Mississauga Transit and Road Infrastructure Plan

Executive Summary

April 2025

MISSISSAUGA

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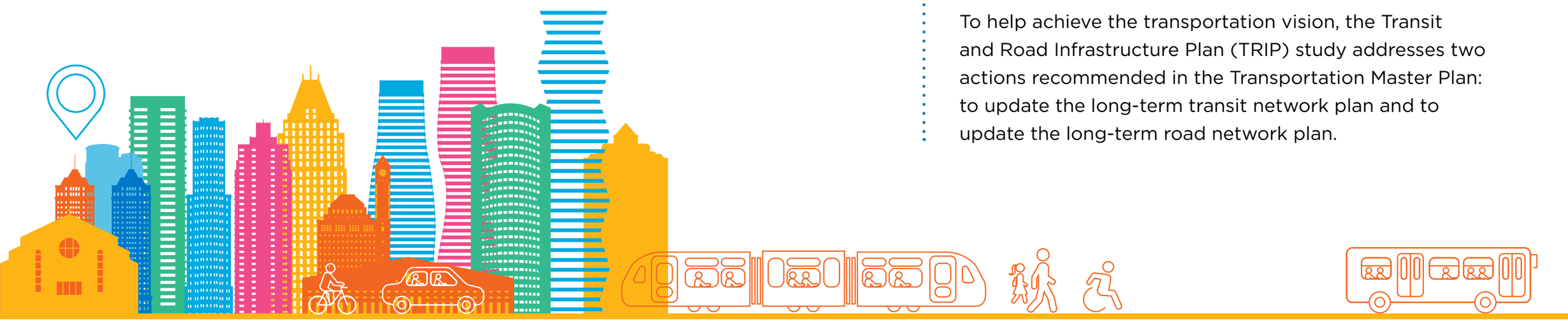
01

What is the Transit and Road Infrastructure Plan?



In 2019, Mississauga Council approved the Mississauga Transportation Master Plan that identified a transportation vision for the city:

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

Transportation Vision, Mississauga Transportation Master Plan

To help achieve the transportation vision, the Transit and Road Infrastructure Plan (TRIP) study addresses two actions recommended in the Transportation Master Plan: to update the long-term transit network plan and to update the long-term road network plan.

Process

Transportation construction projects are subject to the Ontario Environmental Assessment (EA) Act. The TRIP study follows a master planning process (Approach #1), as identified in the Municipal Class Environmental Assessment[1], which allows road and transit infrastructure recommendations to proceed to subsequent design and implementation phases following the completion of the master plan.

Engagement and Consultation

Stakeholder engagement and public consultation are important components of the master planning process. Feedback from residents and stakeholders helped shape the direction of the TRIP study and confirm the transportation needs in Mississauga.

Over the course of the study, engagement and consultation activities included:

Three rounds of public engagement, including three virtual open house sessions and one in-person open house event.

Community outreach through “kitchen table guides” sent to community organizations.

Notification to 15 Indigenous communities.

Three meetings with external technical review agencies.

1 Municipal Class Environmental Assessment, Municipal Engineers Association. Amended March 2023.

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A Vision for Transportation

The TRIP study is developed under the umbrella of the transportation vision identified in the Mississauga Transportation Master Plan:

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

Implementing this vision will provide mobility and support quality of life for all as the city enters its next phase of growth.

Key Issues and Opportunities

The review of existing transportation conditions in Mississauga indicated several issues that need to be addressed in the TRIP study to help achieve the transportation vision. The key issues are:

- For most Mississauga residents, the automobile is their primary mode of transportation for travel to, from and within Mississauga and, as a result, the transportation network has developed over past decades in a manner that favours the private automobile.
- The road network will approach vehicular capacity in many areas of Mississauga if current travel trends continue, impacting how well people and goods are able to move around the city. As travel demand in Mississauga continues to grow, there are physical limits to continuing to expand the road network through building new roads and widening existing roads.
- Transit travel times can take two to three times as long as automobile travel times for the same trip. 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-deserving 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, social services, 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 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.

TRIP Study Directions

To address the study issues, a workshop with internal stakeholders at the City of Mississauga from transportation planning, community planning, public works, transit, and other departments was held to identify study directions to guide the TRIP study.

Six key directions were identified:

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 travellers.

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

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

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

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

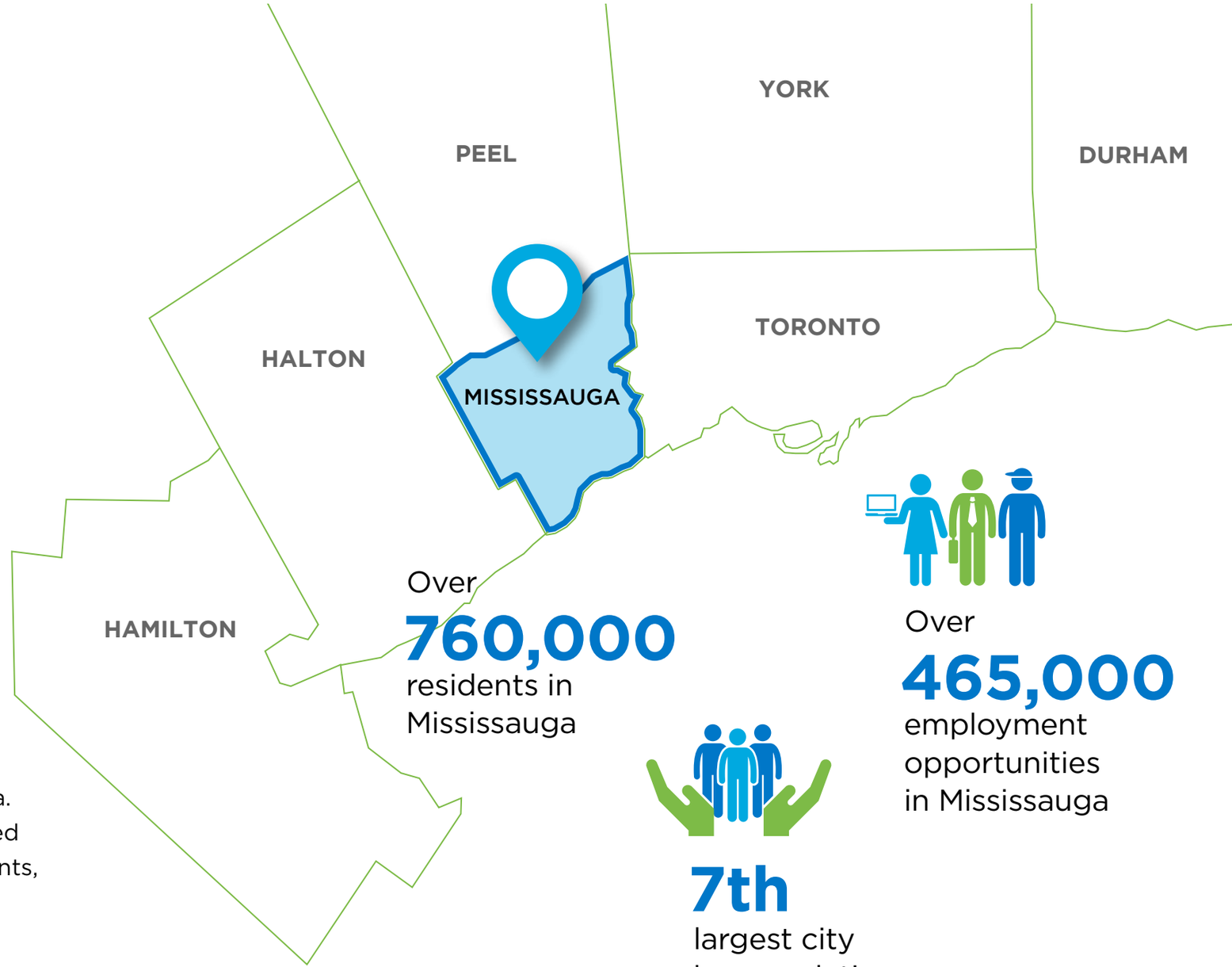
Provide a connected, integrated transportation system within Mississauga and improved access to hubs outside the city where people are travelling to.

03

Mississauga Context

Growth

Mississauga has been one of the fastest growing and most economically successful cities in the country. With over 760,000 residents, Mississauga is ranked as the seventh largest city by population in all of Canada. Over 465,000 employment opportunities that are located across the city provide jobs for local and regional residents, making it a major economic hub in not just the Greater Toronto and Hamilton Area (GTHA) but the province.



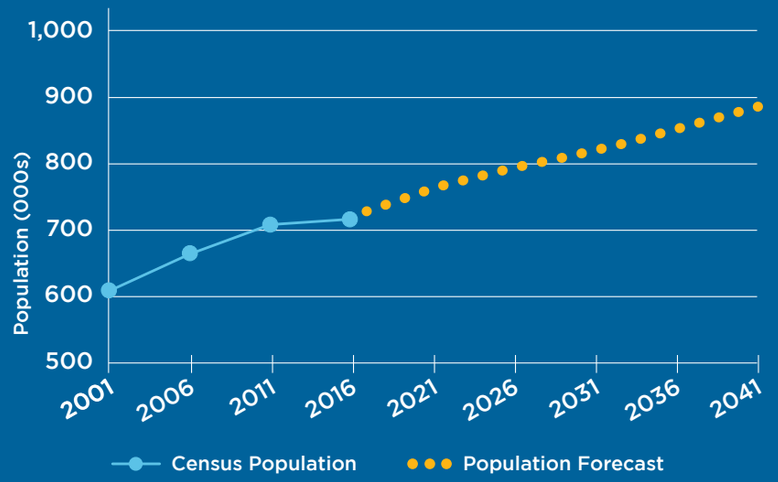
Over
760,000
residents in Mississauga

Over
465,000
employment opportunities in Mississauga

7th
largest city by population in all of Canada

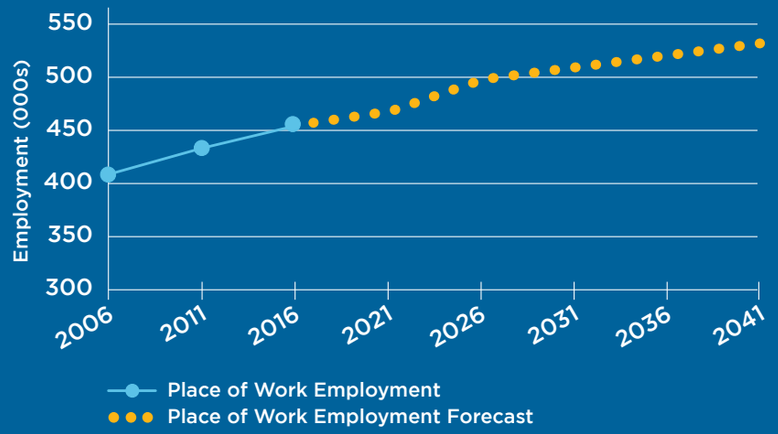
Population is expected to grow by **16%** to **883,000** by 2041.

Figure 3.1 Population Growth in Mississauga



Employment will grow at **14%** to **531,000** jobs in 2041.

Figure 3.2 Employment Forecast Growth in Mississauga



Source: City of Mississauga 2022 Development Charge Background Study. Population forecasts exclude census under-coverage.

Population and Employment Forecasts

Mississauga's past growth has helped shape the transportation system in the city today. Development in the 1960s was designed to accommodate the automobile, resulting in patterns of neighbourhoods, shopping areas, and workplaces connected primarily by corridors that were convenient for the automobile but less attractive for walking, cycling or transit.

The city's population nearly doubled during Mississauga's rapid growth in the 1980s and 1990s. In the two decades after 2001, Mississauga's population continued to grow by 17%. Looking forward, Mississauga's population is expected to grow by 16% to 883,000 by 2041. Employment, or the number of jobs, in Mississauga will grow at a similar rate at 14% to 531,000 jobs in 2041. Mississauga's population forecast is shown in **Figure 3.1** employment forecast is shown in **Figure 3.2**.

Anticipated Changes to Growth Forecasts

In October 2022, the Ontario government introduced Bill 23, the More Homes Built Faster Act, which proposed significant changes to the planning framework that will impact how municipalities across the province plan for growth. Bill 23 identified a housing target for Mississauga of 120,000 new homes by 2031, which is about 87,000 more homes than the City's current plan for 2031 and is anticipated to exceed the City's planned population totals presented here for 2041.

Housing is a top priority for the City of Mississauga and, on March 1, 2023, City Council endorsed Growing Mississauga: An Action Plan for New Housing that outlines actions for the City to work to deliver more housing with support from the private sector and other levels of government.

New growth forecasts will continue to focus growth in areas already identified for growth and intensification in Mississauga. The future transit and road networks identified in the TRIP study may need to be advanced to support shortened timelines for population growth to be realized in Mississauga.

Transportation Network Today

Transit

MiWay is the municipal transit service provider in Mississauga. MiWay operates 63 core routes (54 local and 9 express) and 16 school routes, serving approximately 200,000 daily passengers[2]. Service generally follows a grid network, with connections at transit terminals, GO Stations, and other key nodes in Mississauga and in adjacent municipalities. The City Centre Transit Terminal is Mississauga's main terminal; other major terminals served by MiWay include Meadowvale Town Centre, Westwood Square, and Kipling Bus Terminal (in Toronto).

The Hazel McCallion Line (formerly Hurontario LRT) is a light rail transit (LRT) line currently under construction to serve the busiest transit corridor in Mississauga. The 18-km long rapid transit line is planned to serve both Mississauga and Brampton. The Hazel McCallion Line will provide key connections at Brampton Gateway Terminal, City Centre Transit Terminal, Cooksville GO, and Port Credit GO.

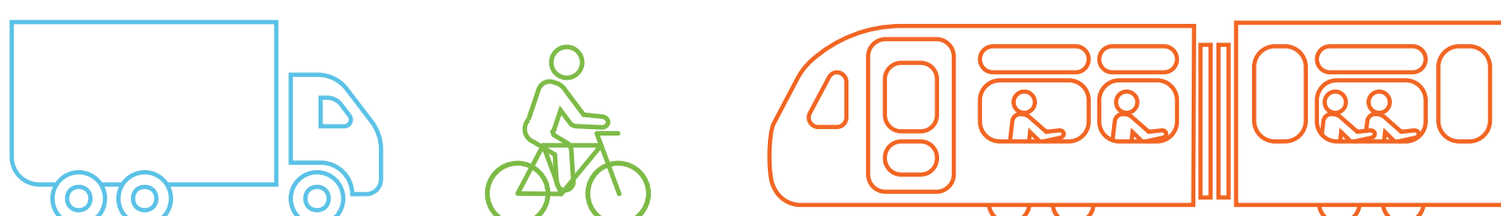
Two additional higher-order transit corridors are in the planning and design stages. The City of Mississauga is undertaking a Transit Project Assessment Process (TPAP) and preliminary design for the Lakeshore Bus Rapid Transit (BRT) that will connect Port Credit with Long Branch GO in Toronto. Mississauga is also working with Metrolinx on the TPAP study for the Dundas BRT that will initially run between Cooksville and Etobicoke Creek, with a future westerly extension through the rest of Mississauga to Oakville and beyond.

Roads

The network of roads in Mississauga includes municipal roads, Peel Region roads, provincial 400-series highways (Highways 401, 403, 409, 410, 427 and Queen Elizabeth Way), and 407 Express Toll Route (407ETR). **Figure 3.3** shows the existing classifications of the road network in Mississauga.

The **Changing Lanes Complete Streets Guide** is the City of Mississauga's new reference for planning and designing streets in the city. The guide provides processes and techniques for planning, designing, operating, and maintaining streets to meet the needs of all street users.

The City's pedestrian and cycling networks are also critical components of Mississauga's transportation system. These are addressed in separate master plan studies.



2 *As of January 2020, the last reporting period before changes were made in response to the COVID-19 pandemic.*

Figure 3.3 Existing Classification of Mississauga Roads

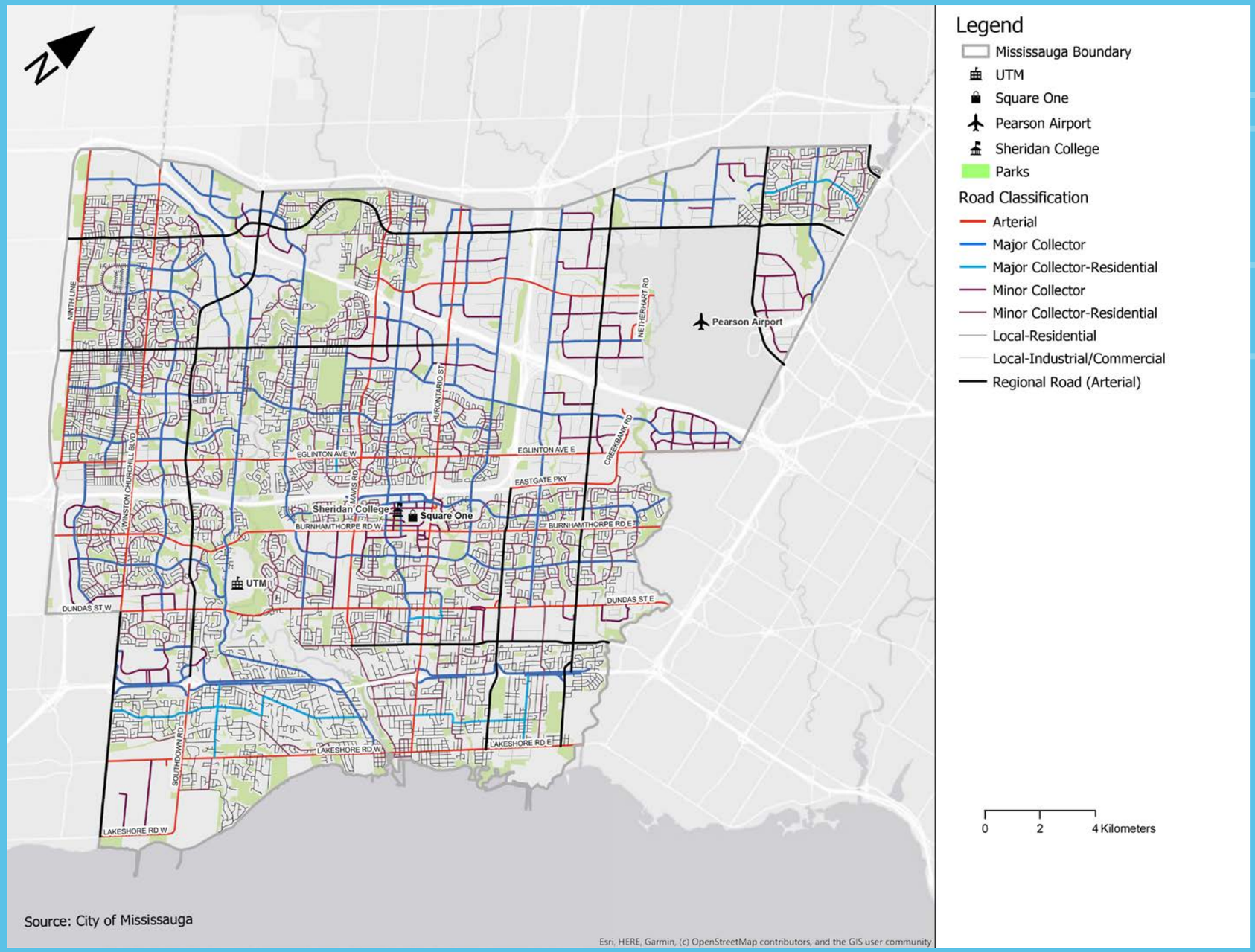


Figure 3.4 Historical Mode Share Trends in Mississauga

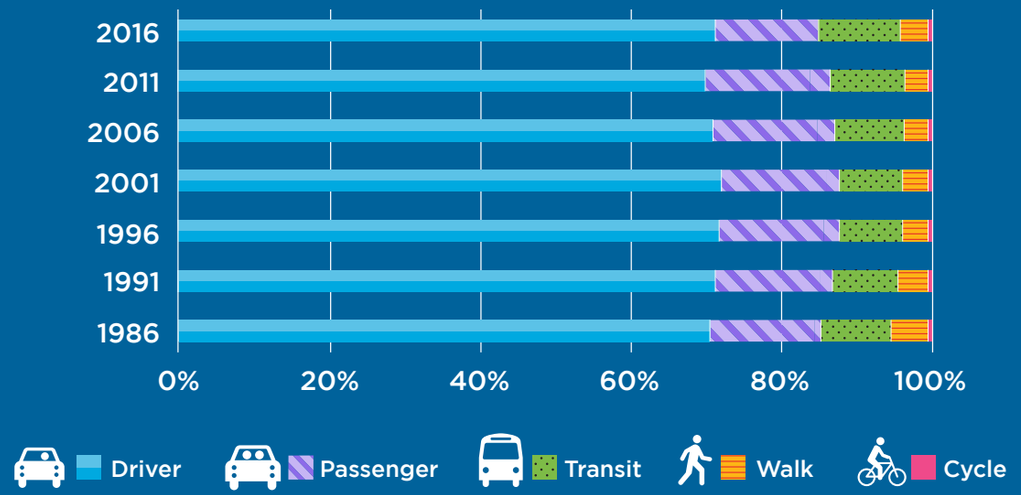
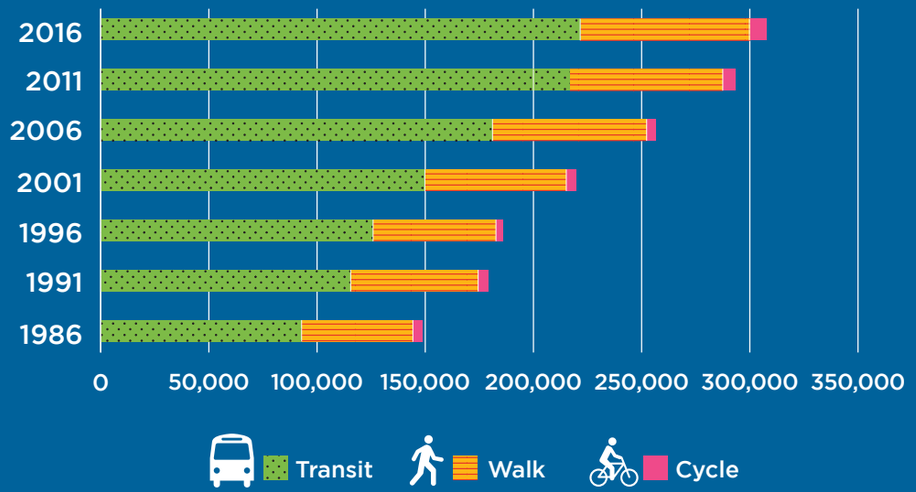


Figure 3.5 Historical Growth in Transit, Walking and Cycling Trips



Source: Transportation Tomorrow Survey

Travel Trends

A review of the historical trends in travel mode share can reveal changes in travel preferences over time. **Figure 3.4** shows that there has been little change to mode share in Mississauga over the last 30 years. Automobile modes (driver and passenger) continue to be the predominant mode of travel in Mississauga. While we have seen limited change in the share of transit and active trips, the magnitude of trips made by transit, walking or cycling have increased significantly as shown in **Figure 3.5**. However, a real shift from automobile to non-automobile modes is needed to meet Mississauga and Peel's 50% sustainable mode share targets.

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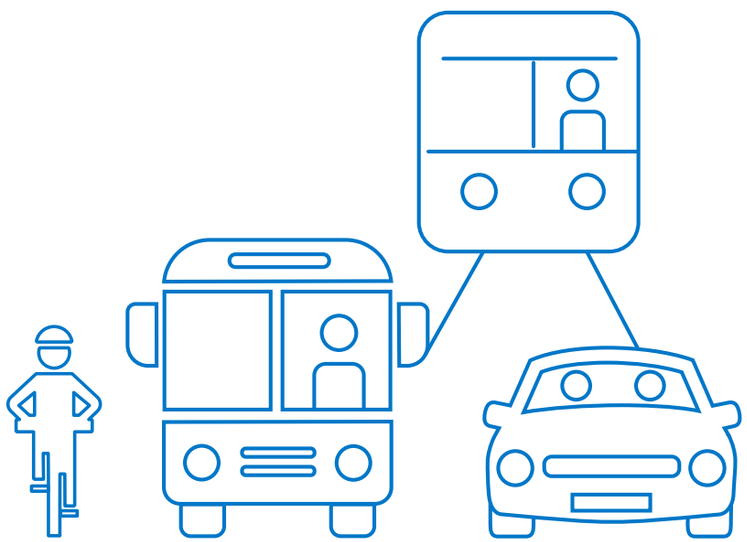
The Recommended Network

The recommended solution for Mississauga's future transportation system is a combination of strategies that support travel by a variety of modes and the movement of goods.

The recommended transit and road networks combine higher-order transit, transit priority corridors, key road capacity improvements at strategic locations, and, where appropriate, road rebalancing. The network infrastructure is supported by city-wide transportation system management and travel demand management initiatives.



- High-order Transit
- Transit Priority Corridors
- Key Road Capacity Improvement
- Road Rebalancing

A Complete Streets Approach

Providing greater mobility choice is key to promoting equity for all road users and supporting the health and economic vitality of the community. In recent years, the City of Mississauga has taken great strides in identifying a multi-modal transportation plan, investing in transit infrastructure and services, building sidewalks, bike lanes and multi-use paths, and managing the traffic system.

Complete Streets are streets that are carefully and thoughtfully planned, designed, constructed, and maintained to account for the safety and comfort of the intended road users regardless of the mode of transportation. An example complete street cross-section is shown in **Figure 4.1**.

The recommendations of the TRIP study are focused on the function of a roadway – how it connects communities and how it moves people and goods. These recommendations are intended to align with Mississauga's Complete Streets Guide and to integrate with the pedestrian and cycling networks identified previously in Mississauga's **Cycling Master Plan** (2018) and **Pedestrian Master Plan** (2021). Wherever possible, cycling and pedestrian improvements should be bundled with road or transit projects and be designed and constructed as one integrated project.

The recommended network includes transit priority on roads under Peel Region's jurisdiction. Future collaboration with Peel Region and Metrolinx will be needed to advance transit priority infrastructure on Regional Roads.

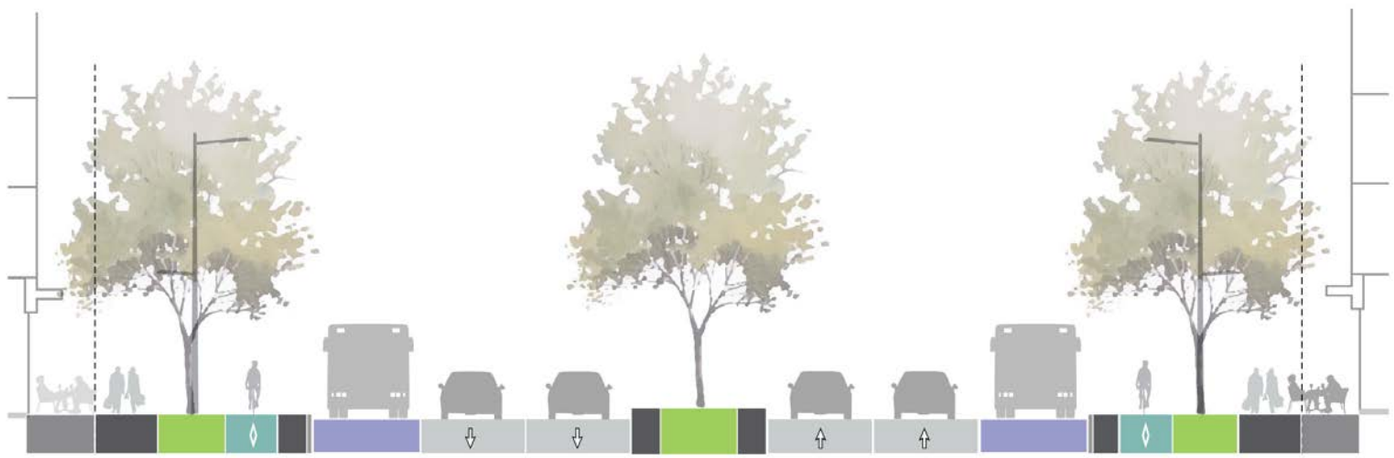


Figure 4.1 Arterial Strategic Growth Demonstration Cross-section — Complete Streets Guide

Source: Complete Streets Guide, Figure A.1.

Long-Term Transit Network

Transit Priority and Higher Order Transit

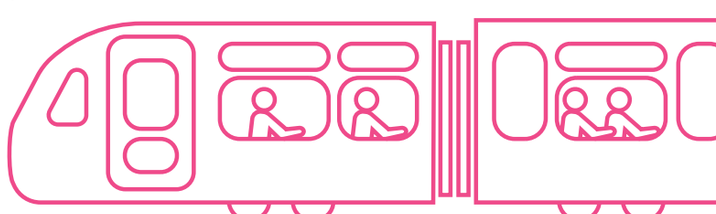
The analysis of alternative solutions identified corridors in Mississauga with the highest transit ridership demands. The review of pre-pandemic and mid-pandemic ridership highlighted transit corridors that served essential workers and essential businesses/services. These factors, combined with the City's vision to provide high-quality, frequent transit service to most of Mississauga, informed the recommended long-term transit network.

Ultimately, the type of transit service on each transit corridor will be determined through subsequent environmental assessment studies that may be led by City of Mississauga, with potential partnership opportunities with Metrolinx, Toronto Transit Commission, Brampton Transit, and/or Oakville Transit. Consideration can also be given to implementing transit projects in phases – for example, intersection-level transit priority measures may be implemented first, while planning for fully dedicated transit lanes in the longer term.

Recommended transit infrastructure have been categorized into three categories based on anticipated future ridership, areas with known rights-of-way limitations, and transportation equity considerations.

1. **Transit Priority 1 (Higher Order Transit)**: Key corridors with the highest ridership that support BRT or LRT in dedicated transit lanes.
2. **Transit Priority 2 (Transit Lanes)**: Key corridors with moderate to high ridership where curbside transit lanes would improve transit operations.
3. **Transit Priority 3 (Intersection Improvements)**: Other key corridors/segments where strategic intersection transit improvements are recommended to provide efficient transit operations and improve reliability and connectivity.

A map of the recommended long-term transit network is shown in **Figure 4.2**. The final type of transit corridor, for example BRT, LRT, or some other form, will be refined and confirmed through subsequent planning and implementation stages.



‘First and Last Mile’

The term ‘first and last mile’ is used to describe the beginning and end of every transit trip between the individual’s starting point (e.g., home) and transit stop and, at the other end, between the transit stop and final destination (e.g., workplace). The first and last mile for many transit trips is on foot, but could also be by bicycle, car or another mode. Sidewalks, walkway connections, and safe crossing opportunities to/from transit stops and stations are important components of a high-quality transit network. Pedestrian connections should be designed without barriers to provide access to all users. Even those who access transit via park-and-ride or passenger-drop-off have a segment of the trip on foot when transferring between modes.

The Pedestrian Network Priorities, identified in the **Mississauga Pedestrian Master Plan**, and the proposed Cycling Network, identified in the **Mississauga Cycling Master Plan**, identify priorities for improving these connections to transit.

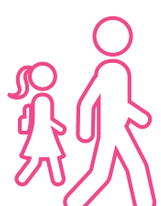
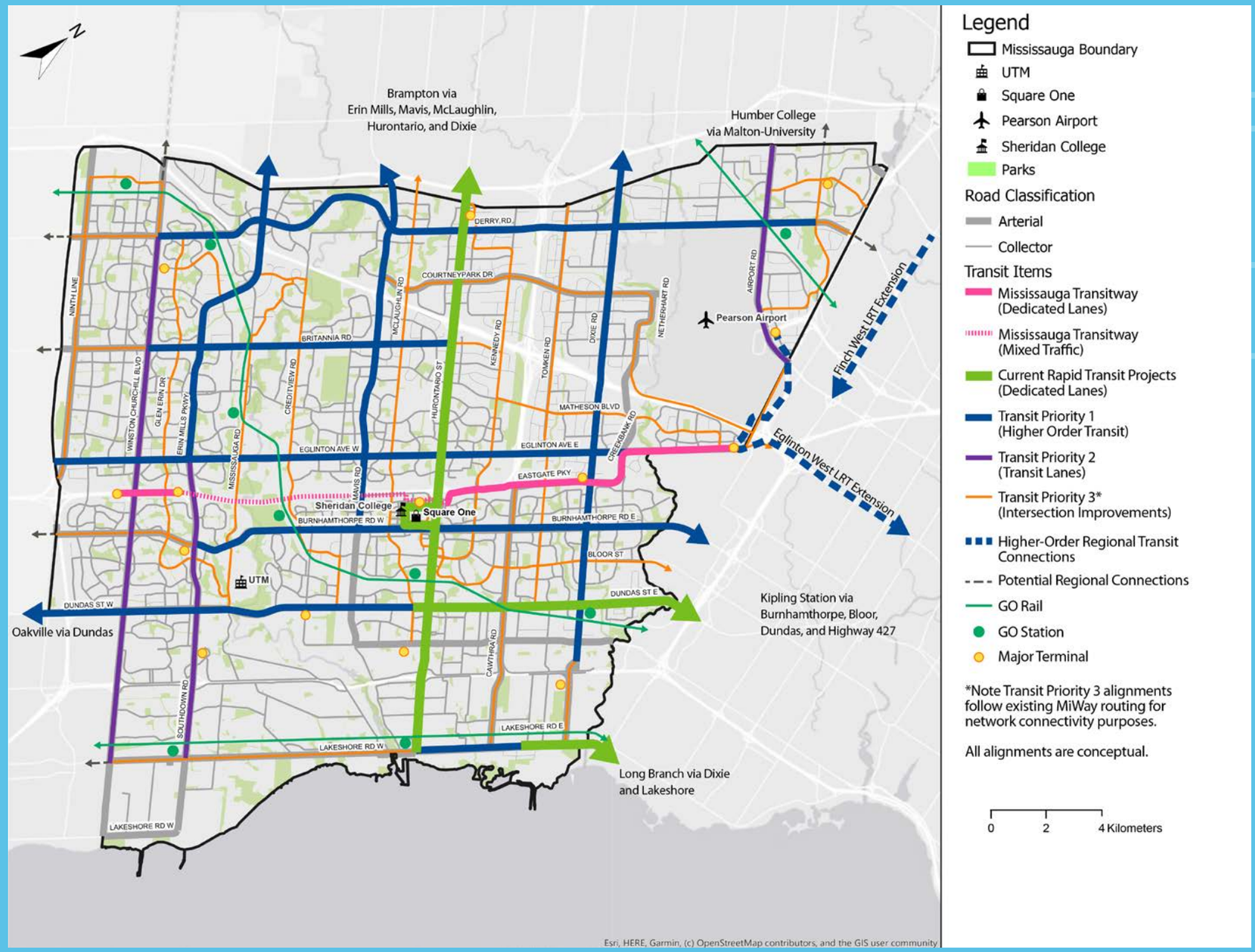


Figure 4.2 Recommended Transit Network



Long-Term Road Network

Road Network

Roads are necessary to provide connections to new development areas and across major barriers while also providing capacity for the movement of goods. In many cases, new roads or road widenings also provide improved connectivity for transit, walking, and cycling.

The road network shown in **Figure 4.3** is recommended to serve growth areas, employment areas, and provide improved connections across major barriers.

Road Balancing

The intent of road balancing is to make efficient use of existing roadway space. Road balancing may reduce one or more vehicle lanes and repurpose that space for public realm uses or other road users. Potential road balancing projects were explored throughout Mississauga to identify locations where there are opportunities to shift underutilized road space to other modes and other uses. Candidate locations include projects identified in the City's Active Transportation COVID-19 Recovery Framework and other 4-lane major collector or local streets that provide connections to community destinations.

Roads where a road balancing project are recommended for consideration, as shown in **Figure 4.3**, include:

- Battleford Road — Tenth Line to Erin Mills Parkway
- Central Parkway — Mavis Road to Hurontario Street
- Erin Centre Boulevard — Tenth Line to Erin Mills Parkway
- Erindale Station Road — Burnhamthorpe Road to Dundas Street
- Glen Erin Drive — Eglinton Avenue to Dundas Street
- Rathburn Road — Dixie Road to Burhamthorpe Road
- Ridgeway Drive — Burhamthorpe Road to Dundas Street
- The Collegeway — Ridgeway Drive to Winston Churchill Boulevard
- The Collegeway — South Millway to Mississauga Road
- Thomas Street — Ninth Line to Winston Churchill Boulevard

Factors to be considered in the final road configuration include adjacent land uses, frequency of driveway access, traffic demand (including transit vehicles and trucks), urban design, utilities, and cost.

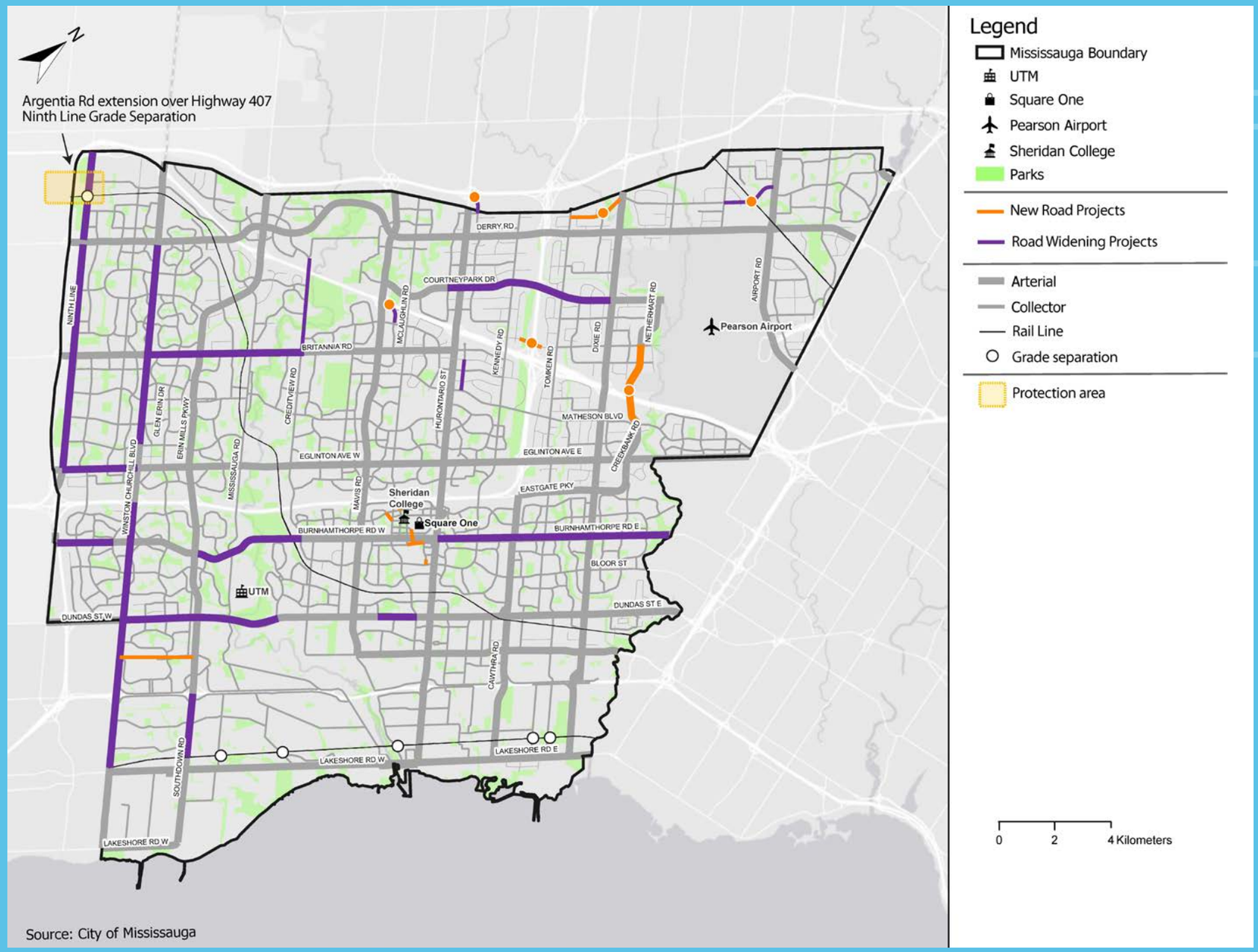
Rail Grade Separation

Anticipated growth in passenger rail, freight rail, and road traffic at level (at-grade) rail crossing locations increases exposure between trains and road users of all modes, raising safety concerns. A planning-level assessment of the 27 at-grade rail crossings in Mississauga considered existing and future exposure indices, other risk and safety criteria, impacts to adjacent properties and property access, and potential construction cost.

Road-rail grade separation is only one approach to eliminating the conflict between train traffic and roadway users. Other alternatives to eliminate conflicts include closing the roadway to all road users or closing the roadway but providing a new active transportation connection.

Based on anticipated passenger rail volumes, all at-grade rail crossings on GO Lakeshore West Line and on GO Kitchener Line are identified for modification or monitoring. Additionally, when GO Train service on the Milton Line is increased to two-way all day service, the need for grade separation will also arise at several crossing locations along the corridor. Based on prior GO expansion projects on other corridors, it is expected that Metrolinx would explore grade separations or road closures as part of a Milton GO expansion study.

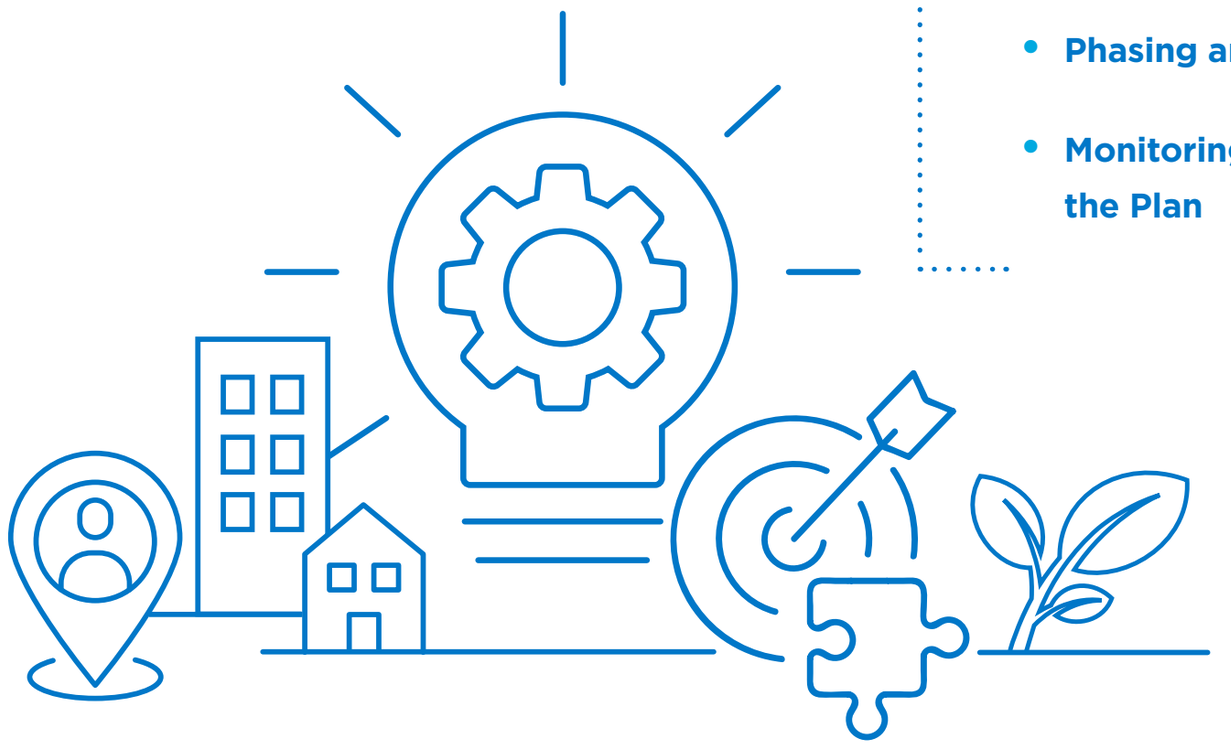
Figure 4.3 Recommended Road Network



05

Achieving the Plan

- Aligning Land Use and Growth
- Promoting Sustainable Modes
- Climate Change Mitigation and Adaptation
- Phasing and Costs
- Monitoring and Updating the Plan



Aligning Land Use and Growth

Mississauga's past growth has shaped the transportation system in the city today. Starting in the 1960s, significant new commercial and industrial growth expanded across Mississauga. Development in that era was designed to accommodate the automobile, resulting in patterns of neighbourhoods, shopping areas, and workplaces connected primarily by major corridors that were convenient for the automobile but less attractive for walking, cycling, or transit. Today, Mississauga is working to build a world-class, transit-oriented city that gives all Mississauga residents and visitors the freedom to move.

Significant growth is planned for Mississauga in the coming decades and the City is planning to focus that growth in strategically designated growth areas. Transit-supportive land uses and transit-supportive densities of 300-400 people and jobs per hectare (ppj/ha) are envisioned for the Downtown, a provincially-designated Urban Growth Centre. Major Transit Station Areas (MTSA) are targeted to meet a minimum density of 160 ppj/ha adjacent to LRT or BRT stations and 150 ppj/ha adjacent to GO stations. MTSAs are areas for strategic growth that prioritize active transportation and are well-connected by transit.

In response to the Province's new targets to increase housing supply over the next 10 years, the City of Mississauga has prepared **Growing Mississauga: An Action Plan for New Housing** (February 2023) to help facilitate more housing and identify areas where private sector or senior government assistance is required.

ACTIONS

- Support policies that advance transit-oriented development.
- Encourage infill development and compact land uses in new growth areas.
- Conduct Secondary Plan, Transportation Master Plan, or high-level MTSA studies for focused growth areas to provide guidance and coordination on the identification and implementation of well-connected transportation systems to support these growth areas.
- Explore opportunities to integrate emerging mobility options in new development areas and in existing development.

Promoting Sustainable Modes

Much of the planned growth in Mississauga will be in the form of intensification and redevelopment. This provides an opportunity for mixed-use development that is well supported by transit services and active transportation — as is envisioned for Downtown Mississauga.

Sustainable travel modes include walking, cycling, taking transit, ridesharing, and ridehailing. Electrified bicycles or scooters also enable greater comfort and convenience for those choosing these modes. New forms of shared mobility can also encourage more sustainable travel. In shared mobility, users pay a fee to use a shared goods/service for a limited amount of time (e.g., pay per use) without ownership, such as carshare, bikeshare or scootershare. Those that do not own a car are more likely to use a wider range of modes, including more sustainable modes, depending on their destination, time of travel, trip purpose, and access to safe and convenient infrastructure or services at the start, middle, and end of a journey.

Sustainable travel modes are often more affordable for the end-user compared to car ownership. Providing sustainable travel options that are convenient, comfortable, accessible, and affordable also means improving transportation equity.

ACTIONS

- Address connectivity and crossing gaps in the pedestrian network as identified in the Mississauga Pedestrian Master Plan, prioritizing connections to transit.
- Construct new cycling facilities and upgrade existing cycling facilities as identified in the Mississauga Cycling Master Plan.
- Implement transit priority measures to improve transit operations along corridors and at intersections as identified in the Recommended Transit Network.
- Focus additional transit service improvements on providing consistent, frequent service across Mississauga.
- Work with Metrolinx, Brampton Transit, Toronto Transit Commission, and Oakville Transit to provide seamless transit service across municipal boundaries.
- Explore increases to municipal parking fees at key destinations to manage parking demand and support a shift to more sustainable modes.
- Require a Transportation Demand Management plan for new development, following the City's TDM Strategy and Implementation Plan, in Mississauga's growth areas to promote more efficient use of the transportation system.
- Require new development to provide sites that have barrier-free pedestrian, cycling, and transit connections .
- Collaborate with employers in major employment areas to promote and incentivize sustainable transportation solutions.

Climate Change Mitigation and Adaptation

New transportation infrastructure should be planned and designed to lessen impacts of climate change and maintain an acceptable level of functionality and service in future extreme weather events. This could include low impact development (LID) practices such as bioswales, permeable pavement, and infiltration trenches to help manage urban stormwater runoff and using more resilient materials and designs for critical transportation corridors and intersections.

ACTIONS

- Support sustainable transportation modes such as walking, cycling and transit by integrating the future road and transit networks with the City's cycling and pedestrian networks.
- Expand the pedestrian and cycling network to provide better access to safe, comfortable, and convenient facilities for walking and cycling.
- Invest in transit infrastructure and frequent transit service to provide improved access to high-quality transit service.
- Adopt zero emission vehicles for transit and city fleet and develop a strategy to accelerate the adoption of zero emission vehicles in the community.
- Work with industry and businesses to adopt lower-emission vehicles in the goods movement sector.
- Apply low impact development practices and green infrastructure to manage stormwater run-off.
- When constructing or replacing transportation infrastructure, design for climate impacts such as heat waves, heavy rainfalls, wind storms, and extreme cold.

Phasing and Costs

The **Transit and Road Infrastructure Plan** is a 20-year plan for the road and transit program. Phasing of the individual projects in the recommended road and transit networks considered the following:

- Timing of infrastructure projects that are already under construction (e.g., Hazel McCallion Line).
- Status of environmental assessments for projects where planning and design are already underway.
- Anticipated timelines for adjacent development growth.
- Projects that serve equity-deserving areas or employment areas.
- Estimated capacity and ridership needs from travel demand forecasting.

The recommended projects have been prioritized into three phases:

- Short term (by 2027)
- Medium term (2028 to 2031)
- Long term (2032 to 2041)

The capital cost to implement the recommended transit and road network infrastructure is presented in **Table 5.1**.

The costs shown are total capital costs and do not account for potential funding from external sources such as grants from other levels of government or through development charges. There may also be partnership and cost sharing opportunities for some projects. Examples include working with Peel Region and/or City of Brampton to implement transit infrastructure along Dixie Road, a Regional Road that crosses municipal boundaries, and working with Metrolinx and/or the railway companies for grade separation projects.

The proposed phasing of projects may change. The City of Mississauga undertakes an on-going process to prioritize transportation infrastructure projects through the annual capital budget and 10 year capital forecast. Through this process, timing for individual projects many be advanced or deferred due to changes in development growth, traffic and ridership volumes, or evolving municipal priorities.

Table 5.1 Phasing and Costs (2024$)(Millions)

Network	Short Term (2027)	Medium Term (2031)	Long Term (2041)	Total Capital Cost
Road	$154.0	$371.3	$274.9	$800.2
Transit	$567.0	$3,158.5	$3,588.0	$7,313.5
Total	**$720.9**	**$3,529.8**	**$3,862.9**	**$8,113.7**

Notes: The Long Term capital cost includes the Argentia Road crossing of Hwy 407. Property costs are from 2022.

- Plan infrastructure investments in a phased approach to accommodate travel demands of planned growth and intensification.
- Work with provincial and federal governments to maximize grant funding opportunities for transit priority infrastructure.
- Develop and maintain the City's transit and road networks to provide safe, sustainable connections in, around and through Mississauga.

Monitoring and Updating the Plan

This **Transit and Road Infrastructure Plan** is intended to be a living document that reflects the transportation needs of Mississauga. It is one of several plans that work together with the Mississauga Transportation Master Plan and the Mississauga Official Plan to direct implementation of the transportation system and growth in the City of Mississauga. As the plan is implemented, it is necessary to regularly review progress and monitor effectiveness in meeting the plan's vision and directions. The review process will also provide an opportunity to review the assumptions that went into the plan and consider the need for an update to address major changes in policy context or strategic priorities.

ACTIONS

- Support data collection initiatives that assist in the regular monitoring of network performance and transportation goals.
- Consider investing in a smart video camera network to provide real-time and persistent data source for traffic volumes, pedestrian and bicycle volumes, curbside activities in high-conflict areas, collisions, and detection of high frequency of near-miss incidents.
- Update relevant schedules of the Official Plan to incorporate the recommended road and transit networks.
- Undertake regular reviews (typically every five years) of the Mississauga Transportation Master Plan and TRIP study to determine the need for a full update.

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