TRANSPORTATION DEMAND MANAGEMENT PLAN

5150 NINTH LINE
RESIDENTIAL DEVELOPMENT
CITY OF MISSISSAUGA,
REGIONAL MUNICIPALITY OF PEEL

PREPARED FOR:
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PREPARED BY:

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OCTOBER 2019

CFCA FILE NO. 780-5251

CROZIER
CONSULTING ENGINEERS

Revision Number	Date	Comments
Rev. 0	October 2019	Issued for first submission

1.0 Executive Summary

C.F. Crozier & Associates Inc. (Crozier) was retained by Mattamy Homes to prepare a Transportation Demand Management (TDM) Plan in support of the development application for the proposed residential development located at 5150 Ninth Line in the City of Mississauga, Regional Municipality of Peel. The purpose of the TDM plan is to assess the existing and future TDM opportunities and the development's efficiency in reducing site generated single-occupant vehicle (SOV) trips. The report analyzes the existing TDM opportunities and the potential for future TDM measures.

Per the Concept Plan prepared by Korsiak Urban Planning (dated October 8, 2019), the development will consist of a total of 164 residential townhouse dwelling units constructed over two phases.

Table E1 outlines the proposed development statistics for both phases of the development.

Table E1: Development Proposal

Phase	Unit Type	Total Units	Assumed Build-Out	Proposed Access Connections
1	Dual Frontage Townhouse	15	2021	Public Road connection to Ninth Line (approximately 120 metres north of Candlelight Drive)
	Street Townhouse	63		
	Freehold Townhouse	17		
	Back-To-Back Townhouse	24		
	Total	**119**		
2	Street Townhouse	5	2022	
	Back-To-Back Townhouse	40		
	Total	**45**		
Full Build-Out	Dual Frontage Townhouse	15	--	--
	Street Townhouse	68		
	Freehold Townhouse	17		
	Back-To-Back Townhouse	64		
	Total	**164**		

The proposed public road within the site will also connect to the adjacent 5080 Ninth Line property to the south upon build-out of the adjacent property. However, the adjacent property is expected to be built-out after full build-out of the subject development.

Analysis of existing TDM opportunities indicates the following:

- Approximately 38% of travellers in the study area currently use alternate primary modes of transportation, indicating an existing willingness by residents of the area to utilize alternate modes of transportation;
- The existing transit services in the study area provide connectivity to major transit terminals in the area which further provides connectivity to the rest of the Greater Toronto-Hamilton Area (GTHA); and
- The existing pedestrian sidewalks and multi-use trails in the adjacent residential neighbourhood provide active transportation opportunities in the study area.

The planned future roadway improvements in the surrounding area on Ninth Line and Eglinton Avenue West will provide active transportation facilities, thus promoting walking and cycling as viable modes of transportation.

The future 407 Transitway Bus-Rapid Transit (BRT) corridor will improve mobility across the GTHA and contribute to reducing auto congestion, with the nearest operating stations to the subject property planned to be located on Britannia Road West and Trafalgar Road (located to the north and west of the subject property, respectively). The proximity of these stations to the proposed development will encourage the use of transit as an alternate mode of transportation.

The Concept Plan illustrates pedestrian sidewalks on both sides of the proposed public roadway within the site. The provision of sidewalks will facilitate safe and efficient pedestrian mobility within the site.

The following TDM measures could be implemented to further reduce SOV trips and promote non-auto modes of transportation:

- Provide connections to the future multi-use trails on Ninth Line;
- Co-ordinate with the City of Mississauga to provide PRESTO cards to future residents upon occupancy to encourage the use of local public transit; and
- Provide TDM information packages (including maps and schedules for active transportation and transit facilities in the area) to residents upon occupancy to increase awareness of TDM opportunities.

The implementation of the recommended TDM measures could reduce the total number of two-way SOV trips between 1 to 7 trips during the weekday a.m. peak hour, and between 2 to 8 trips during the weekday p.m. peak hour. These reductions in trip generation would be expected to slightly improve traffic operations on the boundary road network under future total conditions.

The analysis contained within this report was prepared using the Concept Plan prepared by Korsiak Urban Planning (dated October 8, 2019). Any minor revisions to the development concept are not expected to affect the conclusions contained with this report.

TABLE OF CONTENTS

LIST OF TABLES

LIST OF APPENDICES

LIST OF FIGURES

2.0 Introduction

2.1 Background

C.F. Crozier & Associates Inc. (Crozier) was retained by Mattamy Homes to prepare a Transportation Demand Management (TDM) Plan in support of the development application for the proposed residential development located at 5150 Ninth Line in the City of Mississauga, Regional Municipality of Peel.

2.2 Development Proposal

Per the Concept Plan prepared by Korsiak Urban Planning (dated October 8, 2019), the development will consist of a total of 164 residential townhouse dwelling units constructed over two phases.

Table 1 outlines the proposed development statistics for both phases of the development.

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The proposed public road within the site will also connect to the adjacent 5080 Ninth Line property to the south upon build-out of the adjacent property. However, the adjacent property is expected to be built-out after full build-out of the subject development.

2.3 Purpose and Scope

Recently, the City of Mississauga has requested analysis of TDM opportunities as a component of Traffic Impact Studies to reduce single-occupancy vehicle (SOV) trips and promote alternate modes of transportation. Given the scale of the proposed development, a comprehensive TDM plan has been prepared to support the proposed development. A Traffic Impact Study in support of the development application has been prepared and submitted separately to the City of Mississauga, and a Traffic Brief has been prepared and submitted separately to the Ministry of Transportation of

Ontario (MTO).

The purpose of the TDM plan is to assess the existing and future TDM opportunities and the development's efficiency in reducing site generated SOV trips. The report analyzes the existing TDM opportunities and the potential for future TDM measures.

2.4 Development Lands

The subject property is located in a residential neighbourhood and is bound by vacant lands to the north, an existing residential dwelling to the south, Ninth Line to the east and Parkland Belt lands and Highway 407 Express Toll Route (ETR) to the west. The subject property is zoned as D "Development" Lands per the City of Mississauga's Zoning By-Law.

The proposed development makes allowance for the future bus-rapid transit (BRT) 407 Transitway planned by the MTO which will span through the subject property running parallel to Highway 407. The 407 Transitway is currently proceeding through the environmental assessment process. The 407 Transitway is discussed in more detail in **Section 4.2.**

Figure 1 contains the Site Location Plan.

3.0 Existing TDM Opportunities

3.1 Existing Modal Split

Transportation Tomorrow Survey (TTS) data from the 2016 census year data was used to determine the existing modal split for trips exiting the study area. Results were filtered to trips exiting 2006 GTA Zones 3615, 3616, 3809, 3810 and 3811 during the weekday a.m. peak period. These zones consist of the residential zones along the Ninth Line corridor, and thus were considered to be appropriate for modal split analysis.

The existing modal split is outlined in **Table 2**.

Table 2: Existing Modal Split

Mode	Percentage
Transit	14%
Cycling	1%
Auto Driver	62%
Auto / Taxi Passenger	14%
Walking	10%

The TTS survey data illustrates that although the predominant mode of transportation is auto driver, approximately 38% percent of travellers in the study area currently use alternate primary modes of transportation. These results indicate an existing willingness by residents of the area to utilize alternate modes of transportation, thereby reducing the barriers of entry for further TDM initiatives aimed at reducing SOV trips.

Appendix B contains the TTS data.

3.2 Existing Transit Services

There are several MiWay Transit bus routes that operate in the surrounding area of the subject property. **Table 3** outlines the existing transit routes, direction, days of operation, peak hour headways, and the location of bus stops in the study area.

Table 3: Existing Transit Services

MiWay Transit					
Route	**Start and End Points**	**Span near study area**	**Days of Operation**	**Peak Hour Headways (min)**	**Bus Stop(s) near study area**
9 Rathburn - Thomas	Square One and Ninth Line/Eglinton Avenue West	Churchill Meadows Boulevard Eglinton Avenue West Ninth Line Erin Centre Boulevard	Monday-Sunday	Varies from 15-30 min	Eglinton Avenue West and Churchill Meadows Boulevard Eglinton Avenue West, east of Ninth Line Ninth Line, south of Skyview Street Ninth Line, south of Erin Centre Boulevard Erin Centre Boulevard at Longford Drive
35 Eglinton-Ninth Line	Islington Station to Ninth Line/Eglinton Avenue West	Eglinton Avenue West Ninth Line Erin Centre Boulevard Tenth Line	Monday-Sunday	Varies from 15-20 min	Eglinton Avenue West, east of Ninth Line Ninth Line, south of Skyview Street Ninth Line, south of Erin Centre Boulevard Erin Centre Boulevard at Longford Drive
341 Ninth Line - Thomas	Churchill Meadows Boulevard to Stephen Lewis Secondary School & St. Joan of Arc Secondary School	Ninth Line Eglinton Avenue West Churchill Meadows Boulevard	Monday – Friday (September to June)	One stop during school peak hours	Ninth Line, south of Skyview Street Ninth Line, south of Erin Centre Boulevard

As outlined above, there are several routes that operate within the surrounding area that provide connectivity to major transit terminals in the area such as Square One, Streetsville GO (served by Route 9) and Islington Station in Toronto. These transit terminals provide connectivity to the rest of the Greater Toronto Area (GTA) via other bus routes and the Milton GO Train line to Union Station in Toronto.

The nearest bus stop in the study area is located on Ninth Line south of Erin Centre Boulevard near the proposed site access.

Therefore, the existing transit services in the study area are sufficient to promote transit as a viable mode of transportation.

The proposed development makes allowance for the future BRT 407 Transitway planned by the MTO which will span through the subject property running parallel to Highway 407 (see **Section 4.2**). The proximity of the future BRT to the proposed development will further encourage the use of transit as an alternate mode of transportation.

The boundary road network in **Figure 2** illustrates the existing bus stop locations in the study area. **Appendix C** contains relevant transit information.

3.3 Existing Active Transportation Network

The existing active transportation facilities on the boundary road network are described in **Table 4**.

Table 4: Active Transportation Network

Roadway	Pedestrian Facilities	Separation from Roadway	Cycling Facilities	Separation from Roadway
Ninth Line	1.5 metre concrete sidewalk (east side from Eglinton Avenue West to south of Stardust Drive) Asphalt sidewalk (east side from Stardust Drive to Skyview Street) Asphalt sidewalk (east side from bus stop north of Candlelight Drive to Erin Centre Boulevard)	Grass Boulevard	None	N/A
Eglinton Avenue West	1.5 metre concrete sidewalk (north side)	Grass Boulevard and Parking Lay-By	None	N/A
East Lower Base Line	None	N/A	None	N/A
Skyview Street	1.5 metre concrete sidewalk (north side)	Grass Boulevard	None	N/A
Candlelight Drive	1.5 metre concrete sidewalk (both sides)	Grass Boulevard	None	N/A
Erin Centre Boulevard	1.5 metre concrete sidewalk (both sides)	Grass Boulevard	Bike Lane (both sides)	None

The boundary road network in **Figure 2** illustrates the existing pedestrian and cycling facilities in the study area.

4.0 Planned TDM Opportunities

4.1 Future Roadway Improvements

The City of Mississauga will be undertaking a Municipal Class Environmental Assessment for the widening of Ninth Line from Eglinton Avenue West to Derry Road West. The study is scheduled to begin early 2020, with an anticipated construction date of 2023 as advised by City staff.

Details regarding the widening are unknown at this time. However, it is assumed that Ninth Line will be widened from two lanes to five lanes (four travel lanes and a centre turn lane or centre median), and active transportation facilities such as bike lanes and a continuous sidewalk or multi-use trail.

In addition to the Ninth Line improvements outlined above, the City of Mississauga's 2018 Cycling Master Plan identifies future cycling improvements on Eglinton Avenue West in the study area in the form of a cycle track or separated bike lane.

Additionally, future transit improvements are planned by the City of Mississauga. The MiWay 2020 Annual Service Plan proposes improvements to the Lisgar and Meadowvale Area for October 26, 2020 and includes:

- a new bus stop at the future Churchill Meadows Community Centre and Park at 5320 Ninth Line (within an approximate 10-minute walking distance from the subject property);
- a new bus route from Meadowvale Town Centre and the Winston Churchill Transitway station;
- a new bus route between Streetsville GO and the neighbourhood adjacent the subject property on Ninth Line; and
- modifications to existing bus routes 9, 35 and 39 in the area.

These improvements would increase transit availability in the study area and promote transit as a viable mode of transportation to and from the subject property.

Appendix D contains excerpts on future roadway improvement information.

4.2 407 Transitway

The MTO is planning the construction of an exclusive grade separated bus rapid transit (BRT) corridor, with the potential to be converted to a Light Rail Transit (LRT) corridor. The 407 Transitway will run parallel to Highway 407 and will span from Burlington to Pickering. The 407 Transitway infrastructure will provide infrastructure including an exclusive right-of-way, stations, park and ride, and passenger pick up and drop off services.

The intent of the 407 Transitway is to improve mobility across the GTHA by providing an accessible, cost-effective exclusive transit services. This will facilitate increased transit ridership (which will aid municipalities in achieving long-term transit ridership targets) and contribute to reducing auto congestion in the GTHA.

The segment of the 407 Transitway in the study area spans from Brant Street in Burlington to Hurontario Street in the City of Brampton and is scheduled to receive Transit Project Assessment Process (TPAP) approval by the end of 2020. The nearest operating stations are planned to be located on Britannia Road West and Trafalgar Road located to the north and west of the subject property, respectively. The proximity of these stations to the proposed development will encourage the use of transit as an

alternate mode of transportation.

The 407 transitway will span through the subject property, although the exact alignment of the transitway is still under evaluation by the MTO.

Appendix E contains information on the 407 Transitway.

5.0 Guiding Principles

The City of Mississauga and Region of Peel Official Plans emphasize the importance of TDM measures to meet future travel demand by reducing auto dependency and increasing the viability of alternate modes of transportation.

5.1 City of Mississauga Official Plan

Policy 8.5 of the City of Mississauga Official Plan states "Transportation Demand Management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and active transportation choices, enhance public health and reduce harmful environmental impacts. TM is most effective when supported by complementary land use planning, good urban design and transit improvements."

5.2 Region of Peel Official Plan

Policy 5.9.9 of the Region of Peel Official Plan states "Growth in population and employment in Peel Region has led, and will continue to lead, to increased travel demand through the construction of new roads and the widening of existing roads. Such 'supply side' solutions, however, will not be enough in the future. Exclusive dependence on roads is neither sustainable nor desirable. It is necessary to also consider 'demand side' solutions, such as Transportation Demand Management measures. While TDM alone cannot be expected to meet the future growth in demand, it is an important component of the range of solutions that will be needed to meet forecasted travel demand."

5.3 Performance Targets

The Region of Peel Sustainable Transportation Strategy (approved by Regional council in February 2018) sets a sustainable mode share target of 50% by 2041 from the current 37% share of non-auto trips.

6.0 Potential TDM Opportunities

6.1 Walking

The Concept Plan illustrates pedestrian sidewalks on both sides of the proposed public roadway within the site. The provision of sidewalks will facilitate safe and efficient pedestrian mobility within the site.

Pedestrian facilities must be constructed in accordance with the construction standards set out in the Accessibility for Ontarians with Disabilities Act (AODA) and should include delineated pedestrian crossings at intersections to provide safe and convenient pedestrian mobility within the site, and to and from the external pedestrian network.

The proposed development should provide connections to the future multi-use trails on Ninth Line that are expected to be constructed as part of the future road widening. Direct connections between the site and the surrounding active transportation network would further increase pedestrian and cyclist safety and encourage walking and cycling as viable modes of transportation.

6.2 Cycling

As detailed above, the proposed development should provide connections to the future multi-use trails on Ninth Line to encourage cycling as a viable mode of transportation.

6.3 Transit TDM Measures

As discussed in **Section 4.2**, the future 407 Transitway alignment will span through the subject property and is planned to operate stations on Derry Road West and Britannia Road West north of the subject property.

The proponent could also co-ordinate the provision of PRESTO cards to future residents upon occupancy to encourage the use of local public transit. The base cost per PRESTO card is $6 for one residential unit.

6.4 Education and Promotion

The provision of trail and cycling route maps to future residents will increase awareness of nearby pedestrian and cycling routes, and provide incentive for residents to utilize the existing network. Prior to occupancy, future residents can be informed of the active transportation and TDM opportunities of the proposed development.

It is expected that the provision of up-to-date transit maps and schedules will educate residents and visitors on the range of routes available by MiWay Transit and connecting GO Transit services. This increased awareness of convenient transit options has been historically shown to increase transit mode share in similar developments and may provide similar benefit to the subject development.

Upon occupancy, a TDM information package can be provided to residents and can comprise of active transportation network maps, and transit maps and schedules for local, regional and provincial transit services. Information on Smart Commute opportunities may also be beneficial to educate residents of alternative transportation modes for their existing and future areas of employment.

7.0 TDM Trip Generation Reductions

The implementation of the recommended TDM measures would encourage the use of alternate modes of transportation and as a result, reduce SOV trips to and from the site. To quantify reductions to trip generation, various literature studies were reviewed to document reductions experienced from other transportation agencies.

The trip reduction percentages for each individual recommended TDM measure were multiplied together to form a combined trip reduction range that was applied to the total two-way trip generation during the weekday a.m. and p.m. peak hours.

Table 5 outlines the potential trip generation reductions for the full build-out of the proposed development resulting from TDM measures as recommended for the proposed development.

Table 5: TDM Potential Trip Reductions

TDM Measure	Trip Reductions (%)	Trip Reduction – Full Build-Out		Source
		Weekday A.M. Peak (76 two-way trips)	Weekday P.M. Peak (92 two-way trips)	
Pedestrian Network Improvements	0% - 2%	---	---	CAPCOA [1]
Bicycle paths	0.5% - 1%	---	---	DelDOT [2]
Promotion and Marketing	0.8% - 4%	---	---	CAPCOA [1]
Financial Incentives (PRESTO Card, Transit Discounts, Awards)	0.5% - 2%	---	---	DelDOT [2]
Total Possible Trip Reductions:	**1.8-9%**	**1 - 7**	**2 - 8**	**---**

Note 1: California Air Pollution Control Officers Association (2010). Quantifying GHG Mitigation Measures.
Note 2: Delaware Department of Transportation and Wilmington Area Planning Commission, Trip Reduction / Transportation Demand Management (TDM) Measures Selection Form.

As outlined above, the implementation of the potential TDM measures outlined in this report could reduce the total number of two-way SOV trips between 1 to 7 trips during the weekday a.m. peak hour, and between 2 to 8 trips during the weekday p.m. peak hour. These reductions in trip generation would be expected to slightly improve traffic operations on the boundary road network under future total conditions.

8.0 Conclusions

Analysis of existing TDM opportunities indicates the following:

- Approximately 38% of travellers in the study area currently use alternate primary modes of transportation, indicating an existing willingness by residents of the area to utilize alternate modes of transportation;
- The existing transit services in the study area provide connectivity to major transit terminals in the area which further provides connectivity to the rest of the Greater Toronto-Hamilton Area (GTHA); and
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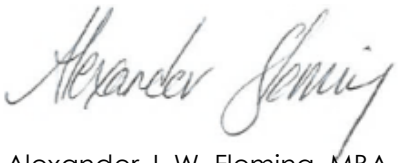
Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



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Transportation Technologist

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APPENDIX A

Concept Plan

5150 NINTH LINE

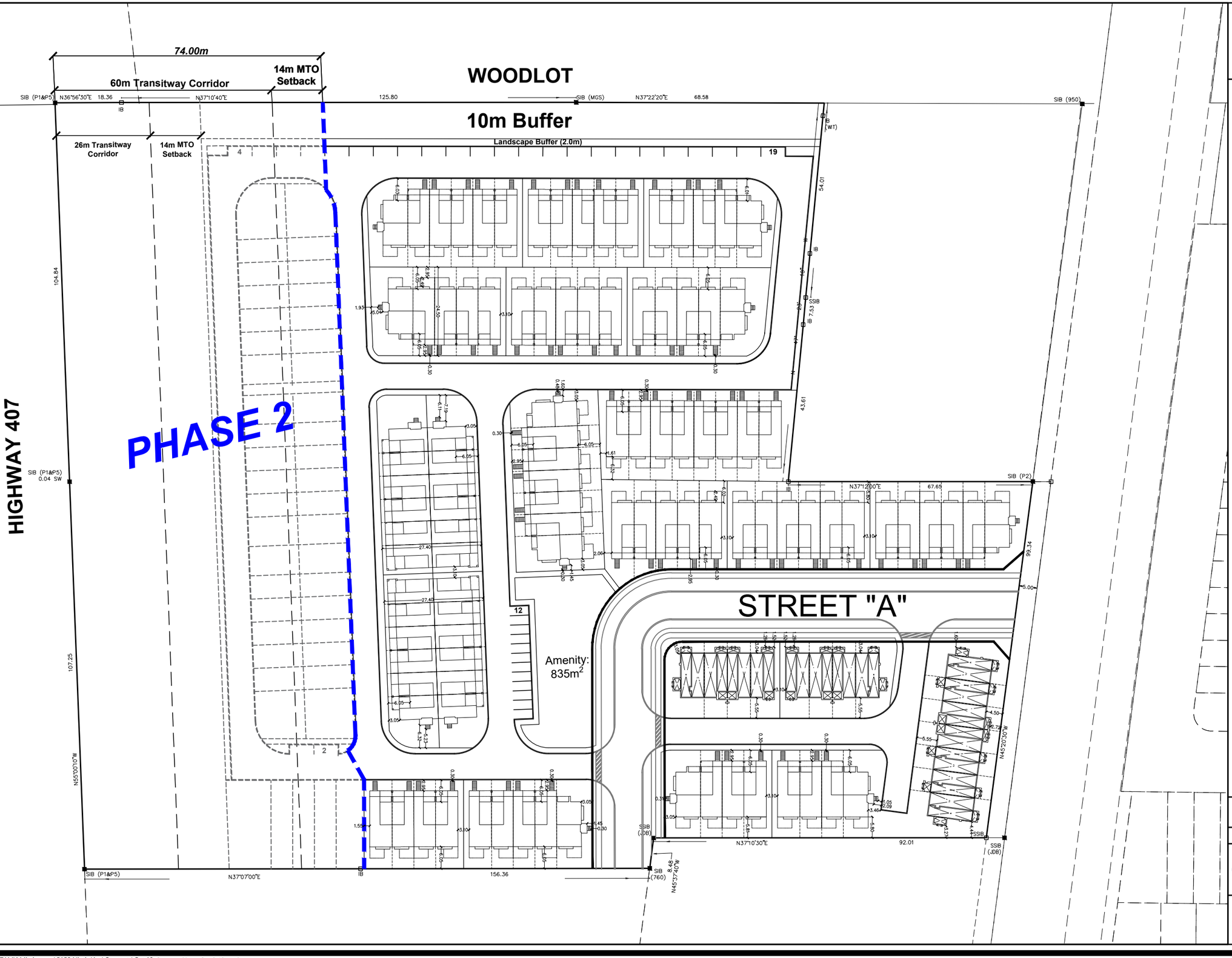
CONCEPT PLAN

Product Type	Unit Count Phase 1	Unit Count Phase 2	Total
Dual Frontage Towns	15	0	15
Towns	63	5	68
Towns - Freehold	17	0	17
Back to Backs	24	40	64
Total	119	45	164

Site Area = ±3.8 ha (excluding transit corridor & 14m MTO setback)
Density = 43.1 UPH

Visitor Parking Required (excluding freehold):
147 units x 0.25 spaces/unit = 37 spaces

Visitor Parking Provided: 37 spaces



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Scale 1:1000 | October 8, 2019

mattamyHOMES | Q4A ARCHITECTS

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APPENDIX B

TTS Data

Fri Mar 29 2019 12:20:32 GMT-0400 (Eastern Daylight Time) - Run Time: 1658ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of destination - pd_dest
Column: Primary travel mode of trip - mode_prime

Filters:
2006 GTA zone of origin - gta06_orig In 3615 3616, 3809, 3810, 3811
and
Start time of trip - start_time In 600-900

Trip 2016
Table:

	Transit excluding GO rail	Cycle	Auto driver	GO rail only	Joint GO rail and local transit	Motorcycle	Other	Auto passenger	School bus	Taxi passenger	Paid rideshare	Walk	Sum
PD 1 of Toronto	90	0	419	1052	776	0	0	62	0	0	0	0	2399
PD 2 of Toronto	0	0	94	18	0	0	0	0	0	0	0	0	112
PD 3 of Toronto	0	0	233	0	0	0	0	28	0	0	0	0	261
PD 4 of Toronto	0	0	233	0	21	0	0	0	0	0	23	0	277
PD 5 of Toronto	0	0	180	0	0	0	0	0	0	0	0	0	180
PD 6 of Toronto	0	0	25	0	0	0	0	0	0	0	0	0	25
PD 7 of Toronto	0	0	246	0	0	0	0	17	0	0	0	0	263
PD 8 of Toronto	0	0	496	0	0	0	0	32	0	0	0	0	528
PD 9 of Toronto	0	0	471	0	0	0	0	0	0	0	0	0	471
PD 10 of Toronto	157	0	270	0	0	0	0	0	0	0	0	0	427
PD 11 of Toronto	46	0	122	0	0	0	0	0	0	0	0	0	168
PD 12 of Toronto	0	0	43	0	0	0	0	21	0	0	0	0	64
PD 13 of Toronto	0	0	126	0	10	0	0	0	0	0	0	0	136
PD 16 of Toronto	0	0	130	0	0	0	0	0	0	0	0	0	130
Clarington	0	0	18	0	0	0	0	0	0	0	0	0	18
Aurora	0	0	14	0	0	0	0	0	0	0	0	0	14
Richmond Hill	0	0	42	0	0	0	0	0	0	0	0	0	42
Markham	0	0	209	0	0	0	0	15	0	0	0	0	224
Vaughan	107	0	515	0	0	0	0	154	0	0	0	0	776
Caledon	0	0	45	0	0	0	0	0	0	0	0	0	45
Brampton	131	0	1432	0	0	17	0	42	54	0	0	0	1676
Mississauga	1293	396	15880	16	0	15	10	4857	1028	78	34	3755	27362
Halton Hills	0	0	196	0	0	0	0	0	0	0	0	0	196
Milton	0	0	473	0	0	0	0	25	0	0	0	0	498
Oakville	87	0	1217	0	0	0	0	86	127	0	0	18	1535
Burlington	61	0	336	0	0	0	0	23	0	0	0	0	420
Dundas	0	0	33	0	0	0	0	0	0	0	0	0	33
Ancaster	0	0	53	0	0	0	0	0	0	0	0	0	53
Hamilton	185	0	290	0	0	0	0	0	0	0	0	0	475
St. Catharines	0	0	15	0	0	0	0	0	0	0	0	0	15
Waterloo	0	0	72	0	0	0	0	68	0	0	0	0	140
Kitchener	0	0	0	0	0	0	0	7	17	0	0	0	24
Cambridge	0	0	125	0	0	0	0	0	0	0	0	0	125
City of Guelph	46	0	174	0	0	0	0	0	0	0	0	0	220
Haliburton	0	0	8	0	0	0	0	0	0	0	0	0	8
Brantford	0	0	19	0	0	0	0	0	0	0	0	0	19
External	0	0	29	0	0	0	0	0	0	0	0	0	29
SUM	2203	396	24283	1086	807	32	10	5437	1226	78	57	3773	39388

Mode	Percent
Transit	14%
Cycle	1%
Auto Driver	62%
Auto/Taxi Passenger	14%
Walking	10%
Paid rideshare	0%
	100%

APPENDIX C

Transit Information

Weekday Service Map

Effective: October 29, 2018

MiWay Route Service Types

- Regular Route
- Rush Hour (Peak) Route
- Non-Rush Hour (Off Peak) Route
- MiExpress Route All Day Service
- MiExpress Route AM/PM Rush Hour Service
- Route Number

Connecting Transit Services

- Oakville Transit Route
- Brampton Transit Route
- TTC Bus Route
- TTC Subway & Station
- GO Train & Station

Map Symbols

- Major Transit Terminal
- Transitway Station
- Mississauga Transitway
- Key Transit Stops
- Hospital
- Shopping Centre
- High School, University or College
- Recreation or Community Centre
- Ice Rink
- Public Library
- Living Arts Centre
- Civic Centre (City Hall)
- Court House

All MiWay routes are fully accessible with low floor, wheelchair accessible buses

Brampton Inset Map

Scale 1:38 500 (approx.)

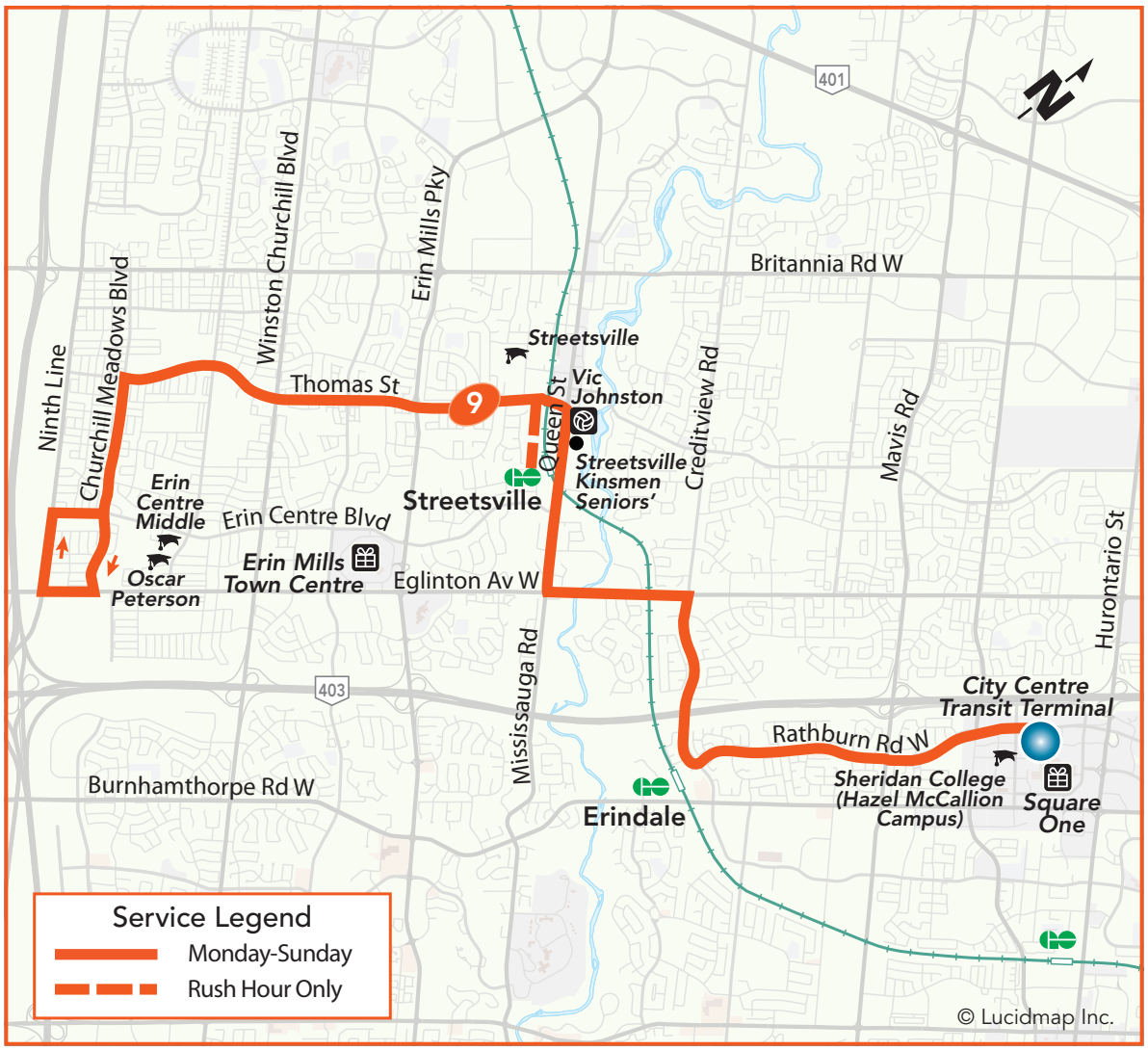
0 1/2 1 Kilometre

0 1/4 1/2 Mile

9 Rathburn-Thomas

Monday-Sunday Service

Effective: October 24, 2016



Legend

- TTC Subway Station
- GO Train Station
- Transitway Station
- Major Transit Terminal
- Hospital
- Ice Rink
- Shopping Centre
- High School, University or College
- Recreation or Community Centre
- Public Library
- Living Arts Centre
- Civic Centre (City Hall)

Customer Service - We're here to help

@MiWayHelps
miway.ca/feedback
905-615-INFO (4636)
miway.info@mississauga.ca
TTY: 905-615-3886

Find a schedule or trip plan

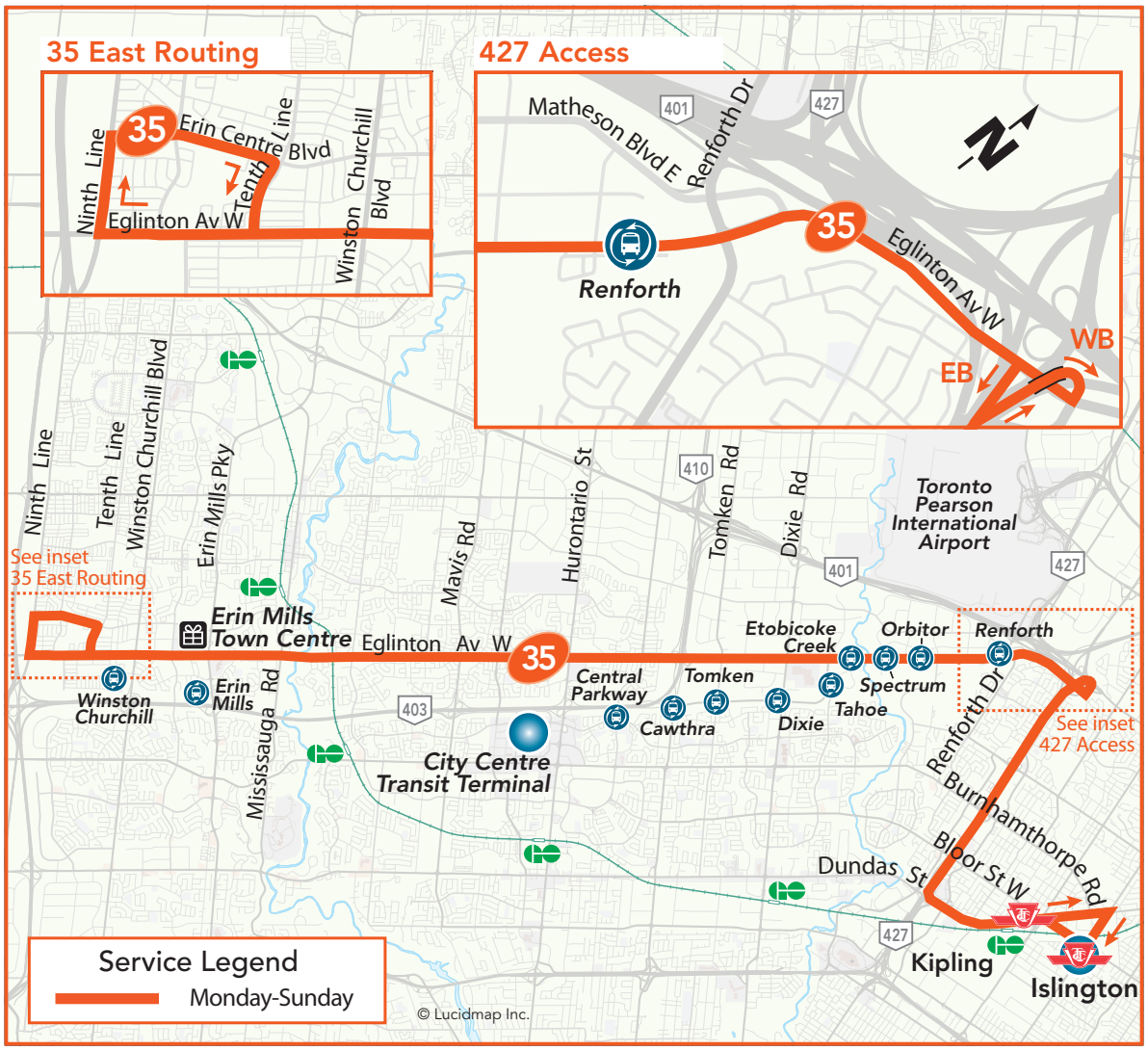
m.miway.ca
miway.ca/planatrip
citylink 905-615-4BUS(4287)
Call and enter a four-digit bus stop number.

MISSISSAUGA

35 Eglinton-Ninth Line

Monday-Sunday Service

Effective: February 26, 2018



Legend

- TTC Subway Station
- GO Train Station
- Transitway Station
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- TTY: 905-615-3886
- miwayhelps@mississauga.ca
- Customer Service Ambassadors
  In person at various locations

Trip Plans & Schedules

- m.miway.ca
  Mobile Site
- miway.ca/planatrip
  Online Trip Planner
- citylink 905-615-4BUS(4287)
  Call and enter a four-digit bus stop number.

All information subject to change without notice.

341 Ninth Line-Thomas

Monday-Friday Service

Effective: September 4, 2017

Legend

- TTC Subway Station
- GO Train Station
- Transitway Station
- Major Transit Terminal
- Hospital
- Ice Rink
- Shopping Centre
- High School, University or College
- Recreation or Community Centre
- Public Library
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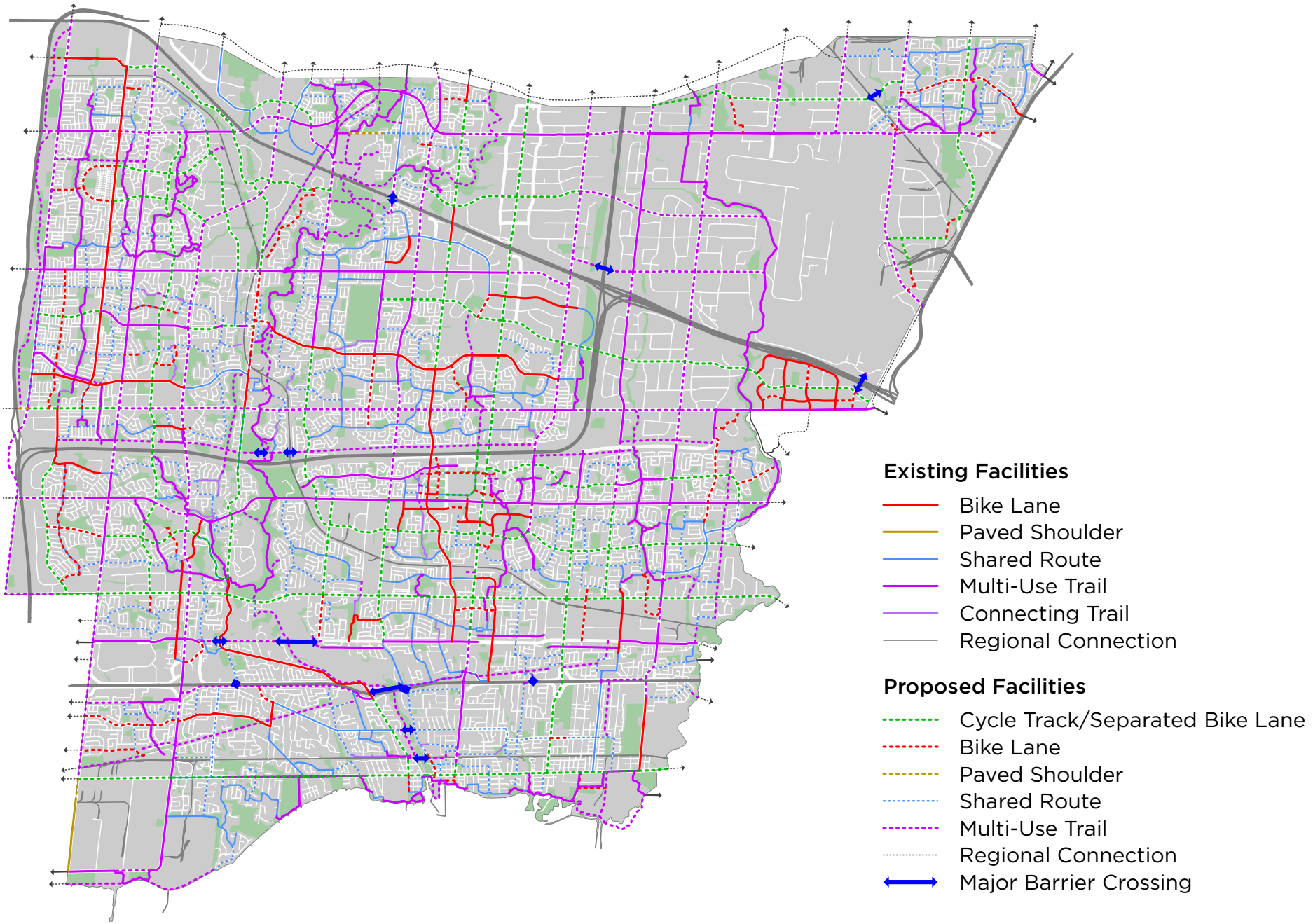
All information subject to change without notice.

APPENDIX D

Future Roadway Improvement Information

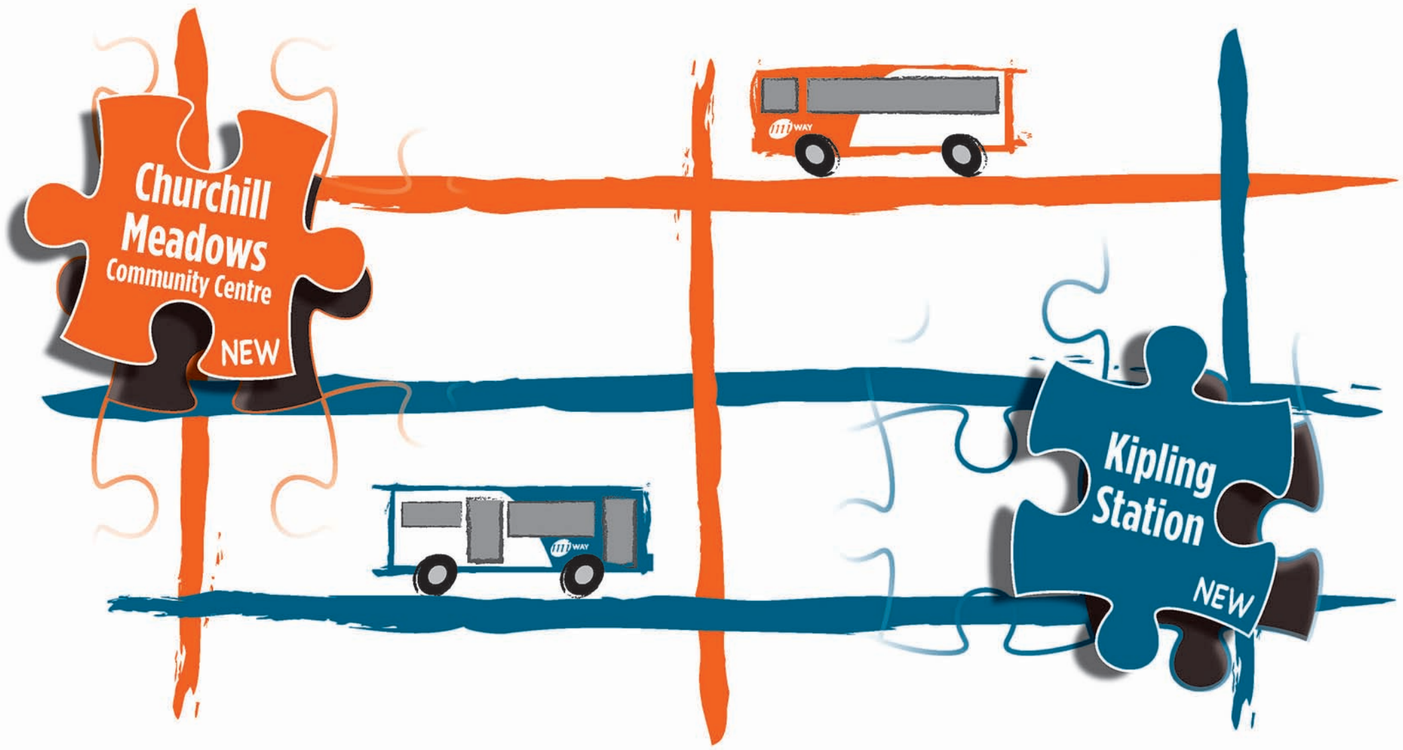

MISSISSAUGA
Cycling Master Plan
Does Cycling Move You?
2018

Figure I-1: Cycling Network Map



We want your feedback!

MiWay 2020 Annual Service Plan



In 2020, MiWay will enhance the grid network by connecting to new transit hubs at Kipling Station and Churchill Meadows Community Centre, as part of the **MiWay Five Transit Service Plan (2016-2020).**

MiWay routes will be restructured to integrate with these new transit hubs and meet the City's strategic goal of developing a transit-oriented city.

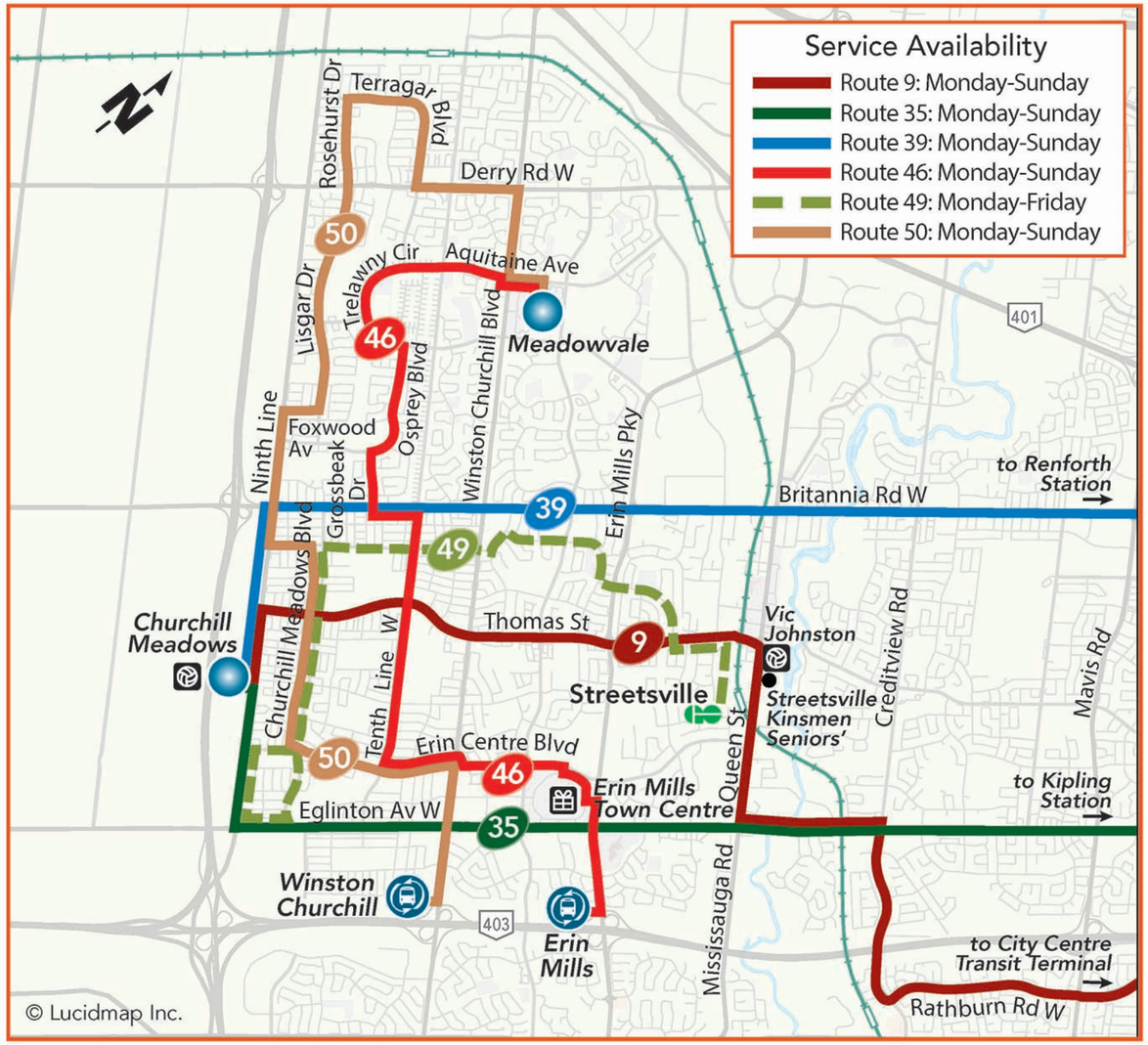
We're inviting you to learn about how the upcoming changes can improve your commute throughout Mississauga.

MiWay Five 2016-2020 | Information Sessions

miWAY MISSISSAUGA

Lisgar and Meadowvale Area Routing Changes and Integrating the New Churchill Meadows Community Centre and Park

Proposed Improvements: October 26, 2020



Note: No changes to Route 46 Tenth Line - Osprey.

Revised routes to service the new Churchill Meadows Community Centre on Ninth Line

Monday to Sunday

- 9 Rathburn-Thomas
- 35 Eglinton-Ninth Line
- 39 Britannia

Route 35A Eglinton-Tenth Line

Monday to Friday

Route 35A Eglinton-Tenth Line will be merged with Route 35 Eglinton-Ninth Line to eliminate variants.

Route 49 McDowell

Monday to Friday

Revised routing to eliminate service duplication and expand service to Peacock Drive and Vista Boulevard.

Route 50 Lisgar-Churchill Meadows (NEW)

Monday to Sunday

New route travelling between Meadowvale Town Centre and the Winston Churchill Transitway Station, replacing Route 39 along Lisgar Drive and Route 9 on Churchill Meadows Boulevard.

Route 90 Terragar-Copenhagen Loop

Monday to Saturday

Cancelled as part of the new introduction of Route 50.

* Subject to budget approval

Corridors | Frequency | Service | Express | Transitway | Direct | Connections | Employment | Schools | Cities

MiWay Five 2016-2020 | Information Sessions

MiWay | Mississauga

APPENDIX E

407 Transitway Information

407 TRANSITWAY

HURONTARIO STREET TO BRANT STREET

PUBLIC INFORMATION CENTRE #1

VIC JOHNSTON COMMUNITY CENTRE HALL

Date: Wednesday November 28th, 2018
Time: 4:00 p.m. to 8:00 p.m.
Location: 335 Church Street
Mississauga, Ontario

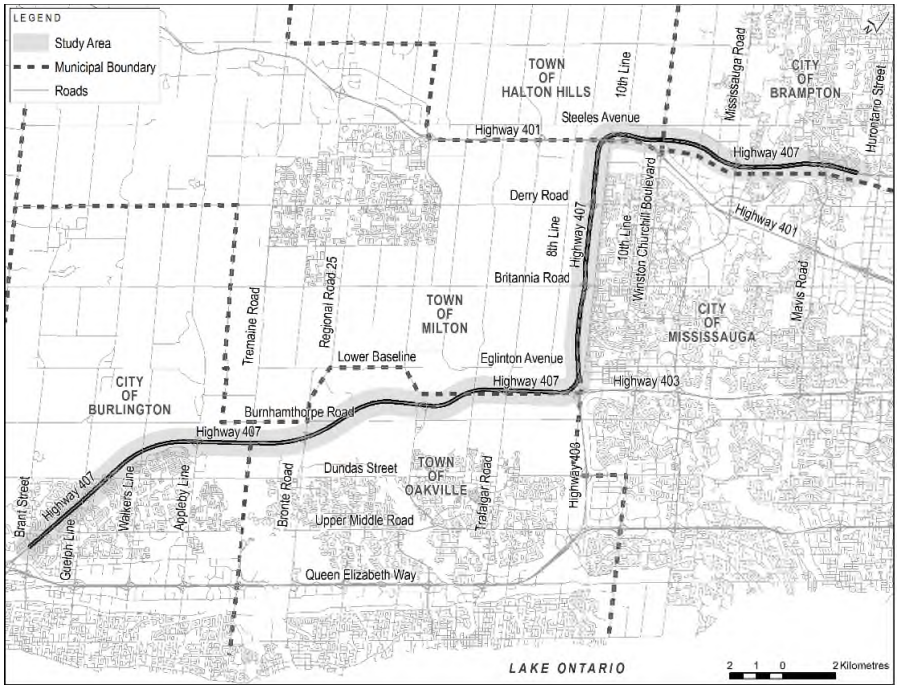
MAINWAY RECREATION CENTRE

Date: Thursday November 29th, 2018
Time: 4:00 p.m. to 8:00 p.m.
Location: 4015 Mainway
Burlington, Ontario

PROJECT WEBSITE: 407Transitway.com

WHAT IS THE 407 TRANSITWAY?

- Exclusive, fully grade separated (no intersections) bus rapid transit corridor, parallel to 407 ETR with potential conversion to light rail transit.
- The 407 Transitway will extend from Burlington to Highway 35/115 (150 km) with up to 50 stations.
- **Study limits for this Section:** west of Brant Street in Burlington to west of Hurontario Street in Mississauga.
  - **43-km exclusive runningway.**




GRADE SEPARATED FACILITY

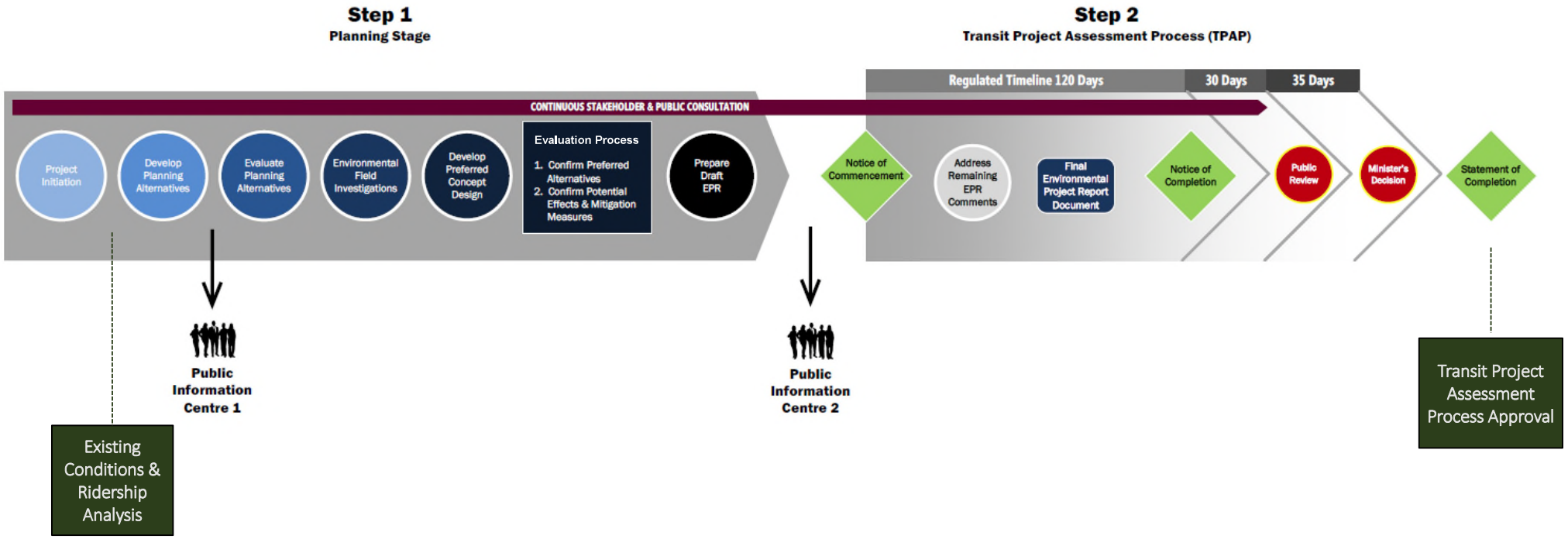

STATION PLATFORM

VERTICAL TRANSFER AT STATION


STATION PLATFORM WITH PARKING

OTTAWA BRT

STUDY SCHEDULE & PROCESS



WE ARE HERE

SERVICE CONCEPT

Operating Concept:

- **Spine services** – line haul services that operate exclusively on the Transitway, including some express routes, to connect to destinations on other portions of the Transitway.
    - e.g. Dundas Station to Hurontario Street Station or to Spadina Subway 407 Station (which will also be the 407 Transitway Jane Station).
- **No-transfer services (Interlining)** – designed to provide one-seat rides between major nodes and residential areas. Routes include portions both on and off the Transitway.
    - e.g. Sheridan College to Dundas Station using the 407 Transitway guideway from Trafalgar Road Station to Burlington GO Station.
- **Early Transitway station implementation** – Transitway stations are being implemented in advance to support ongoing GO bus transit service on 407 ETR at Trafalgar Road (existing), Bronte Road and Dundas Street (in planning).
- Average speed on Transitway including station stop time of between 50-65 km/h depending on service and station node configuration.

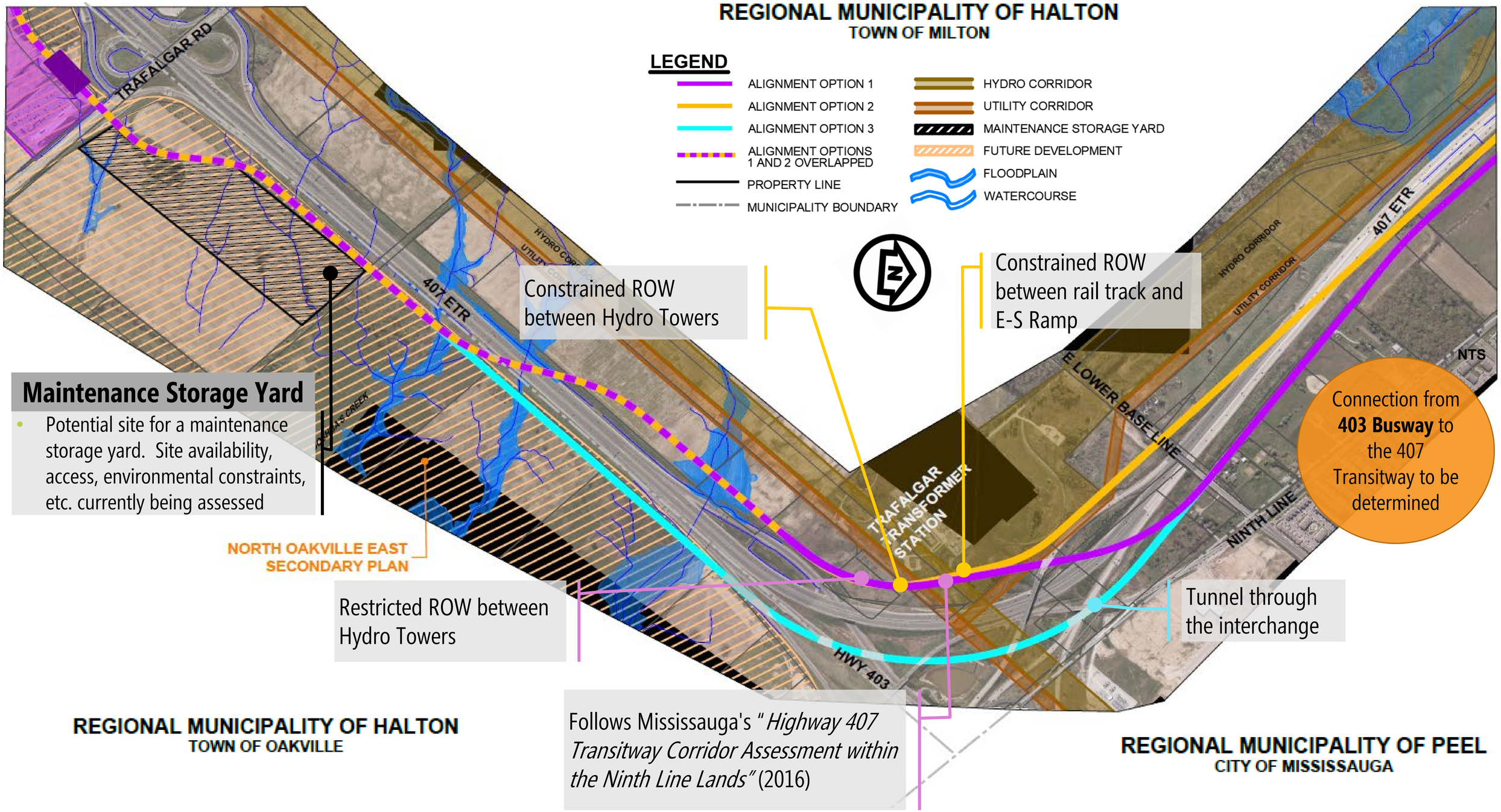
Nodes served by this Transitway section:

- Urban Growth Centres (Hamilton, Oakville, Milton, and Mississauga City Centre).
- Transit Connections (GO Bus and Rail, MiWay, Brampton Züm, TTC).

ALIGNMENT AND STATION SITE ALTERNATIVES

Segment S6: East of Trafalgar Rd to East of Lower Base Line

407 Transitway



Maintenance Storage Yard

- Potential site for a maintenance storage yard. Site availability, access, environmental constraints, etc. currently being assessed

Constrained ROW between Hydro Towers

Constrained ROW between rail track and E-S Ramp

Connection from **403 Busway** to the 407 Transitway to be determined

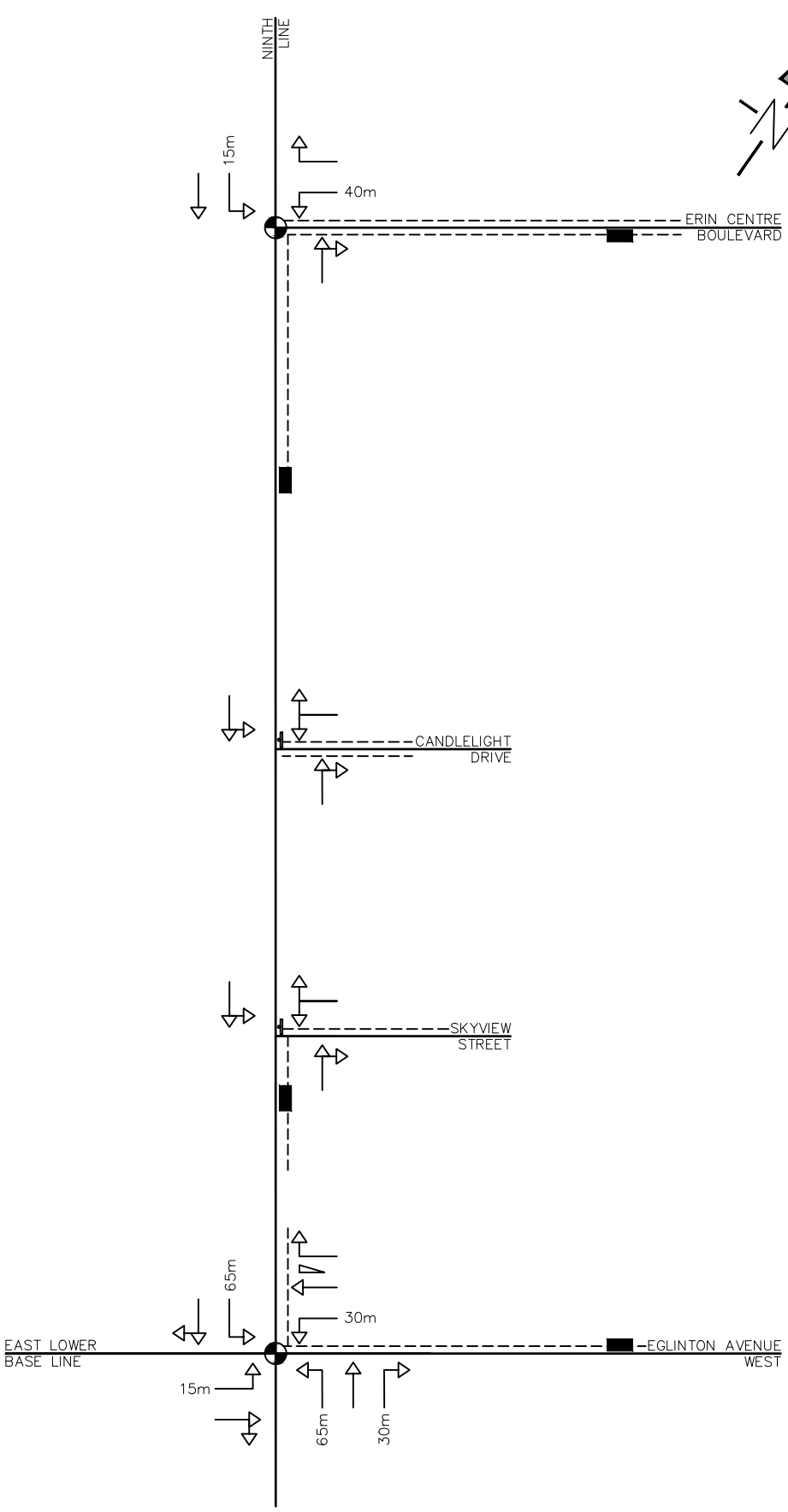
Restricted ROW between Hydro Towers

Tunnel through the interchange

Follows Mississauga's "*Highway 407 Transitway Corridor Assessment within the Ninth Line Lands*" (2016)

Initial Recommendation: All alignment alternatives and station options being carried forward for further analysis

FIGURES



NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

- SIGNAL CONTROL
- STOP CONTROL
- CHANNELIZED RIGHT TURN
- BUS STOP
- PEDESTRIAN SIDEWALK

Project

5150 NINTH LINE
MATTAMY HOMES

Drawing

BOUNDARY ROAD NETWORK

CROZIER CONSULTING ENGINEERS
The HarbourEdge Building,
40 Huron Street, Suite 301,
Collingwood, ON L9Y 4R3
705 446-3510 T
705 446-3520 F
www.cfcrozier.ca
info@cfcrozier.ca

Drawn By	Design By	Project
D.L.	D.L.	780-5251

Scale	Date	Check By	Drawing
N.T.S.	JULY 31, 2019	A.F.	FIG. 1