MISSISSAUGA MOVES



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Phase One Engagement Report



This report was prepared by Lura Consulting, the independent facilitator and engagement specialist for the Mississauga Transportation Master Plan. If you have any questions or comments regarding this report, please contact:

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1 Introduction

1.1 Project Background

The Mississauga Moves study will use research, analysis and stakeholder engagement to develop the City of Mississauga's first Transportation Master Plan (TMP). The TMP will serve as a policy framework and action plan in a time of rapid city building, culture change and technological evolution. It will guide the City's investment in and stewardship of transportation infrastructure and services across Mississauga from today to the year 2041.

Mississauga Moves will look at the ways people and goods get into, out of and around Mississauga today, and how the different modes of transportation could be used in the future. It will respect the specialized needs of a diverse community of people and businesses and take into consideration a wide range of destinations within and beyond Mississauga.

The City's core transportation ambition is to reduce private automobile dependence by focusing on moving people rather than moving cars. Several key strategic objectives that guide the City's efforts towards realizing this goal are:

- Build a safe, comfortable, convenient and accessible transit system;
- Increase transportation capacity and provide mobility choices in all seasons;
- Develop walkable, connected neighbourhoods and a vibrant downtown; and
- Strengthen connections within Mississauga and the Greater Golden Horseshoe.

The TMP will provide a framework for meeting these objectives, which advance other strategic goals, such as safeguarding public safety, supporting transit-oriented growth and urbanization, enabling businesses to thrive, and delivering infrastructure in a sustainable way. The pursuit of a multi-modal city signifies a paradigm shift for Mississauga, where automotive travel has been and remains the dominant mode of transport. People who use the transportation network in the traditional way may not be familiar with, understand, or agree with the City's visions for change.

The process of developing the TMP provides an important opportunity to engage the public and key stakeholders in the processes of city building. A key component of the project is an extensive stakeholder and community engagement program designed to raise broader interest, awareness, and understanding of the transportation system and help shape the future direction of transportation in Mississauga.

1.2 Engagement Objectives

Public engagement efforts as part of the TMP will be designed to achieve the following key objectives:

- Raise awareness and understanding of the current transportation system and the pressures it faces over the next twenty-five years;
- Enable people to engage in interesting, meaningful and impactful discussion about mobility and the future of transportation in Mississauga, in a wide variety of ways;
- Determine community values and interests as they relate to transportation;
- Collect information on current transportation behaviours and potential motivators for future behaviour change (especially reduced tendency to single-occupant vehicle trips);
- Understand actual and perceived barriers to using a variety of transportation modes;

- Encourage and inspire community members to think about the travel options available to them now and in the future;
- Increase capacity of City staff to understand and apply customer experience thinking to service design and provision.

In addition to the objectives listed above, engagement with key stakeholders will aim to:

- Strengthen the City's relationships with key stakeholders and potential partners in implementation;
- Explore key issues, opportunities and challenges for the Mississauga Moves project, and transportation in general;
- Identify local interests, motivations and barriers relating to the proposed concepts;
- Identify transportation needs in Mississauga; and
- Identify potential partners and community champions that can help advance the City's priorities related to transportation.

1.3 Overall Timing and Phasing of the Engagement Process

The engagement program is being delivered in three distinct phases in alignment with the overall project workplan. Phase One focused on building an understanding of how the current transportation network is experienced and perceived, and how people want the transportation network to look in the future. Phase Two will focus on further refining the direction of the future transportation network and the various proposed components. Phase Three will include the presentation of the draft TMP and move into implementation.



Phase 2: Vision (Winter - Spring 2018)



Phase 3: Action (Summer 2018)

Build an Understanding

- •Inform and educate about the TMP process
- Understand experiences and perceptions
- •Explore how people want to move
- Explore barriers and motivators to movement

Creating the Plan

- Define/confirm the Vision and Principles
- Obtain feedback on the initial TMP components

Moving the Plan Forward

- Outline and refine TMP components
- Educate and inspire

1.4 Overview of Phase One

As stated above, the focus of the first round of engagement was to: inform and educate residents about the TMP process; understand experiences and perceptions of the current transportation network; explore how people want to move around the city; and, explore the barriers and motivators to movement. During Phase One, a variety of engagement strategies were employed to gain feedback from the public and key community stakeholders. Public engagement activities in Phase 1 included:

- Twenty-three pop-up community conversations;
- A project open house;
- A project website (<u>www.mississaugamoves.ca</u>), which included a survey, idea generation, mapping activity and general question and answer functionality;
- A Community Feedback Panel orientation session and survey;
- Stakeholder interviews;
- Stakeholder workshops;
- One-on-one meetings with Councillors and the Mayor's Office.

More information on the number of people engaged is provided in Section 2.

1.5 Report Contents

This report provides a description of the engagement and engagement activities undertaken as part of Phase One of the Mississauga Moves project (Section 2), as well as a summary of the feedback received from the engagement activities (Section 3). Next steps in the engagement process are outlined in Section 4. Communications and promotional materials as well as more detailed summaries of participant feedback are included in the report appendices.

2 Phase One Engagement Process Overview

To fulfill the objectives of the TMP engagement strategy, a comprehensive approach targeting key stakeholders and the general public through a wide variety of communication, promotional and engagement tactics was adopted for Phase One. This provided multiple opportunities for public participation as part of an inclusive process.

2.1 Engagement Summary

Approximately 4,500 individuals participated in the first phase of the engagement process between May and December 2017. Digital engagement remained open until the launch of Phase Two at the end of May 2018. The following table summarizes the number of participants by engagement activity:

Engagement Activity	Date	Number of Events	Number of Participants
Pop-Up Community Conversations	May –	23	1,381 (Spoken to)
	November 2017		858 (Provided input)
Digital Engagement	May 2017 –	N/A	2,876 (Visited)
	May 2018		1,336 (Clicked)
			159 (Contributed)
Community Feedback Panel Survey #1	November 2017	1	41
Stakeholder Interviews	November –	15	29
	December 2017		
Councillor One-on-One Meetings	May – June	7	7
	2017		
Stakeholder Engagement Sessions	November 2017	5	56
Public Open House	November 2017	1	150
Total		52	4,540

2.2 Engagement Tactics

The following engagement activities were implemented to ensure broad participation from key stakeholders and members of the public during Phase One.

2.2.1 Pop-Up Community Conversations

Between May and November 2017, Lura Consulting hosted 15 pop-up community conversations throughout the City of Mississauga. In addition, City staff hosted eight pop-up engagement activities at other outreach events, leveraging existing efforts and presence in the community. During the pop-up engagements, two discussion boards were provided, where participants could respond to a question (on one) and put ideas on the map (on another). The purpose of the discussion boards was to allow people to share their experiences in using the transportation network in the City, and help us understand 'where are we now'.

- The first discussion board asked participants to complete the statement: 'Moving around in Mississauga is...'
- The second discussion board featured a map of the City, and asked participants to identify: 'places you like to go', 'places that are hard to get to', and 'challenging points on your route'

Participants were also provided a 'Show us Your Moves' comment card. The front of the card (Moving around in Mississauga is...) was designed to learn about people's experiences, while the back (What

would improve how Mississauga moves?) allowed us to better understand how people would like to move within the City. A summary of the pop-up locations and number of people engaged is provided below.

Location	Date (2017)	Ward	Participants Spoken To	Participants Providing Input	Items Given Away
Family Fun Day	May 27	4	75	65	115
Older Adult Expo	June 6	5	100	100	275
Neighbours Night Out	June 27	5	75	44	80
Morguard Tenant BBQ	July 11	4	80	61	95
Celebration Square Movie Night	July 20	4	100	29	119
Burnhamthorpe CC	July 26	3	35	23	65
Frank McKechnie CC	July 27	5	25	25	110
Rivergrove CC	July 31	6	25	25	62
Huron Park CC	August 2	7	40	30	100
South Common CC	August 9	8	15	6	60
Churchill Meadows CC	August 15	10	30	23	35
Green Team Meeting	August 16	4	36	32	100
Clarkson CC	August 17	2	30	15	70
Meadowvale CC	August 18	9	30	15	60
Riverwood Park	August 22	6	20	5	96
Carmen Corbasson CC	August 25	1	45	30	175
University of Toronto Mississauga	August 28	8	120	96	130
Sheridan College	August 31	4	75	62	25
Tour De Mississauga	September 17	4	250	55	38
Lakeshore Connecting Communities Open House 1	September 20	1	35	4	400
Lakeshore Connecting Communities Open House 2	September 26	2	65	57	28
Take Your Kid to Work Day	November 1	4	50	36	32
		Total	1,356	838	2,270

A summary of the input received during pop-up engagements can be found in Appendix A.

2.2.2 Open House

An open house was held on November 16, 2017 at the Mississauga Civic Centre, with approximately 150 individuals attending. The meeting format was designed to encourage as much discussion as possible through a number of different methods:

- Open House Displays Fourteen panels were displayed at the open house and clustered in four distinct 'stations' to provide opportunities for attendees to:
 - Learn about the history of Mississauga;
 - o Discover how residents live, work, play and travel in Mississauga today;
 - Share how they move around Mississauga; and,
 - O Discuss how Mississauga Moves can help prepare for the future.
- Passport Attendees were provided with a 'passport' to encourage them to visit all four of the stations. At each station, participants were given a sticker after engaging with project staff.

 Participants who visited all four stations, and completed their passports, received a small prize.
- Feedback Form An accompanying feedback form was designed to capture comments, concerns and advice to the project team regarding the information presented on the display panels. This provided another opportunity for attendees to provide feedback.

A summary of the input received during open house (along with the display panels) is provided in Appendix B.

2.2.3 Digital Engagement

In parallel with the face-to-face engagement activities, online options were also available to facilitate broader participation. Online engagement, through the City's EngagementHQ website, began in May 2017. An overview of the tools used to encourage online participation is provided below:

- Online Survey The project website included a Participate Online page featuring an online survey designed to capture participants' perceptions about moving in Mississauga. The survey included a variety of short-answer questions, as well as, an opportunity to indicate how often one uses various modes of transportation.
- *Ideas* The website allowed participants to submit their ideas on 'what would improve how Mississauga moves?'. Participants could also view and vote on ideas submitted by others.
- Hotspots An online mapping tool was provided, and allowed participants to mark areas on interest across the city. Participants were asked to identify: places they like to go to, places that are difficult to get to, and points along their route that are a challenge.
- Q&A The website provided a 'question and answer' feature, which was monitored by project staff. Visitors to the website could read the conversations from other participants.
- Email A dedicated project email address mississaugamoves@mississauga.ca provided stakeholders and the public with another channel to direct questions and submit feedback. Staff at the City of Mississauga ensured email communications were promptly addressed and recorded for reporting purposes.

A summary of the input received via digital engagement is provided in Appendix C.

2.2.4 Community Feedback Panel

A community feedback panel was formed to provide an opportunity for in-depth and meaningful participation in developing the Mississauga Moves plan. The panel includes a diverse group of stakeholders that are representative of the Mississauga population. As of December 2017, there were 46 active panel members (i.e. they had participated in the online survey, attended the open house, and/or specifically asked to join the panel). All members are encouraged to act as champions for

engagement by sharing information and getting the word out to their networks and constituencies to participate in this important city-building project. An orientation session was held for panel members on November 16 2017.

In November 2017, Mississauga Moves Community Panel Members were invited to take part in an online survey. A mix of quantitative and qualitative questions were used. Overall, 41 panelists completed the survey.

A summary of the community feedback panel survey is provided in Appendix D.

2.2.5 Stakeholder Interviews

A series of informal interviews were conducted with key external stakeholders to explore issues, opportunities and challenges for the TMP. Fifteen interviews were conducted, representing 23 stakeholders, listed below. Interviews were conducted in-person and via telephone during November and December 2017.

Date (2017)	Stakeholders Represented		
November 13	MiWay		
November 13	 Peel District School Board; Dufferin-Peel Catholic District School Board 		
November 13	Orlando Corporation		
November 14	 Mississauga Halton Local Health Integration Network (LHIN); Central West LHIN 		
November 14	YMCA of Greater Toronto Area		
November 17	 Halton Region; Town of Oakville; Oakville Transit; Town of Milton; Milton Transit 		
November 22	Sheridan College		
November 23	Peel Housing Corporation		
November 29	Greater Toronto Airport Authority (GTAA)		
November 30	City of Toronto;Toronto Transportation Commission (TTC)		
November 30	Metrolinx		
December 1	Greater Toronto Hotel Association (GTHA)		
December 4	Peel Region		
December 4	City of Brampton;Brampton Transit		
December 4	TransHelp		

2.2.6 Stakeholder Workshops

Five stakeholder engagement sessions were carried out to engage a range of stakeholders. All sessions occurred in November 2017, within various community locations around the City. The five sessions focused on:

- Business and employers (2);
- Transportation service providers and transportation related industry;
- Community organizations, institutional
- Building and development.

Workshop Theme	Date (2017)	Stakeholders Represented		
Transportation service providers and transportation related industry	November 8	 Uber Canada All Star Taxi City of Brampton Enterprise Carshare The Musket Transport Ltd. Young Drivers Town of Oakville Pembina Institute City of Toronto Region of Peel (2) Metrolinx Sustainmobility Food and Beverage Ontario 		
Community organizations, institutional	November 8	 Peel Regional Police Square One Older Adults Advisory Committee (4) Peel District School Board (2) Ivan Franko Homes Erindale United Church Chinese Association of Mississauga (2) YMCA of Greater Toronto Area SEVA Food bank Safa and Marwa Islamic School SAV Canada (2) 		
Business and employers	November 9	 Port Credit BIA MiWay (2) Bessant Pelech C.5. Graphic Inc. + Mississauga Board of Trade John Cassan Realty and Appraisals Radial Inc. Xerox Research Centre CJ Graphics 		

Workshop Theme	Date (2017)	Stakeholders Represented
Business and employers	November 14	 Mississauga Poverty Council Century 21 Best Sellers Nabrhubs Inc. Private Residents (3) Malton BIA Loyalty One Mississauga Real Estate Board Expedia Cruise Ship Centre Port Credit
Building and development	November 24	 Sutherland Corporation Port Credit West Village Partners Di Blasio Corporation Building Industry and Land Development Association Orlando Corporation Diamond Corporation

Summaries of the input received from the stakeholder workshops are provided in Appendix E.

2.2.7 Councillor Interviews

For the purposes of this project, the team engaged with six City Councillors and the Mayor's Office in one-on-one interviews between May and June 2017. It was important to engage with Council at the outset of the project to introduce them to the scope of work and provide them a direct opportunity ask any questions and share any insights that may be valuable to the project. Specifically, the meetings sought initial input into the TMP (e.g. transportation challenges, opportunities, and barriers and motivators), as well as explored best ways to communicate with and engage residents in the discussion.

Date (2017)	Ward	Councillor
May 29	7	Nando lannicca
May 29	9	Pat Saito
May 30	8	Matt Mahoney
May 30	N/A (Mayor's Office)	Mayor's Chief of Staff, Robert Trewartha
June 1	4	John Kovac
June 19	2	Karen Ras
June 21	3	Chris Fonseca

2.3 Communication and Promotional Tactics

2.3.1 Project Website

Throughout Phase One, the project website (www.mississaugamoves.ca) served as a portal for all information and engagement activities. The website was hosted through the City's EngagementHQ site. The website included a study overview, informational video, project timeline and contact information. There were also opportunities to engage through tools such as a survey, mapping, idea board, and a question and answer section. Furthermore, the website provides resources regarding past engagement

activities, other transit and infrastructure projects, City-wide plans and, general information for travelers.

2.3.2 Social Media

Throughout Phase One, the City's social media tools were used to:

- Introduce the project and direct people to the EngagementHQ site to find out more;
- Broadcast and market engagement events such as the Open House;
- Increase public participation; and
- Collect feedback and comments.

2.3.3 Video

A video was created to inform residents about the TMP project, and encourage participation through the website. The Phase One video was posted on the project website and YouTube. The video has received over 330 views as of December 31st, 2017 (https://youtu.be/T-Q0tpj8 rQ).

2.3.4 Poster

A project poster was designed for the Historical Context Report. The City will be using the poster as part of its outreach efforts to schools during later phases of the study. They also plan to display the poster at various City-owned venues.

A copy of the poster can be found in Appendix F.

3 Summary of Participant Feedback

The following section provides a high-level summary of the key themes that emerged during the first phase of engagement. Key themes are outlined for both the general public (including the Community Feedback Panel), and stakeholders, respectively. More detail on the input received can be found in the appendices of this report.

3.1 Key Themes: General Public

This section provides a summary of the key themes from the open house, digital engagement, pop-up conversations, and the community feedback panel survey.

3.1.1 Personal Vehicle Usage

Personal vehicle usage remains a popular transportation choice among many Mississauga residents, especially for commuting to work, shopping and participating in social activities. The primary motivator for personal vehicle usage is convenience, with many stating that driving is easier, more flexible and faster than other modes, particularly during off-peak times. Though many participants preferred driving, congestion was cited as a major concern. In particular, a number of respondents cited difficulty in driving to the City Centre. Participants recommended improvements to the timing of traffic signals and changes to left turn signals to better facilitate traffic flow. Participants were generally supportive of carpooling, however many found it difficult to implement.

Some participants called for a move away from single occupancy vehicles and car-oriented development. A few participants noted that they drive hybrid vehicles, in order to be more environmentally friendly, and would like to see more electric vehicle charges. Participants suggested further driver education to improve attitudes towards cyclists, pedestrians and transit.

3.1.2 Public Transit

The general discussion of public transit is divided into: intra-city transit (MiWay); inter-municipal transit (TTC, Brampton Transit, and Oakville Transit); and regional transit (GO Transit), each presented below.

3.1.2.1 Intra-City Transit

Participants appreciated MiWay's efforts regarding the Affordable Transit Program and express bus routes. Many also liked MiWay's smartphone app, and the ability to receive real-time route updates. A number of participants found it easy to access the City Centre using transit.

Participants had a number of concerns with transit, including: poor reliability; length of travel time; number of connections; and infrequent service. Participants encouraged MiWay to consider providing more service on weekends, evenings and during peak hours, as well as implementing more express routes. Participants would also like to see better coordination at transfer points and more frequent buses. Overall, many felt that transit must be comparable with personal vehicles, in terms of timing and cost, in order to induce a modal switch.

3.1.2.2 Inter-Municipal Transit

Participants strongly supported improved connections with transit services in nearby municipalities, especially Toronto and Brampton, in order to increase the speed and frequency of inter-municipal travel. Integration of schedules and costs across neighbouring municipalities is seen as a high priority. A

number of participants suggested establishing light rail or subway connections to key locations (i.e. Square One and the airport) from Toronto or other municipalities.

3.1.2.3 Regional Transit

Overall, regional transit was seen as expensive, and participants were concerned about congestion around stations. Participants recommended better connections with local transit service, and improved pedestrian and cycling infrastructure around stations. A number of participants called for two-way, all-day service on the Milton GO line. Participants acknowledged that regional transit is a good alternative to driving, particularly during peak hours, as it avoids traffic congestion.

3.1.3 Walking

Many participants enjoy walking leisurely or as a form of exercise, however it is unclear how many use walking as an alternative to other modes of transportation. Participants were concerned about pedestrian safety and the behaviour of dangerous drivers. Intersections should be more pedestrian-friendly, with narrower crossings and longer crosswalk signals. Participants felt that walking could be encouraged through the development of mixed-use, high-density neighbourhoods, and more sidewalks. Traffic calming and enhanced road crossings were also seen as enticing. A number of participants noted that accessing GO stations is difficult for pedestrians.

3.1.4 Cycling

Participants were concerned about the lack of safe, connected cycling infrastructure throughout the City and connecting to neighbouring municipalities. Participants were also concerned about major east-west barriers when traveling north or south (such as Highway 403, Highway 401, and Dundas Street). However, it was noted that east-west travel is working well. Participants acknowledge that there has been improvement in recent years, for example, bike racks have been added to buses, making it easier to access local destinations by bike. Key recommendations include: better connections to destinations; safe, protected cycling infrastructure; and, driver education and traffic enforcement. Participants felt that Mississauga is a car-centric city, and drivers can be careless or unsure of how to address cyclists.

3.1.5 Road Infrastructure

Participants were split in their support for car-oriented and multi-modal infrastructure; however, multi-modal infrastructure appears to be favoured. Participants called for 'complete streets' with lower speed limits, dedicated bus lanes, and traffic calming. Participants would also like to see improvements to bus shelters.

At the same time, traffic flow should be maintained, especially during rush hour on major north-south and east-west routes. Road ways are well maintained and are generally in good condition. Participants were critical of construction, indicating that projects should be better managed to reduce traffic impacts.

3.1.6 Ride Hailing

Overall, ride hailing was not commonly used amongst participants. Within the community panel survey, the vast majority of respondents indicated that they do not ride hail on a daily basis for any purpose. However, ride hailing services were seen to be a good option for traveling to the airport. Overall, ride hailing services were seen as safe and reliable, and respondents liked the convenience of applications like Uber. Participants indicated that they would like cheaper rates for ride hailing services. Otherwise, there were few concerns associated with this mode of transportation.

3.2 Key Themes: Stakeholders

This section provides a summary of the key themes from the stakeholder interviews, stakeholder workshops, and councillor interviews.

3.2.1 Personal Vehicle Usage

Stakeholders agreed that Mississauga has too much vehicular traffic, which results in congestion; other modes of transportation should be encouraged. It was recognized that personal vehicles are often most convenient, particularly in low-density areas, when destinations are not easily accessed by other modes. Stakeholders suggested that modal shifts be encouraged thorough transportation demand management (TDM) programs, such as SmartCommute. While stakeholders generally agreed that a shift away from personal vehicle usage was necessary, they were spilt in their opinions of parking. Some felt that the city has too much parking, while others felt there is not enough.

3.2.2 Public Transit

3.2.2.1 Intra-City Transit

Intra-city transit is seen as an alternative to personal vehicle usage, and a method to reduce congestion. Stakeholders felt that, in order to induce a switch, transit must compete with personal vehicles in terms of speed, reliability and cost. Stakeholders recommended increased frequency, efficiency and, connectedness within the local transit system; some stakeholders recommended 24/7 service be implemented.

Stakeholders were also concerned about first and last-mile challenges. There is a preference for a comprehensive transit network, which is integrated with all modes and connected to key destinations (i.e. hospitals, airport, employment). Stakeholders recognize that a shift towards transit is difficult, given the City's current low-density design. As such, stakeholders suggest a focus on high-density development, so that residents can more easily access a variety of modes and destinations.

3.2.2.2 Inter-Municipal and Regional Transit

Stakeholders recognized the need for fare and service integration across local municipalities, with TTC (Toronto) and Züm (Brampton) being cited most often. Connections across boundaries should be seamless, and include paratransit (i.e. TransHelp). Many were supportive of the light rail transit connection to Brampton via Hurontario Street. With respect to GO Transit, stakeholders were supportive of all-day, two-way service on the Milton line. Stakeholders also recommended that local transit authorities provide better connections to GO stations.

Overall, regional and municipal transportation plans should be well-aligned. Stakeholders recommended that transit authorities at different levels work together to clarify roles and responsibilities.

3.2.3 Active Transportation (Walking and Cycling)

Overall, stakeholders felt that active transportation in Mississauga was unsafe. The current network of sidewalks and bike lanes is disconnected. There is a need for better infrastructure, and education for both drivers and cyclists. Walking and cycling should not be limited by municipal borders; routes should be well-connected and integrated with transit.

Active transportation is popular among college students, but less common among younger students. There is a general sense that parents do not feel safe letting their children walk or bike to school.

Stakeholders recommend increased education about active transportation options through the Region of Peel's Safe Routes to School program.

3.2.4 Goods Movement

A number of stakeholders commented on the importance of goods movement to the local economy. There is a need to balance the movement of goods with the movement of people, reducing the impact of goods movement on commuters. Stakeholders suggested that this could be accomplished through a designated goods movement corridor, or limiting goods movement to off-peak hours.

3.2.5 Technology

Stakeholders recognized the important role technology plays in transportation. For example, technology can be used to connect isolated populations and reduces the overall number of trips (e.g. through online courses, telecommuting, carpooling apps). With respect to new technologies, stakeholders were most interested in autonomous vehicles and electric buses; however, it is recognized that these technologies have many unknowns and are not yet available for large-scale implementation.

3.2.6 Growth and Development

Mississauga is in a period of growth. Stakeholders recognized that this growth would likely be associated with an increase in traffic. As such, stakeholders encouraged transit-oriented, high-density, mixed-use development. Strategic development should occur in key areas, such as the areas surrounding GO stations and LRT infrastructure. In accordance with the Growth Plan, there should be a focus on redevelopment of existing lands, rather than greenfield development.

Stakeholders suggested that transportation planning should be taken into account for all new development projects. This is particularly important when new developments impact vulnerable populations, such as seniors and individuals living in social housing.

3.2.7 Barriers and Accessibility

Vulnerable populations face a number of unique transportation challenges. Stakeholders discussed a number of barriers faced by vulnerable populations when accessing transit. Vulnerable groups include: seniors, newcomers, residents of social housing, and youth. For many of these individuals, the cost of transportations is a significant barrier. For certain groups, there are language barriers and challenges navigating different transit systems. Others may be located in 'transit deserts' (i.e. suburban areas without transit access) and may be unable to drive for a variety of reasons.

3.2.8 Recommendations

Finally, stakeholders provided a number of recommendations for the City of Mississauga and its Transportation Master Plan (TMP). Key recommendations include:

- Continued collaboration with other transit agencies, local governments, and major employers throughout the development of the TMP;
- Alignment of the TMP with the various transportation and development plans across neighbouring municipalities, and at the provincial level;
- View transportation from a 'consumer-experience' perspective.

4 Next Steps

The feedback received during Phase One of the Mississauga Moves project was used to inform the Phase One technical deliverables (User Study, System Assessment, and Integration of Transport Planning Report). It will also be used to inform the technical work in Phases Two and Three. In particular, the feedback will be combined with findings of the technical work in Phase One to produce a detailed list of issues and opportunities for transportation in Mississauga. Engagement will continue into Phases Two and Three of the project. For more information on the project and next steps, please visit: www.mississaugamoves.ca.



Appendix A:
Phase One Pop-Up Engagement
Summary



Pop-Up Engagement Summary

Overview

Between May and November 2017, Lura hosted 15 pop-up community conversations through the City of Mississauga. In addition, City staff hosted eight simplified pop-up engagement activities at other outreach events, leveraging existing efforts and presence in the community. During the pop-up engagements, participants were presented with two discussion boards, as well as a comment card, to collect their feedback. Two discussion boards were provided, where participants could respond to a question (on one) and put ideas on the map (an another). The purpose of the discussion boards was to allow people to share their experiences in using the transportation network in the City, and help us understand 'where are we now'.

- The first discussion board asked participants to complete the statement: "Moving around in Mississauga is..."
- The second discussion board featured a map of the City, and asked participants to identify: "places you like to go", "places that are hard to get to", and "challenging points on your route"

Participants were also provided a "Show us Your Moves" comment card. The front of the card (Moving around in Mississauga is...) was designed to learn about people's experiences, while the back (What would improve how Mississauga moves?) allowed us to better understand how people would like to move.

Key Themes

The following contains a summary of key themes raised during the pop-ups. A complete set of verbatim comments can be found further below.

Cycling

Concerns

Participants are concerned about the general lack of safe, well-connected cycling infrastructure throughout the City. Comments received noted that bike lanes should be protected or be separated from traffic in some way. To improve safety for all riders, police enforcement of driver and cyclist behaviour should be increased. Specific areas of concern include Cawthra Road, Erin Mills Parkway and Southdown Road (crossing the QEW), crossing the Credit River from Indian Rd, Applewood Hills Park, Dundas Street, Queensway Boulevard, Bristol Road, Winston Churchill Boulevard, Hurontario Street, Lakeshore Road and North-South travel in general.

Working Well

A number of participants felt that cycling in the City was "fun" and "easy". East-West travel in Mississauga is well-suited for cycling, such as the Burnhamthorpe Road bike trail.

Improvements

Participants suggested the creation of more bike lanes and the overall improvement of cycling infrastructure, with connectivity being key. Newly installed bike lanes should have a barrier between the traffic and the bike lanes to encourage safety, as well as improved signage. Drivers should be further educated on safe practices regarding cyclists and training for cyclists should be implemented. Destinations should be bike-friendly, and employers can do more to support active transportation (i.e.



bike racks/storage, showers and lockers for employees who bike to work). Some participants were also interested in the opportunity of a bike share program.

Walking

Concerns

Participants were concerned about pedestrian awareness (i.e. using cell phones when walking, jaywalking, being aware of traffic). The lack of sidewalks in some older areas of the city (i.e. Malton) was noted.

Working Well

A handful of participants indicated that they enjoy walking around Mississauga. In many cases, walking was seen as easy and a good form of exercise.

Improvements

Pop-up participants noted that the City's walkability could be improved through measures like longer times for crosswalk signals, improved lighting, and narrower road crossings, making walking accessible for all users. Overall, participants called for more sidewalks and trails, and a more connected walking network. Any sidewalk closures should be well advertised in advance (i.e. social media or public announcements). One respondent suggested making the City Center car-free.

Inter-Municipal Transit (e.g., Züm, TTC)

Improvements

Participants primarily stated the need for improved transit connections between Mississauga and the rest of the Greater Toronto Area (GTA) (i.e. Brampton, Toronto, Milton, North York, Scarborough). It was suggested that this could be achieved through an increased number of direct and express bus routes. Many participants want a TTC connection to Square One shopping center. There were a few suggestions about using LRT and the subway to connect Mississauga to Toronto and the airport.

Intra-City Transit (MiWay)

Concerns

When taking MiWay, participants are concerned about the length of time their trip takes, the number of connections required, and the lack of frequency in service. A number of participants were also concerned about the cost of local transit, especially for seniors and children. The local bus system can be confusing and difficult to navigate, particularly for international students and newcomers. One participant stated that the City is not designed for mixed use and that forces people to drive, and there is a lack of transit connection to the suburbs. Participants felt that local transit should be accessible to users of all abilities, and that taking transit is difficult for some groups, such as young families.

Working Well

Other participants indicated that MiWay provides excellent service, is convenient, accessible, reliable, and has consistent timing. Users appreciate the real-time service updates available on their phones. There are many routes people are quite happy with, including the express lines, connections to Toronto and the bus to Square One. Some participants liked the one-dollar discounted fare for seniors. Many felt that MiWay has improved in recent years.



Improvements

Participants would like more frequent buses during peak hours, and expanded weekend and evening service. Travelling via MiWay should be faster, with less time waiting. This could be accomplished through dedicated bus lanes and more express routes. Participants felt that connections between MiWay and the rest of the GTA could be improved, and include better connections to the airport. Education and information should be provided on how to use the bus services in Mississauga. Shorter walks and more frequent bus stops, with shelters were requested. Participants would like less expensive fares, and Wi-Fi access on transit vehicles. Finally, payment options could be expanded to allow Presto and Sheridan One cards / University-Passes.

Personal Vehicles

Concerns

Respondent's primary concern was traffic congestion on all major roads in the City. Some participants feel that taking their car is still more convenient than a bus, but other participants feel that driving is too time consuming and confusing. Participants expressed some concern around road safety, due to a lack of enforcement of distracted driving laws and aggressive driving. Mississauga is seen as a car-centric city.

Working Well

Most participants of this question find driving to be the most convenient and easy mode of transport. It was felt that Mississauga has good traffic flow during off peak hours.

Improvements

Participants felt that road congestion needs to be addressed. Some ideas included measures such as carpooling or flexible work hours. Participants would like more street signage, limited U-turns, better timing of traffic lights and more effective/appropriate left turn signals. Connections to Highway 403 could be improved, according to participants.

Regional Transit

Concerns

For some participants, the GO system is seen as expensive and intimidating to use.

Working Well

Amongst the participants, GO is seen as a comfortable, convenient, easy to use, safe, and affordable way to travel. GO transit is a good alternative to driving, as it avoids traffic congestion.

Improvements

Participants felt that GO stations should be better connected through transit and pedestrian/bike networks. GO costs should be reduced, and linked with local transit fares. There should be faster connections to downtown Toronto. WI-FI on GO buses would be very helpful for some riders. Traffic calming could be beneficial around stations.



Road Infrastructure

Concerns

Participants were concerned about the delays caused by construction. When construction is ongoing, it is recommended that alternative routes are provided to alleviate the impact on the flow of traffic. Intersections should have improved turning signals and light timing, according to participants.

Improvements

The primary suggestion among participants was to improve the synchronization of stop lights across the city. Construction should to be managed better, providing more advance notice for drivers. Participants recommended various improvements to road infrastructure (i.e. fix pot holes, repair old bridges, improve signage). Participants also made requests to improve specific intersections (i.e. add stop signs, additional/longer left turn signals, add lanes). Improved infrastructure for cycling and transit was also recommended.

Other

There was a general sense that the City is moving in the right direction with respect to transportation, however, there are opportunities for improvement as discussed above.



Verbatim Comments

Cycling

Concerns

- Good bike lanes North-South, no bike lanes between Burnhamthorpe and Eglinton
- Not safe, reinforce bylaws
- Some areas do not have bike lanes
- Police action on poor bike cyclist behaviour
- Nike lanes work better when away from traffic
- No cycle routes
- Get bikes off sidewalks
- Kids going to high school, Cawthra Rd from Queensway to Atwater by bike is very dangerous. There needs to be a safe protected trail on Cawthra Rd.
- Younger children do not feel safe riding on the roads, need better and safer routes for them
- No signal protected bike lanes
- Sharrows do not work! Remove all sharrows and work to create connected infrastructure (including more bike parking)
- Crossing the QEW by bike from Erin Mills Parkway and Southdown Road is difficult
- Address e-bikes
- Bikes going too fast
- Cyclists do not obey traffic signs or lights!
- Frustrated with left turns in Port Credit and lack of safe bike lanes
- Cycling is dangerous cars and pedestrians!
- Difficult riding on bike around City
- Get cars off the road I am a cyclist and I fear for my life every time I ride.

Working Well

- Burhamthorpe Road bike trail is nice
- Cycling has no good North-South movement East-West is fine
- Applewood Hills Park needs bike lanes
- Biking in Mississauga is good and easy.
- Encouraged by cycling
- Free flowing bike traffic
- Fun when I take my bike to and from school!
- Bike trails
- It is fun to ride my bike to school

- One day off without cars e.g. Holland takes cars off roads
- Better bike infrastructure
- Bike infrastructure
- Bike lanes
- Good bike lanes near Meadowvale
- Have a barrier between vehicle and bike traffic
- More bike lanes



- More bike lanes from Brampton to Highway 401
- More bike lanes all over the city and pathways linking to the GO station
- More bikes lanes
- More dedicated bike Lanes
- More ticketing to cars who park in bike lines
- Bike-friendly buildings with showers, bike racks, etc.
- Cyclist should follow rules and wear their helmet
- Better rule system or testing for cyclists
- The Queensway is very wide, I think of putting a wide separate bike lane
- Feel unsafe biking
- Drivers need to be educated on bike lanes
- Barriers on bike lanes e.g. Bristol Road
- Better youth education on cycling
- City constructed mountain bike trail
- Better bike office culture
- Bike routes are good but need to be better connected
- More bike lanes
- I would like to have bike lanes that provide easier access on the roads
- Need to improve bike lanes on all roads
- More bike lanes please
- Add more bicycle lanes
- Add more bike lanes
- Public transit need to be improved and add more cycling tracks
- No bike lanes, kids should be able to ride bikes on sidewalk
- Travelling by bike is okay, dangerous on big roads, safe on inner roads
- Bike lanes on Burnhamthorpe road are separated very well from cars, not too close to road but not on sidewalk
- Better bike lanes in Mississauga than Toronto
- Better bike infrastructure
- Physical barriers from traffic
- Ninth line needs bike lanes
- Lakeshore Road bike lanes could be separated by in ground pylons or physical barrier
- Encourage cycling with free breakfast and bike rides
- A separate lane on the sidewalk
- Better bike lanes
- More segregated lanes between bike and transit
- Bike lanes could be improved
- Biking is not safe in some places in Mississauga
- I would like to bike lanes separated from the car traffic
- Need more bike lanes
- Need more biking routes
- More bike lanes, enhance the transit system e.g. more stops
- Bike trials in the Churchill Meadow area are great
- More and better roads for bikes
- Bike share support and more bike lanes
- Better bike lanes and division from vehicle traffic



- Include bike lanes on Dundas Street between Erin Mills Parkway and Mavis Road, and widen Dundas to three lanes in each direction
- More bike paths bigger lanes with a divider rail between path and road for cyclists
- Cyclists need to stay off the sidewalk to make it safer for pedestrians
- More bike lanes on Burnhamthorpe Road
- Implement the northlands cycling system in Mississauga
- Better expand bike lanes
- Create a barrier from roads and bike lanes for safer travel
- More and better signage to promote and create a more inclusive environment for cyclists in Mississauga
- More connectivity with bike lanes and bike trails
- Model Vancouver cycling lanes in Mississauga (create smaller roads and bike-only roads)
- Dedicated cycling lanes with traffic signals on all major roads
- Bike lanes that are more connected to facilitate community and protected lanes
- More separated bike lanes for safer travel between bike and car
- Highlighted bike lanes and more rules for bikes and cars
- Trail maintenance
- Remove or wear down curbs at the end of trails
- Public information campaign on sharing the road with cyclists (include with driving training)
- More dedicated cycle lanes drivers need to be educated on road share with all modes of transportation
- Better bike culture
- Create a bike share
- Implementing a bike share pilot
- Focus on creating a continuous network of bike lanes, trails and protected bike lanes.
- More bike lanes on the roads that are safe and provide enough space between bikes and cars
- I want less roads and more bike trails
- More bike trails
- Safer biking lanes on the roads and more of them
- Increase bike paths around popular areas and destinations
- More bicycle lanes, more diverse choice of transportation method
- Bike path on Winston Churchill Boulevard
- Glow in the dark bike paths and trails
- More room on pathways for cyclists and pedestrians
- More bikes lanes on frequently traveled roads
- Safe, separated bike lanes and rail transit
- More bike paths
- Increased and improved bike lanes throughout the city, as well as more initiatives to encourage and make it easier to get around the city in a friendly way (advertise this)
- Increased trails, better connecting bus transfers (location and timing)
- Getting around without destroying our environment through biking
- More bike paths to more locations
- More connected bike paths
- More bicycle lanes would make transportation safer for both cyclists and drivers
- Moving around on the bus is almost as fast as riding a bike



- Protected bike lanes on Lakeshore Road and all of Hurontario Street (especially from Lakeshore to Eglinton).
- Bike pumping and tire clinics. Mixed cycling boulevards (people and bikes)
- Where bike lanes are available on a road side, place signs to show cyclists where the bike path is (i.e. there is a bike path on other side of road)
- Covered bike lanes
- Cyclists hogging the road. Get rid of ridiculous centre bricks on Indian Road and Clarkson Road. You would then have room for a bike path.
- Need bike lane on Lakeshore Road between Southdown Road and Port Credit. Road is wide enough. Need more safety for road bikes. Posts to define bike lane and separate from traffic.
- Promote alternative modes.
- Bike lanes! Especially on Burnhamthorpe Road east of Hurontario Street. Bike parking especially at commercial locations. Community bikeshare (e.g. Bixie)
- Bike lanes
- More bikes
- I would like to see more bike lanes
- I would like to see safer bike trails
- More on road bike lanes
- More bikes
- Make skateboard lanes
- Wish there are bike lane on Dundas Street.
- More bike lanes protected from automobiles.
- More bike lanes and trails
- Need to have a separate lane or area for bikes
- Reinforced bike laws and education for kids riding bikes in neighbourhoods.
- Keep bike lanes separate, off the roads
- Implement the Cycling Master Plan (i.e. more bike paths) faster
- Affordable bike to ride
- Make more bike trails
- No more bicycle riding on Dundas Street
- Bike lanes with traffic divide
- Making Mississauga active transport friendly
- Bike lanes and strap hangers
- Bike lane along 403 transitway
- Definitely need some more bike lanes. Otherwise, all good so far.
- More bike path lanes
- More bikes trails, more roads for bike
- Multi-use sidewalks, more improvements on bike lanes, more biking programs, more youth councils on biking
- More bike paths!
- Separate Youth Council for bikes, room for all bikes with security in all public areas, bigger bike lanes, not beside the road.
- Bike lanes get them off the sidewalks
- Bike lanes, more separated bike lanes
- A place for bike to ride next to sidewalk
- Protected bike path. Yield for cycling at all-way stop signs.



- Bike lanes and education of drivers
- Move bike racks, more bike routes
- Cycling paths on trails in nature (i.e. forests, suburban and rural neighbourhoods)
- More safety for bikers on roads
- Better bike crossings at intersections!!

Other

- Bike along 403 Transit
- Mississauga's too big for me to bike!

Walking

Concerns

- Better pedestrian awareness to cross the road (i.e. not on phone, look both ways)
- Older places in Malton do not have sidewalks
- More pedestrian awareness and pedestrian jaywalking tickets
- A lot of walking because I do not have a car

Working Well

- Prefer to walk or drive
- Walk to most places
- Walk and bike
- Walk!
- Walk
- My current option to get to the University of Toronto Mississauga is by walking 20 mins
- Great to walk around Mississauga, it is the easiest way.
- I walk, because it is good exercise as well as fun.
- Healthy, because I walk or bike

- Better bike safety
- Longer pedestrian walk times on green lights
- More walking paths
- Pedestrian crossing is sometimes not stable, better roads
- More trails/ greenery and lighting
- Make City Centre car-free
- Calisthenics park
- The walkability could be better
- It would be great if there could be more off-road bicycle/pedestrian paved paths like the ones on Burhamthorpe Road
- Walking areas across Burnhamthorpe Road and Highway ten are not long enough
- More benches along park trails
- More connections between Mississauga, Brampton, Toronto i.e. Connecting trails
- When the sidewalks are closed for construction there should be advanced notice for pedestrians via social media or public announcement



- Improved traffic lights with more motioned censored crossings for pedestrians
- Wide intersections need a wide safety island so "slow walking" seniors can make it across safely.
- Safer, more comfortable spaces to walk and cycle.
- Increase in walkable areas
- More attractive sidewalk/ environment, to make walking more enjoyable.
- More walkable
- More sidewalks
- I would like to see more trails
- Easier access to trails throughout the city.
- Adding more walking paths
- Walking paths (more)
- Walking trails
- Would love to see more trails easily accessible throughout the city
- Better flow of pedestrian walkways. Better pavements catering to wheelchair users.
- Wider walkways would be wonderful
- More sidewalks
- More connected trail system
- More hiking trails

Other

- Walk
- Walk/ bike/ drive
- Walk/ car
- Walk/ bike
- Walk

Inter City Transit (e.g., Züm, TTC)

Concerns

• Better connection to suburbs for easy transit commute

- Better bus connectivity to Brampton
- Better connection to Brampton Züm
- · Better lines through Mississauga to Toronto
- Express buses should go further north to Brampton 511
- Link LRT to airport from Mississauga
- Main Street express bus to Toronto, East-West
- More connectivity to Brampton and Toronto transit
- TTC to build a line to Square One, connectivity will be better
- Better connection to TTC and Toronto
- Better connection to Brampton and TTC
- Better linkage with TTC stations an further north into Brampton
- Connection to Milton
- Improve transit between Brampton and Mississauga
- Better connectivity with North York



- South of the QEW, link to Toronto by bus
- Mississauga bus systems is not well connected with the rest of GTA
- More express buses, better synching with GO Transit
- Connecting buses to move faster, express bus route from north of the city to TTC subway stations
- From Toronto, there needs to be a subway or LRT directly to Square One
- Better synching of bus times to match GO service times
- Better bus connectivity to other cities
- Construct light rail towards Toronto
- Expand the Toronto subway into Mississauga
- Better connection to other cites' transit
- More routes to get out of the city
- Easier to access Toronto
- Connect Square One with Toronto subway
- Ability to get downtown quicker
- More subways on trains, cheaper private transports (taxis)
- Better and more connections to Toronto
- We need a subway
- More direct routes between cities (Milton and Brampton)
- Seamless connection (without transfer) to TTC
- More coordination between GTA i.e. Brampton/ Toronto (TTC), GO transit and MiWay
- Would like to see more of underground transport to Toronto downtown.
- Need more trains from Brampton and Toronto
- Subway to airport

Intra-City Transit (MiWay)

Concerns

- Buses too slow, most of the time you have to change buses two to three times, it is inconvenient
- Bussing takes too long
- Challenging to bus to Hurontario Street
- Hard to figure out which buses to take
- Long walk time for MiWay buses on weekends
- I am retired, so I do not drive during rush hour
- Senior discount on Highway 407 for less congestion
- One kilometre from Malton to Toronto, but have to pay two fares
- The prices are too high
- Too many connections when on bus
- Child's fair is too high
- Slow services
- Timing not accurate and expensive too
- Time consuming
- My concern is the congestion n Hurontario Street, especially with the LRT coming
- Crowded
- Cars cannot be reduced, but LRT taking up a lane
- Hurontario light rail take it off



- Not a mixed-use city, have to drive
- Buses do not make sense for families
- More convenient bus stations
- Bus takes a lot longer than driving
- Buses and congested streets
- Do not implement a transit line on Mississauga Road
- No bus route on Mississauga Road, implement a safe bike lane across Eglinton Avenue
- There must be a bus for the Queensway, for the people who live there
- The busses are slow
- Many Mississauga participants work in Scarborough, the only fast way to get there is to drive. I suggest to have a bus line to Scarborough.
- Frequency of Mississauga transit
- Is a challenge during winter and we always have to go to Square One No direct route.
- Great place to be roads and walkways are great. On busses, I do not like people occupying seats with their bag.
- Bus connectivity
- At times, people have to change buses to go to one place
- Stop lowering speed limits
- It is confusing for international students
- · Traveling on a bus is good but sometimes difficult
- If I took transit, I would miss first period
- Transportation for students should be easier
- Intimidating because I am from a small town with no transit
- First week here, it has been confusing
- Difficult with an invisible disability, people only care if you are in a wheelchair
- Older transit buses make too much noise (over eighty-five decibels) even when at a stop
- I am concerned for senior's access to transit buses can they park their motorized carts safely to take a bus
- Difficult to move by transit or cycling. Better connections!
- Long wait times for buses when commuting
- Challenging by transit
- Takes a while sometimes
- Should have more transit
- Taking bus and bike challenging
- The busses are delayed all the time
- MiWay information on website unavailable. Finding routes by stop number impractical for newcomers. Senior fare options should be maintained to facilitate movement.

Working Well

- One-dollar fare is good
- One-dollar fare permanent
- One-dollar fare permanent for seniors
- Eglinton Avenue bus is very good
- Erindale neighbourhood has good bussing
- Express bus 106 is great



- Good bus connectivity
- Good express bus 104
- Good MiWay during rush hour, good timing, check in advance on phone
- Good to have real time updates on your phone for MiWay buses
- MiWay is great with connecting to other busses
- More accessible, have a threshold for distance to bus stops and implement a cluster of bus stop areas
- Reconsider eliminating taxes with public transit purchase, this promotes using MiWay
- TransHelp is great
- Transit accessibility is great
- Very good connectivity to Toronto via 101 buses, but we need another method
- Will consider bussing more now that it is a dollar for seniors
- Love the 107 buses to Square One
- Good transit
- Transit is good
- Amazing
- Easy
- I cannot wait for the LRT
- I take the 26 every day and its great
- Good accessibility to get into places, public transport is quite good
- #10 to Square One or Lakeshore is good
- #8 Lakeshore bus is good
- There have been improvements to MiWay
- Good services
- I like to drive around Mississauga because I can be with my family
- Everything is fine, I like to go where I can bus
- What I like about the bus is that a lot of seats are usually available
- I can go where I want to go by bus
- Transit is great
- The City is doing a good job at improving transportation
- Busing and walking
- Comfortable
- Much easier and more exciting
- Very simple and easy
- I like how the bus schedules are reliable
- Convenient, transit is great
- MiWay has 2-hour transfer, making it cost efficient
- Highly connected, can easily access two buses (express)
- Reliable, consistent timing
- A new experience, but exciting
- The new LRT will certainly help
- Easy but you would need a lot of patience
- Much better. Glad to see more routes improved service, MiWay routes.
- Getting better and better
- Great bus routes



- Easy! There are so many ways to travel around in Mississauga. I take the bus often and it is extremely convenient.
- So far so good, it will be good to get more bus routes.

- Amazing one-dollar fare for seniors
- Better bus connectivity to Brampton, Bus #7 is slow to get to airport Better bus sequencing and frequency
- Better enforced, with bus drivers making it accessible to seniors
- Better MiWay connection to surrounding cities i.e. Brampton, Oakville, Toronto
- Bus routes are too confusing
- Buses can be late sometimes
- Buses in these side streets
- Buses need to link up to main streets
- Buses on schedule
- Buses to Lakeshore Road
- Connecting of MiWay, Highway 10, Lakeshore
- Designated bus lanes
- Extension of express subway or LRT/GO on Dundas Street or Burhamthorpe Road
- Frequency of busses on weekends (major concern)
- Good MiWay and driving in city
- Have a designated/ express bus/ LRT to the airport
- Keep consistent straight bus routes, express straight routes, winding (non-express routes)
- Long walks to bus stop
- Long walks to stops
- Lower rates for seniors
- MiWay buses need their own lane, with no lights for faster convince
- MiWay street car no lighting system
- More areas for strollers on bus
- More buses running early in the morning and later in the evening
- More busses to Port Credit / Lakeshore area
- More education on how to utilize bus services in Mississauga
- More express bus routes
- More express busses on main streets
- More express routes with less stops on major roads, North-South and East-West during rush hour
- Not enough bus shelters
- Not enough buses on Mavis Road
- Not frequent enough busses over thirty minutes, waiting around colleges for too long
- Provision for children and strollers on buses
- Drivers are helpful especially #7 bus
- Too many deviations on major streets (busses), have express routes on major roads
- Transit is too slow, transit alters work location
- Earlier times on the bus
- Bus shelters generate revenue through advertising, please build more
- On time bus

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- Bus is clean
- I like the dollar senior fair
- I like the MiWay service
- More public awareness on rapid transit
- More express routes in Malton
- Sundays should have faster services
- More express buses on main streets
- More connections
- More bus stop shelters with heaters if possible
- More express buses available on major roads
- Direct bus route to airport
- Buses need to be cleaner
- More buses on weekends would be good
- Awesome experience, more facilities
- Improvements on the app, offline bus schedule so you do not use data or Wi-Fi
- More frequency
- Subway system connected to TTC
- Better flow of traffic on Hurontario Street
- Improve transit, I do not take it but my kids do
- Put more transit on the road and make roads safe
- Easier than Brampton
- Build subways
- More transit, more frequency
- Have lower transit rates, it helps children, especially in winter
- Looking for better public transit like LRT, bus frequency
- Public bike and street cars
- Mississauga transit is fine, Toronto transit needs to step up
- Difficult. need improvement with roads and transit
- Drive better than Toronto, make the schedule easier to understand
- More buses
- More public transit I wish there was a bus to work, MiWay 109 south is ridiculous always standing room only
- Better public transit
- Shorter transit times
- Better bus connectivity
- More express busses going North-South and East-West
- Families make it difficult to use transit
- Mississauga needs subways
- Presto is needed
- I like new MiWay, it would be more beneficial to have express bus at other times too not just rush hour
- Separate bus lanes on two lane roads
- Signal of traffic light to be in same or delayed so that traffic is not so congested
- If the 53 North-South bus could go more often, that would be good
- During peak hours, use cheaper transit to promote bussing and less usage of cars



- Improve the frequencies of route 100 and 68, so communities near Bristol Road will have easy access to Square One
- We drive now but within five years, our kids would start taking transit
- Where to find information of transit routes and how Mississauga connects to TTC
- Information and education for those with kids who will be taking transit
- Sky train rather then LRT or bus rapid transit
- Expand the age of the freedom bus pass until 16, after that they get their drivers license
- Bus is slow
- Transit buses need to come more often
- I would improve the transit system (buses)
- More frequent transits and more regular service
- More frequency on bus routes 3, 4, and 8 during rush hour
- Having faster transit would promote me to use it
- Huron Park Community Centre buses should be running later for night programs
- I drove but would prefer efficient public transit system, more buses and frequency that connect to train
- Light rail to downtown
- Improve the bus services and connections, have to wait too long to connect to other busses
- Bus system needs to be faster
- Great job with transit app
- Bus scheduling need to be improved
- MiWay is getting better, they moved the bus stops back at the terminal otherwise it was hard to catch the bus
- Sometimes it comes earlier and leaves the time it was supposed to come
- The bus is mostly coming before the time and leaves before its due time
- I would like to see more express and often busses in some roads near Tomken and also have more buses on weekends and more often schedules
- Transit is great but frequency could be a little better
- More bus stops and frequency of arriving
- Stop hiking fares and transfer limits should increase to three hours
- Senior hours need to be increased
- I always use bus, so I think every 5-10 minutes bus are better than every 20-25 minutes
- Transit bus should be more on time
- Driving/bus once a while, I wish bus stops showed when the bus will be arriving
- More frequent bus services
- More buses during peak times
- The bus system is wonderful
- Bus needs to be faster
- Requesting more and frequent transportation services on Sunday
- Burnhamthorpe Road bus lanes should we everywhere (i.e. Eglington Avenue)
- More frequent stops
- Snow clearing at bus stops
- More bus coverage
- More frequent MiWay stops
- More busses on school/ student heavy routes
- Electric busses



- More frequent buses on the same line
- Shorter waiting time during the rush hour
- More bus lanes on major roads
- It would be better if the buses could have maps
- More frequent buses and more buses especially during the winter
- Wi-fi on buses
- Sheridan passes for students
- LRT at Hurontario might lighten the traffic
- More frequent service
- Cheaper bus fair
- Use phone app to get on the bus use of one card
- Sheridan U-pass
- Later bus services
- More information
- More services
- Use of Sheridan one card
- Reduce wait times and have wi-fi on buses
- More consistent bus drivers. Drivers are constantly not waiting when they should. Other than that, awesome.
- More affordable transit
- Less waiting time between buses
- Busing is good but should be quicker
- Better bus frequency
- Increased frequency on major / all routes
- More buses
- Our transit system needs more available times
- Wi-fi and cup holders
- Bus system is extremely amazing
- Creating a Sheridan only bus pass throughout Mississauga (like the u-pass at University of Toronto Mississauga)
- Better transit
- Better bus timing, it would be great to wait less and have more buses
- Faster more efficient bus services and cheaper bus fair
- Better transit routes and have North/South, East/West signage in the buses
- Routes west of south commons
- Mississauga connection to Winston Churchill and Highway 403
- Fast stops with good frequency, some new places have more of a wait time
- More express busing
- Place more bus stands in convenient locations and add faster routes
- Bus coverage and better signs
- More bus options to University of Toronto Mississauga, do not do Highway 7 Viva system
- Transit maps on the bus
- More frequent buses would be nice
- More buses and more frequent stops
- The buses should run a lot earlier
- More frequent buses



- Make the transit more accessible
- More biking and boarding less cars on the road the better
- Frequent buses
- Bus tickets should be cheaper
- Faster service
- Make more north and south routes and less confusing changes
- Easy access, detailed maps displayed
- Bus wi-fi
- More bus service and bus stops
- Making buses run more frequently on a route
- When buses do not show up, wish there was a notification system
- More options for a variety of people (eco-friendly bus options)
- Improve the 61-north bus, it always comes late
- Good, less stops, increased frequency, one stop or less buses
- Alternative routes, promote MiWay more
- Make more express/ direct routes from Meadowvale to other stations
- Hand sanitizer on buses
- Cheaper prices please
- Having more frequent buses
- I would like more buses
- Better transit systems with more frequent, reliable and efficient transportation options
- Make buses free, charge a gas levy
- Easier way to access bus stops, updates for bus times at stops and more express routes
- Please set up more frequent MiWay buses on weekend. It helps students a lot!
- Express bus has too many stops
- Shorten the time using transit
- Increase bus routes.
- Aboriginal signage for transit infrastructure (symbolic)
- Covered transit for winter
- Better connection for busing and GO transit
- Higher frequency of transit
- Better transit service
- More frequent bus service. Better connection alignment with GO transit.
- Trains/ subways
- Later bus service at night. Dedicated bus lane to avoid traffic.
- Bigger buses
- More buses to reduce cars.
- Cheaper bus fare
- Streetcars
- More streetcars
- By trains and bikes
- More buses at night time
- A bus with TVs and music. Sitting in the bus can be more enjoyable and such.
- We sure will need a tube in the future.
- Better connection north train from shopper's world.
- Faster bike schedules



- Better deals on fare options.
- Increased frequency of buses on major routes
- Free bus rides
- Light rail transit
- Should have more transit
- More frequency of buses
- More constant buses
- Mississauga should improve on trains
- More frequent service on Hurontario Street and Confederation Parkway needed
- More underground transportation
- Transit in the hydro corridor
- More convenient bus times in certain areas
- Bus routes that are better on Cawthra Road
- Accessible and affordable public transit.
- Move bus routes west of Erin Mills
- Make the bussing system less loopy more like Toronto (grid-like)
- More bus route in certain areas.
- More bus activities on the weekend.
- Improved public transit, LRTs and buses
- More transit routes, more accessible way to exit the bus without traffic
- Need more covered bus stops especially during bad weather
- More express buses are required
- Subway in Mississauga would be great
- Everything could be for free

Other

- More empathy for homeless people
- Great moving devices
- Busing
- Bussing to school
- Take the bus
- Project of luxury, convenience and cheap transport to reduce pollution and traffic stress.
- Using public transportation and biking
- Subway in Mississauga and more bike lanes

Personal Vehicle

Concerns

- Highway 401 is busy at Winston Churchill Boulevard
- After four o'clock, it is very busy going to Brampton
- Bad congestion near QEW at night
- Better police vigilance on distracted drivers (cell phones)
- Bloor Street and Cawthra Road is congested
- Busy school zones near 10th line
- Car is more convenient the bus
- Congestion in Mississauga, cautious of speeding



- Dundas Street and Hurontario Street is very conjected
- Dundas Street and Winston Churchill Boulevard, there are accidents all the time
- Good wide roads, east of Dixie Road on Eglinton Avenue
- Hurontario Street and Dundas Street are congested
- Mississauga is becoming like Toronto
- Tax cars more to make public transits more desirable
- Too much traffic congestion
- Very busy, I moved to Mississauga in 1994 and it has changed so much, more traffic
- Slow
- Slow, congestion city-wide has increased drastically over the past five years
- Too much traffic
- Moving during off time (not rush hour) is very easy while driving
- There are a lot of aggressive drivers
- Traffic on Hurontario Street
- Winston Churchill Boulevard is very busy, very slow drive but we need more bike lanes
- Highway 403 to Dundas Street is very difficult to get to
- Driving to the highway from Hurontario Street is very difficult
- Longer rush hour
- Heavy traffic
- Good and bad at the same time, depending on where you go. Some areas have a lot more traffic.
- Driving from Brampton is heavy traffic
- Slow and dangerous because of bikers
- Very car-centered
- Time consuming and confusing by car
- Lousy
- Congested
- Slow
- Lakeshore is very slow
- Most times, moving around Mississauga is okay. Only when issues on QEW cause problems.
- Some areas (newer) of Mississauga are fine. Older streets (south Mississauga) are more congested. Lakeshore Road specifically.
- Painful! Slow!
- Definitely congested in Lakeshore area (Lakeshore / Mississauga Road #10)
- All parking should be same for everyone.
- Time consuming
- Not enjoyable
- Too much traffic when driving
- Being stuck in the car all the time!
- Too easy by vehicles
- Manageable sometimes but difficult many times
- It is tricky to move around
- Very congested
- Definitely not good
- I feel like cars are given priority instead of pedestrians and cyclists



- During high auto transit times, some measure has to be in place for safety. Right and left turns by automobiles/people is a major accident problem.
- Mississauga is beautiful but there is lots of traffic travelling to Brampton in peak time.
- · Making a left turn is hard
- Tricky too many cars on the road. Lights North to South not synched.

Working Well

- Do not take city transit because I have a car and it is more convenient
- Do not want to take the bus until I cannot drive anymore
- Easy to get around by car
- Fairly good
- Good commute into Mississauga and within Mississauga
- Good traffic flow in Mississauga
- Middle of the day, driving is less busy
- Off of rush hour, good to drive
- Easy I work and live here
- Easy
- Car is more convenient
- More convenient to drive around Mississauga with family
- Trafalgar Road and Winston Churchill Boulevard are good
- Good
- Good drive
- Commuting via car is just easier
- Driving most of time to go to GO train
- Relaxing, not too dangerous or hectic
- Fairly easy, especially outside peak times, if using a car.
- Usually stress free
- Fairly easy. My work commute is short and quick, but I still drive.
- Easy and fast
- Easy at some times in the day
- It is fun
- Good that you have parking spot
- Already very good. Please keep it that way!

Improvements

- A lot of U-turns in major intersections. Make a U-turn area and make it illegal in all other areas.
- Better traffic sequencing green (longer) red (longer) / even it out
- Burnhamthorpe Road between Confederation Parkway and Erin Mills Parkway very challenging to drive, difficult transit due to bridge
- Congestion is an issue
- Congestion in Mississauga, cautious of speeding
- Connect to Highway 403
- No traveling during rush hours
- Less congestion on Highway 403
- Less cars



- Incentive for flexible work hours to reduce the rush hours
- Make left turn advance during proper times
- Stanfield Road bike lane needs to have rules
- More left-hand turn signals in general
- Lakeshore Stavebank intersection is not lined up, adding a left-hand single would help
- Basically, I use car, I would like to see more improvement on traffic during rush hour
- Drive as its more convenient, would love to carpool and have transit more accessible, having more connectivity
- Congested at Mavis Road
- Mavis Road is very congested
- People speed on Ceremonial Road
- Driving is good
- Education for drivers
- Faster sensors for when lights change at stoplights
- Quicker light changes, more signs (speed limit, lanes and warning signs)
- Limit number of cars per house or pay extra money. (e.g. 2 per house or 1 per townhouse or apartment)
- Better traffic flows one-way streets. E.g. (west) Lakeshore Road / South Service Road (east).
 (east) Dundas Street / North Service Road (west).
- Congested everywhere! Adjust lights on Highway #10 to allow for exit from side stets and lights
- More carpooling/ carsharing options
- Isolating construction to ensure alternate routes, congestion
- Coordinated stop lights so not getting red light block after block.
- Less traffic
- Less traffic!
- Carpool
- Teach people how to drive to reduce accidents.
- Driver education please use signal lights and do not pass a car when you are beside it and drivers cannot see
- Education for drivers about pedestrians and bikers
- Electric cars

Other

- More paid parking
- We travel by Mississauga Transit or car.
- Easy in winter, congested in summer
- Is fun, hard
- Would be easier if I had a car. I just got my G1!
- Cars that can skip traffic
- Use Tesla cars
- Be safe and have a car

Regional Transit (GO)

Concerns

Entry to highway is congested



- The GO transit is actually expensive
- The GO train stations should be more considerate about the hours at all destinations especially smaller places like Streetsville and Erin Mills
- I got a car because public transit takes too long
- Intimidating because it is a lot bigger and I am from a small town
- Intimidating because it is way too big and intricate
- Slow on Lakeshore. Not enough GO buses, don't meet train times.
- Provide more options for vehicles to get over the Credit River. Better link local transit ways into the GO transit network.

Working Well

- Good. GO station in Mississauga badly road needs speed bumps people speed.
- Very comfortable and affordable way to travel
- Very convenient and easy to use
- Simple and safe
- Congestion during rush hours is often unbearable by vehicle, but painless by GO transit.

Improvements

- More bike lanes
- Some GO stations do not have sidewalks for pedestrians to commute by foot to the GO station
- Work with Metrolinx to reduce GO trip cost, especially between cities
- Better connectivity on the GO
- More separated bike lanes
- I would like to see a new train running from 9:30 am in Mississauga
- Need tramline or metro station near Square One connecting to Toronto
- GO train to Cooksville should run all day
- More community involvement in real decision making (i.e. give Mississauga Cycling Advisory Committee / Transport committee citizens more role / influence in new projects and funding allocation)
- Would like more connectivity to Downtown Toronto (e.g. Underground, faster connection)
- Extra doors on buses
- More rails
- Wi-Fi on long bus rides
- Wi-Fi on buses would be great for getting work done on the commute
- Getting away from Square One as a transit center
- More timing across the Greater Toronto Area
- Easier to get a bus from Clarkson-Oakville boarder area to City Centre or the transit-way.
- More parking for Cooksville GO Train
- Leverage the technology

Other

Learning about how fares work between MiWay and GO Transit



Road Infrastructure

Concerns

- Better construction management Erin Mills Parkway, Britannia Road and Thomas Street have no alternative routes
- Construction on Highway 410, unused empty lanes, do not like toll roads
- Construction slows everything down
- With advance green on Cawthra (northbound) should be a turn right only light to turn on Cawthra Road going south
- Etude Drive and Goreway Drive, turning light takes too long
- Highway 401 at Derry Road is slow
- Goreway Drive and Derry Road light is too long seven lights have left turns
- Better pedestrian vigilance towards creating safe behaviour
- Roads are congested
- Lots of construction
- Seems traffic lights are very long, no East West movement of traffic
- Too much construction in places
- Construction on roads and sidewalks
- Better ways to get to the airport
- Congestion is getting worse, not better, with all their alternation on Hurontario Street and Lakeshore Boulevard
- The advanced green on Lakeshore Boulevard eastbound at Stavebank Road appears to activate randomly.

Working Well

- Safe because I think that they have a lot of safety here in Canada
- Roads are great

Improvements

- Better light sequencing from Mississauga to Brampton
- Central Parkway east needs a left turn or longer time, cannot see over the hill from car
- Sequencing of lights during congestion and rush hour
- Silver Creek, Cawthra Road, Dundas Street, should be a green arrow to turn right
- Stop sign on Laird Road and Twin Stone Road
- Very time consuming to cross Highway 401 at Creditview Road between 5pm and 6pm, also second lane bridge is old and in need of repairs
- Widen QEW, add one more lane, very slow east bound
- Fix pot holes
- Have elevated roads like sections of Gardner Expressway
- Optional toll lane on Highway 403 where HOV is for single drivers
- Resolve Hurontario Street and Mineola Road
- Better light synchronization
- Eastgate Parkway to Toronto
- Eastgate line connects to Kipling
- Less construction with extended due time
- Smoother roads



- More roads improvements
- Less construction at the same time, limit the number of streets being fixed at the same time
- Steeles Road need more lanes Mississauga road need exit from QEW
- Winston Churchill Boulevard, add more lanes
- Airport Road need more lanes
- Britannia Road and Glen Erin Drive too busy, needs to have a longer left turn signal as well
- Better synchronization
- Evening/late night light synching in Meadowvale area
- Organize the construction plans
- Improved traffic light synchronisation
- Larger street signs
- Construction needs to be planned out better
- Light syncing needs to be fixed on Burnhamthorpe Road
- How will traffic be managed during Highway 10 LRT construction? Suggestion to open Elora
 Drive North of Burnhamthorpe Road
- Create a north and south Highway in Mississauga (Lakeshore Road to Highway 401)
- Ring road to offset increased traffic on Lakeshore Boulevard. Include a second bridge for people, cars and bikes. Bike lanes needed - trail not on roads.
- Stop adding streetlights to every corner
- Fix waterfront trail as soon as possible
- Avoid adding more intersections/ lights
- Bike lanes and pedestrian lanes
- Keep building a connected network of rapid transit and safe bike lakes
- Greater connectivity of roads
- Second access over Credit River. More communicating bike paths.
- Increased cycling and transit infrastructure, and installing HOV lanes to encourage carpooling.
- Don't have lights turn red on Lakeshore Road when there is no cross traffic or pedestrians. It
 pollutes due to idling and promotes speeding.
- Sync streetlights
- Protected bike lanes, road diet
- Ramps from sidewalks to roads
- Less car congestion and more bike lanes
- Need wide roads, lots of parking space, parks near around Mississauga, add more bike lanes, most important mass transit
- Study Mississauga Road and Cawthra Road for higher order transit
- A little congested, less bike lanes on Bristol Road as it is used very rarely
- Coordinate traffic lights
- Improve the flow of traffic and make construction to be done as possible.
- More car lanes
- Smoother roads, better fixes
- More traffic lights
- More traffic lights in some areas
- More traffic lights to control traffic flow
- More bypasses



Other

- Traffic lights in some places
- Easy road and transportation

Other

Concerns

- Stressful
- Stop building town homes and hi rises. No parking!!
- Garbage, the worst, poor, bad, dismal

Working well

- Easy
- Very good
- Good.
- Great city!
- Mississauga is helpful with Uber
- Good!
- Celebration Square, wow! Great cultural, environmental, arts, events and sports.
- It's really good.
- Great!!
- Great job right now! Getting better!! We need more of it and faster!!!
- Easier than it used to be
- No problem
- Good, it is awesome. I like to move a lot and I'm full of energy.
- Organized

Improvements

- An adventure! Lots of urban parks! (need more connection though)
- Needs improvement in all aspects
- We need more parks for kids to go out

Other

- Construction on Lakeshore Road in Port Credit is more commercial
- Flexibility in getting drivers licences because the process takes too long
- Government run drivers licence for immigrants coming into Canada with pre-existing drivers licence
- I like to go to Square One / City Centre
- Winston Churchill to Hurontario on 401
- Easy
- Difficult, I am a smart person
- Our dream
- Easy
- It was a good sunny day with mesmerizing beautiful architecture



- Feeling excited orientation day I like it just the way it is, I am new here.
- The future is here, but we are not moving fast enough
- Fun and exciting
- More bylaw officers
- Atmosphere
- More malls
- Maybe more buildings (New York City style)
- Easy because everyone is friendly
- Great buildings, good employment opportunities
- Wide spanning
- Pretty good.
- Environment park, neighbourhoods
- Big gym and indoor rides park for kids for activity in winter
- Hoverboard
- More transportation on wheels
- More activities for kids
- Work from home
- Should move more city



Appendix B: Open House Summary



Mississauga Moves Open House Summary

This report provides an overview of the key feedback received during the Mississauga Moves Open House.

Overview

Date: November 16, 2017 Time: 6:30-8:30 pm

Attendees: This event was attended by approximately 150 residents.

Open House Format

Display Panels

Fourteen panels were displayed at the open house and clustered in four distinct 'stations' to provide opportunities for attendees to:

- Learn about the history of Mississauga;
- Discover how residents live, work, play and travel in Mississauga today;
- Share how they move around Mississauga; and,
- Discuss how Mississauga Moves can help prepare for the future.

Passport

Attendees were provided with a "passport" to encourage them to visit all four of the stations. At each station, participants were given a sticker after engaging with project staff. Participants who visited all four stations, and completed their passports, received a small prize.

Feedback Form

An accompanying feedback form was designed to capture comments, concerns and advice to the project team regarding the information presented on the display panels. This provided another opportunity for feedback for attendees who were asked to return their completed feedback form at the end of the session, or in-person or by email, by November 23, 2017.



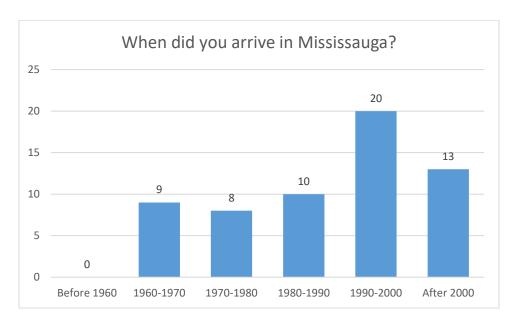
Feedback Summary

The following provides a summary of key feedback received during the open house. A listing of verbatim comments is provided in Appendix BB.

Station 1: Learn

When did you arrive in Mississauga?

As depicted below, the majority of respondents arrived in Mississauga after 1990. A fair number of participants arrived in the city between 1960 and 1990, however, no respondents reported arriving before 1960.



What is the biggest change you have seen in Mississauga?

Attendees were asked to identify the biggest change they have seen since coming to Mississauga, with several key ideas stemming from the responses:

- Increases in population and congestion.
- An increase in overall development, with some noting increased in overall density and high-rise buildings.
- An increase in the overall housing stock and greater urban sprawl.
- The transit system has improved, though there were still concerns with the current transit system.





Station 2: Discover

Where do you live?

To the right, is a photo of the display panel used in at this station. Participants were asked to place a sticker on the panel indicating where they live. As shown in the graph below, the vast majority of participants who attended the open house were residents of Mississauga.

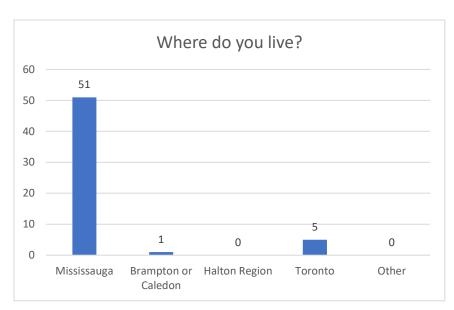




Image of display panel for Station 2

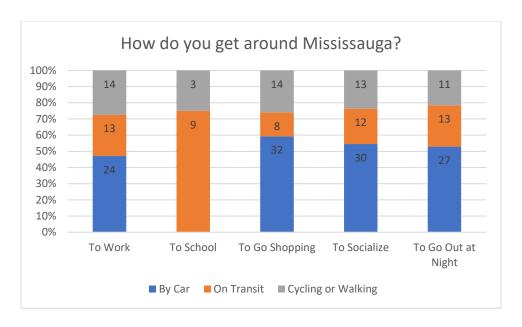
Of the respondents from Mississauga, there was good representation from a diversity of neighbourhoods. Participants were fairly spread across the city, however, there were no participants from the northeast portion of the city (i.e. Malton).

How do you get around Mississauga?

As shown in the graph below, travelling by car is most popular for trips to work (47.1%), to go shopping (59.3%), to socialize (54.5%), and to go out at night (52.9%). In these cases, the percentage of trips completed using transit or cycling/walking was relatively equal. The largest discrepancy between these two modes was found for trips to go shopping. In this case, taking transit represented 14.8% of the total trips, while cycling/walking represented 25.9%. Interestingly, cars were not reported by respondents for travelling to school, with the majority of trips being completed by transit (75%). However, it should be noted that far less respondents provided information on trips to school.







Station 3: Share

What is Mississauga like for you?

At the third station, participants were asked to describe their experience of moving around Mississauga. Participants labeled places that were:

- easy to get to (green);
- hard to get to (red); and
- challenges along their route (yellow).

From the image below, a cluster can be seen in the City Centre. Interestingly, participants were split in their perceptions of travelling to this area. A number of people felt that the area was very accessible (primarily those who used transit), while others felt that the area was very congested and difficult to access (primarily those who drove). Major east-west routes (such as Highways 403, 401, and Dundas Street) were seen as challenges, as they posed physical barriers to cyclists. Many found it easier to get to local services (such as schools, community centres, libraries, shopping malls and, transit hubs), and more difficult to get to isolated industrial areas and workplaces.







Image of display panel for Station 3

Station 4: Discuss

How do you want to see Mississauga Move in the future?

At the final station, participants were asked to comment on their vision for the future of transportation in Mississauga. Participants comments can be separated into five key themes: local transit; regional transit; personal car use; cycling; and walking.

Local Transit

Local transit was an important element of participants' vision for the future of transportation in Mississauga, and participants suggested a number of ideas for improvement. Overall, participants supported higher frequency and increased efficiency in the transit system. It was suggested that this be improved through: adding additional stops; electrifying buses; providing additional rapid transit; and, exploring future subway and/or light rail transit projects. Furthermore, participants suggested that transit fares be reduced, specifically for seniors.

Regional Transit

Participants also discussed the future of regional transit. These comments focused on the need for improved inter-municipal transit coordination with Toronto, Oakville and Milton. Finally, participants highlighted the need to better connect local transit with GO lines.

Personal Car Use

Participants generally supported the move away from single occupancy vehicles. It was suggested that this could be encouraged through an increased number of carsharing programs and high occupancy vehicle lanes.

Cycling and Walking

Participants called for a more complete cycling network with better connections to local destinations. Participants also recommended better cycling infrastructure to increase safety for cyclists (i.e. protected lanes and bike parking). Finally, participants highlighted the need for pedestrian-friendly development.





Appendix BB: Verbatim Responses

Station 1

What is the biggest change you have seen in Mississauga?

- No longer run by Mayor Hazel
- A proactive, progressive, urbanist mindset
- More population and more traffic congestion
- Population growth; shift in family locales; diversity
- Commute
- Density; traffic; elevated housing (apartments and condos)
- Decline of the middle class
- Bike paths
- Development (condos, etc.)
- Public bus service began and improved
- Increased density; MiWay introduced bus rapid transit (BRT)
- Too many homes and too many condo buildings
- Income gap for all people
- Airport expansion; transit not keeping up
- Congestion, poor traffic movement
- Higher technology
- High density; traffic congestion
- Celebration Square
- Population and density growth
- City Hall
- Urban sprawl and car-centric development
- More houses; increased prices of houses
- Population and urban sprawl
- More development
- Loss of small connections; not keeping up with urban growth
- **Population**
- Transit way, bus rapid transit
- Population growth; increase in traffic; increased density
- Stronger urban identity
- There is more of a transit system
- Urban sprawl; increased speed of cars; mono-zoning
- More urban this is a good thing
- Development growth; transit slow growth
- Successful
- Population growth
- Pride
- Increase in traffic
- Increase in houses, population and traffic
- Greater traffic at Hurontario and Highway 401
- Development
- More accidents; less jobs; more condos; higher cost of living
- Policy changes from suburban to urban all great



- Population growth
- Transit system is great, but it is not enough
- Decline of the middle class; housing prices going up
- More outdoor activity; more people
- Increase in population density (high-rises and condos)
- Population growth; increase of vehicles
- Traffic congestion; too many high-rise buildings at major intersections
- Single-use zoning; the loss or lack of agricultural land; the high speeds and widths of roads; the fragmentation of natural areas; shift from a grid to cul-de-sacs and "spaghetti streets"; the lack of new live and work, mixed-use, mid-rise development
- The population, houses, businesses and cars have increased immensely
- Congestion
- Congestion, traffic
- Population growth; disconnection between people; much-improved transit service
- Traffic congestion; high-density condos
- More population, more houses, and constantly worsening traffic congestion

Station 3

What is Mississauga like for you? (Feedback Forms)

Places that are east to	Places that are hard to	Points along the route that are a challenge
get to	get to	
City Centre; Erin Mills;	Malton; Port Credit; the	Anywhere that lacks bike infrastructure
Credit Woodlands	airport	
Too much traffic	Square One area	Eglington and Mavis
everywhere		
Transit hubs (except the	Industrial lands;	South Common transit hub – feels unsafe
airport); public libraries	churches and faith	because of isolation and poor sheltering; Erin
	centres; Mississauga	Mills Town Centre hub – feels exposed
	Museums; hard to get	
	home at night	
N/A	City Centre	Transit is changing due to health issues;
		increase in smaller buses (vans) for seniors
Major malls; most major	Most workplaces (the	Major streets that lack sidewalks on both side;
road intersections, other	major "zones");	major streets that lack bike lanes, especially
bus station; most	neighbouring cities; the	protected bike lanes; major transit points that
community centres; and	transitway stations;	lack sufficient shelter; bike parking; TOA
most libraries and	large parks and natural	signage; poorly designed intersections that put
schools	areas	the car above all else (i.e. every intersection on
		Dixie, Dundas, Derry, Erin Mills Parkway, and
		Britannia)
N/A	Work	Driving along Highway 10
Square One; Parks	Work at Argentia and	Connection from Argentia Road to Kitimat Road
	Kitimat Road area	





Station 4

How do you want to see Mississauga Move in the future?

- Electric movement; twenty-five percent (25%) car modal split (mostly shared), maximum; no minimum parking guidelines; buses and bikes give priority
- Lakeshore and lakeview needs better connections to Mississauga and Toronto (use hydro corridor)
- "Easy" buses; shorter travel times by bus; less effort to plan trips
- More transit; better inter-municipal schedule coordination, especially with the TTC
- Oakville buses do not serve office well
- Subway underground (x 2)
- Environmentally-friendly; safety; carshare; rapid rail in a spiderweb pattern
- Lower transit fares; higher frequency transit
- More light-rail transit and subways instead of buses
- Lower transit fares for seniors all week
- More bus lanes
- More jobs; more affordable houses; bigger rooms in building
- Subway lines that are "effortless"
- I want to bike to the airport from downtown Mississauga
- Electrifying the bus fleet (x 2)
- Paid parking at GO stations; rapid transit connection to GO lines
- Free senior travel on buses; shorter walking distance to buses; bus shelters with seats
- Act, do not "hang about"
- More frequent buses, running on-time and not early (x 2)
- Support non-car access to GO rail; pedestrian bridges over major roads
- Dundas bus rapid transit, especially from Hurontario to Kipling
- More high occupancy vehicle lanes on all freeways and major roads; pedestrian-friendly development
- Incorporate healthy living into decision-making
- Real-time bus information displays
- Transit free for seniors all the time
- Transitway stop at Creditview, with a link to Erindale GO
- Less barriers between modes; inter-municipal integration; pedestrian-friendly streetscapes
- Best cycling network in the world; better transit network information
- Affordable living; requires safe mobility
- Light rail transit network (subway costs too much)
- Carshare that is more widely available
- Subways, creating less competition on the roads
- Less traffic congestion; better sidewalks on both sides, everywhere
- Mississauga link to Milton, two-way all-day service
- More bus lanes; more active transportation infrastructure; more mixed-use neighbourhoods
- More bike routes on the road; safety
- Bikeways that people will use, rather than on sidewalks
- Bikeways that connect to destinations; more transit routes, fewer connections, higher frequency
- More local transit for school travel (Glenn Erin)
- High occupancy vehicle lanes on local roads and freeways (Highway 410)



- Better MiWay and TTC coordination; more info on bus routes at GO stations
- Better inter-municipal links; more living near where people work
- We're ready to be radical
- Copy best practices
- Support delivery bikes
- Electric buses
- Fewer single occupant vehicles
- Stop serving the last century, no diesel
- Walk friendly, mixed use development
- Support self-driving cars
- More charging stations, free, payment
- Somehow, someway a North to South Access highway
- Parking lifts like they have in New York
- Lower transit travel times
- Driverless buses
- Cycle tracks, not bike lanes
- Minimize bike/car conflicts
- Cheaper transit for low income
- Greater density to support transit
- Higher bus frequency
- Cost competitive with cars
- More affordable transit; more affordable rates
- More efficient transit and less cars
- Major roads all have protected cycling infrastructure; all "villages" have car share, bike share stations and ample urban bike parking; light rail transit on Hurontario Street, Dundas Street, and Lakeshore Road by 2030; sidewalks two to three metres wide on both sides of all major streets; bus rapid transit on Ninth Line, Derry Road, and Eglington Avenue by 2030; bike parking and large shelters mandatory at all mid-large businesses and major transfer points; bus frequencies on key routes every five minutes, and every thirty minutes on less frequent routes, seven days a
- Use of sidewalk for bicycling, for example, on Collegeway between Erin Mills Parkway and Mississauga Road
- Twenty-four-seven connectivity on public transit; point-to-point options for disabled people; safe pedestrian and pedal routes, dedicated where necessary
- Active transportation and public transit



Appendix C: Digital Engagement Summary



Digital Engagement Summary – Revised June 2018

Overview

In parallel with the face-to-face engagement activities, online options were also available to facilitate broader participation. Online engagement for Phase One, through the City's EngagementHQ website, began January 3 2017 and concluded on May 28 2018. Over 2,800 individuals visited the website and 159 people make direct contributions.

An overview of the tools used to encourage online participation is provided below:

- Online Survey The project website included a Participate Online page featuring a survey
 designed to capture participants' perceptions about moving in Mississauga. The survey included
 a variety of short-answer questions, as well as, an opportunity to indicate how often one uses
 various modes of transportation.
- *Ideas* The website allowed participants to submit their ideas on "what would improve how Mississauga moves?". Participants could also view and vote on ideas submitted by others.
- Hotspots An online mapping tool was provided, and allowed participants to mark areas on interest across the city. Participants were asked to identify: places they like to go to, places that are difficult to get to, and points along their route that are a challenge.
- Q&A The website provided a question and answer feature, which was monitored by project staff. Visitors to the website could read the questions from other participants.

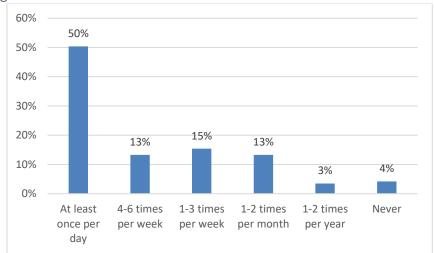
Survey Results

Members of the public were invited to provide their feedback online through Engagement HQ. In addition to a number of qualitative questions, participants were also asked to answer the following: How do you move in Mississauga? Please indicate which of the following modes of transportation you use and how often. One-hundred-forty-three (143) participants responded to this portion of the survey. Results are presented in the graphs below.



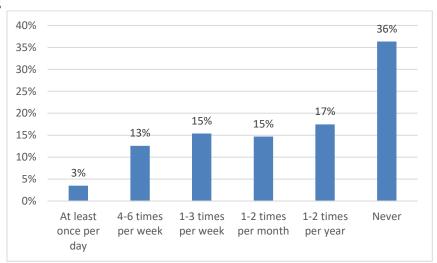


1. Walking



The majority of participants (50%) indicated that they walk at least once per day. Fifteen percent (15%) of participants indicated that they walk one to three times per week.

2. Cycling

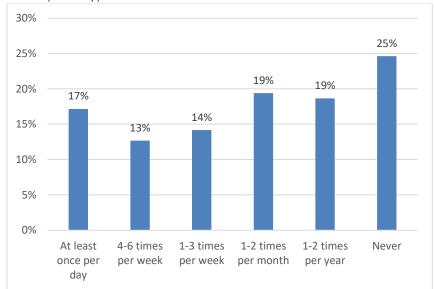


Most participants (36%) indicated that they never cycle. Only three percent (3%) of all participants cycle on a daily basis. The remainder of participants range in their cycling behaviour from one to two trips per year, to four to six trips per week.



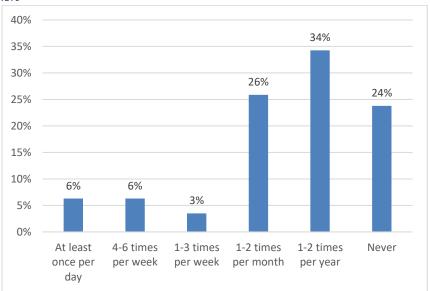


3. Public Transit (MiWay)



One quarter of participants (25%) never use local transit. Nineteen percent (19%) take local transit one to two times per month, while another nineteen percent (19%) take MiWay one to two times per year.

4. GO Transit

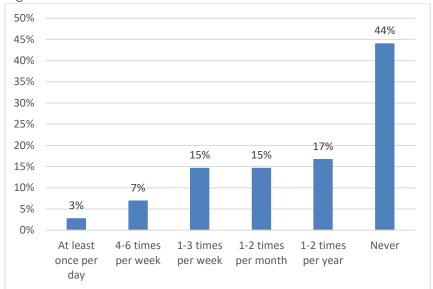


The majority of participants take GO transit one to two times annually (34%) or one to two times monthly (26%). Twenty-four percent (24%) of participants never use GO transit.



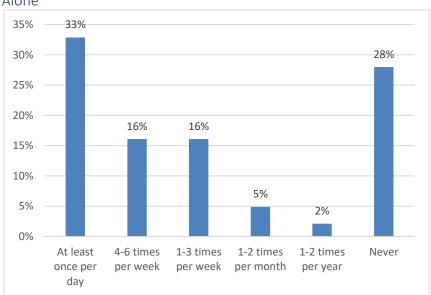


5. Carpooling



Almost half of participants (44%) reported that they never carpool. Seventeen percent (17%) of participants carpool one to two times per year. Only three percent (3%) carpool at least once per day.





Approximately one third of participants (33%) drive alone at least once per day. Thirty-two percent (32%) of participants drive alone one to six times per week. Another twenty-eight percent (28%) indicate that they never drive alone.



Qualitative Feedback: Key Themes

The following contains a summary of key themes raised by participants in the online survey and 'ideas' forum. A complete set of verbatim comments can be found further below.

Cycling

Concerns

The primary concern is the lack of safe, well connected bike lanes in the city and connecting to neighbouring municipalities. The gaps in the cycling network make cycling an inconvenient mode of transport and can lead to dangerous exposure to traffic. Participants felt that Mississauga is a car-centric city, and drivers can be careless or unsure of how to address cyclists. A difference in travelling speed between cars, bicycles and pedestrians can make for dangerous conditions along the roadways. Overall a lack of protected pathways for cyclists dissuades people from choosing this mode of transport.

Working Well

Participants appreciate that the City has expanded bike infrastructure in the last ten years. The fully separated multi-use trails are ideal for riding along busy roadways. Improvements to bike lanes and paths, efforts to protect cyclists, and bike racks on MiWay buses and GO trains are all appreciated and make is easier to access local destinations by bike.

Improvements

Participants would like to see improved opportunities for multi-modal transport. Many indicated that they would like to cycle more frequently, if there were more integrated travel options. Through safer, better connected bike lanes, and more consistent MiWay service, traffic congestion could be reduced. Increased multi-use pathways, protected bike lanes, and overall improved cycling infrastructure is desired. Participants called for safer routes crossing major barriers, such as Highway 403, Credit River, and railways. Traffic laws, such as speed limits and distracted driving, should be better enforced to improve the safety of the roads. A few participants recommended the City explore the possibility of bikeshare or bike rentals.

Walking

Concerns

Pedestrian safety is the primary concern. Intersections should be improved to be more pedestrian-friendly and place less focus on cars. Some were concerned to see wooded lots in the city being removed, when they could be used for walking paths and trails. Driver behaviour is concerning and dangerous for pedestrians. Participants wish they could walk more often, and recommended more sidewalks be created.

Working Well

Participants felt that Mississauga has done well to encourage and facilitate walking. Downtown, there are sidewalks available, and elsewhere in the City there are paths or alternative walking routes to take. Walking is a component of Mississauga transportation that is working well, relative to the other modes. Walking is also common for access to green space and leisure.





Improvements

Participants would like to see an increase in the number of and quality of safe sidewalks, trails, and paths. Planning policies could encourage more walking through increased density and mixed-use neighbourhoods. Traffic signals could be modified to place greater priority on pedestrians.

Inter-Municipal Transit (e.g. Züm, TTC)

Inter-municipal transit (i.e. Toronto and Brampton) could be better integrated, in terms of cost and scheduling, with Mississauga transit. Some participants were critical of the LRT project; noting that traffic congestion as a result of LRT construction should be considered. Some were supportive of subway connections between Toronto and key locations in Mississauga.

Improvements

Significant improvements could be made to the integration between the MiWay, TTC, and GO services to increase the speed and frequency of inter-municipal trips. Fares and services should be integrated to improve efficiency and cost of using these services. Participants suggested a subway be created along major east-west and north-south routes in Mississauga. Rapid transit routes should be increased to account for increasing population density.

Intra-City Transit (MiWay)

Concerns

The primary concerns with MiWay transit are the lack of reliability, and the time it requires to travel by transit, relative to a private vehicle. Participants cited issues with missing connections and resulting delays. A number of participants indicated that they would be more likely to use transit if these issues were addressed. A lack of service on weekends and not enough service during peak hours is concerning for residents. Certain areas in Mississauga are not well-serviced by MiWay. One participant found taking the bus challenging and intimidating.

Working Well

Many participants have found that Mississauga has sufficient transit options, and that the frequent services on major arterials is great. Express bus routes work well and make using public transit more efficient. MiWay has strong customer service and provides sufficient accessibility services for disabled users. The Affordable Transit Program has been well received and residents are happy this is now a permanent program. The MiWay real time tracking through the app is helpful. Participants appreciate MiWay's recent improvements and service updates.

Improvements

Participants feel there is significant room for improvement in MiWay transit services. Increasing bus frequency to ten to fifteen or twenty minutes on most routes would be ideal. Better coordination at transfer points is required. Transit users would like an increase in the number of express routes offered, and an increase in weekend services. Participants recommended new stations be established on Mavis Road, Creditview Road and Mississauga Road. MiWay should increase its capacity as ridership increases (i.e. more buses, more seats on the buses, more frequent buses), and focus on driver education. Increased coordination with GO services would help. Finally, MiWay prices should be reduced to make them more competitive with driving a personal vehicle.





Private Vehicles

Concerns

Mississauga's city planning has resulted in very car-oriented transportation. In many cases a lack of public transit service or bike lanes makes private vehicles the fastest and most efficient form of transportation. Congested roadways throughout Mississauga are a significant concern. Some participants indicated that they would like to carpool, but they find it difficult. Participants feel guilty about the harmful effects of driving on the environment.

Working Well

Participants feel that Mississauga is well set up for private vehicles, and there is typically easy access to highways. Rush hour traffic is less congested than Toronto traffic. Driving is convenient and allows for flexibility in one's plans. A few participants mentioned driving a hybrid car in order to be more ecofriendly in their travel choices.

Improvements

Communication and education should be used to improve driver attitudes towards cyclists, pedestrians and transit. Lower speed limits should be implemented to encourage multi-modal transport. Traffic signals and intersection designs could be modified to favour the pedestrian user over the cars. Participants would like to see more electric vehicle charging stations.

Regional Transit

Concerns

Participants are concerned about the lack of local connections and the cost of GO services. GO services in northern Mississauga are lacking, and there is congestion around existing stations.

Working Well

GO Transit provides a great option for regional transport and makes transportation within the Greater Toronto Area possible. GO is convenient and cost efficient. PRESTO integration between local transit and GO is appreciated.

Improvements

Participants recommended all-day GO train service on the Milton line, and throughout Mississauga. GO schedules could be more in sync with the MiWay transit schedules, and GO fares could be less expensive. Bike lanes should connect with the GO service stops and stations in Mississauga.

Road Infrastructure

Concerns

Participants recognized that road infrastructure needs to improve as the volume of users and population densities increase; planning is becoming increasingly important. Pot holes and road wear and tear should be managed as the volume of users increases. Construction can increase traffic congestion so this should be planned for and better managed. Some participants were also concerned about a reduction of vehicular traffic lanes as a result of LRT on Hurontario Street.

There was a mix of support for both car-oriented and multi-modal road infrastructure. For example, participants disagreed on road widths, and which modes should be given priority.



Working Well

Certain Mississauga residents find highway access, multi-use trails along roadways, wide lanes, four lane expressways, and well-timed lights to all be working well and beneficial for transportation in the city. The roadways are generally in good condition and are well maintained. Participants like existing cycling infrastructure and would like to see more.

Improvements

Improvements can be made to increase options for multi-modal transportation in Mississauga. Participants suggested that 'Complete Streets' and 'Vision Zero' models should be used to implement lower speed limits, dedicated bike lanes and traffic calming measures. Traffic laws should be heavily enforced to ensure people adhere to the rules. Road construction projects should be completed more quickly. Buses should have their own lanes on roadways, that is the only way they could be more efficient then private vehicles. Participants would also like to see improvements to bus shelters. Intersections could be improved to focus on pedestrian safety, but also maintain traffic flow especially during rush hour. Improvements should focus on major east-west and north-south corridors.

Mapping Exercise

What is Mississauga like for you?

Participants were also given the opportunity to provide feedback on their experiences moving around Mississauga using a map. Participants were asked to mark locations which:

- They like to go to (green);
- Are hard to get to (red); and,
- Provide a challenge along their route (yellow).

Specific locations and comments are provided below.

Places that you like to go to:

Addresses	Your Comment
8b Maiden Lane, Mississauga,	Nice, walkable urban Street near parks.
Ontario	
301 Burnhamthorpe Road W,	Central Library
Mississauga, Ontario	
3010 The Collegeway,	Erin Mills United Church
Mississauga, Ontario	
106 Lakeshore Road E,	Port Credit shopping district
Mississauga, Ontario	
Pho House, 5230 Dundas Street	Kipling subway Station
W, Toronto, Ontario	
300 The East Mall, Toronto,	Valhalla Executive Centre
Ontario	
100 Queensway W, Mississauga,	Mississauga Hospital
Ontario	
2165 Credit Valley Road,	Credit Valley Hospital
Mississauga, Ontario	





Addresses	Your Comment
201 City Centre Drive,	201 City Centre Drive
Mississauga, Ontario	
Mississauga College of	33 City Centre Drive
Technology, 33 City Centre	
Drive, Mississauga, Ontario	
Studio 89, 1065 Canadian Pl,	1065 Canadian Place
Mississauga, Ontario	
1137 Fewster Drive,	Recycling centre - very tough to get to, without a car, and not
Mississauga, Ontario	many (if any) other places to drop off old electronics, etc.
309 Rathburn Road W,	Cineplex
Mississauga, Ontario	
4180 Duke of York Blvd,	Square One
Mississauga, Ontario	
110 Courtneypark Drive E,	Cineplex
Mississauga, Ontario	
1469 Burnhamthorpe Road W,	Riverwood Conservancy
Mississauga, Ontario	
5900 Mavis Road, Mississauga,	Heartland Town Centre - long walks between stores in this area
Ontario	too.
The Woodlands School, 3225	Woodlands Library - the Route 6 to this library is terribly slow -
Erindale Station Road,	only one or two minutes longer to walk from Burnhamthorpe Road
Mississauga, Ontario	to the library because of the long winding route through Credit
	Woodlands.
95 Lakefront Prom, Mississauga,	Lakefront Promenade Park - gorgeous park, but it is a very long
Ontario	walk from Lakeshore Road (the nearest bus route) to the park.
1252 Eglinton Ave W,	Shopping plaza at Eglinton Avenue and Creditview Road.
Mississauga, Ontario	
Outer Circle Road, Mississauga,	University of Toronto Mississauga
Ontario	
1320 Rathburn Road W,	Commute to work.
Mississauga, Ontario	
Clarkson GO Station, 1110	Clarkson GO Station.
Southdown Road, Mississauga,	
Ontario	
Cloverdale Mall, Toronto,	Work here, easy to get to and from on MiWay routes 35, 109.
Ontario	
Square One Cityside,	I love Square One.
Mississauga, Ontario	
6315 Danville Road,	Danville Park is a great new facility in Mississauga making good use
Mississauga, Ontario	of the parkway corridor. It even has a bike park yet you cannot
	safely get there by bike.
Ridgeway Drive, Mississauga,	Ridgeway Drive bridge over Highway 403 has cycling facilities, and
Ontario	proper height railings providing a safe crossing of 403 for
	pedestrian and cyclists.





Addresses	Your Comment
Confederation Parkway, Mississauga, Ontario	Confederation Pkwy bridge over 403 has cycling facilities, protected sidewalk and proper height railings providing a safe crossing of Highway 403 for pedestrian and cyclists.
6400 Mclaughlin Road, Mississauga, Ontario	Mclaughlin Road bridge over Highway 401 has cycling facilities, and proper height railings providing a safe crossing of Highway 401 for pedestrian and cyclists.
Mississauga Transitway, Mississauga, Ontario	This is a really good transit hub with access to MiWay express buses and GO Buses. Make transit more accessible.
4099 Erin Mills Parkway, Mississauga, Ontario	Grocery option.
2933 Eglinton Avenue West, Mississauga, Ontario	Shopping for groceries or home stuff.
5010 Glen Erin Drive, Mississauga, Ontario	Grocery shopping.
the Collegeway, Mississauga, Ontario	Shopping for groceries.
2079 the Collegeway, Mississauga, Ontario	Great coffee spot.
2233 South Millway, Mississauga, Ontario 1833 Inner Circle, Mississauga,	Library and community centre where I can access Wi-Fi or refill Presto card or swim Chattime for some bubble tea.
Ontario 219 Queen Street South, Mississauga, Ontario	Salsa on Sundays a local dance spot
1255 Burnhamthorpe Road West, Mississauga, Ontario	Go transit connection to Downtown Toronto/
4090 Creditview Road, Mississauga, Ontario	Bakery
1170 Burnhamthorpe Road West, Mississauga, Ontario	Local bike shop.
1100 Burnhamthorpe Road West, Mississauga, Ontario	Hotpot spot.
715 Central Parkway West, Mississauga, Ontario	Shopping for groceries.
Hot Breads, 720 Burnhamthorpe Rd W, Mississauga, Ontario	Ramen noodles and bubble tea.
3960 Grand Park Drive, Mississauga, Ontario	Good noodle spot.
275 Burnhamthorpe Road West, Mississauga, Ontario	Summer time hang out for movies and food trucks.
4226 Duke of York Boulevard, Mississauga, Ontario	Great continuing education spot with secure indoor bike storage that I love





Addresses	Your Comment
Square One Cityside, Mississauga, Ontario	I like the mall when I need some stuff or just to browse (i.e. Apple store, Chattime, Sportchek,)
155 Square One Drive, Mississauga, Ontario	Grocery shopping and eating.
309 Rathburn Road West, Mississauga, Ontario	Watching movies.
90 Absolute Avenue, Mississauga, Ontario	Meeting a friend.
1290 Crestlawn Drive, Mississauga, Ontario	For some middle eastern food.
4617 Burgoyne Street, Mississauga, Ontario	Dance studio.
1550 South Gateway Road, Mississauga, Ontario	Some quick Chinese food.
5399 Eglinton Avenue West, Toronto, Ontario	My work place.
287 Lakeshore Road East, Mississauga, Ontario	Acupuncture spot.
4 Mississauga Road North, Mississauga, Ontario	Bike shop and a starting point for trips to Toronto along the waterfront trail.
1244 Shamir Crescent, Mississauga, Ontario	Swimming in the summer.
2655 Liruma Road, Mississauga, Ontario	Like this noodle place.
2470 Thorn Lodge Drive, Mississauga, Ontario	Swim afterwork in the summer.
2225 Erin Mills Parkway, Mississauga, Ontario	Do some banking.
Clarkson GO Station, 1110 Southdown Rd, Mississauga, Ontario	My alternate connection to Toronto or Niagara Falls
2506 Hampshire Gate, Oakville, Ontario	Grocery shopping.
6655 Glen Erin Drive, Mississauga, Ontario	Meeting spot.





Places that are hard to get to:

Addresses	Your Comment
6810 Forest Park	Transit service to this area makes taking my kids to their soccer games
Drive, Mississauga,	challenging.
Ontario	
ON-403 W,	Why is there a fence between the Station and the neighbourhood next to it?
Mississauga, Ontario	Was the street network not planned to allow walkway access?
2445 Dixie Road,	Dixie GO Station is hard to get to from anywhere. No stairs from Dixie Road
Mississauga, Ontario	(meaning a long walk from the Queensway), fence preventing common-
	sense access to Walmart and Costco, no bridge to Mattawa Avenue, and
	indirect street network to Coram Avenue.
3210 Hurontario	People living right next to Cooksville GO Station have to take ~800 metre
Street, Mississauga,	detours to get to the platform. They often do this by car, making the parking
Ontario	situation worse and slowing buses on Hurontario Street and Confederation
	Parkway.
ON-403 W,	No access from the neighbourhood to the Station, just like at Winston
Mississauga, Ontario	Churchill Boulevard. I am aware that the good people of Idlewilde Crescent
	are too dignified for buses, but can you say the same for Haydock Park or
	Windsor Way or Glen Erin Drive?
1255 Burnhamthorpe	Another GO Station with terrible pedestrian access. Cordington Court is just
Road W, Mississauga,	115 m from the platform, but the walking route is ten times as long.
Ontario	
836 Eglinton Ave E,	Whole swath of approved and future development far from Tomken Road
Mississauga, Ontario	and with no access from Eglinton Avenue, Eastgate Parkway or Cawthra
	Road.
4615 Hurontario	So much density around this intersection, yet it is not getting an LRT Stop.
Street, Mississauga,	
Ontario	
ON-401 E,	Two strips cut off from the rest of the city, one between Highway 401 and
Mississauga, Ontario	407 and another between Highway 401 and Confederation Parkway.
9 Line, Mississauga,	Ninth Line itself! Why do most of the sidewalks and park paths end short of
Ontario	the roadway, often with a ditch in between?
6855 Financial Drive,	No buses to this office park from the south, except for Mavis Road which is
Mississauga, Ontario	slated to be cut soon.
3010 The Collegeway,	Sunday service to this location is very poor.
Mississauga, Ontario	
150 Sherway Drive,	Queensway Urgent Care - very long trip from most parts of Mississauga and
Toronto, Ontario	infrequent service.
1348 Clarkson Road	Cemetery is very tough to get to by bus - ninety-minute trip, according to
N, Mississauga,	Google Maps, unless I want to walk for twenty-three minutes.
Ontario	
25 The West Mall,	MiWay options from Eglinton Avenue and City Centre could use a lot of
Toronto, Ontario	improvement.
13896 Steeles Ave,	Toronto Outlet mall, parking is a nightmare here, would be nice to be able to
Halton Hills, Ontario	take transit to this mall.





Addresses	Your Comment
Terminal Access Road 3, Mississauga, Ontario	Airport and offices here are hard to get to via transit.
805 Sweetwater Crescent, Mississauga, Ontario	Fantastic suggestion! I agree a pedestrian/cycle crossing is sorely needed here, linking Lorne Park-ers to Port Credit.
3165 Erin Centre Boulevard, Mississauga, Ontario 4429 Marshdale Crt, Mississauga, Ontario	Any chance the high-pressure oil pipeline trail can be converted to a paved pedestrian/cycle pathway? It is the missing link that can join the Tenth Line bike lane to the Winston Churchill Transitway station. Please link the trail (i.e. Crawford Walk) to the Erin Mills Transitway station, as it is not possible to access it from Idlewilde or Radisson crescents.
1, Mississauga, Ontario	Out of the main vertical arteries, Erin Mills Parkway is curiously left out of efficient bus coverage. Hurontario Street is served along its entire length by #19, Winston Churchill Boulevard by #45, Dixie Road by #5, and even Tomken Road by #51. Why not make #48 more robust and frequent, running from Meadowvale to Clarkson?
2144 Grange Drive, Mississauga, Ontario	Hopefully given the residents' approval, could you please provide a small pedestrian/cycle access at the end of the cul-de-sac in order to link the Confederation bike lane (and Queensway trail) with the Hurontario trail starting at Harborn Road, via the Mississauga Hospital and Bronte College?
155 Square One Drive, Mississauga, Ontario	A very stressful intersection for all, whether you happen to drive, walk, or cycle due to the all-way stop sign. When a pedestrian crosses the intersection, drivers tend to get confused as to who should proceed first. This happens when a car has priority and is ready to proceed through the intersection (because it arrived there first) but the driver decides not to go through because a pedestrian is trying to cross in front of him/her. At this point, the driver of another car which does not have priority to go through (because it arrived there second) decides to nevertheless proceed. This messes up the order and generally leads to chaos the rule will no longer be respected. This is compounded by inattentive/distracted pedestrians (even though they have priority over vehicles), and to cyclists on the sidewalk.
1490 South Sheridan Way, Mississauga, Ontario	A pedestrian/cycle crossing over the railway tracks here would provide a much-needed mid-artery access between Southdown Road/Erin Mills Parkway to the west and Mississauga Road to the east, linking Lorne Park to Sheridan Centre.
2564 Cawthra Road, Mississauga, Ontario	Please reconfigure this most bleak intersection in the city and harmonize it with the future Dundas-Cawthra GO station.
2615 Stillmeadow Road, Mississauga, Ontario	A trampled grass path from Whaley Drive leading up the ancient shoreline to Dundas Street may be developed into stairs/ramp for pedestrians/cyclists linking Brickyard Park and area north of Dundas Street to the Queensway, and eventually Port Credit by way of the future Stavebank Road QEW crossing.
3289 High Springs Crescent, Mississauga, Ontario	Perhaps a missed opportunity, but it would have been nice to link this to the trail from Dobkin Park.





Addresses	Your Comment
1400 Bramblewood Lane, Mississauga, Ontario	Hopefully given the residents' approval, is there any environmentally-feasible chance for a future pedestrian-only connection to Glen Road across railway tracks to the north along Birchwood Creek, linking Lorne Park to Clarkson via the mulch pathways at the back of Kos Boulevard?
QEW, Mississauga, Ontario	It would be nice to have a pedestrian/cyclist crossing over the QEW somewhere here, just like the existing Applewood Road crossing and the future Stavebank Road crossing.
3055 Tomken Road, Mississauga, Ontario	The intersection of: 1-Tomken Road, 2-Rymal Road, 3-entrance/exit of the large subdivision, and 4-pedestrian walkway coming off Leilani Drive. All warrant, in my opinion, a pedestrian crossing perhaps even a traffic light.
252 Lakeshore Road West, Mississauga, Ontario	Please join the two segments of High Street through the Credit Landing Plaza.
72 Wesley Avenue, Mississauga, Ontario	Please join the two segments of Queen Street north of the Credit Landing Plaza.
505 Hensall Circle, Mississauga, Ontario	Last time I checked, the wire fence was torn and one could cross the railway tracks from Hensall Circle to the multi-use path on the other side behind 570 Lolita Gardens and on to Cawthra Road and Dundas Street. Please provide a pedestrian/cyclist crossing for the residents of Applewood Road to access Cooksville instead of a busy, unfriendly (and in winter, rather splashy) Dundas Street. The Cooksville Creek trail is impractically far.
1375 Blythe Road, Mississauga, Ontario	Blythe-Queensway-Sheridan Park connection we can do it.
1490 South Sheridan Way, Mississauga, Ontario	Please introduce a new traffic light at the intersection of Indian Road and South Sheridan Road.
2106 Truscott Drive, Mississauga, Ontario	Southdown from the Lakeshore Road/Royal Windsor Drive intersection all the way up to the QEW is absolutely full of trucks originating from the industrial area around the Petro-Canada refinery. Why not divert them away from this residential street and the buses/cars going in and out of Clarkson GO station? Why do trucks not use industrial Royal Windsor Drive to get to the QEW?
3691 the Credit Woodlands, Mississauga, Ontario	Many vehicles do U-turns from the left turn lanes. To make the turn they swing out into the opposing curb lane and come in conflict with right turning vehicles. U-turns should not be allowed.
4140 Creditview Road, Mississauga, Ontario	Many vehicles do U-turns from the left turn lanes. To make the turn they swing out into the opposing curb lane and come in conflict with right turning vehicles. U-turns should not be allowed.
Erin Mills Parkway, Mississauga, Ontario	Many vehicles do U-turns from the left turn lanes. To make the turn they swing out into the opposing curb lane and come in conflict with right turning vehicles. U-turns should not be allowed.
2400 Truscott Drive, Mississauga, Ontario	Awful bus frequency to and from work.



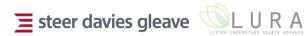


Addresses	Your Comment
329 Burnhamthorpe Road West, Mississauga, Ontario	The route 26 is always behind due to traffic. Bus only lanes would be helpful.
Erin Mills Parkway, Mississauga, Ontario	No bike path and feels speed of cars makes it challenging to cross.
4046 Erin Mills Parkway, Mississauga, Ontario	Challenging intersection with cars to access the plaza.
4380 Glen Erin Drive, Mississauga, Ontario	Lacks a safe bike path to cross the highway. Still it is a better option than Erin Mills Parkway when one is northbound trying to get to the transit station or shopping at Erin Mills Towncentre or Rona / Nations.
3448 Mississauga Road, Mississauga, Ontario	Lacks a good safe bike path connection from the University to the Burnhamthorpe trail.
371 Queen Street South, Mississauga, Ontario	Lack of bike path.
1801 Tattersall Way, Mississauga, Ontario	Lack of bike path for north or southbound travel to connect Burnhamthorpe trail to Streetsville.
4505 Dixie Road, Mississauga, Ontario Eglinton Avenue East,	Lacks a good biking route to connect from Eglinton Avenue to the bike path on Dixie Road that begins south of Eastgate Parkway. No biking path to connect the new bike route built to the east on Eglington
Mississauga, Ontario	Avenue stretching from Renforth station
4880 Tahoe Boulevard, Mississauga, Ontario	An alternative to get to the Burnhamthorpe trail from Eglington Avenue.
4410 Fieldgate Drive, Mississauga, Ontario	Another connecting route to Burnhamthorpe Trail coming from the airport corporate centre after work.
Eglinton Avenue East, Mississauga, Ontario	Narrow path that I must bike on when bike path ends at Rakley Crescent.
Centennial Park Boulevard, Toronto, Ontario	Busy route after work that I have to avoid when I bike even though it may get me to the Burnhamthorpe Trail.
177 Lakeshore Road East, Mississauga, Ontario	Lack of a bike trail for commuting to shops on this street.
63 Mississauga Road North, Mississauga, Ontario	Lack for a bike path connecting the waterfront trail to the start/end of the bike path along Mississauga Road.
3379 the Credit Woodlands, Mississauga, Ontario	Thankfully, this is a residential area however the wide street and lack of bike path makes this area a bit unsettling as cars may speed past Fully illuminated to make sure motorists see me
3105 Glen Erin Drive, Mississauga, Ontario	Have to ride on the sidewalk sometimes due to volume of cars and speed





Addresses	Your Comment
2488 Dunwin Drive,	My alternative to riding on the sidewalk for Glen Erin Drive to cross Dundas
Mississauga, Ontario	Street, less cars for the most part however the wide street could use a bike
	lane
2295 Erin Mills	This is an intersection that needs special attentiveness as a bike rider as the
Parkway, Mississauga,	bike lane ends and this street has high volume of cars at high speed
Ontario	
2185 Leanne	Difficult bike lane connection to the south of the highway
Boulevard,	
Mississauga, Ontario	
1516 Southdown	No bike lane to speak of
Road, Mississauga,	
Ontario	
2520 Bristol Circle,	No bike lane access and lots of cars here.
Oakville, Ontario	
1705 Matheson	No bike path from Dixie Road to the airport corporate park makes breakfast
Boulevard East,	at Denny a non-start.
Mississauga, Ontario	
Highway 403,	Always a problem in rush hours. There should be a by-pass lane to Highway
Mississauga, Ontario	10. The junction is badly designed!
2422 Cashmere	Mavis Road is a major road, yet there is not a bus that comes all the way
Avenue, Mississauga,	down to Queensway - it veers off at Hillcrest Avenue, does not even come to
Ontario	Dundas Street.
150 Paisley Boulevard	No seating/shelter at this bus stop, especially since the #4 that services this
West, Mississauga,	area takes quite long between buses.
Ontario	



Points on your route that are a challenge:

Addresses	Your Comment
803 Sweetwater Cres, Mississauga, Ontario	No legal railway crossing for >2.5 km, inviting people to cross at their own risk. Adding one here could cut down on the accidents that one hears about every so often.
Mavis Road, Mississauga, Ontario	"Bus priority" that doesn't do much to prioritize buses and holds other traffic up too. The signal always fires at a fixed time, no matter whether or not a bus is waiting, which steaks time from the other phases. Signage at the beginning of the lane is unclear, and the markings suggest that buses should enter it from the right lane, which usually has more of a queue than the left.
Rathburn Road W, Mississauga, Ontario	Why do buses have to yield to cars at the entrance to a newly built busway? It would not even be hard for a signal to detect them here, since they have their own lane on both approaches to the intersection.
1854 Kirkwall Cres, Mississauga, Ontario	The path through this corridor should be paved for all-weather use, especially from Bloor Street to Dundas Street where the alternatives are not practical.
880 Queensway W, Mississauga, Ontario	The #4 bus wastes so much time serving Huron Park. It may well be that both Dundas Street/Mavis Road and Huron Park have too much ridership to skip either, but there could at least be a little roadway letting the bus turn back onto Paisley Boulevard right after the stop in front of the entrance (like there was before the 2004 rehab). This would save a whole kilometre per trip.
Dundas Street W, Mississauga, Ontario	This poorly designed intersection forces the southbound 110 bus to take a three-minute detour via the Collegeway. There should be a signal phase here to let it turn left from the curb lane instead of having to fight its way into the queue.
Robert Speck Parkway, Mississauga, Ontario	Why do north-south pedestrians face a red during the phase where no vehicles have a green?
7078 Mavis Road, Mississauga, Ontario	MiWay plans to eliminate this convenient transfer point between routes 42 and 57, but it could easily be maintained by building a bus-only access from Mavis Road to Old Derry Road (northbound exit, southbound entrance).
702 Burnhamthorpe Road E, Mississauga, Ontario	Missing right-turn green arrows encourage drivers to ignore the stop and yield rule during the cross street's protected left turn. This applies for Burnhamthorpe Road at Central Parkway, Tomken Road, and Dixie Road, plus a few elsewhere such as Rathburn Road/Mavis Road and Winston Churchill Boulevard/Britannia Road.
3939 Duke of York Blvd, Mississauga, Ontario	Missing the green light at this intersection is almost as bad as missing your bus. Cars are prioritized because they are given advanced green lights for turning making the cycle longer, in turn making pedestrians wait even longer to cross!
10 Kingsbridge Garden Circle, Mississauga, Ontario	Office and shopping - very frustrating going from here to Square One (for a transfer) - often have seen three or four Brampton buses and one or two MiWay express buses pass by before the Route 19 arrives. For a location so close to the City Centre (and having so many condos within 250 m.), we should not have to wait fifteen or twenty minutes during the day for a bus to come.





Addresses	Your Comment
Hinote Sushi Restaurant, 720 Bristol Road W, Mississauga, Ontario	Strip mall - for me, getting to this plaza takes two buses. The second bus (along Rathburn Road) usually means a wait of thirty to forty minutes during the day, even though there are two routes servicing the stop I use - the problem is that both routes seem to be synchronized to that the two routes arrive at the stop within two to three minutes of each other (that is true for both eastbound and westbound). Getting to this location (less than ten minutes by car) often takes forty to fifty minutes by bus!
3215 Erindale Station Road, Mississauga, Ontario	Taking Route 6 from Burhamthorpe Road and Erindale Station to this library is very slow - with waiting time for the bus, it is always slower than walking. Leaving that intersection at the same time as the bus, the bus is just barely faster (one or two minutes for me). Given that the adjoining high school draws students from the Deer Run area and many students take the Route 6 to and from school, it would be nice to have a more direct (and faster) route to get to Burnhamthorpe Road.
4660 Creditview Road, Mississauga, Ontario	No transitway stop. Would be a good place for one, connections to many buses.
4550 Hurontario Street, Mississauga, Ontario 1430 Eglinton Avenue West, Mississauga, Ontario	Bad traffic on Hurontario Street between Eglinton Avenue and Highway 403. Traffic on Eglinton Avenue frequently backs up here during rush hour.
1255 Burnhamthorpe Road West, Mississauga, Ontario	I have seen vehicles trying to turn from Burnhamthorpe Road into the one way exit from Erindale GO parking garage. Better signage is required.
4655 Creditview Road, Mississauga, Ontario	No cycling facilities and narrow sidewalks on the Creditview bridge over Highway 403. Railings are also too low. How do residents living north of Highway 403 safely walk or cycle to the Erindale GO station?
4765 Creditview Road, Mississauga, Ontario	Creditview Road has houses fronting on both sides. This is basically a 5-lane subdivision street used as an arterial with 60 km/h speed limit. Speed limit needs to be lowered to 50 km/h. Traffic calming measures need to be added. Road diet applied to add on-street cycling lanes similar to Bristol Road W.
Highway 403, Mississauga, Ontario	No cycling facilities and narrow sidewalks on the Mississauga Road bridge over Highway 403. Railings are also too low. How do residents safely walk or cycle over this structure?
Creditview Road, Mississauga, Ontario	No cycling facilities and sidewalks on the Creditview Road bridge over Highway 401. Railings modified with barriers. Very narrow two lanes. How do residents safely walk or cycle over this structure?
Highway 401 Express, Mississauga, Ontario	No cycling facilities and narrow sidewalks on the Kennedy Road bridge over Highway 401. Railings are also too low. How do residents safely walk or cycle on this structure?
2185 Derry Road West, Mississauga, Ontario	Cycling infrastructure needs to be completed on Derry Road between Argentina Road and Financial Drive. Existing paths just end with nowhere for cyclists to continue except to ride in the busy traffic lanes on Derry Road.





Addresses	Your Comment
6355 Danville Road, Mississauga, Ontario	Danville Park is very difficult to safely get to by bicycle. It even has a bike park. Cycling infrastructure is required from the existing network to the park.
4380 Glen Erin Drive, Mississauga, Ontario	No cycling facilities and narrow sidewalks on the Glen Erin Drive bridge over Highway 403. Railings are also too low. How do residents safely walk or cycle over this structure?
Mississauga Transitway, Mississauga, Ontario	Hard to reach on bike south of 403 either on Glen Erin Drive or Erin Mills Parkway. Only feasible safe option is via transit or car.
3081 Hurontario Street, Mississauga, Ontario	Lack of bike path in this area and bike parking spots makes visiting the food establishments here difficult.
335 Dundas Street East, Mississauga, Ontario	Lack of a bike path to this spot makes shopping here really difficult unless I drive.
2505 Hampshire Gate, Oakville, Ontario	Hard to get to on bike as there are no bike infrastructure in this area.
2555 Bristol Circle, Oakville, Ontario	Shopping for home stuff on a bike is pretty tough to get to here.
2510 Hyde Park Gate, Oakville, Ontario	Shopping for bike and other home stuff.
2500 Winston Park Drive, Oakville, Ontario	Shopping for technology stuff
6855 Meadowvale Town Centre Circle, Mississauga, Ontario	Doctors.
5400 Dixie Road, Mississauga, Ontario	Good breakfast spot but I need to put my bike on transit to get here.
1250 South Service Road, Mississauga, Ontario	Getting to Dixie Outlet Mall is difficult to get to by bus.





Verbatim Comments

Cycling

- Too dangerous to bike long distances, only realistic for certain trips.
- Too few bike lanes
- I am a cycling enthusiast. Mississauga has done well to build infrastructure so far, but many gaps remain in the network
- Lack of connectivity between bike route pockets. Vehicles parked in bike lanes frequently.
- I would ride my bike more for errands if I would be separated from the traffic. Cars are too fast and too close when passing by.
- Safety on roads when biking
- The lack of bike infrastructure that actually connects to anything useful. Multi-use trails are great but a lot of them are only good for recreational rides, not for getting where you need to go. Also, drivers need to be educated about how to behave around cyclists. The one meter passing rule is a law and is broken with alarming regularity.
- Discontinuous bike lanes, dirt and detritus that accumulates at the sides of roads where bikes go and the dangerous attitudes of about ten percent of car drivers towards cyclists
- Not enough safe cycling connections
- Bike lanes are limited or on the road without proper signage or adequate separation
- Some of the biking/multiuse paths feel dangerous e.g. the ones on Britannia Road near Heartland Town Centre, as there are so many driveways and cars are not looking for you
- I bike in the summer to work in Toronto, but the bike trail is in terrible condition and meanders through neighbourhoods instead of going straight for the most part
- I think cycling is a great way to get around the city and I would definitely do it more often if I felt safer on the roads; I have loved using the protected bike lanes and the open bike lanes next to city roads still feel unsafe
- Travelling by bicycle is not very feasible due to the lack of bike lanes
- There are gaps in the cycling network and barriers such as waterways, railways and 400 series highways. This results in a cycle path or lane ending and then being forced to ride in traffic in narrow lanes on busy roads. Also, vehicular traffic moves much too fast. Posted speeds need to be lowered. The speed differentials between vehicles, cyclists and pedestrians make for dangerous conditions.
- Cycling along arterial roadways feels unsafe when one must share the road with cars that travel at speeds of fifty to eighty kilometres per hour and often disregard cycling lanes when these are present
- Roads are too dangerous for cyclists
- Dangerous biking on road
- Pedestrians have right of way on bike trails even when they have their own sidewalk
- Lack of bicycle lanes
- Not conducive to cycling and walking
- Safety of cyclists
- If "cyclists must dismount, walk bicycle across roadway," why are there not any signs telling people to push their cars? Intersections are dangerous.
- Although I have access to use many modes of transport, my choices are limited to which is most convenient. Current cycling infrastructure does not permit me to use this mode more often as many routes that I would take are still deemed too risky.



- Good. Bike rides are usually long distances
- Cycling on roads in Mississauga is not safe but I still do it occasionally. Driving is aggravating because of the congestion and people who do not obey the rules of the road. Police set up speed traps but seem to care about little else. People drive on bike lanes frequently. The bike lanes are too narrow on busy roads like Mississauga Road. I do not use them unless there is no other choice. Physical barriers would be great but I do not see that happening in my lifetime. Toronto has had these for years and I do not recall seeing any in Mississauga. There is a section along Creditview Road crossing over Highway 401 where there is no room for cyclists. You are inches away from cars. Someone put up pylons, which made the problem worse.
- Poor bike access from Mississauga north to Brampton.
- The lack of options for cyclists resulting in unsafe conditions.
- Not enough cycling infrastructure to permit commuting by bicycle easily, and safely to promote more ridership. Drivers are often stunned and do not understand that cyclists have as much rights to use the road as any other vehicle.
- Careless drivers! Mississauga is a car-centric society and motorists often feel that they have the right to drive carelessly... I cannot even begin to recount the number of times I have seen people driving over a bike lane.
- Although I love the idea of cycling (and would not mind riding a bike again myself), I feel like
 current park trails that are used by both cyclists and pedestrians can be a bit dangerous. It is one
 thing if a child or adult is going for a slow leisurely ride on the trails, but some cyclists ride very
 aggressively and at high speeds, tearing down a path with no regard for the safety of others.
- I have also been seeing quite a few people using motorized bikes (not electric bikes, but rather things like dirt bikes and even motorcycles) driving through parks. I was not under the impression that this was even legal. Legal or not, it is not safe.
- Getting hit by a bus or car while biking.

Working Well

- I feel good and would like to bike more often
- Satisfied
- I really like the bike infrastructure that has been added in the last decade. During warmer weather, I regularly pick by daughter up from school by cargo bike using Confederation Parkway and Camilla Road bike lanes
- Separated multi-use paths on streets such as Burnhamthorpe Road make me feel safe while riding a bicycle on a major road
- Open spaces good for biking
- Community rides
- Some of the off-road multi-use trails are really nice. Driving is pretty easy.
- Some bike lanes are beautiful and not located on major roads
- The improvements on the Etobicoke Creek Trail
- The one thing I like best about moving in Mississauga is that there are designated bike lanes
- If I am biking for fun (and not trying to get somewhere specific), there is a decent network
- I appreciate the recent efforts to add more bike infrastructure
- Paved pathways away from roads
- Bike paths are good, safer for people





- I am trying to cycle as much as possible both for recreation and running local errands. Mississauga has greatly improved the cycling network in recent years. It is nice to see bike racks on MiWay buses and bike storage on GO trains.
- Enjoy cycling now that the City of Mississauga has installed a series of interconnected bike lanes and bike paths so I am able to reach a lot of destinations in Mississauga by bicycle. I am now able to use my car a lot less on days with good weather.
- Comfortable because of wide roads.
- No problems.
- Bike lanes are great, bike trails are nice as well. Trains run on time for the most part.
- There are many bike paths and bus routes that give me the accessibility to go where I need to go without a car.
- I like that there are easy corridors to move through.

Improvements

- I would cycle more if there was cycling infrastructure across major barriers like the QEW, Highway 403, Highway 401, Credit River, railway lines
- · Wish my family and neighbours felt safer riding bicycles, wish cycling was more easily integrated into transit
- I love my bike, I wish I did not have to drive so often. I wish biking/walking/transit was easier.
- I would like to be able to bicycle to work more often, it is my best chance at exercise, but my carpool buddy (wife) gets stuck in traffic by herself when I do bike
- Creating another bridge north of Lakeshore Road to facilitate cyclists commuting and moving through the Port Credit area
- Even more bike lanes and multi-use trails
- Weather permitting cycling is preferable. More paths, corridors to facilitate commute.
- I would like more accessibility to bike ride to destinations
- Burhamthorpe Road shoulder needs to be paved from Winston Churchill Boulevard to the Highway 407 bridge. Hazel's bike path should be installed along the hydro corridor from Mississauga Road to Bromsgrove Road
- More bike lanes, more consistent times for MiWay, and reduced traffic congestion
- I would like to see more protected bike lanes
- Cycling infrastructure needs to be improved
- A bike lane to get to St. Paul's school, right now kids walk over the QEW, not safe
- Off-road boulevard cycling trails along arterial roads that are physically separated from the rest of traffic for greatest safety, with cross rides at signalized intersections so that one does not need to walk bike across the intersecting street
- More off-road bike paths
- Bike lanes
- Dedicated bike trails, more bike trails, more bus stop lay-bys (stop off of the road). More right turn lanes.
- Building exclusive bike lanes. Amsterdam has bike lanes all over the city, which are next to the sidewalks. These lanes are not on the road and no pedestrians are allowed to walk in them. Also, as mentioned before, there are far too many bus stops. For example, when travelling east on Elm Drive, there is a bus stop at the lights, west of Hurontario Street, and then another stop immediately following the lights. Why have two bus stops at one intersection?
- More designated bike lanes



- Must provide cycling space away from car traffic or crack down more heavily on distracted driving.
- I know that you would like to promote cycling in Mississauga. In order for me to feel safe, either provide space away from car traffic or crack down heavier on cellphone use and other distractions while driving. A few times I came close to getting mowed down by someone on their cellphone.
- Mississauga needs more and better cycling infrastructure. Bike lanes and paths gaps in the network along the Credit River for example. I support more investment in transit.
- Need to get more people walking and bicycling to school.
- My travel choices are meant to fit my lifestyle, and I think they are good. I wish bikeshare
 options were more readily available, especially near schools, as this would reduce the use of
 cars by youth.
- The bike trails are not too bad but the City could do a better job in connecting them. If travelling on a busy road is necessary then a physical barrier should be put in. Bike lane marking and signs are ignored by most motorists.
- I like that there seem to be buses along all the routes I have used. More bike trails would be great I do not feel safe riding on the road. Burnhamthorpe Road has a good example of what seems to be a safe bicycle path and sidewalk with a buffer that keeps them far from the road.
- Bikeshare is a great initiative and I would love to have it available here. Better bus timings are also very important.
- Bike rentals.
- More community biking.
- Better trail systems to get you off busy roads.

Other

- Would prefer to cycle more often
- I live to ride by bicycle and do so several times a week between May and October. I did not list that as transportation because it is my recreation. Same with walking. I walk for an hour three to five times per week but not to get from point A to B.
- I would like to use my bicycle more than I do currently and I would like to use my car a lot less.

Walking

- I hate it. I wish I could walk to work or even bike to work. I do love that I am within walking distance of everything.
- Intersections are scary. They prioritize cars and my elderly family and neighbours do not stand a chance. Build cities for those at risk. Slow down the cars.
- Traffic lights on some streets change too quickly. Traffic is often wild. When crossing some streets as a pedestrian or cyclist, one cannot be sure of reaching the other side safely. Elderly persons and parents with small children feel they are risking their lives when crossing. Cars sometimes honk when they do not actually have the right of way
- Not happy with the lack of sidewalks on some streets (e.g. Clarkson GO station)
- Walking pretty much anywhere is not fun, so much time required. I would love to be able to walk to more places.
- Pedestrian safety, car is still king





- Drivers here are terrible, I have almost been hit many times by someone turning left and not looking at the crosswalks. Outside of downtown, it can be hard to find things to do in walking distance from your home.
- Some of the intersections I encounter are not pedestrian-friendly. Most frequently, the crosswalk on the west side of Confederation Parkway at Hillcrest Avenue. Why is the pedestrian walk signal delayed relative to the green light for the south bound traffic on Confederation? It is not necessary to hold pedestrians back as the northbound traffic does not have an advanced left turn.
- See wooded lots (like downtown where Sheridan is now) being taken down when more pathways and trails could be developed
- Safety when walking and biking
- Why do pedestrian pushbuttons have no effect after the parallel vehicle green starts? If often happens that a long queue of cars on the side street keeps the (vehicle) light green long enough for pedestrians to be able to cross, but the walk sign never turns on even when the button is pressed. Pressing the button when there are not many cars never extends the green.
- What use are the fences along buffered-frontage streets built since the 1990s? They seem like a headache, reducing the effort it would take to corner someone on such a street. Are there any benefits that outweigh this?
- I have to say, I do not enjoy walking as much as I do... All total, it is an hour every day (thirty mins each way) from my home to school, and return.
- This city has become an auto-centric mess for anybody else other than car drivers. I cannot safely walk from my house to the nearest transitway station. I cannot safely bike north-south without significant detours. Sidewalks are incomplete. And in my Erin Mills neighbourhood, I do not think I know of any dedicated cycling infrastructure.
- I would like to walk more, to get to appointments, shopping, etc. so that I reduce my carbon footprint and maintain health. However, the City does not do much to make it as attractive as it could be. For example, traffic signals seem to be designed only for the convenience of vehicular traffic - one example of that is the timing - drivers know that the signals will progress in a fixed cycle (green, amber, red) but pedestrians have to watch for inconsistent cycles (walk, flashing do not walk, do not walk or walk, etc.), poorly marked activation buttons, poorly placed activation buttons, and more.
- Mississauga was built to drive cars, developers had no concept of waking spaces!
- There are responsibilities of drivers and pedestrians.
- The walk signals are not long enough... i.e. Eglinton Avenue just east of Mavis Road (No Frills plaza), the walk signal is very short, some of the seniors in my area have a hard time crossing Eglinton Avenue, (south to north or vice versa), which is why they cut across when the light is red.
- Extremely dangerous... the cars do not care. There have been more than a few times when cars going west on Eglinton Avenue do not obey the red light at this corner and rumble right through.

Working Well

- Walking, everything else needs lots of work
- Lots of green space
- Walkable village
- Walking and biking is not as affected by traffic
- Pretty good, I have a mix of exercise and getting somewhere quickly





- Enjoying the current facilities of pathways throughout Mississauga, also the organized community rides throughout the summer. Wonderful way to discover various areas of this city from North to South to East to West.
- Great, I walk a lot, since I live and work in the City Center area
- Downtown has lots of sidewalks. Outside of downtown there are plenty of park paths to run/walk/ride on
- I bike/walk when I can, and I feel good that I am reducing my carbon footprint.
- Walking is good exercise, taking the bus is convenient (most of the time), and more affordable than driving. They are also better for the environment.
- I will walk and bike more in the summer.
- You can go anywhere.

Improvements

- While I enjoy walking, biking and using public transit, improvements could be made to the experience of all three
- Better and safer sidewalks, more and safer bike lanes; shopping malls/libraries/GO stations accessible on foot and bikes; stop building shopping plazas where you have to drive from one side to the other because it is too large to walk through
- Need more trails
- Walking and taking transit is not bad here, but could definitely be improve
- More small restaurants and stores in close density to neighbourhoods would make it easier to walk places outside of downtown. More traffic enforcement at busy intersections would help.
- Make traffic signals favour pedestrians more easy to access, easy to use, and more reliable buttons; longer walk times; always make the signals work in a predictable way

Other

- I believe by walking and taking the bus, I am helping the environment to be a better place
- A place to live, work, shop and play within walking distance or a short trip on transit

Inter-municipal Transit (e.g. Züm, TTC)

- Why is there not a subway extension from Kipling to Square One? Or an extension of Eglinton Crosstown to Square One? If you really want to take cars off the road, one of these extensions is the best way. Building a 'Busway' across the city that goes nowhere is a terrible waste of time and money.
- I would love to take MiWay to work more, but to drive it takes fifteen minutes and MiWay would take over an hour and costs me \$6.75 for one way. I live in Toronto (ten min by bus to the Long Branch Loop), by the time I get from the TTC to the loop I have to wait awhile for the MiWay bus, they do not seem to be very in sync.
- What are the plans to alleviate traffic on other streets that would be impacted by the LRT?
- Worst subway problem in Ontario, not having one consistent fare from Mississauga to Brampton to anywhere else in the Greater Toronto Area. Local transit and to get to the GO services, and then Presto on the GO, can be very expensive relative to what you get and the distance.
- LRT will be a failure in my opinion
- I am astonished that you are concentrating only on Hurontario Street but not on Dundas Street for light rail service. Since the two seem equally congested with vehicular traffic I would have





- expected that both need equally urgent attention. When will Dundas Street receive light rail service?
- Privatized transit has been a disaster everywhere has been tried. It always means higher fares and less public oversight. Transit riders should not pay for some private company's profit

Working Well

• I fully support the Hurontario LRT

Improvements

- Underground subway system
- A MiWay and TTC collaboration, use Presto to measure distance not borders of the cities (i.e. within the Greater Toronto Area).
- More North-South public transit projects, I feel like the Hurontario LRT is a good start, but maybe some bus rapid transit travelling from Brampton straight through to the GO stations
- I am interested in the Lakeview development with regards to transportation. I would suggest a rapid transit line northbound from Lakeshore Road, running up the current hydro corridor and connecting directly with East-West rapid transit lines such as the busway and connections to Mississauga City Centre, Kipling transit hub and possibly the airport. I understand there might be an extension of the TTC streetcar, which would help those travelling East into Toronto. But if there are going to be as many as thousands, as we hope, commuting to and from this area then would an LRT or other rapid transit become necessary? Otherwise I fear most people will be travelling into the area by car.
- Need faster connection to Toronto TTC Kipling station and to Sheridan Oakville GO
- We need a subway that goes from Port Credit up Hurontario Street to Brampton and also connects to Kipling TTC via Dundas Street or the Queensway
- Underground subway, express routes on Burnhamthorpe and Eglinton starting from Ninth line to Kipling Station
- Especially Creditview could do well with a station, given the uncertainty as to whether the Milton GO line will ever get two-way service. Curbside stations on a freeway might be new to Toronto but seem to work fine in Ottawa.
- An LRT station at Kingsbridge Garden Circle/Ella Ave & Highway 10 is essential; Kingsbridge Garden Circle and Hurontario Street is one of the most highly densified areas in Mississauga with over five thousand residents within a two hundred metre radius on the west of Hurontario Street. The vacant lands on the east are going to be developed very soon. This will increase the population density further. Without LRT station here, traffic congestion will increase with the population density.
- Increase more options for travel to downtown. From early morning to late night.
- Wish there was a faster way to get across the City to Brampton. Highway 410 is a complete
- Quicker routes into Toronto and to jobs around the City. It also takes a while to get to the subway. Maybe we can find new, quicker ways to get Mississaugans to and into Toronto without tearing down our trees though? I do not know which plan is best yet. Perhaps more GO routes that act like shuttle buses?





Intra-City Transit (MiWay)

- There are viable options to move around Mississauga on a regular basis, the bus system is connected but is a time-consuming process
- The amount of people waiting at bus stops during the work week and traffic on roads during rush hour
- I wish public transit was more efficient North-South in certain areas. I feel like everything is flowing east-west. Hopefully the LRT alleviates this traffic quite a bit, but travelling North-South at rush hour is quite congested.
- Sunday night bussing is terrible. Not enough bike routes. Why did routes 29 and 31 get combined?
- The frequency of public transportation does not allow me to get from place A to B in a decent amount of time.
- The fact that sometimes buses do not make it on time, sometimes buses do not show up.
- I would prefer the city to be more walkable and transit-friendly. It takes me twenty-five minutes to drive to work and it would take me over an hour on MiWay. I support transit, but I am not sacrificing over an hour a day for it.
- Need access to transitway but it is difficult if you live in central Mississauga. No Mavis Road or Creditview station. Not time effective to go to Erin Mills or Square One.
- Terrible access to the airport
- Sometimes the bus schedules are too far apart and it is not great if you just miss a bus and have to wait twenty to thirty minutes for another one.
- No easy access to transitway even though I live in a central area of Mississauga
- MiWay is inconsistent lately and it is really annoying.
- Central Parkway route 35 does not link to hop onto 109 and vice versa to make commute faster.
- I have to plan carefully when travelling by public transit or cycling, and sometimes cannot do things because of buses not operating, time schedules, weather, etc.
- I know I will rely on transit in the future and hope it is more reliable.
- A lot of choices but transit is not convenient
- Terrible, Mississauga Transit does not come frequent enough, it is extremely unreliable and I hate it. It is extremely difficult to move around Mississauga on public transit especially on weekends. Many bus routes need to come every fifteen minutes, as much as possible.
- Frustrated. Buses are not as frequent as they should be. There are far too many bus stops, which means that travelling by bus takes twice as long as travelling by car.
- Could be a lot better for transit as you need a car to get around Mississauga these days
- Nothing is working well.
- Buses breaking down and running behind schedule so you miss your connections
- I am not sure how transfers work
- Transit is still difficult to many areas and some areas are still not pedestrian-friendly.
- Having access to transit seven days a week. Places to live, work, shop and play are too far apart.
- The frequency of buses. There are times where my bus is twenty minutes late or it does not arrive at all. Since I have to transfer buses, this delays me.
- I wish it was easier to take the bus (would not take as long, more routes so less changes, more busses per route - if I miss it, I do not have to wait twenty minutes).





- I am generally happy with my travel choices since I have a car, but as a disabled person whose health may not keep up in the upcoming years, I would appreciate more wheel trans or costeffective ride sharing systems.
- I wish I lived closer to my school because then I could bike, however I live quite far away and that is not a possibility. Public transit is often a pain, especially on the way back home. It is also very expensive even with a Presto.
- Feel good. But sometimes the driver drives too fast.
- Lately using my feet, I find new pathways and can beat transit when the wait is thirty minutes inbetween rush hour buses.
- I enjoy the good service and speed going north to south and vice versa but not east to west.
- Missing a transfer and waiting forty-five minutes for the next bus because the phone line posted the wrong time.
- The bus closest to my house is not going to be running anymore.
- Going somewhere that would take fifteen minutes in a car can take upwards of forty-five minutes on a bus. It is seriously concerning that I am very limited for long trips if I do not have a
- Late, slow, and infrequent buses! If the buses came more frequently or were more punctual, I would be more motivated to use them.
- Finding out how to take the bus was a bit of a challenge and traveling on the bus intimidated
- Sometimes the bus is unreliable and shows up late, while other times, they are not frequent enough. Having to wait twenty minutes for a bus, especially if some shifts are just missed, is not very fun.
- Longer bus routes, longer frequency times and the excuse is always low ridership even though I am on the full buses daily and hear the same complaints from fellow passengers. They all say there is no point to complain to MiWay as they never listen.
- Fragmented bus routes south to north across the city.
- Lack of bus shelters.
- Congested routes. Route 35 is often packed I cannot imagine what it is like for those who ride it all the way to the subway.
- The prices and how distant the bus stops are from each other.
- The times, buses are always lake.
- The bus comes at the wrong time intervals, making it inconvenient. It comes too early for school since French immersion students have no bussing. Also, if you have clubs before or after school, the public bus does not run the school route at those times.

Working Well

- Bus rapid transit (like that being planned for Dundas Street) to allow transit users to bypass
- I like my travel choices, and the older I get, the more I am interested in the whole transit area, which is why I am a Student Ambassador.
- Accessibility of buses for people with disabilities
- Improvements in MiWay service
- I like the large variety of transit options GO transit, MiWay, but mainly the express routes on the transitway are amazing!
- Great customer service

steer davies gleave L URA



- Frequent and express bus service on streets such as Hurontario and Dundas make taking transit much more enjoyable.
- Go transit works well. Sidewalks work well.
- More and more later routes.
- Availability and frequency of choices
- I can sit back, relax, and enjoy the ride on the bus. Traffic is not that bad, but it makes for longer bus rides.
- The bus system is easy to use and accessible for nearly everyone.
- Buses perhaps are nice (I see them), not using them since I work in Toronto
- Everything is close and the transit always works, I have never seen something bad in the transit
- The public transit for seniors, I have heard its pretty good. The Long Branch Go to Dixie Mall and to Port Credit bus service is pretty good as well.
- Most of my methods of transportation are good and reliable but with MiWay, it is not always reliable. The buses are frequently breaking down, running behind schedule. The Affordable Transit Program is an excellent program and I am glad you made it permanent!
- Good. Prefer transit; less stressful.
- We do have some well-served transit corridors which give me a choice regarding how I travel depending on my destination
- It is generally quick. There are things to see on the street. Public transit is available if I need it.
- The Affordable Transit Program!
- The Rapid Bus Transit
- Good choices for modes of travel: public transit, easy access to highways.
- Real time travel information. Since the buses came online, it helps knowing where it is.
- I love MiWay, the buses look great both inside and out. I love the presto card that I can use with both GO and MiWay.
- The bus schedule is great. It keeps me organized and so that I know when the bus will be coming.
- They get the job done. Could be more efficient. Diverse and usually provide a way to get anywhere you need to if you plan well ahead of time.
- I think I am pretty environmentally friendly when it comes to transportation. Even by car, I travel with my family and I tend to take public transit majority of the time whenever I have to be somewhere.
- I like how I travel because I like to travel in a way that I can save time.
- I think they are fine if a bit expensive with the transit. I would rather bike, but I never learned how to and I do not have room for one in my apartment.
- I like it so far and loving the recent improvements.
- I have been impressed with MiWay lately I have had to go to various parts of the city and it has been great to have buses appear at convenient times to get me "moving."
- I believe in taking MiWay to reach my destinations, peace of mind and less stressful.
- Road network generally works well. Transit seems efficient, and I support the LRT and transitway. Build more.
- Public transit is usually efficient and on time, and the roads are nice to travel on.
- The bus drivers are nice since when we had our bikes, the driver stopped to help us and they are able to answer our questions.
- I like how efficient and easy it is to find bus schedules and routes, as well as how if you need to get anywhere there is likely a bus to get there.



- Mississauga is an awesome city with lots of transportations and it is really convenient! I love it!
- MiWay is an excellent system. I also believe that Mississauga has excellent bike lane system compared to other Canadian communities of similar population.
- Safe bus service, various options, safe sidewalks, caring neighbours, trained professional bus drivers.
- MiWay has done a great job improving and updating service with the transitway. Really nice recreational trail and path network.
- I love the fact that the City of Mississauga has plenty of parks and trails to enjoy walking in. The bus service is also fairly substantial, and travels to most parts of the city with decent schedule times
- There is always some way of getting to the place you need.
- It makes me feel better when we do not have vehicle sometimes.
- There are affordable methods like bussing.
- The bus routes around my living area have been improved immensely.

Improvements

- Would use transit more if there were more direct routes and better transfer point coordination.
- No Mavis transitway station, so I could use public transit everyday
- Accessing the Mississauga transit way. I live in between Creditview Road and Mavis Road. There is no transitway station on either road.
- The MiWay should consider several hubs, all the GO transit should be the hubs with the public transit.
- By adding additional stations to the Mississauga transitway. Creditview Road and Mavis Road.
- By adding additional stations to the transitway so everyone has the ability to access the transit way. Taking a long bus ride just to access it, eliminates the time savings.
- More Saturday bus transit option as well as more express bus routes.
- Take the 29 and 31 apart again. Let bus routes on main roads run longer
- Better public transit system!
- Improved bus signage and service in area.
- I mentioned my issues with transit- but I get that you only have limited money to work with. I do like transit, I would prefer to use it, but not if it costs me as much time as it currently does.
- More frequent buses, more seats on buses.
- Working with the public is good, but people should not be made to feel that they are being forced to use public transit because there will be resentment.
- Buses going North on Cawthra Road to the Senior Centre and GO or linking up to bus going east and west would be helpful.
- Maybe heaters in all the bus stops
- More express routes using designated bus lanes to reduce delays because of traffic. Also, it
 would be nice to have a stop on the transitway near Creditview Road (can be just a divided
 portion do not know if a whole segregated route like Erin Mills is warranted), preferably located
 between Creditview Road and CP rail bridge so a connection to a new walking/cycling path
 behind the existing community to Erindale GO Station can be made.
- Expanding on the existing rapid transitway. Adding Mavis, Creditview, Mississauga Road stations.
- I do not have a choice for travel except Mississauga Transit. It would be better if we have more GO Buses around Mississauga as well as more frequency for Mississauga bus.





- There is still a lot of room for improvement in terms of transit.
- MiWay does not operate at convenient times during the day and does not operate on weekends
- Transitway is great. But needs to be more frequent/faster.
- I think the transit system is getting better but still has a way to go.
- Not well if you are using transit, but okay for using a car
- Frequency of MiWay service is terrible should be much better if you really want to get more people using it (in my area, it is shocking that the MiWay buses on weekends run only every forty to forty-five minutes, but the GO buses run every twenty or thirty minutes for most of the day.)
- MiWay fares are too high to encourage use. In my case, I have a car readily available, but I have lots of free time, so I would prefer to take transit if the cost is reasonable. For trips within Mississauga, it rarely is worth it for me to take transit - the incremental cost for me to drive is less than \$1 unless I have to pay for parking, but MiWay costs \$3.00 each way (\$6 for a round trip)!!
- In some areas of Mississauga, MiWay seems to be abandoning any pretense of service and leaving it up to neighbouring transit systems to provide the service. If I were working in those areas and using transit, I would lose out on the benefits of the frequent rider discount, since I would pay one system for the morning commute and a different one in the afternoon!
- Frequency of Public Transit in Mississauga
- I find it very difficult to connect from my area at Thomas Street taking #9 going to Meadowvale Corporate area. It takes three buses now. Before, it was two buses because #9 goes to Meadowvale Town Centre. It would be nice to have a bus from Thomas Street going directly to Meadowvale area.
- Bus #9 is not reliable, most of the time late or very early. Always late during the winter. Drivers are rude and would leave you behind even if you are ten seconds late and running to the bus stop. I find out that drivers do not care about their passengers. They would drive fast and early so they can have a cigarette and coffee. They will leave their buses for a long time to go to Tim Horton's. When they come back they are smoking near the door of the bus and the smoke is coming inside the bus.
- Transitway missing stations at Mavis, Creditview, Mississauga Road.
- Investing heavily in public transit. It will help everything. Reducing waits, improving facilities, building rail.
- Doubling frequency of MiWay service (when GO Transit boosted frequency of service on Milton line, with midday buses, more trains, etc., their ridership really jumped - much harder to get a seat after those changes).
- Cut MiWay fares to make the cost more comparable to that of taking a car!!!
- If the City is serious about getting people out of their cars, they have to make transit more competitive in terms of the incremental cost (ignore the total cost of the car, since that is a sunk cost for most of us) and in terms of the time cost (increasing the frequency on all routes from about 7 a.m. to 10 p.m., so that less time is lost for transfers).
- Having as many bus routes as possible come every ten to fifteen minutes throughout all the week, not just Monday-Friday. People like myself need to move around the city.
- Faster/Frequent transit way.
- Making Mi-Way more reliable!
- It would be better if we have more Go buses around Mississauga as well as more frequency for Mississauga bus especially at night after rush hours.
- Train your drivers. Also, more frequency in the area of Thomas Street.





- It would be better if you have stricter laws about smoking near the bus door or bus shelter. It would be better if there were cameras in bus shelters or some intersections.
- I think we need more buses and more frequencies especially in more corporate areas including Meadowvale area.
- More frequent busses
- Transit that do not take so long to get places. I would take the bus to work if there was a direct route or express bus. If I did it now it would take four buses and over an hour.
- An improvement to transit services and bicycle infrastructure
- By adding stations on transitway to Mavis Road, Creditview Road and Mississauga Road
- Better public transit, less cars on the road (less traffic), more walking/cycling paths
- I believe that if we were to make the bus schedules more frequent, this would make taking the bus more convenient and efficient. Also, if the buses went through a weekly check-up since lots of buses I have been on recently have not been in the best shape (we had to stop and transfer to another bus).
- Most routes have poor frequency of twenty to thirty minutes right now. It is not enough, so most people will use cars so they are free to go whenever. Consider a five to ten-minute frequency on most routes, that will convince a large number of people to change and that will increase usage on MiWay. This will require a lot more buses, so more of a long-term goal but something to be considered.
- There are many places that I pass by where I see bus stops within one or two hundred metres of each other. This increases trip time, and especially during rush hour things slow down. Maybe removing them will increase speed and reliability.
- Eglinton Avenue needs a MiExpress route for longer distance journeys, particularly during rush hours. Bus rapid transit (like that being planned for Dundas Street) to allow transit users to bypass congestion. Eglinton Avenue needs better traffic management in general (see terrible jams between Creditview and Erin Mills Pkwy during evening rush).
- MiWay needs better service. All routes should have rush hour service of every fifteen to twenty minutes maximum frequency. No matter what.
- I would like more convenient and safe transit and bike options.
- Very limited options and need for a bus stop in front of the building 3605 Kariya Drive.
- I would like better, more reliable ways to get to more than just Square One
- I like that we are expanding and giving life to a transit system that is still in need of improvement
- More central bus terminals such as City Centre
- MiWay needs greater frequency for some bus routes. This would encourage people to use this service, especially since many of us do not use it due to the amount of time spent waiting for the bus. Also, buses need to accommodate school times better. For example, route 6 reaches Everest College just as route 26 is leaving. This is very inconvenient as many students transfer to the 26.
- I think you should rethink bus sizes during rush hour and specific buses in general. The 61N in the afternoon often does not show up and a lot of people gather around and it becomes super crowded in the short buses (from City Center bus terminal). It is especially annoying when while waiting you see another 66 bus comes even before the previous one leaves, while your bus has not come in over an hour.
- More buses on the road, and more service to each stop and each route.
- More frequent buses for major routes, accurate time postings on the call line, bussing schedules at all stops for those without a cellular device, lower transfer rate for train to bus when you are





traveling bus-train-bus. Under the current status quo you pay thrice for that ride with a PRESTO, you should not have to pay the second bus because with a physical transfer you would not have

- Bus routes that are more logical, like TTC. Also, do not get rid of the only routes that serve certain neighbourhoods while doubling up in other neighbourhoods.
- Bus travel times need to be reduced, whether by having more buses or more/different routes.
- More busses per route.
- Moving in Mississauga would be better if there were somewhere to learn how to take the bus.
- Monorail would be the better way in the long run. Faster for the people who are stuck on buses on Hurontario Street (Highway 10) then those buses could be used on different routes which could improve frequency and a better time of travel.
- More frequent buses would be great (e.g. ten minutes between buses).
- Better bus times that actual connect. Any route that is by a community centre must have frequent service. It should not take an hour to get somewhere that by car is ten to fifteen minutes!
- We need a bus route that connects south Mississauga (Clarkson) directly with Credit Valley Hospital. It is onerous for people needing medical care to transfer buses and lengthens the commute significantly as buses often do not run on time and bus connections are missed/hard to make.
- Cameras to detect violence.
- Planting more trees or having bus stops with roofs attached to a building.
- More buses. Frequent times.
- Safer transit, cycling, and walking.
- More buses less cars.
- Make transit more affordable, relative to the cost of operating a car.
- Improvements for pedestrians and cyclists.
- Buses at rush hour need to be every fifteen to twenty minutes. We should not be packed in like cattle while the route 13 heads straight with an empty bus.
- Central part of the city has no direct access to transitway. By the time it takes to go to Square One or Erin Mills to get on it, you might as well not bother and just take regular bus routes. The transitway has no benefit if you are centrally located!

Other

- I would prefer public transit if it was easier to access
- Wish I could use more transit
- Right now, moving around in Mississauga is definitely doable but not as convenient as in other cities and looking to the future, increasing traffic will make moving more difficult.
- I think that by taking the bus, walking, and biking to get to school and work sometimes takes longer than I would like it too, however, has a better impact on the environment.
- Good, I do not have too many places to go. I take the school bus everyday. Other modes supplement when I have clubs, etc.
- On time, however, I have not taken public transit for some years and do not have a data plan on my phone.
- Continued improvement to transit to meet demand and full legalization of ride sharing programs like Uber. Regulations on taxi drivers can be reduced to level the playing field but do not over burden a competitive alternative to support an antiquated business model.



Personal Vehicle

Concerns

- Too much "through traffic" in Port Credit village. Create another option for motorists if QEW is jammed (i.e. the Queensway).
- Too many cars
- The car still seems to be king, especially to the residents
- Rush hour is not fun.
- Traffic on streets like Hurontario Street is only getting worse, highways are not moving fast
- Have no choice but to drive. Stores that I shop at are far away.
- I am retired now so am not commuting to work daily by car anymore. I would like to use the car less and am cycling more. Everything in Mississauga is so far apart that walking is usually not practical. I am not much of a public transit user. Carpooling is difficult to find someone with a common destination or travel time.
- I would bike and walk more often if the distance to work, school, shopping etc. were much shorter otherwise it is most convenient to use a car.
- I feel frustrated that in many cases the car is still the most practical and viable option
- I would like to take public transportation to work but find the length of time excessive and choose my car or car-pooling instead
- It is ok. A lot of traffic.
- Transit is improving, but the car is still the easiest way to get around.
- Not enough options
- Mississauga is still far too car oriented. Urban sprawl is the order of the day.
- Adding a light rail to Hurontario will make it more congested not less.
- Too much congestion and traffic. Lots of construction happening at the same time.
- Congestion. There are too many cars on the road, but that is mainly due to the fact that Mississauga is a big city that is spread out.
- I feel satisfied, although sometimes guilty with its harmful effects to the environment.
- Mississauga traffic is becoming very congested and far too busy especially on roads such as Burnhamthorpe Road, Dundas Street, Bloor Street, Derry Road, Eglington Avenue. They are not wide enough to handle the number of cars on the road. Drivers are terrible and we need more active police presence to monitor the people who constantly break the rules.
- When driving there is a lot of congestion and some roads are very degraded.
- Traffic during rush hour.
- Some careless drivers.
- Traffic congestion, safety for pedestrians and cyclists, frequency of transit.
- Getting too congested now.
- That we are too reliant on cars.

Working Well

- Given the schedule for the day, it is the suited means of getting around in a timely manner.
- Highway access
- I can easily access many destinations for work and leisure.
- Presently my location is within a five-kilometre radius of all amenities, somewhat ideal in that my commute times are small.
- I get to work when I want to and leave when I want to.



- It is easy to drive in, which I acknowledge leads to other problems, but it can be nice sometimes.
- Generally good.
- Driving is not too chaotic
- Rush hour traffic is not as bad as Toronto.
- Traffic moves well.
- Minimal traffic congestion if I am not in the Square One area
- I drive a hybrid vehicle, and soon will be electric vehicle in two months.
- I cycle mostly in spring, summer, and fall.
- I feel good as I drive a hybrid car. I am also retired so I do not drive to work.
- I like that there are many options and that there is choice and availability about how I can commute.
- There are many choices in Mississauga I can make for how I choose to travel
- Not as much traffic and easy to move around.
- 70 km/h on Erin Mills Parkway.
- The location where I live is very convenient for access to major highways and the airport.
- Generally, it is very easy to get around Mississauga in a vehicle.
- If we must rely on cars at least there is parking.

Improvements

- An attitude adjustment towards slower speeds and respect for others on public roads
- Choices are clearly favouring the car, should increase the frequency of MiWay service, and change the traffic signals to favour use by pedestrians
- The Hatfield's vs. McCoy's of Car vs. Transit. We need to educate both sides to be tolerant of one another.
- I feel that I could be more eco-friendly about my choices.
- I feel that my travel choices could be improves and be made more eco-friendly
- Some left turn lights timed to match traffic although you need to stop over the indicators at some intersections to get a left turn light.
- More electric vehicle charging stations. Schools, community centers, and shopping centers should have charging stations.
- Just drive not too fast and not too slow. Do not delay the bus. We are busy.

Other

- Driving myself into work every day is my only option. I live in Caledon and work in Mississauga.
- It is the only cost and time effective way to get around
- I wish they were better, but they are the most efficient for the time being
- Much more emphasis on active transportation and transit use.
- · Would like to drive less and walk/bike more
- I would prefer to carpool then to take transit.

Regional Transit (GO)

- Access to rapid transit is difficult
- I would like to forego a car. I like the GO train option but connections and cost are a barrier





Going north, towards Meadowvale and even towards Milton. Everything is expanding there, but transit options are limited. I do not like the car congestion on Erin Mills Parkway by Clarkson GO Station. A portion of the road should be improved to improve transit operations so that buses can at least be timely, even if personal cars cannot be.

Working Well

- I like MiWay for recreational trips, and Go Transit for getting to work/Toronto, I also live on the border of Oakville (Dundas Street/Highway 403) so I have the option to use Oakville transit to go further west to see my friends.
- Easy, in sync, cost efficient travel across the Greater Toronto Area.
- GO is convenient.
- The GO transit has definitely been improved with the introduction of new Bus Rapid Transit
- Go Train is a great way to commute to Toronto.
- What is working well is the Presto card. I do not find any that is working well for me.
- Parking always available for the GO at Clarkson
- Presto and the connections to other transit systems
- GO transit is efficient and fast.
- Love the Erin Mills GO.

Improvements

- Better bike route connectivity. More frequent two-way GO train service on the Milton line
- All day GO service on the Milton Line would be huge for me (and likely many others)
- All day GO train services should be available in Mississauga
- I feel okay about them. I wish MiWay schedules were a little more in sync with GO schedules. I would be easier to take transit every day
- Higher order transit, more frequent transit, cheaper transit fares
- More frequent public transit buses, GO train and GO buses.
- Better GO Transit system, more people using the bus (we need to create incentives for people to take the bus more often, a sky train system).
- Access to regional transit
- Currently the minimum fares at \$3.75 for MiWay and at \$5 for GO are high, and therefore, do not attract people who may be induced to travel by public transport, but may not be doing so. Lower fares mean more people on public transport and less number of private cars/transport. The fares should start at either CAD 1 or CAD 2 (maximum) for MiWay and CAD 3 for GO. Lower and affordable fares attract movement of people and goods, creating competitive pricing across GTA, and overall leading to growth of business and economical activity. And lower fares would also ensure optimum utilisation of MiWay and GO capacity. Overall a win-win situation for all.

Other

Wish there was faster service to Hamilton, and along Erin Mills Parkway from south to north to the business parks north of 401



Road Infrastructure

- Travel is decent for the most part but lots of problems over the decades as in traffic lights getting more and more on busy streets and not timed for proper traffic flow, speeds getting less and less causing stress as roads shared too much with no tax paying users that are clueless as to rules of the road and rules in general and no common sense using or crossing the roads at lights and non-lights; timed signals and timed light changes also not consistent causing problems for me as a driver making it hard to judge.
- Look into narrow streets at time of residential planning! So many issues facing us and authorities are blind and deaf to it all!
- It used to be okay but during rush hours and construction periods it is very bad on many major streets and some side streets and highways have always been a problem on any given day but worse since trucks became prevalent for deliveries and trains for the most part became less
- Lots of construction going on specifically around where I work (Eglinton Avenue/Renforth Drive-Eglinton Avenue/Orbitor Drive area).
- There are many office buildings near mine (I am located in the corporate office district along Matheson Boulevard East between Orbitor Drive and Renforth Drive). Because of how many people work in the area and mostly commute by cars, there is so much congestion along Matheson Boulevard East to Dixie Road which makes for an extremely slow commute, especially during peak hours (between 4pm-5:30pm). Taking alternate routes is not much better as Eglinton is just as congested.
- I do not like driving fifty kilometres or more near pedestrian walkways and bike paths.
- Nearly all roads in Mississauga are designed to prioritize driving, to move as many cars as
 possible, as quickly as possible. This detracts from the experience of other users such as;
 pedestrians, cyclists, and transit users.
- Poor planning of roads.
- Yes, are you looking at infills in the community and traffic flow on the once under use that are now very busy e.g. Cawthra Road from Lakeshore Road going north?
- Construction on roads making driving more difficult
- As mentioned above in terms of costs/taxes skyrocketing last decade or more in relation to the services and quality of services given; also bicycle lanes and on street parking causing problems for small lanes and lots of traffic that cannot afford less lanes; street parking also causing concern for public service vehicles like snow cleaners, garbage, tree removers etc. Businesses should provide parking if they want our business.
- Would walk or bike more if there was plenty of commuting to/from work Derry Road is not pleasant and does not feel safe.
- Lights are too long
- Construction on the Queensway
- Also, there should be more bike lanes installed on bigger, long roads.
- I feel as if my options are limited travelling in Mississauga. Far too often am I left with long and unpractical commutes to school/work simply because I do not drive and can not afford services like the GO bus/train.
- Hopefully we get past construction phase that is slowing down traffic or all is good.
- Roads are congested during rush hour. After five o'clock you can barely move. It is better on a bike but only if you can ride on the sidewalks or multi use paths. Pedestrians never keep to the





right, on multi use trails, even when there are signs. They seem to be oblivious to cyclists on multi use trails. Also, bike trails do not connect without merging into traffic. Spending money on signage for bike trails is a waste. Physical barriers are safer and noticeable. Cars cannot veer into bike lanes if there is a barrier.

- The sidewalks and roads in inner neighbourhoods have snow accumulate on them and the stoplights often take too long to switch.
- I am very concerned about Mississauga developing traffic congestion problems. I am also concerned about decisions like the LRT along Hurontario Street that threaten to take away two much needed lanes along it. If anything, we need more lanes not less. I am also concerned about bicycle lanes that take away from existing lanes, there is nothing wrong with adding a half lane for bikes, but do not take away a car lane for them. I do support having some sort of public transit system, but its seems like it takes up all of the priorities and resources.
- Why are you considering LRT? It is not very cost effective over a 25-plus year projection. I hope you are considering some type of Monorail system, either under or over rail system. Especially for the Highway 10 corridor from Square One to Shoppers World Brampton, as a case in point. You could probably use the existing medians for the Monorail system.
- Not enough three-lane boulevards and the lacks of subways. The LRT and anything aboveground, including the Hurontario line and getting rid of two lanes of road to accommodate it us the wrong way to do it. You should have built a subway from Port Credit all the way to Heart Lake in Brampton. Only then you would you have noticed considerable use and movement of people. But as usual, politicians make decisions not users and politicians made decisions so far and look where we are.
- I am very concerned that our parking lots are not as safe as they could be for both drivers and pedestrians. Please research the benefits of one-way parking lots and the benefits of encouraging drivers to back into parking spaces.
- Research shows that these two strategies substantially increase public safety and reduce the number of potential accidents. As Mississauga continues to grow, these two measures will be very helpful to users of busy parking lots. I would love to see the City of Mississauga leading this initiative - Best Practices in Parking Lot Safety.
- Some Mississauga businesses have already implemented these practices, and their employees enjoy their daily parking experience and find parking much less stressful. There is also reduced chances of accidents on these corporate parking lots.
- Not enough bike lanes.
- There is a lack of dedicated cycling infrastructure.
- Near-highway speeds along major corridors.
- I am unable to walk to our new transitway.
- As roads get redeveloped there is no attempt at segregated cycling lanes.
- Lights are not coordinated throughout the city. There is no thought given to weekend drivers, I have to wait five minutes to turn left from Britannia Road onto Kennedy Road northbound so I can play softball on Sunday nights. The train tracks in Lisgar... this area grew but there is no train safety... why has the road not been expanded and the railway crossing addressed - you have to idle for ten to fifteen minutes for a freight train or drive several kilometres out of your way to go around it.
- There is no left turn light going westbound on Burnhamthorpe Road at Winston Churchill Boulevard. there are left turn lights at all the other three directions. This is a blind left turn onto Winston Churchill Boulevard southbound due to the positioning of the traffic in the eastbound left turn lane (turning to Winston Churchill Boulevard northbound).



Working Well

- Good. Looking forward to proposed changes on Hurontario Street and Dundas Street.
- Highway access
- I like the multi-use trail that is being constructed on Eglinton Avenue and I am hoping it expands to Hurontario Street.
- I really like how Mississauga stuck with the arterial road expressways instead of reducing them to two lanes. It really alleviates congestion and helps move traffic.
- Well-timed lights on major streets.
- Cannot really think of anything except maybe the maintenance of the roads.
- Efficient road network.
- You are on the right track. Bringing the lights onto the grid, you can feel it whether in car or on bus. It is about flow in a grid system. You are doing everything right.
- Most roads are wide with enough capacity to handle car traffic when I drive. Often enough to even accommodate additional cycling infrastructure.
- Mississauga does not typically have too much traffic. There are also many bus routes which are beneficial. The bike paths and wide sidewalks are definitely a plus!
- The roads are typically in good, maintained condition.
- The roads are well maintained and the bus stops are conveniently placed.
- The infrastructure for more bike lanes is excellent. It allows me to keep fit while doing my daily commute to work without the use of a car when the weather permits.
- I generally like the access to highways along with a good road system, with many major arteries, many lanes, and having wide lanes in our residential areas. We must keep up our road infrastructure.
- I like the new bus link rapid route in which buses have their own lanes and no cars can interfere.
- Sidewalk clean in winter.

Improvements

- Eglinton Avenue needs better traffic management in general (see terrible jams between Creditview Road and Erin Mills Parkway during evening rush).
- Redesign the HOV lanes on Highway 403, the current one does not make any sense at peak time. HOV should be on the very right, does not make sense having to get across three lanes of stopped traffic to exit.
- Create another option for east/west traffic other than Lakeshore Road
- Traffic is getting very congested. Drivers are becoming very inconsiderate and impatient.
- Ban U-turns from left turn lanes at intersections.
- Reduce speed limits using Vision Zero principals.
- Much more enforcement of speed limits needed to reduce speeding and dangerous driving.
- A major north/south highway connecting Highway 401 and the QEW in the west like Highway
 427 does in east
- Dedicated separate bike lanes.
- Road construction that does not take forever to complete.
- City should heed Germany's method roads are repaired or redone very quickly.
- Assume City needs to rework contracts to specify latest reasonable end date.
- So annoying to drive past lane closures that exist for many months with hardly anyone working on it. (Think Dixie Road around Burnhamthorpe Road). But there are lots of examples.

steer davies gleave LURA



- Complete Streets roads that value the needs of all users. Mississauga needs more protected cycling facilities, separated from traffic and pedestrians.
- Modifications should be made to some major streets to slow traffic.
- In some locations, buses should be given priority over cars.
- One of the most intimidating things about being a pedestrian is crossing the extremely wide suburban intersections. Reducing crossing distances and removing channelized right turns at key locations would greatly improve the experience of pedestrians.
- City Planners are of no use, walkways are made where they are useless. (Apple Blossom Circle/Trail Master).
- White Clever Way should be widened. Such a traffic collision hazard. Crosswalk needed in front. Of Sanford Farm Park entrance on White Clover Way.
- Clean up Highway 10 and Dundas area. Worst part of Mississauga.
- Buses need their own traffic lanes to be effective as they cannot be reliable if mixed with singleoccupied vehicles.
- Better bicycling infrastructure, protected bike lanes with a connected network
- More walking. More transit. More local destinations.
- Infill. Mixed use neighbourhoods. Coffee shops on side streets in suburbs.
- Local markets in suburbs.
- Mixed use no more NIMBY
- Traffic signals with progressive green timing help alleviate vehicular congestion during peak hours of the day.
- Traffic congestion, un-synchronized traffic signals, some narrow roads (e.g. McLaughlin Road between Bristol Road and Britannia Road).
- Mixed use (I.e. cars and bicycles) on narrow roads (e.g. single lane roads with no shoulder).
- Look at Vision Zero for ideas on improving safety for all modes of transportation with hopes of reducing fatalities to zero. Mississauga was designed as too much of a car-centric city. Changes need to be made to allow residents to feel safe using other modes of transportation.
- Slowing down cars, reducing block sizes making crossing streets on foot easier, shorten crossing distances, more pedestrian refuge islands, wider sidewalks, more trails/network
- All day, frequent, two-way train service on Milton line, better cycling and pedestrian facilities, designing roads to encourage the speed limit and discourage speeding (make this inherent in all design, not an after-thought with the addition or speed humps and painted lines that are supposed to be shoulders but half the community think they are bike lanes - a serious collision waiting to happen), work on changing the car culture of Mississauga
- Glen Erin Drive curb cut lay by needed
- Why not use a monorail system for this purpose? Very congested on roads, the need for something better is now.
- Great travel options, but we need dedicated bike lanes along Lakeshore Road from Port Credit through to Long Branch GO Station (Hurontario Street to Browns Line).
- That would really connect the communities and encourage more cycling.
- Bike lanes and trail infrastructure.
- Merged sidewalk/bike lanes.
- Without more transit and cycling infrastructure, the younger demographic is losing interest in the City. New developments such as Lakeview Road should have rapid transit and great walking / cycling infrastructure.
- Lack of safe connection to Malton. More bike lanes. Safer than boulevard trails.





- Speed limits are not realistic anymore. Major roadways such as Winston Churchill Boulevard should be 70 km/h.
- Bromsgrove Road will be a disaster when the new development is built and fully occupied.
- Need to redesign Clarkson GO station entrance/exit at Bromsgrove Road/Southdown Road.
- We need more bike lanes.
- Things must be improved for pedestrians! See first answer for some examples. Also, there should be more separation of sidewalks and roadway on roads with speed limits of 60 km or higher.
- Cyclists also need more protection from motorized vehicles.
- Transit has to be improved and made more affordable for people.
- We need to build up... such as a sky train I once used in Bangkok!
- The congestion and safety of travel in Mississauga concerns me the most.
- Less emphasis on car and more on transit, walking, cycling. Implement road dieting (Glen Erin Drive, Bloor Street, and more), Hurontario LRT should just be one of several transit initiatives. Walking and cycling to school. Overall, greater emphasis on healthy travel.
- More bike lanes, multi use paths, more efficient routes for MiWay, increased driver education on cyclists and how to share the road.
- Improve cycling infrastructure and use of public transit. Make it more accessible and the people will embrace positive change.
- More cycling infrastructure to cross Credit River and 400 series highways.
- More, wide multi use trails. Educate people as to where they should walk on these trails. Too many do not stay to the right and when you are on a bike coming around a bend, you are often surprized by people who are either taking up the entire pathway or walking on the wrong side. Multi use means everyone shares. It is not pedestrians only but that is how many of them seem to treat these path ways. On the roadways the cars rule. Bikes are not given right away there either, especially at intersections. Vehicles turning right frequently do not give right of way to cyclists or pedestrians.
- More merged bike lanes with sidewalks on the major roads.
- If inner roads and sidewalks were cleared more often.
- Keep on building up interconnected bike lanes and bike paths as there is a growing cycling community here. Bikes can help alleviate automobile traffic congestion and help reduce our carbon footprint.
- Mississauga (being a suburb) is very car-oriented. There is little attention given to those who do not use cars. Walking and crossing roads, specifically during rush hour (which is when I commute) can be dangerous. I have nearly been hit by careless motorists many times. More/wider sidewalks would help to make this less of an issue... Another concern of mine: Some stretches of my street (Springhill Drive, L5H region) have sidewalks on both sides, while other parts have no sidewalks at all. Continuous, single-sidewalks are much more useful than double-sidewalks that only cover half the length of the road.
- More cycling paths. Solar rooftops on community center, school, public buildings
- I would like to see one-way parking lots parking lots in all City of Mississauga properties. This would make it much safer for everyone.
- One-way parking makes it better/easier/safer for: 1. Drivers looking for parking spaces (easy to follow the traffic flow). 2. Drivers pulling into parking spaces (will not have to face oncoming cars to drive in or back into parking spots). 3. Drivers reversing out of parking spaces (as they do not have to look in both directions for cars). 4. Parents of young kids who may dart in front of cars, especially excited kids in community centres, pools and rinks.





- Adding more bus shelters, more bike lanes and garbage/recycling bins on certain streets.
- Segregated cycling infrastructure along major corridors (i.e. Erin Mills Parkway) this is crucial to connect people to the transitway, UTM, and south towards Clarkson.
- Slower speeds on major corridors.
- Maybe making separate trails for cycling enthusiasts and putting in safety measures to prevent any cyclists from riding too fast on regular foot trails (speed bumps perhaps?).
- Also, it would be nice to see some of the bus stops at major intersections with more seating, and shelter heaters (like they use in GO and Brampton Zum stops). It is difficult to wait for a bus in the winter when it is cold outside!
- Having in-sync traffic lights, fixing the broken heated bus shelter at City Centre bus terminal, redesigning the buses to have more comfortable head-leaning and sleeping locations, construction during off hours (not in the morning when there is rush hour), increasing the highway speed limit to 120 km/h (like in New Brunswick).
- More bike lanes and cheaper and more environmentally friendly transit options.
- Widen Bromsgrove Road.
- Reconfigure the Clarkson GO station north entrance.
- Build a major roadway to take you from one end of the city to the other (Lakeshore Road to Steeles Avenue and further) if you are going to keep speed limits at 50/60/70 on Cawthra Road/ Hurontario Street/ Winston Churchill Boulevard/ Erin Mills Parkway, etc.
- More advanced green lights.
- Syncing of traffic lights just like they do it in Europe to allow for better traffic flow.
- Address the 9th Line railway crossing. Widen 9th line from Dundas Street to Steeles Avenue with the new community centre it is going to be even more congested. Coordinate lights... it is always backed up moving east through the City regardless of streets until you hit Erin Mills Parkway/Mississauga Road.
- Need more charging stations for electric vehicles on community centers, schools, and public buildings with solar rooftops on it.
- Have you seen the Mexico "Verde" project? They install green "pillars" on underpasses to help with clean air targets. We have so many opportunities (Highways 403, 401, 407, QEW - not to mention our regular roads). Can we pursue something like this?

Other

- Better traffic flow based on actual flow of traffic and speeds compared to politics of timed lights and improper traffic signal changes and too many traffic lights in terms of roads being built and joined to main intersection screwing up that main road because of bad thinking beforehand which can be changed by again proper traffic flow with signals, lights and use analytics to base decisions and not politics and decreasing speeds that never show decrease in accidents or deaths because of doing those backwards changes based on emotion and not fact
- I've noticed (old style, all-caps) street name signs in advance of intersections being removed lately. Will they be replaced? They were helpful especially before more complicated intersections like the two on the curve in Central Parkway East.
- Is there a timeline for implementing transit signal priority? I remember there being a pilot project on Hurontario over a decade ago but there does not seem to be any progress since that ended.
- Why are the warrants for all-way stops presented to council in a way that makes them seem almost impossible to meet? (Two percentages, both of them required to be 100%!) This could be a major part of their reasoning when they overrule staff's recommendations to leave things be.



- How much more do fully-actuated signals cost than semi-actuated ones? How is it decided which type goes where? How about upstream loops (like on Eglinton Avenue at Creditview Road)?
- More innovative ways of moving.



Appendix D: Community Panel Survey Summary



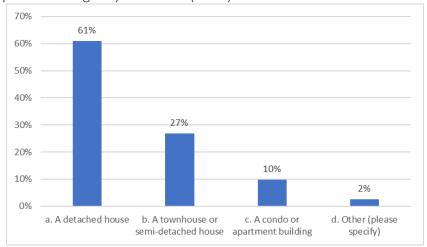
Community Panel Survey #1 Summary

Overview

In November 2017, Mississauga Moves Community Panel Members were invited to take part in an online survey. A mix of quantitative and qualitative questions were used. Overall, 41 panelists completed the survey. A summary of the results is presented here.

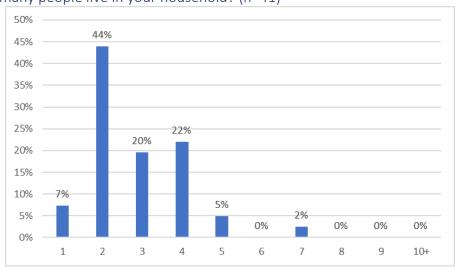
Section 1: Getting to Know You

1. What type of building do you live in? (n=41)



As shown in the graph above, the vast majority of respondents live in a detached house (61%). Twenty-seven percent (27%) live in a townhouse or semi-detached house.

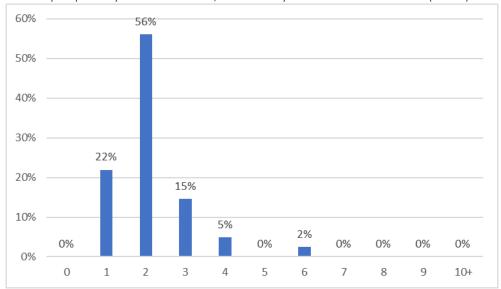
2. How many people live in your household? (n=41)



Forty-four percent (44%) of respondents reside in two-person households. Approximately twenty percent of respondents live in three and four-person households, respectively.

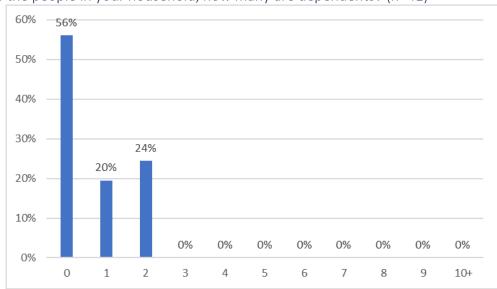


3. Of all the people in your household, how many are licensed drivers? (n=41)



The majority of respondents (56%), reside in a household with two licensed drivers. All respondents had a least one licensed driver in their household.

4. Of the people in your household, how many are dependents? (n=41)

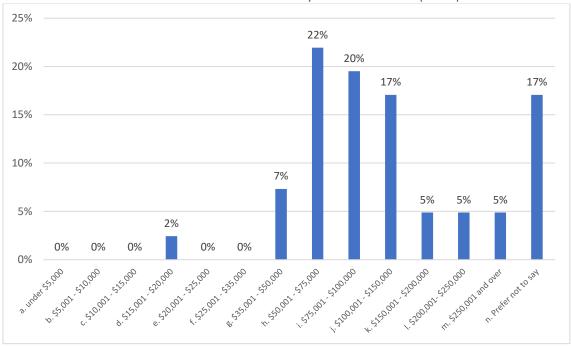


The majority of respondents (56%), do not live with a dependent. Dependents can be children, elders or others who depend on other members of the household for income, health care, or other support.



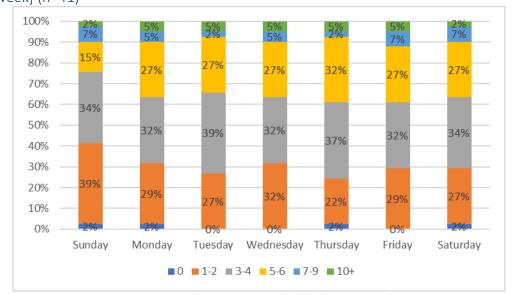


5. What is the total income of the members in your household? (n=41)



Almost all of respondents reported a household income above \$50,000 per year. The majority of respondents (59%) have household income between \$50,000 and \$150,000 per year.

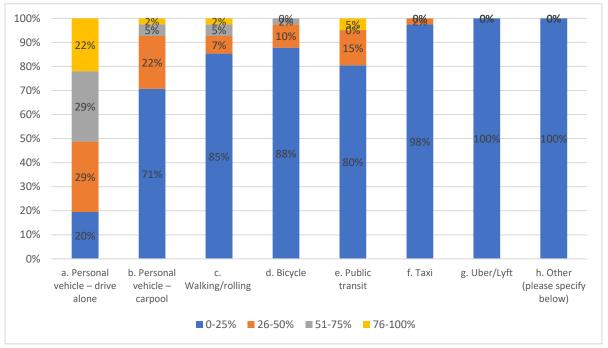
6. Adding up all the comings and goings of all the members of your household, how many outings start off from your house on the average day? [Check one for each day of the week] (n=41)



On the average day, between one and six outings begin at the respondent's household. The number of comings and goings was fairly evenly split between 1-2, 3-4, and 5-6 outings per day. Sunday is an exception, with a greater number of people reporting between one and four trips, suggesting less activity.

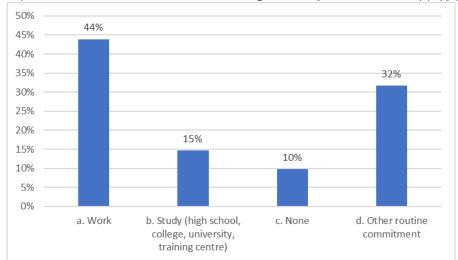


7. For all of these trips, please estimate the percent of trips that are made by each mode of travel. (n=41)



The graph above demonstrates that the majority of respondents use a personal vehicle (driving alone) as their primary method of transportation. More than half of respondents (51%) use a personal vehicle for more than 50% of their trips. Carpooling was the second most popular method of transportation, followed by public transit, walking/rolling and cycling. Taxis and Uber/Lyft make up a very small portion of overall trips.

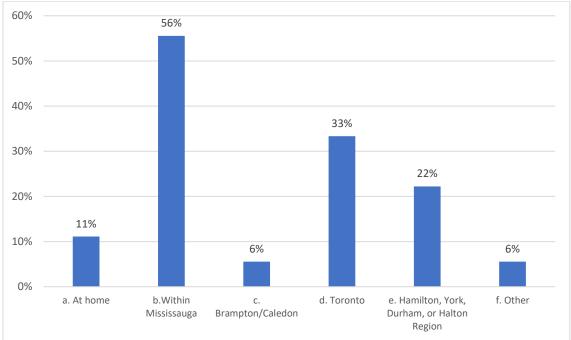
8. What is your most common reason for leaving home? [Check all that apply] (n=41)



The majority of respondents cited work as their most common reason for leaving home (44%). A large percent of respondents (32%) reported leaving home for other regular commitments, such as volunteering, shopping, and exercising.

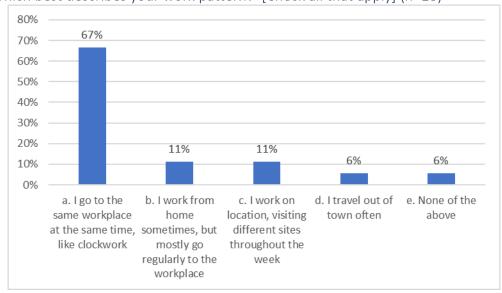






The majority of respondents work within the City of Mississauga (56%). Thirty-three percent (33%) of respondents work in Toronto, and twenty-two percent (22%) work in Hamilton, York, Durham or Halton Region.

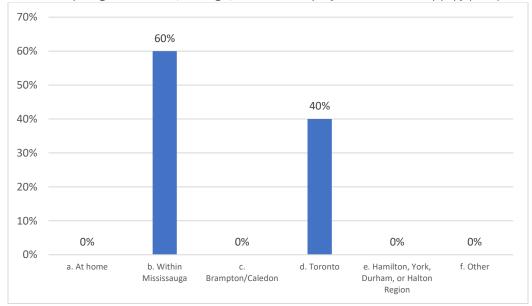
10. Which best describes your work pattern? [Check all that apply] (n=18)



The vast majority of respondents (67%) go to the same workplace at the same time each day.

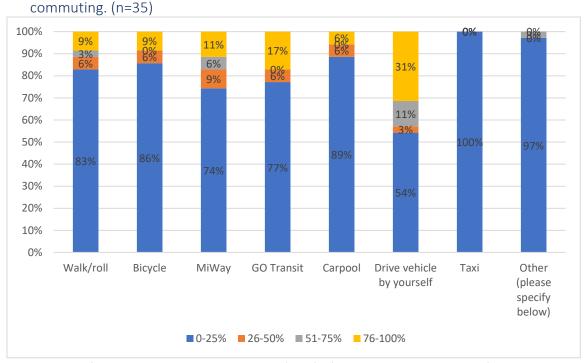


11. Where do you go to school, college, or university? [Check all that apply] (n=5)



Of the five respondents for whom this question applied (n=5), the majority go to school within the City of Mississauga (60%).

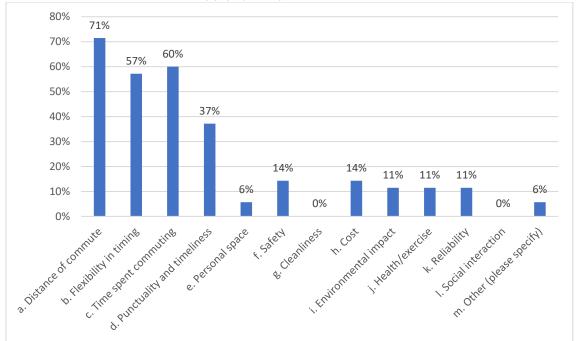
12. Please estimate what percent of your travel is done by each mode for each purpose:



For the purpose of commuting, thirty-one percent (31%) of respondents drive alone for the majority of their trips (76-100%). Taking MiWay and Go Transit were also popular options for commuting. A few people reported walking/rolling, carpooling or cycling to work. No respondents indicated taking a taxi for their commute.

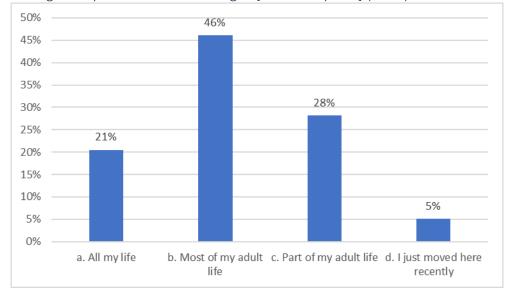


13. What are your top 3 considerations when you are making decisions about your daily commute? [Check all that apply] (n=35)



Respondents indicated that their top three considerations when making decisions about their daily commutes are: (1) distance of commute; (2) time spent commuting; and (3) flexibility in departure and arrival times.

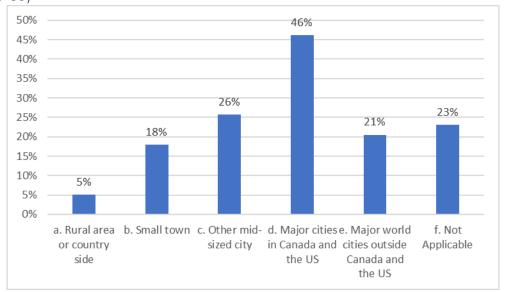




The majority of respondents have lived in Mississauga for all or most of their adult lives (67%).

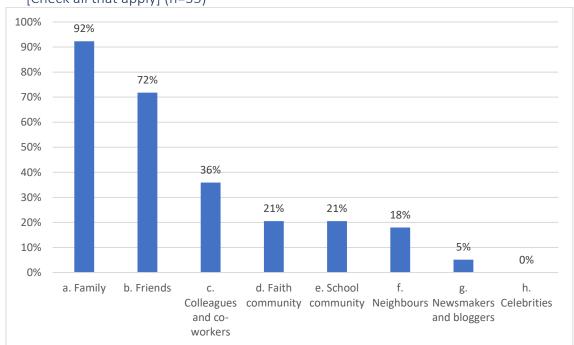


15. If you have lived in other places, what kind of places have you lived? [Check all that apply] (n=35)



Of those respondents who have lived in other places, most (46%) have lived in major North American cities.

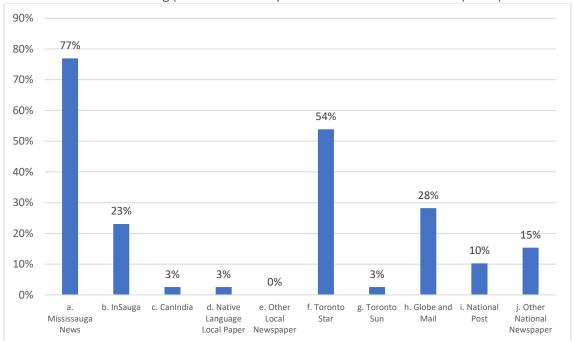
16. Which of the follow groups of people have a strong influence over your lifestyle choices? [Check all that apply] (n=35)



Respondents indicated that family (92%) and friends (72%) had the strongest influence over their lifestyle choices.

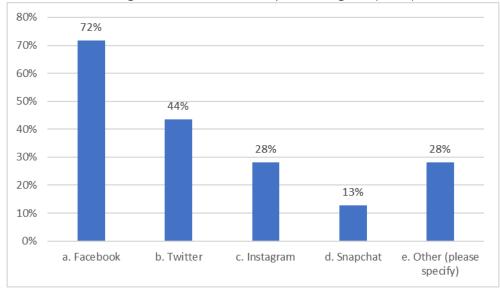


17. Which of the following publications do you read on a routine basis? (n=35)



The majority of respondents read the Mississauga News (77%) and the Toronto Star (54%) on a routine basis.

18. Which of the following social media sites do you belong to? (n=35)



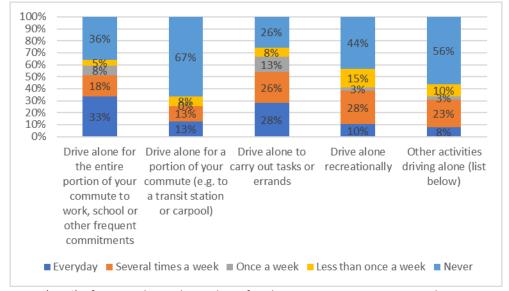
Facebook is the most popular social media site among respondents (72%).



Section 2: Understanding Your Travel Choices

Personal Vehicle – Drive Alone

1. Thinking about a **typical week**, how frequently would you do each of the following: (n=39)



Thirty-three percent (33%) of respondents drive alone for their entire commute everyday; conversely, thirty-six percent (36%) of respondents never drive alone for their entire commute. Driving alone for a portion of their commute was the least popular method for driving. A substantial number of respondents drive alone to carry out tasks or errands everyday (28%) or several times a week (26%). Fewer respondents (10%) drive along recreationally everyday.

2. Thinking about the most recent time you drove alone, what was most pleasant about it? [Open ended]

Of those who drove alone, many appreciated the convenience of reaching a variety of destinations on their own timing. Those who drove alone liked the peace and quiet provided by their drive, and often took the opportunity to listen to music. Many also commented on the lack of traffic. However, it should be noted that many respondents indicated that they do not drive alone.

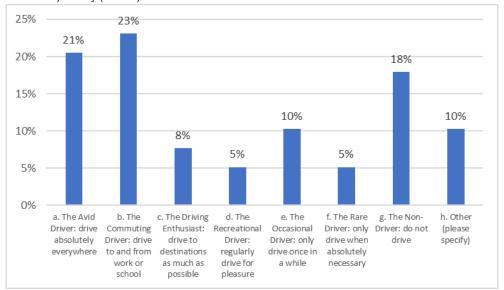
3. What would have made it more enjoyable? [Open ended]

When asked what could have made driving alone more enjoyable, many desired less traffic. Respondents also commented that weather is a factor in the degree to which they enjoy driving. Finally, respondents called for more efficient movement of vehicles, including less construction and better timing of lights.



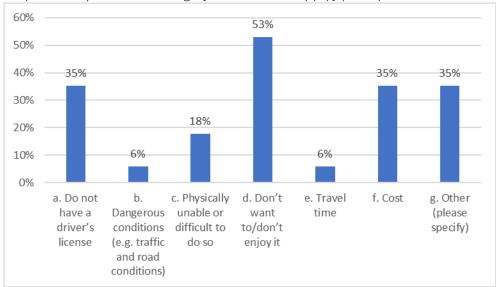


4. In terms of driving alone, which of the following would you consider yourself to be? [Check only one] (n=39)



Of the respondents, twenty-three percent (23%) identified themselves as "Commuting Drivers" (those who drive to and from work or school). Twenty-one percent (21%) identified themselves as "Avid Drivers" (those who drive absolutely everywhere); eighteen percent (18%) identified themselves and "Non-Drivers".

5. What prevents you from driving? [Check all that apply] (n=17)

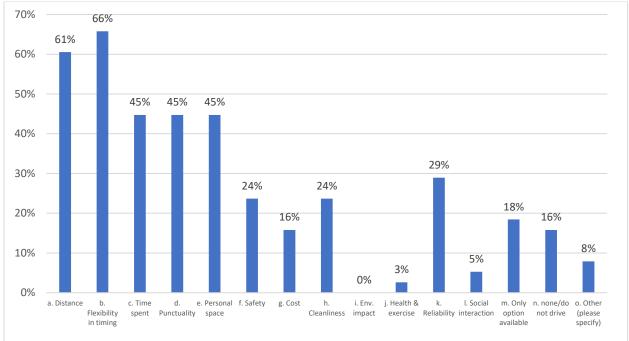


Among those who do not drive, fifty-three percent (53%) indicated that they do not want to drive or that they do not enjoy driving.



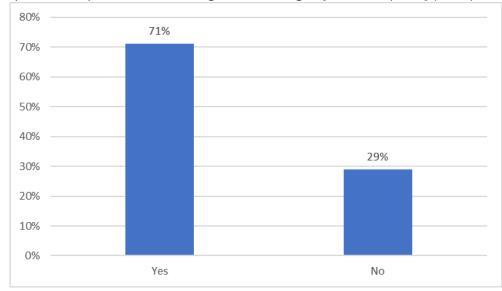






Those who do drive are most enticed by the flexibility of arrival and departure times (66%) and the distance of their commute (61%).

7. Do you/would you feel safe driving in Mississauga? [Check only one] (n=38)

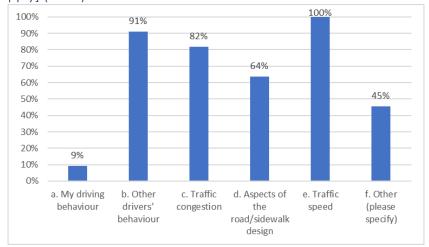


The majority of respondents (71%) indicated that they do or would feel safe driving in Mississauga.



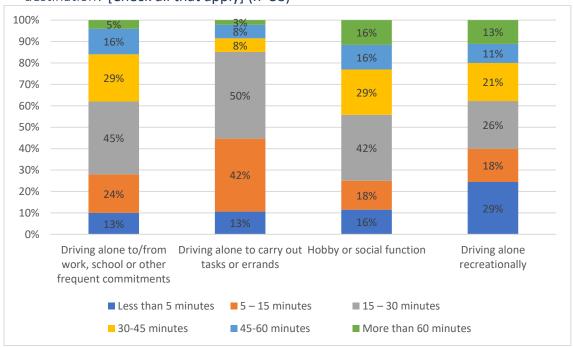


8. What do you think are the biggest threats to safety when driving in Mississauga? [Check all that apply] (n=11)



For those who do not feel safe driving in Mississauga cite traffic speed, the behaviour of other drivers, and traffic congestion as the biggest treats to safety.

9. How much time would you consider acceptable to spend driving alone to get to a destination? [Check all that apply] (n=38)

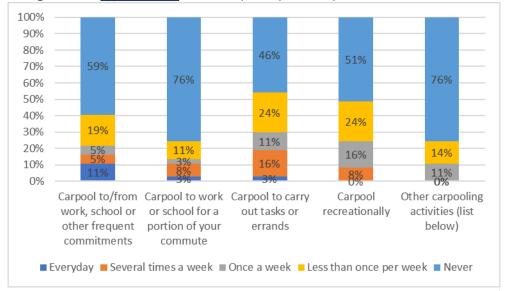


When driving alone to or from work or school, most respondents (45%) are willing to spend fifteen to thirty minutes. When driving alone to carry out task or errands, most respondents are willing to spend fifteen to thirty minutes (50%) or five to fifteen minutes (42%). When driving along to a hobby or social function, most of respondents (42%) are willing to drive fifteen to thirty minutes. Finally, respondents are less willing to spend time driving along recreationally; twenty-nine percent (29%) are willing to spend less than five minutes, and twenty-six percent (26%) are willing to drive fifteen to thirty minutes.



Personal vehicle – carpool (drive or driven with one or more passengers)

10. Thinking about a **typical week**, how frequently would you do each of the following: (n=37)



Carpooling does not appear to be popular amongst survey respondents. Only eleven percent (11%) carpool to or from work, school or other commitments on a daily basis. Respondents were most likely to carpool to carry out errands or other task, either several times per week (16%), once a week (11%), or less than once per week (24%). In all cases, the majority of participants indicated that they never carpool.

11. Thinking about the most recent time you carpooled, what was most pleasant about it? [Open ended]

For those who carpooled, having company along the trip was seen as a major benefit. Having the opportunity to socialize was the most cited aspect of carpooling, which respondents found to be pleasant. Participants also noted that carpooling was relatively convenient.

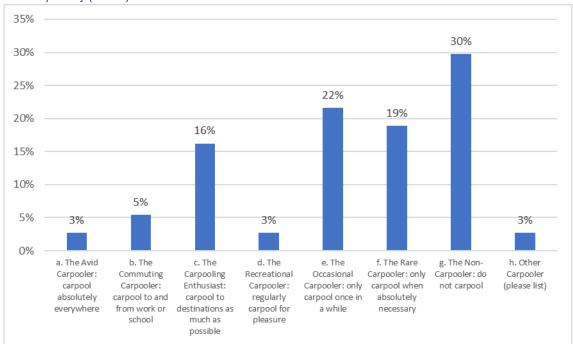
12. What would have made it more enjoyable? [Open ended]

Those who carpooled indicated their trip would be more enjoyable with less traffic. Respondents also highlighted the importance of getting more people to participate in carpools.



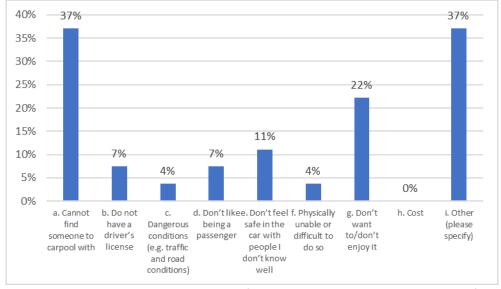


13. In terms of carpooling, which of the following would you consider yourself to be? [Check only one] (n=37)



Most respondents identified as "Non-Carpoolers" (30%) or "Occasional Carpoolers" (22%). Sixteen percent (16%) of respondents identified as "Carpooling Enthusiasts".



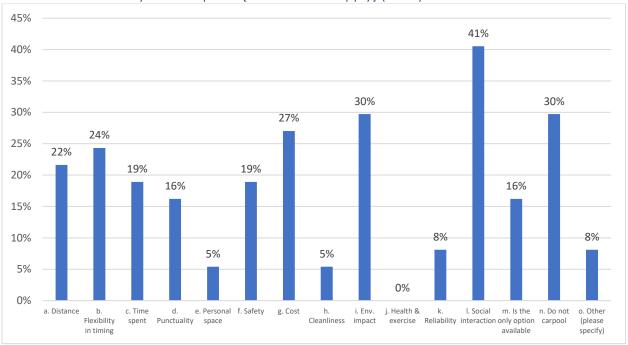


The most common reason preventing respondents from carpooling was that they cannot find someone to carpool with (37%). Respondents also identified a number of other barriers, such as a lack of convenience or simply that they have no need to carpool.



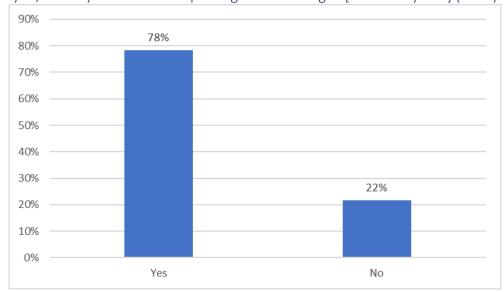


15. What entices you to carpool? [Check all that apply] (n=37)



For those who do carpool, the most commonly identified benefit was social interaction (41%). Other common positives include: a low environmental impact (30%), reduced cost (27%), and flexibility in arrival and departure times (24%).

16. Do you/would you feel safe carpooling in Mississauga? [Check only one] (n=37)

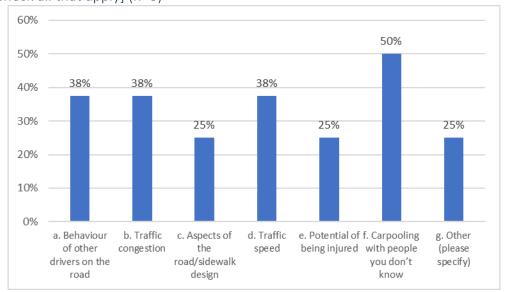


The majority of respondents (78%) indicated that they feel safe carpooling in Mississauga.



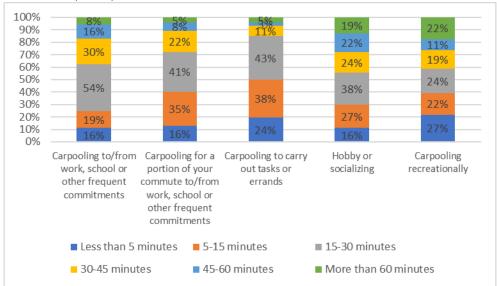


17. What do you think are the biggest threats to safety when carpooling in Mississauga? [Check all that apply] (n=8)



Carpooling with people you do not know (50%) was identified as the biggest threat to safety when carpooling in Mississauga.

18. How much time would you consider acceptable to spend carpooling to get to a destination? (n=37)

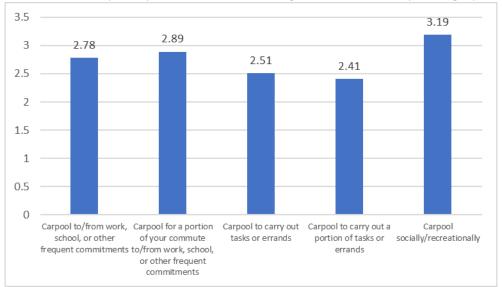


Regardless of the purpose of the trip, most respondents indicate that they are willing to spend fifteen to thirty minutes carpooling. However, respondents appear to be less willing to spend longer periods of time when carpooling recreationally.





19. Please indicate how willing you would be to undertake each of the following carpooling activities more frequently, where 1 is not willing at all and 5 is very willing. (n=37)



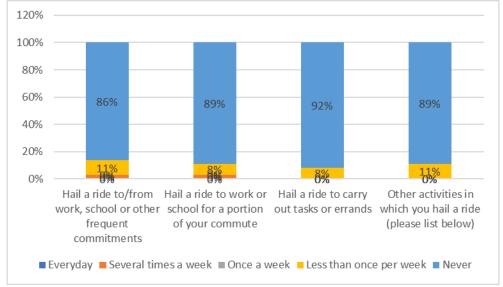
Overall, respondents seem indifferent about carpooling (neither unwilling or very willing). Respondents were slightly more willing to carpool more frequently for social or recreational trips, compared with other trips.





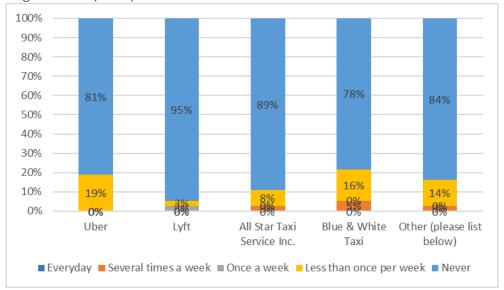
Ride hailing (i.e. Cabs and Uber)

20. Thinking about a **typical week**, how frequently would you do each of the following: (n=37)



The vast majority of respondents indicated that they do not ride hail on a daily basis for any purpose. A small number (8-11%) indicate they use ride hailing services for various activities less than once per week.

21. Thinking about a typical week, how frequently do you take each of the following ride hailing services: (n=37)



Again, ride hailing services were not common amongst respondents. Those who do use ride hailing services, tend to do some less than once per week. The most popular ride hailing services are Blue & White Taxi and Uber.



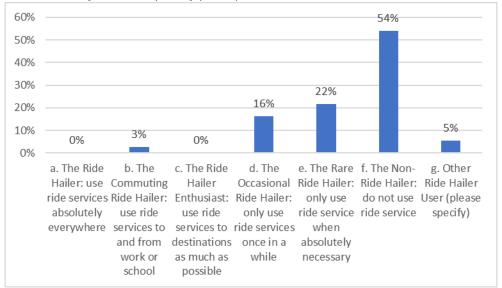
22. Thinking about the most recent time you used a ride hailing service, what was most pleasant about it? [Open ended]

Overall, ride hailing was not commonly used amongst respondents. However, ride hailing services were seen to be a good option for traveling to the airport. Overall, ride hailing services were seen as safe and reliable, and respondents liked the convenience of applications like Uber.

23. What would have made it more enjoyable? [Open ended]

Respondents indicated that they would like cheaper rates for ride hailing services. Otherwise, there were few concerns associated with this mode of transportation.

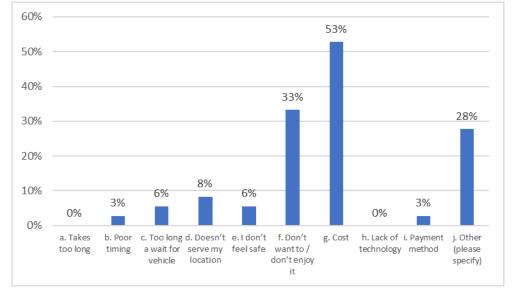
24. In terms of using a ride hailing service, which of the following would you consider yourself to be? [Check only one] (n=37)



Fifty-four percent (54%) of respondents do not use ride hailing services. Twenty-two percent (22%) identified as "Rare Rider Hailers" and sixteen percent (16%) identified as "Occasional Ride Hailers).

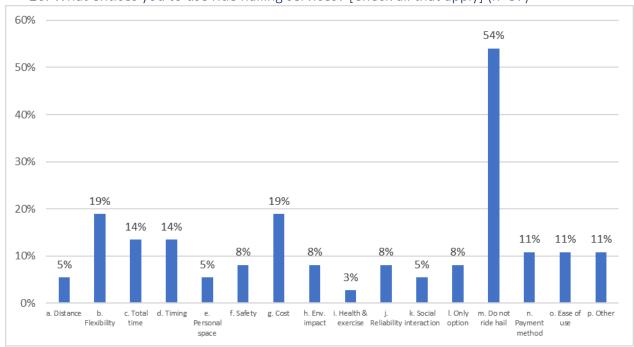


25. What prevents you from using ride hailing services? [Check all that apply] (n=36)



Fifty-three percent (53%) of respondents cited cost as the primary barrier to using ride hailing services. A large number of respondents (33%) indicated that they do no want to use ride hailing services or that they do not enjoy using them. A number of respondents cited other reasons for not using ride hailing services (28%), such as simply not needing to use these services.

26. What entices you to use ride hailing services? [Check all that apply] (n=37)

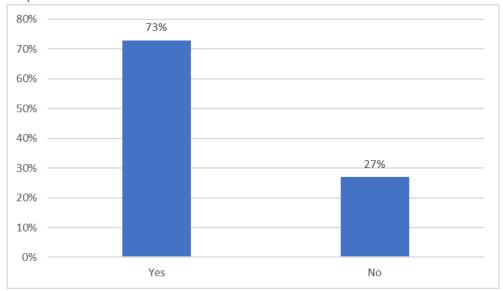


Again, the vast majority of respondents do not ride hail (54%). Of those who use ride hailing services, cost (19%) and flexibility of arrival and departure times (19%) were seen as enticing.



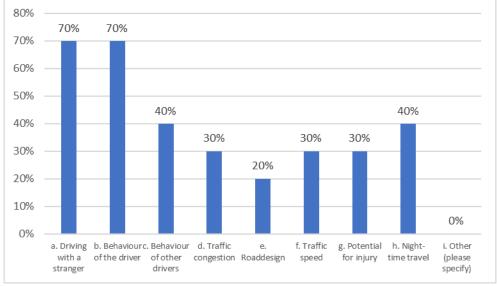


27. Do you/would you feel safe using a ride hailing service in Mississauga? [Check only one] (n=37)



The majority of respondents (73%) indicated that they do feel safe, or would feel safe using ride hailing services in Mississauga.

28. What do you think are the biggest threats to safety when using ride hailing services in Mississauga? [Check all that apply] (n=10)

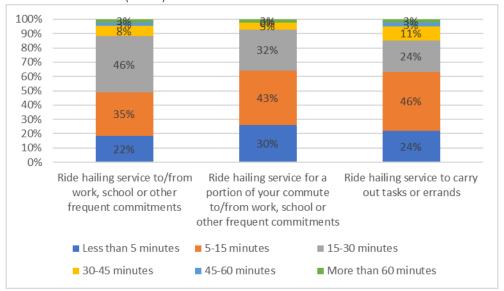


The biggest threats to safety when using ride hailing services were seen as: driving with a stranger (70%), and the behaviour of the driver (70%).



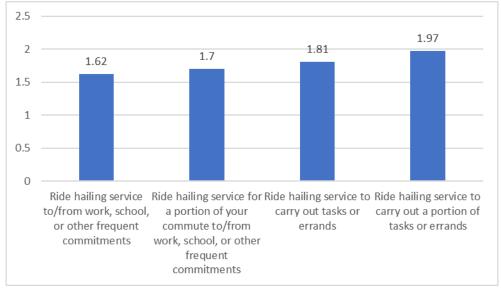


29. How much time would you consider acceptable to spend using a ride hailing service to get to a destination? (n=37)



When using a ride hailing service to travel to or from work, school or other frequent commitments, the most respondents (46%) are willing to spend fifteen to thirty minutes. When ride hailing for a portion of their commute (43%) or to carry out errands (46%), respondents prefer to spend five to fifteen minutes.

30. Please indicate how willing you would be to undertake each of the following ride hailing activities more frequently, where 1 is not willing at all and 5 is very willing. (n=37)



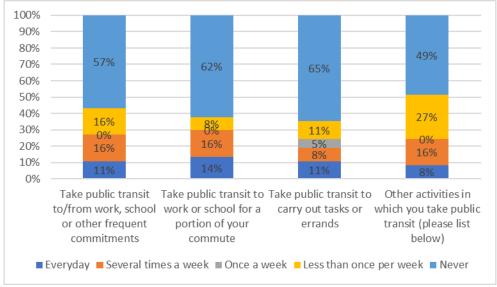
Overall, respondents were not willing to use ride hailing services more frequently. Respondents were somewhat more willing to use ride hailing services for running errands, than commuting.





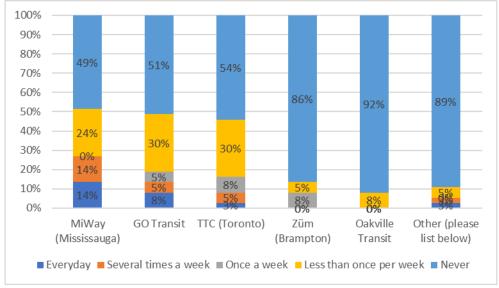
Public Transit

31. Thinking about a **typical week**, how frequently would you do each of the following: (n=37)



The majority of respondents reported that they never take public transit, for any reason. Sixteen percent (16%) of respondents indicate that they take transit several times a week for some or all of their commute. Twenty-seven percent (27%) of respondents indicate they use transit less than once per week, for other activities such as going to Toronto or participating in social activities.

32. Thinking about a typical week, how frequently do you take each of the following public transit agencies: (n=37)



MiWay was the most commonly used public transit agency, with fourteen percent (14%) of respondents using MiWay on a daily basis and another fourteen percent (14%) using the service several times per week. GO Transit and the TTC are also commonly used, with thirty percent (30%) of respondents using each service less than once per week.



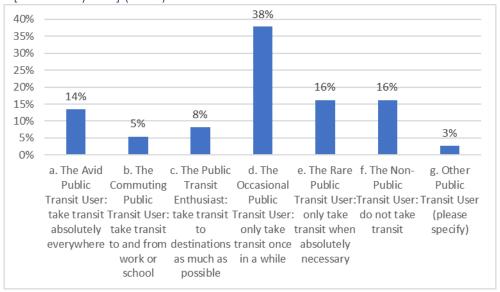
33. Thinking about the most recent time you took public transit, what was most pleasant about it? [Open ended]

Those who took public transit noted that it was much less stressful compared to driving, giving respondents the opportunity to relax during their trip. Public transit was also seen as fast, convenient, and safe.

34. What would have made it more enjoyable? [Open ended]

In order to make public transit more enjoyable, respondents recommended more frequent service with less waiting time. Public transit that is cheaper and less crowded was also seen as desirable.

35. In terms of taking public transit, which of the following would you consider yourself to be? [Check only one] (n=37)



Thirty-eight percent (38%) of respondents identified themselves as "Occasional Public Transit Users". Sixteen percent (16%) identified as "Rare Public Transit Users" and another sixteen percent (16%) identified as "Non-Public Transit Users".



10%

0%

long

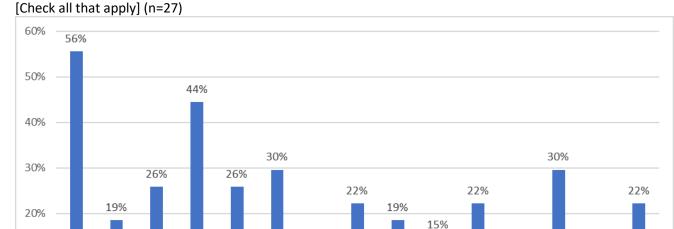
run early/ not suitable

frequent

enough

transfers

36. What prevents you from using public transit?



The primary barrier to taking public transit, was that it takes too long (56%). Other commonly cited reasons why respondents do not use public transit include: lack of frequency (44%), too long to wait for transfers (30%), and generally do not want to or do not enjoy it (30%).

i. My

wait for at transfer serve my destinations of schedule on transit

points destination vary too

j. Reliability k. Crowding

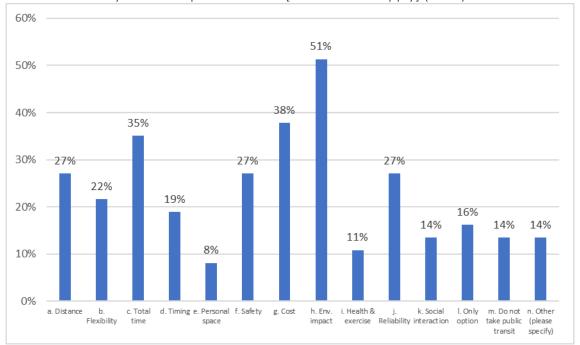
vehicles

11%



d. Isn't e. Too manyf. Too long ag. Problems h. Doesn't

transfer



Fifty-one percent (51%) of respondents were enticed by the low environmental impact of taking public transit. Respondents were also enticed by the low cost (38%) and the total time of their trip (35%).

7%

o. Other

(please specify)

4%

feel safe

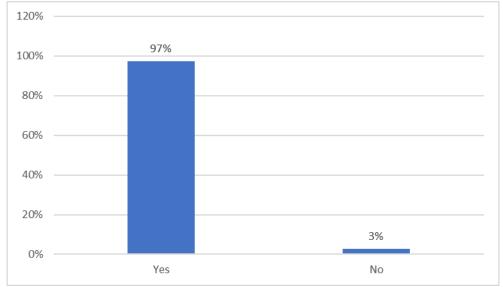
want to /

don't eniov



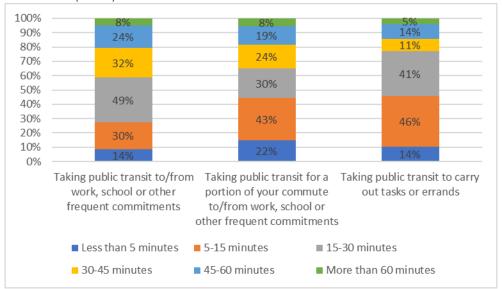


38. Do you/would you feel safe taking public transit in Mississauga? [Check only one] (n=37)



Nearly all respondents (97%) felt safe taking public transit in Mississauga.

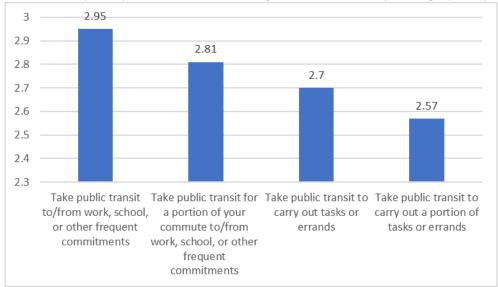
39. How much time would you consider acceptable to spend taking public transit to get to a destination? (n=37)



Most respondents (49%) are willing to spend fifteen to thirty minutes taking public transit to or from work, school or other frequent commitments. If taking public transit for a portion of their commute, most respondents (43%) would prefer to spend five to fifteen minutes. Similarly, when taking public transit to carry out tasks or errands, most respondents (46%) would be willing to spend five to fifteen minutes.



40. Please indicate how willing you would be to undertake each of the following public transit activities more frequently, where 1 is not willing at all and 5 is very willing. (n=37)

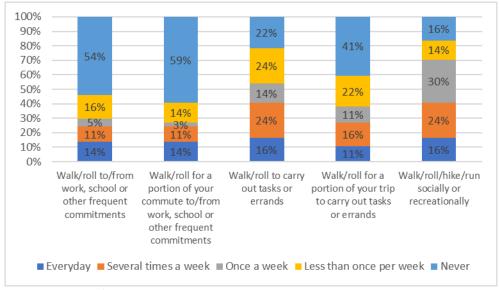


Overall, respondents are somewhat unwilling to use public transit more frequently. Respondents were most amiable to increasing the number of public transit trips for commuting.



Walking/rolling

41. Thinking about a **typical week**, how frequently would you do each of the following: (n=37)



Amongst respondents, walking/rolling is most common for social or recreational purposes and for carrying out tasks or errands. Thirty percent (30%) of respondents walk/roll/hike/run socially or recreationally once per week. Fourteen percent (14%) walk/roll for some or all of their commute on a daily basis. More than half of respondents do not walk/roll for some (59%) or all (54%) of their commute.

42. Thinking about the most recent time you walked/rolled, what was most pleasant about it? [Open ended]

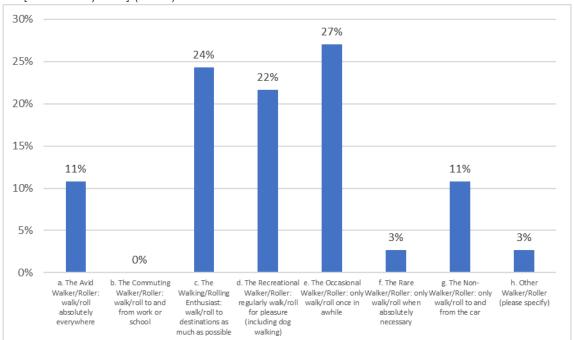
When discussing walking or rolling, many respondents enjoyed being outdoors and getting 'fresh air'. Respondents commented that walking was relaxing and a great form of exercise.

43. What would have made it more enjoyable? [Open ended]

Many respondents called for improved walking infrastructure, with increased separation from cars to increase safety and reduce exposure to pollution. Some respondents also commented on the need for more benches and places to rest.



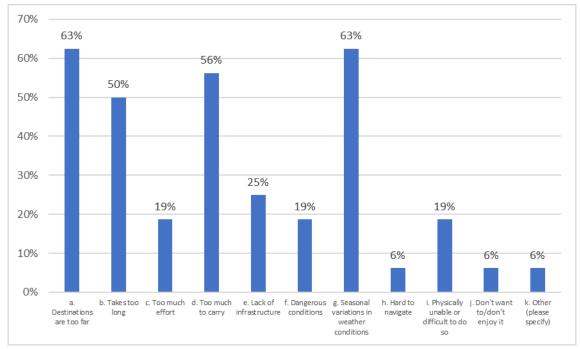
44. In terms of walker/roller, which of the following would you consider yourself to be? [Check only one] (n=37)



Respondents were fairly spilt when describing their walking/rolling habits. Twenty-seven percent (27%) of respondents identified themselves as "Occasional Walkers/Rollers" and twenty-four percent (24%) identified as "Walking/Rolling Enthusiasts". "Recreational Walkers/Rollers" made up twenty-two percent (22%) of respondents.

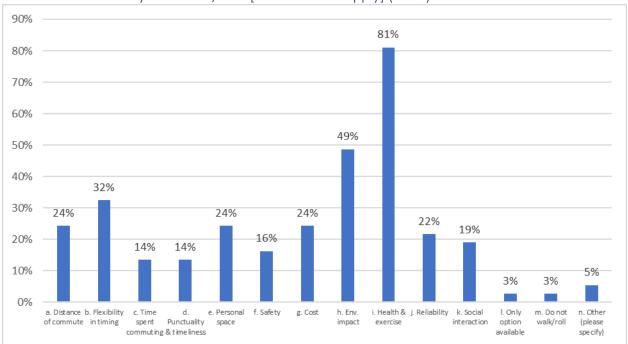


45. What prevents you from walking/rolling? [Check all that apply] (n=16)



Respondents were deterred from walking/rolling due to seasonal variations in weather conditions (63%) and the distance between destinations (63%). Having too much to carry (56%) and the length of time required (50%) were also cited as preventing respondents from walking/rolling.

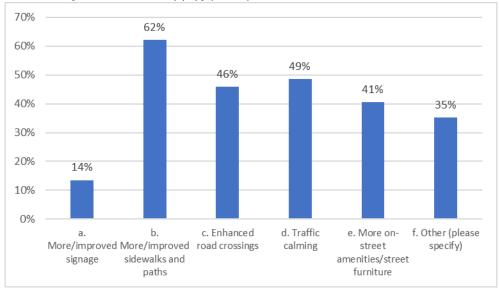
46. What entices you to walk/roll? [Check all that apply] (n=37)



Those who walked/rolled were most enticed by the health and exercise benefits (81%).

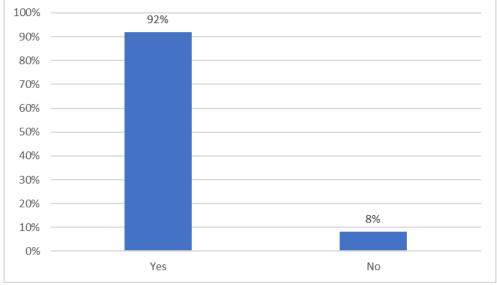


47. What, if anything would make it easier or more enticing for you personally to walk/roll more often? [Check all that apply] (n=37)



Sixty-two percent (62%) of respondents indicated that it would be easier for them to walk/roll if there were more/improved sidewalks and paths. Traffic calming (49%) and enhanced road crossings (46%) were also seen as enticing.

48. Do you/would you feel safe walking/rolling Mississauga? [Check only one] (n=37)

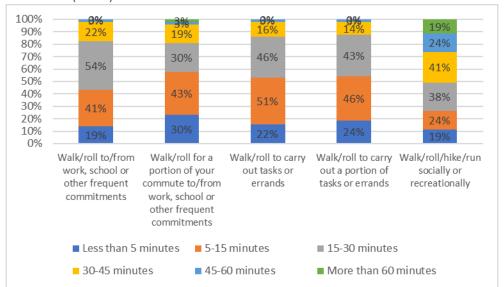


Ninety-two percent (92%) of respondents indicated that they felt safe walking/rolling in Mississauga.



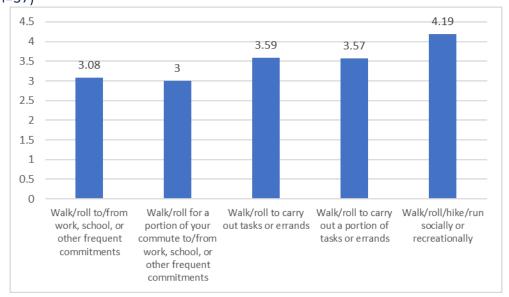


49. How much time would you consider acceptable to spend walking/rolling to get to a destination? (n=37)



In most cases, it was most common for participants to express a willingness to spend five to fifteen minutes walking/rolling. When walking/rolling to or from work, school or other frequent commitments, the majority of respondents (54%) are willing to spend fifteen to thirty minutes. When walking/rolling/hiking/running socially or recreationally, most respondents (41%) are willing to spend thirty to forty-five minutes.

50. Please indicate how willing you would be to undertake each of the following walking/rolling activities more frequently, where 1 is not willing at all and 5 is very willing. (n=37)

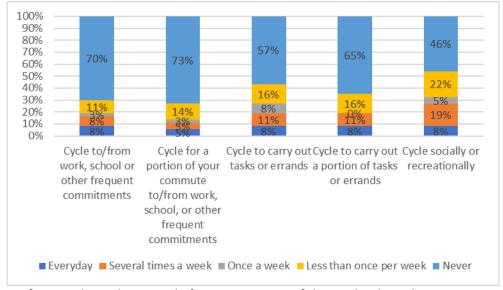


Respondents are somewhat willing to undertake walking/rolling activities more frequently, especially for social or recreational purposes.



Cycling

51. Thinking about a **typical week**, how frequently would you do each of the following: (n=37)



The majority of respondents do not cycle for any purpose. Of those who do cycle, it is most common for them to cycle less than once per week. Sixteen percent (16%) of respondents cycle less than once per week to carry out tasks or errands, and eleven percent (11%) cycle to or from work, school or other frequent commitments. Nineteen percent (19%) of respondents cycle socially or recreationally several times a week.

52. Thinking about the most recent time you cycled, what was most pleasant about it? [Check only one]

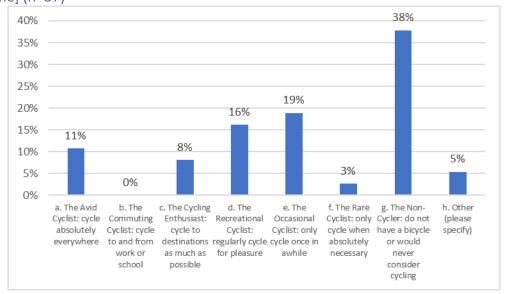
Similar to those who walked, those who cycled enjoyed being outdoors and getting exercise. Respondents commented on the freedom and flexibility provided by cycling. However, it should be noted that many respondents indicated that they do not cycle.

53. What would have made it more enjoyable? [Open ended]

In order to make cycling more enjoyable, respondents called for protected cycling infrastructure with increased safety for cyclists, particularly around intersections. Cyclists also recommended better bike routes with more connections to destinations, as well as, less traffic to contend with on the roads.

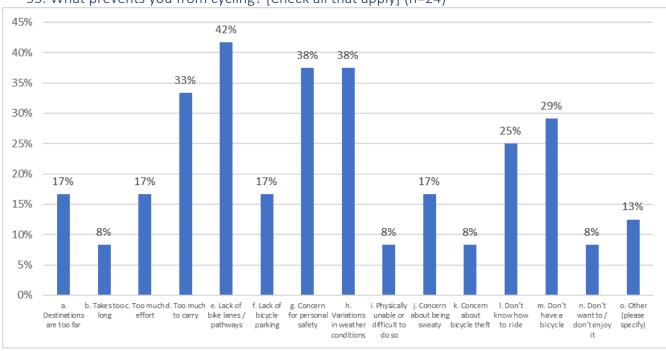


54. In terms of cycling, which of the following would you consider yourself to be? [Check only one] (n=37)



Most respondents (38%) identify as "Non-Cyclers". Nineteen percent (19%) identify as "Occasional Cyclists" and sixteen percent (16%) identify as "Recreational Cyclists".

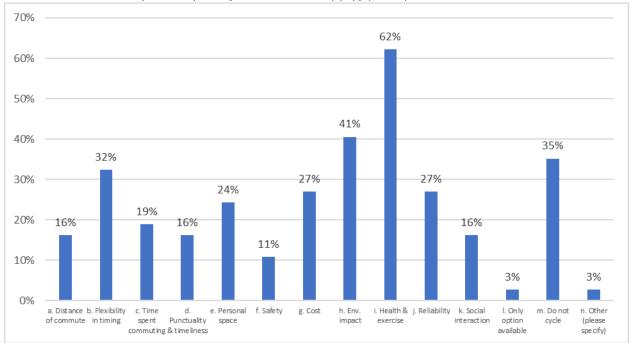
55. What prevents you from cycling? [Check all that apply] (n=24)



The primary deterrent from cycling is the lack of bike lanes or pathways (42%). Concern for personal safety (38%) and variations in weather conditions (38%) were also commonly cited as deterrents.

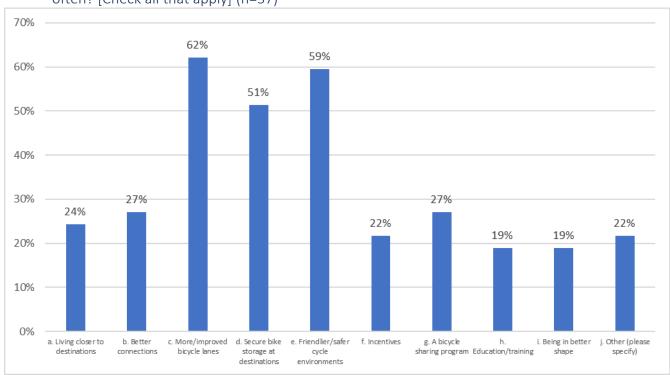


56. What entices you to cycle? [Check all that apply] (n=37)



Health and exercise were the primary motivators for cycling, cited by sixty-two percent (62%) of survey respondents. Respondents were also enticed by the low environmental impact (41%) and the flexibility in timing (32%) provided by cycling.

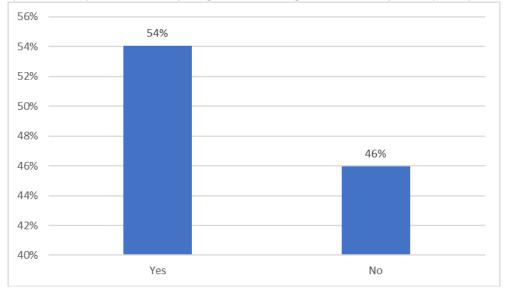
57. What, if anything would make it easier or more enticing for you personally to cycle more often? [Check all that apply] (n=37)





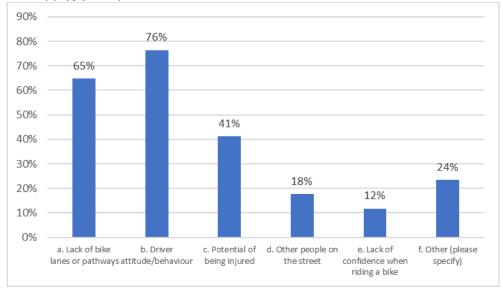
Sixty-two percent (62%) of respondents indicated that they would be more inclined to cycle if there were more / improved bicycle lanes and pathways. Fifty-nine percent (58%) of respondents would like to see friendlier and safer cycling environments, and fifty-one percent (51%) would like to see secure bike storage at destinations throughout the city.





Respondents were split in their feelings of safety around cycling. Fifty-four percent (54%) indicated that they do or would feel safe cycling in Mississauga.

59. What do you think are the biggest threats to safety when cycling in Mississauga? [Check all that apply] (n=17)

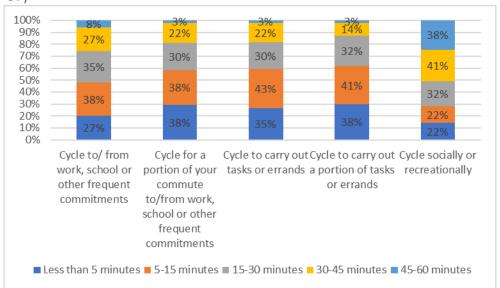


The biggest threats identified to safety when cycling in Mississauga were driver attitude and behaviour towards cyclists (76%) and the lack of bike lanes or pathways (65%).



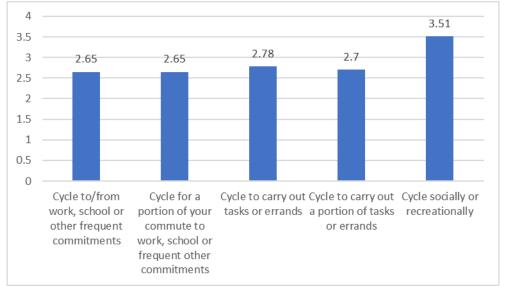


60. How much time would you consider acceptable to spend cycling to get to destination? (n=37)



When cycling for commuting or to carry out errands, most respondents prefer to spend five to fifteen minutes cycling. However, a substantial number of respondents are willing to spend longer amounts of time cycling, up to forty-five minutes. This is especially true of those cycling socially or recreationally, where forty-one percent (41%) were willing to spend thirty to forty-five minutes.

61. Please indicate how willing you would be to undertake each of the following cycling activities more frequently, where 1 is not willing at all and 5 is very willing. (n=37)

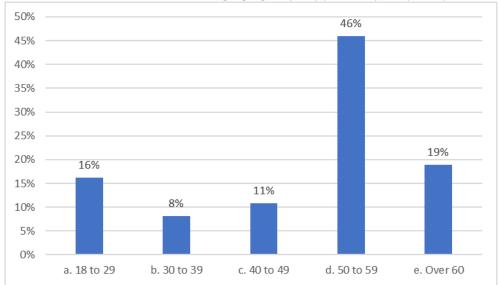


The majority of respondents were indifferent towards cycling more frequently. Respondents were somewhat willing to increase their cycling activities for social or recreational purposes.



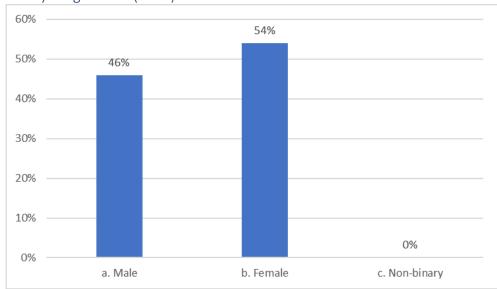
Section 3: Demographic Questions

1. Please indicate which of the following age groups applies to you: (n=37)



The majority of survey respondents (46%) were between the ages of fifty and fifty-nine. All ages (above eighteen) were represented in the survey.

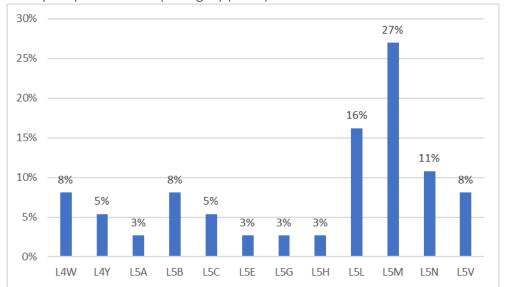
2. What is your gender? (n=37)



Survey respondents were split fairly evenly between female (54%) and male (46%).



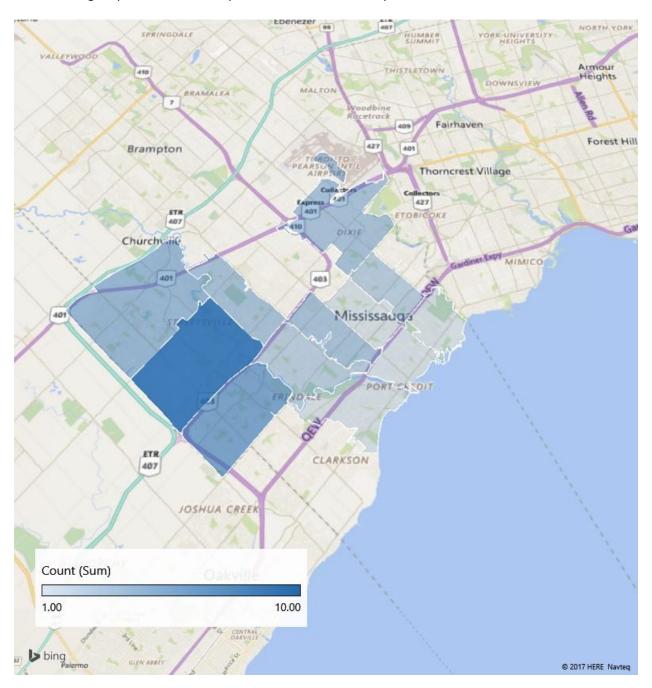
3. What is your postal code? (six digits) (n=37)



Twenty-seven percent (27%) of respondents live in the L5M postal code area, which represents the Streetsville area of Mississauga. Sixteen percent (16%) reside in the L5L area and eleven percent (11%) reside in the L5N area. Both of these areas are also located on the western edge of the City.



The following map shows a visual representation of where respondents came from.





Community Panel Orientation Summary

Overview

On the evening of November 16, 2017, the project team held an orientation session for members of the community panel. This was an opportunity for panelists to learn more about the project, meet each other and the project team, and learn how they can act as ambassadors to the project. Approximately 30 participants attended this session.

Project staff asked the panelists: "Why did you agree to participant in this panel?" A summary of their responses is provided below.

Responses

- I have a personal connection to this project
 - o I have been advocating for better cycling in the city for a long time
 - This fits with what I want
- I hope that, since the community is involved, that there will be real change this time
- I want my ideas to be included in the project, i.e. increase safety at bus shelters at night
- Concerned about what is your plan 25 years from now?
 - I do not want it to be the same as it is now
- We need Mississauga to be a world-renowned city
 - Transit must be safe and accessible
- Need a solution with transit and other options as population increases
- Highlighted that we should live, work, and play in the same area
- Mississauga has three million people and we are growing
 - We do not have room for all those cars
- A lot of people in the room were involved in the reviews of the Strategic Plan and the Official Plan
 - This project is more practical
 - Literally where "the rubber meets the road"
- I am no longer able to drive and I am excited about the opportunity for different modes



Appendix E: Stakeholder Workshop Summaries



Lifestyle and Community Service Workshop Summary

Overview

The Lifestyle and Community Service Sector Workshop took place on Wednesday, November 8, 2017 between 2:15 and 4:00 pm at the Living Arts Centre in Mississauga, Ontario. Sixteen participants attended this in-person workshop. Participants represented a variety of local businesses and organizations, as outlined below:

- Peel Regional Police
- Square One Older Adults Advisory Committee (4)
- Peel District School Board (2)
- Ivan Franko Homes
- Erindale United Church

- Chinese Association of Mississauga (2)
- YMCA of Greater Toronto Area
- SEVA Food bank
- Safa and Marwa Islamic School
- SAV Canada (2)

In order to serve as an icebreaker and start people thinking about the issues, the workshop began with a roundtable question (asked of the whole room): What is the biggest opportunity you see for Mississauga's transportation system? Anyone in the room could contribute an answer, with the aim to try and hear from as many people as possible.

Small Group Discussion

The questions for the small-group discussion were specific to each workshop. The aim was to explore issues in depth. Every group did not discuss all questions. Instead, each table was assigned one or two specific questions and only moved on to others if time allowed.

Quick Click Discussion

Workshop participants were shown several photos/graphics, each depicting an option for what the city could look like. Participants then voted on their preferred image (via a 'clicker' device). Results were displayed after each question. The purpose of this exercise was to demonstrate to participants the trade-offs and decisions that must be made with respect to transportation planning. The group then had a discussion on the thought processes behind the decisions they made.

Plenary discussion

The plenary discussion used more general questions and was again opened to the floor for responses.

Key Themes

The topics discussed during this session can be summarized into a number of themes: transit usage; active transportation; transportation barriers; personal vehicle use; and, technology.

Transit

First, participants discussed the importance of investing in transit for better connectivity and faster bus service. Participants cited a need to shift away from single-occupancy car use, and transit was seen as a possible alternative. Participants also spoke about the importance of urban design, and compared transit service between high and low-density areas. It was acknowledged that getting around in low-density areas is difficult, with less frequent service, highlighting the importance of having amenities nearby.



Active Transportation

Participants cited concerns about safety for pedestrians and cyclists, stating that better infrastructure and programming (such as cycling education) was needed. Participants noted that many youths prefer to travel by bike, as it gives them a sense of freedom.

Transportation Barriers

Of particular concern to this group were the barriers to transportation experienced by vulnerable groups (i.e. seniors, immigrants and newcomers). Participants noted that seniors often have difficulty accessing healthcare and other services, as they often live in "transit deserts" and may not be able to drive themselves. Physical barriers (i.e. snow) also pose a challenge for seniors. Immigrants and newcomers may also face unique challenges when accessing transit, due to price and language barriers.

Personal Vehicle Usage

It was noted that many people choose to drive their own vehicle as it is most convenient. Participants acknowledged the importance of getting people out of cars to reduce congestion. Participants cited congestion and low-density as impediments to service provision. This was of particular importance for emergency services, such as the police. Participants were split on the topic of parking, some felt there was too much parking in the city, while others felt there was not enough. Finally, participants commented that though many young adults are multi-modal, there is a perception that you need a car once you have children.

Technology

Finally, participants discussed the role of technology in transportation. Safety and the prevention of "texting and driving" were highlighted in the discussion, as were the benefits of trip planning and navigation applications. Participants noted that technology was helpful for connecting isolated populations (i.e. seniors) when transportation options are not accessible.



Workshop Notes

Roundtable Question

- 1. What is the biggest opportunity you see for Mississauga's transportation system?
 - Improvement of transit
 - Getting people out of cars
 - Light Rail Transit (LRT) north-south, from Brampton to Mississauga, as well as east-west
 - Pedestrian safety
 - Decongesting
 - o For example, Westdale to Erin Mills

Small Group Discussion

1. For the location of where you provide services, how important was transportation compared with other factors?

Table 1:

- For the private school, transportation is the second or third most important factor
- For the Chinese Association of Mississauga, approximately 80% travel by bus
- For the police, response times where travel is out of beat zones
- For immigrants and newcomers, language and price are barriers
- Information and communications
- Importance of the buddy system

Table 2

- Transit is needed
- School neighbourhood
 - Designed for all modes, but people drive
 - Traffic was causing mayhem
 - o There were a lot of problems?
 - Stay in the same area, parking
 - We need a culture shift and lots of programs
- Foodbank
 - Close to bus stops in industrial areas
 - Clients are borrowing a car to get there
 - Low rent, affordable price
 - Foodbanks need to be central
- 2. What challenges do you face in serving low density vs. high density areas (both new and existing)?

Table 1:

- Low transit coverage in low-density areas
 - o Lorne Park area is difficult to connect to
 - o Dundas/Hurontario, Queensway/Hurontario, Erin Mills/Sheridan
- Syrian Community Centre
 - Supports MiWay transit for 90 days
- Perceived risk of crime
 - Lighting and clear "catwalks" can reduce perceived risk
 - Neighbourhood Watch could also help



For police, low-density neighbourhoods can be difficult to police, with longer travel times

Table 2:

- With low-density, it is hard to service, but with high-density it is hard to get on transit
- Will high-density bring more bus traffic?
- Downtown Mississauga needs to improve, there are no grocery stores
 - Would prefer mixed-use development
- When schools slip under percentage threshold, then you move kids to other schools
 - o The same thing should happen to other services
- Roads are really big
 - o Consider: timing, signals, amenities

Table 4:

- Public transit is well-served at current high-density locations and at the centre of hubs
 - If you move 1.7 kilometres east of the hub, transit service is much less accessible
- Older adults in single family homes live in "transit deserts"
 - They will need to use autonomous vehicles to get to their destinations
- There are barriers for older adults, such as snow, etc.
- Need to prove ridership before they install shelters
- LRT will reposition the city and transit service position, as it will lead to high density development
- Charter transportation for neighbourhoods in need
 - O Who would manage this?
- How to get people around in low-density areas?
 - Would be a good reason for cycling
- MiWay is only going to get better
- High-density means you will get high frequency
 - Low-density has less frequency and smaller, but the buses that do run are packed
- Participant lives at Erin Mills, and taking the bus to Square One is difficult
- 3. Do schoolchildren and youth want to be different to parents in travel choices? Are they able to be? What need is there for education on the use of non-car modes?

Table 1:

- Young people at the private school are not noticing changes
 - "Helicopter" parents

Table 2:

- Kids want to bike, it is about freedom
- High school students take the bus
- Elimination of school buses
 - City bus is cool, school bus is not
- Schools do provide parking
- Starts with the parent
- Hard to get school bus drivers

Table 3:

- Lack of schools in downtown area
- Pedestrian and personal safety affects transit access
 - There are high speed limits



- Cars have too much priority
- Youth see bikes as a form of freedom, where it is safe to ride
- There is a mix of wanting a car at age 16, and not wanting one
- Transit is cheaper than a car, if living close to major transit
- Parents need a car when they have their first child
 - Needed for taking kids to late night and weekend activities
 - Vanpooling
- Young adults need cars because they have pets
- 4. What issues with the transportation system impede access to healthcare?

Table 2:

- Traffic
 - Right now, there's a shuttle between the hospitals
 - There's no connectivity between modes
 - Need to make cars onerously expensive, causing an economic change

Table 3:

- Seniors must be driven due to health issues
- Childcare workers are not available outside 9-5, choose the site (hospital)
- Parking is necessary but horrible, need real-time information
- Lost to taxis, transit, and volunteers
- Increased traffic levels creating congestion and safety issues
- Newcomers face barriers to understanding and access (i.e. language)
 - o Even the words on the bus about the direction
- Parking as a physical barrier
- · Cost of parking for visitors

Table 4:

- Microtransit, which is publicly funded
 - Impediment of insurance
 - o For example, cancer volunteers
- People without cars need access to healthcare
 - o Doctors and labs are often less well-served by transit
 - Harder for older adults to wait for the bus in colder months
- Ride share services to get people to appointments
 - For example, cancer volunteers
- Some seniors would like to access TransHelp and the Red Cross but they are not able to
 - o There are waiting lists and applications
 - Need for more private partnerships
- Need service hubs for people
 - Provide care and nutrition
 - Prevent isolation
- If someone needs to get to an appointment, they could have someone accompany them on transit for free



5. The rise of technology is increasing the opportunities for entertainment / culture / recreation in the home – what other opportunities will continue to require travel? Do different housing densities affect how people use these facilities?

Table 1:

- In some ways, discouraging the use of technology with children
 - o Promote physical activity instead
- Prevent messaging and phone use whilst driving through education, training and marketing
 - o iPhoneX has an app for this
- Technology can promote road safety
- Trip planning to community centres, doctors, etc.
- Technology app to monitor driving, lower premiums for safer driving
- Drones for deliveries (e.g. Amazon)
- Real-time satellite navigation
- Ambulance drones
- Uber can reduce language barriers

Table 2:

- Get people out (i.e. seniors)
- Cultural events
- Shopping for the experience (i.e. "cool" areas)
 - o But we have transformed into a uniform "big box" store society
- Generational change
- Schools yes, but everything is online
 - o "Community hubs"
 - Schools are not on transit
- Density is a bonus, we need the amenities

Table 3:

- Getting together, social time
 - Humans are social creatures
- Technology streamlines activities
- Technology will provide real-time information, app based
 - Might be vehicle based, so not traffic based
- Childcare is always needed
- Entertainment is needed
 - o Concerts, farmers' markets, attend as a group
- Technology spreads into just about everything faster
 - Increases travel demand
- Social media (i.e. Facebook) for older adults
 - Cost of in-person interaction vs. cost of interaction at home
 - Multi-lingual outreach
- 6. What can the City do to help ensure the success of your organization?

Table 1:

- School: road safety
- Police: less congestion, satellite navigation, priority lanes
- Syrian Community Centre: through immigration, population is growing
 - Need more highway capacity and pedestrian bridges

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Chinese Association: information about options in different languages

Table 2:

- Change parking requirement
 - There is too much parking for schools
 - o 80% of their land is parking
- Better communication for alternatives
 - o For example, paths along hydro corridors
 - Help schools to access these
- Amenities must be close
- All parking should be underground
- Better connectivity
 - o Transfer is a problem
 - o Is 2 hours enough?
 - Faster buses
- More courteous bus drivers
- Redistribution of funds from cars to other modes
- No fluff, we want real, actionable items

Table 4:

- More signage in public areas as to which bus gets to within place
 - So that people know services exist and they are accessible by transit
- Re-branding transit
 - o Provide Wi-Fi, everyone wants it
 - o People want access to it
- Invest in transit and it will pay off down the road
 - Need to be willing to change
- 7. Please provide any additional feedback, comments or suggestion in the space provided below.

Table 1:

- LRT, especially running north-south
- Bus-only lanes, travel-only lanes
- Could some routes be used for different modes?
- School buses could cover bigger areas

Table 3:

- Park and Ride on major bus routes
- Fares are high relative to the costs of gas
- Cycling education is needed
- Cycling is a reaction to poor transit
- Municipal parking for locations with lots of different facilities
- Provide newcomers with information about transit



Quick Click Discussion

- Mississauga is not doing the "great things" in the survey
 - There are 4000 cars in downtown Mississauga
- Daycare requirements
 - o Having daycare at offices would be helpful, if that is possible
- Shopping
 - It is hard to find parking for small shops
 - o Parking is driven by convenience
- Thought people would prefer the mall
 - The mall is something to do in bad weather
 - o It is convenient
- Influence of weather on walking depends on the circumstance
- Disappointed that people voted for a coffee shop at the carpool lot
 - o Counter argument: Tim Hortons is safe, and there is usually transit near Tim Hortons
- Walking is preferable if school is close
 - Taking the bus would be the second choice
 - Neighbourhood watches over kids as they walk by, encourages safety
- Some choices are a "dream", but not realistic
- For newcomers, their first-time experience on a bus might be fearful
 - o Provide "how to" instructions in different languages
 - An app would be good for newcomers

Plenary Discussion/Final Thoughts

- 10% of independent living seniors drive
- There are unsafe conditions for pedestrians
 - This needs to be addressed
- There is a need for more public parking in high-density areas
- Worried about pedestrian safety in the City Centre area
 - Suggestion for a pedestrian overpass
- Encourage carpooling
- Accessibility being close to transit for families
- People need to be willing to give up driving
 - O How can we provide the choice?
- Urban design is important with respect to getting people out of cars
- MiWay has helped people understand the best route and encourage ridership
- Texting and road safety
- Transitways are good to help with congestion
- Mississauga is growing and there will be more cars
 - o Provide more lanes if possible
 - Provide more connections between streets
 - o Provide bridges for pedestrians



Transportation Sector Workshop Summary

Overview

The Transportation Sector Workshop took place on Wednesday, November 8, 2017 between 9:00 and 10:30 am at the Living Arts Centre in Mississauga, Ontario. Fourteen participants attended this in-person workshop. Participants represented a variety of local businesses and organizations, as outlined below:

- Uber Canada
- All Star Taxi
- City of Brampton
- Enterprise Carshare
- The Musket Transport Ltd.
- Young Drivers
- Town of Oakville

- Pembina Institute
- City of Toronto
- Region of Peel (2)
- Metrolinx
- Sustainmobility
- Food and Beverage Ontario

This session consisted of four components: a roundtable discussion; small group discussions; a visual preference survey (Quick Click Questions); and, a plenary discussion. More complete notes from the session are provided later in the document.

Roundtable Discussion

In order to serve as an icebreaker and start people thinking about the issues, the workshop began with a roundtable question (asked of the whole room): What is the biggest opportunity you see for Mississauga's transportation system? Anyone in the room could contribute an answer, with the aim to try and hear from as many people as possible.

Small Group Discussion

The questions for the small-group discussion were specific to each workshop. The aim was to explore issues in depth. Every group did not discuss all questions. Instead, each table was assigned one or two specific questions and only moved on to others if time allowed.

Quick Click Discussion

Workshop participants were shown several photos/graphics, each depicting an option for what the city could look like. Participants then voted on their preferred image (via a 'clicker' device). Results were displayed after each question. The purpose of this exercise was to demonstrate to participants the trade-offs and decisions that must be made with respect to transportation planning. The group then had a discussion on the thought processes behind the decisions they made.

Plenary discussion

The plenary discussion used more general questions and was again opened to the floor for responses.

Key Themes

The topics discussed during this session can be summarized into a number of themes: goods movement; autonomous vehicles; transit usage; and, personal vehicle usage. Participants also discussed other topics such as: changes to commuting patterns; active transportation; and, ridesharing.

Goods Movement

Participants referenced the importance of goods movement and trucking to the local economy, particularly with respect to Pearson International Airport. It was noted that there is currently no designated goods



movement corridor in the area, although the Region of Peel is exploring this opportunity. Though participants seemed supportive of a designated corridor, they questioned the influence it would have on other modes of transportation, stating the need to balance the needs of people and goods. With the rise of online shopping, businesses are often subject to next-day delivery expectations, and cite "Uber Freight" and "Amazon Trucking" as potential competitors.

Autonomous Vehicles

Autonomous vehicles were the topic of much discussion during this session. There was a general feeling of uncertainty surrounding the policies and regulations required to govern these vehicles. However, participants noted that autonomous vehicles could help address the shortage in transport truck operators, and could provide opportunities for carsharing programs and transit use.

Transit Usage

With respect to inter-municipal and regional transit, participants highlighted the importance of connecting with other nearby municipalities through fare integration and Regional Express Rail. With respect to intramunicipal transit, participants were supportive of more efficient service and options to increase end-to-end connectivity. Participants also recognized the challenges of providing efficient transit services in low-density areas and suburbs. Finally, participants recommended that employers offer programs to encourage transit usage among their employees, such as offering shuttles or incentives.

Personal Vehicle Usage

Participants discussed the trade-offs individuals make when considering alternative transportation. It was reasoned that people often choose to travel by car, as it is usually the most convenient option. Participants also discussed the idea of internalizing all car-related costs, including parking, road tolls, and congestion fees, to encourage less reliance on single occupancy vehicles.

Other Topics

In addition to the key themes outlined above, participants also touched on a number of other topics. For example, participants discussed changes in commuting patterns, with commuters having a wider variety of destinations, flexible hours, and an increase in telecommuting. The importance of safety for pedestrians and cyclists was also discussed. Finally, participants were concerned about the uncertainty surrounding ridesharing programs, stating that they take away users from other modes.



Workshop Notes

Roundtable Question

- 1. What is the biggest opportunity you see for Mississauga's transportation system?
 - Less reliance on single occupancy vehicle
 - Light rail transit (LRT) and improving on that
 - Autonomous transit vehicles
 - Carpooling and carsharing
 - People do not just move around Mississauga, they move around the entire GTHA (Greater Toronto Hamilton Area)
 - Municipal boundaries are impediments
 - Movement of goods
 - Leveraging Regional Express Rail

Small Group Discussion

1. What measures do you think would produce the biggest shift away from single-occupant auto use?

Table 3:

- High Occupancy Vehicle (HOV) lanes
- Charging for congestion
- Transit that is quicker, cheaper, and seamless
 - o Fare integration, convenience
- Increased pedestrian and biker safety
- End-to-end connectivity

Individual Response:

- Ease and efficiency in public transit
- Developing the City Centre to become a "destination" within Mississauga
 - o Restaurants, boutiques, urban park, entertainment, etc.
- Vertical farming
- 2. What are the main challenges for goods movement in Mississauga? The rise of online shopping and delivery brings goods movement to residential areas what changes are needed to address this?

Table 1:

- Not a fan of drones for goods movement
- Goods movement via cyclists (e.g. Toronto)
- No designated goods movement corridor
- Regional of Peel is piloting a goods movement program
 - Off peak delivery program is a quick win opportunity
 - Could be implemented on a wider scale
- Mississauga's economy is linked to manufacturing and truck dependence
 - Goods coming out of the airport via truck
- Region is looking at dedicated lanes for goods movement
 - Derry, Steeles, Dixie with 25-30% truck volume on those roads
 - o Could lights be timed for goods?
 - o Right of way is limited, will dedicated goods movement conflict with transit, etc.



- Highway 401 West has warehouses moving further and further out
- We are shopping online and expect it the next day, and might have same-day expectations in the future
- No one has figured out this challenge yet
- Goods movement needs to connect with what the Ministry of Transportation (MTO) is doing
 - Need to link goods movement to land uses, to 400 series
- Greater Toronto Area (GTA) West corridor study by the MTO has been challenging, and the study may be suspended or cancelled
 - o Freeze on land currently
 - o Delaying greenfield development in Brampton
- Will be a constant challenge
 - Need to avoid conflict between people and goods, and change how we move people

Individual Response:

- Improve the roads, relieve congested areas
- Meet with stakeholders in the transportation industry for input
 - Propose solutions
 - o TSAO Transportation Safety Association of Ontario
 - OTA Ontario Trucking Association
- 3. What changes to vehicle technology (such as EVs, hydrogen fuel cells, self-driving cars, etc.) do you think will create opportunities for your organisation? Which will create challenges?

Table 2:

- There is a need for accessible vehicles
- Peel Vision Zero, compact spacing, transit signal priority, automated delivery
 - All help air quality and potentially reduce congestion
- Electric vehicle range charging station
- Parking and new technology needed
- Bylaws be permissive to not block the future (e.g. self driving cars)
- Autonomous vehicles municipalities want to work together
 - Have a sharing component
 - o Fare integration

Table 3:

- Autonomous transit
- Autonomous trucks or freeways (autonomous trucks are good for local trips or freeways)
 - Hard for long distance goods
 - o Good for local goods
- Autonomous hubs, with a driver between hubs
- Autonomous vehicles
 - Fuel and electric vehicle (EV) top up
- Fuels and trucks
 - Capital for conversion from fuel to EVs
 - o Carbon dioxide's biggest source is transportation
- 3800 food companies in Ontario, with 130,000 employees
- Loblaws in Vancouver is piloting Class 8 EVs
- Provincially regulated
 - Livestock regulations affect how and when you can move



CN transit hub

Individual Response:

- Autonomous commercial vehicles
- Road optimization
- Both opportunities and challenges
- Autonomous trucks complement our major driver shortage but public policy and regulations are prepared for autonomous vehicles
- 4. What changes to user technology (Uber, Zipcar, travel apps, etc.) do you think will create opportunities for your organisation? Which will create challenges?

Table 2:

- Metrolinx environment
 - The potential for linking app technology and improving information
 - Used to improve connection between modes
- Data availability, fare integration with other modes
- UBER pool deviations, instead use dynamic pick-up
- First and last mile challenges
- Infrastructure with new technology
 - o From Uber's perspective, maintenance
- Safety issues to or from stations
 - Accessibility to stations
- Accessibility mandated
- Taxis have the vehicles
- Accessible vehicles are insufficient
 - Need sufficient accessible vehicles. Technology is not the solution to all problems.
 - Technology is not the golden arrow

Table 3:

- Carpool facilitation
- Telecommuting, reversing course
- Easier commutes
- Goods software
 - Bespoke, high cost, rare
- Goods replacing commuting mostly
- Technology can help match vehicle types to users
- Technology can be used for dispatching deliveries, increasing efficiency
 - Not as ubiquitous as smart phone apps, there is further to go
- Consolidations could be an option

Individual Response:

- Uber Freight, Amazon Trucking
 - Both pose threats as potential competitors and pose a risk to safety in terms of driver training (prior to full autonomous fleets)



5. What changes in people's travel habits have you seen as the City and GTHA have grown? What do you expect to change in the future?

Table 1:

- Peak period is stretching out, i.e. it is not just between 8-9 AM and 7-11 PM
- In Toronto and downtown Mississauga, young people are moving in and walking, taking transit, and biking to work
 - Younger people are multi-modal
- Transit needs to be on heavy routes to provide quality service and to fill in gaps elsewhere
- Transit used to peak in the morning, but now in the afternoon
 - o Changing nature of employment, i.e. a shift from industry to service and retail
 - Travel patterns are evolving
- People work from home or have flexible hours to avoid the peak commute
- Changing in commuting patterns
 - GO transit was designed to send people downtown at peak times, but now trips are spread
 - People are travelling to many destinations and job locations
- Need logistical connections and fare integration
- Service integration across boarders is a challenge
 - Need high density ridership to serve transit
- The "Uber effect" is taking away from walking, biking, transit, and taxis
 - o Changes the price point for taxis
- People want direct routes
- We need people to walk
- Have to plan for suburbs and intensified areas
- Making suburbs conducive to transit is a challenge
 - There is a mindset towards convenience
 - Need simple options that are attractive
 - Need secure bike parking at transit stops
- All parking is free
 - o People need to pay the full cost
 - Capital and operating costs are heavily subsidized
- There is uncertainty around ride share and autonomous vehicles
 - We need a flexible plan to adapt to change and uncertainty
- Regional Express Rail needs to connect to other modes
- Autonomous vehicles are coming soon and will change a lot
 - o Uber, carshare, car2go will all become the same
 - Will reduce labour costs, creating an incentive for companies to change
 - Autonomous will not be for everyone, at least sharing
 - o People will want to own
- Mindset of car ownership, representative of status
- People will want to get around the cost of vehicles and want alternatives
 - People need reasonable alternatives
- Condo developers want to reduce parking requirements
 - o Condo owners and boards are worried about public access from car share

Individual Response:

- Better, more connected and innovative urban planning
- Integrate more greenery and sustainable solutions
- Invest in an innovation hub to provide research and development for urban planning



- Look for samples around the world
 - o E.g. Singapore, China, Denmark, Austria, etc.
- 6. Please provide any additional feedback, comments or suggestion in the space provided below. *Table 2:*
 - Need funding for operations and maintenance
 - Possible trend away from telecommuting, at least formal telecommuting
 - Place-based solutions, not just solutions for a hierarchy of road types
 - Business taxes for commuters who are driving
 - Think about how individuals make independent decisions
 - Sunk cost of car, car is seen as a "must have"
 - Do car drivers factor in sunk cost of leasing or purchasing?

Individual Response:

- Create funding program for sectors in demand
 - Trade board via MBOT (Mississauga Board of Trade)
 - Hotels (Etobicoke upcoming movie set hub)
 - o Encourage development of independent small businesses in entertainment, i.e. theatres
- Develop "tiny homes" for low income areas
 - Fund graduate student contests for innovative solutions for low-income areas
 - Partner with local organizations such as One Place Peel
- Uber at Toronto's MaRS Discovery District
 - o On permit
 - Currently testing driverless vehicles with a passenger driver

Quick Click Discussion

- These are tough choices
 - o For example, walking to school is preferred, but there are safety concerns
- Decisions are place-based
 - Differences between urban and suburban choices
 - o Differences between wants and what is realistic
- Bike lanes
 - What is ideal compared to what is practical
- There is not one solution for the entire municipality
 - o Model needs to be adapted for different areas within the municipality
- People lean towards more greenery
 - o Can be incorporated into a bike path, as an example
- Expected a question on online business of goods movement, with drone deliveries
- Images skewed towards ambulatory people
 - Need to account for other mobility needs, such as wheelchairs, walkers, canes
 - Autonomous vehicles are being designed for this
- Parking choice is based on ease and safety

Plenary Discussion

- 1. What changes to the transport system would help your organization thrive?
 - A good public transit system
 - o If people do not need a car daily, then carshare programs will thrive
 - Integration across municipal policies and boundaries



- Need a regulation or provincial approach
- Think about ways to reduce the number of trips
 - o For example, a greater mix of land uses allows for shorter and less trips
- Fare integration
 - Two fares for 905 and 416 area codes
- Businesses subsidize onsite parking
 - o Could they instead incent transit use?
- Dedicated conversation with trucking and transport
 - Need more involvement with the City to improve specific issues
- Solutions need to involve major employers
- Driver education
 - Need multiple licenses to teach in different locations
- Need to talk about driver safety
- 2. How are changes to transportation-related technology are affecting your organisation, its employees/members, and your customers?
 - Not addressed in this workshop
- 3. What advice do you have for the team in creating this plan?
 - If it costs more to bus or if I have to cross the 401 on my bike, I will drive
 - Need to think about how people make decisions
 - Mississauga is not Toronto
 - o Transportation Master Plan needs to be customized to fit Mississauga
 - Everything comes down to money
 - Tie change to economic advantage (i.e. carrot and stick)
 - Have shuttles for employees
 - o Incent businesses to provide transit
 - o Explore a tax for businesses if they are not accessible by transit
 - Need to think about safety
- 4. What is the single biggest opportunity for your organization relating to transportation in Mississauga?
 - Pearson is a big employer
 - Connect to those needs
 - Implementing road tolls
 - Ten-year bicycle plan
 - More autonomous vehicles
 - It is difficult for transportation companies to find drivers
 - Receiving times and restrictions are challenging
 - Driver training and safety, the onus is on employers



Business Sector Workshop 1 Summary

Overview

The first Business Sector Workshop took place on Thursday, November 9, 2017 between 8:00 and 9:30am at the Carmen Corbasson Community Centre in Mississauga, Ontario. Ten participants attended this in-person workshop. Participants represented a variety of local businesses and organizations, as outlined below:

- Port Credit BIA
- MiWay (2)
- Bessant Pelech
- C.5. Graphic Inc. +
- Mississauga Board of Trade

- John Cassan Realty and Appraisals
- Radial Inc.
- Xerox Research Centre
- CJ Graphics

This session consisted of four components: a roundtable discussion; small group discussions; a visual preference survey (Quick Click Questions); and, a plenary discussion. More complete notes from the session are provided later in the document.

Roundtable Discussion

In order to serve as an icebreaker and start people thinking about the issues, the workshop began with a roundtable question (asked of the whole room): What is the biggest opportunity you see for Mississauga's transportation system? Anyone in the room could contribute an answer, with the aim to try and hear from as many people as possible.

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Quick Click Discussion

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Plenary discussion

The plenary discussion used more general questions and was again opened to the floor for responses.

Key Themes

The topics discussed during this session can be summarized into a number of themes: transit; personal vehicles; the changing nature of work; cycling; and, goods movement.

Transit

Transit was seen as a means to reduce congestion, however, there was concern for the "last mile" as transit users complete their trips. Participants cited a need for increased safety of transit shelters, and safe conditions for walking and cycling to and from the shelters. Overall, participants felt that transit was slow and unreliable, and this was seen to have a negative impact on productivity. To addresses this concern, participants suggested increased service provision, including 24/7 service. For the most part, participants did not distinguish between the various types of transit, however, it can be assumed that in most cases they



were referring to intra-city transit (i.e. MiWay). With respect to inter-municipal and regional transit, there was strong support for affordable transit integration across municipal boundaries.

Personal Vehicles

Participants felt that, in some cases, driving a personal vehicle was the only viable option for getting around the city. Participants called for a focus on efficient movement with programs providing incentives for carpooling. Many respondents discussed the subject of parking. While some felt that there was not enough parking available, others felt that parking is a waste of space. Participants also discussed their preference for secure parking lots, with measures like cameras and parking attendants in place.

Changing Nature of Work

The changing nature of work was another key topic of conversation. Participants noted that many people now have the ability to work from home, reducing the need to commute. On the contrary, those who cannot work from home are often faced with longer commute times, impacting employers' access to the labour pool.

Cycling

Cycling was briefly discussed, with participants generally supportive of the concept. Participants called for better cycling infrastructure to increase safety, and discussed opportunities to integrate cycling with transit.

Goods Movement

Participants discussed the importance of balancing the needs of commuters with goods movement. It was noted that, with the internet, consumers have increased expectations and expect next-day or twenty-four-hour service. Finally, participants commented on the need for additional road infrastructure including dedicated lanes for trucks and expanding highways to increase capacity. Measures to improve traffic flow, such as alternating lanes and signal prioritization, were also suggested.



Workshop Notes

Roundtable Question

What is the biggest opportunity you see for Mississauga's transportation system?

- Twenty-four-hour transit
- Uber bus-type system
 - o Personal demand meets transit
- Affordable transit integration across municipal boundaries
- Transportation planning needs to recognize that the car is here to stay
 - o Focus on moving efficiently
- Trucking is a major employer
 - The efficient movement of goods is a priority
- Incentives to carpool
- Real estate showings via car, in Toronto you can do showings via TTC
- Be aware of future projects and future plans
 - o For example, Eglington West (TTC) and how could it connect to Mississauga
- Cycling and learning from other cities
- Spaces so we don't have to move
- Boat travel to Toronto using ferry

Small Group Discussion

1. Since you first started operating in Mississauga, which strengths and positive aspects of being in Mississauga have disappeared? Which have appeared since then?

Table 1:

- Land availability (250 square feet), low property taxes (2017)
 - o Labour market
 - Safety challenges and pedestrian safety, car is the only viable option
 - o Inter-municipal transit coordination
 - Labour pool, wouldn't relocate with business
 - Labour market available
- Over the last twenty plus (20+) years, transit has improved
 - o Can't use amenities after work because you can't get home afterwards
 - o Government subsidy was the reason for setting up shop and expansion
- In the mid-2000s positive aspects were:
 - o Real estate availability
 - International airport
 - Labour pool access now harder, getting home late
- MiWay provides labour market access
 - Retirement numbers compared to recruitment numbers
- 24/7 transit would make a huge difference
 - For both skilled and unskilled workers
- 2. What do your current/potential employees/students want in a business location? How does align with what your business needs in its location?

Table 2:

- Transportation adds so much time
- Issues with transit
 - A 15-minute drive could take three hours by bus

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- Port Credit needs more parking
 - o Restaurants, hair salons all need parking
 - Free parking is important
 - Perhaps at a nominal cost
- Look at the modal split, this is never going to change
- Transit is not reliable
 - This is the challenge of the slow change to urbanization
 - Need for infrastructure
- There is seventy percent (70%) growth in ridership on the transitway
- Need more transit frequent service
 - o A lot of concern about the last mile
 - Hard to balance service provision versus frequency
- It is a house choice, with kids' movement to school
 - It is a decade behind growth
- It is madness downtown and we are way behind
- Having an LRT 20 years ago would have been good
- 3. How would you feel if none of your employees/students commuted by car? Why? What effect would it have on your organization?

Table 1:

- Incentive programs for bikes and carpooling
 - Transit is too slow for long distances
- Winter and service disruption
- Disruptive / productivity

Table 2:

- No parking issues
- Have to get out of the car, this is ideal
 - This could solve the parking issues
- Parking is a waste of space
 - Cost of GO station parking structures
- People like convenience
- Nature of employment
 - If it's not 9 to 5 (e.g. real estate or meetings)
 - o The key is the 9 to 5 that matter
 - o Do you need a car at the office?
- Prioritizing employment areas for public transit
- Most of the business owners and employers live nearby for Port Credit
- There are over 70 restaurants in Port Credit, but crossing the strip
- In Mississauga, people move here because it is suburbia
- Transit can save developers a bunch of money
- Better support for cycling
- Walking and cycling are too dangerous on their own
 - o Integrate with public transit



4. How has technology changed the way you do business – externally with clients? Internally, amongst your team?

Table 1:

- The reason for existence
 - o 24/7 aspect
- Customers want next-day, 24/7 availability
- More people working from home
- Failure to adapt means not working

Table 2:

- With real estate, a lot of it is on the phone
 - Do not need an office anymore
- BIA (Business Improvement Area) is encouraging businesses to get on the web parking
 - o But a lot of Port Credit do not have computers
- Expectations have increased with internet
- Allowed to work remotely
 - No need for office
 - o But there are downsides
- Hard to supervise, a dynamic team is needed
- Rules for no meeting on Fridays
- 5. What are the main challenges for goods movement in Mississauga? (And how does this vary by business type?)

Table 1:

• Longer travel times lead to lower productivity

Table 2:

- Derry/Tomken
 - So much stuff and movement
 - Conflict between commuters and goods
 - o Rail service for goods needs to increase
- 6. Please provide any additional feedback, comments or suggestions.

Table 1:

Need for mixed-use development

Quick Click Discussion

- Request for more diversity and a wider spectrum of responses
- Unsure of what some of the images were
- Playgrounds are easier to get to because they are neighbourhood-oriented
- High-rise offers greater intensification
 - o High-rise is more affordable than low-density
 - Development is driven by costs (land, development charges, etc.)
- Mindset is preference
- Parking garages are less safe
 - o A parking lot feels safer because there are attendants and cameras
 - On-street parking should be used for bike lanes



- o A lot of people feel like this is a waste of space
- Put an attendant in parking garage for safety

Plenary Discussion

- 1. What changes to the transport system would help your organization thrive?
 - More cycling infrastructure, dedicated lanes
 - Twenty-four-hour transit
 - More availability
 - o People need to get to shift work
 - Safer transit shelters
 - Service integration with other municipalities
 - More consistent service
 - Relieve congestion through other alternatives
 - MiWay
 - o GO Transit
 - Active transportation
 - Alternating lanes to accommodate traffic direction
 - Increased transit frequency
 - Walkable
 - Designated truck lanes
 - Signal prioritization to assist with traffic flow
- 2. How are changes to transportation-related technology are affecting your organisation, its employees/members, and your customers?
 - Not addressed in this workshop
- 3. What advice do you have for the team in creating this plan?
 - This was too long of a session for business owners
 - Location could be improved (would prefer Port Credit Library instead)
 - If saying a breakfast meeting, have breakfast
 - Offer webinars
 - Some people are too busy to come
 - Meeting fatigue there are a lot of competing requests
 - There is a perception among some that outcome is pre-determined
 - Evening may be better
 - Integrate the studies going on and have one meeting
- 4. What is the single biggest opportunity for your organization relating to transportation in Mississauga?
 - Bridge over Credit River, south of train tracks
 - Expand existing highway and widen lanes
 - o Could also add north or south service roads to take the pressure off Lakeshore



Business Sector Workshop 2 Summary

Overview

The second Business Sector Workshop took place on Tuesday, November 14, 2017 between 8:00 and 9:30am at the Meadowvale Community Centre in Mississauga, Ontario. Ten participants attended this in-person workshop. Participants represented a variety of local businesses and organizations, as outlined below:

- Mississauga Poverty Council
- Century 21 Best Sellers
- Nabrhubs Inc.
- Private Residents (3)

- Malton BIA
- Loyalty One
- Mississauga Real Estate Board
- Expedia Cruise Ship Centre Port Credit

This session consisted of four components: a roundtable discussion; small group discussions; a visual preference survey (i.e. Quick Click Questions); and, a plenary discussion. More complete notes from the session are provided later in the document.

Roundtable Discussion

In order to serve as an icebreaker and start people thinking about the issues, the workshop began with a roundtable question (asked of the whole room): What is the biggest opportunity you see for Mississauga's transportation system? Anyone in the room could contribute an answer, with the aim to try and hear from as many people as possible.

Small Group Discussion

The questions for the small-group discussion were specific to each workshop. The aim was to explore issues in depth. Every group did not discuss all questions. Instead, each table was assigned one or two specific questions and only moved on to others if time allowed.

Quick Click Discussion

Workshop participants were shown several photos/graphics, each depicting an option for what the city could look like. Participants then voted on their preferred image (via a 'clicker' device). Results were displayed after each question. The purpose of this exercise was to demonstrate to participants the trade-offs and decisions that must be made with respect to transportation planning. The group then had a discussion on the thought processes behind the decisions they made.

Plenary discussion

The plenary discussion used more general questions and was again opened to the floor for responses.

Key Themes

The topics discussed during this session can be summarized into a number of themes: transit; personal vehicles; the changing nature of work; and goods movement.

Transit Usage

Overall, participants raised concerns around the frequency, span, and reliability of local transit service (MiWay), as well as the safety of bus shelters. This session included much discussion around the need for 24/7 transit access, to accommodate those with shift work and other flexible schedules. Participants also discussed first and last mile challenges, with a particular concern in accessing GO Transit stations via local transit. It was also suggested to explore the eventual implementation of "point-to-point" transit service,



which could be provided by autonomous vehicles. Finally, participants felt that transit was too expensive, and called for reduced fares and integrated fares between local municipalities.

Personal Vehicle Use

Participants cited a need to move away from personal vehicle use. It was suggested that many Mississauga residents drive a personal car, as they feel there is no other suitable option. In recent years, traffic congestion has been increasing, making it more difficult for residents to get to work and other places of interest.

The Changing Nature of Work

Participants noted that, due to the changing nature of work, some employees have the option to work from home. This helps to reduce the traffic congestion during rush hour. It was also noted that, in some cases, face-to-face interaction is preferred. Therefore, affordable alternatives to driving are required.

Goods Movement

Finally, participants discussed their concerns around goods movement, and balancing the needs of moving people and moving goods. Participants recommended establishing a designated trucking route, to facilitate the movement of goods, while reducing the impact on commuters.



Workshop Notes

Roundtable Question

What is the biggest opportunity you see for Mississauga's transportation system?

- 24/7 connectivity through transit
 - We need to get employees to work throughout the day and night
 - Mississauga is the sixth largest city in Canada, our size should align with this level of transit
- Eliminate the need for personal vehicles through point-to-point transit, autonomous vehicles and 24/7 access
 - This will provide ease and benefit to people
 - Allow people and small businesses (for employees) to access this technology right at point of entry
- Navigation technology that collects real-time data from other uses, and directs traffic to the best routes
- Address first and last-mile challenges, especially for people with mobility challenges
- GO Transit
 - Unable to access services at certain hours (i.e. washrooms, PRESTO)

Small Group Discussion

1. Since you first started operating in Mississauga, which strengths and positive aspects of being in Mississauga have disappeared? Which have appeared since then?

Table 1:

- Clarkson area: was originally a "family area", now it is a transit hub
 - Work at home, visit clients
- Call centre on Financial Drive: originally close to 401, GO Transit, and local transit
 - Employees from Toronto now have a harder time driving
 - Local transit from GO is difficult, we need twenty-four-hour access
 - o The original strength is no longer valid
 - Recommend providing a shuttle to and from transit in Toronto
- Website developer(?): have the ability to work from home
- Small business: originally there was low congestion, customers could access by car
 - o Mavis & Burnhamthorpe; cheap couriers; business-to-business
 - Autonomous vehicles are the future for transit, we need a senior government strategy
 - On-demand or point-to-point transit is more attractive
- Real estate: based at Square One
 - Central location in the middle of their service area

•

Table 2:

- There are too many people in Mississauga
 - This is a testament of the success of Mississauga
- Mississauga is no longer a bedroom community
- Traffic is always a concern
- What about the inflow without the airport?
 - The airport is used to hide things
- More mobility, infrastructure and incentives
 - More incentives through your business (i.e. metropass for employers)
 - The City needs to incentivize transit use



2. What do your current/potential employees/students want in a business location? How does align with what your business needs in its location?

Table 1:

- Call centre: traffic and access to GO Transit are issues
 - Employees want to be closer to the Meadowvale GO Station
 - Concerned about transit frequency, span, reliability, and shelters
 - Employees want pedestrian crossings
- Real estate office staff: concerned about longer commutes

Table 2:

- Every employee drives because public transit is not accessible
 - It takes too long to walk to the closest public transit station
 - o In Toronto, they have easy connectivity, but that is not the case here
- There is no "security" in transit access
- People are buying homes for quiet, but they have no access to transit there
- Suggestion for taking transit or Uber to connect with higher order transit
- Process of providing feedback to councillors and TTC staff is seamless in Toronto
 - o In Mississauga, the process of providing feedback to the City is not seamless
- Right now, businesses locate themselves on major routes
 - o This results in a strong separation between residential and commercial uses in the city
- More successful businesses have good locations
 - Open zoning or provide better transit to where people are
- Bus stops are being taken away (e.g. Malton) why is this the case?
- The design of Mississauga does not lend itself to good public transit
 - o Will residents pay for better public transit?
- The government must accept that public transit is not a business, it is an essential service
- Provide free transit downtown
- We all pay an education tax, something similar could be done for transit
- 3. How would you feel if none of your employees/students commuted by car? Why? What effect would it have on your organization?
 - Not addressed in this workshop.
- 4. How has technology changed the way you do business externally with clients? Internally, amongst your team?

Table 1:

- Call centre employees have the option to work from home
 - Face time will always be important
 - For meetings with more that two people, in-person is preferred

Table 2:

- Technology is perceived as costly
 - o It is too daunting to change regular business
- Technology helps small business (e.g. Uber eats)
- Some businesses demand that you are in the office
- It depends on the location of the business
- The technology is there, but it is the business culture allowing flexibility
 - Many employees are working from home



- This really hits on rush hour
 - The solutions need to be beyond rush hour
- Internet apps are able to help local Business Improvement Areas (BIAs)
- Twenty-four hours staff, daycare at night, doctors and nurses, etc.
 - They commute at irregular hours and often do not have transit services

5. What are the main challenges for goods movement in Mississauga? (And how does this vary by business type?)

Table 1:

- Moving people can cause issues for goods movement
- In-person shopping is a means for consumers to see and review products
- Attracting employees is hard for warehousing and driving
- Providing affordable commuting options

Table 2:

- Malton: there is so much goods movement, which forces residential streets to become crowded
 - o The trucks are making it difficult for people to move in and out
 - It is always congested
 - o How do we solve it?
- Dixie/Derry/Airport Road are too busy
 - We need designated roads for trucks only
- Airport to Union Station west this many be a solution for tuck problems
- A designated route through Mississauga for trucks only, no cars
- One CP Milton CINE alternative through "missing link"
- Do not allow any trucks during peak hours, but then people will have to get to the warehouse
- Restrictive car licenses (like Singapore), but we are built for cars
- Before we can do it, we need a viable alternative

6. Please provide any additional feedback, comments or suggestions.

Table 1:

- Dealing with the impacts of construction
- Better information and data about alternate routes
- GO station access
- Keep decisions and strategy people-focused
- Future-proofing technology
- Autonomous vehicles as feeders to major transit routes
- Fare integration
 - o Some participants would prefer a distance-based fare
- Feeder routes to the proposed LRT are important
- There is concern that MiWay 5 plan leaves some areas under-served
- Transit travel times must be competitive with cars
- Concern that intra-municipal transit may not be relevant in the future
- Suggestion for 24/7 service
- Pedestrian crossings near transit stops
- Inter-municipal transit agency coordination



Quick Click Discussion

- Neither transit option is seen as ideal
- For the carpool lot, a combo bike rack with sheltered waiting area is preferred
- For schools, provide transit option
- Even though we may choose one option, we still may have to push to change it
- Point-to-point autonomous delivery in off-peak hours for goods and food
 - Move people at peak times and goods off-peak
- Parking garage is preferred as it is sheltered from the snow
 - o Building up is a more efficient use of space
- Example of a local route that does not run on Saturdays or Sundays
 - o Families are purchasing a second vehicle to access weekend work
- People may be unsure of what the best choice it
- Autonomous vehicles take jobs away from people



Plenary Discussion

- 1. What changes to the transport system would help your organization thrive?
 - Bus stops need shelters for safety and safe pedestrian access across the roads
 - Buses and transit need to accommodate shift work
 - Can connect virtually, but face-to-face interaction is still important
 - Need to address goods movement
 - o Malton is "shut off"
 - 24/7 connectivity within the city and beyond
 - PRESTO loading at Square One
 - Need to be family-friendly and child-oriented
 - o Cannot limit this to what we know now, we need to be able to adapt to change
 - o i.e. point-to-point transit
 - Late-night transit and lower fares
- 2. How are changes to transportation-related technology are affecting your organisation, its employees/members, and your customers?
 - Not addressed in this workshop
- 3. What advice do you have for the team in creating this plan?
 - Planning is over-planned
 - o Cannot consider all elements
 - o Building infrastructure in time of change
 - Need to be flexible and adaptable, providing more benefits for the user
 - o Give people freedom and better service, so they do not need to own a car
- 4. What is the single biggest opportunity for your organization relating to transportation in Mississauga?
 - Not addressed in this workshop



City Builders' Sector Workshop Summary

Overview

The City Builders Sector Workshop took place on Friday, November 24, 2017 between 8:30 and 1000 am at the Living Arts Centre in Mississauga, Ontario. Six participants attended this in-person workshop. Participants represented a variety of local businesses and organizations, as outlined below:

- Sutherland Corporation
- Port Credit West Village Partners
- Di Blasio Corporation

- Building Industry and Land Development Association
- Orlando Corporation
- Diamond Corporation

This session consisted of four components: a roundtable discussion; small group discussions; a visual preference survey (Quick Click Questions); and, a plenary discussion. More complete notes from the session are provided later in the document.

Roundtable Discussion

In order to serve as an icebreaker and start people thinking about the issues, the workshop began with a roundtable question (asked of the whole room): What is the biggest opportunity you see for Mississauga's transportation system? Anyone in the room could contribute an answer, with the aim to try and hear from as many people as possible.

Small Group Discussion

The questions for the small-group discussion were specific to each workshop. The aim was to explore issues in depth. Every group did not discuss all questions. Instead, each table was assigned one or two specific questions and only moved on to others if time allowed.

Quick Click Discussion

Workshop participants were shown several photos/graphics, each depicting an option for what the city could look like. Participants then voted on their preferred image (via a 'clicker' device). Results were displayed after each question. The purpose of this exercise was to demonstrate to participants the trade-offs and decisions that must be made with respect to transportation planning. The group then had a discussion on the thought processes behind the decisions they made.

Plenary discussion

The plenary discussion used more general questions and was again opened to the floor for responses.

Key Themes

The topics discussed during this session can be summarized into a number of themes: intra-municipal transit; regional and inter-municipal transit; development and density; and goods movement.

Intra-Municipal Transit

Participants recommended operational improvements to increase the frequency and connectedness of the transit system in Mississauga. Overall, participants were concerned about completing the first and last mile of trips within the city, especially when accessing commercial areas. Participants also noted that it is difficult to access the airport through transit.



Regional and Inter-Municipal Transit

With respect to regional and inter-municipal transit, participants expressed a need for increased connections with GO stations. Participants noted difficultly in travelling north-south to Brampton, as well as through the Lakeshore Road corridor.

Density and Development

With Mississauga's increasing population, participants highlighted the importance of density and proper zoning. Overall, participants seemed supportive of high-density, mixed-use development. Some felt that developers should have to meet prescribed densities within certain areas. Participants discussed the importance of strategic development within key areas, such as around GO stations and Light Rail Transit infrastructure.

Goods Movement

Participants noted an increase in online shopping and warehousing, with an associated decrease in the traditional store. As such, participants noted the need to balance the movement of people and goods. It was suggested that shipping be concentrated outside of peak travel hours.



Workshop Notes

Roundtable Question

- 1. What is the biggest opportunity you see for Mississauga's transportation system?
 - The Lakeshore corridor is a challenge, including the QEW
 - o It is not just Mississauga residents that use this corridor
 - o Consider the bigger picture to connect Lakeshore Road to the entire framework
 - Fare integration across municipal boundaries
 - First and last mile challenge, especially in commercial areas
 - System operational improvements
 - o For example, Smart Track
 - Suggest a better use of infrastructure
 - MiWay
 - Improve connection between Mississauga and Brampton, where there are North-South issues
 - Immigration and population growth
 - o Consider density where should we be growing?
 - Consider a strategy for density and zoning around GO stations

Small Group Discussion

- 1. The City has a general desire for new development to be dense, mixed-use and support sustainable modes such as walking and transit. How does this align with current and expected market desires?
 - Right zoning for the right areas (e.g. Major Transit Station Areas)
 - Develop in strategic areas
 - Educate City Council and the public on the need for density
 - "Density light"
 - o The level of density should be relative to the context (e.g. Port Credit)
 - Technology to improve how we move
 - Need to get away from standard subdivision design
 - Developers are looking at shuttles to GO stations for their sites
 - Lakeshore Road is a bottleneck, residents living in the western Greater Toronto Area are using it
 - The biggest concern is the first and last mile
 - Transit is infrequent
 - o People have no incentive to use transit in large commercial developments
 - The City wants to increase density
 - o It would be good if the City told developers ahead of time about the density they want
 - The retail sector is shrinking
 - o Transit is difficult for shopping (i.e. big box stores)
 - The service industry is booming
 - Warehousing demand is up
 - One million plus square feet
 - o Located on major routes, transit works for some
 - Massive parking lots
 - Goods movement by trucks
 - The City wants commercial buildings in prime employment land and so do developers
 - One company emphasizes working from home, and has a drop-in office



- 2. In line with the Provincial policy, the City is examining land use plans for the areas around GO and LRT stations. What type of development would you like to see allowed? What transportation facilities would be needed? (And how does this vary by GO corridor / segment of the LRT?)
 - Flexibility in zoning
 - High density and mixed-use development
 - Flexibility in five hundred metre radiuses around GO stations
 - Have seen pushback on higher density, even near Major Transit Station Areas
 - Have increased development just west of Light Rail Transit
 - The Ministry of Transportation held up the development with a study
 - The mindset was not to process development
 - o We thought the intent of the Light Rail Transit was to incent development
 - Would like to see shuttle connections to GO stations
 - Need cycling infrastructure
 - The airport cuts off everything, people resort to driving around it
 - o Even Bus Rapid Transit doesn't go directly to the airport
 - Need to do more at the City to improve connections
 - The Province, through the Provincial Policy Statement, needs to prescribe densities and show leadership
 - Especially along major corridors
 - Density targets for Major Transit Station Areas, but only a target
 - Do not allow developers to decrease densities
- 3. How do the City's current policies / plans / processes influence the decisions you make about what types of buildings to build? What other considerations determine your height and density choices?
 - Some large companies are interested in what is happening with Light Rail Transit
 - Non-transportation facilities are not influencing development
 - o Missing link is important
 - Goods movement needs a network that allows for efficiency
 - Coordinate with the Ministry of Transportation and the Region of Peel
 - o It is becoming increasingly difficult to get around
 - Shifting to after hours movement and shipping
 - Innisfil is using Uber for transit
 - Flexible use, embracing technology
 - Trying to move goods and get people to and from work
 - Balance investments in public infrastructure
 - Invest in transit to get people off roads
 - A lot of companies are located in Mississauga because of the airport
 - Consider a reduction to parking standards, especially near Major Transit Station Areas
 - Have had chats with Uber to replace shuttle service for a client
- 4. What do you see as the long-term future for retail stores, given the continued rise of online shopping and delivery? In particular, what about groceries and clothing?
 - The trend is shifting away from the traditional store
 - o Bigger companies with an online component are thriving
 - Malls are trying to become experiential
 - Service sector is thriving (e.g. hair salons, niche grocery stores, restaurants, etc.)
 - These changes are reflected in the warehouse sector



- The logistics industry is doing well
- Lakeshore Road is "Main Street" for commercial businesses
 - Vacancies in Port Credit become restaurants or salons
- Grocery delivery service is increasing
- You do not see clothing shifting online, but there is some
 - May be different for different ages
 - o It depends on the store and return policies
- 5. What have you heard businesses say they want in terms of transport / urban form? How does this vary between small offices, big offices, warehousing, and manufacturing?
 - Not addressed in this workshop
- 6. Please provide any additional feedback, comments or suggestion in the space provided below.
 - The plan needs to account for autonomous vehicles

Quick Click Discussion

Workshop participants were shown several photos/graphics, each depicting an option for what the city could look like. Participants then voted on their preferred image (via a 'clicker' device).

- Lower density versus higher density
 - The term used for this option is not correct
 - o It is not isolated, it is park of a complete community
- Answers conflict with one another
- Daycare at the transit station would be easier
 - Daycare is likely near GO stations already
- Would love to be ably to walk my child to school, but driving or taking the bus is a necessity sometimes

Plenary Discussion

- 1. What changes to the transport system would help your organization thrive?
 - Not addressed in this workshop
- 2. How are changes to transportation-related technology are affecting your organisation, its employees/members, and your customers?
 - Not addressed in this workshop
- 3. What advice do you have for the team in creating this plan?
 - Not addressed in this workshop
- 4. What is the single biggest opportunity for your organization relating to transportation in Mississauga?
 - Not addressed in this workshop



Appendix F: Historical Context Report Poster

Show us your moves!



The City is developing a plan to shape how we move from today to 2041. This is our chance to plan together for the future of travel on our roads, sidewalks, trails and transit.

Everyone has experience getting around the city and we want to hear your ideas.
Go to www.mississaugamoves.ca to:

- Share the experience of your journey
- Tell us your ideas for improving how we move
- Map your hot spots
- Ask your questions
- See our upcoming events
- Learn about the project and the work we are doing
- Sign up and stay tuned for other ways to get involved

