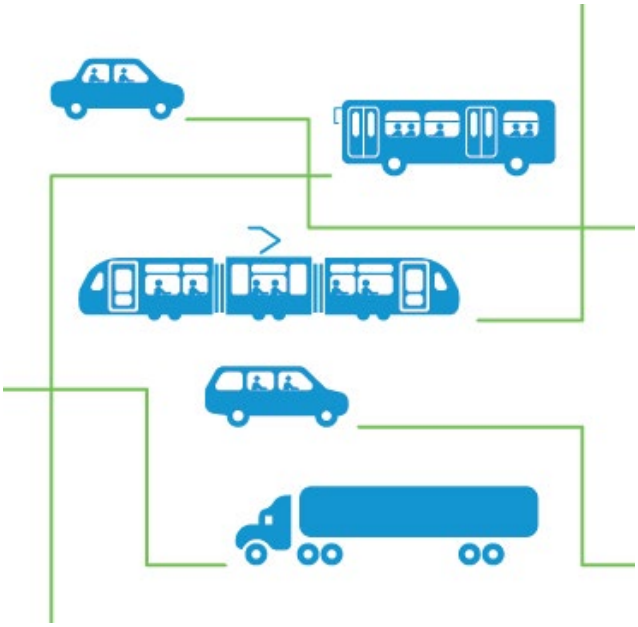

Existing Conditions and Directions Report

City of Mississauga

Transit and Road Infrastructure Plan

June 2021

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1 Introduction

In 2019, the City of Mississauga completed its first Transportation Master Plan. Through public and stakeholder engagement, research and analysis, the final Mississauga Transportation Master Plan (MTMP) is a framework to guide City policy planning and direct investment in the City's transportation system.

The Mississauga TMP identified 91 actions for the City to undertake to realize the plan. Two of those actions are the driving force of the Transit and Road Infrastructure Plan:

> **Action 15: Long-term transit network plan**
>
> Complete a comprehensive review of the City's long-term transit network, including a potential high-frequency network, and update the associated schedule that appears in the Mississauga Official Plan.
>
> **Action 16: Long-term road network plan**
>
> Complete a comprehensive review of the City's long-term road network, and update the associated schedule that appears in the Mississauga Official Plan.

1.1 Transit and Road Infrastructure Plan

The Transit and Road Infrastructure Plan (TRIP) was initiated in August 2020 to build upon the strategic vision and goals of the MTMP to address two of the recommended actions. The Transit and Road Infrastructure Plan will follow a traditional master plan approach as identified in the Municipal Class Environmental Assessment process such that the recommendations of this study can proceed to subsequent design and implementation phases.

The Transit and Road Infrastructure Plan will:

- Assess existing conditions and future opportunities
- Identify a problem and opportunity statement
- Identify and analyze alternative solutions
- Evaluate and select the preferred alternative
- Develop the preferred network solution
- Include public and stakeholder consultation throughout

1.2 Other Studies/Plans to address TMP Actions

The City of Mississauga is undertaking a number of parallel studies to address other recommended actions of the MTMP. These studies must all work together to support the integrated vision of the MTMP.

Plan	Mississauga TMP Action
Changing Lanes	**Action 1: Complete Streets design guidelines** Create and apply Compete Streets design guidelines and implementation plan that specify the types of infrastructures and streetscape elements that may be suitable for different classes of road. **Action 2: Road classification system** Revise the City's Road Classification system to recognize movement and placemaking function of streets, incorporate into City's transportation planning practices and update Mississauga Official Plan accordingly.
Pedestrian Master Plan	**Action 14: Pedestrian network plan** Identify and address gaps and inconsistencies in the pedestrian network, with special attention to connectivity and accessibility standards, by conducting a detailed audit.
Cycling Master Plan	Completed in 2018, the Cycling Master Plan identified a long-term cycling network for the City. The related TMP action is for the implementation program for the long-term cycling network. **Action 59: Long-term cycling network** Establish implementation program for long-term cycling network, as it appears in the Cycling Master Plan.

The City of Mississauga is also undertaking an Official Plan Review to address conformity with provincial and regional policy such as the 2019 Provincial Growth Plan and 2020 Provincial Policy Statement; simplify Official Plan policy and reduce duplications, be innovative and consider policy best practices and new trends; and provide certainty in policy direction. The recommended networks that will be developed through the Transit and Road Infrastructure Plan will also update the relevant schedules of the Official Plan.

2 Policy Context

Provincial, regional, and municipal policy context inform the direction of the Mississauga Transit and Road Infrastructure Plan study. Key policies pertinent to the study are described in the following sections.

2.1 Provincial Policy Context

Relevant provincial plans and policies are summarized in the following sections.

2.1.1 Provincial Policy Statement 2020

The Provincial Policy Statement provides direction on land use planning and development as well as the transportation system. Relevant policies to the development of the long-term road and transit network include:

1.6.1 *Infrastructure* and *public service facilities* shall be provided in an efficient manner that prepares for the *impacts of a changing climate* while accommodating projected needs. Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they are:
a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
b) available to meet current and projected needs.

1.6.3 Before consideration is given to developing new *infrastructure* and *public service facilities*:
a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
b) opportunities for adaptive re-use should be considered, wherever feasible.

1.6.7.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use should be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

1.6.7.3 As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation*.

1.6.8.2 *Major goods movement facilities and corridors* shall be protected for the long term.

2.1.2 Growth Plan for the Greater Golden Horseshoe

Originally adopted in 2006, the 2019 Growth Plan update sets forth a framework for implementing the Government of Ontario's 2041 vision for building stronger, prosperous communities by better managing growth in the region. In Mississauga, the Growth Plan identifies Downtown Mississauga as an Urban Growth Centre.

The Growth Plan envisions an integrated transportation network that provides easy travel within and between urban centres where transit and active transportation are practical elements of the transportation system.

2.1.3 Metrolinx 2041 Regional Transportation Plan (2018)

The Regional Transportation Plan (RTP) published by Metrolinx is a region-wide plan to integrate multi-modal regional transportation systems throughout the Greater Toronto and Hamilton Area (GTHA). The RTP supports Ontario's Growth Plan for the Greater Golden Horseshoe (2019) and identifies transportation planning policies for the GTHA including the City of Mississauga. Projects envisioned for 2041 within the City of Mississauga include Hurontario LRT, 15-minute all-day two-way GO service on all corridors, Dundas BRT, and Priority Bus Routes along corridors such as Eglinton Avenue, Britannia Road and Derry Road.

Transportation projects identified in the Metrolinx RTP are detailed in **Section 3.2.5**

2.2 Regional Policy Context

2.2.1 Region of Peel Official Plan (2018 Office Consolidation)

Peel Region's Official Plan provides Regional Council with a long-term policy framework for decision-making by setting a regional context for detailed planning. The Official Plan has guiding policies for protecting the environment, managing resources, directing growth in all forms, and sets the basis for providing Regional services in an efficient and effective manner. The policies in the Official Plan encourage a sustainable transportation system within Peel Region by:

- Considering all modes of travel and promoting the efficient movement of people and goods (with a focus on moving people by modes other than single-occupant automobiles);
- Maximizing the use of existing transportation infrastructure;
- Increasing travel choices to meet diverse needs;
- Minimizing the environmental and health impacts of transportation;
- Supporting economic development;
- Considering social and cultural objectives;
- Promoting the integration of transportation planning and land use planning; and
- Developing predictable and sustainable funding for a multi-modal transportation system.

2.2.2 Peel Region Long Range Transportation Plan (2019)

Peel Region's Long Range Transportation Plan (LRTP) guides transportation planning and infrastructure needs in the Region and sets out the blueprint to accommodate anticipated growth to 2041. It serves as the basis for the Region's Transportation Infrastructure Programming, Transportation Capital Budget and 10-year Program, and the Development Charges capital program.

The LRTP will inform future Regional capital projects within the City of Mississauga.

2.2.3 Peel Region Sustainable Transportation Strategy (2018)

The Sustainable Transportation Strategy (STS) is a policy document that provides a framework to make travelling in Peel Region more environmentally sustainable. Goals of the strategy include increasing the mode share of transit, walking, cycling, carpooling and telework from 37% currently within the Region to 50% sustainable mode share by 2041.

In addition, the STS lays out the framework to accommodate growth while prioritizing environmental, societal, and economic sustainability while also contributing to a Regional transportation system that is safe, convenient, efficient, multi-modal, well-integrated, and sustainable. Key strategies include improving multimodal connections to transit and making Regional roads more supportive of transit.

2.2.4 Major Transit Station Area Focus Area – Policy Directions Report (2020)

Published in May 2020 by Peel Region, this report gives background information and identifies Major Transit Station Areas (MTSAs) within Peel Region. MTSAs within the City of Mississauga are located near higher-order transit corridors such as the Milton GO line and future Hurontario LRT and Dundas BRT. The report also provides direction for the Region to conform to the plans and policies laid out by the Province, including transit-oriented developments and transit priority corridors.

2.2.5 Peel Region Goods Movement Strategic Plan (2017)

The Goods Movement Strategic Plan outlines strategic actions for goods movement in Peel Region. It combines initiatives based on current needs and long-term vision for the Region's goods movement system. The study outlines important corridors that support the significance of Peel Region as a freight hub in Canada.

The goods movement network connects through Mississauga's employment areas and corporate centers with access to Highway 401, Highway 403, Highway 407 and Queen Elizabeth Way.

2.2.6 Peel Region Long Combination Vehicle (LCV) Usage Study (2019)

The Long Combination Vehicle Usage Study is a report outlining the analysis and subsequent actions that can be taken to expand and encourage the use of long combination vehicles in the Region of Peel. In Ontario, long combination vehicles (LCVs) consist of a tractor pulling two trailers up to 40 m in length. LCVs are restricted to specific highways and roads. The LCV

Usage Study identified LCV route expansions in and around the Meadowvale Corporate Centre and Airport Employment Area.

2.2.7 Peel Region Road Characterization Study (RCS) (2013)

The Road Characterization Study examines the objectives, needs, and intended functions of arterial roads owned by the Region in order to prioritize the competing demands for arterial road function. The study characterizes roads based on functionality and adjacent land use while accounting for intensification and future development. In Mississauga, the Regional roads have been mainly characterized as Suburban Connectors with some Urban Main Streets and Commercial Connectors. In the Airport Employment area, the Regional roads are characterized as Industrial Connectors. The intended functions of Regional roads will be considered in the study

2.2.8 Region of Peel Vision Zero Road Safety Strategic Plan (2018-2022)

This plan sets out the vision, goals, objectives, and actions to create safer roads in Peel Region based on the concept of Vision Zero, which holds that no loss of life as a result of motor vehicle collision is acceptable.

In 2019, the City of Mississauga passed a resolution to adopt Vision Zero and the City's Transportation Master Plan committed to a Vision Zero approach to transportation (see **Section 2.3.4**).

2.3 Municipal Policies and Context

2.3.1 City of Mississauga Official Plan (2019 Consolidation)

The City's Official Plan (OP) provides policies that guide and direct the physical structure of the City. Policies include creating a multimodal transportation system that can support transit and automobile modes while encouraging active transportation.

2.3.2 Our Future Mississauga – Strategic Plan (2009)

The City's Strategic Plan is supported by five Strategic Pillars of Change – Move, Belong, Connect, Prosper, and Green. Key considerations for the future vehicle and transit network include:

- Connecting the communities within Mississauga and within the Greater Golden Horseshoe to support a 24-hour city;
- Building a reliable and convenient system to make transit faster and a more affordable alternative, with a transit stop within walking distance to every home and an intricate web of higher-order transit;
- Directing growth by supporting transit-oriented development policies and deliberate civic actions.

2.3.3 Mississauga Climate Change Action Plan (2020)

The Mississauga Climate Change Action Plan (MCCAP) lays out a clear course of action for the City of Mississauga over a 10-year period to mitigate and adapt to climate change. This includes a reduction in greenhouse gas emissions of 80% by 2050 and an increase in resilience and capacity of City assets to withstand and respond to current and future climate events. A key action item of the MCCAP that will be considered in the Transit and Road Infrastructure Plan includes shifting towards Low Emissions Mobility, which includes supporting a shift to lower-emission transportation modes such as low or zero-emission transit and cycling.

2.3.4 Mississauga Transportation Master Plan (2019)

Mississauga Moves, the Mississauga Transportation Master Plan (MTMP), outlines the visions, goals, and action items that will guide Mississauga's transportation system until the year 2041. The City's inaugural Transportation Master Plan, approved by council in 2019, provides the City with an important first step in identifying a transformative vision: In Mississauga, everyone and everything will have the freedom to move safely, easily, and efficiently to anywhere at any time.

The MTMP outlines 91 actions for the City to undertake to achieve this vision, including a series of mode-specific plans to establish a preferred long-term network for each mode and to determine strategic priorities for program development and infrastructure investment. The Mississauga Transit and Road Infrastructure Plan (this study) aims to achieve two of the actions of the MTMP – Action 15 a long-term transit network and Action 16 a long-term road network.

A potential third action to be addressed by TRIP is to undertake a mode share study (Action 11) to translate the city-wide sustainable mode share targets to more specific targets by mode, geographic area, land use and its effects on City policies and practices.

The MTMP places a high priority on safety and advancing Vision Zero by supporting hazard-free travel and striving for zero fatalities on its roadways.

2.3.5 MiWay Five (2016-2020) / MiWay Next Five

MiWay Five is a transit service plan completed every 5 years to refine and expand the City's transit network. Major objectives include:

- Creating a better network;
- Strengthening service, quality, and reliability; and
- Achieving better service delivery.

For the upcoming MiWay Next Five plan, efforts will be guided by the principles of building a responsive system for changing travel needs, exploring new transportation options, and new policy initiatives and plans to support growth in guiding and shaping the city.

2.3.6 Changing Lanes – Complete Streets Guidelines (ongoing)

The ongoing Changing Lanes study will develop a new street classification system and Complete Streets Guidelines for the City of Mississauga. As part of this work, the study undertook a comprehensive diagnostic assessment of the current street conditions including the existing and planned road and transit networks, land use, equity, modal priorities, capacity constraints, and aspects related to operations, maintenance and safety. Analyses in Changing Lanes and TRIP studies will be shared; future network needs will be used to inform street classification and future street classification will be used to inform the appropriateness of future network expansions.

The draft Changing Lanes – Street Classification Report was completed in February 2021. The recommendations will be considered in future stages of the TRIP study.

2.3.7 Mississauga Cycling Master Plan (2018)

The Cycling Master Plan (CMP) outlines cycling infrastructure planning and design best practices to improve cycling in Mississauga. The recommended cycling network integrates new facilities with the existing network, providing continuous and barrier-free routes that are safe and comfortable to key destinations, transit, and neighbourhoods.

Implementing the long-term cycling network is Action 59 of the MTMP.

2.3.8 Parking Master Plan and Implementation Strategy (2019)

The City's Parking Master Plan and Implementation Strategy outlines actions to improve efficiency and effectiveness of parking resources, recognizing that private vehicles will continue to be a preferred mode of choice for many residents and workers even with the encouraged shift to sustainable modes of travel. The strategies and plans from the Parking Strategy will inform the TRIP study.

2.3.9 Downtown Movement Plan (ongoing)

The City has initiated the Downtown Movement Plan (DMP) study to identify transportation infrastructure and policies required to support and guide the continued development of Downtown Mississauga, a designated Urban Growth Centre.

Recommendations pertaining to the Downtown area from the Downtown Movement Plan will be incorporated into the TRIP study.

2.3.10 Pedestrian Master Plan (ongoing)

The City's Pedestrian Master Plan will shape how pedestrian connections are designed and help create safer places for walking throughout Mississauga. The plan will provide a reference for all pedestrian projects to 2041 and support the City's commitment to Vision Zero.

This study is currently underway; recommendations will be incorporated in the TRIP study.

3 Existing Conditions

3.1 Road Network

3.1.1.1 Existing Road Network

The City of Mississauga has a conventional road classification system, consisting of arterial, major collector, minor collector, and local roads with additional sub-classifications that consider adjacent land uses. The City's road classification system is shown in **Figure 3-1**.

The road network includes City roads, Peel Regional Roads, provincial 400-series highways (Highways 401, 403, 409, 410, 427 and Queen Elizabeth Way), and 407 Express Toll Route (407ETR).

3.1.2 Road Lanes and Rights-of Way

The number of lanes on Mississauga roads range from 1 to 6 lanes (total, for both directions of travel) as shown in **Figure 3-2** for roads under City of Mississauga jurisdiction. Higher capacity roads, typically with six lanes, connect to the central area of Mississauga including Mavis Road, Hurontario Street, Eglinton Avenue, as well as sections of Burnhamthorpe Road and Dundas Street.

Most collectors and arterials have right-of-way (ROW) widths of at least 30 m and up to 67 m. as shown in **Figure 3-3**. Wider ROW presents opportunities to allocate space within the corridor for all travel modes and other public uses.

Given physical limitations of road rights-of-way widths, increasing travel capacity and throughput on the City's arterial network should consider higher-order quality transit and active transportation facilities as alternatives to road widening.

3.1.3 Road Network Performance

Based on the City's travel demand model, existing (2016) travel demand is generally well accommodated by the road network with some localized areas of congestion. The afternoon peak hour network performance is shown in **Figure 3-4**. Some notable areas that are approaching capacity (shown in yellow) or at capacity (shown in red) include roads that cross the Credit River and that provide access to or across 400-series highways.

Figure 3-1. Existing Road Classification

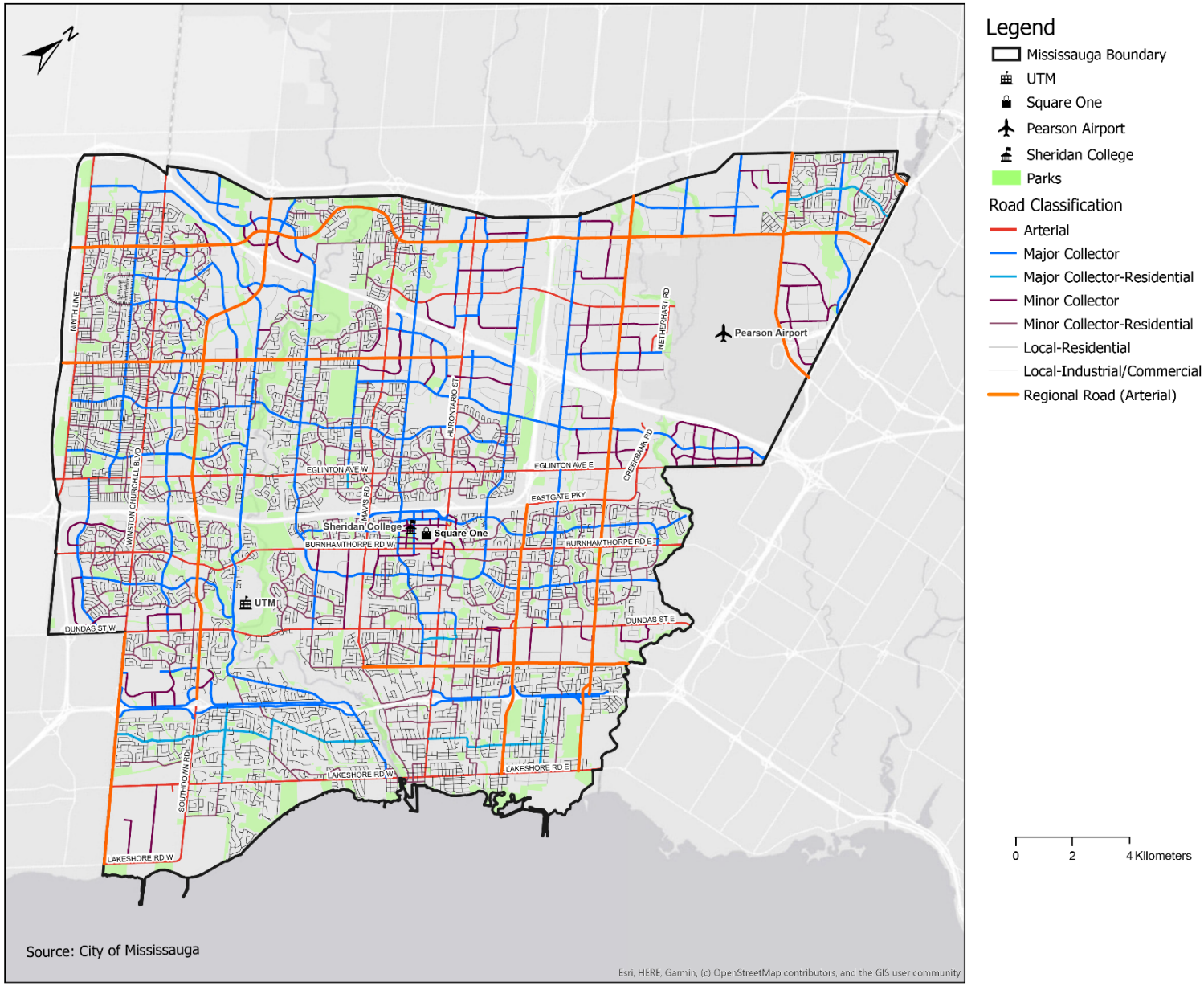


Figure 3-2. Existing Number of Lanes (City of Mississauga roads only)

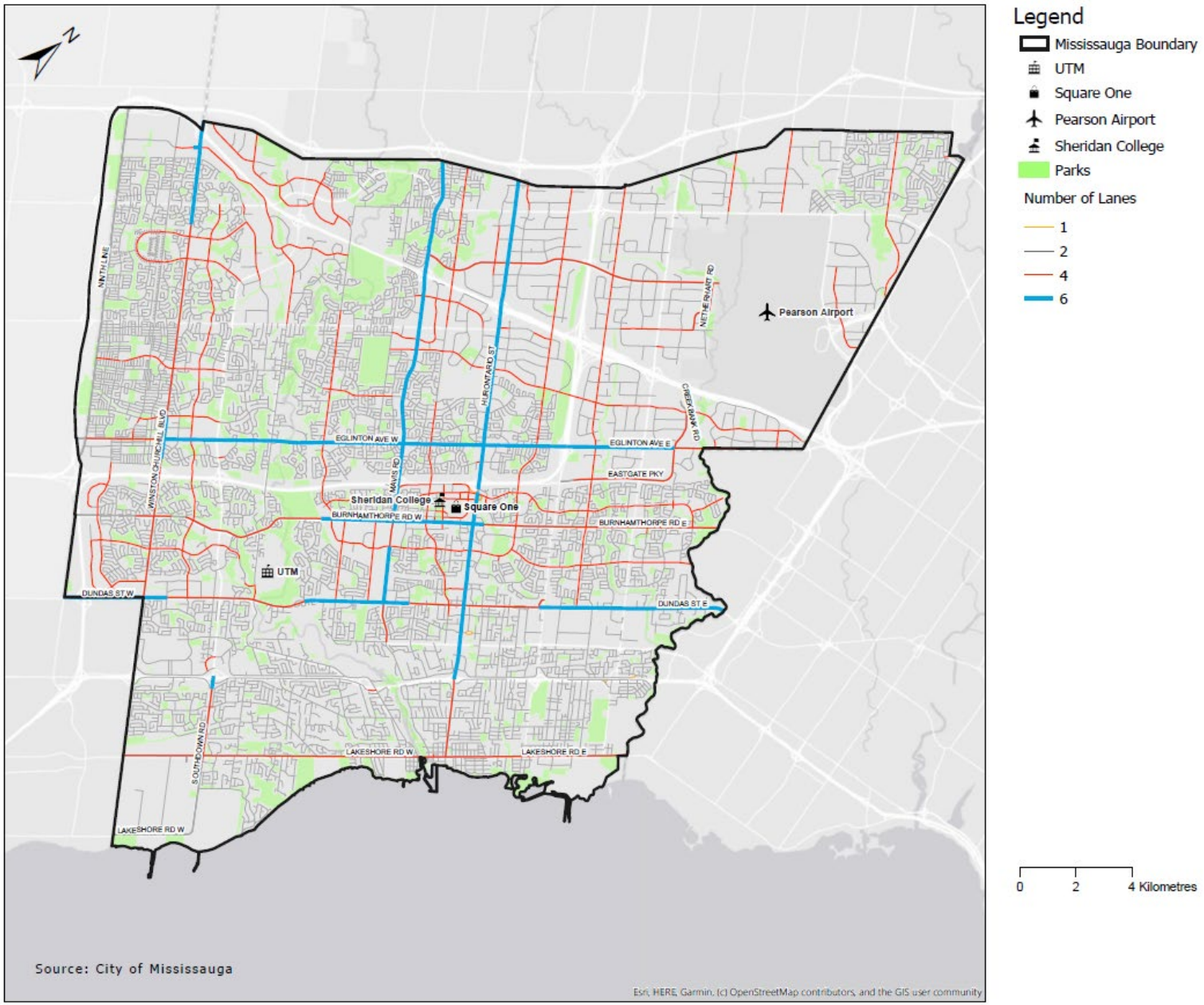


Figure 3-3. Existing Right-of-Way Width (City of Mississauga roads only)

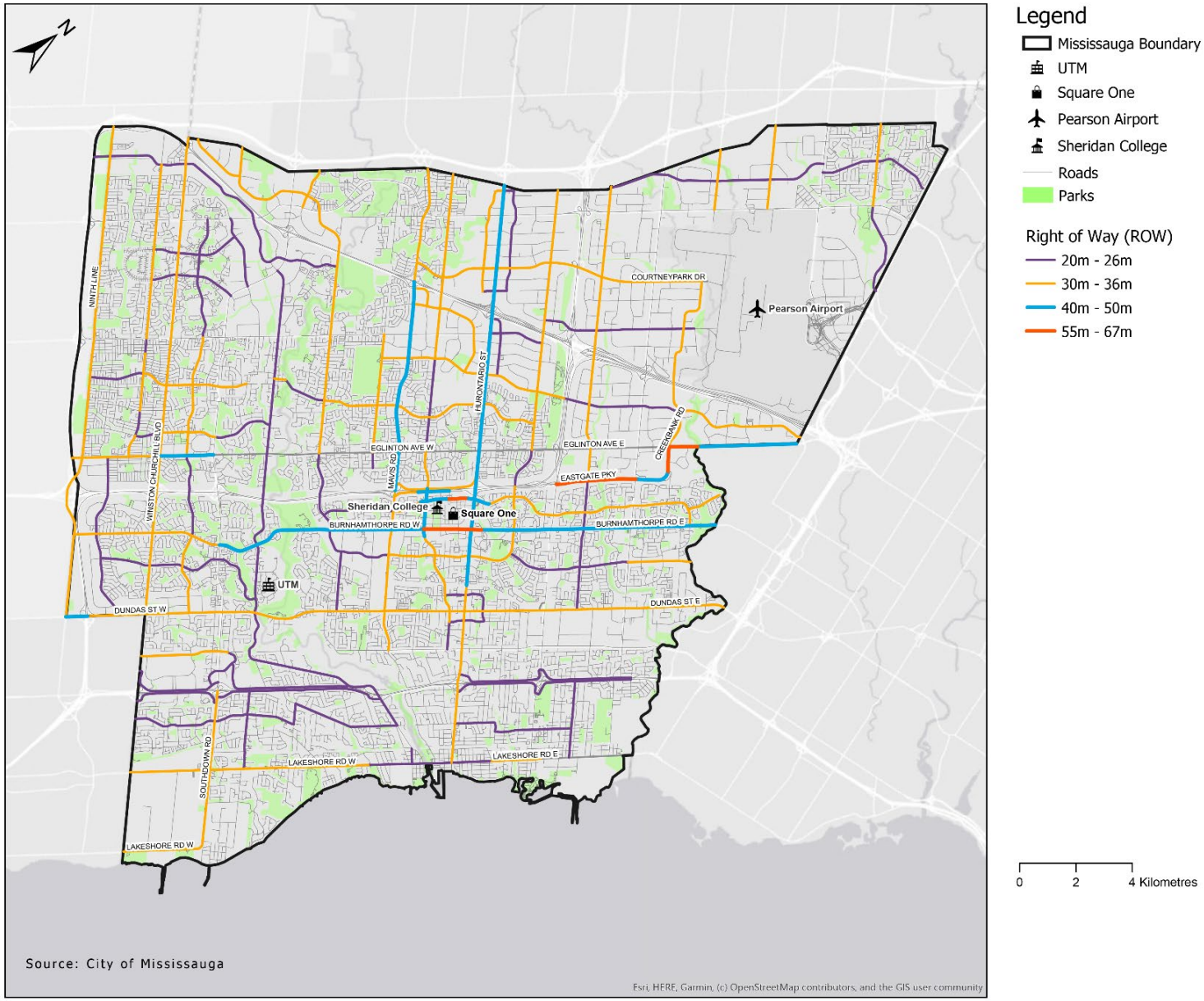
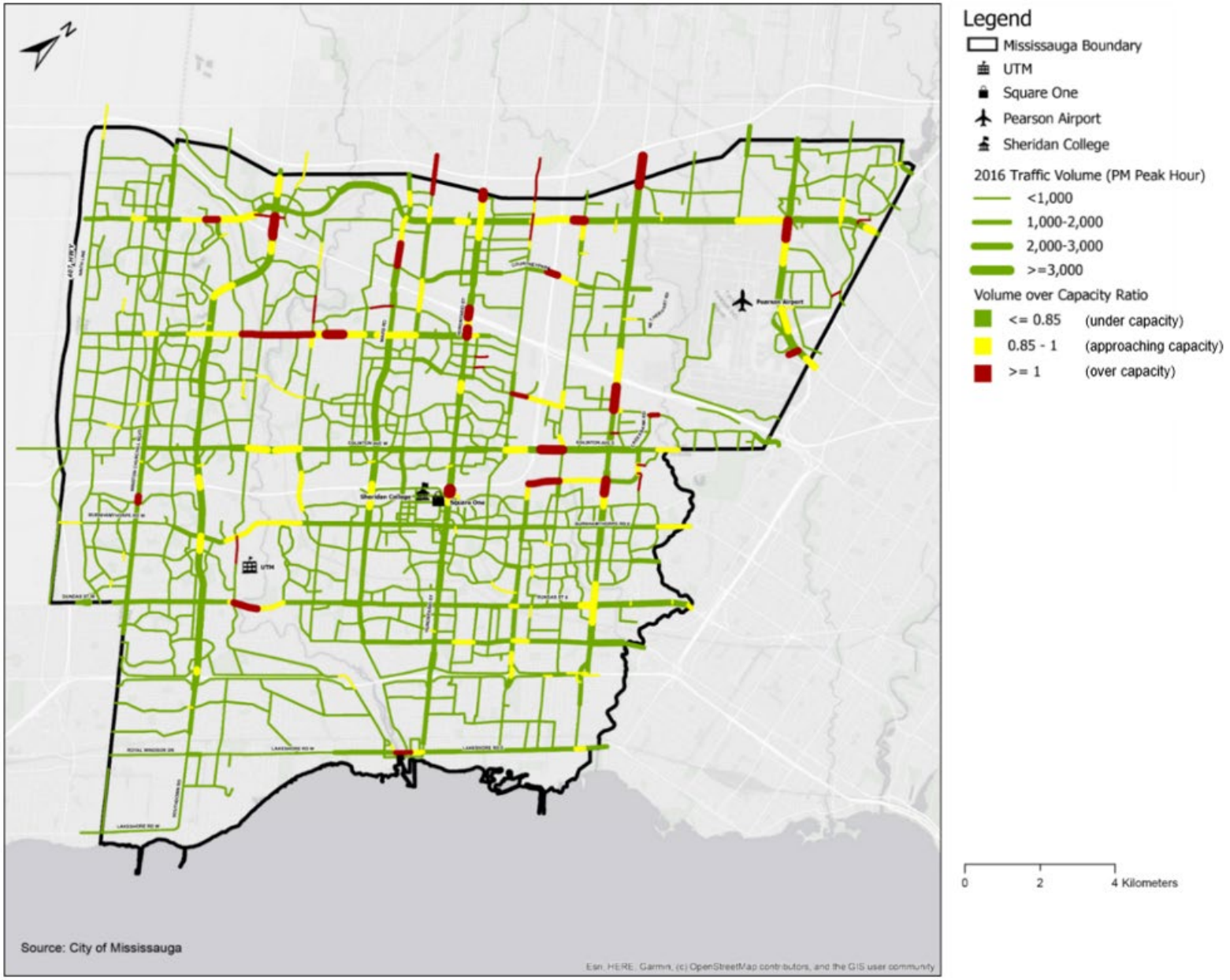


Figure 3-4. 2016 Volumes and Network Performance (peak direction), PM Peak Hour



3.1.4 Goods Movement Network

Goods movement by truck has an important role in the City of Mississauga, particularly to, from and within the extensive Employment Areas adjacent to Pearson Airport. Peel's goods movement network was established in 2013 as an outcome of the 2012 Strategic Goods Movement Plan. The network identifies primary and connector truck routes for safe and effective routing through Peel Region. **Figure 3-5** shows the role of the goods movement network in connecting Employment Areas and Corporate Centres to 400-series highways and the airport.

A key action item of Peel Region's Goods Movement Strategic Plan was the expansion and promotion of Long Combination Vehicle (LCV) usage. In Ontario, LCVs are up to 40 m in length consisting of a tractor pulling two full-length trailers. Due to their length, LCVs are only allowed to travel on a designated LCV network. The 2019 Peel Region LCV Usage Study aimed to accommodate and encourage the use of LCVs in Peel Region through expansion of the network to support potential future areas of LCV usage. **Figure 3-6** shows existing (red and blue lines) and potential future (orange dashed lines) LCV routes within the City of Mississauga.

A heatmap of truck volumes on municipal roads under Mississauga's jurisdiction, **Figure 3-7,** is shows a higher concentration of trucks are present in the Employment Areas adjacent to Pearson Airport. It is noted truck counts along Regional Roads were unavailable for the comparison; however, higher truck counts are observed along key City corridors such as Hurontario Street, Dundas Street, and Lakeshore Road. The highest truck movements are located along Hurontario Street south of Burnhamthorpe where approximately 6,300 daily trucks were observed in count data. As these municipal corridors also have proposed higher-order transit improvements, it will be important to consider corridor priorities in the future transportation network to ensure efficient and safe movement of goods within Mississauga.

Figure 3-5. Strategic Goods Movement Network in Mississauga

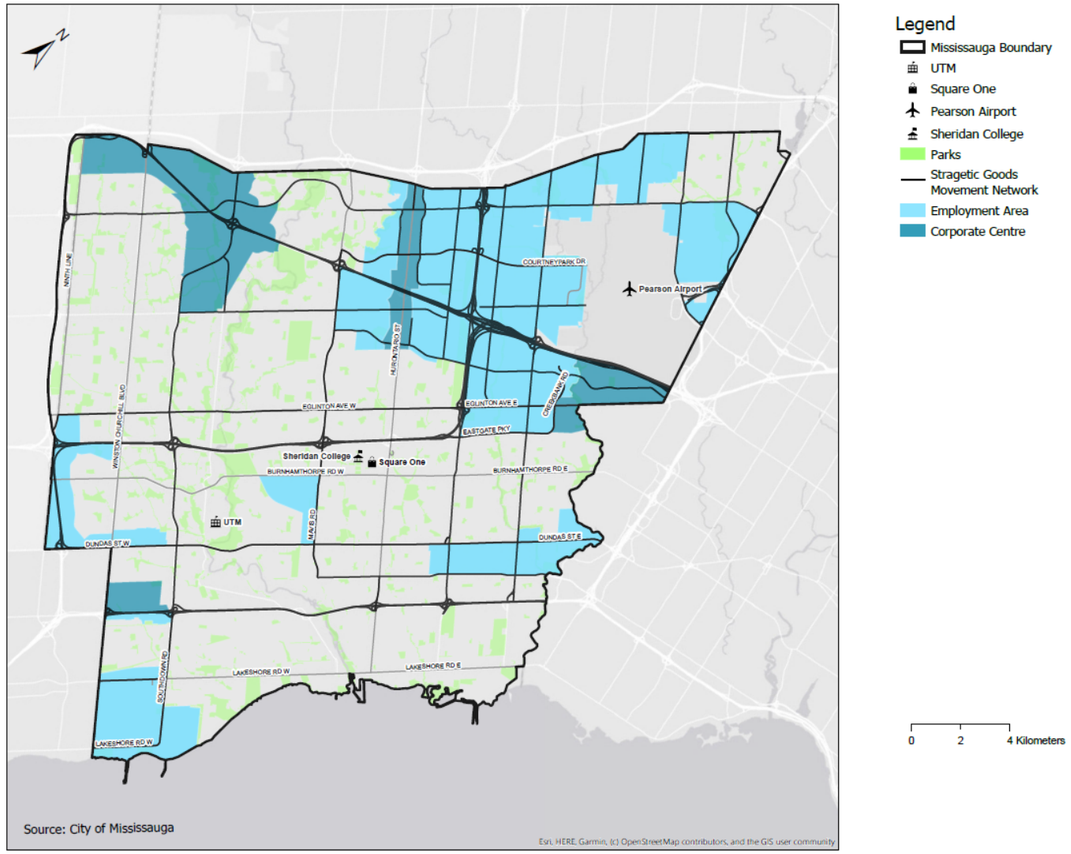
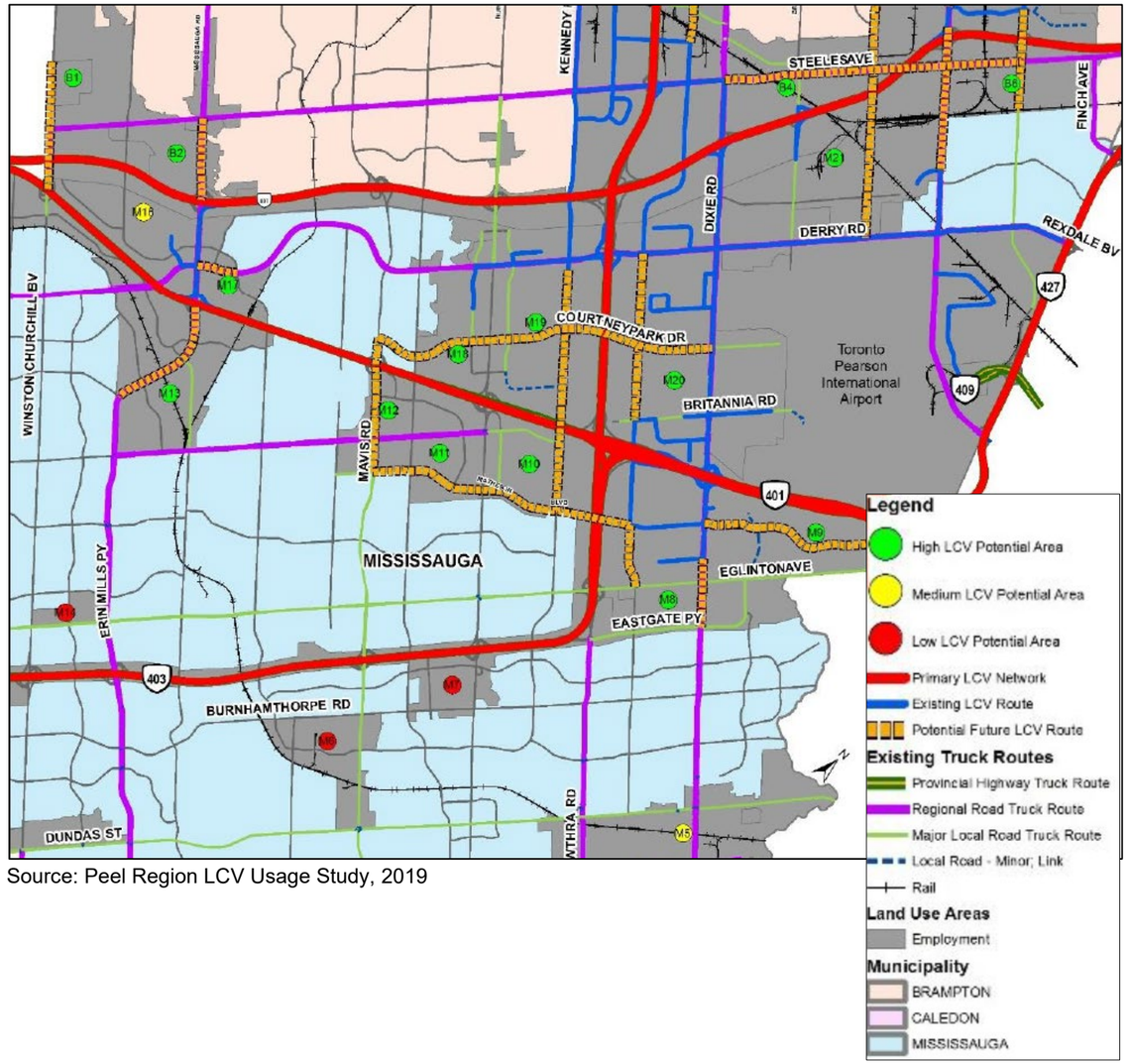
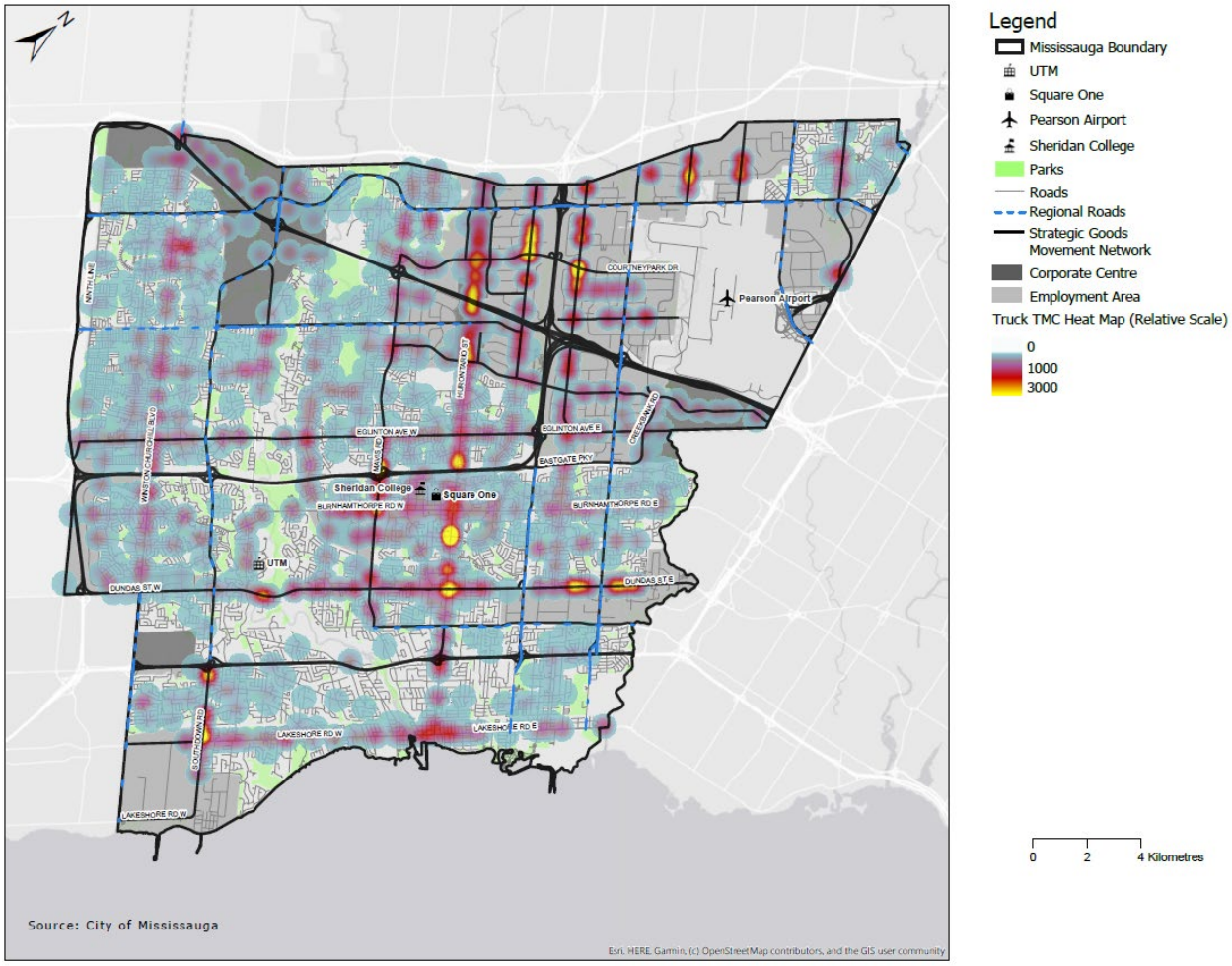


Figure 3-6. Existing and Future Expansion of the Long Combination Vehicle Network



Source: Peel Region LCV Usage Study, 2019

Figure 3-7. Heat Map of Truck Movements on Municipal Roads from 2014 to 2018

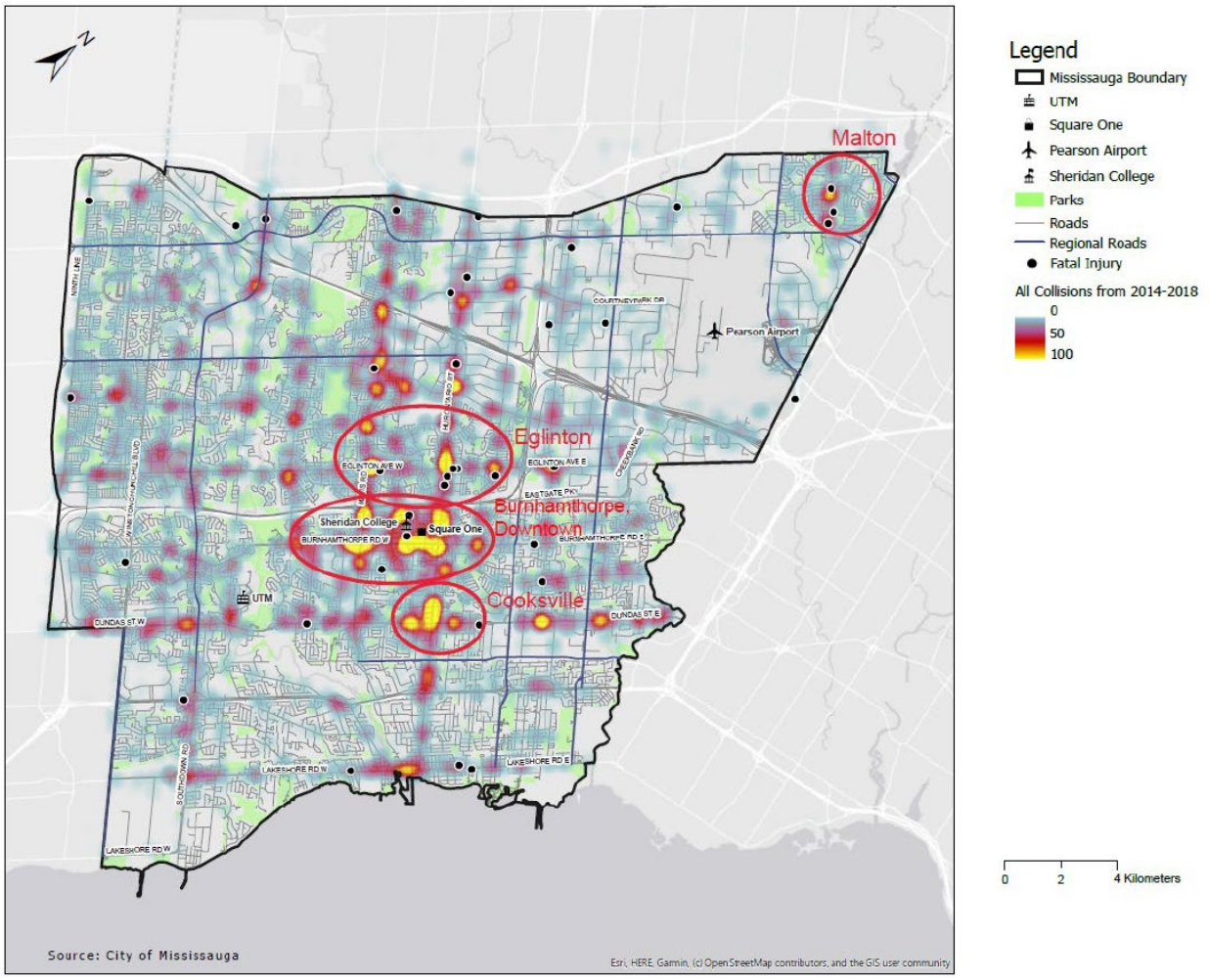


3.1.5 Safety Analysis

Between 2014 and 2018, nearly 24,500 collisions were reported on municipal roads in Mississauga, with 6% (1,400) of collisions involving pedestrians and cyclists. Fatal injuries and non-fatal injuries account for 0.2% (40) and 13% (3,200) of total collisions; however, half of the fatal injuries and one-third of the non-fatal injuries involved pedestrians or cyclists.

Collisions reported on municipal roads are shown in **Figure 3-8**. Many collisions are concentrated in the areas of Malton, Eglinton, Downtown Mississauga/Burnhamthorpe, and Cooksville. Road safety, whether actual or perceived, is a significant barrier for people to choose walking and cycling as a mode of travel.

Figure 3-8. Collisions in Mississauga from 2014 to 2018



3.1.6 Future Planned Road Network

Many proposed road network changes have been identified in the City's 2019 Development Charge capital plan as either short or long term improvements to road infrastructure to accommodate growth. As shown in **Figure 3-9**, proposed improvements are primarily to accommodate growth in north-south travel in the northern part of the City (north of Highway 403) and in the Downtown.

The City of Mississauga is currently developing a Downtown Movement Plan (DMP) to identify transportation infrastructure required to support growth in Downtown Mississauga. New local roads and other improvements in the Downtown will be confirmed by the DMP study.

The Region of Peel 's Long Range Transportation Plan identifies only one Regional Road improvement in Mississauga and two improvements that connect from Brampton as shown in **Figure 3-10**.

The province's Southern Highways Program indicates only two projects have been identified in Mississauga: Highway 401 widening west of Hurontario (target completion 2020) and interchange/bridge expansions on QEW from Cawthra Road to Dixie Road (target completion 2024).

Figure 3-9. 2019 Development Charge Capital Plan Road Improvements

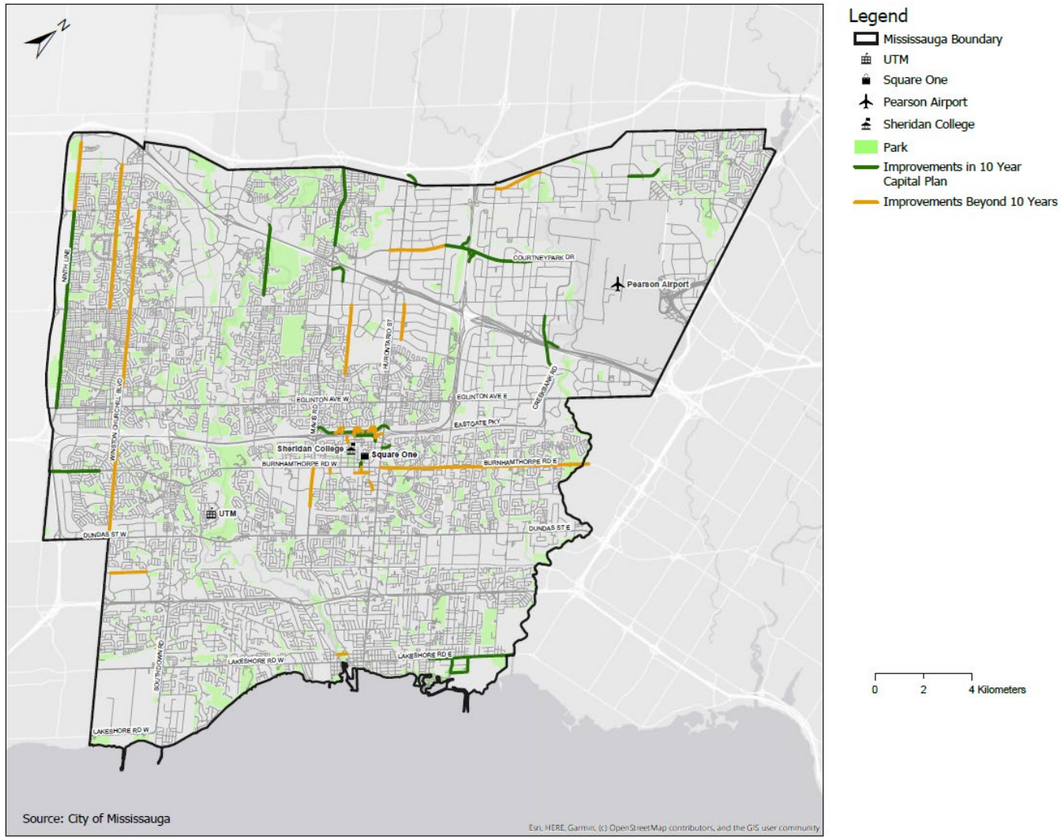
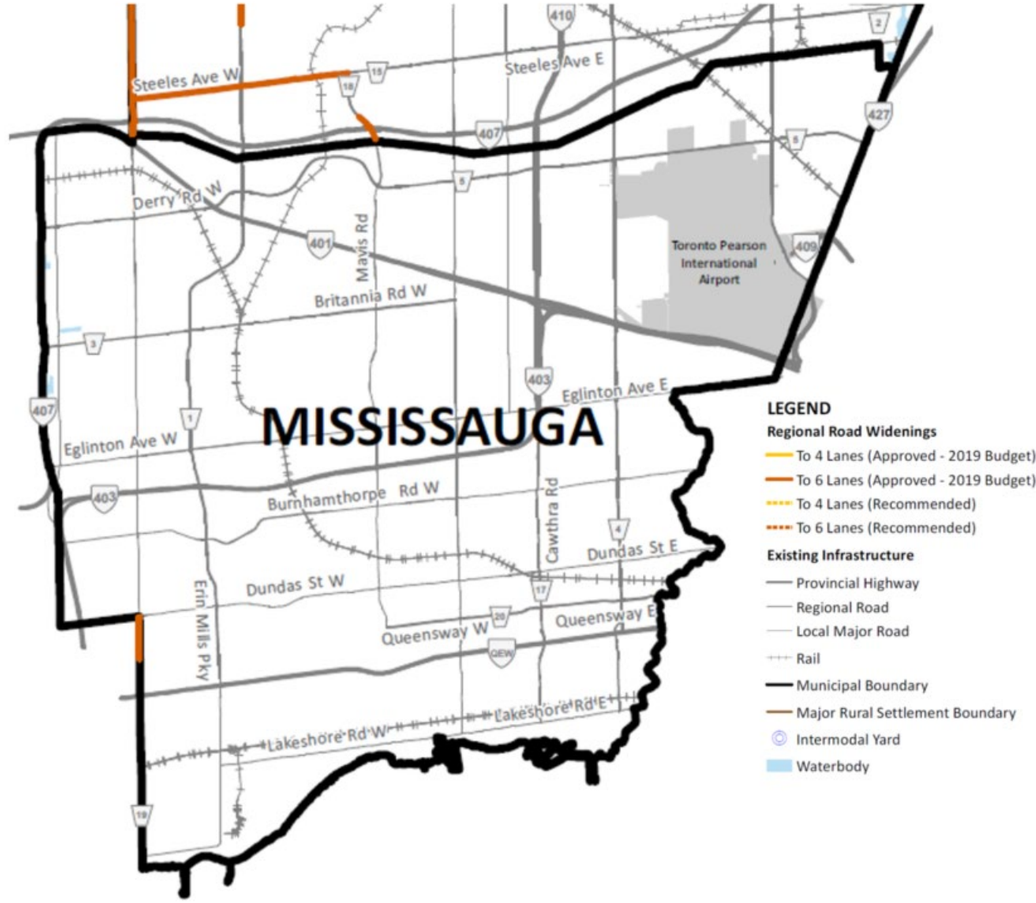


Figure 3-10. Regional Road Improvements



Source: Region of Peel Long Range Transportation Plan 2019

3.2 Transit

3.2.1 Local Transit

MiWay is the municipal transit service provider in Mississauga. It operates 63 core routes (54 local and 9 express) and 16 school routes, serving approximately 200,000 daily boardings[1]. Service generally follows a grid network, with connections at transit terminals, GO Stations, and other key nodes within both Mississauga and adjacent municipalities. MiWay's weekday service map is shown in **Figure 3-11**. The City Centre Transit Terminal is Mississauga's main terminal; with other major terminals served by MiWay include Meadowvale Town Centre, Westwood Square, and Kipling Bus Station (located in Toronto, realigned from Islington Station).

Additionally, there are several agreements that allow transit service providers from neighbouring municipalities to operate well within Mississauga. The Toronto Transit Commission (TTC) operates a route within the City of Mississauga based on an established service agreement that allows TTC to both pick-up and drop-off passengers in Mississauga. Other agreements include fare and service integration with Brampton Transit that permits service (pick-up and drop-off) at stops in the City of Mississauga. A list of routes with special agreements is provided in **Table 3-1**.

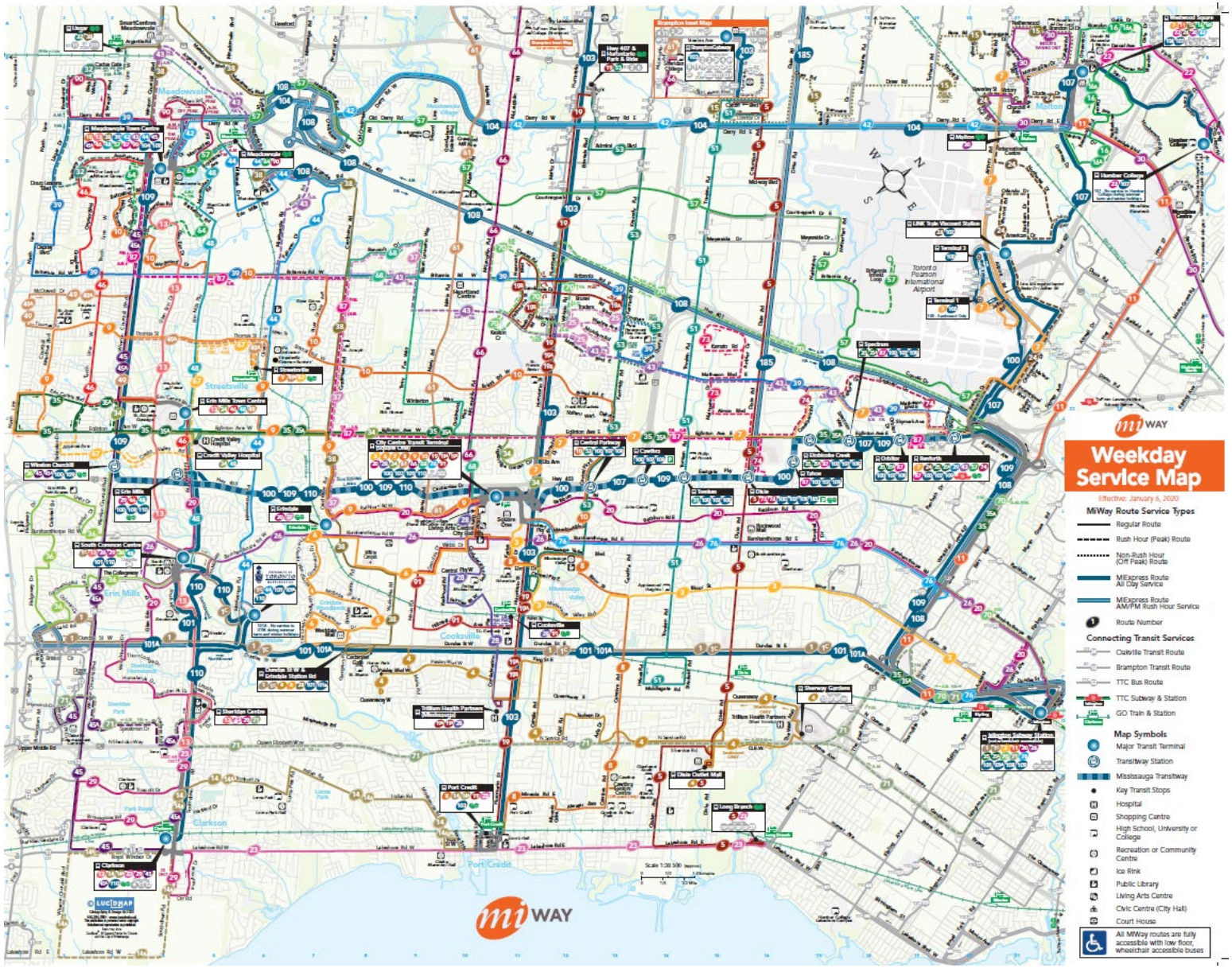
Table 3-1. Routes Operated by Other Local Transit Service Providers in Mississauga

Transit Provider	Route Number	Route Name	Main Corridor Served	Terminal within Mississauga
TTC	52 B/D	Lawrence West	Airport Road	Westwood Square Transit Terminal
Brampton Transit	502	Zum Main	Hurontario Street	City Centre Transit Terminal
Brampton Transit	185*	Dixie Express*	Dixie Road	Dixie Station

*Route 185 is a shared route. Both Brampton Transit and MiWay provide service with their respective fleet.

[1] As of January 2020, the last period before changes were made in response to the COVID-19 pandemic.

Figure 3-11: MiWay Weekday Service Map

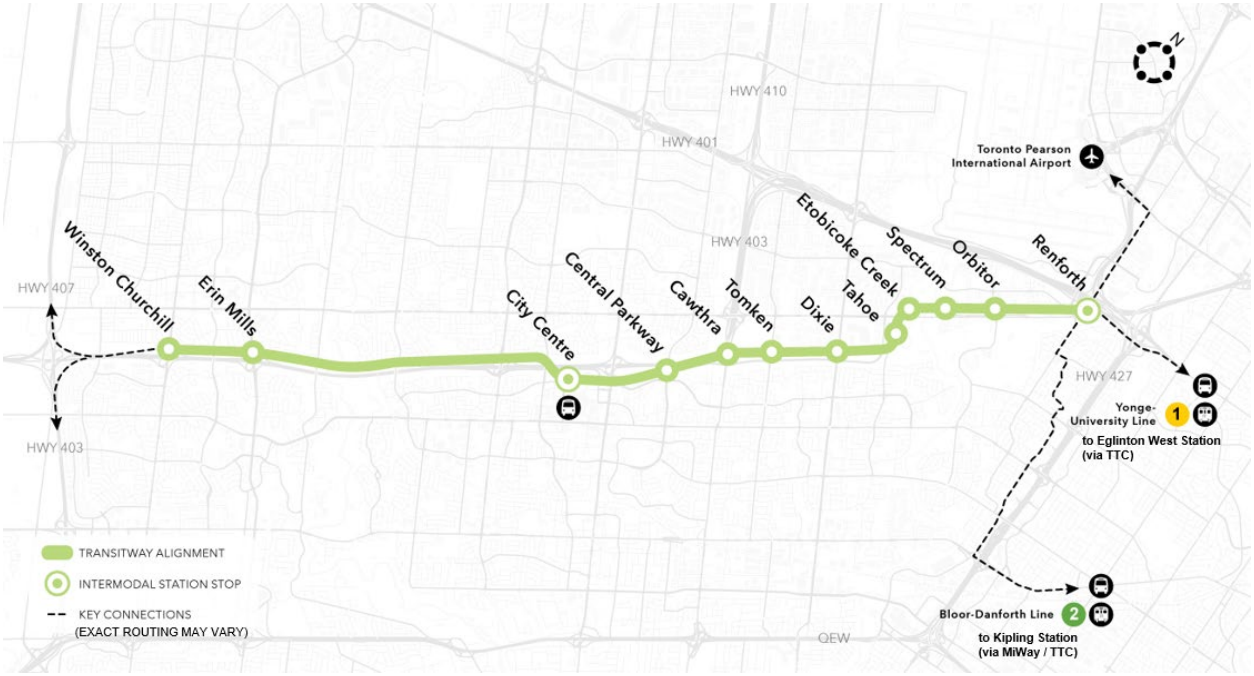


Note: As of January 4, 2020.

3.2.2 Mississauga Transitway

The Mississauga Transitway is a dedicated east-west bus corridor, running parallel to Highway 403 and Eglinton Avenue, with 12 stations through the centre of Mississauga. The west terminus of the 18-km transitway is at Winston Churchill Boulevard and the east terminus is at Renforth Drive as shown in Figure 3-12. MiWay is one of the main transit operators along this corridor, with local and express routes connecting to destinations such as City Centre Transit Terminal, Toronto Pearson International Airport, and the new Kipling Bus Station.

Figure 3-12. Mississauga Transitway and Stations



Source: Metrolinx

3.2.3 Regional Transit (GO Transit)

GO Transit is the regional transit provider for the Greater Golden Horseshoe. GO Transit operates three train lines in Mississauga serving a total of 9 stations along Lakeshore West, Milton (peak-direction only), and Kitchener rail corridors, all connecting to Union Station in Toronto. GO Transit also operates inter-city bus routes connecting Mississauga to other municipalities in the region. The Square One Bus Terminal (located adjacent to MiWay's City Centre Transit Terminal) in Downtown Mississauga is a major GO Bus terminal, with 7 routes to destinations such as Hamilton, Waterloo, Brampton, Richmond Hill, and Toronto. A map of GO Transit services in Mississauga are shown in **Figure 3-13**.

Figure 3-13. GO Transit Services in Mississauga

Source: GO Transit

A disadvantage of more frequent passenger rail service is the increased frequency of delays to road users at the 27 at-grade rail crossings in Mississauga that require road users to cross up to three tracks. Crossings by rail operator, including Canadian National Railway (CNR), Canadian Pacific Railway (CPR), GO Transit (Lakeshore West, Milton, and Kitchener), are shown in **Figure 3-14** and listed in **Table 3-2.**

Figure 3-14. At-Grade Rail Crossing Locations in Mississauga

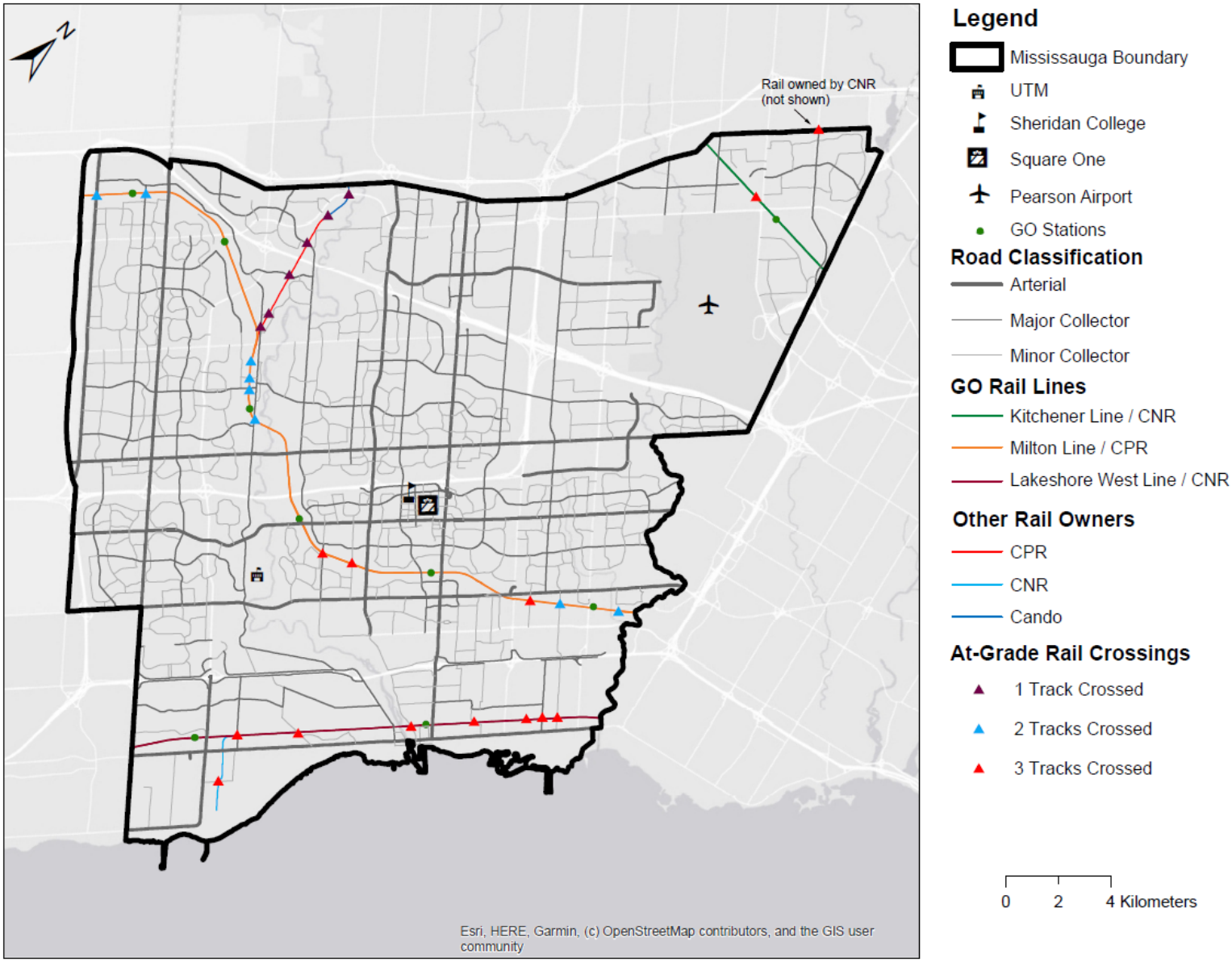


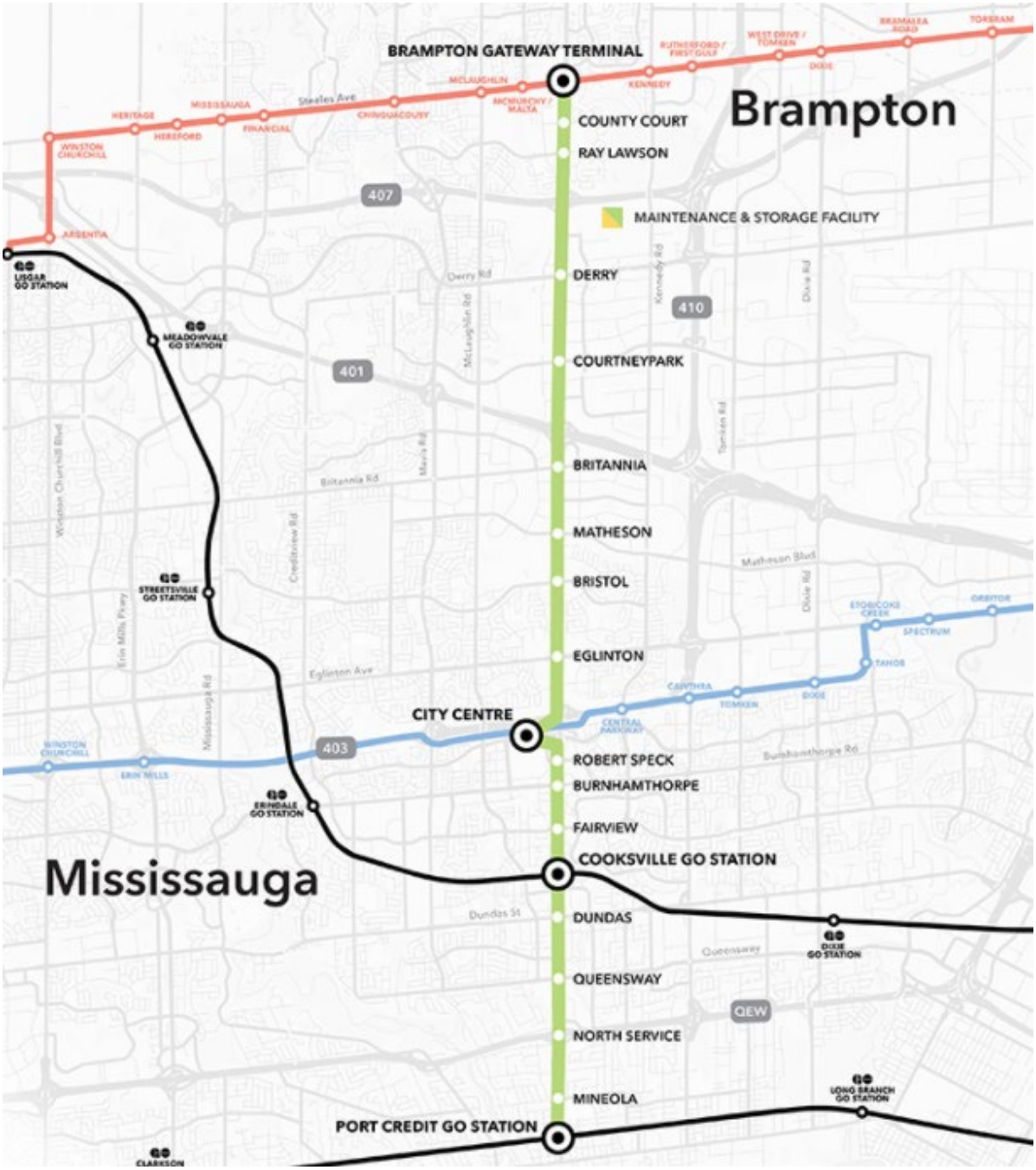
Table 3-2. List of At-Grade Rail Crossings in Mississauga

Rail Operators	At-Grade Crossing Locations (and number of tracks at crossing location)
Lakeshore West Line / CNR	From west to east (3 tracks per crossing) 1. Clarkson Road 2. Lorne Park Road 3. Stavebank Road 4. Revus Avenue 5. Alexandra Avenue 6. Ogden Avenue 7. Haig Boulevard
Milton Line / CPR	From northwest to east 1. Ninth Line (2 tracks) 2. Tenth Line (2 tracks) 3. Ontario Court (2 tracks) 4. Tannery Street (2 tracks) 5. Thomas Street (2 tracks) 6. Mississauga Road (2 tracks) 7. Erindale Station Road (3 tracks) 8. Wolfedale Road (3 tracks) 9. Haines Road (3 tracks) 10. Standfield Road (2 tracks) 11. Loreland Avenue (2 tracks)
Kitchener Line / CNR	Scarboro Street (3 tracks)
CPR / Cando	From Milton Line towards Brampton (1 track per crossing) 1. Queen Street 2. Alpha Mills Road 3. Argentia Road 4. Creditview Road 5. Atwood Lane 6. Derry Road
CNR (Miscellaneous)	1. Orr Road (southwest Mississauga off Lakeshore West Line, 1 track) 2. Goreway Drive (northeast Mississauga, 3 tracks)

3.2.4 Hurontario LRT (HuLRT)

The Hurontario LRT is a light rail line currently under construction to serve the busiest transit corridor in Mississauga. The 18-km long rapid transit line is planned to open in 2024, serving both Mississauga and Brampton. The Hurontario LRT will provide key connections at Brampton Gateway Terminal, City Centre Transit Terminal, Cooksville GO, and Port Credit GO. The Hurontario LRT alignment is illustrated in **Figure 3-15**.

Figure 3-15. Hurontario LRT Alignment



Source: Metrolinx

3.2.5 Future Planned Higher-Order and Express Transit Network

Future Transit Network in Mississauga

The "Our Future Mississauga – Strategic Plan" (2009) and corresponding Action Plan (MAP, 2009) provide the overall long-term vision for the transit. The Strategic Plan recognizes the importance of public transit in the city and "developing a transit-oriented city" is one of its five strategic pillars of change.

The Mississauga Transportation Master Plan (Mississauga Moves, 2019) and Official Plan (2015) direct transportation and land use policies, respectively. These policies provide the basis for investment in infrastructure to meet future growth needs. In addition to these municipal plans, regional changes influence transportation demand in Mississauga. Metrolinx's 2041 Regional Transportation Plan (2018) identifies several rapid transit connections of regional significance within Mississauga and between Mississauga and its neighbours. Each of these plans identified future higher-order and express corridors.

There are currently several plans being proposed for future higher-order and express corridors in Mississauga. The different future planned higher-order and express networks that have been presented include the City's 2019 Development Charge Background Study, Metrolinx's 2041 Regional Transportation Plan, Mississauga Official Plan and a proposed plan of future MiExpress corridors and higher-order corridors as prepared by MiWay.

Common express/higher-order transit corridor/routes from the above plans are shown in **Figure 3-16**. (The individual future express/higher-order network plans that are referenced are shown in **Figure 3-17** to **Figure 3-20**). Common corridors include the Transitway (with bus services connecting to the Kipling Bus Terminal and TTC's Line 2 via Highway 427 and Dundas Street), Hurontario LRT, Dundas BRT, Erin Mills Parkway (from the Transitway to Lakeshore Road), Lakeshore higher-order transit (from Hurontario Street to eastern Mississauga border), and connections to the airport.

A comparison of identified higher-order/express routes/corridors in each of the future network plans is presented in **Table 3-3.**

Figure 3-16. Common Future Transit Corridors/Routes Envisioned for City of Mississauga

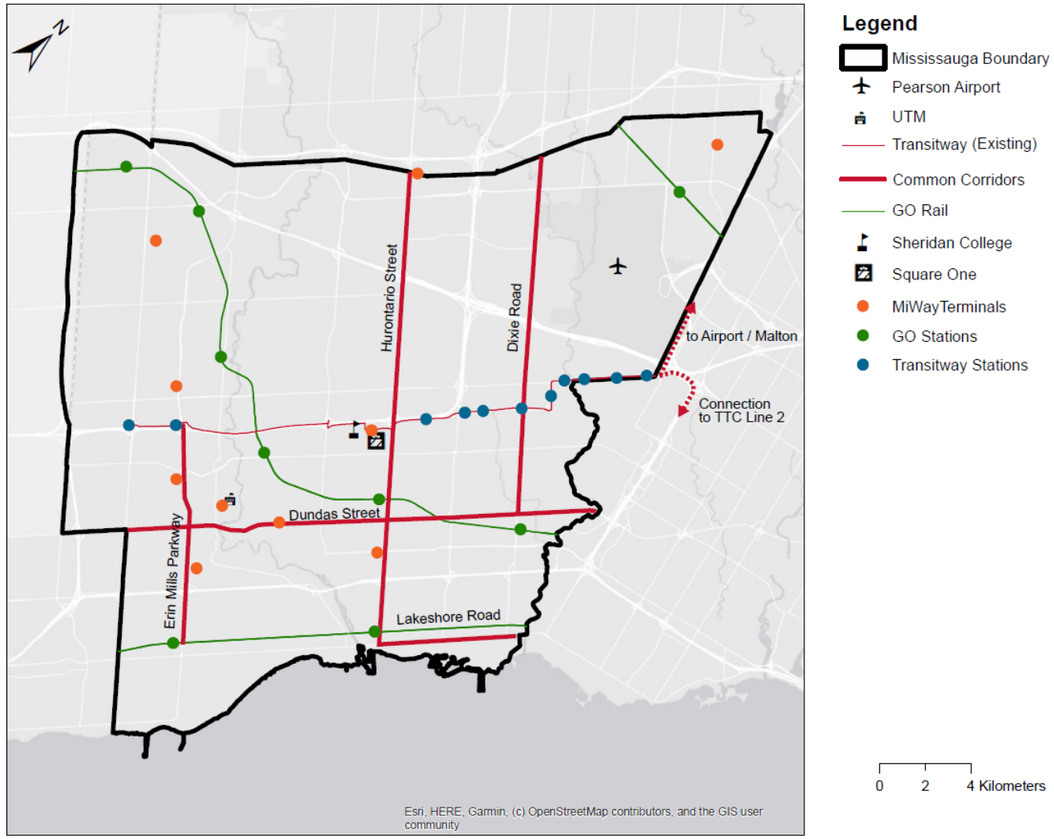


Table 3-3. Comparison of Future Higher-Order / Express Corridors as Identified for City of Mississauga

Higher-Order Routes	Mississauga Dev. Charges	Mississauga Official Plan	Draft Plan by MiWay	2041 Regional Transp. Plan	Remarks
Lakeshore	✓	✓	✓	✓	Only east of Hurontario is consistent
Dundas	✓	✓	✓	✓	
Mississauga Transitway	Meadowvale to Downtown	✓	✓	✓	
Malton	✓		✓		
Airport	✓	✓	✓	✓	Connection to Brampton to be explored via Goreway or Airport
TTC Line 2 Connection	✓	✓	✓	✓	*Toronto excluded from 2019 OP and 2041 RTP, assumed subway express
McLaughlin	✓				
Mavis	✓		✓		
Hurontario	✓	✓	✓	✓	
Dixie	✓	✓	✓	✓	End points differ at Lakeshore, QEW, and Dundas
Erin Mills	Connection to University of Toronto Mississauga	✓	✓	✓	Only portion between Mississauga Transitway and Lakeshore is consistent
Derry		✓	✓	✓	
Eglinton		✓	✓	✓	
407 Transitway		✓			
Britannia-Matheson			✓	✓	
Highway 401			✓		Currently peak direction service only
Burnhamthorpe			✓		
Queensway			✓		
QEW			✓		Currently peak direction service only
Winston Churchill			✓		
Tomken			✓		

Note: Blue shaded cells indicate transit related to the Mississauga Transitway

Figure 3-17. Future Transit Priority Network (2019 DC Background Study)

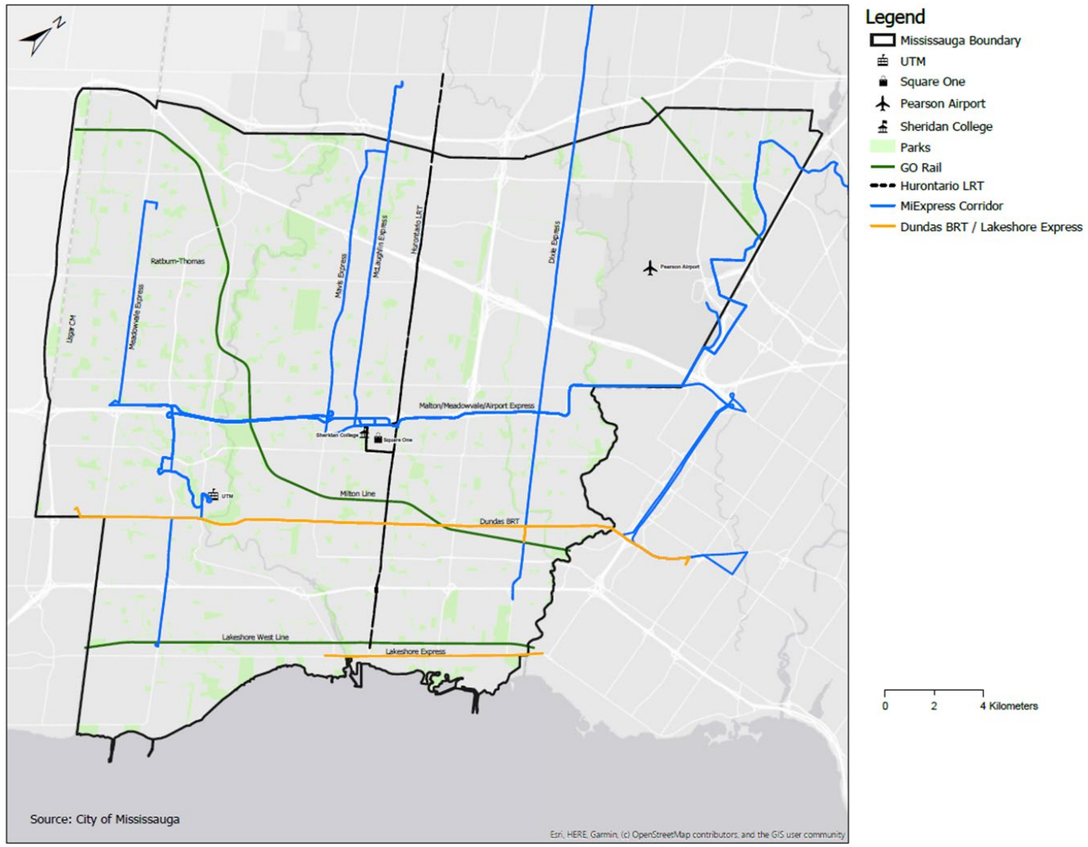


Figure 3-18. City of Mississauga Official Plan Long Term Transit Network

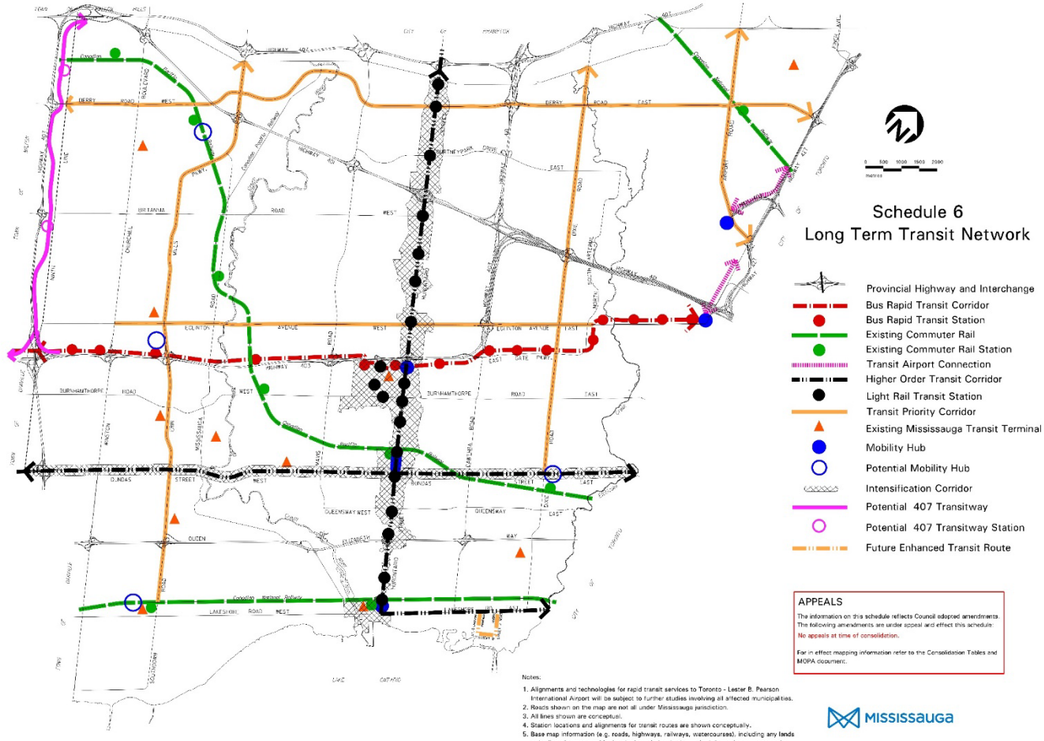


Figure 3-19. MiWay's Future Higher Order and Express Transit Network (Draft)

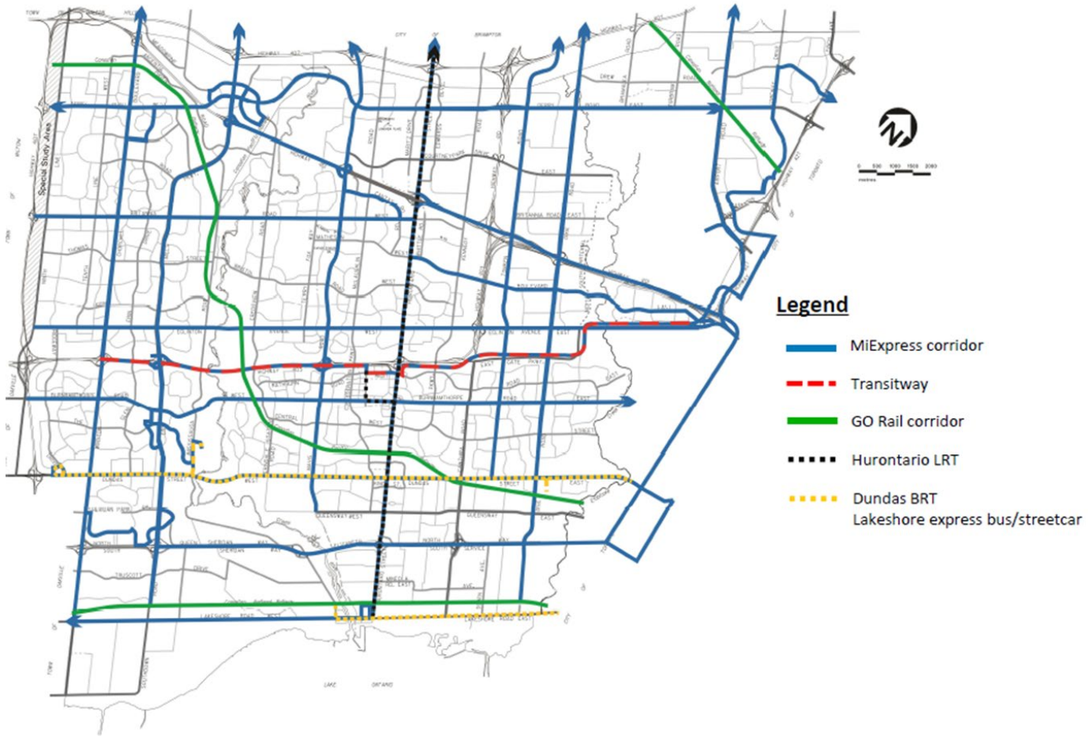
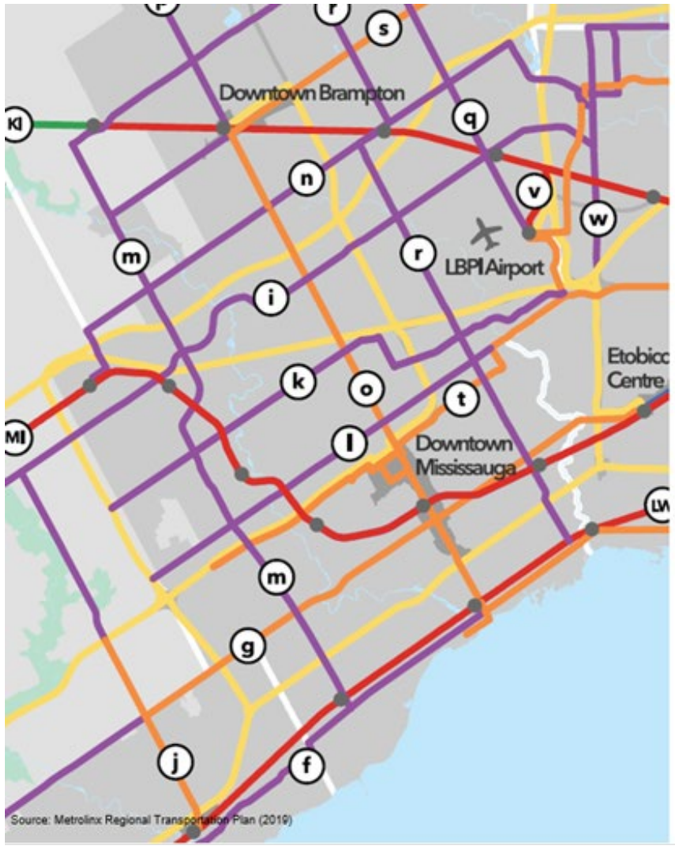


Figure 3-20. Metrolinx 2041 Regional Transportation Plan



Frequent Rapid Transit
- Subway
- LRT / BRT
- GO Rail – 15-min Two-Way All-Day
- Priority Bus / Priority Streetcar
- Frequent Regional Express Bus
- TTC Streetcar Network

Regional Rail
- GO Rail – Two-Way All-Day
- GO Rail - Peak Only

f	Harvester / Speers / Cornwall
g	Dundas St. / Brant St
i	Derry Rd.
k	Britannia Rd. / Matheson Blvd
l	Eglinton Ave. Mississauga
m	Erin Mills Pkwy. / Mississauga Rd.
n	Steeles Ave. / Taunton Rd.
o	Hurontario LRT
q	Airport Rd
r	Dixie Rd. / Bramalea Rd.
t	Mississauga Transitway
LW	Lakeshore West GO Rail
MI	Milton GO Rail

Future Transit Connections to Neighbouring Municipalities

The future network must also consider where people are travelling to outside of Mississauga as travel does not stop at municipal boundaries; transit connections for those travelling beyond the city and those coming into the city are important to the overall network. **Table 3-4** summarizes key transit corridors identified by neighbouring municipalities that connect and/or integrate with transit in Mississauga. Planning for Mississauga's future transit network should aim to align with transit plans of neighbouring municipalities to provide seamless travel.

Table 3-4. Future Mississauga Transit Connections with Adjacent Municipalities

Municipality	Source	Key Corridors
City of Brampton	Brampton TMP Update, see **Figure 3-21**	Mississauga Road, Mavis Road, Hurontario Street, Kennedy Road, Bramalea Road, Airport Road
Halton Region	Defining Major Transit Requirements Study, see **Figure 3-22**	Derry Road, Britannia Road, Dundas Street, Lakeshore Road
City of Toronto	Waterfront Transit "Reset" Study, see **Figure 3-23** Metrolinx, see **Figure 3-24**, and **Figure 3-25**	Eglinton Avenue, Dundas Street, Lakeshore Road

Figure 3-21. City of Brampton Recommended Rapid Transit Implementation by 2041

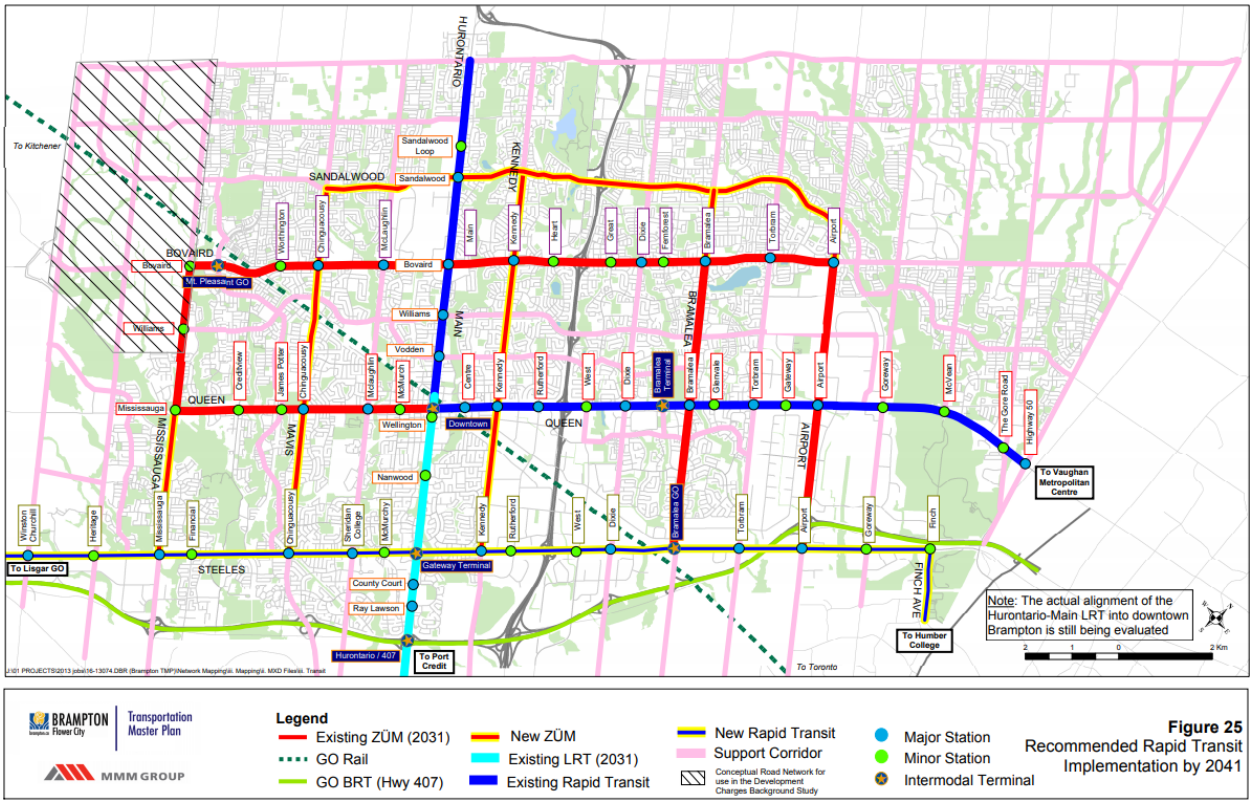
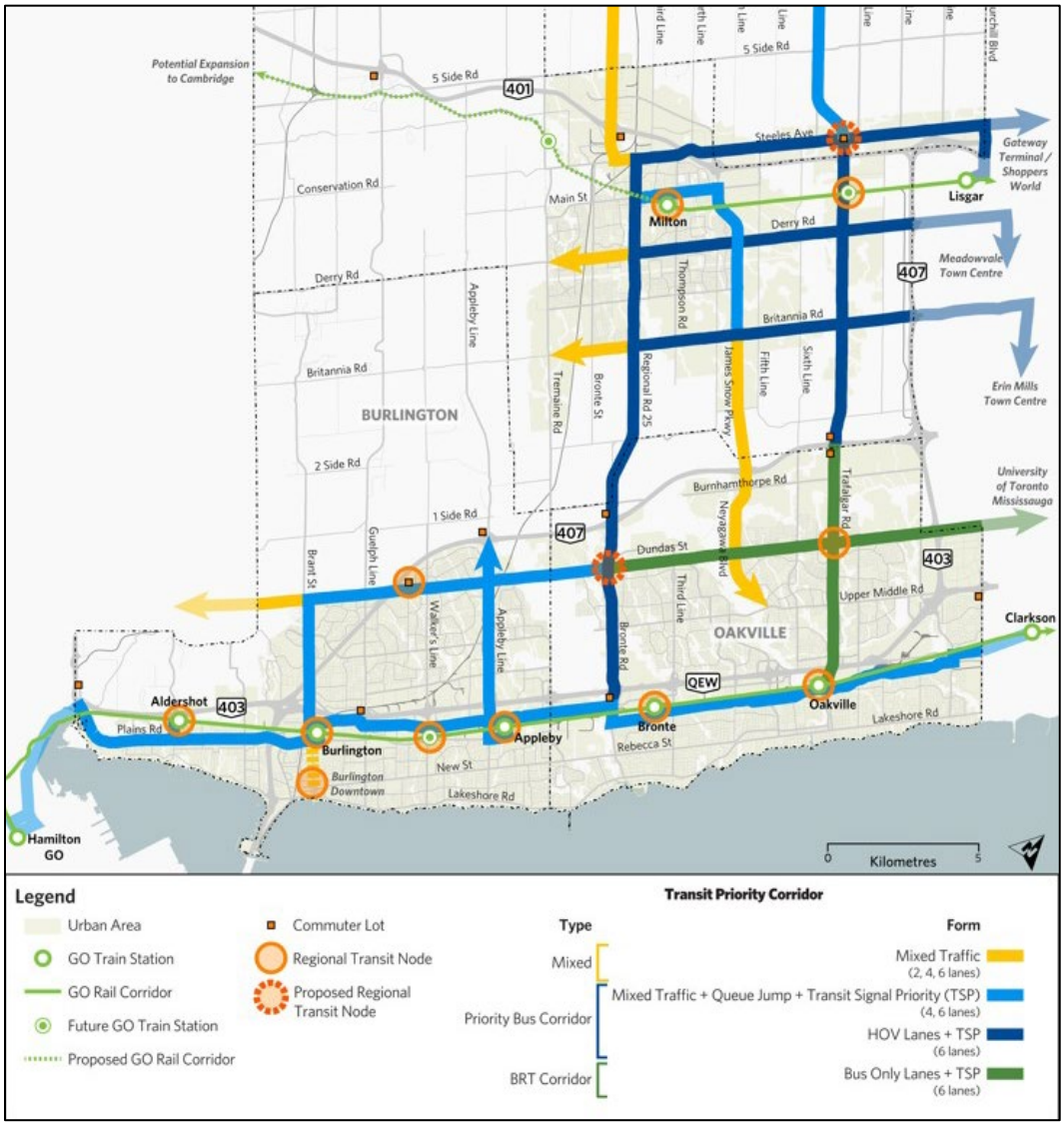


Figure 25
Recommended Rapid Transit Implementation by 2041

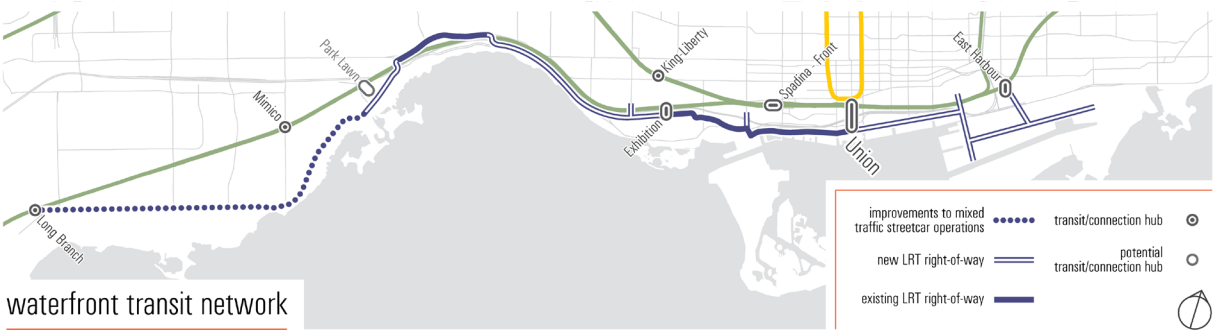
Source: 2015 Brampton TMP Update

Figure 3-22. Region of Halton 2041 Recommended Transit Priority Network



Source: Halton Region Defining Major Transit Requirements Study

Figure 3-23. Waterfront Transit Network

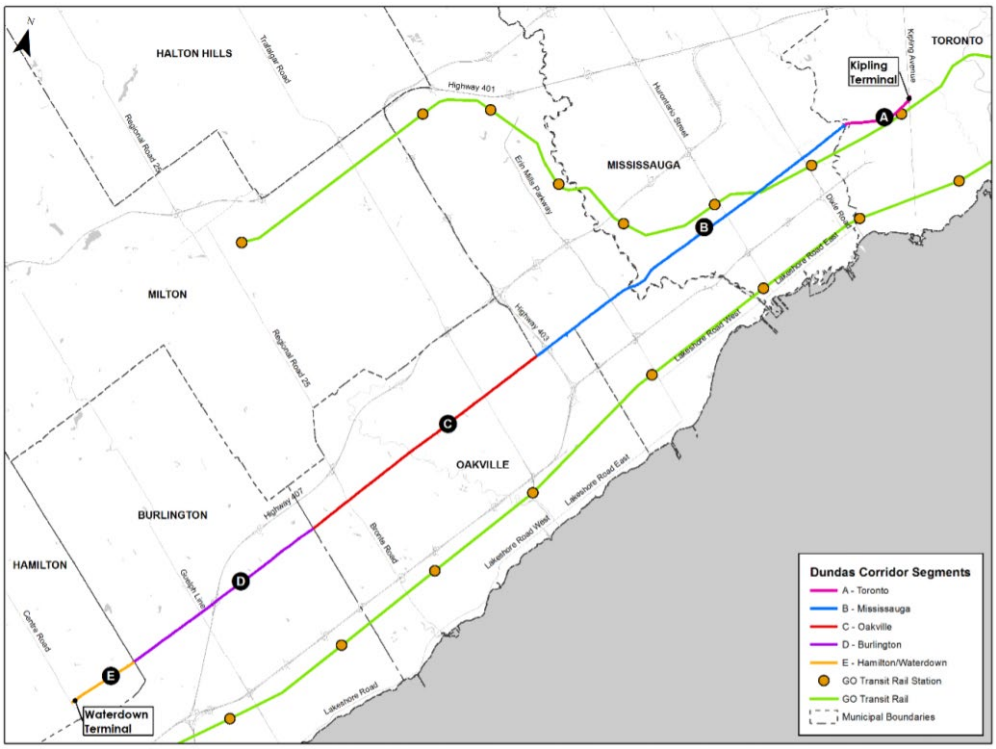


Source: City of Toronto Waterfront Transit "Reset" study

Figure 3-24. Eglinton Crosstown West Extension

Source: Metrolinx Eglinton Crosstown West (as of February 2021)

Figure 3-25. Dundas BRT



Source: Metrolinx Dundas BRT Initial Business Case

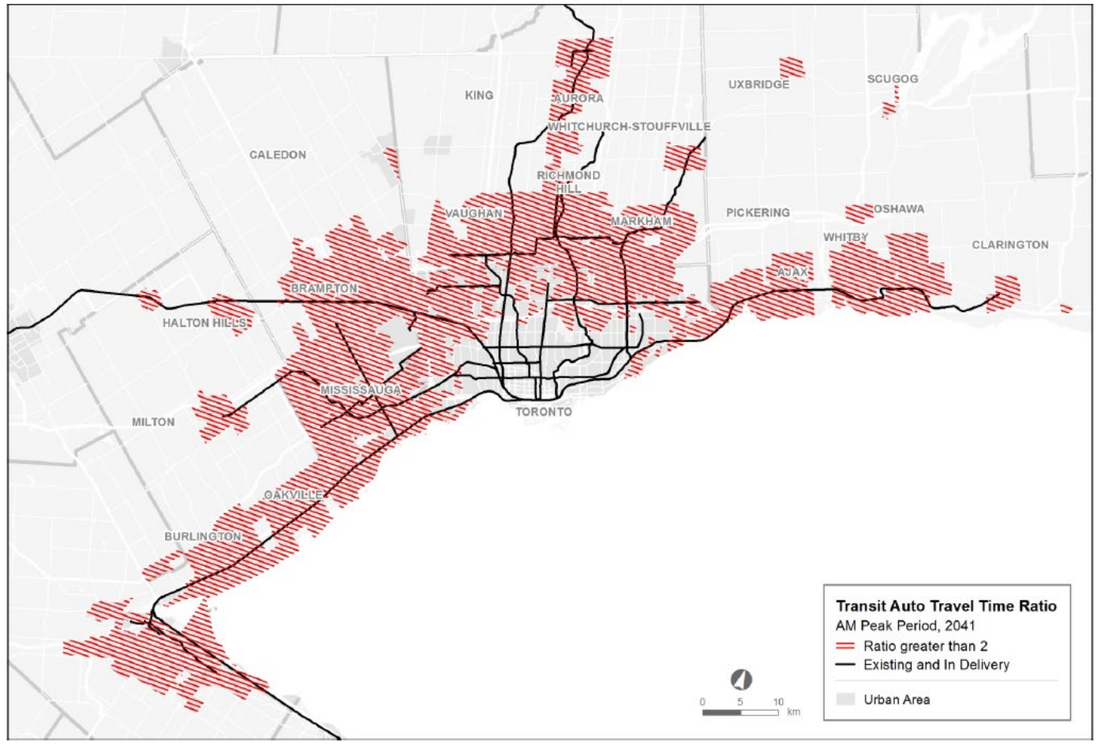
3.2.6 Peel TransHelp

The Region of Peel offers a door-to-door transportation service for individuals in Mississauga, Brampton and Caledon who face barriers when boarding conventional transit services. This specialized transit service, TransHelp, is a shared ride service with demand-responsive routes that are designed to maximize efficiency. A single TransHelp trip may pick-up and drop-off multiple users at multiple origins and destinations.

3.2.7 Transit Travel Time Competitiveness

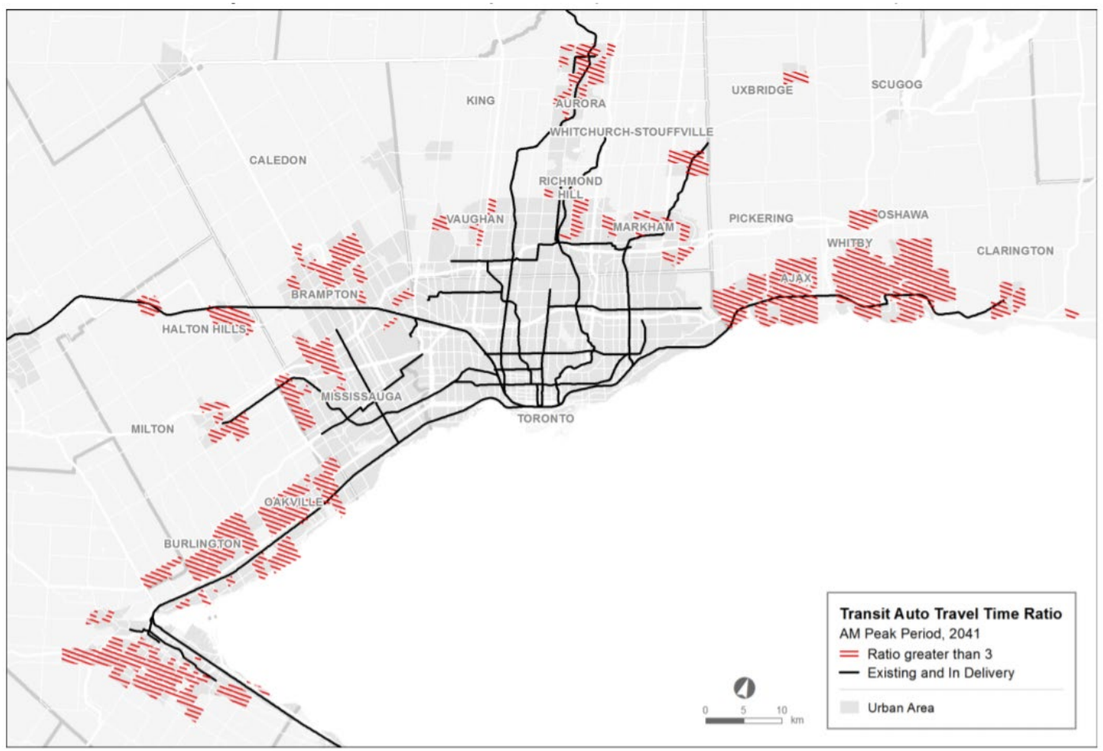
A background paper to the 2041 Regional Transportation Plan (Regional Transit Network Planning Study, by IBI Group, 2017) illustrates areas within the GTHA where transit travel times are at least two times longer than auto travel times for the same start and end location. **Figure 3-26** and **Figure 3-27** shows that most areas in Mississauga experience transit travel times two to three times longer than auto travel times. This difference in travel times is a barrier to transit becoming the preferred mode of travel.

Figure 3-26. Areas with Poor Transit Travel Time Competitiveness (Travel Time Ratio >2 Relative to Auto)



Source: Exhibit 4.14 from Regional Transit Network, Background Paper to the Draft 2041 Regional Transportation Plan, 2017

Figure 3-27. Areas with Poor Transit Travel Time Competitiveness (Travel Time Ratio >3 Relative to Auto)



Source: Exhibit 4.15 from Regional Transit Network, Background Paper to the Draft 2041 Regional Transportation Plan, 2017

3.3 Airport

Toronto Pearson International Airport is the largest and busiest airport in Canada and is situated in the northeast corner of Mississauga near Airport Road and Highway 427. It is operated by the Greater Toronto Airports Authority (GTAA) and provides both passenger and cargo services. More than 120,000 passengers used the airport daily pre-pandemic, with an additional 300,000 jobs estimated to be supported by Toronto Pearson's operations[2]. The airport is an essential hub and connects the GTHA and Canada to international destinations. Access to the airport for passengers and cargo will continue to be a key consideration for the road and transit network.

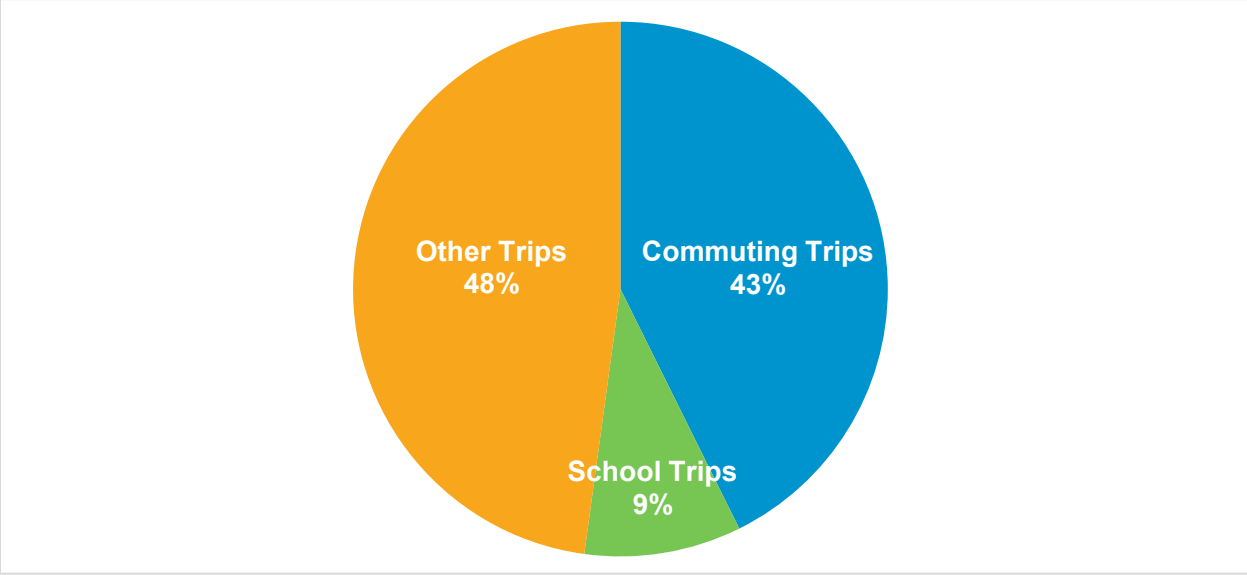
3.4 Travel Behaviours

This section documents pre-pandemic travel behaviours in the City of Mississauga.

3.4.1 Trip Purpose

The trip purpose of travel in Mississauga are shown in **Figure 3-28**. On an average weekday, 43% of travel is for work and 9% is for school. The majority (48%) of trips are classified as other, which includes shopping, leisure, medical appointments, etc.).

Figure 3-28. Trip Purposes (All Trips To and From Mississauga)



Source: Mississauga TMP, 2016 TTS[3]

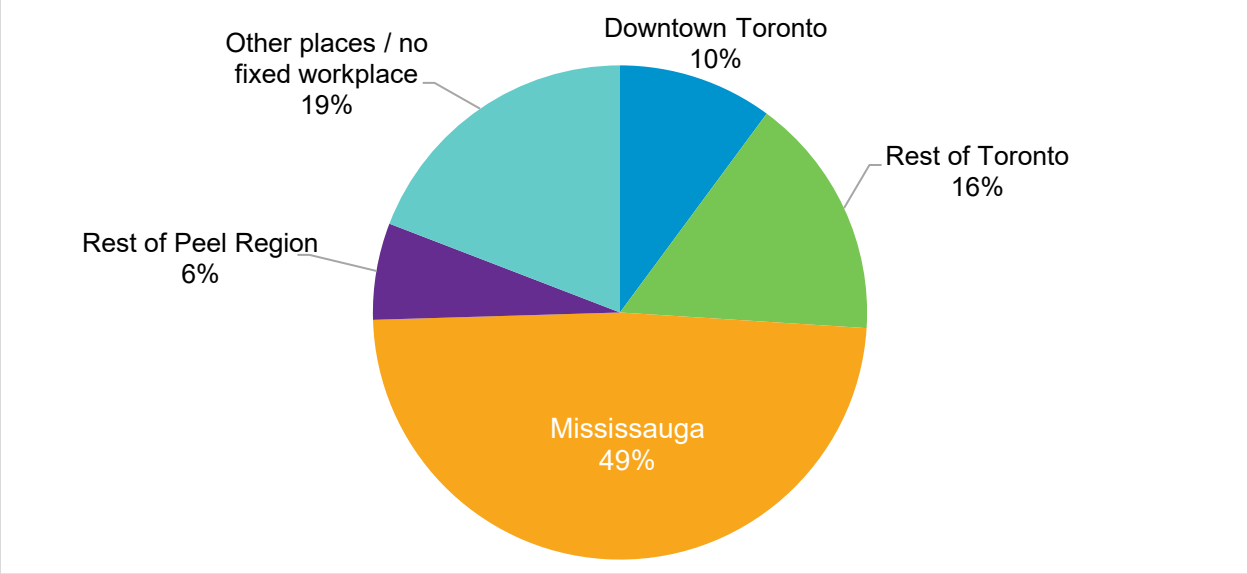
[2] https://tpprodcdnep.azureedge.net/-/media/project/pearson/content/community/get-involved/community-conversations/quieter-operations/gtaa-noise-management-action-plan.pdf?modified=20190208161944&la=en
[3] Transportation Tomorrow Survey, a household travel survey conducted in the Greater Toronto and Hamilton Area every five years.

Work Trips

On a typical work day, 474,000 commuting trips are made from Mississauga. As shown in **Figure 3-29**, there is an approximately equal number of Mississaugans who work within the City and who travel outside of the City, with 26% of Mississaugans working in Toronto. Most workers in Mississauga live outside the City, with 34% of workers residing in elsewhere in Peel Region (Brampton and Caledon) or Toronto as shown in **Figure 3-30**.

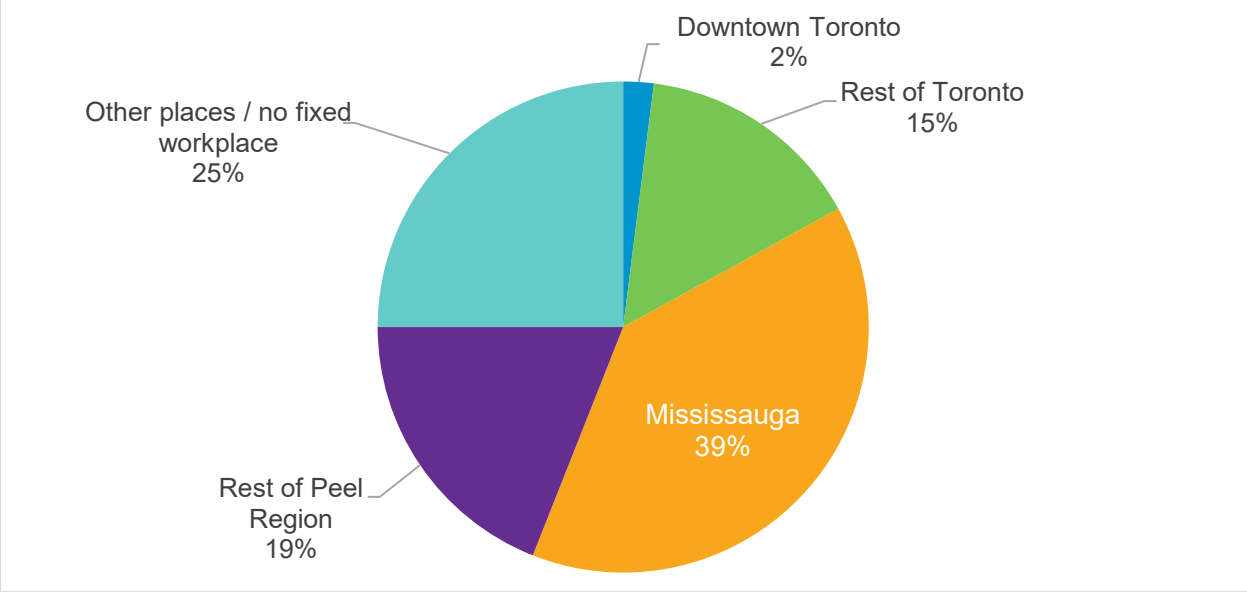
With 81% of Mississaugans and 89% of Mississauga workers relying on personal cars for commutes, congestion is observed on major roads and highways in the peak hours.

Figure 3-29. Mississaugan's Work Locations



Source: 2016 TTS

Figure 3-30. Home Locations of Mississauga's Workers



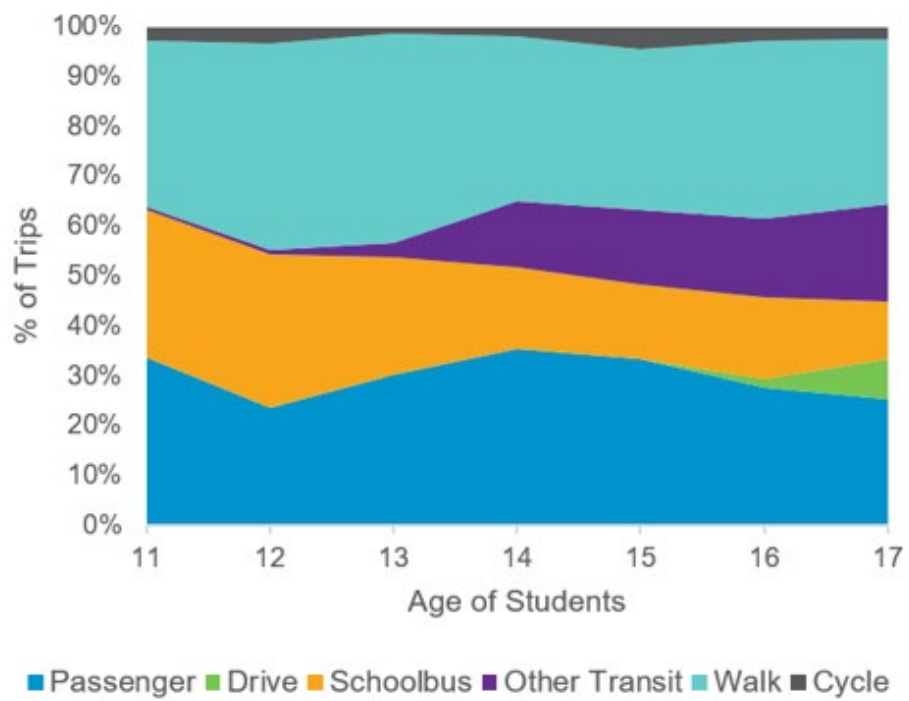
Source: 2016 TTS

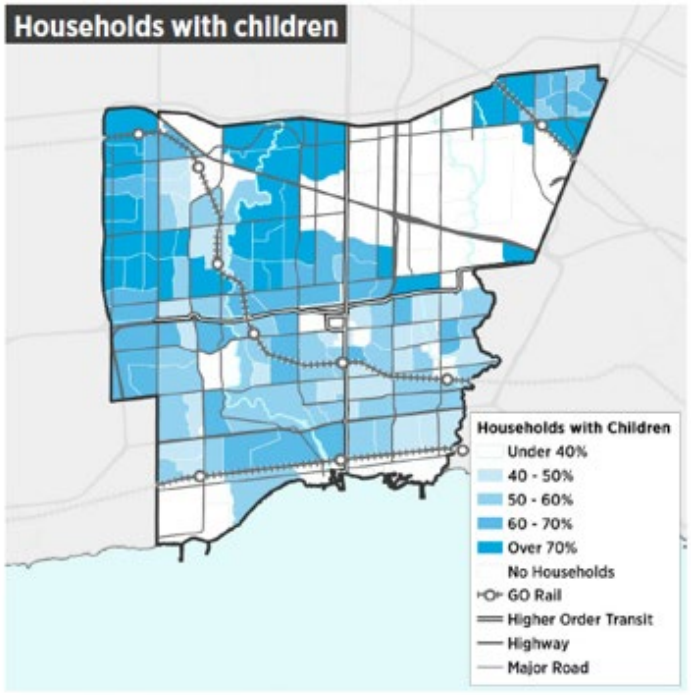
School Trips

Based on growth, school trips for students under the age of 19 are expected to increase by 14% between 2016 and 2041. With approximately 130,000 school-aged children currently living in Mississauga, student travel is an essential consideration within the travel system. As shown in **Figure 3-31**, 40% of students aged 11 to 17 walk to school while 20% of this group rely on a passenger vehicle. The remaining 40% rely on public transit or are provided school bus service free of charge.

A higher proportion of households with children are located in the north and west areas of Mississauga as shown in **Figure 3-31**. Students attending an English-language high school living more than 3.8 km are provided with school bus service. Remaining students must find other means of travel, including active transportation, public transit, or passenger vehicles. MiWay currently offers 19 dedicated school routes and continued expansion of route offerings would be considered as needed. Cycling is also a suitable mode of travel for trips less than 5 km; however, less than 2% of students are currently cycling to school. The Mississauga Cycling Master Plan indicates that many parents feel that cycling, especially when required to share roadways with vehicles, is not safe. This is a significant barrier to encouraging more students to travel to school by bicycle.

Figure 3-31. School Travel Modes and Neighbourhoods with School-aged Children





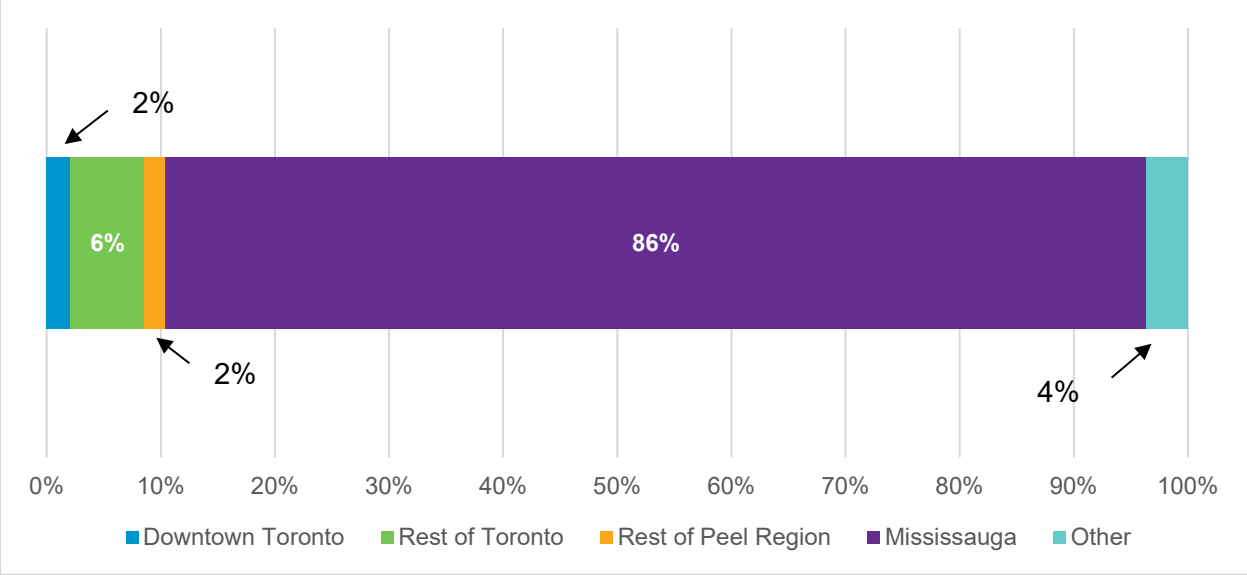
Source: Mississauga TMP, TTS 2016 and Statistics Canada 2016

Other Trips

Beyond categorizing travel for work and school, available data sources have limited information to further distinguish other travel purposes, such as for healthcare, leisure, or shopping, to name a few. Each travel purpose has its own specific nuances that impact travel behaviour. Approximately 700,000 non-work non-school trips are made every day with the majority being internal trips within Mississauga (86%) as shown in **Figure 3-32**. Non-work non-school trips often involve multiple destinations, which places an emphasis on convenience in selecting a preferred travel mode.

The MTMP envisions a future where the majority of new residents and workers in Mississauga will be centered at existing major nodes and community nodes. Nodes will feature a mix of residential, employment, and other land uses reducing the need to make non-work trips beyond the node. The mix of land use will also reduce travel distances for multi-destination trips. Travel between nodes can be supported through transit and auto modes. The City's ongoing "Reimagining the Mall" project is one example where the City is looking to create policies that direct potential redevelopment and intensification at strategic areas to foster healthy, mixed-use communities.

Figure 3-32. Other Trips by Destination

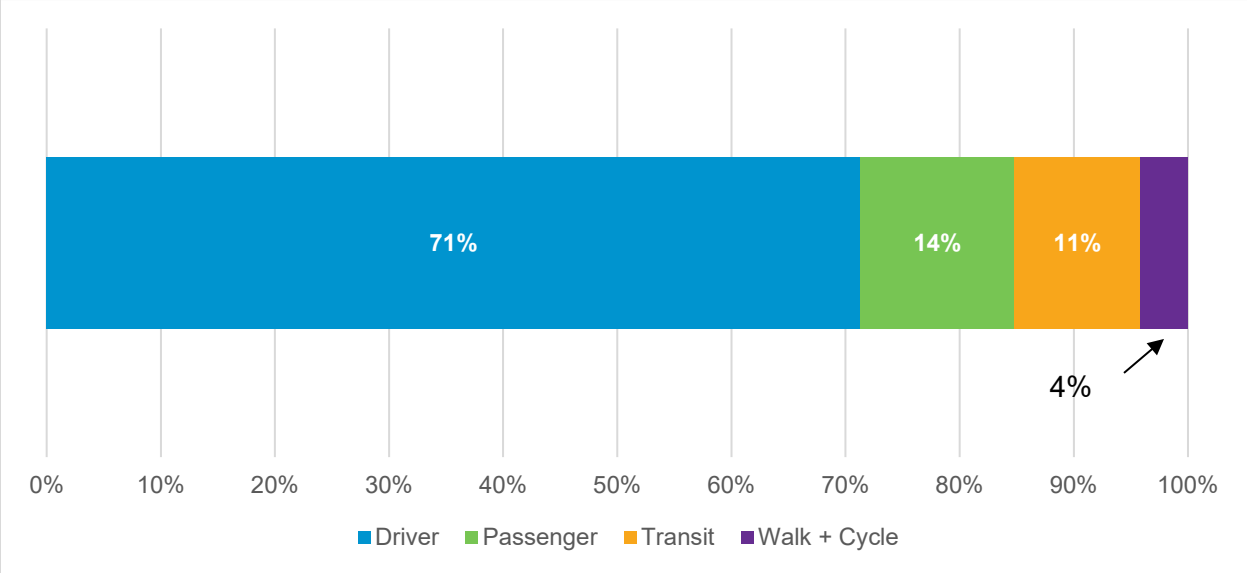


Source: 2016 TTS

3.4.2 Mode of Travel

The primary mode of travel for trips to and from Mississauga on an average weekday is by car, either as the driver or as a passenger. **Figure 3-33** shows the distribution of travel modes in Mississauga where car trips account for 85% of trips on a typical weekday. With growing concerns of congestion and delays on highways and major roads, a shift to other modes of travel or new mobility options can lessen demand where capacity is limited.

Figure 3-33. Mode of Travel for All Trips To and From Mississauga

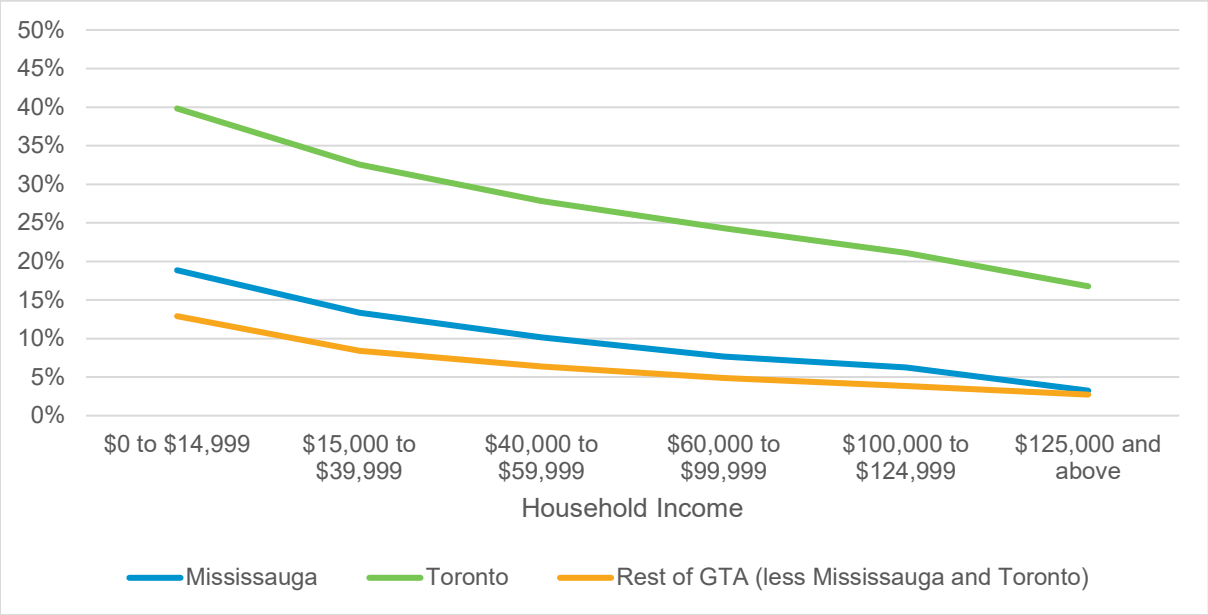


Source: 2016 TTS

3.4.3 Income

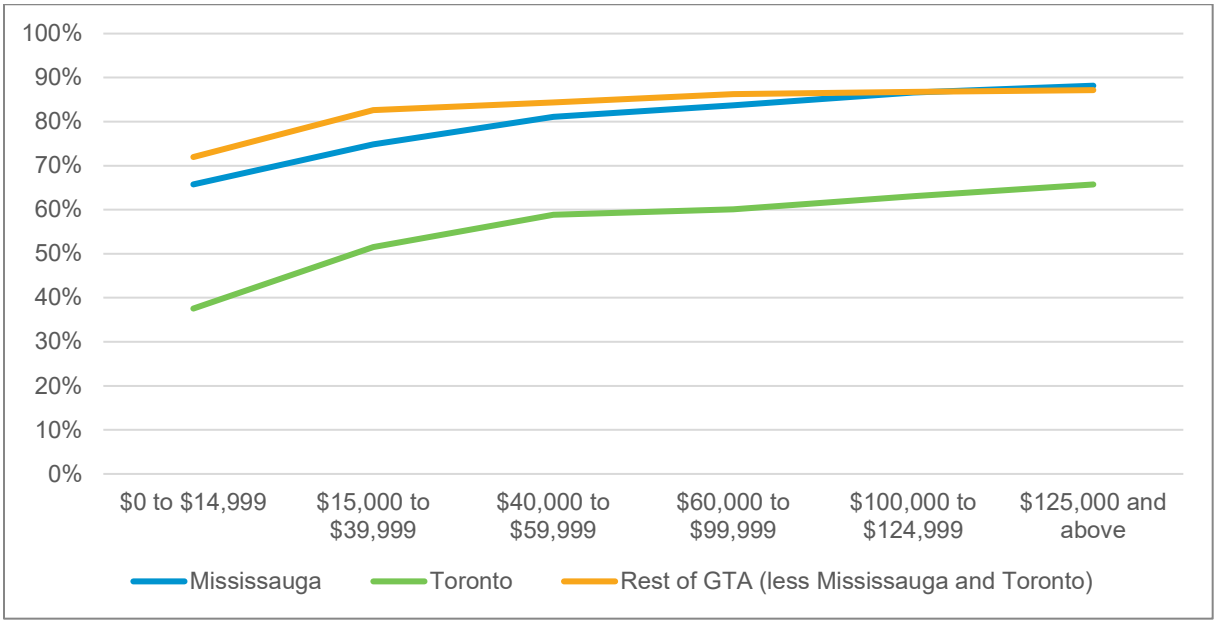
A review of transit mode share helps identify socio-economic groups that have higher reliance on transit. **Figure 3-34** and **Figure 3-35** shows that transit use decreases with higher household income but auto use increases with higher household income. At all income levels, Mississauga residents are less likely to take local transit compared to Toronto residents but are more likely than residents of other municipalities in the Greater Toronto Area (GTA).

Figure 3-34. Percentage of Trips Using Local Transit by Household Income



Source: 2016 TTS

Figure 3-35. Percentage of Trips Using Auto by Household Income



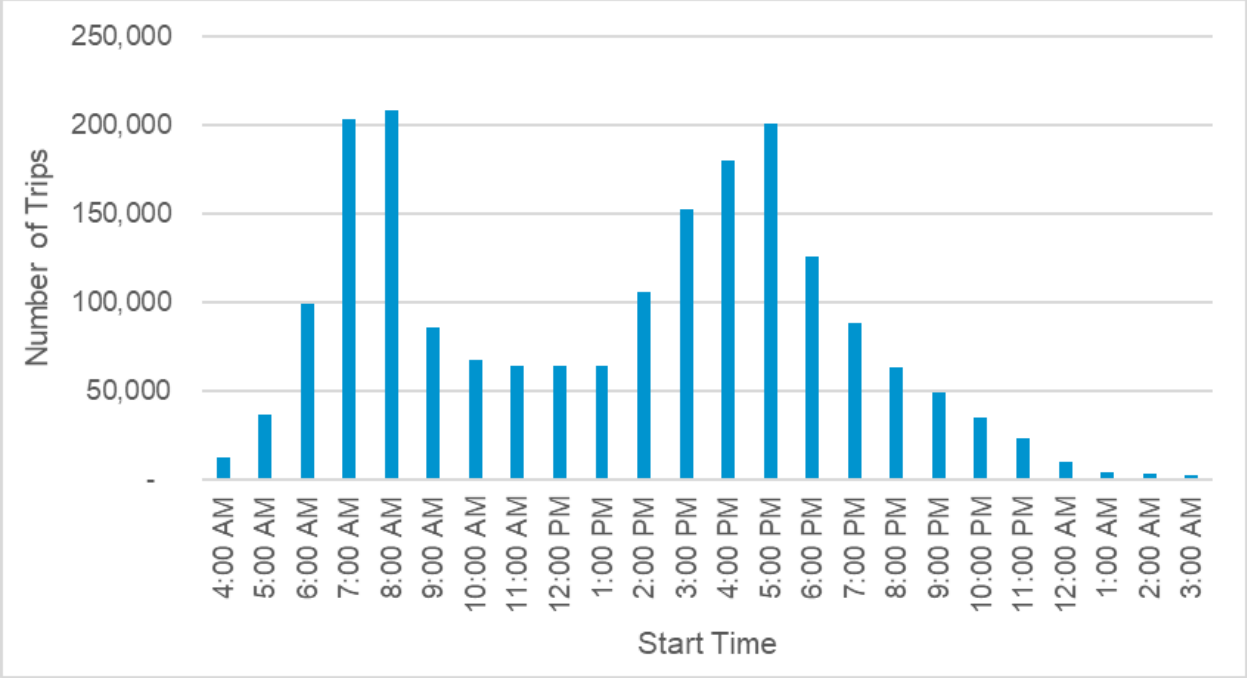
Source: 2016 TTS

3.4.4 Peaking Characteristics

There are two distinct periods of peak demand for travel – the morning (6 – 9 a.m.) and afternoon (4 – 7 p.m.) commuting peaks. The distribution of trips over the day is shown in **Figure 3-36**. The highest peak hour of the day occurs during the morning peak period; however, the PM peak period usually has higher total demand but spread out more over the period. Non-work non-school trips are more evenly distributed over the course of the day and into the evening when social or personal trips are more likely to be made.

Flexible work hours and/or work from home practices are expected to increase in acceptance as travel demands grow and the system approaches capacity during the peak hours. The current COVID-19 pandemic and public health measures have demonstrated that a large portion of the population could have the capability of working from home part or all of the time. This may have an affect in lessening peak demands and spreading demands to other times of the day.

Figure 3-36. Auto and Transit Trip Start Times



Source: 2016 TTS

3.5 Transportation Equity

Transportation equity is about fairness and creating a transportation system that works for everyone. Improving transportation equity improves access for more people to jobs, education, healthy foods, government services, health services, recreation and social activities. Residents in equity-seeking neighbourhoods tend to be more dependent on modes such as transit, walking, and cycling.

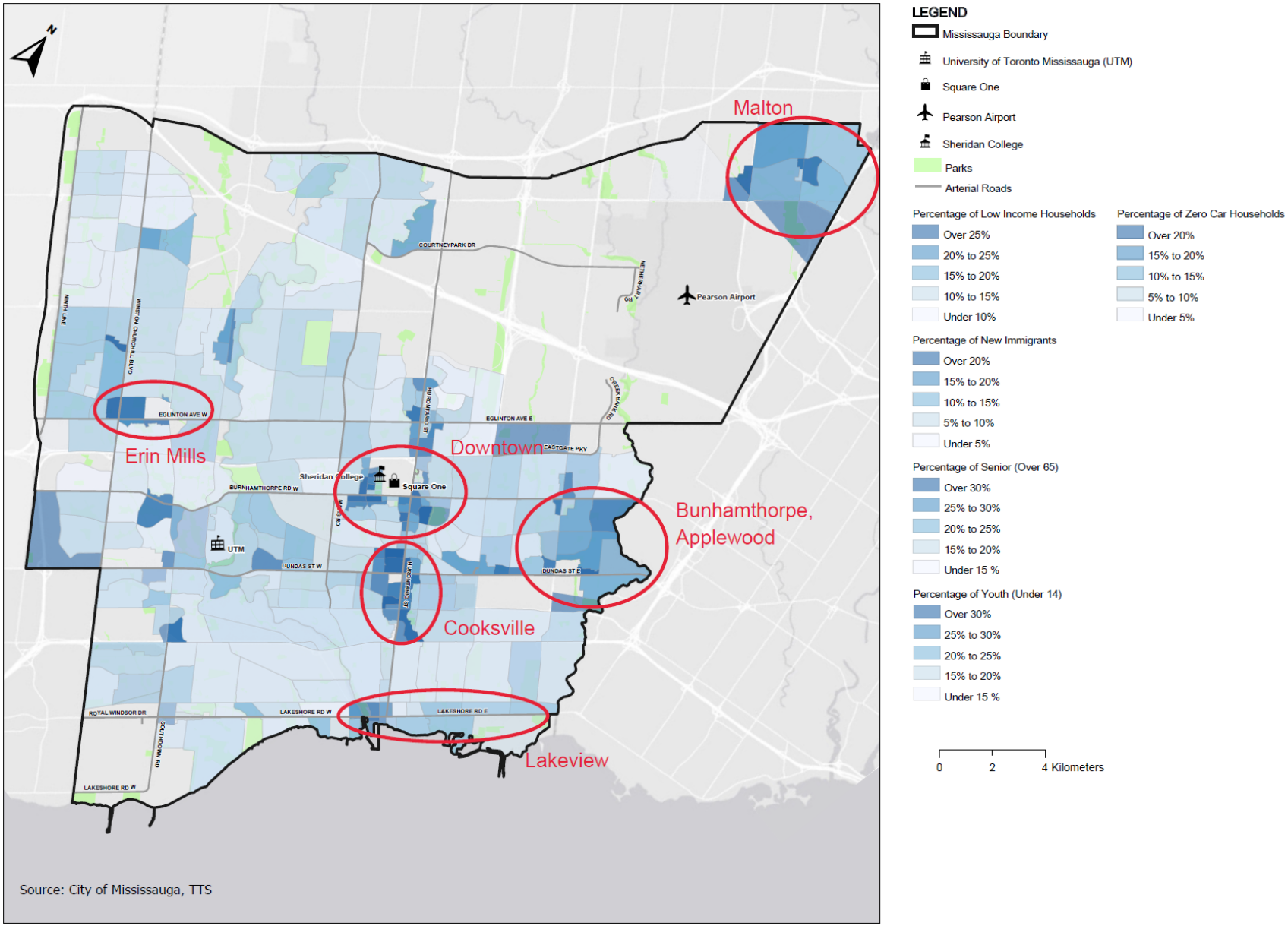
Two indexes are available as tools to identify potentially equity-seeking neighbourhoods in Mississauga. The first is a social equity index that relies on the latest TTS data to identify zones with higher percentages of low-income households, and Census data for zones with higher percentages of new immigrants, youth, and seniors. The results of this index are shown in **Figure 3-37**. Areas that are equity-seeking have higher proportions of the population fitting these criteria.

The second tool is the Peel Region Neighbourhood Index that uses a combination of demographic, economic, resident engagement, and safety and health factors to assess neighbourhood wellbeing. The results of this index are shown in **Figure 3-38**. A lower score indicates lower wellbeing.

Both indices identify Malton, Cooksville, Burnhamthorpe, Summerville, and Downtown Mississauga as potential equity-seeking neighbourhoods. Other neighbourhoods to be considered include Erin Mills, Erindale, and Lakeview.

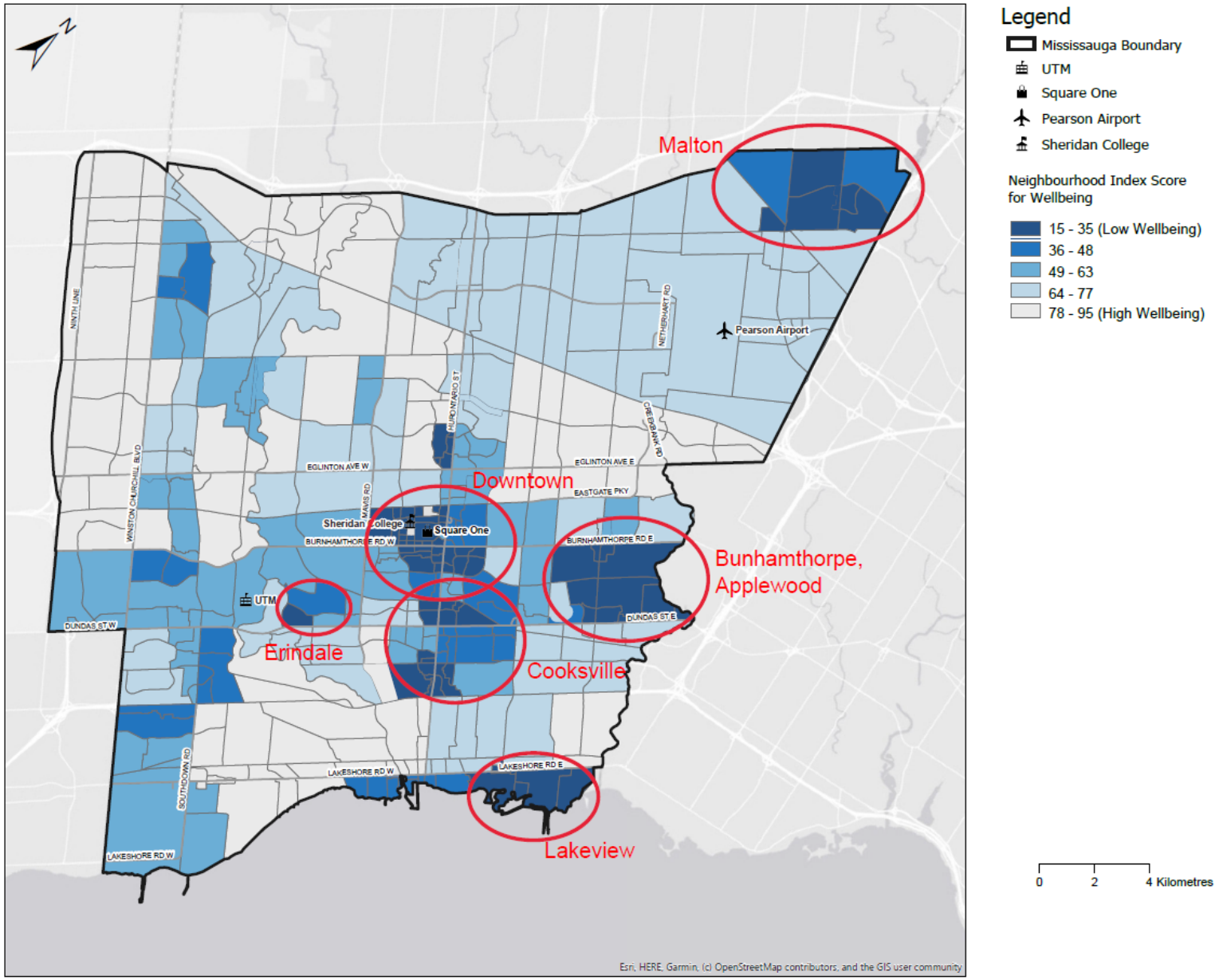
Transportation equity will be considered in identifying and prioritizing road and transit network needs in equity-seeking neighbourhoods.

Figure 3-37. Social Equity Index



Source: City of Mississauga, Changing Lanes Study

Figure 3-38. Peel Region Neighbourhood Information Index



Source: Peel Region Neighbourhood Information Tool

4 Trends

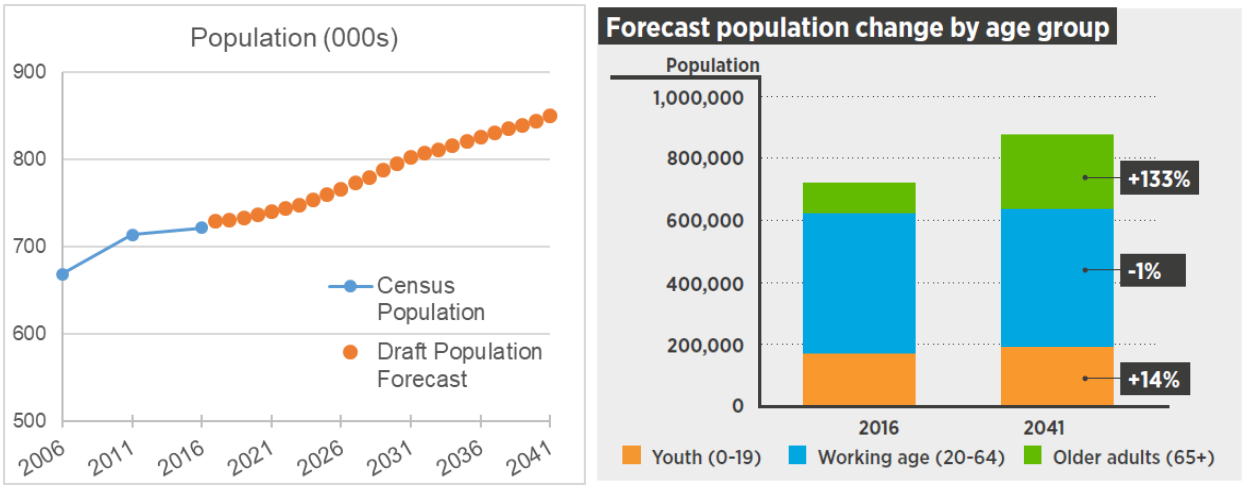
4.1 Growth

4.1.1 Mississauga

Population and employment in Mississauga will continue to grow to 2041, the planning horizon for this study. Historically, Mississauga's rapid growth between 1986 and 2016 nearly doubled the city's population to 722,000. In the most recent decade, from 2006 to 2016, Mississauga's population grew by 8%. Looking forward, Mississauga's population is expected to grow 18% to 849,000 in 2041. **Figure 4-1** shows Mississauga's population projection to 2041.

While the percentage of working age adults have remained consistent in the past 30 years, there has been a growing proportion of older adults and a decreasing proportion of youth. Over the next 20+ years, there will also be a more pronounced shift in the proportion of older adults, as this age group will grow by 133%. Meanwhile, the youth age group will grow by only 14% and the working age group, those who are 20 to 64 years, will remain constant. The travel needs and preferences of these different age groups must be considered in developing future networks.

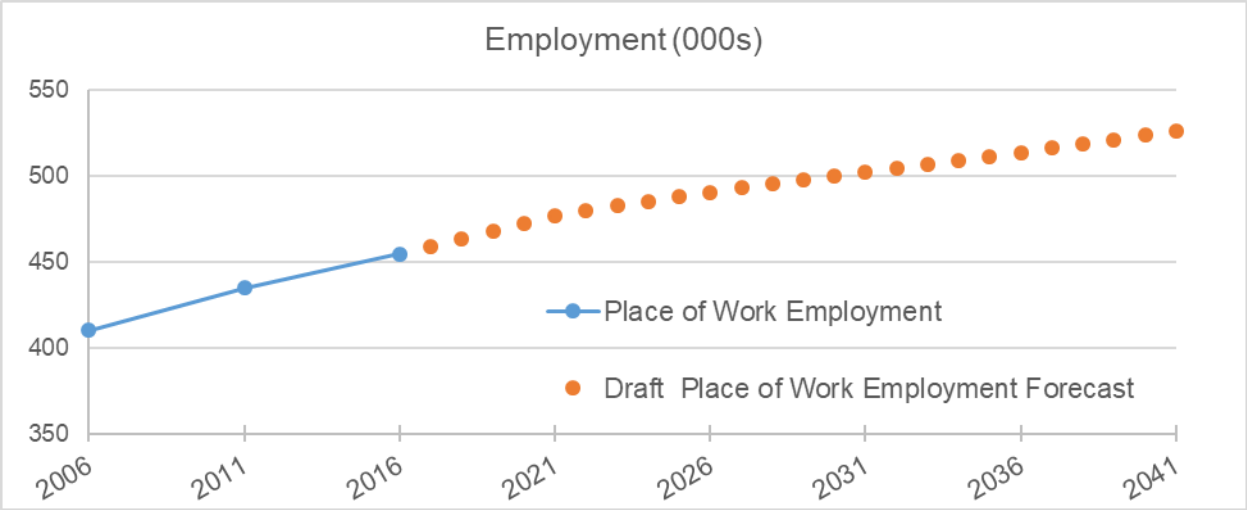
Figure 4-1. Population Growth in Mississauga



Source: City of Mississauga 2019 Development Charge Background Study, Mississauga TMP

Employment, or the number of jobs, in Mississauga will grow at a similar rate at 16% to 526,000 jobs in 2041. **Figure 4-2** shows employment growth projections in Mississauga.

Figure 4-2. Employment Growth in Mississauga



Source: City of Mississauga 2019 Development Charge Background Study

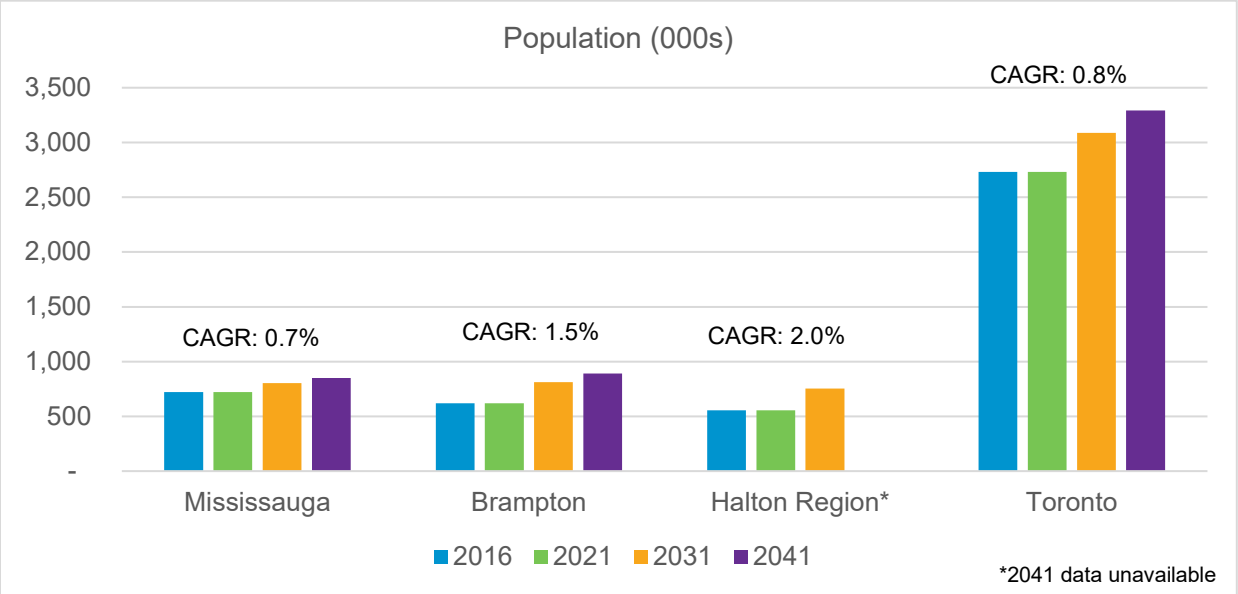
4.1.2 Neighbouring Municipalities

Population and employment will continue to grow in adjacent municipalities between 2016 and the 2041 planning horizon. The population and employment forecasts for neighbouring municipalities are shown in **Figure 4-3** and **Figure 4-4**, respectively.

Toronto is expected to experience similar growth as Mississauga at 0.7% per year; however, the larger existing base population and employment in Toronto results in approximately 810,000 additional people and jobs compared to the additional 200,000 people and jobs in Mississauga. Brampton is expected to experience growth nearly three times as fast as Mississauga at 1.7%, with additional 400,000 people and jobs by 2041. The 2041 forecast for Halton Region was unavailable, but the growth rate is expected to be similar to Brampton with additional growth of 300,000 people and jobs by the 2031 horizon.

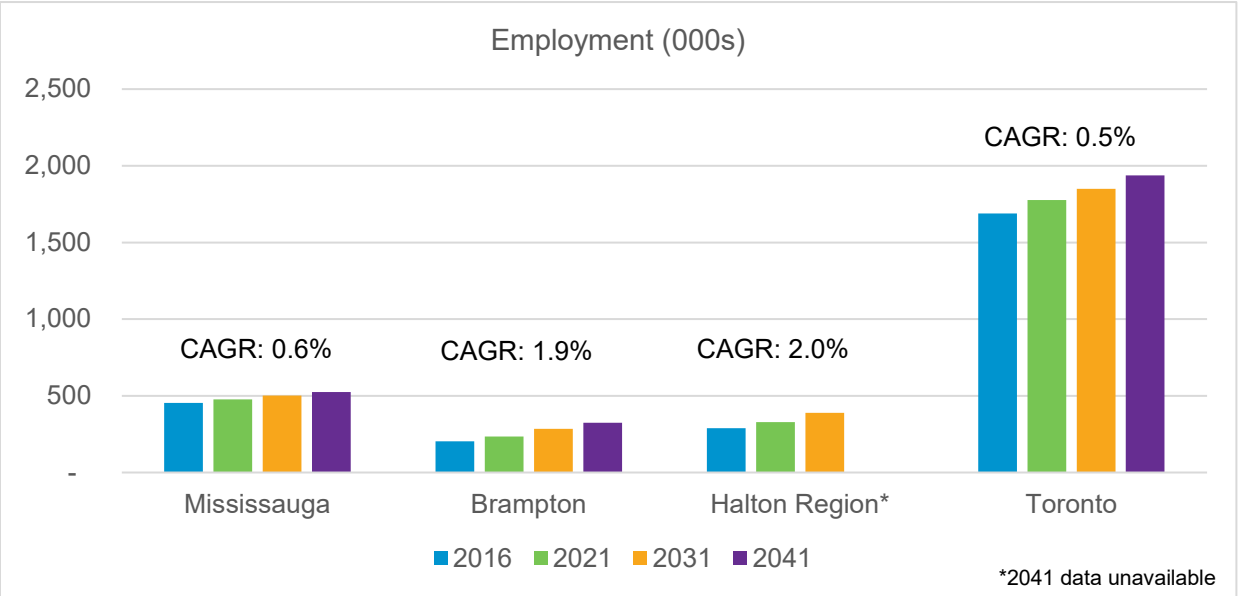
As identified in Section **3.4.1**, many Mississaugans and Mississauga workers live and work in adjacent municipalities. The growth expected in municipalities such as Halton, Brampton, and Toronto will impact cross-boundary traffic and must be considered in the future transportation network.

Figure 4-3. Population Forecast Growth in Neighbouring Municpalities



CAGR = Compound Annual Growth Rate
Source: City of Mississauga 2019 Development Charge Background Study, City of Brampton 2019 GeoHub, Halton Region 2017 Development Charge Background Study, City of Toronto 2018 Development Charge Background Study

Figure 4-4. Employment Forecast Growth in Neighbouring Municipalities

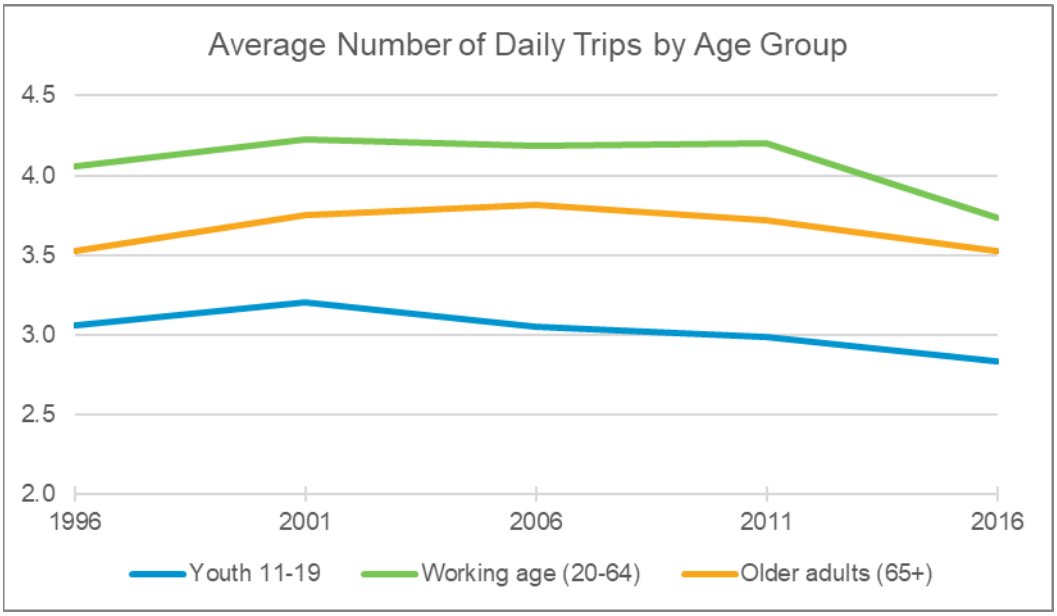


CAGR = Compound Annual Growth Rate
Source: City of Mississauga 2019 Development Charge Background Study, City of Brampton 2019 GeoHub, Halton Region 2017 Development Charge Background Study, City of Toronto 2018 Development Charge Background Study

4.2 Trip Making

Trip making tendencies vary by age and over the last 20 years, there has been a slight downward trend in trip making in each age group. The average number of trips made by age group is shown in **Figure 4-5**. Working adults make the most daily trips while youth make the least. As the proportion of older adults increases faster than other age groups, there may be more demand for travel, particularly outside of the commuter peak periods. It is noted that 2016 TTS data is known to under-report certain trips for certain individuals, which may explain the decrease in total trips reported in that year.

Figure 4-5. Average Number of Daily Trips by Age

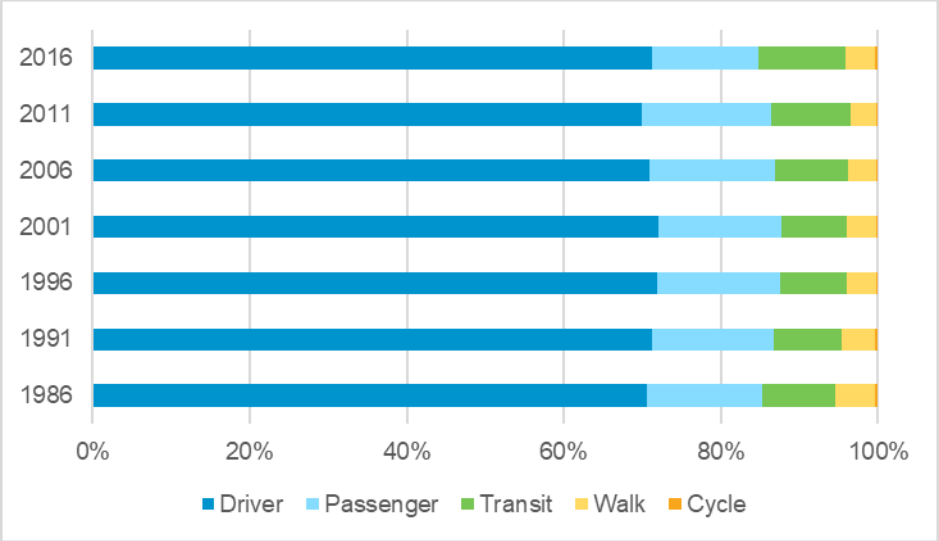


Source: TTS 1996-2016. Trip data is not collected for children under 11.

4.3 Mode Choice

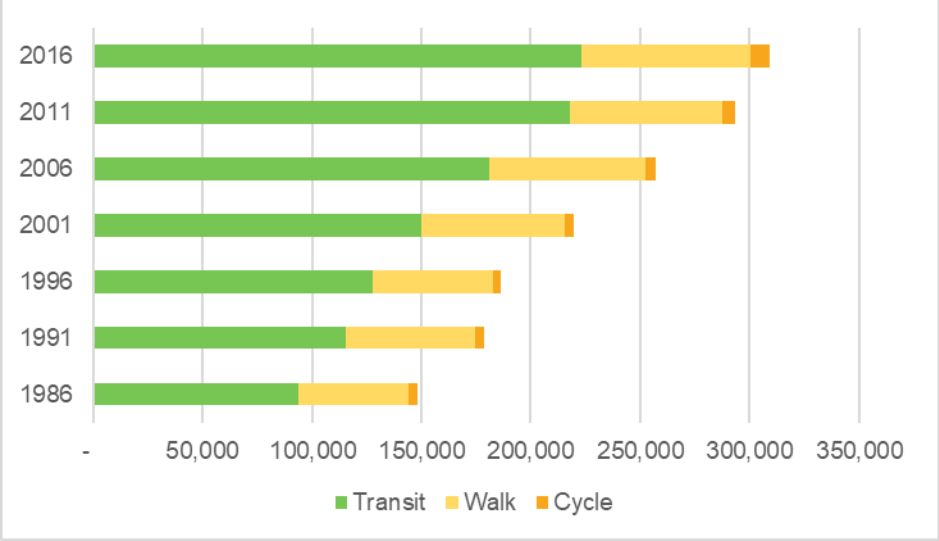
A review of the historical trends in mode share can reveal changes in travel preferences over time. Over the last 30 years, there has been little change to mode share as shown in **Figure 4-6**. Automobile modes (driver and passenger) continues to be the predominant mode of travel in Mississauga. However, although we have seen little to no change in mode share, the number of trips made by transit, walking and cycling have increased significantly as shown in **Figure 4-7**. A real shift to non-automobile modes is needed to meet the City and Region's mode share targets for a sustainable transportation system.

Figure 4-6. Historical Mode Share Trends



Source: TTS, trips in Mississauga (to, from, and internal trips), all purpose, all day

Figure 4-7. Historical Growth in Transit , Walking and Cycling Trips

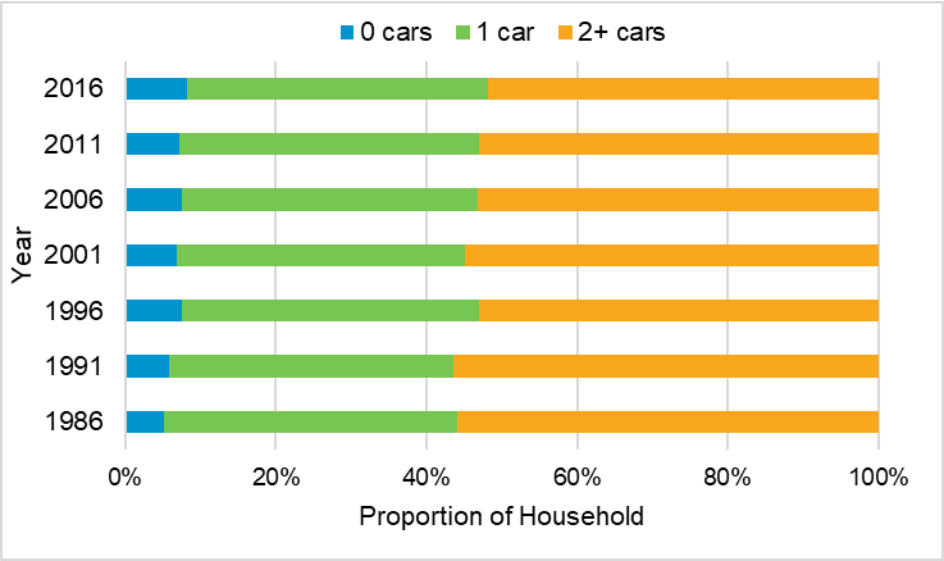


Source: TTS

4.4 Vehicle Ownership

People are more likely to make trips by automobile if they have access to a private vehicle. An indicator of higher usage of non-auto travel modes is the vehicle ownership in a household. The historical trend in vehicle ownership for Mississauga households is shown in **Figure 4-8**. Although there has been a slight decrease in average vehicle ownership over time, from 1.68 vehicles per household in 1986 to 1.61 vehicles per household in 2016, over 90% of households own at least one vehicle with over 50% owning two or more vehicles. This indicates that Mississauga households have a heavy reliance on private vehicles and significant changes would be required to make sustainable modes as convenient and accessible to the average household.

Figure 4-8. Historical Household Vehicle Ownership



Source: TTS

4.5 Road Congestion

An initial comparison of the future 2041 "business-as-usual" scenario against 2016 existing conditions was undertaken using the City's travel demand model for both morning and afternoon peak hours. The 2041 "business-as-usual" scenario assumes minimal change to the road and transit network – only projects currently committed and under construction. More details on the application of the model in this study will be provided in a separate report.

In the 2041 "business as usual" scenario, **Table 4-1** show the increase in road segments that approach or exceed capacity (having a volume to capacity ratio of 0.85 or higher). This is an indicator of congestion on road segments only, as the travel demand model does not reflect potential congestion at intersections due to high turning volumes and signal delays. Under the 2016 existing conditions, the model estimates that up to 21% of arterial road segments (by length) have v/c ratios greater than 0.85. Under future conditions, this increases to 33%, a 57% increase in roads that are congested. To reduce future congestion and operational constraints while accommodating future growth and travel demands, solutions will need to balance infrastructure needs with policies and programming that promote travel by transit and other sustainable modes.

Table 4-1. Arterial and Regional Roads Approaching or Exceeding Capacity (v/c > 0.85)

Time Period	2016	2041
AM peak hour	21%	33%
PM peak hour	11%	23%

Source: City of Mississauga EMME Models

5 Problem and Opportunity

The City of Mississauga will continue to grow as it builds towards a world-class, transit-oriented city. New residents will move to the city and new jobs will be established. To accommodate this growth, intensification and redevelopment of existing urban areas will be required. With the vision to move people safely, easily and efficiently, the City of Mississauga will need to maximize existing transportation infrastructure and strategically invest in new infrastructure.

The key transportation issues that Mississauga faces are:

- The majority of Mississauga residents use an automobile as their primary mode of transportation. The automobile has been the primary mode of travel to, from and within Mississauga and, as a result, the transportation network has been developed in a manner that favours the private automobile.
- The road network will approach vehicular capacity in many areas of the city if current travel trends continue, impacting how well people and goods move around the city. As travel demand in Mississauga continues to grow, there are limits to continuing to expand the road network through building new roads and widening existing roads.
- While more people are making trips by transit, travel time by transit can take two to three times as long versus the automobile. Long transit travel times and challenging connections means transit is not often the first choice for travellers.
- Transit and road improvements are needed to support equity-seeking neighbourhoods and new transit-oriented communities around Major Transit Station Areas. The transportation system plays a critical role in providing equitable access to employment, education, health service and healthy foods for everyone in Mississauga.
- Addressing road safety for all users will make roads safer and more comfortable for pedestrians and cyclists – allowing these modes to be the mode of choice for short trips.
- Connections outside of Mississauga are also important to the transportation system for Mississauga's residents and workers. Travel needs do not stop at the city's borders – Mississauga's residents work outside of the city and Mississauga's workers live outside the city.

6 Vision and Directions

6.1 Transportation Vision

The Transit and Road Infrastructure Plan is being developed under the umbrella of the Mississauga TMP, which set a strategic policy framework for transportation planning in the city.

The Mississauga TMP identified an overarching vision for transportation:

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

Ninety-one actions were recommended to achieve the transportation vision. Two of those actions are being addressed by the TRIP study: Action #15 – undertake a comprehensive review of the long-term transit network and Action #16 – undertake a comprehensive review of the long-term road network.

6.2 TRIP Study Directions

A Directions Exercise Workshop was held with internal stakeholders in various departments at the City of Mississauga and Region of Peel. The workshop explored potential synergies, strategies, and transformative ideas for developing the long-term transit and long-term road network to address key transportation issues identified in this first phase of the study. Six draft directions were developed to guide the development and consideration of transit and road infrastructure priorities and programs:

1. Support the City's Climate Change Action Plan by making sustainable, lower-emission modes (low-emission MiWay transit vehicles, walking and cycling) more attractive for more travelers.

2. Move people and goods more reliably by addressing gaps in the network, prioritizing transit between key destinations, and developing strategies for goods movement.

3. Implement more Transit Priority Corridors to provide fast, reliable, and efficient transit to more people.

4. Expand infrastructure and services where needed to ensure equitable access for all users – with a focus on equity-seeking neighbourhoods and transit-oriented communities.

5. Support the City's Vision Zero initiative by focusing on protecting vulnerable road users when planning and implementing road and transit infrastructure.

6. Provide a connected, integrated transportation system within the City and improved access to hubs outside the city where people are travelling to.

It is important to note that the Transit Road and Infrastructure Plan will not directly address all pedestrian and cycling needs as these have been or will be addressed in separate studies (2018 Cycling Master Plan and ongoing Pedestrian Master Plan). The long-term networks established in those respective plans will inform and be integrated with the road and transit network of this study.

The Directions Exercise Workshop Outcomes Report is provided in **Attachment A**. The Outcomes Report documents the discussion at the workshop, the desired goals and objectives of the study, and the development of the above directions to guide the TRIP study.

Attachment A

Directions Exercise Workshop Outcomes Report