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1996 JOURNEYS TO WORK AFFECTING MISSISSAUGA

October, 1999

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1.0 INTRODUCTION

Mississauga is served by a well developed ground transportation system which has contributed to its becoming a major employment centre and a net importer of labour. The transportation network connects Mississauga to the Greater Toronto Area (GTA), southern Ontario, upstate New York and beyond and is one of the attributes that has made the City attractive to business. It also allows businesses in Mississauga to draw on the labour pool that exists in the GTA and other area communities.

This report presents journey to work data from the 1996 Census of Canada¹. These data provide an opportunity to look at the commuting patterns of Mississauga residents and of people living outside the City who work in Mississauga. It is also possible to estimate the number of commuters who pass through Mississauga on their daily journey to work.

The vehicle and transit journeys discussed in this report include only journey to work trips by individuals. They do not include trips made by businesses including goods movement, journeys to school, other personal trips or tourist traffic. As such, the trips discussed in this report represent only a portion of the activity on Mississauga's ground transportation system. The Transportation and Works Department advises that approximately 25% of trips within the GTA and the Region of Hamilton-Wentworth are work-related.

2.0 JOURNEYS TO WORK - NUMBER OF PEOPLE

The Journey to Work data illustrated in Figure 1 indicates that, in 1996 when Mississauga was still recovering from the economic downturn of the early 1990s, more people came to work in Mississauga than left Mississauga to work in other municipalities. In 1996, 121,005 Mississauga residents worked in Mississauga and 121,615 residents left the City to work elsewhere. At the same time, residents from other municipalities filled 143,350 Mississauga jobs.

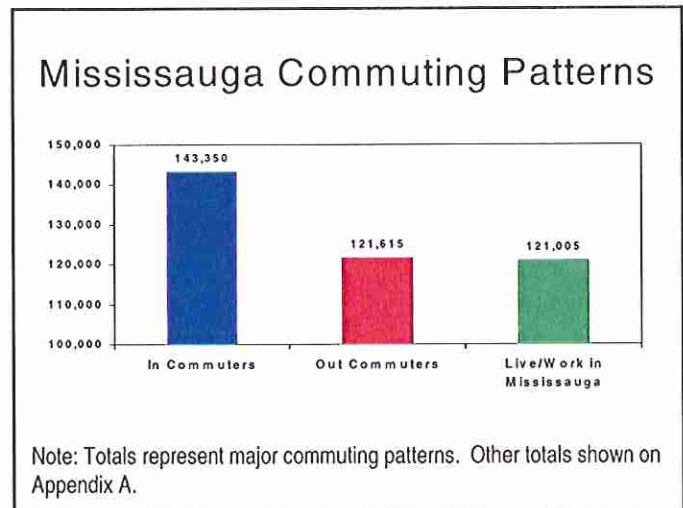


Figure 1

¹ Journey to Work Place of Work Status definition from 1996 Census material: "Refers to the place of work of non-institutional residents 15 years of age and over who have worked since January 1, 1995. The variable usually relates to the individual's job held in the week prior to enumeration. However, if the person had not worked during that week but had worked at some time since January 1, 1995, the information relates to the job held longest during that period."

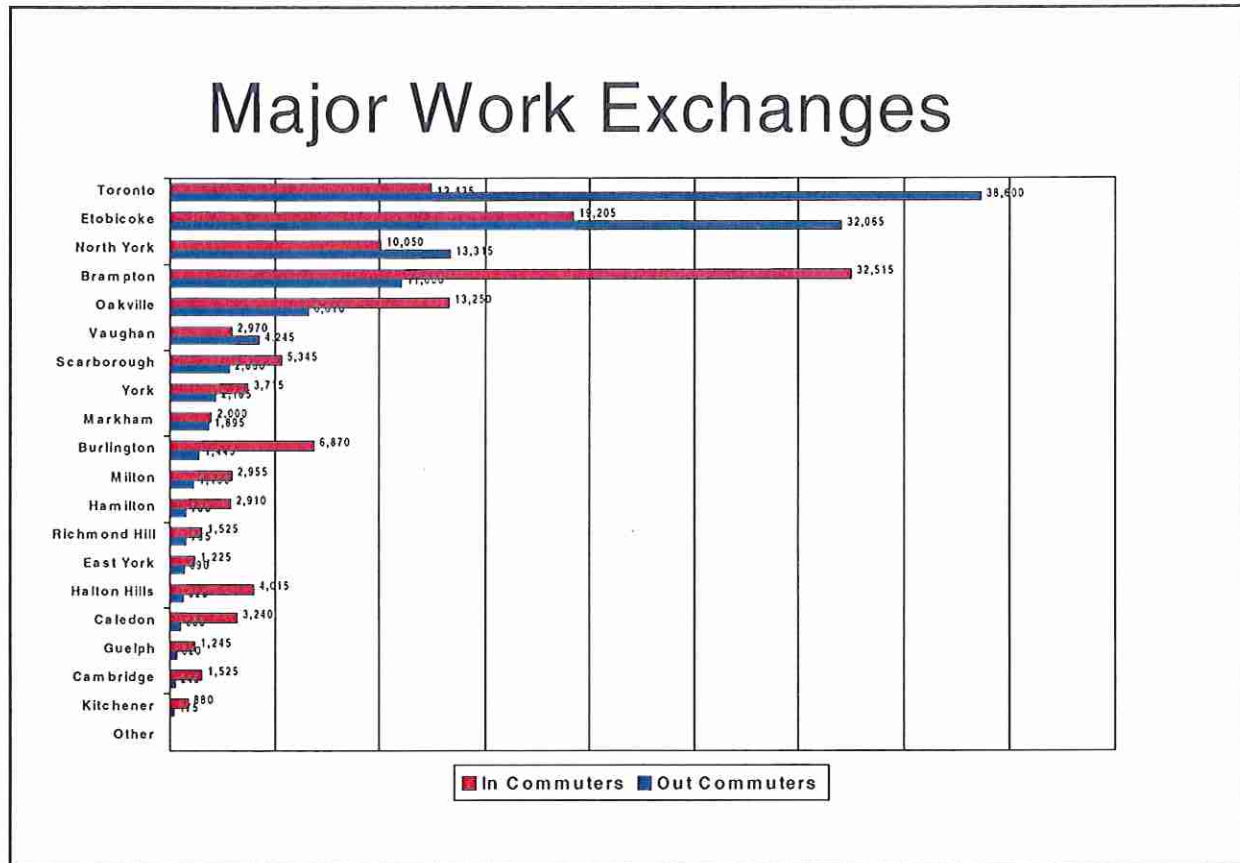


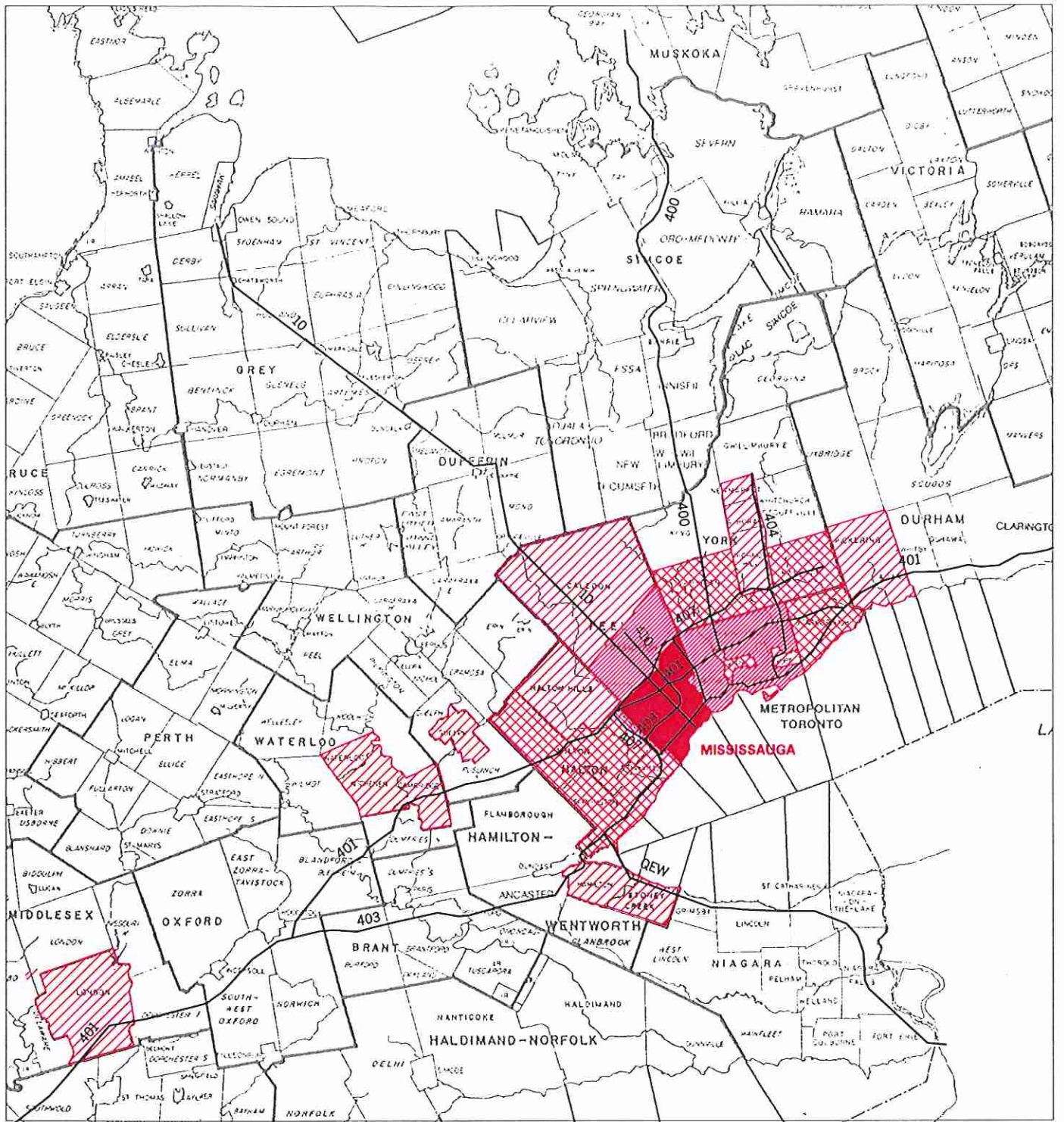
Figure 2

The Journey to Work data were examined to determine the employment destinations of Mississauga residents who worked outside of Mississauga (out-commuters) and the origins or home locations of people who came to work in Mississauga from other municipalities (in-commuters). Figure 2 shows the major work trip exchanges between Mississauga and other municipalities in 1996. The majority of out-commuters went to Toronto (former city), Etobicoke, North York and Brampton. The majority of in-commuters came from Brampton, Etobicoke, Oakville and Toronto (former city). Complete lists of work trips to and from Mississauga are provided in Appendix B.

Destinations of Mississauga Residents

Map 1² shows the 1996 work destinations of Mississauga residents. Eighty-nine per cent of Mississauga’s labour force worked either in Mississauga or in nearby municipalities: 50%

² Highway 407 is shown on Maps 1 and 2 although it was not open at the time of the 1996 Census.

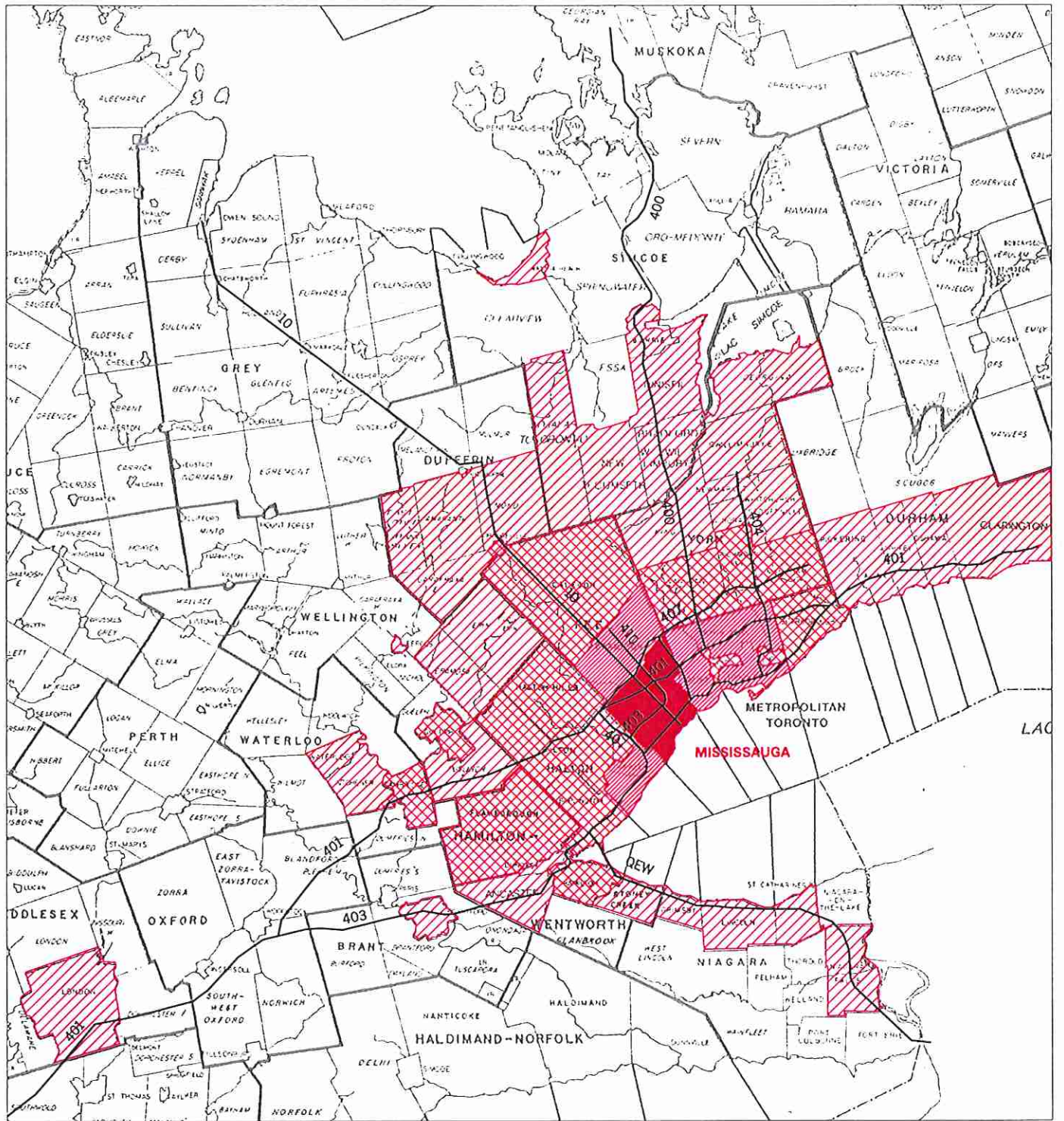


WORKPLACES OF MISSISSAUGA RESIDENTS IN 1996

	% OF TOTAL *
MISSISSAUGA RESIDENTS WITH JOBS IN MISSISSAUGA	49.7%
MISSISSAUGA RESIDENTS WITH JOBS OUTSIDE MISSISSAUGA	
OVER 10,000	39.0%
1,000 - 9,999	8.4%
100 - 999	2.1%
UNDER 100 - NOT SHOWN	0.6%

* % of total Mississauga labour force (243,520)




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	MAP 1
	SCALE: N.T.S.
	DRAWN BY: K. DETZ





NUMBER OF PEOPLE TRAVELLING TO WORK IN MISSISSAUGA IN 1996

MISSISSAUGA RESIDENTS WITH JOBS IN MISSISSAUGA  % OF TOTAL * 45.3%

PEOPLE LIVING OUTSIDE OF MISSISSAUGA WITH JOBS IN MISSISSAUGA

- OVER 10,000  32.8%
- 1,000 - 9,999  15.7%
- 100 - 999  4.8%
- UNDER 100 - NOT SHOWN 1.4%

* % of total employees working in Mississauga (266,970)

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	SCALE: N.T.S.
	DRAWN BY: K. DETZ
 MISSISSAUGA Planning and Building	

(121,000) of Mississauga's work force were employed in Mississauga; 39% (almost 95,000) worked in Toronto, Etobicoke, North York and Brampton. Another 8% worked in other communities within the area from Burlington to Scarborough, Markham and Vaughan.

Origins of Mississauga Employees

Forty-five per cent of Mississauga jobs were filled by Mississauga residents. Other Ontario residents who worked in Mississauga (see Map 2) came from a much broader area than was travelled by Mississauga residents: 33% (over 87,000) commuted from Brampton, Etobicoke, Oakville, Toronto and North York; 16% (almost 42,000) from other communities in the area stretching from Hamilton and Cambridge to Scarborough, Markham and Vaughan. Another 5% (almost 13,000) Ontario residents came to work in Mississauga from as far away as Niagara Falls, London, Oshawa, Clarington and Barrie. A further 1% (3,000 people) commuted even further distances to work in Mississauga (see Appendix B). Over 3500 people reported travelling to work in Mississauga from distances of 80 to 160 km. (50 to 100 miles); more than 500 of these reported travelling more than 112 km. (70 miles).³

Through-Commuters

The Journey to Work data were also used to quantify work trips through Mississauga. Table 1 indicates the number of people who travelled to work through Mississauga, from major origins and destinations west of Mississauga (Halton, Hamilton-Wentworth, Wellington, Waterloo and Niagara), east of

Origin	Destination	#	%
West of Mississauga	East of Mississauga	45,055	33.3
	North of Mississauga	8,275	6.1
East of Mississauga	West of Mississauga	11,705	8.7
	North of Mississauga	19,795	14.6
North of Mississauga	West of Mississauga	4,045	3.0
	East of Mississauga	46,405	34.3
Total		135,280	100.0

³ It is assumed that the relatively small number of people who reported Mississauga as their work place, and who live very long distances from the city, do not commute to work in Mississauga on a daily basis. Many of them may be based in Mississauga, but work "on the road", or in off-site locations.

Mississauga (Toronto, York and Durham) and north of Mississauga (Peel and Dufferin).⁴

There may be some through commuting from other areas, but the numbers of people would not add significantly to the totals in Table 1.

Sixty-seven per cent of the people who travelled through Mississauga came from the west or north of the City and travelled to the east. Destinations in Toronto, Etobicoke and North York accounted for 80% of these journeys to work. Another 15% of work trips through Mississauga came from the east to jobs north of Mississauga.⁵

3.0 JOURNEYS TO WORK - TRANSPORTATION MODE

This section quantifies the amount of journey to work traffic coming into, leaving and travelling through Mississauga from each direction, and the modal split of this traffic.

This Census Journey to Work data provide a breakdown of transportation mode for work trips to and from each municipality. Appendices C and D detail work trips by vehicle (as driver or passenger), by public transit, or by walking, cycling, motor cycling, taxi or other method for out-commuters and in-commuters, listed by direction of travel and municipality.⁶

Figure 3 shows that 75% (91,105) of the people who live and work in Mississauga drove their cars to work in 1996, and another 9% (10,935) were passengers. Approximately 10% (11,835)

⁴ For the purposes of this analysis, other municipalities served by Highway 10 or Airport Road were assumed to be north of Mississauga. People living in municipalities with easy access to Highway 400 were assumed to approach Mississauga from the east via Highway 401. Likewise, most residents of Wellington County were assumed to come from the west, given their access to Highway 401 via Highways 25 and 6.

⁵ The most likely travel routes were assumed where it would be possible for drivers to by-pass Mississauga. For example, it would be possible for residents of the City of Guelph to travel to Brampton via Highway 7, but most drivers would probably choose Highway 401.

⁶ The trends shown by Census data have been compared to data provided by the Transportation Tomorrow Survey (TTS), which is used by the transportation industry. Census responses may over-report actual trips made and TTS counts are actual trips made at a particular time. As well, Census data is subject to rounding of small numbers of responses to protect confidentiality. The total trips reported by the two surveys are within a reasonable range, generally within a 3% difference. The Census tends to report higher usage of transit than the TTS data, and the TTS data shows more trips in the Other category, and higher percentages of people travelling as passengers in private vehicles.

took transit and 5 % (5,700) walked to work. A small number of people, about 500 or 0.4%, cycled to work.

Vehicular Work Traffic

The number of people travelling to work as the driver of a private car, truck or van was taken to represent the number of vehicle trips generated from each municipality. This section on vehicular work traffic and the following section on work trips by transit are limited to discussions of transportation mode, and do not discuss passenger trips. The percentage of people travelling

to work as passengers in private vehicles was highest for work trips within Mississauga - 9% as shown in Figure 3 for work trips within Mississauga. In-commuters from the north represent the next highest percentage - 8.1% passengers, and in-commuters from the west represent 4.4%. Passenger travel ranges from 5.8% to 6.5% for out-commuters.

Maps 3, 4 and 5 show the magnitude of traffic flows derived from Census data, by vehicle, transit and other modes. Map 3 shows that almost 127,000 vehicles brought employees into Mississauga. Forty-four per cent (over 55,000) of these vehicles arrived from the east and over 30,000 from each of the north and west. Seventy-five per cent of the vehicles from the east came from the municipalities of the former Metro Toronto.

Map 4 shows that in 1996 Mississauga residents drove over 69,000 vehicles on daily trips to the east. Eighty-two per cent of these vehicles were driven to destinations in Etobicoke, Toronto and North York. Mississaugans also drove approximately 10,000 vehicles to the north and to the west, for a total daily traffic outflow of more than 90,000 vehicles.

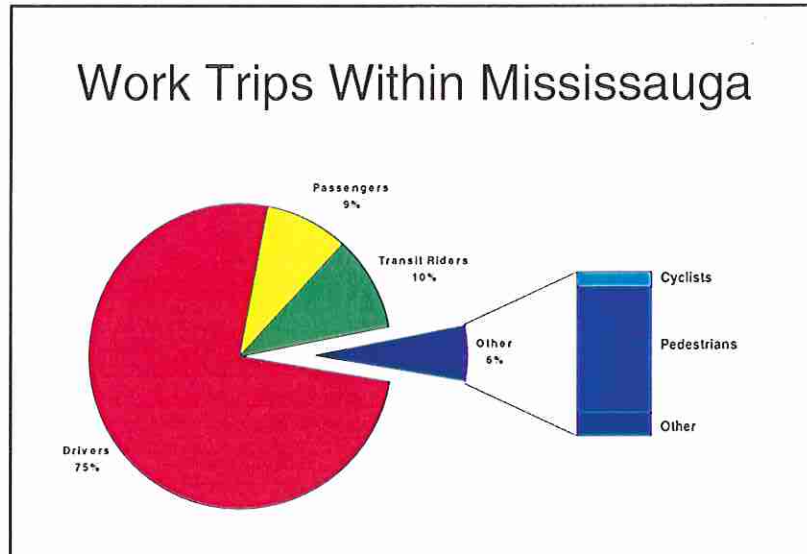
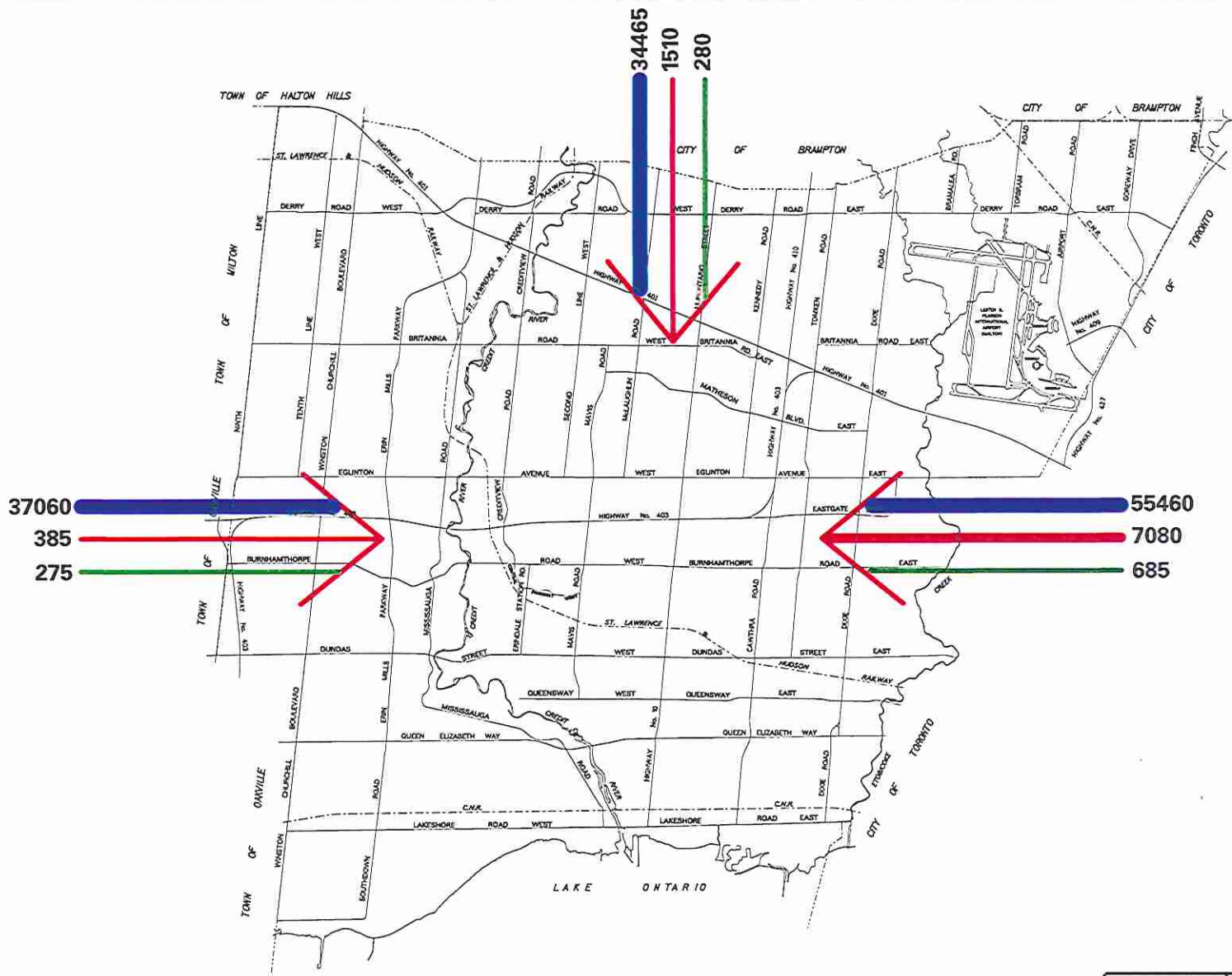




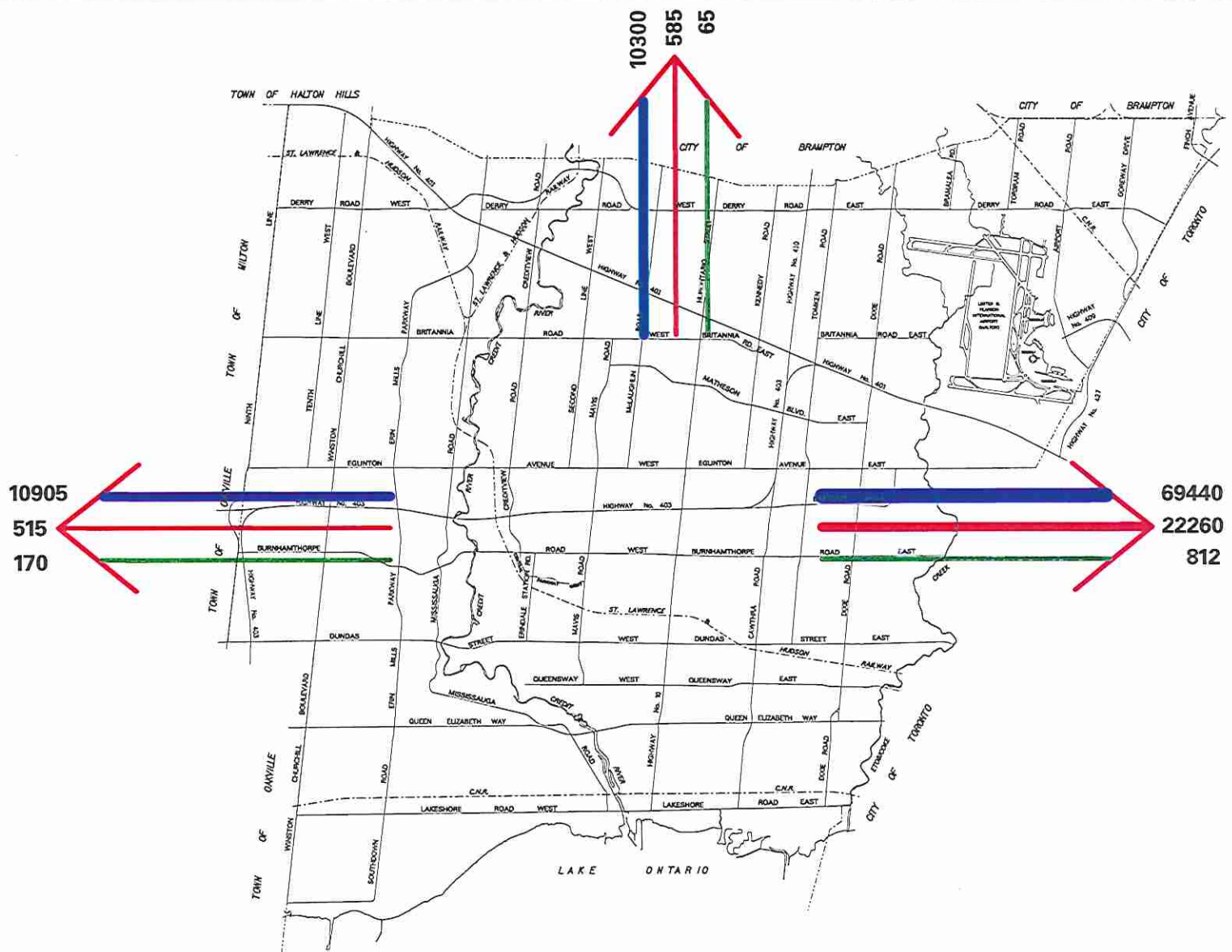
Figure 3



CENSUS 1996 WORK TRIPS INTO MISSISSAUGA

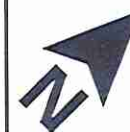
-  VEHICLES
-  TRANSIT TRIPS
-  OTHER MODES

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CENSUS 1996 WORK TRIPS OUT OF MISSISSAUGA

- █ VEHICLES
- █ TRANSIT TRIPS
- █ OTHER MODES



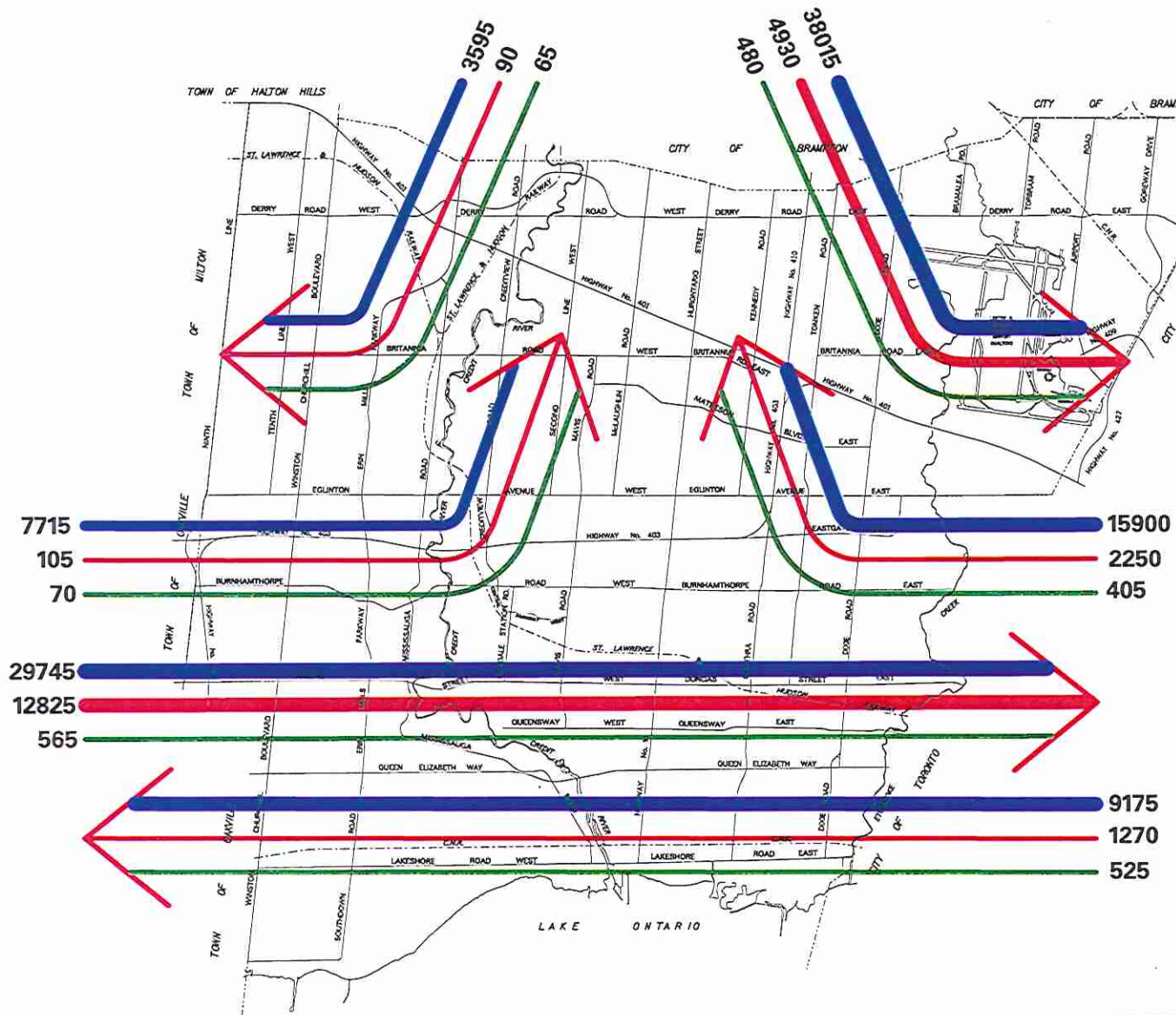
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N.T.S.

DRAWN BY:
K. DETZ



MISSISSAUGA
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CENSUS 1996 WORK TRIPS THROUGH MISSISSAUGA

- VEHICLES
- TRANSIT TRIPS
- OTHER MODES

	DRAWING NO: MAP 5
	SCALE: N.T.S.
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Table 2
Work Trips Through Mississauga
Modal Split Between Vehicles, Transit and Other

Origin	Destination	Vehicles			Transit			Other		
		#	%	% of trips *	#	%	% of trips *	#	%	% of trips *
West of Mississauga	East of Mississauga	29,745	28.6	66.0	12,825	59.7	28.5	565	26.8	1.3
	North of Mississauga	7,715	7.4	93.2	105	0.5	1.3	70	3.3	0.8
East of Mississauga	West of Mississauga	9,175	8.8	78.4	1,270	5.9	10.9	525	24.9	4.5
	North of Mississauga	15,900	15.3	80.3	2,250	10.5	11.4	405	19.2	2.0
North of Mississauga	West of Mississauga	3,595	3.5	88.9	90	0.4	2.2	65	3.1	1.6
	East of Mississauga	38,015	36.5	81.9	4,930	23.0	10.6	480	22.7	1.0
Total		104,145	100.0		21,470	100.0		2,110	100.0	

* Per cent of total trips for this Origin-Destination including work trips of passengers in private vehicles

Map 5 illustrates work trips going through Mississauga by transportation mode. Table 2 breaks these trips down into their origins and destinations.

More than 104,000 private vehicles travelled through Mississauga on daily work trips in 1996. Sixty-five per cent of these work trips originated west or north of the City and travelled to municipalities east of the City. Almost 30,000 vehicles travelled through Mississauga on work trips from Halton, Hamilton-Wentworth, Waterloo and Niagara Regions and Wellington County. The destinations of 86% of these trips were the former Toronto municipalities of Toronto, Etobicoke, North York and Scarborough. Another 38,000 vehicles were used for journeys to work from the Region of Peel (north of Mississauga) and Dufferin County. Eighty per cent of these trips were made from Peel to Etobicoke, North York, Toronto (former city) and Vaughan.

Fifteen percent (almost 16,000) of through trips were made from communities east of Mississauga to destinations north of Mississauga. Ninety-two per cent of these work trips originated in the former municipalities of Toronto and York and ended in Brampton and Caledon.

These predominant traffic patterns -- west to east and secondarily from east to north -- contribute to the heavy two-way traffic through the east boundary of Mississauga shown on Table 3. Vehicular work traffic was heaviest (almost 218,000 vehicles) at Mississauga's easterly boundary with 63% of this traffic carrying workers to the east and another 25% bringing workers into Mississauga.

Almost 110,000 vehicles crossed the northerly boundary, 31% of these representing in-commuters with jobs in Mississauga, and 35% carrying workers from Brampton, Caledon and Dufferin County to the major municipalities east of Mississauga.

Ninety-eight thousand vehicles crossed the westerly boundary, 38% bringing employees into Mississauga and 30% carrying workers from the five regions and one county to the near west through Mississauga, primarily to the municipalities of the former Metro Toronto, Vaughan and Markham.

Table 3
Journeys to Work by Private Vehicles
Crossing Mississauga Boundaries ⁷

North Boundary	
In-Commuters	34,465
Out-Commuters	10,300
Through-Commuters North to West	3,595
Through-Commuters North to East	38,015
Through-Commuters West to North	7,715
Through-Commuters East to North	15,900
	109,990

West Boundary		East Boundary	
In-Commuters	37,060	In-Commuters	55,460
Out-Commuters	10,905	Out-Commuters	69,440
Through-Commuters North to West	3,595	Through-Commuters North to East	38,015
Through-Commuters West to East	29,745	Through-Commuters West to East	29,745
Through-Commuters East to West	9,175	Through-Commuters East to West	9,175
Through-Commuters West to North	7,715	Through-Commuters East to North	15,900
	98,195		217,735

⁷ Through-commuters would be crossing two Mississauga boundaries and are therefore counted twice in Table 3.

Work Trips by Transit

Tables 2 and 4, together with Maps 3, 4 and 5, show a direct correspondence between the availability of transit service and the percentage of work trips made by transit. Twenty-nine per cent of trips through Mississauga from west to east were made by transit in 1996. This reflects the availability of three GO lines and local connecting services including Mississauga Transit. The smallest percentages of work trips made by transit were from west of Mississauga to the north, and vice versa, where transit links would be the least available.

Table 4 combines the through transit data on Table 2 with the cross-boundary movements of Mississauga's work force and people who come to Mississauga to work. Thirty-five thousand people travelled to work by transit from Mississauga or west of Mississauga to the east. Another 5,000 people travelled from north of Mississauga to the east, almost 4,400 of these workers travelling by transit from Brampton or Caledon to the former cities of Toronto, North York and Etobicoke. The vast majority of these workers would have used the Georgetown GO line.

Ninety-seven percent of the 7,080 transit trips to work in Mississauga from the east, originated in the municipalities of the former Metro Toronto.

The 1996 data shows a pattern of significant "reverse flows" from the former Metro Toronto to Brampton and Caledon--shown on Map 5 and Tables 2 and 4. Eighty-seven per cent of the 2,250 transit trips from the east to the north of Mississauga were from the former Metro Toronto to Brampton and Caledon. Most of these transit trips would have been made using bus routes operated by the Brampton and Vaughan transit services.⁸

Destination	Origin	# of trips	Total
East of Mississauga	Mississauga	22,260	40,015
	West of Mississauga	12,825	
	North of Mississauga	4,930	
North of Mississauga	Mississauga	585	2,940
	East of Mississauga	2,250	
	West of Mississauga	105	
West of Mississauga	Mississauga	515	1,875
	East of Mississauga	1,270	
	North of Mississauga	90	
Mississauga	East of Mississauga	7,080	8,975
	North of Mississauga	1,510	
	West of Mississauga	385	

⁸ Work trips to Brampton and Caledon via the integrated bus system in the Highway 7 corridor would not actually go through Mississauga, although for the purposes of this study they are included in work trips from the east.

4.0 INFLUENCE OF MAJOR HIGHWAYS

Major highways have a significant influence on employment mobility. (See Map 2 and Table 1.) Highways 401 and 403 and the Queen Elizabeth Way, together with the connecting Highway 427 have enabled people to travel long distances east and west to Mississauga. The Highway 10 - 410 combination, Highways 400 and 404 have provided high speed connections to the east-west routes, making Mississauga accessible for large numbers of workers from the north as well.

Mississauga is a major hub for freeways in Southern Ontario. This has resulted from the location of the Airport, proximity to the United States and the historic GTA development pattern which has moved primarily west and north from Toronto. Mississauga has benefited from its "hub" status in terms of population and employment growth. However, the comparative advantage of this position could deteriorate because of increasing highway congestion.

In their April 1999 report to the Transportation Funding Opportunities Task Force, IBI Group and Hemson Consulting Ltd. state that over 70% of the freeway network is congested in peak periods providing an unacceptable level of service to businesses and residents. In that report traffic congestion is defined as traffic volume on a road exceeding 95% of its design capacity. Freeways in this unacceptably congested category include Highways 401 and 403, and the Queen Elizabeth Way on their routes through Mississauga. Even on the new Highway 407, peak period delays are starting to occur west of Highway 400.

IBI and Hemson estimate that the segment of Highway 401 within the GTA has become the busiest stretch of road in North America, carrying over 350,000 vehicles per day. The GTA/Hamilton-Wentworth (GTA/H-W) population is anticipated to increase to 7.25 million by 2021 (an increase of 42% over 1996), and employment is expected to increase by 57% to 3.96 million (from 2.53 million in 1996). IBI and Hemson estimated that the number of person trips made in the peak period will increase by over 50 per cent between 1996 and 2021.

IBI and Hemson also noted that the GTA/H-W is the major economic engine of Ontario and Canada, estimating that over 50% of all economic activity in Ontario takes place within the GTA/H-W. Trucks are responsible for the transportation of about 80% of the goods in the area, which has a prominent consolidation and distribution role and is the most important trucking centre in all of Canada, attaining revenues, tonnes and shipments far in excess of those in Montreal and Vancouver.

Any worsening of congestion on the highways through Mississauga raises several concerns. These concerns include:

- air quality will deteriorate significantly⁹;
- congestion on through highways will spill over onto local arterial routes;
- congestion on major routes to and from Mississauga will deter potential Mississauga employers from locating here; and
- the economy of the whole region will be affected¹⁰.

Highway 401 together with the Queen Elizabeth Way from Niagara, and the expressways which link these two highways, provide inter-regional connections in the Toronto area, and are the only continuous, high speed east-west routes through the province. Congestion directly effects the costs of goods movement and general productivity of all municipalities in the GTA.

5.0 THE SEARCH FOR SOLUTIONS

Reports, studies and plans produced in the past several years discuss a number of influences or actions which may relieve traffic. Some of these are discussed briefly here.

Working at Home and Telecommuting

Telecommuting has been discussed for some time as a means of reducing distances travelled to work, as well as reducing the need for some portion of daily journeys to work and trips between employment centres for meetings. While the technology has advanced significantly and it is now possible for people who work on computers, to work from home and still be in constant communication with their offices, and for inter-regional and international meetings to take place via

Municipality	# of people working at home	% of municipal total
Scarborough	10,625	4.3
Toronto	23,720	7.1
East York	2,395	4.8
North York	15,755	6.2
York	2,570	4.1
Etobicoke	7,235	4.9
Metro Toronto Total	62,300	5.7
Mississauga	14,150	5.1
Brampton	5,455	3.9
Caledon	2,280	10.6
Peel Region Total	21,880	5.0

⁹ In the summer of 1999, Mississauga received warnings for a smog alert from the Ministry of the Environment on eight separate days. On May 30, 1999 Mississauga was registered as having one of the worst Air Quality Index ratings (over 50) in Ontario.

¹⁰ Traffic congestion was estimated by IBI and Hemson to have resulted in \$2 billion annual losses in 1987 by truck carriers and operators. The cost to the economy could more than double in the next 20 years and economic growth would be severely curtailed by under-performance of the transportation system.

teleconference, the number of people working at home remained a small portion of the work force in 1996.

Table 5 shows that in Mississauga 14,000 persons (5% of the labour force) reported working at home, which compares with 7.1% of the labour force in the former City of Toronto, 3.9% in Brampton and 10.6% in Caledon. The 1996 Transportation Tomorrow Survey indicates that 1.4% of Mississauga's labour force was telecommuting.¹¹

It is important to monitor over time the incidence of working at home, and other means of communication which will reduce the need for work trips. Working at home may well become an accepted way of doing business, although the human need for face-to-face contact, especially when matters of importance are being discussed, will mean that some travel to meetings will always be necessary.

Employment and Housing

City Plan recognizes the need to balance employment opportunities with the skills of the resident labour force and to ensure that additions to the existing housing stock are of a type, tenure and price which will allow those who work in Mississauga to live in Mississauga. (See Appendix E.)

A balance of employment opportunities with labour force skills will not eliminate inter-municipal commuting. People may choose to work in another municipality even if there are local employment opportunities. Conversely, people working in Mississauga may live elsewhere for a variety of reasons such as attachments to their community or proximity to a spouse's place of employment. However, encouraging a broad range of job opportunities in a diverse urban environment will set the stage for personal and corporate decisions which favour the City. Every Mississauga resident who locates a job in Mississauga takes pressure off the inter-regional road system and assists the continued economic viability and quality of life of the City. While the City needs a continuing substantial level of in-commuting to augment the local labour force and support local businesses, the extent to which other nearby municipalities are successful in balancing jobs to their local labour forces will also reduce the pressure of traffic passing through Mississauga.

The 1997 Employment Profile Report presented to the Planning and Development Committee at its meeting on February 1, 1999 concluded that as the population of the City continues to grow, the supply of local employment opportunities will need to keep pace for the City to continue to be a net importer of labour and to provide for local employment opportunities. This

¹¹ *"Working at home" means that a person's home is their usual place of work, whereas "telecommuting" means that a person whose usual place of work is an office, sometimes works from home and uses telecommunications to keep in contact with their office.*

report shows that Mississauga has an abundance of employment opportunities in the Manufacturing sector. However, more employment opportunities are needed in Retail Trade, Business Services, Finance, Health and Welfare, Construction and Other Services in order to use the skills of a greater proportion of the resident labour force.

The Demographics and Housing report presented to the Planning and Development Committee at its meeting on May 11, 1999 notes that Mississauga currently has a healthy supply and mix of housing units. However, it is reported in the Summer 1999 issue of *Inside Planning*¹² that the vacancy rate for rental housing has fallen to 0.7% and it is expected that the lack of new rental units being added to the market in the foreseeable future will drive the rental vacancy rate even lower. Given the diversity of Mississauga's labour force, a continuing diversity of affordable housing forms including apartments should be encouraged so that Mississauga employees will not be forced to look elsewhere for places to live, or potential employees discouraged from seeking employment in the City.

Increasing Transit Opportunities

It is predicted that the growth of employment opportunities in the 905 Area will surpass employment in the City of Toronto. Given the existing patterns of work trips among municipalities, further employment growth will make east-west, inter-regional linkages even more important. However, the morning rush hour congestion on Highway 401, despite the costly addition of many lanes over the years, proves that providing more super highways is not the complete answer.

It was not until the initial phase of the Lakeshore GO line was developed by the Provincial Government in the late 1960's that an integrated inter-regional transit service was available. It has since been expanded and further lines added, so that Toronto's Union Station is operating at capacity. Hemson Consulting Ltd. estimates that the 32,000 peak hour passengers carried into Toronto each day by GO would require an additional 13 freeway lanes if GO Transit did not exist and GO passengers were forced to travel by car. The popularity of GO Transit is such that if a train is added to the schedule, it will be immediately filled.

The demand for inter-regional passenger service is not limited to journeys to work. The need for a relatively frequent and convenient form of all-day service, both ways, is mentioned in numerous survey responses from people in Mississauga neighbourhoods. This need will increase as the population ages. Older people in particular find parking in Toronto's inner city expensive, and highway travel stressful, even at current traffic levels. Mississauga residents and residents of other 905 communities cannot reduce their reliance on private vehicles without a better alternative.

¹² Produced by the Mississauga Planning and Building Department

IBI and Hemson note that the 15 locally operated transit systems in the GTA/H-W (excluding the TTC) collectively carry some 64 million passengers annually. However, this integral part of the inter-regional transportation system is constrained by municipal budgets that are under pressure.

Provincial plans to increase the frequency of peak period service and to introduce off-peak service on the Milton and Georgetown lines were cancelled in 1995 due to financial constraints and the Province has recently decided to shift financial responsibility for GO Transit to GTA municipalities. This comes at a time when Mississauga and other GTA municipalities are faced with serious funding issues related to other recent provincial funding decisions, and Mississauga will shortly feel the added transportation effects of rapid growth in Halton Region.

Land Use Implications

Mississauga and many of the other more recently developed communities in the GTA have been built largely in a low density form, with internal road patterns that restrict the infiltration of traffic into residential neighbourhoods. While this road pattern produces quiet, safer local streets, it makes the provision of efficient transit more difficult. It may be possible to alleviate this with the institution of innovative transit services. For example, the Mississauga Transportation Strategy, November 1998 reported that the public expressed a strong desire for more frequent service and more express services. In addition, 61% of all respondents to a December 1997 attitude survey of Mississauga residents, indicated that they would be interested in using a customized pick-up and delivery service, even if it were to cost more than regular transit service. Over time Mississauga should be looking for opportunities to provide high density housing on major transit routes to make transit more cost effective.

From a regional transportation point of view, the location of employment areas is probably the more serious challenge. Over the last 30 years there have been several attempts at region-wide planning. The resulting documents, together with many municipal Official Plans allocated major employment concentrations to a limited number of nodes throughout the GTA. Strategically placed, these concentrations would be big enough to capitalize on economies of scale and facilitate the economical servicing of employment nodes by transit.

Unfortunately, employment development has not followed these principles. The GTA is scattered with a myriad of low density industrial parks, requiring the provision of transit services for small numbers of workers in widely dispersed employment areas. This pattern also increases the distances which must be travelled by delivery vehicles.¹³

¹³ *This is compounded by business trends to rely on "just-in-time" deliveries and out-sourcing of work to specialized suppliers. These trends reduce inventories and production costs, but increase the frequency of shipments. (Mississauga Transportation Strategy, November 1998)*

Office development has also not followed expected locational patterns, and virtually came to standstill in the 1990s. In Mississauga, for example, it was expected that office development would be concentrated in the City Centre, making transit improvements economical. In fact, the end of the recession finds office development pressures centred in the Airport Corporate and Meadowvale Business Park Districts.

This deconcentration of employment areas, multiplied across the region and coupled with low density housing development, makes it difficult for virtually all of the 905 transit agencies to provide efficient service.

Regional Co-ordination

The funding difficulties faced by Mississauga and other municipalities, as a result of the withdrawal of funds for transportation were addressed in the 1998 Mississauga Transportation Strategy, and funding strategies for the alleviation of the transportation crisis in the GTA/H-W were outlined in the IBI/Hemson Report to the Transportation Funding Opportunities Task Force, April 1999.

At its meeting on October 1, 1999, the Greater Toronto Service Board (GTSB) established by the Provincial Government in January, 1999 to coordinate issues of regional significance, decided to make transportation its predominant focus.

The recent attention to transportation issues is encouraging, however, it will take major efforts by all participants at the regional level to agree on solutions and priorities, and cooperation by other levels of government to begin the long process of mending and improving the transportation system. The economic health of the GTA/H-W depends on it.

6.0 CONCLUSIONS

In 1996, 121,005 Mississauga residents worked in Mississauga and 121,615 residents left the City to work. At the same time, residents from other municipalities filled 143,350 Mississauga jobs.

Mississauga residents who work outside of the city drive their cars relatively short distances to work, most of them to Toronto or Brampton. People who commute to Mississauga tend to travel a greater distance. In-commuters travelling 80 to 160 km. (50 to 100 miles) are not unusual.

Over 104,000 private vehicles travelled through Mississauga on daily work trips in 1996, most of these vehicles came from north or west of the City. A significant reverse traffic flow moved from east of the City to municipalities north of the City.

Most trips by transit, identified in this study, originated in Mississauga and west of Mississauga, illustrating the popularity of the GO service for work trips to Toronto.

Mississauga is a major hub for freeways in Southern Ontario. Most of the freeway network which flows through Mississauga is congested in peak periods, which means it exceeds 95% of its design capacity.

It is estimated that the number of person trips made in the peak period will increase by over 50 per cent between 1996 and 2021 in the GTA and Hamilton-Wentworth area. More congestion puts Mississauga in jeopardy in terms of economic health and quality of life, including air quality. It is also a threat to the economic vitality of the Toronto-centred region since the highways which pass through Mississauga also serve as major Ontario and international conduits of people, goods and services.

Following the policies of City Plan, Mississauga can encourage employment growth in the skill areas of its residents and ensure that a mix of housing and services is available so that Mississauga residents have the choice to both live and work in the City. Reviews of City Plan and district policies can focus on development trends that assist or detract from the provision of efficient transit service in Mississauga. It can also increase its efforts, in cooperation with neighbouring municipalities to implement an integrated regional transportation system which would significantly reduce the pressure on expressways and emphasize efficient, convenient local and regional transit.

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Mississauga Commuting Patterns.

Live & Work in Mississauga		121,005		
Out Commuting				
to West				
Halton Regional Municipality	9,835			
Hamilton-Wentworth Regional Municipality	1,065			
Waterloo Regional Municipality	570			
Wellington County	440			
Niagara Regional Municipality	150	12,060		
to North				
Peel (Brampton & Caledon)	11,525			
Dufferin County	95			
Simcoe County	245	11,865		
to East				
Toronto Metropolitan Municipality	89,715			
Durham Regional Municipality	475			
York Regional Municipality	7,500	97,690		
		121,615		
Other		900		
Total		122,515		
In Commuting				
from West				
Halton Regional Municipality			27,090	
Hamilton-Wentworth Regional Municipality			5,120	
Waterloo Regional Municipality			3,030	
Wellington County			2,810	
Niagara Regional Municipality			1,010	39,060
from North				
Peel (Brampton & Caledon)			35,755	
Dufferin County			2,315	
Simcoe County			2,860	40,930
from East				
Toronto Metropolitan Municipality			51,985	
Durham Regional Municipality			2,465	
York Regional Municipality			8,910	63,360
				143,350
Other				2,615
Total				145,965

Work Trip Exchanges between Mississauga and other Ontario municipalities

GTA		Near GTA		Near GTA cont'd		Rest of Ontario (Counties/Regions)		
Out Commuters	In Commuters	Out Commuters	In Commuters	Out Commuters	In Commuters	Out Commuters	In Commuters	
Etobicoke	32,065	19,205	Hamilton	785	2,910	Middlesex	120	315
Toronto (old city)	38,600	12,435	Cambridge	245	1,525	Brant	110	300
Brampton	11,000	32,515	Guelph	320	1,245	Ottawa-Carlton	145	185
North York	13,315	10,050	Orangeville	60	1,275	Grey	20	270
Oakville	6,610	13,250	Flamborough	55	1,070	Muskoka	70	105
Burlington	1,445	6,870	Kitchener	175	880	Frontenac	85	65
Scarborough	2,860	5,345	Stoney Creek	125	600	Peterborough County	25	125
Vaughan	4,245	2,970	Barrie	10	710	Hastings	25	115
York	2,185	3,715	Erin	20	620	Essex	40	90
Halton Hills	625	4,015	Waterloo	140	490	Oxford	10	110
Milton	1,155	2,955	New Tecumseth	40	575	Sudbury	25	70
Markham	1,895	2,000	St. Catherines	95	370	Victoria	15	70
Caledon	530	3,240	Innisfil	20	405	Lambton	15	60
Richmond Hill	765	1,525	Mono	0	395	Stormont, Dundas & Glengarry	10	65
East York	690	1,225	Dundas	70	270	Parry Sound	20	55
Pickering	180	740	Bradford West Gwillimbury	70	270	Bruce	40	35
Newmarket	225	630	Eramosa	0	320	Northumberland	0	60
Ajax	115	535	Adjala-Tosorontio	10	285	Algoma	10	45
Aurora	185	455	Ancaster	20	190	Nipissing	25	30
King	85	545	Grimsby	20	170	Perth County	10	45
Whitby	80	435	Erin Twp.	0	160	Kent	10	30
Oshawa	25	410	Amaranth	0	145	Elgin	0	35
Georgina	45	325	East Luther Grand Valley	0	140	Renfrew	10	25
Uxbridge	50	45	Niagara Falls	0	120	Huron	20	15
East Gwillimbury	20	285	Shelburne	25	95	Haliburton	10	20
Whitchurch-Stouffville	45	160	Lincoln	0	115	Thunder Bay	15	15
Clarington (Newcastle)	25	175	Wasaga Beach	15	100	Cochrane	10	20
Scugog	10	70	Puslinch	10	105	Timiskaming	0	25
Brock	0	50	Fergus	10	100	Leeds & Grenville	0	25
			East Garafraxa	0	105	Prescott & Russell	0	20
			Mulmur	10	90	Prince Edward	0	20
			Orillia	45	45	Lennox & Addington	0	15
			Essa	0	85	Lanark	0	10
			Glanbrook	0	80	Manitoulin	0	10
			Haldimand	20	55	Kenora	0	0
			Springwater	0	70			
			Melancthon	0	70			
			West Garafraxa	0	65			
			Clearview	10	55			
			Oro-Medonte	0	55			
			Guelph Twp.	30	25			
			Subtotal	2455	16455	Subtotal	125	765
						Subtotal larger GTA municipalities	2,455	16,455
						Near GTA total	2,580	17,220
							1%	6%
						Other Reg./Cty. total	895	2,500
							0.4%	1%
						TOTAL	122,550	145,895
						Mississauga	121,005	121,005
						% of Ontario trips	50%	45%
						Total with Mississauga	243,555	266,900
						Ontario totals *	243,520	266,970

* Totalling the numbers of trips to and from individual municipalities produces slight differences from the overall totals given by Statistics Canada. Differences are due to rounding.

Appendix C
Out Commuters

FROM MISSISSAUGA by direction	Usual Place of Work Total - mode of transp.	Car, truck, van		Car, truck, van		Public transit	% transit	Walked		Bicycle	% bike	Motor cycle	Taxi cab	Other method	Other Total	
		as driver	% driver	as passenger	% pass.			to work	% walk						walk, cycle, cab, other	% other
Mississauga	121,000	91,105	75.3%	10,935	9.0%	11,835	9.8%	5,695	4.7%	505	0.4%	60	155	715	7,130	5.9%
To East																
Etobicoke	32,065	26,715	83.3%	2,195	6.8%	2,885	9.0%	130	0.4%	65	0.2%	15	30	30	270	0.8%
Toronto (old City)	38,600	19,365	50.2%	2,065	5.3%	16,900	43.8%	120	0.3%	10	0.0%	20	15	105	270	0.7%
North York	13,315	11,180	84.0%	670	5.0%	1,360	10.2%	45	0.3%	0	0.0%	0	15	35	95	0.7%
Scarborough	2,855	2,320	81.3%	145	5.1%	370	13.0%	20	0.7%	0	0.0%	0	0	0	20	0.7%
York	2,185	1,805	82.6%	170	7.8%	205	9.4%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Vaughan	4,240	3,755	88.6%	250	5.9%	210	5.0%	10	0.2%	0	0.0%	10	0	15	35	0.8%
Markham	1,895	1,755	92.6%	50	2.6%	65	3.4%	15	0.8%	0	0.0%	0	0	0	15	0.8%
Richmond Hill	765	690	90.2%	30	3.9%	25	3.3%	0	0.0%	0	0.0%	10	0	0	10	1.3%
East York	690	565	81.9%	10	1.4%	110	15.9%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Pickering	180	150	83.3%	20	11.1%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Barrie	10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Newmarket	220	170	77.3%	15	6.8%	10	4.5%	25	11.4%	0	0.0%	0	0	0	25	11.4%
New Tecumseth	40	25	62.5%	0	0.0%	10	25.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
King	85	85	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Ajax	115	105	91.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Aurora	180	145	80.6%	0	0.0%	30	16.7%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Whitby	80	70	87.5%	10	12.5%	10	12.5%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Oshawa	25	25	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Innisfil	20	10	50.0%	10	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Georgina	40	30	75.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
East Gwillimbury	20	20	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Bradford-West Gwillimbury	70	60	85.7%	10	14.3%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Clarington	20	20	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Whitchurch-Stouffville	45	40	88.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Essa	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Scugog	0	0		0		0		0		0		0	0	0	0	
Springwater	0	0		0		0		0		0		0	0	0	0	
Oro-Medonte	0	0		0		0		0		0		0	0	0	0	
Uxbridge	45	25	55.6%	0	0.0%	20	44.4%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Brock	0	0		0		0		0		0		0	0	0	0	
Orillia	45	20	44.4%	0	0.0%	0	0.0%	20	44.4%	0	0.0%	0	0	0	20	44.4%
Ramara	0	0		0		0		0		0		0	0	0	0	
Tiny	0	0		0		0		0		0		0	0	0	0	
Severn	0	0		0		0		0		0		0	0	0	0	
Midland	0	0		0		0		0		0		0	0	0	0	
Tay	15	10	66.7%	5	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Penetanguishene	0	0		0		0		0		0		0	0	0	0	
Georgina Island	0	0		0		0		0		0		0	0	0	0	
Other East	505	270	53.5%	20	4.0%	50	9.9%	12	2.4%	20	4.0%	0	0	20	52	10.3%
TOTAL	98,380	69,440	70.6%	5,675	5.8%	22,260	22.6%	397	0.4%	95	0.1%	55	60	205	812	0.8%

Appendix C
Out Commuters

FROM MISSISSAUGA by direction	Usual Place of Work Total - mode of transp.	Car, truck, van		Car, truck, van as passenger		Public transit		Walked to work		Bicycle bike		Motor cycle	Taxi cab	Other method	Other Total walk, cycle, cab, other	
		as driver	% driver	% pass.	% transit	% walk	% bike	% other								
To North																0
Brampton	11,000	9,660	87.8%	725	6.6%	570	5.2%	10	0.1%	15	0.1%	10	0	20	55	0.5%
Caledon	530	500	94.3%	15	2.8%	15	2.8%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Orangeville	60	60	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Erin (Twp.)	20	20	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Mono	0	0		0		0		0		0		0	0	0	0	
Adjala-Tosorontio	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Erin (Village)	0	0		0		0		0		0		0	0	0	0	
Amaranth	0	0		0		0		0		0		0	0	0	0	
East Garafraxa	0	0		0		0		0		0		0	0	0	0	
Wasaga Beach	20	10	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	10	10	50.0%
Mulmur	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Shelburne	25	20	80.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Metancton	0	0		0		0		0		0		0	0	0	0	
Clearview	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Collingwood	0	0		0		0		0		0		0	0	0	0	
Other North	40	30	75.0%	10	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	
TOTAL	11,725	10,300	87.8%	750	6.4%	585	5.0%	10	0.1%	15	0.1%	10	0	30	65	0.6%

Appendix C
Out Commuters

FROM MISSISSAUGA by direction	Usual Place of Work Total - mode of transp.	Car, truck, van		Car, truck, van as passenger		Public transit		Walked to work		Bicycle bike		Motor cycle	Taxi cab	Other method	Other Total	
		as driver	% driver	passenger	% pass.	% transit	% transit	% walk	% walk	% bike	% bike				walk, cycle, cab, other	% other
To West																
Oakville	6,610	5,660	85.6%	525	7.9%	355	5.4%	35	0.5%	0	0.0%	10	0	20	65	1.0%
Burlington	1,445	1,335	92.4%	85	5.9%	20	1.4%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Halton Hills	625	605	96.8%	25	4.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Milton	1,155	1,025	88.7%	60	5.2%	50	4.3%	10	0.9%	10	0.9%	0	0	0	20	1.7%
Hamilton	790	715	90.5%	15	1.9%	45	5.7%	10	1.3%	0	0.0%	0	0	10	20	2.5%
Cambridge	245	245	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Guelph (City)	325	275	84.6%	25	7.7%	15	4.6%	10	3.1%	0	0.0%	0	0	0	10	3.1%
Flamborough	55	45	81.8%	0	0.0%	10	18.2%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Kitchener	175	155	88.6%	10	5.7%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Stoney Creek	125	120	96.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Waterloo	140	115	82.1%	0	0.0%	10	7.1%	0	0.0%	0	0.0%	0	0	0	0	0.0%
St. Catharines	90	75	83.3%	0	0.0%	0	0.0%	0	0.0%	10	11.1%	0	0	0	10	11.1%
Eramosa	10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Dundas	70	70	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Ancaster	25	20	80.0%	10	40.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Grimsby	20	20	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
East Luther-Grand Valley	0	0		0		0		0		0		0	0	0	0	
Niagara Falls	0	0		0		0		0		0		0	0	0	0	
Lincoln	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Puslinch	0	10		0		0		0		0		0	0	0	0	0.0%
Fergus	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Glanbrook	0	0		0		0		0		0		0	0	0	0	
West Garafraxa	0	0		0		0		0		0		0	0	0	0	
Wilmot	0	0		0		0		0		0		0	0	0	0	0.0%
North Dumfries	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Fort Erie	10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Pelham	0	0		0		0		0		0		0	0	0	0	0.0%
Woolwich	10	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Welland	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Niagara-on-the-Lake	0	0		0		0		0		0		0	0	0	0	
Nichol	0	0		0		0		0		0		0	0	0	0	
Thorold	0	0		0		0		0		0		0	0	0	0	
Arthur	0	0		0		0		0		0		0	0	0	0	0.0%
Guelph (Twp.)	30	30	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Elora	0	0		0		0		0		0		0	0	0	0	
Mount Forest	0	0		0		0		0		0		0	0	0	0	
Maryborough (Well.)	0	0		0		0		0		0		0	0	0	0	0.0%
West Lincoln	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	
Pikington (Well.)	0	0		0		0		0		0		0	0	0	0	
West Luther	0	0		0		0		0		0		0	0	0	0	
Wainfleet	0	0		0		0		0		0		0	0	0	0	0.0%
Peel (Well.)	45	20	44.4%	25	55.6%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Wellesley (Water.)	0	0		0		0		0		0		0	0	0	0	0.0%
Port Colborne	10	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	
Arthur	0	0		0		0		0		0		0	0	0	0	
Minto (Well.)	0	0		0		0		0		0		0	0	0	0	
Other West	385	305	79.2%	25	6.5%	10	2.6%	25	6.5%	20	5.2%	0	0	0	45	11.7%
TOTAL	12,445	10,905	87.6%	805	6.5%	515	4.1%	90	0.7%	40	0.3%	10	0	30	170	1.4%
Total Mississauga to Ontario	122,550	90,645	74.0%	7,230	5.9%	23,360	19.1%	497	0.4%	150	0.1%	75	60	265	1,047	0.9%

Appendix D
In Commuters

TO MISSISSAUGA by direction	Usual place of Work Total - mode of transp.	Car, truck, van		Car, truck, van as passenger		Public transit		Walked to work		Bicycle bike		Other Total				
		as driver	% driver	passenger	% pass.	transit	% transit	work	% walk	%	%	Motor cycle	Taxi cab	Other method	walk, cycle, cab, other	% Other
Mississauga	121,005	91,105	75.3%	10,935	9.0%	11,835	9.8%	5,695	4.7%	505	0.4%	60	155	715	7,130	5.9%
From East																
Etobicoke	19,205	15,785	82.2%	1,285	6.7%	1,980	10.3%	20	0.1%	65	0.3%	15	45	15	160	0.8%
Toronto (old City)	12,435	9,205	74.0%	680	5.5%	2,330	18.7%	130	1.0%	35	0.3%	15	35	10	225	1.8%
North York	10,050	8,350	83.1%	575	5.7%	1,095	10.9%	10	0.1%	10	0.1%	0	0	20	40	0.4%
Scarborough	5,345	4,515	84.5%	220	4.1%	560	10.5%	20	0.4%	0	0.0%	0	0	20	40	0.7%
York	3,715	2,800	75.4%	270	7.3%	590	15.9%	25	0.7%	0	0.0%	10	0	20	55	1.5%
Vaughan	2,970	2,795	94.1%	110	3.7%	60	2.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Markham	2,000	1,845	92.3%	80	4.0%	65	3.3%	10	0.5%	0	0.0%	0	0	0	10	0.5%
Richmond Hill	1,525	1,395	91.5%	55	3.6%	75	4.9%	0	0.0%	0	0.0%	0	0	0	0	0.0%
East York	1,225	935	76.3%	65	5.3%	205	16.7%	15	1.2%	0	0.0%	0	0	10	25	2.0%
Pickering	740	710	95.9%	15	2.0%	15	2.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Barrie	710	655	92.3%	45	6.3%	0	0.0%	0	0.0%	10	1.4%	0	0	0	10	1.4%
Newmarket	630	600	95.2%	15	2.4%	0	0.0%	15	2.4%	0	0.0%	0	0	0	15	2.4%
New Tecumseth	575	545	94.8%	25	4.3%	0	0.0%	10	1.7%	0	0.0%	0	0	0	10	1.7%
King	545	530	97.2%	10	1.8%	10	1.8%	10	1.8%	0	0.0%	0	0	0	10	1.8%
Ajax	535	515	96.3%	10	1.9%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Aurora	455	435	95.6%	15	3.3%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Whitby	435	415	95.4%	0	0.0%	15	3.4%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Oshawa	410	390	95.1%	15	3.7%	10	2.4%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Innisfil	405	370	91.4%	35	8.6%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Georgina	325	315	96.9%	0	0.0%	0	0.0%	0	0.0%	10	3.1%	0	0	0	10	3.1%
East Gwillimbury	285	270	94.7%	15	5.3%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Bradford-West Gwillimbury	270	245	90.7%	15	5.6%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Clarington	175	170	97.1%	0	0.0%	10	5.7%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Whitchurch-Stouffville	160	150	93.8%	0	0.0%	10	6.3%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Essa	85	65	76.5%	0	0.0%	0	0.0%	15	17.6%	0	0.0%	0	0	0	15	17.6%
Scugog	70	70	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Springwater	70	65	92.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Oro-Medonte	55	55	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Uxbridge	45	45	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Brock	50	45	90.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Orillia	45	50	111.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Ramara	40	40	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Tiny	35	30	85.7%	10	28.6%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Severn	30	30	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Midland	20	20	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Tay	15	20	133.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Penetanguishene	15	15	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0.0%
Other East	1,095	970	88.6%	20	1.8%	50	4.6%	35	0.5%	10	0.2%	0	0	15	60	5.5%
TOTAL	66,795	55,460	83.0%	3,585	5.4%	7,080	10.6%	315	0.5%	140	0.2%	40	80	110	685	1.0%

Appendix D
In Commuters

TO MISSISSAUGA by direction	Usual place of Work Total - mode of transp.	Car, truck, van		Car, truck, van as passenger		Public transit		Walked to work		Bicycle bike		Motor cycle		Taxi cab		Other walk, cycle, method cab, other		Total %	
		as driver	% driver	passenger	% pass.	transit	% transit	work	% walk	Bicycle	% bike	Motor	Taxi	Other	walk, cycle, method cab, other	Other	%		
From West																			
Oakville	13,250	12,385	93.5%	565	4.3%	145	1.1%	35	0.3%	65	0.5%	20	0	25	145	1.1%			
Burlington	6,870	6,540	95.2%	255	3.7%	50	0.7%	0		10	0.1%	10	0	10	30	0.4%			
Halton Hills	4,015	3,755	93.5%	235	5.9%	20	0.5%	10	0.2%	0		0	0	0	10	0.2%			
Milton	2,955	2,830	95.8%	120	4.1%	0	0.0%	0		0		0	0	0	0	0.0%			
Hamilton	2,910	2,710	93.1%	150	5.2%	50	1.7%	0		0		0	0	0	0	0.0%			
Cambridge	1,525	1,445	94.8%	75	4.9%	0	0.0%	0		0		0	0	0	0	0.0%			
Guelph (City)	1,245	1,145	92.0%	60	4.8%	35	2.8%	10	0.8%	0		0	0	10	20	1.6%			
Flamborough	1,070	1,005	93.9%	50	4.7%	0	0.0%	0		10	0.9%	0	0	0	10	0.9%			
Kitchener	880	825	93.8%	40	4.5%	0	0.0%	0		0		0	0	0	0	0.0%			
Stoney Creek	600	575	95.8%	15	2.5%	0	0.0%	10	1.7%	0		0	0	0	10	1.7%			
Waterloo	490	435	88.8%	50	10.2%	0	0.0%	0		0		0	0	0	0	0.0%			
St. Catharines	370	325	87.8%	30	8.1%	10	2.7%	0		0		0	0	10	10	2.7%			
Eramosa	320	300	93.8%	25	7.8%	0	0.0%	0		0		0	0	0	0	0.0%			
Dundas	270	245	90.7%	15	5.6%	0	0.0%	0		0		0	0	0	0	0.0%			
Ancaster	190	185	97.4%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Grimsby	170	165	97.1%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
East Luther-Grand Valley	140	140	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Niagara Falls	120	120	100.0%	0	0.0%	10	8.3%	0		0		0	0	0	0	0.0%			
Lincoln	115	110	95.7%	0	0.0%	10	8.7%	0		0		0	0	0	0	0.0%			
Puslinch	105	105	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Fergus	100	95	95.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Glanbrook	80	80	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
West Garafraxa	65	60	92.3%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Wilmot	45	40	88.9%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
North Dumfries	45	45	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Fort Erie	45	40	88.9%	10	22.2%	0	0.0%	0		0		0	0	0	0	0.0%			
Pelham	45	40	88.9%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Woolwich	45	40	88.9%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Welland	35	30	85.7%	10	28.6%	0	0.0%	0		0		0	0	0	0	0.0%			
Niagara-on-the-Lake	30	30	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Nichol	30	30	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Thorold	25	25	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Arthur	25	25	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Guelph (Twp.)	25	20	80.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Elora	20	20	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Mount Forest	20	15	75.0%	0	0.0%	0	0.0%	0		0		10	0	0	10	50.0%			
Maryborough (Well.)	15	15	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
West Lincoln	20	20	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Pilkington (Well.)	15	10	66.7%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
West Luther	20	15	75.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Wainfleet	15	15	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Wellesley (Water.)	10	0	0.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Arthur	10	10	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%			
Other West	1,145	995	86.9%	45	3.9%	55	4.8%	0		0		0	0	30	30	2.6%			
TOTAL	39,540	37,060	93.7%	1,750	4.4%	385	1.0%	65	0.2%	85	0.2%	40	0	85	275	0.7%			
Total Ontario to Mississauga	145,805	126,985	87.1%	8,540	5.9%	8,975	6.2%	495	0.3%	250	0.2%	115	110	270	1,240	0.9%			

Appendix D
In Commuters

TO MISSISSAUGA by direction	Usual place of Work Total - mode of transp.	Car, truck, van		Car, truck, van		Public		Walked				Other				
		as driver	% driver	as passenger	% pass.	transit	% transit	to work	% walk	Bicycle	% bike	Motor cycle	Taxi cab	Other method	walk, cycle, cab, other	% Other
From North																
Brampton	32,515	28,045	86.3%	2,745	8.4%	1,485	4.6%	115	0.4%	25	0.1%	25	30	40	235	0.7%
Caledon	3,240	3,040	93.8%	175	5.4%	0	0.0%	0		0		10	0	10	20	0.6%
Orangeville	1,275	1,080	84.7%	155	12.2%	15	1.2%	0		0		0	0	15	15	1.2%
Erin (Twp.)	620	585	94.4%	15	2.4%	10	1.6%	0		0		0	0	10	10	1.6%
Mono	395	365	92.4%	35	8.9%	0	0.0%	0		0		0	0	0	0	0.0%
Adjala-Tosorontio	285	275	96.5%	15	5.3%	0	0.0%	0		0		0	0	0	0	0.0%
Erin (Village)	160	160	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%
Amaranth	145	145	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%
East Garafraxa	105	95	90.5%	10	9.5%	0	0.0%	0		0		0	0	0	0	0.0%
Wasaga Beach	100	85	85.0%	10	10.0%	0	0.0%	0		0		0	0	0	0	0.0%
Mulmur	90	85	94.4%	10	11.1%	0	0.0%	0		0		0	0	0	0	0.0%
Shelburne	95	90	94.7%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%
Melancthon	70	65	92.9%	10	14.3%	0	0.0%	0		0		0	0	0	0	0.0%
Clearview	55	55	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%
Collingwood	35	35	100.0%	0	0.0%	0	0.0%	0		0		0	0	0	0	0.0%
Other North	285	260	91.2%	25	8.8%	0		0		0		0	0	0	0	0.0%
TOTAL	39,470	34,465	87.3%	3,205	8.1%	1,510	3.8%	115	0.3%	25	0.1%	35	30	75	280	0.7%

Excerpts from City Plan

Appendix E

Goals & Objectives

Section

General

To encourage the provision of appropriate services, facilities, and land uses, such as, housing accommodation, and transportation facilities, that support the population living and working in Mississauga. 2.4.2.3

To develop and locate centres that will provide housing, employment, retail, service, education, and community facilities that are accessible and provide a focus for the people they serve. 2.3.2.1

Employment

Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force– 2.4.1.1

To continue to be a net importer of labour. 2.4.2.1

To increase office employment. 2.4.2.2

To accommodate changing development conditions and employment needs. 2.4.2.4

Housing

To ensure that additions to the existing stock are of a type, tenure and price which will allow those who work in Mississauga to live in Mississauga. 2.5.2.2

Transportation

Mississauga will develop an integrated transportation system for safe and efficient movement of people and goods within and beyond the City. 2.6.1.1

To give a high priority to the provision of transportation facilities which are designed to accommodate trips to work with origins and destinations within the City 2.3.2.7

To provide transportation facilities which accommodate trips to the City Centre from other areas of Mississauga and the surrounding region 2.2.2.4

To provide transportation facilities which accommodate trips to the City Centre, Airport, Multiple-Use Centres, Employment Centres, open spaces and other areas of Mississauga and the surrounding region. 2.6.2.7

To co-operate with neighbouring municipalities in providing transportation facilities to accommodate trips to work with origins and destinations between Mississauga and neighbouring municipalities. 2.3.2.8

To integrate the transportation system for Mississauga with those of other levels of government and municipalities. 2.6.2.4

To promote the use of Mississauga Transit and the Provincial (GO Transit) commuter rail facilities. 2.6.2.9

To achieve an urban form which will support a high level of transit usage. 2.3.2.6

To develop a transportation system that supports the urban form. 2.6.2.1

To develop a balanced and integrated transportation system which encourages a greater use of transit, walking, and cycling. 2.6.2.2

To reduce air pollution and greenhouse gases by encouraging alternative forms of transportation such as transit, cycling, and walking. 2.7.2.15