Changing Lanes
Phase Two Engagement Summary Report

Prepared by: LURA Consulting
For: The City of Mississauga
June 2021

Table of Contents

1. Introduction 1
Project Background 1
Changing Lanes Engagement Approach and Objectives 1
Project Timeline 2
Phase Two Engagement Overview 3
Our Future City: Mississauga's Official Plan Review 3
2. Summary of Participant Feedback 3
Key Themes 3
3. Next Steps 6
Appendix A: Excerpts from Official Plan Review Phase 2 Engagement Report 8
Appendix B: Community & Industry Engagement Workshop Summary 12

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 second 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 Two 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 Two, Street Classification is focused on developing the street classification approach for inclusion in Mississauga's Official Plan and determining the role of the classification in the decision making process. The outcomes of Phase Two were to:

- Present the background review, draft set of attributes and outline of the methodology.
- Ask staff for input and feedback of the classification methodology.
- Sharing and seeking feedback on the draft Classification Plan.

Figure 1: Project Timeline

Phase Two Engagement Overview

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

Internal Staff Workshop #3 Virtual Meeting, September 29, 2020	
Meeting Purpose	City staff from various departments at the City were convened to receive updates on the project to date and asked to begin to think about a functional street classification system by working through cross section design scenarios along Burnhamthorpe Road.

Internal Staff Workshop #4 Virtual Meeting, November 11, 2020	
Meeting Purpose	The fourth Internal Staff Workshop focused on presenting the draft street classification system by providing an overview of the proposed street classification system for Mississauga and giving participants opportunities to provide feedback on the street classification system presented.

Community and Industry Workshop #2 Virtual Meeting, January 27, 2021 and February 2, 2021	
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 Staff Workshop #4, this session focused on an overview of the proposed street classification system for Mississauga and gave participants opportunities to provide feedback on the street classification system presented.

Our Future City: Mississauga's Official Plan Review

The City of Mississauga is currently undergoing a review of their Official Plan policies that encompasses transportation, housing, culture and heritage, the environment, and the economy. Feedback collected during Phase 2 of the Official Plan Review (Refresh Vision and Confirm Priorities) will also be used to inform the development of the Complete Streets Guidelines (Phase 3). Excerpts from the Official Plan Review Phase 2 Summary report are included in Appendix A. The high-level feedback received from this review will inform the justification and directives for the Complete Streets Guidelines. The guideline recommendations and details metric will also be supported by this feedback.

2. Summary of Participant Feedback

The following section provides a high-level summary of the key themes that emerged during Phase Two of engagement. All participant feedback was used to inform the draft Street Classification approach for inclusion in the Official Plan. More detailed input can be found in the appendices of this report.

Key Themes

Official Plan Policies

- It is important to integrate the different street classifications with land use designations in the Official Plan. Currently there are higher order arterial streets in Mississauga that also have residential areas along them.
- It is important to determine how this street classification will appear in the Official Plan schedule as maps or as text.

- The Official Plan can provide a general street classification for the entire city and the downtown or other areas can have special policies that give direction on more detailed design.
- The City should start looking at different ways to address streets with consistent language in the Official Plan.

Connections Between Classifications

- Using various street types to develop a complete street network is viewed as a positive. The different typologies make room for different users and it is important to ensure that the appropriate road categories are planned out for the appropriate user.
- The transition points between different classifications need to be considered in this study. For example, looking at how a street changes as it goes through an intensification area. The schedules in the Official Plan need to address this.
- It is important to think about future transit connections between classifications (e.g. how buses will connected to highways through the new street classification).

Special Area Considerations

- Downtown streets have an additional classification (A streets and B streets) related to placemaking goals which address design elements (i.e. how buildings face onto the streets). There is a need to look at whether this is included in the street classification or is kept separate. This could be a similar lens to apply as nodes and corridors begin to develop elsewhere in the city as areas evolve and redevelop with infill.

Growth and Development

- The City is moving away from the term “intensification” in the Official Plan. Consider renaming the term “intensification” streets to another term.
- There is a need to think about the evolving context of corridors and areas of growth for future redevelopment. The street needs to adapt as the areas along it grow and evolve.
- The classification needs to be looked at in the context of compact urban development in order to allow for future growth.
- As a result of the Provincial mandate, many developments (such as at Lakeshore Road and Dixie Road) are being fast-tracked through the City without planning for the broader neighborhood vision or character.

Local Streets

- It is too difficult to categorize all local streets as part of the street classification system
- There are challenges with getting developers to provide local streets and connections in their projects.
- Woonerfs in a neighbourhood setting, for example, were also discussed as a street design that is supportive of all cyclists and pedestrians.

Quality of Place and Physical Characteristics

- Quality of place and physical characteristics should be addressed through all street classifications. It is important to think about the function and place of the areas along roads of similar classifications.
- While the road classification is the same, the functions and places are different. For example, Winston Churchill Boulevard in the Meadowvale Community Node and Lakeshore Road in Port

Credit may be both classified as Arterial Intensification using the current method. However, both roads have a different environment surrounding them.

- Concerns were also raised about the complexity of streets with a variety of land uses along a given segment. For example, Mississauga Road, which is the main access point to the University also includes residential uses. As a result, there can be a lot of congestion around the campus. There are also pedestrians, cyclists and transit users moving to and from the campus.

Active Transportation

- The classification system does not show any prioritization for pedestrians or cyclists. Cycling infrastructure decisions are made to designate space in the right-of-way for cyclists only after there is a demand for the space. The "build it and they will come" concept is not considered as an option.
- Providing space for active transportation was addressed. Lane reductions can provide more space for active transportation or green infrastructure. Dedicated pedestrian facilities on both sides of the road is important in providing space for active transportation. A pedestrian refuge can also be included in the middle of the road, and can be made large enough to add trees. In the long-term, utilities can be moved to make more room for the public realm.
- Pedestrian-friendly streets with easy access to destinations is important. Many roads that are designed to move cars (e.g. Eglinton Avenue and Erin Mills Parkway) are wide and intimidating to pedestrians and cyclists. In addition, there is poor pedestrian access to these roads and there are no destinations. It is common to have a 30-minute walk from the transit stop to your destination. Land-uses should be planned to enable more walkable destinations.

Safety and Security

- Concerns about safety and security were raised in relation to City growth. Concerns raised were related to cycling and safe streets specifically on streets with through-traffic. Increasing public education on safe driving and the awareness of pedestrians and cyclists can help mitigate the safety issues.
- Vision Zero should be built into the road classification system to ensure safety of all users not just the movement of vehicles and goods. Safe and easy connections to transit also need to be considered in the design of complete streets. Additionally, streets should be designed to be pedestrian-friendly and transit stops should be designed for comfort with benches and shelters.
- Safety at intersections was also raised as a concern that should be addressed in this process. Wide streets are very difficult to cross because of the width of the street and the time allowed for crossing.
- Implementation of proper cycling tracks to improve safety for all users along streets were raised. Consolidation of access points and minimizing the number of curb cuts in street design would allow for safe implementation of active transportation uses.
- Tree placement and maintenance are importance considerations when addressing safety to ensure clear pathways and sightlines for both pedestrians and automobile users.
- Businesses noted that safety of their employees while travelling to and from work and while transporting goods is crucial.
- It is important that street classification and design allow for safe accessible waste collection on streets and in Business Improvement Areas.

Equity

- There is a need to think about complete streets through many lenses including age, disability/accessibility, etc. The design of streets needs to be inclusionary and accessible and consider all stages of life.
- Street design needs to be equitable and address different modes of transportation and this needs to be reflected in policy.
- From an inclusion aspect all streets should have sidewalks on each side. People with disabilities, older adults, or people who have a temporary disability may live on both sides of a street.

Access and Efficiency

- It is important that businesses can access the nearest highway in the shortest route possible, without impacting neighbourhoods. Integration of the street classification with land use planning can help ensure that the street network is efficient.

Environment

- Concerns were raised about the impervious covers of road materials and the impact on rivers and streams. Runoff from roads contains salts, oils, grease and sediment that impact the water quality and environmental health of a watershed. Impervious cover also increases erosion, flooding and the urban heat island effect.
- Interest in green infrastructure and greening the road allowance was noted, to minimize the negative impacts of runoff on the watershed.

Capital Works

- Capital Works must accommodate everything in the Official Plan, and that presents challenges in implementation. There is not always the opportunity to rebuild the entire street from right-of-way to right-of-way. From the Capital Works perspective, a full street rebuild that happens all at once is preferred over the street being built piecemeal over time.
- There is a need to be mindful of the nature and type of infrastructure that is installed and ensure maintenance and longevity requirements are taken into consideration.

Inter-jurisdictional Coordination

- The transition between jurisdictions should be considered when developing the classifications.

User Behaviour

- COVID-19 has resulted in behavioural differences (working from home, using pathways, traffic, travel patterns etc.) which can impact how streets are designed.

Corridor Capacity Needs

- This should not be included as a part of the road classification. Each corridor should go through the necessary analysis to make decisions around the capacity needs of the corridor.
- The classification focuses on volumes of vehicles but does not take into account the number of people. A bus in one vehicle, but it can hold upwards of 50 people. The volume of people should be considered more.

3. Next Steps

The feedback received during Phase Two of the Changing Lanes project was used to inform the street classification. It also was used to inform the commencement of the design work for Phase Three, which

focuses on the development of the Complete Street Guidelines. Engagement will continue into Phase Three 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: Excerpts from Official Plan Review Phase 2 Engagement Report

The following appendix includes select findings from the Official Plan Review Phase 2 Engagement Report that will inform the next stage of this project.

Virtual Youth Workshop

Youth voices are traditionally under-represented in engagement. Engaging with this demographic has been an ongoing priority for the City. Given the length and scope of the Official Plan Review, staff saw significant opportunities to integrate a proactive youth-focused engagement and outreach component within the broader engagement for the project.

Recognizing that staff would need to go where youth are, staff reached out to school boards (Peel District School Board, Dufferin-Peel Catholic School Board) and local organizations (Mississauga Youth Action Committee, Dixie-Bloor Neighbourhood Centre, Malton Neighbourhood Services, Peel Multicultural Council) to find audiences for youth-focused engagement.

Staff partnered with Urban Minds, a non-profit organization focused on meaningful youth engagement, to develop virtual workshops that could be used to educate young people on the Official Plan Review process and capture their feedback on what makes communities successful.

Staff **engaged approximately 150 high school-age youth** over the course **of 6 virtual workshops** held in November/December 2020.

Key changes proposed by youth in the breakout room activity during a Virtual Youth Workshop include:

- Bike lanes to encourage cycling and healthy ways of getting around the neighbourhood
- Transit routes closer to school areas

Quick Polls

Staff also launched a series of five Quick Polls on the project website as an additional feedback stream in advance of the virtual community meetings. The Quick Polls asked polarizing “Yes or No” questions on topics relating to Official Plan Review policy themes.

173 participants contributed to the Quick Polls with 308 overall responses collected. The results for each Quick Poll are shown below:

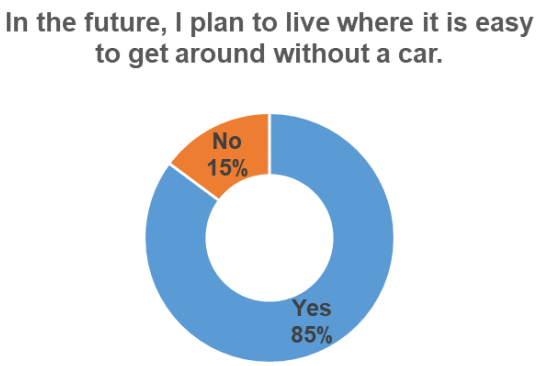

Image 1: Pie chart showing responses to Quick Polls posted on the project website.

What We Heard

The following are excerpts from a high level summary of what staff heard from participants through the various community engagement strategies completed during Phase 2 of the Official Plan Review engagement program. The feedback was organized under the six policy areas identified for the Official Plan Review.

Complete Communities – Community Infrastructure & Jobs

- Public Spaces:
  - Celebration Square and Square One are important community spaces
  - Provide more small-scale public squares in neighbourhoods, more destinations and memorable spots, and places to go and things to do (e.g. community centres, playing fields, playgrounds)
  - Create adaptive reuse of parking lots and other private lands as public spaces.

Transportation

- All mode transportation networks:
  - Need fair, safe, connected, and accessible networks for all modes of transportation – transit, cycling, walking, vehicle
  - Provide safe protected and connected active transportation infrastructure (e.g. wide sidewalks, bike lanes separated from traffic with a physical barrier, interconnected bike network, better street and bus shelter lighting)
  - Ensure public transit is carbon neutral, functional, convenient and fast
  - Need bike infrastructure for commuting, not just recreational cycling
  - Need to prioritize pedestrians over cars; use traffic calming measures to address high speeds and improve pedestrian safety (e.g. narrow streets/lanes, more crossing areas on busy roads, slower road speeds)

Vision

- Expand to recognize Indigenous peoples and history
- Addressing climate action

- Expand not just protect natural resources
- Include affordable housing options, gentle intensification in stable neighbourhoods
- Equity, diversity and inclusion in decision making
- Need for more local business Address connectivity

Word Cloud

At the beginning of each virtual community meetings, the icebreaker question "What is one thing you love about Mississauga?" was used to start the conversation. The following word cloud visualizes the most frequently used terms in participants' answers and the connections between terms. Larger-sized terms in the word cloud indicate greater frequency of the term among the answers.

Image 2: Word cloud for the icebreaker question – "What is one thing you love about Mississauga?" Larger-sized terms in the word cloud indicate greater frequency of the term among the answers.

The three most commonly expressed ideas were Mississauga's diversity, the city's network of open greenspaces and the uniqueness of the waterfront.

Poll Question

Staff also used a poll question to gauge participant priorities in the virtual community meetings and in the survey (where it was positioned as a multiple choice question. Participants were asked to choose what would most determine where they would live in a future Mississauga. The below chart shows the aggregate results (based on 108 votes) for this question:

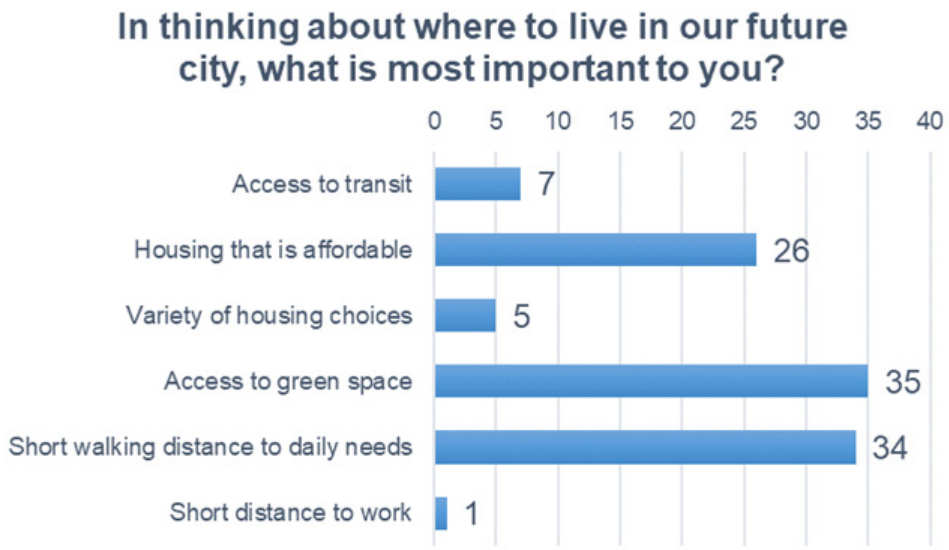

Image 3: The poll functioned as a quick scan of participant priorities for the future. There was a total of 108 votes.

88% of participants voted for one of the three most popular choices. Participants prioritized access to green space (35 votes), short walking distance to daily needs (34 votes), and housing that is affordable (26 votes).

Appendix B: Community & Industry Engagement Workshop Summary

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

Changing Lanes

Community and Industry Workshop #2

January 27, 2021 | 2:00 p.m. – 3:30 p.m. and February 2, 2021 | 7:00 p.m. – 8:30 p.m.

Meeting Summary

Two identical Community and Industry Workshops were held on January 27, 2021 and February 2, 2021. The following is a summary of both workshops. A sample meeting agenda from the January 27 workshop can be found in **Appendix A.** Approximately 65 participants attended the January 27 workshop, and approximately 20 participants attended the February 2 workshop.

The workshops began with housekeeping items, a land acknowledgment and opening remarks.

1. Presentation

The presentation portion began with a review of the workshop agenda and the purpose, which was the following:

- Provide a project summary to date;
- Present the draft classification approach for inclusion;
- Present the role of classification in the decision making process, and
- Seek participant feedback on the draft approach and role.

The presentation covered the following topics:

- Changing Lanes Study Objectives;
- A summary of who is being engaged on this project;
- A refresh on Complete Streets; and
- An overview of street classification and a draft approach to classification for Mississauga.

A full copy of the presentation was sent to participants before the workshop.

2. Questions and Answer

After the presentation at each workshop, participants were given the opportunity to ask questions of the project team. This section provides and overview of the questions, comments and responses from both meetings. Questions are marked with a 'Q', answers are marked with an 'A' and comments are marked with a 'C'.

Q: **Will the presentation be made available?**

A: The presentation was sent out with the meeting details in an email. If you did not receive it, please email changing.lanes@mississauga.ca for a copy.

Q: **From your review of other cities, could you let us know the lessons learned so we can improve our road systems at the Regional level?**

A: There will be a report on this phase and it will include a lot of that information.

Q: What are the City's feelings about shared street and woonerfs?

A: Woonerfs will not be considered as a particular classification type in the Official Plan. This instead would be considered as a detail that comes out of the design process, as part of a proposal.

Q: Was low-vision included while making these plans?

A: Accessibility, equity and mobility for all was discussed in the beginning of this project in conversations around the approach to complete streets. This discussion included those who are visually impaired. In the classifications, that is not something that has been discussed yet.

Q: Will sidewalks be put up on both sides of streets in existing neighborhoods? Will this study address this?

A: There is an ongoing Pedestrian Master Plan (PMP) that will address this and we are working closely with them through this process. Through the Changing Lanes process, we are making recommendations on where sidewalks should be. At the same time, staff are looking at the gaps in our sidewalk network through the PMP. Factors such as proximity to schools, proximity to community centres, etc. are all considered in helping identify those gaps. We are still determining through this process whether there will be language in the Official Plan on sidewalks or whether this is addressed in the design phase.

Q: Did the team come across examples of road ecology techniques that looked to help the safe passage of wildlife?

A: The project team has not been looking at safe passage of wildlife as part of the development of the classification system and best practice review. That is something that can be discussed when streets interact with natural areas.

Q: Does the City of Mississauga have guidelines for green infrastructure (such as street trees) that are being considered as an input in this process? Could the complete street guidelines highlight the different types of green infrastructure low impact development practices that would be applicable to the different road classifications?

A: Green infrastructure design standards for the City of Mississauga will not be developed by street type through this process. Working to develop green infrastructure guidelines is its own process. It will be informed as part of the decision-making process for this project (i.e. identifying the appropriate facilities for the different streets).

Q: One roadblock to safer streets for pedestrians and cyclists are smaller turning curb radii, however the City's fire department has issues with mounting curbs. Has Fire been involved in these discussions and have thought about alternative solutions to their requirements for their larger aerial trucks?

A: That is something that will be addressed in the next phase of work. Emergency service providers will have an opportunity to participate in this process.

Q: Will this apply to private roads as well, for example on the University campus?

A: This will be addressed by the City. Private streets should look and feel like public streets and have the same requirements so that if they were to become public, they would meet the standards. Nothing that is part of the street classification will challenge that.

Q: Are there any preliminary cross sections or right-of-way (ROW) widths available to review for each street class? If not, when in the process will these be identified?

A: There are no preliminary cross sections or ROWs available at this time. These will be developed as part of the next stage of the process as part of the Complete Street Guidelines.

Q: Will you be looking at road diets in areas to make more active transportation infrastructure?

A: Road diets will not be defined in as part of the classifications. The overall guideline document will help with making decisions on where road diets happen. As part of Changing Lanes, priority projects will be identified. The Cycling Master plan helps to inform where road diets can happen in the City. The Complete Street Guidelines will provide guidance to staff and public to make those decisions.

Q: How will this affect existing streets?

A: Complete Street Guidelines will provide direction on the redesign of existing streets when they come up for reconstruction or major improvements.

Q: A lot of differences have arisen because of COVID-19 (working from home, using pathways, traffic, travel patterns) – have you found there are interesting things to observe and think about in terms of street classification?

A: Yes, this is an appropriate discussion to be having. People are using streets more for exercise and recreation. This reinforces the need for streets to be planned for more than just the movement of people, but as 'places' where people experiences their city [This was an additional answer provided after meeting].

Q: Are our roads in Mississauga planned/ready to be redesigned as this plan will proposed? How the design elements that will be proposed by the Changing Lanes Plan will be coordinated with planned developments and developers? For instance, if a development that is ongoing initial phases and is ready to receive approval by the City, how would the developer know about the changes that this plan will propose in term of how much room/lanes will have to be available before starting to develop the area?

A: Design Guidelines will be developed through the next phase of this study (Phase 3), and will be presented to Council for their endorsement. Staff from our development review team are part of the Changing Lanes study team and will be part of Phase 3. Once the guidelines are finished and endorsed, City staff will refer to them when reviewing development proposals [This answer was provided after the meeting].

Q: The OP is in flexible and goes through changes as its guidelines are not set in stone. Will the complete streets guidelines be as vulnerable to changes as the OP? What reassurance do residents and businesses have that the roads that they have chosen to live and develop on are not going to change later due to intensification?

A: Our road classification has not changed often, and there is no real example of local streets changing classification during recent time. When completed, the Complete Street design should be consistent as well. However, road reclassification can happen but it is a process that requires the classification to support nearby land uses.

Q: We classify roads based on their location and the land use where the streets are. With the intensification that Mississauga has been experiencing, we expect that residential streets will be very affected in terms of volume of trips. Will that affect road classifications?

A: The study is looking at volume of trips. Generally streets are classified following the volume of trips as arterial, collector or local. However, some local roads carry a high volume of trips, but the volume only would not cause the road to be reclassified as the classification considers other aspects as well.

Q: Where can I get more information about cycling safety on our roads? In slide #14 on the presentation, the perspective represents lanes are in a wrong order, cycling lanes should be elevated and between street parking and the sidewalk, not between street parking and the road as shown.

A: Phase 3 will deal with cycling in-depth. The examples in the presentation are illustrative only and do not represent the design that will be recommended.

Q: What is the classification for Ninth Line now? Considering that there is already development on that road, will this plan change the classification on this road?

A: Ninth Line is classified as an arterial road. No, the classification will not change. The CN development on the intermodal facility presents concerns related to truck traffic. The City is looking at not allowing truck traffic on this street. However, we need to understand that there is a lot of through traffic in our City.

Q: Will trucks will be accessing Britannia and Derry road as well?

A: Both Britannia Road and Derry Road are arterial and not city but municipal roads. We need to facilitate the movements of goods on our roads, and those arterial roads are built to support and facilitate their movement.

C: After Ninth Line, Britannia becomes just two lanes and should not be able to handle truck driving.

A: Ongoing studies for Britannia Road could recommend widening to accommodate the increasing volume, until that time they should reduce the number of trucks generated by the intermodal facility. Also, Milton is looking at widening the road already.

Q: Slide 14 in the presentation shows a cycling lane with a similar design of the one adopted at south of Britannia. This design is not good as cyclists are placed between street parking and the road, giving no protection to riders.

A: We will take into consideration the cycling design. Specifics regarding the parking will be sent to the correct individual.

C: I am very interested about the street classification system presented tonight, but it doesn't mention the difference of vehicle flux during different times of the day. For instance, it seems that roads go to expansion based on justifications of traffic volume that only occurs at specific times of the day during certain days of the week. During the remaining times, it becomes places that are not safe to walk, and because of the excess of space it results in high speed.

Q: Does the classification exercise bring any incentive to justify the use during different times?

A: Implementing time variables into the classification would make the study more complex than what the City is aiming for. The team will take this into account through the complete street design, recognizing that different uses can be addressed during different times.

C: Roads need to be more flexible such as in certain parts of London, UK where some roads can shift from car use to pedestrians use depending on the time of the day and the day of week based on the need of the community.

Q: There is an increase of trucks using all roads including residential areas. At my previous home, buses started using the roads that were not used as transit routes before. How is that decided?

A: MiWay reroutes certain routes every so often due to construction or a shift in usage. MiWay is also part of the Complete Streets design process and working closely with us.

Q: There is an upcoming meeting related to Lakeshore Road, regarding a study proposing intensification and density. Will anyone from the City's Transportation Department be there? Are the Transportation and Planning departments working together on this?

A: This study is part of our Official Plan, the transportation and planning departments work very closely together. This is reflected in the proposed classification approach. There will be a representative from Transportation attending the Lakeshore meeting and the City acknowledges the three communities in that location. We understand that the "place" function of Lakeshore Road is important and will continue to be important. This study is city-wide and ongoing.

3. Discussion

For the remainder of each meeting, participants were asked to respond to the following questions:

Based on the classification system presented today, what does this mean for you as:

i. **A community member**
ii. **An advocate for safe streets**
iii. **A land developer**
iv. **A business reliant on goods movement**
v. **Public agency**
vi. **Other**

During the meeting, participants were given the opportunity to respond verbally to these questions. Participants were also encouraged to provide additional feedback after the meeting. The following provides a concise thematic summary of the feedback received. Notes from the breakout sessions can be found in **Appendix B.** A copy of the responses received after the meetings can be found in **Appendix C.**

The following is a thematic summary of the responses provided based on the list above.

A Community Member

- Concerns about safety, security, access and noise were raised in relation to City growth. Currently, priority is being given the commuters and truck, not all users.
- Truck and heavy vehicle traffic concerns were raised. Development in areas was equated to an increase in more vehicles.
- Concerns were raised related to cycling and safe streets specifically on streets with through traffic. Increasing public education on safe driving and the awareness of pedestrians and cyclists can help mitigate the safety issues.
- As a result of the Provincial mandate, many developments (such as at Lakeshore Road and Dixie Road) are being fast-tracked through the City without planning for the broader neighborhood vision or character.
- COVID-19 has resulted in behavioural differences (working from home, using pathways, traffic, travel patterns etc.) which can impact how streets are designed.
- From an inclusion aspect all streets should have sidewalks on each side. People with disabilities, older adults, people who have a temporary disability. They don't all live on one side of a street.
- It is important to understand how the different street classifications will work together with land use. Currently there are higher order arterial streets in Mississauga that also have residential areas along them.
- The City needs to plan these streets to allow Mississauga to grow into an urban city, rather than a rural/suburban community.

- The loss of small businesses to big box retail stores should be considered in studies such as this one. The notion of "place" is synonymous with streets that support small businesses.
- Concerns were raised about growth and requirements for parking. Reduced parking standards should be considered in conjunction with this project.
- The classification focuses on volumes of vehicles but does not take into account the number of people. A bus in one vehicle, but it can hold upwards of 50 people. The volume of people should be considered more.

An Advocate for Safe Streets

- The idea of complete streets was viewed to be very positive. However, there has been a lot of talk on the idea, but not as many actions towards making streets complete.
- The classification system does not show any prioritization for pedestrians or cyclists. Cycling infrastructure decisions are made to designate space in the right-of-way for cyclists only after there is a demand for the space. The "build it and they will come" concept is not considered as an option. Implementation of proper cycling tracks to improve safety for all users along streets were raised.
- There is a need to think about complete streets through many lenses including age, disability/accessibility etc. The design of streets needs to be inclusionary and accessible and consider all stages of life.
- Tree placement and maintenance are importance considerations when addressing safety to ensure clear pathways and sightlines for both pedestrians and automobile users.
- Vision Zero should be built into the road classification system to ensure safety of all users not just the movement of vehicles and goods. Safe and easy connections to transit also need to be considered in the design of complete streets. Safety at intersections was also raised as a concern that should be address in this process. Wide streets are very difficult to cross because of the width of the street and the time allowed for crossing.

A Land Developer

- Planning appropriate classifications for appropriate users was raised. In addition, it is important to make sure that there is adequate space for those users on those roads.
- The users' travel experience from a developed property to transit is important. Users should have easy access to a transit stop. Additionally, streets should be designed to be pedestrian-friendly and transit stops should be designed for comfort with benches and shelters.
- Using various street types to develop a complete street network is a positive. The different categories make room for different users and it is important to ensure that the appropriate road categories are planned out for the appropriate user.
- Urban street typologies and narrow right-of-ways are supported. Woonerfs in a neighbourhood setting were also discussed as a street design that is supportive of all cyclists and pedestrians.

A Business Reliant on Good Movement

- It is important that businesses can access the nearest highway in the shortest route possible, without impacting neighbourhoods. Integration of the street classification with land use planning can help ensure that the street network is efficient.

- Designing a road network that is safe for all users is very important. Businesses noted that safety of their employees while travelling to and from work and while transporting goods is crucial. Support was shown towards the Vision Zero strategy to prevent all traffic fatalities.

Public Agency

Municipal Infrastructure Group

- Strong support was given for safe streets.
- The classification needs to be looked at in the context of compact urban development.
- There will be a challenge with getting everyone (utility, public works, fire, etc.) all on the same page supporting the initiative.

Ministry of Transportation

- The major focus of the Ministry is how the highways will interact with the new street classifications and how it will affect trip and traffic generation. It is important to think about future transit connections (e.g. how buses will connected to highways through the new street classification).
- In addition, any future major developments that will be influenced by this process or the type of traffic they generate will be of interest to the Ministry.

Oakville Transit

- Interest in transit connections into Mississauga/MiWay along border of Oakville was raised.
- Pedestrian-friendly streets with easy access to destinations is important. Many roads that are designed to move cars (e.g Eglinton Avenue and Erin Mills Parkway) are wide and intimidating to pedestrians and cyclists. In addition, there is poor pedestrian access to these roads and there are no destinations. It is common to have a 30-minute walk from the transit stop to your destination. Land-uses should be planned to enable more walkable destinations.

Region

- The Region has a mandate to implement active transportation on roadways. It is important to be cognisant of whether road widenings are necessary. In areas of high pedestrian activity, road widenings may not be the right approach.
- The Region also must ensure that there are municipal network connections with Mississauga, Brampton and Caledon. The majority of Regional roads are major arterials. The Region works with these municipalities to ensure complete networks.

Waste Management

- It is important that street classification and design allow for safe accessible collection on streets and in Business Improvement Areas.

Planning Department

- It is important that the relationship between street classification and land use in the Official Plan is unified.

Peel Public Health

- Street Classifications should be developed in relation to multi-modal level of service assessments. Health outcomes should be linked to street classification. The representative from public health suggested that the project team look at Ottawa's street classification model.

Other

Credit Valley Conservation

- Concerns were raised about the impervious covers of road materials and the impact on rivers and streams. Runoff from roads contains salts, oils, grease and sediment that impact the water quality and environmental health of a watershed. Impervious cover also increases erosion, flooding and the urban heat island effect.
- Interest was raised on green infrastructure and greening the road allowance to minimize the negative impacts of runoff on the watershed. A streetscaping tool developed by the Region was recommended as a good resource for the project team. There are good examples in the Region of Peel and Mississauga of roads already retrofitted with green infrastructure. This tool recognizes that different road classifications should have different green infrastructure and stormwater management techniques

University of Toronto Mississauga

- Concerns were raised about the complexity of the classification of Mississauga Road, which is the main access point to the University. As a result, there can be a lot of congestion around the campus. In some areas near the University, Mississauga Road is a residential street. There are also pedestrians, cyclists and transit users moving to and from the campus.
- It is difficult to widen the road in this area.

4. Next Steps

The workshop was ended with a summary of next steps which include:

- Prepare a Draft Phase 2 Memo: Classification Approach
- Complete Phase 2 Classification Plan: February 2021
- Begin Phase 3 Complete Streets Guidelines: February 2021

Alex Legrain closed the meeting by thanking participants for their participation and encouraged participants to send in any additional comments to the Changing Lanes email address (changing.lanes@mississauga.ca). Participants were also encouraged to provide feedback on the format of the meeting as well as the invite process.

The meeting was then adjourned.

Appendix A – Sample Meeting Agenda

Changing Lanes

Community & Industry Workshop #2 Agenda

January 27, 2021, 2:00 p.m. to 3:30 p.m. (WebEx Meeting)

WebEx Link
(Or join by phone: 1-647-484-1598, Access code: 132 313 085)

2:00 pm - **Housekeeping and Opening Remarks (10 minutes)**

1) Technological housekeeping
2) Land acknowledgement and words of welcome
3) Agenda review

2:10 pm - **Introductions (10 minutes)**

2:20 pm - **Presentation (30 minutes)**

1) Project recap and highlights from work completed to date
2) Overview of draft classification approach

2:50 pm - **Questions and Discussion (35 minutes)**

1) Questions and answer (15 minutes)
2) Discussion (20 minutes)

3:25 pm - **Next Steps (5 minutes)**

3:30 pm - **Adjourn**

Appendix B – Participant Feedback

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

Participating Organizations:

- Access 2 Accessibility
- Building Industry and Land Development Association (BILD)
- Century Audio Visual Ltd.
- CGH Transportation
- City of Mississauga
- Councillor (City of Mississauga)
- Cronin Real Estate Group
- Credit Valley Conservation
- Diamond Corp
- Dorsay Developments Corporation
- FRAM +Slokker
- iSecurity Inc
- Lisgar Residents Association
- Meadow Wood - Rattray Ratepayers Association
- Ministry of Transportation
- Mississauga Board of Trade
- Mississauga Residents' Associations Network
- Morguard Investments Ltd.
- Orlando Corporation
- Peel Region
- Port Credit West Village Partners
- Public Vehicle Advisory Committee
- Sasaki Associates, Inc
- Sherway Homeowner's & Recreation Association
- Smart Centres
- The Municipal Infrastructure Group Ltd
- TMig.Ca Corporation
- Town of Oakville
- Town of Oakville -Oakville Transit
- Town of Port Credit Association (TOPCA)
- University of Toronto Mississauga
- Urbantech Consulting
- White Oaks Lorne Park Community Association

Participant Feedback:

Based on the classification system presented today:

What does this mean for you as:

i. **A community member**

- Homeowner Association - Concerns related to cycling and safe streets.
- Lakeshore Road and Dixie – Developments being pushed through the City (Provincial mandate).
- Seen a lot of differences that have arisen because of COVID-19 (working from home, using pathways, traffic, travel patterns) – have you found there are interesting things to observe and think about in terms of street classification? – note from Chris, this is timely and yes.
- Safety, secure, easy access, noise reduction. Growth. Public education, driver education. Crossing streets safely, heavy traffic:
    - The city has grown so much since I moved, getting around safely has become an issue, saddling things are happening with roads connecting. There should be more public education on awareness about pedestrians and turns and signs. Very sad things have happened on our roads and navigating on those roads, especially if you are blind for example, now it has become impossible; yet, 20 years ago I could.
- Heads up for different streets (9th line), cycling, and pedestrians. Planning in advice.
    - As a community member, I would like to know what is going to be available in advance. Because a lot of people have ideas that are not reasonable. It is good to know what it is coming.
- Good to know how the streets go together. Heavy duty streets (Southdown Rd.) truck movement, impacts to our communities, unique challenges. Development leading to trucking.
    - It is good to know how streets go together. Heavy duty streets such as Southdown have problems because they are also home for communities, but at the same time they support high traffic. With all the development that is happening, there will be more trucks and heavy cars coming and that is concern.
- To me it makes me feel that the city is really putting in the effort to make our community still fell like a rural community instead of allowing it turn into an urban city feel, keeping our runners/bikers/walkers safe.
- This allows for a bit of predictability, what is available to you, what to expect. From a safety standpoint, we've have roads with a city around it.
    - This allows for predictability, but from a safety standpoint we become a city of roads, priority is being giving to commuters, the roads are built thinking on trucks first while is some intersection it is impossible to cross at once for an old person.
- Too dependent on big box stores, loosing small retail. Can we build in this into the plans?
- We are losing small business to big retails. If nothing is done, we will keep losing small business and the notion of placing in our streets. That is loss that we should consider in studies such as this one.
- Parking: The ugly sister to traffic. Lots of space. Reduced parking standards for development. In conjunction with Changing Lanes, Lakeshore, how we handle parking is going to determine how successful this is.
- How will Hurontario class change? What about BRT lanes? I still think 50 people in a bus are not as important as one person in a car.

- The classification focuses on volume of vehicles, but doesn't take into account people. The volume of people should be considered more. Now 50 people in a bus are not as important as 1 person in a car.

ii. An advocate for safe streets

- Overall really like idea of complete streets.
- Concerns about proper cycling tracks on roads.
  - There is a lot of talk on complete streets but not as many actions.
  - What comes first, users or infrastructure.
- There are many aspects here. This is around accessibility, people with disabilities and age in place, we must consider all stages of life in this work (how is timing determined and are we looking through many lenses and ages?).
- The design is key in terms of making sure streets are safe (e.g., tree placement/maintenance), and need to make sure enhancements need to consider all stages of life and accessibility and inclusionary – e.g., clear pathways.
- Did not hear enough. Still talking about moving cars or goods. Pedestrians first. Vancouver design and classification makes that clear. If we are a VZ city we wouldn't have the streets have now. We do not know who is the most important person? Not the pedestrian, but commuter.
  - Here we are focusing on moving cars and moving goods, the priority such as in Vancouver for example, should be people and cyclist. I do not see any prioritisation of pedestrian in the presentation. Looks like the city is concern about the commuter by car, not the person crossing the street, we need more focus on the residents of those streets.
- Agreed. First came here, I felt I was here as a resident, now here among the trucks traffic.
- Trucks in neighbourhoods. People trying to get to the GO Station, speeding, near fatality a month ago.
- We are an aging community.
  - Agree, how we can ensure that roads are safe for an aging community? That should be our priority. (Susanne) agrees and notes that the increase in truck volume doesn't bring safety to our roads.
- Not adequate time to cross to get to Credit Valley Hospital is very difficult. Parking and crossing needs to be looked at.
  - There is no adequate time to cross certain streets such as Credit Valley Hospital. There have been incidents that crossing location. The Hospital does not offer enough parking space which results in people parking on the nearby shopping and having to cross to access the hospital.
- Crossing needs to be addressed as it is a terrible situation.
- Intersection safety. How did we get it so wrong? How will this approach make it right? If it does not correct it?
- What about skywalks? Especially for hospitals? Is this been considered?
- That tells you that there is something very wrong with these streets. Lakeshore / Royal Windsor Southdown/Winston Churchill. Goods movement impacts community movement.
- Vision Zero. It needs to build into the road classifications system, but at the Region of Peel and at the MTO. Provincially it is talked about, but the transition is not there. We have been built

around car and goods movement. If we are forced to look at classification through a VZ / sharing road perspective, that is a much better approach than what we're doing right now.
    - The GTA has been built with the movement of goods/commuter in mind and while this is important, if we are forced to think on the Vision Zero classification that should be a better approach.
- Major roads through neighbourhoods (e.g. Dixie). From Dixie Dundas to Eglinton 29,000 vehicle movements daily (50/50 cars to trucks roughly).
    - Major roads through neighborhoods represent an unsafe traffic volume.

iii. A land developer

- Smart Centres REIT
    - Own properties in the city.
    - Want easy access from properties to transit.
        - Pedestrian friendly streets with benches and shelters.
    - Also a resident/advocate for safe streets and easy connections to transit.
- FRAM + Slokker
    - Involved in development in the south end of Mississauga.
    - Pedestrian-oriented, benefits from transportation hub in Port Credit.
    - Continue to work with City and Region on this.
- Dorsay Development Corporation
    - Using various streets to complete a network (positive).
    - Woonerf in a neighbourhood setting is supportive of all cyclists and pedestrians.
    - Supportive of urban street typologies and narrow ROW.
- BILD
    - Making sure that the appropriate road categories are planned out for the appropriate user – recognizing there are different categories out there and making sure there is room for those users on those appropriate roads.

iv. A business reliant on goods movement

- Looking for ways/shortest route to the nearest highway, without impacting the neighbourhoods.
- Anything we can do to integrate with land use planning that would certainly help.
- Safety is also very important – want to make sure there are absolutely no fatalities – Vision Zero.
- Designing a system that is safe for everyone (pedestrians, cyclists).
- Safe for employees to get to their businesses.
- What about employers / employees getting to their work safely?

v. Public agency

- Municipal infrastructure group
    - Encouraged and excited to see the city undertaking this initiative.
    - Strong supports/advocates for safe streets.
    - Working with clients and looking at this initiative in context of compact urban development.
        - Streets need to be looked at differently in this context.
    - Challenge will be with utility, public works, fire, etc. and getting all on the same page supporting the initiative.
- MTO

- Any future major developments that will be influenced by this process or the type of traffic they generate will be of interest.
- Future connections – e.g. buses connected to highways through streets.
- Mostly focused on how highways interact with new street classifications.
- What would it mean for trip and traffic generation.

- Oakville Transit
  - Connect into Mississauga/MiWay along border of Oakville.
  - A lot of roads that are wide, intimidating and designed to move cars (e.g. Eglington, Erin Mills Parkway).
    - Not pedestrian friendly.
    - The access to these roads is not good, and there are no destinations (1/2 hr walk to destinations is common.)
  - Hope planning/project team can work together to design land use to enable more walkable destinations so streets move more than just cars.
    - Walkability.
  - WRT transit, more walkable roads benefit transit use as well – people can walk to transit stops.
  - Pedestrian friendly streets with easy access destinations.
- Region
  - Mandate to implement AT on roadways.
  - Connecting networks with Mississauga, Brampton, Caledon.
  - Majority of Regional roads are major arterials.
    - One instance in Brampton where they were able to pursue complete streets.
  - Be cognisant – are widenings necessary? Is the best bang for our buck?
    - In areas with high pedestrian activity, is this the right approach?
  - Work with local municipalities to have complete networks.
- Planning (Official Plan)
  - Provide clarity/ unity in the relationship between street and land use.
- Waste Management
  - Safe accessible collection on streets and in BIA's.
- Peel Public Health
  - Relationship of street classification in relation to multi-modal level of service assessments, e.g., Ottawa's model – has a bit of a dialogue between the classification process and would like a better understanding of how this could work in Mississauga's case.
  - There are multiple pathways in terms of how streets impact health – linking health outcomes to street classification – Michael will follow up offline.

vi. Other

- Credit Valley Conservation
  - Interest is in impervious cover – roads generate polluted water in watershed.
    - Contains salts, oils, grease, sediment – impacts water quality.
    - Erosion and flooding.
    - Urban heat island.
    - Interest in green infrastructure and green the road allowance to minimize negative impacts.

        - Climate change – extreme heat and drought.
        - Salt.
        - Environmental health.
    - Region has a streetscaping tool they put out a couple of years ago.
        - Project team should look at this.
        - Good examples in Region and Mississauga of roads retrofitted with green infrastructure.
        - Different road classifications with different green infrastructure and stormwater management techniques.
    - Heath of rivers and creeks - Run-off of pollutants.
- University of Toronto Mississauga
    - Congestion along Mississauga road where the University sits.
    - Is a residential street but there are also people walking, cycling and walking transit.
    - A lot of traffic to the campus.
    - Issues with widening.

Appendix C – Post-Meeting Comments

The following is a verbatim transcription of additional comments received after the Community and Industry Workshops meeting.

- Changing Lanes 10 MB, Slide #14, this is an example of a dangerous cycling lane and traffic lanes.
- In Ward 10 Churchill Meadows along Tenth Line West south of Britannia we currently have a similar design. it is a dangerous design to the cyclist and the vehicle driver with the potential to result in life threatening accidents for the cyclist.
- People exiting the parked cars open the doors and knock the cyclist off the bike.
- Cars pulling into and out of the parking space crossing the cycling lane is dangerous.
- CN Rail is installing a bumping station in Milton, Councillor Sue McFadden and Councillor Pat Saito have stated the traffic increase of 1500 trucks a day will impact Ward 10. How are you planning to accommodate the increased traffic?
- Snow removal bylaw requires all vehicles to be removed from the streets or be ticketed and towed. How are you designing the streets to accommodate the necessary street parking?
- 9th Line Corridor is currently being planned for high to medium density apartments will be built by the developer in the stacked townhouses increasing the parking problem in the community. How are you addressing the parking issue? With basement apartments at least 3 – 4 vehicles must be able to park per household, garage parking is unlikely as the lots are small and the garages will likely be utilized for garbage, recycling, compost bins along with bikes as the city is putting an emphasis on using alternate methods of transport other than cars.
- I just wanted to echo the comments about Vision Zero being incorporated into City, Region and Provincial Road Classification.
- As well, I do hope the City is collaborating with the Region to address issues where Regional and City roads intersect to implement Vision Zero principles and complete streets principles – in the east end of Mississauga, this would be along Dixie from Eglington all the way south to Dundas, as well as Cawthra – from Eastgate all the way south to Dundas.
- As well, while a street like Bloor may be classified as a major collector, we must consider that it connects “to” not just “runs through” neighbourhoods – for example Applewood Hills, Applewood Heights, Dixie Bloor and Summerville.
- I also want to echo that I like the approach that London Ontario has taken with flexible road classification.
- Finally, it might be worth doing a presentation to MCAC as cycling is impacted greatly by road classification and of course complete streets – some of the comments were raised this evening.
- I also appreciate your question about the Goods Movement employers for employee trips. I know we ran out of time and I was not able to answer your question. The first thing, I hear from many warehouse distribution owners (including big ones like Amazon, Nestle, Canadian Tire and others) that they like location in Peel Region. Most of their employees (especially Amazon) are in the younger age group (18-35 years) and many of them do not have cars. Most of these employers want to locate on transit routes or in proximity. Some of them have 24 hour operations as well. Therefore, anything that we can do to provide more choices for employee mode of travel is better! I also heard that many of them tried to locate to Milton and other places, but they are having difficulty in recruiting good staff, as the availability of employee pool is larger for Mississauga and

Brampton. You will see lot more distribution and fulfillment centres. Some malls may also be converted to fulfillment centres, which is a big trend in US.

- I also hope I did not ask difficult question on the best practices and lessons learned. This is one area, I am struggling as well. Many people including Councillors ask us how to mitigate negative impact of traffic especially trucks and also promote transit, active transportation and walking. Any thing that we can do to improve the current network will be better, recognizing fully that the network has been built but there are always opportunities to improve. If the consultant can provide us the best practices and lessons learned that can be recommended for implementation, I will be pleased to include in Regional RCS and GM Network study update. I recently saw the numbers for transit in COVHITS survey and the transit ridership is down significantly in Peel Region. I am also guessing that the Pandemic may have long term impacts. With the advancement in connected and automated vehicles, the vehicle technology is improving and becoming emission free. This may also have impact on modal split targets and traffic congestion.