



Study Purpose & Deliverables

The result will be a **Land Use and Transportation Master Plan for Dundas**. This Plan will include:

- A land use and urban design vision, including updated policies to help achieve the vision;
- A decision on the type of transit that can be implemented on Dundas;
- Advice on how to manage the impacts of flooding;
- Advice on how to strengthen connections; and
- Advice on streetscape design (e.g. trees, medians, lighting, street furniture).

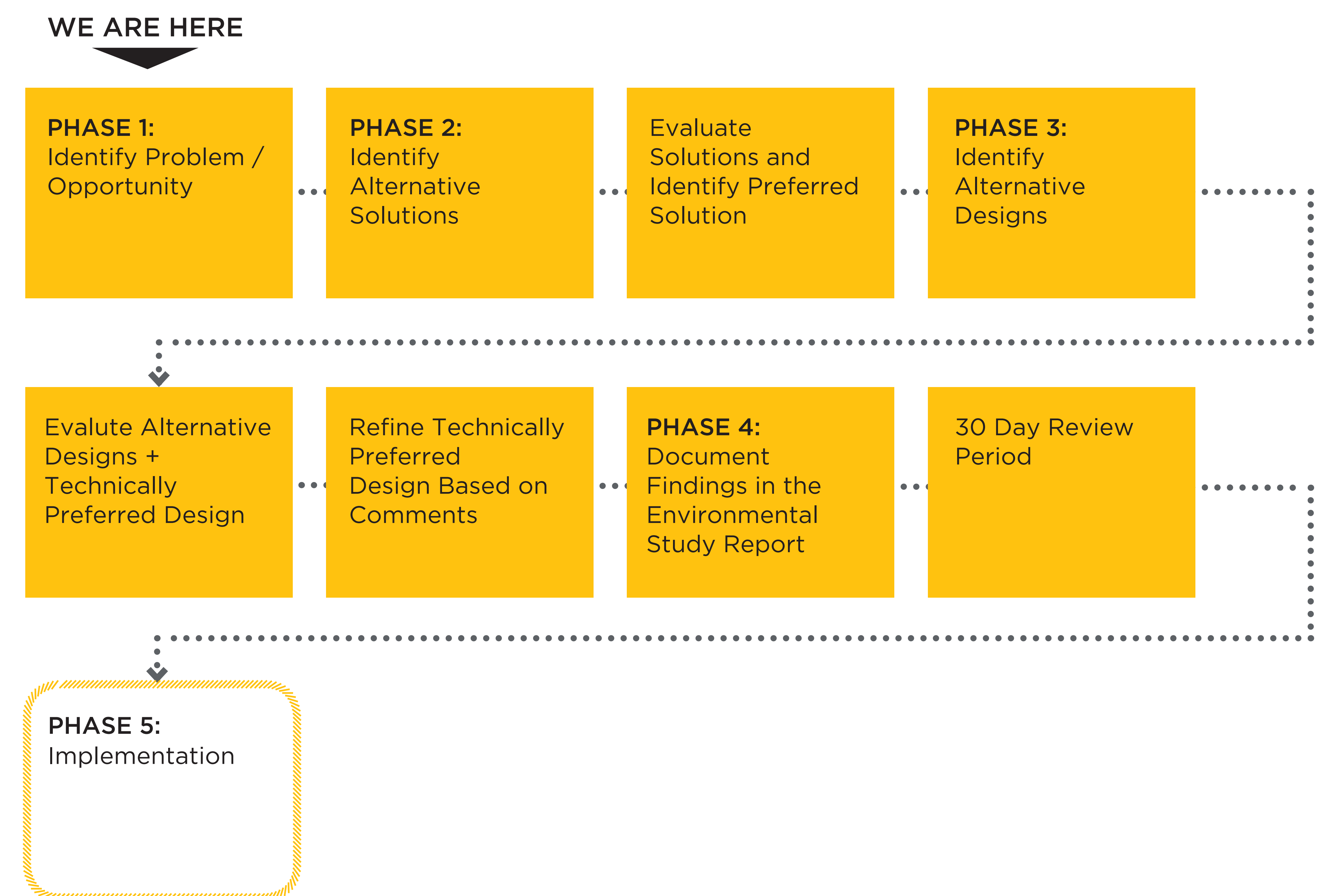
A Three-Part Approach

The three-part stakeholder and public consultation program in this study fulfils (and exceeds) the requirements of the Municipal Class Environmental Assessment (EA). When complete, the study will have completed Parts 1 and 2 of the Class EA process.



Municipal Class EA Process

The Master Plan will be prepared in a manner that conforms to the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) approval process.






Study Area

The Dundas Corridor is 4km wide and 17km long, stretching from Oakville in the west to Toronto in the east.



 **Study Area**
The Study Area encompasses 2km on either side of Dundas

 **Dundas Corridor**

 **Focus Areas**
6 Focus Areas - places that will need particular attention along the Corridor (e.g. where transit converges, where there are floodplain constraints to study, where there may be underutilized lands, etc.)



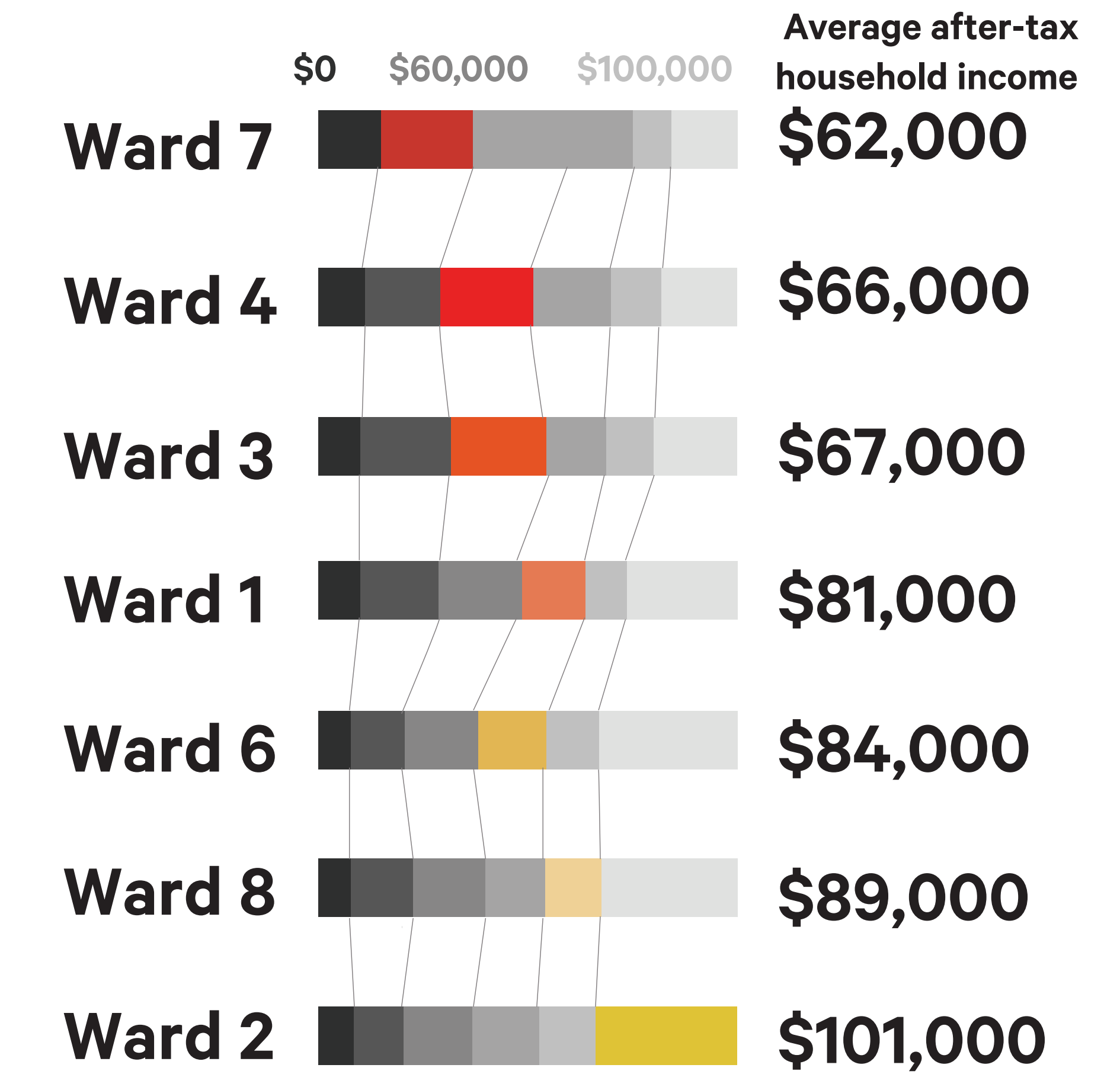
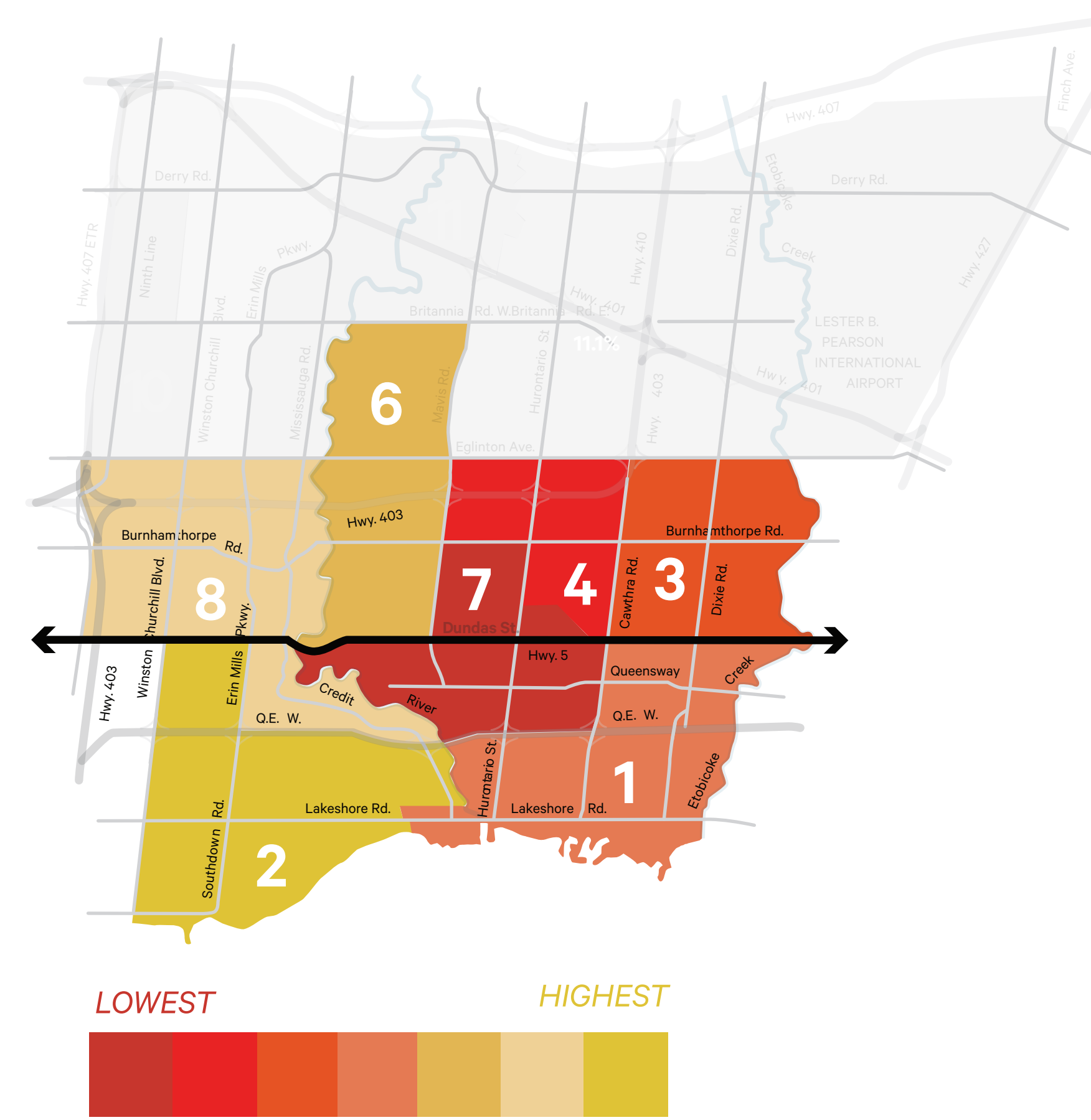
Dundas is Diverse

Diversity of People



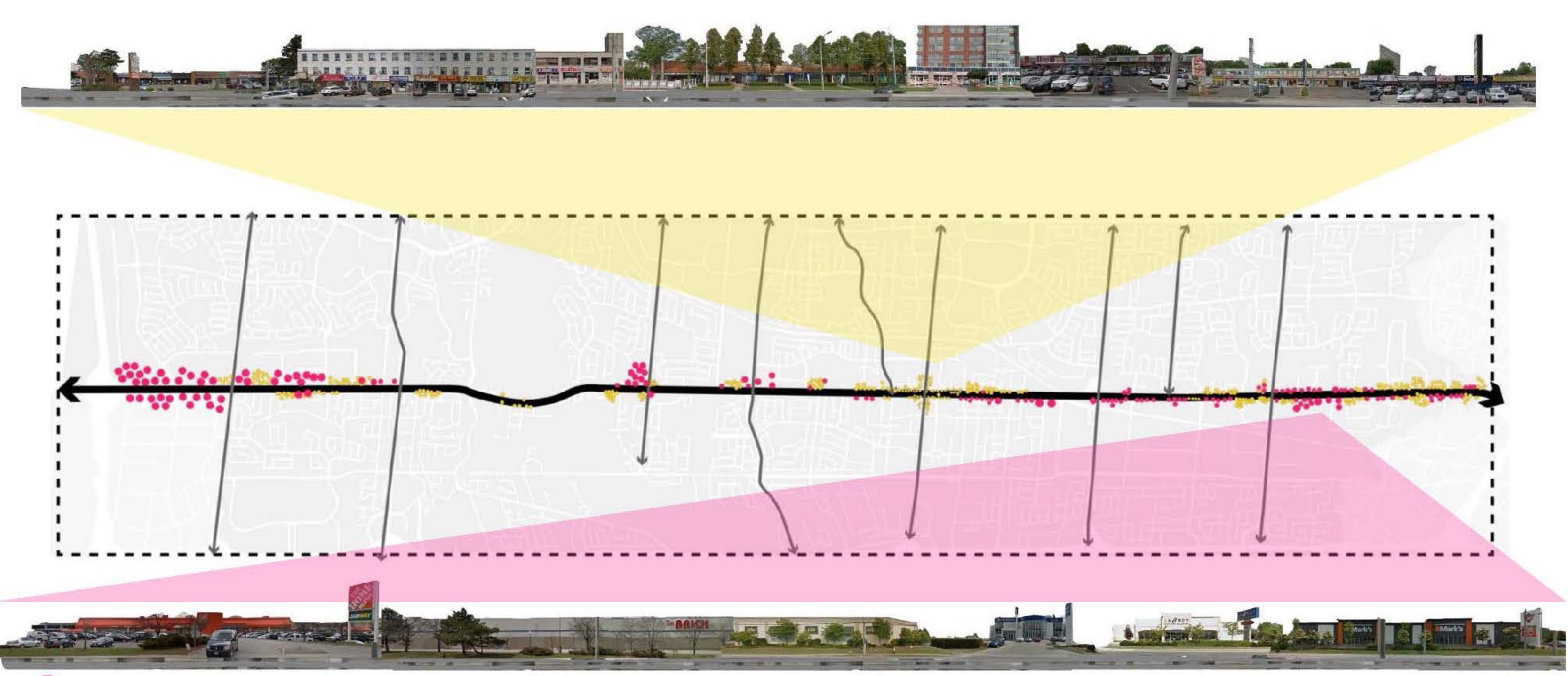
*Based on 2011 Census

A Range of Incomes

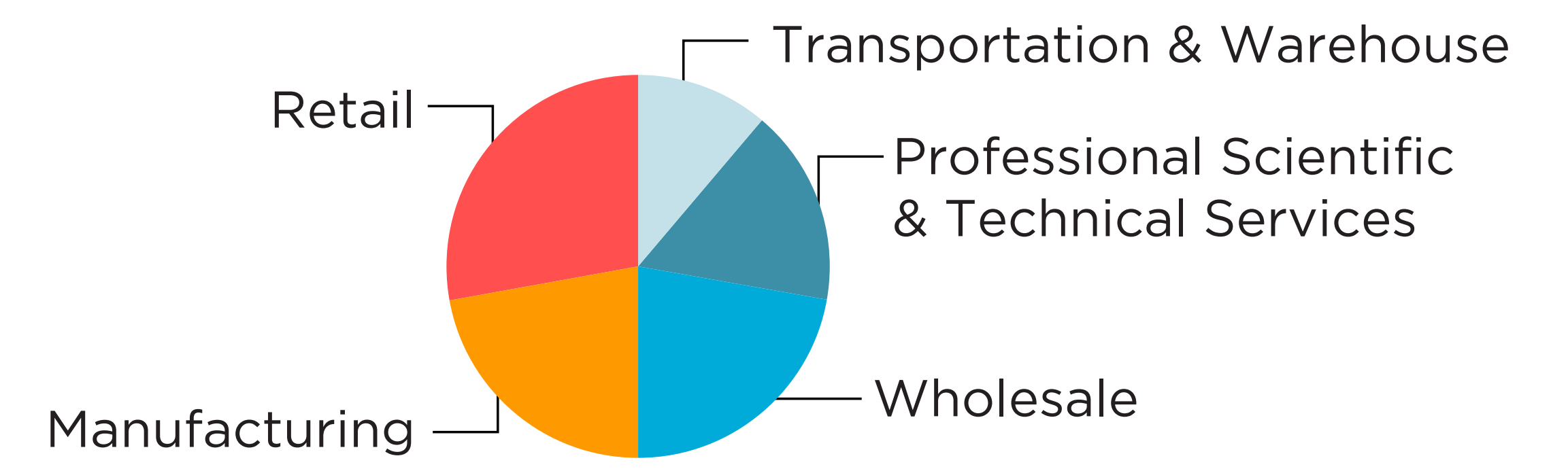
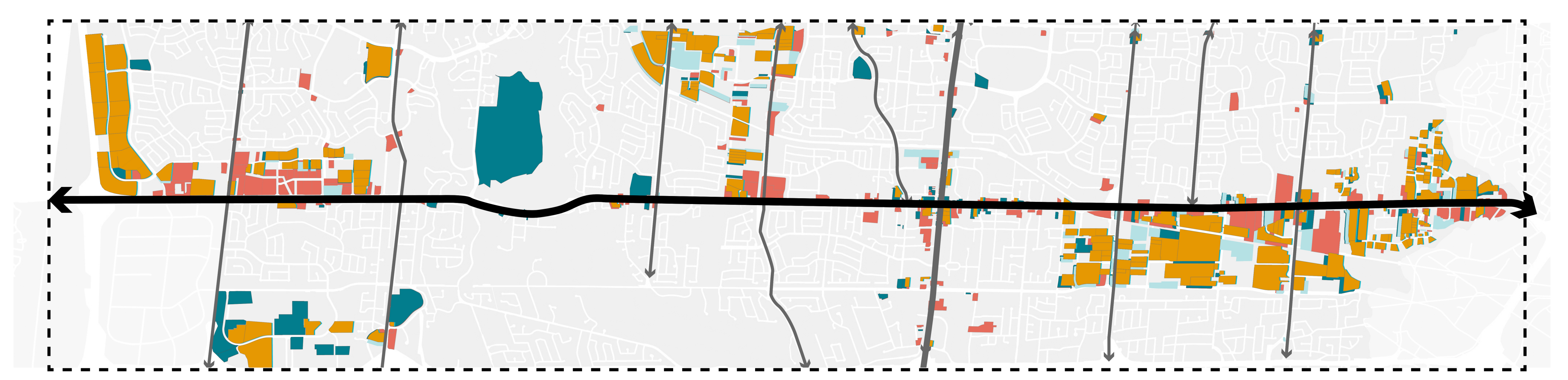


*Based on 2011 Census

A Mix of Small and Large Businesses



A Range of Jobs





Transportation Today

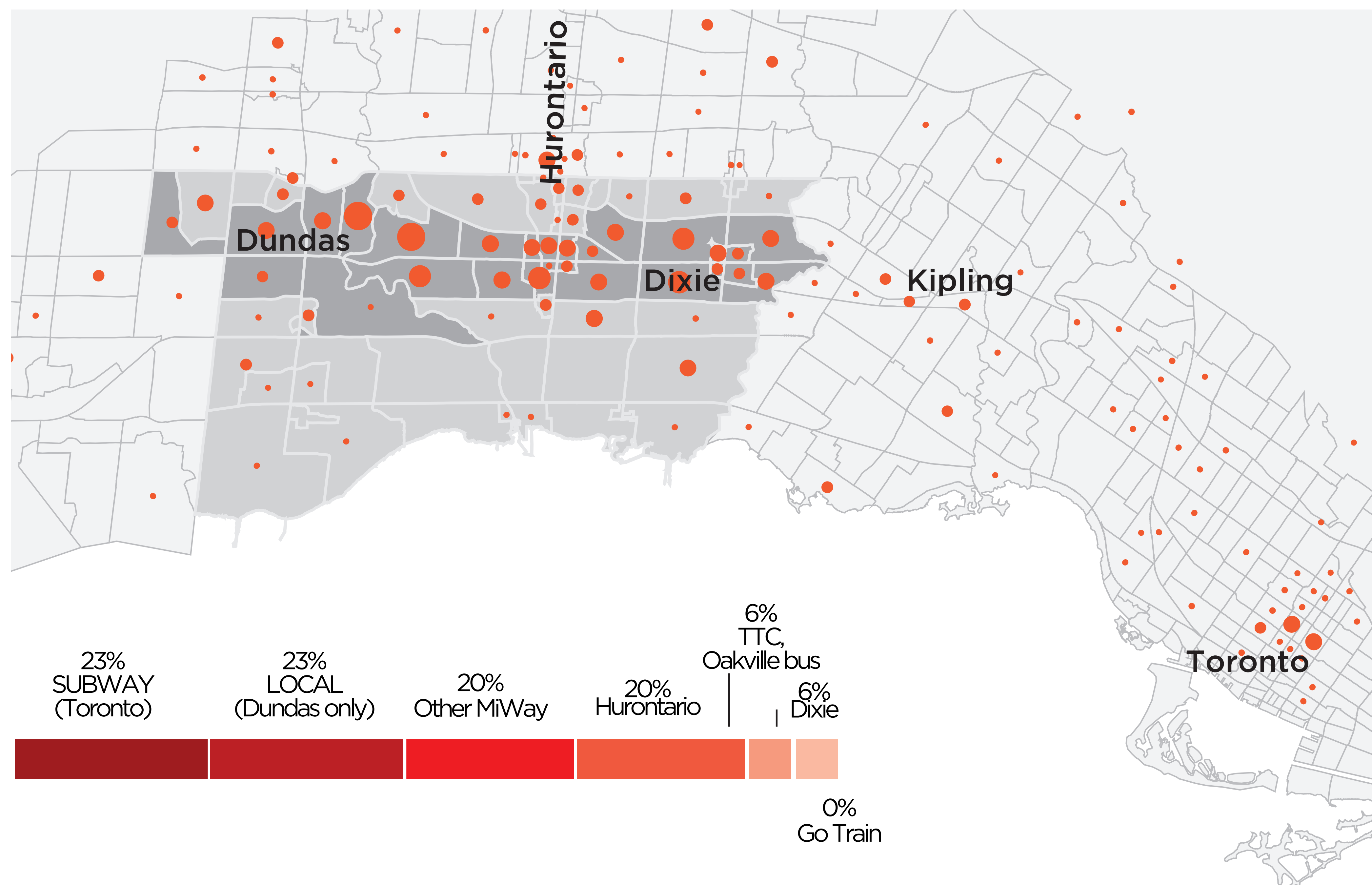
Dundas Street is the Travel Spine of Southern Mississauga



This map shows where motorists that use Dundas Street come from and go to.

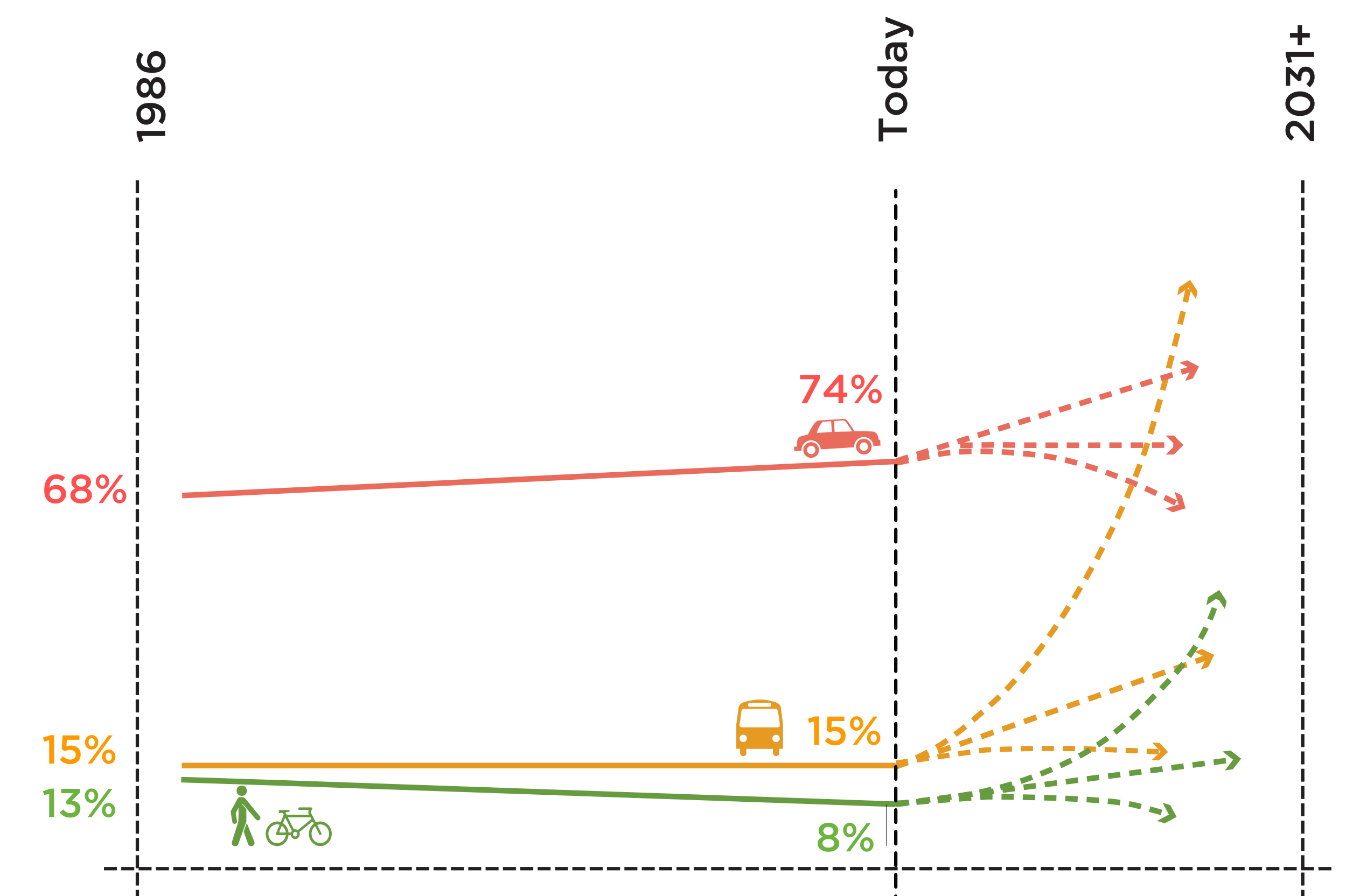
Auto Volume (veh/h)
 300 600 900 1200 1500
Dundas Corridor - Eastbound AM Peak Hour
 Source/Destination Traffic
 Dundas Corridor Traffic

Dundas Transit Riders by Origin/Destination



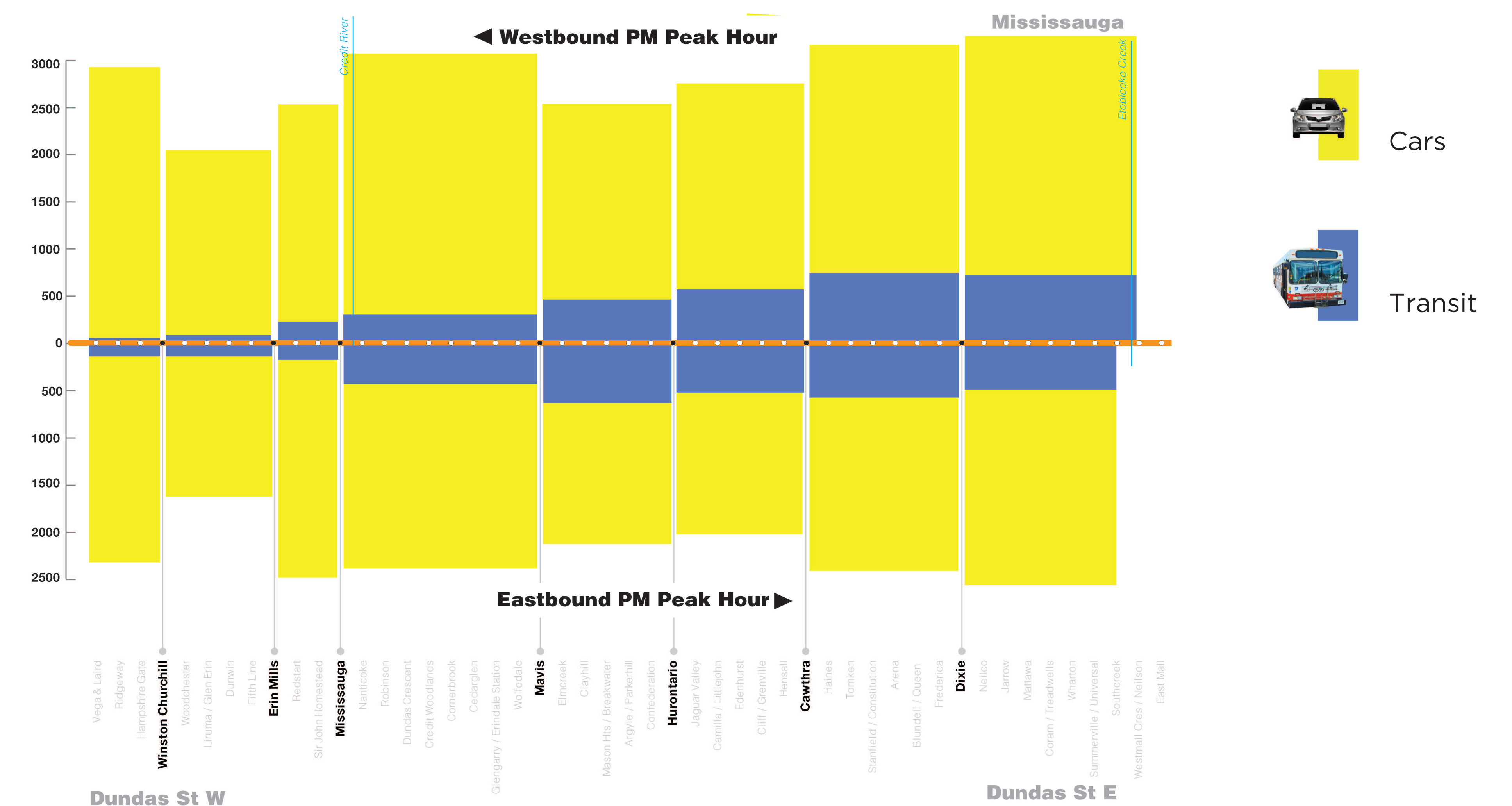
Auto Reliance is at an All-time High Along Dundas

While transit ridership has been growing, auto growth has outpaced it over the past quarter century. Biking and walking have gradually dropped in importance.



Moving People on Dundas

This graphic shows the relative importance of cars and buses in moving people on Dundas Street.

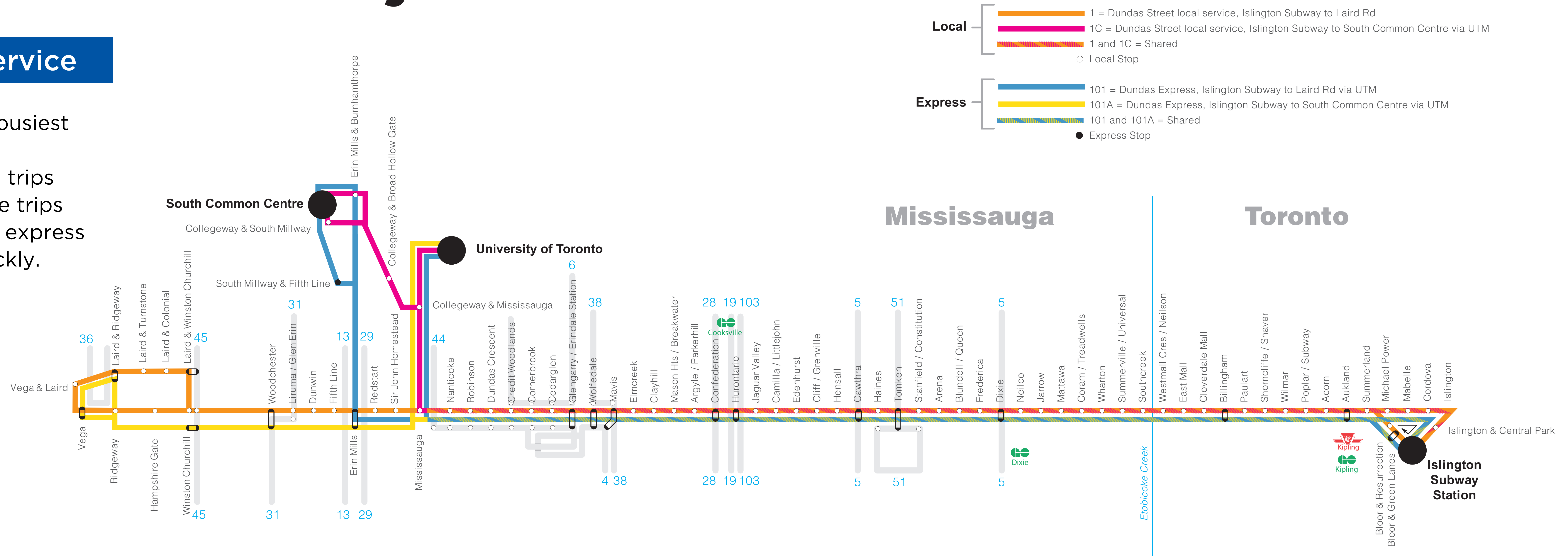




Transportation Today

Dundas Street MiWay Service

Dundas Street is MiWay's second-busiest corridor, with ridership just behind Hurontario Street at nearly 22,000 trips per day. Almost two thirds of those trips are on the local route 1 and 1C, but express 101 demand has been growing quickly.

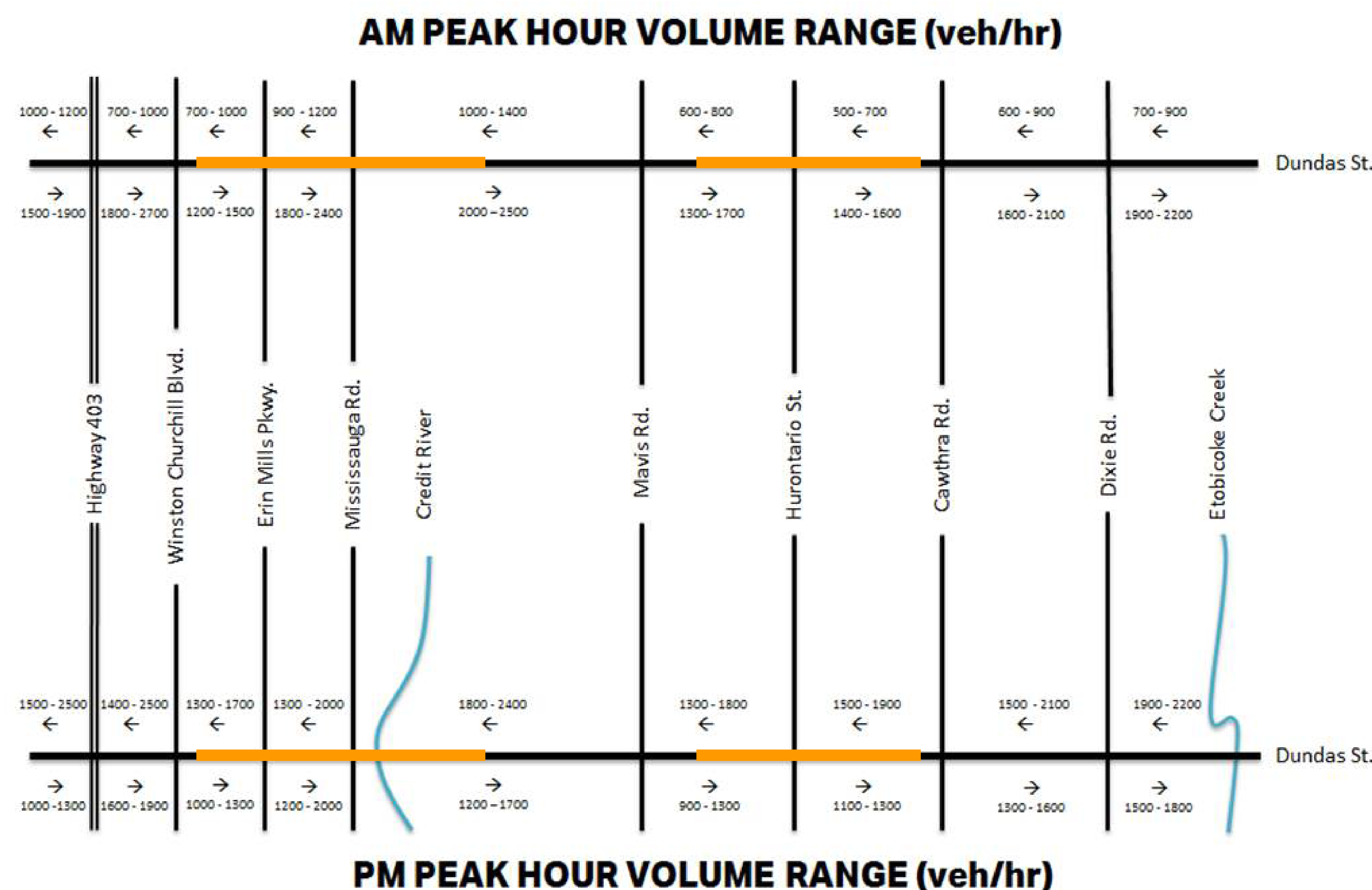


Travelling in Rush Hour on Dundas is Unreliable

This is due to congestion, especially in the afternoon peak period. As a result, buses have a hard time staying on schedule and MiWay has to run extra buses.



Traffic Volumes



The vehicular capacity of a typical lane on Dundas Street is about 900 vehicles per hour.

- Orange line: Six Lanes
- Black line: Four Lanes

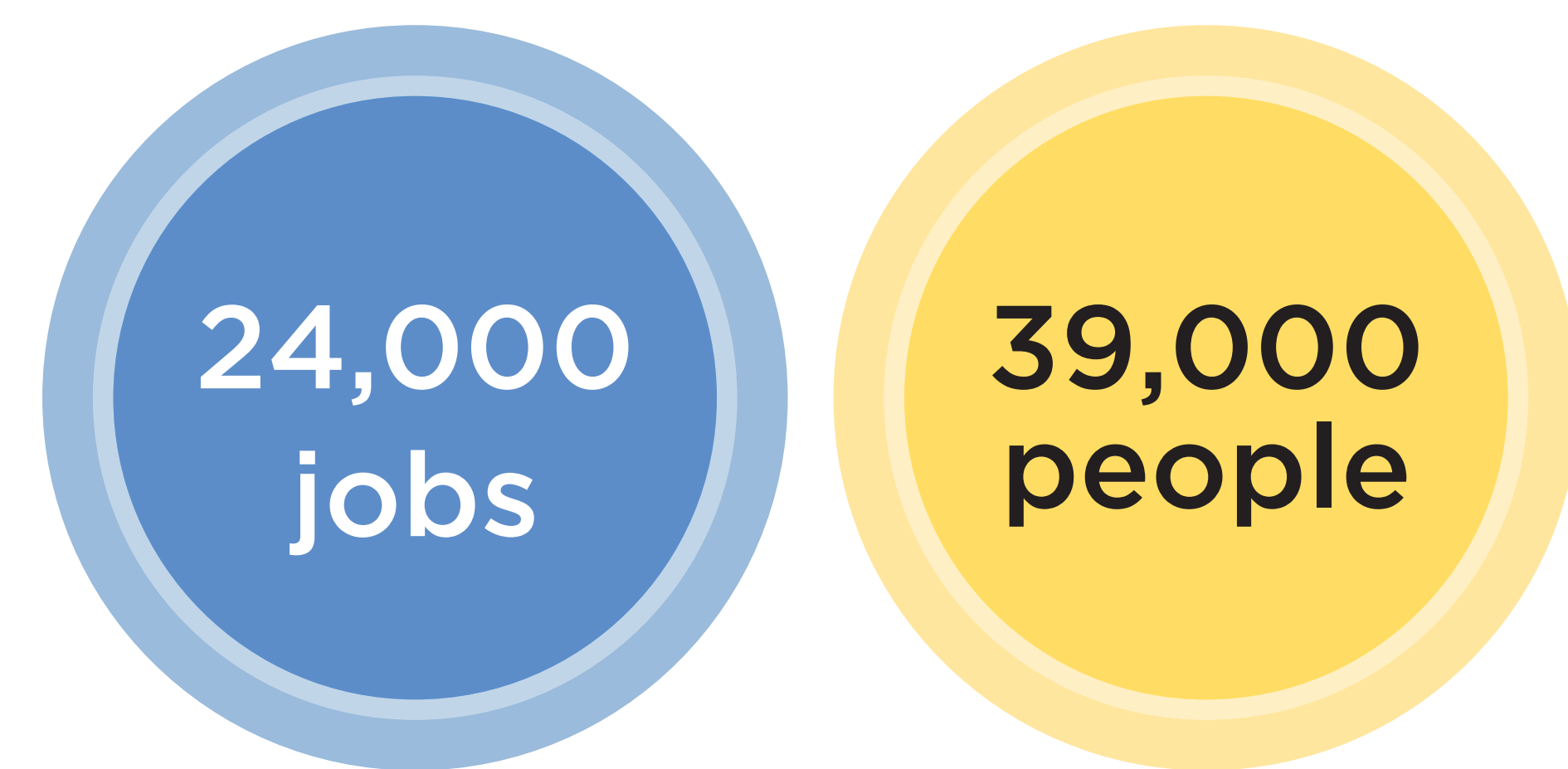
Recent sample of five MiWay trips between Vega Blvd. and Etobicoke Creek



Planning + Transportation Growth

Mississauga Official Plan vision for the Dundas corridor

Year 2011



Year 2031 (Forecast)



*At least this number

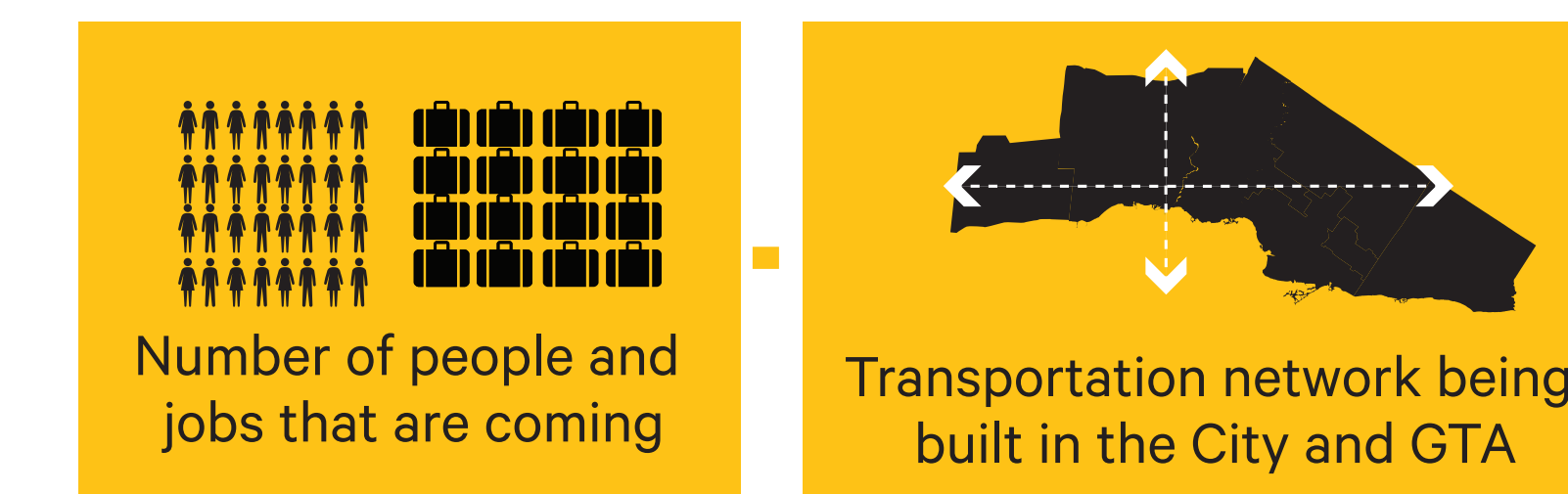
Transportation Investment in the City & Region



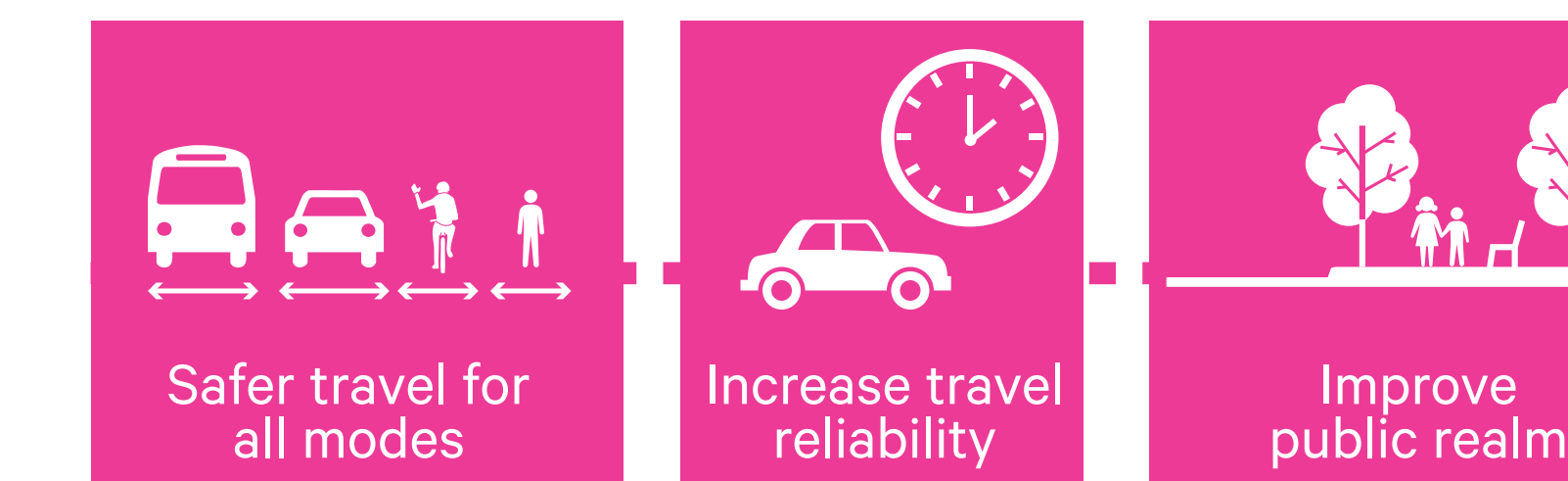
- Highway Expansion
- 407 Transitway Ninth Line Study
- Road Widening
- Mississauga Transitway
- Hurontario Light Rail Transit
- Dundas Connects
- Lakeshore Road Transportation Master Plan
- Regional Express Rail
- Finch West LRT
- Smart Track
- Subway
- Mobility Hub

What are the Drivers of Change?

Growth



Opportunities



Constraints



The Land Use-Transportation Relationship

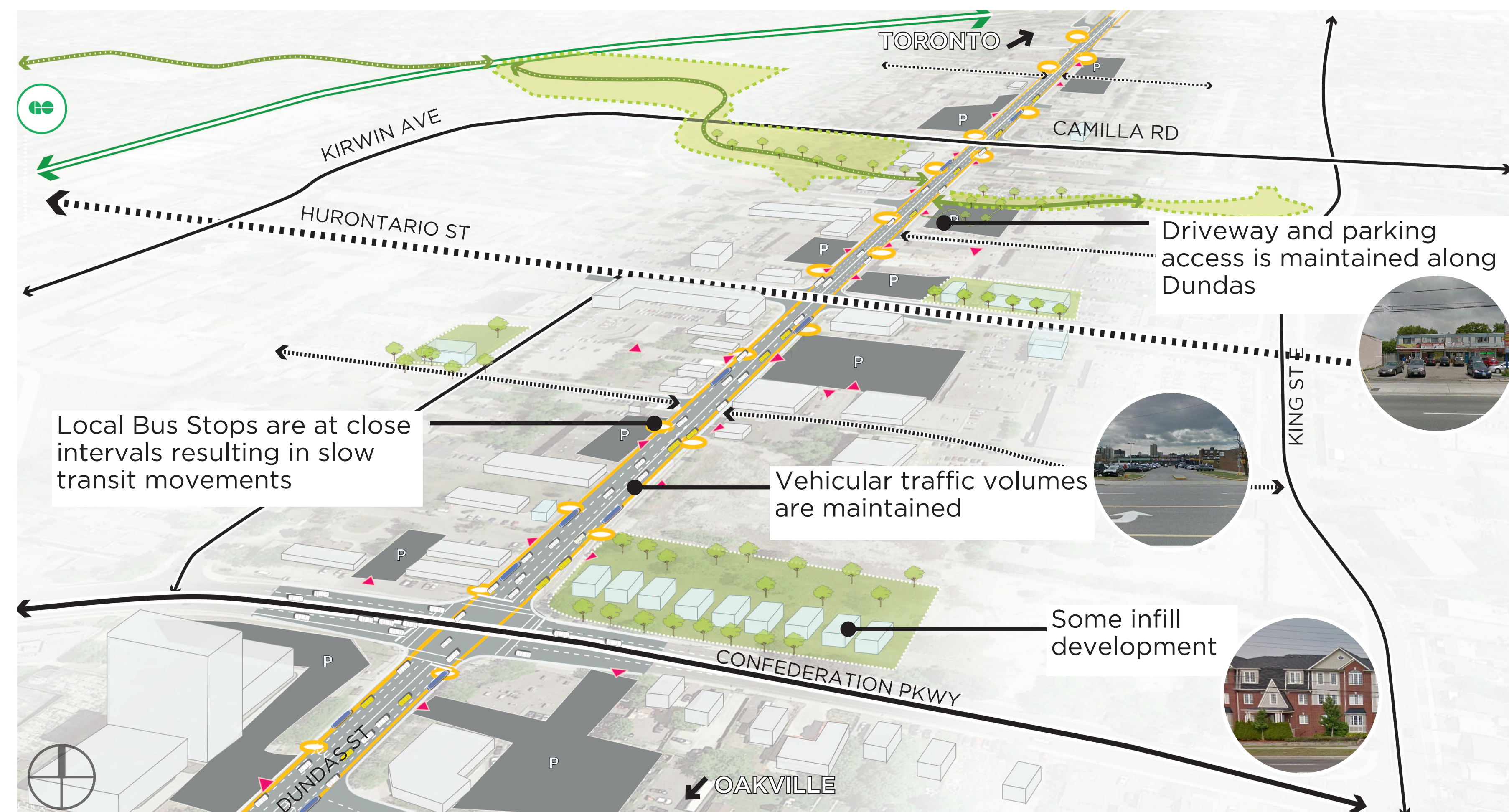
Density	Mode	Station Spacing	Ridership
<p>LOW</p>	<p>Surface Transit Bus</p>	<p>0.4-0.8 km</p>	
<p>MEDIUM</p>	<p>BRT</p>	<p>0.8 km</p>	
<p>MEDIUM-HIGH</p>	<p>LRT</p>	<p>1.0- 2.4 km</p>	
<p>HIGH</p>	<p>SUBWAY</p>	<p>1.5 - 16 km</p>	



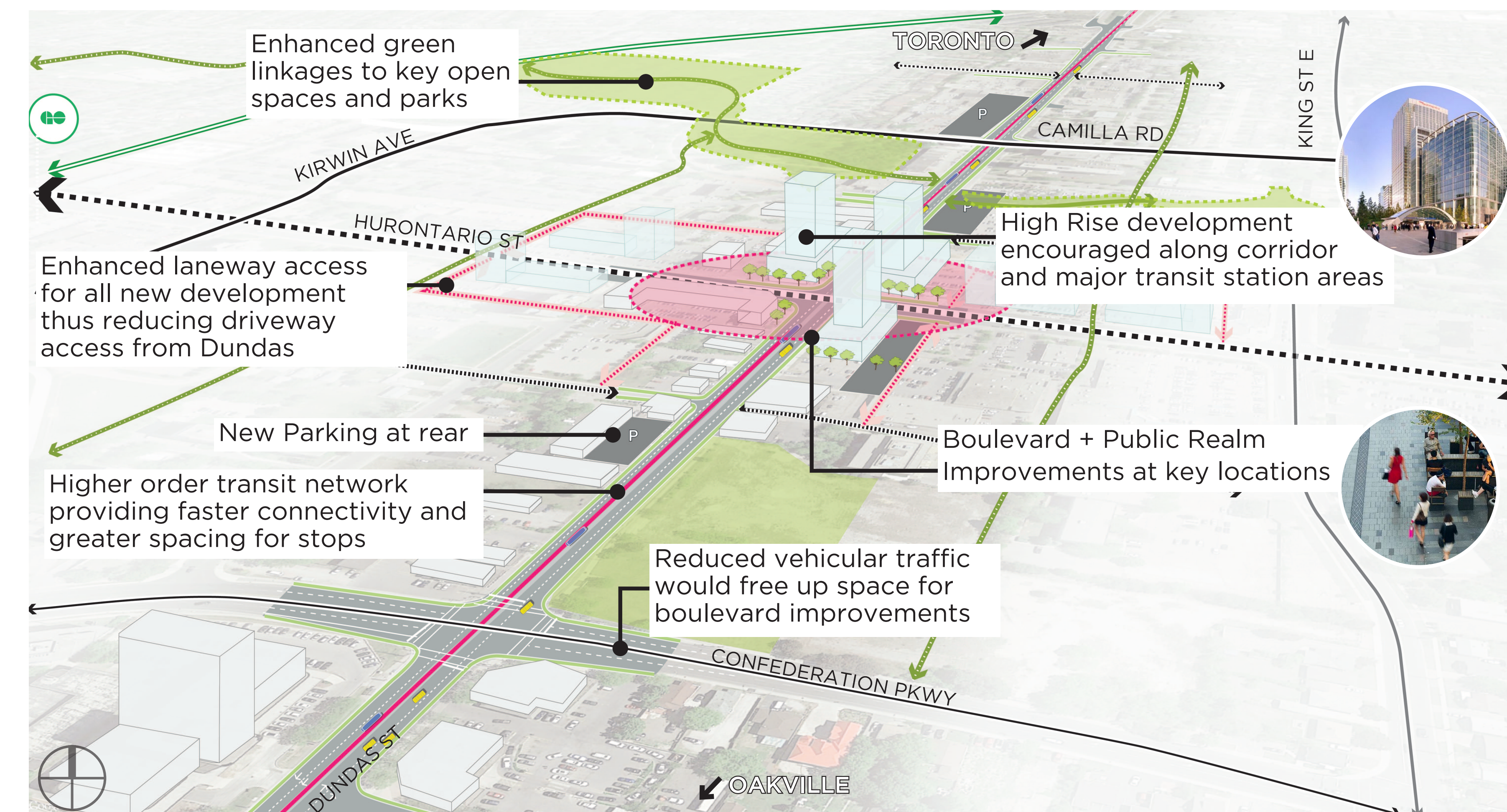
Potential Scenarios to Consider

These scenarios have been developed to illustrate the conceptual development of the Dundas Corridor. The ultimate development is contingent on a number of factors including: level of transit and infrastructure investment, market uptake and reduction of floodplain constraints.

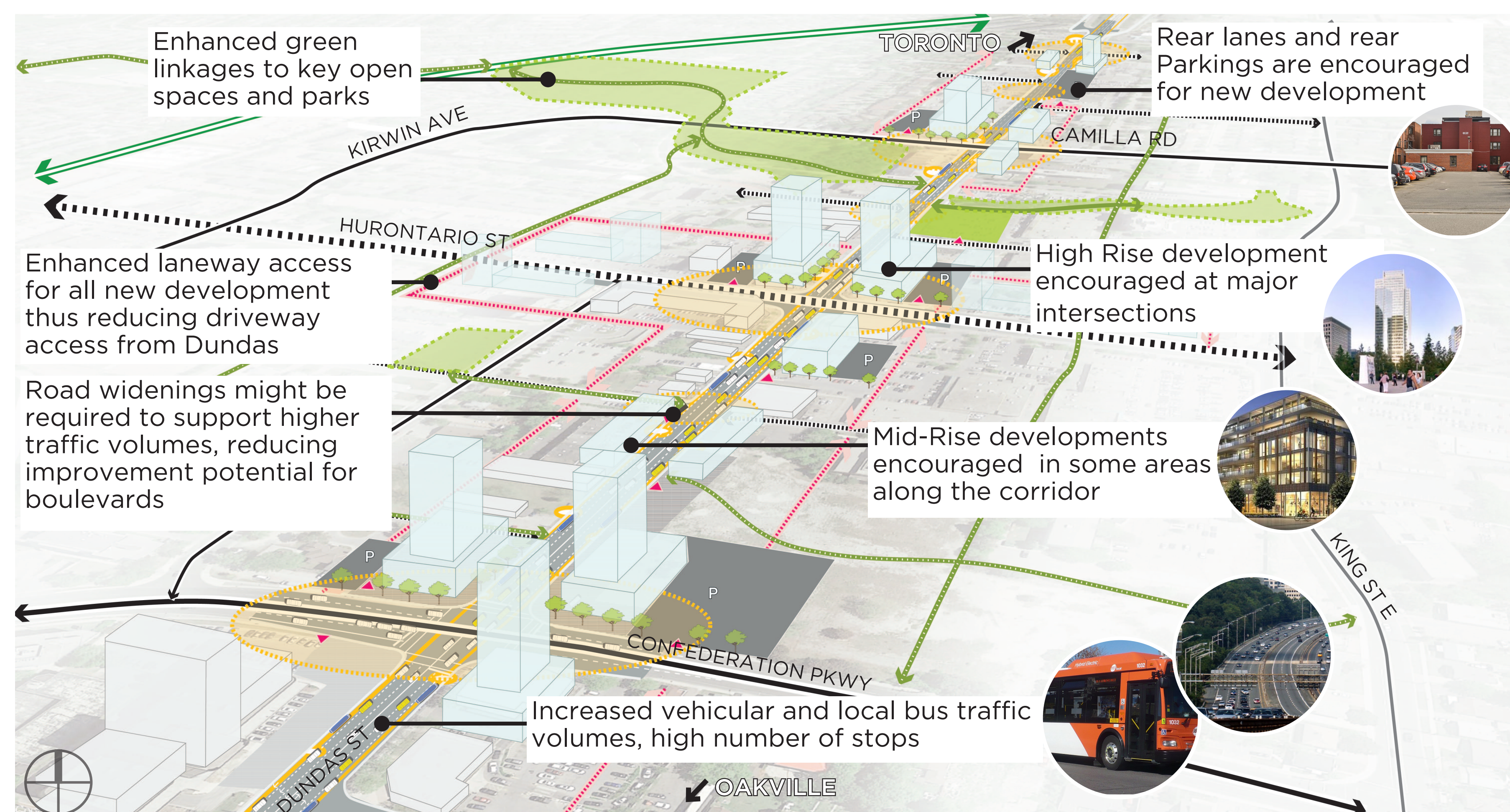
Low Density - Minor Through Travel Role



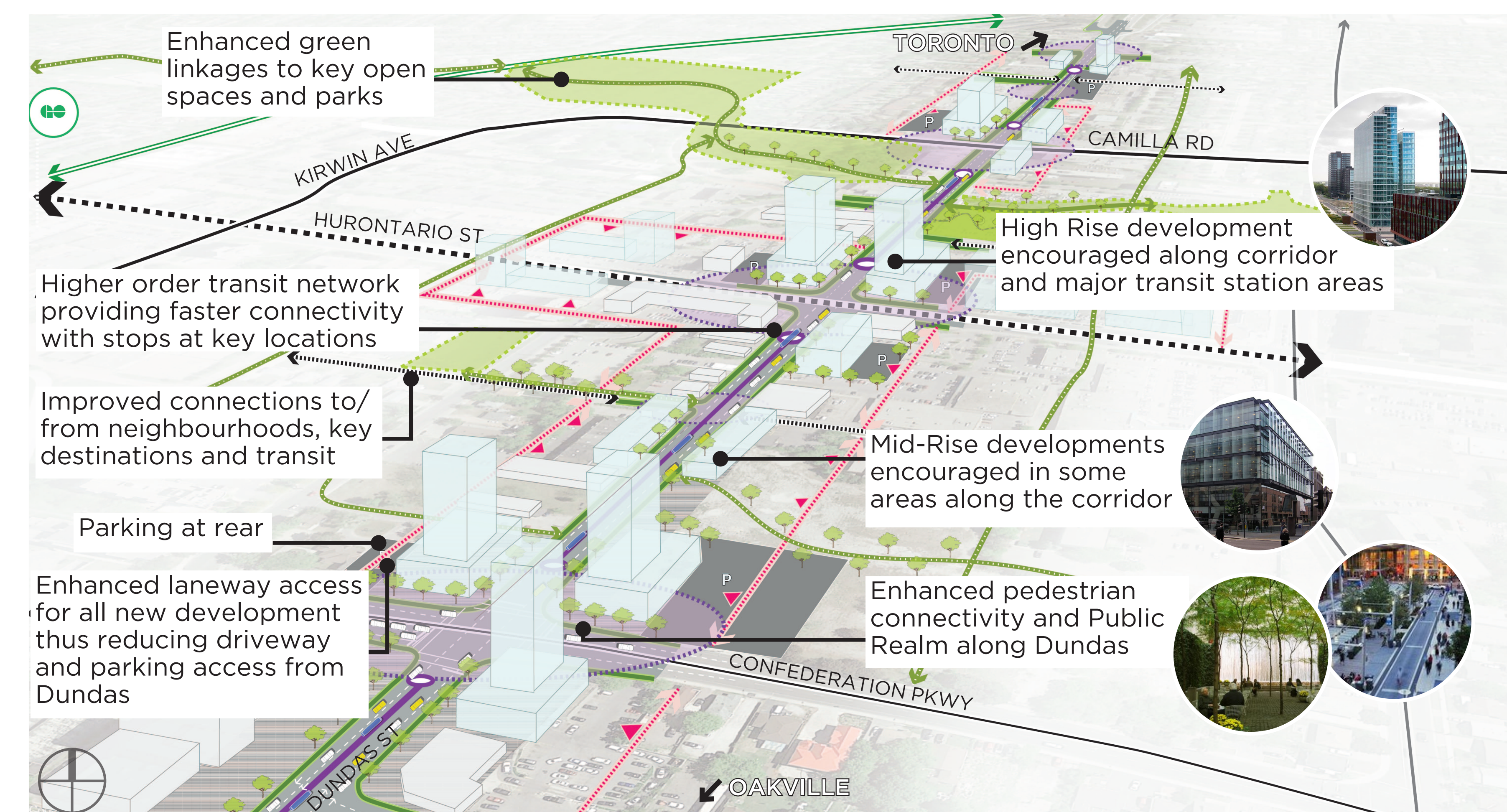
Low Density - Major Through Travel Role



High Density - Minor Through Travel Role



High Density - Major Through Travel Role



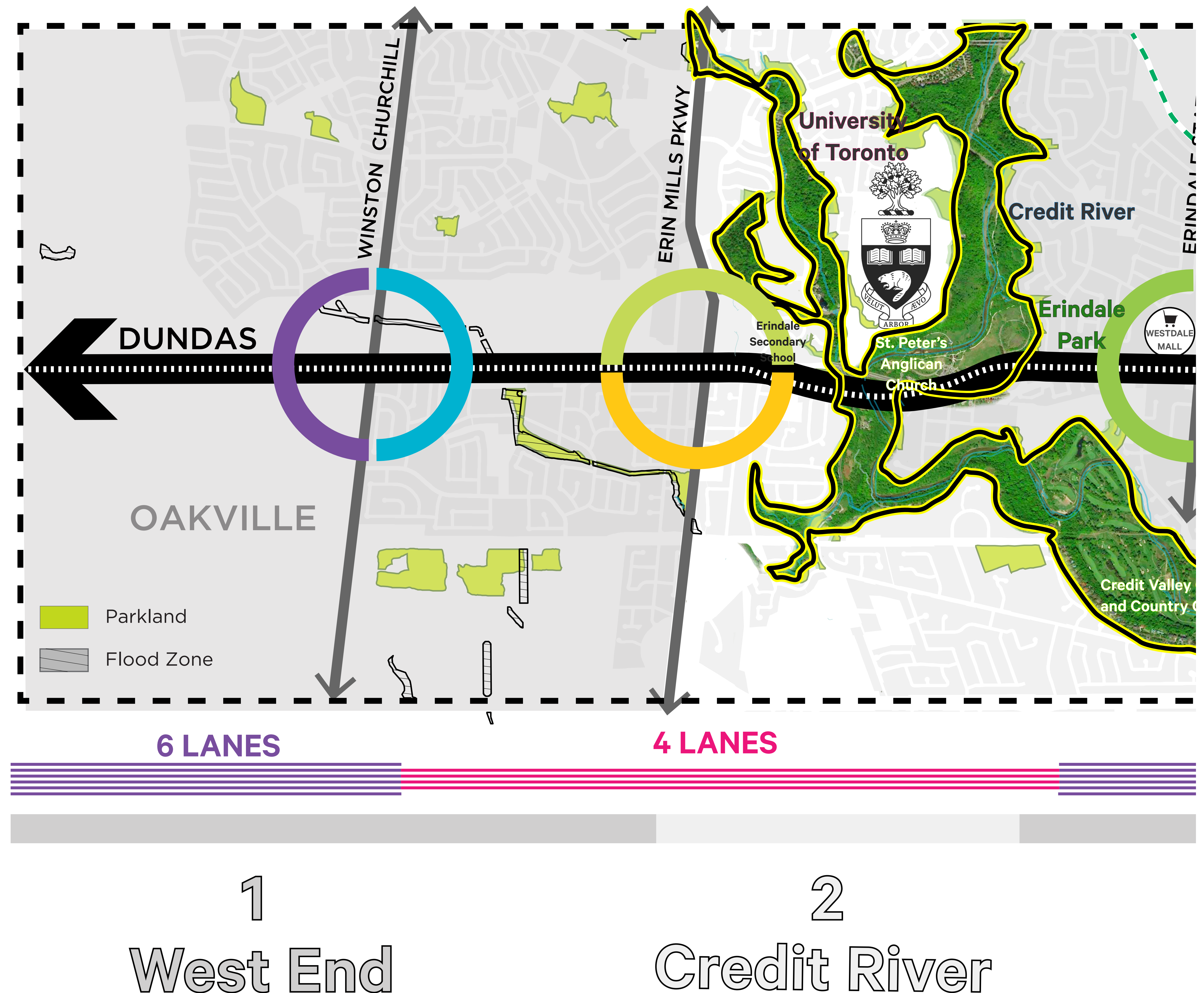


Looking at Dundas in Five Segments

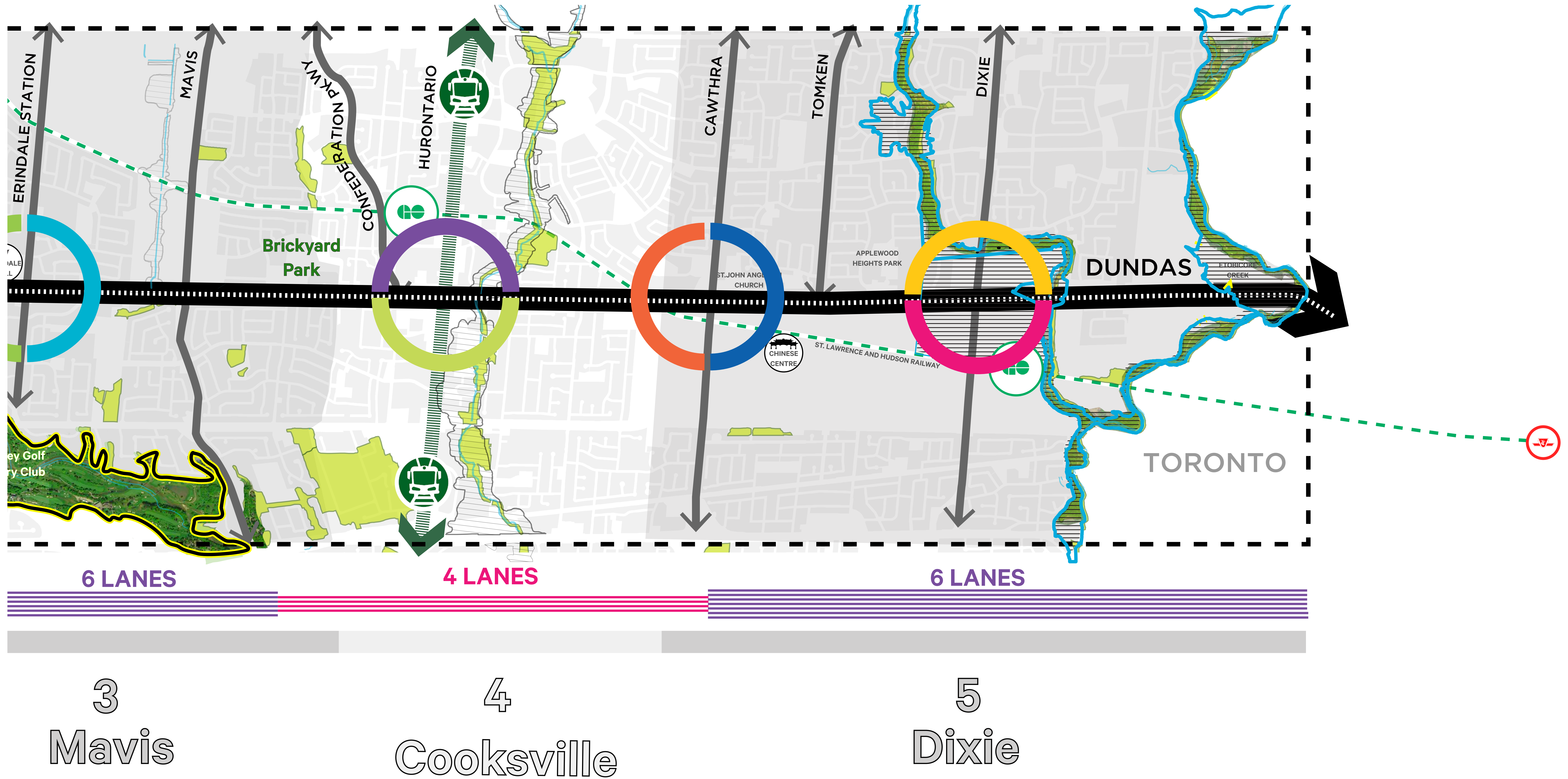
Give us your feedback

Answer the questions on the map with the stickers provided or in the white space on these panels.

1. What do you like best about Dundas today?
2. What do you like least about Dundas today, and why?
3. Do you have any specific ideas you would like to see the City consider through this process?

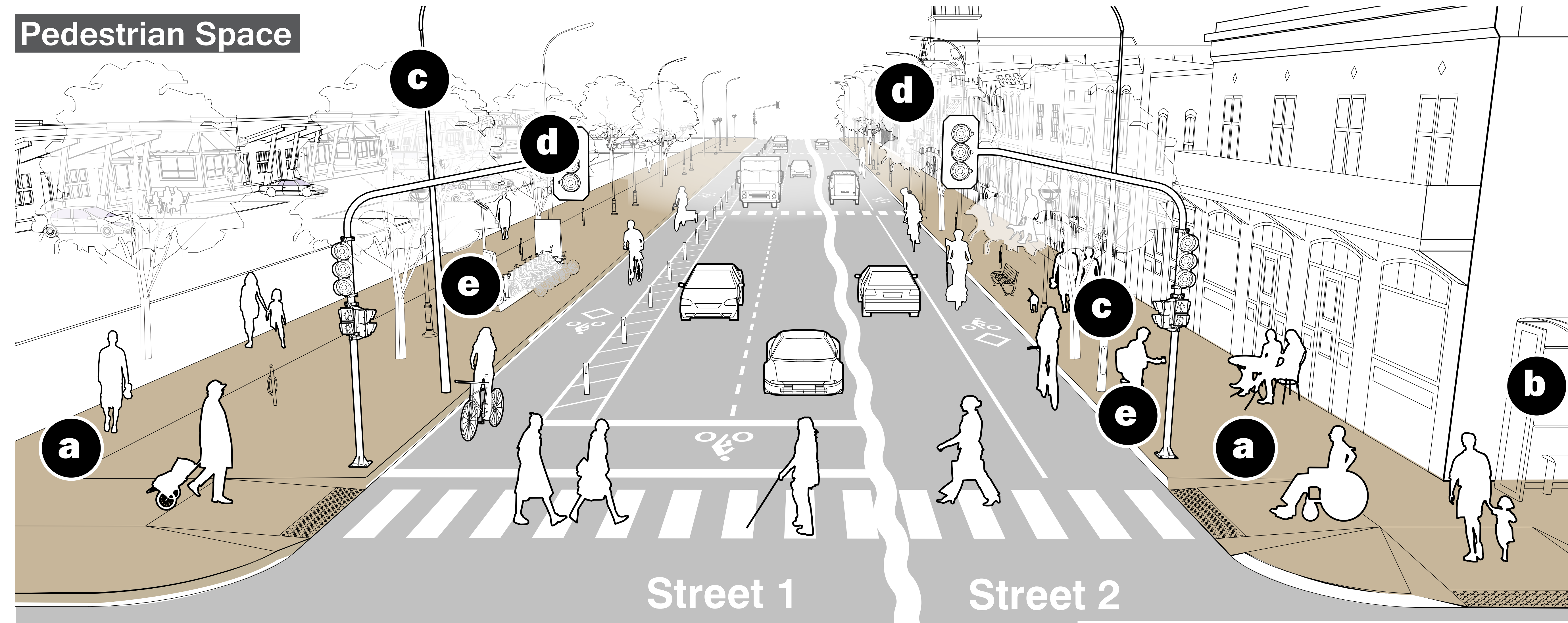


DUNDAS CONNECTS





Elements of a Street



*Extracted from Healthy Streets, Design Features and Benefits, 2014, City of Toronto

a Sidewalk Presence & Width



b Public Transit Facilities



c Lighting



d Trees e Buffer Zone

