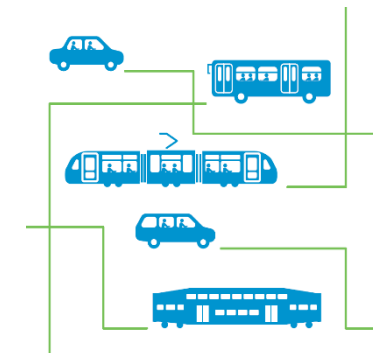
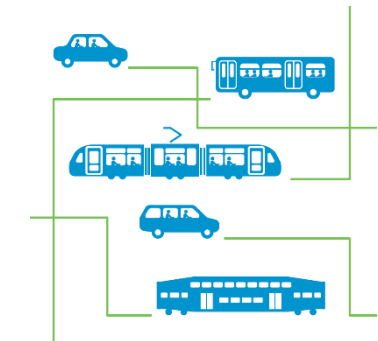
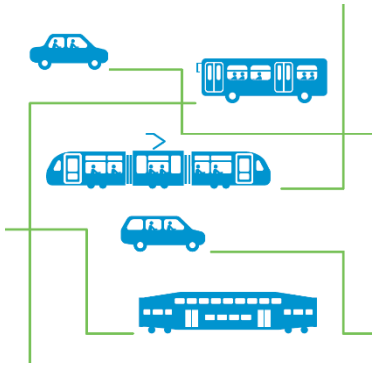
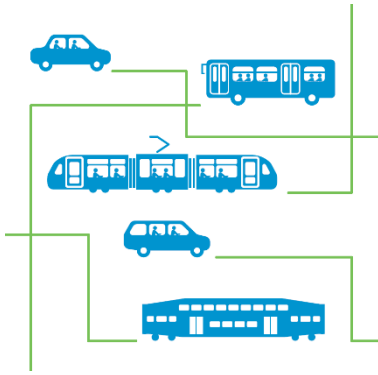
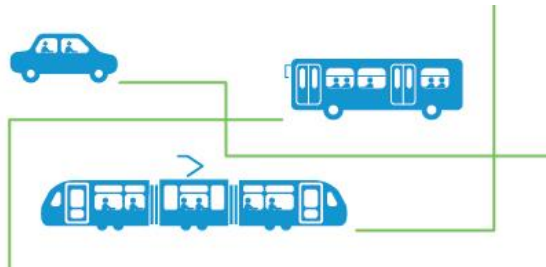
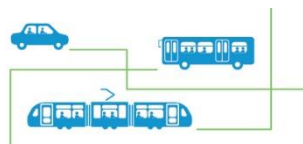


Transit and Road Infrastructure Plan



FEEDBACK REPORT FROM VIRTUAL PUBLIC INFORMATION CENTRE #2 JUNE 6 TO JUNE 27, 2022





FEEDBACK REPORT FROM VIRTUAL PUBLIC INFORMATION CENTRE #2

ABOUT THIS REPORT

The City of Mississauga is committed to informing and engaging the public on the long-term Transit and Road Infrastructure Plan (TRIP). The City held the second Online Public Information Centre for the TRIP study from June 6 to June 27, 2022.

The City has identified key transportation issues facing the city, directions (goals) for the study, alternatives solutions, evaluation criteria and results and a Draft Preferred 2041 Transit Priority Network and Draft Preferred 2041 Road Network. The purpose of the Online Public Information Centre was to present this information and receive feedback from the public.

This report, prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company together with HDR Corporation, includes the verbatim input that resulted from the Online Public Information Centre.

TABLE OF CONTENTS

1. ABOUT VIRTUAL PUBLIC INFORMATION CENTRE #2	1
2. KEY MESSAGES HEARD	2
3. PUBLIC INPUT ON EVALUATION OF ALTERNATIVE SOLUTIONS.....	4
4. PUBLIC INPUT ON THE DRAFT PREFERRED 2041 TRANSIT PRIORITY AND DRAFT PREFERRED 2041 ROAD NETWORK.....	10
Appendix 1 – Additional Comments on TRIP.....	16
Appendix 2 – Social Media Comments on TRIP	18

PUBLIC FEEDBACK REPORT FROM VIRTUAL PUBLIC INFORMATION CENTRE #2

1. ABOUT VIRTUAL PUBLIC INFORMATION CENTRE #2

The Transit and Road Infrastructure Plan (TRIP) is one of a series of mode-specific plans the City is undertaking to plan for an integrated transportation system to meet the needs of Mississauga's residents, workers, and visitors today and in the future. The TRIP study will develop a long-term transit network and a long-term road network, and it will help the City to prioritize its investment in transit and road infrastructure.

Through the Mississauga Transportation Master Plan (TMP) study process, a transportation vision statement for the city was identified. **In Mississauga, everyone and everything will have the freedom to move safely, easily, and efficiently to anywhere at any time.** This TRIP study builds upon the work completed in the Mississauga TMP to identify the required transit and road infrastructure to achieve the transportation vision.

The TRIP study is currently in Phase 2: Alternative Solutions. Phase 1 of the TRIP study involved assessing existing transportation conditions and opportunities, gathering feedback on the problem and opportunity statement, and identifying potential alternative solutions. For Phase 2, seven alternative solutions to address the problem statement were identified and assessed. The preferred solution could include a combination of strategies.

The purpose of Public Information Centre #2 (PIC#2) included the following:

- Presenting background information on the study including the Problem and Opportunity Statement, Study Directions (goals) and Alternative Solutions.
- Presenting and seeking input on the evaluation criteria and evaluation results.
- Presenting and seeking input on the Draft Preferred 2041 Transit Priority Network and Draft Preferred 2041 Road Network.
- Providing information on how the public can continue to be involved throughout the study and next steps.
- Receiving additional comments and suggestions for the City to consider.

PIC#2 was held as a virtual on-demand meeting and community members participated by viewing materials on the study website from June 6 to June 27, 2022. Individuals could visit the study website anytime 24/7 during this period to learn about and share their input on the study. The virtual on-demand meeting was linked from the City's yoursay.mississauga.ca/transit-and-road-infrastructure-plan webpage. The meeting materials were hosted at <https://www.mississaugatrip.ca/>. The PIC materials continue to be available at this site.

When individuals visited the site, they were able to click through 13 slides to learn more about the study. Some slides had areas where they could provide feedback on the information shown in the slide. There was also the option of providing a comment at any point by clicking on the "Comment" button at the top right corner of the screen.

During this period, the online Public Open House website was visited 149 times by 112 people who participated for an average time of 4 minutes with 42% using their desktop and 58% using either their mobile or tablet. 70% of the users were noted to be residents or

businesses within the City. 14 individuals provided responses to the online questions and comment form.

This feedback report includes the responses and verbatim feedback received through the online public meeting. All comments and input are being considered.

The next steps for the Project Team involve reviewing the public input and evaluation of the Alternative Solutions and moving into Phase 3 which will involve finalizing the preferred plan and developing priorities and phasing plan for the recommended transportation infrastructure improvements. A third PIC is planned for fall 2022/ winter 2023.

2. KEY MESSAGES HEARD

There are several key messages that were frequently noted about the overall TRIP Study, and these have been synthesized by the Community Engagement Facilitator and are found at **Figure 1**. These are numbered for reference purposes only and are in random order. These should be reviewed in the context of the detailed verbatim input included in this report. Given the extensive input received, it is important that this synthesis of key messages heard be reviewed together with the verbatim input detailed in this report and in Appendices 1 and 2.

Figure 1 – Key Messages about the TRIP Study

Topic	Key Messages
Overall Comments	<p>There is concern that new city projects proclaim the community as being mixed use, walkable with pedestrian priority, yet the solutions offered for TRIP and other projects do not show this. There needs to be more opportunities for 15-minute neighbourhoods and creating more employment uses within what are primarily residential areas.</p> <p>There is skepticism by some of how the shift to more transit would occur and the desire for solutions that would introduce more transit across the city. Ideas include having more buses that go to more places and go to stops more often so that it is reliable for people looking to use them, creating diagonal transit corridors and new rapid rail and shuttles.</p> <p>Both the road network and transit priority have to work together to achieve the objectives outline in the transit priority plan. The road priority should focus on improvements to transit, cyclists and pedestrians</p> <p>There is appreciation that the draft solutions have taken into consideration transit projects located outside of the city and under the jurisdiction of other transit authorities. While at the same time, identifying both city and regional arterial roadways to implement transit improvements.</p>

Topic	Key Messages
Feedback on the Draft Preferred 2041 Transit Priority Network	<p>There is a preference for the solutions identified in the transit priority network over the road network because it would benefit the most amount of people, those being the people who rely on public transit the most such as, students and workers.</p> <p>The transit priority network is important as it better connects the city so that anyone can get anywhere at anytime without much walking.</p> <p>For areas within the city where transit transportation is far too slow vs using our car, the draft solutions are seen as being an improvement on our situation.</p> <p>There is interest in the dedicated bus lanes noting that it is hard to justify taking the bus when it just takes so much longer, but this will definitely help.</p> <p>More information on what "other" transit priority measures would be helpful to understand the overall plan.</p> <p>East west LRT/subway linkage with other Metrolinx lines should be underway now, particularly along Dundas/Queensway and Lakeshore.</p>
Feedback on the Draft Preferred 2041 Road Network	<p>Like the focus on using the roads that we already have in place to use for public transit instead of building new ones or widening roads. Modest support for road widenings if they are necessary to allow bus priority lanes.</p> <p>Like how the road network plan supports the transit plan. That also involves improving infrastructure and making buses come more often and go to more places for cheaper.</p> <p>With a focus on transit improvements in an area, and greater walkability, road diets should also be a preferred option in many locations. Would like to see more mention of "road diets" and how the new roads will support separated bike lanes with physical barriers and elevation. Would like more information on which portions of the city's road network are flagged for "Road Diets" and other traffic calming measures (specifically around schools, parks and main streets).</p> <p>More emphasis on reducing the ease of using personal vehicles. View that even strategic expansion of roads will continue the prevalence of personal vehicles. Others indicate that public transportation takes too long, and buses are not used given the expansive distance traveling across the city, so more roads are needed, better roads with better traffic control.</p> <p>Road Network should reflect goods movement needs.</p> <p>Widening the lanes to include transit only lanes will not only be environmentally and financially detrimental, but it is also not going to convince individuals to start using public transportation. The existing lanes need to be changed to public transportation lanes.</p>

3. PUBLIC INPUT ON EVALUATION OF ALTERNATIVE SOLUTIONS

Community members were provided with evaluation criteria shown at **Figure 2**, the alternative solutions to the Problem and Opportunity Statement noting that a combination of alternatives would be considered shown at **Figure 3** and the results of the evaluation shown at **Figure 4**.

Figure 2 – Evaluation Criteria

EVALUATION CRITERIA

The alternative solutions were evaluated against the following criteria:



Vision: aligns with TMP vision and study directions:

1. Make sustainable modes more attractive
2. Address gaps, prioritize transit and goods movement
3. Implement more Transit Priority Corridors
4. Improve transportation equity
5. Support Vision Zero
6. Provide connected system and access to hubs



Mobility Impacts: how well the network performs, available network capacity, reductions in delays



Community Impacts: supports community health and active lifestyles, provides transportation equity



Economic Impacts: supports businesses, provides reliable goods movement



Environmental Impacts: minimizes impacts to the natural environment (e.g. woodlands, rivers), minimizes impacts to cultural heritage features (e.g. historic buildings, cemeteries).



Financial Impact: minimizes capital costs, minimizes on-going operations and maintenance costs

What is Transportation Equity?

Equity is about fairness. Transportation equity is an important consideration in developing the transportation system. The transportation system provides access to resources and opportunities such as employment, education and healthcare. An equitable transportation system is one that provides everyone with the access they need to get to their destination, whether it is work, school, essential goods and services, recreation or other.

Figure 3 – Alternative Solutions to the Problem and Opportunity Statement**ALTERNATIVE SOLUTIONS**

We have identified and assessed seven alternative solutions to address the problem statement. The preferred solution could include a combination of strategies.

Transit-focused Solutions

1. Higher-order transit corridors with bus-only lanes



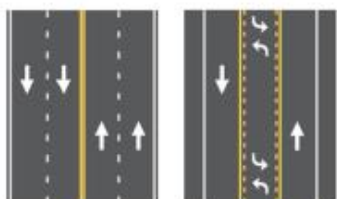
2. Transit priority measures such as queue jump lanes for buses at intersections

Road-focused Solutions

3. High Occupancy Vehicle (HOV) lanes shared by carpools and buses



4. New roads or wider roads with additional travel lanes



5. Road diets where part of the existing roadway width is reallocated for other uses such as bicycle lanes, sidewalks, patios or parklets

Source: FHWA Safety Program Road Diet Implementation Guide (2014)

Network Solutions

6. Traffic system management to monitor and improve traffic flow, including transit signal priority.



7. Travel demand management programming to promote commuting by transit, carpools, etc.

Figure 4 – Evaluation Results

EVALUATION RESULTS							
A summary of the evaluation results is presented below:							
		Poor	Acceptable	Good	Preferred		
Criteria	Transit focused Solutions		Road focused Solutions			Network Solutions	
	1	2	3	5	6	4	7
	Bus-only lanes	Transit priority measures	HOV lanes	New or wider roads	Road diets	Traffic system mgt.	Travel demand mgt.
Vision • TMP vision • Study directions	Preferred	Preferred	Good	Acceptable	Good	Preferred	Good
Mobility Impacts • network performance • network capacity • reductions in delays	Preferred	Preferred	Good	Good	Acceptable	Preferred	Good
Community Impacts • community health and active lifestyles • transportation equity	Preferred	Preferred	Preferred	Acceptable	Good	Good	Preferred
Economic Impacts • support businesses • goods movement	Acceptable	Good	Acceptable	Good	Acceptable	Preferred	Good
Environmental Impacts • natural environment • cultural heritage	Good	Preferred	Good	Acceptable	Good	Preferred	Preferred
Financial Impacts • capital costs • operations and maintenance costs	Acceptable	Preferred	Acceptable	Poor	Good	Preferred	Good
Recommendation	Good Carry forward at strategic locations.	Preferred	Acceptable Carry forward at strategic locations.	Acceptable Carry forward at strategic locations.	Good Carry forward at strategic locations.	Preferred	Good

The summary of the evaluation results is important for determining preferred transportation networks. Community members were asked from a scale of 1 to 5, how satisfied are you with evaluation results shown at **Figure 4**. 13 community members responded to this question. The responses are shown at **Figure 5**.

Figure 5 – Results of Ranking of Evaluation Results

Response Choices	Ranking Selected (13 individuals responded to this question)
Very dissatisfied	4
Somewhat dissatisfied	2
Neutral	0
Somewhat satisfied	2
Very satisfied	5

Respondents were also asked to please explain why they chose that ranking and to provide any additional feedback on the evaluation results to help us understand what is important to them about the evaluation. 11 individuals provided comments, and these are included verbatim at **Figure 6**. Each number represents a different individual's comments.

Figure 6 – Reasons provided for why a ranking was selected

Ranking selected	Comments provided to explain why the ranking was selected
Very dissatisfied	<ol style="list-style-type: none"> 1. I would like to see more 'Creative Solutions' to our transportation vision. Several glaring omissions are no indication of 'Diagonal Transport Corridors'. By this I mean establishing new rapid rail or other shuttles from the Northwest to connect with Erin Mills Town Centre, Square One and Kipling Subway. Another omission is planning for winter cycling routes that provide some protection from snow, ice and other hazards. This may include a combination of overhead sheltering, enhanced traction surfaces, bike shuttle E.V.s to hubs, warming stations etc. 2. The challenges are well stated. Most of us use cars to get around because even if a bus is available it takes much more time to get from A to B on a bus - and most buses in Mississauga don't go from A to B - they got from A to Z to Q to P and then if you're lucky - end up close enough to B to walk the rest of the way - and it does not matter how many billions of \$ you spend on buses and bus lanes - that will not change. We already have a huge white elephant of a bus lane that hardly anyone uses - on a busy day there are only one or two cars parked in some of the expansive parking lots. We need more roads and better roads with better traffic control. 3. By expanding roads, even in specific locations, the conveniences of personal vehicles will increase. In order to get individuals to want to use public transportation there needs to be a reduction in ease of personal transportation not an increase. We need to reduce roads and make them smaller. Ugly, costly, environmentally damaging roads do not need to be extended. Traffic and the increasing transportation need of Canadians needs to be addressed in an upstream approach. By widening roads and building new ones, we are only kicking the problem down a few years. We need to drastically change our public transportation and reduce the comfortably of roads to combat traffic. More roads only lead to more cars.

Ranking selected	Comments provided to explain why the ranking was selected
	<p>These "new and wider roads" are also NOT acceptable environmentally. We are already too far behind on climate issues, even a minor increase in environmental pollution is not acceptable.</p>
Somewhat dissatisfied	<p>4. "In Mississauga, everyone and everything will have the freedom to move safely, easily, and efficiently to anywhere at any time." I am not convinced that some of these solutions will do that. We are fulfilling a need for more density however still ensuring the character of our village main street. All new projects proclaim the community as being mixed use, walkable with pedestrian priority. Yet the solutions offered do not show this. Given the first part of this study began within the first 6-8 months of the beginning of Covid, no-one expected the pandemic to last so long. Opinions are no longer the same, residents have not had chance to question due to online forums. Maybe we should take some of this information out to the residents in person before decisions are made. Thanks</p> <p>5. Opportunities to turn Mississauga into multiple 15-minute cities should be the focus of this master plan. More employment land needs to be allocated within what are now primarily residential areas. And east west LRT/subway linkage with other Metrolinx lines should be underway now, particularly along Dundas/queens way and lakeshore.</p>
Somewhat satisfied	<p>6. With a focus on transit improvements in an area, and greater walkability, road diets should also be a preferred option in many locations.</p> <p>7. Would like to see more preference for bus priority lanes, as visible infrastructure is a key driver to attracting more people to transit, when they can see space dedicated for that mode. It also ensures a smoother and more reliable transit trip, than with shared HOV lanes and far better than transit-priority measures such as queue jumping at intersections. The latter is only useful if the bus can reach that queue jump lane and isn't stuck in traffic before it.</p> <p>New roads should be separated from road widenings. New roads are acceptable in places where development is expanded, and roads don't currently connect. However, road widenings should be discouraged unless they are for the purpose of adding grade-separated cycling infrastructure and transit lanes. Don't forget, we are in a climate emergency, and we need to make it easier for people to ditch the car, and baby steps are too slow right now.</p>
Very satisfied	<p>8. I'm not in favour of new roads or widening. Modifications for transit, cycling, pedestrians are my preference. Hence my rating.</p> <p>9. I'm happy to see thoughtful, professional processes used to sort through the complexity and volume of inputs. Please relay to our elected leaders the importance of keeping a steady course toward our goals and not disrupting them for political gain or private economic interests.</p> <p>10. I agree with focusing on turning our current roads into ones that better serve public transportation. I don't believe we need to expand roads</p>

Ranking selected	Comments provided to explain why the ranking was selected
	<p>anymore. We just need to get more people willing to switch to public transportation. That also involves improving infrastructure and making buses come more often and go to more places for cheaper. Cars take up much space and are far less efficient than busses for example. The same amount of people that fit in a bus would take up a whole road if they were all in cars.</p> <p>11. I agree with focusing on using the roads that we already have in place to use for public transit instead of building new ones. We have enough space all that needs to be done is for people to switch to public transit as their main mode of transportation so we can free up space from cars on the road. With this though we need buses that go to more places and go to stops more often so that it is reliable for people looking to use them.</p>

4. PUBLIC INPUT ON THE DRAFT PREFERRED 2041 TRANSIT PRIORITY AND DRAFT PREFERRED 2041 ROAD NETWORK

Community members were provided with the Draft Preferred 2041 Transit Priority and Draft Preferred 2041 Road Network as shown on the maps and described at **Figure 7**.

Figure 7 – Draft Preferred 2041 Transit Priority and Road Network

DRAFT PREFERRED NETWORK

The draft preferred networks, combining transit and road projects, were developed based on the model analysis and the results of the evaluation.

The draft networks:

- Prioritize transit improvements to provide more frequent and more reliable transit services across the city.
- Improve connections to transit services and hubs across municipal boundaries.
- Provides more route options for all modes to access new development areas, employment areas, and across major barriers.

The Draft Preferred Transit Priority and Road Networks are shown in the maps below. (Click on the map to enlarge.)

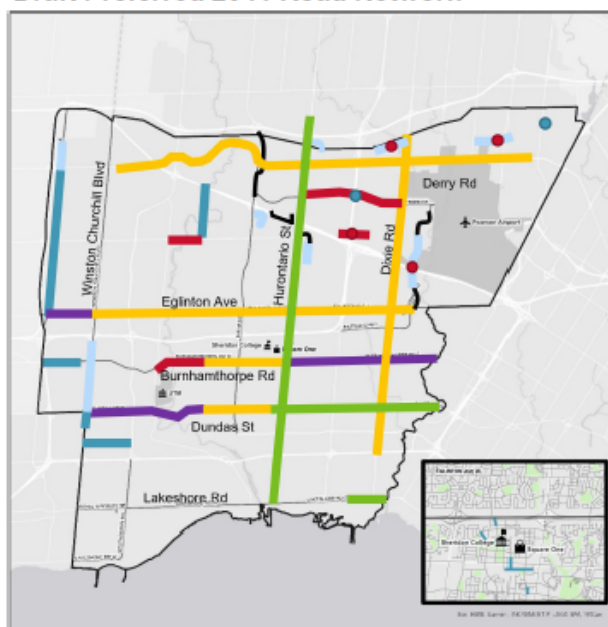
Draft Preferred 2041 Transit Priority Network



- Mississauga Transitway
- Current Rapid Transit Projects (Dedicated Lanes)
- Transit Priority (Dedicated Lanes)
- Transit Priority (Other)
- Higher-Order Regional Transit Connections
- Potential Regional Connections
- GO Rail
- GO Station
- Major MiWay Terminal (Turnaround Service)

Community-based transit routes are not shown on this map.

Draft Preferred 2041 Road Network



- Constructed
- Base
- Supporting Growth Areas and Employment Areas
- Road changes subject to Current Rapid Transit Projects
- Crossing of Major Barriers (New or Widen)
- Widening for Dedicated Transit Lanes
- Conversion for Dedicated Transit Lanes
- New grade separation / crossing
- New road / road widening

As the preferred transportation networks are finalized, community members were asked to provide their input on the draft strategies that will help the city understand what the future of transportation should look like, and how to best meet the needs of future generations of visitors, businesses and families who will live, work and play in Mississauga.

Community Members were asked from a scale of 1 to 5, how satisfied are you with Draft Preferred 2041 Transit Priority Network as the recommended alternative? 10 community members responded to this question. The responses are shown at **Figure 8**.

Figure 8 – Results of Ranking of Draft Preferred 2041 Transit Priority Network

Response Choices	Ranking Selected (10 individuals responded to this question)
Very dissatisfied	1
Somewhat dissatisfied	2
Neutral	1
Somewhat satisfied	1
Very satisfied	5

Respondents were also asked to please explain why they chose that ranking and provide any additional feedback on the Draft Preferred 2041 Transit Priority Network, or suggestions that you feel could improve travel by transit in Mississauga. 7 individuals provided comments, and these are included verbatim at **Figure 9**. Each number represents a different individual's comments.

Figure 9 – Reasons provided for why a ranking was selected

Ranking selected	Comments provided to explain why the ranking was selected
Somewhat dissatisfied	<ol style="list-style-type: none"> 1. Lakeshore Rd. Needs to be narrowed to 3 lanes supplemented by bypass routes. Accommodating Oakville drivers is not required. 2. First, transit priority on Dixie should extend south to Lakeshore and normalize that service before the new Lakeview Village is built. Second, Lakeshore RT needs to be extended from Lakeview to Port Credit. An isolated 3-stop link does not support a connected system. Two routes that REALLY need dedicated transit infrastructure now are Britannia/Matheson and Erin Mills. Britannia is unique because of the number of homes connecting to it on the west end, and businesses in the east. However, its so easy for buses to get stuck in traffic moving through Heartland right now and connecting to the industrial/employment lands on Kennedy, Matheson, and Dixie. Many who work in those low-rise buildings can't afford to drive due to the high cost of cars, insurance, and gas. So faster, more reliable, and visibly prioritized transit would help give them a better option and eliminate stigmas of taking transit in this city. Now, considering Erin Mills, it does not make sense that Dedicated Transit Lanes are not preferred right now. Will this study not consider the anticipated increased density along this corridor resulting from parallel

Ranking selected	Comments provided to explain why the ranking was selected
	<p>city studies such as "Reimagining the Mall"? With the amount of growth anticipated along Erin Mills in the medium and long term, there seems to be an opportunity to begin planning now to connect major nodes and MTSA's with rapid transit, similar to Hurontario, but before any additional high-rise growth arrives in these centres.</p> <p>The Erin Mills (and surrounding) right-of-way appear to be wide enough to accommodate dedicated median BRT lanes which could connect the city north-south from Meadowvale Town Centre -> Meadowvale GO -> Streetsville GO (via a Thomas St last mile link) -> Erin Mills Town Centre -> Credit Valley Hospital -> Erin Mills Transitway -> South Common Centre -> UTM (via a College way last mile link) -> Dundas BRT -> Sheridan Centre -> Clarkson GO -> Lakeshore BRT/Clarkson Village -> Lake Ontario. Rapid transit would help connect these destinations and reduce congestion in the long term as more and more people live and work along the corridor.</p>
Neutral	3. Buses should be more often, especially on the weekends. Going back from Toronto after 11 pm is not convenient (talking about the route 35).
Very satisfied	<p>4. I'm in an area where transit transportation is far too slow vs using our car. I believe the draft will be an improvement on our situation.</p> <p>5. I am very very happy with the dedicated bus lanes! It's hard to justify taking the bus when it just takes so much longer, but this will definitely help. I'm still a bit unsure of what "other" transit priority measures are (shared HOV lanes?) but either way, I'm sure this will help a lot</p> <p>6. I like that the draft has taken into consideration transit projects located outside of the city and under the jurisdiction of other transit authorities. While at the same time, identifying both city and regional arterial roadways to implement transit improvements.</p> <p>7. I much prefer the transit priority network over the road network because it would benefit the most amount of people, those being the people who rely on public transit the most such as, students and workers. It better interconnects the city so that anyone can get anywhere at anytime without much walking. In my experience the bus infrastructure is inadequate and to get to a location I need to go often I still have to walk 30 including the bus. The city needs better interconnections.</p>

Community Members were asked from a scale of 1 to 5, how satisfied are you with Draft Preferred 2041 Road Network as the recommended alternative? 10 community members responded to this question. The responses are shown at **Figure 10**.

Figure 10 – Results of Ranking of Draft Preferred 2041 Road Network as the recommended alternative

Response Choices	Ranking Selected (10 individuals responded to this question)
Very dissatisfied	1
Somewhat dissatisfied	2
Neutral	1
Somewhat satisfied	4
Very satisfied	2

Respondents were also asked to please explain why they chose that ranking and provide any additional feedback on the Draft Preferred 2041 Road Network, or suggestions that you feel could improve travel by all modes in Mississauga. 7 individuals provided comments, and these are included verbatim at **Figure 11**. Each number represents a different individual's comments.

Figure 11 – Reasons provided for why a ranking was selected

Ranking selected	Comments provided to explain why the ranking was selected
Somewhat dissatisfied	<ol style="list-style-type: none"> 1. Lakeshore Rd. Needs to be narrowed to 3 lanes supplemented by bypass routes. Accommodating Oakville drivers is not required 2. The road method is less desirable than the transit method since it doesn't value and work for the majority of people as much since it doesn't reach as many places and would make public transit harder for those who rely on it the most. The system should work to benefit those who need it which is why the first option is better.
Somewhat satisfied	<ol style="list-style-type: none"> 3. Still not in favour of road widening projects, but it looks to me to be minimal. That the focus is on Transit, pedestrian, and cycling improvements 4. Considering the Evaluation Criteria used in the study, it would be ideal to see which portions of the city's road network are flagged for "Road Diets" and other traffic calming measures (specifically around schools, parks, and main streets) within this Draft Preferred 2041 network. 5. I'm generally happy with how the road network plan supports the transit plan. I wish there wasn't a need for road widening, as it makes crosswalks less pedestrian friendly and detracts from the character of the city. However, if it's necessary to allow for priority bus lanes, then I understand and support it. <p>I wish there was more mention of "road diets" and how the new roads will support separated bike lanes (with physical barriers and elevation, not just paint on the existing roads) to make roads safer for cyclists. I hope that one day Mississauga's cycling infrastructure will be safe enough that</p>

Ranking selected	Comments provided to explain why the ranking was selected
	parents feel comfortable sending their kids to school on bikes. Maybe this is not the right document for this.
Very satisfied	<ol style="list-style-type: none"><li data-bbox="367 384 1471 531">6. Widening the lanes to include transit only lanes will not only be environmentally and financially detrimental, but it is also not going to convince individuals to start using public transportation. The existing lanes need to be changed to public transportation lanes.<li data-bbox="367 535 1471 663">7. Both the road network and transit priority have to work together to achieve the objectives outline in the transit priority plan. The road priority should focus on improvements to transit, cyclists and pedestrians.

APPENDIX 1 – Additional Comments on the Online Public Open House Materials

Additional comments were sought by asking community members to respond to the question is there anything else that they would like to comment on. Respondents were also able to submit a general comment from any page of the on-demand virtual meeting by clicking on the “comment” button at the top right of the page. The following are the additional comments that were received. 6 comments were noted from different individuals. The Mississauga Board of Trade also provided an email response found at number 8 below. The following are verbatim. These are numbered for reference purposes.

1. Third request. Please bring this information out to the residents of the most impacted areas. In-person community consultation will provide a better forum for building infrastructure to 2041. Thank you!
2. I do not see any mention of Peel Goods Movement Task Force (PGMTF) and some sort of recognition of the work performed. Of course your team understands that the movement of goods (and people) does not always stop or start in our city -- and to avoid broader collaboration would put entities at potential opposition while deflating the overall intended improvements. What is the city's current level of involvement with PGMTF??
3. I'm just really glad that Mississauga is taking transit, cycling and pedestrian infrastructure seriously! It makes me really excited about the development of this city.
4. Overall, I believe this to be a step in the right direction but there needs to be a more in-depth look at upstream approaches. Addressing problems such as traffic by building more highways and streets is only delaying the issues.

More/bigger streets allow for cars to continue to be the main mode of transportation in Mississauga, will have negative effects on the environment, be costly, and take up the necessary space for housing and stores.

5. Please make Number 35 bus more often and work to convert Eglinton to the road with dedicated bus lines. Please consider creating some sort of transfer system where you don't have to pay full price if you need to take TTC after MiWay and vice versa. Commute from Toronto to Mississauga gets very expensive.
6. Recommend considering a study to enhance connectivity and accessibility around all of the Mississauga Transitway stations. Most of them are very difficult to walk to, without having to make massive detours through residential streets to the nearest arterial, and back. For example, the easy connection from Idlewild Crescent to the path behind connecting to the BRT was closed off. Now people have to walk an extra 10 minutes to reach the stop.

Similar example, the distance from the condos at Erin Mills/Eglinton to the BRT station is nearly 1km, yet they are part of the MTSA. Yet, city policies consider 400m an acceptable walking distance to transit. A simple solution would be to provide a secondary bus shelter near the entrance to the BRT station, similar to what is available at Streetsville GO, to save pedestrians 250-300m walk uphill and across a parking lot to the bus stop.

While the examples are Erin Mills-focused, these small enhancements can be made across the network to help make transit a real and acceptable form of travel in this city.

7. I am satisfied that this plan is trying to improve our transit system and make it a more attractive way to travel. I am also happy with the placement of the Transit Priority (Dedicated Lanes) routes.

I am not satisfied with the choice of using BRTs instead of LRTs

In my opinion, LRTs are more sustainable for our use when compared to BRTs.

Powering the system

Power is becoming an important topic nowadays because of climate change. From my understanding, BRTs will be converted to hybrid electric buses meaning they will be low-emission vehicles. This is the right direction to go but I think it is not enough. Most LRTs only run on electricity meaning no emission during operation and on top of that, they are more efficient as they don't have to deal with as much rolling resistance when compared to rubber tires. Therefore LRTs will be far greener and more efficient than BRTs.

Maintenance

Long-term maintenance costs can tell you how sustainable a system can be. BRTs with hybrid engines is a complex system with many moving parts working together. LRTs on the other hand rely only on electric motors with no combustion engine making them far easier to maintain compared to BRTs. If we choose BRTs, we may need to purchase extra buses to offset the ones that are out of order. LRTs are known to be long-lasting machines, making them a sustainable choice.

Scalability

LRTs can be easily scaled up or down by adding or removing units. This can help us quickly adapt the lines to the demand of public transport.

I am aware that the initial costs of implementing an LRT will be much higher, but I believe that BRTs will become harder to maintain in the future making them an unattractive travel choice. LRTs are a much better choice because they will help with climate change as they emit no emissions and be more sustainable as they can easily be maintained and scaled. If we are already dedicating lanes for public transport, adding rails to the equation will help the transit system be a more stable and attractive mode of transportation.


8. *Mississauga Board of Trade (MBOT), Email response on TRIP*

A strong and efficient public transit system is integral to support business and its workers get to and from workplaces across the City. MBOT supports plans that improve transit infrastructure, build new routes to better access employment areas in the City and the development of operation of the Hurontario LRT, Dundas Bus Rapid Transit and Lakeshore Bus Rapid Transit routes.

The City must continue to invest in road infrastructure for both existing and future roadways particularly as they support employment lands. Goods movement continues to be a very significant industry sector in Mississauga and needs to be supported by a strong road infrastructure.


APPENDIX 2 – Social Media Comments

The City of Mississauga developed an ad for Facebook and Instagram that targeted Mississauga residents seeking input on TRIP. The ad received many comments about transportation in Mississauga for all modes including transit, driving, cycling and walking. The following are verbatim.

 Have a network of mini buses plying loops on our main laterals North - South and West-East to fro every 7-10 minutes all day and evenings. This will encourage people to be dependent on transit and cut time to reach one's destination. Besides rush hours most transit vehicles barely have 15% occupancy in many cases 3-5 passengers.


[Like](#) · [Reply](#) · [Message](#) · 4w



 Keep cycle tracks/lanes away from sidewalks when there are residential properties next to those sidewalks. The safety of all residents is a priority.


[Like](#) · [Reply](#) · [Message](#) · 4w · Edited



 Please better synchronize traffic lights along north-south thoroughfares, and PLEEEEEEASE, shorten the traffic light cycle between the small east-west streets and major north-south thoroughfares like Hurontario St. and Erin Mills Parkway. Example, the traffic light wait on Hurontario at Absolute Ave. is as much as 40 seconds - why?!?


[Like](#) · [Reply](#) · [Message](#) · 3w · Edited



 Winston Churchill and College Way, full 2 minutes. 2 Mins. of idling is a waste of fuel . So it seems that the City of Mississauga works towards time that is reasonable, but 2 minutes waiting for a light change is unacceptable.

[Like](#) · [Reply](#) · [Message](#) · 3w



 yes. Several residential access streets off Erin Mills have long (30-40 seconds) cycles where often only 1 or 2 cars are waiting. Those cycles could be halved, for example, and not affect traffic coming off those streets, and then allow quicker movement along Erin Mills.

[Like](#) · [Reply](#) · [Message](#) · 3w · Edited

Use smaller buses ,they are going around empty ...

Like · Reply · Message · 6w



and one behind each other.

Like · Reply · Message · 6w



They sold all the smaller sized buses.

Like · Reply · Message · 5w



Smaller buses don't reduce the operating cost to any considerable degree. They both have a driver, as in any undertaking the pay budget is the largest single element of operating costs

Like · Reply · Message · 4w



bus schedule needs to be sorted out.at times you see buses empty all day long may be one or two people....it do not generate enough revenue for the driver salaries or maintenance

Like · Reply · Message · 4w · Edited

What you're suggesting is two fleets if vehicles, the peak hour fleet and the off smaller vehicles. The cost to have two fleets is uneconomic, they have to be purchased and maintained, and then there's the minimum of four, non revenue, deadhead runs to switch over the vehicles.

Like · Reply · Message · 4w

would they not use fuel cause less air pollution ?

Like · Reply · Message · 3w

Possibly, however same number of tires so no change to the plastic particulate problem.

Like · Reply · Message · 3w

Well, lookout Streetsville as intensification is coming to you. Look at what they are doing to Port Credit and then look at the 390 unit, 9 story apartment building they want to build at the corner of Britannia and Queen. With 525 underground parking spaces. The mind boggles as traffic can hardly move in the area in rush hour. Somebody is being paid off if this goes through.

Like · Reply · Message · 3w



it would be very interesting to have the permit department audited

Like · Reply · Message · 3w



Write a reply...



Press Enter to post.

Mavis Rd between 401 and Derry North bound was very congested every afternoon. In Mississauga wisdom it was decided to widen the street from 4 lanes to 6. But after construction was complete at a huge expense the city decided to drop the speed limit by 10 K. Therefore the problem was not resolved. Has no one in Mississauga Traffic Dep. have a Grade 3 math education?

Like · Reply · Message · 4w



The corner of Vista Blvd and E. M. Parkway could do with attention. Vehicles seeking to turn right or NORTH onto E. M. Parkway are too frequently stuck behind a single car aiming to go straight ahead (West) across E.M. Could the latter vehicle not share the left (south bound) Lane, thereby avoiding the line up of multi idling vehicles behind ?

Like · Reply · Message · 4w

The worlds going to hell and these guys want our feedback on a transit infrastructure plan, really? Stop wasting our money, you're making me mad now.

Like · Reply · Message · 4w



Better idea ride the dang buses at night transit authority and Aline the bus schedule. Your time between buses is not nice 30 minutes or longer is not nice. Miss the last bus because a bus is not timed right.

Like · Reply · Message · 5w

I think this transit system is not needed but you guy wanted it so baaaadly and anything goes, bad decisions trying to add more floors on all high-rises so you can justify that stupid transit system and get more taxes from the extra building in the city Center area. Am I wrong????? I hate stupid decisions.

Like · Reply · Message · 3w



Isn't this report already complete and being presented at the next city of Mississauga General Committee meeting? If indeed this is correct, how will this feedback up to June 27th be considered for the report if the report has already be submitted?

Like · Reply · Message · 3w



Time for the city of Mississauga to REDUCE THE SIZE OF BUSES. If the city cares about the environment they should listen to people and not ignored them. The majority of times, you can actually count the number of riders as they drive by. These huge B... [See More](#)

Like · Reply · Message · 3w · Edited

You need to look at the full shift for the bus. At times it may be near empty, but at other times it is standing room only. And smaller buses don't cost much less to operate.

Like · Reply · Message · 3w

...



Write a reply...



Press Enter to post.

What is the amount of revenue is taken in from the ridership of the buses...compared to the cost of running them for example...cleaning drivers. Maintaining them. Selling tickets....repairs etc.....must be a large loss because the buses go around empty

Like · Reply · Message · 6w



Most Relevant is selected, so some replies may have been filtered out.

The drivers cant clean & maintain a bus they are not qualified & being in a union, everybody has their job. i used the bus once when i was travelling to the airport by bicycle but it started to rain & changed plans by getting the bus to carry my bicycle & luggage. The bus system is there if you need it & its part of cities that are modern.

Like · Reply · Message · 4w



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Press Enter to post.

Have said it before, they ask for suggestions and opinions but at the end they land up doing their own useless construction.

Like · Reply · Message · 5w



Yes - Mississauga Busway is a great example.

Like · Reply · Message · 5w

they build roads and then give them to bike riders ? build separate bike paths and leave the roads for vehicles

Like · Reply · Message · 4w



Synchronize traffic lights. I have dashcam footage of 12 red lights in a row on Erin Mills Parkway. Light turns green and the next turns red. Repeat. Meanwhile on a similar road in Florida, I can drive 20 miles without hitting a single red light (as long as you stick to the speed limit).

Like · Reply · Message · 6w



Poorly run city all they want is more taxes it's killing the property owners

Like · Reply · Message · 5w



Most expensive but most practical. Two subway/metro lines east-west and few north-south with connection to Toronto subway line. Mississauga with population over 800 000 needs a transport network that will move people very fast, environment friendly and with low price. Nobody will use transit instead of driving car if it takes two hours to get to work using transit or 15 min driving car.

Like · Reply · Message · 3w · Edited

your absolutely right. The big problem is Mississauga City Council who are incapable of realizing the fact that Mississauga is only what it is because of its geographical location to Toronto. Come this Fall we must change Mississauga City Council.

Like · Reply · Message · 3w



Write a reply...



Press Enter to post.

bwahaha transit actually exists in Mississauga? good one.
40 minute wait for the bloor bus on a saturday with a \$4 price tag. what a joke.

Like · Reply · Message · 4w



reconfigure Burnhamthorpe beyond Winston Churchill to connect with bike lanes on William Halton pkwy

Like · Reply · Message · 5w



Build subways



Like · Reply · Message · 6w

Why don't the sidewalks have guardrails to prevent cars driving into pedestrians compared to like in Europe or Japan which they have sidewalk guardrails?



Like · Reply · Message · 5w



↳ 4 Replies

Put bus shelter at all the bus stops specially in West of Mississauga stops.

Like · Reply · Message · 6w



good luck on highway ten. Maybe when the LRT is done in 7 years.

Like · Reply · Message · 3w