



MISSISSAUGA MOVES 2.0

A Plan to Cut Congestion and Get Mississauga Moving Again

Mississauga residents are spending too much of their lives sitting in traffic.

Our city has grown into one of Canada's largest employment centres, but the transportation network has not kept pace. Buses get caught in the same congestion as cars. Too many workers have no practical way to reach Pearson or downtown Toronto quickly without driving. Major transit projects take too long to deliver. Drivers lose time at poorly coordinated signals, construction zones and chronic bottlenecks.

Congestion is not just frustrating. It costs families time and businesses money, makes it harder for employers to attract workers and move goods, and weakens Mississauga's economic competitiveness.

In 2014, I tabled Mississauga Moves, a 20-year vision for more than 100 kilometres of integrated rapid transit. It called for the Hurontario light rail transit line, completion of the Mississauga Transitway, rapid transit on Dundas and Derry, better GO service and stronger regional connections.

Much of that vision has since advanced under Bonnie's leadership. The Mississauga Transitway was completed. The Hazel McCallion Line was fully funded and moved into construction. Major planning advanced on Dundas and Lakeshore rapid transit. Mississauga secured billions of dollars for transportation and infrastructure.

I delivered on this plan as Mayor, and I'm ready to lead Mississauga into the next generation of that plan.

The objective is straightforward: give more people realistic alternatives to driving, make every part of the transit network work together and make the roads work better for the residents and businesses that still depend on them.

1. Bring the Line 2 Subway to the Heart of Mississauga

Mississauga is one of Canada's largest cities. Vaughan is on the subway map. Scarborough is receiving a major subway extension. New subway infrastructure is reaching farther into York Region.

Mississauga should be part of the next generation of subway expansion.

The long-term objective is to extend the Toronto Transit Commission's Line 2 west from Kipling, serve Sherway Gardens and continue into the heart of Mississauga, creating a direct connection between the city and Toronto's subway network.

For the first time, residents should ultimately be able to board the subway in Mississauga and ride directly into Toronto.

Toronto has already directed planning work on a possible Line 2 extension from Kipling to Sherway Gardens. The Toronto Transit Commission (TTC) is also planning for a new western maintenance and storage facility needed to accommodate future Line 2 growth and expansion.

Mississauga should be part of that conversation now, making the case for higher orders of government to support funding for this critical transit priority.

Within the first year of the next Council term, the City should seek a formal partnership with Ontario, Metrolinx, the City of Toronto and the TTC to launch a comprehensive business case for taking Line 2 beyond Sherway Gardens and into Mississauga.

The objective will be clear: bring the subway into the heart of downtown Mississauga. The business case will determine the most appropriate alignment, station locations and terminus.

The study should examine potential routes, ridership, station locations, fleet requirements, power, signalling, Line 2 capacity, the western maintenance yard, connections to the rest of the transportation network and the appropriate balance between tunnelling and elevated construction.

The Dundas corridor should also be examined as a potential alignment, alongside other technically feasible options.

Mississauga should not assume that every kilometre of a subway needs to be underground. Dundas has a planned right-of-way of approximately 40 to 42 metres, intended to accommodate four traffic lanes and higher-order transit. Ontario is already building elevated rapid transit on projects including the Ontario Line and the Eglinton Crosstown West Extension. The latter includes a 1.5-kilometre elevated guideway.

The business case should seriously examine elevated construction along appropriate parts of the proposed extension, including the Dundas corridor. If elevation can substantially reduce costs, shorten construction and allow Mississauga to build more subway without unacceptable community impacts, it should be on the table.

The City should also plan for more housing and employment around future stations so that transportation investment and growth reinforce one another.

The goal is ambitious because Mississauga should be ambitious again.

2. Make City Centre a True Regional Transit Hub

A future subway extension cannot be planned in isolation from the rest of Mississauga's transportation network.

The City is already planning a new Downtown Mobility Hub around Rathburn Road, Station Gate Road and Centre View Drive, including an environmental assessment, preliminary design and connections to the Mississauga Transitway.

That creates an opportunity to establish a major regional interchange bringing together:

- The Hazel McCallion Line
- The Hazel McCallion downtown loop
- The Mississauga Transitway
- MiWay
- GO and regional buses
- A future Line 2 connection, subject to the results of the subway business case

The business case for extending Line 2 into Mississauga should examine how the subway can best connect with the Downtown Mobility Hub and the wider City Centre transportation network.

The province's planned Hazel McCallion downtown loop would become even more valuable by circulating riders throughout City Centre and connecting them with regional transit services.

Instead of individual transit projects terminating near one another without convenient connections, Mississauga should build one integrated downtown transportation network.

The objective is not simply to bring more transit into City Centre. It is to make transfers convenient, reduce travel times and ensure that the different parts of the transportation system work together.

3. Get the Hazel McCallion Line Open by the End of 2028

Mississauga residents and businesses have endured years of construction along Hurontario Street.

The initial line was once expected to be completed in 2024. Metrolinx is now working through major construction, testing and commissioning, with current reporting pointing toward 2028 completion.

Working with Metrolinx to opening the initial Hazel McCallion Line for passenger service no later than December 31, 2028 should become a formal City priority.

Within the first 100 days of the next Council term, the City should ask Metrolinx and Ontario to publish a transparent milestone schedule showing what remains to be completed, when testing will begin and what needs to happen before passengers can board.

The schedule should identify major construction milestones, vehicle testing, systems integration, safety certification and the remaining requirements for opening the line.

The City should also seek regular public progress reports so residents can understand whether the project is meeting its delivery schedule.

After years of delays, Mississauga residents and businesses impacted by ongoing construction deserve dates and accountability.

The City should continue to push for a clear funding commitment and timely delivery of the provincially funded downtown loop along with funding for its operation..

4. Make the Hazel McCallion Line Genuinely Rapid

Opening the line is not enough. It has to work well.

Current planning has contemplated approximately 7.5-minute headways. Mississauga should press Metrolinx to move toward five-minute peak service as ridership and operations permit.

The City should also learn from the opening-day experience of Toronto's recent surface light rail projects.

A train running in a reserved right-of-way is not genuinely rapid transit if it repeatedly waits at traffic lights.

Mississauga should push for strong active transit signal priority from opening day, with published targets for end-to-end travel time, reliability and average speed.

Those targets should be established before passenger service begins and reviewed regularly after opening.

MiWay routes should also be redesigned around the line so buses feed the light rail transit system efficiently rather than unnecessarily duplicating it.

The objective should be a fast, frequent and reliable service that makes transit a practical alternative to driving along the Hurontario corridor.

5. Build a Real Rapid-Transit Grid

One subway and one light rail line cannot solve congestion across a city the size of Mississauga.

The next phase of Mississauga Moves should build a grid of bus rapid transit and priority corridors connecting neighbourhoods, employment areas, GO stations and major rapid-transit lines.

Dundas remains one of the most important east-west corridors in the city. The Line 2 business case should determine how a future subway extension and the planned Dundas Bus Rapid Transit project should ultimately fit together.

West of Hurontario, rapid bus service should remain a major east-west spine through Erindale, the University of Toronto Mississauga area, Erin Mills and toward Oakville.

In the east, the City should avoid making long-term investments that unnecessarily prevent the Dundas corridor from eventually accommodating Line 2, should that alignment be selected through the business case.

Derry Road should also be revived as a major northern rapid-transit priority. The original Mississauga Moves plan identified Derry as the key to connecting Meadowvale, Malton, northern employment lands and Pearson.

Other major corridors, including Dixie, Burnhamthorpe, Eglinton, Erin Mills, Mavis, Britannia, Matheson and Courtneypark, should form part of a wider network of rapid buses, express services and transit priority.

The objective is the network effect.

A resident should be able to move from one frequent corridor to another without travelling through City Centre for every trip.

6. Build Better North-South Connections to Brampton

Hurontario should not be the only strong north-south transit connection between Mississauga and Brampton.

Peel functions as one economic region. People routinely live in one city and work, study or shop in the other.

Mississauga should establish a joint Mississauga–Brampton transit initiative to improve cross-boundary service, beginning with corridors such as Dixie, Mavis/McLaughlin and Erin Mills.

That should include better express service, coordinated routes and schedules and seamless transfers between MiWay and Brampton Transit.

The initiative should also examine opportunities to coordinate service planning, improve passenger information and reduce unnecessary duplication between the two transit systems.

Municipal boundaries should not be transportation barriers.

7. Build an Airport Workforce Transit Network

Pearson is not simply an airport beside Mississauga. It is one of the largest employment centres in Canada.

Yet for many of the people who work there and in the surrounding employment district, driving is still the only practical option.

Mississauga should create an Airport Workforce Transit Network connecting Pearson and the surrounding employment lands with Malton, Renforth, Derry, Dixie, Matheson, Courtneypark, the Transitway and City Centre.

Service should be designed around the actual working lives of airport employees, including early mornings, late evenings, weekends and shift changes.

The network should prioritize connections between major residential areas, transit hubs and airport employment destinations, including workplaces beyond the passenger terminals.

Mississauga should also work with Ontario, Metrolinx and the Greater Toronto Airports Authority to finish the Eglinton Crosstown West connection from Renforth to Pearson.

The extension now under construction will bring Line 5 into Mississauga at Renforth, with an airport extension under consideration.

Getting workers to Pearson without requiring a car is transportation policy, affordability policy and economic-development policy at the same time.

8. Make MiWay Frequent Enough to Use Without a Timetable

Major infrastructure projects matter, but residents cannot wait fifteen years for better transportation.

MiWay has to get better now.

Mississauga should accelerate the move toward a true frequent-service network, with 15-minute-or-better all-day service on major corridors and 10-minute-or-better service on the busiest routes where ridership supports it.

Mississauga Moves should include more express service, stronger evening and weekend frequency, better service to employment districts, timed connections with GO and better feeder service into rapid transit.

Transit signal priority, queue-jump lanes and other targeted measures should be used where they can materially improve bus travel times without creating disproportionate impacts elsewhere.

The City should establish clear service standards and publish regular information on route frequency, reliability and passenger travel times.

The standard should be straightforward: on Mississauga's most important routes, residents should be able to walk to the stop knowing another bus is coming soon.

9. Stop Waiting for One Megaproject to Fix the Milton Line

All-day, two-way Milton GO remains one of Mississauga's most important transportation objectives.

The full Missing Link proposal sought to move freight traffic onto a new bypass and free the existing Milton corridor for much more passenger service. It was an ambitious solution to a real problem.

If the full freight bypass is no longer realistically deliverable, Mississauga should not respond by giving up on better Milton service.

The City should ask Ontario and Metrolinx to negotiate a new Milton Line Capacity Plan with Canadian Pacific Kansas City.

Instead of making every improvement dependent on one enormous project, the plan should identify the incremental infrastructure required to add as much additional passenger service as possible.

That work should examine targeted third-track sections, passing opportunities, crossovers, signalling improvements, turnback and storage facilities, station bypasses and negotiated windows for passenger trains.

The immediate objective should be to progressively add more counter-peak, midday, evening and weekend options while building toward true all-day, two-way service.

Six of the Milton Line's eight stations are in Mississauga.

Better service should not remain a promise for another generation.

10. Fight for Faster and Electrified GO Service

Mississauga should receive the full benefits of GO Expansion.

On Lakeshore West, Ontario is building infrastructure intended to support service every 15 minutes or better and future electrification.

Mississauga should press the province to commit to electrification through the city and ensure Port Credit and Clarkson receive the faster, more frequent service that electric trains can support.

The City should also advocate for frequent, electrified Kitchener Line service through Malton as a Mississauga priority.

Malton sits beside Pearson and one of the country's most important employment districts. It should be a major regional mobility hub rather than an afterthought.

GO electrification work has long contemplated electric operation on the Kitchener and Lakeshore corridors. Mississauga should make the case to Queen's Park for what that investment should mean for stations and communities across the city.

11. Get Traffic Moving for Drivers

Mississauga will not solve congestion by pretending cars are going away.

Most households rely on a vehicle for at least some of their trips, and thousands of businesses depend on the road network every day.

The purpose of better transit is partly to give more people an alternative so fewer vehicles are competing for the same road space.

But City Hall also needs to make the roads themselves work better.

Mississauga should launch Traffic Flow First, a city-wide congestion reduction program focused on getting more capacity and reliability out of the infrastructure the city already has.

The program should modernize and synchronize traffic signals corridor by corridor, expand adaptive signal technology that responds to actual conditions and identify intersections where relatively small changes can produce significant reductions in delay.

The City should publish a list of its worst congestion bottlenecks and develop individual action plans for them, including targeted turn lanes, intersection redesigns, signal changes and short road connections where appropriate.

Construction should be coordinated more aggressively so City projects, utilities, developers and transit construction do not unnecessarily constrict parallel routes at the same time. More work should take place overnight or outside peak periods where practical.

Mississauga should strengthen enforcement against vehicles, deliveries and construction activity blocking intersections or travel lanes during peak periods.

The City should also make smarter use of curbs around schools, transit stations and commercial districts so deliveries, rideshare pickups and stopping vehicles do not unnecessarily remove traffic lanes from service.

Where modelling demonstrates that additional road capacity, a new connection or a rail grade separation will materially improve movement, those improvements should be considered for construction.

This is not about choosing cars or transit.

It is about making the transportation system work.

12. Build More Homes Where the Transportation Already Exists

Transportation and growth have to be planned together.

Mississauga cannot add tens of thousands of new homes and then ask how residents will move afterward.

Future subway stations, the Hazel McCallion Line, GO stations and major bus rapid transit corridors should become focal points for new housing, employment and community amenities.

Mississauga has already moved to enable substantial new housing around major transit station areas.

The Line 2 business case should therefore include a land-use strategy examining opportunities for more housing and mixed-use development around potential station locations, particularly where existing and planned infrastructure can support growth.

The strategy should consider how new development can support transit ridership, improve access to employment and services and contribute to complete communities.

Transit investment can relieve congestion and unlock housing at the same time.

13. Make Every Part of the Network Connect

The most important idea in Mississauga Moves is not a particular train or bus route.

It is the network.

City Centre should connect the Hazel McCallion Line, downtown loop, Transitway, MiWay and regional buses, with the Line 2 business case determining how a future subway extension can best connect to that network.

Cooksville should connect GO, the Hazel McCallion Line, Dundas rapid transit and local buses.

Malton should connect GO, local transit and the airport employment district.

Renforth should connect Mississauga's Transitway to Line 5 and ultimately Pearson.

Port Credit and Clarkson should connect frequent GO trains to strong local bus service.

The City should work with Metrolinx, the Toronto Transit Commission, Brampton Transit and other regional partners to improve the coordination of routes, schedules, passenger information and transfers.

Residents do not care which level of government owns the vehicle they are riding.

They care whether the trip works.

14. Measure Whether Congestion Is Actually Getting Better

Mississauga spends enormous amounts of money on roads and transit. Residents deserve to know whether those investments are producing results.

The City should establish an annual Mississauga Congestion Report Card measuring travel times on major corridors, delay at chronic bottlenecks, MiWay speeds and reliability, rapid-transit travel times, GO service levels, construction impacts, ridership and collision trends.

The report card should establish clear baselines, publish year-over-year results and identify where further improvements are required.

It should also distinguish between improvements within the City's direct control and those requiring action by provincial agencies or other transportation partners.

Every major transportation project should ultimately be able to answer one question:

Did it make it easier to get around?

If the answer is no, City Hall should be prepared to change course.

First-Term Commitments

During the next Council term, Mississauga should:

1. Launch a joint business case for extending Line 2 through Sherway Gardens and into the heart of Mississauga, examining potential routes, station locations and connections to the wider transit network.
2. Protect appropriate long-term rapid-transit corridors while the Line 2 business case is undertaken and require the study to examine elevated construction along technically feasible alignments, including the Dundas corridor.
3. Make opening the initial Hazel McCallion Line by the end of 2028 a formal City priority and request a public delivery schedule within the first 100 days.
4. Push for stronger light rail transit signal priority and progressively better Hazel McCallion Line frequencies.
5. Advance Dundas, Derry, Dixie and key north-south corridors as an integrated rapid-bus network.
6. Establish better north-south connections with Brampton.
7. Launch the Airport Workforce Transit Network and advocate for completing the Line 5 connection to Pearson.
8. Accelerate frequent and express MiWay service.
9. Pursue a practical Milton Line Capacity Plan aimed at progressively adding passenger service rather than making every improvement dependent on the full Missing Link proposal.
10. Advocate for Lakeshore West electrification and frequent, electrified GO service at Malton.

11. Launch Traffic Flow First to improve signals, fix bottlenecks, coordinate construction and make the road network work better.

12. Publish an annual Congestion Report Card so residents can see whether travel is actually improving.

The Next Generation of Mississauga Moves

Mississauga cannot pave its way out of congestion.

But making driving harder is not a transportation strategy either.

The answer is to give more people a fast and reliable alternative to driving while making the roads work better for the residents and businesses that depend on them.

In 2014, Mississauga Moves established a vision for an integrated rapid-transit network worthy of the major city Mississauga had become.

A decade of major transit investment followed.

Now it is time to complete the network and think bigger again.

Bring the subway through Sherway Gardens and into the heart of Mississauga. Get the Hazel McCallion Line open and make it fast. Build more rapid transit. Improve MiWay. Connect workers to Pearson. Connect better with Brampton. Fight for better GO service. Fix bottlenecks and make the roads work.

Less time sitting in traffic. More time living your life.

It is time to get Mississauga moving again.