

Our Future Mississauga 2016 Action Charts

MOVE: Visionary Action

| Action | Underway | Progress from January 1 to December 31, 2016 | Next Steps to be Taken |
|--|----------|---|--|
| We will make Mississauga less car-dependent by doubling current ridership, and matching the increase in active modes of transportation | ✓ | Increased revenue ridership by 3.0 % for a total of 54,200,200 boardings. | <p>Continue to attract ridership by increasing service as the budget allows, market the MiWay brand and construct the Bus Rapid Transit (BRT) and implement year two of MiWay5.</p> <p>Continue implementation of the Cycling Master Plan and add sidewalk network to increase pedestrian accessibility to the transit system.</p> <p>Implement year two of MiWay 5.</p> |

MOVE: Develop Environmental Responsibility

| Action | Underway | Progress from January 1 to December 31, 2016 | Next Steps to be Taken |
|--|----------|--|---|
| 1. Provide “complete” streets that balance land uses and forms | ✓ | Installed over 8.25 km of cycling facilities, including marked shared lanes (“sharrows”), bike lanes and boulevard multi-use trails. | <p>Identify opportunities to provide complete streets or modify road design to align with complete street principles.</p> <p>Continue to advance the provision of cycling facilities.</p> |

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| 2. Reduce our carbon footprint through “green” transit | ✓ | <p>Purchased 808,900 litres of fuel from renewable resources.</p> <p>Replaced 4 transit supervisor vehicles with lighter weight hybrid vehicles.</p> <p>Implemented fuel saving transmission software in 111 newer buses.</p> <p>Completed LEAN review of change off fleet which will be increased by 7 vehicles to reduce non-revenue bus km.</p> | <p>Monitor industry for fuel saving technologies.</p> <p>Introduce 7 electric change-off vehicles into service.</p> |
| 3. Implement a parking strategy that supports public transit | ✓ | <p>Continued implementation and expansion of the municipal parking program.</p> <p>Began a City-wide Parking Master Plan and Implementation Strategy.</p> | Parking Master Plan and implementation strategy underway. |
| Action Added in 2012: We will establish car share in nodes | ✓ | Utilised car share for 6960.5 km between November 1, 2015 and September 30, 2016. | Promote and evaluate the Car Share Service Pilot Project to determine market acceptance and long-term economic viability. |
| Action Added in 2014: We will implement a Transportation Demand Management (TDM) checklist for use in development reviews and approvals. | ✓ | <p>Requested new developments, identified and implemented TDM measures.</p> <p>Engaged consultant to develop TDM Plan.</p> | TDM Strategy & Implementation Plan underway. |

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MOVE: Connect Our City

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| 4. Investigate higher-order transit between downtown Mississauga and Union Station | ✓ | Dundas Connects analysed two possible direct subway links from Kipling Station: to Cooksville GO via Dundas Street; and to City Centre by way of Sherway Gardens. The analysis determined projected ridership in 2041 remained far below viable levels for a subway link, even after including the effects of a subway on the number of people and jobs within the corridor. | Continue working with Metrolinx to explore opportunities for introducing Regional Express Rail to the Milton GO corridor. |
| 5. Provide alternatives to the automobile along major corridors | ✓ | Two new BRT stations (Tahoe and Etobicoke Creek) opened on February 16, 2016. Commenced Lakeshore Connecting Communities. Dundas Connects undertook data modelling and analysis of rapid transit possibilities along Dundas and shared possible BRT, LRT, and improved conventional bus service options with the public in October. | Complete final two BRT stations, Orbitor and Spectrum. Lakeshore Connecting Communities will host community engagement activities. The Dundas Connects final draft plan will be completed in early 2017 and include higher-order transit recommendations (as well as streetscape and land-use recommendations). |
| 6. Shorten the travel time to a transit stop | ✓ | Constructed approximately 4.3 km of sidewalks focusing on locations that meet transit accessibility requirements. | Continue the sidewalk program and integration with transit accessibility needs. Identify opportunities for direct pedestrian access to transit stops through development and redevelopment applications. |

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| 7. Create mobility hubs | ✓ | Port Credit Mobility Hub Master Plan completed and OPA in effect. Cooksville Garage underway with Metrolinx. Initiated work on other Higher Order Transit Station Areas. | Develop a Downtown Integrated Transit Terminal. Awaiting Cooksville garage submission by Metrolinx. |
| 8. Improve transit service between Mississauga, Union Station and Pearson International Airport | ✓ | Opened additional Transitway stations (Tahoe and Etobicoke Creek), which reduced travel time and improved reliability of Route 107 service from Malton and Downtown to the Pearson Link Station. | The Orbitor and Spectrum, stations will open in winter 2017 with the full Transitway complete by September 2017. |
| 9. Improve the transportation network for pedestrians, cyclists and automobiles | ✓ | Constructed approximately 4.3 km of sidewalks focusing on locations that meet transit accessibility requirements. Installed over 8.25 km of cycling facilities, including marked shared lanes ("sharrows"), bike lanes and boulevard multi-use trails. Park trails reconstructed in 2016 : 4.4 km | Ongoing implementation of the Cycling Master Plan. Implementation of the Living Green Master Plan, which identifies alternate modes of transportation as a key to environmental sustainability (Action 4: Invest in the expansion of alternative forms of transportation including cycling, walking and car-sharing). The Region of Peel will complete 8 km of MUT's as part of the Hanlan Feedermain Project. |

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| 10. Encourage walking by establishing maximum block sizes | ✓ | <p>Addressed in the Downtown21 Master Plan; the Mississauga Official Plan contains policies regarding a finer grained street pattern.</p> <p>The Inspiration Lakeview and Inspiration Port Credit Master Plans have now moved into the Official Plan policy stage. Through land use policies and designations, finer grain road networks have been introduced for both areas that will establish smaller block sizes that will create environments more conducive to walking. The Gateway Corporate Centre policies have established smaller development blocks and the concept of additional streets has been introduced. These policies are currently appealed to the OMB.</p> | Implementation of the Mississauga Official Plan, Local Area Plans and the Downtown21 Master Plan. |

MOVE: Build a Reliable and Convenient System

| Action | Underway | Progress from January 1 to December 31, 2016 | Next Steps to be Taken |
|---------------------------------------|----------|---|--|
| 11. Accommodate the needs of cyclists | ✓ | The 9 th annual Bike to Work Day was held on May 30 th , 2016 for City staff only – over 140 cyclists participated. | <p>Implement the Cycling Master Plan.</p> <p>Complete lease agreement negotiations with the Ontario Realty Corporation to permit a multi-use trail along the Lakeshore/Royal Windsor hydro corridor, from Winston Churchill Boulevard and Royal Windsor Drive to Stanfield Road, followed by construction.</p> |

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| 12. Implement “real time” bus tracking | C | Launched Plan a Trip responsive website in spring 2016 and the real time feature was enabled on November 1, 2016. | Add bus tracker to maps on plan a trip website. |
| 13. Establish transit stops at locations that are convenient to walk to | ✓ | Expanded the length of 400 stops so the rear bus door is accessible for alighting and stop pad is suitable for snow clearing. | Continue the annual sidewalk construction program, prioritizing access to transit. |

MOVE: Increase Transportation Capacity

| Action | Underway | Progress from January 1 to December 31, 2016 | Next Steps to be Taken |
|--|----------|--|--|
| 14. Implement transit priority measures | ✓ | Two new BRT stations (Tahoe and Etobicoke Creek) opened on February 16, 2016. | Complete final two BRT stations, Orbitor and Spectrum. |
| 15. Provide sidewalks to all transit stops | ✓ | Constructed approximately 4.3 km of sidewalks, prioritizing access to transit stops. | Continue the annual sidewalk construction program, prioritizing access to transit. |

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MOVE: Direct Growth

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| 16. Use development revenues from “density bonusing” to support higher-order transit | ✓ | <p>Analysed density bonusing and other forms of land-value that might capture private windfalls resulting from new transit infrastructure and using the captured funds to offset associated transit costs through Dundas Connects.</p> <p>Work continues on changes to the land use framework along the Hurontario Street corridor in support of the HuLRT. Section 37 benefits will be explored as part of any development application.</p> | Analysis to be presented to senior decision-makers as part of Dundas Connects draft final plan in early 2017. |
| 17. Use special development levies to support higher-order transit | ✓ | <p>Non tax revenues continue to be used to the greatest extent possible including:</p> <ul style="list-style-type: none"> • Full funding for HuLRT • Dundas Connects study fully funded by Metrolinx • gas tax dedicated to transit • PTIF of \$59M announced in August | Continue to investigate and pursue other sources of funding for higher-order transit |
| 18. Require development standards for mixed-use development to support transit | ✓ | <p>Reviewed standards through the Mississauga Official Plan update.</p> <p>Analysed appropriate mixed-use built form along the Dundas Corridor, and associated standards through Dundas Connects.</p> | <p>Implementation of the Mississauga Official Plan.</p> <p>Amend Zoning By-law to add mixed-use zoning categories.</p> <p>As part of Dundas Connects, consider and recommend appropriate development standards to support higher-order transit along the Dundas Corridor; also, create a development-permit system to encourage specific and timely transit-oriented development along the corridor.</p> |

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| 19. Accelerate the creation of higher-order transit infrastructure | ✓ | <p>Request for Qualification (RFQ) issued by Infrastructure Ontario and Metrolinx for the Hurontario Light Rail Transit (HuLRT) corridor.</p> <p>Completed Stops Design Excellence process (Stop Hierarchy) and commenced Project Specific Output Specifications (PSOS) development</p> <p>Conducted 5 public engagement events, both local and citywide events</p> | <p>HuLRT is funded and Metrolinx taking lead on implementation.</p> <p>City to work with Metrolinx to complete Project Specific Output Specifications (PSOS) and release RFP in spring 2017</p> |