

City of Mississauga Corporate Report



Date: 2017/03/21

To: Chair and Members of General Committee

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

Originator's files:
MG.11.REP

Meeting date:
2017/04/05

Subject

Transit Initiatives and Priorities in the City of Mississauga

Recommendation

1. That the report titled "Transit Initiatives and Priorities in the City of Mississauga", dated March 21, 2017 from the Commissioner of Transportation and Works, be received for information.
2. That the following are endorsed as the City of Mississauga's priority rapid transit initiatives:
 - a. the City of Mississauga defined enhancements of the Hurontario Light Rail Transit (LRT) project;
 - b. the planning and functional design of the Downtown Transitway Connection and Terminal;
 - c. full Regional Express Rail service on the Milton GO corridor including the implementation of the Missing Link; and
 - d. Regional Express Rail service on the Lakeshore West and Kitchener GO corridors.
3. That in response to the letter from City of Toronto Mayor John Tory, dated February 16, 2017, on the Eglinton West LRT Next Steps, City of Mississauga Council authorize staff to continue to work with Metrolinx, the City of Toronto and the Greater Toronto Airport Authority on the project planning for the Renforth Gateway to Pearson Airport segment of the LRT and Mayor Crombie, on behalf of City Council, advise Mayor Tory of this position.

Report Highlights

- Growing congestion on Ontario roads has significant economic, environmental and personal impact on residents, employees and businesses.

- As the Greater Toronto and Hamilton Area continues to grow and redevelop, the future transportation system must offer multiple ways to move around that is convenient, fast and safe.
- The City of Mississauga is moving away from solely relying on a road network that is largely built out to establishing more sustainable ways to move people and goods.
- A local rapid transit network that connects to and builds on a regional network is crucial to creating a resilient and balanced community and supporting growth.
- It is important to confirm key rapid transit projects for the City in order to ensure appropriate resources are allocated and funding is secured.

Background

Over the next 25 years Mississauga's population and employment will continue to grow with total population increasing to 878,000 in 2041 and employment to 552,000¹. This growth is being directed to specific areas of the City such as Downtown Mississauga, sites on the waterfront such as the Ontario Power Generation Lands in Lakeview, and Harbour Marina Lands and Imperial Oil Lands in Port Credit, along the Hurontario Light Rail Transit (LRT) corridor and in major/community nodes and corridors (such as the Central Erin Mills major node, and Dundas Street corridor). This growth will continue to put pressure on the transportation network that is already showing signs of congestion and delay. At this stage in the City's evolution it is important to establish a sustainable multi-modal transportation network for the future, offering a variety of choices by which to move around the City to serve the needs of residents and employees.

The City of Mississauga is experiencing a turning point in the development of its transportation system from reliance on a road network that is largely built out, to establishing more sustainable ways to move people in the form of transit, cycling and walking. Opportunities to expand the regional transportation and transit network within Mississauga will also support this growth and it is important to ensure resources and funding are allocated appropriately.

This report presents a high level overview of Provincial, Regional, Greater Toronto Airport Authority (GTAA) and local transportation and transit initiatives that will establish a basis for future transportation in the Greater Toronto and Hamilton Area (GTHA). The report also describes major rapid transit initiatives currently underway or identified for future study in the City of Mississauga (refer to Appendix 1 for a map of projects).

¹ 2014 City of Mississauga Growth Forecasts, Planning and Building Department, City of Mississauga

Comments

Provincial Initiatives

The Provincial government is undertaking a number of studies that will establish a framework for the future transportation of people and goods in Ontario. Below is a summary of the key projects:

Hurontario Light Rail Transit (LRT)

Led by Metrolinx, the Hurontario LRT will bring 20 kilometres of fast, reliable, rapid transit along Hurontario Street in primarily dedicated lanes between Port Credit and Shoppers World in the City of Brampton. The LRT will service the City's Urban Growth Centre, Mobility Hubs, Trillium Health Centre/Queensway, the Gateway Employment Area and the waterfront. Metrolinx is working closely with the City of Mississauga's Hurontario Light Rail Transit Project Office to further refine guidelines and requirements for various project features such as the design of LRT stops, streetscape and the urban realm and connections to other transit services. Construction is scheduled to begin in 2018 with operation of the LRT by the end of 2022. The Province has committed \$1.4 billion dollars to cover the capital costs of the project. There is municipal funding already approved and budgeted that is intended to cover any capital costs specifically identified as the City's responsibility. Further reporting to Council will be required as the initial capital and long-term operating implications of this project are resolved through the procurement process. Discussions continue between the Province and the City on responsibility for the operational and maintenance costs.

This key rapid transit corridor supports growth in the City of Mississauga while also contributing to the regional transportation network with connections to the Downtown, Port Credit and Cooksville Mobility Hubs, linking to the Lakeshore and Milton GO lines and Mississauga Transitway. The Hurontario LRT project has been identified as a transformational project for the City of Mississauga and remains the City's top priority transit project.

Eglinton Crosstown LRT - West Extension

The Eglinton Crosstown LRT is a light rail transit line generally along Eglinton Avenue from Kennedy Road in the east end of Toronto to Pearson Airport in the west. In 2010 the Environmental Assessment (through TPAP) was approved, however, due to funding constraints the project was split into two phases. Phase 1 runs from Kennedy Road to Mount Dennis in Toronto and is currently under construction with a target opening date of 2021. Phase 2 (the west extension) would run from Mount Dennis along Eglinton Avenue and head north at Commerce Boulevard, over Highway 401 into the Pearson Airport lands (exact alignment requires further study).

Metrolinx, the City of Toronto and the TTC have undertaken a further analysis of the 2010 EA Phase 2 alignment through an Initial Business Case Analysis. The key findings of this analysis included confirmation that LRT is the appropriate rapid transit solution for the Eglinton West

corridor; the extension would fill the gap in connectivity from Phase I and the Mississauga Transitway; and significant westbound travel occurs from Toronto to Pearson Airport, the Airport Corporate Centre and elsewhere in Mississauga. In June 2016, the Metrolinx Board of Directors considered the Initial Business Case Analysis and approved the preferred alignment and further discussion with stakeholders on traffic operations, stop locations, grade separations, alignment to Pearson Airport and coordination with the Mississauga Transitway.

The City of Toronto, through a staff report in October 2016 and in a letter from Toronto Mayor John Tory dated February 16, 2017 (see Appendix 2), requested that the City of Mississauga (as well as the GTAA) confirm their interest in the extension of the Eglinton Crosstown West LRT including a commitment of resources for the planning, design, construction and delivery of the project.

The benefits of the Eglinton Crosstown LRT extension to Mississauga, from the Renforth Gateway station to Pearson Airport, are not fully developed as additional details on alignment, traffic operations and location of stops are required. It is recommended that staff continue to work with Metrolinx, the City of Toronto and the GTAA on the project planning and the City of Toronto is advised of this position in response to Mayor Tory's letter. As further details on the project benefits become available staff will report back to City Council on how the project might align with other transit priorities.

Regional Express Rail – Lakeshore West and Kitchener GO Lines

Regional Express Rail (RER) will bring frequent two-way all-day service to much of the GO rail network across the GTHA, with electrified service in core sections. Metrolinx has evaluated the costs and benefits of different levels of infrastructure and service for both all-day and weekend service.

For the Lakeshore West GO line, the RER recommended scenario is two-way all-day 15 minute service or better on weekdays, evenings and weekends. As this line is owned by Metrolinx, the line through Mississauga will be electrified, allowing for faster acceleration of trains and the removal of diesel locomotives.

The Kitchener GO line is owned by both Metrolinx (Union to Bramalea, Georgetown to Kitchener) and Canadian National Railway (CN) which owns the line from Bramalea to just past Georgetown. The RER recommended scenario for this line is two-way all-day 15 minute service or better on weekdays, evenings and weekends from Bramalea to Union Station (includes the Malton GO station), with service every 30 minutes from Kitchener to Union Station. Electrification of this line will occur from Bramalea to Union Station.

A network-wide study under the Transit Project Assessment Process (TPAP) is underway to identify new road-rail grade separations. At this time Metrolinx is not recommending any new road-rail grade separations within Mississauga. Implementation of the full RER program will occur over a 10 year time-frame, with construction estimated to begin in 2018.

Regional Express Rail – Milton GO Corridor/ The Missing Link

Metrolinx is also recommending RER for the Milton GO corridor, however, at a lower level of service. Through RER, the Milton GO line (Mississauga GO stations – Lisgar, Meadowvale, Streetsville, Erindale, Cooksville and Dixie) will see a minor change to existing peak period one-way service from 30 minutes to 15 minutes or better on weekdays. Achieving full RER on the Milton GO line is constrained by the fact that Canadian Pacific Railway (CP) owns the line and uses it for heavy freight movements.

In 2015, the City of Mississauga, together with Toronto, Milton and Cambridge, funded a study to explore ways to improve service on the Milton and Kitchener GO lines without widening corridors as this would have significant financial and land impacts. The study suggested that heavy rail freight traffic should be relocated from the Milton and Kitchener GO lines to a proposed bypass rail line adjacent to Highway 407 (termed the “Missing Link”). The Missing Link proposal would free up capacity on the Milton and Kitchener GO Rail lines to provide substantial improved GO service throughout the Western GTA and Waterloo Region.

The Milton and Kitchener GO Rail lines are key local and regional rapid transit corridors that, with increased two-way all-day service, will help respond to growing traffic congestion, meet demand for inter-regional transit service and support economic development. The Missing Link proposal is important from both a Regional and local perspective.

The Big Move Regional Transportation Plan (RTP) Update

The Big Move Regional Transportation Plan (RTP) for the GTHA is a plan for a future regional transportation system within the GTHA that is seamless, coordinated, efficient, equitable and user-focussed, including an Investment strategy to finance the transportation system, including transit, over the short and long-term. The RTP was adopted in November 2008 and is required to be reviewed every 10 years. As such, Metrolinx initiated a review of the RTP in 2015 to ensure it continues to reflect the transportation priorities of the region over the next 25 years. To date a number of background studies have been completed on topics such as demographics, new mobility, active transportation and urban goods movement. The outcomes of the background documents were consolidated in a draft discussion paper released in the fall of 2016, along with a list of policies/programs/projects. Metrolinx has indicated the revised plan will shift from a heavy infrastructure emphasis to a balance of priorities, such as implementing paid parking and transportation demand management measures, and promoting cycling.

City staff participates on the Municipal Planning Leaders Forum (MPLF) and RTP Update Municipal Technical Advisory Committee (MTAC) which meet on a regular basis to discuss opportunities and issues. The background documents and discussion paper were reviewed by City staff and comments were submitted. A draft of the updated RTP is expected to be released in June 2017. This will be circulated to City departments for comments and a report will be brought to General Committee and City Council in the fall of 2017. The updated RTP is scheduled to be completed by year-end 2017.

GTHA Fare Integration

Metrolinx and their transit partners in the GTHA are working towards a consistent approach to transit fares in the region with the objective of increasing customer mobility and transit ridership while maintaining financial sustainability of transit providers. Components of work include a business case analysis, review of international fare approaches, development of fare structure concepts, understanding access and equity impacts and methods of implementation. MiWay staff are participating in this project and will be reporting back to City Council when Metrolinx completes the process which is expected in Q1 2018.

Greater Golden Horseshoe Multi-Modal Transportation Plan

The Ministry of Transportation (MTO) has initiated a multi-modal transportation plan for the Greater Golden Horseshoe (GGH) to develop a long-term comprehensive transportation strategy for all modes of transportation including roads and highways, railways, air, marine, public transit, cycling and walking as well as new and emerging mobility models and technologies. The GGH Transportation Plan will look ahead 50+ years to identify and assess future transportation issues and opportunities, including the potential impact of major shifts in economic structure, environmental conditions, and technology. The expected outcome is a 2051 optimal network, with policies and priorities and a proposed vision for 2071.

City staff are participating in this review through the Region of Peel. The study will be undertaken over three years, with an expected completion date in 2018. City Council will be updated periodically on the progress of the study as major components of work are completed.

Highway 407 Transitway

The Highway 407 Transitway is proposed to be a fully grade-separated high speed interregional transit facility, running parallel to Highway 407 from Burlington in the west to Highway 35/115 in Durham Region in the east. Initially the 407 Transitway will operate as bus rapid transit with the potential in future to convert to light rail transit. Approximately 10 kilometres of the proposed 407 Transitway is within the Ninth Line lands in Mississauga. The Ninth Line lands are located between Highway 407 and Ninth Line to the west and east, and Highway 403 and Highway 401 to the south and north. These Lands are currently under study by the Region of Peel/City of Mississauga to determine future land use. A key consideration in this study is the impact of the proposed 407 Transitway on the future development of these lands. MTO has indicated an Environmental Assessment for the 407 Transitway between Winston Churchill Boulevard and the City of Burlington will be initiated in 2017.

Region of Peel – Long Range Transportation Plan Update 2016

The Region of Peel Long Range Transportation Plan (LRTP), adopted by Regional Council in June 2012, establishes a vision, goals, objectives and policies for transportation in Peel Region. It also outlines Regional road improvements and strategies for goods movement, sustainability and transportation demand management. As part of the 2041 Regional Official Plan Review,

the LRTP will be updated to ensure it is aligned with Provincial policy, Regional growth forecasts and trends such as new mobility choices. City staff are participating in this review as members of the working team. This project is expected to be completed by year-end 2017.

Greater Toronto Airport Authority (GTAA) – Regional Transit Centre

The GTAA is proposing to develop a regional transit centre on airport lands, to connect the airport area to key employment and residential districts in the GGH. The regional transit centre would link existing transit services, such as MiWay, and planned transit, like RER on the Kitchener GO line, to Pearson Airport. Preliminary discussions have occurred with all levels of government and the GTAA anticipates planning discussions continuing throughout 2017.

City of Mississauga

The City of Mississauga has undertaken a number of transportation and/or rapid transit initiatives that will set the context for future people and goods movement in the City. Below is a summary of key projects:

MiWay 5 – Service Plan 2016-2020

The MiWay 5 – Service Plan 2016-2020, endorsed in principle by City Council in 2015, identifies opportunities and strategies to grow transit ridership and take steps towards a more transit-supportive community. The plan continues to implement re-structuring of the route network towards a grid pattern and respond to transit travel demand for regional connectivity (e.g. connections to GO rail stations), city-wide coverage (e.g. frequent service on main corridors) and neighbourhood circulation (e.g. more early morning, weekday mid-day, weekday evening and Sunday service). A new MiWay 5 Service Plan will begin development in 2018 to plan for growth from 2020-2025 which will support larger transportation and transit studies such as the Hurontario LRT project.

Transportation Master Plan (TMP) – Mississauga Moves

The TMP – Mississauga Moves project will be the foundation for the City's future transportation network; identifying policies and strategic priorities; improving infrastructure; and encouraging more sustainable forms of transportation over the short, medium and long term. The TMP will develop key performance indicators that can be used to measure progress toward the achievement of goals, implementation of action items and/or realization of the vision. Through extensive public engagement beginning this spring, the TMP project will help raise public interest, awareness and understanding of the City's transportation system. The TMP is targeted to be presented to City Council in 2018.

Mississauga Transitway and Downtown Transitway Connection/Terminal

The Mississauga Transitway is a dedicated two-lane high-efficiency transit facility with 12 stations from Winston Churchill Boulevard in the west to Renforth Drive in the east. Transitway services will complement and connect with local bus service, inter-regional transit (GO Transit)

and the TTC subway. MiWay currently operates two MiExpress services and one local service on the Transitway. Once fully complete, GO Transit will also operate services along the Transitway corridor. The MiWay 5 Plan recommends additional MiExpress services along the Transitway in 2018 to meet customer travel needs. In addition, the Transitway also provides a connection to the Airport Corporate Centre which is the second largest employment hub in Canada. The final three Transitway stations in the eastern section, Spectrum, Orbitor and Renforth Gateway, are under construction and anticipated to be completed and operational in 2017.

The Transitway through Mississauga's downtown relies on City streets and as such experiences delays. In the future, this section (Downtown Transitway Connection) is ultimately planned to be converted to a dedicated facility with linkages to the existing City Centre Transit Terminal and the GO Transit City Centre operations. There is municipal funding approved to undertake this initiative, however, the funding and resources need to be revisited and verified based on scope of work. As work on the Hurontario LRT is currently on-going, elements of the Downtown Transitway and City Centre/GO Terminal could be advanced together with the LRT to ensure maximum coordination and integration.

This key rapid transit connection between the east and west sections of the Transitway would maximize the benefits and success of previous investments by the City and Metrolinx.

Dundas Connects

Dundas Street is identified in The Big Move RTP and Mississauga Official Plan as a higher order transit corridor. The City initiated the Dundas Connects project, with funding from Metrolinx, to prepare a corridor master plan conforming to the requirements of Phases I and II of the Municipal Class Environmental Assessment approval process. The master plan will develop a land-use vision for the corridor that identifies opportunities for intensification and redevelopment, particularly those uses supporting higher-order transit. The master plan will also recommend a transit mode that best responds to anticipated demand and is cost-effective. As part of implementation, cost estimates of the recommended rapid transit mode will be provided along with innovative financing tools. The project is scheduled to be completed in Q3 of 2017.

This is a key rapid transit corridor that supports redevelopment and growth in the City while connecting to the regional transit network namely the Hurontario LRT and Milton GO line.

Lakeshore Connecting Communities

Lakeshore Road from Etobicoke Creek to Hurontario Street is identified as a higher order transit corridor in the RTP (Waterfront West Rapid Transit) and Mississauga Official Plan. The city initiated the Lakeshore Connecting Communities project to prepare a transportation master plan for Lakeshore Road to look at how to best connect the communities of Lakeview, Port Credit and Clarkson and address the mobility needs of those living and working in the Lakeshore communities over the next 25 years. The study will develop a design for Lakeshore Road that supports all modes of transportation, connects people to places and moves goods to market.

The study will also evaluate rapid transit alternatives east of Hurontario Street including evaluating extending rapid transit to the Port Credit area. This project will conform to the requirements of Phases I and II of the Municipal Class Environmental Assessment approval process. The project is currently underway and scheduled to be completed in early 2018 at which time a report on the study recommendations will be presented to City Council.

This is a key rapid transit corridor that supports redevelopment and growth along the City's waterfront while connecting to the regional transit network namely the Hurontario LRT and Waterfront West Rapid Transit corridor (extending along the Toronto waterfront into Mississauga).

Mississauga's Priority Rapid Transit Projects

As outlined above, Provincial, Regional and local levels of government as well as the GTAA have recognized that growing congestion on roads in Ontario, in particular the GTHA, have significant economic, environmental and personal impact to residents and employees. To address these impacts, continued development of a resilient multi-modal transportation network is imperative. Undertaking studies and implementing rapid transit projects is key to this development, however with limited funding, it is important to identify priority projects so that resources are allocated appropriately.

The following are endorsed as Mississauga's priority rapid transit projects (refer to Appendix 3):

1. Hurontario LRT Project - This project is a transformational project for the City of Mississauga. With \$1.4B in funding from the province the project is the City's top priority transit project.
2. Downtown Transitway Connection and Terminal - With completion of the east and west sections of the Mississauga Transitway later this year, it is recommended the City's next priority be the planning and functional design for the Downtown Transitway Connection and Terminal.
3. RER – Milton Corridor and implementing the Missing Link - The provision of two-way all day 15-minute service on the Milton corridor would make a significant contribution to establishing a transit-oriented City. As a result, it is recommended that the City seek a commitment from both the federal and provincial governments to fund this key transit project.
4. RER – Lakeshore West and Kitchener GO Corridors - The provision of two-way all-day 15-minute service on the Lakeshore West and Kitchener GO corridors would assist in providing transit support to significant redevelopment occurring along the waterfront as well as providing increased transit options for employees accessing jobs at Pearson

Airport and in north-east Mississauga. As such, it is recommended the City continue to provide staff support to the Province on this key transit project.

Strategic Plan

Move – Developing a Transit Orientated 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.

Financial Impact

Not applicable

Conclusion

As Mississauga continues to grow and redevelop, a multi-modal transportation system that offers choices for residents and employees to get around the city and businesses to move goods is critical. As outlined in this report, all levels of government recognize that transportation, and in particular rapid transit projects, play a key role in creating a resilient and balanced community. To ensure that appropriate resources are allocated and funding discussed and/or secured, Mississauga should confirm priority rapid transit projects that continue to have City Council support. It is recommended that the following projects are endorsed as the City's priority rapid transit projects: (i) the Hurontario LRT, (ii) Downtown Transitway Connection and Terminal, (iii) RER – Milton GO Corridor and implementing the Missing Link and (iv) RER – Lakeshore West and Kitchener GO Corridors. As other projects outlined in this report progress and move to the implementation stage, City Council will be updated, with the potential of new rapid transit projects being added to the list of priority projects.

Attachments

Appendix 1: Transit Initiatives in the City of Mississauga

Appendix 2: Letter from City of Toronto Mayor John Tory on the Eglinton West LRT Next Steps

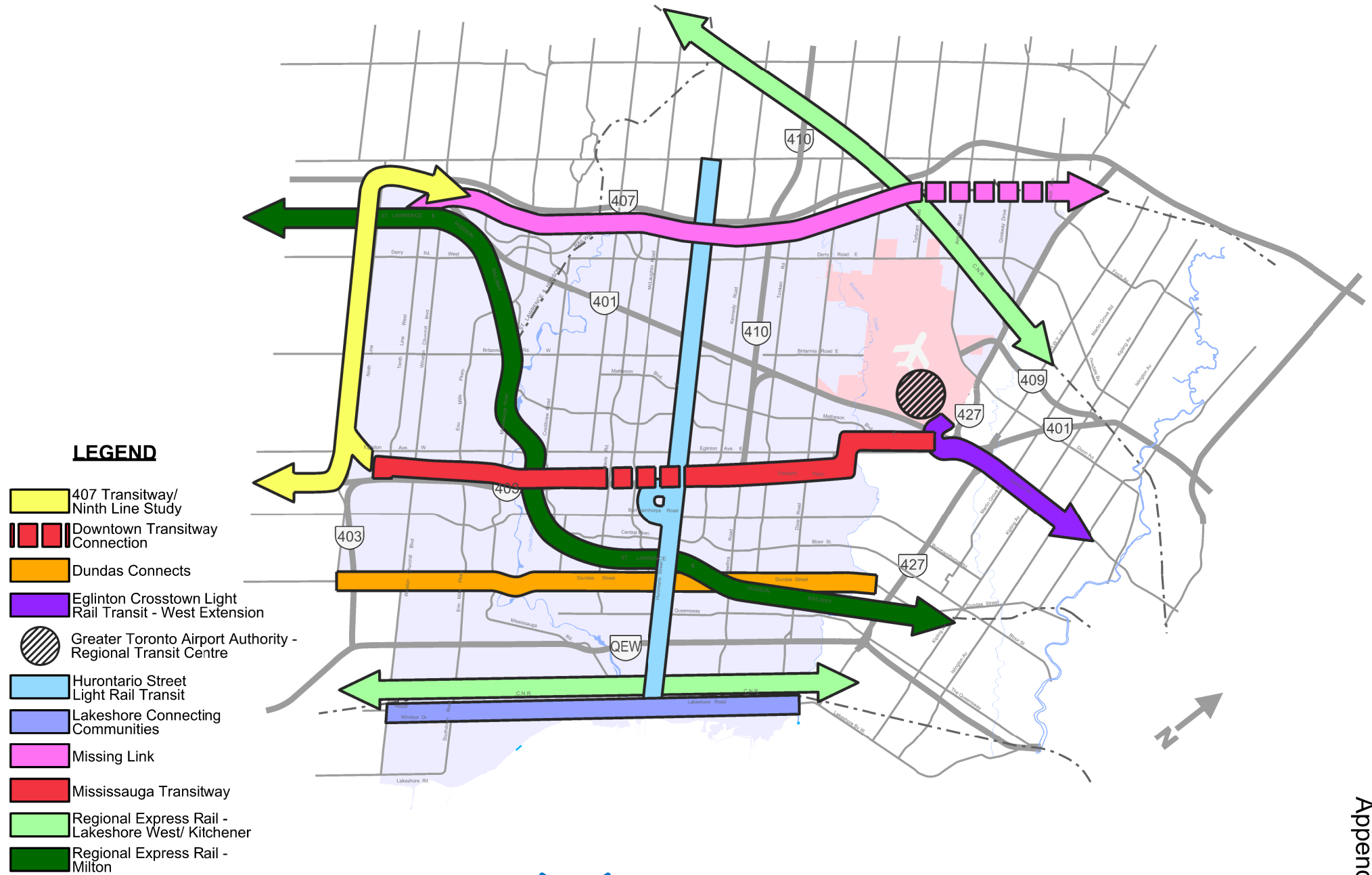
Appendix 3: City of Mississauga - Priority Rapid Transit Projects



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

Prepared by: Susan Tanabe, Manager, Transportation Planning

Transit Initiatives in the City of Mississauga





February 16, 2017

Mayor Bonnie Crombie
Office of the Mayor
City of Mississauga
300 City Centre Drive
Mississauga ON L5B 3C1
mayor@mississauga.ca

Dear Mayor Crombie:

RE: Eglinton West LRT Next Steps

At its November 8, 2016 meeting, Toronto City Council adopted terms for cost and revenue-sharing with the Province of Ontario for a range of transit initiatives (see: [EX19.1: Transit Network plan Update and Financial Strategy](#)). As part of the agreement, City Council approved \$53 million for planning, design and other project development work for the Eglinton West LRT from Mount Dennis to Renforth Gateway. City Council also requested that the City of Mississauga and Greater Toronto Airports Authority confirm interest in advancing the Renforth Gateway to Pearson Airport segment of the LRT extension, including identifying a commitment of resources to the planning, design, construction and delivery of this segment of the project.

As you know, the full benefits of this project as a regional connection are truly realized when the project is extended to the airport. As such, I'm writing on behalf of City Council to request an update from the City of Mississauga on interest in this project. I would be happy to work in partnership with you to continue advancing this important regional project.

I look forward to your response on this matter.

Sincerely,



Mayor John Tory

- c. Honourable Steven Del Duca, Ontario Minister of Transportation
Robert S. Prichard, Chair, Metrolinx Board of Directors
David Wilson, Chair, Greater Toronto Airports Authority Board of Directors

City of Mississauga - Priority Rapid Transit Projects

