

Mississauga Downtown Movement Plan

Executive Summary

March 2024



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Introduction and Study Purpose

The City of Mississauga has entered a new transportation paradigm with the adoption of the City's first **Transportation Master Plan** (MTMP) in 2019. Through the MTMP, the City made a commitment to foster freedom to move for all travellers. With rapid growth in the Downtown Core, a renewed focus on the needs of pedestrians, cyclists, and transit users is required to ensure that the Downtown Core becomes the vibrant civic and cultural soul of the city. The Downtown Movement Plan (DMP) will guide this renewal.

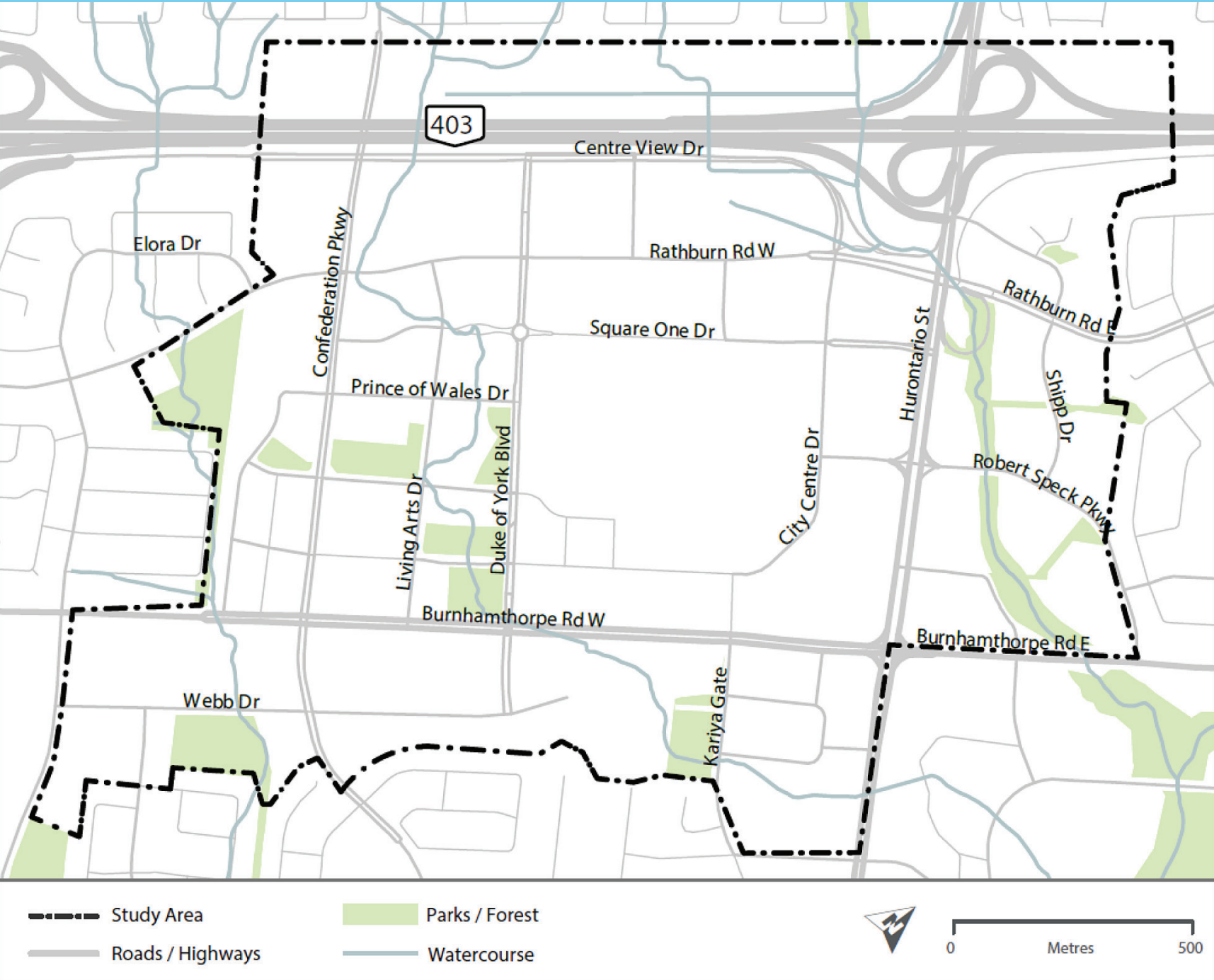
Prior to initiating the DMP, the City initiated the Downtown Strategy in the summer of 2019. The Downtown Strategy developed an updated vision for the Downtown core and introduced a set of actions that built on the foundation of the [Downtown 21 Master Plan](#) (2010).

The DMP follows this updated vision and functions as a technical background study to the Downtown Strategy. It provides an implementable multi-modal transportation plan for the Downtown Core that supports the Downtown Strategy and works to achieve the City’s Transportation Master Plan objectives. The DMP recommendations will be incorporated into the Downtown Strategy. Illustrated in **Figure 1.1** is the relationship between the Downtown Strategy and DMP and how they work together to direct the development of the future road network and public transit infrastructure in Downtown Mississauga.

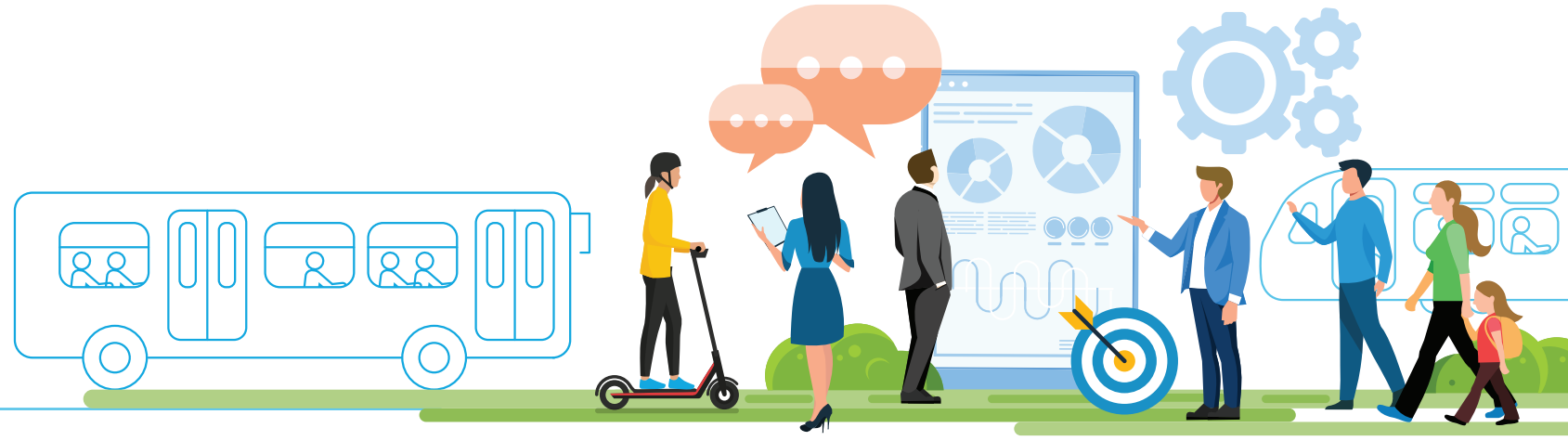
Figure 1.1 The Downtown Strategy and DMP



Figure 1.2 DMP Study Area



The DMP study area, illustrated in **Figure 1.2**, is bounded by the Highway 403 corridor to the north, Chalfield Lane/Shipp Drive/Robert Speck Parkway to the east, Burnhamthorpe Road/Elm Drive to the south, and Grand Park Drive/Wallenberg Crescent/Rathburn Road to the west. Note that the DMP study area includes additional lands – Zonta Meadows Park and Highway 403 Lands – compared to the existing Downtown Core area delineated in the Downtown Core Local Area Plan (DLAP).



Study Approach and Consultation

DMP follows the master planning process (Approach #1) as described in the Municipal Engineers Association Municipal Class Environmental Assessment (MCEA) (October 2000, as amended in 2007, 2011 and 2015). This master plan satisfies Phases 1 and 2 of the MCEA for recommended infrastructure improvements. Specific recommended projects that require a Schedule B or C Environmental Assessment will require further detailed analysis to fulfil Phases 3 and 4 of the MCEA process.

Throughout the DMP study, the general public, key stakeholders, agencies, First Nations and Indigenous communities were contacted and consulted to ensure that those who may be affected by the study had sufficient opportunity to review materials and provide input.

The extensive public engagement process identified for this study went beyond Municipal Class EA (MCEA) requirements, including two (2) Public Information Centres (PICs), two (2) Technical Advisory Committee (TAC) meetings, and numerous targeted stakeholder meetings throughout the duration of the project.

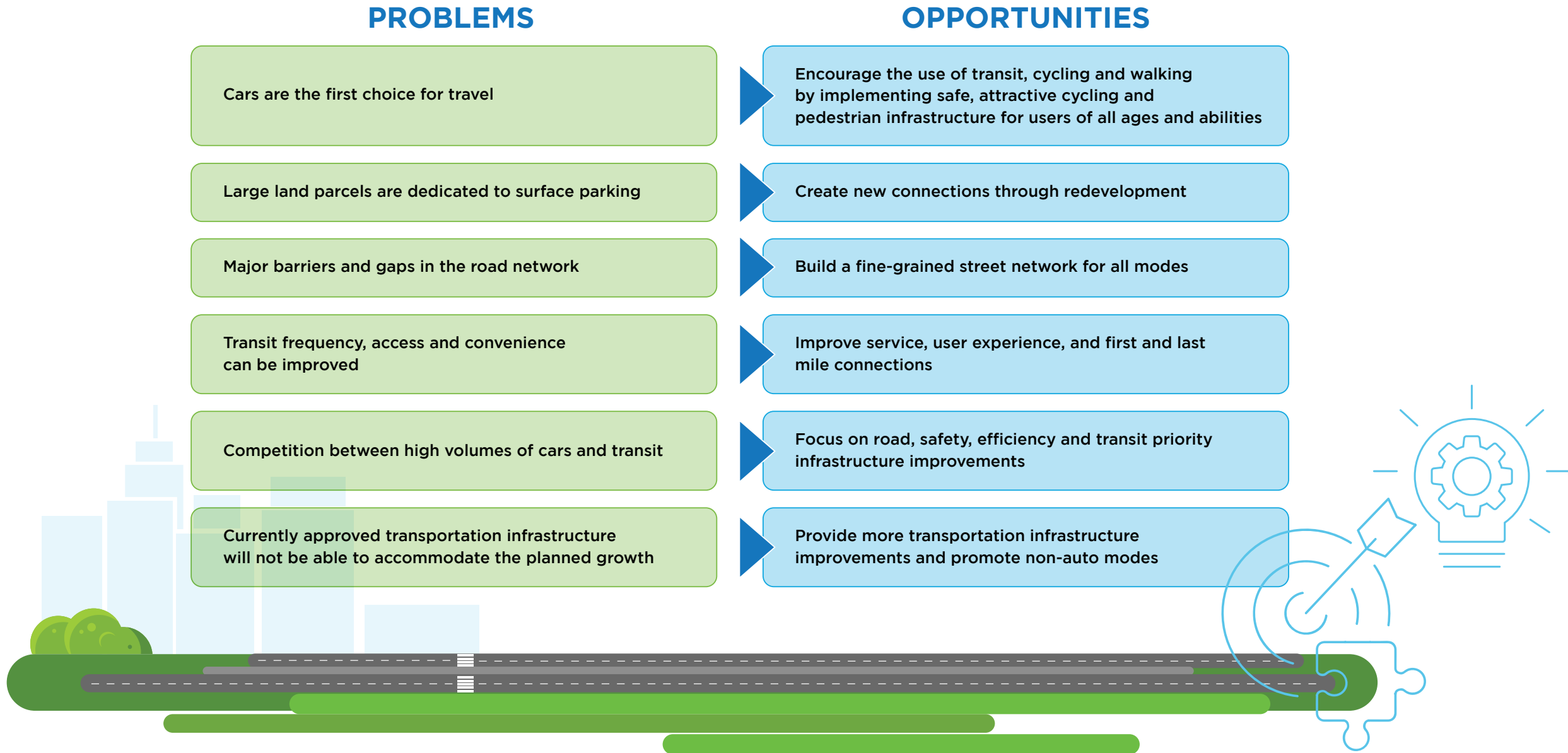


Problem and Opportunity Statement

Downtown Mississauga was planned and built for cars. It is characterized by large development blocks and buildings that are separated from streets and surrounded by surface parking. The street network lacks connectivity across major barriers, resulting in gaps that particularly affect vulnerable road users. The transit system is improving but still has gaps — such as the discontinuity of the Mississauga Transitway through the Downtown, the cancellation of the Hazel McCallion Light Rail Transit (HMLRT) Downtown Loop, and the long transfer distance between the City Centre Transit Terminal and GO Transit Terminal.

With the updated vision from Mississauga's TMP and the Downtown Strategy, along with the substantial investments in higher-order transit from all levels of government and the proposed redevelopment of Square One, it is now the time to tackle the transportation problems and catalyze the transformation of Downtown Mississauga into a vibrant urban centre. The study Problems and Opportunities are summarized in **Figure 3.1**.

Figure 3.1 Problems and Opportunities



Alternative Evaluation and Recommendations

Evaluation Criteria and Framework

Evaluation criteria were developed that addressed the Problems and Opportunities (P&O) and vision from the Downtown Strategy. The evaluation criteria were grouped into the following five categories:



Strategic / City Building

Alignment with the vision and P&O statement



Constructability

Ease of delivering the alternatives and potential conflicts with existing or under construction infrastructure



Economic

High-level costs and benefits (saving time, supporting growth, etc.)



Safety / Vision Zero

Support Mississauga's Vision Zero plan and improve the safety for all modes.



Operations

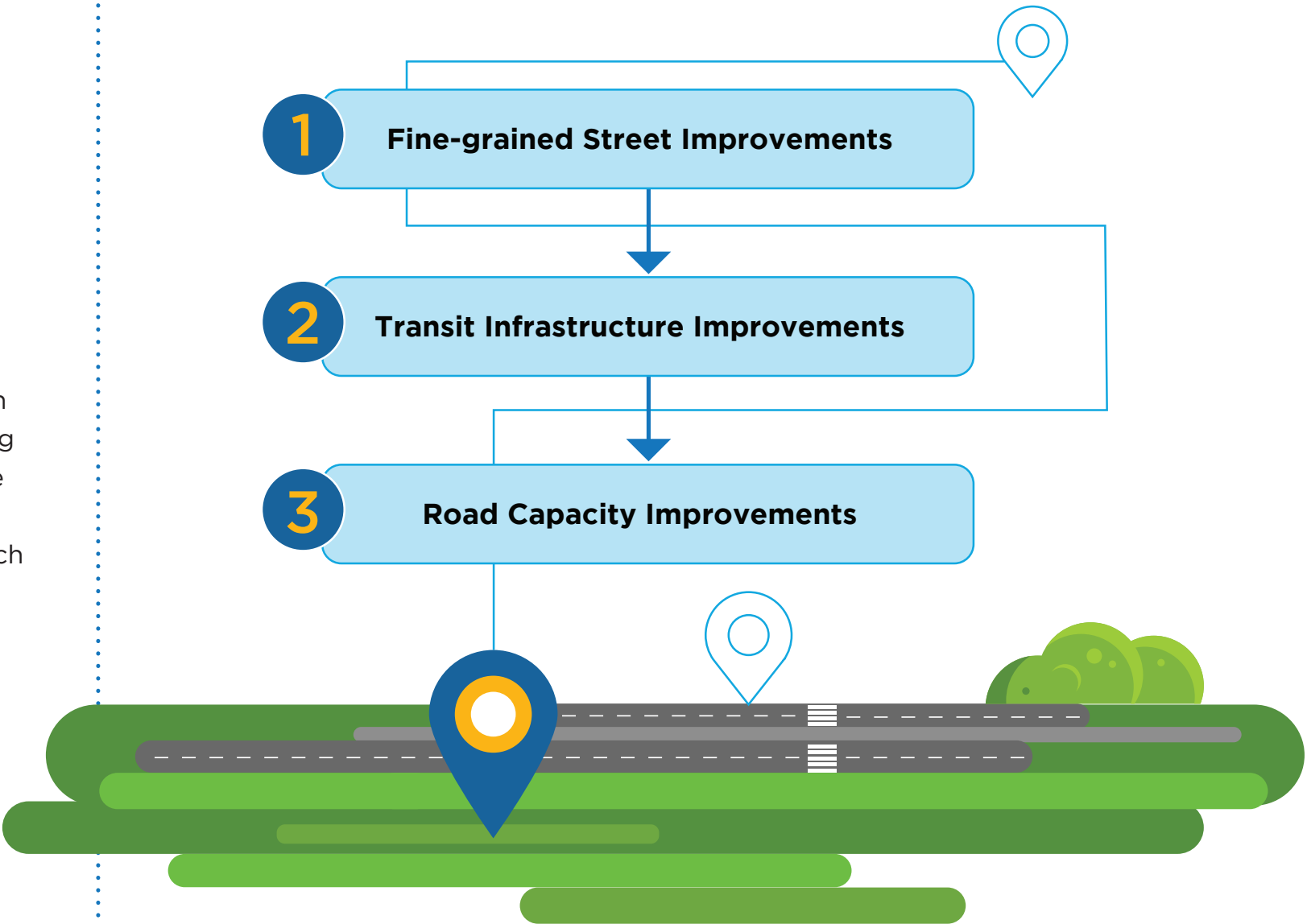
Impacts on traffic operations and local accesses

All infrastructure alternatives were identified and grouped into three packages:

- Fine-grained Street Improvements,
- Transit Improvements, and
- Road Capacity Improvements.

The assessment of the three packages followed a layered approach depicted in **Figure 4.1**, beginning with a detailed analysis of the street network, followed by the addition of transit improvements to the recommended street network, and finally, the incorporation of road capacity improvements based on the previous two packages' recommendations. By using this approach, the impacts of each package were more accurately assessed, and the benefits could be more precisely attributed to individual projects. This approach aligns with the City's strategic priorities and is also financially responsible.

Figure 4.1 Evaluation Process



Fine-grained Street Network

Fine-grained street network alternatives were developed based on planned and proposed future road network improvements from relevant background studies including the [Downtown Core Local Area Plan](#) (DLAP) and [Downtown 21 Master Plan](#). Further network refinements were made to alternatives based on DMP's assessment and consultation with stakeholders.

The fine-grained street network was assessed for gaps, opportunities to improve street connectivity, and access to transit services. Based on the assessment against the evaluation criteria, the recommended fine-grained street network is shown in **Figure 4.2**. On-street parking should be considered on roads in the fine-grained street network. Confirmed Improvements (blue lines) are those that have been approved in previous studies or are part of active development applications.

All the new roads need to be designed per the City's Complete Streets Guide, considering right-of-way elements such as landscaping, streetlights, active transportation facilities, and parking facilities. There are three major improvements to the existing road network:

- 1. City Centre Drive Extension and Realignment, including the elimination of the curve east of Kariya Gate and further extension east to Hurontario Street and south to Burnhamthorpe Road West.** This improvement will provide more routing and turning options for road users to/from the east to access the Downtown Core and alleviate congestion at Hurontario Street and Burnhamthorpe Road West and adjacent intersections (the busiest intersections Downtown).
- 2. A two-way Square One Drive east extension with connection to Rathburn Road East at a signalized intersection east of Hurontario Street and a new direct connection to Shipp Drive.** This improvement will help further build the street network east of Hurontario, provide more routing options for transit, and allow more access to new developments and maximize development potential.
- 3. Fine-grained street network in Rathburn District including Hammerson Drive extension and a new East-West local road north of Rathburn Road West.** This improvement will provide better connections to the future offices planned for this District and provide access to the proposed new Downtown Mississauga Transit Terminal.

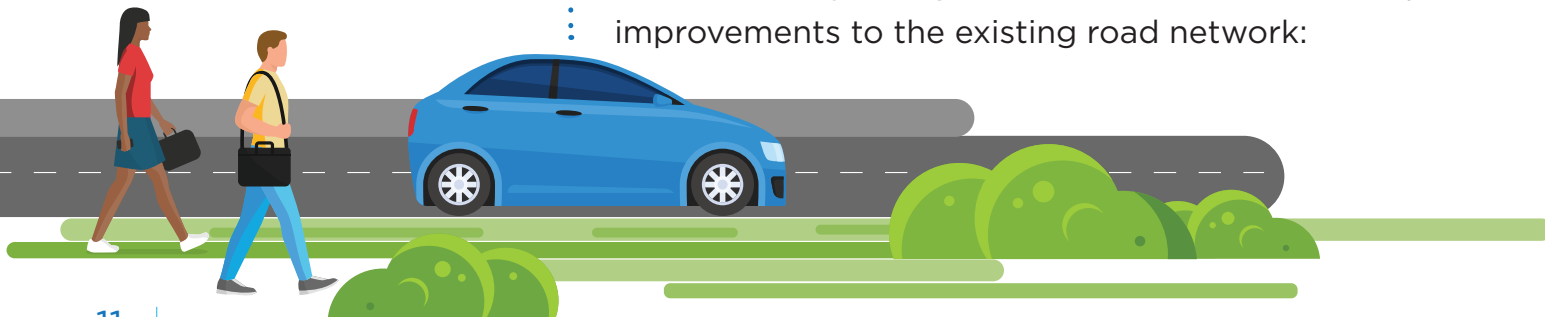
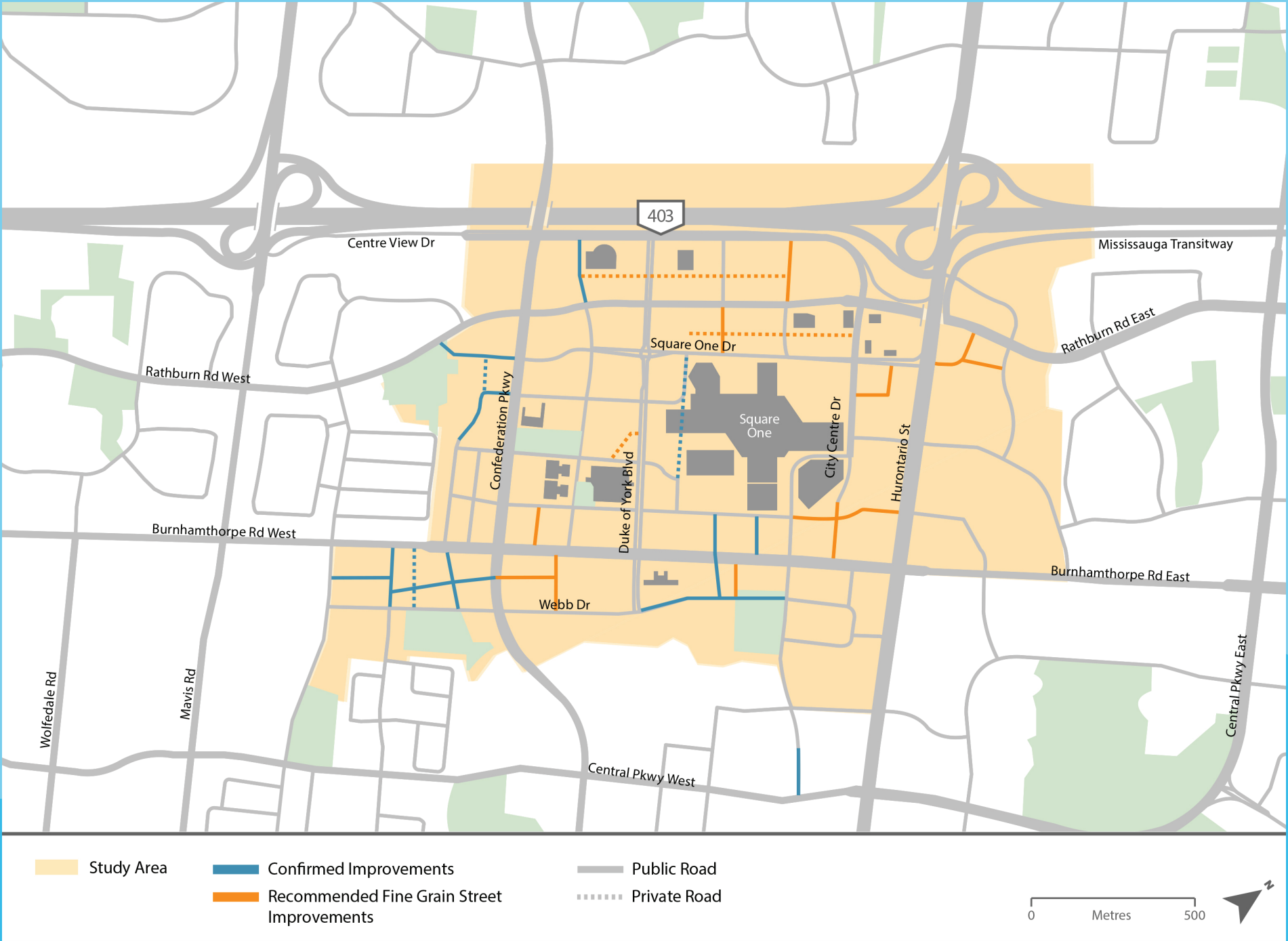


Figure 4.2 Recommended Fine-grained Street Network



Higher-order Transit

To accommodate the projected growth to 2041, it will be necessary to provide more higher-order transit service that can effectively facilitate the movement of people within and to/from Downtown Mississauga. The development of higher-order transit infrastructure will play a crucial role in expanding transportation capacity. Although the currently under construction HMLRT will enhance north-south transportation capacity through Downtown Mississauga, there are still two key transportation issues that remain unaddressed.

- The absence of advanced transit infrastructure to facilitate movement within Downtown, particularly towards the densest growth area in the southwest near Confederation Parkway and Burnhamthorpe Road. Developments in this area are located over 1 km away from the nearest HMLRT stop.

- The lack of higher-order transit that provides a direct east-west route to and from Downtown Mississauga. Although the existing Mississauga Transitway has dedicated transit lanes outside of the Downtown, it currently operates in mixed traffic within the Downtown area.

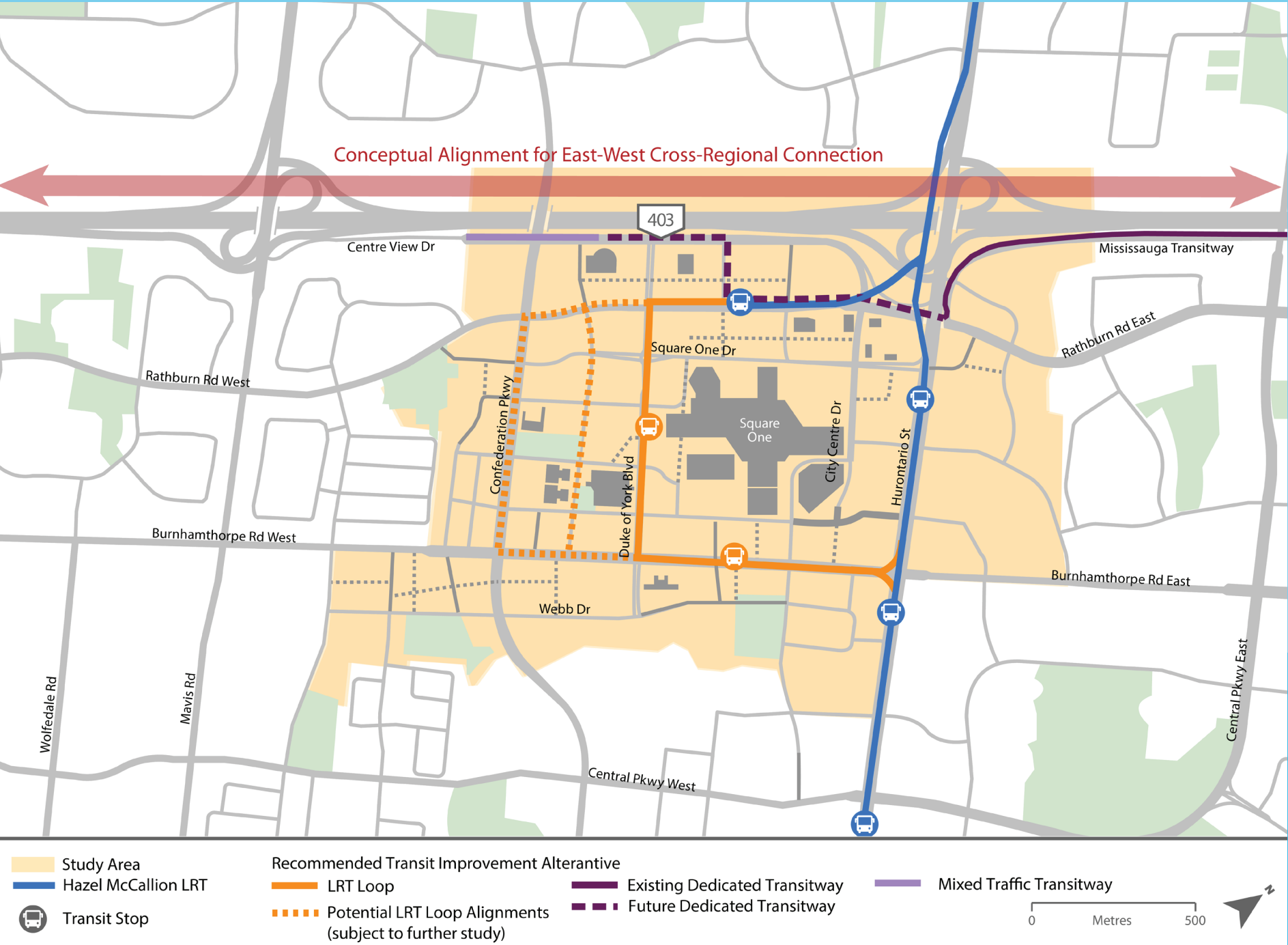
In order to meet the identified essential travel needs, it is recommended that the HMLRT be extended to create a loop that will more effectively connect transit to high-density developments. Additionally, the Downtown Mississauga Terminal and Transitway Connection (DMTTC) should be established as part of the higher-order transit network in Downtown Mississauga. These improvements will address deficiencies in the existing transit system by providing accessible and reliable transit options for trips within and to/from Downtown Mississauga and will accommodate potential growth both within and beyond the Downtown area by linking high-density development areas to higher-order transit and connecting higher-order transit at one integrated transit hub.

The recommended higher-order transit network is shown in **Figure 4.3**.

Note that the recommended LRT loop may travel along Duke of York Boulevard, Living Arts Drive, or Confederation Parkway, subject to further study.



Figure 4.3 Recommended Higher-order Transit Network



Cycling Network Recommendations

The preferred cycling network of dedicated cycling facilities builds upon the City's 2018 [Cycling Master Plan](#) and DMP's fine-grained street network of new and refined road connections. The cycling recommendations include several new dedicated cycling facilities to connect all Downtown Mississauga attractions and provide improved connectivity to existing facilities. The dedicated cycling facilities along Hurontario Street and along Rathburn Road between Hurontario Street and Station Gate Road will be delivered as part of the on-going HMLRT project.



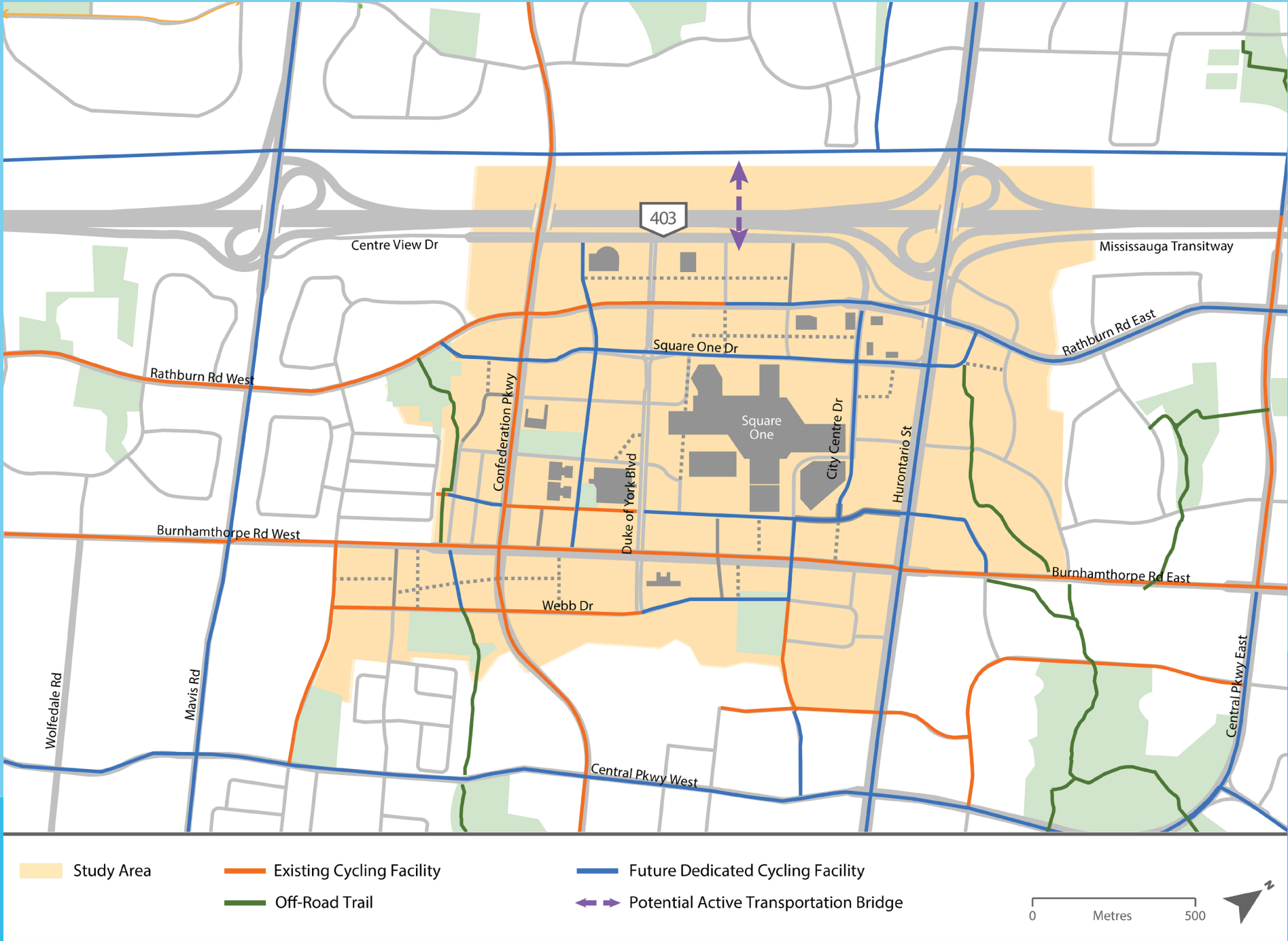
In order to promote active transportation modes, the DMP recommends an active transportation connection over Highway 403 that will enable cyclists and pedestrians to safely cross the highway. This connection will have two main benefits:

1. Connecting Downtown Mississauga to the proposed east-west multi-use path north of Highway 403 and
2. Linking the proposed Downtown Mississauga Transit Terminal and the proposed East-West Cross-Regional Connection (Project 29 in the GGH Plan¹), subject to further study.

A further study on the feasibility of this active transportation connection is recommended to be conducted in tandem with the progress of the Downtown Mississauga Transit Terminal, proposed east-west multi-use path, and the potential East-West Cross-Regional Connection. The recommended cycling network is shown in **Figure 4.4**.

¹ <https://www.ontario.ca/page/connecting-ggh-transportation-plan-greater-golden-horseshoe>

Figure 4.4 Recommended Cycling Network



Implementation Plan

Table 5.1 lists the necessary action items to implement the DMP recommendations and address future transportation needs in Downtown Mississauga. The table highlights projects as “**quick wins**” if they are easy, fast, and economical to implement, and will have immediate impacts. These quick win projects are shown in **green**.

Table 5.1 Summary of Implementation Plan Items

ID	ACTION
A	Proceed with next steps required for construction of road projects (road extensions).
B	Proceed with next steps required for construction of sidewalk projects.
C	Proceed with next steps required for construction of cycling projects.
D	Proceed with next steps required to further investigate the Highway 403 AT flyover.
E	Collaborate with Metrolinx to commission a transit study for HMLRT Loop alignment.
F	Work with MiWay, Metrolinx, and Oxford Properties to complete TPAP study for DMTTC.
G	MiWay to identify and implement short-term transit infrastructure improvements.
H	Investigate opportunities to use smart sensor technology to regulate parking demand.
I	Continue to monitor response from e-scooter strategy and explore next steps.
J	Identify appropriate EcoMobility Hub services and locations.
K	Initiate study to determine curbside priorities for different streets.
L	Develop strategies to support MaaS.

Green = quick win projects

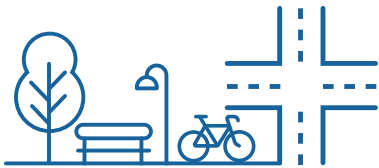


Table 5.2 Summary of City Street Costs

Street Infrastructure Component	Facility Cost (\$M)	Property Cost (\$M)*	Total Cost with all Property (\$M)
Road	33.95	112.99	146.90
Sidewalk	0.17	—	0.17
Cycling	8.01	—	8.01
TOTAL	42.13	112.99	155.08

* Property costs assume 26m right-of-way based on \$112,400 / m per City's 2022 DC information

Based on the preliminary cost analysis, the street infrastructure program is estimated to cost \$42.13 million excluding any costs related to property acquisition. However, some public road projects may require the acquisition of property, in which case it is recommended that the City collaborates with developers to keep these costs to a minimum. If property acquisition becomes necessary, the total cost for the required land for these proposed road projects could reach an additional \$112.99 million, bringing the total estimated cost to \$155.08 million.



Street infrastructure
program cost
\$42.13 million



Property
acquisition cost
\$112.99 million

Total estimated cost
\$155.08 million

