

**ALVIN
TEDJO**

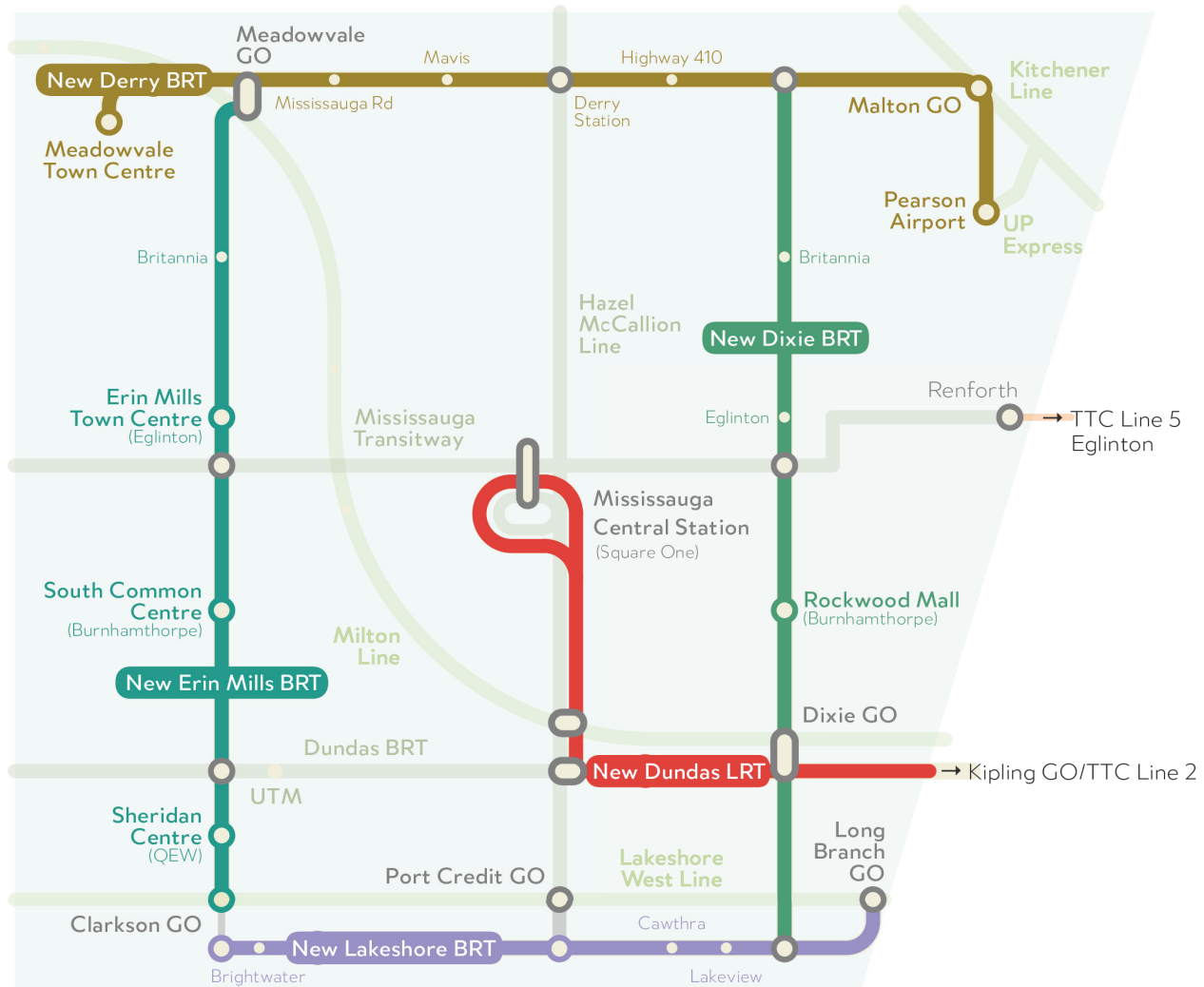
FOR MAYOR

**Moving
Mississauga
Forward**



MoveMississauga

ALVIN TEDJO'S TRANSIT PLAN FOR MISSISSAUGA



We know that 85% of all trips, whether commuting to work, going to school, shopping, running errands or seeing friends, are taken in a car in the City of Mississauga.

This approach may work today, but Mississauga's population will increase to nearly 1 million people by 2051. Our streets are already jammed during rush hour, just imagine what will happen if we add 300,000 people who all have to drive to get from one part of the City to another.

That's why the time to act on building new transit is now.

My transit plan is all about Moving Mississauga. I will build on our existing and planned transit projects and fill in the gaps to create a transit system that connects Mississauga's vibrant communities. My vision is for a connected network of rapid transit options that will allow Mississaugans to move around our City and provide more options to connect to Toronto's transit system.

Expanding Light Rail Transit (LRT) Infrastructure:

New Dundas East LRT:

The City is currently planning for a Bus Rapid Transit (BRT) line along Dundas Street. I will upgrade this project to an LRT that will connect Kipling Station to Mississauga City Centre along Dundas Street and then northbound on Hurontario Street to merge with the Hazel McCallion LRT. The proposed Dundas East LRT will serve as a single-seat rail connection between Square One and Toronto's Bloor-Danforth Subway Line, and allow for more transit-oriented housing to be developed along Dundas Street.

Hazel McCallion LRT Loop Realignment:

The provincial government has already committed to fund a City Centre Loop off Hurontario Street along the Hazel McCallion LRT that would serve new developments around Square One. I will advocate for the Loop to be extended all the way to Confederation Parkway along Burnhamthorpe Road, then turn back to serve more developments around our City Centre.



Building New Bus Rapid Transit (BRT) Lines:

Mississauga doesn't need to wait decades to have a reliable and frequent transit grid across the entire city. As Mayor, I would immediately increase bus frequency on key corridors, and implement priority transit measures such as queue jump lanes and painted bus lanes. At the same time, the city will undertake studies on long-term permanent BRT upgrades - including dedicated median-separated bus rapid transit lanes, traffic signal priority, and substantial shelters to protect riders from the weather. As Mississauga grows, these corridors could potentially be upgraded to light rail transit.

My vision for a reliable bus rapid transit grid across Mississauga includes:

- **Erin Mills BRT:** A new north-south transit corridor for western Mississauga that will connect key areas including Meadowvale Business Park, Meadowvale GO Station, Erin Mills Town Centre, the Mississauga Transitway, South Common Mall, Sheridan Mall, and Clarkson GO Station with high-quality and frequent bus service on a dedicated lane mostly along Erin Mills Parkway.
- **Dundas West BRT:** A new east-west transit corridor for southern Mississauga that will serve as a connection from the end of the Dundas East LRT at Hurontario Street going westbound through key destinations such as Mavis-Erindale Employment Zone, Westdale Mall, Erindale Park, University of Toronto Mississauga Campus, and Western Business Park with a connection to the proposed Erin Mills BRT. The project will also run along a dedicated lane.

- **Derry Road BRT:** A new east-west transit corridor for northern Mississauga that will connect key areas including Meadowvale Town Centre, Meadowvale Business Park, Meadowvale Conservation Area, Airport Employment Zone, Malton GO Station and Pearson Airport. This project will run along a dedicated lane for most of the route.
- **Dixie BRT:** A new north-south transit corridor for eastern Mississauga that will connect key areas including Dixie Mall, Dixie GO Station, the proposed Dundas East LRT, Rockwood Mall, Mississauga Transitway, and Northeast Employment Zone. This project will also run along a dedicated lane.
- **Lakeshore BRT:** A new east-west transit corridor for southern Mississauga that will start at the new Brightwater community at Mississauga Road and connect to Long Branch GO Station along Lakeshore Road West. The BRT will have interchanges to the Hazel McCallion LRT and GO Line at Port Credit and the new north-south BRT at Dixie Road.



Advocating for GO Network Improvements:

Two-Way All-Day Milton Line GO Service:

Two-way all-day service on the Milton line has been talked about for a long time. With the Province's recent announcement that they will fund half of the \$6.2 billion price tag to get this critical project moving, I will work with the federal government and urge them to match this commitment. This project will provide 15-minute service connecting Meadowvale GO, Streetsville GO, Erindale GO, Cooksville GO and Dixie GO and transform this route from commuter-only transit into a way for residents of Mississauga to get around their city.

A New GO Line to Connect Mississauga to Brampton and Caledon:

Connecting Mississauga to our Peel neighbours of Brampton and Caledon is vital. It will help residents move without gridlock, and connect workers to jobs in Mississauga. I will work with the City of Brampton, Town of Caledon, Region of Peel, and the Government of Ontario to explore GO rail service along the abandoned portion of the Orangeville Brampton Railway (OBRY) corridor.

The current OBRY corridor connects Streetsville GO in Mississauga to downtown Brampton and the growing area of western Caledon. Expanded rail transit service on the OBRY would act as an express transit option across Peel Region and beyond, connecting residents and workers to major communities in Mississauga like Meadowvale, Erindale, Cooksville, City Centre, and East Dundas.

Upgrading this existing linear corridor would be a quick way to provide fast and reliable rail transit for our city.



Building Transit Hubs:

New Mississauga Central Station:

Currently, the various transit lines serving Mississauga's City Centre are disconnected from each other, forcing riders to cross busy streets and brave the elements to transfer from one transit line to another. My vision is to build a single transit terminal - **Mississauga Central Station**. This new terminal will bring together existing bus routes, the Mississauga Transitway, the Hazel McCallion LRT, the future Dundas East LRT, and GO Bus service in one convenient, safe, and weather-protected facility.

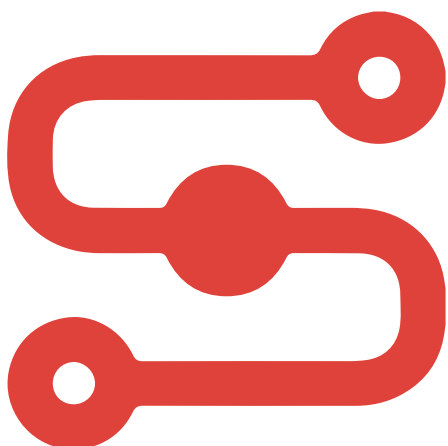
I will also develop options to build a new branch of the GO Milton Line to serve Mississauga Central Station in the heart of downtown directly, building on investments being made by the province in this busy rail corridor.

Expanded Meadowvale Transit Hub:

The current MiWay bus terminal in Meadowvale Town Centre hosts the second most routes out of all bus terminals in Mississauga. With the proposed Derry BRT and Erin Mills BRT feeding into this location, the current bus terminal can be expanded and converted into a weather protected transit hub for the northwest part of the City.

Union Station West:

The Greater Toronto Airports Authority (GTAA) has been studying a new Regional Transit Centre at Pearson Airport that would serve as a hub for transit lines branching out to all parts of the Greater Toronto Area. I will work with the GTAA to ensure we maximize connectivity from the airport to all parts of Mississauga, including adding connections to the Derry Road BRT, Mississauga Transitway and other lines.



Improved Infrastructure:

Better Bus Service:

No one likes to wait in the rain, snow, or heat for a bus. I will make critical investments to improve the frequency and reliability of existing bus routes. Additionally, I will make important investments in new bus depots, operator training, and rider and driver safety to strengthen and improve our existing network.

Better Transit Shelters:

I will roll out additional weather-protected bus shelters at local bus stops and along the Hazel McCallion LRT and new proposed Dundas East LRT to ensure that waiting for transit is as comfortable as possible, during all seasons and weather.



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FOR MAYOR

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