

Engagement Summary

City of Mississauga Transit and Road Infrastructure Plan

April 2025

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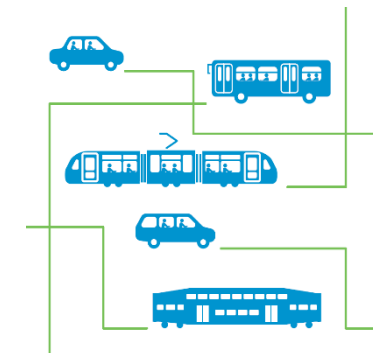
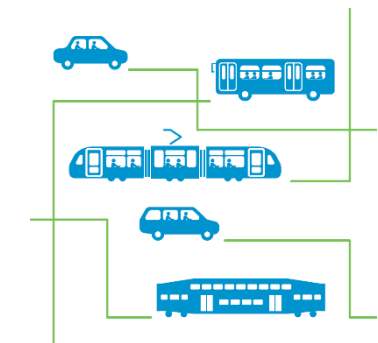
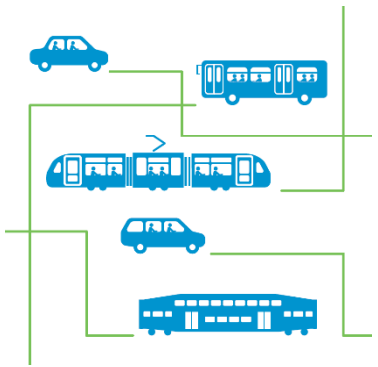
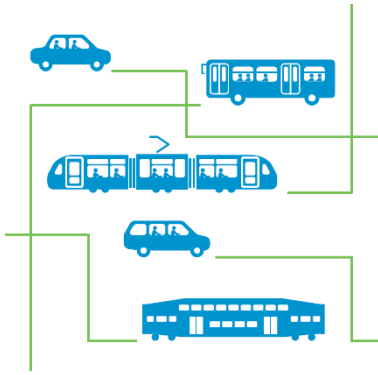
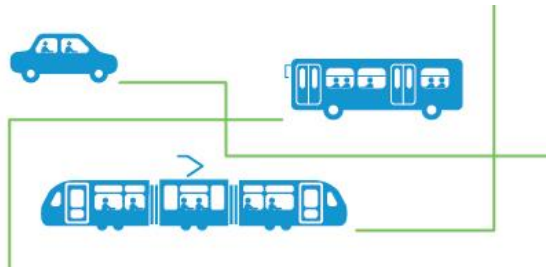
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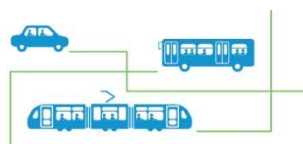
Feedback Summary External Agency Stakeholder Meeting #3

Transit and Road Infrastructure Plan



FEEDBACK REPORT FROM VIRTUAL PUBLIC INFORMATION CENTRE #1 NOVEMBER 30 TO DECEMBER 20, 2020





FEEDBACK REPORT FROM VIRTUAL PUBLIC INFORMATION CENTRE #1

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 is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods. To help protect the health and safety of residents during the COVID-19 pandemic and following the advice of Ontario's Chief Medical Officer of Health, the City held an Online Public Information Centre for the TRIP study from November 30, 2020 to December 20, 2020.

The City has identified key transportation issues facing the city, draft directions (goals) for the study, preliminary alternatives solutions and draft evaluation criteria. 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.

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PUBLIC FEEDBACK REPORT FROM VIRTUAL PUBLIC INFORMATION CENTRE #1

1. ABOUT VIRTUAL PUBLIC INFORMATION CENTRE #1

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 1: Problem and Opportunity. Phase 1 of the TRIP study involves assessing existing transportation conditions and opportunities, gathering feedback on the problem and opportunity statement, and identifying potential alternative solutions which will be evaluated in Phase 2.

The purpose of Public Information Centre #1 (PIC#1) included the following:

- Presenting background information on the study and findings to date.
- Seeking input on experiences with travel during the COVID-19 Pandemic.
- Presenting and seeking input on the Problem and Opportunity Statement including feedback on the transportation issues facing the City today and draft goals (directions) for the study.
- Presenting and seeking input on preliminary alternative solutions.
- Presenting and seeking input on the draft evaluation criteria that would be used to evaluate the alternative solutions.
- 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#1 was held as a virtual on-demand meeting and community members participated by viewing materials on the study website from November 30, 2020 to December 20, 2020. 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 14 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 website was visited by 615 people who participated for an average time of 5.53 minutes with 50% using their desktop and 50% using either their mobile or tablet. More than 50% of the users were noted to be residents or businesses within the City. 49 individuals provided responses to the online questions and comment form.

This feedback report includes all 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 finalizing the Problem and Opportunity Statement and Study Directions, assessing feedback on the alternative solutions and draft evaluation criteria, and moving into Phase 2 which will involve evaluation of alternative solutions. A second PIC is planned for fall 2021.

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

	Key Messages about the TRIP Study
Transportation Issues Facing the City (shown at Figure 2, page 6)	<p>Those commenting agree with the identified transportation issues facing the City discussed at the virtual PIC. Over 89% indicated that the issues identified reflect their experience with transportation in the City.</p> <p>Additional comments were noted about concerns that the road network is approaching vehicular capacity, that travel times by transit and transit service need to be improved, that more priority is needed to improve walking and cycling, about road safety for all users, the need for more connections, and opinions on lane reductions and road diets.</p>
Draft Directions for TRIP (shown at Figure 4, page 10)	<p>There is recognition that the draft directions presented need to encompass a multi-faceted and multi-modal approach for long term transit and road infrastructure.</p> <p>Providing a connected system and access to hubs was the highest ranked draft direction with 76% of those commenting identifying this as most important/important. Making sustainable modes more attractive and implementing more transit priority corridors were also highly favoured with 70% identifying these as most important/important.</p> <p>Additional comments were noted about making sustainable low-emission modes more attractive for more travellers, moving people and goods more reliably, addressing transit needs, road diets and complete streets and improving safety.</p>

	Key Messages about the TRIP Study
Preliminary Alternative Solutions (as shown at Figure 7, page 13)	<p>Community members were provided with seven Preliminary Alternative Solutions and asked to rank these. The two highest ranked alternatives solutions were <i>Solution 2: Bus only lanes</i> and <i>Solution 1: Transit priority measures</i>. <i>Solution 5: New roads or wider roads</i> was ranked the lowest and seen as the least important.</p> <p>Additional comments were noted about the overall approach for addressing long-term transit and road infrastructure needs together with specific comments about each of the alternative solutions.</p>
Draft Evaluation Criteria (as shown at Figure 10 page 17).	<p>Community members were provided with Draft Evaluation Criteria which are proposed to be used to evaluate the preliminary alternative solutions.</p> <p>When asked if they agreed with the draft evaluation criteria as proposed, 38 individuals responded to this question. 26 (68%) indicated “yes”, 7 (18%) indicated “no” and a further 5 (13%) were not sure.</p> <p>Comments were noted about wanting to ensure that safety, the environment and effectiveness and efficiency were taken into consideration when evaluating alternatives. Additional comments included reference to needing a better understanding as to how the criteria would be applied in the decision-making process.</p>
Post COVID-19 pandemic travel patterns and choices (Appendix A)	<p>Given that the COVID-19 pandemic has drastically changed travel patterns and traffic volumes in 2020, community members were asked about how they thought their travel patterns and choices will change when the pandemic is over. With respect to working from home, 58% responded that they felt that they would work from home more often in the future whereas 13% indicated that they felt that they would work from home all the time.</p> <p>53% responded that they would walk and cycle more. 27% indicated that they would take transit less. 30% indicated that they felt that there would be no change from their pre-pandemic travel patterns and choices.</p>

3. PUBLIC INPUT ON TRANSPORTATION ISSUES FACING THE CITY

Community members were provided with a list of issues that have been identified as transportation issues facing the City and were asked to respond to whether these issues reflected their opinion. Key Transportation Issues identified are found at **Figure 2**.

Figure 2 – Key Transportation Issues identified

Key Transportation Issues	
1.	The majority of Mississauga residents use an automobile as their primary mode of transportation.
2.	The road network will approach vehicular capacity in many areas of the city if current travel trends continue, impacting how well people and goods move around the city.
3.	While more people are making trips by transit, travel time by transit can take two to three times as long versus the automobile.
4.	Transit and road improvements are needed to support equity-seeking neighbourhoods and new transit-oriented communities around Major Transit Station Areas.
5.	Addressing road safety for all users will make roads safer and more comfortable for pedestrians and cyclists – allowing these modes to be the mode of choice for short trips.
6.	Connections outside of Mississauga are also important to the transportation system for Mississauga's residents and workers.

47 community members responded to this question. 42 of 47, over 89%, indicated that they felt that the transportation issues identified reflect their opinion of issues facing the City. A further 4 (9%) responded "no" and 1 responded "not sure" (2%). Additional comments noted are found at **Figure 3**. Each comment represents an individual commenters opinion. These are organized by key theme and are verbatim.

Figure 3 – Other Comments Noted on the Transportation Issues Facing the City

Key Themes	Comments Noted (verbatim)
Concerns about the road network approaching vehicular capacity	<ul style="list-style-type: none"> • Congestion is an issue. • Most of the roads at or nearing capacity appear to be Provincial or Regional roads rather than those maintained by the City. So, we as Mississauga residents will be competing with Brampton and Caledon for funds to fix those problems. Another reason to disband Peel Region. But that is not likely to happen in my lifetime so the City must come up with some way to convince the Province and Region to spend a lot of money to receive gridlock. Public transit will never be a viable alternative for most trips so we should stop dreaming about it and stop spending so much money on it and focus on improving the road system. • Concerned about the amount of traffic on Lakeshore Rd from Lakeview to Port Credit once Brightwater and the Shores of Port Credit are opened, Lakeshore Rd already is congested - it will become a nightmare. Build a Port Credit Skyway from Marie Curtis Park to Ford Dr. Oakville over the lake like they did in Burlington. The only way to go. People use cars more than bikes anyway to

Key Themes	Comments Noted (verbatim)
Concerns about the road network approaching vehicular capacity (continued)	<p>get around, so it does seem feasible. Is it really worth putting a lot of money toward more bike lanes, which aren't used in winter much anyhow? Build a bridge and put tolls on until it is paid for. I'm sure a lot of people will use it and in 20 years perhaps it will be paid off.</p>
Improving travel times by transit and transit service	<ul style="list-style-type: none"> • GO corridor on Milton line is way behind. Also need to support infrastructure around service. • The Dundas/403 area should be a major hub for Dundas Connects and the 403-transit way. Integration with Halton is essential. • Frequency of Buses and moving more into a grid network in the south eastern part of the city. It was promised years back for the 8 to be on Cawthra-to-Cawthra Station re routing it on Lakeshore. Then the 14 would be extended onto the 8's old path until reaching Dixie Mall through Atwater and Ogden/Alexandra Ave. • Fast transit doesn't work if people have to drive to get to it - I would have to walk at least 15 minutes and wait I don't know how long to get to the nearest bus stop. Also, transit has to go somewhere that people actually want to go in an amount of time that justifies the added cost and inconvenience. To get to the Living Arts Centre, transit takes me 33 minutes and driving takes me 13 minutes. To get to Meadowdale GO, transit takes an hour vs. 15-minute drive. • Current plan for building LRT is ruining the transportation system of the City. The only way to sustainably move people around is via subway - this is what the City and Province should be investing in. The rest is political talk. • The City should commit to stop widening roadways except for the purposes of implementing higher order transit priority corridors. This would align with the City's climate change and sustainable transportation aspirations. The City should also fundamentally rethink their traffic demand model which appears to assume perpetual traffic growth throughout the transportation network which ultimately just induces demand when the City widens forecasted "over capacity" roadways. The City should fundamentally commit to re-prioritizing transportation modes with active and sustainable transportation being the main focus and single occupant vehicles at the bottom. You design a city for cars you'll get more and more cars. Design and plan a road network for people instead. • More busses need to be put on the 3 routes during peak hours. Pre COVID-19 you would need to wait 2 busses to load the bus some mornings. Transit should also be cheaper for students who use the system or for those who go to Islington station to board a MiWay bus each day. More Presto machines are needed either on board buses or at major intersections. I cannot refill my card without needing to take a bus to get there.

Key Themes	Comments Noted (verbatim)
Improving travel times by transit and transit service (continued)	<ul style="list-style-type: none"> • MiWay shelters need to be well-lit. Bus connections and bus frequency (incl. BRT corridors) need to be improved hand-in-hand with a campaign to usher people out of their cars and into better public transit, or the proportion of car users will remain the same because car use is currently a rite of passage dictated by age and affordability. As long as population grows but 80% travel by car, roads will clog up, cyclists and pedestrians will be terrorised, and civilian transport will not improve, irrespective of the type of engine/fuel vehicles use in the future.
Improving walking and cycling including first and last mile logistics for cyclists	<ul style="list-style-type: none"> • This may not fall under big picture concerns, but in a city where there appears to be plenty of automobile parking space allocated at commercial and municipal establishments, there seems to be no established standard in the City of Mississauga for proportional bicycle parking allocation (secure steel frames or loops in visible, well lit areas). • When we are talking about an infrastructure plan, I submit as a year-round cyclist that there is rarely a secure place to park and lock my bicycle at commercial, retail, or municipal facilities where there are often scores of well-maintained automobile parking spots. • Keep cyclists off major roads. • Mississauga is not a walkable or cyclable place - this is the blunt reality. Too much industrial wasteland spread between suburbs and shopping areas. If people don't already walk or bike, you're not going to get them on a bus that takes a two hour round trip to run errands. People don't want to have to transfer between 3 buses to get to work if they can drive in under an hour. Don't waste your time trying to convert them. Cycling lanes are ok, but you need to get WAY more installed and figure out better options than the completely unsafe intersections for cyclists such as the one at Winston Churchill and the transitway. It's ridiculous you have to cross over so many times to access a sidewalk/bike path regardless of if you're going north or south. Have you been to any shopping plazas lately? If you had you'd notice, there's little to no bike racks anywhere. Anywhere there are groups of businesses it should be integrated to make the area pedestrian/cycle zone only! Just look to cities like Copenhagen for ideas. Create neighbourhoods with shopping areas where locals can leave their car at home and feel safe to walk or bike a reasonable distance with their kids. Create neighbourhoods where there's jobs so people don't have to commute for hours every day to get to one. The city has built all these massive housing developments and condos leaving all the people and all the cars that will come with the residents as an afterthought.

Key Themes	Comments Noted (verbatim)
Road safety for all users	<ul style="list-style-type: none"> • Snow clearing needs to be improved on walking and cycling corridors to make them a more desirable option year-round. • Must consider increasing left turn signals at intersections to include more intersections. At highways, proper markings should be provided early enough if a right lane is exiting i.e., Barrie exit from the 401 where there is lots of congestion in that area. • Night visibility in Mississauga is something that needs to be addressed when discussing road infrastructure planning; many areas in the city are far too dark - especially pedestrian crosswalks. There are many times where I find it difficult to see a person crossing the street because it is simply far too dark. Streetlights that focus on pedestrian crossing locations is something that should be considered.
Lane reduction and road diets	<ul style="list-style-type: none"> • Lane reduction and road diets needs to be a priority. While it's great that you use words like "equity" it becomes meaningless when there is language like "increased vehicle capacity" and "expanded infrastructure". My guess is that you are looking to expand roads like Britannia to being another 6-lane highway - which is antithetical to Vision Zero and the Climate Emergency the City declared. The "hot spots" for vehicle collisions are predominantly along Mavis, Eglinton, Dundas, and Erin Mills Parkway - all are 6 lane roads. These types of roads are dangerous, encourage speeding and reckless driving, and should not exist in modern cities. There is no language like road diet or complete streets, which is very revealing. There are no documents that the city has provide that even suggests reducing capacity for single-occupant vehicles and increasing capacity for active transportation. It is astounding that in 2020 that road expansion is a belief held by urban planners as there is a growing international effort to do the exact opposite. Not even international, look at what Montreal is doing. They have been repurposing streets to be pedestrian thoroughfares, have built an incredible network of on-road separated bike lanes, and the city has never been more vibrant. Our right of ways takes up over 20% of the city's overall land use and \$250+ million dollars of tax revenue goes towards keeping this infrastructure intact (City spends 150 million, region spends 50 million, and who knows how much the province is spending). Even a 10% reduction would save us 25 million dollars. That is 10x what we spend on active transportation. Until I read that the city is looking to reduce capacity and repurpose road space towards green space and active transportation, all the talk about equity is disingenuous and vision zero will not be achieved.

Key Themes	Comments Noted (verbatim)
Improving connections	<ul style="list-style-type: none"> Credit River connection between Mavis, Queensway West, and Mississauga Road, QEW. Important to build green corridors - QEW between Mississauga Road and Erin Mills Parkway and between Hurontario West and Mississauga Road. Much more needed.
General	<ul style="list-style-type: none"> You seem to have covered the most important ones. Priorities, explore and further develop draft directions 1 for the TRIP study. Electric cars will replace gasoline, but cars won't go away because they are much more convenient for longer distant travel.

4. PUBLIC INPUT ON DRAFT DIRECTIONS FOR THE TRIP STUDY

Community members were provided with a list of six Draft Directions that would guide the study. The Draft Directions are found at **Figure 4**.

Figure 4 – Draft Directions for the TRIP Study

Draft Directions
<ol style="list-style-type: none"> 1. Support the City's Climate Change Action Plan by making sustainable, lower-emission modes (low-emission MiWay transit vehicles, walking and cycling) more attractive for more travellers. 2. Move people and goods more reliably by addressing gaps in the network, prioritizing transit between key destinations, and developing strategies for goods movement. 3. Implement more Transit Priority Corridors to provide fast, reliable, and efficient transit to more people. 4. Expand infrastructure and services where needed to ensure equitable access for all users – with a focus on equity-seeking neighbourhoods and transit-oriented communities. 5. Support the City's Vision Zero initiative by focusing on protecting vulnerable road users when planning and implementing road and transit infrastructure. 6. Provide a connected, integrated transportation system within the city and improved access to hubs outside the city where people are travelling to.

Community members were asked to rate the Draft Directions by importance with 1 being least important and 5 being most important. 47 individuals responded to this question. The results of the rating by importance are found at **Figure 5**. The following top three directions were rated most important and important by 70% of respondents:

1. Direction 6: Provide connected system and access to hubs.
2. Direction 1: Make sustainable modes more attractive.
3. Direction 3: Implement more Transit Priority Corridors.

Figure 5 – Results of Rating of Directions

Draft Directions	Most Important (5) and Important (4)	Neutral (3)	Less (2) and Least Important (1)
Direction 1: Make sustainable modes more attractive	70%	11%	19%
Direction 2: Address gaps, prioritize transit and goods movement	62%	17%	21%
Direction 3: Implement more Transit Priority Corridors	70%	21%	8%
Direction 4: Improve transportation equity	57%	26%	17%
Direction 5: Support Vision Zero	66%	9%	25%
Direction 6: Provide connected system and access to hubs	76%	11%	13%

Community members were also asked if they felt that there was anything missing from the Draft Directions. 47 community members responded to this question. 25 (53%) indicated “yes”, 12 (26%) indicated “no” and a further 10 (21%) were not sure. If they responded yes, or not sure, they were asked to provide comments. Additional comments noted are found at **Figure 6**. Each comment represents an individual commenters opinion. These are organized by key theme and are verbatim.

Figure 6 – Other Comments Noted on the Draft Directions

Key Themes	Comments Noted (verbatim)
More focus making sustainable low-emission modes more attractive for more travellers	<ul style="list-style-type: none"> • Making layover nodes more attractable. • Upload pedestrian, scooters, bicycles to green corridors around the City. • More green corridors around the City. • Establish minimum protected bicycle lane projects per annum (by length of lane or by number of projects, etc.) and ensure that these are completed, no holds barred. The cyclist community is suppressed because there is little visible initiative being taken by the City to demonstrate that cyclists are truly welcome on the roads. Thus, only the most experienced, fearless cyclists ride the roads with all other traffic, and the most desperate, impoverished ones scuttle around on the sidewalks in fear. Many more people would cycle if they felt safe and accommodated on the roads of Mississauga. • Car free zones - make cars inconvenient! • Shift priority transportation from car to pedestrians and cycling to create a better sense of community. • Accommodating or banning alternate modes (e-bikes, scooters, hoverboards) with in compatible speeds for a given route/path • Planning for population sustainability. • Change in urban design when people stop owning cars and rely on corporate owned electric vehicles.

Key Themes	Comments Noted (verbatim)
Moving people and goods more reliably	<ul style="list-style-type: none"> Promote a better mix of service types (not only large busses on the predefined routes) such as point-to point people movers - for economy and sustainability. Need clearer information (brief to users, and specific trip connectivity information system) on the commute options within Mississauga and to/from outside. More roadways, more subways. Both private vehicle and public transit are important. 85% of trips are taken by cars because people are comfortable with that solution for many reasons. LRT should have been buried leaving room for 3 lanes in each direction for cars as it is now and adding subway below. City hall single minded opposition to cars will continue. I live here and commute to Woodbridge. Brampton and Burlington to work. I will never benefit by your plans.
Addressing transit needs	<ul style="list-style-type: none"> Frequent reliable and rapid transit Long distance bus station hub, so you don't have to go into Toronto. Maybe at Dixie and the QEW Include train transit in the integrated system. Expand transit system with on-demand or point-to-point travel options. Stop wasting money on city transit - even before Covid-19 many buses were driving around almost empty outside rush hour.
More focus on road diets and complete streets	<ul style="list-style-type: none"> Road diets and complete streets. The city has over 5000 km of linear road space and right-of-way takes up over 20% of the city's overall land-use. It's a huge waste of resources as roads which primarily move single-occupant vehicles are inherently inefficient. Designing to peak capacity is an outdated best practice which in more progressive cities is being ignored. Look at what Montreal is doing primarily in their downtown and it's to good effect. There is no mention of road reduction or road re-purposing in any consultation documents.
Comments about improving safety	<ul style="list-style-type: none"> Night visibility. You also are not presenting any context for commute times and speed limits. The fact is, Mississauga is 20km at its longest, any speed limit over 40kph on municipal right of ways is unacceptable. There is not 1 person that is outside of a 12-minute window to a major 400 series highway - if you want to travel at highspeed going east to west there is your option. To go from North to South the length is 12 km. Why do we need to travel any faster than 40kph? There is no discussion of the impact that road width has to speed limit. How can a person make an informed decision when they are not being presented with all the relevant info? You also put the most significant statistic - road collisions - last in your information package. How is efficient movement of commercial goods more important than a person's life? Where are the collision statistics which correlates increased travel speed to increased mortality? "Would you accept smaller road sizes and slower speeds if it meant saving lives" should be a question on every transportation survey, because those are the actual stakes.

Key Themes	Comments Noted (verbatim)
Specific geographic area concerns	<ul style="list-style-type: none"> The Port Credit Lakeshore strip is getting busier and busier, and I worry about that becoming a major bottleneck area after the 2 new developments going in east and west of Port Credit. Lakeshore Rd cannot accommodate it's current residents, never mind visitors and new residents. It's going to be crazy and sadly Port Credit is losing it's charm. Driving through there used to be quaint and enjoyable, now it induces anger. The traffic has eased slightly this past year due to Covid-19 which has actually been nice, but once everything is back to normal it's going to be a nightmare. There needs to be something done about Uber drivers who stop in the right lane to wait for their guests. Then someone else will be trying to turn left in the left lane, and now you've got both lanes plugged up for a while. The bridge can be terribly blocked for a long time, and then the poor firemen can get through no matter how much they blast their horn. I've experienced that way more than a few times. I don't know who can patrol the Ubers or other delinquents who block a whole lane instead of turning into a side street to wait for guests, but something needs to be done about this ASAP.

5. PUBLIC INPUT ON THE PRELIMINARY ALTERNATIVE SOLUTIONS PROPOSED

Community members were provided with Preliminary Alternative Solutions noting that in the next phase of the study (Phase 2) that alternative solutions will be identified to address the Problem Statement. It was stated that alternative solutions could include a combination of strategies. The Preliminary Alternative Solutions that will be considered in the next phase are found at **Figure 7**.

Figure 7 - Preliminary Alternatives Solutions

Preliminary Alternative Solutions



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



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



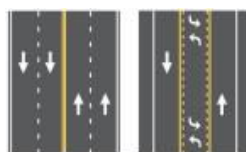
3. High Occupancy Vehicle (HOV) lanes shared by carpools and buses



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



5. New roads or wider roads with additional travel lanes



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

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



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

Community members were asked to rate the Preliminary Alternatives Solutions by importance with 1 being least important and 5 being most important. 49 individuals responded to this question. The resulting rating of importance of the alternatives solutions is found at **Figure 8**. The following top two solutions were rated most important and important by 70% of respondents:

1. Solution 2: Bus-only lanes
2. Solution 1: Transit priority measures

Figure 8 - Results of Rating of Preliminary Alternatives Solutions

Preliminary Alternative Solutions	Most Important (5) and Important (4)	Neutral (3)	Less (2) and Least Important (1)
Solution 1: Bus-only lanes	70%	10%	20%
Solution 2: Transit priority measures	72%	8%	20%
Solution 3: HOV lanes for carpools and buses	49%	29%	22%
Solution 4: Traffic system management	63%	20%	16%
Solution 5: New roads or wider roads	43%	20%	37%
Solution 6: Road diets	57%	22%	20%
Solution 7: Travel demand management	58%	22%	20%

Community Members were also asked if they agreed with these preliminary alternative solutions. 49 community members responded to this question. 35 (72%) indicated “yes”, 8 (16%) indicated “no” and a further 6 (12%) were not sure. Respondents were also asked to provide comments on why they agreed or disagreed. Additional comments noted are found at **Figure 9**. Each comment represents an individual commenters opinion. These are organized by key theme and are verbatim.

Figure 9 – Other Comments Noted on the Preliminary Alternative Solutions

Key Themes	Comments Noted (verbatim)
Overall Comments about the Alternative Solutions	<ul style="list-style-type: none"> There is not one answer that will work in every section of the city. I feel the plan has been drafted carefully and problems identified correctly especially downtown commute to and from Mississauga. The one part that can be included is to add more lanes so there won't be traffic build up and letting the pedestrians stop for infinite time till it clears. Also, sometimes the vehicles stop to let pedestrians cross fully and make a steep cut making it dangerous and accident prone. I agree with most of the proposals, but I think that transport trucks need to travel separately from other vehicles as they occupy much of the road; and any type of mechanical failure or accident on the roadway is often catastrophic. Traffic demand management, road widening, and "priority lanes" is like taking a look at a light bulb and then inventing a better candle. It does not change the fundamental infrastructure, which means we are still going to get incredibly polluted air in our most populous areas, it

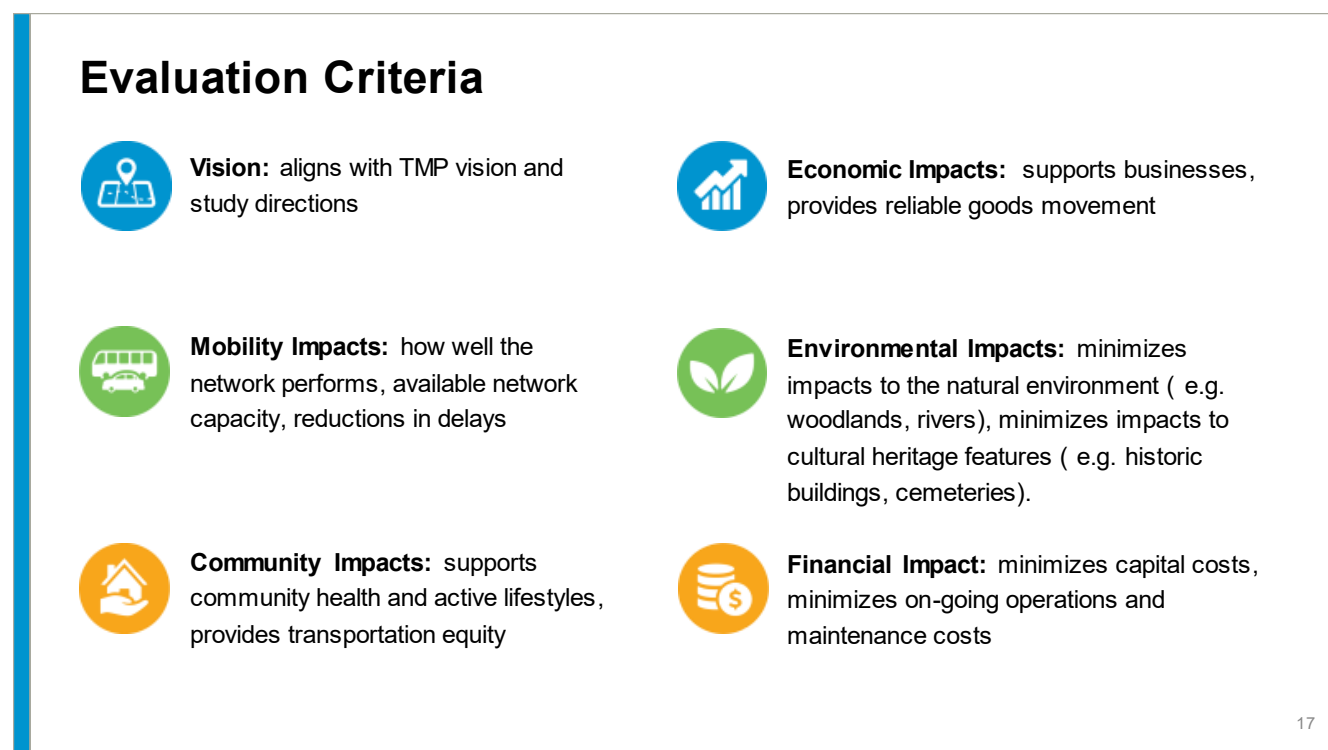
Key Themes	Comments Noted (verbatim)
Overall Comments about the Alternative Solutions (continued)	<p>does not address speeding, it does not touch upon slip lanes or right hand turns which is a major contributor to collisions, it does not address our lack of green space and the impact of particulates on human health.</p> <ul style="list-style-type: none"> • Traffic flow is everything. There is no centre to Mississauga - everyone is going to a different place. • Credit River bridge connection between Mavis, Queensway West, and Mississauga Road, QEW. Important build green corridors at list 2 on QEW between Mississauga Road and Erin Mills Parkway plus one between Hurontario West and Mississauga Road. Much more are needed. • I live in Port Credit, and Lakeshore Rd is my primary road to commute on to Etobicoke. I'm trying to envision any of these proposals working along Lakeshore, but it's difficult. It's only 2 lanes in each direction, so you can't devote one for buses or cyclists. And as per my previous comment about Ubers stopping in the right lane to wait for their guests, this doesn't help anything for movement along Lakeshore. I wish Lakeshore could be wider, simply because the 2 lanes do not currently support the number of vehicles. But then the feeling of Port credit will be lost. • At this time of the pandemic all needs to be put on hold. • Should also include cycling for short distances. • We need to change travel patterns and solutions from the 'burbs model to the integrated city model or the conglomerate of cities model (Streetsville, Cooksville etc.). This should be aligned with integrated planning for the city (people, spaces, movement, services). • Save fuel, protect the environment and health.
Solution 1: Bus-only lanes	<ul style="list-style-type: none"> • "Higher-order transit corridors with bus-only lanes" implies that only some major roads will get bus lanes. Any road with a bus route more than four lanes should be considered for bus-only lanes. • Bus only lanes and transit priority measure will cause confusion, with bus only lanes harming integration, particularly if it is widespread. • Bus only lanes - the one parallel to 403 is a joke - EMPTY
Solution 2: Transit priority measures	<ul style="list-style-type: none"> • Transit priority will cause confusion, particularly if its protocols are native to Mississauga. We have loads of folks coming in from elsewhere. I do believe it may lead to aggression as folks jockey to be first in line regardless of rules or costs. • People would cycle more or take transit if the buses came more often and if we had good bike lanes, like on Burnhamthorpe. Or we could build more connecting bike trails.
Solution 3: HOV lanes for carpools and buses	<ul style="list-style-type: none"> • HOV lanes mixed with Transit Priority lanes sounds like it will fail and make commuter times skyrocket for all the transit users out there. As people constantly break the law of HOV lanes and just drive on it anyways it's a bit unfair to all the people who have to be on a bus and stop at all the unnecessary stops on Miway because your bus stops

Key Themes	Comments Noted (verbatim)
Solution 3: HOV lanes for carpools and buses (continued)	<p>are all ridiculously close to each other. In some cases, less than 150m.</p> <ul style="list-style-type: none"> • HOV lanes also causing confusion particularly if they are integrated on a high-speed highway. I never use them because I really don't know how, and I'm intimidated by drivers coming in and out of them. • HOV lanes - only for rush hours
Solution 4: Traffic system management	<ul style="list-style-type: none"> • Too much big tech for the taxpayer to burden. Lower tech and alternatives to fossil fuels, even mass transit, are not in there. How many bike lanes could be put in place for the cost of a "traffic system management" one?
Solution 5: New roads or wider roads	<ul style="list-style-type: none"> • The widening of roads and adding more lanes for automotive vehicles not so much. It will make the pedestrian and sustainable transportation experience more dangerous and it will cause more people getting hit, and accidents to occur. New roads or wider roads have proven not to work and defeat all the other solutions. • Additional lanes do not work - they just induce more traffic. Don't waste our money doing this. • New roads and wider roads should not be considered as it is an incredible waste of tax dollars, both in the interim and long term. It also induces demand, rather than alleviate congestion. Queue jump lanes needlessly make intersections larger. Focus on transit signal priority, exclusive bus lanes / BRT and LRT instead. • New roads or wider roads and road diets are solutions that conflict with one another. Unless the new roads or wider roads are for buses, transit vehicles and active modes of transportation.
Solution 6: Road diets	<ul style="list-style-type: none"> • Not sure that road diets are beneficial to areas that are not walkable and are already difficult to navigate with two-way pedestrian traffic due to narrow sidewalk width. • I'd like to see road diets for roads that are adjacent to main streets allowing for safe cycling. Do we all need to be on Hurontario to get to and from downtown? • Road diets are a good suggestion, but I am unsure on how useful splitting up the roads in a densely populated can be; the flow of traffic is something that should be considered as well.
Solution 7: Travel demand management	<ul style="list-style-type: none"> • TDM should also encourage and/or incentivize working from home. A greater emphasis should be placed on moving the highest number of people, not cars, as efficiently and safely as possible. Active and sustainable transportation modes have the capacity to move significantly more people per hour than vehicle lanes and at a much lower cost. • Travel demand management- nice word salad - what does it mean?

6. PUBLIC INPUT ON THE DRAFT EVALUATION CRITERIA AS PROPOSED

Community members were provided with Draft Evaluation Criteria which are proposed to be used to evaluate the preliminary alternative solutions. The draft evaluation criteria are shown at **Figure 10**.

Figure 10 - Draft Evaluation Criteria



When asked if they agreed with the draft evaluation criteria as proposed, 38 individuals responded to this question. 26 (68%) indicated “yes”, 7 (18%) indicated “no” and a further 5 (13%) were not sure. Respondents were asked to provide comments on why they agreed or disagreed. Additional comments noted are found at **Figure 11**. Each comment represents an individual commenters opinion. These are organized by key theme and are verbatim.

Figure 11 – Other Comments Noted on the Draft Evaluation Criteria

Key Themes	Comments Noted (verbatim)
Comments about the draft evaluation criteria	<ul style="list-style-type: none"> • Very comprehensive. • I believe the draft encompasses topics that needed to be discussed. • Yes, it covers basic needs of variety residents and is geared to sustainability. One keynote in terms of supporting community health. Cyclists in Mississauga DO NOT know the rules for cycling. They need to know what cycling rules mean. They ride the sidewalk, cross at the crosswalk with pedestrians and even stop traffic to do so. Forget sharing pathways. As if "sorry" and an occasional 'ding' will absolve them for taking out pedestrians and pets. • In which category does safety fall? • What are the weightings? criteria without weightings are meaningless Financial, mobility & economic should be 70% weighted?

Key Themes	Comments Noted (verbatim)
Comments about the draft evaluation criteria (continued)	<ul style="list-style-type: none"> • Hopefully, environmental impact can be high on the list, because the waterfront is changing so much and all the new development going in is destroying the natural spaces, and the coyotes are wandering further and further into city spaces. • These are broad based evaluation criteria to determine if the solutions are a success or not. • "Evaluated against criteria" what does that mean. This needs to be as forward-thinking as possible to consider how much the population will grow and how crowded roads are going to be if you don't do something about it soon.
Comments about other things that should be considered	<ul style="list-style-type: none"> • Reductions in delays" could be used a reason to avoid anything that negatively affects car drivers, despite all the language about more sustainable travel. • Connectivity of networks needs more emphasis i.e., bike paths etc. need to be a network to encourage and enable use --- a lot of bike infrastructure we currently have is not a network. • The focus must be on realistic year-round solutions - not wasted on fair weather feel good non-solutions. • Effectiveness and Efficiency • There is no mention of road deaths. Why in "Environmental Impacts" you have it only framed as "minimises impacts"? This is very revealing. Why is this not framed as "maximise improvements"? Why do the only options involve harming the environment? The assumption here is that whatever you are looking to do will do environmental damage. This is not the only option, nor should it be. There are options that can improve our environment. But when you are looking to widen roads that stops becoming the option. We don't need wider roads. We need less roads and less road space. That recovered road space can go towards increasing our green space - this is what an environmental improvement looks like.
General Comments	<ul style="list-style-type: none"> • TMP does not meet the views of a vocal portion of the public or Council. • never going to get away from car transportation in Mississauga. • may not agree with priority set by city but focal points look okay. • Mississauga needs more roundabouts to reduce congestion and have easier flow of traffic. Stricter traffic enforcement as currently Mississauga police don't do anything. Bike lanes/side walks with traffic lights for those lanes. Red light cameras/ enforcement of yellow means slow down. • Vehicle LOS/delay is an antiquated approach in transportation planning. It results in perpetual road widenings and induced demand. • If it is following the Growth Plan, Official Plan, planning process, and the values of the Province, Region, and of commuters. I say go ahead. • Walking and bike trails are important.

Key Themes	Comments Noted (verbatim)
General Comments (continued)	<ul style="list-style-type: none"> • Something is missing. There should be a high focus on linking Cooksville Station with Square One Bus Terminal. If the GO train starts frequent trips through this hub, ridership will peak at Cooksville with people needing quick and frequent access to the city's no.1 attraction and main bus transit hub that is Square one. This can be addressed by linking Cooksville station through a bridge to the nearest LRT station. This might have been addressed already but if not, its worth thinking about. • I've lived in Mississauga all my life and honestly think that some of the people that make policy have never driven or biked on our roads. Let's talk safety first. Bike lanes should be separated by a curb for the safety of both cars and bicycles - make a bike lane off the roadway and extend the sidewalk if necessary. Reducing the width of the existing roadway to accommodate bicycles is a recipe for disaster. Vehicles are getting bigger and you reduce road width? Intersections all over the city have poor lighting - dangerous for pedestrians, bikes, and cars. You have bus stops all over the city at the beginning of intersections causing pile ups in the middle of the intersections. Sometimes you have bus stops right before a exit to a gas station = blind spots galore. I am all for reducing speed limits on residential roads but unless you have enforcement it is a wasted effort. Take Lakeshore road now a 40 KM and 50 KM, respectively. Great idea in theory - any of you travelled on Lakeshore Road recently? Even with the radar speed limit signs people are driving 70 and 80 KM an hour and guess what - no police EVER enforcing this. As I said at the beginning of this comment, if people making these polices actually drove, biked, or walked in these areas they would notice these issues. Statistics and computer modeling are no substitute to actually experiencing these issues in real time. • Costs at this time of the pandemic with all sorts of problems, a hold must be put on all new infrastructures. • For now, time will tell though if things change. A lot of young people are working from home now and are moving to smaller communities outside of Toronto and Peel region where it is much cheaper, healthier, and not as congested as Mississauga, Brampton, and Toronto. Also, the senior sector is growing larger and you need to think of them also and keep more green space in Mississauga especially and stop building 10, 14, 20 storey buildings which in the future will not be filled, which is happening in Toronto right now.

APPENDIX 1

Given that the COVID-19 pandemic has drastically changed travel patterns and traffic volumes in 2020, community members were asked about how they thought that their travel patterns and choices will change when the pandemic is over. 45 individuals responded to this question. Multiple responses were permitted. The results are found at **Figure 12**.

Figure 12 – Changes to Travel Patterns and Choices Post-COVID

Response Choice	Number of respondents	Percentage of responses
Work from home more often	26	58%
Work from home all the time	6	13%
Take transit less	12	27%
Walk and cycle more	24	53%
No change	13	29%
Other	3	7%

APPENDIX 2 – Additional Comments

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. 30 comments were noted from different individuals. The following are verbatim. These are numbered for reference purposes.

1. Ideally, I would like to fast track and accelerate these issues to take advantage of reduced congestion during Covid-19.
2. Coming from Lakeshore and Hurontario, I should be able to get east west and north with little to no difficulty or confusion. And I mean within and extending the borders of Mississauga. Look forward to seeing that happen.
3. Need to pay more attention to meet the needs of seniors.
4. Transit priority lanes are really helpful for emergency service response. Please make more!
5. More town hall meetings to announce or convey plans to the people of Mississauga.
6. I hope to see more roads being transformed through road diets. The current road network is overbuilt to a crazy degree. We could have expanded cycling at little cost. Cycle lanes need to be separated. Look at the lanes on McLaughlin, due to the way the road is designed people regularly drive 20Km over and absolutely no one uses the bike lane preferring to use the sidewalk. I also wish MiWay implemented more express busses. Especially near City Centre there are so many bus stops that the bus moves at a crawl. Removing these stops would cost almost nothing and would not only increase the speed but improve the headway at no additional cost. I feel like stop tags were added as the system was created but never really reviewed as there are many stops in places that do not need them. Boiled down to three things I hope Mississauga focuses on is road diets with an emphasis on separate bike lanes, increase in express routes and revaluation and removing some of the bus stops. Also, regarding MiWay's recent transformation to a more grid-based system I really hope to see this work furthered.
7. Can we get a bike lane on Folkway?
8. I noticed that the plan does not consider road conditions in the winter and how the proposed changes will affect winter travel. I believe that is a topic that needs to be covered before making a final decision.
9. One road hazard I've been facing while biking is people not stopping while turning right on red. The new bike crossings and signals on Erin Mills are nice, but the removal of the separated right turn lanes has actually made things more dangerous. With them, there's much more room for drivers to see pedestrians/cyclists, and vise-versa. Now, cars waiting to go straight block the view of right turners, who will gladly rocket into the crosswalk, only looking left for traffic, with no care given to pedestrians/cyclists. Signs don't seem to change much. Perhaps rumble strips, or even eliminating right turn lanes entirely, might be needed to keep the crosswalks blood free.
10. It would be nice if Miway had BRT or express bus along lakeshore and Dixie.
11. Stop wasting my tax dollars.
12. The shortest path with subway from Square one to Kipling Station.

13. Taxes are going to rise, and people are going to move out of Mississauga.
14. We drive too many cars and need to think more about our environment.
15. Great work.
 - a. Mid size transit (vans?) complementing transit (from dense population locations to points of interest - shopping parks). On demand. Fares integrated with bus system.
 - b. Mix of service types (not only large busses on the predefined routes) such as point-to point people movers.
16. Our roads are incredibly dangerous, they cost a ton of money to maintain, and they contribute significantly to our (poor) air quality. This information is not appreciably communicated in your messaging, whereas the importance of increased road capacity is. It appears you are trying to steer the direction of the conversation to justify an end that you've already identified and that, in turn, will lead to more serious collisions.

Also, your graph on "how do people travel in Mississauga" was misleading - separating 14% of passengers from 70% of drivers instead of saying 84% of travel is by automobile makes it seem like Mississauga isn't as car-dependant as it is.

The design of this website is also poor - I cannot use my left or right arrows to move throughout this text box, as doing so shifts me to another page and shifts the screen over significantly.

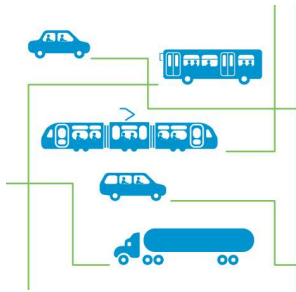
17. MiWay5 >> "added frequency, more service hours"... are these the only two options? how about rightsizing frequency & service hours to match the ridership?? Seeing a lot of empty buses, colossal mismanagement
18. Please stop wasting money on LRT.
19. Keep up the great work and look forward to the next phase of the study.
20. please don't accept anymore builders coming into the city. We seem to have lost our way in Mississauga, and look more like Toronto, which is sad. We don't look unique anymore. Sad but true
21. Very surprised to see the Square One area with the condos and lively square area to have such a Low Well Being index. How was it measured?
22. Where does the Transitway fit into this plan. I don't see it being used very much. It would get a lot of use if it went to a subway station rather than stopping at Renforth.
23. I am 65 years old. I try to cycle when doing errands within 5 km range from home. However, it is frightening cycling on the large roads like Dixie or Tomken.
24. Almost hit walkers, joggers, bikers as new LED lights suck. Lower them or make them stronger. Saving pennies when lives matter more. And no one bikes on Winston Churchill bike lanes. Waste of money!
25. The biggest problem with Mississauga is that it does not have synced traffic lights, poor locations of bus stops (right on corners that lead to pile ups in intersections, and no enforcement whatsoever of speed limits
26. 10 years ago, Miway was the best know transit in the GTA. Today the worse. After the CEO from TTC came over he destroyed the transit system. Where commuters took a max of two changes to reach their destination today, we have a minimum of 4. During these times, important routes going into the Industrial areas of Mississauga, i.e., Route 107 - Malton express has been cancelled due to the fact that Humber College is closed. A

question is this route specifically for Humber College students, which by the way has been closed since the start of the Pandemic. This has caused commuters to use Route 24 - West wood mall which runs only in Peak times and every half hour. Honestly, the CEO should stop using his vehicle and travel by Miway from South Common Mall to the Airport Industrial area and check how many changes and how long it takes. After the Route 26 was taken off from going to Square One it now takes 1 hour 30 minutes on a good day if you make the connections. In the past the max was 45 to an hour.

So my comment is we poor middle class income group who cannot afford the cost of owning a vehicle have to suffer with the present conditions and an ignorant CEO

27. With no presto card senior citizens, pay \$1. If they take \$6 and buy a presto card, then they pay \$2 .10, is that not crazy? Why buy a card and pay more? It should have been no card you pay \$2.10, with card you \$1. or \$1 with or without presto card, is that not bad for the old ones. Have to buy a card and more.
28. On Burnhamthorpe east bound, left turn to NB Erin Mill Parkway. Both 2 left turn lanes suggest to be used by cars. Now one lane reserve for buses. Cars always congested when exit from Walmart.
29. We live near the intersection of Whiteclover Ave. And Sanford Farm/Trailmaster Dr. Near Mavis Rd. We go for a walk daily and have to cross this intersection to reach the park area. As the density of population is growing in this area, this intersection has progressively become unsafe. The drivers frequently don't come to a stop on all fours of their car at the stop sign. They barely come to a rolling stop and drive through the intersection. Often, while we are crossing, the driver from the opposite side drives so closely past by us in the intersection that it has become dangerous crossing this intersection. I feel it's an accident waiting to happen which might end up in injury or death of the pedestrian. It's not just us but many pedestrians are crossing this intersection so frequently. In the last municipal election, I had raised this issue with one of our candidates in our area who had promised to make pedestrian safety one of his priorities if elected. Unfortunately, he wasn't successful in winning the election. This issue remains a priority for the safety of pedestrians which requires urgent attention before any tragic accident happens. We find it's a busy intersection where pedestrians are frequently crossing this intersection. We suggest that either a pedestrian cross flashing light should be provided or whatever action will make pedestrians safe. Thank you for your attention.
30. There is a strong trend for transportation that's in between pedestrian and true road vehicles - bicycles is one and are suitably on the planning radar. But I've personally seen e-bikes, hoverboards, scooters, etc. that don't fit in the speed categories of the classic 3 (ped, bicycle, car/transit.). It can be pretty unsettling, not to mention unsafe, when there is a big speed difference in shared lanes (like bicycles on pedestrian paths). Not only startles pedestrians, but also are unexpected at intersections and the speed may be misjudged by others (like by car drivers at intersections).
Sorry, I don't have a suggested solution, but it is a potential conflict of resources.

Virtual PIC #1 – Notice and Online Materials



Transit and Road Infrastructure Plan

Notice of Study Commencement and Public Engagement

The Study

In 2019, the City of Mississauga completed its inaugural **Mississauga Transportation Master Plan** that identified an aspirational transportation vision: *In Mississauga, everyone and everything will have the freedom to move safely, easily, and efficiently to anywhere at any time.*

The City of Mississauga has now initiated the **Transit and Road Infrastructure Plan** study. This study will identify a long-term transit network plan and a long-term road network plan – infrastructure plans critical to achieving the City's transportation vision. The study will complement other infrastructure plans and guidelines including the Cycling Master Plan (completed in 2018), the Pedestrian Master Plan (underway), and the Changing Lanes study (underway) – essential elements to creating an integrated, multimodal transportation system which fosters the *freedom to move*.

The Process

This Study will follow the master planning process described in the Municipal Engineers Association Municipal Class Environmental Assessment (EA) Manual (October 2000, as amended in 2007, 2011, and 2015). This study will satisfy Phases I (Identify Problem and Opportunity) and II (Identify and Evaluate Alternative Solutions to the Problem or Opportunity) of the Municipal Class EA process. The final deliverable will be a document that will guide actions, policies and transportation investment in Mississauga over the next 20 years.

Get Involved

A key component of this project will be consultation with residents, stakeholders, and regulatory agencies. Anyone with an interest in this study are invited to get involved and provide input.

Find out more about the City's transportation system and share your ideas. Visit the Project Website **yoursay.mississauga.ca/transit-and-road-infrastructure-plan** anytime from November 30 to December 20, 2020 to view the first Virtual On-demand Meeting for the study. Material are available 24 hours a day, 7 days a week.

While we continue to respond to the COVID-19 pandemic, we are working hard to deliver essential services and projects to keep our City moving and safe. While we can't connect in person at this time, we still want to connect! Comments and input can be provided online, via telephone, or mail. If you require help accessing materials or providing input, please let us know. For more information about the **Transit and Road Infrastructure Plan** or to be added on the study mailing list, please visit: **yoursay.mississauga.ca/transit-and-road-infrastructure-plan**.

Contact Us

Should you have any questions or accessibility needs to participate, please contact the study team:

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Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This Notice was first issued on November 19, 2020.

Welcome to the Mississauga Transit and Road Infrastructure Plan Virtual On-Demand Meeting

As we continue to respond to this pandemic, we are working hard to deliver essential services and projects to keep our City moving and safe. While we can't connect in-person at this time, we still want to connect! This on-demand meeting is one way for you to learn more and provide input on the Transit and Road Infrastructure Plan



Thank you for your participation in our online engagement! The commenting period for this on-demand meeting will be open from November 30 to December 20, 2020. Comments can also be emailed to the study's project manager at mark.vandersluis@mississauga.ca.

We look forward to receiving your input and continuing to work with you throughout the study.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

How to Navigate

- Click on the arrows on the right side of your screen
- Use the navigation bar at the left of your screen to revisit any part of the meeting

How to Participate

- Click through all 14 slides to learn more about the study. Some slides will have areas where you can provide your feedback on the information shown in the slide
- Provide a comment at any point by clicking the "Comment" button at the top right corner of your screen. Once finished, please make sure to hit "Submit" to send your comments to the project team.

Join the Mailing List

Do you want to be included in the project mailing list? Please add your email in the box below:

Name:

Email:

Join mailing list

ABOUT THE TRANSIT AND ROAD INFRASTRUCTURE PLAN

Introduction

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.

The Transportation Vision for Mississauga

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.

Study Process

This study is being conducted in accordance with the requirements described in Approach #1 of the Municipal Class Environmental Assessment (EA) Process (Municipal Engineers Association June 2000, as amended in 2007, 2011 and 2015). The Master Plan process will satisfy Phase 1 and Phase 2 of the Municipal Class EA process - to identify the Problem and Opportunity, and to identify and evaluate Alternative Solutions to the Problem and Opportunity, respectively.

Throughout the study, there will be opportunities for you to engage with the study team and provide your feedback on road and transit infrastructure in the City of Mississauga.



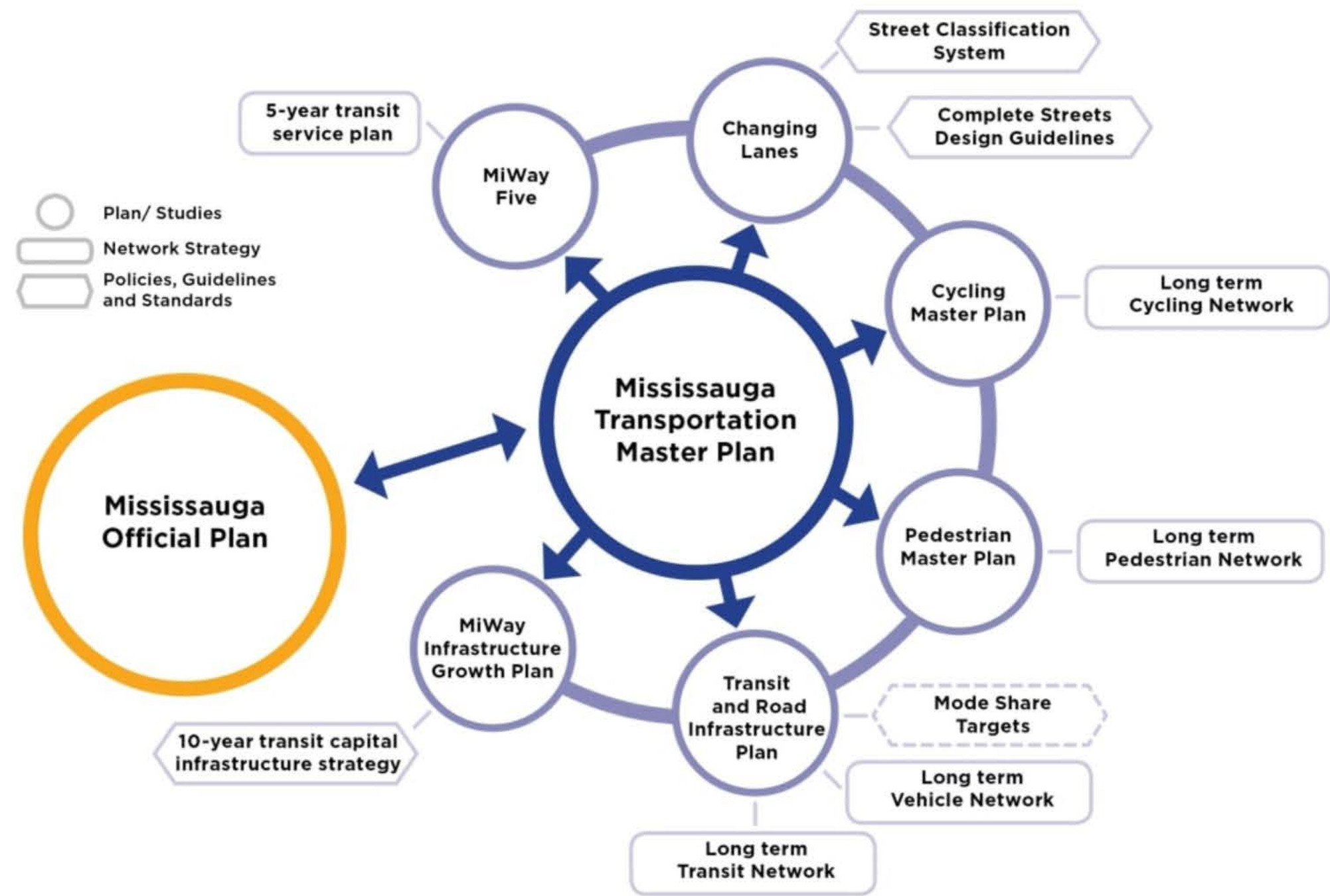
HOW THIS STUDY ALIGNS WITH OTHER CITY PLANS AND PROJECTS

The **Transit and Road Infrastructure Plan** is one of several transportation planning studies that will guide the direction of the future transportation system.

The City's **Official Plan** provides policies that guide and direct the physical change of the city. We're reviewing the existing Official Plan to ensure it reflects the changing needs, opportunities and aspirations of our city.

The **Mississauga Transportation Master Plan** provides overarching guidance on the future of transportation in Mississauga and specifically calls for mode specific infrastructure plans such as this **TRIP** study.

Click to enlarge image



MiWay Five is a five year service plan that is focused on revising existing routes and schedules to provide added frequency, more service hours and better connectivity throughout the network.

The **Changing Lanes** project will update, develop and implement new tools to help make our streets safer and more convenient for all users.

The **Cycling Master Plan** developed recommendations and actions to improve safety for cycling, build a connected bicycle network, increase the number of cycling trips and foster a culture of cycling in Mississauga.

The **Pedestrian Master Plan** aims to improve the pedestrian network, policies, programs, and environment so that people of all ages and abilities have the freedom to move freely and comfortably as a pedestrian.

The **MiWay Infrastructure Growth Plan** aims to direct capital investments for transit infrastructure to support MiWay's Five Year Service Plan and maximize the benefits of added MiExpress service, facilitate route connections, make transit more reliable, and enhance the customer experience.



[Find out more about these studies on the City's website.](#)

Other Programs / Plans

The City of Mississauga has adopted **Vision Zero**, an approach to transportation that sets a vision for zero fatal or injury-causing collisions.

The City's **Climate Change Action Plan** aims to reduce greenhouse gas emissions by 80% by 2050. As transportation is one of the major contributors to greenhouse gas emissions, the City supports efforts to shift travellers to lower-emission modes, such as transit, cycling and walking.

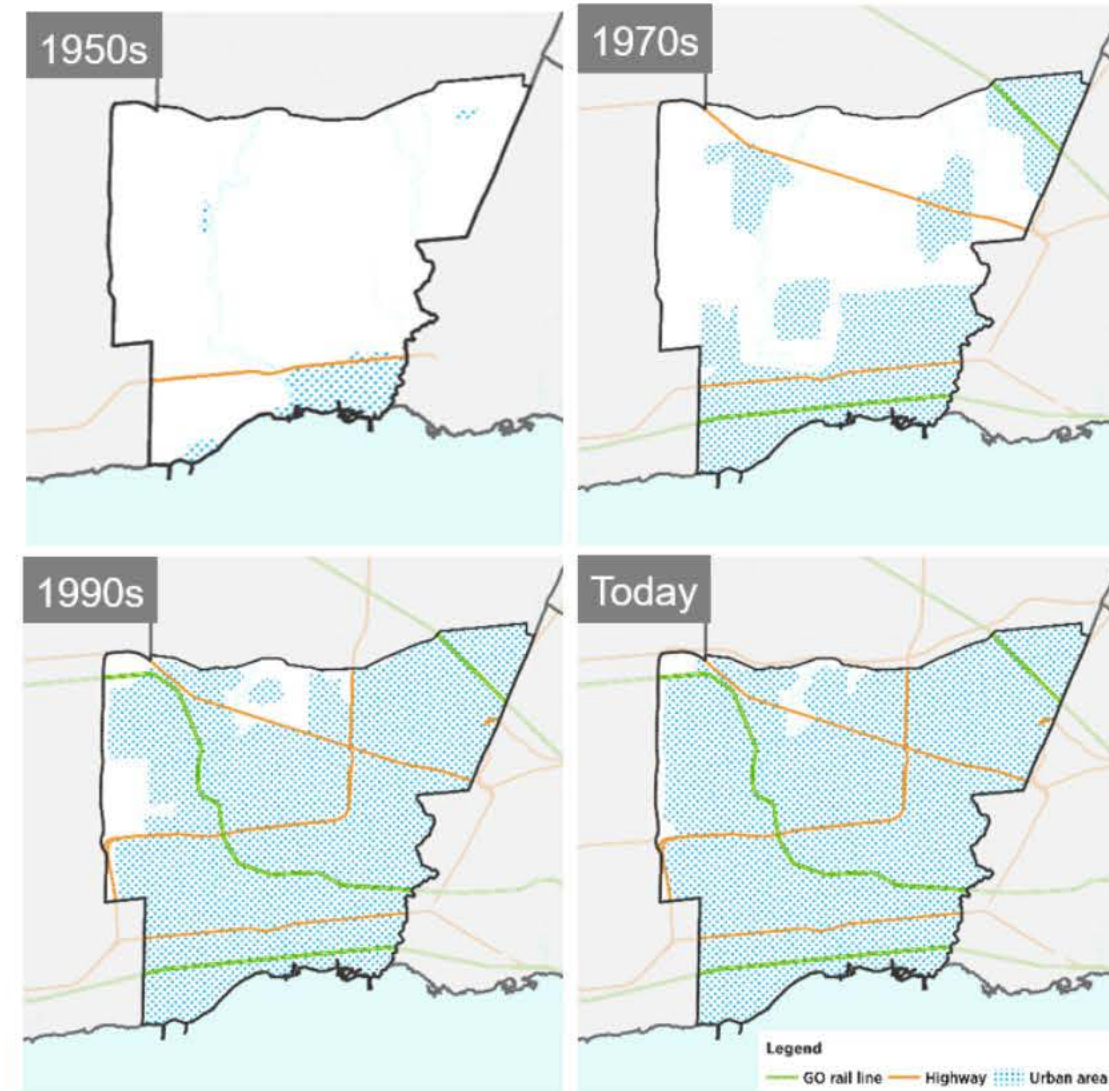
WHAT WE KNOW ABOUT TRAVEL IN MISSISSAUGA

Mississauga continues to evolve and grow

The City of Mississauga continues to evolve. The city has transitioned from a largely rural area to a series of urban communities to one of the largest cities in Canada. Emerging priorities, changes in trends, and policy directions have influenced the city that Mississauga is today. As the urban area expanded, the transportation network also expanded with an emphasis on the road and highway network. In more recent years, there has been greater consideration for transit and active transportation infrastructure.

Mississauga's urban area and transportation infrastructure over the years

[Click to enlarge image](#)

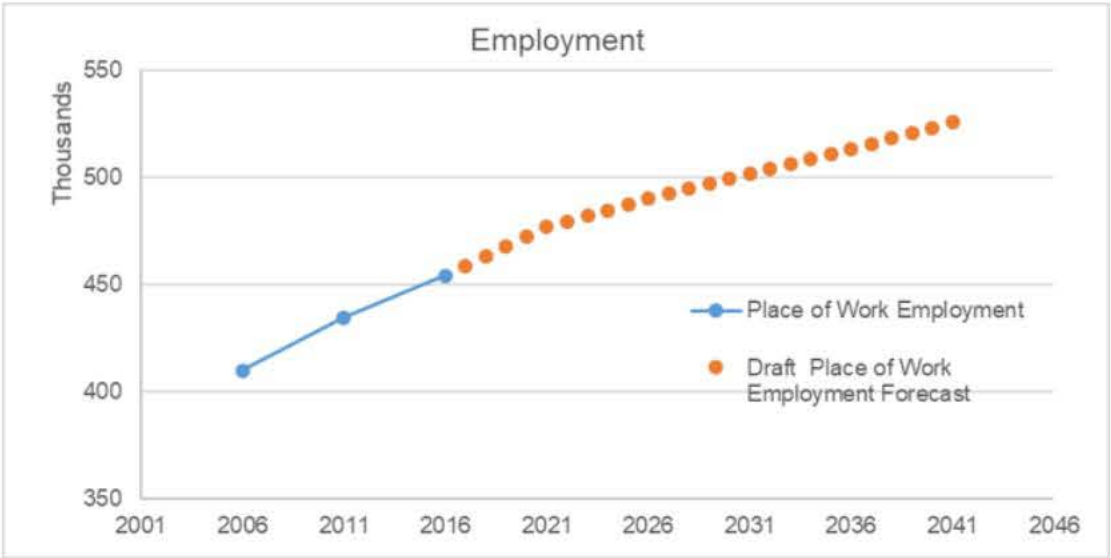
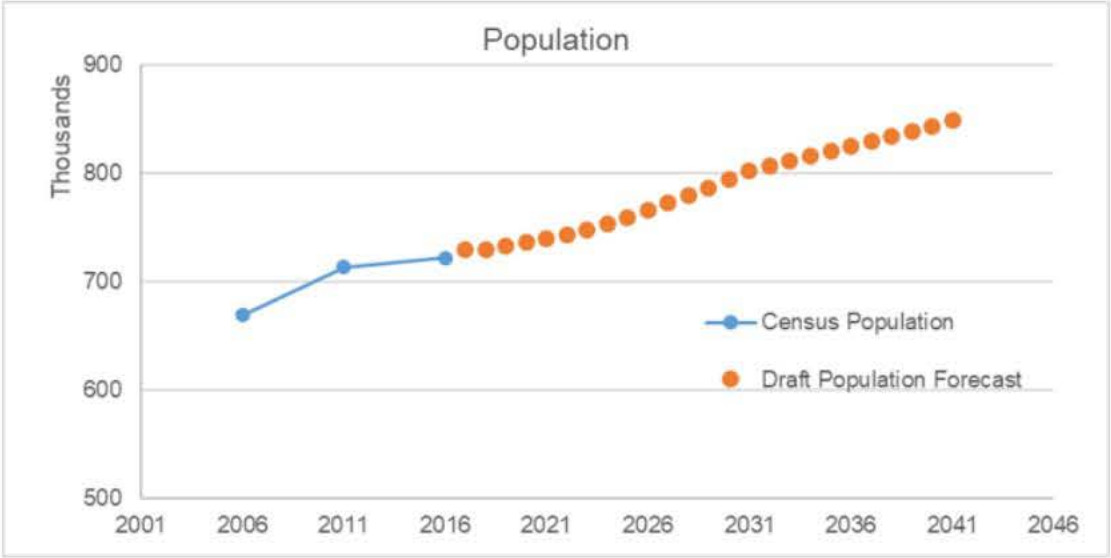


Source: City of Mississauga Transportation Master Plan

The City of Mississauga continues to attract new development that brings new homes and new jobs to the city. However, how we will grow in the future will not look the same as it has in the past. The City will focus on building up, not out, with new developments in the Downtown, in identified growth areas, in Major Transit Station Areas and in redeveloping underutilized lands.

The City will also need to prepare for an aging population as the proportion of its residents over 65 years of age will grow faster than any other age group. This will put new and different pressures on the transportation system.

Click to enlarge images



Source: Growth forecasts from 2019 Development Charges Background Study

WHAT WE KNOW ABOUT TRAVEL IN MISSISSAUGA:

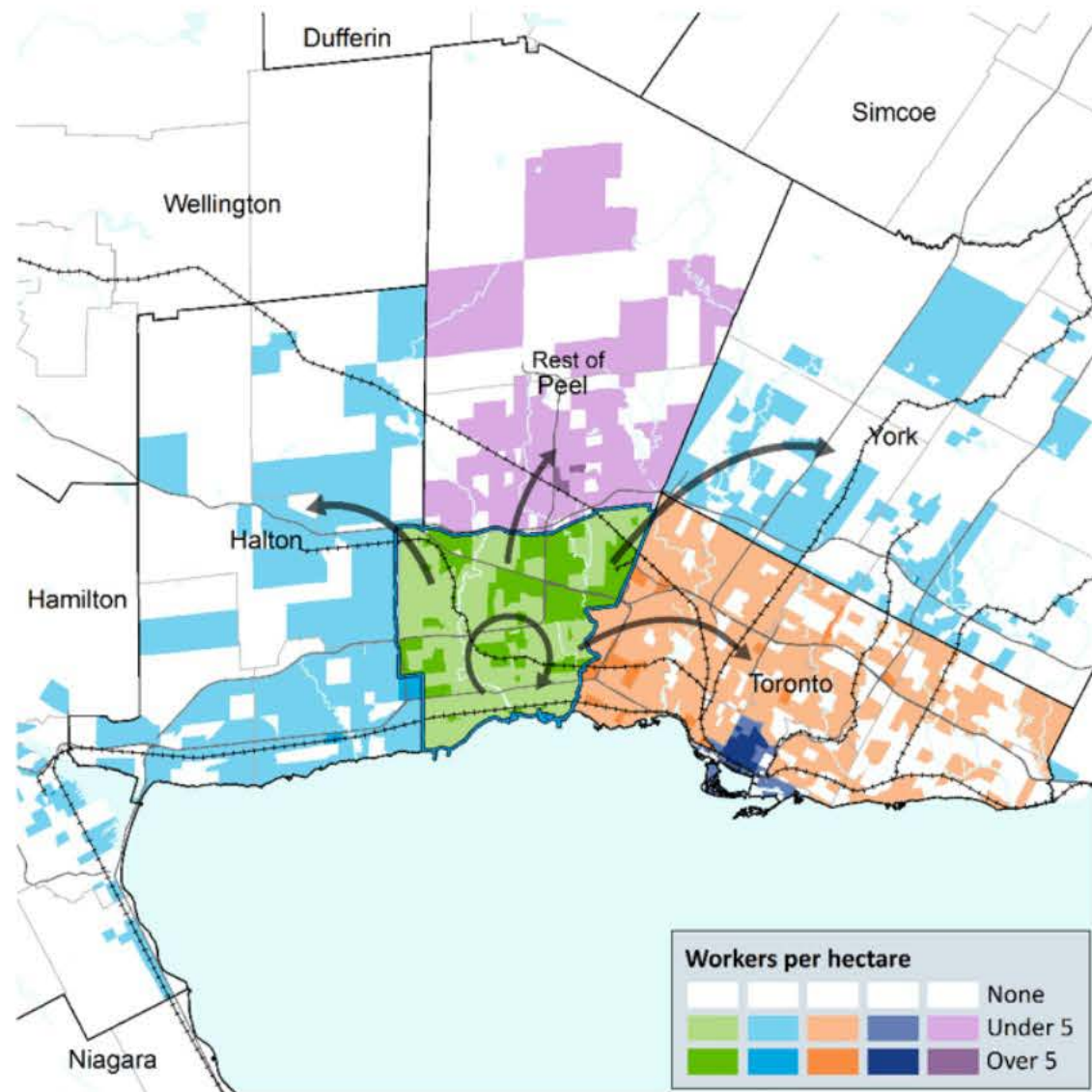
Many of Mississauga's commute trips start or end outside of Mississauga

Almost half of Mississauga residents commute to a place of work within Mississauga. The other half commute outside city limits to Toronto, Brampton, Caledon, York Region, Halton Region and beyond. On average, Mississauga's residents commute 14 km to work.

About 60% of workers in Mississauga live outside of Mississauga and the average commute distance for workers is 16 km.

Where Mississauga's residents work

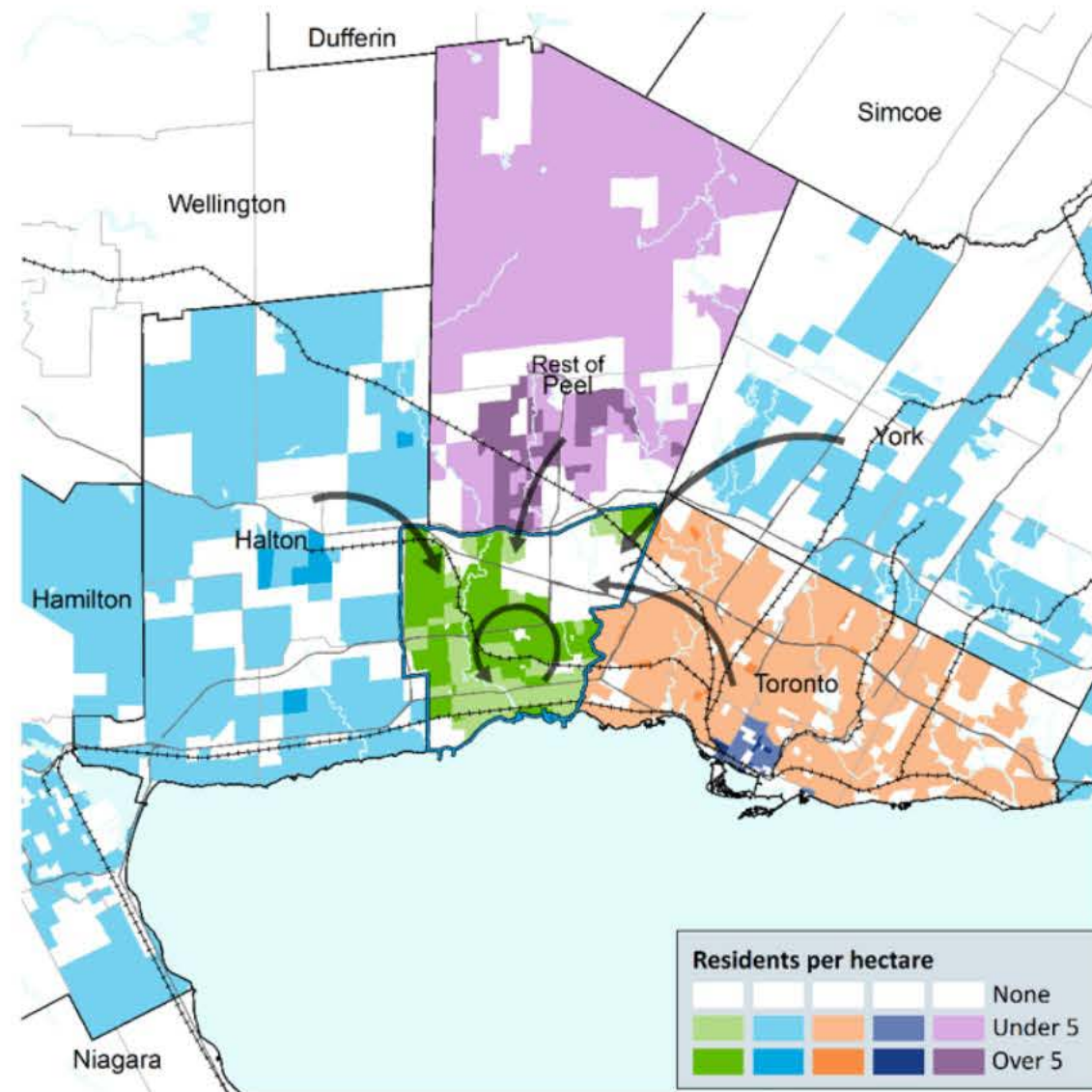
[Click to enlarge image](#)



Source: Mississauga Transportation Master Plan

Where Mississauga's workers live

[Click to enlarge image](#)



Source: Mississauga Transportation Master Plan

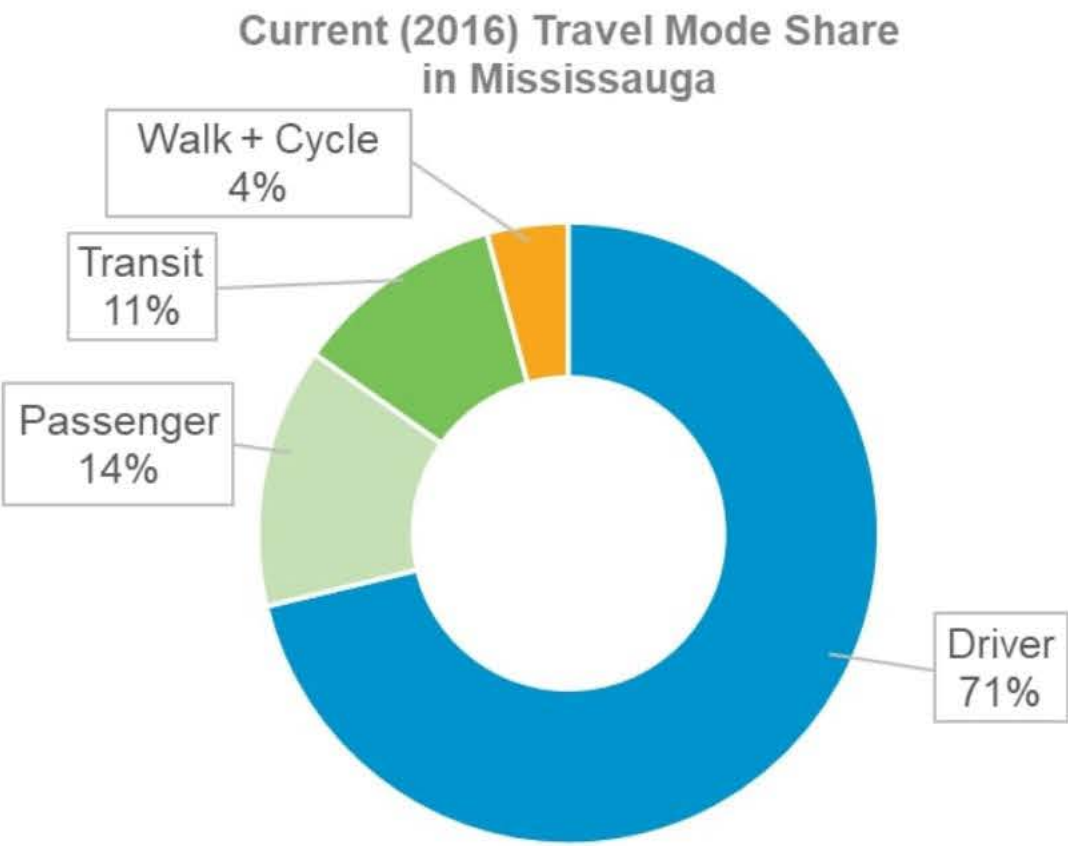
WHAT WE KNOW ABOUT TRAVEL IN MISSISSAUGA

Below target for sustainable modes

The mode share of travel to, from and within Mississauga has been steady over the last 20+ years, with 28% to 30% of all trips made by sustainable travel modes – walking, cycling, transit, and ridesharing.

The TMP set an objective for the City to achieve 50% of all trips to, from and within Mississauga to be taken by sustainable travel modes.

[Click to enlarge image](#)

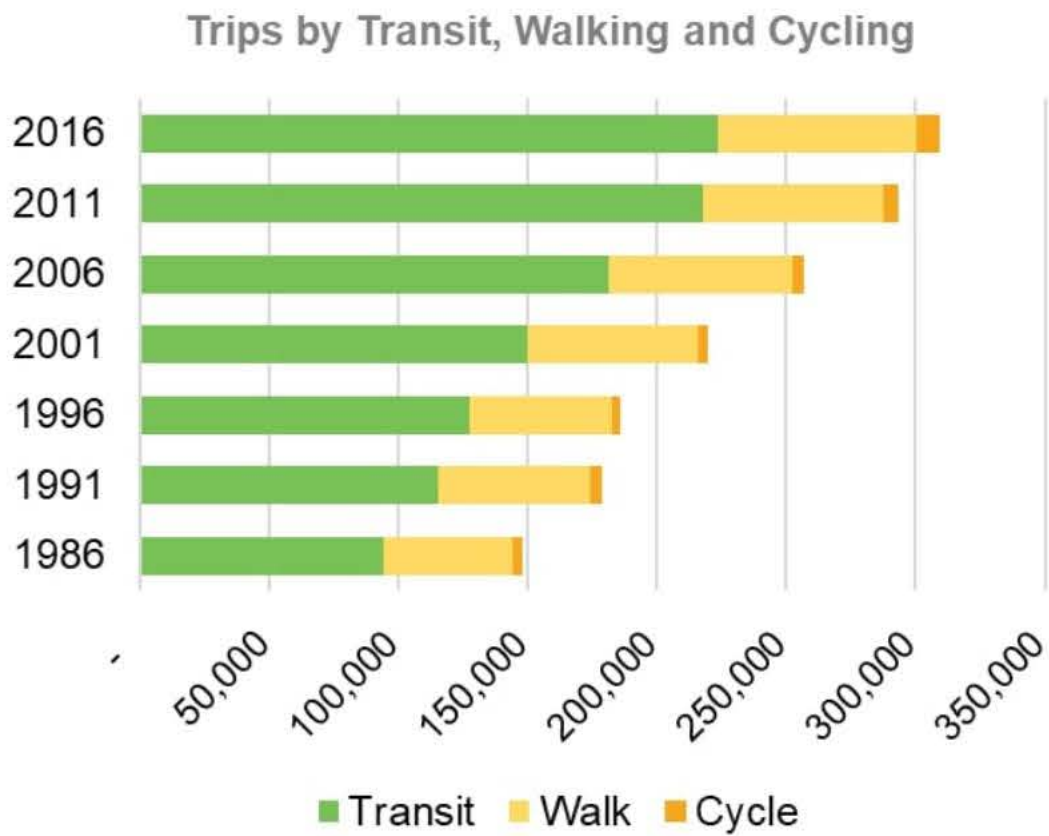


Source: 2016 TTS; trips in Mississauga include to, from, and internal trips, all purpose, all day

Growing demand for transit, walking and cycling

Even with a steady mode share between 28% and 30% for sustainable modes over the years, the City of Mississauga has still seen an increase in trips made by transit, walking and cycling as a result of growth. To continue to support these sustainable travel modes, we need to create a connected network of bus routes, bike lanes, trails and sidewalks that are safe, comfortable and convenient.

[Click to enlarge image](#)



Source: 1986-2016 TTS; trips in Mississauga include to, from, and internal trips, all purpose, all day

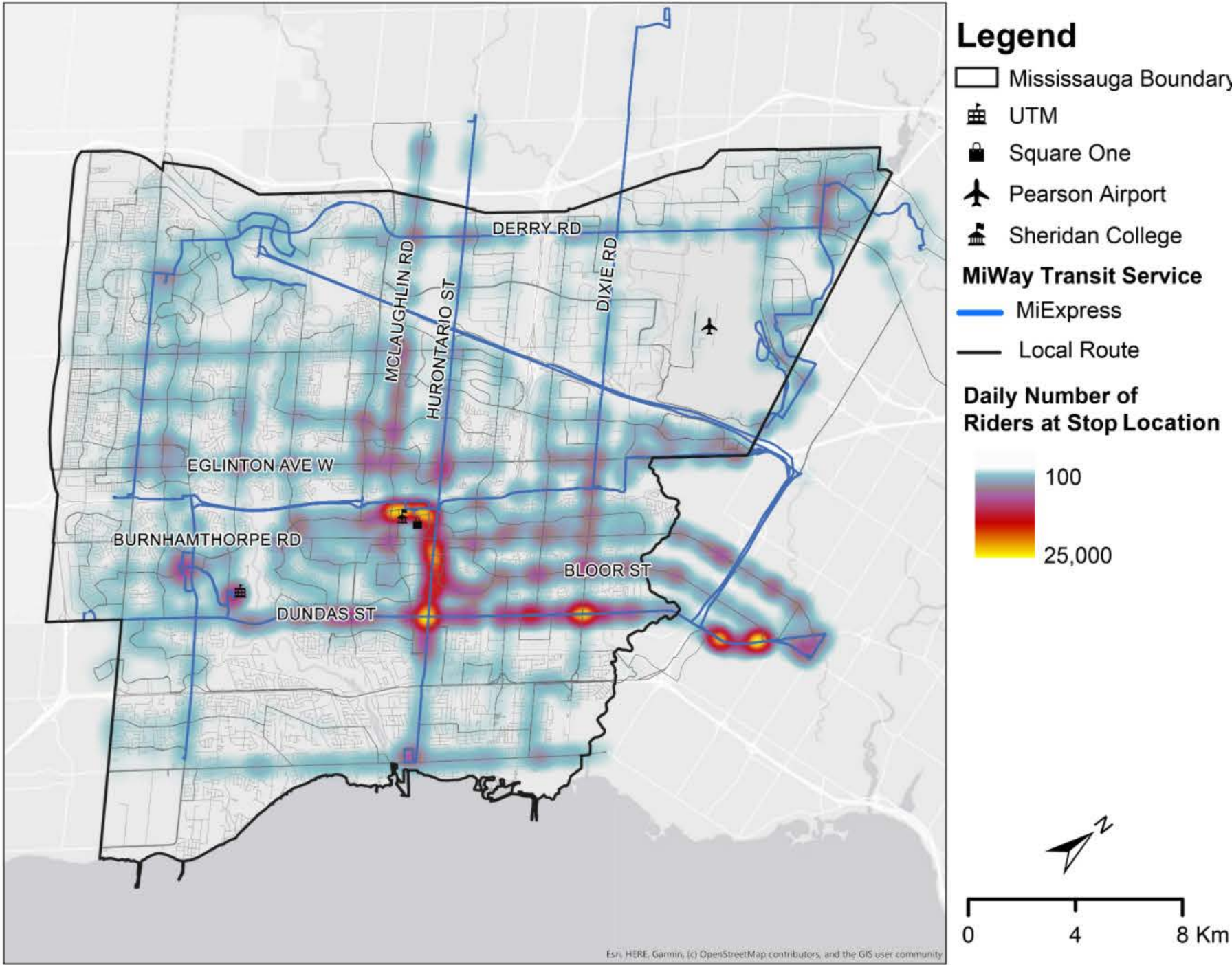
WHAT WE KNOW ABOUT TRAVEL IN MISSISSAUGA

Transit provides key connections across Mississauga and beyond

MiWay's transit network reaches almost all areas of the city and provides key connections to the GO Rail network and TTC's subway network. MiWay delivers 18 km of dedicated busway for MiWay and GO Bus service, creating connections across Mississauga with 12 stations from Winston Churchill Boulevard to Renforth Drive.

One of the major challenges for transit is having competitive travel times compared to the automobile. In many areas of Mississauga, like most other areas in the region outside of Toronto, travel time by transit is at least twice as long compared to travel time by car for the same trip once walk times, wait times and transfer times are considered.

Click to enlarge image



Source: City of Mississauga Transit Ridership Data, 2015 to 2019

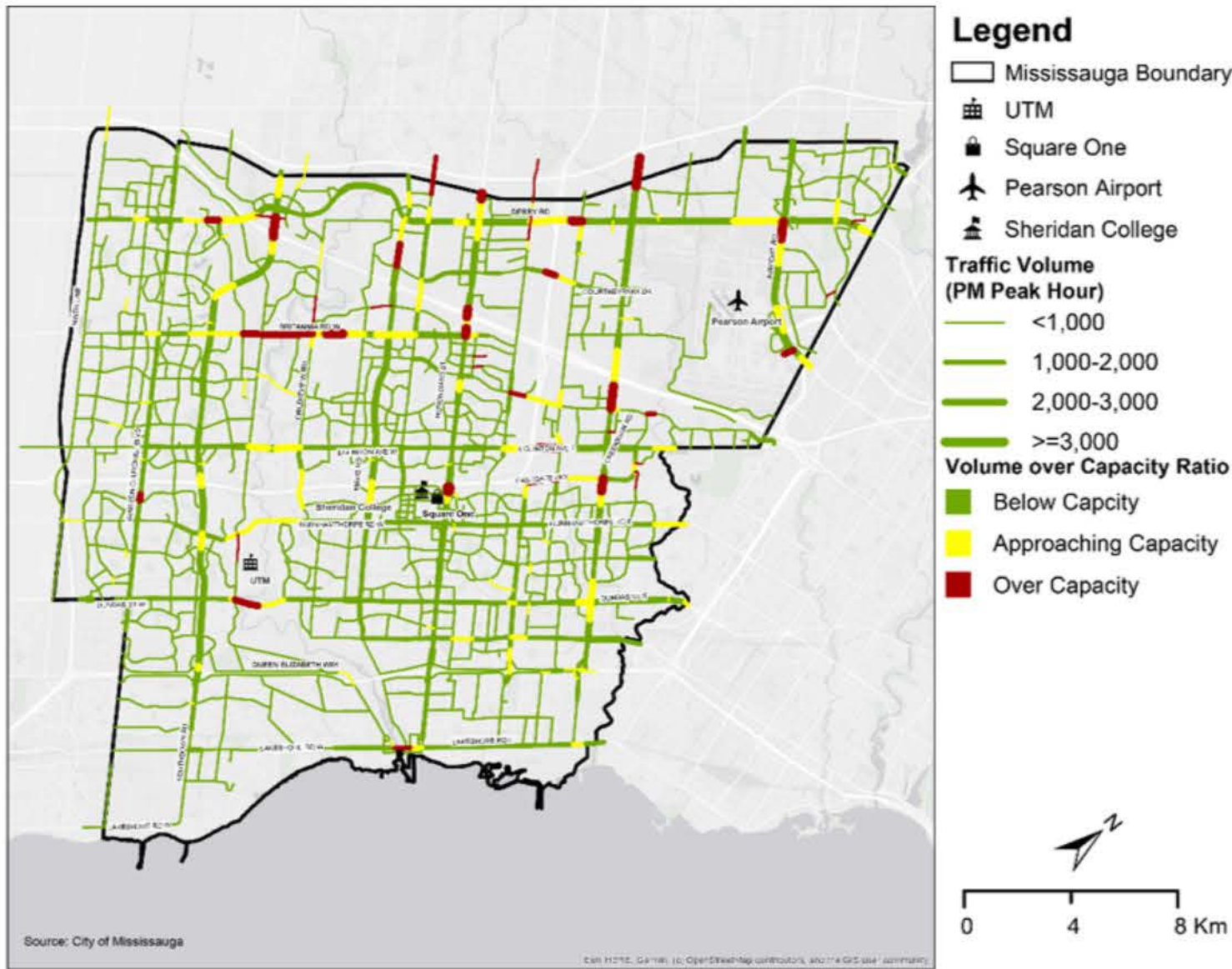
WHAT WE KNOW ABOUT TRAVEL IN MISSISSAUGA

Travel demand will continue to grow

Population and employment growth will generate more demand for travel. Afternoon peak period (3 p.m. to 7 p.m.) person trips will increase from 720,000 in 2016 to 965,000 in 2041. If current travel trends continue, congestion on the road network will worsen and more road corridors will reach capacity.

Existing Traffic Conditions

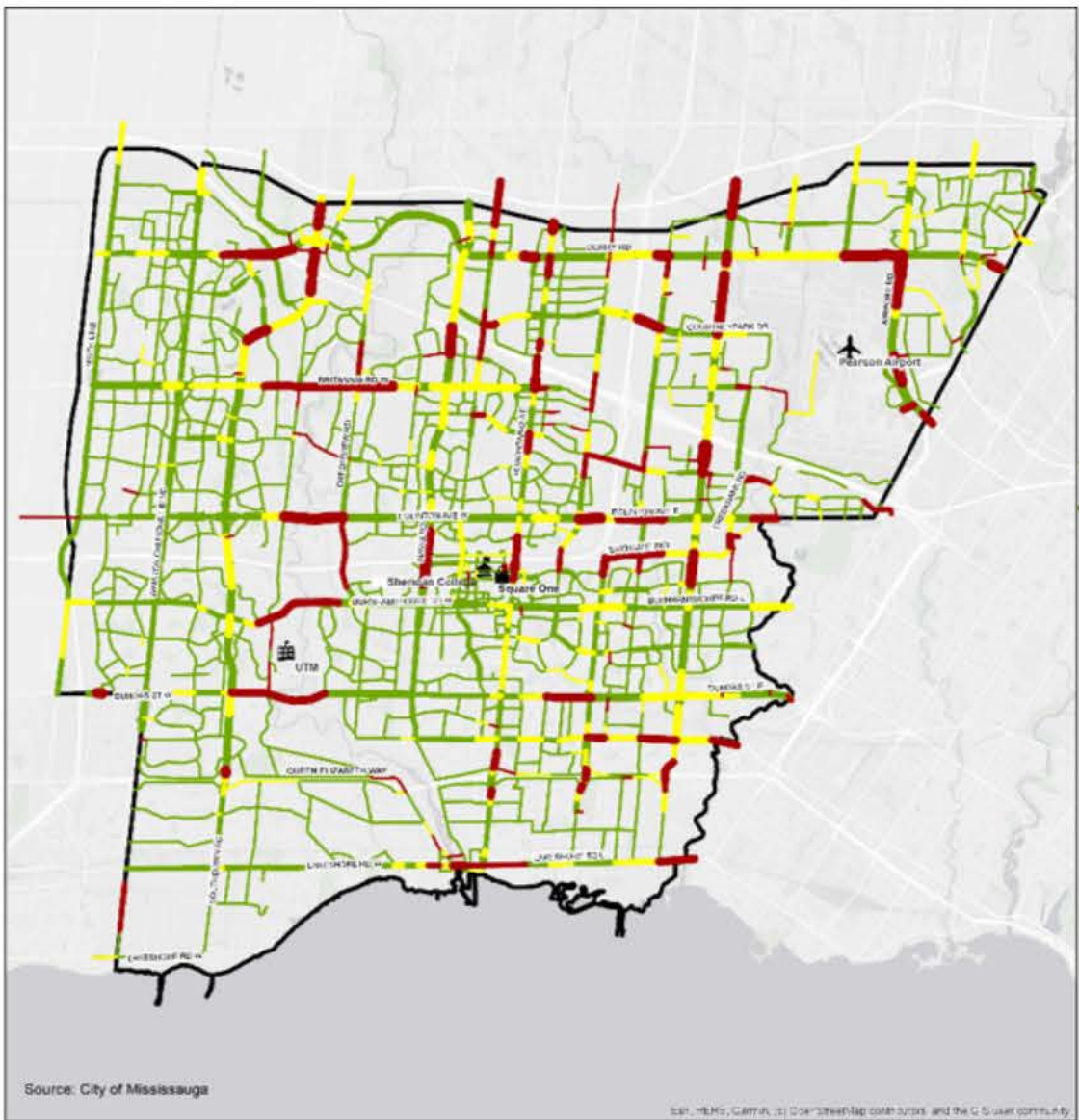
[Click to enlarge image](#)



Source: City of Mississauga Travel Demand Model, PM peak

Draft 2041 Forecast Traffic Conditions

[Click to enlarge image](#)



Source: City of Mississauga Travel Demand Model, PM peak

Tell us what you think

The COVID-19 pandemic has drastically changed travel patterns and traffic volumes in 2020. When this pandemic is over, how do you think your travel patterns and choices will change from before?

Select all that apply:

- ☐ **Work from home more often**
- ☐ **Work from home all the time**
- ☐ **Take transit less**
- ☐ **Walk and cycle more**
- ☐ **No change**
- ☐ **Other**

If Other, Explain:

Submit

WHAT WE KNOW ABOUT TRAVEL IN MISSISSAUGA:

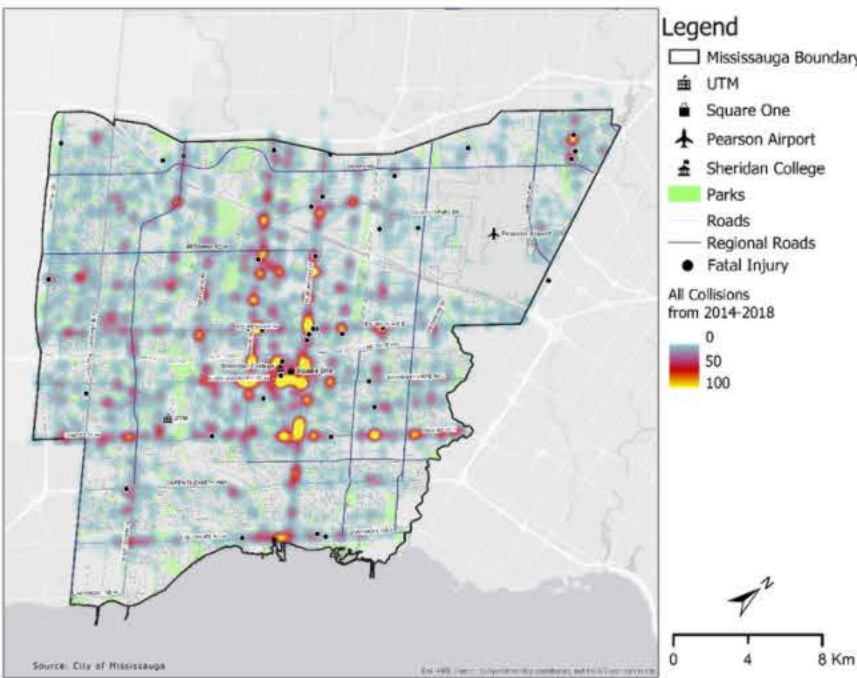
Collision hotspots need to be addressed

Road safety is important for all users and can be a barrier that prevents people from choosing active modes of travel.

In the 5-year period between 2014 and 2018, almost 24,500 collisions occurred on city streets with over 3,000 injuries and 41 fatalities. Over 5% of collisions involved pedestrians and cyclists—the most vulnerable road users.

Collision hotspots include Downtown, Cooksville, Eglinton and Malton

[Click to enlarge image](#)



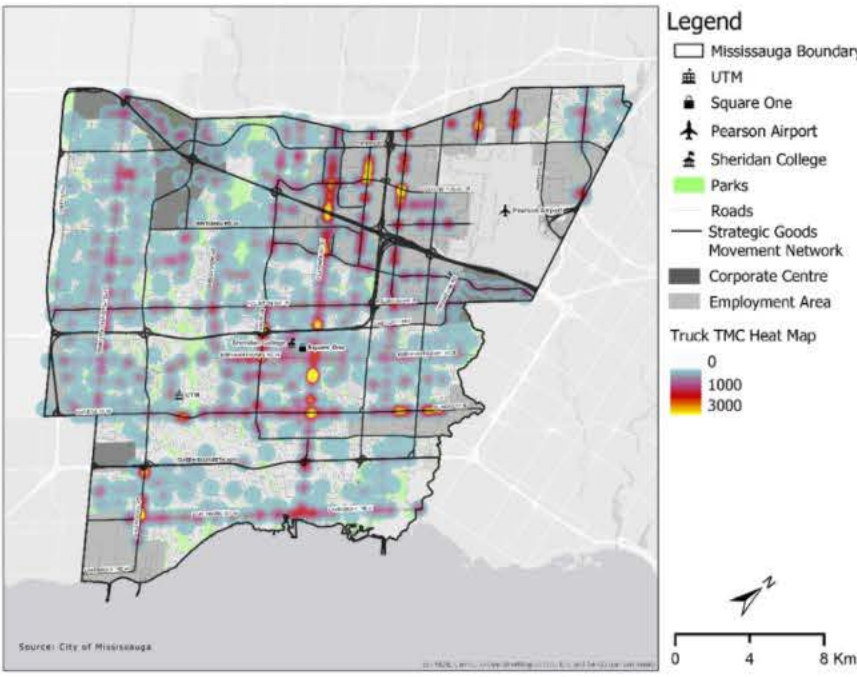
Source: City of Mississauga collision data, 2014-2018

All areas of Mississauga rely on truck movements

Moving goods efficiently to and from businesses in the city's Employment Areas and Corporate Centres is critical to the continued prosperity in Mississauga.

Trucks use many of the city's corridors to make deliveries or access the highway network.

[Click to enlarge image](#)



Note: Map show truck volumes on City streets only.

WHAT WE KNOW ABOUT TRAVEL IN MISSISSAUGA

Transportation equity creates a system that works for everyone

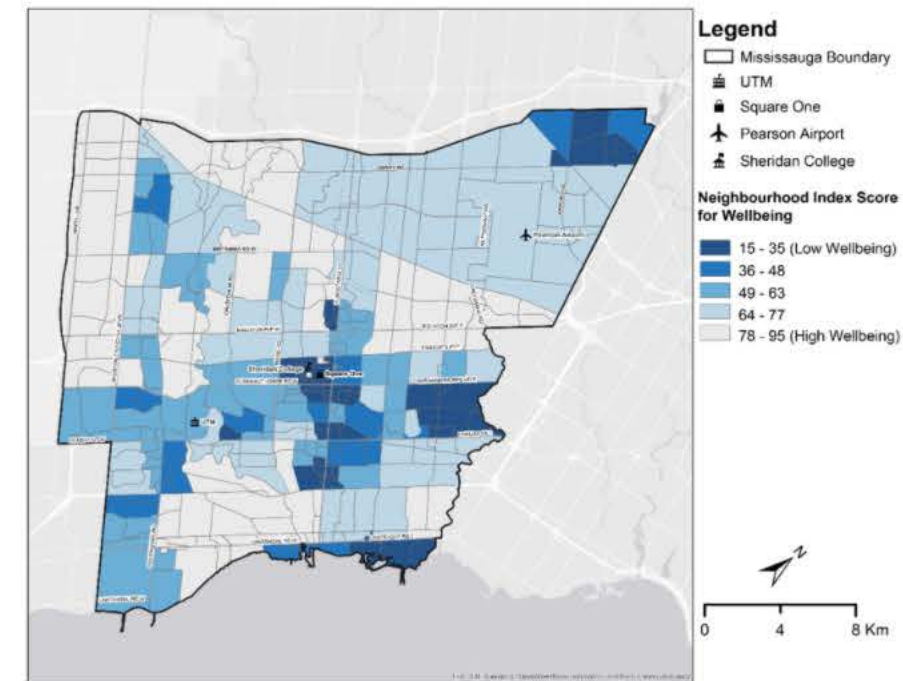
Transportation equity is about fairness and creating a transportation system that works for everyone. Improving transportation equity improves access for more people to jobs, education, healthy foods, government services, health services, recreation and social activities.

The Peel Neighbourhood Information Tool was used to identify neighbourhood well-being based on

- demographics (e.g., youth population, senior population, visible minorities, immigrants, single-parent families);
- economic opportunity (e.g. low-income households, high shelter costs, unemployment, education);
- community engagement and belonging (e.g. sense of belonging, usage of parks, rec programs and library);
- safety and health (e.g. crime rates, child development, self-rated health); and
- physical environment (e.g. grocery stores, community facilities, housing conditions).

Equity-seeking neighbourhoods with lower well-being scores, such as Downtown, Malton, Cooksville, Burnhamthorpe/Summerville and Lakeview, tend to be more reliant on transit, cycling and walking to meet their daily travel needs.

[Click to enlarge image](#)



Source: Peel Neighbourhood Information Tool

PROBLEM STATEMENT AND STUDY DIRECTIONS

Key transportation issues

The majority of Mississauga residents use an automobile as their primary mode of transportation.

The road network will approach vehicular capacity in many areas of the city if current travel trends continue, impacting how well people and goods move around the city.

While more people are making trips by transit, travel time by transit can take two to three times as long versus the automobile.

Transit and road improvements are needed to support equity-seeking neighbourhoods and new transit-oriented communities around Major Transit Station Areas.

Addressing road safety for all users will make roads safer and more comfortable for pedestrians and cyclists – allowing these modes to be the mode of choice for short trips.

Connections outside of Mississauga are also important to the transportation system for Mississauga’s residents and workers.



Draft Directions for the **TRIP** study

1. Support the City’s Climate Change Action Plan by making sustainable, lower-emission modes (low-emission MiWay transit vehicles, walking and cycling) more attractive for more travellers.
2. Move people and goods more reliably by addressing gaps in the network, prioritizing transit between key destinations, and developing strategies for goods movement.
3. Implement more Transit Priority Corridors to provide fast, reliable, and efficient transit to more people.
4. Expand infrastructure and services where needed to ensure equitable access for all users – with a focus on equity-seeking neighbourhoods and transit-oriented communities.
5. Support the City’s Vision Zero initiative by focusing on protecting vulnerable road users when planning and implementing road and transit infrastructure.
6. Provide a connected, integrated transportation system within the city and improved access to hubs outside the city where people are travelling to.

Tell us what you think

1. Do these issues reflect your opinion on the transportation issues facing the City?

Yes

▼

What other big picture concerns should be considered?

2. The City has identified draft directions for the study. Please rate these directions by importance, where 1 is least important and 5 is most important:

<u>Direction</u>	5 Most Important	4	3	2	1 Least Important
1: Make sustainable modes more attractive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2: Address gaps, prioritize transit and goods movement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3: Implement more Transit Priority Corridors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4: Improve transportation equity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5: Support Vision Zero	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6: Provide connected system and access to hubs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. Is there anything missing from the draft directions for Mississauga TRIP study?

Yes

▼

If yes or not sure, what is missing?

Submit

PRELIMINARY ALTERNATIVE SOLUTIONS

Identify Alternative Solutions

In the next phase of the study, we will identify alternative solutions to address the problem statement. Alternative solutions could include a combination of strategies. Below are preliminary alternative solutions that will be considered in the next phase:



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



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



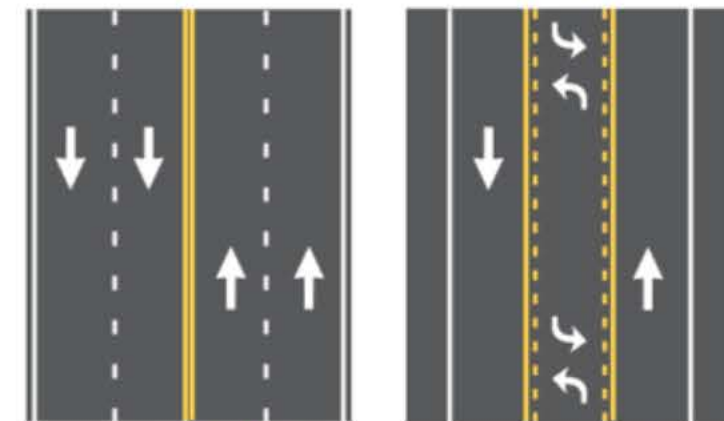
3. High Occupancy Vehicle (HOV) lanes shared by carpools and buses



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



5. New roads or wider roads with additional travel lanes



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

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



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

Tell us what you think

1. Please rate these in order of importance to you, where 1 is least important and 5 is most important:

<u>Solution</u>	5 Most Important	4	3	2	1 Least Important
1: Bus-only lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2: Transit priority measures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3: HOV lanes for carpools and buses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4: Traffic system management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5: New roads or wider roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6: Road diets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7: Travel demand management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you agree with the preliminary alternative solutions proposed?

Yes

▼

Please tell us why?

Submit

EVALUATION OF ALTERNATIVES

Draft Evaluation Criteria

The alternative solutions will be evaluated against criteria to determine a preferred solution:



Vision: aligns with TMP vision and study directions



Economic Impacts: supports businesses, provides reliable goods movement



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



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



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



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

Tell us what you think

Do you agree with the draft evaluation criteria as proposed?

Yes

▼

Please tell us why?

Submit

Next Steps

Your input is valuable to us! If you have any other comments about the study, please fill out the comment box on the right. The comment period for this on-demand meeting will remain open until December 20, 2020. Comments will help inform solutions for the next phase of the study.

Follow us on social media



Timeline

Phase 1: Identify Problem and Opportunity

Fall 2020 / Winter 2021

Define a study direction and assess existing transportation conditions. Gather feedback on the Problem and Opportunity Statement.

Phase 2: Evaluate Alternative Solutions to the Problem and Opportunity

Fall 2021

Undertake transportation assessment of proposed alternative solutions. Gather feedback on the evaluation of the alternative solutions.

Phase 3: Preferred Plan

Winter 2022

Finalize the preferred plan and develop priorities and phasing plan for the recommended transportation infrastructure improvements.

Additional Comments

Please share any other comments that you may have about this study.

Submit

Contact Us

For more information, visit us at:



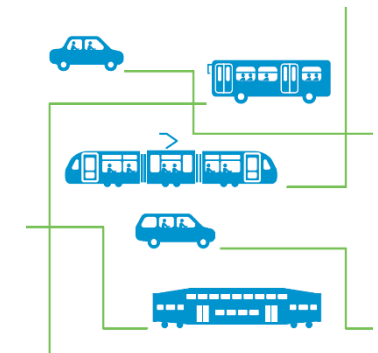
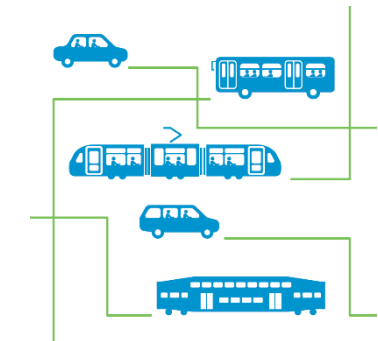
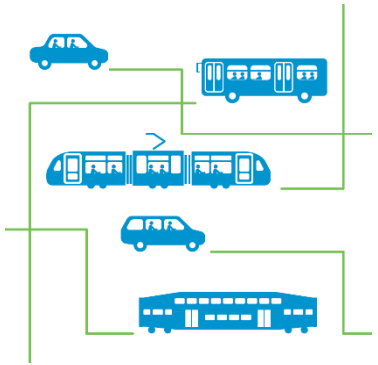
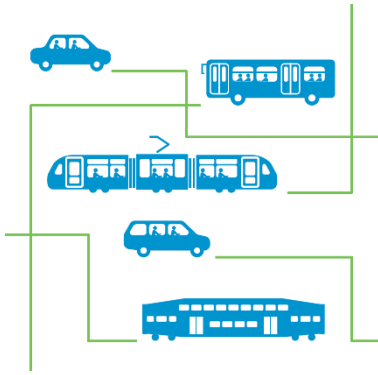
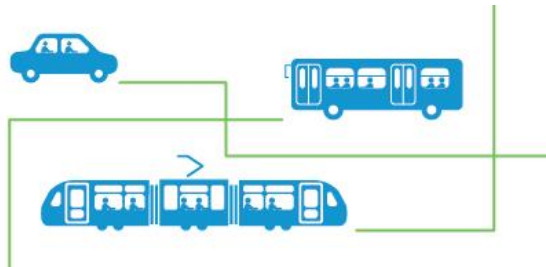
yoursay.mississauga.ca/transit-and-road-infrastructure-plan

You can always reach the project team by sending an email to:



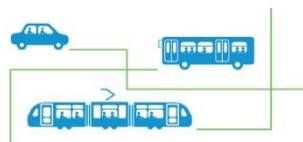
mark.vandersluis@mississauga.ca

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.

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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

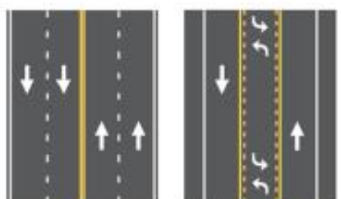
Road-focused Solutions



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:							
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.)

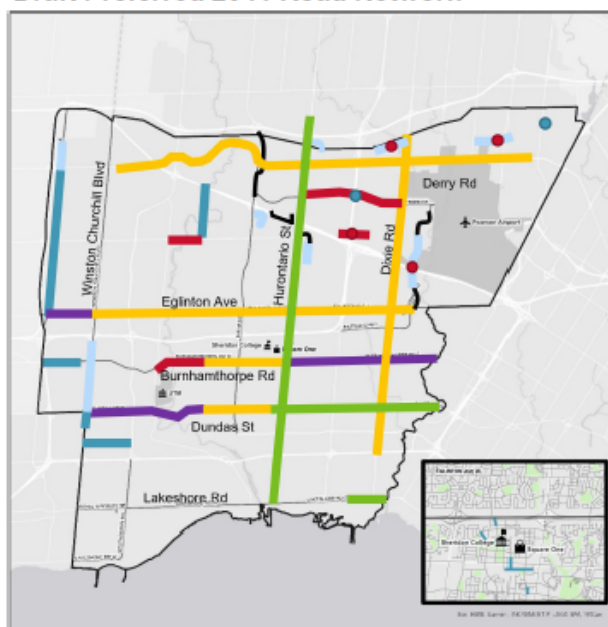
Draft Preferred 2041 Transit Priority Network



- 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	<p>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).</p>
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="358 384 1471 527">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="358 531 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 BRTs2.

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 PLEEEEEEEASE, 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



3

↳ 4 Replies

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

Like · Reply · Message · 6w

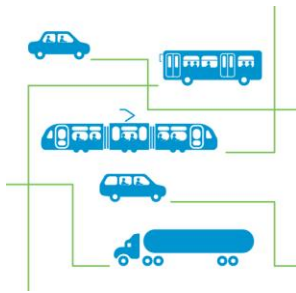


1

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

Like · Reply · Message · 3w

Virtual PIC #2 – Notice and Online Materials



Transit and Road Infrastructure Plan

Notice of Public Engagement – Virtual On-demand Meeting #2

The Study

In 2019, the City of Mississauga completed its inaugural **Mississauga Transportation Master Plan** that identified an aspirational transportation vision: *In Mississauga, everyone and everything will have the freedom to move safely, easily, and efficiently to anywhere at any time.*

The City of Mississauga is now undertaking the **Transit and Road Infrastructure Plan** study to identify a long-term transit network plan and a long-term road network plan – infrastructure plans critical to achieving the City's transportation vision. The study will complement other Mississauga infrastructure plans and guidelines including the Cycling Master Plan (completed in 2018), the Pedestrian Master Plan (underway), and the Changing Lanes study (underway) – essential elements to creating an integrated, multimodal transportation system which fosters the *freedom to move*.

The Process

This Study will follow the master planning process described in the Municipal Engineers Association Municipal Class Environmental Assessment (EA) Manual (October 2000, as amended in 2007, 2011, and 2015). The Master Plan process will satisfy Phases I (Identify Problem and Opportunity) and II (Identify and Evaluate Alternative Solutions to the Problem or Opportunity) of the Municipal Class EA process. The final deliverable will be a document that will guide actions, policies and transportation investment in Mississauga over the next 20 years.

Virtual On-demand Meeting #1 was held over a three-week period in December 2020. We heard from you about key transportation issues, draft direction for the study, preliminary alternative solutions, and draft evaluation criteria.

Virtual On-demand Meeting #2 will report back on your input while seeking your feedback on the evaluation of alternatives and draft recommended transportation network.

Get Involved

We want to hear from you! Your input is important to this study. Please visit the Project Website **yoursay.mississauga.ca/transit-and-road-infrastructure-plan** anytime from June 6 to June 27, 2022, to view Virtual On-demand Meeting materials about the study. You will be able to provide input directly on the site through responding to survey questions. Materials are available 24 hours a day, 7 days a week.

While we continue to respond to the COVID-19 pandemic, we are working hard to deliver essential services and projects to keep our City moving and safe. While we are not meeting in person at this time, we still want to connect! Comments and input can be provided online, via telephone, or mail. If you require help accessing materials or providing input, please let us know. For more information about the **Transit and Road Infrastructure Plan** or to be added on the study mailing list, please visit: **yoursay.mississauga.ca/transit-and-road-infrastructure-plan**.

Contact Us

Should you have any questions or accessibility needs to participate, please contact the study team:

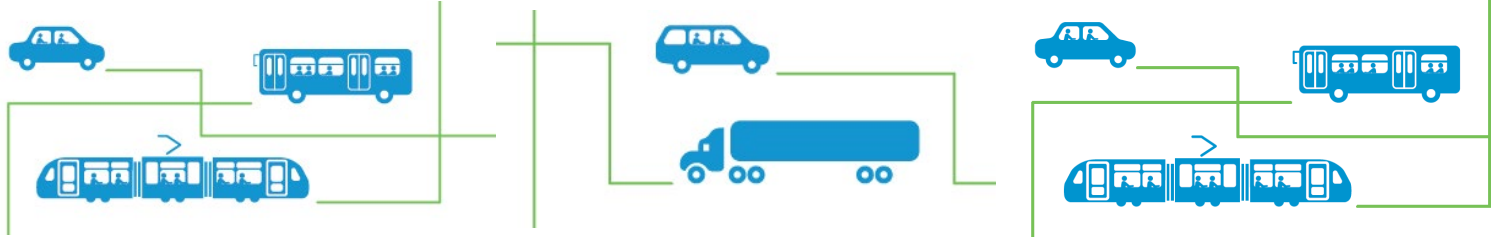
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Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This Notice was first issued on May 26, 2022.



Welcome to the Mississauga Transit and Road Infrastructure Plan Virtual On-Demand Meeting #2

As we continue to respond to this pandemic, we are working hard to deliver essential services and projects to keep our City moving and safe. While we are not connecting in-person at this time, we still want to connect! This on-demand meeting is one way for you to learn more and provide input on the Transit and Road Infrastructure Plan.



Thank you for your participation in our online engagement! The commenting period for this on-demand meeting will be open from June 6 to 27, 2022. Comments can also be emailed to the study's project manager at mark.vandersluis@mississauga.ca.

We look forward to receiving your input and continuing to work with you throughout the study.

Land Acknowledgement

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty Lands and Traditional Territory of the Mississaugas of the Credit First Nation, Haudenosaunee and the Huron-Wendat First Nation. We recognize the ancestors of these peoples as the inhabitants of these lands since time immemorial.

The City of Mississauga is home to First Nations, Métis and Inuit peoples.

How to navigate

- Click on the arrows on the right side of your screen.
- Use the navigation bar at the left of your screen to revisit any part of the meeting

How to participate

- Click through all 13 slides to learn more about the study. Some slides will have areas where you can provide your feedback on the information shown in the slide
- Provide a comment at any point by clicking the "Comment" button at the top right corner of your screen. Once finished, please make sure to hit "Submit" to send your comments to the project team.

Join the Mailing List

Do you want to be included in the project mailing list?
Please add your email in the box below:

Name:

First Name

Last Name

Email:

example@example.com



ABOUT THE TRANSIT AND ROAD INFRASTRUCTURE PLAN

Introduction

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.

The Transportation Vision for Mississauga

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.

Study Process

This study is being conducted in accordance with the requirements described in Approach #1 of the Municipal Class Environmental Assessment (EA) Process (Municipal Engineers Association June 2000, as amended in 2007, 2011 and 2015). The Master Plan process will satisfy Phase 1 and Phase 2 of the Municipal Class EA process - to identify the Problem and Opportunity, and to identify and evaluate Alternative Solutions to the Problem and Opportunity, respectively.

Throughout the study, there will be opportunities for you to engage with the study team and provide your feedback on road and transit infrastructure in the City of Mississauga.



HOW THIS STUDY ALIGNS WITH OTHER CITY PLANS AND PROJECTS

The **Transit and Road infrastructure Plan** is one of several transportation planning studies that will guide the direction of the future transportation system.

The City's **Official Plan** provides policies that guide and direct the physical change of the city. We're reviewing the existing Official Plan to ensure it reflects the changing needs, opportunities and aspirations of our city.

The **Mississauga Transportation Master Plan** provides overarching guidance on the future of transportation in Mississauga and specifically calls for mode specific infrastructure plans such as this **TRIP** study.

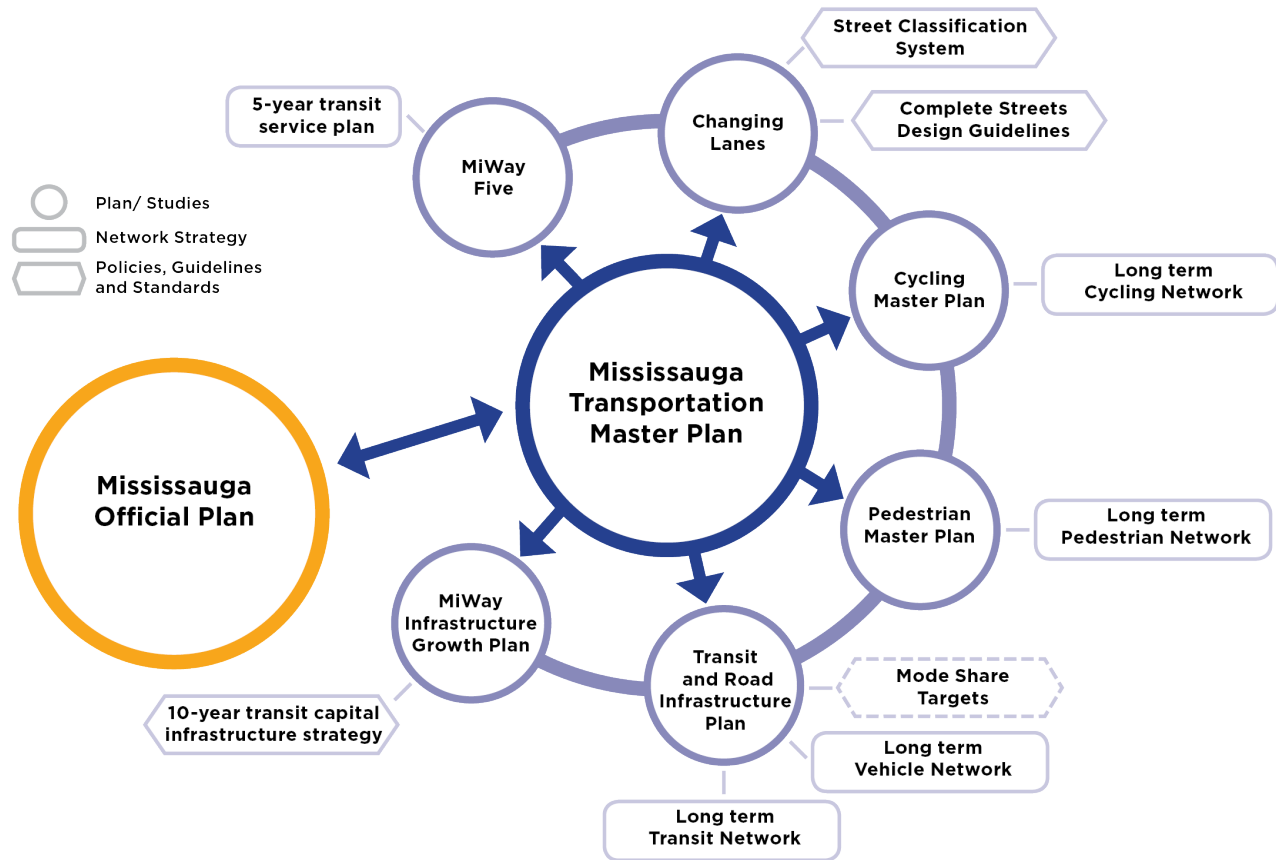
MiWay Five is a five year service plan that is focused on revising existing routes and schedules to provide added frequency, more service hours and better connectivity throughout the network.

The **Changing Lanes** project will update, develop and implement new tools to help make our streets safer and more convenient for all users.

The **Cycling Master Plan** developed recommendations and actions to improve safety for cycling, build a connected bicycle network, increase the number of cycling trips and foster a culture of cycling in Mississauga.

The **Pedestrian Master Plan** aims to improve the pedestrian network, policies, programs, and environment so that people of all ages and abilities have the freedom to move freely and comfortably as a pedestrian.

The **MiWay Infrastructure Growth Plan** aims to direct capital investments for transit infrastructure to support MiWay's Five Year Service Plan and maximize the benefits of added MiExpress service, facilitate route connections, make transit more reliable, and enhance the customer experience.



[Find out more about these studies on the City's website.](#)

Other Programs / Plans

The City of Mississauga has adopted **Vision Zero**, an approach to transportation that sets a vision for zero fatal or injury-causing collisions.

The City's **Climate Change Action Plan** aims to reduce greenhouse gas emissions by 80% by 2050. As transportation is one of the major contributors to greenhouse gas emissions, the City supports efforts to shift travellers to lower-emission modes, such as transit, cycling and walking.



PROBLEM STATEMENT AND STUDY DIRECTIONS

*In Mississauga, everyone and everything will have the **freedom to move** safely, easily, and efficiently to anywhere at any time.*

This study will identify the long-term transit network plan and long-term road network plan – infrastructure plans critical to achieving the City’s transportation vision. To meet the transportation vision, the City will need to maximize its use of existing transportation infrastructure and prioritize new transit infrastructure to support anticipated growth with new residents and new jobs being established. The **Transit and Road Infrastructure Plan** will be developed to provide a clear direction on the City’s strategic investment in the transit and road networks to support an integrated multi-modal system for all users.

Key transportation issues

The majority of Mississauga residents use an automobile as their primary mode of transportation.



The road network will approach vehicular capacity in many areas of the city if current travel trends continue, impacting how well people and goods move around the city.



While more people are making trips by transit, travel time by transit can take two to three times as long versus the automobile.



Transit and road improvements are needed to support equity-seeking neighbourhoods and new transit-oriented communities around Major Transit Station Areas.



Addressing road safety for all users will make roads safer and more comfortable for pedestrians and cyclists – allowing these modes to be the mode of choice for short trips.



Connections outside of Mississauga are also important to the transportation system for Mississauga’s residents and workers.



Directions for the **TRIP** study

1. Support the City’s Climate Change Action Plan by making sustainable, lower-emission modes (low-emission MiWay transit vehicles, walking and cycling) more attractive for more travellers.
2. Move people and goods more reliably by addressing gaps in the network, prioritizing transit between key destinations, and developing strategies for goods movement.
3. Implement more Transit Priority Corridors to provide fast, reliable, and efficient transit to more people.
4. Expand infrastructure and services where needed to ensure equitable access for all users – with a focus on equity-seeking neighbourhoods and transit-oriented communities.
5. Support the City’s Vision Zero initiative by focusing on protecting vulnerable road users when planning and implementing road and transit infrastructure.
6. Provide a connected, integrated transportation system within the city and improved access to hubs outside the city where people are travelling to.



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

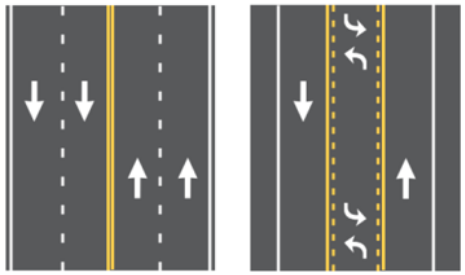
Road-focused Solutions



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.



What we heard from you

The first Public Open House for the **Transit and Road Infrastructure Plan** held from November 30 to December 20, 2020, with over 600 visits to the website and 49 individuals provided responses to the online questions and comment form.

Many common themes were heard from the community. Most respondents agreed with the transportation issues identified reflect their opinion of the issues facing Mississauga.

The top 3 directions that were rated most important and important by at least 70% of respondents are providing a connected system and access to hubs (Direction 6), making sustainable modes more attractive (Direction 1), and implementing more Transit Priority Corridors (Direction 3) as shown in the table below.

Responses received when asked to rate Draft Directions

Draft Directions	Most Important and Important	Neutral	Less and Least Important
Direction 1: Make sustainable modes more attractive	70%	11%	19%
Direction 2: Address gaps, prioritize transit and goods movement	62%	17%	21%
Direction 3: Implement more Transit Priority Corridors	70%	21%	8%
Direction 4: Improve transportation equity	57%	26%	17%
Direction 5: Support Vision Zero	66%	9%	25%
Direction 6: Provide connected system and access to hubs	76%	11%	13%

The top 3 alternative solutions that were rated most important and important by at least 70% of respondents are transit priority measures (Solution 2) and bus-only lanes (Solution 1) as shown in the table below.

Responses received when asked to rate Alternative Solutions

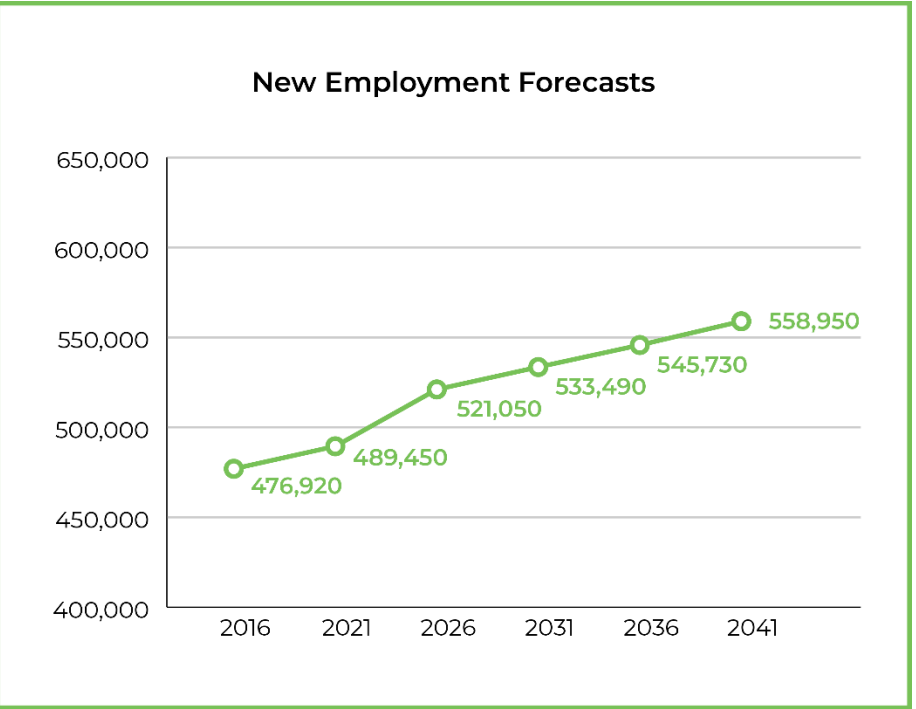
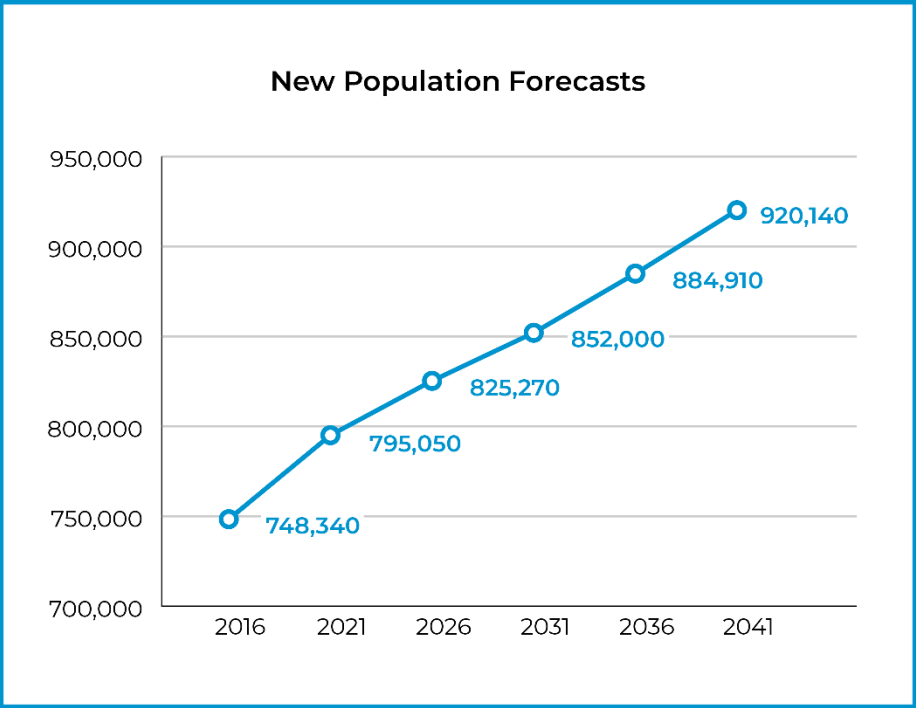
Alternative Solutions	Most Important and Important	Neutral	Less and Least Important
Solution 1: Bus-only lanes	70%	10%	20%
Solution 2: Transit priority measures	72%	8%	20%
Solution 3: HOV lanes for carpools and buses	49%	29%	22%
Solution 4: New roads or wider roads	43%	20%	37%
Solution 5: Road diets	57%	22%	20%
Solution 6: Traffic system management	63%	20%	16%
Solution 7: Travel demand management	58%	22%	20%



Mississauga continues to evolve and grow

The City of Mississauga continues to attract new development that brings new homes and new jobs to the city. However, how we will grow in the future will not look the same as it has in the past. The City will focus on building up, not out, with new developments in the Downtown, in identified growth areas, in Major Transit Station Areas and in redeveloping underutilized lands.

The City will also need to prepare for an aging population as the proportion of its residents over 65 years of age will grow faster than any other age group. This will put new and different pressures on the transportation system.



Source: Region of Peel Draft 2021 Forecasts



MODELLING SCENARIOS

Modelling scenarios were used to help quantify and compare components of the Alternative Solutions.

Separate Transit and Road Modelling Scenarios were defined to capture a broad range of infrastructure projects and resulting future travel demands. The model outputs help inform the evaluation of alternative solutions.

Transit Network Modelling Scenarios

Three transit network scenarios were defined for modelling purposes to assess transit solutions including bus-only lanes and transit priority measures::

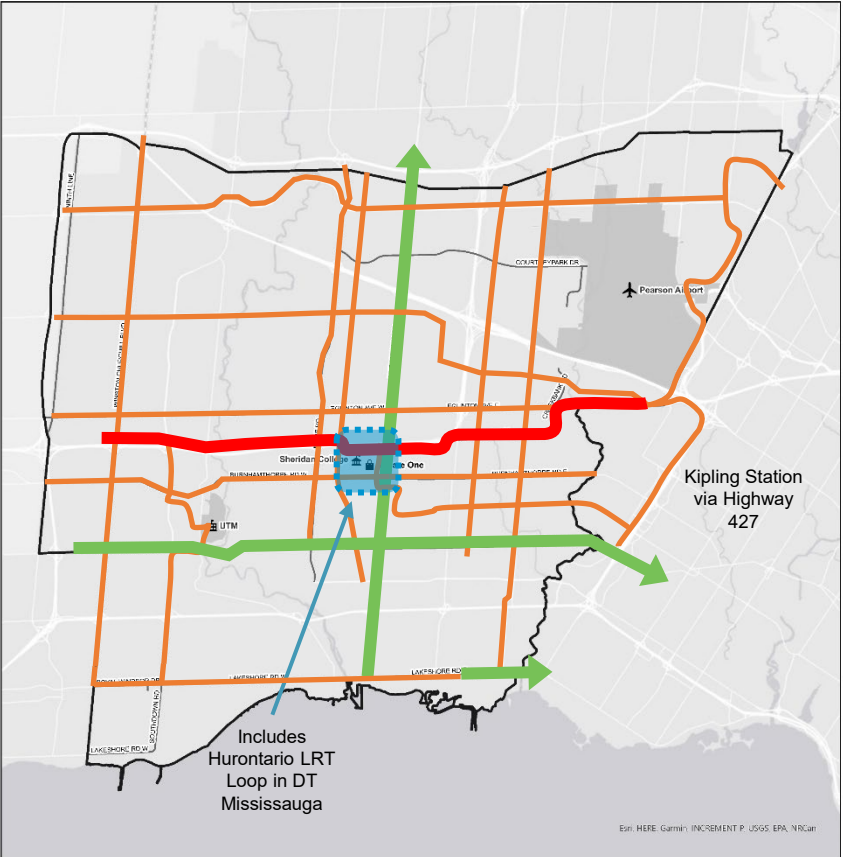
Scenario	Transit Modifications
Base Road / Transit – “Business as Usual”	Current network with minimal transit improvements
Transit 1	Based on 2041 MiWay Assumptions
Transit 2	Transit 1 + bus-only lanes on major corridors.

- Legend
- Current Rapid Transit Projects (Dedicated Lanes)
- Mississauga Transitway
- Transit Priority (Dedicated Lanes)
- ≤ 5 minute headways
- 5 – 10 minute headways

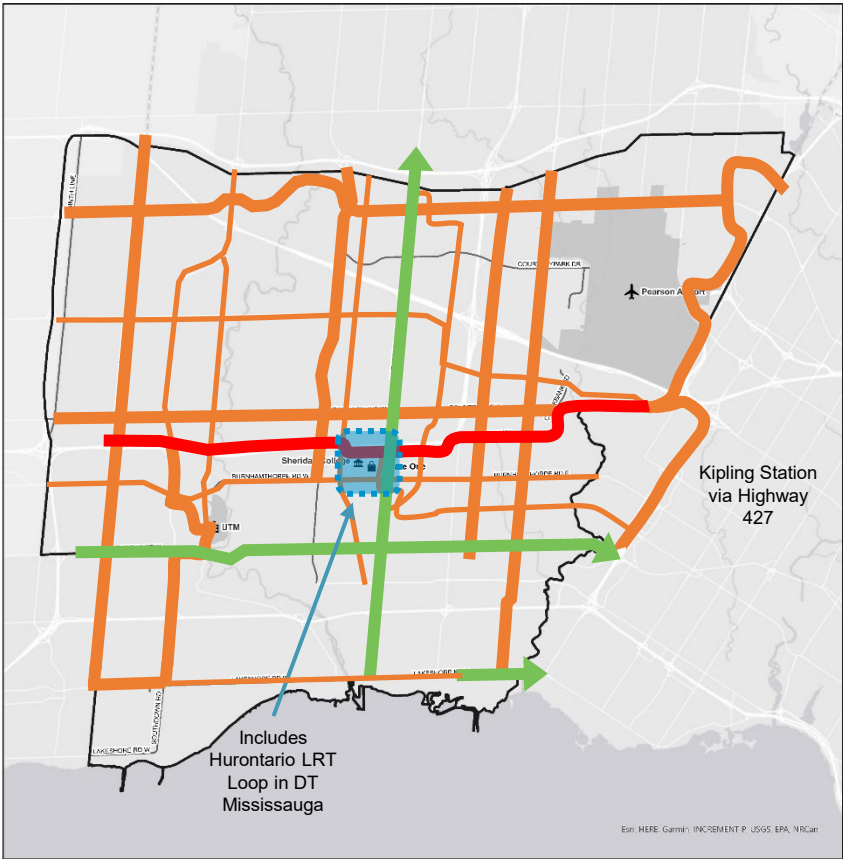
Notes:

- Assumed no changes to GO service across 2041 scenarios
- Connections to strong transfer points within adjacent municipalities where possible
- Considerations of dedicated transit lanes in Transit Scenario 2 based on Transit Scenario 1 results
 - Existing 6 lane road would lose a GPL; existing 4 lane road would require widening

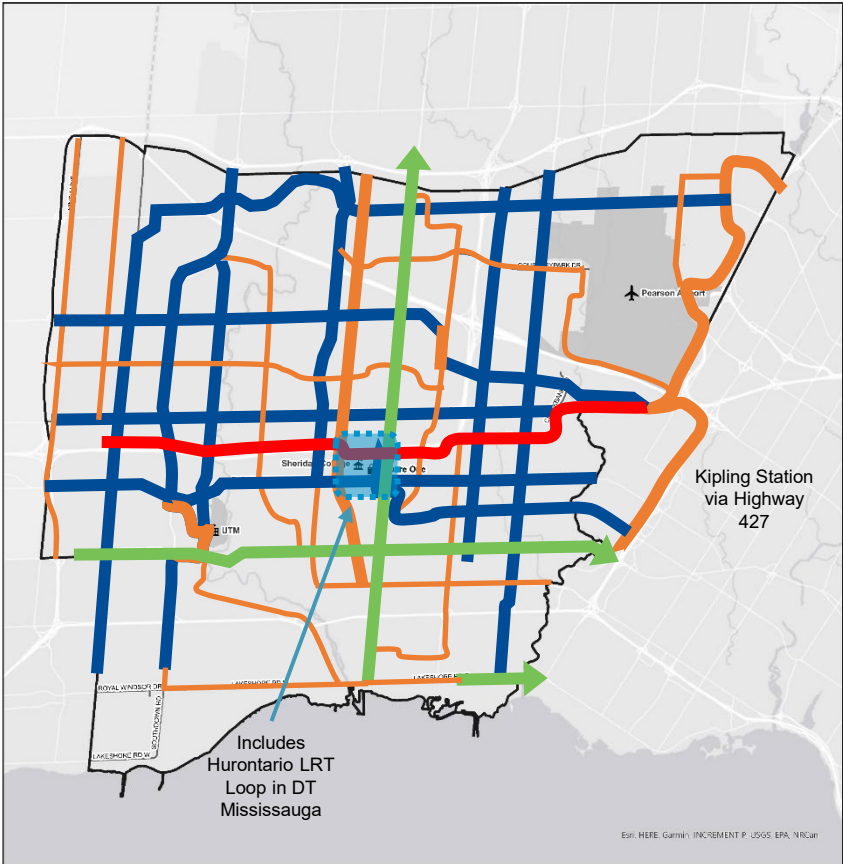
2041 Base Transit



2041 Transit Scenario 1



2041 Transit Scenario 2



Modelling scenarios were used to help quantify and compare components of the Alternative Solutions.

Separate Transit and Road Modelling Scenarios were defined to capture a broad range of infrastructure projects and resulting future travel demands. The model outputs help inform the evaluation of alternative solutions.

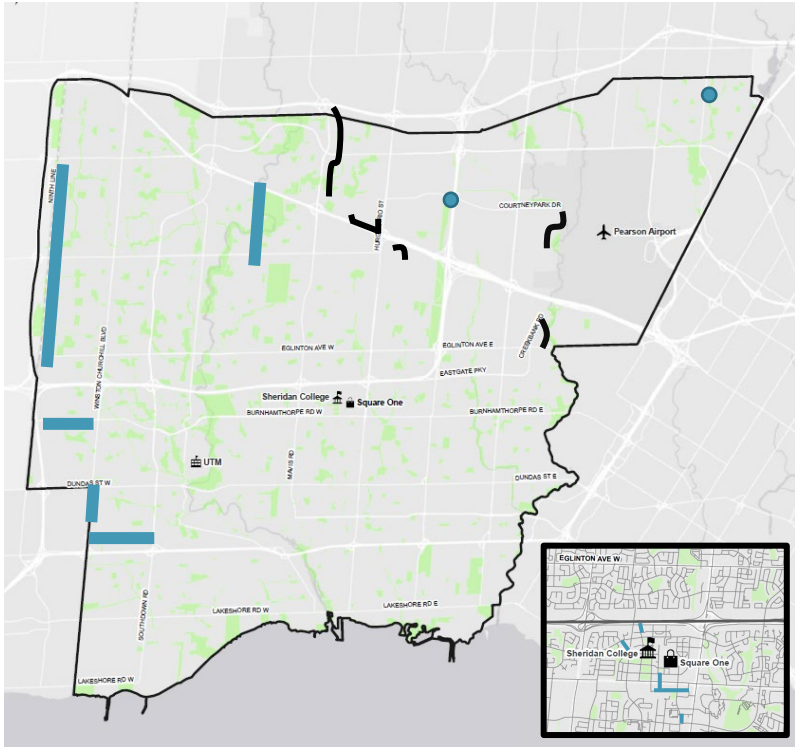
Road Network Modelling Scenarios

Three road network scenarios were defined for modelling purposes to assess road solutions such as new or wider roads and opportunities for HOV lanes or road diets:

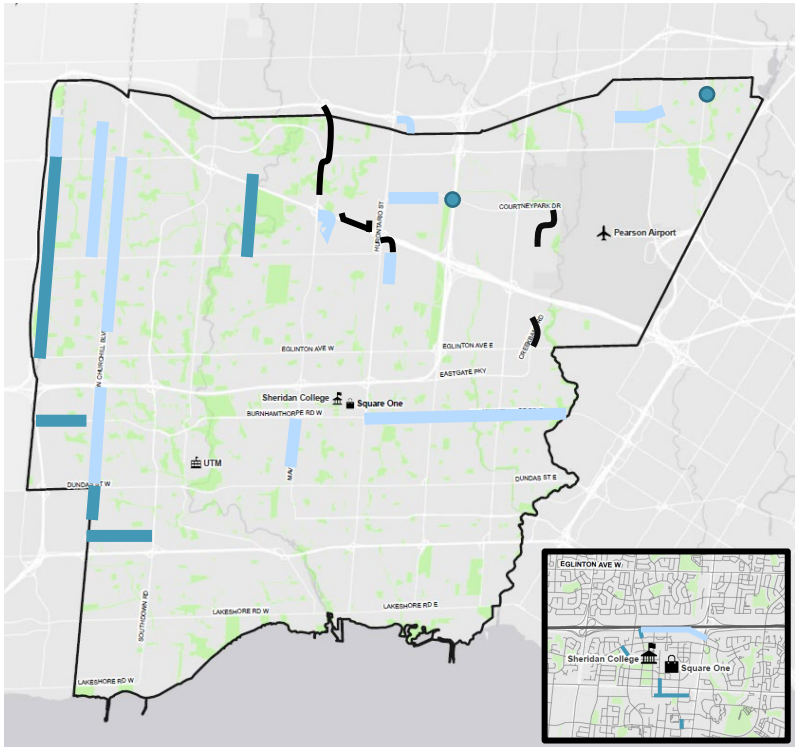
Scenario	Road Modifications
Base Road / Transit – “Business as Usual”	Committed/under construction road projects
Roads 1	Road improvements in growth areas and employment areas
Roads 2	Roads 1 + Crossings of Major Barriers (highways, rail, rivers)

- Legend
- Constructed
 - Base
 - Supporting Growth Areas and Employment Areas
 - Crossing of Major Barriers
 - New Grade Separation / Crossing
 - New Road / Road Widening

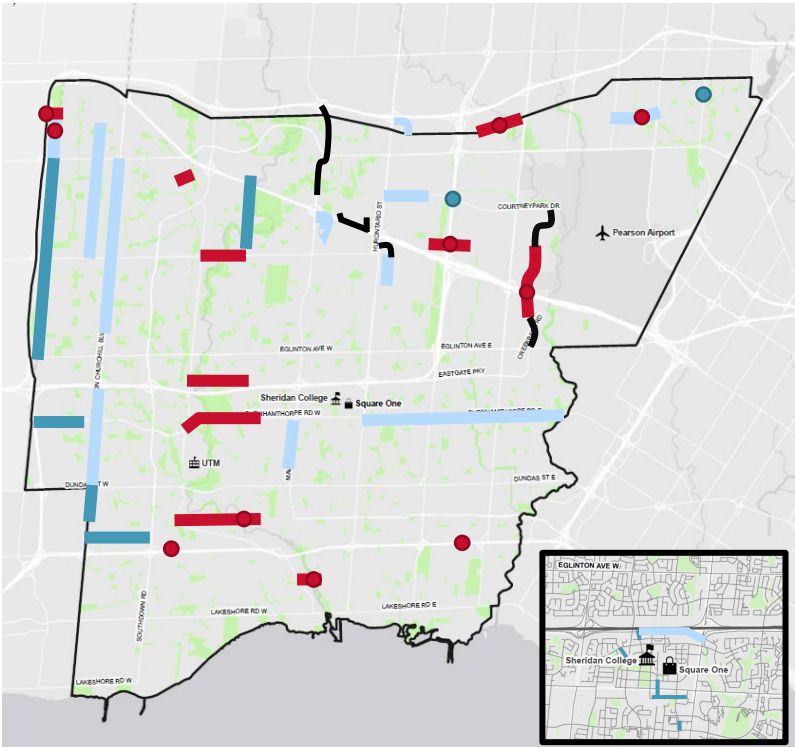
2041 Base Roads



2041 Roads 1



2041 Roads 2



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.



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 <ul style="list-style-type: none">• TMP vision• Study directions	Preferred	Preferred	Good	Acceptable	Good	Preferred	Good
Mobility Impacts <ul style="list-style-type: none">• network performance• network capacity• reductions in delays	Preferred	Preferred	Good	Good	Acceptable	Preferred	Good
Community Impacts <ul style="list-style-type: none">• community health and active lifestyles• transportation equity	Preferred	Preferred	Preferred	Acceptable	Good	Good	Preferred
Economic Impacts <ul style="list-style-type: none">• support businesses• goods movement	Acceptable	Good	Acceptable	Good	Acceptable	Preferred	Good
Environmental Impacts <ul style="list-style-type: none">• natural environment• cultural heritage	Good	Preferred	Good	Acceptable	Good	Preferred	Preferred
Financial Impacts <ul style="list-style-type: none">• 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

Questions:

The summary of the evaluation results is important for determining preferred transportation networks. From a scale of 1 to 5, how satisfied are you with evaluation results shown?

1. Very dissatisfied 2. Somewhat dissatisfied 3. Neutral 4. Somewhat satisfied 5. Very satisfied

Please explain why you chose that score and provide any additional feedback on the evaluation results to help us understand what is important to you about the evaluation.



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.

Questions:

As the preferred transportation networks are finalized, your input will help us understand what you want the future of transportation to 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:

From a scale of 1 to 5, how satisfied are you with **Draft Preferred 2041 Transit Priority Network** as the recommended alternative?

1. *Very dissatisfied* 2. *Somewhat dissatisfied* 3. *Neutral* 4. *Somewhat satisfied* 5. *Very satisfied*

Please explain why you chose that ranking and provide any additional feedback on the Draft Preferred 2041 Transit Priority, or suggestions that you feel could improve travel by transit in Mississauga.

Type here...

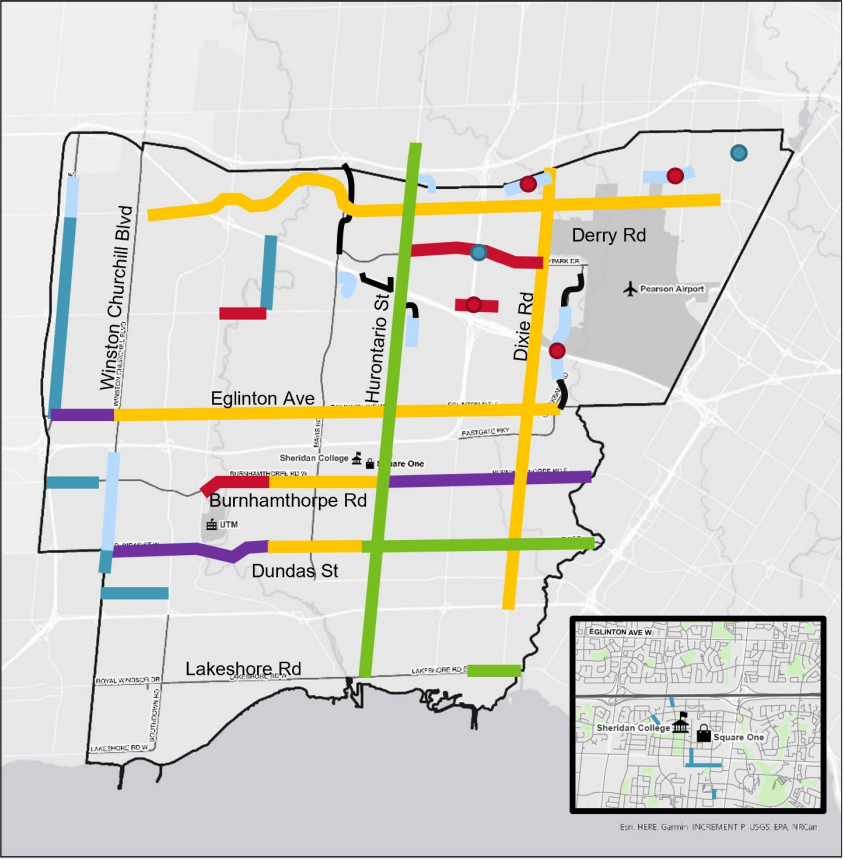
From a scale of 1 to 5, how satisfied are you with **Draft Preferred 2041 Road Network** as the recommended alternative?

1. *Very dissatisfied* 2. *Somewhat dissatisfied* 3. *Neutral* 4. *Somewhat satisfied* 5. *Very satisfied*

Please explain why you chose that ranking and provide any additional feedback on the Draft Preferred 2041 Road Priority, or suggestions that you feel could improve travel by all modes in Mississauga.

Type here...

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






NEXT STEPS

Your input is valuable to us! If you have any other comments about the study, **please fill out the comment box on the right**. The comment period for this on-demand meeting will remain open until June 27, 2022. Comments will help inform solutions for the next phase of the study.

A third Public Open House will be held in late 2022, to present the final preferred plan.

Timeline

- **Phase 1: Identify Problem and Opportunity**
Fall 2020 / Winter 2021
Define a study direction and assess existing transportation conditions. Gather feedback on the Problem and Opportunity Statement.
- **Phase 2: Evaluate Alternative Solutions to the Problem and Opportunity**
Spring 2022
Undertake transportation assessment of proposed alternative solutions. Gather feedback on the evaluation of the alternative solutions.
- **Phase 3: Preferred Plan**
Fall 2022 / Winter 2023
Finalize the preferred plan and develop priorities and phasing plan for the recommended transportation infrastructure improvements.

Additional Comments

Please share any other comments that you may have about this study.

Type here...

Contact Us

For more information, visit us at:



yoursay.mississauga.ca/transit-and-road-infrastructure-plan

You can always reach the project team by sending an email to:

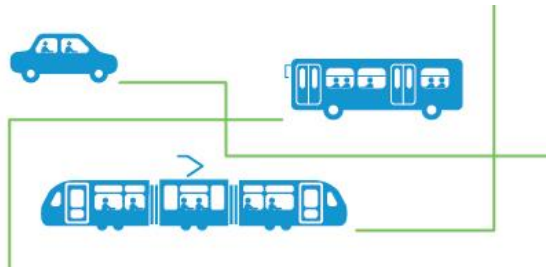


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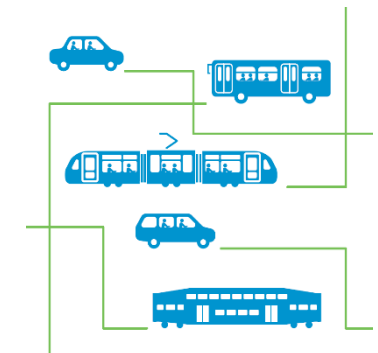
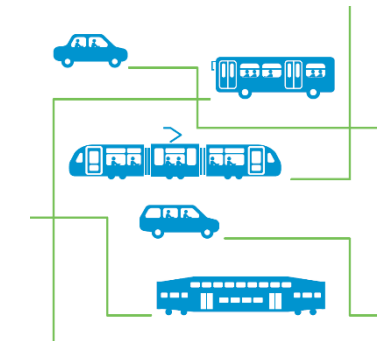
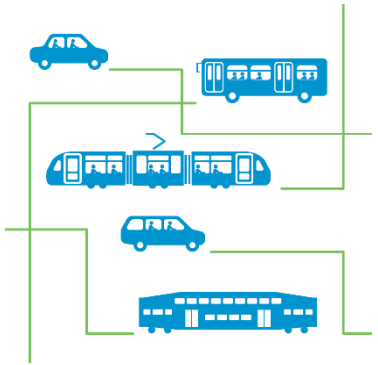
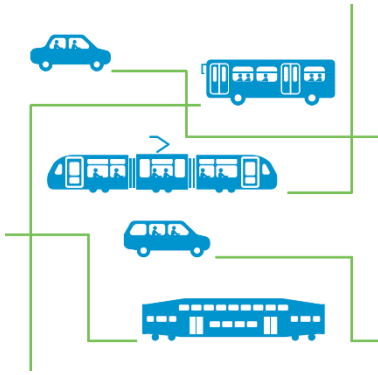
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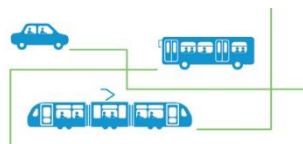


Transit and Road Infrastructure Plan



FEEDBACK REPORT FROM PUBLIC INFORMATION CENTRE #3 MAY - JUNE 2023





FEEDBACK REPORT FROM VIRTUAL AND IN PERSON PUBLIC INFORMATION CENTRE #3

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 third Online Public Information Centre for the TRIP study from May 23 to June 12, 2023. The City also held an In Person Meeting on May 23, 2023, from 6:00 p.m. to 8:00 p.m. at Mississauga City Hall.

The City has identified key transportation issues facing the city, directions (goals) for the study, alternatives solutions, evaluation criteria and results and a Recommended 2041 Transit Priority Network, Recommended 2041 Road Network, Achieving the Plan Sections 1, 2 and 3 and Recommended Network Phasing. The purpose of the Online Public Information Centre and In Person Meeting 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.

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PUBLIC FEEDBACK REPORT FROM PUBLIC INFORMATION CENTRE #3

1. ABOUT PUBLIC INFORMATION CENTRE #3

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 3: Preferred Plan. 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. Phase 2 involved a transportation assessment, development of alternative solutions and an evaluation of these alternatives. The preferred solution could include a combination of strategies. This phase will finalize the preferred plan as well as develop a prioritization and phasing plan for the recommended transportation infrastructure improvements.

The purpose of Public Information Centre #3 (PIC#2) included the following:

- Presenting background information about the project including how TRIP aligns with other City Plans and Projects, study needs and opportunities.
- Public Engagement undertaken and What We've Heard.
- Presenting the seven alternative solutions considered in Phase 2 and the evaluation criteria that the alternative solutions were evaluated against.
- Presenting road diet information including potential road diet locations.
- Presenting rail grade separation information and recommendations for at-grade rail crossings.
- Presenting transit priority types and presenting the Recommended Network - Transit.
- Presenting the Recommended Network – Road.
- Presenting strategies and initiatives for Achieving the Plan including:
 - 1) Section 1 (Aligning Transportation and Land Use).
 - 2) Section 2 (Promoting Sustainable Modes), and
 - 3) Section 3 (Mitigating and Adapting to Climate Change).
- Presenting the Recommended Network Phasing.
- Next Steps.
- Seeking input and receiving comments and suggestions for the City to consider.

The public could learn about and provide input on the study through by participating in the following:

Virtual On- Demand Meeting From May 23 to June 12	<p>A virtual On-Demand Meeting was hosted from May 23 to June 12, 2023, at www.MississaugaTRIP.ca. Individuals could visit the study website anytime 24/7 during this period to learn about and share their input on the study.</p> <p>When individuals visited the site, they were able to click through 16 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.</p> <p>During this period, the online Public Open House website was visited 237 times with individuals participating for an average time of 4 minutes with 58 % using either a mobile or tablet and 42% using their desktop. 60% the users were noted to be residents or businesses within the City. 21 individuals provided responses to the online questions and comment form.</p>
In Person Meeting on May 23	<p>An In Person Meeting was held on May 23, 2023, from 6 to 8 p.m., at Mississauga City Hall. Individuals could attend to view the Public Open House Displays and discuss these directly with City Staff and HDR consultants. Thirteen people attended at the In Person Meeting. A comment form was provided, and feedback was also sought on flipchart paper and post-it notes on tables adjacent to the displays.</p>

This feedback report includes the responses and verbatim feedback received through the Virtual On-Demand meeting and the In Person Meeting. All comments and input are being considered.

The next steps for the Project Team involve reviewing the public input on the recommended transit and road network, strategies for achieving the plan and implementation. The next steps include the following:

- Refine the recommendations based on public feedback.
- Present the draft TRIP report to City Council.
- Finalize the TRIP study.
- Incorporate the recommended TRIP networks into the Mississauga Official Plan.

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. It is important that this synthesis of key messages heard be reviewed together with the verbatim input detailed in this report and in Appendix 1.

Figure 1 – Key Messages about the TRIP Study

Key Messages
1. There is support for maximizing transit investment as a key priority to meet the long-term needs of the City. The transit priority network is seen as important and there are many ideas about creating good linkages between destinations. Frequency and dedicated infrastructure for public transit are noted as key factors for viability.
2. Better connectivity between the City of Mississauga and other regions is supported. There is a desire for more connections between transit services in other cities, most notably providing for more connections with TTC to/from Toronto and GO transit. It was noted that many residents work in Toronto or areas outside of Mississauga and integration of transit services would improve the viability of transit.
3. There are ideas for improving first and last mile logistics to position transit to be more attractive. These include more focus on stops and stations potentially on both sides of the road, location of nearby amenities, shelters and placing these in neighbourhoods. There is a desire to enhance connectivity and accessibility around all the Mississauga Transitway stations by improving the ability to walk to stations.
4. There are suggestions for improving transit service levels over the short term with service improvements and route planning to make transit faster and more convenient.
5. There is agreement for how the road network recommendations support the transit plan and the focus on using the roads already have in place for public transit instead of building new ones or widening roads.
6. There are mixed views about the proposed road diet solutions with concerns about how these would be implemented without causing further congestion and delays on major roads that are seen as vital for moving about the city.
7. There is interest in seeing more emphasis on implementing the integration of transit with sustainable modes with specific ideas for improving cycling connections and pedestrian safety to encourage transition between modes. Better infrastructure for pedestrians and cyclists is needed as it was noted that some places are not bike or pedestrian friendly, which in turn can force people to drive instead
8. Supporting strategies for aligning transportation and land use are recognized to be important particularly prioritizing transit-oriented communities near Major Transit Station Areas.
9. There are comments about the recommended network phasing that relate to residents' opinions that some areas need to be further prioritized and transit and road network recommendations should be expedited in these areas. This includes shorter term improvements in the Lakeshore, moving forward with Ninth Line upgrades, and expediting north-south routes and improvements along major corridors (i.e., Eglinton, Burnhamthorpe) and other areas identified through the comments.
10. There are concerns and question about how the city will adjust the timing of implementing transit and road network improvements noting concerns that transit improvements will not be able to keep up with the demand expected through new development. The Lakeshore area was referenced as an area where more investment in transit in the near term will be required to address increased development due to the Lakeview Village Ministers Zoning Order and expected pace of development.

3. PUBLIC INPUT RECEIVED THROUGH VIRTUAL ON-DEMAND MEETING

As noted, individuals could click through the materials and provide comments throughout the site. Comments could also be emailed to the City's Study Project Manager. There were also specific questions asking for feedback on the recommended road and transit network improvements and supporting strategies that will boost the success of the plan. The following is organized by key topics and includes the verbatim input received.

3.1. Comments about the Recommended Transit Network

Comments were noted about the recommended transit network. In the following each bullet represents a different individual's comment. These are verbatim.

General comments about the Recommended Transit Network

- Massively supportive of the transit initiative going on throughout the city. Has there been consideration given to better transit infrastructure along Lakeshore Road in Port Credit? Given it is the go-to walkable destination for people all over the city, it would be very beneficial to have dedicated transit lanes along this corridor.
- The more transit, the better. I hope this is the start of a larger transit-oriented change in Mississauga!
- Frequency and dedicated infrastructure for public transit are the two biggest factors for viability, the dedicated bus lanes on high volume streets such as Dundas would make MiWay transit more viable for the average person. Would recommend improving public transit infrastructure around GO transit hubs such as Clarkson and Port Credit, currently the public transit experience to get to these crucial nodes is lackluster and makes driving to GO stations the only viable option.
- There needs to be an underground system, specially for the rough winters that will only get rougher. It's weird that you have to wait 45 minutes for a bus during winter with no place to wait, in the cold and not even a ceiling to cover you.
- You need better drivers.
- Intriguing grid format.
- I support all three transit priorities; however, I am curious about the efficacy of the HOV lane on our roads. Will this stop buses from getting caught in traffic? Especially if the lane is only during rush hour on the weekdays? I hope this plan considers that HOV lanes are only as good as enforcement as well, and stressed drivers during rush hour may not be willing to follow a sign. I believe dedicated lanes and transit specific infrastructure to be more useful to simple signs that will be only useful for a short time.
- Need more dedicated north south routes. Why does the Winston Churchill priority reduce in the upper north section. And same issue on east west Burnhamthorpe. If all the alternates are getting diets, we need designated routes and not one that with reduced speeds, takes one hour to get across Mississauga. It drives shopping, restaurants, and entertainment dollars to the neighbouring cities like Etobicoke and Oakville and Milton as it is shorter time to get there.
- Improved lanes on Winston Churchill and Erin Mills look promising.
- Eglinton needs either dedicated bus lanes, or LRT lines i.e., same as the Hazel McCallion line. Easier access, right of way and walk signals for pedestrians.
- Increase transit dedicated lanes and invest in LRTs (cheaper and cleaner than BRTs in the long term).

About Providing Better Connections

- More trains or subway is necessary, especially connecting to the TTC.
- Better connection of MiWay buses. Increase GO transit frequency. Current travel to downtown by public transport without the 21C bus takes more than an hour as opposed to 45 mins earlier and is inconvenient.
- It would be a great addition for MiWay and Mississauga's transit system to have better connections with other cities for example with Toronto's TTC. Instead of hoping multiple connections and buses to get to the actual TTC subway station, maybe Mississauga can have its own direct subway line to downtowns of nearby cities. I have mentioned Toronto because majority of the working population and students end up commuting to Toronto from Mississauga and spend an hour or more on one sided travelling, which instead of encouraging public transit use, ends up encouraging folks to get a car.
- If you want transit integration. Convince Metrolinx to bring back the GO bus service for Meadowvale and Streetsville. The bus used to be direct from Meadowvale to GO and take 35 minutes. Now you must bus to Clarkson and then take a 35-minute train. It takes 1 hour and 25 minutes. This encourages driving. Also, all day service on the Milton GO train line is needed.
- I strongly recommend considering a study to enhance connectivity and accessibility around all 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 the neighbourhood connecting to the BRT was closed off. Now people must walk an extra 10 minutes to reach the stop, challenging the viability of transit as a realistic option. 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, like 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.

About Stops or Station Locations

- For the bus stops in the dedicated BRT - would it be possible to investigate stops on both sides of the lane since busses are going both ways? Or at the very least, a raised concrete medium - what I anticipate happening is people running across the road to get to the stop. If they're running from the side further from the stop, they will end up having to cut through the bus lanes. Although people *shouldn't* run across the roads, having a medium for them to stop at may be safer in the long term.
- A lot of the bus stations for transfers are at locations with large parking lots but not close to businesses or homes. People don't leave their car to hop on a bus & these large parking lots go unused while keeping people at bus stations stranded at inconvenient locations.

3.2. Comments noted about the Recommended Road Network

Comments were noted about recommended road network. In the following each bullet represents a different individual's comment. These are verbatim.

General comments about the Recommended Road Network

- I think the legend is missing on this slide.
- HOV Lanes on the right-hand lane of busy streets go widely ignored by drivers. Dedicated bus lanes in the middle are often more efficient. And implementing road diets are fantastic but the prospective locations are a terrible patchwork. These won't get utilized unless they are the full length of someone's route. People won't change to riding a bike if only half of their ride is safe.
- HOV lanes on a 4-lane road, 2 in each direction would only cause more traffic congestion which equals more pollution. Queue Jump Lane - What bright spark thought up this idiotic idea.
- Understand that while people live in this city we don't necessarily work in this city, we need free movement across this city into neighbouring cities. Limiting this will harm your citizens.
- Either widen roads or convert existing lanes to introduce more dedicated transit lanes.
- Ninth Line upgrade is greatly needed. There is always a huge congestion at Ninth Line & Eglinton and the current road will not support the existing community centre & new developments there.
- What is the plan with the Ninth Line and Lisgar neighbourhood major transit station area? I have seen the plans for the original transitway to include stops at Creditview and Ridgeway. Would that explain the Creditview neighbourhood major transit station area, and Ridgeway planned major transit station area with 800-metre circle near Highway 403.

About Road Diets:

There are mixed views about the recommendations for road diets. **Figure 2** includes comments noted both in favour of road diets and opposed. Additional comments are also included below the Figure.

Figure 2 – What Was Heard about Road Diets

Comments that favour road diets	Comments that oppose road diets
<ul style="list-style-type: none"> • I believe that the only good way to change the roads is to add road diets and more transit, we shouldn't be investing in more roads when they are expensive, require too much maintenance, and do not carry as many people as transit does. • Thank you for including road diet locations within this network plan. • Roads shouldn't be widened to support transit lanes; that is an absolutely terrible idea. That would make Dundas Rd an 8-lane road, incredibly dangerous for any pedestrian or cyclist. Taking away lanes from automobiles wouldn't 	<ul style="list-style-type: none"> • I disagree that road diets will help in congestion. Not help for future traffic. Bike Lanes on boulevards is fine. But do not take away current roadways from vehicles. • Road diets will create more traffic and more road rage incidents, particularly when there is no passing lane. If road diets are to be implemented, the city has major work to do first on properly timing traffic lights so drivers (who do not have the option to cycle or use public transit) do not consistently hit every red light. • Road diets only increase traffic causing more pollution. And are those bike lanes

Comments that favour road diets	Comments that oppose road diets
<p>be a bad idea at all, especially considering the dedicated transit lane will help with congestion. More people would use transit if it's more convenient than taking the car. Less automobile lanes are better.</p> <ul style="list-style-type: none"> Road diets - 100% agree with this and would love to see it more around the square one area. The area is growing and becoming more walkable, but there are many roads which are frankly dangerous for pedestrians to cross - or the lights are extremely far apart. 	<p>being used all year. There are better solutions but your not interested in those.</p> <ul style="list-style-type: none"> Why are all the diets in the west end. We don't have full day train options and direct routes given the Credit River crossing issues, and now we get diets on the roads that actually get us places. Road diet on Bloor will cause more congestion, not less. Also, side streets with many schools will see an increase in vehicular traffic as motorists try to get around the congestion on Bloor. Decreasing the roadway (infrastructure when there is planned increase in population density due to multiple new building permits is detrimental to the area, everyone from pedestrians to motorists will suffer. Road diets are yet another way of impeding the efficient movement of vehicular traffic and are unacceptable alternatives to the free movement of vehicles. Changing a 4-lane road into 2 lanes will reduce movement by my best guess by 70 %. This is a crazy idea which needs a stake plunged into its heart before it sucks the blood out of efficient movement of vehicles and the life of those who expect the roads to be free of impediments not more of them.

Other comments noted about road diets:

- I think we should be using the term complete street instead of road diet. It represents more of a design decision to make streets more diverse and inclusive rather than diet that suggests a negative reduction of road surface.
- Road diets should be accompanied with revised pedestrian crossings, and improvements to the pedestrian areas. Currently as a pedestrian along Mississauga's major roads, the experience is terrifying and dangerous. Example, Glen Erin drive is 4 lanes, where the average driver is encouraged to drive above the speed limit due to how wide it is. However, Glen Erin is home to many communities (especially lower income) that walk more and are actively suppressed by the overwhelming car dominance. For example, Glen Erin and Collegeway, I recommend someone stand there for a couple hours, and you will see pedestrians crossing across 4 lanes from Residential towers to get to the grocery store. Its a miracle there have been no fatalities, as the average driver, encouraged by the 4 lanes regularly drives above the speed limit, as older folks will cross in the middle of the road with their carts just to make it to the store. Please, along with road diets, look into

studies of incorporating more safe crossing zones, which are actively designed with pedestrians in mind.

- Centre lane, for left turns only, works on extra wide roads, where you end up with 2 or more traffic lanes in each direction. For example, Dundas Street. However, it is out of the question for any road, with a total of only 4 existing lanes. I am dead against the proposed road diet, aka Alternate #6, for Bloor Street, that would reduce the current 4 lanes to just 1 traffic lane in each direction, with centre lane for left turns only. It would make passing a vehicle that stops, such as a bus, garbage collection truck, courier truck, tow truck, or emergency service vehicle Impossible, resulting in a never-ending traffic jam, not just on that road, but also on the roads that feed additional traffic into it. It seems that a handful of people at the City Hall, who are forcing this unreasonable Road Diet on the local residents and taxpayers in general, against their will, are ignoring the facts that residents living along Bloor Street, will be unable to safely drive in and out of their driveways. Idling engines (in bumper-to-bumper traffic, that has no room to move forward), will increase not only road rage incidents, but also air pollution, which will certainly not help our efforts to fight climate change. I agree with Ward 4 Councillor, that the Alternate #5 would be much more suitable for the entire length of Bloor Street than the Alternate #6. Let's get this 27-million-dollar project right the first time, or not do it at all!

3.3. Comments about Achieving the Plan

Comments were noted about supporting strategies for Achieving the Plan. In the following each bullet represents a different individual's comment. These are verbatim.

Comments about implementation timing and future studies

- Something as essential as transit and road infrastructure should not take 15 years to have a comprehensive policy developed and approved. This is an entire young adult's life when we deal with dead-end sidewalks, disconnected and unprotected bike lanes, infrequent buses without a dedicated ROW and relentlessly increasing and physically larger spaces for (larger) cars putting all of us at risk. We need these policies to get approved much faster.
- With the Ministers Zoning Order (MZO) for Village and the other development applications along Lakeshore Blvd. East this plan is no even close to being able to address the needed capacity and then there is the Dixie Mall redevelopment that this does not address.
- Another road for further study should be Bloor Street.

Comments about Achieving the Plan Section 1 – Aligning Transportation and Land Use

- Most importantly, allow for mixed use development (in zoning), or at least, denser housing such as multiplexes.
- Low impact development is great if the city is willing to take care of the grass, trees shrubs etc. that now line some of the streets. Way too many dead trees on Eglinton Ave West from Hurontario and Mavis roads
- Prioritize Transit-oriented Communities near Major Transit Station Areas. Recently, City Council rejected development plans at Port Credit GO/LRT Station. This is not helpful to address the housing crisis.
- To ensure that transit use remains high, Mississauga will need higher density in its developments. Otherwise, car dependency will remain. This means that some zoning laws will need to be revised to allow things like duplexes, etc.

- The proposed Major Transit Network Area at Ridgeway Drive in "Achieving the Plan Section 1" is too close to the existing Winston Churchill BRT stop and will be double serving the small residential area in between. This proposed future stop should be considered moving westward to near Eglinton Ave & Ninth Line so the coverage new residential units and more area. The relocated stop would still serve the newly built commercial area and the future developments at Ninth Line. It will also provide a connection with the new transitway proposed in the "Shaping Ninth Line" development plan and provide connection northward as well as possible connection westward towards Oakville. The stop placed at Eglinton Ave & Ninth Line would also provide a proper stop spacing with the future two stops at Ninth Line & Britannia and Ninth Line & Dundas.

Comments about Achieving the Plan Section 2 – Promoting Sustainable Modes

- Please include cycling infrastructure. We need to make safe cycling infrastructure a part of what moves Mississauga. Especially because it is an important first/last mile mode of transportation.
- To encourage sustainable transportation modes (walking, cycling, etc.) they need to be safe. This includes protected intersections, aesthetically pleasing trails, and seamless connections. This will help get more cars off the roads.
- Cycling and walking to work in Mississauga? Very unlikely with the distances from where most people live to their workplace and the weather conditions make it very difficult to even do this throughout the year. No matter how many paths are created in the city to accommodate this the distance and time to get from home to most workplaces will not work - at least not in nor to Mississauga. And, to take MiWay transit which is not that reliable is another disadvantage. With respect to Climate Change - why is there not greater focus on the mega companies that are initiators of climate issues and stopping them rather than finding ways to work around the problem these corporations are creating? There is also something called HAARP in the news lately which seems rather interesting, and more info is needed to better understand this as well.
- Reduce car lanes & widen sidewalks and bike paths.
- I would love more multi-use options, where instead of getting an electric car to get to the grocery store, I could easily walk to a nearby corner store or smaller scale store to get my groceries. Instead of prioritizing large nodes for commercial, and recreational needs, I would love to see smaller scale, local community-based options. This includes sports facilities, drug stores, grocery stores, and general goods.
- If possible, I'd like to propose some type of physical barrier between the cyclists and motorists on the road besides just marking paint.
- Also, worth noting that most cyclists prefer bike lanes on sidewalk level as opposed to street level, since it feels safer.
- Please improve the bike gutters on Tenth Line. I've already seen a cyclist rushed to the hospital next to my house a few weeks ago due to a car crash because of how terribly designed these bike gutters are. We need dedicated bike lanes, and there's more than enough room for it.
The bike gutter's placement on the road should be switched with the parked cars. This will stop dooring accidents as well as cars crashing into cyclists.
- There is also a N-S bike path which starts at Zonta Meadows Park. The crossing at Central Parkway is across 5 lanes of traffic and this must be improved. Granted the sidewalk is lowered to allow crossing but in no other way is this a "safe" intersection as there are no signs, lights, or anything else.

Comments about Achieving the Plan Section 3 – Mitigating and Adapting to Climate Change

- There needs to be an underground system for winters that will only get rougher due to climate change.
- When in doubt, plant a tree! It gives shade during heat waves, absorbs CO2, and makes everything look prettier. We need more trees, everywhere!
- Your plan will only increase pollution. This master plan is for a 15-minute city, just call it what it is.

3.4. Comments pertaining to Recommended Network Phasing

Individuals provided comments throughout the Virtual On-Demand Meeting that relate to the timing of implementing various components of the plan and other feedback to be considered in the finalization of the plan and implementation of the recommendations. The following comments were received. Each bullet represents a different individual's comment. These are verbatim.

- With the coming Brightwater development, Lakeshore Road needs to be looked at as soon as possible. It is already jam-packed with vehicles on the best of days, especially the left turns onto Mississauga Road and the left turn into the Loblaws parking lot. Adding thousands of people to the area, without a new plan for traffic management and infrequent 23 MiWay service, is a recipe for disaster.
- With 100,000 more people coming soon along Lakeshore, the capacity of transit and roads in the area in the plan is not enough / gridlock will come faster than any aspect of the plan expects. This needs far higher capacity enhancements in this area.
- Several comments to note:
 - 1) First, Transit Priority 1 on Dixie should extend south to Lakeshore and normalize that service before the new Lakeview Village is built especially given the doubling of density at that location. Leverage road diets or other strategies including expropriation necessary to ensure the right of way has dedicated transit lanes in that stretch, so the network is viable.
 - 2) Second, Lakeshore RT needs to be extended from Lakeview to Port Credit. An isolated 3-stop link does not support a connected system and is going to be overwhelmed due to the doubling of density at Lakeview. The system needs to be resilient to support future growth, unplanned changes to density, and compete against auto-oriented travel.
 - 3) 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, it's 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. "Corridor enhancements" won't provide the travel speed improvements necessary to shift mode share along the corridor. 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.
 - 4) Now, considering Erin Mills, why are Dedicated Transit Lanes still not preferred right now? Will this study not consider the anticipated increased density along this corridor resulting from parallel 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 MTSAs with rapid transit, similar to Hurontario, but before any additional high-rise growth arrives in these centres.

- 5) 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 to Meadowvale GO to Streetsville GO (via a Thomas Street last mile link) to Erin Mills Town Centre to Credit Valley Hospital to Erin Mills Transitway to South Common Centre to UTM (via a Collegeway last mile link) to Dundas BRT to Sheridan Centre to Clarkson GO to Lakeshore BRT/Clarkson Village to 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.
- Winston Churchill BLVD and/or Erin Mills Parkway deserve a higher transit priority due to their incredibly high traffic volumes. Mississauga struggles with moving people on the North and South axis.
- As I understand it, the plan was put together based on current and projected ridership. However, I would like the plan to incorporate an ongoing re-evaluation - if for instance we add BRT throughout the city and ridership increases, it may make sense to instead expand the LRT (such as in Port Credit) because future ridership projections may change. Personally, I would prefer to see more investment in the LRT to keep the momentum going and set the city up for success. Mississauga will only keep growing and an investment now will be significantly less costly than when the city is more built-up in areas where we anticipate needing more LRT. It would also be good to take a look at when travelling, how many transfers a commuter needs to make to get to their destination - as the number of transfers increase (even within the same system), it increases the friction for me to want to take that transit versus driving myself.
- Prioritize the Hurontario LRT Downtown Loop and other higher-order BRT projects in Mississauga.

3.5. Other Comments about the TRIP Study

Additional comments were sought by asking community members to respond to the question is there anything else that they would like to comment on. Nineteen respondents answered this question, and the following are the additional comments that were received. These are numbered for reference purposes with each number representing a different individual's comment. These are verbatim.

1. Several comments:
 - Better connectivity between the city and other regions is always good as it can help public to rely on cars less.
 - Better infrastructure for pedestrians and cyclists is also great as some places are not bike or pedestrian friendly, which in turn can force people to drive instead. Personally, better cycling amenities would help me explore the city more.
 - At what point would the city review and adjust their transportation plans? For example, there is a lot of development planned for Lakeview Village due to the MZO order which would increase the number of potential residents living in that area. I am concerned that buses might get stuck in the traffic more often because of cars in the area and make them less efficient.

- Is the city planning to do anything about noisy vehicles — i.e., where people deliberately modify the car to make it noisier? That noise is disturbing especially during nighttime.
- Please work with all levels of government on bringing 2-way all-day Milton service. Aside from having a convenient way to go downtown, the line could be used to travel from one end of the city to another.

2. Comments on Cycling and Roads:

- Cycling: finding bike parking at plazas and such in Mississauga can be difficult to find/non-existent and if you want people to cycle for quick shopping trips it should be a mandatory amenity. Navigating the 403 area on a bike via Winston Churchill or Erin Mills is a nightmare; it takes forever and is very unsafe. Cycling paths and routes are currently so mishmash/indirect. Please concentrate efforts on the overall continuity and safe separated bike lane / path installations on / near busy roads rather than painting bike lane lines on quiet side streets like Lewisham Drive (where everyone parks in them and blocks them).
- Roads: with all the new developments being built in Port Credit (Breakwater and Lakeview) the plans for transit and traffic management on Lakeshore Road are going to need to be escalated to a higher priority considering the incoming influx of people. A secondary/overflow solution for vehicular traffic over the Credit River is going to be needed if the transit options are treated as an afterthought.

3. Great project initiatives by the City of Mississauga. I was wondering about your current and future bus rapid transit/light rail projects here in regard to fare collection for MiWay (Mississauga Transit). York Region Transit for their BRT system uses the proof of payment (honor system) is it has not worked for their transit agency, and they are losing a lot of money there due to most people evading fares there. Proof of Payment (Honor Systems) for public transit has only worked for Japan, Taiwan, and South Korea due to the nature of racial demographics in those countries. I hope the City of Mississauga doesn't do the big mistake that York Region Transit (Vaughan, Markham, etc.) did by putting the honor system. Keep the current fare payment methods on your buses. Thank you.

4. Bicycles need to respect too! We need to educate them.

5. I can't speak for all areas. But for Bloor Street, which I travel daily Monday to Friday, a road diet would be a disaster. There will be an increase in population density with all the building permits. Cars will start using side streets on which we have multiple grade schools. People will try to bypass the transit. It will be a disaster. Instead of getting safer, they will be more accidents. Bike lanes on Boulevards are a good idea, since boulevards are under utilized. Cyclists and e-bikes, scooters and other micro mobility options should require a license. Nothing expensive but an online operation/safety course, followed by registration for a minor fee. I don't see Road Diets as a reasonable way to help congestion. It will increase congestion and dangers. to keep cyclists safe, they should be on boulevards.

6. The Ninth Line road widening is greatly needed. There is always congestion there and with the new community centre built and the future developments along Ninth Line, it is hard to imagine how much traffic there will be using the 2 lane Ninth Line. The planned

Major Transit Station Area at Ridgeway Drive should be moved westward toward Ninth Line & Eglinton. The current proposed location is too close to the Winston Churchill BRT stop and is inefficient in coverage. The stop moving to near Eglinton Ave & Ninth Line would significantly increase new transit coverage and provide the proper transit connection in conjunction with the future planned developments and new transitway from the "Shaping Ninth Line" approved plan. The stop relocated there would also provide a proper in-between stop distance from Winston Churchill as well as the future MTSA at Ninth Line & Britannia and Ninth Line & Dundas. We need more transit. Eglinton priority transit would be great idea to build after Hurontario LRT. It would be good if Eglinton can have an LRT connecting to the Eglinton LRT from Toronto.

7. Hello, While I am interested and agree with many of the suggestions laid out in this project, I do have a concern over bike lanes. Moving a street from 4 lanes to 2 lanes while putting in bike lanes would only seem to make matters worse. I believe we should be prioritizing bus lanes in order to transport the most amount of people fastest for the whole year. The bike lanes will be used significantly less during cold / rainy / snowy days and then we are back to people driving or needing busses anyway. Additionally, many people who live in Mississauga work farther than they are able to bike every day. My concern is that if we do narrow the streets what will end up happening is just a lot more cars idling waiting for lights to change because the volume has stayed the same and the artery has restricted. Now if there were extra bike paths put in (widening sidewalks to include a dedicated or mixed-use biking surface) I feel like that would get the most benefit.
8. How is this going to help people who are now taking maybe 30 min to get to work, but with this plan it will double or triple the time on the road. I can get to work now in 20 min. But with your plan it would take over an 1hr. Doesn't make sense. We can't all ride or walk to work.
9. Please ensure your plans do not interfere with our beautiful mature trees. Every effort should be made to work around them. Also new trees should be planted along routes to create a greener Mississauga. With respect to buses, I don't feel safe taking transit. I also find many people rude. It smells bad and I don't want to sit next to someone whose smell is going to rub off on me. Sorry. With the rise in transit crime across the country, I'm surprised your plan doesn't include mention of improved security. I likely won't be taking transit any time soon. But for those who do, it should be a safe, comfortable experience. There should be some provision of education on bus etiquette, which I feel some people are lacking. And high school students on buses are an annoying disaster.
10. I provided my comments in an earlier section of this survey, and I will be sending comments to the City's Study Project Manager. One additional comment is about 'Road Diets' - why is this being considered when at the same time densification in residential development is also increasing in Mississauga and the GTA? More housing will bring more people and more vehicles - this is a given. How will reducing lanes in areas which are increasing in densification allow for enjoyment of travel? Unless of course the greater plan is to not allow for enjoyment of vehicle travel and discourage people from buying cars so that other means are considered primarily public transit. Perhaps this is why used car prices are also surging recently. These alternate infrastructure ideas are concerning - we are not asking for changes to the way we travel. It appears that effort is made to impose

such changes on us. Is the Alternative of leave things as they are and simply improve the existing conditions of what is already in place? My husband travels one hour one way each day to go to and from work. One hour by vehicle on the road. It would take him over 2 hours and 3 transit systems to get to work. He cannot find a similar job in Mississauga. Is he expected to take the 3 transit systems to go to work and spend close to 4-5 hours of travel time on transit to work an 8-hour shift which would equal about 13 hours away from home five days a week? If the people who are planning this believe this is realistic and acceptable - my reply to this is that it is not. Creating unsustainable realities and changes is not what most people prefer I would think. In response to road diets of streets and adding cycling paths - I do not agree at all. Use and improve what is in place. There are more important priorities we have than these. Thank you.

11. Why are those maps included I do not know why? Maps are too small to read and understand any information.
12. Thank you for your hard work and putting this all together. The sooner Mississauga city council can prioritize bold change, the sooner people will feel welcomed in public spaces. This is because the roads belong to everyone, not just those in personal cars. I'd love to see Mississauga be a leader in suburban urban planning. Hopefully, the recommendations from this study will get us there.
13. Two things of note:
 - 1) To ensure people want to switch to transit, we need people's impressions to change for the better. This starts with the youth - we can start by extending programs like the Sauga Summer Pass to kids 17-18 years old (currently it's 16), so that teens & young adults get "used" to using transit. This will surely increase turnout to major cultural festivals in the city as well!
 - 2) Try to develop new or existing transit hubs. The more options people have when taking transit, the more likely they are to choose it over driving! One idea is expanding Burnhamthorpe Rd. service to introduce a Burnhamthorpe express route and do a "loop" into places like University of Toronto Mississauga (UTM) students have been calling for a loop for several years, and the campus is projected to grow up to 25K+ students by 2030. Since Dundas busses (local & express) already loop into UTM, turning the UTM terminal into a small "hub" will help students commute while increasing connectivity for surrounding residents taking transit. This is also a unique opportunity to link Dundas, Burnhamthorpe, and Meadowvale residents (via bus route 44, which ends at UTM) in one place, increasing rider convenience for students and residents alike. UTM is just one example, but other regions in the city should be looked at for increased frequency & express bus routes!
14. Highly encourage decision makers to try transit themselves in July and January, experiencing the dismal conditions of a crowded cold bus, worry about personal safety every day, see how this compares to your current commute.
15. Transit priority is very important as is Vision Zero through the implementation of V2X technology. V2X/C-V2X is happening in European Union and coming to USA, we need to advocate for C-V2X technology here in Canada to:
 - Support Vision Zero

- Increase Traffic Efficiency and
- Mitigate Climate Change

16. There is a lot of work to do in this city to make transit a viable option for most residents. I hope the implementation timelines for these recommendations are aggressive, respond to the urgency of the hour to reduce GHG emissions in response to climate change asap, and I would hope Council can stand up to NIMBY's and other auto-oriented interests to resist delays and push ahead to build a usable multi-modal network in Mississauga.

17. Some general feedback points:

- Overall, I agree with the plan and it's moving us forward in a good direction. I was hoping for something much *bigger*, I know myself and a lot of my friends would hope that Mississauga had a proper and first-class link to the TTC Subway - going through Sherway Gardens to the LRT stop in Port Credit, or ideally up to Square One. Around the Square One area, I know bike share is being looked into, but having more options for Car Shares would be ideal too - this would allow people transiting into Mississauga to have one more option.
- Transit plans shouldn't be just about moving - we should think outside of the box; I'd love to see more trees on street partitions//islands, creative ways to reduce heat from the roadways (pilot project with lighter roads?), mixed use areas with cars and people like they build out in Europe (This would work especially well in Streetsville, Port Credit, and Square One) - Mississauga should have a transit system that is used as an example in North America for how cities should build - we should stop trying to play catch up.
- I believe its now required for new buildings to have bike racks externally (That or suddenly builders are feeling very generous) - I think Mississauga needs to specify standards around how these are installed. Just a walk down Confederations in Square One shows that many of the new builds have the bike racks loose, damaged, or coming out of the ground in places - this is just disheartening because it makes the city look bad, and I personally have a hard time trusting that infrastructure.

18. Prioritize transit corridors.

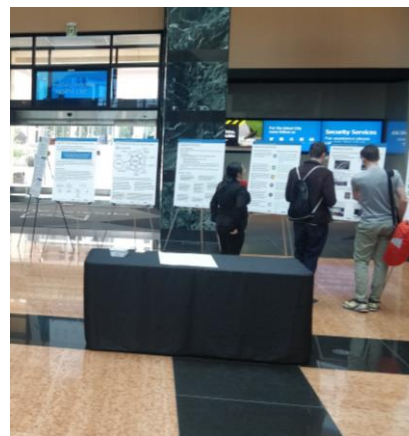
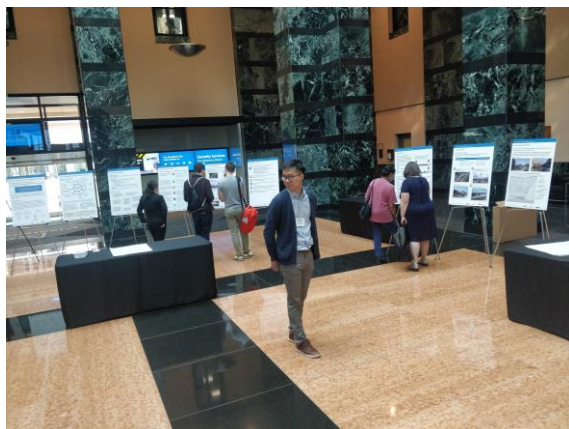
19. I appreciate the drive to expand transit options. For health reasons, I am almost entirely reliant on MiWay to get around Mississauga. I would like to see current routes and stops improved by installing bus shelters, including a light and seating, at every stop. At dusk buses have passed me by because of poor visibility; off peak hours I am often waiting in the sun or rain or snow for 20-30 minutes without shelter. Some stops are practically on residential property. Other stops that have shelters have the drivers view of the shelter obscured by a tree or foliage. I would like to see transit options expanded, but I am concerned that this expansion will not consider the practical experience of waiting for a bus. I would like to see change on the much smaller scale in addition to this urban planning.

4. PUBLIC INPUT RECEIVED AT IN PERSON MAY 23, 2023, MEETING

An In Person Meeting was held on May 23, 2023, from 6 to 8 p.m., at Mississauga City Hall. Individuals could attend to view the Public Open House Displays and discuss these directly with City Staff and HDR consultants. Thirteen people attended at the In Person Meeting. A comment form was provided, and feedback was also sought on flipchart paper and post-it notes on tables adjacent to the displays.

Figure 3 includes photos of the In Person Meeting

Figure 3 – Photos of In Person Meeting



The following are the verbatim comments received at the In Person Meeting. These are organized by frequently noted themes.

Feedback on the Recommended Transit Network

- Focus more on transit priority to make transit more attractive.
- Faster and more seamless connections between routes.
- Foster better connections with downtown Toronto. Could maximize LRT by tying into Toronto via streetcar and subway.
- Improve interconnections with other transit - It seems the scope of this study is focussed on Mississauga transit only and misses the goal of improving inter-city connection. Here are some examples that are relevant:
 - 1) A transit option to go from Port Credit (or Square One) to Pearson that's competitive with ridesharing services i.e., UBER.
 - 2) Transit trips into West Toronto or Etobicoke that avoid the need to transfer. Why can't one city bus (Toronto or Mississauga) make stops in both cities? Why do I need to transfer between bus agencies?
 - 3) I have a coworker who commutes from Barrie to Square One involving two trains and a bus. This is an example of Square One weakness when it comes to navigating between cities without a car.
- Improved pedestrian safety with dedicated transit lanes - Another advantage to dedicated lanes for transit is that they often incorporate pedestrian islands for riders to wait and catch transit. Pedestrian islands improve the walkability and safety of large road crossings and are fantastic!
- Improve first/last mile for transit by placing stops where there are shops or services. Having amenities at bus stops could improve the attractiveness of taking transit. The following ideas were further noted:

- 1) The example of locating with a coffee shop so that transit riders can get a coffee or other items prior to getting on the bus.
- 2) Improve the quality of transfer zone for commercial near GO Stations and places with long transfers. Improve GO Station experience - Zone commercial for some commercial near GO Stations so that a coffee shop or convenience store can open. It makes your delayed transit trip so much better when you can kill time grabbing a coffee.

Feedback on the Recommended Road Network

- Like road diets.
- Reduce Lakeshore to 1 lane - While not in the plan, I would support reducing Lake shore (through Port Credit) to a single lane as two way traffic is loud and dangerous. As Port Credit continues to densify, I suspect more Port Credit residents would support traffic calming measures through the heart of our home.

Comments about Rail Grade Separation

- Great point on the Stavebank crossing - As a resident of Port Credit, I can confirm Stavebank is quite a popular crossing and regularly develops a queue of drivers (and possibly pedestrians and bikers. It's great that we're considering grade separation here)
- Active Transportation option for Revus crossing - I have no concern with the possibility of closing the Revus Avenue road crossing to cars. I have used this crossing as a pedestrian and biker before though and would hope that an alternative be made available between Hurontario and Cawthra

About implementing construction planning that prioritizes active transportation

- Construction planning prioritizes cars over everyone else. I shared a story of my bike commute this year. Two separate construction projects add a severe delay to my bike commute between Port Credit and Sq1 (Cooksville creek remediation and Hurontario). If I drove a car, I can't imagine a scenario where the detour route is also under construction (and blocked).
- When roads are widened to accommodate bus priority lanes (i.e., Burnhamthorpe) care should be taken to preserve the multi-use path, and as many mature trees as possible.

Comments about Sustainable Modes

- Improve transit interconnections with alternative transportation. They can deliver last mile services where transit is weak or provide people with a viable alternative to owning their own car i.e., bike share, scooter share, car share.
- More focus on safer Active Transportation crossings.
- Pedestrian paths over the highways are valuable.
- Central Parkway connection bike paths.
- Maintain active transportation routes through multiple overlapping projects.
- Transit and active transportation through developments.

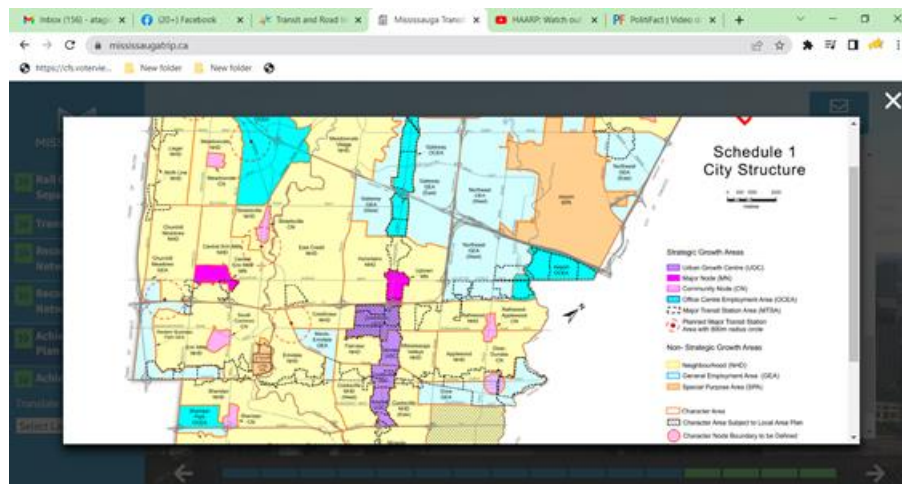
Other Comments

- Consider having paid parking at GO Stations
- I really appreciate your efforts putting this plan together. It is clear that we're actively working to improve transit and active transportation, and I really support the plan overall. Thanks for putting your time and energy into this project!

APPENDIX 1 – Comments Submitted to City's Study Project Manager

The following includes the verbatim comments submitted to the City's Study Project Manager and the response provided. The name and identifying information have been omitted. Two individuals provided comments. These are numbered for reference purposes.

1. I have the following questions regarding the Mississauga Road Infrastructure survey website:
 - From the map/city schedule 1 below on the Mississauga Road Infrastructure survey website, what are the colour coded Strategic Growth Areas Defined as - what does each area mean?
 - Is there a chart that has a definition for each?
 - Also, what is meant by a 'Complete street'?
 - where are the studies that support for increase cycling infrastructure? Is this part of the UN's sustainability plan - goal #11?
 - Does the City of Mississauga receive any funds from the UN to implement this and other similar plan?
 - If yes, how much? If no, what is the reason that the City is proposing to accommodate such planning here locally for Mississauga? Why would instructions be taken from the UN?



Response provided by the City's Study Project Manager:

Thank you for your email and interest in the Transit and Road Infrastructure Plan project – we will note your comments in the study.

A complete street is a street that is safe for all road users, including pedestrians, cyclists, transit users and motorists. It considers existing and future land use, to provide sustainable, healthy travel options.

The map you referenced is from Bundle 3 of the City's Official Plan Review – you can find out more here: <https://yoursay.mississauga.ca/official-plan-review>.

The third and final public engagement for the Transit and Road Infrastructure Plan has just completed and we will be uploading the documents and public engagement summary

report to the website shortly (<https://yoursay.mississauga.ca/transit-and-road-infrastructure-plan>).

Thank you.

2. Further to my earlier comment today, I'd like to add some additional thoughts. It is rather obvious that the existing dedicated bike lanes that the city has so dutifully built for the enjoyment and convenience of cyclists are grossly underutilized. They simply aren't needed. This is not an anti bike comment but an undeniable fact easily provable by putting traffic counters on the existing bike lanes. Lest you think that I am one of the great majorities of bike haters you should know that in fact I am the opposite. I own two bikes and love cycling.

Now building additional bike lanes is always one of the major pretexts for eliminating or minimizing vehicular traffic on city streets which will also form the case for "road diet" streets. Logic, fairness to the majority and prudence would dictate that the advocates for all future bike lanes must prove that they are being used. I drove along Burnhamthorpe yesterday and counted 7-8 cyclists on the adjacent bicycle lane while thousands of cars, buses and trucks were using the road. Does that sound like a balanced efficient use of our limited public transportation spaces? It was ideal cycling weather with clear skies and 21-degree temperatures.

I believe because these cycle tracks are a waste of space due to non use, they should be taken over and additional road surface should be put in over top of them to help relieve congestion from the current and anticipated growth in population for our city. My information, based on recent comments by a City Councillor, is that 29,000 people are moving into our city every year. Lots more buses, cars and trucks will need to ply our streets. This would be money efficiently spent on highly need very utilized roads. I'd like to remind you that it is your job to serve our needs starting at the most urgent ones as a priority. Think how much we could improve Burnhamthorpe traffic with such a move and what other opportunities for similar conversions could we find.

So please don't suggest that the notion that 'build more bike lanes and they will come' because that simply can't be proven and in reality, hasn't been the case. Look at the Eastgate rapid transit line. It has been a white elephant that cost a fortune and essentially is empty. No, they haven't come have they. Can you please show us the data for this rapid transit system as a starting point to validate my contentions and satisfy the duty you have to ratepayers for accountability?

Lastly, could you show us the data on vehicular traffic on Burnhamthorpe compared it to the comparative bike traffic data over the course of a year. Without facts there is no point to any debate or discussion.

Thanks for your help.

Response provided by the City's Study Project Manager:

Thank you for your email and interest in the Transit and Road Infrastructure Plan project – we will note your comments in the study.

The third and final public engagement for the Transit and Road Infrastructure Plan has just completed and we will be uploading the documents and public engagement summary report to the website shortly (<https://yoursay.mississauga.ca/transit-and-road-infrastructure-plan>).

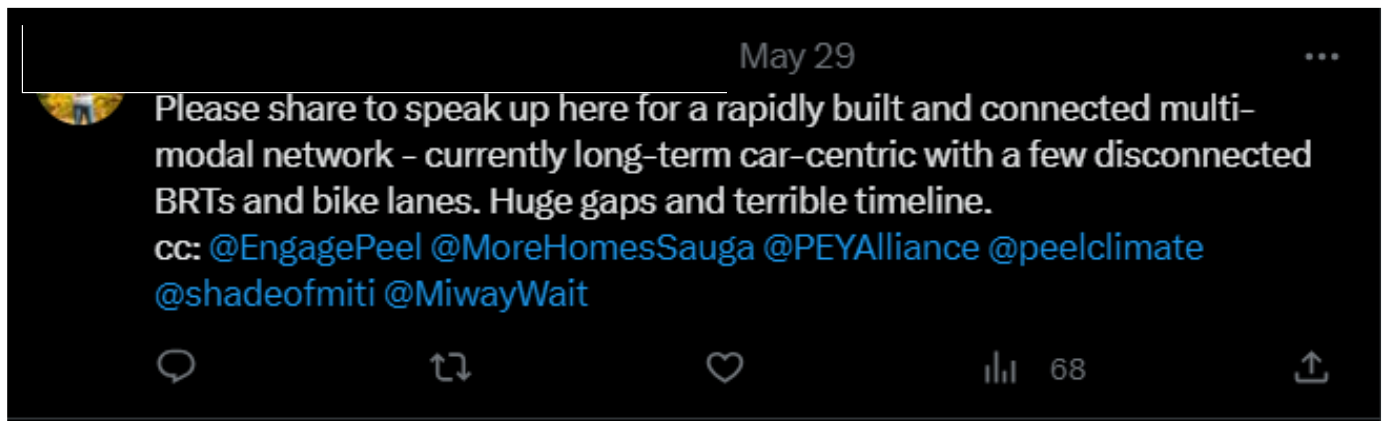
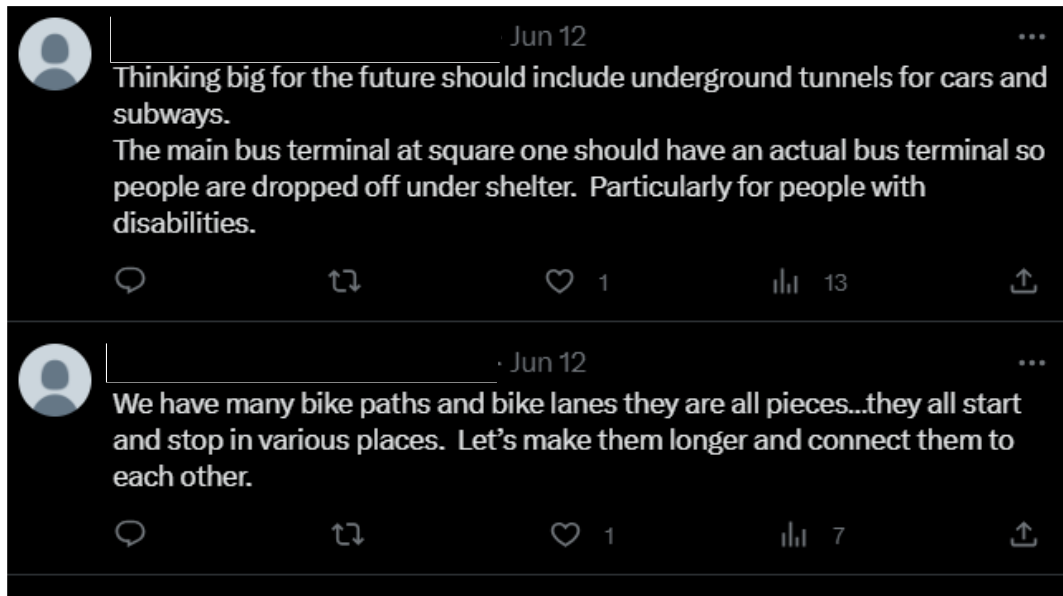
Thank you.

APPENDIX 2 – Social Media Comments

The City of Mississauga social media outreach was undertaken between May 15 and June 11, 2023, with a total of 19 posts. The campaign garnered a total of 156,753 impressions and 2,150 engagements across Twitter, Facebook, LinkedIn and one paid advertisement. The performance summary is as follows:

Channel	Total Posts	Total Impressions	Total Engagement
Twitter	6	17,769	443
Facebook	5	5,663	33
Facebook/Instagram Ads	2	121,934	1,389
Instagram	4	3,802	56
LinkedIn	2	7,585	229
Total	19	156,753	2,150

Social media comments included views about the existing transportation network, bus schedules, experiences travelling through Mississauga and comments about future planning for all modes i.e., transit, driving, cycling, and walking. The following social media posts received are verbatim.





• 3rd+

2mo ***

I haven't been in Mississauga since 2016 but maybe this message can help you somehow.



Invest in infrastructure that supports and promotes walking and cycling. Develop an extensive network of pedestrian and cycling paths, including even more dedicated bike lanes, to encourage residents to choose these active modes of transportation for short trips and commuting during the good weather. Also try to create connections between the beautiful parks, so that the transport is even more relaxing.


Ensure that the transit and road network is accessible to people with disabilities, including adequate provisions for wheelchair accessibility and accessible stops, stations, and pathways. Implement universal design principles to create an inclusive transportation system.






Maybe you can consider alternative modes of transportation, like carpooling and ride-sharing programs, to reduce the number of single-occupancy vehicles on the road.



Promote the use of electric vehicles, invest in renewable energy for transit operations, and explore opportunities for green infrastructure, such as green roofs and rain gardens, to mitigate the environmental impacts of transportation.


Like ·  1 | Reply


 A skytrack is better than LRT ...
Like · Reply · Message · 10w  4




 too late
Like · Reply · Message · 9w



 Write a reply...    




 All I see is wasteful spending and CORRUPTION written in capital letters
Like · Reply · Message · 9w  3


 I can't till HWY 10 accommodates cycling 🚲. It's been nerving to get to work using Kennedy, especially by big rig truckers.
Like · Reply · Message · 9w



 Bike lanes should be in the park better in the street, people can't bike in the winter time. Useless bike lanes on the streets, and wasted taxpayer money.
Like · Reply · Message · 9w


 What a waste of money on LRT Mississauga. The city should have spent the money on developing low housing.
Like · Reply · Message · 10w   13


 I will join the ranks of the Cynical Citizens and agree that this is mere window dressing and whatever Metrolinx decides is what will be done.
"Active Transportation " is only suitable for the Young and Fit. The needs of we who are no longer young and fit are of little concern to the Planners.
Like · Reply · Message · 10w  9

 LRT waste of time and money we should of had a referendum. LRT really just going up and down Hurontario Street not handy for people in the burbs
Like · Reply · Message · 9w   7

 Put a bridge a cross credit river minneola to Mississauga rd Because every time Qew is closed or slowed down the local roads become a highway run off
Like · Reply · Message · 9w

 They don't listen or care. Majority of people use cars not transit
Like · Reply · Message · 9w  1

 Another survey to justify increasing taxes.
Like · Reply · Message · 9w




Top fan

Whatever Metrolinx and city officials want, they will do no matter what the public says.

Like · Reply · Message · 10w


9



LRT.....Hurontario St. What a ridiculous waste of \$\$\$\$\$\$. For a fancy steetcar!!!!!!!!!!!! BILLIONS!

Like · Reply · Message · 10w

19




Exactly!

Like · Reply · Message · 10w

3


Write a reply...

😊 📷 GIF 🗨️



Monorails!


Like · Reply · Message · 9w



I don't see too many people riding bikes in bike lanes, but I see bicycles on Burnhamthorpe Rd during the spring and summer. We need enough roads to be able to get to work and schools, etc. The main problem of the public transit is that the busses have... [See more](#)

Like · Reply · Message · 9w


5



How about starting with synchronizing traffic lights? The light turns green and the next one turns red. Repeat over and over. I have dashcam video of hitting 11 consecutive reds on Erin Mills Parkway.

Like · Reply · Message · 9w


6



Paint, priority lane during rush hour, and a city bylaw change would have been far cheaper, with less headaches for the public and far better for transit then the millions wasted on 1 lane of LRT each direction. P.s. if there's an issue on the tracks where the street car can't proceed then the whole line shutdown and passengers will have to use the bus anyways.

Like · Reply · Message · 9w


4



the busses will be canceled so it will be even a bigger mess

Like · Reply · Message · 9w


2



the local route 2 is still expected to run on hurontario. The LTR will just be replacing the express routes like the brampton 502 and the miway 103. This is why the LRT is a total waste of money. At least that's the plan at this moment.


Like · Reply · Message · 9w

3




I didn't know the route 2 bus will still be running, you just made my whole day. 😊😊😊

Like · Reply · Message · 9w

 Dundas Street West is a major road, right? Then why is there no sidewalk on the north side between Fifth Line West and Woodchester? It's not safe for seniors to cross the road to "get to the other side". Just saying...


[Like](#) · [Reply](#) · [Message](#) · 9w



 Have my say??? You ignore all my concerns


[Like](#) · [Reply](#) · [Message](#) · 9w



 According to Metrolix The time it takes now for a bus from Port Credit GO station to Sq 1 is 20 minutes. After the LRT is complete from Port Credit to Sq 1 it will take 20 minutes. We the voters in Mississauga must replace the Premier A** Kissing mayor. Everyone know the LRT should have gone along Bernantherp from Kipling Subway station to Erin Mills.


[Like](#) · [Reply](#) · [Message](#) · 9w



 Waste of money and time, LRT is in the wrong line, it should worked east west corridors like the bus lanes ready for it at East gate. Bike lanes with its special traffic lights is waste of money, until you see city, and government officials ride bikes to go to work in winter and summer, I can smell some corruption in these projects


[Like](#) · [Reply](#) · [Message](#) · 9w



 We need to connect to the subway system. How many people use the system built along the 403. It looks very empty.

[Like](#) · [Reply](#) · [Message](#) · 9w



 and where this is coming from ? where this is going ? go figured

[Like](#) · [Reply](#) · [Message](#) · 10w



This is what should have been completed by now!



Like · Reply · Message · 6w



Look up Dunning Kruger effect, and thats who's running the show in Mississauga. All they know is how to paint rainbows.

Like · Reply · Message · 6w



Missed the boat some 40++years ago, could have had a nice subway connection to Toronto, that could have take some of the workers to Toronto off the roads

Like · Reply · Message · 6w



Subway is owned by the City of Toronto. If Toronto wasn't willing to expand the subway in Toronto proper, what makes you think they would be willing to even consider taking it out through Etobicoke to Mississauga? Only in the past few y... [See more](#)

Like · Reply · Message · 6w

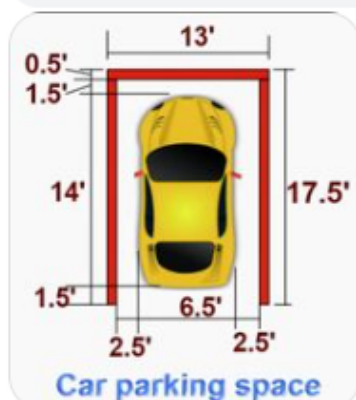
The problem with single person vehicles. Options are much more sustainable.

Like · Reply · Message · 6w

the subway station is already underground at Square One. Built when they already had it ready to accomodate the subway down Burnhamthorpe. It was cancelled by the Toronto Mayor at the time. BUT it is still there.

Like · Reply · Message · 6w

██████████ The problem with single person vehicles. There are more sustainable options.



Like · Reply · Message · 6w

██████████ We need a metro from Erin mills, to City Centre, Dixie and end at Kipling TTC.

Like · Reply · Message · 6w



██████████ I mean they have the transitway, but somehow almost 10yrs later they haven't put a single development near a transitway station. Kind of a waste of space.

Like · Reply · Message · 6w



██████████ yup, transit way is in a completely wrong location. There's NOTHING nearby, shows you how deeply car centred our city is and how wrong that is

Like · Reply · Message · 6w



██████████ the big miss was not connecting the Transitway to the airport. It seems the plans in the works to do just that & connect to Eglinton W LRT ... That will completely change things.

Like · Reply · Message · 6w



Write a reply...



██████████ Quit trying to fix things that aren't broken. Leave Hurontario also. Construction is NOT SAFE FOR HANDICAPPED AND DISABLED.

Like · Reply · Message · 6w

Stop tearing down strip malls to put condos in for your 15 minute city plans

Like · Reply · Message · 6w



I don't know what's more braindead about this comment, defending strip malls, ignoring the desperate need for housing across the GTA, or believing the original concept of a city from before writing was invented is some kind of modern conspiracy theory

Like · Reply · Message · 6w



Says the man child....do you even work?

Like · Reply · Message · 6w

what does that have to do with strip malls?

Like · Reply · Message · 6w



Write a reply...



Spending billions of \$\$\$ for a street car from Pt.Credit to Brampton shows planning alright!!! 😡

Like · Reply · Message · 6w



aw poor little billy...cries about everything...everyday...every minute...

Like · Reply · Message · 6w

Run to Momma Mikey

Like · Reply · Message · 6w

is that ya got little billy. lame. you take karen to a whole new level. loser.

Like · Reply · Message · 6w



yeah, it means they justified that enough people are riding this for an upfront cost to lower future operating costs

Like · Reply · Message · 6w

Don't take the city to far because I am overseas.

Like · Reply · Message · 6w

Hiring and proper training of bus operators would be a good place to start...you know, drivers who wait for elderly passengers to take their seat before moving the bus, drivers who aren't in a perpetual hurry, drivers who don't crash into cars and cause massive accidents.
<https://torontosun.com/.../woman-dead-following-eight...>



TORONTOSUN.COM

Woman dead after bus smashes into vehicles in Mississauga

Like · Reply · Message · 6w

NOT NEEDED ... The Trams are STUPID. Not Handicapped & Disabled compliant. Quit trying to fix things that aren't broken. STOP building it while there is still time. Go NORTH from Square One. Leave the rest as is. WE DO NOT NEED IT. You have cut all the old growth trees and made Hurontario look a MESS. Disgusting.

Like · Reply · Message · 6w

HELLO Mayor Crombie and Councillor Dasko??? What's with the inordinate delay installing the Orchard Heights Park Foot-Bike Bridge connector to the Etobicoke Creek Trail which was approved and funded by the City of Mississauga in 2018 and scheduled for installation in November, 2019... [See more](#)



CHANGE.ORG

Sign the Petition

Like · Reply · Message · 6w

The transit system is totally dysfunctional.. Maybe fire the overpaid execs and replace them with people that actually ride the bus to work. I'd love to make \$250K to do nothing all day.

Like · Reply · Message · 6w

he's gone soon ,not soon enough hello September

Like · Reply · Message · 6w


it's not about doing nothing all day, it's about putting #Miway commuters into the everyday shoes and implementing what's practical. How about extending a direct route running from South Mavis to North and bypassing City Centre Bus Ter... [See more](#)

Like · Reply · Message · 6w

 when is Oakville and Halton going to start looking forward.

[Like](#) · [Reply](#) · [Message](#) · 6w




 and why are they not in your opinion?

[Like](#) · [Reply](#) · [Message](#) · 6w




Write a reply...




 Cueing us up for the SMART cities are you ? I vote no in case you're asking !

[Like](#) · [Reply](#) · [Message](#) · 6w

 The money should be spent on low housing first.

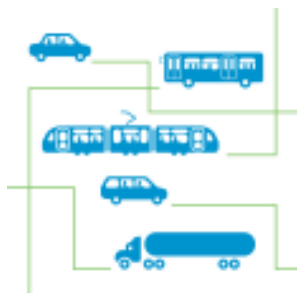
[Like](#) · [Reply](#) · [Message](#) · 6w

...

 How does slowing traffic improve pollution? How does increasing our travel time to get around help? Not everyone who lives here works here!

[Like](#) · [Reply](#) · [Message](#) · 6w

PIC #3 – Notice and Display Materials



Transit and Road Infrastructure Plan

Notice of Public Engagement – Public Open House #3

The Study

In 2019, the City of Mississauga completed its inaugural **Mississauga Transportation Master Plan** that identified an aspirational transportation vision: *In Mississauga, everyone and everything will have the freedom to move safely, easily, and efficiently to anywhere at any time.*

The City of Mississauga is nearing completion on the **Transit and Road Infrastructure Plan** study that identifies a long-term transit network plan and a long-term road network plan – infrastructure plans that are critical to achieving the City's transportation vision. The study complements other Mississauga infrastructure plans and guidelines including the Cycling Master Plan (completed in 2018), the Pedestrian Master Plan (completed in 2021), and the Changing Lanes study (on-going). These plans are essential elements to creating an integrated, multimodal transportation system which fosters the *freedom to move*.

The Process

This Study follows the master planning process described in the Municipal Engineers Association Municipal Class Environmental Assessment (EA) Manual (October 2000, as amended in 2007, 2011, and 2015). The Master Plan process will satisfy Phases I (Identify Problem and Opportunity) and II (Identify and Evaluate Alternative Solutions to the Problem or Opportunity) of the Municipal Class EA process. The final plan will be a document that will guide actions, policies and transportation investment in Mississauga over the next 20 years.

Virtual On-demand Meeting #1 was held in December 2020. We heard from you about key transportation issues, draft direction for the study, preliminary alternative solutions, and draft evaluation criteria. Virtual On-demand Meeting #2 was held in June 2022, and we heard your feedback on the evaluation of alternatives and draft recommended transportation network.

Get Involved

Our final round of public engagement will be held in-person and online. Your input is important to this study. You will be able to learn about the proposed long-term transit network plan and long-term road network plan and provide your comments which will be considered in the finalization of the **Transit and Road Infrastructure Plan**.

IN-PERSON Public Open House

Date: Tuesday, May 23, 2023

Time: 6:00 to 8:00 p.m.

Location: Great Hall, Mississauga City Hall

Format: Drop in during the open house to review study materials, ask questions, and provide comments to the study team.

VIRTUAL On-demand Meeting

Date: May 23 to June 12, 2023

Time: Anytime

Website: yoursay.mississauga.ca/transit-and-road-infrastructure-plan

Format: Review study materials at your convenience and submit your comments.



Comments and input can be provided online, via telephone, or mail. If you require help accessing materials or providing input, please let us know. For more information about the **Transit and Road Infrastructure Plan**, please visit: yoursay.mississauga.ca/transit-and-road-infrastructure-plan.

Contact Us

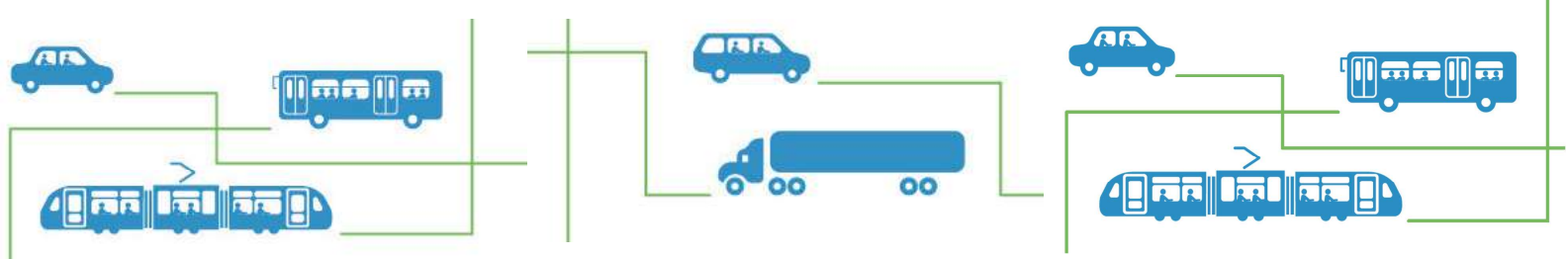
Should you have any questions or accessibility needs to participate, please contact the study team:

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Mississauga Transit and Road Infrastructure Plan

Public Open House #3

Thank you for your participation in tonight’s public open house. Your input is important to this study.

The **Transit and Road Infrastructure Plan (TRIP)** study is nearing completion. **We need your feedback on:**

- recommended road and transit network improvements to address future transportation needs, and
- supporting strategies that will boost the success of the plan.

Comments can be provided through the comment form, the study website, or by email to the study’s project manager at **mark.vandersluis@mississauga.ca**.

The commenting period is open from May 23 to June 12, 2023.

Land Acknowledgement

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty Lands and Traditional Territory of the Mississaugas of the Credit First Nation, Haudenosaunee and the Huron-Wendat First Nation. We recognize the ancestors of these peoples as the inhabitants of these lands since time immemorial.

The City of Mississauga is home to First Nations, Métis and Inuit peoples.

Study Website

Visit the study website to review additional study materials at anytime:



yoursay.mississauga.ca/transit-and-road-infrastructure-plan

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



About the Transit and Road Infrastructure Plan

The Transportation Vision for Mississauga

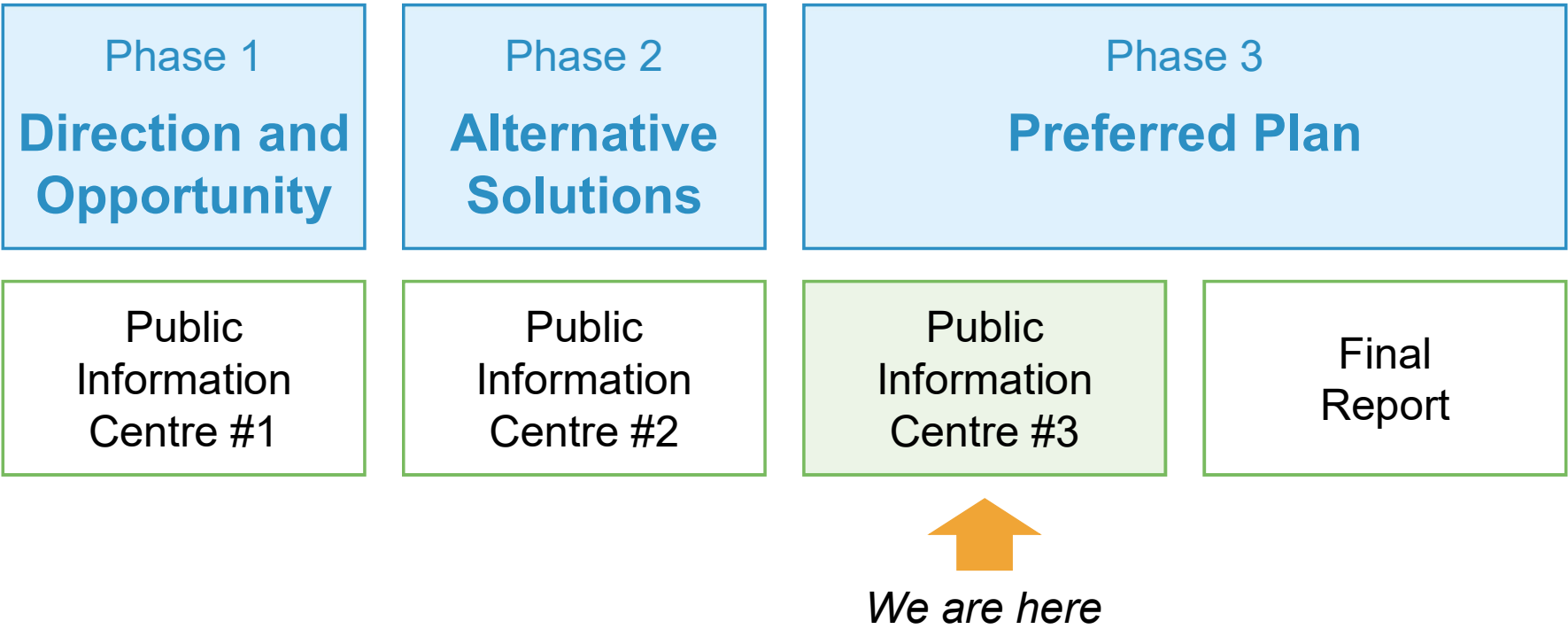
Through the **Mississauga Transportation Master Plan (TMP)**, a transportation vision statement for the city was identified.

In Mississauga, everyone and everything will have the **freedom to move** safely, easily, and efficiently to anywhere at any time.

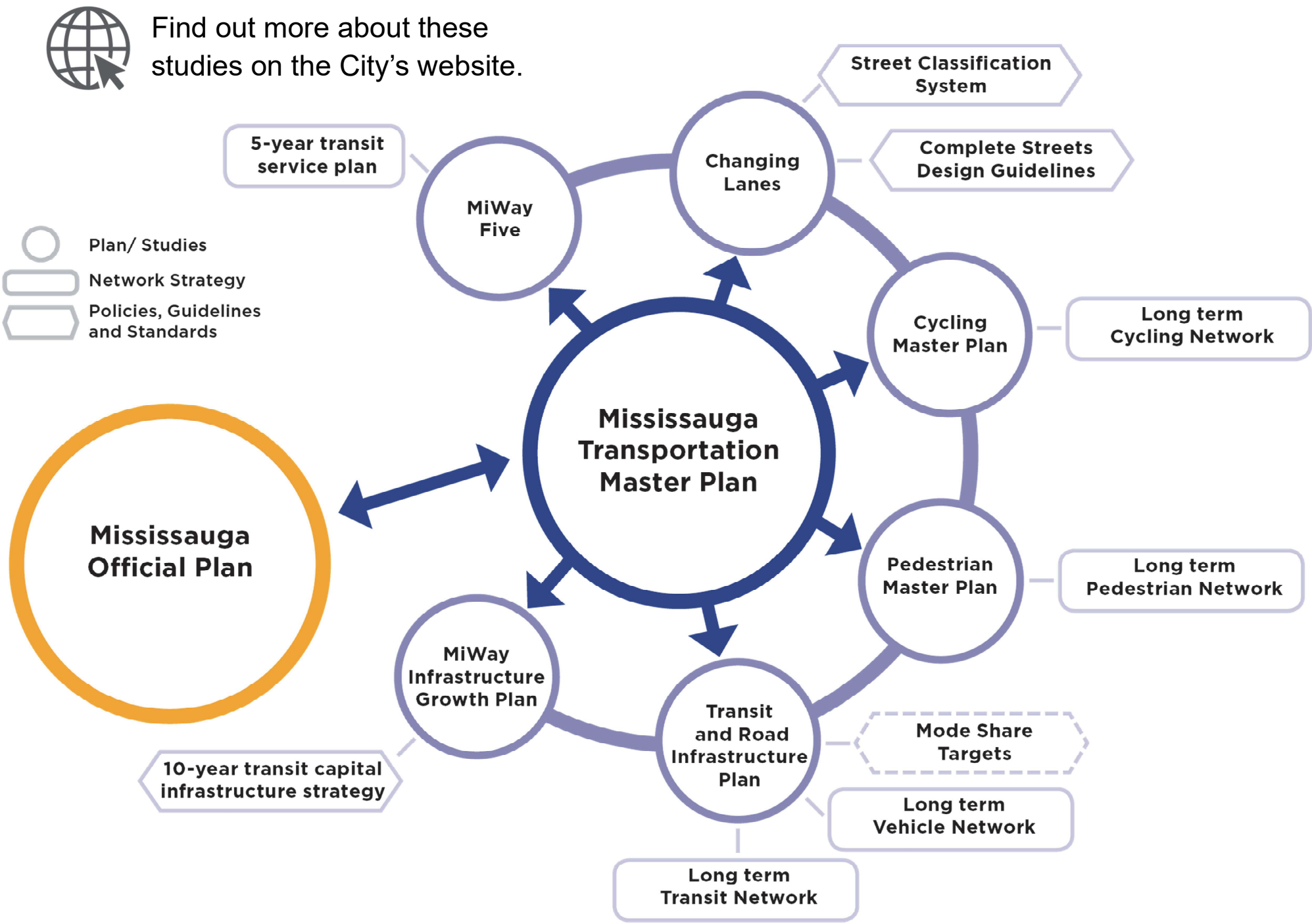
The **Transit and Road Infrastructure Plan (TRIP)** is one of a series of mode-specific plans the City is undertaking to plan for an integrated transportation system to meet the needs of Mississauga’s residents, workers and visitors today and in the future.

Study Process

The TRIP study is being conducted in accordance with the requirements described in Approach #1 of the Municipal Class Environmental Assessment (EA) Process (Municipal Engineers Association June 2000, as amended in 2007, 2011 and 2015). The Master Plan process will satisfy Phase 1 and Phase 2 of the Municipal Class EA process - to identify the Problem and Opportunity, and to identify and evaluate Alternative Solutions to the Problem and Opportunity, respectively.



How TRIP aligns with other City Plans and Projects



The **Transit and Road Infrastructure Plan** is one of several transportation planning studies that will guide the direction of the future transportation system.

The City's **Official Plan** provides policies that guide and direct the physical change of the city. We're reviewing the existing Official Plan to ensure it reflects the changing needs, opportunities and aspirations of our city.

The **Mississauga Transportation Master Plan** provides overarching guidance on the future of transportation in Mississauga and specifically calls for mode specific infrastructure plans such as this **TRIP** study.

The City of Mississauga has adopted **Vision Zero**, an approach to transportation that sets a vision for zero fatal or injury-causing collisions.

The City's **Climate Change Action Plan** aims to reduce greenhouse gas emissions by 80% by 2050. As transportation is one of the major contributors to greenhouse gas emissions, the City supports efforts to shift travellers to lower-emission modes, such as transit, cycling and walking.



Engagement Summary

Public Engagement

Over the course of the study, we have sought input from the community through various methods:

- Study website at **yoursay.mississauga.ca/transit-and-road-infrastructure-plan**
- Public Open House sessions
 - Virtual: November 30 to December 20, 2020
 - Virtual: June 6 to 27, 2022
 - Virtual: May 23 to June 12, 2023
 - In-person: May 23, 2023, 6:00 to 8:00 p.m., at Mississauga City Hall
- Outreach to community stakeholders and neighbourhood associations in February 2021.
- Meetings with Technical Agencies in February 2021, April 2022, and April 2023.

What We've Heard

Road widenings should be discouraged unless they are for cycling infrastructure or transit priority lanes.

A strong and efficient public transit system is integral to support business and its workers.

Bus connections and bus frequency needs to be improved to see a shift from travel by cars to travel by transit.

A greater emphasis should be placed on moving the highest number of people, not cars, as efficiently and safely as possible.

The road network and transit priority network must work together to achieve the objectives of the plan.

Lane reduction and road diets need to be a priority. Six-lane roads encourage speeding and reckless driving.

More emphasis on connectivity within the network is needed.

The road network should also reflect the needs of goods movement in the broader region.



Needs and Opportunities

Key transportation issue

The majority of Mississauga residents use an automobile as their primary mode of transportation.

The road network will approach vehicular capacity in many areas of the city if current travel trends continue, impacting how well people and goods move around the city.

While more people are making trips by transit, travel time by transit can take two to three times as long versus the automobile.

Transit and road improvements are needed to support equity-seeking neighbourhoods and new transit-oriented communities around Major Transit Station Areas.

Addressing road safety for all users will make roads safer and more comfortable for pedestrians and cyclists – allowing these modes to be the mode of choice for short trips.

Connections outside of Mississauga are also important to the transportation system for Mississauga’s residents and workers.

Opportunity / study direction



1. Support the City’s Climate Change Action Plan by making sustainable, lower-emission modes (low-emission MiWay transit vehicles, walking and cycling) more attractive for more travellers.



2. Move people and goods more reliably by addressing gaps in the network, prioritizing transit between key destinations, and developing strategies for goods movement.



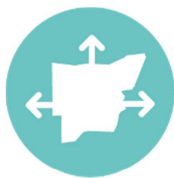
3. Implement more Transit Priority Corridors to provide fast, reliable, and efficient transit to more people.



4. Expand infrastructure and services where needed to ensure equitable access for all users – with a focus on equity-seeking neighbourhoods and transit-oriented communities.



5. Support the City’s Vision Zero initiative by focusing on protecting vulnerable road users when planning and implementing road and transit infrastructure.



6. Provide a connected, integrated transportation system within the city and improved access to hubs outside the city where people are travelling to.



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 (Road Safety)
- 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



Alternative Solutions

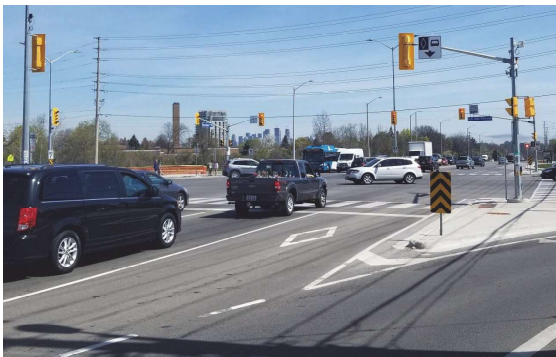
Seven alternative solutions were identified to address the needs and opportunities.

Transit-focused Solutions

1. Higher-order transit corridors with bus-only lanes.
2. Transit priority measures such as queue jump lanes for buses.



Source: Dundas BRT TPAP, Metrolinx/Mississauga

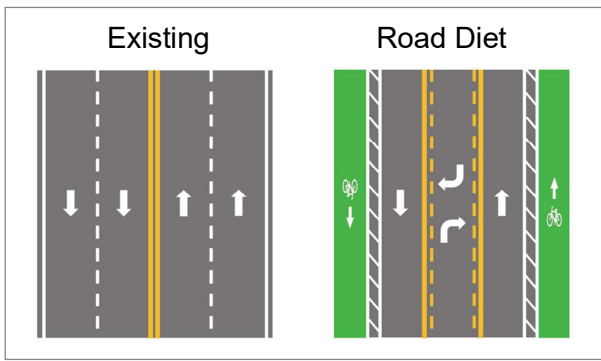


Road-focused Solutions

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.



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.



Road Diets

What are Road Diets?

A **road diet** re-purposes roadway space for other non-vehicle uses and users. It prioritizes the public realm, benefiting pedestrians and cyclists.

A common road diet example is the conversion of a 4-lane road to a 3-lane road as shown below.

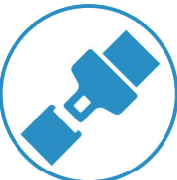
Benefits of road diets include:



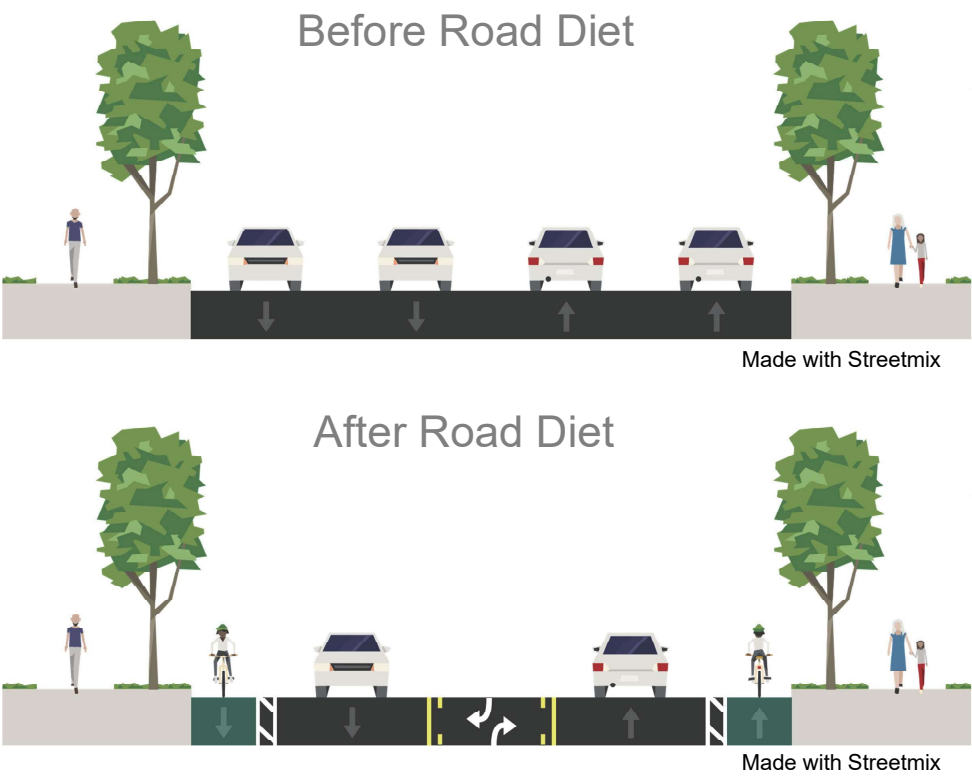
Improved cycling facilities



Improved pedestrian realm



Improved road safety

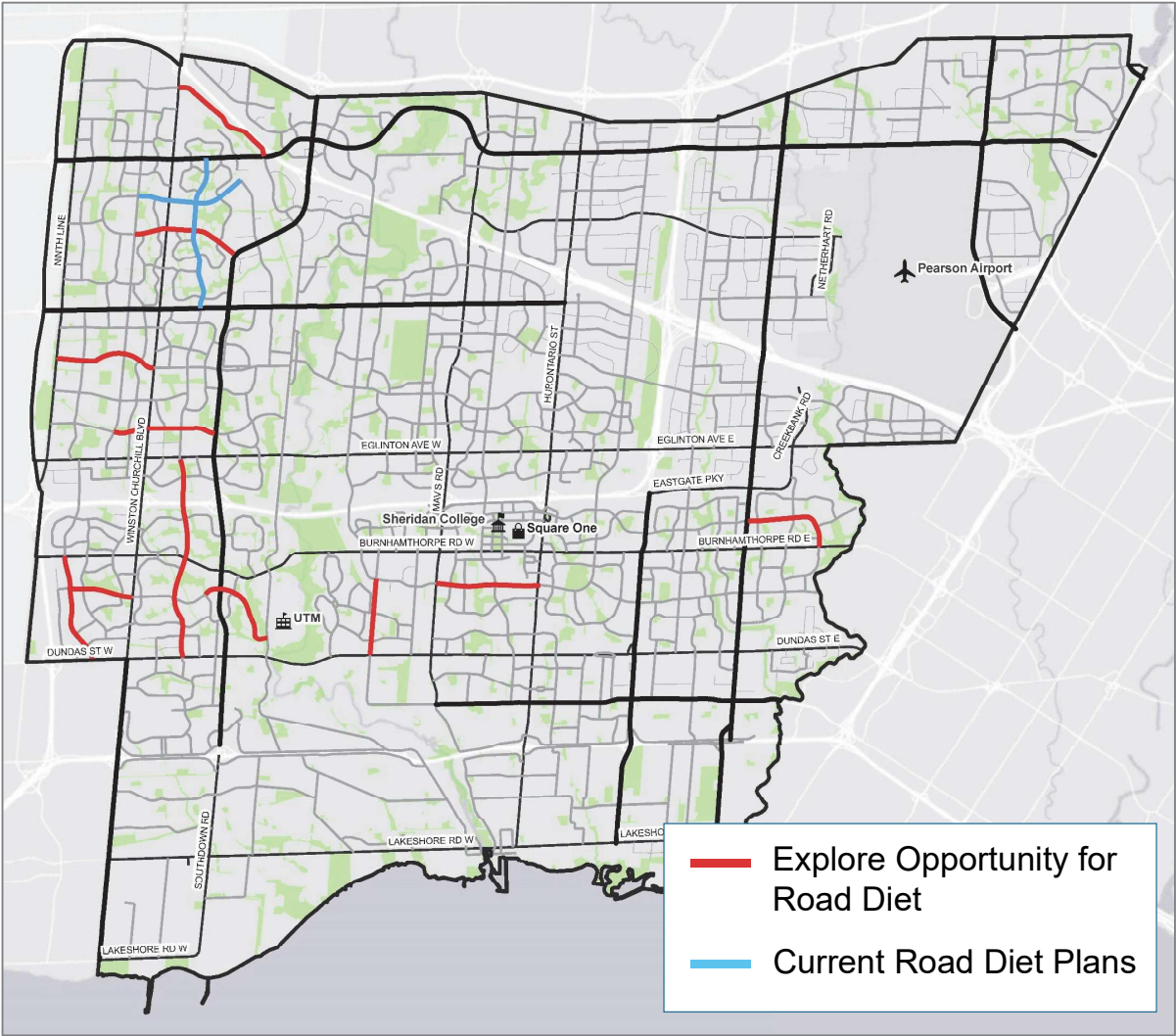


Potential Road Diet Locations

Mississauga’s road network was reviewed to identify locations where a road diet could be considered. Ideal candidate corridors provide access to adjacent lands, served community uses, and have high potential for pedestrian and cyclist activity.

Potential locations for further study include:

- Aquitane Avenue
- Argentia Road
- Battleford Road
- Central Parkway
- Erin Centre Boulevard
- Erindale Station Road
- Glen Erin Drive
- Rathburn Road
- Ridgeway Drive
- The Collegeway
- Thomas Street



Rail Grade Separation

As Mississauga continues to grow, increased auto traffic and train volumes will raise safety concerns at at-grade locations.

All existing at-grade crossing locations in Mississauga have been assessed to identify opportunities for potential rail grade separation. Factors considered include forecasted vehicular traffic, future trains, and surrounding land use.

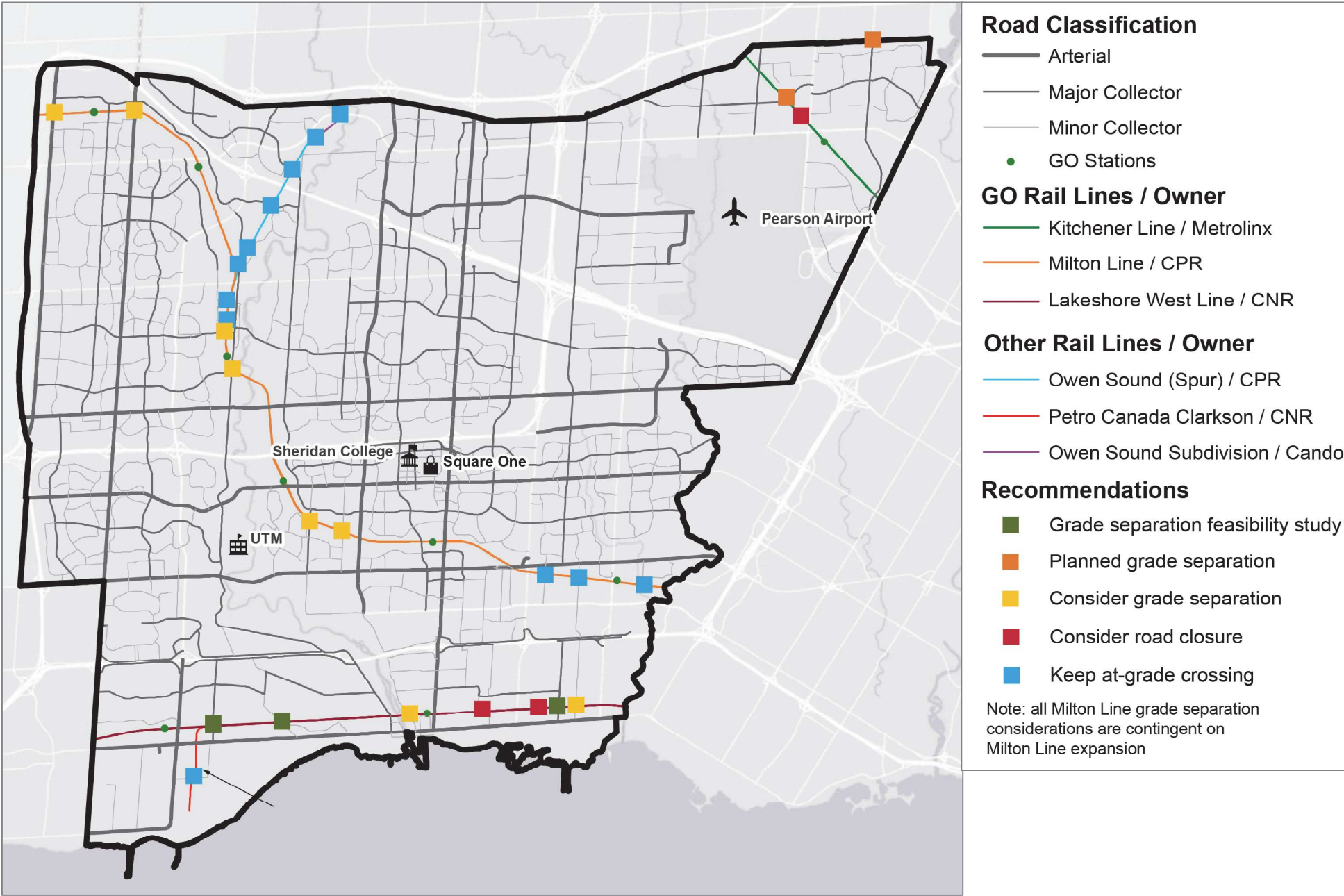
At-grade rail crossing



Grade separated rail crossing



Recommendations for At-Grade Rail Crossings



Transit Priority

Transit Priority Types

Three transit priority categories were defined for the future transit network. Examples of each type of transit priority are shown below.

Category	Description	Example Improvement
1	Dedicated Lanes	Dedicated transit lane
2	Enhanced Corridor Improvements	HOV / transit lanes
3	Intersection Improvements	Queue jump lanes

1

Dedicated Lane
Example: Dundas BRT



Source: Dundas BRT TPAP, Metrolinx/Mississauga

Dedicated Lane
Example: RapidTO Eglinton East



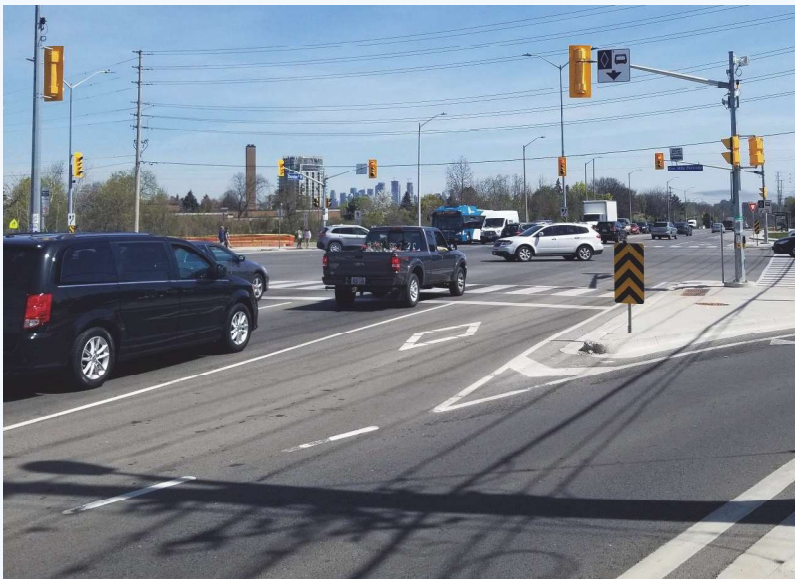
2

HOV / Transit Lane
Example: Dundas Street East




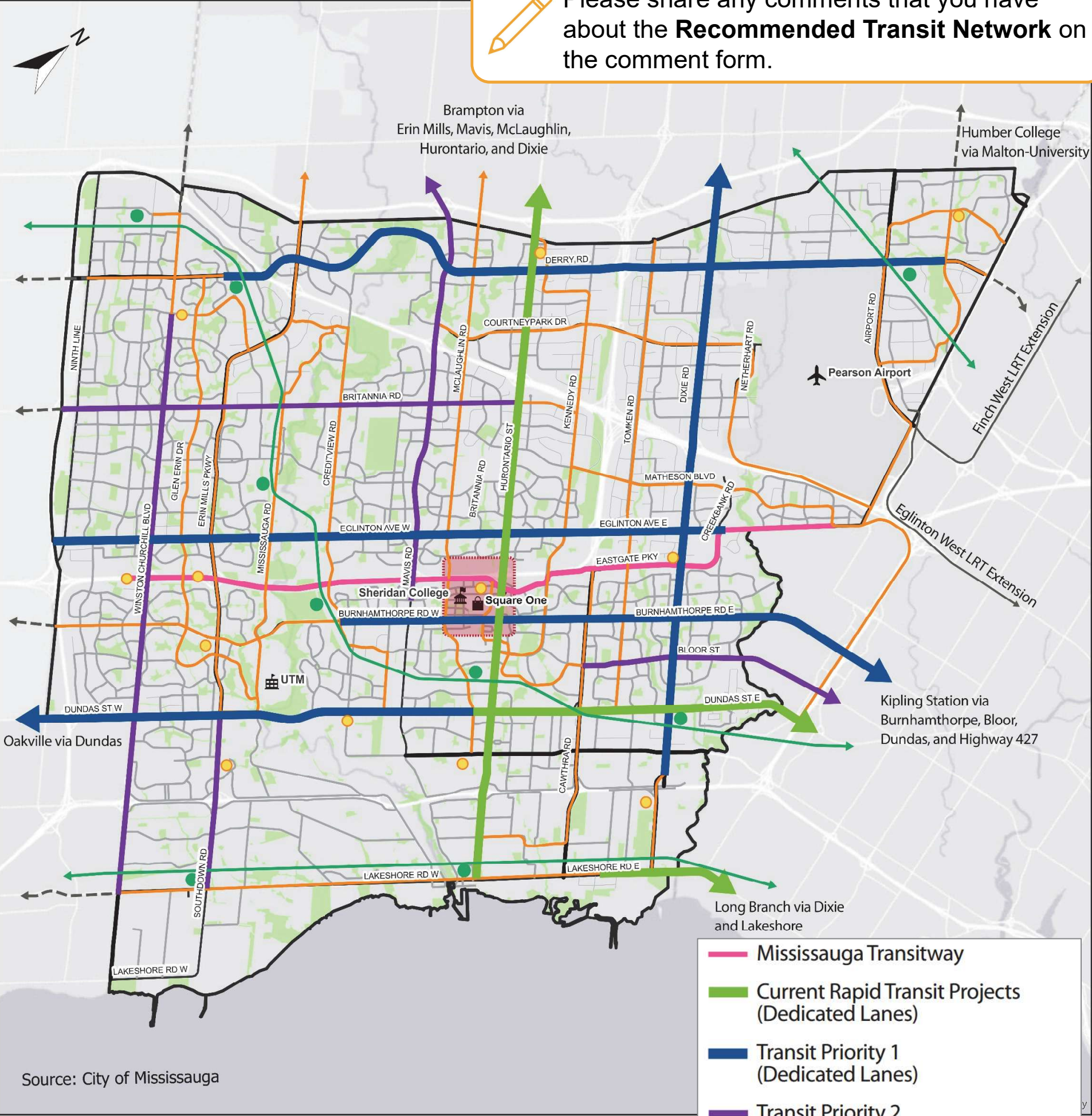
3

Queue Jump Lane
Example: Dundas Street West



Recommended Network – Transit

 Please share any comments that you have about the **Recommended Transit Network** on the comment form.

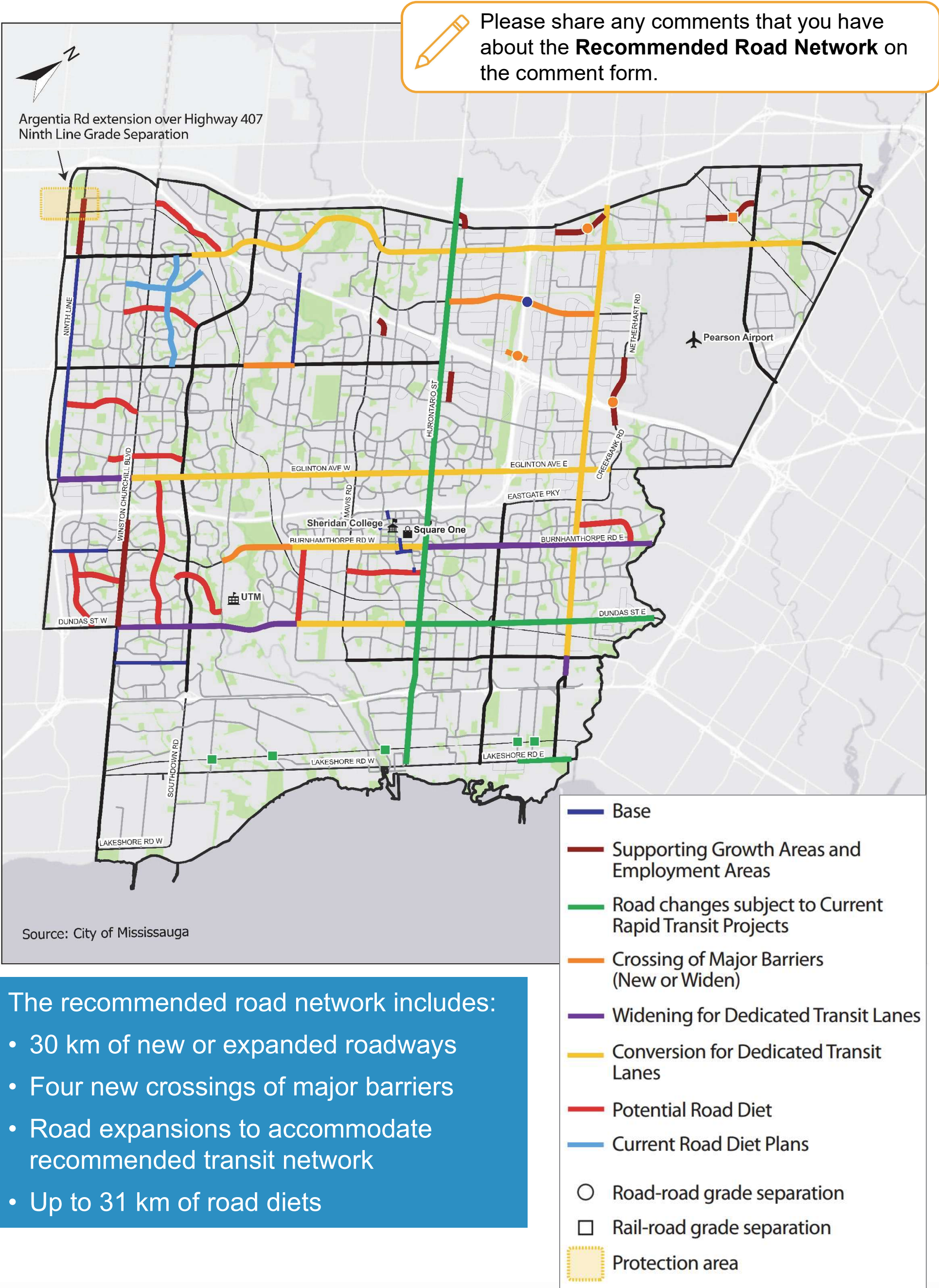


The recommended transit network includes:

- 64 km of dedicated bus lanes
- 37 km of enhanced transit corridors
- 120% increase in transit ridership by 2041



Recommended Network – Road



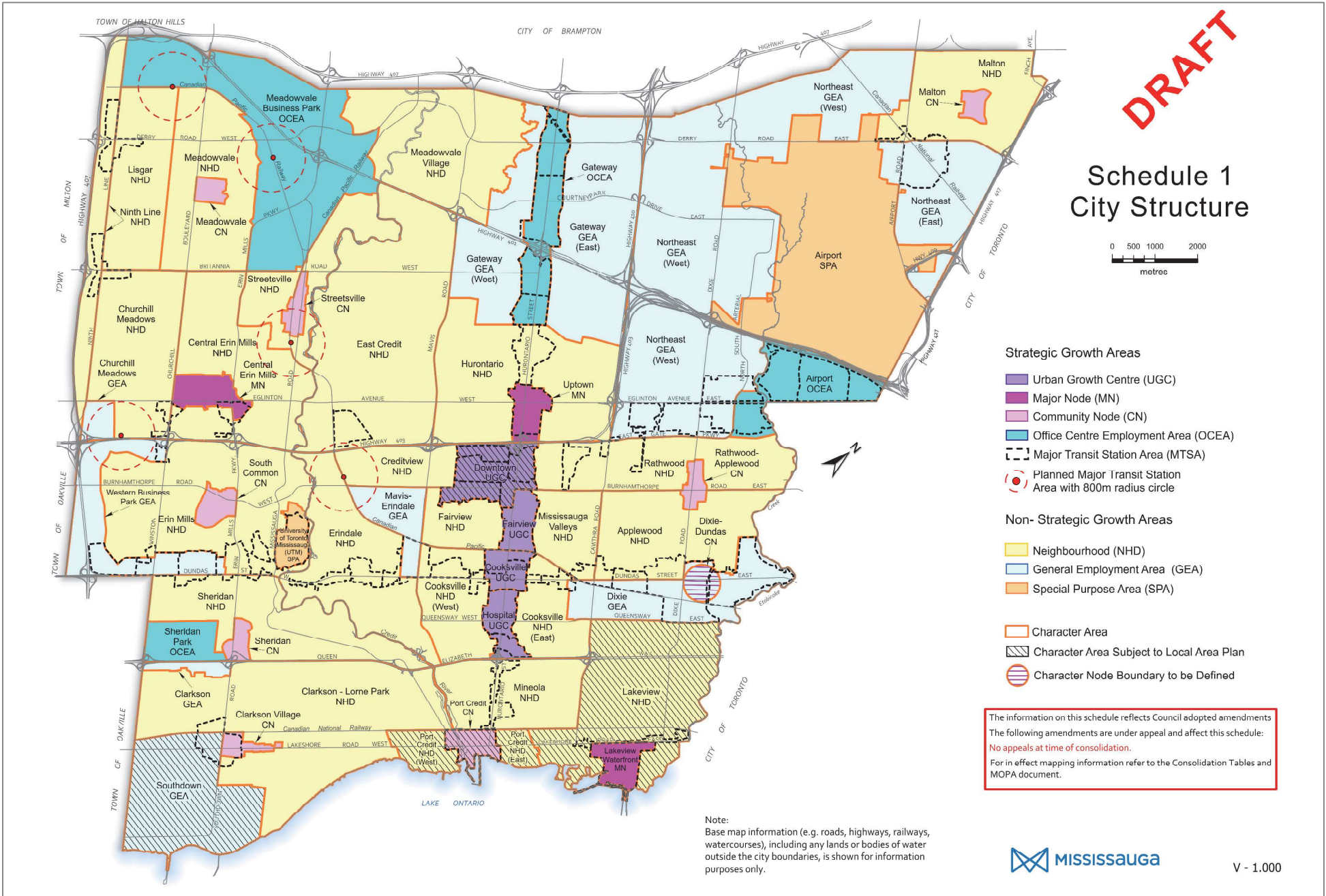
Achieving the Plan

Aligning Transportation and Land Use

Mississauga’s past growth has helped shape the transportation system that exists today. The new growth that is planned for Mississauga in the upcoming decades provides an opportunity for the City to better align land use and transportation planning through the following actions:

- Supporting policies that advance transit-oriented development.
- Encouraging infill development and compact land uses in new growth areas.
- Conducting Secondary Plan, Transportation Master Plan, or high-level MTSA studies to guide the implementation of well-connected transportation systems to support growth areas.
- Exploring opportunities to integrate emerging mobility options in new development and in existing land uses.

Mississauga Official Plan Review: City Structure



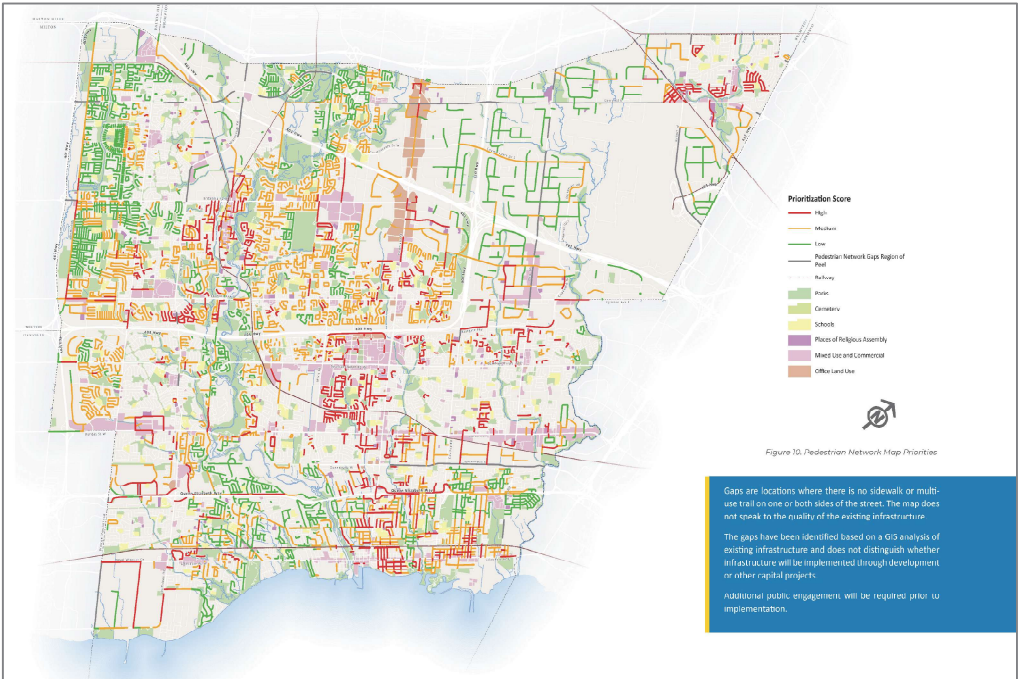
Achieving the Plan (continued)

Promoting Sustainable Modes

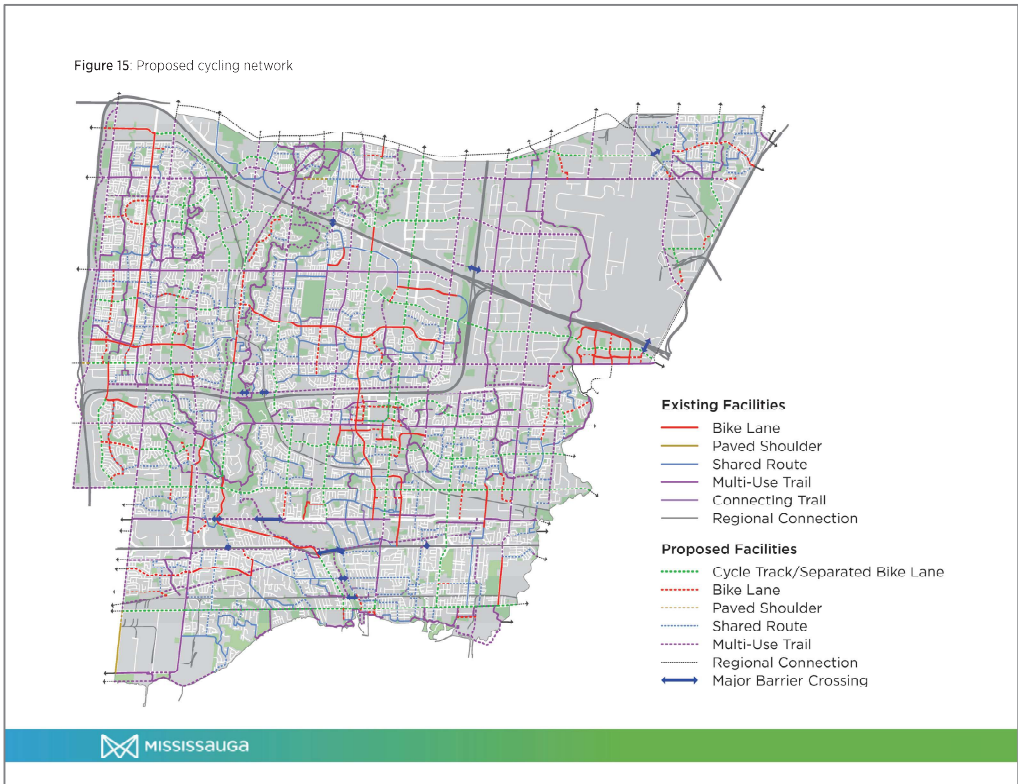
Intensification and redevelopment provides the City with opportunities to develop communities that are well supported by transit, walking, and cycling through the following actions:

- Addressing network and crossing gaps in the pedestrian network as identified in the [Mississauga Pedestrian Master Plan](#), prioritizing connections to transit.
- Constructing new cycling facilities and upgrading existing cycling facilities as identified in the [Mississauga Cycling Master Plan](#).
- Implementing transit priority measures to improve transit operations along corridors and at intersections as presented in the Recommended Transit Network.
- Working with Metrolinx, Brampton Transit, Toronto Transit Commission, and Oakville Transit to provide seamless transit service across municipal boundaries.
- Requiring all new development in the City’s growth areas to have a travel demand management (TDM) plan that follows the City’s [TDM Strategy and Implementation Plan](#) to promote more efficient use of the transportation system.

Pedestrian Master Plan



Cycling Master Plan



Achieving the Plan (continued)

Mitigating and Adapting to Climate Change

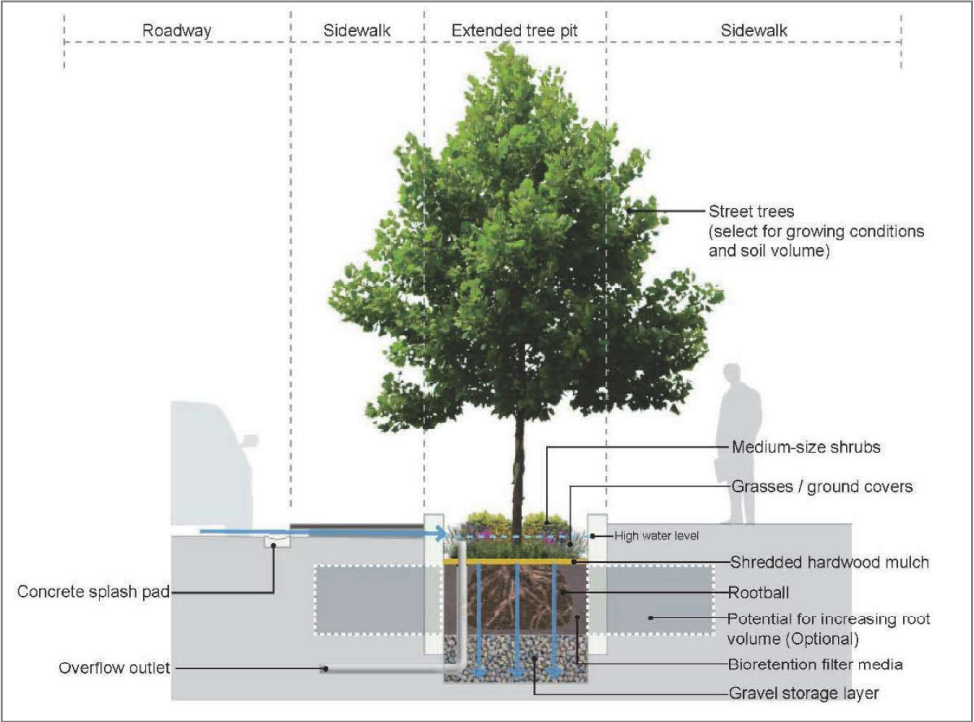
The City of Mississauga has already begun to feel the impacts of climate change, including increased seasonal flooding, extreme rainfall, ice storms, and record-breaking summer temperatures. Transportation-related actions to mitigate and adapt to climate change include:

- Supporting sustainable transportation modes such as walking, cycling and transit by integrating the future road and transit networks with the City’s cycling and pedestrian networks.
- Investing in transit infrastructure and frequent transit service to provide improved access to high-quality transit service.
- Adopting zero emission vehicles for transit and city fleet and developing a strategy to accelerate the adoption of zero emission vehicles in the community.
- Working with industry and businesses to adopt lower-emission vehicles in the goods movement sector.
- Applying Low Impact Development (LID) practices and green infrastructure to manage stormwater run-off.
- Designing for climate impacts such as heat waves, heavy rainfalls, wind storms, and extreme cold when constructing or replacing transportation infrastructure.




Source: Mississauga Climate Change Action Plan

Example of Low Impact Development (LID)



Source: Low Impact Development Stormwater Management Planning And Design Guide, Credit Valley Conservation / Toronto and Region Conservation

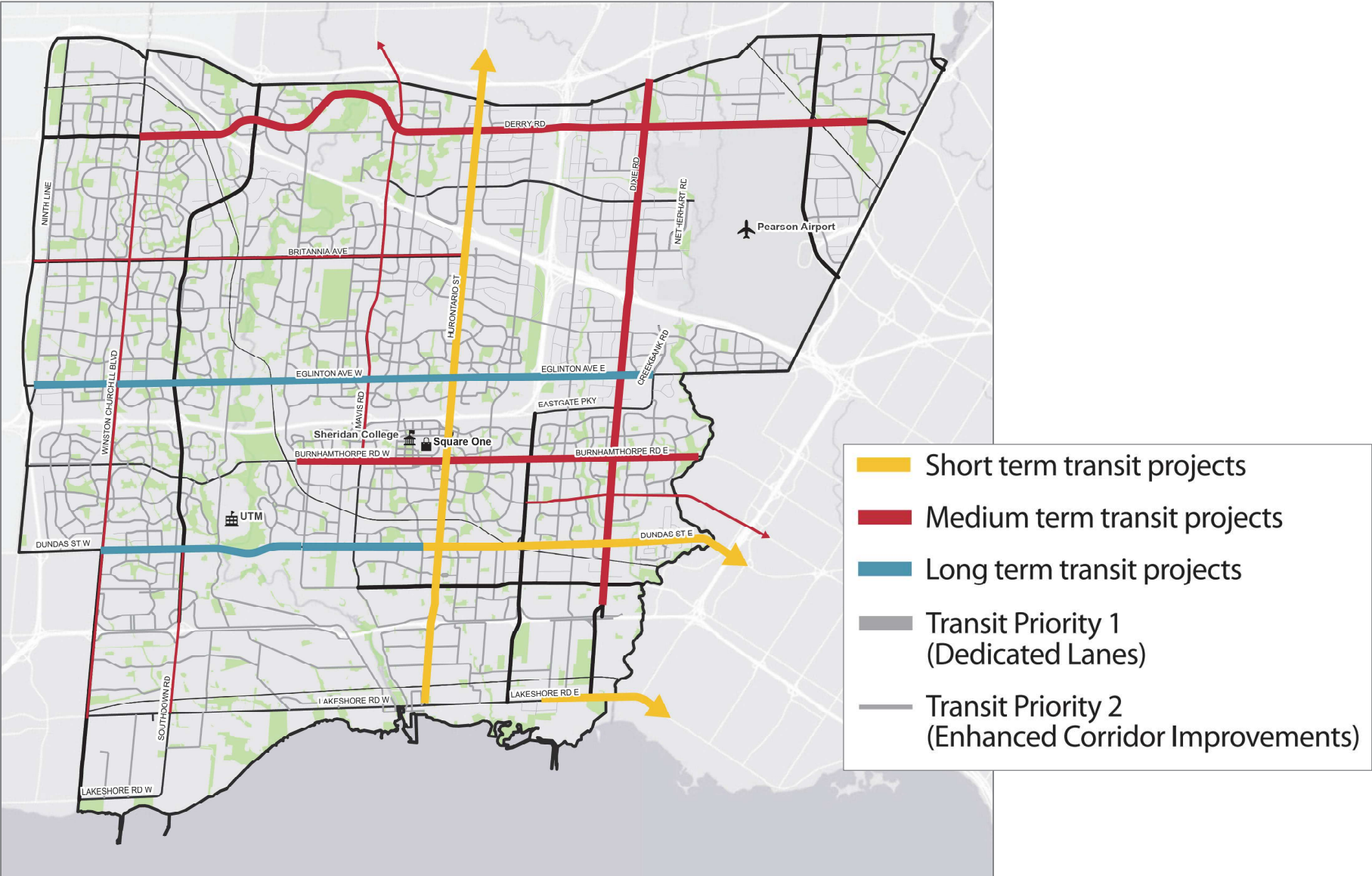
 Please share any comments that you have for achieving the plan on the comment form.



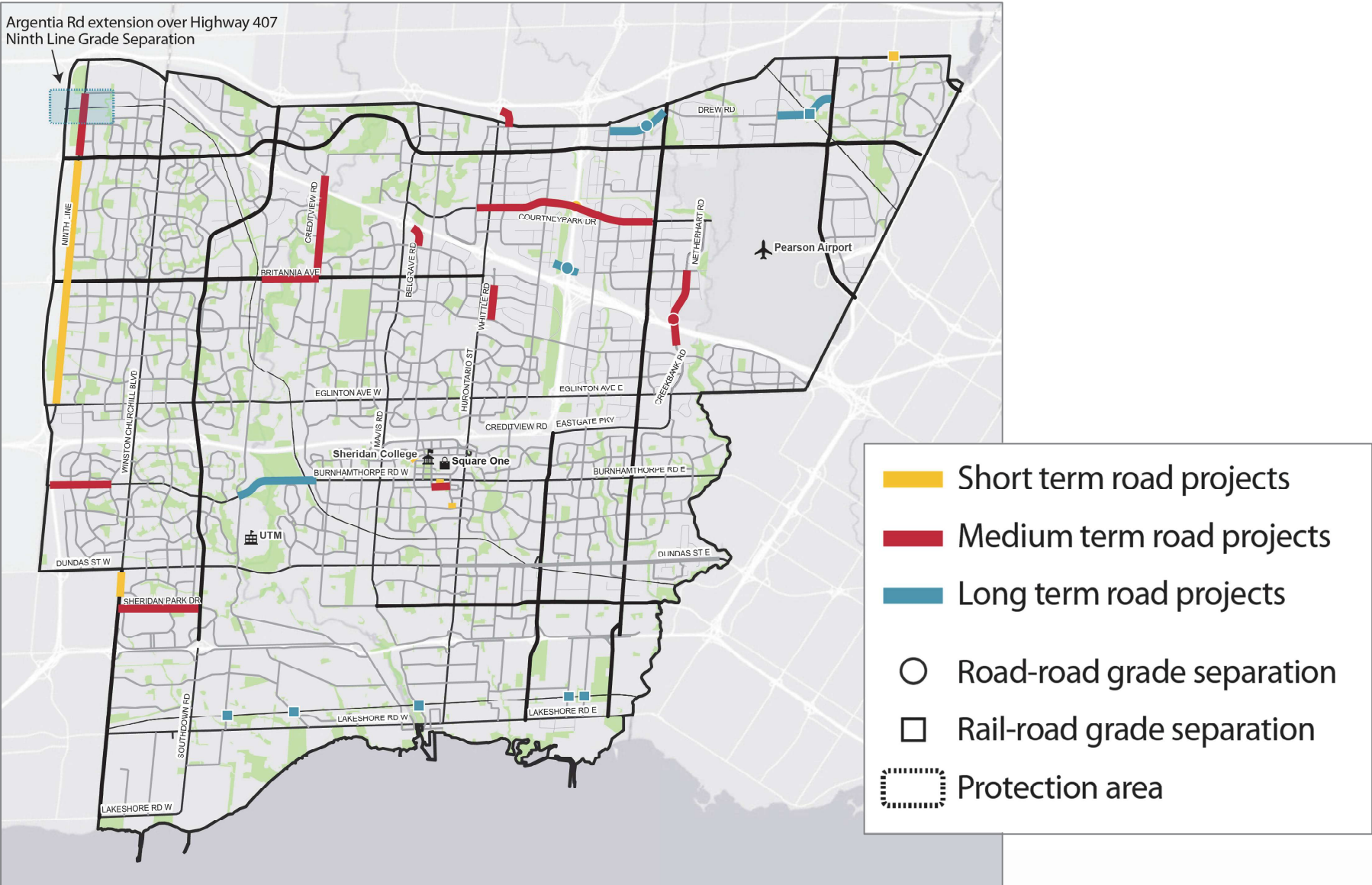
Recommended Network Phasing

The proposed phasing of the TRIP projects are shown below.

Transit Network



Road Network



Next Steps

- 1. Refine the recommendations based on public feedback.
- 2. Present the draft **TRIP** report to Council.
- 3. Finalize the **TRIP** study.
- 4. Incorporate the recommended **TRIP** networks into the Mississauga Official Plan.



Phase 1: Identify Problem and Opportunity

Define a study direction and assess existing transportation conditions. Gather feedback on the Problem and Opportunity Statement.



Phase 2: Evaluate Alternative Solutions to the Problem and Opportunity

Undertake transportation assessment of proposed alternative solutions. Gather feedback on the evaluation of the alternative solutions.



Phase 3: Preferred Plan

Finalize the preferred plan and develop priorities and phasing plan for the recommended transportation infrastructure improvements.

We want to hear from you



Please share any other comments that you have about this study using the comment form.

For more information, visit us at:



yoursay.mississauga.ca/transit-and-road-infrastructure-plan

You can reach the project team by sending an email to:



mark.vandersluis@mississauga.ca

Follow us on social media:

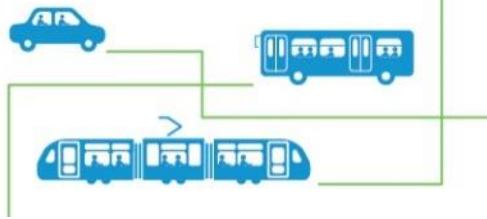
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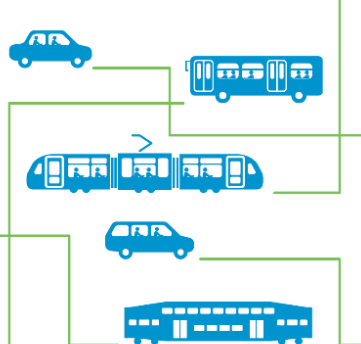
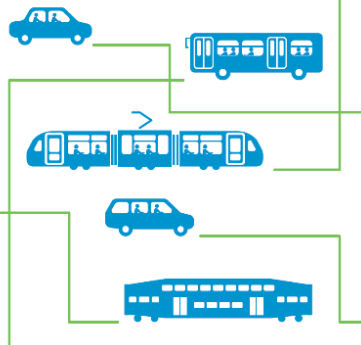
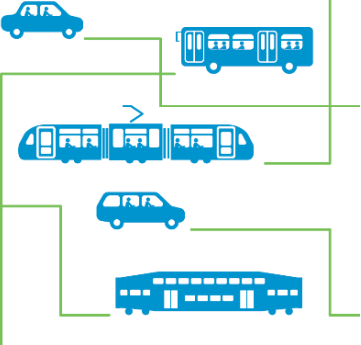
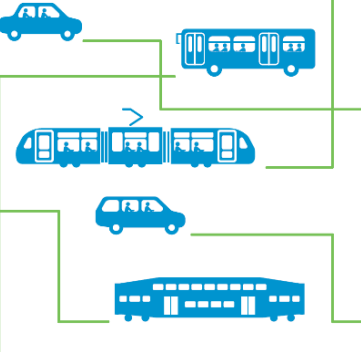
linkedin.com/company/city-of-mississauga



Transit and Road Infrastructure Plan



FEEDBACK SUMMARY EXTERNAL AGENCY STAKEHOLDER MEETING#1 FEBRUARY 10, 2021



Participants

City of Brampton	Brian Lakeman, Policy Planner, Transportation Planning Chris Lafleur, Brampton Transit Andria Oliveira, Policy Planner, Long Range Transportation Planning David Stowe, Supervisor of Service Planning, Brampton Transit
Town of Milton	Megan Lovell, Senior Planner - Policy
Town of Oakville	Ting Ku, Traffic Engineer - Engineering & Construction Joanne Phoenix, Manager, Planning & Accessible Services - Oakville Transit Felix Tse, Transit Planner - Oakville Transit
Peel Region	Michael Bennington, Chronic Disease, Peel Public Health Robert Jay, Transportation System Planning Kiran Ghai, Research and Policy Analyst, Peel Public Health
City of Toronto	Alan Filipuzzi, Program Manager - Transportation Planning (Etobicoke/York)
Credit Valley Conservation (CVC)	Phil James, Manager of Integrated Water Management Jakub Kilis, Manager, Infrastructure & Regulations
Toronto and Region Conservation Authority (TRCA)	Suzanne Bevan, Senior Planner - Infrastructure Planning & Permits Corinna Tomassen-Darby, Senior Coordinator - Conservation Lands & Trails Shiran Varzgani, Infrastructure Planning & Permits
Ministry of Transportation (MTO)	Miao Zhou, MTO, Senior Project Engineer, Transportation Infrastructure Management Division
Metrolinx	Jeff Biggar, Senior Advisor - Network Planning
Toronto Transit Commission (TTC)	Pranav Dave, Chief Engineer of Operations and Planning
City of Mississauga	Sharleen Bayovo, Planner - City Planning Strategies Alex Legrain, Project Leader - Transportation Planning Jeffrey Reid, Project Engineer - Transportation Infrastructure Management Sophia Saedi, Transit Planner - MiWay Susan Tanabe, Manager - Transportation Planning Thiago Oliveira, Transportation Planner - Transportation Planning Mark VanderSluis, TRIP Project Leader, Transportation Planning
HDR Corporation	Jonathan Chai, Project Manager Suzette Shiu, Transportation Planning Lead Alfred Cheng, Transportation Planner
Facilitator	Sue Cumming, Cumming+Company



Mississauga Transit and Road Infrastructure Plan

1. About the External Stakeholder Session

The Mississauga 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 residents, workers, and visitors today and in the future. 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 study builds upon the work completed in the Mississauga TMP to identify the required transit and road *infrastructure* to achieve the transportation vision.

The City has completed and is undertaking other mode-specific studies including the Changing Lanes study, Cycling Master Plan, Pedestrian Master Plan, MiWay Five Service Plan and MiWay Infrastructure Growth Plan. Other transportation-related initiatives include Vision Zero, a transportation approach adopted by the City of Mississauga that sets a vision for zero fatal or injury-causing collisions and the City's Climate Change Action Plan that aims to reduce greenhouse gas emissions by 80% by 2050. As transportation is one of the major contributors to greenhouse gas emissions, the City supports efforts to shift travellers to lower-emission modes, such as transit, cycling and walking.

To meet the transportation vision and support the City's Official Plan, the City will need to maximize its use of existing transportation infrastructure and prioritize new transit infrastructure to support anticipated growth with new residents and new jobs being established. The Transit and Road Infrastructure Plan will be developed to provide a clear direction on the City's strategic investment in the transit and road networks to support an integrated multi-modal system for all users.

The process for developing the plan includes ongoing collaboration across various external stakeholders to share information, discuss strategies for integrating and prioritizing investment and infrastructure planning to meet the City's established vision. To learn about opportunities and challenges and to discuss the objectives and goals for TRIP, the City held a virtual External Agency Stakeholder Session on February 10, 2021 via WebEx.

The purpose of the External Agency Stakeholder Session was to brainstorm with agency stakeholders from surrounding municipalities, transit agencies, conservation authorities and MTO on potential synergies and strategies for developing the long-term transit and long-term road network. The workshop commenced with an overview on the key aims and purpose of the study by the City's Project Manager, Mark VanderSluis. This was followed by a presentation by HDR which highlighted trends and opportunities for the long-term transit and long-term road network, the Problem and Opportunity, Draft Directions and preliminary Alternative Solutions. Following the presentation, the workshop discussion was organized around the following:

- How TRIP can integrate with agency/municipal plans including key opportunities and challenges.
- What issues / directions / solutions should be prioritized.

This report prepared by Facilitator Sue Cumming, Cumming+Company, outlines the key themes and messages heard through the discussion. It reflects the high level of energy and commitment to sharing information and identifying future opportunities for aligning initiatives and integrating infrastructure.

2. Key Themes and Messages Heard

The discussion included information sharing on integration that is occurring and key challenges and opportunities for cross-boundary transportation infrastructure delivery. There were a number of consistent themes noted and these are synthesized in **Figure 1**. Key messages heard include verbatim comments from the meeting discussion and are numbered for reference purposes.

Figure 1 – Key Messages and Stakeholder Feedback

Key Messages Heard	Opportunities and Challenges
<p>1. Creating seamless transit connections beyond municipal boundaries is important for increasing transit usage.</p> <p>Good levels of cross boundary transit services exist currently, and further service integration is seen as a priority. TRIP should identify what infrastructure is needed to support cross-boundary infrastructure.</p> <p>An important objective is providing for ease of transition for customers between services e.g., fare integration, good connectivity.</p>	<ul style="list-style-type: none"> • Brampton Transit was noted to have a strong relationship and good existing coordination with MiWay including: <ul style="list-style-type: none"> ○ Routes crossing 407 into Mississauga and MiWay routes crossing into Brampton e.g., integrated routes between Brampton and Mississauga along the Dixie corridor and Hurontario corridor. ○ Shared transit terminals at Westwood Mall and Brampton Gateway. • Oakville Transit has good integration with MiWay with four routes currently connected and inter-regional connections at the Clarkson GO and South Common Centre. • The City of Toronto has been implementing more transit priorities, more corridors and integration through their five-year service plan. This includes the Kipling Terminal coordination and integration, BRT on Dundas and integration with TTC, Signal priority and Airport Connectivity. • Opportunities exist for connections and integration along High Order Transit Corridors e.g., Trafalgar and Hurontario. • With Milton growing fast, expanding to the east towards Mississauga (to 2031), and closing gap between the urban areas there will be future opportunities for connections and integration that should be planned for. • The Dundas Street corridor from Oakville to Toronto was identified as an important transit corridor for more integration particularly for integrating the BRT and priority buses on Dundas with Oakville Transit and TTC. • Should build on Metrolinx's frequent rapid transit network – 3 corridors that cross Brampton/Mississauga boundary. • On-demand and specialized transit should be part of the plan – important opportunity to support network (Freedom to Move).

Key Messages Heard	Opportunities and Challenges
	<ul style="list-style-type: none"> • Consideration should be given to potential for addressing financial challenges by focusing high frequency and quality service on higher order transit corridors while pivoting to on-demand services/other new mobility technology as last-mile solutions. • Coordinating infrastructure will be critical (e.g., electric bus technology). Planning for future infrastructure needs to be actionable and sustainable. • Need to recognize challenges that are experienced by smaller agencies compared to larger ones with respect to size and funding. Increasing cross boundary connections will require coordination, timing and sustainability.
<p>2. Connectivity across boundaries was also identified as being an important catalyst for better integration and transitioning between sustainable modes e.g., transit and active transportation.</p>	<ul style="list-style-type: none"> • Connectivity across boundaries as well as between transit and active transportation is important. • Cycling and walking is important input in long term plans with the opportunity for TRIP to identify the alignment between roads and other modes. • Peel Region's Long Range Transportation Plan is articulating 50% sustainable mode share. The Sustainable Transportation Strategy and Active Transportation Implementation Plan provide details on where networks will be improved. • There may be opportunities for the Region of Peel to leverage Regional roads in thinking differently about integration, complete streets and urban networks.
<p>3. Improvements in active transportation (walking and cycling), promoting complete streets and connections to inter-regional trail corridors is a priority for creating better health outcomes across all municipalities.</p>	<ul style="list-style-type: none"> • Peel Public Health has been working on planning for the intersection of the built environment and health outcomes. Improvements to active transportation enable residents in Peel to lead active lifestyle. Walking and cycling have health benefits, even 10-minute walk to bus stop can improve long-term health outcomes. • When streetscapes are more beautiful, people will want to walk and move more. CVC has developed resources with the City of Mississauga. Local projects with green infrastructure in road allowance have accounted for operation and maintenance challenges. • Brampton is considering its Complete Streets study as an initial phase of the TMP. The TRIP principles can inform the upcoming Brampton TMP. • From an active transportation and trails perspective, significant work has been done through TRCA and CVC to implement inter-regional trail corridors. • Inter-regional green infrastructure corridors and connections play an important role in encouraging sustainable modes. There is a good understanding that green infrastructure makes sustainable modes more attractive. • Green infrastructure and LID (low impact development) are important design elements. Stronger policies are needed to

Key Messages Heard	Opportunities and Challenges
	<p>support these initiatives earlier in the planning and design process.</p> <ul style="list-style-type: none"> Continuing to promote access to trail corridors and connections between different modes to trails and greenspace systems is a priority. For example, it was noted that it will be important to ensure that connections are still maintained and promoted for the Etobicoke Trail throughout the planning process.
<p>4. Goods movement is an important direction and strategic priority for TRIP.</p>	<ul style="list-style-type: none"> Peel Region is coordinating implementation of goods movement as a strategic priority in partnership with municipalities, all levels of government, transportation stakeholders and industry. TRIP is considering and planning for goods movement as a key study direction. Moving goods efficiently to and from businesses in the City's Employment Areas and Corporate Centres is critical to the continued prosperity of the City.
<p>5. Transportation based emissions to be considered when evaluating TRIP alternative solutions.</p>	<ul style="list-style-type: none"> TRIP should be developed considering health and air quality aspects. While there has been a decrease in Peel, transportation air pollution is a significant source of poor air quality. When assessing different solutions for TRIP, air quality should be considered in the evaluation. It was noted that transportation-based emissions can be tested based on VKT.
<p>6. Planning Policy has a key role in guiding long term strategies and initiatives.</p>	<ul style="list-style-type: none"> TRCA noted the importance of aligning policies and plans with the Living City. Several municipalities including Milton and Mississauga are undertaking Official Plan Reviews. There are opportunities to incorporate strong transportation planning policies and strategies in these plans. Secondary plans are also being worked in on many areas with the potential to examine transportation networks and complete streets. There are good policy directions being employed in different municipalities that could be explored for other ones. For example, Brampton noted that they are looking at the urban network / no road widenings policies employed by Mississauga for the Brampton TMP and OP. There are several significant studies ongoing in the City of Mississauga including the Changing Lanes Study and regional initiatives that can leverage different thinking about roads.

Key Messages Heard	Opportunities and Challenges
<p>7. Information sharing amongst stakeholders is seen as having a high value for learning about best practices, aligning priorities and for identifying partnership opportunities.</p> <p>Resources and project links shared at the external stakeholder meeting are found in Attachment #1.</p>	<ul style="list-style-type: none"> • Opportunities for sharing knowledge on transit priority measurement – best practices and case studies and sharing of information on importance of BRT standards, comment elements (stations, branding), marketing, etc. (Jeff Biggar, Metrolinx) • The TTC Express Bus Network Study (queue jump lanes) may offer good information for considering for TRIP. (Pranav Dave, TTC). • Peel Health has done a lot of work on understanding equity and how to frame the question. Can share some tools. Public health / equity analysis has different levels – community versus individual. important to define it better before it gets planned. (Michael Bennington, Peel Public Health) • Consider sharing on COVID recovery plans. • Would like to see information exchange relating to partnership scenarios e.g., for on-demand services. • Continue discussions on the alignment of priorities and timing of projects with other municipalities.

Other strategic opportunities and challenges were identified through the discussion including the following:

- Peel Public Health suggested that the Multi-Modal Level of Service Guidelines (MMLOS) could be effective for TRIP noting that in their experience the MMLOS assessments give a better sense of trade-offs between different modes. MMLOS has strongest tools to articulate targets (land uses, planning framework, what to expect) and good discussion on targets) for MMLOS frameworks.
- The Province is tabling legislation for Environmental Compliance Approval of Linear Assets (e.g., stormwater runoff management). TRIP may need to consider this at planning stage or in subsequent EA process/ preliminary design.
- Should consider TRIP from a Covid-19 lens. Will the impacts have a long-term impact on travel patterns, attractiveness of modes, transit ridership based on experiences with remote working, online shopping, etc.

Next Steps

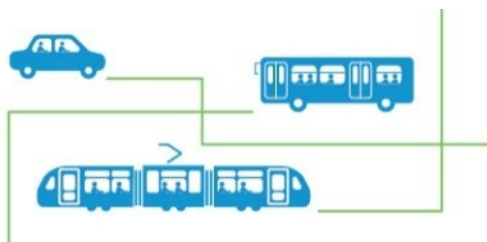
- Project team will be seeking input from External Agency Stakeholders on alternative assumptions for corridors (can communicate directly with stakeholders).
- Further review of equity analysis is at the community level.
- Air quality / emissions analysis would be high-level based on VKT reductions in comparing alternatives.
- Further refinement of alternatives as study progresses.
- Second round of engagement in the fall, wrap up study in early 2022.

Attachment #1 Information shared via chat function during meeting:

- *Shared documents via chat:*
 - Region of Peel Public Works Stormwater Design Criteria and Procedural Manual
<https://www.peelregion.ca/public-works/design-standards/pdf/sewer-design-update.pdf> -
Section 5.20 speaks to low impact development considerations in the road allowance
 - Sustainable Technologies Evaluation Program (STEP) - <https://sustainabletechnologies.ca/>
 - Proposed changes to environmental approvals for municipal sewage collection works -
<https://ero.ontario.ca/notice/019-1080>
 - Low impact development stormwater management guidance manual -
<https://ero.ontario.ca/notice/012-9080>
 - https://prod-environmental-registry.s3.amazonaws.com/2020-07/Draft%20Storm%20LI%20ECA%20Template%20July%202020_0.pdf See Appendix A
for Stormwater Management Criteria for Systemwide Linear ECA -

Transit and Road Infrastructure Plan

The graphic features a vertical sequence of five transportation modes, each represented by a blue silhouette. From top to bottom, the modes are: a car, a bus, a train, a car, and a bus. These icons are connected by a green line that forms a series of loops, suggesting a continuous cycle or a network of infrastructure. The background is white, and the overall design is clean and modern.



Participants

City of Brampton	Brian Lakeman Henrik Zbogor
Brampton Transit	David Stowe
Town of Oakville	Ali Zeb
Oakville Transit	Felix Tse
Town of Milton	Nancy Reid Kavleen Sachdeva
City of Toronto	Hibba Shahid
Toronto Transit Commission (TTC)	Curtis Laurin Jasmine Eftekhari
Peel Region	Richa Dave
Credit Valley Conservation (CVC)	Jakub Kilis
Toronto and Region Conservation Authority (TRCA)	Shiran Varzgani
Metrolinx	Amber Ghosh Ann Marie Chung
Ministry of Transportation (MTO)	Miao Zhou
MiWay	Graham Proctor
City of Mississauga	Lin Rogers Jeffrey Reid Alex Legrain Sharleen Bayovo Thiago Oliveira
City of Mississauga TRIP Project Leads	Mark VanderSluis Susan Tanabe
HDR Corporation	Suzette Shiu Jonathan Chai Alfred Cheng
Facilitator Cumming+Company	Sue Cumming



Mississauga Transit and Road Infrastructure Plan

1. About the External Stakeholder Session

The Mississauga 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 residents, workers, and visitors today and in the future. 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 study builds upon the work completed in the Mississauga TMP to identify the required transit and road *infrastructure* to achieve the transportation vision.

The City has completed and is undertaking other mode-specific studies including the Changing Lanes study, Cycling Master Plan, Pedestrian Master Plan, MiWay Five Service Plan and MiWay Infrastructure Growth Plan. Other transportation-related initiatives include Vision Zero, a transportation approach adopted by the City of Mississauga that sets a vision for zero fatal or injury-causing collisions and the City's Climate Change Action Plan that aims to reduce greenhouse gas emissions by 80% by 2050. As transportation is one of the major contributors to greenhouse gas emissions, the City supports efforts to shift travelers to lower-emission modes, such as transit, cycling and walking.

To meet the transportation vision and support the City's Official Plan, the City will need to maximize its use of existing transportation infrastructure and prioritize new transit infrastructure to support anticipated growth with new residents and new jobs being established. The Transit and Road Infrastructure Plan is being developed to provide a clear direction on the City's strategic investment in the transit and road networks to support an integrated multi-modal system for all users.

The process for developing the transit and road infrastructure plan (TRIP) includes ongoing collaboration across various external stakeholders to share information, discuss strategies for integrating and prioritizing investment and infrastructure planning to meet the City's established vision. The City held a virtual External Agency Stakeholder Session on April 20, 2022, via Webex. The purpose of the April 20 meeting was as follows:

- To provide an update on the study progress
- To present and discuss the evaluation of alternatives and the Draft Preferred Networks
- To obtain feedback on ways to improve transportation connections between municipal jurisdictions
- To hear about what key projects active in surrounding areas.
- To share next steps

The meeting commenced with an overview of the key aims, purpose, and overall progress on the study by the City's Project Manager, Mark VanderSluis. This was followed by a presentation by HDR which provided a study refresher on the six study directions and alternative solutions presented at

PIC#1 and public feedback received on the study to date. HDR then presented 2021 draft growth forecasts, modelling scenarios, evaluation criteria, considerations and evaluation results. This was followed by a presentation of Draft Preferred Networks for rapid transit and roads and the model results.

Following the presentation, the discussion was organized around the following:

- What projects are you working on that have important connections between neighbouring municipalities?
- What are your ideas about the potential for new higher-order transit on Burnhamthorpe Road?
- What are your ideas about the potential for a new crossing of
 - Highway 410 at Britannia Road?
 - Highway 401 at Creekbank Road?
- For the Draft Preferred Networks presented today - Are there things that you particularly like or have concerns with? Are we missing anything?

This report prepared by Facilitator Sue Cumming, Cumming+Company, outlines the key themes and messages heard through the discussion. It reflects the high level of energy and commitment to sharing information and identifying future opportunities for aligning initiatives and integrating infrastructure.

2. Key Themes and Messages Heard

There were several consistent themes noted, and these are synthesized in **Figure 1**.

Figure 1 – Key Messages and Stakeholder Feedback

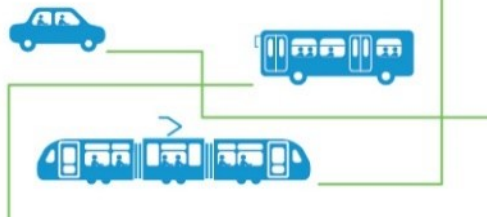
Key Messages Heard	Opportunities and Challenges
<p>Supporting cross-boundary connections in TRIP is crucial. There is ongoing interest in developing intermunicipal transit links, with several key connections identified.</p>	<ul style="list-style-type: none"> • Brampton would like to see seamless services and connections identifying significance of connections at Derry Road and Mississauga Road. • Derry Road was identified for opportunities to extend Derry Road transit service including connection to Woodbine Centre Development (Finch West LRT). Questions to consider include what kind of dedicated lane service is proposed for Derry Road? It was noted that Derry Road is one of the strongest transit corridors, especially from pandemic ridership observation. • HDR advised that Derry Road ridership thresholds were used to determine high level corridor needs. Service could be full BRT or dedicated lane which would be further explored in a future corridor specific study. • Halton noted that construction is occurring on William Halton Parkway Extension (Regional Road) north of Dundas which would reconnect to Burnhamthorpe Road at Ninth Line. • HDR team will review road/transit network assumptions for connections at City's boundaries. City of Mississauga Staff indicated that specific connections are important and would be addressed in a dedicated Burnhamthorpe Study. • Toronto advised that Dundas and Lakeshore BRT connections are main priorities for Toronto. These may also provide opportunities for active transportation connections.

Key Messages Heard	Opportunities and Challenges
It is important to continue to align TRIP with current studies and updates to regional and municipal plans.	<ul style="list-style-type: none"> Halton advised that there are proposed MTSAs in Halton with a major growth area around Trafalgar Road and Derry Road. HDR indicated that this aligns with the 2041 RTP and there is an opportunity to indicate connection using an area west along Derry Road to connect to Halton. Mississauga was asked if the Clarkson growth area is being considered. City staff responded that there is an MTSA study for Clarkson and this is also being factored into the TRIP study. Toronto advised that they could share with Mississauga information on TTC's cross boundary service integration project. It was noted that the future City of Mississauga Official Plan Schedules would incorporate the TRIP schedules.
Additional discussions are warranted to review transit and freight priorities.	<ul style="list-style-type: none"> Brampton identified the importance of assessing and addressing potential challenges pertaining to priorities for transit and freight, noting potential for misalignment and conflict particularly for key corridors i.e. Queen Street in Brampton. Mississauga noted that discussions have occurred with more anticipated with Peel Region regarding the Derry and Dixie Road corridors. Mississauga advised that there are some road improvements in TRIP which are being considered as solutions to support freight. These include road improvement to Courtenypark Road, Britannia Road and Creekbank Road.
Other questions about TRIP	<ul style="list-style-type: none"> A question was asked about whether the 407 Transitway is included in the modelling. HDR responded that it is not included but would be a sensitivity test.

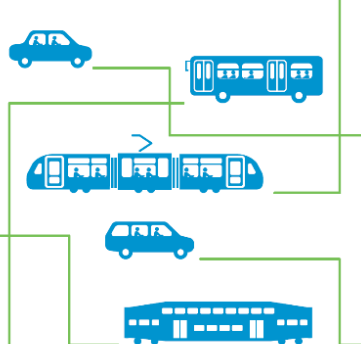
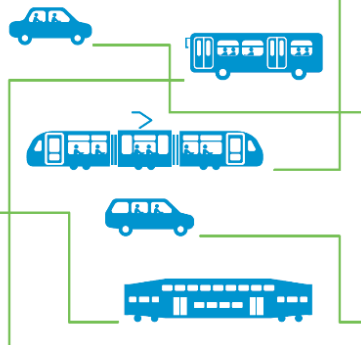
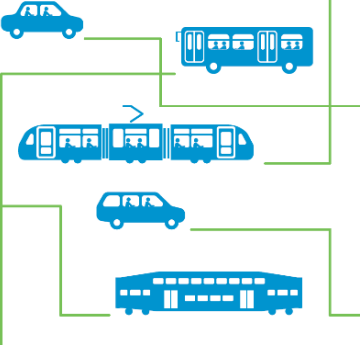
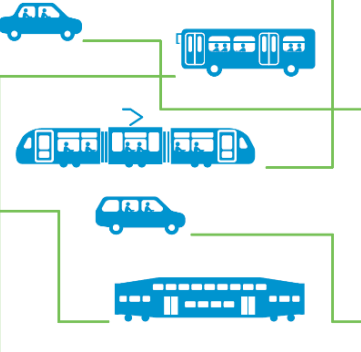
Next Steps

- Public Engagement – May 2022
- Refine recommended network, develop implementation strategy and action plan – June / July
- Prepare draft TRIP report and recommendations
- Hold Agency Meeting #3 on recommendation and implementation strategies

Transit and Road Infrastructure Plan



FEEDBACK SUMMARY EXTERNAL AGENCY STAKEHOLDER MEETING#3 APRIL 27, 2023



Participants

City of Brampton	Brian Lakeman
Brampton Transit	David Stowe
Halton Region	Chris Fong
Peel Region	Jacqueline Elias Richa Dave Robert Jay
Credit Valley Conservation (CVC)	Jakub Kilis Phil James
Metrolinx	Amber Ghosh AnnMarie Chung Malvika Rudra
Ministry of Transportation (MTO)	Miao Zhou
MiWay	Graham Proctor Sophia Saedi
Toronto and Region Conservation Authority (TRCA)	Kristen Sullivan Shiran Varzgani
Toronto Transit Commission (TTC)	Evan Saslove Dominic Ho Jasmine Eftekhari
City of Mississauga	Jeffrey Reid Norbert Orzel Thiago Oliveira
City of Mississauga TRIP Project Leads	Mark VanderSluis Susan Tanabe
HDR Corporation	Suzette Shiu Alfred Cheng
Facilitator Cumming+Company	Sue Cumming



Mississauga Transit and Road Infrastructure Plan

1. About the External Stakeholder Session

The Mississauga 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 residents, workers, and visitors today and in the future. 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 study builds upon the work completed in the Mississauga TMP to identify the required transit and road *infrastructure* to achieve the transportation vision.

The City has completed and is undertaking other mode-specific studies including the Changing Lanes study, Cycling Master Plan, Pedestrian Master Plan, MiWay Five Service Plan and MiWay Infrastructure Growth Plan. Other transportation-related initiatives include Vision Zero, a transportation approach adopted by the City of Mississauga that sets a vision for zero fatal or injury-causing collisions and the City's Climate Change Action Plan that aims to reduce greenhouse gas emissions by 80% by 2050. As transportation is one of the major contributors to greenhouse gas emissions, the City supports efforts to shift travellers to lower-emission modes, such as transit, cycling and walking.

To meet the transportation vision and support the City's Official Plan, the City will need to maximize its use of existing transportation infrastructure and prioritize new transit infrastructure to support anticipated growth with new residents and new jobs being established. The Transit and Road Infrastructure Plan is being developed to provide a clear direction on the City's strategic investment in the transit and road networks to support an integrated multi-modal system for all users.

The process for developing the transit and road infrastructure plan (TRIP) includes ongoing collaboration across various external stakeholders to share information, discuss strategies for integrating and prioritizing investment and infrastructure planning to meet the City's established vision. The City held a virtual External Agency Stakeholder Session on April 27, 2023, via WebEx. The purpose of the April 27 meeting was as follows:

- To provide an update on the study progress
- To review key refinements to the Preferred Network
- To overview the recommended Networks - Transit and Road and obtain feedback
- To share next steps

The meeting commenced with an overview of the key aims, purpose, and overall progress on the study by the City's Project Manager, Mark VanderSluis. This was followed by a presentation by HDR which provided a study refresher and refinements to the draft networks including transit network priority categories, mode share, road diets, at-grade rail crossings and grade separation recommendations. This was followed by a presentation of the Recommended Network for Transit and

Road and Phasing. Strategies for Achieving the Plan were presented including Aligning Transportation and Land Use, Promoting Sustainable Modes and Mitigating and Adapting to Climate Change. Following the presentation, the discussion was organized around the following:

- What do you see as the strengths of the recommended Networks?
- What challenges do you foresee in implementing these Networks?
- Are there other things that we should know about with respect to alignment with your plans?

This report prepared by Facilitator Sue Cumming, Cumming+Company, outlines the key themes and messages heard through the discussion. It reflects the high level of energy and commitment to sharing information and identifying future opportunities for aligning initiatives and integrating infrastructure.

2. Key Themes and Messages Heard

There were several consistent themes noted and these are synthesized in **Figure 1**.

Figure 1 – Key Messages and Stakeholder Feedback

Key Messages Heard	Opportunities and Challenges
<p>There is agreement that TRIP has the appropriate level of emphasis on transit priority and sustainable modes.</p>	<ul style="list-style-type: none"> • Brampton advised that they are also continuing to take a transit focus with emphasis on sustainable modes. Brampton is assessing the impacts of Bill 23 given the long lead time for major transit projects. • TTC noted that the presentation on TRIP was interesting and illustrates a well-developed plan with a focus on transit and cross-boundary travel. With respect to transit, they are encouraged to hear that ridership for MiWay has come back to pre-pandemic levels. Key issues going forward will involve balancing the improving and increasing transit to meet near term needs while planning for the mid and long-term. • Metrolinx noted that this was a great presentation and liked seeing transit priority focus. They will take it back to colleagues and provide any specific comments directly to the City. • Generally, it was noted that the consideration of grade separation was important. Metrolinx and the City will continue discussions on the recommendations. • Brampton Transit noted that it was an excellent presentation and aligns with the City of Brampton's work. • It was noted by the City of Mississauga that there are targets in the plan for increasing sustainable modes which align with what is being experienced with respect to new areas of transit demand. • CRCA noted that they like the reference to Low Impact Development in the Road Diet components. They also noted that they are working with Peel Region on implementing stormwater features with sustainable road allowances. There are some notable implementation challenges and ongoing discussions. Climate change resiliency is important to reflect in this work. They really like that TRIP has identified mitigating and adapting to climate change as a key supporting strategy.

Key Messages Heard	Opportunities and Challenges
	<ul style="list-style-type: none"> TRCA echoed what CRCA noted and will circulate to their team for comment.
<p>Cross-boundary connections are key and the focus on supporting these in TRIP is important.</p>	<ul style="list-style-type: none"> Brampton Transit noted that service integration between Brampton transit and MiWay is working well with full fare integration which has been occurring since the 1970's. There have been a lot of cross-boundary services added, for example Kennedy Road and Airport Road. MiWay noted that there is strong ridership in transit priority areas, noting for example Derry and Dixie. They can't keep up with the growth in the northeast quadrant of the City. Connecting the Finch West LRT and Eglinton West is key. They are seeing the need for transit priority for the Mavis corridor.
<p>Importance of continuing to align TRIP with studies in progress and future updates of other regional and municipal plans.</p>	<ul style="list-style-type: none"> Peel Region noted the ongoing work with respect to the Peel 2051 update with the aim of ensuring that the recommendations developed for TRIP align with what may result from the future regional plan. While it was noted that there are common goals and there is support for the direction of TRIP, there are limited east – west alternatives with demand on all corridors. There may be some decisions on widenings deferred for the future TPAP process and technical analysis. Metrolinx advised that they are currently scoping out a refresh of the Regional Transit Plan (RTP) and will be initiating municipal engagement in the summer and fall. The review will look at alignment with the Provincial Greater Golden Horseshoe (GGH) Plan released last year. The core network in the RTP will be brought into the content of the GGH Plan. An analysis of disruptors will be undertaken i.e., impact of hybrid work, technology, and land use planning. The RTP is not going to dramatically change. They will look at network vision and tweaks. They see this as a collaboration with municipalities on emerging needs and adjustment. The TRIP team indicated that the City of Mississauga is doing their Official Plan review this year and that they are hoping to work can align with any input from the Metrolinx regional bus strategy and 15-minute regional express plan. Brampton Transit also asked how the TRIP network aligns with the Metrolinx Paper on Transit. Peel Region noted that for their Transportation Master Plan which is underway they are taking a parallel corridor vs corridor focus i.e., transit on one corridor and goods movement in another. It was also noted that the road classification options recognize that there are competing interests and balancing sustainable transportation may need to be further addressed in the new road characterization and prioritization based on the Region of Peel Multi-Modal Level of Service Guidelines. The TRIP team responded that as part of the Peel Region road classification, there will be ongoing discussion on what is the future for streets that may have less focus. TRIP has accounted for overall trends in different modes including active

Key Messages Heard	Opportunities and Challenges
Importance of continuing to align TRIP with studies in progress and future updates of other regional and municipal plans (continued).	<p>transportation. The road diet recommendations are an important part of the plan, and these have been addressed in the context of individual corridor needs.</p> <ul style="list-style-type: none"> Halton Region advised that they are in the process of developing the Water, Wastewater and Transportation Integrated Master Plan. As part of this work, the transit network is being revised and renewed.
Further review of the Mavis Road Corridor and Transit Priority investment in Northeast quadrant of Mississauga is suggested.	<ul style="list-style-type: none"> MiWay noted that there is strong ridership in transit priority areas, noting for example Derry and Dixie. They can't keep up with the growth in the northeast quadrant of the City. Connecting the Finch West LRT and Eglinton West is key. They are seeing the need for transit priority for the Mavis Road corridor. Brampton Transit noted that there is further interest in looking at Airport Road and revisiting the Mavis Road corridor to assess the timing for transit priority. The TRIP team noted that Airport Road is not expected to have as high a ridership in the future. There may need to be more investment in Mavis (TP2, HOV and Bus Lane). They will take another look at it.
Questions about the next steps for TRIP	<ul style="list-style-type: none"> Questions were noted about the next steps for the plan and how it would affect work ongoing in the corridors and how it would be used. The TRIP team responded that in the short term a quick win coming out of the study could be the intersection priority analysis. In the short term, we would be able to go ahead with corridor studies i.e., for Burnhamthorpe, Derry and Dixie. Over the medium and longer term, the plan will include strategies for supporting implementation of the recommended transit and road networks.

Next Steps

- Public Open House #3
 - In person: May 23, 2023, at the Great Hall, 6 to 8 p.m.
 - Online: May 23 to June 12, 2023
- Refine the recommendations based on stakeholder and public feedback.
- Present draft TRIP report to Council.
- Finalize study.