

Sharing Lanes | The Credit Woodlands

Community Engagement Summary Report

Background

Sharing Lanes is the name the City has given to its Tactical Urbanism program, which is an approach to city building that employs affordable, temporary measures to demonstrate alternate uses of public space. This summer the City will pilot a project around Bert Fleming Park to enhance pedestrian and road safety in The Credit Woodlands neighbourhood in Ward 6.

At its core, tactical urbanism is an approach that seeks to involve the community in conversations about how its public space is designed, how it functions, and how it can be improved. To this end, robust efforts were made to engage the local community in the planning phase for the upcoming project.



Throughout April, the community was invited to participate in the planning process for the upcoming project. Both online and in person, local residents had the opportunity to learn about tactical urbanism and its application in the City of Mississauga, to understand safety data collected about the local road network, and provide input on the proposals for the space around Bert Fleming Park.

Engagement Summary

Sharing Lanes engagement featured three in-person opportunities to discuss the project, including meetings with the Advisory Councils at the two local schools, and an evening drop in meeting that invited The Credit Woodlands community to meet with City staff and their Ward Councillor to provide feedback and comments on the proposals.

Summary | In person engagement

- **March 30, 2023**
Springfield Public School | Advisory Council
- **April 17, 2023**
St. Gerard Separate School | Advisory Council
- **April 25, 2023**
Springfield Public School Gymnasium | Drop In Community Meeting
Included staff from Urban Design, Traffic Services and Road Safety, Infrastructure, Planning and Management, Vision Zero, Parks Planning. Ward 6 Councillor Horneck and his team were also in attendance

Summary | Online engagement

- **April 1 – 30** | yoursay.mississauga.ca/sharing-lanes
Included an online survey, interactive pdf that was open to receive community comments, and an idea board for creative ideas.

The objective of the community engagement was threefold;

- To validate data regarding street safety against community impressions
- To hear from residents about their main concerns when it comes to safely moving through their community
- To receive feedback on proposals for a reconfigured roadway in the project zone

75
Surveys Completed

82
Comments and ideas submitted

100+
Residents attended a meeting

*We walk with caution, particularly when crossing streets as drivers often drive at double to posted speed limit (or higher) and also often run the stop signs.**

What We Heard

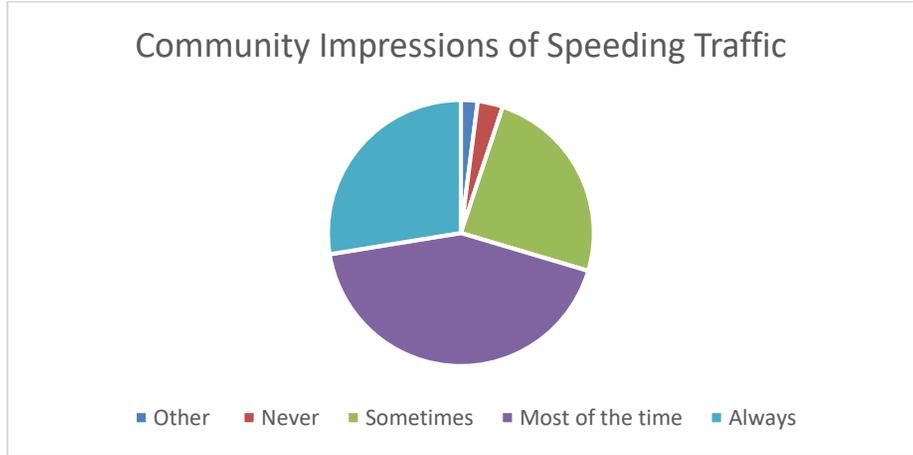
Speeding is a known issue along the Credit Woodlands. Data collected by the city between 2018 and 2021 indicates that the majority of vehicles – as many as 97 per cent – speed on streets within the project zone.

Community impressions are consistent with this data; both online and in person, the question was asked of the community “Over the past year, how often would you estimate vehicles speed in your neighborhood?”

- **71 per cent** of residents indicated “always” or “most of the Time”
- **24 per cent** of residents indicated “some of the time”

Many residents in the neighborhood also indicated that they had concerns about the safety of walking and biking in the community. Driver behaviour was the primary cause for concern amongst survey respondents across all travel modes, and 57 per cent of online surveys listed this as the number one concern. More specifically, drivers ignoring stop signs, confusion using the one way network around the park, and disregard for the kiss and ride lanes by school families during pick up and drop off times were frequently cited issues. Lack of bike lanes and safe pedestrian crossings were also frequently noted.

*[We] need more safe options for kids to cross the roads close to the schools.***



While many survey responses indicated that residents like to use active modes of travel when in their community, travel by car was deemed by many to be the most convenient way to get around - particularly if residents were traveling beyond the local parks and plaza. Lack of well maintained infrastructure for active transportation, eg.bike lanes and sidewalks, and the distance to destinations were included as the reasons for this.

Community concerns are not limited to speeding. Conversations with residents about road safety in the area saw residents volunteering many additional issues, including a lack of compliance with stop signs, lack of driver understanding on how the one way road network works, and wilful ignorance of the one way network for convenience, among others.

In spite of the convenience of the car, 58 per cent of residents indicated that walking (36 per cent) or cycling (22 per cent) would be their ideal form of travel, if their safety concerns could be addressed.

*Comments received as part of online survey (April 1-30, 2023)
**Comments received at April 25 Community Engagement Session

Current Conditions | The Credit Woodlands & Bert Fleming Park

Because this project is proposing changes to the road, this engagement asked residents to consider current images of the existing road network – in particular, from the perspective of a vulnerable road user (e.g., pedestrian or cyclist) – and indicate their reaction to these spaces. The prevailing character of responses indicated that the current road conditions made people feel scared or uneasy, particularly when looking at pedestrian crossing opportunities.

Existing Condition	Scared / Uneasy	Neutral	At ease/ confident
Intersections without space marked for pedestrians to cross	83%	10%	7%
Unmarked pedestrian crossings to community destinations, such as parks	75%	16.5%	9.5%
Intersections that allow for high speed turns without stopping	48%	20%	31%
Wide lanes for one-way traffic	44%	25%	29%

These responses serve to further demonstrate that there is an opportunity to make tangible improvements to these community streets in a manner that will benefit the most vulnerable users of the road.

Finally, the City asked respondents to consider Bert Fleming Park, located at the centre of the one way road network. Presently underutilized, residents were asked what would encourage them to access this park. A wealth of creative ideas were received, from seating to gardens to equipment for fitness and play. The community recognizes the opportunity presented by this space, and is excited to participate in making it a more accessible and active space.

Proposed Changes

As part of the engagement process, the community was asked not only to reflect on their experiences moving through the Credit Woodlands, but also to consider two proposals for alternate road configurations as part of this pilot project.

While there was a recognized community concern for road safety, there wasn't a clear consensus on how to approach improvements. Many residents were excited about the proposed changes, citing improved walking conditions for students and residents, traffic calming, and improved access to the island park.

Many community members came with ready suggestions for improvements – speed bumps were recommended with frequency, based in part on their success calming traffic on Forestwood Drive.

*Other communities are installing traffic circles. It is better for traffic flow, gas, economy, etc. People can just learn to use it properly.***

Some community members were opposed to any changes to how the road operates – in particular, the one way network around Bert Fleming Park. It was noted by residents that traffic circles are increasing in popularity, and some did not see the value in removing the one way network around Bert Fleming Park. While it is true that roundabouts are becoming more common in both the City and Southern Ontario, this one way road around Bert Fleming Park does not conform to the parameters of current roundabouts (or traffic circles), which can offer a calming effect.

Much of the support expressed for the status quo included comments prioritizing vehicle speeds and the flow of traffic. The need for public education on roundabout function was also regularly brought up.

**Comments received at April 25 Community Engagement Session

Street Mural Ideas

As part of the engagement process both in person and online, residents were invited to submit inspirations for creative road treatments that will be installed as part of the project. In addition to contributing themes to explore, eg. The Credit River, songbirds and other flora and fauna, students from the local school submitted these visual inspirations.



Next Steps

The City will continue to share project updates via its [Sharing Lanes HQ](#) site in Spring 2023. Interested residents are also able to sign up on this site for email updates about the project.

The City is in the process of refining the project design, incorporating feedback received through the community engagement process. The final design will seek to improve pedestrian safety, while maintaining the street service levels.

Project installation on The Credit Woodlands is anticipated to commence in Summer 2023. The community will be informed of road work prior to its commencement.

Designs for creative road murals are also underway. Residents will be invited to inform selection of the final design prior to implementation. This engagement will be hosted on the [Sharing Lanes HQ](#) site.



Sharing Lanes

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