

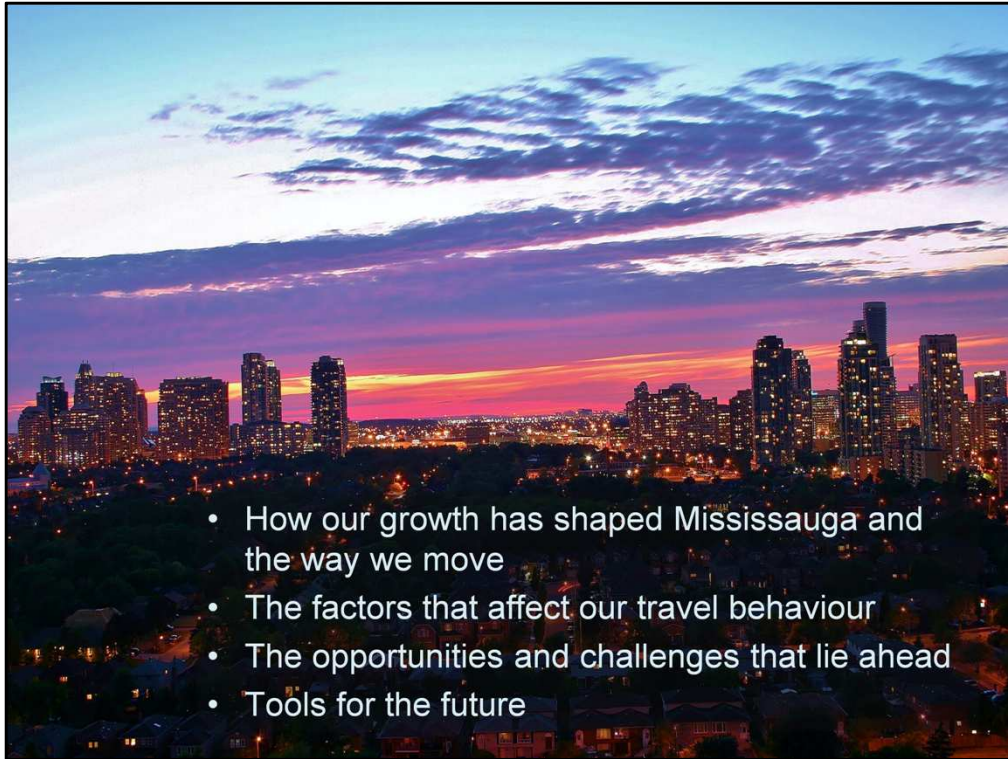
Good morning Mr. Chair and Members of the Transportation Committee

This is an auspicious occasion – the first meeting of the new Transportation Committee. You will be dealing with many routine traffic and transit issues as part of this committee’s work. In addition, you will be dealing with some critically important transportation decisions such as Hurontario LRT, Miway expansion, selected road network expansion and support for Metrolinx’s Investment Strategy.

Handling these issues – large and small – is requiring a shift in thinking about how transportation is aligned with growth and community design.

To set the stage for future discussions, I’m going to talk about the factors and trends impacting our transportation system over the past 20 years and how that has helped to shape us as a City. I then want to discuss some of the areas we need to focus on in the future to meet the challenges we face.

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We will review:

- How our growth has shaped Mississauga and the way we move
- The factors that affect our travel behaviour
- The opportunities and challenges that lie ahead
- Tools for the future



Many of our communities in Mississauga date back over 100 years. In communities such as Port Credit, Streetsville and Lakeview whose formative years were during the first half of the last century, the built form consisted of smaller single family homes with narrower streets and walkable neighbourhoods, close to jobs, stores and services. Building roads and road capacity and designing our communities/neighbourhoods around the private automobile started in this era. Towards the latter part of this time period we first saw the movement to separate employment and commercial uses from residential areas.



Between the 1950's and the late 1970's the car reigned supreme! Communities in Cooksville, Applewood, Malton, Meadowvale and Lorne Park become less dense, with wider roads and a greater separation of employment/commercial uses from residential areas.

This was the time of new town development – with low density development – and the more disconnected homes were from employment and commercial areas and arterial roads, the better.

Transit was introduced as a service for those who couldn't afford a car, and routes wound their way through circuitous subdivisions on their way to destinations.





With the 80's and into the early 1990's we began to see more employment commercial growth and places like Erin Mills and the downtown start to take shape. There were some modest increases in density but the focus remained largely on communities designed around the automobile.



And then came – new urbanism. And Smart Growth. And the link between transportation and land use. And the impact of the transportation network and choices on community.

In the late 1990s, the concept of a different type of planning began to emerge in North America.

In 2006, The Province of Ontario completed the Places to Grow policy document which dictated where growth could occur and promoted mixed use, transit supportive, compact communities.

The Metrolinx Big Move plan was introduced in 2008 to promote better connectivity and integration of transportation services across the Greater Toronto and Hamilton Area, including a number of strategic capital improvements to the region's transportation network.

In 2009, the City approved its first Strategic Plan, which brought greater clarity to our values and aspirations and provided a touchstone to measure our progress against our aspirations as a City. Among the plan's pillars is MOVE – Developing a Transit Oriented City...and CONNECT – Completing our Neighbourhoods.

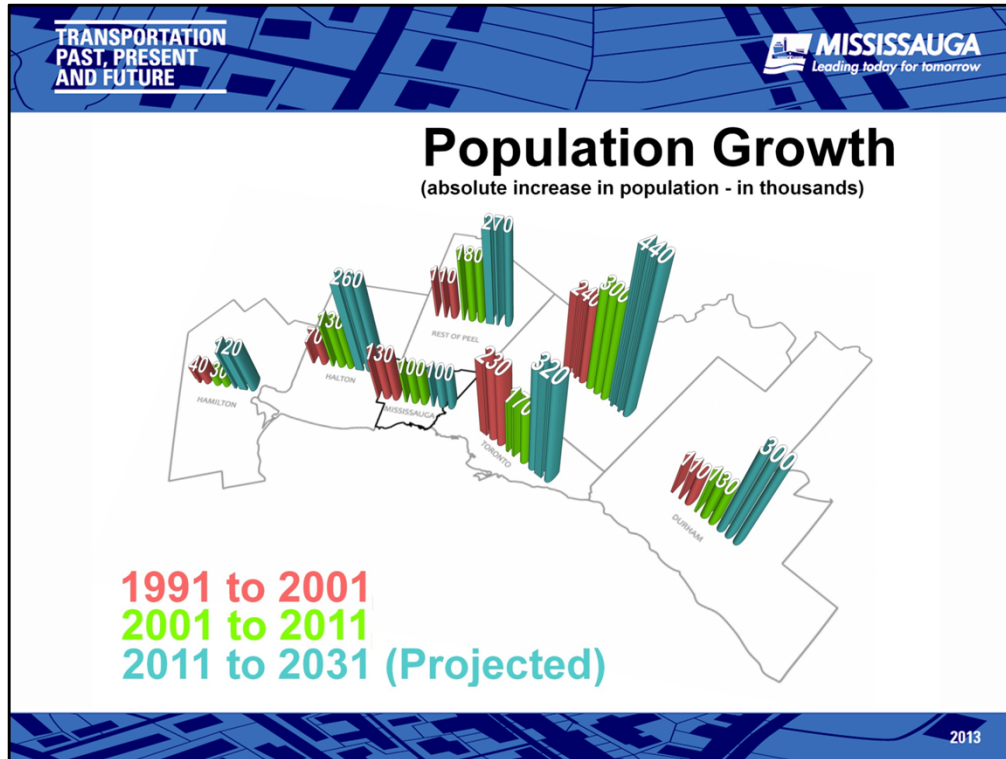
With the introduction of the new Official Plan in 2011, we were able to translate our Strategic Plan to another level to shape our decision making as a whole. From a transportation perspective, it promotes better connections between our neighbourhoods, provides transportation choices and makes our City more walkable.

With these shifts in direction we start to see a transformation of the City, its built form and how we move.



Since 1991, Mississauga has been experiencing steady population and employment growth. We grew by approximately 130,000 people and 93,000 jobs from 1991 to 2001; an additional 100,00 people and 47,000 jobs between 2001 and 2011 and looking forward we can expect to add another 97,000 people and 96,000 jobs by 2031.

While the numbers are relatively consistent, the growth will largely occur on lands that are considered infill or where opportunities exist for intensification in areas Council has identified in our official plan. The end result is a higher level of density across the City generally, and over time, a gradual slowing of the rate of growth that can be accommodated.

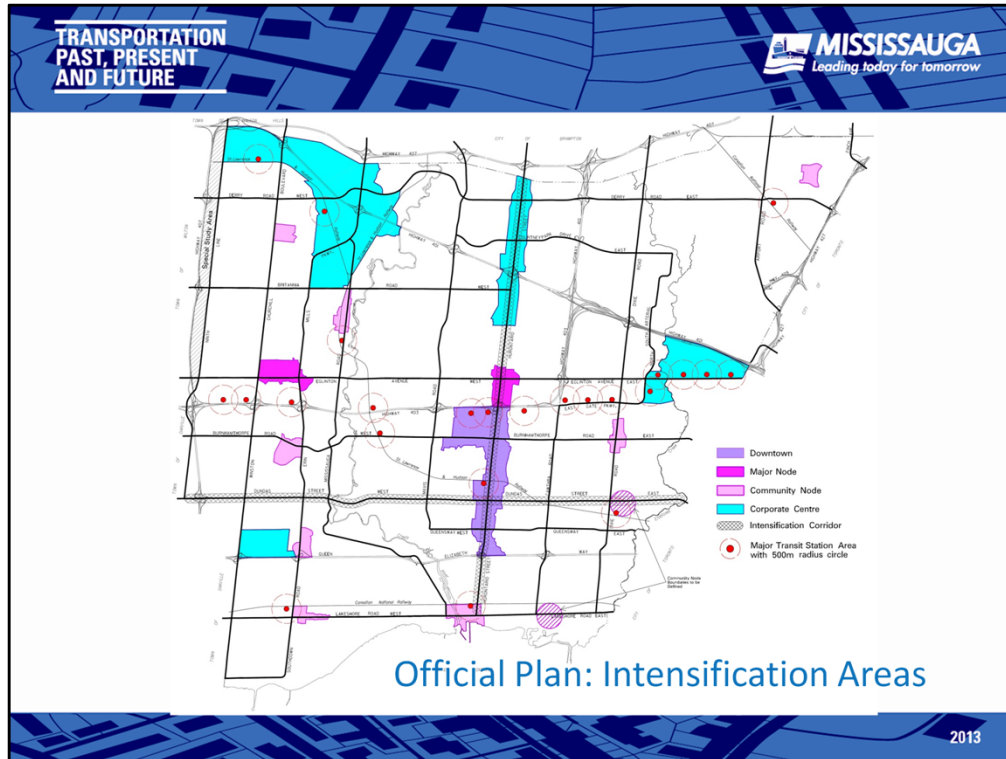


We not only need to manage our own growth in terms of transportation, but we are also impacted by what happens around us.

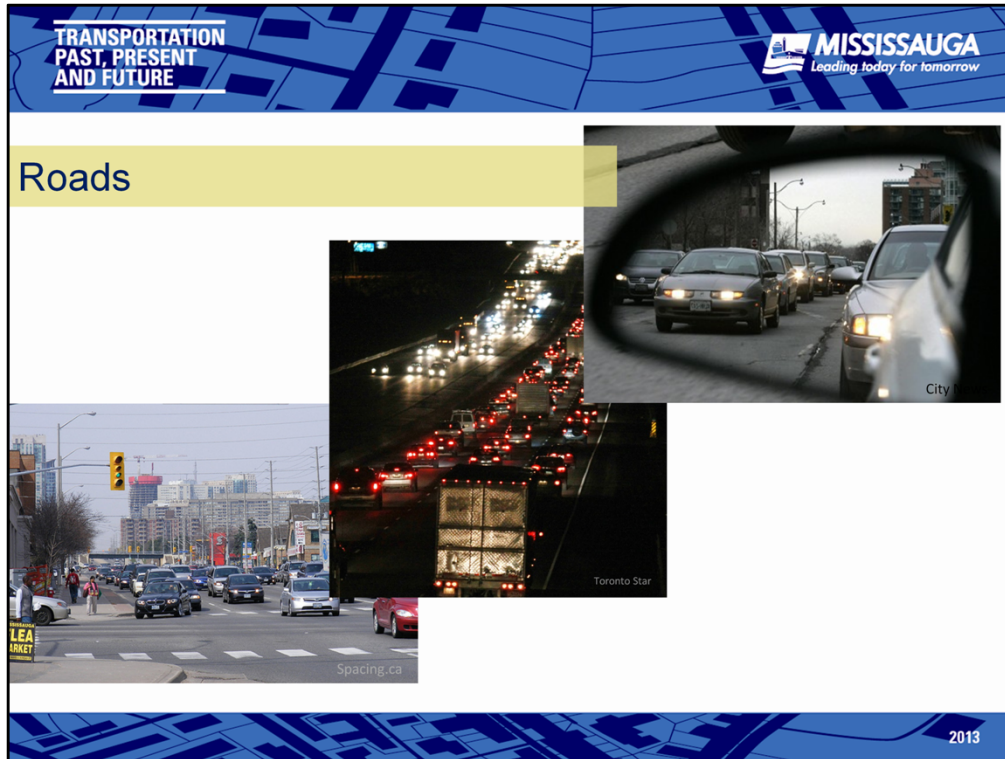
As this graphic shows, surrounding municipalities and regions in the Greater Toronto and Hamilton are also growing at a rapid rate.

The majority of that growth is occurring in the west and northern parts of the region.

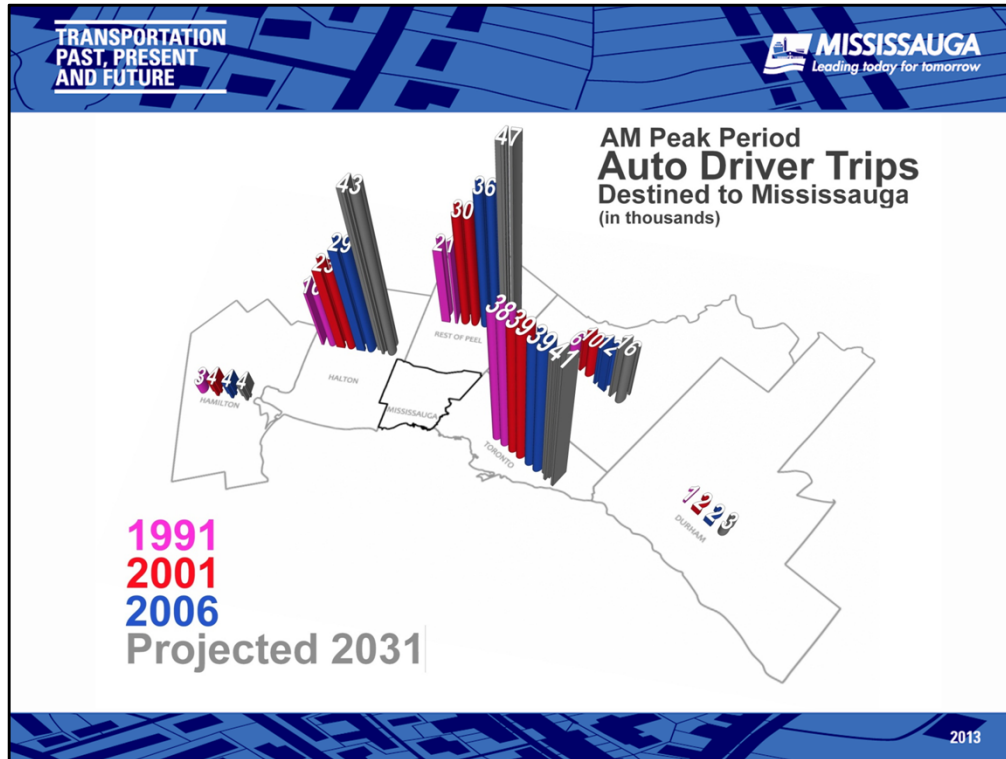




As part of our evolution, we have changed the way we look at our City and how we plan to accommodate future growth. By focusing on our downtown, Major and Community Nodes and Corporate Centres and our areas for intensification, we are aligning our growth areas with our major transportation corridors and facilities. This provides greater support for growth and takes direct aim at one of our strategic pillars of Developing a Transit-Oriented City. At the same time, we are ensuring that we remain well connected as part of a larger region.



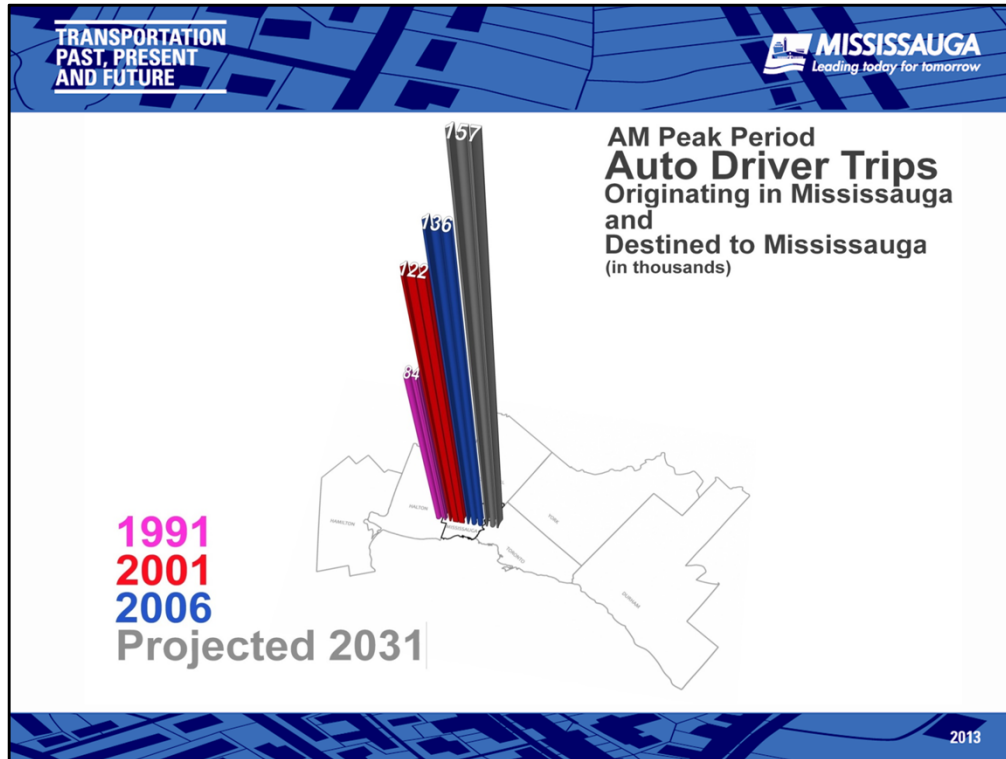
This is the familiar. We know roads – how to widen them, how to add traffic signals and turning lanes. But the potential for road expansion is limited, and so is the desirability of doing so.



Our transportation behaviours and challenges know no municipal boundaries.

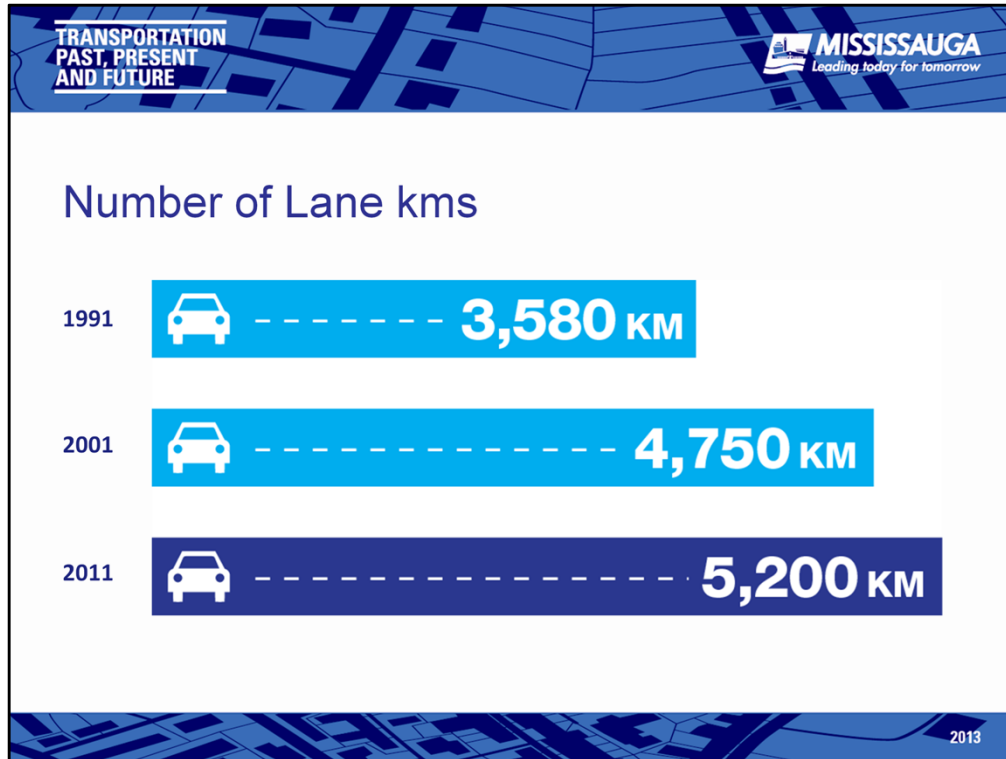
As we can see from this graphic, the flow of morning rush hour car traffic into Mississauga from the surrounding region has steadily increased over the past 20 years, with the bulk of those increases coming from the remainder of Peel Region and the neighbouring municipalities in Halton Region.

While this trend is encouraging from an economic perspective in that it is showing a increase the number of jobs in Mississauga, it also puts increasing pressure on our road network.



Equally encouraging is the trend we are seeing for Mississauga residents, as there is a sizeable increase in the number of people who are choosing to live and work in Mississauga. As the graphic shows, we are seeing a significant amount of growth in the number of trips starting and ending within Mississauga during the morning peak period. While this does put added pressure on our road network, it also decreases the distance travelled and provides us with the opportunity to encourage commuters to use modes other than the automobile as we improve our transit and active routes.





The peak of our road construction occurred during the 1980's when we built almost 1500 lane/kms of new roads.

The City added over 1,100 lane/kms of roadway between 1991 and 2001 but that figure dropped between 2001 and 2011 to under 500 lane/kms.

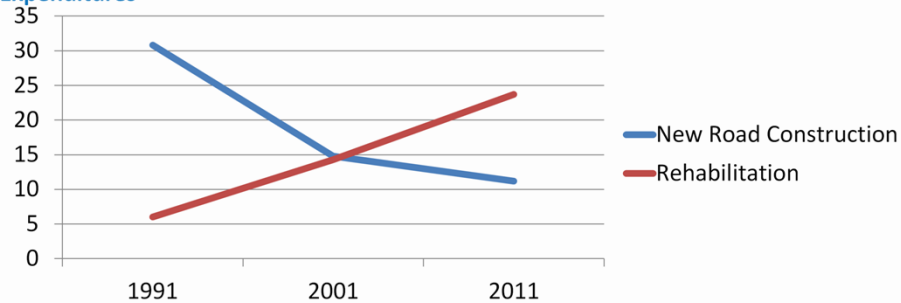
With our greenfields built out and a more balanced approach to multi-modal transportation choices, the amount of new roadway to be added in the future is limited.

Yet, as the previous graphic has shown, the demand for road space in Mississauga is moving in the opposite direction.

What this means for us is that we will need to strategically take advantage of those limited opportunities to add to road capacity in order to keep our economy moving. However, our biggest gains in promoting a more efficient system will lie elsewhere within the transportation system.

## Major Road Construction (new) vs Rehabilitation Costs (\$millions)

Annual  
Expenditures



2013

This trend is further highlighted by the shift in our roads budgets, as the amount we are spending on new road construction has been on a steady decline and more is being spent on rehabilitation and maintenance.



We are experiencing roadway congestion on a broad scale across the City. These graphics show the morning peak period, but the situation is similar and in some cases worse during the afternoon peak period. If we were to stop adding road capacity entirely, the number of roads operating at or over capacity in the next 20 years would increase significantly. However, even with improvements we have projected into the road system, we will still experience more congestion across the system.

## Roads at Capacity

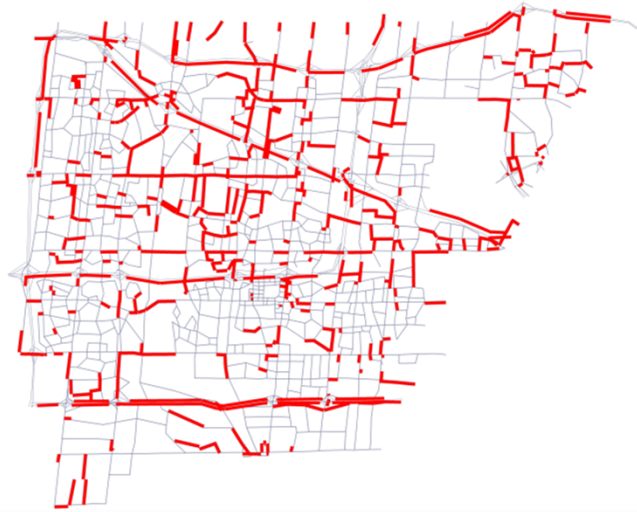
20 years –  
Do Nothing

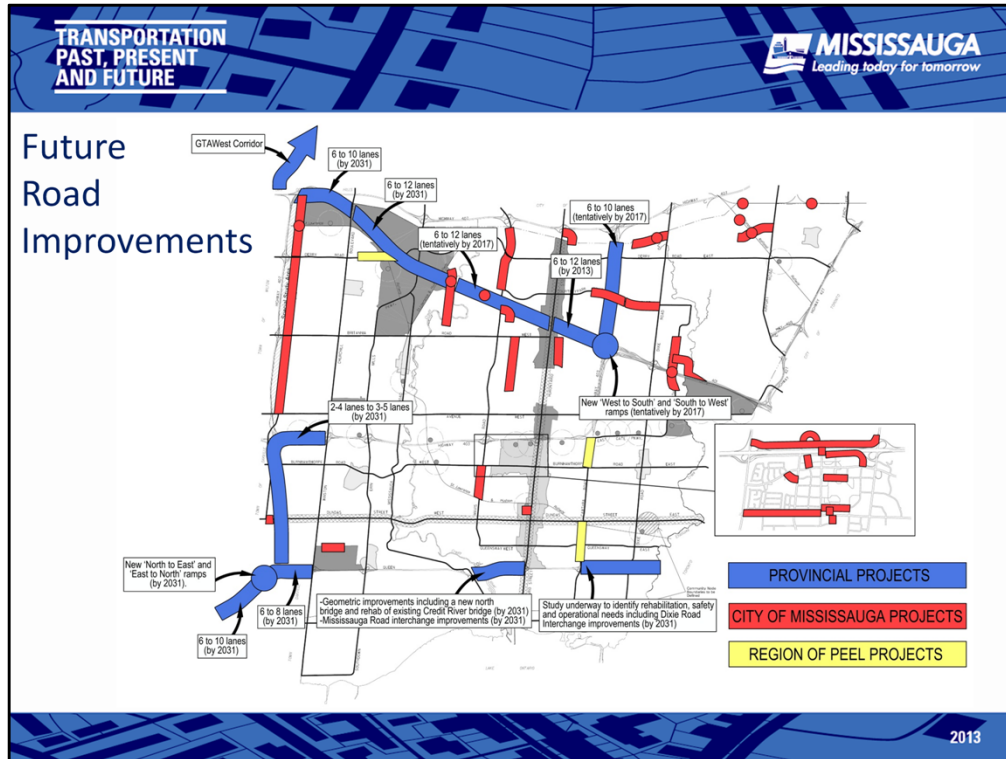




## Roads at Capacity

20 Years –  
All Improvements





In response to this, the City, the Region and the Province of Ontario have identified a series of key road projects over the next 25 years that are aimed at improving our internal capacity as well as our links to the broader region. Lane additions and intersection improvements are planned for a number of arterial and collector roads in Mississauga with an emphasis on network connectivity and employment areas.

Capacity improvements to the provincial network are planned along Highways 403, QEW, 401 and 410. Funding for many of these projects is not yet assigned, however. And for our own capital projects, reducing development charges will make the timing of construction a challenge.



In addition to road widenings, we are introducing new initiatives such as:

- the development of a strategic truck route network with the Region of Peel to provide more direct continuous links for our goods movement industry
- Roundabouts which provide a more efficient intersection option to traditional traffic signals
- Traffic calming and complete streets which enhance the link between the road network and our place-making objectives

These are all examples of ways to improve network capacity and efficiency without necessarily increasing road widths.

## Traffic Management Centre



2013

The delivery of a state of the art traffic management centre represents the most significant investment aimed at improving the City's traffic management operations. Scheduled to be open within the next three years, the new Traffic Management Centre will improve our ability to monitor and adjust our traffic signal system and maximize the efficiency of the road network.



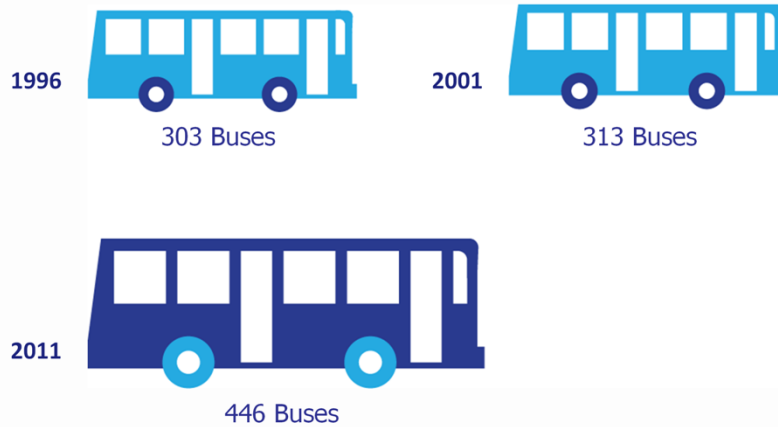
## Transit



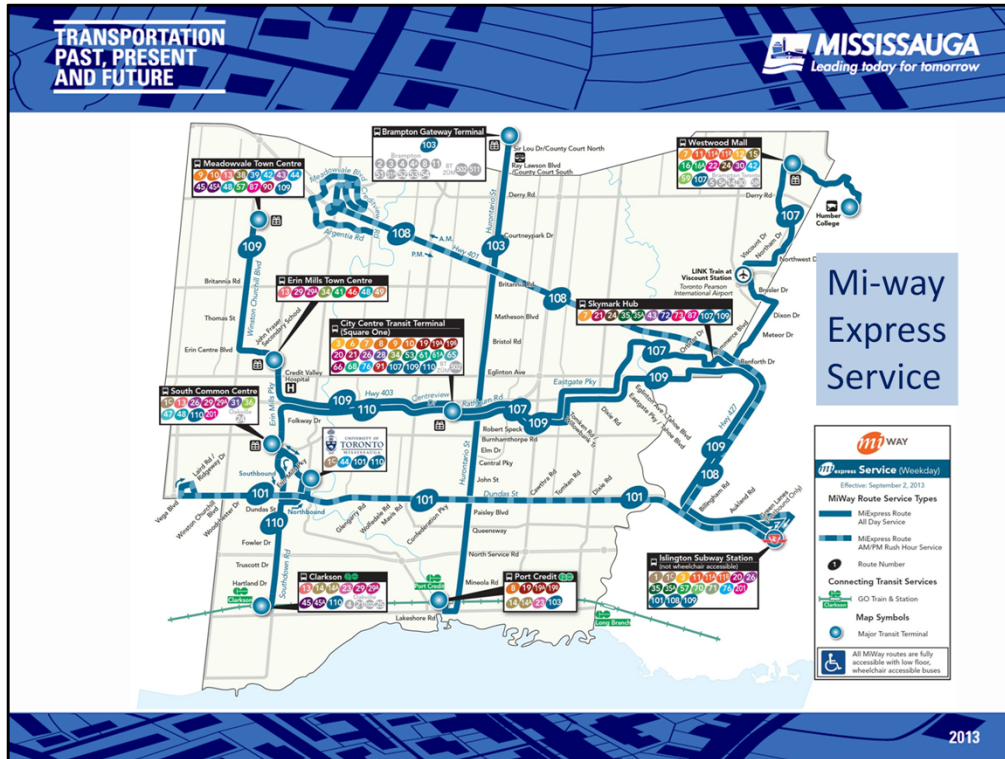
2013

In looking at our transit system and services available in the City over the last 20 years, we have seen a significant increase in commitment to expanding and increasing our services and Council has been consistent in its support for growing our transit system, despite funding challenges.

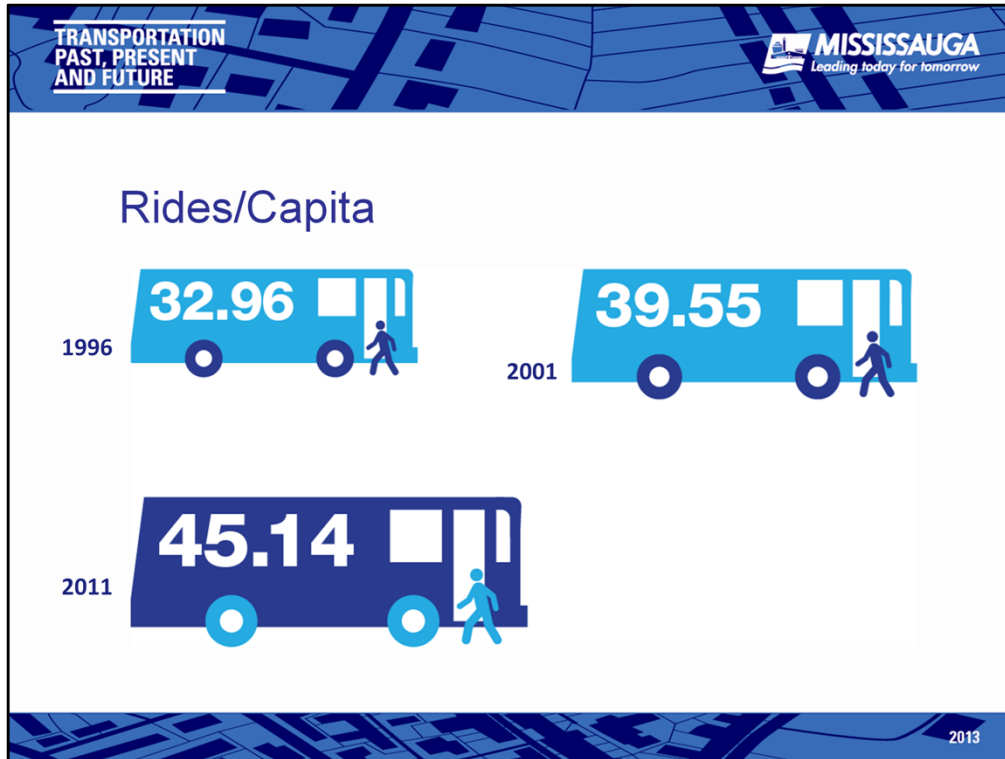
## Fleet size



In the last 15 years we have seen an almost 50% increase in the size of the bus fleet from just over 300 buses in 1996 to almost 450 buses in 2011.



As the City has put more investment into its system and built up the overall level of service by delivering Express bus service and the soon to be operational Mississauga Transitway, the greater capacity and convenience of the overall system has meant a higher level of service to our customer. As an example, the recent introduction of the new 108 express route from Islington Subway Station to Meadowvale Corporate Centre (scheduled to start service in October) will increase the accessibility of one of the City's major employment hubs, making it more attractive to current and prospective tenants.

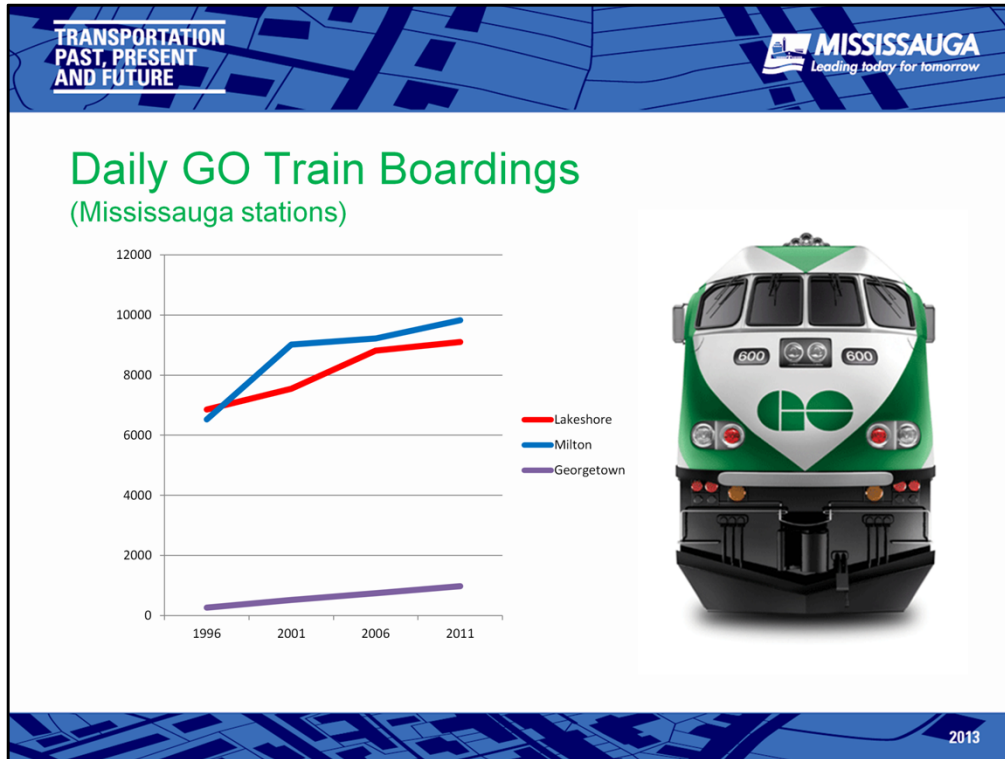


This added investment has translated into increased ridership. While the modal share for transit has remained steady at approximately 11% over the past 20 years, the number of MiWay rides has shown a very healthy increase from approximately 32 rides per capita in 1991, to 45 rides per capita in 2011.



Since the introduction of GO bus services out of the City Centre Terminal in 2005, it has become one of the busiest hubs for GO transit, connecting Mississauga to major cities in the western part of the GTAH such as Guelph, Oakville, Brampton, Waterloo and destinations in York Region.

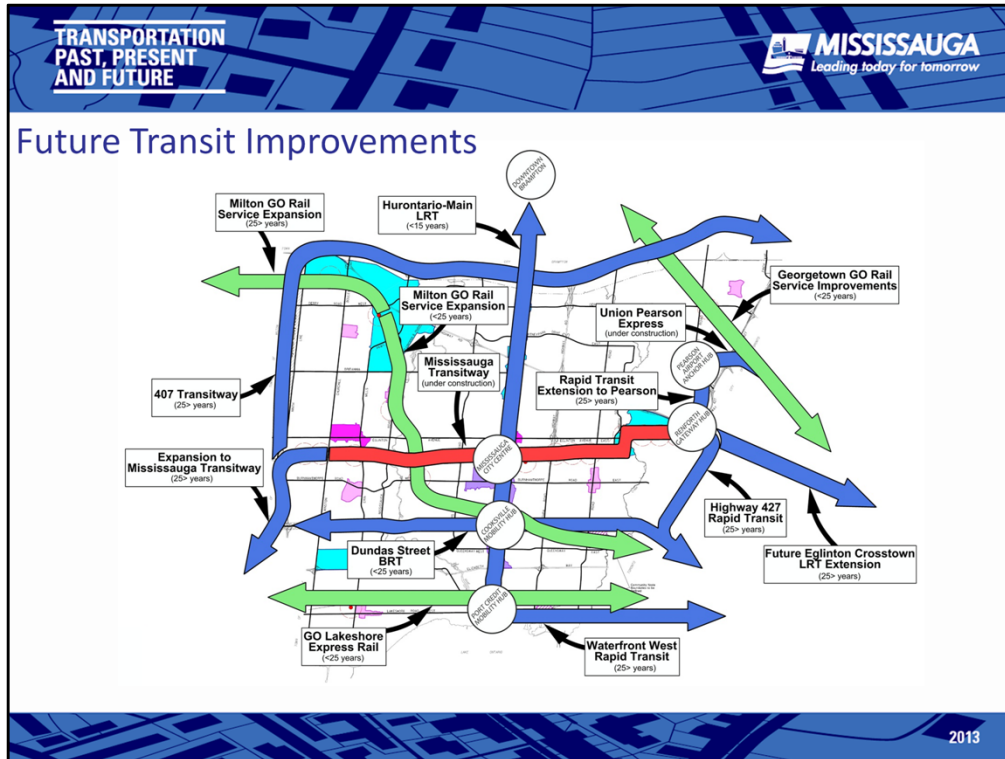
The number of bus trips dropping off and picking up passengers from the Terminal has more than doubled, from 205 bus trips accommodating approximately 4,000 trips per day in 2005, to 550 bus trips in 2013 serving approximately 10,000 passengers daily during peak operations.



On the rail side, ridership from the three major lines serving Mississauga (Lakeshore, Milton and Georgetown Lines) has also shown a healthy increase.

With the move to improved off peak service on the Lakeshore line and Metrolinx's plans to improve the service availability on both the Georgetown and Milton lines in the medium term, the combination of services of MiWay and GO transit will continue to become a more viable option for travellers.



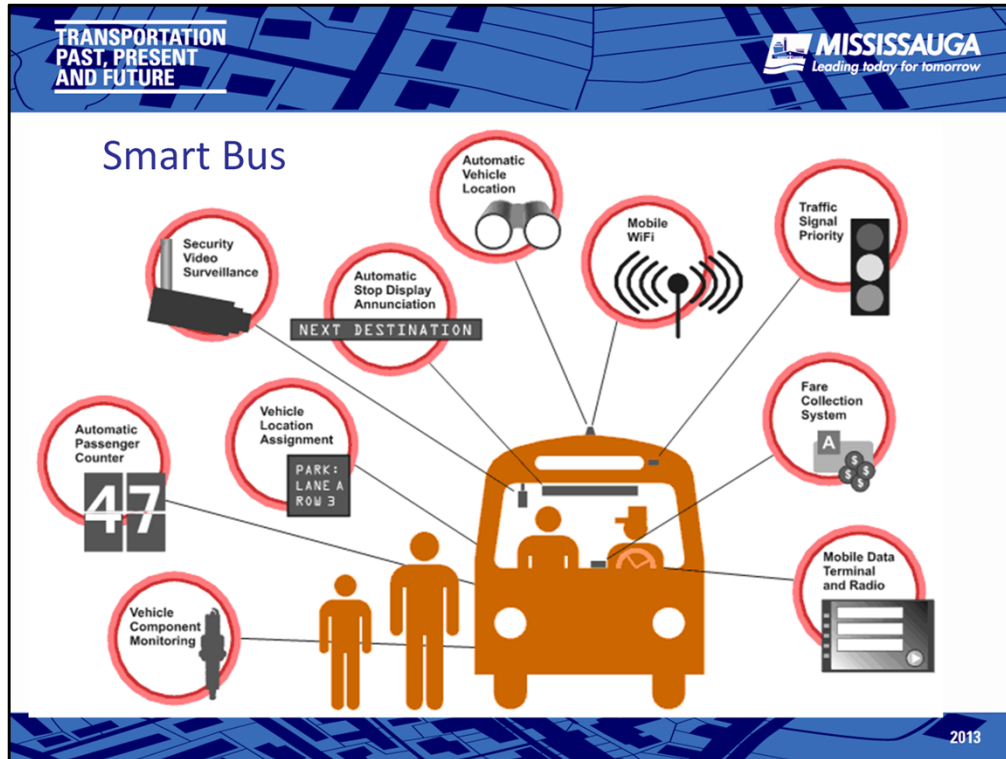


The long term plans for the transit system are focused on the alignment between where we are expected to grow as a City and where we are choosing to invest in the further expansion of our transit service.

This map highlights the major projects planned over the next 25 years, including the Mississauga Transitway, the Hurontario-Main LRT, the Union Pearson Express and in the longer term, enhanced two way GO rail service and the Dundas Street BRT.



- The Hurontario-Main LRT represents the next and largest transit project on the horizon. When constructed it will have a capacity to carry 5,800 passengers/hour in the peak direction, replacing approximately 3,200 vehicle trips.
- Proposed to run from Port credit in the south to the Brampton GO station in the north, the LRT will link:
  - 3 GO Rail Stations (Port Credit, Cooksville and Brampton)
  - 2 Urban Growth Centres (Mississauga City Centre and Downtown Brampton) and,
  - 5 Mobility Hubs (Port Credit, Cooksville, Mississauga City Centre, Gateway Terminal and Brampton GO)
- It is a very important component of the regional transportation system and is currently among Metrolinx's Next Wave of proposed transit projects
- Preliminary design for this project is underway, with the environmental approval process expected to commence within the next few months



In addition to physical and service improvements to the transit network, we are also looking at a series of technological improvements to enhance the customer experience and increase our ability to deliver quality service. Our Smart Bus initiative includes:

- Automatic Vehicle Location which monitors system performance
- Next Stop announcements in compliance with AODA requirements
- Security Video Surveillance to improve overall safety for passengers and operators.

Other technology solutions include:

- Next bus arrival information signs at main terminals
- Automatic Passenger Counters to allow us to more accurately track ridership and respond with service level changes as necessary
- Traffic Signal Priority that will improve our on-time performance and provide a more attractive option to our customers

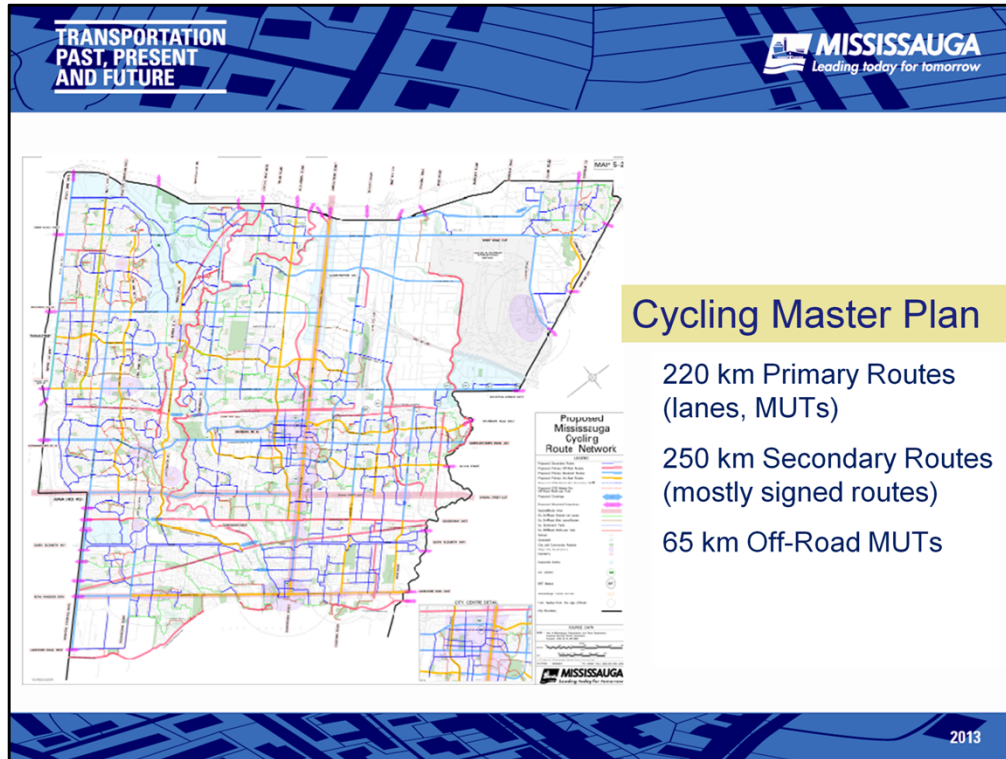
## Walking/Cycling



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In addition to some of the larger capital investments we have made to our road and transit systems over the last 20 years, we have also invested in expanding our walking and cycling networks.

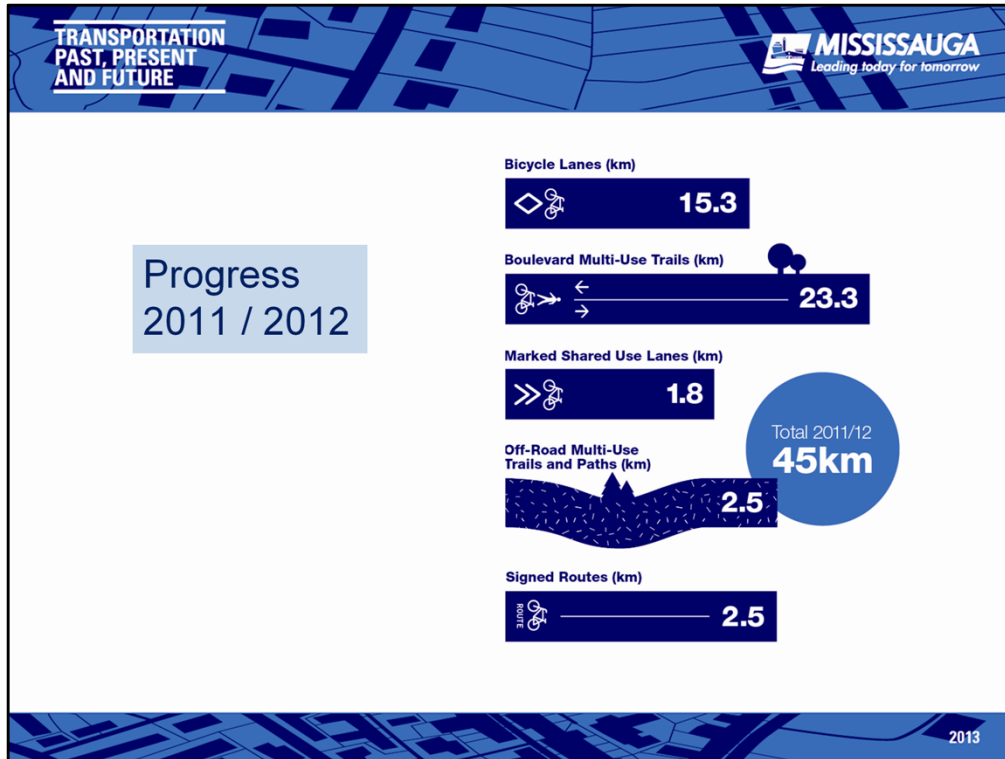
This investment has not only been done as a way of complementing the road and transit networks but also as an acknowledgement of the significant role that active transportation can play in our overall mobility, health and quality of life.



In 2010, Council approved the City's current Cycling Master Plan and established the Cycling Office in 2011. The Master Plan contains 62 actions and 79 sub-actions.

One of the main deliverables of the plan was to step up the City's efforts to deliver a more complete network of active transportation routes, as shown on this map.

When completed, the network will provide over 800 kms of primary, secondary and off road trails and facilities to make walking and cycling a much more viable option and a more prominent feature of our transportation system. It will not only link users to transit stops and stations but provide a network that connects people to where they want to go.



The Plan sets a target of 30 kms of trail to be added annually. During the first full year we were able to deliver an additional 45 kms. Funding availability remains a challenge, but we are utilizing the annual roadway resurfacing program as the primary tool for adding bike facilities to the transportation network.





As part of our ongoing efforts to increase the level of environmental responsibility and manage congestion, the City has taken a number of innovative steps in the area of transportation demand management.

Smart Commute Mississauga has worked with local business and employers to reduce the number of vehicle kilometres travelled over the past 12 months by over 14 million km, saving commuters over \$9 million in travel related costs. The Civic Centre Bike share program was introduced this August and our partnership and close working relationship with Sheridan College resulted in the first major employer in Mississauga to prepare and implement a Transportation Demand Management Plan.

## Municipal Parking



2013

Parking supply and pricing are fundamental elements contributing to transportation mode choice. Municipal paid parking was launched in the downtown 2009, and once fully evolved, will become a major influence on travel modes.

In addition, it is recognized that the cost to supply structured parking in the downtown is a major factor in attracting new office development.

Partnership will be a key element in creating shared parking solutions in support of new office development while managing demand for road space. The addition of office uses to the residential/condo land use will help to balance the usage and capacity of the downtown road network.



Developing a Transit Oriented City is one of our Strategic Pillars for Change contained in our Strategic Plan. One of the Plan’s “stretch” goals is to double our current transit modal share from its current 11% to 22%. Moving towards that target is necessary if we are to achieve other objectives of our Strategic Plan and deliver on our Vision.

**TRANSPORTATION  
PAST, PRESENT  
AND FUTURE**



**MISSISSAUGA**  
*Leading today for tomorrow*

## What we know about the future



We continue to grow



We can expect continued demand to connect people and places



We can't build our way out of congestion



We need an integrated and multi-pronged approach

2013

What we know about the future, is that:

- We will continue to grow, but the form of that growth will challenge the current transportation system and historical expectations about how freely we can travel on roads
- We can expect continued demand to connect people and places, and with that, the need to come to terms with more congestion on our roadways and transit system
- We cannot build our way out of congestion, as space for new roads is limited and expensive. Nor, given complete streets, transit oriented development and placemaking, do we want to just add road lanes. We have to find a more efficient way to move more people in fewer vehicles.
  - Added to this challenge is the limited road grid to disperse traffic in places like our downtown and Port Credit
- We have to continue to align our major transportation investments and land use decisions so that we take advantage of all of the opportunities that provides.



There are five key tools that we have been using and must continue to use in order to maintain and improve transportation in Mississauga

The first one is to Increase Transit Capacity and Connectivity

Transit investment, including adding service hours and capital expansion, represents our biggest opportunity to add capacity to our system and meet the growing demands for movement

At the same time, we are working to develop a Downtown Movement Plan, a 10 Year Transit Strategy and a 5 Year Transit Service Plan. All are aimed at laying the foundation for how we advance our transit system and ensure that we are well positioned to meet future demands as our City continues to grow.



The next tool is to Improve Road Network Efficiency

We must continue to provide road capacity by maximizing the efficiency of existing infrastructure investments – utilizing the planned Traffic Management Centre, improving goods movement and retrofitting existing roads to accommodate modes of transportation other than the car and making it easier for pedestrians to move around and enjoy our public realm

Even though we need roads to move, we also recognize that roads connect people and places and are critical to pedestrian activity and enjoyment of our public realm

Road design is no longer just about quantity and safety, it is now also about quality of space and balancing a wide range of public objectives





The next tool is to Enhance Regional Connectivity

Our system must be viewed as part of a bigger GTHA system which allows movement to, within and through Mississauga. Projects such as the Mississauga Transitway, scheduled to commence service in the Spring of 2014, will enhance our regional connectivity and provide faster, more reliable service across the City as well as improve connections to the Airport, Toronto and GO Bus Services in the City Centre.



The fourth tool is to Integrate Active Transportation

We need to maintain our commitment to growing our cycling/walking network and promote TDM as ways to complement our transit network and reduce demand. By making cycling and walking more available, we can make it a more viable option to residents – improving our system and promoting a healthier lifestyle. Putting pedestrians first is now one of our key objectives in designing our communities.



Finally, and very importantly, we need to leverage our relationships with Metrolinx, the Region, the Province and the Federal government as funding partners, planning partners and service delivery partners, to grow our transportation system in a way that keeps pace with our population growth, maintains our economic strength and gives us the means to deliver the future we have defined in our Strategic Plan

All of these are necessary for the City to manage growth and continue to MOVE

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AND FUTURE**



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## Conclusion

How our growth has shaped our City and the way we move  
**Our movement patterns are a product of our history**



The opportunities and challenges that lie ahead  
**Continued growth provides opportunity**



The factors that affect our travel behaviour  
**More Transportation Choices = Improved Mobility**




Tools for the future  
**A better system will rely on partnerships**

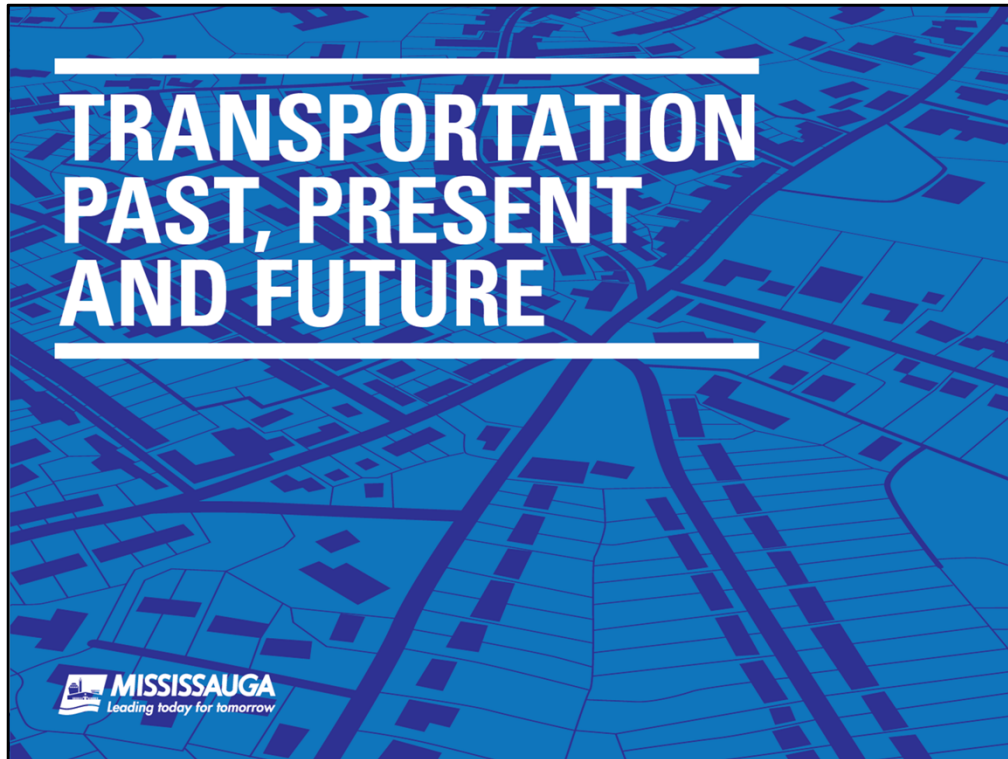
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How and why we move is directly affected by the way we have grown as a City

We can improve our mobility by investing in a system that provides convenient and reliable transportation choices

With continued growth in the form of higher density and more compact built form, we have an opportunity to integrate more sustainable transportation choices like transit, walking and cycling

The delivery of a sustainable transportation system will rely on ongoing partnerships among all levels of government and the community.



Thank you very much for your attention.