

Date: June 15, 2022	Originator's files:
To: Chair and Members of General Committee	
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: June 29, 2022

## Subject

Infrastructure Planning and Engineering Services Master Plans - 2022 Annual Update (All Wards)

## Recommendation

That the report entitled "Infrastructure Planning and Engineering Services Master Plans - 2022 Annual Update (All Wards)" dated June 15, 2022 from the Commissioner of Transportation and Works, be received for information.

## Executive Summary

- This report consolidates multiple transportation master plans annual updates into one concise document.
- The Transportation Master Plan (TMP) was endorsed by Council on May 8, 2019. As of June 2022, of the 57 short-term Actions, over half (36) are underway, and 14 are complete. Out of the 91 Actions in total, 54 are underway and 14 are complete.
- The Transportation Demand Management Strategy and Implementation Plan (TDM) was endorsed by Council on March 4, 2018. As of June 2022, four (4) of the 23 Action items in the TDM Plan have been completed and 12 of the 23 Action items remain in progress.
- The Cycling Master Plan (CMP) was endorsed by Council on July 4, 2018. As of June 2022, staff have addressed each of the four goals of the CMP including engaging with community members on trails across the City; implementing new on-road and off-road cycling infrastructure; analysing automated counter data and launching self-guided community rides.
- The City of Mississauga's Pedestrian Master Plan (PMP) was endorsed by Council on June 23, 2021. As of June 2022, funding has been secured to address eight (8) kilometres of high priority gaps in the existing pedestrian network on an annual basis.

## Background

On May 8, 2019, Council endorsed Mississauga’s first Transportation Master Plan (TMP), a policy framework and Action Plan to guide the development of Mississauga’s transportation system for the next 25 years. This Plan’s Vision Statement is a commitment to the freedom to move:

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

The development of the TMP was informed by a number of master plans such as the Transportation Demand Management Plan and Implementation Strategy, Cycling Master Plan and Pedestrian Master Plan (see Figure 1 below). Annually staff deliver a status update indicating the progress on the respective master plans’ actions. This report is a consolidation of the annual master plan updates, allowing Council and the public to monitor progress given the interrelationships between the plans.



Figure 1: Mississauga Official Plan and Transportation Plans Infographic.

## Comments

### Transportation Master Plan

The TMP made specific commitments to 91 Actions that will deliver on the plan's Vision and Goals. These Actions will be delivered in the short-term (2020-2024), medium-term (2025-2034), or long-term (2035 and after). Over the last three years, staff and Council have made significant strides in delivering many of these Actions.

Of the 57 short-term Actions, over half (36) are underway (initiated, in progress, or ongoing) and 14 have now been completed. Out of the 91 Actions in total, 53 Actions are underway and 14 are complete. Details on the status of each Action are provided in Appendix 1 of this report.

When the TMP was endorsed by Council, staff presented focus areas for immediate Action. Over the past year, progress was made in all focus areas. Key focus area achievements this year are outlined below; with specific TMP Actions referenced in brackets:

- Advancing our **commitment to Vision Zero** by:
  - Advancing the development of a Speed Management Program (Action 46) by nearing completion of the Neighbourhood Area Speed Limit Project. This project reduced speed limits from 50km/h to 40km/h in all 150 neighbourhoods. In addition, approximately 200 new 30 km/h residential school zone speed limits and school area Community Safety Zone signs were installed in areas that were previously posted at 40 km/h. A robust speed management plan is being developed to achieve lower operating speeds within neighbourhoods.
  - Automated Speed Enforcement (ASE) is now in operation across the City with 22 cameras actively enforcing the speed limit. Staff continue to work with the Region of Peel to implement an Automated School Bus Camera Program (Action 43). The ASE program has been rolled out in phases in Mississauga and is considered an important tool in making our roads safer by improving speed compliance and raising public awareness about speed limits.
  - Continuing to work on the objectives of the Vision Zero Working Group (Action 61) and Peel Region Vision Zero Task Force (Action 81), advancing Vision Zero related goals and delivering on recommendations to improve transportation safety.

Staff anticipate the completion of a number of Actions from across all focus areas in the next year such as the Complete Streets Design Guide, Parking Provision Policies and the Long Term Transit and Road Network Plans.

### **Transportation Demand Management Strategy & Implementation Plan**

The Transportation Demand Management (TDM) Strategy and Implementation Plan was approved by Council in 2018 and set a goal to reduce single-occupant vehicle trips and to make sustainable modes of transportation, such as walking, carpooling and transit, more viable options. The TDM Plan identified 23 Actions over a 10-year period. These Actions are split amongst short term (1 to 2 years), medium term (3 to 5 years) and long term (6 to 10 years) time-frames and are grouped under the following five themes: Coordinate, Promote, Enhance, Monitor & Evaluate, and Advocate.

Since the approval of the TDM Strategy in 2018, four (4) of the 23 Action items have been completed, while 12 of the 23 Action items remain in progress.

Due to COVID-19, many residents and employees have shifted their travel patterns and are working from home on a full-time or part-time basis. As such, many of the internal TDM programs for City of Mississauga employees were paused from 2020 to 2022. The exception was the Try Transit Campaign, designed to increase enrollment in the Employee Discount Transit Program. In 2021, 13 new employees (a 7% increase) enrolled in the program.

### **Cycling Master Plan**

The Cycling Master Plan (CMP) was endorsed by Council in 2018 and includes a cycling network with a mixture of on-road and off-road infrastructure designed to create a safe, connected, convenient and comfortable experience. The CMP calls for 897 kilometres (557 miles) of cycling infrastructure to be built out over 27 years.

Each of the various metrics in the CMP performance monitoring framework has a reporting frequency. Some metrics are meaningful to report on annually, such as annual investment, kilometres of new infrastructure installed, and public participation in cycling events and programs; other metrics represent monitoring of long-term trends and therefore are reported less frequently, either every other year or every five years. The 2021/2022 performance metrics reported below are organized by the CMP's goals.

#### Improve safety for cycling:

- The City frequently receives concerns from residents regarding conflicts between pedestrians and cyclists using the City's shared trail network. In response to these concerns, the City held 10 pop-up events at various locations across the City to connect with community members, promote cycling, and encourage trail users to follow proper trail etiquette. City staff engaged with over 300 community members throughout the summer of 2021.

#### Increase the number of cycling trips in Mississauga:

- In an effort to collect annual cycling trip data, the City has purchased and installed automated counters on various multi-use trails and bike lanes across Mississauga. In 2021, there were 1,082,000 cyclists counted on the Etobicoke Creek and Waterfront Trails – up 13% from 2020.

Build a connected, convenient and comfortable bicycle network:

- The City invested a total of \$1.47 Million in cycling infrastructure in 2021, including projects that were started and budgeted in previous years. This figure represents the total dollar amount spent by the City on cycling infrastructure projects in the 2021 calendar year, including projects led by both the Transportation and Works and Community Services departments. A highlight from the 2021 Cycling Program was the installation of bollard protected bicycle lanes on Living Arts Drive from Burnhamthorpe Road West to Rathburn Road West – the first such installation in Mississauga.

Foster a culture of cycling:

- Public awareness of cycling increased in a variety of ways in 2021:
  - The City recorded 10,000 engagements on the City's social media posts about cycling programs, infrastructure, and services;
  - Six (6) virtual cycling webinars were held throughout the year in partnership with Library Services, the Region of Peel, and the Mississauga Cycling Advisory Committee;
  - Self-guided Community Rides were launched in 2021, with a total of 11 rides held between May and October across the City; and,
  - Bike Valets were run at the Port Credit and Lakeview Farmers Markets every Saturday and Sunday respectively.

Communications:

- In an effort to provide key reporting metrics to the public in a way that is effective, select metrics have been incorporated into an info-graphic format, included in Appendix 2. The info-graphic will be posted online and distributed through the City's corporate communications channels.

**Pedestrian Master Plan**

The completion of the Pedestrian Master Plan (PMP) marks a major step towards achieving the long term vision for walking and meeting the needs of pedestrians across the City. The strategies and actions outlined in the PMP lay the groundwork for implementation and aim to improve the pedestrian network, infrastructure, policies, programs, and environment so that people of all ages and abilities have the freedom to move freely and comfortably as a pedestrian.

Since the PMP's endorsement, funding has been secured to address eight (8) kilometres of high priority gaps in the existing pedestrian network on an annual basis. In addition, inter-departmental staff continue to meet to begin work on the 68 action items identified in the PMP.

## Strategic Plan

The TMP, TDM Plan, CMP and PMP together advance nearly every goal under all five pillars of the Mississauga Strategic Plan.

## Financial Impact

This status update has no financial implications. Financial considerations for each of the Actions of the TMP, TDM, CMP and PMP are prepared separately prior to initiation and are presented to Council for consideration through established processes (e.g., the City Business Plan and Budget, Development Charges By-law, intergovernmental grant applications or a stand-alone corporate report).

## Conclusion

This report consolidates annual updates from the various transportation-related master plans completed by Infrastructure Planning and Engineering Services staff into one concise document. These annual status updates are a key component of the TMP, CMP, PMP and TDM monitoring programs and ensure that Council and the public are aware of the Actions that are completed and the tasks that are underway.

## Attachments

Appendix 1: 2022 Transportation Master Plan Action Plan Review

Appendix 2: Cycling Master Plan 2021 Report Card Infographic



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

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