

Excerpt - Mississauga Transit and Road Infrastructure Plan Executive Summary

March 2025

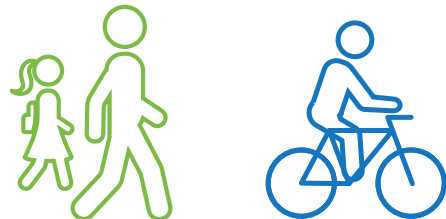


Long-Term Transit Network

Transit Priority and Higher Order Transit

The analysis of alternative solutions identified corridors in Mississauga with the highest transit ridership demands. The review of pre-pandemic and mid-pandemic ridership highlighted transit corridors that served essential workers and essential businesses/services. These factors, combined with the City's vision to provide high-quality, frequent transit service to most of Mississauga, informed the recommended long-term transit network.

Ultimately, the type of transit service on each transit corridor will be determined through subsequent environmental assessment studies that may be led by City of Mississauga, with potential partnership opportunities with Metrolinx, Toronto Transit Commission, Brampton Transit, and/or Oakville Transit. Consideration can also be given to implementing transit projects in phases – for example, intersection-level transit priority measures may be implemented first, while planning for fully dedicated transit lanes in the longer term.



Recommended transit infrastructure have been categorized into three categories based on anticipated future ridership, areas with known rights-of-way limitations, and transportation equity considerations.

1. **Transit Priority 1 (Higher Order Transit):** Key corridors with the highest ridership that support BRT or LRT in dedicated transit lanes.
2. **Transit Priority 2 (Transit Lanes):** Key corridors with moderate to high ridership where curbside transit lanes would improve transit operations.
3. **Transit Priority 3 (Intersection Improvements):** Other key corridors/segments where strategic intersection transit improvements are recommended to provide efficient transit operations and improve reliability and connectivity.

A map of the recommended long-term transit network is shown in **Figure 4.2**. The final type of transit corridor, for example BRT, LRT, or some other form, will be refined and confirmed through subsequent planning and implementation stages.

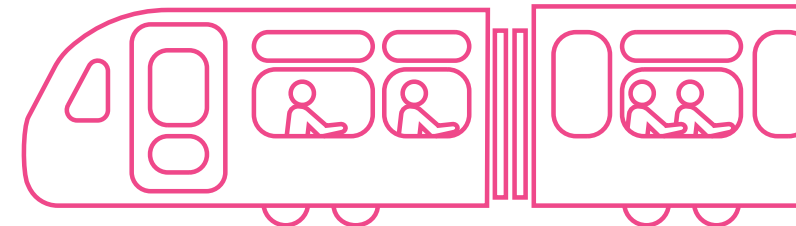


Figure 4.2 Recommended Transit Network

