



**Mississauga Transportation Survey
June 2005
Survey Overview**

The on-line Mississauga Transportation Survey link was sent out via postcard and e-mail to the Board of Trade's list of Mississauga employers. Sixty employers responded.

Employers were primarily in the office and service fields, together totaling 60 percent of respondents. Over 50 percent of the employers have multiple shifts. Several worksites have flexible start/finish day shifts and evening shifts, most commonly 3:00/4:00 p.m. – 11:00/12:00 p.m.

Employers noted that most of their employees drive alone, take transit and/or carpool to work. Ninety seven percent of the worksites were accessible or somewhat accessible to transit. Seventy eight percent stated that have no commute assistance programs at their worksite, however they likely do not consider free and subsidized parking as a transportation incentive.

Thirty percent are not satisfied with traffic conditions at or near their worksite. Public transit, ridesharing programs and financial incentives to encourage ridesharing were the most frequently chosen programs to improve traffic conditions.

Respondents would like their business to provide discounted transit passes, advocacy for additional transit service, ridesharing programs and shuttle bus services. Over half of the respondents answered that their organization/business would be willing to pay for a package of services and incentives that benefited employees.

Questions and Responses

Q1. What is the primary nature of your business?

Employers were primarily in the office (35 percent) and service (15 percent) sectors.

	Frequency	Percentage
Office	21	35.00%
Service	15	25.00%
Other	13	21.67%
Manufacturing	8	13.33%
Warehousing	2	3.33%
Institutional	1	1.67%
Retail	0	0.00%
TOTAL	60	100%

Q2. Approximately, how many employees are employed at this worksite?

The following responses include students, likely accounting for the maximum number noted below. The average number of employees is 1,148 and the median is 120.

Maximum = 12,000

Minimum = 5

Q3. Does your worksite have multiple shifts?

Over fifty percent of worksites have multiple shifts, potentially showing a need for additional commute options programs during non-peak hour times.

	Frequency	Percentage
Yes	31	51.67%
No	29	48.33%

Q4. Please indicate the shift schedules you have at your worksite?

All 31 respondents who have multiple shifts provided information on their employer's shift schedules. Several worksites have flexible start/finish day shifts assisting with spreading the peak hour over several hours. Over half have evening shifts, most commonly 3:00/4:00 p.m. – 11:00/12:00 p.m. Rideshare possibilities should be explored for the evening shift employees. Midnight shifts had the most variation of start and finish times and rideshare programs will likely need to be customized to specific employers.

Q5. To the best of your knowledge, how do your employees commute to work?

Employers were allowed to choose more than one commute mode for how their employees commuted to work. Employers were also provided an option to input the percentage of use for each mode.

Over 96 percent of employers report that they have employees driving alone to work. Of those employers who indicated percentage of mode split, 58 percent report that over 80 percent drive to work alone, while 33 percent report that between 50 and 70 percent drive alone.

Seventy-seven percent of employers have employees who take transit. Of those employers who indicated percentage of mode split, 63 percent report that 10 to 15 percent of their employees use transit. Fifty-five percent of employers have employees who carpool and over 50 percent of these reporting modes split state that 20 to 35 percent of their employees carpool.

	Frequency	Percentage
drive alone	58	96.67%
transit	46	76.67%
carpool	33	55.00%
walk	9	15.00%
work at home	9	15.00%
bicycle	8	13.33%
vanpool	1	1.67%
other	1	1.67%

Note: Percentages do not add up to 100 percent as multiple answers were allowed

Q6. Do you have any programs to help your employees to get to work?

Seventy-eight of the employer respondents stated that they do not have any programs to help their employees get to work. Likely respondents did not consider free parking, bicycle parking and other programs listed in the question below as assisting employees in getting to work, as only five respondents stated that they have such programs.

	Frequency	Percentage
No	47	78.33%
No answer	8	13.33%
Yes	5	8.33%

Q7. Which of the following transportation related programs or incentives does your company offer?

The five respondents who answered yes to having programs to help employees get to work they were asked to identify the various types of programs they have at their worksite, selecting as many as were applicable.

	Frequency
Free parking for all employees	3
Bicycle parking	3
Variable work hours (such as flex time, compressed work week and staggered work hours)	2
Other	2
Ridesharing (carpool, vanpool and Ridematching)	1
Subsidized or free parking for carpoolers and vanpoolers	1
Preferential parking for carpoolers and vanpoolers	1
Showers for those who walk or ride bicycles	1
Subsidized transit passes	1
Telework/work from home	1
Subsidized parking for all employees	0
Other:	
1. drivers take their buses home and park close to their homes	
2. Limited Shuttle Service	

Q8. How accessible is your worksite by public transit?

Almost 97 percent of respondents stated that their worksite was accessible or somewhat accessible by transit. Transit related programs and incentives are viable for a majority of the employers surveyed.

	Frequency	Percentage
Accessible	38	63.33%
Somewhat accessible	20	33.33%
Not accessible	2	3.33%

Q9. Are you satisfied with the existing traffic conditions at or near your worksite?

Half of respondents are somewhat satisfied with existing traffic conditions and 30 percent are not satisfied.

	Frequency	Percentage
Somewhat satisfied	30	50.00%
Not satisfied	18	30.00%
Satisfied	12	20.00%

Q10. In your opinion, what action can be taken to improve traffic conditions at or near your worksite?

Respondents were allowed to choose more than one traffic solution. Improved public transit was chosen by 62 percent of the participants. Ridesharing programs and financial incentives to encourage ridesharing were the second and third most frequently chosen actions to improve traffic conditions.

	Frequency	Percentage
Improved public transit	37	61.67%
Improved ridesharing programs (carpool/vanpool, guaranteed ride home for ride sharers and Ridematching services)	19	31.67%
Financial incentives to encourage ridesharing	16	26.67%
Other	15	25.00%
Variable work hours	9	15.00%
Improved bicycle lanes/routes in area	8	13.33%
Improved sidewalks in area	5	8.33%
Telework	4	6.67%
Other: <ul style="list-style-type: none"> • Traffic light coordination. Advance left hand turn arrows on major intersections and length of green light signal needs to be longer. • Slow drivers should drive in right lane and not taking up all 3 lanes • Improve timing of lights • Less gridlock in the area • Increase lanes on Kennedy between Steeles and Derry • More exits/entrances on 410 • Traffic patrols during peak traffic hours • Install advanced green light at intersection of Drew and Bramalea going East on Drew making a left onto Bramalea • Integration of all GTA transit systems • Improved lane configuration at Hurontario and Britannia. Specifically, westbound traffic should be able to turn north on Hurontario from middle lane, not just the right lane. • Widen McLaughlin road and add stoplights at industrial park • Incentives to encourage public transit use • Shuttle Service for all employers in the area • Prevent transport truck traffic • Longer traffic lights during rush hours 		

Note: Percentages do not add up to 100 percent as multiple answers were allowed

Q11. What type of transportation programs would your organization/business like to see provided in the future?

Respondents were allowed to choose more than one transportation program that they would like their business to provide. Discounted transit passes led the number of responses with almost half of employers choosing this program. Advocacy for additional transit service, ridesharing programs and shuttle bus service were the next most frequently chosen programs.

	Frequency	Percentage
Discounted transit pass	29	48.33%
Advocacy for additional transit service	23	38.33%
Ridesharing programs (carpool/vanpool, guaranteed ride home for ride sharers and Ridematching service)	22	36.67%
Shuttle bus service	20	33.33%
Working with employees on transportation options	13	21.67%
Car sharing (sharing automobile with other participants)	8	13.33%
None, my organization is not interested in assisting employees with their transportation needs	8	13.33%
Parking management assistance	5	8.33%
Showers and lockers for those who bicycle or walk	1	1.67%
Other:		
<ul style="list-style-type: none"> • Our employees come here from diverse areas so not sure how the above would help other than moving out of the business park south of the airport • No easy solution • My opinion only, not discussed with senior mgt 		

Note: Percentages do not add up to 100 percent as multiple answers were allowed

Q12. Would your organization/business be willing to pay for a package of services and incentives that benefit your employees? Examples from similar organizations operating in North America indicate that typical fees could range between \$2-\$3 per employee per year, depending upon the services provided.

Over half of the respondents answered that their organization/business would be willing to pay for a package of services and incentives that benefited employees.

	Frequency	Percentage
Yes	31	51.67%
No	29	48.33%

Q13. Do you have any additional transportation related comments?

• **TRANSIT**

- I live in Markham, and taking transit would double my commuting time from 2 hours a day to 4 hours. This is why I still drive to work.
- The only way to deal with the congestion in the GTA is for all of the transit systems to become integrated and develop faster public transit. I would like to see a subway or sky train (like Vancouver's) both east/west and north/south throughout the GTA. Without transit integration, we will continue to see more and more traffic. There is no point expanding the road system as it will just get clogged up anyways. Better to look for alternative solutions.
- As our employees can work at any time of the day or night, and while most have vehicles, those that don't do not always have transit systems run near either our office or their home to get here.
- Transportation to and from work is the responsibility of the individual. It will be difficult to persuade those with vehicles to take public transit unless it is more economical to do so.
- Mississauga needs to connect to the TTC subway system and provide a basic E/W and N/S subway service sometime in the near future. It would be a waste not to connect with the TTC line.
- We need more bus coverage after 6PM at Financial drive
- Live in Burlington, no transportation available to allow public transit into Mississauga.
- Faster connection service from Brampton to Mississauga transit.

• **TRUCKS**

- The Dixie/401 area has major traffic issues. Many trucks and not as many streets to get to the major highways and the major highways do not have enough or proper exits/entrances to aid in traffic flow. As well the lights do not seem to be timed properly to keep traffic moving at a regular pace. This increases the stopping and speeding of traffic while trying to keep moving to get green lights.
- This area is a very heavy traffic area for large trucks (transports) so I think a focus in helping to improve the challenges created from this would be the best area to focus. Maybe Incentives for companies to receive their goods say after 6:00 PM instead of between 8:00 am and 5:00 PM so they could cover extra wages for employees that work late i.e. a night shift premium
- I think they should restrict truck traffic in areas with heavy traffic during peak traffic hours

• **PARKING**

- Not enough parking in our area is the main issue. Since we have relatively flexible hours for our staff they are able to "beat" the traffic.

• **DEVELOPMENT**

- Much more thought needs to go into infrastructure before developments are allowed to be built (both commercial/industrial & residential). It seems the only solution to allow new developments to access to roadways is another light controlled intersection. This not only worsens the congestion problem, it is the number one spot for serious personal injury accidents.

• **OTHER**

- I cannot comment on the administrative support as a whole as of yet. We are interested in pursuing continued discussion.

- o Any new transportation needs to be made 100% accessible.

Thank you to those who participated in the Employer Survey.
The information supplied will assist us in the development of the Smart Commute
Mississauga program.

The survey was conducted by UrbanTrans Consultants on behalf of
Smart Commute Mississauga.