

Consolidated List of City of Mississauga Comments on the Draft 2041 Regional Transportation Plan

Strategy #1: Complete the Delivery of Current Regional Transit Projects - Implications for Mississauga

- Identification of the Dundas BRT as an In Delivery project is in line with the study the City of Mississauga is undertaking for the Dundas Street corridor through the *Dundas Connects* project. The *Dundas Connects* study will identify proposed Major Transit Station Areas (MTSA's) along the corridor and advance land use planning to conform to the 2017 Provincial Growth Plan intensification policies. To facilitate an integrated planning approach, the City needs an understanding of the timeline and funding commitment for execution of the Dundas BRT;
- The Waterfront West LRT is shown as running from Union Station to the Port Credit GO Station. The City of Mississauga is currently undertaking a transportation master plan for the Lakeshore Road/Royal Windsor Drive corridor, the *Lakeshore Connecting Communities* project. Preliminary transit options developed through the study propose to continue higher order transit to 70 Mississauga Road, a large waterfront redevelopment site. Metrolinx should consider extending the Waterfront West LRT to Mississauga Road; and
- Map 3 (attached as Appendix 2) includes identification of a New Freight Corridor (Conceptual) adjacent to Highway 407. The report is unclear as to whether this represents the proposed freight bypass rail line, termed the "Missing Link"? ". This freight corridor is not described in the report therefore consideration should be given to adding a section on the Missing Link proposal as it relates to the Milton GO line and facilitation of RER.

Strategy #2: Connect More of the Region with Frequent Rapid Transit - Implications for Mississauga

- Two-way all-day 15 minute service is proposed for the Milton GO line after 2025 subject to negotiations with the freight rail operator's, extensive infrastructure investment and the review of physical constraints. In Mississauga alone, the Milton GO corridor supports 4,300 businesses and approximately 77,000 employees and is a key corridor for business retention, expansion and attraction. In 2017, City Council endorsed RER on the Milton GO line as one of the priority rapid transit initiatives for the City. The City requests assurances from Metrolinx that RER on the Milton GO line is also a priority project for completion of the FRTN and discussions will continue today and in the near future on how to achieve this service;
- Britannia-Matheson (from Hwy 407 to Renforth Drive) is identified as a Priority Bus Corridor. Currently Mississauga Official Plan identifies Eglinton Avenue as a Transit Priority Corridor and not Britannia/ Matheson. Both corridors would provide increased transit access to employment areas in the east and Pearson Airport. Given these corridors require further

study to determine the need for priority bus service, Metrolinx should consider adding Eglinton Avenue as a Priority Bus Corridor; and

- Derry Road is identified as a Priority Bus Corridor from Hwy 407 to Airport Road. Metrolinx should consider extending this service to Humber College in Toronto for a connection with the Finch West LRT.

Strategy #3: Optimize the Transportation System - Implications for Mississauga

- The discussion on fare integration does not provide equal emphasis on service integration. If fares are integrated but service is still limited to within municipal borders where riders would need to transfer, fare integration would have less impact. Metrolinx should consider adding a discussion on service integration in this section.

Strategy #4: Integrate Land Use and Transportation - Implications for Mississauga

- The Draft 2041 RTP recommends the development of a protocol to guide the process to review planning documents (e.g., official plans, secondary plans) by Metrolinx. The City of Mississauga supports the integration of land use and transportation planning and the need to align the RTP with the Growth Plan; however the Province has already delegated the planning review authority to the Region of Peel. The City does not see the need to add another layer in the planning and development review process by adding Metrolinx as a reviewing authority thus increasing the complexity of the development review process;
- The Draft 2041 RTP suggests embedding TDM into the development review process. In order to achieve this, it is recommended that Metrolinx make revisions to the *Planning Act* that would require TDM measures as part of the development review process. This should include the requirement for TDM supportive infrastructure such as bicycle parking and pedestrian connections as well soft measures such as education programs on travel options;
- It is not clear if Priority Bus Corridors in the Draft 2041 RTP are the same as Priority Transit Corridors in the Growth Plan. The RTP should clarify if stops/stations along Priority Bus Corridors are considered Major Transit Station Areas and therefore subject to intensification targets established in the Growth Plan; and
- The City supports the creation of a regional commuter cycling network, however, this would require significant investment. The Federal, Provincial and GTHA municipalities should work together to find funding sources to build this extensive active transportation network;

Strategy #5: Prepare for and Uncertain Future - Implications for Mississauga

- It is commendable that the Draft 2041 RTP recognizes the impacts of climate change on infrastructure and the role that the transportation sector can play in the reduction of Green House Gases. That being said, many GO Stations provide large surface parking lots. Under this strategy, Metrolinx should consider adding a section on the effects these large parking lots have on storm water management systems and the potential to eliminate parking lots to

encourage other modes of travel to GO stations. Metrolinx should also consider developing design guidelines for GO stations that implements the use of green infrastructure and low impact development; and

- It is encouraging to see a section and priority actions on the development of a regional transportation big data strategy. Currently there is a gap in the collection and consistent methodologies for active transportation, specifically walking and cycling. Metrolinx should consider specifying in the priority actions that the collection of data is for all modes of transportation in the big data strategy.

Regional Decision-Making - Implications for Mississauga

- The City of Mississauga supports the collaboration between Metrolinx and municipalities on realizing the future multimodal transportation system outlined in the Draft 2041 RTP. The recommendation to establish formalized mechanisms that bring provincial and municipal officials together to identify opportunities and region-wide policies is welcome with the understanding that these committees will affect real change; and
- The recommendation to review the RTP every 5 years from the current policy of 10 years is supported as this allows trends and shifting priorities to be better addressed.

Funding the Plan - Implications for Mississauga

- It is not specified in the Draft 2041 RTP how the \$45 billion will be secured to fund future regional transit projects other than to state that all levels of government need to provide support and the implementation plan will detail how this may be achieved. The City of Mississauga should actively participate in the development of the RTP Implementation Plan to ensure the interests of the City are addressed.