

City of Mississauga
Corporate Report



<p>Date: March 26, 2025</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Sam Rogers, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: April 9, 2025</p>

Subject

Future Mississauga East-West Rapid Transit Corridor

Recommendation

1. That the report titled "Future Mississauga East-West Rapid Transit Corridor" dated March 26, 2025 from the Commissioner of Transportation and Works be received.
2. That Derry Road be endorsed as the next priority corridor for an east-west higher order transit corridor.
3. That City staff commence a Corridor Transportation Master Plan for Derry Road in 2025.

Executive Summary

- Transit initiatives play a key role in implementing the vision of Mississauga's Transportation Master Plan that "everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at anytime".
- 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.
- The Transit and Road Infrastructure Plan identifies a long-term transit network to support future growth.
- Today Derry Road is an East-West Regional Arterial Road at the north end of the City of Mississauga that connects residential neighbourhoods in the north-west of the city with employment lands in the north-east.

- In the future, Derry Road is projected to see an increase in transit users, with possible rapid transit connections to the Malton GO Station, and potential extended regional rapid transit initiatives such as the Finch West LRT and Eglinton Crosstown LRT in the vicinity of Pearson Airport.
- While Derry Road is proposed as the next east-west rapid transit corridor to be studied, it is acknowledged that the City of Mississauga has other transit priorities as identified in the 2025 Federal and Provincial Pre-budget Submissions.
- City staff will work with Region of Peel staff on the planning and design for the future East-West Rapid Transit corridor on Derry Road.

Background

On July 31, 2024, City Council adopted Resolution 0138-2024 stating “that staff be directed to prepare a report for Council’s consideration, before year end, to review preferred east-west LRT corridor options for the City”.

In the City’s first Transportation Master Plan (TMP), endorsed by Council in 2019, the vision established that “*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 2020, the City initiated a study called the Transit and Road Infrastructure Plan (TRIP) to build upon the vision of the TMP and to address two of the TMP’s action items: (1) to update the long-term transit network plan and (2) to update the long-term road network plan. Implementing the TMP’s vision will provide mobility and support quality of life for all, as the city enters its next phase of growth.

This report provides a summary of the long-term transit findings of the TRIP study, including recommendations for future east-west rapid transit corridors. The full set of recommendations from the TRIP study will be presented to City Council in 2025.

Comments

Existing Conditions

The TRIP study reviewed existing transportation conditions in Mississauga and identified several issues that need to be addressed to achieve the city’s 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 the 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 (MTSAs). The transportation system plays a critical role in providing equitable access to employment, education, social services, and healthy foods for everyone in Mississauga.

Connections outside of Mississauga are also important to Mississauga's residents and workers. Travel needs continue beyond the city's borders – Mississauga's residents work outside of the city and Mississauga's workers live outside the city.

Aligning Land Use / Growth

Mississauga's past growth has helped shape 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 a pattern 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 worldclass, transit-oriented city that gives all Mississauga residents and visitors the freedom to move. This requires alignment between land use and transportation planning to ensure residents and people that work in Mississauga can get to and from places of employment and other major destinations by active transportation facilities and transit services, not only automobiles.

Evaluation Criteria and Considerations

The TRIP study developed a number of transit and road alternatives that were evaluated through a series of criteria and measures, to determine a preferred long-term transit and road network. The criteria included alignment with vision and impacts such as mobility, community, economic, environmental and financial. The alternatives were also evaluated through qualitative considerations such as transportation equity, safety, community health and active lifestyles as well as the natural environment and climate change.

Recommended Transit Network

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. The preferred long-term transit network outlined in the TRIP study was based on the criteria outlined in the previous section, as well as an analysis of corridors with the highest projected transit ridership.

An excerpt from the TRIP Executive Summary is attached as Appendix 1. It provides an overview of the preferred future transit network, including proposed categories of transit infrastructure, how they are defined (e.g. BRT or LRT) and a corresponding map with corridors identified by type of transit.

Transit Priority 1 (Higher Order Transit) corridors have the highest ridership that can support BRT or LRT in dedicated transit lanes. As seen on the map, Transit Priority 1 corridors run both east-west and north-south in the city.

The top three east-west rapid transit corridors, considered to be the next LRT/major rapid transit projects in the city, are:

- Derry Road (Winston Churchill Boulevard to Malton GO Station);
- Eglinton Avenue (Winston Churchill Boulevard to Renforth Station); and
- Burnhamthorpe Road (Erindale GO Station to border with City of Toronto).

As noted in the Executive Summary, the final type of transit to be implemented for each corridor (e.g. BRT or LRT) will be refined and confirmed through subsequent planning and implementation stages (e.g. Corridor Transportation Master Plan).

Derry Road – Next Rapid Transit Corridor Review

Derry Road connects residential areas of north-west Mississauga with employment areas around the airport in north-east Mississauga. The TRIP study included a review of pre-pandemic and mid-pandemic ridership, and highlighted transit corridors that served essential businesses/services and essential workers. Derry Road was identified as one of those transit corridors.

Rapid transit on Derry Road would connect to the Hazel McCallion LRT on Hurontario Street, the Malton GO Station, and potential connections to Pearson Airport through an extension of the Eglinton Crosstown LRT and Finch West LRT.

Further, the existing transit service on Derry Road is:

1. The third busiest transit corridor behind Hurontario Street and Dundas Street, currently serving over 101,000 weekly boardings. There has been significant growth compared to pre-COVID ridership of 57% on weekdays, 112% on Saturdays, and 166% on Sundays;
2. One of the most frequent services in the MiWay network. Weekday service operates every seven minutes on the core segment of Derry Road; and,
3. The most overcrowded corridor in the MiWay network in 2024, higher than Hurontario Street or Dundas Street. There is more demand than the capacity we currently provide even with the use of larger articulated buses.

The above factors, combined with the City's vision to provide high-quality, frequent transit service to most of Mississauga, informed the recommendation to consider Derry Road as the next east-west rapid transit/LRT project in the city.

As a result, staff are proposing to initiate the Derry Road Corridor Transportation Master Plan in 2025. As Derry Road is under the jurisdiction of the Region of Peel, staff will coordinate with Regional staff on the study.

In addition, the Region of Peel commenced a project along a portion of Derry Road (west of McLaughlin Road to Tomken Road) to study interim road improvements related to state of good repair, transit and potential implementation of cycling infrastructure. City staff are participating in the Regional study and will ensure the recommendations inform the City's Corridor Transportation Master Plan.

City Council Priorities for the 2025 Federal and Provincial Pre-budget Submissions

While this report recommends Derry Road as the next East-West rapid transit corridor to be studied, it is acknowledged that the City of Mississauga has other transit priorities – notably those included in the 2025 Federal and Provincial Pre-budget Submissions. These include:

- Extension of the Dundas BRT;
- Delivering two-way all-day GO service on the Milton Corridor;
- A new MiWay transit facility to support transit expansion; and,
- A new deal for Mississauga that includes operating funding for the Hazel McCallion LRT.

Growth Forecast Changes

The current Regional growth forecasts were approved by the Province on November 4, 2022, as part of the Regional Official Plan developed through the Municipal Comprehensive Review (MCR). The Region of Peel have developed two revised growth forecasts: Scenario 1 assumes the same growth to 2051 but updates the geographical distributions and growth timelines based on new census data, approved growth areas (such as MTSAs) and Ministry Zoning Orders. Scenario 2 considers the changes in Scenario 1 but is also reflective of the Housing Pledges released with Bill 23 More Homes Built Faster Act, which allocate additional growth to 2051.

These forecasts have been received by Regional Council. The TRIP study used the City Council endorsed growth forecasts that were used in the 2022 Development Charges study to 2041. City staff are working on undertaking additional sensitivity analyses to test the new growth forecasts and see what impact they have on transit ridership in the city and to confirm the recommendations from the TRIP study. One outcome of this sensitivity analysis is that the future transit network, identified in the TRIP study, may need to be advanced for population growth to be realized in Mississauga. Staff will report back to City Council on the results of this analysis when the full TRIP study is presented.

Strategic Plan

This report aligns 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.

Engagement and Consultation

Throughout the development of TRIP, extensive consultation was undertaken at key milestones with internal staff and external stakeholders.

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.

Financial Impact

There is no financial impact from adopting the recommendations of this report for Derry Road to be considered as the next east-west rapid transit/LRT corridor and for staff to undertake a Corridor Transportation Master Plan. Budget to undertake Corridor Transportation Master Plans has been included in the Roads Budget since 2023, and the 2025 budget can be used to initiate the Derry Road study (PN 21108).

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. Today, Mississauga is working to build a worldclass, transit-oriented city that gives all Mississauga residents, employees and visitors the freedom to move.

As outlined in this report, the TRIP study provides a blueprint for implementing a long-term rapid transit network. The full set of recommendations from the TRIP study will be presented to City Council in 2025. Staff recommend Derry Road as the next rapid transit corridor in the city and will initiate a Corridor Transportation Master Plan in 2025.

Attachments

Appendix 1: Excerpt – Mississauga Transit and Road Infrastructure Plan Executive Summary



Sam Rogers, MBA, Commissioner of Transportation and Works

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