Changing Lanes
Phase One Engagement Summary Report

LURA
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For: The City of Mississauga
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1. Introduction

Project Background

Automotive travel has been and remains the dominant mode of transport in the City of Mississauga. The vast majority of the City's road network has been planned, designed, built, operated and maintained in a way that enables and supports auto dependency. These practices are the result of years of work to meet industry standards and best practices in Ontario that looked to optimize traffic flow throughout Mississauga. Mississauga's Transportation Master Plan (TMP) establishes a clear vision for a future transportation system that is safe, inclusive, multi-modal, connected to place, environmentally conscious and future-friendly. The TMP specifically calls for new policy tools to govern the planning and design of roads and rights-of-way. Additionally, the City's core transportation ambition is to reduce private automobile dependence and make it easier and safer for people to use alternative forms of transportation (e.g., walking, cycling, rolling and using public transportation). This ambition is declared in the City's Strategic Plan as the "Move" pillar of the Plan, and is supported by several key strategic objectives:

- Increase transportation capacity
- Provide mobility choices
- Maintain a safe city
- Support ageing in place
- Develop in a 'pedestrian first' manner
- Develop a transit-oriented city
- Create great public spaces
- Deliver infrastructure in a sustainable way
- Promote a green culture

The City of Mississauga's Transportation Planning team is working with a team of consultants to develop a series of tools to govern the planning and design of streets in Mississauga as part of the Changing Lanes Project. The result of the project will be a new high-level street classification; new Complete Streets Guidelines; and a prioritized street redesign list. This document provides a summary of the engagement activities that took place during the first phase of engagement for the City of Mississauga's Changing Lanes Project. This report was written by LURA Consulting, the engagement team hired by the City for this project. As an independent facilitator and third-party consultant, LURA has no vested interest in the outcomes of this project. LURA's goal is to ensure that members of the public and stakeholders have opportunities to participate and provide feedback and that all input received is considered by the City and consulting team (DTAH & HDR) conducting the technical work.

Changing Lanes Engagement Approach and Objectives

The engagement process for the Changing Lanes project targets internal staff and external stakeholders involved in city-building in Mississauga, including builders and developers, utility companies, and public advocacy organizations. A key priority for this process is educating all those involved and impacted as well as ensuring understanding and overall support/buy-in for the project process. For these tools to serve the City as intended, they must be meaningful to members of City and Region staff, Council and the wider community of city-builders in Mississauga who together are responsible for the planning, design, and management of Mississauga roads.

The development of Mississauga's first Transportation Master Plan involved significant consultation with city residents, workers, and visitors. This public engagement provided a thorough understanding of residents' needs and vision for transportation in the City. Accordingly, there is not a need to conduct a similar level of public consultation for this project.

The overall engagement and education objectives for this project are to:

- Engage in a meaningful way, listening to the experience and suggestions of directors, staff and external stakeholders.
- Educate those impacted and involved about the need for complete streets in Mississauga.
- Provide for an iterative and flexible process to allow for responsiveness to the ideas and feedback generated, with a focus on in-person/video conference participation.
- Increase the capacity of City staff to understand and apply an "outside-in" approach to street design.
- Strengthen the City's relationships with key stakeholders and potential partners in implementation.

Phase One of engagement for the Changing Lanes project was underpinned by a set of core engagement objectives. These engagement objectives ensure that internal and external stakeholders are kept informed about future plans for Mississauga's streets. In addition, the objectives ensure that stakeholders have an opportunity to help shape, provide input and participate in the conversation about the City's Complete Streets Guidelines.

Project Timeline

The project schedule, provided below (Figure 1), illustrates the proposed phasing of Changing Lanes. Phase One, Diagnostic Assessment, is focused on understanding current conditions. Specifically, the project team is working to understand what is working well and what improvements are needed to achieve the project objectives. The outcomes of Phase One were to:

- Present what we know about the existing street network.
- Ask for feedback on how streets should be classified.
- Ask for feedback and confirmation about current understanding.
- Present plans for undertaking street classification.
- Invite participants to remain involved throughout the engagement process.

Figure 1: Project Timeline

Phase One Engagement Overview

During phase one, a variety of engagement activities were used to gain feedback from key stakeholders. Engagement activities for Phase One are outlined in the tables below.

Internal Staff Workshop #1 Virtual Meeting, April 21, 2020	
Meeting Purpose	City staff from various departments including Transportation and Works, Planning and Building, Community Services, Corporate Services and the City Manager's Office, and Peel Region were convened to receive information and provide feedback on the project process and work completed related to the road network and development of the road classification.

Internal Staff Workshop #2 Virtual Meeting, June 11, 2020	
Meeting Purpose	The second Internal Staff Workshop focused on providing an overview of street classification systems and sharing findings from the diagnostic assessment. Discussion and feedback during this workshop focused on interpreting the results of the diagnostic assessment and initial thoughts for street classification in Mississauga.

Community and Industry Workshop #1 Virtual Meeting, August 10, 2020	
Meeting Purpose	Stakeholders from various sectors including developers, fleet-based businesses, committees, advocacy community groups and academics were asked to participate. Similar to the Internal Workshop #1, this session focused around providing information about the project process and work completed to date and seek preliminary input on current conditions on Mississauga's streets.

2. Summary of Participant Feedback

The following section provides a high-level summary of the key themes that emerged during Phase One of engagement. All participant feedback was used to inform the Diagnostic Assessment (an evaluation of current conditions on Mississauga's streets). More detailed input can be found in the appendices of this report.

Key Themes

What Makes a "Complete Street"

- According to workshop participants: Complete streets are often great destinations for shopping, gathering spaces and public squares, patios and street parking. They provide safe and comfortable options to pedestrians, cyclists and motorists.
- Complete streets are safe and provide a comfortable experience for all road users (i.e., cyclists, pedestrians, transit users, drivers etc.)
- Flexibility in design is essential. The Plan must acknowledge that transportation planning best practices continue to change over time.
- Recently, local streets in new developments have incorporated new looks and feels to create a more pedestrian-friendly experience. Popular pedestrian destinations need to consider people with visual impairments. Patios, marketing areas and signage can be dangerous obstacles.

Street Network

- The term “complete streets” may be a misnomer. Participants feel the City should consider not just how streets can be made complete at an individual scale, but how the entire network can be made more complete (i.e. classifying roads and designing based on classification).
- Consider that there are varying degrees of complete streets. It is not a binary issue whether a street is either complete or not complete.
- Consider prioritizing users and uses that change depending on the environment (i.e. the airport area for goods movement and residential communities for pedestrians).
- Continue identifying roads important for truck movement to improve the flow and safety of the overall street network.
- Coordinate for consistency in standards between the City, Region and neighbouring municipalities. This is important for both motorists and cyclists.

Balance and Equity

- Complete streets seek to achieve balance and greater equality for all road users. Thus, roads become less car-centric and instead, focused on the safe and efficient movement of multiple users.
- Not all roads may need to be fully “complete”, but a balance can be achieved across a network. Not all roads need to be all things to all users.
- All users should feel like they have a right to the street and be aware of the need to share space with other types of users.
- Streets should be recognized as public spaces and a community asset.
- Social equity is key to transportation planning. Those who are economically and socially disadvantaged should have ample options to move around the City.
- Municipalities will need to adapt and provide changes to road uses in response to the COVID-19 “new normal”. This might include providing options to safely walk and cycle while practicing physical distancing.
- All roads should be designed with AODA standards in mind and should only be considered complete when they are safe and comfortable for people of all ages and abilities.

Safety

- Safety should be the top priority. Mississauga’s roads should be comfortable for all users, be traffic-calmed (where appropriate) and have clear sightlines.
- Block sizes are often too large. This can create situations in which pedestrians are encouraged to jay-walk rather than using distant pedestrian crossings. Improved block sizes should be considered to support safe pedestrian movement and mid-block crossings should be introduced where possible.
- Safety features, such as mid-block crossings and intersection crossings are missing to support pedestrians and cyclists, thus increasing risk through behaviours such as jaywalking and failing to dismount from a bike when crossing an intersection. Improved safety conditions will encourage residents to shift away from private vehicle use.
- Recent actions such as narrowing lanes, introducing speed bollards, installing speed bumps and speed radar cameras have improved safety conditions on many streets.
- Some of the City’s current cycling infrastructure feels too close in proximity to traffic. New complete streets layouts with cycling lanes have placed street-parking as a barrier between live

traffic and the cycling lane. This seems to be working to improve safety and prevent accidents like “dooring.”
- Emergency response times must be thoroughly considered in road design.

Operations, Utilities and Services

- All municipal departments and services (e.g., waste collection, winter maintenance and emergency services) should be consulted and considered when designing or redesigning roads.

Awareness and Education

- Raise awareness about complete streets policies to ensure that there is public support and buy-in.
- More educational campaigns are needed to encourage drivers to follow the rules of the road and increase safety for all users.

Additional Feedback

- Some areas such as Winston Churchill Boulevard, Britannia Road and multi-use pathways offer a good example of ways people can get around town.
- Consider how autonomous vehicles may factor into the future road network.
- New temporary active transportation infrastructure with traffic cones as barriers in response to COVID-19 have created a safe cycling environment on some streets. New multi-use trails have been well-received by the community.
- Select streets should be designed to be pedestrian-only at certain times (e.g., weekends, special events, etc.).

3. Next Steps

The feedback received during Phase One of the Changing Lanes project was used to inform the diagnostic assessment. It also was used to inform the commencement of technical work in Phase Two, which focuses on street classification. Engagement will continue into Phase Two and the remaining phases of the project. For more information on the project and next steps, please visit: https://yoursay.mississauga.ca/changing-lanes.

Appendix A: Community and Industry Workshop Summary

The following document is the detailed summary of the Community and Industry Workshop held during Phase One of the project.

Changing Lanes

Community and Industry Workshop #1

August 10, 2020 | 2:00pm – 3:30pm

Meeting Summary

1. Agenda Review, Opening Remarks and Introductions

James Knott, LURA Consulting, welcomed participants to the workshop and thanked them for attending the session. Alex Legrain, City of Mississauga, provided a land acknowledgment and opening remarks to open the meeting. Mr. Knott continued with an introduction of the Project Team consisting of representatives from the City of Mississauga as well as project team members from DTAH, HDR and LURA Consulting. Mr. Knott reviewed the meeting agenda and the purpose of the meeting, which was the following:

- Introduce the project to stakeholders; and
- Seek participant feedback and preliminary input.

The meeting agenda can be found in **Appendix A.**

Approximately thirty-six participants attended the meeting.

2. Presentations

The presentation was given by Brent Raymond (DTAH), who provided a project overview and brief analysis of current conditions in Mississauga. His presentation covered the following topics:

- A history of Mississauga's road network development;
- An introduction to Complete Streets; and,
- A preliminary assessment of street conditions in Mississauga.

3. Questions of Clarification

The presentation was followed by an opportunity for participants to ask questions of clarification. This section provides an overview of the questions, comments and responses. Questions are marked with a '**Q**,' comments are noted with a '**C**,' and answers and response provided by the project team are marked with an '**A**.'

Q. How can complete streets reduce infrastructure costs?

A. Some of the ways complete streets can reduce infrastructure costs is through the introduction of green infrastructure and stormwater management which can alleviate stormwater infrastructure. Measures such as narrowing lanes, building roads with reduced widths, reduced speeds that reduce wear and tear can all lead to cost savings. Additionally, planting trees can extend the life of roadways by protecting them from damaging heat. This is just a sampling of the ways complete streets can reduce infrastructure costs.

C. Consider painting no-parking zones in front of schools red.

A. Noted. We will follow up on this.

Q. How is waste collection being considered?

A. Service vehicles such as garbage trucks make use of the street as anyone else and access needs will be considered. We are also looking at snowplows and a range of large service vehicles. Waste collection on streets will continue and be a part of the design standards.

C. Business Improvement Areas and other economically important areas will need continued access for servicing such as waste collection.

Q. Is the process being updated with consideration for the COVID-19 "new normal" and requirements?

A. Complete streets are a great way to start this and provide people with a choice of how to get around town. We need safe infrastructure to support this. With COVID-19, we have seen cycling uptake increase and some municipalities have passed emergency orders to expand their existing cycling networks quite dramatically.

C. Similar to the school zone no-parking comment, crosswalks have a designated No parking distance on either side of the crosswalk. This zone should also be painted red as part of the City's coding, similar to how cycling lanes are sometimes painted green.

4. Group Activity

For the remainder of the meeting, participants were separated into four break-out rooms to provide input and feedback in response to a series of discussion questions. The following questions were posed to participants:

- In the context of improving the safety of streets in Mississauga for all users:
  - Reflect on your experiences the last time you left home or any time within the past month. What are some of the things you noticed? Do you consider Mississauga's streets safe for all users?
  - In the presentation we discussed "to" streets and "through" streets. What are some "to" streets you've visited, and what did you enjoy most about them?

The following provides a concise thematic summary of the feedback received from participants during the breakout discussions. Notes from the breakout sessions can be found in **Appendix B.**

Things noticed on Mississauga's streets and overall safety

- **Speeding**
  - Speeding is an issue overall, but particularly on residential streets.
  - Decreased traffic due to COVID-19 has increased speeding.
  - Drag racing or high-speed driving is relatively common on some streets in Mississauga.
  - Recent actions such as narrowing lanes, introducing speed bollards, installing speed bumps and speed radar cameras have improved safety conditions on many streets.
  - Reducing posted speed limits from 50km/h to 40km/h has not reduced speeds. Speed bumps have proven to be more effective.
- **Intersections and Crossings**
  - Mississauga has many wide multi-lane intersections that can be intimidating for pedestrians to cross.
  - People with disabilities have particular challenges crossing six lane and other wide intersections.
  - An "advanced green" system for pedestrians would be helpful.

    - Wide intersections are challenging for motorists who have to be very cautious not to hit pedestrians racing to cross an intersection at the last minute.
- **Distraction**
    - Distracted driving is an issue related to safety for all road users.
    - Distraction is also common amongst cyclists and pedestrians using smartphones or not paying attention to the road.
- **Cycling**
    - New temporary active transportation with traffic cones as barriers have created a safe cycling environment on some streets. New multi-use trails have been well-received by the community.
    - Cycling does not feel safe for children and teenagers on Mississauga's streets. Protected cycling lanes may improve the feeling of safety for parents.
    - All cycling infrastructure needs to be well-maintained year-round. They need to be designed to support easy maintenance.
    - Some of the City's current cycling infrastructure feels too close in proximity to traffic.
    - New complete streets layouts with cycling lanes have placed street-parking as a barrier between live traffic and the cycling lane. This seems to be working to improve safety and prevent accidents like "dooring."
    - Signage should be considered to encourage safe cycling behaviours.
- **Pedestrian Experience**
    - Sidewalk patios and retail have created issues for people with visual impairments.
    - Voice control systems should be considered to improve current crosswalk safety for pedestrians with visual impairments.
    - Several pedestrian crossings have blind spots for drivers creating dangerous situations. Some issues are caused by large transport trucks parking in crossing zones, which creates temporary blind spots. Consider painting these zones red to discourage parking in these areas.
    - Walking conditions can be uncomfortable for pedestrians. Drivers appear to be taking more risks at intersections and high speeds can be intimidating.
    - All Street designs should be compliant with the Accessibility for Ontarians with Disabilities Act (AODA).
    - Conditions need to be improved and made safer for pedestrians near construction zones. They need to be barrier free and accessible for all.
- **Driver Education**
    - There has been more poor driving behaviour such as cars doing illegal U-turns and cars parking in neighbourhoods.
    - More educational campaigns are needed to encourage drivers to follow the rules of the road and increase safety for all users.
- **Additional Feedback**
    - Mississauga should examine and implement best practices for the design of new streets and improvement of existing roads. Mississauga's streets should be multi-modal.
    - Service vehicles need to be able to access curbside activities such as waste collection.
    - Implement green infrastructure as a consistent element of traffic calming infrastructure.

"To" Streets and their qualities

- **"To" Streets in Mississauga**
  - Queen Street in Streetsville is an example of a great destination for shopping, gathering spaces and public squares, patios and street parking. It is however missing bike lanes.
  - Port Credit (Lakeshore Road) is beautiful with a "village" type look, nice old houses, lots of shops and is lively with pedestrians, cyclists and motorists.
  - Celebration Square is technically a street, but people think of it as a destination and not as a typical street as vehicles cannot drive on it.
  - To streets generally have lots of stores and wide sidewalks. The absence of large parking lots makes these areas feel safe.
- **Other "To" Streets**
  - Many European streets are blocked off and pedestrianized. These are great for people with visual impairments.
  - New Orleans have barricades that are available on weekends to create spontaneous street events.
  - King Street in Kitchener is great. It has been closed for patios and restaurants with some parking. There are lots of trees, shops and other amenities with integrated stormwater management through planters that also act as seating.
  - The Toronto Harbourfront along Queens Quay has lots of things to keep you busy with restaurants and cycling lanes and great views of the lake and boats.
- **Improving "Through" Streets**
  - Some beautification tactics have been put in place to make walking along arterial "walled" roadways more pleasant with things such as gardens, vines, trees and bushes and park benches.
  - University Avenue in Toronto is a nice example of a "through street" with lots of buildings on either side and mini parkettes in the centre.
  - Some streets like Burnhamthorpe have a multi-use path parallel to the roadway which provides options for pedestrians and cyclists.
  - The area around Cooksville GO could be greatly improved with infrastructure to encourage walking and cycling.
- **Additional Feedback**
  - "To" streets or popular pedestrian destinations need to consider people with visual impairments. Patios, marketing areas and signage can be dangerous obstacles.
  - Some streets are hybrids between "to" and "through." These streets act as destinations with lots of activity, but are located along busy roads. This can create conflicts between pedestrians and vehicles.
  - Think about creating "to" streets that are not explicitly linked to commerce.

5. Next Steps

The project team concluded the meeting by thanking participants for their time and for their input. The team reiterated the next steps, which are to:

- Document and prepare a summary of feedback from the Community and Industry Workshop
- Prepare the Phase 1 Summary Report
- Commence Phase 2 – Street Classification Study

- Host the second Community and Industry Workshop (date to be determined)

The meeting was then adjourned.

Appendix A – Meeting Agenda

Changing Lanes
Community & Industry Workshop #1 – Meeting Agenda
August 10, 2020 – 2:00 p.m. to 3:30 p.m.

Agenda

Time	Agenda Item
2:00 p.m.	**Housekeeping** • Settling In • Tech-check
2:05 p.m.	**Opening Remarks** • Agenda Review • Introductions
2:10 p.m.	**Presentation** • Project Overview • Work Completed to Date • Questions of Clarification
2:40 p.m.	**Group Activity** • Break-Out Discussions ○ In the context of improving the safety of streets in Mississauga for all users: ▪ Reflect on the last time you left home, or any time within the past month. What are some things you noticed? Do you consider Mississauga's streets safe for all users? ▪ In the presentation we discussed "to" streets and "through" streets. What are some "to" streets you've visited, and what did you enjoy most about them? • Report Back
3:20 p.m.	**Next Steps**
3:30 p.m.	**Thank You & Adjourn**

Appendix B – Participant Feedback

The following appendix details the meeting attendees and a transcription of participant feedback received from the facilitated discussion period.

Participating Organizations:

- Access 2 Accessibility
- Building Industry and Land Development Association (BILD)
- Centre for Economic Integration of Immigrant Professionals (CEIIP)
- Century Audio Visual
- Clarkson Fairfields South Ratepayers Association
- City of Mississauga
- City of Mississauga, Cycling Advisory Committee
- City of Mississauga, Road Safety Committee
- CNIB Foundation
- Credit Valley Conservation
- Dufferin-Peel Catholic District School Board
- Edsa.CA, a division of BOSSS Inc.
- George Brown College
- iSecurity Inc
- Mississauga Traffic Safety Council
- Oakville Transit
- Peel Public Health
- City of Mississauga, Public Vehicle Access Committee
- Region of Peel
- Share the Road Cycling Coalition
- Teens Learn to Drive
- University of Toronto Mississauga
- White Oaks Lorne Park Community Association

Participant Feedback:

In the context of improving the safety of streets in Mississauga for all users:

Reflect on your experiences the last time you left home or any time within the past month. What are some of the things you noticed? Do you consider Mississauga's streets safe for all users?

- On local streets speed seems to continue to be an issue.
- I am a cane user for sight, and with COVID-19 it has been a challenge to be on the streets.
    - Restaurants now have tables out. The streets have changed and have impacted visually impaired people.
- I am a frequent cyclist for both commuting and recreation. I have used temporary active transportation lanes and the experience of using those temporary lanes with barriers (traffic cones) between the cycling and car lanes is leaps and bounds safer.
- I do a fair bit of cycling through the City and see some issues:
    - Speed of vehicles;
    - Inattentive drivers; and,
    - Construction blocking roads and/or cycle paths.
- Pedestrians crossing are very wide roads – not safe.
- I am concerned about letting my child go cycling on their own – I find it is not safe for young people to ride on the street - maybe separation would improve this
- Patios on the sidewalks are a problem for a lot of people with sight loss. If there is not a lot of space for people with sight loss to navigate it could become complicated and difficult.
- Street crossings need to be accessible. Especially intersections at 8 or 12 lane roads – how safe are they being planned? Do they have the APS system to guide you as well?
- When streets get bigger and wider, they become very scary to cross
- Improvement to APS signal systems? (i.e. voice control) Beeps can be distracting. Recommend looking at voice controls for suggestion.
- As a pedestrian I find there are blind spots on crosswalks.
- When cycling (Mississauga Rd between Dundas and Lakeshore) it is fairly tight. Some drivers are very aggressive.
- Use of speed bumps to slow traffic down on local streets. They could be used more in Mississauga. Some people "barrel down" local streets – could use speed bumps to slow traffic and reduce speed. I've seeing people doing 70km/h on quiet residential streets
- Safety/hygiene is a concern in touching crossing signal buttons. Could they be motion instead? Or simply just automatic – should not have to touch anything.
- Pedestrians should get walk signal before vehicle light goes green – advance for pedestrians
- Reductions from 50 to 40 have not resulted in slower traffic, but what is working are speed bumps. The bumps need to be as wide as the street otherwise people circumvent them.
- With traffic calming measures you can do bump outs and add green infrastructure – think about it holistically and look for multiple benefits.
- There is a large amount of construction at this time. Construction may be taking advantage of less people on roads.
- Lots of construction signs – taking care for pedestrians

- Truscott Drive has no stop signs. It is vey popular for cycling but has become a bit of a “drag” strip because there are long distances with lights or signs.
- Overall distracted driving (motorist, truck drivers, pedestrians, cyclists, etc.)
- Less people on roads has led to more speeding, less pedestrians with schools being closed, less cyclists and less people in cars. No traffic.
- It is harder to slow down the faster you are driving.
- There seemed to be more distracted drivers before COVID-19.
- People taking huge chances with pedestrians.
- Impatience level has grown.
- I try go on a walk every evening and try to get fresh air. Quite often on Winston Churchill the traffic is going quite quickly, concerning when vehicles are speeding by you.
- Cars travel quickly on Erin Mills Parkway.
- More and more cars doing U-turns.
- People are taking more risks.
- I feel nervous.
- Road users are not following the rules (e.g., bikes on sidewalks and bikes not following the rules).
- Cars parking regularly in neighbourhoods.
- Seen people in wheelchairs, having to get out onto the street just to get onto the sidewalk.
- Abuse of the rules – how to solve this?
- How do young people stay safe – or learn the rules?
- My wife and I have been relying on public transit, ride-share and short term rentals – wouldn’t want to be doing the journey if I wasn’t able bodied.
- Like many of the people I use three different modes: walk, drive or cycle – found navigating intersections with any one of those three modes – have become much more challenging. With right turns, especially when crossing a trail, I check my right hand mirror to make sure there is no-one racing to cross the road.
- Comes down to driver education, or driver training.
- Look at all jurisdictions & integrate with Official Plan and Transportation Master Plan. Need to look beyond Ontario and Canada for sure.
- We have a challenge building for the future – how do we make streets safe?
- How do we incorporate other modes? What is the right multi-modal system in the City? That is part of changing lanes and the purpose.
- Cycling facilities should support cycling year-round. Lanes need to be well maintained.
- Are we looking at and learning from other cities?
- Streets and sidewalks need to be AODA compliant.
- Live near new Eglinton multi-use trail, the NUT approach where people can cycle, walk, run
- When the city is looking for areas I hope the city is looking for the bus system and bus usage systems.
- Speed is the number one thing!
- Nearby my home (Applewood area) there is close to a dozen experimental crosswalks around town. One near my home has proper painting and large overhead lighting. But the “no parking signs” don not seem to be far enough from crosswalk. You can park a cargo van there creating a blind spot that is unsafe for pedestrians. That needs to be addressed. “No parking” zones should

be extended at least twice the distance to create visibility for drivers. Create red zones with paint. There are colour schemes such as green for cycling lanes. Paint the curbs red as a high hazard no parking zone.

- Mississauga Road safety has been an issue with racing up and down the street – speeding. The road is historically wide. It was repainted recently to install slow down bollards. The difference is dramatic. They have introduced safety through design. It is intuitively safer. I've seen good improvement thus far. New edge lines and centre lines have been repainted to create narrower lanes, which has also helped.
- Distraction of motorists is significant in terms of collision and safety impediment. I've urged the City to install signage over railway passages, but lost. I want more signage with bigger font size and slower scale of turnover (less to read).
- Speaking to waste collection, with public waste bins – it is great that the City is taking Complete Streets into account, but waste operators must be considered. Waste collection cannot be interrupted or impeded with. Ease of truck moving in and out of the space should be preserved.
- With street parking, the danger of dooring cyclists is an issue. Complete Street layouts of cyclists next to sidewalk barriered by parked cars is working. Cyclist safety needs to be considered.
- The City has expanded Multi-use trails with new trails from Credit View to Credit Valley. This has been very beneficial – now people are cycling all times of the day. It is important to take into account the different ways we can use what we currently have.
- Different types of campaigns are starting to roll out to make people aware of how to pass to reduce conflicts between cyclists and pedestrians. It is about teaching and advising people.
- Throughout the City we have signage for speed limits for vehicles. I Suggest a signing system to note what type of cycling behaviours are permitted.
- I've seen more efforts towards lowering speed limits in school areas with cameras. Excited to see that.
- On the multi-use trails I sometimes cringe seeing cyclists misbehaving. Improvements with centre line painted on the trails seems to encourage people to obey. With the traffic act, cyclists are allowed to take the entire vehicle lane if they feel unsafe. The standard way to handle cycling is a good way to proceed.
- In terms of safety, there are not a lot of street trees or shade to prevent health issues with urban heat islands and general higher temperatures. If trees are not done well they don't survive. This is a public health aspect and it is important.
- Street racing is an issue. traffic calming needs to be looked at.
- With respect to short term pandemic conditions, with construction we've seen 18-month processes. Barrier free access is needed during construction periods. Ensuring safety of pedestrians and motorists is a priority in construction zones.
- Cycling conflicts with motorists is an issue.

In the presentation we discussed "to" streets and "through" streets. What are some "to" streets you've visited, and what did you enjoy most about them?

- Queen Street in Streetsville is a great example of going to a destination:
    - Shops.
    - Patios.
    - Narrower street with parking.
    - (missing bike lanes).

- Queen Street in Streetsville was the first thing thought of
    - Common characteristics of "to" streets is that they are streets where you can walk down the sidewalk and storefronts are up against the sidewalk – do not have to walk across massive parking lots to get to storefronts.
    - Feels safer.
- Was in Europe, loved it.
    - Blocked off streets are great for blind people and can walk anywhere safely. Would love to see pedestrian only streets in Mississauga, even just temporary (e.g. Friday nights).
- In New Orleans on weekends they have barricades and people can have spontaneous street events.
- King Street in Kitchener has done a good job:
    - Have been closing it, have a patio area for restaurants.
    - Have parking along streetscape.
    - Integrate storm water planters with seating for public – sit along the raised garden bed.
    - Shops on both sides.
    - Trees (mature are attractive).
    - Amenity space.
- I am concerned for parking on a sidewalk like the King Street example. It could be dangerous for those visually impaired.
- Some "through" streets such as Burnhamthorpe have a multi-use pathway parallel to the street.
- Port Credit:
    - New village look.
    - No parking on the street (everything happens behind the building).
    - Lots of shops and places.
    - Nice old houses, edge of Lake Ontario.
    - "Mysteries" down every street.
    - Busy – but a good busy (cars, pedestrians, cyclists).
- Queen Street – Streetsville:
    - Smaller scale – village hamlet.
    - Suited to the character of area.
    - Pedestrian friendly.
    - Reasonable amount of crossing opportunities.
    - Retail, restaurants.
    - Town square – like a small Celebration Square.
    - Lots of pedestrians.
    - Transit and cars.
    - Not as much cyclists.
    - Cyclists usually bike on a different street or on the paths.
    - Growing up in Mississauga, any "to" place that wasn't in relation to shops and commerce.

    - No matter how buffered a pedestrian path was on the road, walking along the creek is still preferable.
    - More pleasurable to walk along creek or on pedestrian paths.
- University Avenue – Queens Park:
    - A lot of people and buildings.
    - Wide avenue.
    - Mini parkettes in the centre.
- Harbourfront – Queen's Quay:
    - Variety along the street (restaurants, things to see).
    - Harbourfront centre.
    - Walking by the water and seeing the boats on the lake.
    - Things to keep you busy.
    - Bicycles.
- Celebration Square area:
    - Duke of York and Burnhamthorpe area, the intersections have heavy car traffic. We need to encourage cyclists
- Cooksville GO:
    - Not really a "to" place.
    - Need protected cycling infrastructure.
    - Encourage walking and cycling to the GO station instead of driving for people who are further away.
- Celebration Square is technically City Centre Drive:
    - The street is the place.
    - People do not think about it as a street.
    - Cannot drive through there.
- Port Credit has Lakeshore Road that is a to and through street, which is an issue. Putting in bike lanes, patios, etc. to make it walkable and bikeable for visitation to bring life and vitality. But, there are very few river crossings and people are forced onto arterials. It creates conflicts with pedestrians.
- I live on Montevideo, which is mainly a "to street" but somewhat of a "through" street. We are getting speed bumps in the area as there are lots of schools. Most "to" streets should consider some traffic calming to make it safer.
- Streetsville went under a major change – closing part of the road and stores were able to put out tables and make it more for shoppers, etc. There is concern about business losing traffic from cars. But the result seemed to benefit some companies. It's more than just the road itself, but taking into account public realm.
- Conflict between through/to hybrids.
- The arterial roadways have been embraced with various beautification projects over the years that act as traffic calming as well as pleasant neighbourhood views while travelling what was once 'walled" roadways. excellent transition including vines, trees, bushes, gardens, park benches, safety bollards around them, etc.