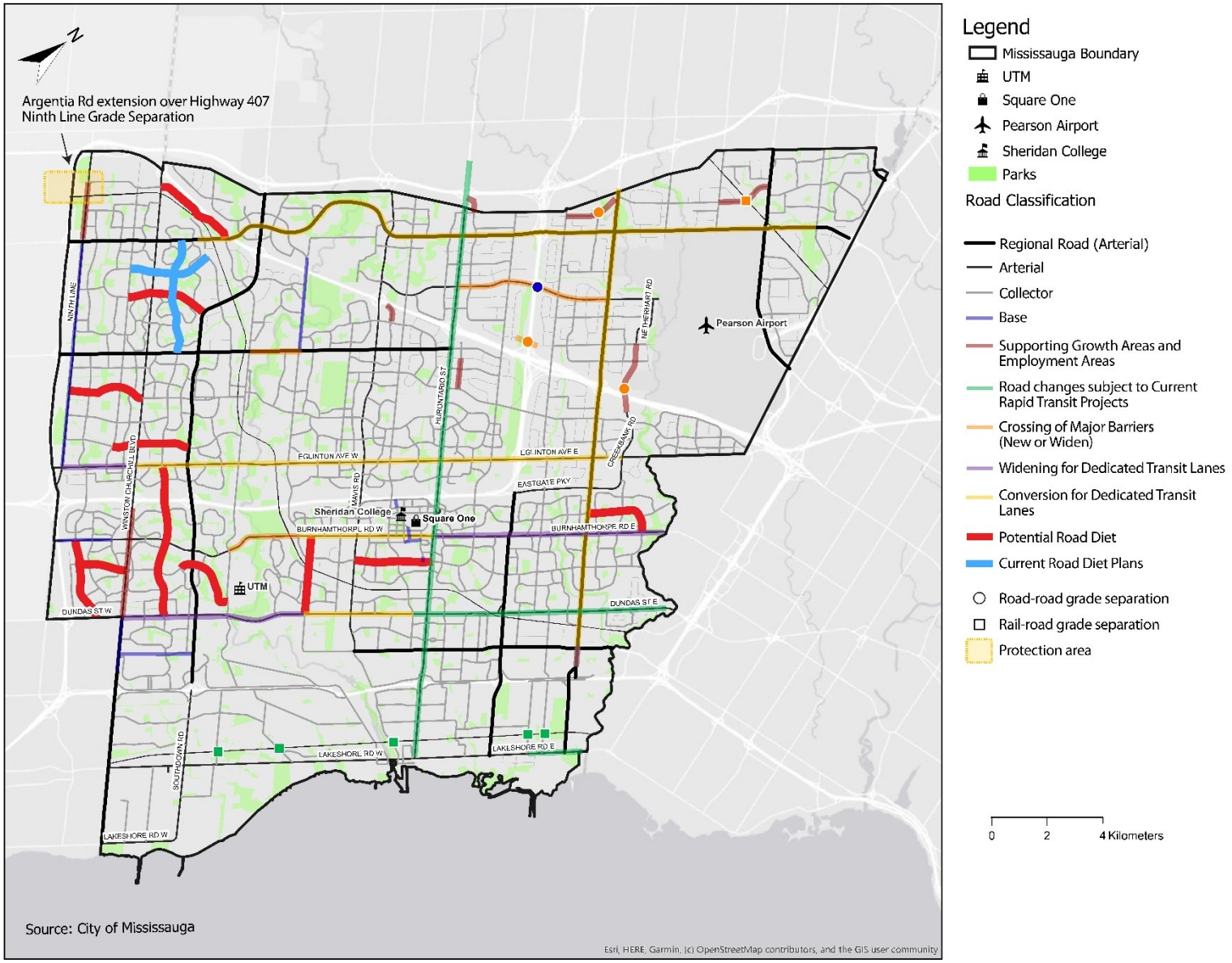
It is noted further detailed work for each corridor is required to confirm whether a road diet will be a feasible solution. Factors to be considered include socio-economic, traffic, transit, urban design, utilities, and overall costs.

Table 4-1. Road Diet Assessments

Corridor	Existing Lanes	From/To	Length (km)	v/c (2041 model)	v/c range	Built Form	Current AT Facilities	Proposed AT Facilities	Consider Road Diet?	Remarks
City Centre Drive	2-4	Duke of York Boulevard to Rathburn Road	1.2	mid-high v/cs	0.5 to 0.8	Mostly commercial	Shared Route	Cycle Track/ Separated Bike Lane	No	The AM peak hour may not be representative of peak demand around the mall; 4 lanes may be required to support peak demand.
Glen Erin Drive	4	Eglinton Avenue to Burnhamthorpe Road	2.1	low v/cs	0.4 to 0.7	Mostly residential	N/A	Cycle Track/ Separated Bike Lane	**Yes**	Current City work supports road diet.
Glen Erin Drive		Burnhamthorpe Road to Dundas Street	2.1	low-mid v/cs	0.4 to 0.8	Residential and employment	N/A	Cycle Track/ Separated Bike Lane	**Yes**	One high v/c segment north of Dunwin Drive.
Battleford Road	4	Tenth Line to Erin Mills Parkway	2.2	low v/cs except for near EMP	0.5 to 0.7	Mostly residential	N/A	Cycle Track/ Separated Bike Lane	**Yes**	
Aquitane Avenue	4	Tenth Line to Millcreek Avenue	2.2	low v/cs except for near EMP	0.6 to 0.8	Mostly residential	N/A	Cycle Track/ Separated Bike Lane	**Yes**	Current City work supports road diet.
Argentia Road	4	Tenth Line to Derry Road	3	mid-high v/cs	0.5 to 0.9	Mostly industrial	N/A	Cycle Track/ Separated Bike Lane	**No**	Cycle track design completed for Tenth Line to Winston Churchill Boulevard.
Goreway Drive	4	Highway 407 to Derry Road	3.5	high v/cs	0.4 to 1.2	Mostly residential	N/A	Cycle Track/ Separated Bike Lane	No	
McLaughlin Road	2-4	Various	Varies	high v/cs	0.6 to 1.1	Residential and employment	Bike Lane (partly)	Bike Lane and Cycle Track/ Separated Bike Lane	No	
Ridgeway Drive	4	South of Burnhamthorpe Road to Dundas Street	2.2	mostly low v/cs	0.4 to 0.6	Residential and employment	N/A	Cycle Track/ Separated Bike Lane	**Yes**	One segment near Burnhamthorpe Road has high v/c.
Thomas Street	4	Ninth Line to Winston Churchill Boulevard	2.2	low v/cs	0.2 to 0.8	Mostly residential	Multi-Use Trail (partly)	Cycle Track/ Separated Bike Lane	**Yes**	Not a continuous road diet.
Erin Centre Boulevard	4	Tenth Line to Erin Mills Parkway	2	mid v/cs	0.5 to 0.8	Mostly residential	Bike Lane	No change	**Yes**	
The Collegeway	4	Ridgeway Drive to Winston Churchill Boulevard	1.3	low v/cs	< 0.5	Mostly residential	Bike Lane	Bike Lane and Cycle Track/ Separated Bike Lane	**Yes**	Higher v/c but functions more as a minor collector and serves mostly residential area.
The Collegeway	4	South Millway to Mississauga Road	1.4	mid-high v/cs	0.6 to 0.8	Mostly residential	Shared Route	Cycle Track/ Separated Bike Lane	**Yes**	Significant elevation difference.
Rathburn Road	4	Dixie Road to Burnhamthorpe Road	1.9	mid-high v/cs	0.3 to 0.7	Mostly residential	N/A	Cycle Track/ Separated Bike Lane	**Yes**	Higher v/c but functions more as a minor collector and serves mostly residential area.

Corridor	Existing Lanes	From/To	Length (km)	v/c (2041 model)	v/c range	Built Form	Current AT Facilities	Proposed AT Facilities	Consider Road Diet?	Remarks
Erindale Station Road	4	Burnhamthorpe Road to Dundas Street	2.2	low-mid v/cs	0.3 to 0.8	Mostly residential	N/A	Cycle Track/ Separated Bike Lane	**Yes**	Higher v/c but functions more as a minor collector and serves mostly residential area.
Central Parkway	4	Mavis Road to Hurontario Street	2.2	low-mid v/cs	0.3 to 0.7	Mostly residential	N/A	Cycle Track/ Separated Bike Lane	**Yes**	v/c marginally on higher side.
Kennedy Road	4	Various	Varies	mid-high v/cs	0.8 +	Residential and industrial	N/A	Multi-Use Trail	No	Functions more as a minor arterial (parallel to Highway 410).
Tomken Road	4	Various	Varies	mid-high v/cs	0.5 +	Mostly industrial	Multi-Use Trail (partly)	Multi-Use Trail (complete)	No	Functions more as a minor arterial (parallel to Highway 410).

Figure 4-1. Recommended Road Network with Road Diet Locations



5 Implementation Challenges

The recommended network includes projects that will require new or widened transportation infrastructure. A desktop review was conducted to identify, at a high level, implementation challenges for the proposed infrastructure improvements.

Road projects consist of new roads and widenings. While many projects will require new or widened structures to cross waterways, some projects will require a major new structure. For example, the Britannia Road East extension across Highway 410 could require a structure upwards of 250 m in length, depending on alignment (as shown in **Figure 5-1**). Other challenges to implementation include property to support desired ROW requirements, such as the Drew Road 2 to 4 lane widening (desired future ROW is 30 m, but current designated ROW is 26 m as shown in **Figure 5-2**), and crossings of natural heritage features.

Transit Priority 1 projects feature dedicated transit lanes on major City or Regional arterials, with the ultimate midblock lane configuration comprising of 4 general purpose lanes and 2 bus-only lanes. The demonstration cross sections from Changing Lanes suggests a 40 m right-of-way is desired for a bus-only lane corridor. Most segments of Transit Priority 1 projects are proposed as a conversion of two general purpose lanes to two bus-only lanes. Property constraints for conversion of existing lanes are not expected to be significant; however, there may be increased congestion in the remaining four traffic lanes. Some segments will require widening to accommodate bus-only lanes and may have constructability concerns due to property constraints (such as Eglinton Avenue shown in **Figure 5-3**) or existing structures (such as Burnhamthorpe Road, shown in **Figure 5-4**)

Transit Priority 2 projects feature enhanced transit infrastructure at the corridor level. Transit Priority 2 projects are proposed as conversion of existing general-purpose lanes to shared HOV/bus lanes.

Transit Priority 3 projects feature transit enhancements at the intersection level, including queue jump lanes and transit signal priority.

A summary of the feasibility review and implementation challenges are provided in **Table 5-1**.

Figure 5-1. Example of Project Requiring Significant New Structure (Britannia Road East extension)

Source: Google Maps

Figure 5-2. Example of Road Widening Project with only 26 m ROW (Drew Road east of Bramalea Road, facing east)

Source: Google Streetview

Figure 5-3. Example of Road Widening for Bus-only Lane in only 30 m ROW (Eglinton Avenue east of Churchill Meadows Boulevard, facing east)

Source: Google Streetview

Figure 5-4. Example of Existing Bridge Structures (Burnhamthorpe Road at Credit River, facing east)

Source: Google Streetview

Table 5-1. Feasibility Review of Proposed Infrastructure

Corridor	Improvement	Designated ROW (m)	Changing Lanes ROW* (m)	Segment	Structure Impacts	Property Constraints	Green System Impacts	Reduction in Vehicle Capacity	Implementation Difficulty	Other Remarks
Transit Priority 1 - Dedicated Transit Lanes										
Burnhamthorpe Road	Widening for bus-only lanes	50	40	Mississauga Road to Creditview Road	Widening across Credit River (400 m)		Yes		High	Widening at Credit River
	Conversion of 1 general purpose lane per direction to bus-only lanes	50 to 60	40	Creditview Road to Hurontario Street		Yes		Full lane reduction per direction	Low	Property constraints on south side of road.
	Widening for bus-only lanes	50	40	Hurontario Street to Etobicoke Creek	Widening across Cooksville Creek (x2), Little Etobicoke Creek, and Etobicoke Creek (225 m total)	No	Yes		High	Structure widenings at Cooksville Creek and Etobicoke Creek.
Dixie Road	Conversion of 1 general purpose lane per direction to bus-only lanes	45	45	Brampton boundary to north of QEW				Full lane reduction per direction	Low	
Eglinton Avenue	Conversion of 1 general purpose lane per direction to bus-only lanes	45	40	Winston Churchill Boulevard to Creekbank Road				Full lane reduction per direction	Low	
	Widening for bus-only lanes	30 to 40	40	Ninth Line to Winston Churchill Boulevard		Yes			Medium	Limited ROW on both sides. There is currently on-street parking.
Derry Road	Conversion of 1 general purpose lane per direction to bus-only lanes	45	45	Glen Erin Drive to Goreway Drive				Full lane reduction per direction	Low	
Dundas Street	Conversion of 1 general purpose lane per direction to bus-only lanes	42	40	Erindale Station Road to Confederation Parkway				Full lane reduction per direction	Low	
	Widening for bus-only lanes	35 to 42	40	Winston Churchill Boulevard to Erindale Station Road	Widening across Credit River (125 m)	Yes	Yes		High	Limited ROW at Credit River. Structure widening at Credit River.
Transit Priority 2 - Enhanced Corridor Improvements										
Bloor Street	Conversion of 1 general purpose lane per direction to HOV / Bus lane	26 to 30	26	Cawthra Road to Etobicoke Creek				Partial lane capacity reduction per direction	Low	
Britannia Road West	Conversion of 1 general purpose lane per direction to HOV / Bus lane	36 to 43.5	45	Ninth Line to Hurontario Street				Partial lane capacity reduction per direction	Low	
Winston Churchill Boulevard	Conversion of 1 general purpose lane per direction to HOV / Bus lane	Majority 35	35 to 40	Battleford Road to Lakeshore Road				Partial lane capacity reduction per direction	Low	
Erin Mills Parkway	Conversion of 1 general purpose lane per direction to HOV / Bus lane	45	45	Bromsgrove Road to QEW				Partial lane capacity reduction per direction	Low	
Mavis Road	Conversion of 1 general purpose lane per direction to HOV / Bus lane	35 to 40	35 to 40	Brampton boundary to Rathburn Road				Partial lane capacity reduction per direction	Low	

Corridor	Improvement	Designated ROW (m)	Changing Lanes ROW* (m)	Segment	Structure Impacts	Property Constraints	Green System Impacts	Reduction in Vehicle Capacity	Implementation Difficulty	Other Remarks
Other Improvements										
Transit Priority 3 Improvements	Intersection improvements for transit priority	n/a	n/a	n/a	Potential	Potential			Low	Subject to specific improvements and locations. Anticipated to be low-moderate costs.
Square One Drive	New 2 lane road	n/a	26	Hurontario Street to Rathburn Road	New structure across Cooksville Creek		Yes		Medium	Further details explored per DMP study.
Ninth Line	2 to 4 lane widening	35	35 to 40	Derry Road to Highway 401	Potential grade separation rail (300 m of road impacted)		Yes		Medium	Grade separation subject to Milton Line expansion
Edwards Boulevard	New 2 lane road	n/a	26 to 30	Topflight Drive to Hurontario Street	New structure across on-ramp	Yes			Medium	Crosses Hydro corridor. Structure over Hurontario Street northbound on-ramp to Highway 401 eastbound.
Drew Road	2 to 4 lane widening	26	30	Torbram Road to Airport Road	New grade separation rail (300 m of road impacted)	Yes	Yes		High	Additional ROW required.
Drew Road	New 2 lane road	n/a	30	Dixie Road to Tomken Road	Potential new structure across waterbody	Yes	Yes		Medium	Existing ROW of 20 m. ** Changes to alignment could eliminate need for Etobicoke Creek structure. Road crosses into City of Brampton.
Creekbank Road	New 4 lane road	n/a	35 to 40	Highway 401 to Britannia Road	New structure across Highway 401 (~150 m)	Yes			High	Property required in established employment area.
Creekbank Road	New 2 lane road	n/a	35 to 40	Creekbank Road to south of Highway 401		Yes			Low	Property required in established employment area..
Belgrave Road Ramp	New 4 lane	n/a	30	Mavis Road to Cantay Road	New structure across on-ramp				Medium	Structure required over Mavis Road northbound on-ramp to Highway 401 eastbound.
Whittle Road	2 to 4 lane widening	26	26 to 30	Britannia Road to Matheson Boulevard					Low	
Britannia Road East Extension	New crossing of Highway 410	n/a	30	Kennedy Road to Tomken Road	New structure across Highway 410 (~250 m)	Yes			High	Property required in established employment area to tie-in to existing road network.
Argentia Road Extension	New crossing of 407ETR	n/a	30	Tenth Line to Highway 407 (Oakville border)	New structure across Highway 407 (~100 m)	Yes	Yes		High	Property required.

* ROW based on City of Mississauga's Changing Lanes study and/or Peel Region's Road Characterization study.

Appendix A – Model Findings

Table A1. Model Results Overview

	2016	2041 Base (Initial)	2041 Road 1 (Initial)	2041 Road 2 (Initial)	2041 Transit 1 (Initial)	2041 Transit 2 (Initial)	2041 Transit 2 (Revised)	2041 Parking Sensitivity*	2041 Speed Reductions*	2041 Draft Preferred*	2041 407 Transitway*	2041 Cross Rail*
Auto Metrics												
Auto Demand												
Total AM Auto Demand	1,101,770	1,316,550	1,313,770	1,313,730	1,313,950	1,313,080	1,310,060	1,308,650	1,308,380	1,310,750	1,309,280	1,314,780
Mississauga Origins	120,195	140,617	140,372	140,543	140,259	139,604	136,748	135,834	135,499	131,797	137,059	137,308
Mississauga Destinations	141,758	178,274	178,071	178,320	177,721	176,856	173,733	171,281	172,010	174,671	174,675	173,287
Mississauga Internals	71,888	80,937	80,716	80,825	80,644	80,217	77,800	76,428	77,152	78,143	78,082	77,654
Mississauga Total (vehicles)	190,065	237,954	237,727	238,038	237,336	236,244	232,681	230,687	230,358	233,724	233,653	232,941
Auto VKT												
Total AM Auto VKT	20,492,697	22,328,494	22,327,015	22,330,843	22,322,576	22,285,028	22,262,727	22,249,426	22,198,655	22,275,686	22,453,947	22,275,686
All Mississauga, No Highways VKT (v/c > 0.85)	494,397	490,658	500,275	490,889	487,129	504,366	484,947	468,988	390,373	481,205	484,607	477,081
All Mississauga, No Highways VKT (v/c > 1.00)	273,692	259,437	250,196	240,757	254,295	277,654	267,807	260,342	202,922	252,994	254,074	248,328
Mississauga VKT	1,152,885	1,241,916	1,258,570	1,272,309	1,241,691	1,187,320	1,175,057	1,167,950	1,071,578	1,202,861	1,205,476	1,199,572
Auto Driver Mode Share	62.36%	61.0%	61.0%	61.0%	60.7%	60.56%	59.41%	58.70%	59.30%	59.65%	59.84%	58.68%
Auto Passenger Mode Share	15.99%	14.3%	14.5%	14.6%	14.2%	13.9%	14.1%	14.1%	13.6%	14.2%	14.2%	14.1%
Transit Metrics												
Transit Demand												
Total AM Transit Demand	709,038	959,436	957,352	957,914	962,344	965,246	969,872	973,606	970,330	967,856	953,352	997,727
Mississauga Origins	38,872	49,439	48,848	48,724	51,773	53,754	57,175	58,027	57,621	56,171	55,520	57,596
Mississauga Destinations	35,914	53,878	54,105	54,072	56,120	58,447	62,777	66,634	63,409	60,971	57,615	65,324
Mississauga Internals	20,008	27,349	27,405	27,289	28,807	30,337	32,814	33,736	33,302	32,079	31,874	31,946
Mississauga Total	54,778	75,968	75,548	75,507	79,087	81,864	87,138	90,926	87,729	85,063	81,260	90,974
Transit Mode Share	12.3%	15.6%	15.5%	15.4%	16.1%	16.64%	17.40%	18.00%	17.59%	17.05%	16.84%	18.25%
Transit Ridership												
Mississauga Ridership (boardings)	49686	86,525	87,366	87,493	98,041	106,640	112,224	116,288	111,115	108,866	108,318	111,093
MiWay buses per hour	553	711	704	703	862	994	996	998	1,062	925	1,001	925

*includes revised modelling assumptions that account for driver mode share targets in Downtown Mississauga

Table A2. Transit Ridership Overview

Transit			Ridership		
			2016	2041 Base	2041 Draft Recommended
All Routes			50,605	86,528	108,863
Higher Order Transit					
Hurontario Street					
Hurontario LRT (Dedicated Lanes)	Lakeshore Road / Port Credit GO	Steeles Avenue	2,661	10,087	14,870
Hurontario Local	Lakeshore Road / Port Credit GO	Steeles Avenue	6,953	434	401
Total			**9,614**	**10,521**	**15,271**
Dundas Street					
Dundas BRT (Dedicated Lanes)	Ridgeway Drive	Eastern City limit / Toronto	3,022	5,926	7,716
Dundas Local	Laird / Vega	Eastern City limit / Toronto	3,336	4,203	2,156
Total			**6,358**	**10,129**	**9,872**
Lakeshore Road					
Lakeshore BRT (Dedicated Lanes)	70 Mississauga Road	Eastern City limit / Toronto	-	1,410	1,282
Lakeshore Express	Western City limit / Oakville	70 Mississauga Road			0
Lakeshore Local	Lakeshore Road / Clarkson GO	Toronto / Long Branch GO	675	1,150	1,087
Total			**675**	**2,560**	**2,369**
Mississauga Transitway Routes					
Airport / Transitway Express	Winston Churchill Station	Pearson Airport Terminal 1/3	-	1,397	2,419
Meadowvale / Winston Churchill Express	Meadowvale Town Centre	Kipling Bus Terminal	1,779	3,086	4,873
Malton-University Express	Clarkson GO	Humber College	2,867	3,216	6,357
Total			**4,646**	**7,699**	**13,649**
Other 2041 RTP Corridors					
Eglinton Avenue					
Eglinton Express	Ninth Line	Eastern City limit / Toronto	-	1,664	3,291
Eglinton Local	Ninth Line	Eastern City limit / Toronto	2,919	5,530	2,528
Total			**2,919**	**7,194**	**5,819**

Transit			Ridership		
			2016	2041 Base	2041 Draft Recommended
Derry Road					
Derry Express	Ninth / 407 / Lisgar GO	Eastern City limit / Toronto	-	2,321	3,814
Derry Local	Ninth / 407 / Lisgar GO	Eastern City limit / Toronto	2,285	2,340	1,674
Total			**2,285**	**4,661**	**5,488**
Erin Mills Parkway					
Erin Mills North Express	Mississauga Transitway	Northern City limit / Brampton	-	-	1,940
Erin Mills Local (North + South)	Lakeshore Road / Clarkson GO	Northern City limit / Brampton	120	486	336
Total			**120**	**486**	**2,276**
Dixie Road					
Dixie Express	Dundas Street / Dixie GO	Northern City limit / Brampton	368	592	5,312
Dixie Local	Lakeshore Road / Long Branch GO	Northern City limit / Brampton	2,101	1,810	1,193
Total			**2,469**	**2,402**	**6,505**
Airport Road					
Airport Local	City Centre	Westwood Square	860	560	804
Other Corridors					
Winston Churchill Blvd					
Winston Churchill South Express	Winston Churchill Station	Lakeshore Road / Clarkson GO	-	-	-
Winston Churchill Local	Lakeshore Road	Northern City limit / Lisgar GO	1,386	2,324	2,044
Total			**1,386**	**2,324**	**2,044**
Mississauga Road					
Mississauga Road North Local	UTM	Erin Mills Parkway	586	558	1,774
Mississauga Road South Local	Port Credit GO	UTM	-	-	-
Total			**586**	**558**	**1,774**

Transit			Ridership		
			2016	2041 Base	2041 Draft Recommended
Mavis Road					
Mavis Express	City Centre	Highway 407	-	633	874
Mavis North Local	City Centre	Highway 407	840	2,079	1,902
Mavis South Local	City Centre	Queensway	-	-	-
Total			**840**	**2,712**	**2,776**
McLaughlin Road / Confederation Road					
McLaughlin Express	City Centre	Highway 407	-	264	216
McLaughlin Local	City Centre	Highway 407	314	749	1,432
Confederation Local	City Centre	Queensway	506	1,383	1,748
Total			**820**	**2,396**	**3,396**
Kennedy Road					
Kennedy Local	Cooksville GO	Highway 407	293	1,164	1,440
Tomken Road					
Tomken Express	Derry Road	Dundas St	-	600	238
Tomken Local	Derry Road	Dundas St	1,005	892	1,520
Total			**1,005**	**1,492**	**1,758**
Britannia West - Matheson Road					
Britannia - Matheson Express	407 Transitway	Mississauga Transitway	-	1,290	2,232
Britannia - Matheson Local	407 Transitway	Mississauga Transitway	223	1,770	2,061
Total			**223**	**3,060**	**4,293**
Burnhamthorpe Road					
Burnhamthorpe Express	Ninth Line	Eastern City limit / Toronto	-	2,259	4,705
Burnhamthorpe West Local	Erin Mills Parkway	City Centre	1,137	611	1,415
Burnhamthorpe East Local	City Centre	Kipling Bus Terminal	1,575	2,377	2,404
Total			**2,712**	**5,247**	**8,524**
Bloor Street					
Bloor Express	City Centre	Kipling Bus Terminal	-	1,941	3,483
Bloor Local	City Centre	Kipling Bus Terminal	2,101	1,810	1,193
Total			**2,101**	**3,751**	**4,676**

Transit			Ridership		
			2016	2041 Base	2041 Draft Recommended
Transit Improvement Corridors (Local Service)					
Ninth Line	Dundas Street	Highway 407 / Lisgar GO	-	-	-
Tenth Line	Eglinton Avenue	Highway 407 / Lisgar GO	-	-	-
Creditview Road	Derry Road	Central Parkway Station	619	1,365	1,113
Queensway	Mavis Road	Toronto	-	-	-
Courtneypark Drive	Renforth Station	Meadowvale Town Centre	628	691	780
Thomas Street - Bristol Road	Ninth Line	City Centre	-	-	-
Cawthra Road	Mississauga Transitway	Lakeshore	860	560	804

Table A3. East-west Screenline Results

2041 AM Screenline	NB										SB									
E-W Screenlines	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred
North of Derry Road																				
Ninth Line	0.53	0.95	0.72	0.72	0.95	0.96	0.96	0.98	0.97	0.73	0.62	0.77	0.68	0.74	0.77	0.75	0.75	0.76	0.79	0.67
Tenth Line	0.12	0.34	0.20	0.20	0.35	0.37	0.37	0.47	0.40	0.32	0.01	0.08	0.00	0.02	0.08	0.09	0.09	0.10	0.09	0.07
Winston Churchill Blvd	0.50	0.70	0.73	0.71	0.70	0.76	0.76	0.80	0.74	0.71	0.24	0.52	0.52	0.52	0.52	0.53	0.53	0.54	0.41	0.48
Mississauga Road	0.66	0.68	0.68	0.67	0.68	0.72	0.71	0.73	0.70	0.67	0.84	0.92	0.91	0.92	0.92	0.94	0.94	0.94	0.94	0.92
Creditview Road	0.23	0.44	0.43	0.47	0.45	0.43	0.43	0.45	0.41	0.47	0.71	0.99	0.98	0.98	0.98	0.98	0.97	0.95	0.88	0.95
Mavis Road	0.40	0.37	0.34	0.35	0.35	0.37	0.36	0.39	0.38	0.33	0.81	0.96	0.94	0.95	0.95	0.94	0.94	0.94	0.89	0.91
McLaughlin Road	0.95	1.06	1.04	1.04	1.06	1.02	1.01	1.01	1.03	1.00	0.29	0.43	0.43	0.45	0.43	0.45	0.44	0.45	0.39	0.43
Hurontario Street	0.54	0.52	0.52	0.51	0.52	0.51	0.50	0.52	0.47	0.48	1.06	0.99	1.04	1.05	0.99	1.00	1.00	1.00	0.99	1.05
Kennedy Road	0.76	0.94	0.94	0.94	0.95	1.01	1.02	1.00	1.04	0.97	1.18	1.01	1.06	1.06	1.01	0.94	0.94	0.96	1.11	1.00
Hwy 410 NB GPL	0.59	0.72	0.72	0.73	0.71	0.73	0.73	0.74	0.75	0.74										
Hwy 410 SB GPL											1.21	1.12	1.12	1.12	1.12	1.14	1.14	1.13	1.16	1.13
Hwy 410 SB HOV												0.98	0.98	0.99	0.98	1.02	1.01	1.00	1.04	1.01
Hwy 410 NB RAMP	0.23	0.15	0.15	0.12	0.15	0.15	0.15	0.15	0.17	0.14										
Hwy 410 SB RAMP											0.90	0.93	0.92	0.90	0.92	0.84	0.84	0.83	0.78	0.81
Tomken Road	0.37	0.63	0.43	0.68	0.64	0.43	0.43	0.45	0.40	0.60	0.48	0.62	0.49	0.64	0.62	0.54	0.54	0.53	0.50	0.70
Dixie Road	0.24	0.20	0.29	0.24	0.19	0.20	0.21	0.21	0.18	0.32	0.89	0.89	0.93	0.89	0.88	0.92	0.91	0.90	0.88	1.10
Airport Road	0.20	0.21	0.18	0.16	0.20	0.20	0.20	0.21	0.16	0.22	0.98	0.98	0.96	0.96	0.98	1.01	1.01	1.00	0.94	1.02
Mississauga-Toronto Border (Hwy427), NB, GPL	0.42	0.57	0.57	0.57	0.58	0.57	0.57	0.58	0.63	0.57										
Mississauga-Toronto Border (Hwy427), NB, HOV		0.60	0.60	0.60	0.60	0.60	0.60	0.62	0.65	0.59										
Mississauga-Toronto Border (Hwy427), SB, GPL											1.10	1.20	1.20	1.20	1.20	1.21	1.21	1.21	1.23	1.21
Mississauga-Toronto Border (Hwy427), SB, HOV												1.31	1.30	1.31	1.31	1.32	1.31	1.32	1.37	1.32
Total	**0.46**	**0.56**	**0.55**	**0.55**	**0.56**	**0.56**	**0.56**	**0.57**	**0.56**	**0.57**	**0.89**	**0.97**	**0.93**	**0.93**	**0.95**	**0.96**	**0.96**	**0.95**	**0.94**	**0.95**
Total (no Highways)	**0.45**	**0.52**	**0.50**	**0.51**	**0.52**	**0.51**	**0.51**	**0.53**	**0.50**	**0.54**	**0.73**	**0.83**	**0.78**	**0.79**	**0.81**	**0.81**	**0.81**	**0.81**	**0.77**	**0.82**

2041 AM Screenline	NB										SB									
E-W Screenlines	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred
South of Highway 401																				
Ninth Line	0.40	0.81	0.68	0.59	0.81	0.84	0.83	0.87	0.81	0.69	1.07	1.26	0.99	0.91	1.26	1.26	1.26	1.23	1.14	1.00
Winston Churchill Blvd	0.73	1.09	1.14	1.13	1.08	1.16	1.15	1.19	1.14	1.13	0.43	0.89	0.88	0.85	0.88	0.93	0.93	0.92	0.80	0.86
Creditview Road	1.01	0.97	0.98	0.97	0.97	1.03	1.02	1.06	0.96	0.96	0.71	0.81	0.80	0.80	0.81	0.86	0.85	0.82	0.71	0.81
Mississauga Road	0.99	1.08	1.05	1.07	1.08	1.28	1.27	1.30	1.27	1.11	0.95	1.16	1.14	1.15	1.16	1.39	1.40	1.40	1.42	1.16
Mavis Road	0.80	0.96	0.93	0.95	0.95	1.04	1.03	1.08	1.04	0.95	0.87	1.13	0.94	0.93	1.13	1.16	1.14	1.14	1.07	0.91
McLaughlin Road	0.83	1.03	1.02	1.02	1.02	1.05	1.04	1.07	1.00	1.02	1.16	1.31	1.26	1.25	1.32	1.34	1.33	1.32	1.28	1.24
Hurontario Street	1.23	1.77	1.77	1.76	1.77	1.66	1.66	1.70	1.62	1.77	0.81	1.15	1.14	1.14	1.15	1.17	1.15	1.16	1.14	1.13
Kennedy Road	0.75	1.09	1.07	1.38	1.09	1.05	1.05	1.07	0.98	1.21	0.86	1.06	1.06	1.13	1.06	1.09	1.08	1.08	1.02	1.02
Tomken Road	0.61	0.73	0.72	0.57	0.72	0.79	0.79	0.81	0.69	0.61	0.83	0.97	0.96	0.93	0.96	1.03	1.03	1.02	0.97	1.01
Dixie Road	0.80	0.78	0.78	0.75	0.77	0.84	0.84	0.87	0.80	0.76	1.58	1.85	1.84	1.61	1.85	2.36	2.35	2.35	2.36	2.02
Hwy 410 NB GPL	0.83	0.98	0.97	0.97	0.98	0.98	0.98	0.99	1.00	0.97										
Hwy 410 NB HOV	1.01	0.94	0.94	0.95	0.94	0.97	0.96	0.97	0.98	0.96										
Hwy 410 SB GPL											0.67	0.87	0.87	0.85	0.88	0.88	0.87	0.86	0.87	0.85
Hwy 410 SB HOV											0.64	0.75	0.75	0.74	0.76	0.76	0.76	0.75	0.76	0.74
Creekbank Road				0.24						0.28				1.01						1.08
West of Mississauga-Toronto Border (Renforth Drive)	1.08	1.14	1.17	1.16	1.14	1.13	1.13	1.15	1.13	1.10	1.14	1.21	1.19	1.13	1.21	1.24	1.23	1.22	1.31	1.17
West of Mississauga-Toronto Border (Renforth Drive), SB - Matheson Blvd											1.54	2.24	2.21	1.99	2.23	2.32	2.31	2.31	2.21	2.06
Total	**0.86**	**1.02**	**1.01**	**0.96**	**1.02**	**1.06**	**1.05**	**1.08**	**1.04**	**0.97**	**0.86**	**1.09**	**1.06**	**1.02**	**1.10**	**1.14**	**1.13**	**1.12**	**1.10**	**1.04**
Total (no Highways)	**0.87**	**1.05**	**1.02**	**1.04**	**1.04**	**1.10**	**1.10**	**1.13**	**1.07**	**0.95**	**0.96**	**1.22**	**1.16**	**1.20**	**1.22**	**1.29**	**1.29**	**1.28**	**1.23**	**1.05**
North of Highway 403 / Eastgate																				
Mississauga-Oakville boarder, NB	0.43	0.74	0.74	0.73	0.74	0.76	0.75	0.75	0.79	0.74										
Mississauga-Oakville boarder, SB											0.21	0.71	0.69	0.68	0.71	0.72	0.72	0.74	0.80	0.70
Winston Churchill Blvd	0.57	0.70	0.74	0.73	0.70	0.67	0.68	0.67	0.63	0.64	0.69	0.87	0.92	0.91	0.87	0.95	0.95	1.00	0.96	0.89
Glen Erin Road	0.20	0.55	0.54	0.52	0.56	0.54	0.52	0.53	0.30	0.53	0.58	0.79	0.78	0.78	0.80	0.85	0.85	0.89	0.79	0.82
Erin Mills Parkway	0.70	0.82	0.86	0.86	0.83	0.94	0.94	0.93	0.96	0.82	0.88	1.03	1.05	1.04	1.04	1.28	1.26	1.32	1.31	1.04
Mississauga Road	0.24	0.42	0.42	0.17	0.42	0.40	0.41	0.41	0.29	0.19	0.56	0.74	0.72	0.95	0.73	0.79	0.79	0.82	0.75	0.77
Creditview Road	0.53	0.72	0.73	0.87	0.72	0.75	0.73	0.70	0.62	0.75	1.14	1.31	1.30	1.23	1.31	1.33	1.31	1.40	1.34	1.28
Mavis Road	0.65	0.85	0.85	0.84	0.84	0.94	0.93	0.91	0.86	0.88	0.86	0.99	1.00	0.98	0.98	1.06	1.05	1.11	1.05	1.02
Confederation Road	0.56	0.83	0.83	0.83	0.83	0.85	0.83	0.82	0.75	0.83	0.85	1.03	1.05	1.03	1.03	1.04	1.01	1.04	0.99	1.03
Hurontario Street	0.64	0.76	0.75	0.75	0.75	0.77	0.77	0.76	0.70	0.74	0.79	1.16	1.17	1.16	1.16	1.20	1.16	1.18	1.15	1.17
Central Parkway East	0.76	0.97	0.96	0.96	0.96	0.98	0.97	0.97	0.91	0.96	0.73	0.96	0.97	0.94	0.96	0.99	0.96	0.98	0.95	0.94
Cawthra Rd NB	1.02	1.15	1.14	1.14	1.15	1.13	1.13	1.14	1.17	1.10										
Cawthra Rd SB											0.75	0.90	0.90	0.87	0.90	0.87	0.87	0.87	0.85	0.84
Tomken Road	0.82	0.98	0.98	1.00	0.97	1.12	1.11	1.13	1.08	1.08	0.25	0.30	0.32	0.28	0.30	0.33	0.32	0.31	0.24	0.32
Dixie Road	0.91	1.09	1.09	1.07	1.09	1.32	1.32	1.33	1.27	1.29	0.29	0.30	0.28	0.37	0.29	0.27	0.26	0.23	0.19	0.35
Total	**0.65**	**0.85**	**0.85**	**0.81**	**0.85**	**0.88**	**0.87**	**0.87**	**0.84**	**0.84**	**0.62**	**0.84**	**0.84**	**0.78**	**0.83**	**0.88**	**0.87**	**0.90**	**0.88**	**0.85**

2041 AM Screenline	NB										SB									
E-W Screenlines	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred
South of Burnhamthorpe Road																				
Mississauga-Oakville boarder (Ninth Line)	0.85	1.01	1.00	1.00	1.01	0.99	0.98	0.98	0.87	0.99	0.61	0.74	0.74	0.73	0.74	0.74	0.74	0.77	0.66	0.73
Winston Churchill Blvd	0.60	0.63	0.58	0.57	0.63	0.62	0.62	0.60	0.56	0.62	0.65	0.82	0.69	0.69	0.81	0.82	0.82	0.84	0.76	0.83
Glen Erin Road	0.16	0.48	0.46	0.44	0.48	0.46	0.45	0.45	0.23	0.45	0.58	0.72	0.69	0.68	0.73	0.73	0.73	0.77	0.72	0.72
Erin Mills Parkway	0.90	1.04	1.05	1.05	1.03	1.02	1.00	1.00	0.96	1.04	0.96	1.08	1.06	1.08	1.08	1.08	1.07	1.09	1.04	1.09
Mississauga Road	0.71	0.73	0.73	0.77	0.75	0.72	0.71	0.78	0.72	0.75	1.28	1.63	1.60	1.53	1.64	1.64	1.62	1.51	1.66	1.53
Creditview Road	0.48	0.64	0.63	0.66	0.64	0.73	0.72	0.71	0.60	0.72	0.79	0.85	0.85	0.90	0.86	0.92	0.92	0.92	0.86	0.98
Mavis Road	0.66	0.77	0.65	0.65	0.77	0.80	0.78	0.77	0.77	0.80	0.72	0.83	0.70	0.71	0.83	0.87	0.84	0.86	0.86	0.87
Confederation Road	0.52	0.67	0.65	0.65	0.68	0.63	0.62	0.61	0.58	0.62	0.56	0.52	0.50	0.50	0.53	0.52	0.50	0.51	0.51	0.49
Hurontario Street	0.78	0.91	0.94	0.95	0.92	0.95	0.92	0.92	0.90	0.93	0.59	0.69	0.70	0.69	0.69	0.67	0.73	0.74	0.76	0.72
Central Parkway East	0.78	0.86	0.84	0.83	0.86	0.84	0.83	0.83	0.79	0.83	0.52	0.55	0.47	0.44	0.55	0.52	0.54	0.55	0.52	0.52
Cawthra Road	0.53	0.78	0.77	0.77	0.78	0.79	0.77	0.79	0.72	0.78	0.69	0.78	0.77	0.77	0.78	0.77	0.75	0.75	0.68	0.75
Tomken Road	0.59	0.71	0.71	0.71	0.71	0.76	0.75	0.77	0.70	0.73	0.48	0.41	0.42	0.44	0.41	0.49	0.47	0.47	0.37	0.48
Dixie Road	0.75	0.92	0.90	0.89	0.91	0.95	0.94	0.95	0.93	0.94	0.64	0.71	0.69	0.71	0.70	0.71	0.70	0.71	0.69	0.74
Mississauga-Toronto Boarder (Ponytrail Drive)	0.39	0.57	0.55	0.55	0.57	0.57	0.57	0.57	0.53	0.50	0.65	0.60	0.60	0.63	0.61	0.60	0.59	0.59	0.49	0.62
Total	**0.65**	**0.80**	**0.77**	**0.77**	**0.80**	**0.80**	**0.79**	**0.79**	**0.73**	**0.80**	**0.69**	**0.79**	**0.73**	**0.74**	**0.77**	**0.78**	**0.78**	**0.79**	**0.75**	**0.79**
North of QEW																				
Mississauga-Oakville boarder (Winston Churchill Blvd)	0.81	0.80	0.83	0.81	0.79	0.78	0.77	0.77	0.72	0.78	0.64	0.52	0.57	0.55	0.52	0.53	0.52	0.54	0.48	0.51
Erin Mills Parkway	0.68	0.74	0.75	0.68	0.74	0.74	0.73	0.73	0.74	0.74	0.86	0.90	0.91	0.80	0.90	0.91	0.90	0.91	0.88	0.90
Mississauga Road	0.30	0.38	0.38	0.35	0.38	0.37	0.37	0.37	0.24	0.38	0.31	0.42	0.40	0.45	0.43	0.38	0.37	0.38	0.29	0.44
Hurontario Street	0.72	1.07	1.08	1.03	1.07	1.07	1.05	1.05	1.05	1.05	0.54	0.64	0.64	0.60	0.64	0.64	0.61	0.58	0.58	0.59
Cawthra Road	0.84	1.05	1.05	1.04	1.04	1.05	1.05	1.06	1.02	1.05	0.62	0.64	0.65	0.62	0.64	0.66	0.65	0.65	0.61	0.66
Dixie Road	0.42	0.74	0.75	0.61	0.73	0.68	0.67	0.69	0.69	0.61	0.63	0.95	0.95	0.92	0.92	0.85	0.85	0.85	0.74	0.84
Mississauga-Toronto Border (Dixie Road)	0.99	1.27	1.27	1.24	1.25	1.18	1.16	1.17	1.12	1.15	0.50	0.66	0.66	0.65	0.64	0.51	0.49	0.48	0.43	0.50
Total	**0.72**	**0.89**	**0.90**	**0.85**	**0.89**	**0.87**	**0.86**	**0.86**	**0.84**	**0.86**	**0.62**	**0.71**	**0.71**	**0.67**	**0.69**	**0.67**	**0.66**	**0.66**	**0.61**	**0.66**

*Parking sensitivity and speed reduction scenarios were developed from slight different assumptions than Transit 2 (New)

Table A4. North-south Screenline Results

2041 AM Screenline	EB										WB									
N-S Screenlines	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred
East of Mississauga-Oakville Border																				
Hwy 407 EB	0.51	0.73	0.73	0.71	0.73	0.76	0.76	0.78	0.81	0.74										
Hwy 407 WB											0.18	0.30	0.30	0.30	0.30	0.31	0.31	0.30	0.32	0.31
Hwy 401 EB GPL	0.92	1.11	1.10	1.09	1.10	1.11	1.11	1.12	1.13	1.10										
Hwy 401 EB HOV		1.18	1.16	1.15	1.18	1.20	1.20	1.19	1.22	1.15										
Hwy 401 WB GPL											0.62	0.62	0.62	0.62	0.62	0.62	0.61	0.62	0.63	0.61
Hwy 401 WB HOV												0.41	0.41	0.40	0.41	0.40	0.40	0.42	0.42	0.40
Derry Road West	0.78	1.19	1.16	1.11	1.20	1.16	1.15	1.15	1.08	1.18	0.38	0.70	0.61	0.58	0.70	0.71	0.69	0.80	0.79	0.61
Britannia Rd West	0.94	1.19	1.20	1.19	1.18	1.12	1.11	1.09	1.07	1.12	0.68	0.67	0.69	0.69	0.67	0.71	0.72	0.84	0.96	0.72
Eglinton Ave West	0.50	0.74	0.75	0.76	0.73	0.72	0.72	0.71	0.65	0.76	0.15	0.37	0.36	0.36	0.35	0.42	0.42	0.45	0.40	0.39
Hwy 403 EB GPL	1.00	1.05	1.04	1.04	1.04	1.03	1.03	1.03	1.04	1.04										
Hwy 403 EB HOV	1.00	1.07	1.07	1.07	1.07	1.06	1.06	1.05	1.06	1.07										
Hwy 403 WB GPL											0.59	0.71	0.71	0.71	0.71	0.70	0.70	0.71	0.73	0.71
Hwy 403 WB HOV											0.46	0.58	0.58	0.59	0.58	0.57	0.57	0.58	0.60	0.58
Burnhamthorpe Rd West	0.96	1.06	1.05	1.06	1.06	1.06	1.05	1.05	1.03	1.07	0.37	0.36	0.34	0.35	0.36	0.35	0.35	0.36	0.33	0.36
Dundas St	1.02	1.13	1.12	1.12	1.13	1.13	1.12	1.12	1.07	1.13	0.30	0.36	0.36	0.37	0.35	0.36	0.36	0.36	0.33	0.36
North Sheridan Way	0.74	0.98	0.99	0.98	0.98	0.98	0.98	0.99	1.01	0.98	0.02	0.04	0.03	0.03	0.04	0.04	0.03	0.04	0.04	0.03
QEW WB											0.91	0.99	0.99	0.99	0.99	0.99	0.98	0.99	1.01	0.99
QEW EB	1.05	1.15	1.14	1.15	1.15	1.15	1.15	1.14	1.20	1.15										
South Sheridan Way	0.54	0.70	0.71	0.72	0.70	0.72	0.72	0.72	0.64	0.72	0.07	0.23	0.23	0.21	0.24	0.23	0.23	0.23	0.12	0.24
Lakeshore Rd West	0.50	0.52	0.52	0.54	0.51	0.51	0.52	0.49	0.39	0.52	0.07	0.13	0.13	0.14	0.12	0.13	0.14	0.14	0.11	0.13
Total	**0.83**	**1.01**	**1.00**	**1.00**	**1.01**	**1.01**	**1.01**	**1.01**	**1.01**	**1.00**	**0.43**	**0.55**	**0.55**	**0.55**	**0.55**	**0.56**	**0.56**	**0.57**	**0.58**	**0.55**
Total (no Highways)	**0.79**	**1.01**	**1.01**	**1.00**	**1.01**	**0.99**	**0.99**	**0.98**	**0.93**	**1.00**	**0.29**	**0.41**	**0.41**	**0.41**	**0.42**	**0.44**	**0.44**	**0.48**	**0.47**	**0.42**

2041 AM Screenline	EB										WB									
N-S Screenlines	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred
East of Credit River																				
Derry Rd West	0.79	0.88	0.87	0.86	0.87	0.93	0.92	0.90	0.81	0.92	0.50	0.63	0.64	0.64	0.63	0.71	0.71	0.74	0.59	0.69
Hwy 401 EB GPL	1.24	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.17	1.16										
Hwy 401 EB HOV		1.25	1.25	1.24	1.25	1.25	1.25	1.25	1.27	1.26										
Hwy 401 WB GPL											0.92	0.72	0.72	0.72	0.73	0.73	0.72	0.74	0.74	0.71
Hwy 401 WB HOV												0.71	0.71	0.70	0.71	0.71	0.71	0.72	0.72	0.70
Britannia Rd West	1.23	1.32	1.32	1.07	1.32	1.27	1.26	1.27	1.19	1.11	0.81	0.84	0.85	0.72	0.85	0.86	0.85	0.88	0.82	0.72
Eglinton Ave West	1.03	1.13	1.13	1.00	1.13	1.23	1.22	1.22	1.07	1.12	0.35	0.51	0.51	0.44	0.51	0.67	0.67	0.71	0.63	0.63
Hwy 403 EB GPL	1.24	1.26	1.26	1.23	1.25	1.29	1.28	1.29	1.32	1.25										
Hwy 403 EB HOV	1.23	1.40	1.41	1.36	1.41	1.46	1.45	1.47	1.50	1.40										
Hwy 403 WB GPL											0.73	0.84	0.85	0.84	0.84	0.85	0.85	0.85	0.86	0.84
Hwy 403 WB HOV											0.56	0.79	0.79	0.79	0.78	0.79	0.79	0.79	0.81	0.78
McConnell Road				0.84										0.27						
Burnhamthorpe Rd West	1.11	1.23	1.23	0.97	1.23	1.23	1.21	1.24	1.12	1.01	0.52	0.79	0.80	0.61	0.79	0.78	0.74	0.72	0.65	0.56
Dundas St West	1.22	1.22	1.21	1.10	1.21	1.24	1.23	1.25	1.13	1.18	0.72	0.89	0.87	0.83	0.88	0.89	0.87	0.86	0.79	0.85
Queensway				0.89										0.46						
QEW WB											0.96	1.04	1.04	1.04	1.05	1.05	1.04	1.05	1.06	1.04
QEW EB	1.38	1.12	1.12	1.09	1.12	1.13	1.12	1.13	1.14	1.12										
Lakeshore Rd	1.47	1.35	1.35	1.32	1.35	1.35	1.35	1.37	1.24	1.35	0.76	0.90	0.91	0.87	0.90	0.89	0.89	0.89	0.84	0.90
Total	**1.21**	**1.18**	**1.18**	**1.11**	**1.18**	**1.20**	**1.20**	**1.20**	**1.18**	**1.16**	**0.73**	**0.80**	**0.80**	**0.75**	**0.80**	**0.82**	**0.82**	**0.83**	**0.80**	**0.78**
Total (no Highways)	**1.10**	**1.15**	**1.15**	**1.01**	**1.15**	**1.20**	**1.19**	**1.20**	**1.09**	**1.10**	**0.58**	**0.73**	**0.73**	**0.64**	**0.73**	**0.80**	**0.79**	**0.80**	**0.71**	**0.71**
East of Hurontario Street																				
Derry Rd East	0.77	0.86	0.79	0.79	0.86	0.85	0.86	0.87	0.84	0.78	0.53	0.57	0.52	0.53	0.58	0.60	0.60	0.59	0.51	0.53
Courtneypark Dr	0.81	0.89	0.80	0.81	0.89	0.89	0.89	0.90	0.84	0.81	0.13	0.40	0.35	0.32	0.40	0.39	0.40	0.36	0.33	0.30
Hwy 401 EB	1.06	1.01	1.00	0.99	1.01	1.01	1.01	1.02	1.03	1.01										
Hwy 401 WB											0.61	0.68	0.68	0.67	0.68	0.69	0.69	0.69	0.71	0.67
Britannia Road East	0.81	0.58	0.67	0.73	0.56	0.51	0.50	0.50	0.51	0.74	0.52	0.77	0.73	0.71	0.75	0.78	0.75	0.76	0.88	0.72
Matheson Bouelvard	1.02	1.07	1.06	1.07	1.06	1.09	1.09	1.10	1.06	1.06	0.31	0.32	0.27	0.28	0.33	0.34	0.34	0.30	0.24	0.27
Eglinton Ave East	0.75	0.83	0.81	0.82	0.82	0.82	0.81	0.82	0.79	0.82	0.14	0.23	0.22	0.21	0.24	0.34	0.32	0.28	0.25	0.29
Hwy 403 EB GPL	1.36	1.32	1.31	1.31	1.33	1.35	1.33	1.33	1.37	1.32										
Hwy 403 EB HOV	1.01	1.60	1.56	1.57	1.59	1.62	1.59	1.60	1.67	1.57										
Hwy 403 WB GPL											0.86	0.92	0.91	0.91	0.92	0.90	0.90	0.89	0.92	0.90
Hwy 403 WB HOV											0.64	0.93	0.92	0.92	0.93	0.91	0.90	0.90	0.92	0.90
Rathburn Road	0.56	0.83	0.74	0.74	0.79	0.80	0.75	0.74	0.66	0.69	0.06	0.21	0.15	0.14	0.20	0.19	0.13	0.17	0.13	0.14
Burnhamthorpe Rd East	0.76	0.91	0.77	0.79	0.91	0.88	0.83	0.83	0.79	0.82	0.54	0.76	0.61	0.63	0.76	0.71	0.69	0.71	0.68	0.69
Dundas St East	0.83	0.78	0.76	0.78	0.78	0.81	0.78	0.78	0.74	0.79	0.57	0.69	0.70	0.71	0.70	0.70	0.69	0.71	0.62	0.70
Queensway East	0.80	0.79	0.78	0.79	0.79	0.80	0.78	0.78	0.72	0.79	0.51	0.71	0.72	0.72	0.72	0.72	0.71	0.70	0.66	0.72
North Service Rd	0.82	1.01	1.01	0.97	1.02	1.02	1.02	1.04	0.98	1.02	0.21	0.48	0.46	0.45	0.47	0.48	0.50	0.54	0.42	0.52
QEW WB											0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
QEW EB	1.18	1.24	1.23	1.22	1.24	1.25	1.24	1.24	1.30	1.24										
South Service Rd	0.88	0.72	0.72	0.70	0.72	0.75	0.74	0.72	0.64	0.71	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Lakeshore Rd East	1.04	0.98	0.98	0.97	0.98	0.98	0.95	0.96	0.86	0.96	0.61	0.93	0.93	0.93	0.93	0.93	0.91	0.94	0.83	0.92
Total	**0.99**	**1.03**	**1.00**	**1.00**	**1.03**	**1.04**	**1.03**	**1.04**	**1.04**	**1.02**	**0.58**	**0.69**	**0.67**	**0.66**	**0.69**	**0.71**	**0.70**	**0.70**	**0.70**	**0.68**
Total (no Highways)	**0.78**	**0.85**	**0.81**	**0.82**	**0.85**	**0.85**	**0.83**	**0.83**	**0.79**	**0.83**	**0.38**	**0.55**	**0.50**	**0.50**	**0.54**	**0.57**	**0.55**	**0.55**	**0.51**	**0.52**

2041 AM Screenline	EB										WB									
N-S Screenlines	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred	2016	Base	Road 1	Road 2	Transit 1	Transit 2	Transit 2 (New)	Park Sens*	Speed Red*	Draft Preferred
East of Highway 403/410/Cawthra																				
Derry Rd East	1.43	1.40	1.38	1.37	1.39	1.53	1.52	1.55	1.49	1.51	0.45	0.48	0.45	0.47	0.48	0.48	0.48	0.47	0.39	0.44
Courtneypark Dr	1.46	1.24	1.26	1.15	1.24	1.29	1.28	1.31	1.26	1.20	0.31	0.24	0.24	0.25	0.25	0.25	0.25	0.25	0.23	0.25
Britannia Road East				0.99						1.01				0.44						0.40
Hwy 401 WB Collector											0.34	0.54	0.54	0.54	0.54	0.44	0.45	0.45	0.48	0.46
Hwy 401 WB Express											0.59	0.71	0.71	0.68	0.71	0.73	0.73	0.73	0.74	0.69
Hwy 401 EB Collector	0.94	1.05	1.05	1.04	1.05	1.06	1.06	1.06	1.08	1.05										
Hwy 401 EB Express		0.69	0.68	0.67	0.69	0.70	0.69	0.70	0.71	0.68										
Matheson Boulevard	1.08	1.12	1.13	1.04	1.13	1.20	1.19	1.21	1.15	1.13	0.55	0.65	0.64	0.59	0.66	0.57	0.58	0.56	0.48	0.56
Eglinton Ave East	1.33	1.44	1.41	1.36	1.43	1.64	1.63	1.64	1.61	1.57	0.12	0.15	0.12	0.09	0.15	0.13	0.13	0.12	0.15	0.12
Rathburn Road	0.94	1.04	0.98	0.96	1.04	1.09	1.08	1.08	0.96	1.04	0.26	0.37	0.35	0.37	0.38	0.43	0.37	0.39	0.28	0.43
Eastgate Parkway	1.14	1.31	1.28	1.22	1.31	1.38	1.35	1.36	1.36	1.29										
Burnhamthorpe Rd East	0.91	0.95	0.92	0.91	0.95	0.99	0.98	0.98	0.92	0.96	0.52	0.68	0.62	0.63	0.68	0.70	0.69	0.69	0.66	0.69
Bloor St	0.80	0.90	0.87	0.85	0.90	0.93	0.91	0.91	0.80	0.90	0.25	0.52	0.51	0.51	0.53	0.59	0.59	0.61	0.53	0.59
Dundas St East	0.70	0.94	0.93	0.91	0.94	0.96	0.95	0.95	0.86	0.95	0.36	0.59	0.58	0.57	0.59	0.61	0.61	0.62	0.51	0.60
Queensway East	1.02	1.09	1.08	1.08	1.10	1.11	1.10	1.10	1.03	1.10	0.61	0.82	0.81	0.78	0.82	0.86	0.86	0.86	0.78	0.86
North Service Rd	0.70	0.84	0.82	0.79	0.83	0.85	0.84	0.84	0.77	0.83	0.24	0.19	0.15	0.41	0.18	0.16	0.16	0.12	0.02	0.15
QEW WB											0.97	0.99	0.99	0.99	0.99	0.99	0.99	0.99	1.03	0.99
QEW EB	1.41	1.39	1.39	1.38	1.39	1.40	1.40	1.41	1.46	1.39										
South Service Rd	0.53	0.40	0.40	0.38	0.41	0.43	0.41	0.38	0.24	0.36	0.22	0.20	0.20	0.20	0.21	0.26	0.26	0.25	0.25	0.23
Lakeshore Rd East	0.81	0.71	0.71	0.72	0.71	0.73	0.73	0.71	0.70	0.72	0.37	0.56	0.55	0.53	0.56	0.56	0.56	0.59	0.52	0.57
Total	0.88	1.10	1.09	1.07	1.10	1.12	1.12	1.12	1.11	1.09	0.41	0.62	0.61	0.60	0.62	0.64	0.64	0.64	0.63	0.62
Total (no Highways)	1.05	1.11	1.09	1.05	1.11	1.15	1.14	1.14	1.08	1.10	0.39	0.48	0.46	0.44	0.48	0.49	0.49	0.49	0.44	0.49
West of Mississauga-Toronto Border																				
Derry Rd East	0.80	0.79	0.78	0.79	0.79	0.70	0.70	0.70	0.61	0.70	0.98	1.10	1.09	1.09	1.10	1.03	1.03	1.03	0.93	1.02
Hwy 409 WB											0.52	0.60	0.60	0.60	0.59	0.60	0.60	0.61	0.60	0.60
Hwy 409 EB	0.23	0.21	0.20	0.20	0.21	0.21	0.21	0.20	0.17	0.21										
Dixon Rd/ Airport Rd	0.57	0.59	0.59	0.58	0.59	0.61	0.61	0.60	0.56	0.59	0.73	0.79	0.79	0.80	0.79	0.80	0.80	0.81	0.76	0.80
Hwy 401 WB											0.77	0.89	0.89	0.92	0.89	0.90	0.90	0.90	0.91	0.93
Hwy 401 EB	0.99	1.02	1.02	1.01	1.02	1.03	1.03	1.03	1.04	1.02										
Eglinton Avenue	1.18	1.32	1.29	1.34	1.32	1.15	1.15	1.17	1.08	1.22	0.64	0.69	0.66	0.56	0.69	0.76	0.75	0.76	0.74	0.68
Burnhamthorpe Rd East	1.18	1.17	1.00	1.02	1.17	1.18	1.17	1.19	1.13	1.19	0.68	0.83	0.70	0.70	0.84	0.85	0.84	0.85	0.83	0.82
Bloor St	1.00	0.97	0.87	0.88	0.97	0.97	0.97	0.98	0.93	0.97	0.31	0.49	0.36	0.37	0.49	0.50	0.49	0.49	0.41	0.46
Dundas St East HOV	0.90										0.54									
Dundas St East GPL	0.93	0.89	0.88	0.88	0.88	0.88	0.87	0.90	0.86	0.88	0.64	0.80	0.81	0.80	0.80	0.80	0.81	0.80	0.76	0.79
The Queensway	0.76	0.71	0.70	0.70	0.70	0.67	0.66	0.67	0.64	0.67	0.60	0.81	0.81	0.78	0.80	0.70	0.69	0.69	0.65	0.71
QEW WB											0.88	0.93	0.93	0.93	0.93	0.92	0.93	0.92	0.92	0.94
QEW EB	1.20	1.27	1.27	1.27	1.27	1.27	1.27	1.28	1.28	1.26										
Lakeshore Rd East	1.17	1.25	1.24	1.23	1.23	1.23	1.23	1.27	1.21	1.25	0.53	0.52	0.52	0.54	0.51	0.51	0.51	0.48	0.43	0.48
Total	0.90	0.93	0.92	0.91	0.93	0.92	0.91	0.92	0.90	0.91	0.45	0.50	0.49	0.82	0.50	0.49	0.82	0.82	0.81	0.83
Total (no Highways)	0.91	0.92	0.89	0.90	0.91	0.88	0.88	0.89	0.83	0.89	0.67	0.79	0.75	0.74	0.78	0.77	0.77	0.77	0.72	0.75

*Parking sensitivity and speed reduction scenarios were developed from slight different assumptions than Transit 2 (New)