

City of Mississauga
Corporate Report



<p>Date: September 1, 2021</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: September 15, 2021</p>

Subject

2021 Update – Transit Initiatives and Priorities in the City of Mississauga

Recommendation

1. That the report titled “2021 Update – Transit Initiatives and Priorities in the City of Mississauga” dated September 1, 2021 from the Commissioner of Transportation and Works, be received for information.
2. That the following are endorsed as the City of Mississauga’s priority rapid transit initiatives:
 - a. Lakeshore Bus Rapid Transit and transit improvements along the remaining Lakeshore corridor;
 - b. Dundas Bus Rapid Transit;
 - c. The Downtown Mississauga Terminal and Transitway Connection ;
 - d. Extension of the Eglinton Crosstown West Light Rail Transit to Renforth Station and further to Pearson Airport with a station located within the Airport Corporate Centre;
 - e. Two-way all-day service on the Milton GO Rail Corridor; and
 - f. The Downtown Light Rail Transit Loop.

Executive Summary

- Congestion continues to grow on Ontario roads, having significant economic, environmental and personal impact on residents, employees and businesses.
- Transit initiatives play a key role in implementing Mississauga’s Transportation Master Plan (TMP) vision of “everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at anytime”.
- COVID-19 has impacted the transportation system and these impacts will need to be considered in future studies.

- A local rapid transit network that connects to, and builds on, a regional network is crucial to supporting future growth, creating a balanced community and resilient transportation system.
- It is important to confirm key rapid transit projects for the City to ensure appropriate resources are allocated and funding is secured.

Background

Mississauga continues to grow and add population and employment to key areas of the City such as the waterfront, the downtown, community nodes and along the Hurontario corridor. With this growth, multi-modal transportation and transit options are critically important to ensuring people who live and/or work in Mississauga have the freedom to get to where they need to go safely and efficiently.

In the City's first Transportation Master Plan (TMP), endorsed by Council in 2019, "freedom to move" is a fundamental concept. The vision established in the TMP is:

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

Transit initiatives have a significant role in implementing this vision.

In 2017, through the report titled "*Transit Initiatives and Priorities in the City of Mississauga*" Council endorsed four priority rapid transit initiatives: the Hurontario Light Rail Transit (LRT) project, the planning and functional design of the Downtown Transitway Connection and Terminal, full Regional Express Rail service on the Milton GO corridor including the implementation of the Missing Link, and Regional Express Rail service on the Lakeshore West and Kitchener GO corridors. In addition to these four projects, in June 2018 Council received a presentation titled "Transit Initiatives – Dundas Street and Lakeshore Road" and adopted a resolution "That the rapid transit recommendations arising out of Dundas Connects (Dundas Street) and Lakeshore Connecting Communities (Lakeshore Road) studies be added to the list of priority rapid transit initiatives endorsed by Council in April 2017."

As Council is aware, the HuLRT is currently under construction and expected to be operational by Fall 2024. This is a transformational project that supports the continued growth in the City and also provides connections to the regional transportation network.

This report presents an update on the Provincial, Greater Toronto Airport Authority (GTAA) and local transportation and transit initiatives that establishes a basis for future transportation in the Greater Toronto and Hamilton Area (GTHA). This report also describes major rapid transit initiatives currently underway or identified for future study in the City of Mississauga (refer to the map in Appendix 1).

Comments

Provincial Initiatives

The Provincial government is undertaking a number of studies that will establish a framework for a future transportation network to move people and goods in Ontario. Below is a summary of the key projects:

Eglinton Crosstown West Extension (ECWE)

Metrolinx is undertaking the ECWE project to extend the Eglinton Crosstown Light Rail Transit corridor from Mount Dennis Station in Toronto to the Renforth Transitway Station in Mississauga, with a planned connection to Pearson Airport. The project is divided into two segments: one from Mount Dennis to Renforth Station, for which a contract for advance tunnelling has been awarded, and another from Renforth Station to the future Regional Passenger and Transit Centre (RPTC) at Pearson Airport (see Figure 1).



The segment from Mount Dennis to Renforth is 9.2 km (5.7 miles) with seven stops and will operate mainly underground. Metrolinx has awarded the Advance Tunnel Contract to design, build and finance 6 km (4 miles) of tunneling for this segment to West End Connectors (WEC). This is being delivered through Infrastructure Ontario's Public-Private Partnership (P3) model, which transfers appropriate risks associated with design, construction and financing of the

project to the private sector. Initial works to prepare for advanced tunnel construction will now begin, with an estimated completion date of Q1 2025. City staff are working with Metrolinx to identify permits and approvals required for the tunnel work and respond to application submissions in a timely manner.

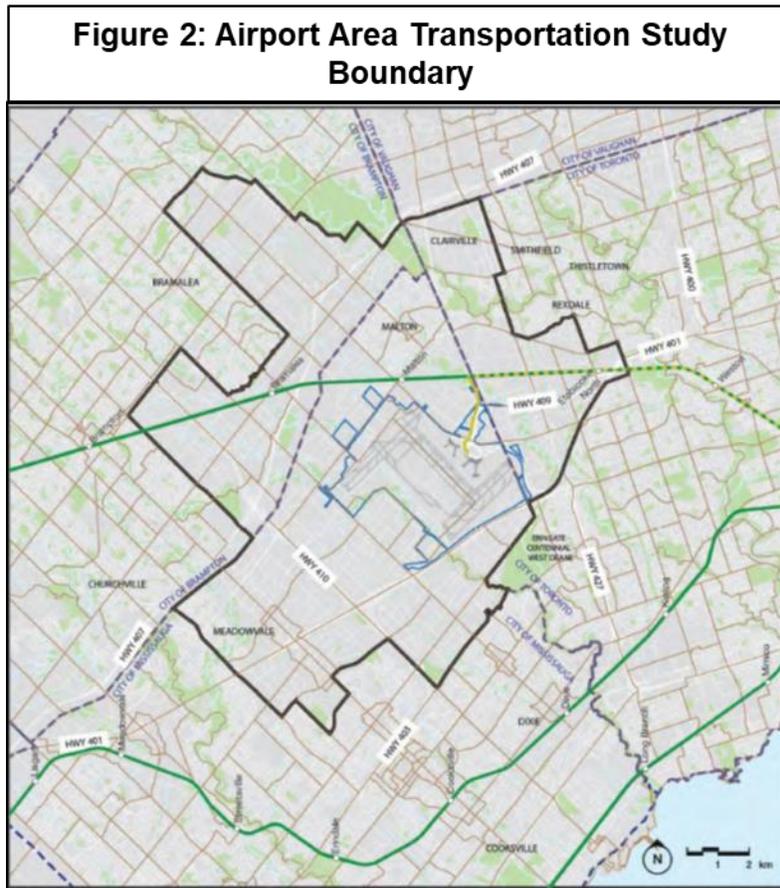
Following the Advance Tunnel component is the Stations, Rails and Systems (SRS) Contract which includes the design of Renforth Station. The SRS Contract is for the stations and all surface facilities, headwalls to support the tunnel, an elevated guideway and commissioning to test, adjust and verify the transit service. City staff continue to provide input and feedback to Metrolinx on the SRS contract. SRS construction is estimated to begin in 2025/2026, with the LRT in-service by 2030/2031.

Metrolinx is also preparing an Initial Business Case for the segment from Renforth Station to the future Pearson Airport RPTC. City staff support the continuation of the extension to the Pearson Airport RPTC, with a connection through the Airport Corporate Centre employment area. City staff are advocating for the addition of an LRT station in the Airport Corporate Centre as this would greatly benefit employees that work in this area.

With connections to the Renforth Transitway Station, the ECWE is a key connection to the Mississauga Transitway and provides higher order transit options for Toronto residents that work in Mississauga. Bringing the line to Pearson Airport would provide access to the Airport Megazone employment area, Canada's second largest employment zone outside of Downtown Toronto.

Airport Area Transportation Study

Metrolinx, in partnership with the GTAA, is undertaking an Airport Area Transportation Study to expand the transit mode share around Pearson Airport and the surrounding area (see Figure 2). The study will recommend medium and long-term transit networks and supporting strategies. To date, a needs and opportunities assessment was completed and the project team is developing scenarios to test transit network configurations. The scenarios will take into account travel time competitiveness, transit mode share and the Frequent Rapid Transit Network presented in the 2041 Regional Transportation Plan including LRT, BRT, GO Bus routes and priority bus routes. The scenario development will be completed in Q3 of 2021 and circulated for review. City staff from Transportation and Works including MiWay, and Planning and Building participate on the Technical Advisory Group. Staff will report to Council at a future date on the study recommendations.



GO Expansion Program / On Corridor

The mandate of the GO Expansion Program is to increase train frequency and availability across the GO network, with a long-term goal of two-way all-day 15 minute service (previously termed Regional Express Rail). Part of this expansion is the On Corridor (OnCorr) program that identifies infrastructure improvements like new tracks, train layovers, switches, bridges and safer crossings to facilitate increased service. These improvements will be implemented through Environmental Assessments (EA) and the Transit Project Assessment Process (TPAP). Components of the OnCorr program that affect GO train corridors in Mississauga are described below:

Project	Scope and Status	Impact to Mississauga
New Track and Facilities TPAP	<p>Identifies new tracks, switches and layovers within the existing GO rail corridor right-of-way (ROW), bridge modifications and upgrades to existing tracks.</p> <p>Draft Environmental Project Report (EPR) was released in 2020 and a Notice of Completion for the project was issued in December 2020.</p> <p>The statement of completion was issued in March 2021 and the project can proceed to detailed design and implementation</p>	<p>New switches and tracks are proposed along the Lakeshore West and Kitchener GO corridors. These infrastructure improvements are located within the rail corridor ROW, with no impact to lands outside of the rail corridor ROW.</p> <p>City staff reviewed and provided comments on the Draft EPR report. The City's comments were addressed in the final EPR.</p>
GO Rail Network Electrification Addendum 2021	<p>This project assesses additional electrification infrastructure required for the new tracks and layover facilities not identified in the 2017 TPAP as well as updated noise, vibration and air quality assessments associated with increased service along the Metrolinx-owned GO lines.</p> <p>The EPR was released in February 2021 and reviewed by the Minister of Environment Conservation and Parks and the project can proceed to detailed design and implementation.</p>	<p>In Mississauga, additional noise walls and new tracks are proposed along various parts of the Lakeshore West and Kitchener GO corridors.</p> <p>City staff reviewed the EPR and provided comments to Metrolinx.</p>

Increased service through electrification of the Lakeshore West GO line is supported; however, no additional grade separations are proposed with the increased service. The City is experiencing significant development on the waterfront and in the communities of Port Credit and Lakeview where a number of at-grade crossings are located. City staff are concerned the 2017 initial assessment of at-grade crossings did not consider future development surrounding the Lakeshore West GO corridor. City staff continue to pursue this concern with Metrolinx.

Milton GO Rail Corridor – Two-Way All-Day Service

Currently the Milton GO line provides rush hour one-way service. A number of Provincial documents such as the 2041 Regional Transportation Plan are recommending two-way all-day service for the Milton GO line. Achieving full two-way all-day service on this GO line is constrained by Canadian Pacific Railway (CP) owning the line and using it for heavy freight movements.

As Council is aware, in 2015 the City of Mississauga, together with Toronto, Milton and Cambridge, funded a study to explore ways to improve service on the Milton and Kitchener GO lines. The study suggested heavy rail freight traffic should be relocated from the Milton and Kitchener GO lines to a proposed by-pass rail line adjacent to Highway 407 (termed the “Missing Link”). This would free up capacity on the Milton and Kitchener GO lines to provide increased passenger service. The study was forwarded to the Provincial government for consideration and Mississauga continued to request increased service along the Milton GO corridor. Since 2016, the Milton GO line has seen a nominal increase in one-way rush hour service to 15 minutes with the addition of one new train.

Recently, Metrolinx advised they are in discussions with CP Rail and these discussions will inform an initial business case for enhanced service. Similar to the Kitchener Line and discussions with CN Rail, changes could include dedicated tracks for passenger trains and upgraded signals. Metrolinx is preparing an initial business case that will be presented to the Metrolinx Board of Directors.

On August 10, 2021 the federal Minister of Transportation, the Honourable Omar Alghabra, announced the Government of Canada’s commitment to service improvements on the Milton GO rail corridor through the National Trade Corridors Fund. In the Federal Budget 2021, the National Trade Corridors Fund was renewed with an additional \$1.9 billion in funding for infrastructure projects to improve the fluid movement of people and goods through strategic trade corridors. The announcement recognized that the Milton GO corridor plays a key role in moving people and goods in the Greater Toronto Area and supports the expanding population and economy. Increased infrastructure capacity along this corridor would allow for fluid freight movement and two-way, all-day service for commuters. The announcement stated:

The Minister of Transport, the Honourable Omar Alghabra, has discussed the opportunity of improving the Milton corridor with the Province of Ontario and with Metrolinx, as the National Trade Corridors Fund could support the development of this corridor. Today, the Minister confirmed that the Government of Canada is committed to making improvements in the Milton Corridor. This could come from the National Trade Corridors Fund to address bottlenecks and increase the capacity of this critical corridor to meet the growing needs of moving people and freight seamlessly through Mississauga and Milton in order to support the expanding population and economy in the Greater Toronto and Hamilton area.

The Milton GO line is a key local and regional rapid transit corridor that, with increased two-way all-day service, will help respond to growing traffic congestion, meet the demand for inter-regional transit service and support economic development. In addition, two-way all-day service will allow for improved transit travel within Mississauga given the six GO rail stations located in the City. With the recent announcement from the Federal Government, City staff will continue to advocate for increased service along the Milton GO line with the Province, Ministry of Transportation and Metrolinx and provide Council with updates.

GGH Transportation Plan

The Ministry of Transportation (MTO) is developing a regional transportation plan for the Greater Golden Horseshoe (GGH). This study was launched in 2016 to identify regionally significant road and transit improvements as well as policy recommendations to guide the GGH transportation network to 2051. Work to date includes background studies to describe the state of the GGH, a scan of global influences and trends, the development of goals and objectives and a gap analysis to understand the transportation issues to be addressed.

City staff are members of the Municipal Technical Advisory Committee for the study and have provided comments and technical input at key project milestones. On June 29th, 2021 MTO released the *Towards a Greater Golden Horseshoe Transportation Plan* discussion paper. The discussion paper was circulated cross-departmentally, with comments consolidated and sent to MTO in August. The GGH Transportation Plan is scheduled to be released in Q4 2021. Staff will continue to monitor this study and report to Council on the final plan.

Highway 407 Transitway

The Highway 407 Transitway is proposed to be a fully grade-separated high-speed interregional transit facility, running parallel to Highway 407 from Burlington in the west to Highway 35/115 in Durham Region. Initially, the 407 Transitway will operate as bus rapid transit with potential in the future to convert to light rail transit. The section from west of Brant Street (Burlington) to west of Hurontario Street (Mississauga) is the subject of a TPAP to determine the preferred route, right-of-way design, station locations and the location of maintenance facilities. The TPAP began in 2018, with Public Information Centres (PIC) in November 2018 and February 2020.

At the second PIC, the Environmental Project Report and preferred route were released for comment. In Mississauga, the initial transitway route was on the east side of Highway 407, with stations located at Britannia Road and Derry Road. This alignment impacted lands on the west side of Ninth Line (proposed Park 452) and lands north of the Garry Morden Centre (proposed for a storage and maintenance facility). The preferred route, released in 2020, follows the initial alignment generally parallel to Highway 407, from Highway 403 to the Derry Station. From the Derry Station, the route diverts to the north side of the CP tracks (Milton GO line) within the Hydro Corridor, over to the Lisgar GO Station, moving north along the Hydro Corridor and then east under Highway 401 and Winston Churchill Boulevard, connecting back to Highway 407. This preferred alternative route no longer impacts City-owned parkland or requires a maintenance and storage facility. The preferred alignment connects to the Lisgar GO station. City staff participated on the Technical Resource group, providing input and technical comments to MTO. The TPAP was completed in October 2020.

MTO is currently in the process of designating all required 407 Transitway lands (runningway alignment and station locations) needed for future implementation. There is no dedicated timeframe or funding associated with implementation of the 407 Transitway at this time. City staff will continue to monitor this project and report back to Council as appropriate.

Greater Toronto Airport Authority (GTAA) – Regional Passenger and Transit Centre

The GTAA is proposing to develop a Regional Passenger and Transit Centre, to connect the Airport to key employment and residential districts in the GGH. This proposal, known as Union Station West, will make it easier to get to and from the Airport and surrounding employment areas. In 2019, the GTAA released the whitepaper report “*Union Station West – the second transit hub we need to keep the region moving*” which summarized feedback from regional transit stakeholders and shows the important role a Union Station West can play in developing regional transit connections. As mentioned previously, the GTAA has also partnered with Metrolinx to study potential connections to the proposed Pearson Airport transit hub. The GTAA has acknowledged it will take years for the aviation industry to recover from the impacts of COVID-19; however, road congestion and the lack of public transit will become a problem again, therefore smart long-term solutions and investments are needed.

City of Mississauga

Dundas Connects Master Plan and Dundas Bus Rapid Transit Project

The Dundas Corridor, along Dundas Street from Kipling Station in Toronto to Highway 6 in Hamilton (48 km, 30 miles), was identified as a priority project in the 2041 Regional Transportation Plan. The City undertook the Dundas Connects Master Plan for corridor lands along Dundas Street (17 km, 11 miles), to develop a land-use vision that identifies opportunities for intensification and redevelopment and recommends a transit mode that best responds to anticipated growth. The Master Plan was approved by Council in June 2018, recommending bus

rapid transit (BRT) in median lanes from Kipling Station to The Credit Woodlands, a reversible lane from The Credit Woodlands to Mississauga Road and then curbside lanes from Mississauga Road to Ridgeway Drive. The corridor will include protected cycling lanes, with multi-use trails in constrained areas.

In September 2020, Metrolinx completed and published the Dundas BRT Initial Business Case (IBC) which provides an evidence-based assessment of the case for investment in the new rapid transit corridor. The City is working with Metrolinx to complete the TPAP, Preliminary Design and Preliminary Design Business Case. Through this work the recommended configuration and alignments of the median lanes from the Dundas Connects work will be reassessed. Existing condition reports such as air quality, natural environment, traffic and transportation, cultural heritage etc. are underway. These reports will inform the preparation of the Environmental Project Report. The first round of virtual community engagement was held in April 2021 with the second round planned for this summer.

On October 9, 2019 Council directed staff to prepare and submit applications for a number of transit-related projects under the Investing in Canada Infrastructure Program (ICIP) – Public Transit stream. Included in the list of projects was the detailed design and construction of a 7 km (4.4 mile) priority segment of the proposed Dundas BRT from the Toronto border to Confederation Parkway. To date, the City has not yet received funding approval.

The Dundas BRT is a key rapid transit corridor that supports redevelopment and growth in the City while connecting to the regional transit network namely the Hurontario LRT and Milton GO line.

Lakeshore Connecting Communities and Lakeshore Bus Rapid Transit

Lakeshore Road, from Etobicoke Creek to Mississauga Road, is identified as a higher order transit corridor in the 2041 Regional Transportation Plan. The City initiated the Lakeshore Connecting Communities study to prepare a Transportation Master Plan (Phase I and II of the Environmental Assessment Process) for Lakeshore Road to look at how to connect the communities of Lakeview, Port Credit and Clarkson and address mobility needs of those living and working in the Lakeshore communities over the next 25 years. The Lakeshore TMP made recommendations for transit improvements, including higher order transit, active transportation and streetscape changes in the Lakeshore corridor to address growth. Phasing of the transit service and infrastructure improvements, proposed as part of the Master Plan, will incrementally add additional transit service capacity as developments come on stream and travel demand increases.

The transit improvements will be undertaken in three phases: Phase I – an increase to local bus service, adding articulated buses and introducing express bus service; Phase 2 – dedicated transit lanes from East Avenue to Deta Road for express bus service, transit signal priority,

further service increases to express bus service; Phase 3 – the extension of rail-based transit from the Long Branch GO Station to Mississauga Road. The plan recommends wider sidewalks, continuous separated cycle tracks, street trees and a wider boulevard. Council endorsed the Lakeshore Connecting Communities Transportation Master Plan in May 2019.

The City is currently undertaking background work for the Transit Project Assessment Process (TPAP) for the section of Lakeshore Road with proposed dedicated bus lanes (i.e. bus rapid transit lanes) from East Avenue to the Etobicoke Creek. This work is expected to be completed in early 2022. An Environmental Assessment (EA) will also be undertaken for the remainder of the corridor. Both the Federal and Provincial Governments have announced funding for the construction of this section of Lakeshore Road through the Investing in Canada Infrastructure Plan – Public Transit stream.

The Lakeshore corridor is a key rapid transit corridor that supports redevelopment and growth along the City's waterfront while connecting to regional transit namely the Hurontario LRT and Waterfront West Rapid Transit (along the Toronto Waterfront).

Downtown Mississauga Terminal and Transitway Connection

The Downtown Mississauga Terminal and Transitway Connection (DMTTC) connects the existing Mississauga Transitway along Rathburn Road/Centre View Drive through the City's downtown core, with a new terminal that serves both MiWay and GO Transit. The terminal, or mobility hub, is a critical element for the HuLRT and supports future growth in the downtown. Since 2015, the City and Metrolinx have been working together to come to an understanding on a vision for the terminal that would integrate with the HuLRT, commercial development directly above and/or adjacent to the proposed terminal site and Oxford's lands. During this time period, options for the terminal and transit hub were considered to service the needs of the HuLRT, GO Transit, and local transit service while respecting the context of an urban downtown where land should be used efficiently. In 2018, an Initial Business Case (IBC) was started, jointly led by the City and Metrolinx. The IBC was completed in 2020 and Metrolinx is in the process of securing funding to move to the next phase of study which is the preparation of a Preliminary Design Business Case (PDBC). City staff will continue to work with Metrolinx on this significant project, emphasizing the importance of its location and function for Downtown Mississauga.

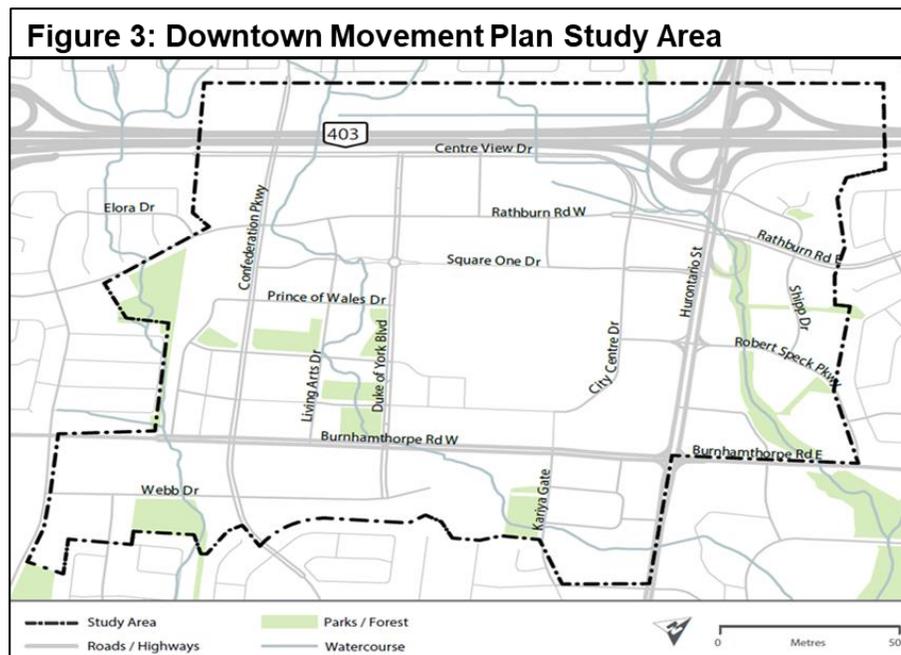
MiWay Infrastructure Growth Plan

The MiWay Infrastructure Growth Plan (MIGP) was initiated to identify and address existing gaps in transit infrastructure required to support the MiWay Five service plan. The study focussed on terminals/stations and stops along MiExpress corridors to address operating issues as well as enhancing the customer experience through transit infrastructure improvements. The study recommended a new stop and terminal classification system, new/updated infrastructure standards and stop and terminal improvements (e.g. enhanced shelters). In March 2021, Council approved the study outcomes and infrastructure recommendations for future capital

projects. The MIGP will enhance the local transit network and support the strategic direction of becoming a transit-oriented City.

Downtown Movement Plan

The Downtown Movement Plan (DMP) was initiated in 2020 to review and update the transportation plan for the Downtown Core (see Figure 3 below). The DMP is a technical background study that will inform the Downtown Strategy; a new guiding document that will set a vision and plan for Downtown Mississauga, building on the 2010 Downtown 21 Plan.



The DMP is evaluating a range of multi-modal transportation options (walking, transit, cycling, and driving) to identify a preferred network to achieve City-wide and Downtown Core objectives. The DMP will consider development pressures in the Downtown to determine an appropriate transportation network that can support continued residential growth, while also attracting employment opportunities. The DMP will examine higher order transit alternatives including the LRT loop around the downtown. In March 2019, the Ontario government announced scope changes to the Hurontario Light Rail Transit (HuLRT) project that removed a key component – the Downtown loop. The Downtown LRT loop was proposed to circle around the downtown core, to support projected residential and employment growth forecasted over the next 30 years such as M-City (currently under construction) and proposed infill development on Oxford lands located on the north side of Rathburn Road and Square One Shopping Centre. Higher order transit in Downtown Mississauga is critical to providing multi-modal transportation options to, from and around the area, in supporting growth and addressing traffic congestion.

The DMP is undertaking a Municipal Class EA (Phases 1 and 2). The project was introduced to the public from July to September 2020, through a project website and virtual on-demand meeting. The on-demand meeting mirrored an in-person open house where information was displayed through interactive slides, presenting study background, issues and challenges. The feedback received through the Phase 1 engagement will inform Phase 2 of the project which is to develop transportation network alternatives. The network alternatives will be presented to Council and the public in Q1 2022.

Transit and Road Infrastructure Plan

The Mississauga TMP, Actions 15 and 16, recommended the City undertake the development of long-term transit and long-term road network plans. The Transit and Road Infrastructure Plan (TRIP), initiated in 2020, is a city-wide plan that will address pressures and issues faced by Mississauga road users as they move throughout the city. The TRIP study will develop a long-term transit network and a long-term road network which will offer additional transportation infrastructure to support and encourage more modes of travel such as transit, cycling and walking. The study will guide actions, policies and transportation investment in Mississauga over the next 20 years. The TRIP study is being prepared under the Municipal Class EA process (Phases 1 and 2).

The study will be undertaken in three phases: Phase 1 – identifying problem and opportunity statements to develop a defined direction for the evolution of Mississauga’s road network; Phase 2 – alternative solution development and evaluation including an assessment of people movement options to address congestion pinch points; Phase 3 – a preferred plan that includes study and infrastructure prioritization and a phasing plan. In December 2020, Phase I engagement was initiated through a virtual on-demand meeting for a month. Stakeholders were able to walk through a number of screens with information and provide feedback, similar to an in-person open house. In Phase 2, the community will be asked to provide input on the alternative solutions – tentatively scheduled for Q4 2021. City staff will update Council at key study milestones.

Impacts from COVID-19

All levels of government, transit operators, the development community and multi-modal transportation providers and users understand that COVID-19 will impact the transportation system. Over the last year, levels of cycling usage and bike purchases have increased, people are walking more, using sidewalks and trails at an increased rate. The increase in active transportation is positive; however, it also flags potential gaps in the cycling network and inadequacies that may exist in the City’s pedestrian network. Transit routes were adjusted based on decreased demand, especially when schools were closed.

The University of Toronto Data Management Group, in partnership with Metrolinx, the Ministry of Transportation, the City of Toronto, and the Regions of Peel, Halton and York and the Toronto Transit Commission undertook a COVHITS (COVID-19 Household Interrupted Travel

Schedule) survey to collect data on post first wave passenger travel demand. The survey results were as expected, weekday household trips and commuting trips decreased, employees exclusively working from home increased and all regions gained in walking and cycling trips. These types of surveys and data collection will continue and it will most likely take a number of years to completely understand the transportation impacts from COVID-19.

Mississauga's Priority Rapid Transit Projects

As outlined above, the Province, the GTAA and local levels of government understand that congestion on roads has significant economic, environmental and personal impacts to residents and employees trying to move around cities. It is imperative to continue to develop a resilient multi-modal transportation network to address these impacts and ensure that transportation users have safe, efficient and cost-effective ways to get around the City and the GTA. Undertaking studies and implementing rapid transit projects is key to this development; however, with limited funding, it is important to identify priority projects to ensure resources are allocated appropriately.

The following projects are recommended for endorsement as Mississauga's priority rapid transit projects (refer to Appendix 2):

1. Lakeshore Bus Rapid Transit (BRT) and transit improvements along the remaining Lakeshore corridor;
2. Dundas Bus Rapid Transit (BRT);
3. Downtown Mississauga Terminal and Transitway Connection;
4. Extension of the Eglinton Crosstown West Light Rail Transit to Renforth Station and further to Pearson Airport with a station located within the Airport Corporate Centre;
5. Two-Way All-Day Service on the Milton GO Rail Corridor; and
6. Downtown Light Rail Transit Loop.

Strategic Plan

The recommendations in this report align with the *Move* pillar – Developing a Transit Oriented City by building a reliable and convenient system to make transit a faster and more affordable alternative to the automobile, one that is frequent, clean and safe with a transit stop within walking distance of every home.

Financial Impact

This update report has no financial implications. As work programs are developed for transit initiatives, funding requests will be included through the City's Business Plan and Capital Budget process and presented to Council for consideration.

Conclusion

As Mississauga continues to grow and redevelop, a multi-modal transportation system that offers safe and efficient ways to move around the City is critical. As outlined in this report, all levels of government recognize the importance of a regional transit network that will support localized growth, business development and seamless travel around the GTHA. To ensure appropriate resources are allocated and funding discussed and/or secured, Mississauga should confirm priority rapid transit projects that continue to have Council support. In 2017 and 2018, Council endorsed six priority rapid transit projects and this report updates the list. It is recommended that the following projects are endorsed as the City's priority rapid transit projects: (a) Lakeshore Bus Rapid Transit and transit improvements along the remaining Lakeshore corridor, (b) Dundas Bus Rapid Transit, (c) the Downtown Terminal and Transitway Connection, (d) Extension of the Eglinton Crosstown West Light Rail Transit to Renforth Station and further to Pearson Airport with a station located within the Airport Corporate Centre (e) Two-Way All-Day Service on the Milton GO Rail Corridor (f) Downtown Light Rail Transit Loop. As other projects outlined in this report progress and move to the implementation stage, Council will be updated and the list of priority rapid transit projects may be revised.

Attachments

Appendix 1: Transit Initiatives in the City of Mississauga

Appendix 2: City of Mississauga – Priority Rapid Transit Projects



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Susan Tanabe, Manager, Transportation Planning