

Date: April 27, 2022	Originator's files:
To: Chair and Members of General Committee	
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: May 11, 2022

Subject

Ministry of Transportation of Ontario's Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe

Recommendation

1. That the Summary of City of Mississauga Key Points on the GGH Transportation Plan as outlined in the corporate report dated April 27, 2022 from the Commissioner of Transportation and Works entitled "Ministry of Transportation of Ontario's Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe" be endorsed.
2. That a Mayor's Letter be sent to the Ministry of Transportation requesting that the City of Mississauga Key Points be taken into consideration in the implementation of the GGH Transportation Plan, attached with a copy of the corporate report entitled "Ministry of Transportation of Ontario's Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe".
3. That a copy of the corporate report entitled "Ministry of Transportation of Ontario's Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe" be sent to the Region of Peel for information.

Executive Summary

- MTO has developed a regional transportation plan for the Greater Golden Horseshoe (GGH), with a final plan released in March 2022.
- The Plan identifies regionally significant road and transit improvements as well as policy recommendations to guide the GGH transportation network to 2051.
- A key benefit of the Plan is the Province's long-term commitment to specific region-wide transportation infrastructure projects and policy.
- This report provides an overview of the Plan and highlights actions that impact the City of Mississauga.

- There are a number of actions that do not align with City Council's position such as building Highway 413 and increased service on the Milton GO line.
- Staff will continue to work with the Ministry of Transportation and provide progress reports to City Council as the Plan is implemented.

Background

The Ministry of Transportation of Ontario (MTO) has developed a regional transportation plan for the Greater Golden Horseshoe (GGH Transportation Plan), which includes Peel Region and the City of Mississauga. The final long term transportation plan was released on March 10, 2022 after six years under development.

The GGH Transportation Plan establishes a 30-year vision for enhanced mobility within and across the regions in Ontario to provide a safe, inclusive and interconnected transportation system.

City staff were members of the study's Municipal Technical Advisory Committee and have provided comments and technical input at key project milestones. Throughout the development of the Plan, City staff also discussed and shared input with Region of Peel, City of Brampton, and Town of Caledon staff to coordinate comments and technical input.

The complete GGH Transportation Plan is available online at:

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

The purpose of this report is to inform City Council on the GGH Transportation Plan and its impact on the advancement of the City's strategic goals and citywide plans such as the Strategic Plan, the Transportation Master Plan (TMP), the Climate Change Action Plan, and the growth and development vision described in Mississauga Official Plan, among others.

Comments

The GGH Transportation Plan is structured into six chapters:

- Chapter 1 – Introduction to the plan.
- Chapter 2 – Why a transportation plan for the GGH is needed.
- Chapter 3 – How the plan was developed.
- Chapter 4 – The vision for the plan.
- Chapter 5 – Goals and actions to achieve the vision.
- Chapter 6 – Next steps in implementing the plan.

GGH Transportation Vision

In Chapter 4, the vision is outlined through four themes as follows:

- **Fighting Gridlock and Improving Road Performance** - increase road performance and build a more resilient road network by improving capacity, creating more efficient freight routes and developing better route alternatives. This includes projects such as building Highway 413, expanding Highway 401 and introducing more HOV and dedicated bus lanes. Appendix 1 is Map 4 of the Plan with the current, planned and conceptual future road infrastructure.
- **Getting People Moving on a Connected Transit System** - expand the regional transit system connection by diverging from the current radial network centered on Union Station to a grid system that will facilitate travel with new routes, more connections and higher service frequencies. This includes projects such as the Eglinton Crosstown West Extension, two-way all-day 15 minute GO train service, new rapid transit connections to Pearson Airport, priority bus routes and fare integration. Appendix 2 is Map 5 of the Plan with current, planned and conceptual future transit infrastructure and services.
- **Supporting a More Sustainable and Resilient Region** - exploring lower carbon transportation solutions, planning and designing low-carbon enabling and climate-ready infrastructures, and harnessing new technologies and innovations. This includes policy directions on areas such as transit orientated communities, active transportation and new sustainable mobility technologies.
- **Efficiently Moving Goods** – developing a regional integrated multi-modal Strategic Goods Movement Network (SGMN) along key corridors with facilities and connections to support freight movement across the GGH. This includes working in partnership with all levels of government and those who own, operate and maintain the network and protecting the SGMN corridors from adverse new development that undermines goods movement uses. Appendix 3 is Map 6 of the Plan with current, planned and conceptual Strategic Goods Movement Network elements.

GGH Transportation Plan Actions

Chapter 5 outlines 110 actions under seven goals to achieve the 30-year vision. Some of the actions support the City's Strategic Plan, Official Plan, Transportation Master Plan (TMP) and other plans while others are not in alignment with the City's position. This section of the report will provide a high-level summary of the actions under each goal and the implications for the City of Mississauga.

Goal 1: Fight Gridlock

Actions 1 to 18 under the Fight Gridlock goal relate to new and expanded highway infrastructure and supporting alternative ways to travel or access services. Key projects or policies that impact the city include:

- Completing the Highway 413 environmental assessment work.
- The expansion of Highway 401 from the Credit River to Regional Road 25.

- Targeted expansion to other highways such as Highway 403 and QEW.
- HOV expansions on Highway 401.
- Identifying and implementing operational and infrastructure improvements to rail corridors where conflicts exist between passenger and freight rail.
- Implementing operational improvements to traffic management technologies such as signal timing and signal priority improvements that benefit active transportation and transit.
- Working with municipalities and other partners to increase the use of active transportation and low-carbon modes for trips to and from school.

City of Mississauga Position – City Council strongly opposes the planning and construction of Highway 413 as outlined in Council resolution 0033-2021, unanimously approved on February 24, 2021 (see Appendix 4). The signal timing and signal priority improvements align with recommendations from the MiWay Infrastructure Growth Plan, approved by City Council in March 2021. In addition, the action to increase the use of active transportation to and from school also aligns with the City’s commitment to Vision Zero and the School Streets Pilot project to make it safer for children and parents to get to school. Consistent Provincial funding sources to improve key corridor transportation movements and build a complete and connected active transportation network are needed.

Goal 2: Improve Transit Connectivity

Actions 19 to 36 under the Improve Transit Connectivity goal speak to enhancing and expanding transit service, an integrated region-wide transit network and access to transit by active transportation. Key projects or policies that impact the city are:

- Building the Hurontario Light Rail Transit (LRT) and Eglinton Crosstown West Extension (ECWE).
- Providing two-way, all-day service every 15 minutes across the GO Transit rail network.
- Continue to work with freight rail partners to explore GO rail service enhancements on the Milton GO line.
- Advance preliminary design for the Dundas Street higher order transit corridor.
- Early corridor planning for a new east-west cross regional connection between Burlington and Oshawa generally on the 407 Transitway, Highway 403 corridor to Pearson Airport north to the 407 Transitway.
- Fund transportation programs and investments for all modes in collaboration with municipal and federal governments (e.g. Investing in Canada Infrastructure Program – ICIP).
- Working with local transit authorities on improving scheduling and service integration (10 minute or less service during peak periods), fare integration, accessible scheduling and wayfinding.
- Metrolinx to provide leadership and technical support to municipalities in the identification of priority bus corridor improvements such as transit signal priority, queue jump lanes, all-door boarding.
- Work with municipalities to provide increased access to transit by active transportation.

City of Mississauga Position – The actions to improve transit connectivity across the GGH generally support the City’s Strategic Plan, Official Plan and TMP to create a multi-modal transportation network where everyone and everything have the freedom to move safely, easily and efficiently. Building the Hurontario LRT and EWCE, planning for higher order transit along Dundas Street and Lakeshore Road as well as providing two-way all-day 15 minute service on the Lakeshore and Kitchener GO rail corridors aligns with the City of Mississauga’s priority rapid transit corridors endorsed by City Council in September 2021. The Province is encouraged to also prioritize the Downtown Light Rail Transit Loop (an extension of the Hurontario LRT) as a project that advances the goal of improving regional transit connectivity.

Providing two-way all-day 15 minute service on the Milton GO rail corridor is also a City Council endorsed priority rapid transit initiative. Although action 21 speaks to working with freight rail partners to seek options for service enhancements on the Milton GO line, the Province is encouraged to make a stronger commitment to implementing increased service in the near term. The Federal government supports this project as noted in the 2021 announcement of increased funding through the National Trade Corridors Fund and recognition from the federal Minister of Transportation that the Milton GO corridor plays a key role in moving people and goods in the Greater Toronto Area.

Additional information is requested on the proposed new east-west higher order transit connection proposed between Burlington and Oshawa (see Appendix 2, project 29). This higher order transit connection is proposed to serve major employment areas (such as areas around Pearson Airport) and use lands already protected for the 407 Transitway. This new line is generally proposed to run through the City of Mississauga along the Highway 403 corridor and as such there is opportunity to provide connections to the Transitway Stations and Downtown Mississauga.

MiWay continually looks for ways to improve local transit service and integration with other transit providers such as GO Transit and surrounding municipalities. The MiWay Express services on key corridors in the city operate at approximately 10 to 15 minute headways during peak periods, meeting the goal in the GGH Transportation Plan. To implement this goal on all corridors would require on-going operating and capital funding for local transit operators.

The City supports the actions promoting access to transit stations by active transportation. Through the city budgeting process, capital funds are requested to implement city-wide active transportation infrastructure based on the Cycling and Pedestrian Master Plans. Given the scale of active transportation infrastructure proposed through the GGH Transportation Plan, the Provincial government should provide a consistent short-term funding source to assist municipalities in providing this infrastructure.

Goal 3: Give Users More Choice

Actions 37 to 50 under the Give Users More Choice goal outlines ways to improve access and safer travel options for both short local trips and regional travel. Key projects and policies that impact the city are:

- Improving first-mile/last-mile connections to higher order public transit.
- Pursuing policies that prioritize transit and active transportation in the development of communities and street networks.
- Working with municipalities to expand local and regional cycling routes, infrastructure and amenities.
- Explore opportunities to use linear corridors, such as rail and electricity transmission corridors to expand sustainable transportation options.
- Remove barriers to access within the transportation system.

City of Mississauga Position – the actions to implement the goal of giving users more choice generally aligns with the City’s Transportation Master Plan, Cycling and Pedestrian Master Plans and Vision Zero Action Plan 2021. Creating a safe, accessible and equitable multi-modal transportation network should remain a top priority for all levels of government. The Province is encouraged to expand on micromobility-related actions and support more initiatives such as the E-Scooter Pilot Project that promote active transportation as a convenient alternative for shorter trips. The City welcomes the opportunity to work with other levels of government in creating this system and encourages the allocation of a consistent funding mechanism for municipal partners to plan and build the necessary infrastructure.

Goal 4: Keep Goods Moving

Actions 51 to 63 outline actions related to the efficient movement of goods and cargo across the GGH through an integrated Strategic Goods Movement Network (SGMN). Key projects and policies that impact the city include:

- Working with municipalities to integrate the SGMN into land use plans and transportation studies.
- Develop and implement GGH-wide standards for SGMN including the principles for balancing freight movement and passenger transportation on shared corridors.
- Encourage the use of off-peak delivery in municipalities.
- Improve sustainability in freight delivery through options such as low carbon vehicles or micro-delivery hubs.

City of Mississauga Position – the actions for goods movement generally align with the land use and policies in Mississauga Official Plan and the TMP. Through Council resolution 0064-2022 (attached as Appendix 5), City Council strongly supports initiatives that promote increased diversion of traffic from Highway 401 to Highway 407 and requests the Province to devise strategies for increased use of Highway 407 with reduced tolls and dedicated truck lanes.

Goal 5: Safe and Inclusive Transportation System

Actions 64 to 76 outline actions to improve user safety, improved safety for active transportation, equal opportunity and reduced conflicts between modes of transportation. Key projects and policies that impact the city include:

- Using a complete streets lens to evaluate the needs of all users, particularly vulnerable users, when designing safety improvements or modifications to bridges, highway interchanges and other Provincial transportation infrastructure.
- Improve safe conditions for active transportation through coverage and connectivity and prioritizing active transportation infrastructure along existing and planned BRT and surface LRT corridors.
- Develop a framework for transportation access and inclusion that will guide transportation decisions considering racialized groups and Indigenous peoples.
- Working with the Federal government to improve safety for at-grade crossings.
- Minimize and/or reconcile conflict between on-street rapid transit corridors, passenger rail corridors, active transportation and freight corridors that balances competing needs.

City of Mississauga Position – it is encouraging to see the Province integrating safety and inclusion, with a complete streets principle, into the design of transportation infrastructure, in particular the highway interchanges, at-grade crossings, BRT and LRT corridors etc. The City has a Vision Zero approach to the design of all transportation infrastructure and recently released a draft Complete Streets Guide that puts safety first in the design of streets, including elements such as active transportation and intersections.

Goal 6: Future Ready

Actions 77 to 95 outline actions for a more resilient and environmentally sustainable transportation system through innovation and technology and the protection of the environment. Key projects or policies that impact the city are:

- Reducing transportation emissions by supporting low and zero-carbon modes such as active transportation.
- Support the implementation of green infrastructure and low impact development through guidance, standards and/or minimum targets.
- Assessing climate change impacts associated with the transportation system through transportation master plans and asset management planning.
- Support for the use of autonomous vehicle (AV) technology to access GO stations and other rapid transit stations.
- Developing legislation, standards and guidelines or other measures for the safe introduction of advanced automotive technologies such as AV's.

City of Mississauga Position – the GGH Transportation Plan actions related to a resilient and environmentally sustainable transportation system align with the City’s Climate Change Action Plan. In addition, climate change impacts from transportation alternatives are one of the assessment criteria in corridor transportation master plans and city-wide transportation studies. The City supports the Province in preparing GGH-wide standards and guidelines for the introduction of AV’s and would welcome the opportunity to assist in their development.

Goal 7: Connections beyond the GGH

Actions 96 to 110 outline actions to improve connections beyond the GGH and support for regional collaboration in air passenger and cargo transport. One key action that impacts the City is the Province working with the federal government and industry partners to advocate for municipal airport supports in providing critical services, connecting people and moving goods.

City of Mississauga Position – with Provincial guidance and financial support, the City welcomes the opportunity to strengthen connections to Pearson Airport and ensure the goods movement network is efficient and effective. Land use designations in Mississauga Official Plan surrounding Pearson Airport provide opportunities for a variety of support services such as logistics, accommodations, business supports and dining.

GGH Transportation Plan - Implementation and Next Steps

The implementation of the GGH Transportation Plan will include:

- Coordination with municipal transportation planning to guide and inform updates to TMP’s and working with local transit agencies to improve service integration and streamline fare structures.
- The Metrolinx 2041 Regional Transportation Plan (RTP) will be brought in alignment with the GGH Transportation Plan by reviewing priority actions and projects through the annual review of the frequent rapid transit network. Metrolinx will continue to plan and analyze elements of the transit network not shown in the GGH Plan.
- A GGH implementation forum will be convened on a regular basis to ensure coordination and monitoring of the actions with municipal, rail, marine and the airport sectors.
- MTO will work with the Ministry of Municipal Affairs and Housing to coordinate the transportation plan with the land use planning framework. This could be strengthening protection tools for future corridors and long-term transportation needs beyond 2051.
- The GGH Transportation Plan will inform the MTO and Metrolinx multi-year and annual capital planning programs, project prioritization, service planning and programming, policy development and analysis.
- Regular reports from MTO will be prepared and the Plan will be updated as needed.

Summary of the City of Mississauga Key Points on the GGH Transportation Plan

In general, the GGH Transportation Plan aligns with many of the visions, goals and actions of the City's Strategic Plan, Official Plan, and Transportation Master Plan and other city-wide master plans such as cycling, pedestrian and climate change. Key points for MTO to consider in the implementation of the Plan are:

- City Council does not support the planning or construction of Highway 413.
- Municipalities are under-funded in the short term to keep pace with Provincial recommendations on building active transportation infrastructure. Additional funding is required to implement the network connections proposed in the Plan.
- The Province should include the Downtown Mississauga LRT Transit Loop as part of the GGH future transit network.
- A stronger commitment from the Province to plan and implement two-way all-day service on the Milton GO line.
- Consistent on-going operating and capital funding is needed to support local transit operators to meet the GGH Transportation Plan goal of 10 minute or less service on all routes during the peak period.
- The Province should reduce road tolls on Highway 407 and provide truck only lanes in each direction.
- For the proposed new east-west higher order transit corridor from Burlington to Oshawa, provide connections through the City of Mississauga at Transitway stations and to the downtown (over Highway 403) including active transportation.

Financial Impact

The approval of this report has no financial implications on the City. The GGH Transportation Plan makes recommendations regarding future transportation infrastructure, including infrastructure in the City of Mississauga. It is anticipated that Provincial funding for some of this infrastructure will be identified on a project-by-project basis and may potentially require municipal funding. The municipal funding component will be requested through the City's Business Plan and Capital budget process and presented to City Council for consideration.

Conclusion

The GGH Transportation Plan will guide Provincial investment in multi-modal regional transportation to 2051. A key benefit of this Plan is the Province's long-term commitment to specific transportation infrastructure projects and policy. These commitments will help the City of Mississauga consistently plan its transportation improvements while providing a certain level of assurance on a number of high profile transportation initiatives.

The final recommendations presented in the GGH Transportation Plan contain a number of projects considered essential for the development of the City's transportation network and will certainly have a positive impact on the advancement of the City's long-term goals and objectives. There remain key areas of the GGH Transportation Plan that do not align with City Council's position such as building Highway 413 and increased service on the Milton GO line. MTO is encouraged to review these key areas as the Plan is implemented.

Attachments

- Appendix 1: GGH Transportation Plan - Map 4: Current, planned and conceptual future road infrastructure
- Appendix 2: GGH Transportation Plan - Map 5: Current, planned and conceptual future transit infrastructure and services
- Appendix 3: GGH Transportation Plan - Map 6: Current, planned and conceptual Strategic Goods Movement Network elements
- Appendix 4: Council Resolution 0033-2021 on Highway 413
- Appendix 5: Council Resolution 0064-2022 on Highway 407



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