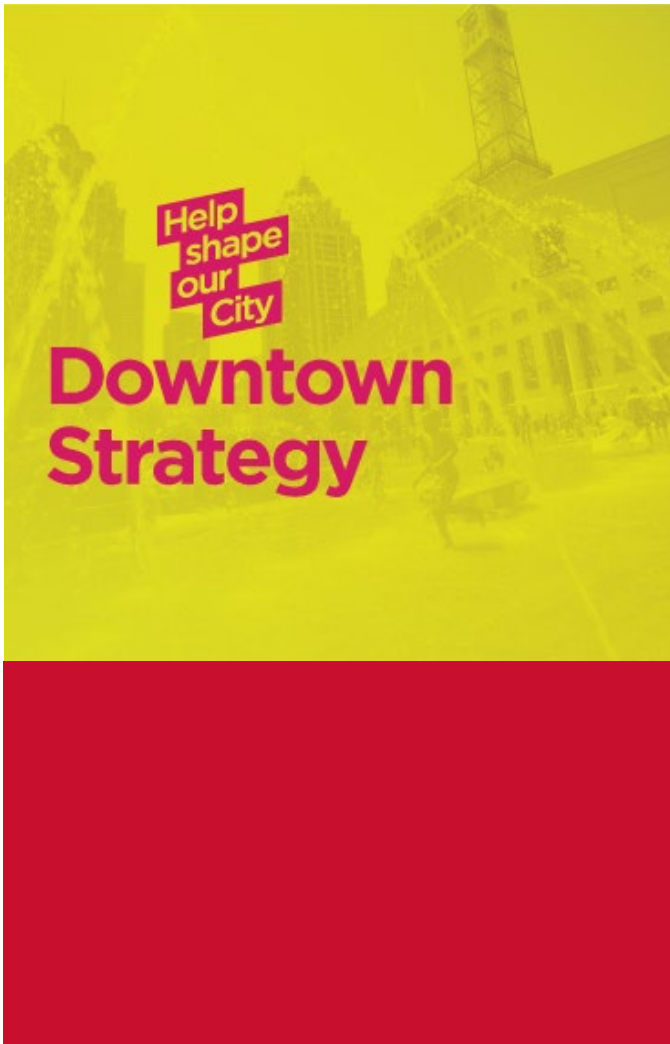




# Appendix C. Public Consultation Summaries



## **Phase 1 Public Engagement Feedback Report**

Downtown Movement Plan

*City of Mississauga*  
November 13, 2020



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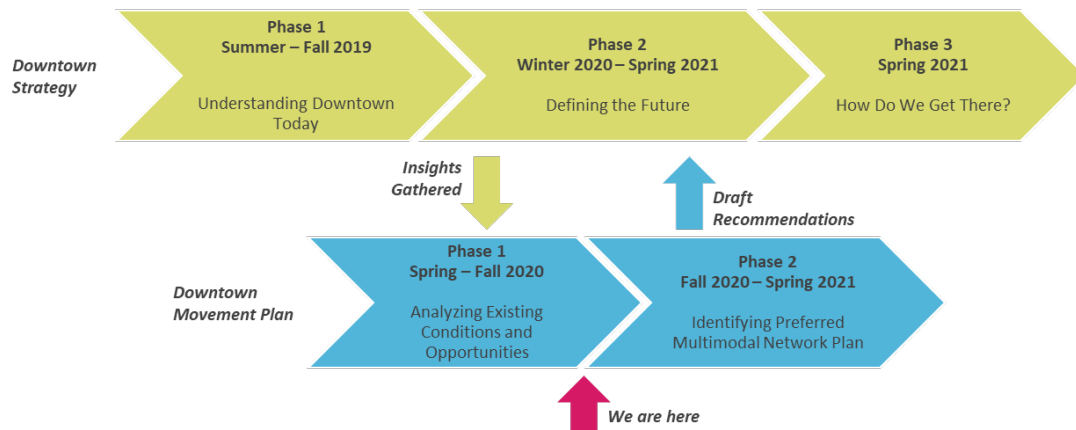
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# 1 Overview

## 1.1 Project Background

Prior to the Downtown Movement Plan (DMP), the City of Mississauga initiated the Downtown Strategy in Summer 2019. The Downtown Strategy is a guiding document that provides direction on the future of Downtown Mississauga. Phase 1 of the Downtown Strategy consisted of extensive public engagement to understand how people use the Downtown, what they like best, and identifying the Downtown’s strengths. Phase 2 of the Downtown Strategy is formed by the DMP, a technical study, focusing on transportation and mobility, as illustrated in Figure 1 below.

**Figure 1 Phases of the Downtown Strategy and the DMP**



Key messages and feedback received through the Downtown Strategy Phase 1 engagement were incorporated into the background research for the DMP Phase 1. Content and messaging for the DMP engagement activities were built on themes from the *Downtown Strategy: What We Heard Report, Phase 1 Public Engagement*. See Appendix A for a summary of key messages from Phase 1 of the Downtown Strategy.

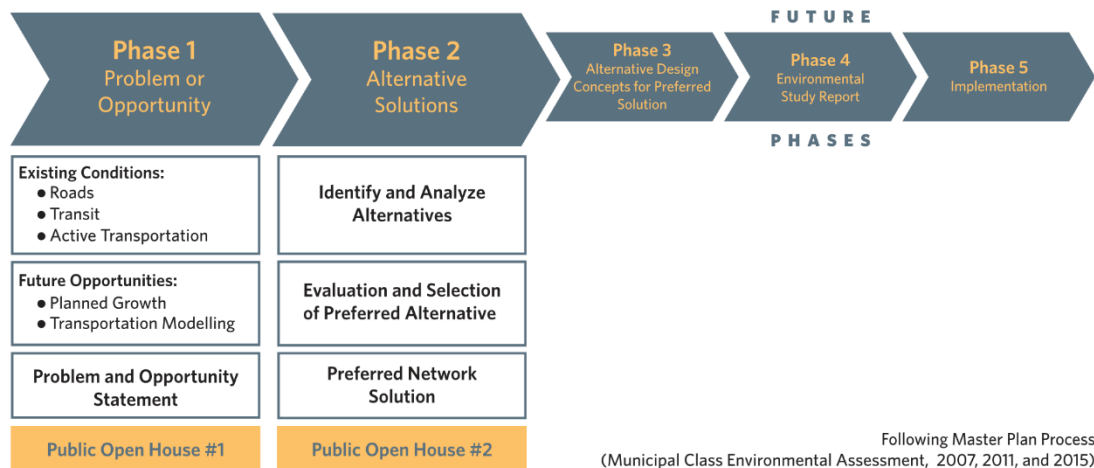
## 1.2 About the Project

The City of Mississauga’s Downtown Movement Plan (DMP) is a study which will update previous plans, identify the transportation infrastructure and policies required to support and guide the continued development of Downtown Mississauga, and function as a technical background study for Phase 2 of the Downtown Strategy. The multimodal transportation study is being carried out as a Transportation Master Plan (TMP) in accordance with

Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process, as illustrated in Figure 2 below.

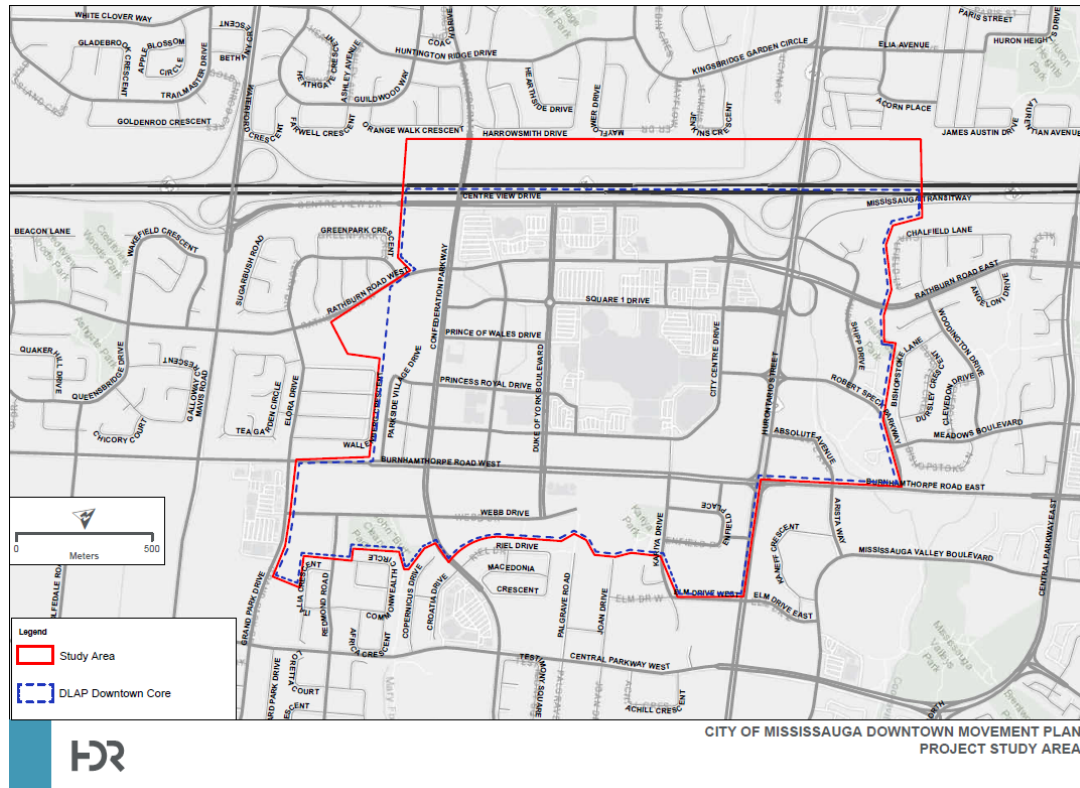
Phase 1 of this study was developed in collaboration with the City and members of the public. At the onset, the project team undertook a robust data collection, background review, and existing transportation conditions analysis to understand the issues and opportunities in the Downtown’s transportation system today.

**Figure 2 Environmental Assessment Process**



The Study Area for the DMP follows the boundaries of Mississauga’s Downtown Core, bounded by the Highway 403 corridor to the north, Chalfield Lane/Shipp Drive/Robert Speck Parkway to the east, Burnhamthorpe Road/Elm Drive the south, and Grand Park Drive/Wallenberg Crescent/Rathburn Road to the west. Note that the Study Area covers extra lands – Zonta Meadows Park and Highway 403 Lands – compared to the existing Downtown Core area delineated in the Downtown Core Local Area Plan (DLAP). See Figure 3 below.

Figure 3 Study Area



Throughout this report, the term ‘Downtown Core’ will be synonymous to ‘Downtown Mississauga’ and ‘Downtown’. Note that this excludes Downtown Cooksville, Fairview and Hospital.

This report summarizes the consultation and communication activities carried out and the feedback received from the general public for the duration of the Phase 1 consultation period between July 22 and September 21, 2020.

This report will be released as a draft document for public input and final review.

### 1.3 Phase 1 Public Engagement

Key findings of the Phase 1 study highlighted issues and challenges facing Downtown Mississauga, including:

- Gaps in the pedestrian and cycling network;
- Intersections where transit routes are often delayed;
- Competition between cars and transit, and;
- Reliance on cars as the first choice for travel.

Phase 1 of consultation for the Downtown Movement Plan (DMP) focused on introducing the project, presenting issues and challenges, and presenting the draft Problem and Opportunity Statement for feedback. The goal of this process was to engage the public to develop a cohesive and shared vision for transportation in Downtown Mississauga.

A variety of methods were used to engage the general public to gather input and feedback on the direction of the DMP. Due to COVID-19, the planned in-person public events and pop-ups were replaced with online engagement including a virtual On-Demand meeting. This was an online and interactive platform where participants were invited to view project material and submit feedback.

Feedback was received through five (5) channels: a virtual On-Demand meeting, a project website question and answer form, email, mail, and phone. These are further described in the next section.

## 2 Notification and Communication

A series of public communication approaches were used to promote awareness of the DMP Phase 1 engagement process to the general public. Table 1 provides a summary of all approaches used to notify members of the public. Table 2 outlines the activities used to solicit feedback.

See Appendix B to view all notification and communication material.

**Table 1 Summary of Notification and Communication Approaches**

<b>Approach</b>	<b>Description</b>	<b>Result</b>
Mail Notice	Notices were mailed to all residents and businesses within the study area.	21,697 notices mailed.
Newspaper Advertisement	A combined Notice of Study Commencement and the Virtual On-Demand meeting were published in the main sections of local newspapers.	2 ads printed in the Mississauga News (July 31 and August 7).
Project Website	The Downtown Strategy project website ( <a href="https://yoursay.mississauga.ca/downtown">https://yoursay.mississauga.ca/downtown</a> ), a shared site for the broader Downtown Strategy and the Downtown Movement Plan study, was used to provide the public with access to information and documents, as well as post	Between July 22 and September 21, 2020, approximately 1,100 unique visitors viewed the project website.

Approach	Description	Result
	questions to the project team, via a Question and Answer (Q&A) section.	
Social Media	A Social Media campaign was implemented to inform the public of the project and drive traffic to consultation activities. Posts were published on Twitter, Facebook and LinkedIn.	12 total posts.  26,048 impressions (number of times content is displayed).  620 engagements (likes, shares, comments, clicks).
Email to Downtown Strategy Subscribers	A dedicated project email address ( <a href="mailto:downtown.strategy@mississauga.ca">downtown.strategy@mississauga.ca</a> ), which was shared with the Downtown Strategy, was made available to the general public to send questions and comments about the project. Telephone contact information was also provided in the Notice of Study Commencement On-Demand participants were also invited to register for an email mailing list.	Emails were sent to a total of 310 addresses.
Digital Signage	Digital signage advertising the On-Demand meeting was used in the Downtown Core.	Three signs were used: Two located at Celebration Square, Gateway screen at Duke of York Boulevard and one at Burnhamthorpe Road.
Corporate e-newsletter	Information on the On-Demand meeting was included in the City of Mississauga corporate e-newsletter.	Maximum reach of 33,348 subscribers.
Council Corners e-newsletters	Councillors were provided information on the On-Demand meeting to include in their e-newsletters.	N/A

**Table 2 Consultation Activities**

<b>Activity</b>	<b>Description</b>	<b>Engagement Level</b>
Virtual on demand meeting	Virtual On-Demand meeting was held between August 17 and September 21, 2020 to educate the public on the project and to present the preliminary findings of the study.	326 unique site visitors
Project Website Q&A	The project website featured a question form where members of the public were invited to post questions for City staff to respond to.	2 questions submitted and answered
Email and Phone	A general email address ( <a href="mailto:downtown.strategy@mississauga.ca">downtown.strategy@mississauga.ca</a> ) was made available to the public to submit questions or comments, and members of the public were invited to sign-up to a project mailing list to receive updates.	7 emails received 1 phone call received 30 mailing list registrations
Mail	A mailing address was provided in the combined Notice of Study Commencement and the Virtual On-Demand meeting.	No engagement.

## 3 What We Heard

The following section provides a summary of the feedback received from the different consultation activities. A detailed log of comments received are provided in the following appendices:

- Appendix D. On-Demand Meeting Feedback
- Appendix E. On-Demand Meeting Open-Ended Comments
- Appendix F. Feedback for Problem and Opportunity Statement
- Appendix G. Project Website Q&A
- Appendix I. Emails received

### 3.1 Virtual On-Demand Meeting

Members of the public were invited to visit the On-Demand Meeting website (<https://mississaugadmp.com>) to learn about the first phase on the project, share feedback on priority issues and improvements they would like to see in Downtown Mississauga. See Appendix B to view the On-Demand material.

Participants were given the following information to consider before providing their input:

- Information related to existing conditions, including daily travel patterns and collision data;
- Maps illustrating key problem locations for walking, cycling, and driving;
- General information about the Hurontario LRT project, including station locations; and,
- the Draft Problem and Opportunity Statement.

#### 3.1.1 Feedback Structure

Feedback was solicited in two ways:

- Participants were given a list of existing issues and concerns and asked to select their top three (3) for walking, cycling, transit and driving. Subsequently, participants were then asked to select their top three (3) improvements for each mode from a list.
- Participants were invited to provide additional feedback at any time using an open-ended comment form.



The virtual On-Demand meeting was launched on August 17, 2020 and held open for a 35-day commenting period.

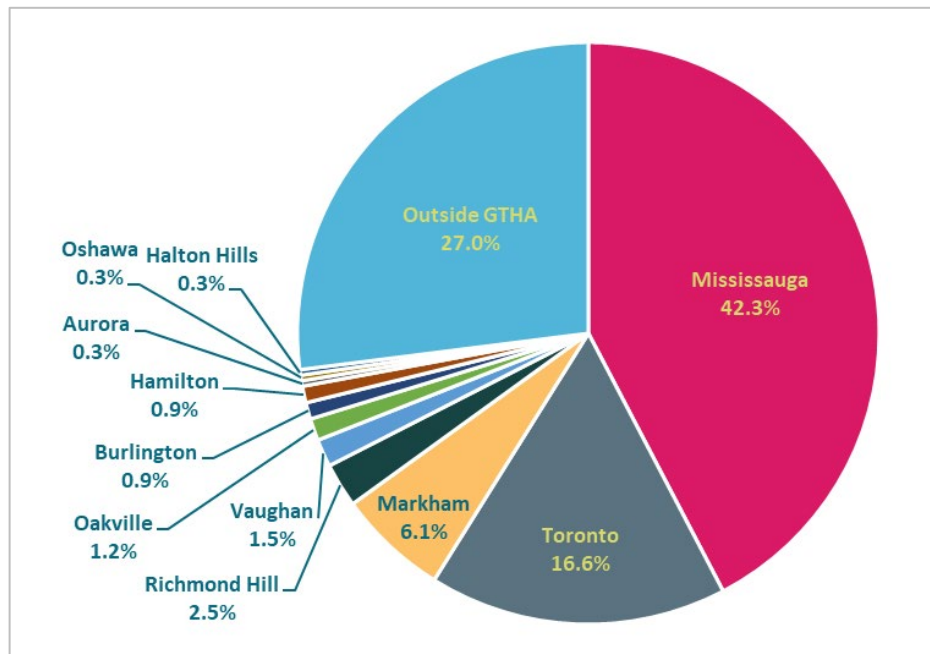
### 3.1.2 Who Participated?

All members of the public were invited to participate in the On-Demand meeting.

- Number of Unique Visitors: 326
- Number of Page Views: 531
- Average Session Duration per Page: 51 seconds
- Percentage of Visitors within Mississauga: 42%
- Percentage of Visitors Outside Mississauga (within GTHA): 31%
- Percentage of Visitors Outside GTHA: 27%

See Figure 4 below for a detailed geographic breakdown.

**Figure 4 On-Demand Meeting Users by Location**



### 3.1.3 Top Three Issues and Concerns

Participants were asked to identify, from a list of possibilities, their top three (3) concerns and top three (3) improvements for walking, cycling, transit and driving. Table 3 below summarizes the responses from this exercise.

**Table 3 Top Three Concerns and Improvements**

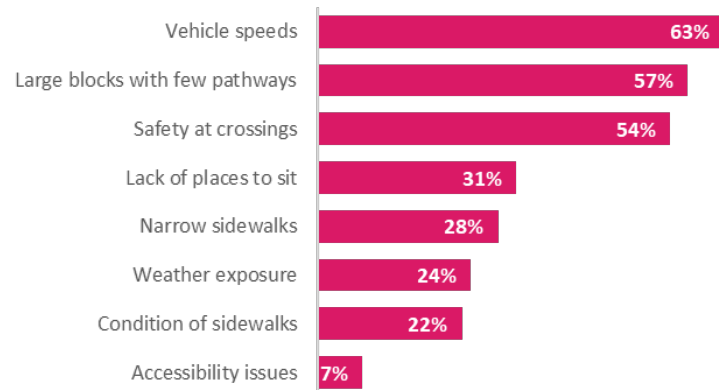
<b>Theme</b>	<b>Top 3 Concerns</b>	<b>Top 3 Improvements</b>
Walking	<ul style="list-style-type: none"> <li>• Vehicle speeds</li> <li>• Safety at crossings</li> <li>• Large blocks with few pathways</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Green infrastructure</li> <li>• Advanced pedestrian signal timing</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Conflict with drivers</li> <li>• Lack of cycling paths</li> <li>• Safety</li> </ul>	<ul style="list-style-type: none"> <li>• Buffered bike lane</li> <li>• Protected cycle tracks</li> <li>• Multi-use pathways</li> </ul>
Driving	<ul style="list-style-type: none"> <li>• Congestion</li> <li>• Safety</li> <li>• Difficulty making left turns</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced lane width</li> <li>• Reduce number of lanes</li> <li>• Roundabouts</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• Long wait times</li> <li>• Bus stop locations or hard-to-reach stops</li> <li>• Transfers between buses difficult</li> </ul>	<ul style="list-style-type: none"> <li>• Improved Bus Shelters</li> <li>• Bus-only lanes</li> <li>• More bus service</li> </ul>

See below for a detailed breakdown on how participants responded.

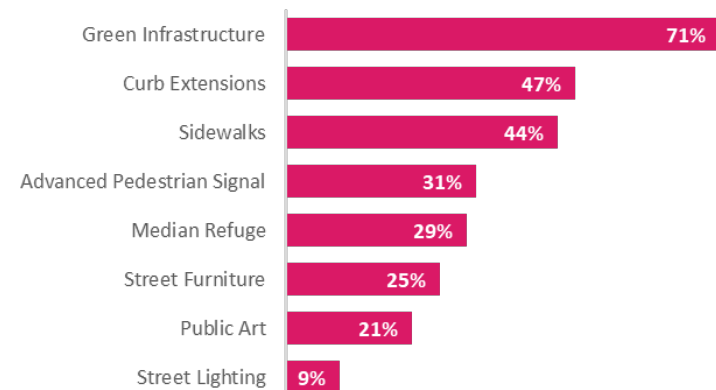
## City of Mississauga Downtown Movement Plan On-Demand Meeting

More than 300 people participated in a Virtual On-Demand Meeting between August 17 and September 21, 2020. Participants were asked to identify their top three concerns and areas for improvement for walking, cycling, transit and driving in Downtown Mississauga.

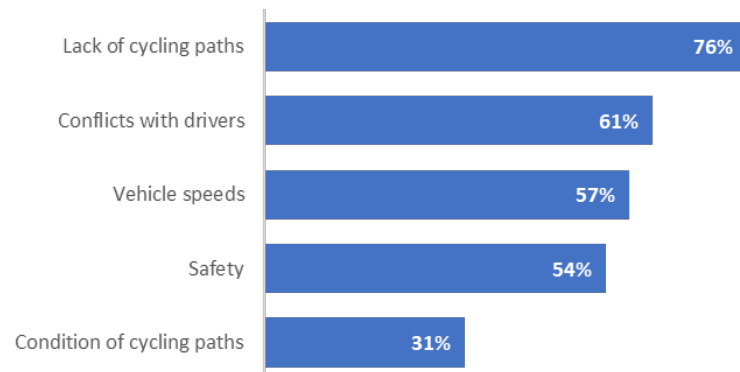
### What are respondents most concerned with for walking in Downtown?



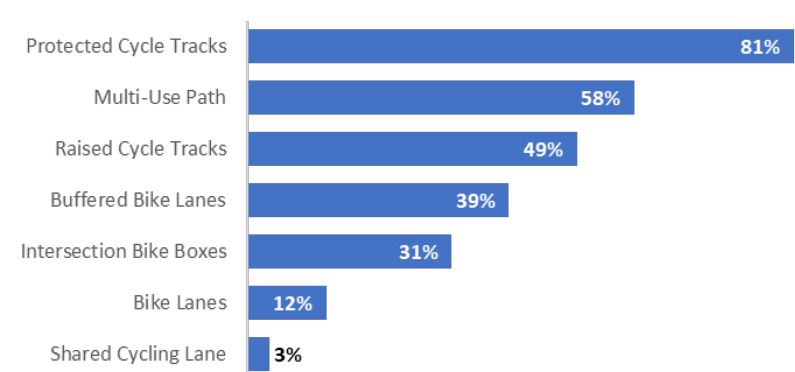
### What do respondents want to see improved the most for walking in Downtown?



### What are respondents most concerned with for cycling in Downtown?



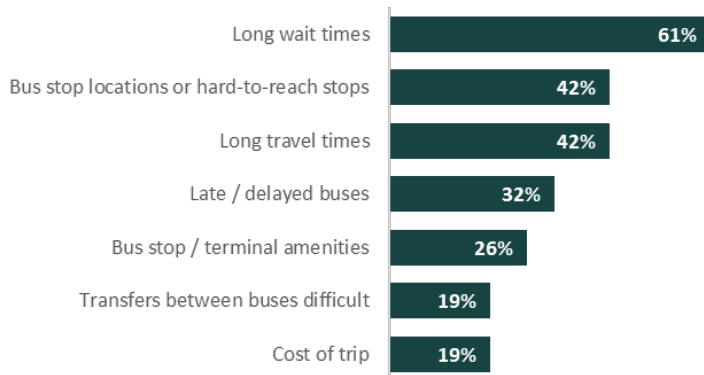
### What do respondents want to see improved the most for cycling in Downtown?



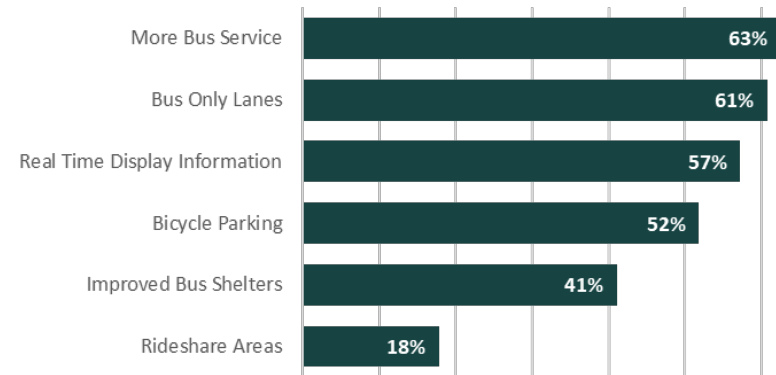
## City of Mississauga Downtown Movement Plan On-Demand Meeting

More than 300 people participated in a Virtual On-Demand Meeting between August 17 and September 21, 2020. Participants were asked to identify their top three concerns and areas for improvement for walking, cycling, transit and driving in Downtown Mississauga.

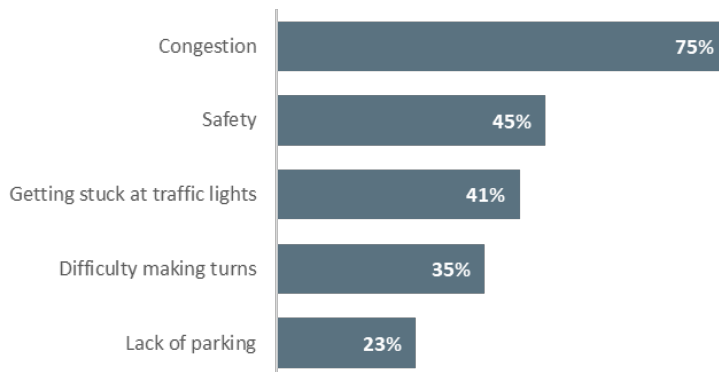
### What are respondents most concerned with for transit in Downtown?



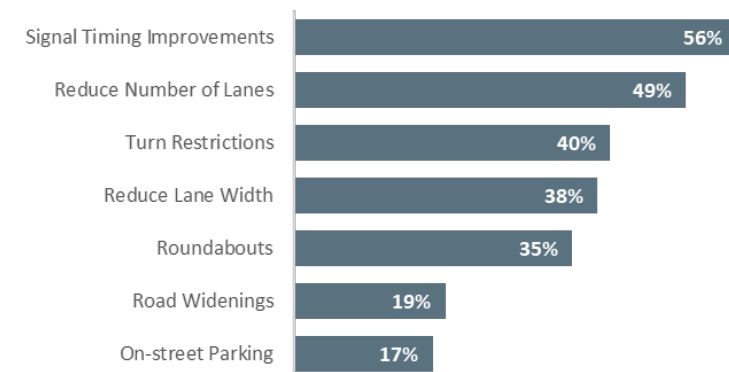
### What do respondents want to see improved the most for transit in Downtown?



### What are respondents most concerned with for driving in Downtown?



### What do respondents want to see improved the most for driving in Downtown?



### 3.1.4 Open-Ended Comments

The sections below provide a summary of common themes found in the open-ended comments of the On-Demand meeting.

#### **WALKING**

- Pedestrian safety is a top priority. Wider sidewalks, improvements to sidewalk maintenance, clearer pedestrian signals, and high vehicle speeds were frequently cited as key elements to address in the project.
- There is a strong desire for streetscaping, greening and street activity to improve the pedestrian environment.

#### **CYCLING**

- Dedicated cycling infrastructure is needed to improve cycling safety. Many comments emphasized concerns with vehicle speeds, unsafe driving and conflict with drivers.
- Safe and attractive cycling infrastructure is needed to reduce the reliance on cars and support environmental sustainability goals.

#### **TRANSIT**

- Layout and accessibility at City Centre Transit Terminal were cited as challenges to be addressed to improve transit.
- Transit priority and more frequent service should also be considered to improve transit experience.

#### **DRIVING**

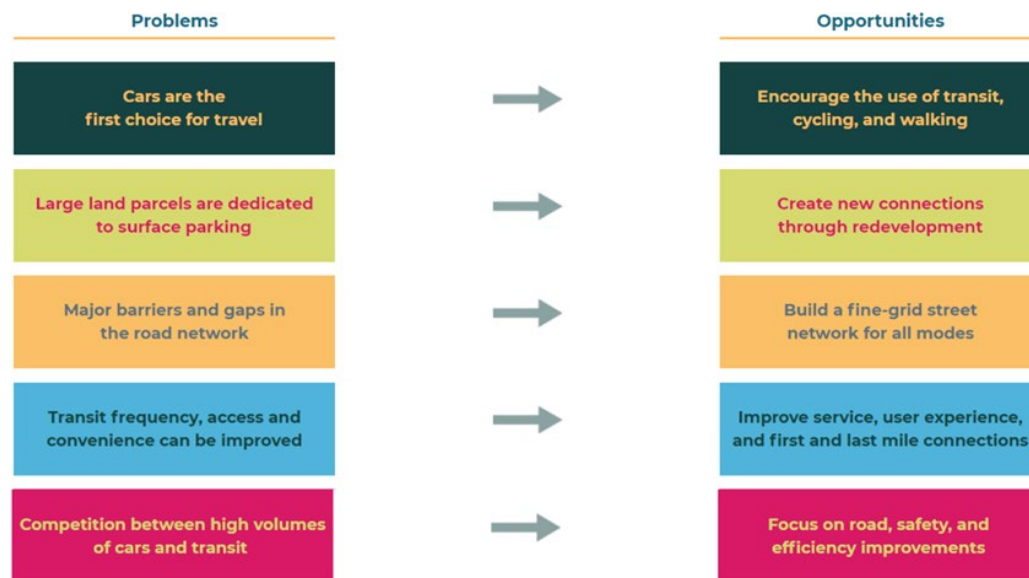
- Speeding and interactions with pedestrians and cyclists are top concerns.
- Traffic calming measures, reduced speeds, and reduced lane widths should be considered to support a safer environment for all users.
- Feedback concerning roundabouts are varied. Some respondents agree that roundabouts are beneficial in terms of safety, while others have stated that many people do not know how to use them.

See Appendix D and Appendix E for a complete log of all feedback received through the On-Demand Meeting.

## 3.2 Problem and Opportunity Statement

Participants were shown the draft Problem and Opportunity Statement, as illustrated in Figure 5 below, and were asked if they agreed with what was shown, and whether anything was missing.

Figure 5 Draft Problem and Opportunity Statement



### KEY POINTS

46 respondents provided feedback on the Problem and Opportunity Statement, the majority of which agreed with the overall Statement. Additional comments noted include:

- More consideration for seasonal maintenance on cycling facilities;
- More consideration for paid parking as an approach to reduce auto demand; and,
- More support for first mile/last mile solutions.

See Appendix F for a complete log of comments received from this question.

Based on feedback from this round of public engagement, the following points will be considered in refining the Problem and Opportunity Statement:

- More consideration for streetscaping, greening, beautification to enhance the overall cycling and walking experience;
- More consideration for pedestrian and cyclist safety; and,
- More consideration for enhancing Downtown Mississauga as a place to visit by improving the overall transportation experience for all.

### **3.3 Project Website Q&A**

Topics addressed in the Q&A included:

- Desire to see noise from vehicle traffic reduced with traffic calming tactics, such as speed bumps.
- Concern for housing affordability in the Downtown Core.
- Adding signalized crossing on the Burnhamthorpe Multi-Use trail.

See Appendix G for a complete log of questions and answers.

### **3.4 Email and Phone Calls**

While there were no common themes found among the emails and phone calls received, the following points have been noted:

- General question about the DMP study area.
- Overall concerns regarding government spending on the LRT, condo developments, and more consideration for spending on essential services.

See Appendix I for a log of all emails and phone calls received.

### **3.5 Additional Considerations Related to COVID-19**

Through the open-ended comments of the virtual On-Demand meeting and emails, an array of comments related to COVID-19 were received, including:

- Consider replacing walk signal buttons with a touch-free alternative.
- Desire to see Celebration Square utilized more for entertainment and other forms of programming, as it has lots of space for people to spread out.
- Some respondents expressed that COVID-19 has demonstrated a high degree of interest in cycling in Mississauga.
- Concerns over government spending in light of COVID-19.

## 4 Next Steps

Public feedback gathered from this round of engagement will be reviewed, reported on and will inform Phase 2 of the DMP. This includes refinements to the Problem and Opportunity Statement to better capture the feedback received from the public. This report will be released as a draft document to the public for final review and to provide any additional feedback.

Phase 2 of the DMP will then proceed with the development of Alternative Solutions that seek to address the Problem and Opportunity Statement, which will then be assessed and evaluated. A second round of public engagement will then be initiated to gather public feedback on the Preferred Solution(s) for the study by presenting the refined Problem and Opportunity Statement, Alternative Solutions, and preliminary assessment and evaluation.




## Appendix A. Summary of Key Messages from Phase 1 of the Downtown Strategy

Theme	Key Messages
Walkability	<ul style="list-style-type: none"> <li>• The Downtown is not easy to get around.</li> <li>• Strong desire for more connectivity, safer street crossings, improved sidewalk maintenance and snow clearing, improved signal lighting in favour of pedestrians and improved pedestrian connections to and from the City Centre Transit Terminal.</li> </ul>
Public Spaces and Active Streetscapes	<ul style="list-style-type: none"> <li>• Desire for more animated streetscapes, encouraging a more walkable and pedestrian Downtown; with patio spaces, food trucks and restaurant and shopping options.</li> </ul>
Downtown Parks	<ul style="list-style-type: none"> <li>• Desire for park enhancements such as more shade structures, community gathering spaces, community gardens and community ovens.</li> <li>• Desire for more playgrounds</li> </ul>
Transportation and Movement	<ul style="list-style-type: none"> <li>• Improve transit connections and services both citywide and inter-regionally (e.g. to Toronto and Oakville)</li> <li>• Increase frequency of services outside of peak times</li> <li>• Consider providing more affordable transit payment options and improving bus stops and shelters to protect riders from the elements.</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• 41% of the online survey respondents said that increased cycling infrastructure would improve the Downtown.</li> <li>• Strong desire for intersections that prioritize cyclists, more bicycle racks, and safe, protected and connected bike lanes throughout the Downtown.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Feedback on parking was varied - some respondents wanted to see more parking options and others expressed that there is too much parking, making the Downtown feel disconnected.</li> </ul>
Business and Office Growth	<ul style="list-style-type: none"> <li>• Desire to see additional retail and food experiences expanded beyond Square One Mall.</li> <li>• Desire to see growth in businesses and employment options in the Downtown, mixed use building, and spaces and services that support small or independent businesses.</li> </ul>
Social and Community Services	<ul style="list-style-type: none"> <li>• Respondents said that access to more social and community services would improve the Downtown.</li> <li>• The Central Library has been a key resource for residents, homeless and precariously housed populations through their Open Door program.</li> </ul>

<b>Theme</b>	<b>Key Messages</b>
Affordable Housing	<ul style="list-style-type: none"> <li>• Respondents expressed that the Downtown is no longer affordable and that they have been priced out of the market.</li> </ul>
Downtown Schools	<ul style="list-style-type: none"> <li>• Need to accommodate the growing number of children living in the Downtown Core.</li> <li>• Desire for more community programming and activities may also provide opportunities for children living in different neighbourhoods to connect.</li> </ul>
Sense of Community and Sense of Place	<ul style="list-style-type: none"> <li>• Overall positive feedback about the Downtown and that people are choosing to move there to be part of a more vibrant neighbourhood.</li> </ul>
Food and Grocery Options	<ul style="list-style-type: none"> <li>• Desire for more options for affordable grocery stores in the Downtown.</li> <li>• Strong desire for more restaurants and takeout places, including patios, which would also contribute to a more vibrant and enjoyable experience in the Downtown.</li> </ul>
Entertainments, Activities and Events	<ul style="list-style-type: none"> <li>• Overall positive feedback on events and activities.</li> <li>• Desire for more public and community activities/events in the Downtown</li> <li>• Desire for more unique entertainment options such as public art, festivals and farmers markets</li> </ul>
Sports and Recreation	<ul style="list-style-type: none"> <li>• Desire for more outdoor and indoor recreation options in the Downtown</li> </ul>
Youth, Seniors and Families	<ul style="list-style-type: none"> <li>• Desire for more variety of activities and classes for families, youth and seniors.</li> <li>• Desire for more options for youth and young adults, such as leadership programs; after-school/evening 'drop in' spaces; social clubs and places to hang out.</li> <li>• Desire for more senior-friendly spaces for seniors living in the Downtown, including safe, accessible and walkable streets</li> </ul>

# Appendix B. Notification and Communication Material

## Newspaper Advertisement / Mail Notice

mississauga.ca

@citymississaugafacebook.com/citymississauga

### Notice of Study Commencement and Virtual Public Engagement for the Downtown Movement Plan

**The Study**  
The City of Mississauga's Downtown Movement Plan (DMP) is underway. The DMP will identify the transportation infrastructure and policies required to support and guide the continued development of the Downtown Core (see map). It falls under the Downtown Strategy that the City of Mississauga launched in 2019.

**The Process**  
This study will deliver a Transportation Master Plan (TMP) as described in Approach #1 of the Municipal Class Environmental Assessment (EA) Process (Municipal Engineers Association June 2000, as amended in 2007, 2011 and 2015). This study will satisfy Phase I and Phase II of the Municipal Class EA process - to identify the Problem and Opportunity, and to identify and evaluate Alternative Solutions to the Problem or Opportunity, respectively.

**Consultation**  
A key component of this project will be consultation with residents, stakeholders, regulatory agencies, and the general public. Anyone with an interest in this study will have the opportunity to get involved and provide input. The project team will host three rounds of consultation throughout the study. A notice providing the time, format, and location will be published in local newspapers and posted on the Downtown Strategy website [www.yoursay.mississauga.ca/downtown](http://www.yoursay.mississauga.ca/downtown) prior to each round of consultation.

**Public Consultation Round 1: Virtual Public Engagement**  
The first round of public consultation will be held via a virtual on-demand meeting. It will be available between August 17, 2020 and September 21, 2020 at [mississaugadmp.com](http://mississaugadmp.com).

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

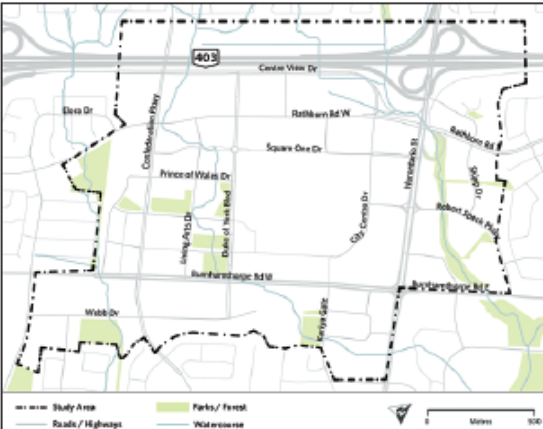
[www.yoursay.mississauga.ca/downtown](http://www.yoursay.mississauga.ca/downtown)

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[downtown.strategy@mississauga.ca](mailto:downtown.strategy@mississauga.ca)

Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This Notice was first issued on July 27, 2020.



## Email to Downtown Strategy Subscribers



### Help Shape Downtown Mississauga!

Last year we launched Phase 1 of the [Downtown Strategy](#) and heard from you – Thank you! Close to 800 people told us what they like most about Downtown Mississauga and opportunities to make it better. We have been reviewing your feedback and are at work defining the future direction of Downtown Mississauga.

A summary of this feedback from Phase 1 is in the [Downtown Strategy: Phase 1 What We Heard Report](#).

### Phase 2: Defining the Future

Opportunities to participate:

#### Downtown Movement Plan Public Engagement

We are now entering Phase 2 of the Downtown Strategy. As part of Phase 2, we're launching the [Downtown Movement Plan \(DMP\)](#) to identify transportation and mobility improvements and recommendations to make travelling to, from, and around the Downtown Core easier and more sustainable.

Attend our [Virtual On-Demand Meeting](#) to share your feedback on how to improve transportation and mobility in the Downtown. This link will be available from August 17th to September 21st.

#### Downtown Parks Public Engagement

This summer the City is seeking your feedback on how we should build or rebuild three parks in the Downtown – Zonta Meadows, John "Bud" Cleary, and the future park at M-City. Please complete this short [survey](#) and tell us how you'd like Downtown's parks developed.

This survey will be available until August 31st. For more information please visit the [project website](#).

Stay informed and connect with us:

Visit the [Downtown Strategy page](#) to subscribe to our email list to stay up to date – just enter your email in the "Stay Informed" box and press subscribe!

Questions or comments? Share them with us online using our [Q&A tool](#), or email Mojan Jianfar, Project Lead at [downtown.strategy@mississauga.ca](mailto:downtown.strategy@mississauga.ca).

We look forward to hearing from you!



The City of Mississauga  
300 City Centre Dr.  
Mississauga, ON  
L5B 3C1



## Digital Signage

**Help  
shape  
our  
City**

# Downtown Strategy

Have your say on transportation  
in the Downtown Core at our  
virtual open house.

Visit [yoursay.mississauga.ca/downtown](https://yoursay.mississauga.ca/downtown)    #saugadowntown    MISSISSAUGA

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## Appendix C. On-Demand Meeting Material

### Welcome to the City of Mississauga Downtown Movement Plan On-Demand Meeting

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



Thank you for your participation in our online engagement! The commenting period for this on-demand meeting will be open from August 17 to September 21, 2020. Comments can also be emailed to [downtown.strategy@mississauga.ca](mailto:downtown.strategy@mississauga.ca).

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

#### How to Navigate

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

#### How to Participate

- Click through all 10 slides to learn more about the study. Some slides will have areas where you can provide your feedback on the information shown in the slide
- Provide a comment at any point by clicking the "Comment" button at the top right of your screen. Once finished, please make sure to hit "Submit" to send your comments to the project team.

#### Join the Mailing List

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

**Name:**

**Email:**

[Join mailing list](#)

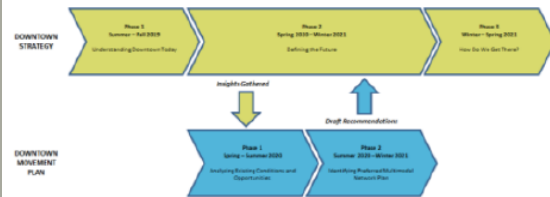
*Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.*

## About This Project

### Study Introduction and Process

As part of Phase 2 of the Downtown Strategy, the City of Mississauga has initiated the Downtown Movement Plan (DMP). The DMP will identify the transportation infrastructure and policies required to support and guide the continued development of Downtown Mississauga in two phases:

[Click to enlarge image](#)



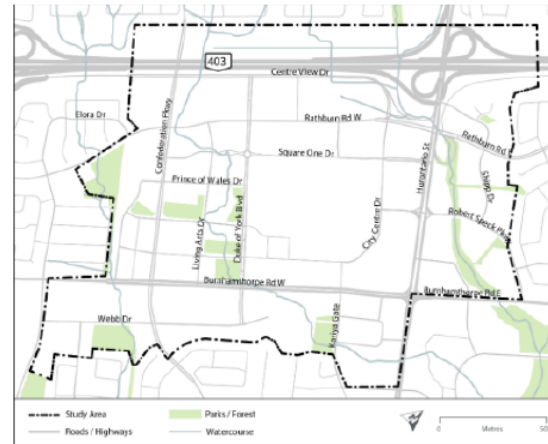
This study will deliver a Transportation Master Plan (TMP) as described in Approach #1 of the Municipal Class Environmental Assessment (EA) Process (Municipal Engineers Association June 2000, as amended in 2007, 2011 and 2015). This Study will satisfy Phase I and Phase II of the Municipal Class EA process - to identify the Problem and Opportunity, and to identify and evaluate Alternative Solutions to the Problem or Opportunity, respectively. Throughout Phase 1 and Phase 2 of the DMP, there will be opportunities for public engagement and to share your feedback on transportation and mobility in Downtown Mississauga.

This meeting fits into Phase I of the EA process, inviting you to provide feedback into what works and what doesn't work in Downtown Mississauga.

### Study Area

The figure below illustrates the study area for the DMP. It includes the City's Downtown Core bounded by the Highway 403 corridor to the north, Chalfield Lane/Shipp Drive/Robert Speck Parkway to the east, Webb Drive/Elm Drive to the south, and Grand Park Drive/Wallenberg Crescent/Rathburn Road to the west.

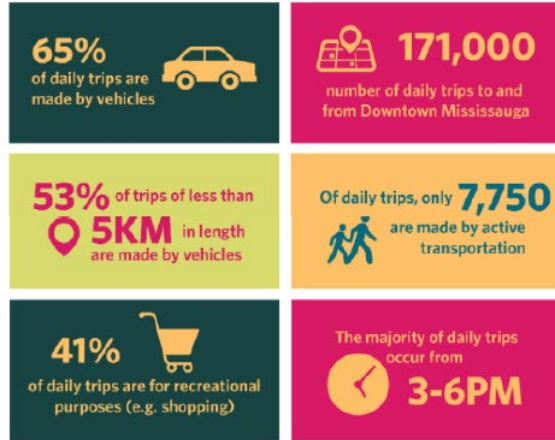
[Click to enlarge image](#)



## Downtown Mississauga Today

### Daily Travel Patterns

[Click to enlarge image](#)



Source: 2016 TTS Data

Note: Unless otherwise noted, 'daily trips' refers to trips to and from Downtown Mississauga

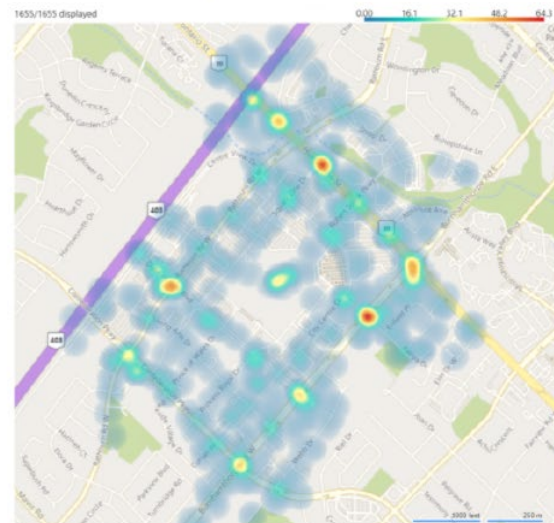
### Collisions in Downtown Mississauga

**1,729** reported collisions from 2014 to 2018.

**118** total collisions with pedestrians and cyclists over the same period.

The figure below illustrates the collision hotspots over a 5-year period (2014-2018).

[Click to enlarge image](#)



Note: Collisions are recorded at the nearest address or intersection. In some instances, this may mean a collision is recorded as happening within a building. However, it occurred within the immediate vicinity of that building.

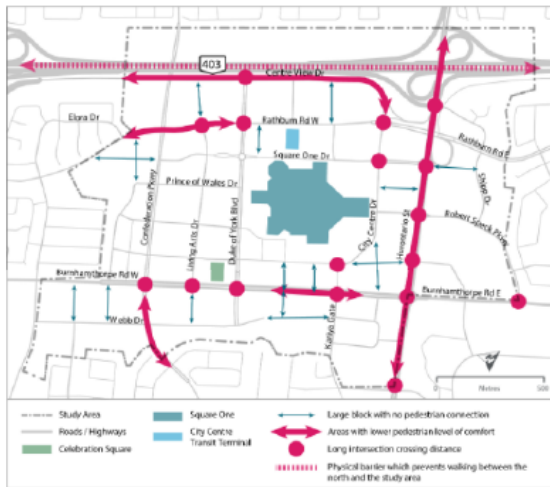


## Walking

### Problem Locations

The figure below illustrates some problem locations for walking in Downtown Mississauga. Do you agree with what is shown? Is there something we missed? Please fill out the [comment box](#) to let us know!

*Click to enlarge image*



**Note:** Pedestrian level of comfort is calculated based on a number of criteria including: sidewalk width, road width, number of vehicles using the road, the presence of a barrier between the sidewalk and the road (e.g. on street parking), and the vehicle travel speeds.

### Existing Issues & Concerns

What are your top concerns for walking in the Downtown? Select up to three concerns. Don't see your issues or concerns? Let us know in the [comment box](#).

- Vehicle speeds
- Safety at crossings
- Lack of places to sit
- Condition of sidewalks
- Large blocks with few pathways
- Weather exposure
- Accessibility issues
- Narrow sidewalks

[Submit](#)

### Vision for the Downtown

Which pedestrian improvements would you like to see in the Downtown? Select up to three.



Sidewalks

Street Furniture

Curb Extensions

Median Refuge



Street Lighting

Green Infrastructure

Public Art

Advanced Pedestrian Signal

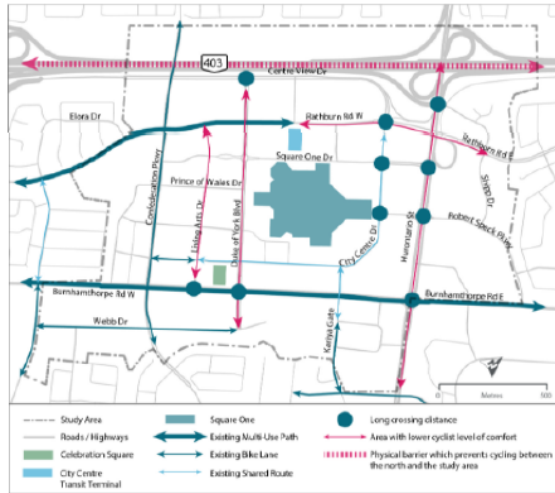
[Submit](#)

## Cycling

### Problem Locations

The figure below illustrates the cycling network and some problem locations for the study area. Do you agree with what is shown? Is there something we missed? Do you have any problems cycling in the Downtown? Please fill out the [comment box](#) to let us know!

*Click to enlarge image*



**Note:** Cyclist level of comfort is calculated based on a number of criteria including: type of cycling facility, cycling facility width, number of vehicular travel lanes, any blockage of the cycling facility, and the vehicle travel speeds.

### Existing Issues & Concerns

What are your top concerns for cycling in the Downtown? Select up to three concerns. Don't see your issues or concerns? Let us know in the [comment box](#).

Conflicts with drivers
Vehicle speeds
Lack of cycling paths
Condition of cycling paths
Safety

Submit

### Vision for the Downtown

Which cycling improvements would you like to see in the Downtown? Select up to three.



Shared Cycling Lane    Bike Lanes    Buffered Bike Lanes    Intersection Bike Boxes



Protected Cycle Tracks    Raised Cycle Tracks    Multi-Use Path

Submit

## Transit

### Existing Transit Routes

The figure below shows roads that transit routes use and intersections where transit buses are often delayed. Do you agree with what is shown? Is there something we missed? Do you have any problems with taking transit in the Downtown? Please fill out the [comment box](#) to let us know!

*Click to enlarge image*



### Existing Issues & Concerns

What are your top concerns for taking transit in the Downtown? Select up to three concerns. Don't see your issues or concerns? Let us know in the [comment box](#).

Long wait times
Long travel times
Late / delayed buses
Bus stop locations or hard-to-reach stops
Cost of trip
Bus stop / terminal amenities
Not enough service
Transfers between buses difficult

Submit

### Vision for the Downtown

Which transit improvements would you like to see in the Downtown? Select up to three.



Improved Bus Shelters

Real Time Display Information

Bus Only Lanes



Bicycle Parking

Rideshare Areas

More Bus Service

Submit

## Hurontario LRT

### Hurontario LRT

- Construction started in Spring 2020 on provincially-owned transit system that connects Mississauga and Brampton
- Expected completion: Fall 2024
- 18 kilometres long with 19 stops with dedicated right-of-way
- Connections to GO Transit, MiWay & Brampton Transit, including at City Centre stop on Rathburn
- For more info, visit: [www.metrolinx.com/HurontarioLRT](http://www.metrolinx.com/HurontarioLRT) or follow [@HurontarioLRT](https://twitter.com/HurontarioLRT).

The figure below illustrates the conceptual stop at the City Centre Transit Terminal.

*Click to enlarge image*



*Click to enlarge image*



## Driving

### Problem Locations

The figure below illustrates some problem locations for driving in Downtown Mississauga. Do you agree with what is shown? Is there something we missed? Please fill out the [comment box](#) to let us know!

[Click to enlarge image](#)



### Existing Issues & Concerns

What are your top concerns for driving in the Downtown? Select up to three concerns. Don't see your issues or concerns? Let us know in the [comment box](#).

<input type="checkbox"/> Congestion
<input type="checkbox"/> Safety
<input type="checkbox"/> Lack of parking
<input type="checkbox"/> Getting stuck at traffic lights
<input type="checkbox"/> Difficulty making turns

### Vision for the Downtown

Which vehicular improvements would you like to see in the Downtown? Select up to three.



Reduce Lane Width

Reduce Number of Lanes

Signal Timing Improvements

Road Widening



Turn Restrictions



On-street Parking



Roundabouts

## Existing Problems and Opportunities

Based on our findings, we've identified the existing problems in the study area and the opportunities we could provide as we continue this study.



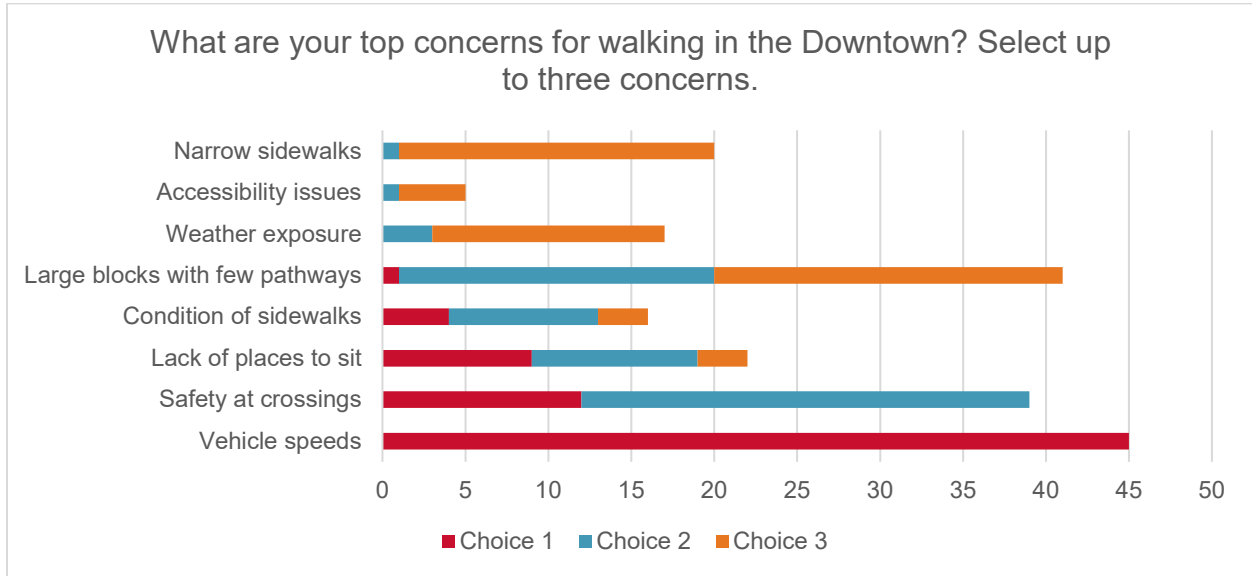
Do you agree with what is shown?:

Is there something we missed?:

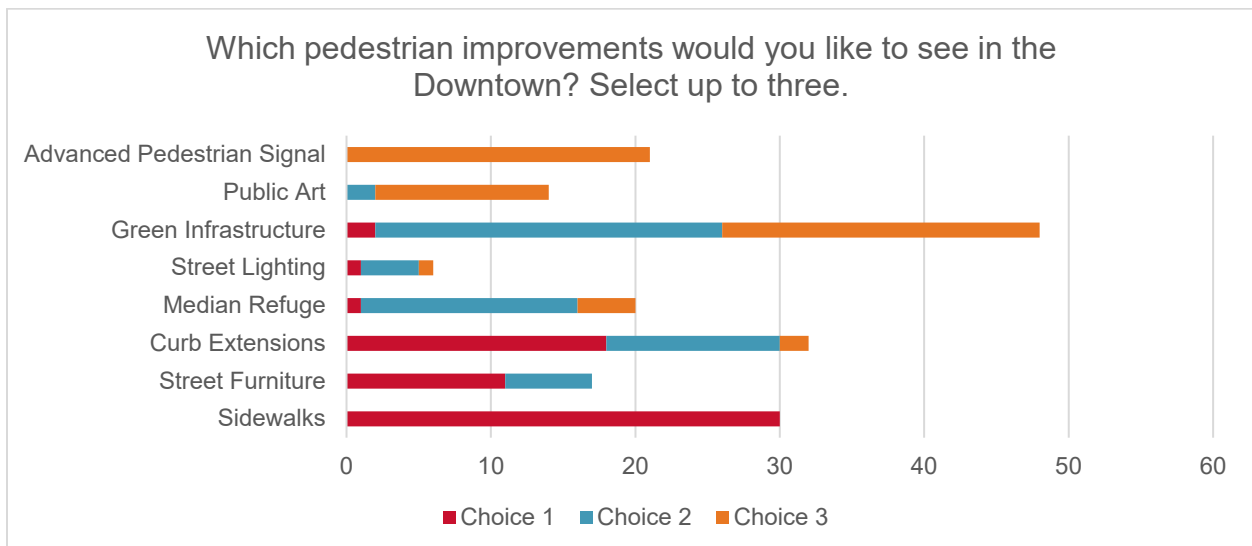
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# Appendix D. On-Demand Meeting Feedback

## Walking



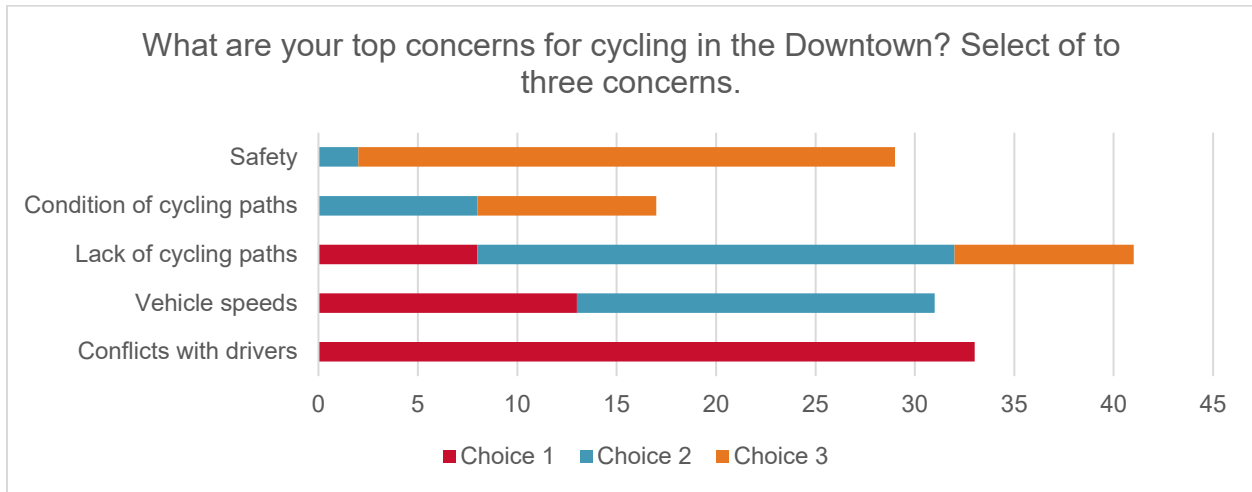
Choice	Choice 1	Choice 2	Choice 3
Vehicle speeds	45	0	0
Safety at crossings	12	27	0
Lack of places to sit	9	10	3
Condition of sidewalks	4	9	3
Large blocks with few pathways	1	19	21
Weather exposure	0	3	14
Accessibility issues	0	1	4
Narrow sidewalks	0	1	19



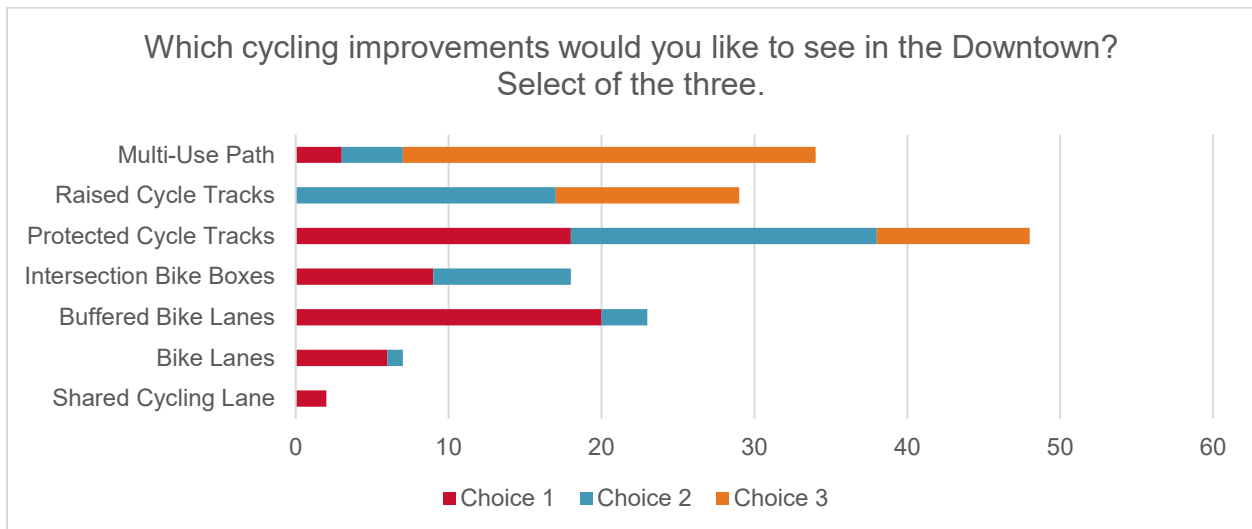
<b>Choice</b>	<b>Choice 1</b>	<b>Choice 2</b>	<b>Choice 3</b>
Sidewalks	30	0	0
Street Furniture	11	6	0
Curb Extensions	18	12	2
Median Refuge	1	15	4
Street Lighting	1	4	1
Green Infrastructure	2	24	22
Public Art	0	2	12
Advanced Pedestrian Signal	0	0	21



## Cycling

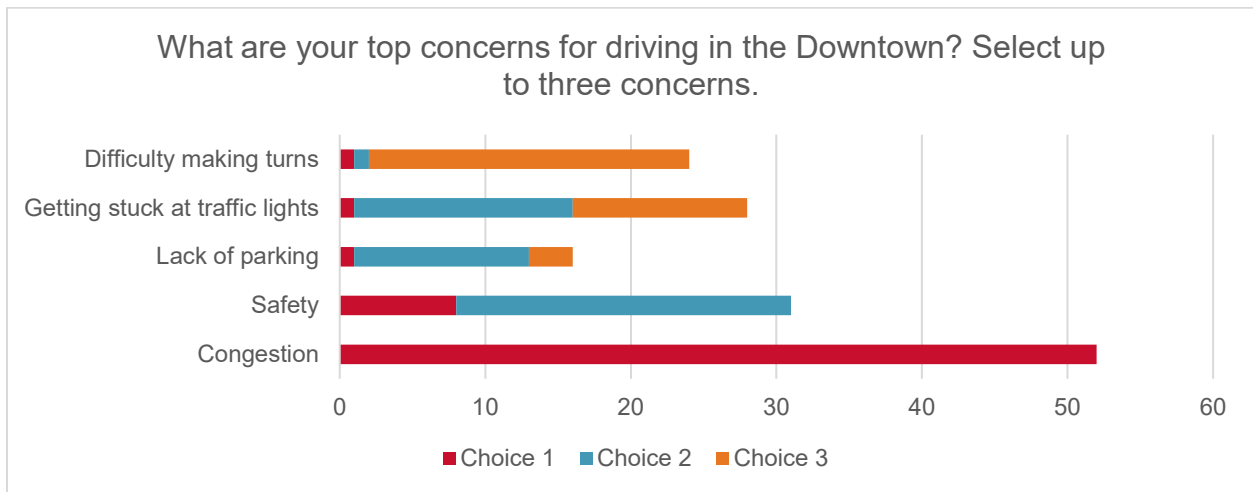


Choice	Choice 1	Choice 2	Choice 3
Conflicts with drivers	33	0	0
Vehicle speeds	13	18	0
Lack of cycling paths	8	24	9
Condition of cycling paths	0	8	9
Safety	0	2	27

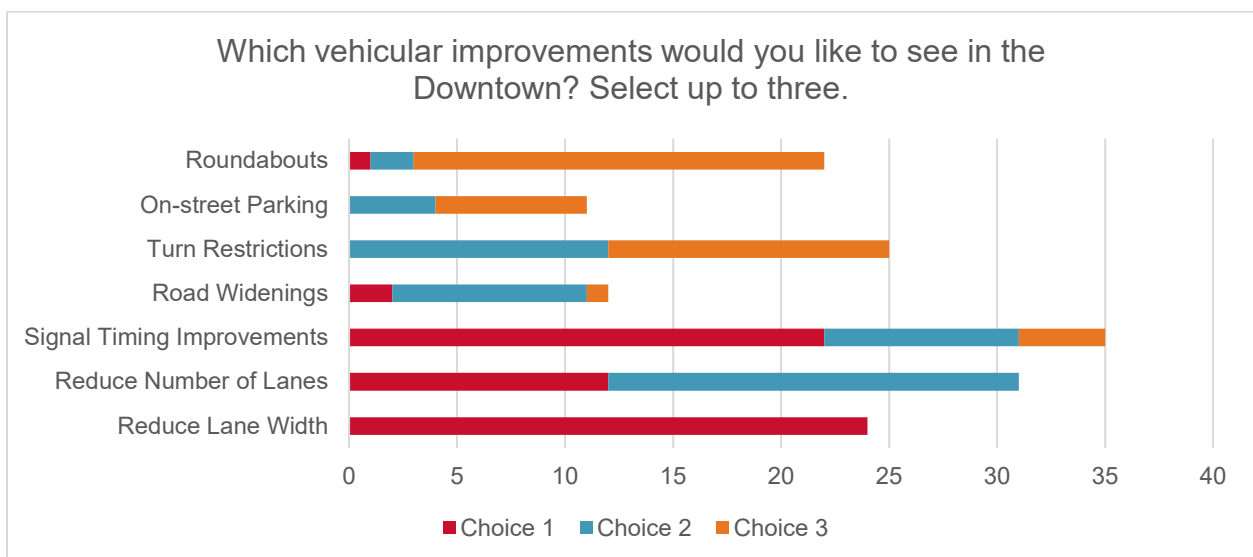


Choice	Choice 1	Choice 2	Choice 3
Shared Cycling Lane	2	0	0
Bike Lanes	6	1	0
Buffered Bike Lanes	20	3	0
Intersection Bike Boxes	9	9	0
Protected Cycle Tracks	18	20	10
Raised Cycle Tracks	0	17	12
Multi-Use Path	3	4	27

## Driving

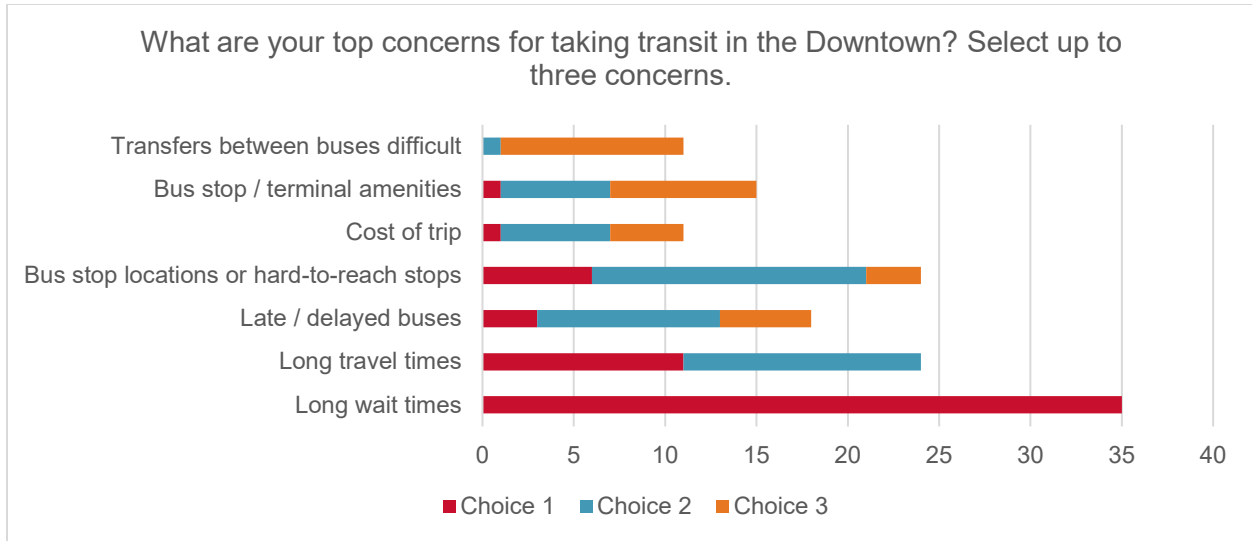


Choice	Choice 1	Choice 2	Choice 3
Congestion	52	0	0
Safety	8	23	0
Lack of parking	1	12	3
Getting stuck at traffic lights	1	15	12
Difficulty making turns	1	1	22

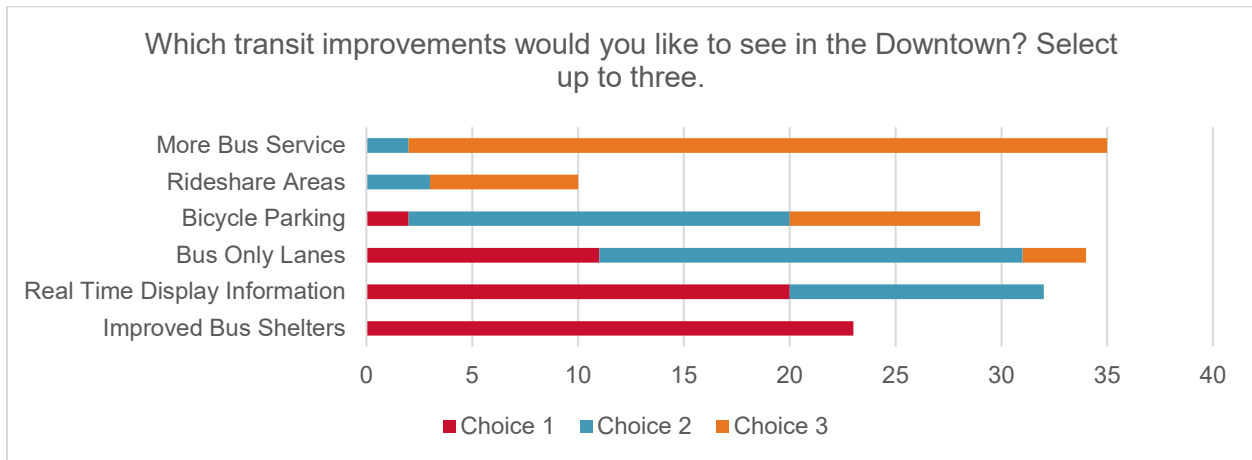


Choice	Choice 1	Choice 2	Choice 3
Reduce Lane Width	24	0	0
Reduce Number of Lanes	12	19	0
Signal Timing Improvements	22	9	4
Road Widenings	2	9	1
Turn Restrictions	0	12	13
On-street Parking	0	4	7
Roundabouts	1	2	19

## Transit



Choice	Choice 1	Choice 2	Choice 3
Long wait times	35	0	0
Long travel times	11	13	0
Late / delayed buses	3	10	5
Bus stop locations or hard-to-reach stops	6	15	3
Cost of trip	1	6	4
Bus stop / terminal amenities	1	6	8
Transfers between buses difficult	0	1	10



Choice	Choice 1	Choice 2	Choice 3
Improved Bus Shelters	23	0	0
Real Time Display Information	20	12	0
Bus Only Lanes	11	20	3
Bicycle Parking	2	18	9
Rideshare Areas	0	3	7
More Bus Service	0	2	33

## Appendix E. On-Demand Meeting Open Ended Comments

No.	Comment	Theme
1	Any/ all construction has negative impact on cycling spaces. Too often cyclists and pedestrians are overlooked when there is road, sidewalk, curb or building construction. A 'sidewalk closed' sign is not safe infrastructure.	Cycling and pedestrian safety
2	Driving Issues - - Too much parking in downtown. This encourages more trips by vehicle. - Preference are given to driver/vehicle movements. Highest safety should be provided for vulnerable AT road users. Vehicles should have lowest priority. - Roads are too wide with too many lanes. This makes crossings way too wide and dangerous to use. Especially true for Burnhamthorpe, Hurontario, Confederation, Rathburn. - Vehicle speeds are way too fast. Narrow up the lanes, add curb bump-outs, Reduce intersection radii. Traffic calming measures are required like speed bumps, rumble strips, planter boxes, trees.	Driving, parking, vehicle speeds, and safety for active transportation users
3	Would you please consider STRATEGIC RISKS, e.g. COVID-19 impact, etc?  Also, Movement plan needs to attract the people from the other jurisdictions especially Toronto or Halton residents.  If Mississauga has vision to build skyline like Downtown Toronto, your movement plan needs to consider from lakeview to port credit to Southdown along the lakeshore road.	Covid impacts, growth and economic prosperity
4	create pedestrian friendly walking areas like in Reston Virginia	Walking experience
5	Congestion at Confederation and Burnhamthorpe Road often backs up past Webb Drive.	Vehicle congestion
6	In my opinion, there are a lack of coffee shops and bakeries in downtown Mississauga. Incentivizing small businesses like these to open in the downtown area can add character to an otherwise uninteresting space filled with predictable stores such as, Starbucks, Second Cup etc. People enjoy being a part of a community and a small cafe or bakery may aid in achieving that, thus strengthening the downtown core.	Economic prosperity
7	The bike lanes along Confederation and City Centre Drive provide low level of comfort as cyclist don't feel safe with cars driving next. Cars drive too fast along Confederation	Cycling safety and vehicle speeds
8	Re: Driving - I'm mostly a driver and I see a lot of conflicts with pedestrians along Burnhamthorpe. There should be pedestrian only crossing lights and eliminate the free vehicle left turns. I've see too many drivers barely stopping for pedestrians or bullying them to cross faster. There should be dedicated lights for pedestrian crossings. That will also help the cyclists along the trail.	Pedestrian safety (dedicated signalized cross walks)
9	A connection to Highway 403 from Rathburn road would cut commute times	Driving, commute time
10	Re existing sidewalks too narrow or non-existent - 1) sidewalks are too narrow for the number of pedestrians getting on/off the buses on the west side of the transit terminal, on both sides of Rathburn (in some spots on the south side, the "sidewalk" is in terrible condition, especially if I take my wife in her wheelchair) 2) The sidewalk / trail on the north side of Sheridan College has been in terrible shape for the last few years, and in no way is it suitable for a walker.rollator/wheelchair; 3) the sidewalks on Hurontario from about Rathburn to Kingsbridge Garden	Pedestrian safety (narrow sidewalks, maintenance and accessibility)

No.	Comment	Theme
	<p>Circle are far too narrow for pedestrians to pass in opposite directions, and when a cyclist passes, it can be dangerous; for someone to use a walker or wheelchair, or a stroller, it would be even more dangerous (also, I would feel a LOT safer if the side rails were like those on the Confederation Rd. bridge over the 403 - right now, I feel that if a cyclist knocked me as they passed me on that sidewalk, I could easily end up dead on the 403 below)</p> <p>4) the sidewalks on City Centre Drive near Robert Speck are far too narrow for the volume of people, especially on the section next to Walmart</p> <p>5) on the west side of Confederation and west side of Living Arts, there are some sections where the sidewalks are missing or too narrow and/or in bad condition</p>	
11	<p>Another problem with walking in the winter is all of the salt dust that is kicked up into the air by passing vehicles which dries out your sinuses and causes nose bleeds. Also, when walking southbound on the west side of Hurontario Street, pedestrians have to cross the on ramp for the westbound 403. The lane there splits into two lanes and vehicles are not required by law to signal that they are going onto the 403 and many are accelerating and swerving at the last second to get onto the 403 making it very scary for pedestrians crossing there.</p>	Pedestrian safety (sidewalk maintenance and vehicle speeds)
12	<p>Clear all of the sidewalks in the downtown area after a snowstorm and not just some of them. Also, uneven sidewalks should be smoothed out so people don't trip on them.</p>	Pedestrian safety (sidewalk maintenance)
13	<p>When parcels of land are being developed, there seems to be no consideration given at all to pedestrians and cyclists. For example, on Rathburn, when Sheridan College was adding the latest addition, that stretch of trail and sidewalk was basically unusable for 2 years or more. When the City expects pedestrians to cross Rathburn twice to complete their trip, that can easily add more than 5 minutes to the trip. In Toronto, they usually require builders to close part of the roadway so that pedestrians have a safe route without crossing, so why don't we have the same in Mississauga?</p> <p>The same is true for other construction, such as utilities. One time, the utility closed a long section of the sidewalk and trail on Rathburn just west of Confederation without any obvious sign to use the other side - they used only a small piece of printer paper that was put far from the sidewalk. Another time, that same stretch of sidewalk was closed for months with the only notice of closure well past the nearest traffic lights.</p> <p>Another time, the sidewalk on the north side of Rathburn, east of City Centre Dr., was closed for over a year - i saw many pedestrians just walking on Rathburn as a result. During that same closure, there were a couple of times I walked on the south side of Rathburn east of City Centre Dr. and had to walk through other muddy construction sites - one time, the machine operator had to wait for me to pass. That kind of thing seems very dangerous to me - why does the City allow such things at all???????</p> <p>Another area that should be improved is the sidewalk leading to/from Hurontario (west side) to Rathburn (north side). More than once, I have followed what seemed to be the obvious path and realized too late that the sidewalk narrowed to about 24 inches and that I should have taken a different route. (I have seen many others doing the same thing, since that route seems to be the shortest.)</p> <p>Another thing that should be changed to improve safety is the pedestrian signals at intersections. Those should automatically change to "Walk" for pedestrians when vehicles get a green light for the same direction, especially at the intersections where pedestrians are very high volume, such as the signals on the north and south sides of the Transit Terminal. When the signals do not automatically change, pedestrians just ignore the pedestrian signal anyway. I</p>	Pedestrian safety and experience, sidewalk condition, pedestrian priority signalized cross walks



No.	Comment	Theme
	<p>can understand that totally, as many times, I have encountered signals where the push button does not work after I press it; other times, I have arrived at the intersection just before light changes and just miss a chance to push the button - few people are going to wait another 4 minutes or more for the next chance to get a "Walk" signal. And now, with concerns about touching surfaces due to COVID-19, the City should just be eliminating those pedestrian push buttons, or at very least replacing them with some touch-free devices. If those devices cannot be eliminated completely (we did fine without them when I was much younger), then at least the City should be putting them about 1 meter away from the crossing - not 5 or 6 meters away, as at some intersections - and they should be plainly visible to pedestrians approaching the intersection from ALL directions, not just one as is the case today.</p>	
14	<p>The sidewalk on the north side of Rathburn, opposite the Transit Terminal, is not wide enough for pedestrians getting on/off the buses plus the bus shelters. Since transit usage in the downtown core is likely to increase over time, I think that the City should be closing that stretch of Rathburn to all traffic except public transit, similar to what Hamilton did. That way, the Terminal can be expanded with wider platforms on Rathburn without the cost of acquiring extra land.</p> <p>Also, the pedestrian signals north of the Transit Terminal on Rathburn should be changed so that vehicles stop in all directions when pedestrians are crossing - I have seen many dangerous situations under the current set up, where pedestrians are almost hit by moving vehicles.</p> <p>For the traffic signal on Square One Dr., south of the Transit Terminal, for much of the day (pre COVID), most of the time there are no vehicles in sight while pedestrians are waiting to cross. As a result, many pedestrians are just ignoring the Don't Walk. Those signals should be set to allow pedestrians to cross at all times, unless a vehicle has triggered a signal change (similar to what happens for minor cross streets on all the main roads in Mississauga).</p> <p>Why is the City continuing to just train pedestrians to ignore the pedestrian signals (and bicycle signals) by setting all the traffic signals solely for the convenience of motorized vehicles???????</p>	Pedestrian safety, clearer pedestrian signals
15	<p>As for pedestrians, there should be a cycle path from Rathburn/Elora to connect with Square One Dr. Similarly, a cycle path should go from Square One Dr. to Shipp Dr./Rathburn on the east.</p>	Cycling access
16	<p>There should be a safe cycle path along Hurontario for cyclists, allowing them to avoid all the lane changing and the on/off ramps to/from the 403</p>	Cycling safety
17	<p>I have never seen any public transit (or other) bus on Square One Drive west of City Centre Dr. so I was surprised to see it marked as a transit route.</p>	Transit
18	<p>The Transit Terminal often seems too spread out. Some way to concentrate the terminal should be found, such as using 2 lanes of Rathburn for additional bus platforms.</p> <p>There should be some kind of walkway from the Transit Terminal that is protected from the weather, so that passengers can go from the Terminal to Square One in comfort.</p> <p>Transit buses need priority at intersections, as they do at Centre View and Mavis.</p> <p>Inside the Transit Terminal, there should be more back up for the elevator and the escalators. If one goes down for any reason, people have to use the stairs, including people with walkers and wheelchairs.</p>	Transit infrastructure, improved pedestrian access to transit terminal, transit priority

No.	Comment	Theme
19	<p>My top concern is getting hit by a car at every intersection within your project area. Either on a bike or walking.</p> <p>Sub-concerns are lack of protected bike lanes, no reasonable accommodation for pedestrians and cyclists when there are construction projects on-going (for crying out loud you had a "share the road" sign for cyclists on burnhamthorpe for the water main project - you actually thought it was a good idea for a 5 year old to ride their bike on 6 lane straight-away? In Montreal even for street tree pruning they pylon off areas on the road for cyclists if the work impedes the bike lane), no winter maintenance for trails or bike lanes, no enforcement in the "community safety zone" along Hurontario where drivers regularly travel way above the already human killing speedlimit, and no protection along the MUT at road junctures. Maybe way down on the list around issue 99 is street furniture.</p>	Cycling and pedestrian safety
20	<p>If I don't make it for the 7:08 bus at Kariya gate and burnhamthorpe, then I am waiting until 7:30. If a driver leaves 1 minute behind schedule they arrive to work 1 minute behind schedule, if I do then I'm between 15-30 minutes late. With good transit i shouldnt even check a schedule to see when a bus arrives.</p>	Increase transit service
21	<p>A lot of the framing that i am seeing i've seen in other city plans and my impression is that you've made up your minds on this subject and that consultation is merely a formality. Basically the LRT, especially should it loop through the downtown will "solve" the issues you've designed this consult for, in addition to the redevelopment of the sq1 lands. What makes this especially problematic is that this progress will be made at the rate of pre-determined infrastructure projects and as a result the community has to wait 5-10 years for this progress to happen (when in reality we could have substantial safety improvements made in this community in less than a month). There are really easy ways to slow down cars in the city centre, there are really easy ways to protect cyclists and pedestrians, and they are quick and cheap to implement. Heck, they could be done overnight if you had the materials available. THAT would be actual caring. This appears to be theatre, you know the answer before you've asked the question.</p>	<p>Concern for public consultation process.</p> <p>Vehicle speeds, pedestrian and cycling safety</p>
22	<p>Thanks for the help looking forward to next steps</p>	General
23	<p>Regarding problem locations for walking, you missed City Centre Dr. btwn Square One Dr and entrance to the parking garage by Walmart, one side has no side walk and the other side has a very small width sidewalk.</p>	Lack of pedestrian infrastructure
24	<p>Regarding existing sidewalk issues, a big problem right now is losing sidewalk/bike lane access every time a condo goes up, or for any construction. It seems the cars have priority and pedestrians come last. We've lost a full corner at the current Daniels project, Sheridan student centre has been 2 years of a lost side walk and bike path, now it a completely destroyed temporary path. The only accommodation to pedestrians has been at the M city project. All other projects in the city centre have given cars priority.</p>	Walking and cycling infrastructure and safety
25	<p>Cycling problem locations: other than the paved multi-use trails, all other arrows should have been marked in the pink "problem locations". Not many people feel safe on the Confederation Prkwy bike lanes, or the so called "shared" roadway like City Centre Dr. This is the primary reason so many people ride on the sidewalk, even early in the morning. I'm an occasional bike rider and find very few safe areas to ride, other than the Rathburn Rd. Path.</p>	Cycling
26	<p>I've provided numerous comments as each section came up as I didn't want to miss a point. I go for daily walks around the city centre area and come across numerous issues, most of which I was able to mention as I went through the survey. As I see Oxford Property's proposal for all the land they own, I feel like this is a great opportunity for the city to implement a Netherlands style bike lane system. I've seen the videos on YouTube, they change overnight, but gradually modified roads, added bike lanes and reduced traffic in the city core. It looks like Oxford wants to move the bulk of the parking underground, so it's the</p>	Next Steps

No.	Comment	Theme
	perfect opportunity to make changes and get car drivers to gradually adapt. Confederation Parkway between Rathburn Rd. and Webb Dr. really needs to be reconfigured, it needs traffic calming fixtures, speed reduction, and separated bike lanes to avoid the current double parking happening along PSV1/2. We will also need improved pedestrian/bike crossing once the parks are connected,	
27	Existing bike lanes around downtown (Confederation, Kariya) are often used for parking or double parking. Would prefer to see parking protected bike lanes(like Living Arts tactical urbanism pilot) or curb protected cycle tracks.	Improve cycling infrastructure
28	Generally well written and identifies most of the cores issues, but is missing the problem with walkability around hi-rises. Furthermore, it's missing opportunities around the lack of a true main street	Improve pedestrian experience around hi-rise condos; would like to see main street development
29	It is not surprising to see the most frequent collisions are at locations where people are trying to get into and out of Square One Mall. Most appear to have multiple lanes as well, so there are many distractions for drivers with cars, pedestrians and cyclists moving in multiple directions.	Increase safety for all
30	The only reason I go to this area is to shop at Square One Mall. I wish there was more to do given this is supposed to be our downtown core. Celebration Square creates an excellent opportunity for world-class concerts, particularly with COVID as it has lots of space and is spread out, but it is very underused, primarily for cultural celebrations, it seems. Other great cities I've been to - Toronto and Vancouver in Canada - have many more attractions, e.g., art galleries, exclusive shops, world-class restaurants and great & varied foodtrucks, scenic places to walk, excellent parks in the heart of the city. Mississauga is barren in comparison, a concrete slab with few trees in sight and cars speeding along with no consideration for walkers and cyclists.	Increase attractions, street life, restaurant/retail, tourism to improve livability and enjoyment
31	I am fit, but walking around Square One is not enjoyable. As noted, firstly you must risk your life with all the speeding cars at intersections. Second, everything is so spread out. Third, there is just so much concrete everywhere which is cold, hard and depressing - I'd like to see many more trees to provide shade and improve air quality, where you can sit and rest.	Improve pedestrian experience and more greening
32	I am an avid cyclist and would not even consider cycling to Square One Mall. My concerns are that it is not safe with the speed of drivers and their lack of consideration for cyclists (pedestrians also disdain cyclists - we are treated like we don't belong anywhere when we are taxpayers like everyone else), and I am not sure if there is parking there for bikes. Also, the area is constantly under construction, creating additional hazards for cyclists including 'detours' that lead onto busy multi-lane roads. I would like to see protected bike lanes all over Mississauga (sharing the road with cars speeding around 80km/hour is completely unsafe). COVID has clearly shown that there is a very high interest in cycling among residents when there are fewer cars and thus safety risks on the roads. Let's build a city that includes all modes of transportation - it is healthier, less polluting, requires less space to park and less road building and maintenance.	Improve cycling experience with improved infrastructure.
33	I am looking very hard on this plan for the cycle tracks that were promised in the original plan for the LRT. I will be very upset if there are no bike lanes. Cyclists have been advocating for decades for improved infrastructure, and COVID has demonstrated a high degree of interest in cycling among residents of Mississauga (most don't ride more as it is unsafe in our car-centred city). Please take the opportunity to include bike lanes in this plan and make	Improve cycling experience with more improved cycling infrastructure



No.	Comment	Theme
	Mississauga a place people want to live. Right now it's just a place where people rush around in their cars - dog eat dog feeling.	
34	Mississauga has so far been built for cars. Continuously widening lanes has not improved commutes; it has made people drive even more aggressively; at the current time, not only are drivers stressed, but pedestrians and cyclists fear for their life every time they enter an intersection. Why do I have to look left, right, in front of me and behind me continuously when I walk across a street? Only in Mississauga does this happen. Roundabouts have not improved the situation - they slow cars down, but most people don't know how to use them, so it simply adds to the confusion for drivers. This is not sustainable. When people feel less safe, they will only drive places, which will increase congestion etc. etc. leading to an unlivable city I'm afraid (it already is).	Improve pedestrian and cycling experience; encourage more active transportation and reduce reliance on cars
35	Every road in the downtown should have a cycletrack, wide sidewalks, a green centre median of trees, and street furniture. We have the ROW right now and as we adjust and redevelop further this can be further expanded. Some would say this sounds ambitious yet it is perfectly reasonable to provide cars with multiple lanes, massive turn radii, high speed limits, ample street parking, legal turns on red and wide lanes, everywhere? How is this benefitting residents, being so subservient to cars, which hurt and kill more of us every year, along with the complex and varied forms of pollution they cause and their infrastructure facilities? What will it take to escape this addiction, when we could easily make downtown 100% accessible by foot and bike, year-round? I think we aren't just afraid, but deeply biased. My comments aside, the real question I have is this - how many staff and politicians tied to this project own a car, and how many do not? How many move mainly or exclusively by foot, bike or transit? Let's see where the bias lies, and I think that will give me the answer on what will actually come out of yet another lengthy consultation process...	Improve cycling and pedestrian experience; street furniture and greening
36	The weather is rarely nice enough to want to walk outside when there's no real pedestrian culture in Mississauga. I live about 10 to 15 minutes max walk to SQ1 and I'm not sure I've walked there in the last 5 years because it's just more convenient to drive given the lack of pedestrian culture. More store front and cafes/small businesses facing out onto those streets would probably help with pedestrian culture.	Improve pedestrian experience and street life
37	For roadway, and cycling improvements, what should drive decision making is scientific results of what 'works' and not what people perceptually see as "being better". For instance People think adding more lanes is better, but studies have consistently shown they increase congestion. People think roundabouts are dangerous because they don't know how to use them, but studies have shown they reduce traffic, and increase safety.  We need to be innovative with our planning decision making, and not yield to the popular opinion, because that is not necessarily what is right for the long term.	Reduce driving lanes, roundabouts
38	Street parking pay by app just like other parts of the GTA	Parking

## Appendix F. Feedback for Problem and Opportunity Statement

No.	Do you agree with what is shown?	Is there something we missed
1	Sure	Nope
2	Yes.	No.
3	yes	you missed
4	yes	no
5	YES	Something
6	Yes	Don't need redevelopment to fix safety, install bollards on corners to decrease cross distance and program no beg buttons and no rights on red and advanced pedestrian
7	Yes	No
8		It would be good to have a centralized bike path
9	Yes	Construction must not shut down active transport. Too many path/sidewalk closed signs.
10	Yes	
11	No	Speaking as an avid/experienced cyclist .... cyclists should have licenses.
12		Cut down on surface level and get rid of parking minimums.
13	Need to evolve away from car centric to people centric planning (and acting)	Work-shop-live neighborhoods rather than monster malls, long commutes. Lower MURBs rather than HUGE towers. Read Jane Jacobs!
14	Yes	
15	Nope, Cars are part of the opportunities, the transit network is not enough or takes too long if you work out of city	the transit is just the right amount in downtown core.
16	yes	the bus route along Eastgate Parkways is underutilized why not add a cycle lane to it?
17	Yes	Yes there is but where to list everything in this small comments box? Currently, one of the biggest challenges with using transit is the first/last travel mile especially during the winter months. For example,, the new LRT station at Eglinton, would be difficult to access for someone living in the Tucana Circle condos. Walking that distance in the summer is one thing, but walking it in the winter would be very difficult, especially having to cross multiple streets, parking lots, etc, not to mention walking the entire distance outside in the cold. Toronto has a path system which makes it easier to get to the subway or Go, but in Mississauga anywhere you want to go, you have to walk outside and unlike Toronto the distances are greater and there are no areas where you can take shelter, like a coffee shop or store in which you can go and warm up for 2 minutes before you go to us that one mile walk to the bus terminal or LRT.
18	Yes	Why do all buses have to go into city centre at all? There are enough routes that service major arteries well. They

No.	Do you agree with what is shown?	Is there something we missed
		meander off into residential areas and take hours to get anywhere. North south routes should go from lakeshore to Derry without having to go through City Centre. It would remove significant congestion.
19	mostly	You need a "downtown" loop like that which was proposed for the LRT and then cut for budget. That loop will encourage a lot more people to leave cars behind for trips less than 5km. As someone who used to live at Confed/Rathburn, I definitely used to drive to Walmart, because of weather and drivers.
20	Yes.	No.
21	Yes and no. If you want to encourage people to take transit then you have to lower the cost. I did a cost comparison and it's cheaper to take my vehicle!	Yes, remove some traffic lights and add roundabouts. Congestion is partially caused by having way too many traffic lights. It's getting to be that there's one at every cross street! For example, there's a light at Dixie/Burnhamthorpe, yet an extremely short distance south is another light, which adds so much congestion. It was only added so that the councillor could obtain votes from his Polish constituency since it's a Polish mall area. So, the benefit for a small group of people has a lasting negative effect for thousands. This type of corruption has to stop.
22	Yes	
23	For the most part but the construction in the area is confusing. Parts of roads are closed and then opened but the signs about lane closures remain. Also lanes are taken out on Burnhamthorpe but there is no work going on just equipment parked. Couldn't that be moved off the road if not being used?	Why put in bike lanes if people are either riding their bikes on the sidewalk with pedestrians or they are going the wrong way (i.e. Northbound in the Southbound lanes). Also if you want people to walk then the trees need to provide some shade in the sunnier days. Instead of putting up weedy trees that don't grow, focus on putting up trees that actually provide some shade to those on the sidewalks. There is also the major problem of people double parking on Confederation for Starbucks or a Delivery drivers. They park in the bike lane but also make a 2 lane road into a one lane road.
24	Agree with most of it. I would add competition between pedestrian and cycling volumes and cars. The City needs to balance the needs of all users and it seems that now the cars are the owners of the roads.	need to breakdown long blocks, provide more walking and cycling infrastructure/ connections. Also, create a formal trail between Kariya Dr and Elm Street (south of Burnhamthorpe). Now is a dirt path full of holes, and it would be very convenient to use this path as an alternative to the interrupted trail to the north.
25	Yes	Connection to Highway 403 from Rathburn
26	Have more benches where people can sit and rest and charge for parking at Square One to fund improvements for walking and cycling.	Inexpensive shuttle bus for condos within a mile or two of Square One that run every half hour or so.
27	For motorized vehicles, I don't agree that a fine grid of roads is needed, but they are needed by pedestrians, cyclists, and transit. When driving in the downtown core ever since Square One opened, I have never minded having to drive a bit further to get where I was	People should have to pay to park in the downtown core, whether on the street, City parking lots, or privately-owned parking lots. Maybe introduce a tax on parking spaces in that area. Some streets should be reserved for transit and pedestrians only.

No.	Do you agree with what is shown?	Is there something we missed
	going; but when I am walking, it is a totally different story - then every extra 100 meters makes a big difference in travel time..	
28	Yes	
29	Yes	
30	I do, except the congestion in the city centre is not that bad, drivers are just impatient and dangerous.	Nothing about winter or enforcement. Vehicle pollution and air quality is another huge concern which is so bad it doesn't get measured by the region, province or city, because the results would be tantamount to a criminal offense.
31	Yes	Subway line with easy Access to Downtown Toronto
32	Yes	not that i see at the moment great foundation
33	Yes	
34	Yes, but for road safety need more traffic calming in the core.	Forget to add pedestrians networks aren't given priority when any form of construction occurs in the city core.
35	Yes	No
36		Large gaps and open areas when walking -> opportunity for mid-rise buildings, restaurants, a "main" street, parks
37	I agree with most of it.	YES - there is no mention of the lack of trees in this area. Perhaps consider building a highrise for parking at Square One Mall, then turn the rest of the land into parkland or patio restaurants like many people suggested in this study, instead of the current sprawling slab of concrete for parking at the mall and across the whole downtown area. We need more greenspace for our health and well-being or this is not going to be a great city where people want to live.
38	Broadly, yes.	Need to ensure sufficient SPACE for all modes to move safely - cars get far too much priority, and accidents in all modes result. Removing right turn lanes, rounded corners, making right turn on red illegal, drastically reducing parking, narrowing lanes and lowering speeds are essential if we hope to have a more sustainable modal split and achieve Vision Zero.
39	yes	
40	The points above make sense, but I think one of the problems is the lack of things within a reasonable distance for walking etc and the lack of frequency of busses. For similar costs and in way less time you could really make mississauga transit accessible for people who count on it by just increasing the frequency of buses. The reason subways/LRTs are good solutions other than their own right of way is the frequency of travel, meaning you can basically access it whenever you want instead of having to build your schedule	In terms of downtown development, stop building so many condos and start building more places of buisness. Put up an office tower, the rent will likely be cheaper than downtown and coronavirus will likely lead to more work places wanting to be in the suburbs closer to where people actually live and where they can potentially drive to work. These buisnesses would be able to help support restaurants and bars during the 9-5 hours (lunchtime, happy hour etc) and then would give people more places to go in the evenings instead of running downtown for fun

No.	Do you agree with what is shown?	Is there something we missed
	around the bus running every 30 minutes.	
41	Completely. Hide the parking behind buildings. Give priority to Buses. Plant more trees along streets. Reduces lane width to <3m.	Give people a reason to be on downtown streets. Have streetfront retail and parkettes to make the walk useful and interesting.
42	Yes	Large areas of surface parking should be incentivised to be replaced with parking structures or underground parking areas. I understand this is a study of movement in the downtown, but green areas should be considered as well - for instance planting trees in medians, or along sidewalks. Perhaps green roofs for parking structures.
43	Yes	
44	Yes	Existing amenities must be maintained during construction. It should be unacceptable to remove things like the Burnhamthorpe MUT
45	Yes	
46	Yes	Include bike repair stations with pumps

## Appendix G. Project Website Q&A

No.	Question	Answer	Theme
1	<p>Could the Burnhamthorpe bike trail get signalized ride-through crossings through the downtown core? (And perhaps in more areas beyond what's already there)</p>	<p>A key component of the DMP will be recommendations for cycling infrastructure improvements. Also, we are continually improving the Burnhamthorpe Multi-Use Trail as opportunities come up. For example whenever extensive signal or intersection work has to be done, we'll take the opportunity to add bicycle cross-rides, including signaling, such as when the section east of Dixie Road was reconstructed. Recently the Erindale GO station entrance was upgraded with bike signals, and the Erin Mills Parkway intersection is currently being upgraded. Future developments planned for the Downtown that affect intersections, such as the Hurontario LRT, and developments to the west will also trigger similar improvements.</p>	Cycling
2	<p>Are the changes to the Downtown following the Growth Plan for the GGH?</p>	<p>The Downtown Strategy seeks to provide an update to the City of Mississauga's Downtown 21 Master Plan, which is 10 years old. All plans in Mississauga are in line with the City's Official Plan, the Region of Peel Official Plan and the Province's <i>Growth Plan for the Greater Golden Horseshoe, 2020</i>.</p>	General question about the Study

## Appendix H. Project Mailing List

#	Name	Email Address
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# Appendix I. Emails Received



**From:** Downtown Strategy  
**Sent:** August 4, 2020 4:39 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Notice of Study Downtown Movement Plan

Hello [REDACTED],

Thank you for your email regarding the Downtown Movement Plan.

In 2010, the City released the Downtown 21 Master Plan to guide the growth and development of the Downtown Core. The Downtown 21 Master Plan helped solve transportation and mobility issues in the Downtown by committing the City to a fine-grained system of streets. This street network has been incorporated into our Official Plan.

Since the adoption of the Downtown 21 Master Plan, the Downtown Core has experienced significant residential development with modest employment growth. Last year, the City started the Downtown Strategy to review and update the Downtown 21 Master Plan in light of these and other changes. Master Plans are typically reviewed every 5 to 10 years.

As part of Phase 2 of the Downtown Strategy, the City has launched the Downtown Movement Plan (DMP). The DMP will identify the transportation infrastructure and policies required to support and guide the continued development of the Downtown Core. The DMP is needed at this time to:

- 1) Review, consolidate, and update our previous plans for all modes of transportation in the Downtown Core
- 2) Align our transportation initiatives for the Downtown Core with the City's recent Transportation Master Plan (released last year), including advancing the Downtown Core as an attractive location to walk, cycle, and take transit.
- 3) Adjust our plans to changing Provincial mandates, including updates to the Growth Plan for the Greater Golden Horseshoe.
- 4) Carry out a Phase 1 and Phase 2 Environmental Assessment so we can start building new Downtown transportation infrastructure faster.

Regarding Community Common Park: I have passed on your suggestion to our Park Planning colleagues. The City continuously reviews the needs and opportunities for parks in the Downtown. If you would like more information, please contact Sharon Chapman, Manager of Park Planning at [sharon.chapman@mississauga.ca](mailto:sharon.chapman@mississauga.ca) or (905)-615-3200 extension 5370.

Regards,



**Alex Legrain, MCIP, RPP**

Pronouns: he/him

Project Leader, Transportation Planning

T 905-615-3200 ext.5857

[alex.legrain@mississauga.ca](mailto:alex.legrain@mississauga.ca)

[City of Mississauga](http://www.mississauga.ca) | Transportation & Works Department,  
Infrastructure Planning & Engineering Services Division

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**From:** [REDACTED]  
**Sent:** Wednesday, July 29, 2020 8:40 PM  
**To:** Downtown Strategy  
**Cc:** [REDACTED]  
**Subject:** Notice of Study Downtown Movement Plan

Hello,

Isn't it kind of late to commence a DMP AFTER the city council/staff has already approved a gazillion new condos for the core? Shouldn't a DMP have been figured out first?

One suggestion: Community Common Park needs to be expanded to the north and west, in lieu of more condos, to allow for more people movement in the downtown. Come by any evening to see how popular it is.

[REDACTED]

\*\*\*\*\*

[REDACTED]

**From:** [REDACTED]  
**Sent:** August 7, 2020 1:48 PM  
**To:** Downtown Strategy  
**Subject:** Re: About the strategy

Hello Mr.Legrain,

Thank you very much for your fast responses and for trying to get an answers for me.

I really appreciate it.

Have an excellent weekend,  
[REDACTED]

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**From:** Downtown Strategy  
**Sent:** Friday, August 7, 2020 10:25:47 AM  
**To:** [REDACTED]  
**Subject:** RE: About the strategy

Hello [REDACTED],

In follow-up to my email yesterday. Your comments have been sent to the City's Hurontario LRT Project Office, as well as Metrolinx, the organization leading the Hurontario LRT construction. If you would like to reach the City's LRT office directly, you can reach Tim Lai at [tim.lai@mississauga.ca](mailto:tim.lai@mississauga.ca) or Metrolinx's community relations team at [Peel@metrolinx.com](mailto:Peel@metrolinx.com).

They have advised that there has been construction the last few years in the area with the LRT project, in terms of preparatory works beneath the roadway. There has also been construction in the vicinity related to the [Burnhamthorpe Water Project](#), by the Region of Peel.

Particularly with the LRT, there are several phases of construction along the 18km route from Port Credit GO Station to Brampton Gateway Terminal for this transformational project, so crews move up and down the corridor depending on the works. The LRT is scheduled to be completed by fall 2024. Your comments about pylons and garbage have been forwarded to Mobilinx, the contractor of the LRT. If you have further comments, you can reach out to the teams noted above.

Thanks, and have a good day.



**Alex Legrain, MCIP, RPP**

Pronouns: he/him

Project Leader, Transportation Planning

T 905-615-3200 ext.5857

[downtown.strategy@mississauga.ca](mailto:downtown.strategy@mississauga.ca)

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Infrastructure Planning & Engineering Services Division

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**From:** Downtown Strategy  
**Sent:** Thursday, August 6, 2020 12:51 PM  
**To:** [REDACTED]  
**Subject:** RE: About the strategy

Hello [REDACTED],

Thank you for your feedback, and apologies for the impact this construction has had on you and your family. Regarding the construction at Hurontario Street and Elm Street, this work was undertaken by the Region of Peel to improve watermain and sanitary sewers in the area. This work has been completed in the area. For more information, you can visit <https://www.peelregion.ca/pw/construction/miss/bwp.htm>.

I've forwarded your feedback on the Hurontario LRT to our LRT Office. They are reviewing your email and will reach out to you with a response and if they need any more information. Your input will also be included and considered as part of the Downtown Movement Plan.

Regards,



**Alex Legrain, MCIP, RPP**

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Infrastructure Planning & Engineering Services Division

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**From:** [REDACTED]

**Sent:** Friday, July 31, 2020 8:25 AM

**To:** Downtown Strategy

**Subject:** About the strategy

Hello Alex,

My name is [REDACTED] and I've been a citizen of Canada / Mississauga for 4 years now and I've been living on Hurontario and Burnhamthorpe ever since.

The moment when i moved here (two different buildings) i knew that it's going to be very loud and i was ready for it.

I've never wrote a complaint before but here is mine:

In the last two and a half years, Hurontario and Elm drive have been a nightmare. The entire block is under construction ever since. And what is done? Literally nothing.

The construction company will come with 10 workers. Only 1 of them is working, 9 are standing aside doing nothing. Every single day! They do it slow, i guess so they can take more money from the government. There were many complaints addressed to our Mayor from the residents.

It's every day thing and nothing is done.

Two months ago, they started working on LRT - they did it for one day, and they left everything as is. The cones have become hazardous for the drivers (because of the wind) and no one came back to continue the construction.

Our windows are closed at all times - 24/7, and we sleep with AC on always, because it's impossible to do it with open windows.

On 1 and 33 Elm drive west, 7 our of 9 people that were living on the ground, have moved out because of the same issue - they said, there is no peace.

My point is:

Everywhere in Europe or Asian countries, when there is a construction that needed to be done, they close the entire street and work on the project for 24 hours. They finish much faster and it's more effective. If one project is planned to be done in 5 months with a regular schedule, this will take two weeks. Also, the city will save so much money, money that are coming out of our pockets.

Send an inspection, see what's happening - it's a show every day.

Garbage ? As much as you want. Tim Hortons cups, food, everything is a mess...

I am sorry to say, but i started looking for a new place only because of the construction... A place where at least is quieter... Oakville, to be exact.

I am sorry for being to negative, but i am sick of using the AC all the time.  
Sincerely and will all respect,

[REDACTED]

**From:** Downtown Strategy  
**Sent:** August 6, 2020 8:42 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE:

Hi [REDACTED]

Thank you for your email. I've forwarded your comment to our MiWay Customer Service Team as well as our Infrastructure Management Team. They will review and contact you if they require any further information. Your input will also be included and considered as part of the Downtown Movement Plan.

Thank you,



**Alex Legrain, MCIP, RPP**  
Pronouns: he/him  
Project Leader, Transportation Planning  
T 905-615-3200 ext.5857  
[downtown.strategy@mississauga.ca](mailto:downtown.strategy@mississauga.ca)  
[City of Mississauga](#) | Transportation & Works Department,  
Infrastructure Planning & Engineering Services Division

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**From:** [REDACTED]  
**Sent:** Saturday, August 1, 2020 7:49 AM  
**To:** Downtown Strategy; Mayor Bonnie Crombie  
**Subject:**

Hi [REDACTED].

I live at Dixie and Rathburn in Mississauga and I was super excited to hear that they were adding MiWay Dixie station Hub to get to the subway station. Once it was finished I was disappointed and have never used it. Why is that? Well, it is not safe looking for females. It is an area where there is no visibility from the street level. Why on earth would I want to be in an area I could be attacked. Camera, aren't enough. They will record an incident but not save you in time during an attack. Whether that be theft, bullying, sexual assault etc. I wished you had more women engineers who could be on the panel and think of these things when spending the amounts of money that were spent in creating this system. I suspect many people feel this way, we have transit, but it doesn't feel safe. Having a panic button, doesn't help either, it doesn't save you. What saves people is being visible to the public, where drivers and people can see harm being done and will step up. Being sheltered below ground level was not a smart decision. Please think of women's safety moving forward, and if you can somehow fix this problem at your MiWay lower level platforms, please do. There just isn't enough people waiting in the area to feel safe at all times. I know if I was there and a man was in the area and we were alone I would feel on high alert. That is not the way a paying tax payer should feel in our great city, due to poor research, and thinking during the planning phases of a route system for the city.

---

**From:** Downtown Strategy  
**Sent:** July 30, 2020 9:51 AM  
**To:** [REDACTED]  
**Cc:** Downtown Strategy; Curak, Catherine  
**Subject:** RE:

Hello,

Thank you for your interest in the Downtown Movement Plan. If you would like more information on the project, you can visit <https://yoursay.mississauga.ca/downtown>. Also, between August 17th and September 21st, we will be hosting a Virtual On-demand meeting that you can log on to when it is most convenient for you. The link for this meeting will be available at <https://yoursay.mississauga.ca/downtown>.

If you have any further questions or are cannot access the material, please send any questions to [downtown.strategy@mississauga.ca](mailto:downtown.strategy@mississauga.ca).

Thank you,

Alex

Alex Legrain, MCIP, RPP  
Pronouns: he/him  
Project Leader, Transportation Planning  
T 905-615-3200 ext.5857  
[downtown.strategy@mississauga.ca](mailto:downtown.strategy@mississauga.ca)  
City of Mississauga | Transportation & Works Department, Infrastructure Planning & Engineering Services Division

Please consider the environment before printing.

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Wednesday, July 29, 2020 2:08 PM  
**To:** Downtown Strategy  
**Subject:**

Hi I would like to know more about this project

Sent from my iPad

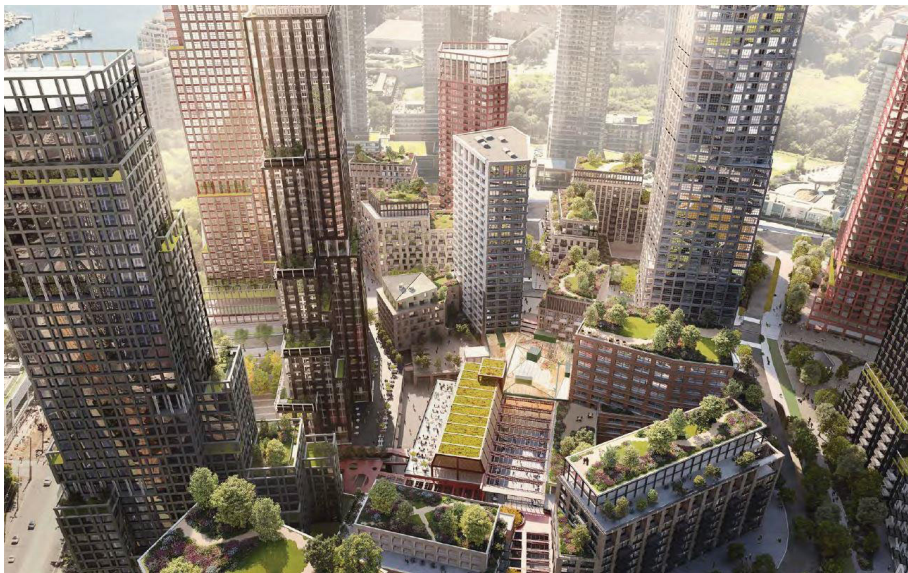
---

**From:** [REDACTED]  
**Sent:** September 17, 2020 2:52 PM  
**To:** Downtown Strategy  
**Cc:** [REDACTED]  
**Subject:** \*\*Important Regarding Design\*\*

Hello,

My name is [REDACTED] and I am emailing you because I was wondering if there will be any consultation process of the design of buildings in downtown Mississauga?

I love what you guys are doing, and thanks for listening, but your idea for downtown should follow a similar trajectory as the redevelopment of the christie site in Etobicoke at 2150 lakeshore. If you could please check out what they are doing here: <https://www.2150lakeshore.com> it would be to your advantage as this could be a perfect model for adapting something similar. They have integrated ideas of an lrt, and a new GO station as well as an amazing people-car balance. At the end of this email, I attached some pictures from the 2150 lakeshore project which seems to knock mississauga's idea out of the park. Below is a good example of what I mean:



As you can see from this image, it looks dense, but if you look at other renderings and studies of this project, there is a beautiful integration of parks, transit, and people-friendly streets that almost have a european and world-class feel to them. It is this public engagement about the design and drafted proposal that really helped the developers to create this beautiful balance between Work and Life. There is a beautiful marketplace in the central square area as well as a lot of variety of building designs and styles. In case you do not have time to see what I mean, here are some photos. The idea is that you guys want to build architecture with a lot of variety, because many cities that are ambitious with their architecture actually attract visitors and last decades.

Many people on the urban toronto forum feel the same way, they don't really like this Mississauga project because it feels like any other downtown in Canada filled with character-less glass boxes. It seems too similar to Edmonton's ice district because Mississauga's idea for downtown seems a bit lacking in character and charm because all of the buildings are all glass and don't embody the future. I don't at all mean to sound rude, but the reality is that the vision needs better design and something truly world-class, European-style intimate squares and streets like the Christie site (2150 lakeshore) project. Please let me know what you think of 2150 lakeshore and their ideas and how you might be inspired/ or not inspired by their ideas.

If you are interested in seeing the reaction to the design of Mississauga's downtown rendering, scroll down to the comment section of this link <https://urbantoronto.ca/news/2020/01/oxford-properties-launches-canadas-largest-development-history-squareone-mississauga>



Warmly,

courtesy: <https://www.2150lakeshore.com>







---

**From:** Alex Legrain  
**Sent:** August 21, 2020 10:56 AM  
**To:** Downtown Strategy; Zhou, Jason  
**Subject:** FW: Funds

See email correspondence with a resident below.

Alex



**Alex Legrain, MCIP, RPP**  
T 905-615-3200 ext.5857  
Transportation & Works Department

---

**From:** [REDACTED]  
**Sent:** Thursday, August 20, 2020 8:17 PM  
**To:** Alex Legrain  
**Subject:** Re: Funds

Hello Alex,

Appreciate the reply.

However, everything has changed since the wonderful Chinese virus came to the shores of Canada.

We don't have any money to spend. Development in Mississauga needs to be put on hold. We need to stop any further increase in the population of Mississauga until we are out of this mess.

Until the City has a balanced budget all of these plans need to be stopped.

LRT's have been failures in numerous places they've been implemented. I've spoke about this at length to different government people involved with this plan. I suggested making the middle lanes of highway 10 designated bus lanes with buses running in the opposite direction to opposing traffic so the riders can get on in the middle of the road as planned with the LRT. This would have the same impact on traffic flow that the LRT would. Taking a 3 lane road down to 2 will make traffic far worse than now but this experiment could easily be ended and highway 10 could be put back to its current status at minimal cost. Also, we paid not that long ago to have highway 10 widened to 6 lanes and now the traffic has increased but the plan is to remove 2 of them.

Number of cars on the road has gone up so our plan is to get rid of two lanes the taxpayers paid for to make traffic better. What kind of planning is that? Just because funding was approved doesn't explain why it has to happen. Everyone I spoke with agreed that the LRT will make traffic much worse. Most times people put up with road work because additional lanes are being created to improve traffic flow so when construction ends the benefit is obvious. The LRT has the opposite effect, a permanent reduction in traffic flow. No body really believes that people will use an LRT and leave their cars at home. Only people that already use transit will use this LRT, everyone else will have their commute times increased significantly.

The City creates a problem, too fast growth with no planning, and they tries various schemes to fix it with the only benefit being a reduction in the standard of living and higher property taxes.

However, as I've said and have written to Mayor Crombie on the same topic, plans drawn up and even approved need to be reevaluated as the economic climate has changed drastically due to Covid-19.

We are in a financial crisis with no plan for a recovery.

Sincerely,

[REDACTED]

On Aug 20, 2020, at 11:33 AM, Alex Legrain <[Alex.Legrain@mississauga.ca](mailto:Alex.Legrain@mississauga.ca)> wrote:

Hi [REDACTED]

Thank you for your input on the Downtown Movement Plan. It will be considered as the project team develops its recommendations. Please continue to provide your input as the project progresses.

The Downtown Movement Plan will review and evaluate a series of alternative transportation options for Mississauga's Downtown. These alternatives will include possible improvements to all modes of transportation, including transit, walking, cycling, and driving. Part of this evaluation process will include high-level cost estimates. The evaluation process will also consider how these alternatives can support the current and ongoing growth in the Downtown. Taken together, we're aiming for a plan that ensures the growth occurring in the Downtown can be supported by the transportation system in a cost-effective matter.

Regarding the Hurontario LRT, the type of higher order transit for Hurontario was studied a decade ago, and ultimately led to LRT and the decision by the provincial government to move forward with this technology when it committed 100 percent capital funding. Infrastructure Ontario and Metrolinx announced in October 2019 that Mobilinx, a consortium of local and international companies, had signed the contract to design, build, finance, operate and maintain Hurontario LRT. This is a provincial project, but City of Mississauga staff are working closely with Metrolinx and Mobilinx to implement it. Construction on Hurontario began in March 2020 and is scheduled to be completed in Fall 2024. If you have more questions or comments about Hurontario LRT, you can contact Tim Lai ([tim.lai@mississauga.ca](mailto:tim.lai@mississauga.ca)), who is a City staffer on the project or you can contact Metrolinx's community relations team ([peel@metrolinx.com](mailto:peel@metrolinx.com)).

Regards,



**Alex Legrain, MCIP, RPP**

Pronouns: he/him

Project Leader, Transportation Planning

T 905-615-3200 ext.5857

[alex.legrain@mississauga.ca](mailto:alex.legrain@mississauga.ca)

[City of Mississauga](http://www.mississauga.ca) | Transportation & Works Department,  
Infrastructure Planning & Engineering Services Division

Please consider the environment before printing.

To Whom it may concern,

I've written to Mayor Crombie and my ward councillor John Kovac concerning the Covid-19 response by the government and the substantial increase in property taxes this year. I've also fought to have the LRT proposed to go up the middle of highway 10 stopped. I've had several discussions about this and the answers to my questions have been pointless. This LRT will cause traffic chaos with no benefit. I asked why not just make it a bus lane, it would have the same effect, cost much less, and could be reverted back at minimal cost. The answer was it doesn't look as futuristic and the plans have already been approved.

This was before Covid-19.

I want the City of Mississauga to stop spending money we do not have. Reduce growth as it is the cause of most of our problems. How difficult is it to budget for the future? If you put up Condos everywhere the population density increases, then the service needs increase. If you don't have the money than don't increase the population till you do. This is not nuclear physics.

How much is this downtown strategy going to cost?

Do we have all the funds required? NO! The city is in debt now and this is only getting worse. All projects should be put on hold, only essential services should be funded.

I've told the mayor to stop being reactive, but proactive. Stop creating problems and then try to come up with solutions. Plan ahead, get the funds in place without the need to raise taxes.

If this is another LRT then please stop.

Sincerely,

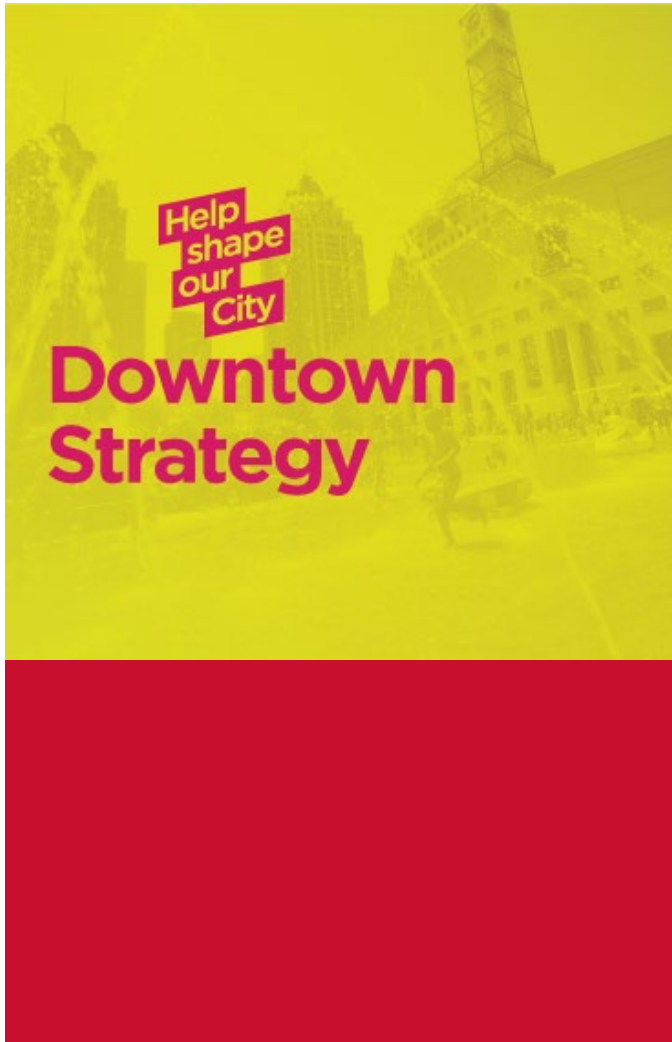
A black rectangular redaction box covering the signature of the sender.

---

**From:** [REDACTED]  
**Sent:** September 17, 2020 2:01 PM  
**To:** Downtown Strategy  
**Subject:** Downtown plan feedback

Hello,

My name is [REDACTED]. The reality is that greater Toronto is expected to grow to 10 million residents by 2045 or 8 million in the next 10-15 years. Toronto and Mississauga's transit system is really not developed for a 21st century city of this demanding size. My idea for you guys is to be ambitious for your transportation connecting Mississauga to Toronto's subway line. Many people commute to Toronto but the reality is that if you want to attract visitors and residents to your city, you will have to establish some sort of train or subway system that will not only connect the two cities, but also reduce car travel and make Mississauga a more pedestrian-friendly city. The peel Region is expanding into a more urban city, and inevitably will need its own subway system aside from the hurontario. More people will live in Mississauga if you choose to connect to the toronto subway system or establish a system in your city. Will peel region growing by millions in the near future, this is necessary if you want to attract people to your city. Overground or underground trains.



## **Phase 2 Public Engagement Feedback Report**

Downtown Movement Plan

*City of Mississauga*  
July 18, 2022



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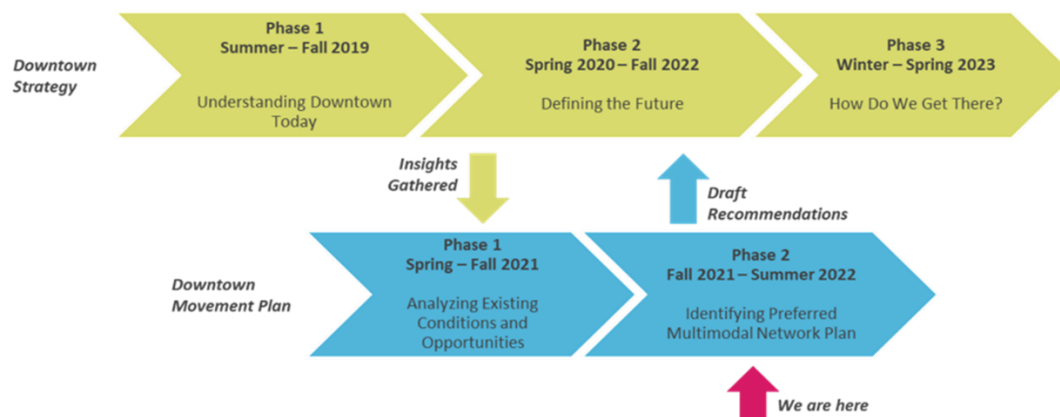
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# 1 Overview

## 1.1 Project Background

Prior to the Downtown Movement Plan (DMP), the City of Mississauga initiated the Downtown Strategy in Summer 2019. The Downtown Strategy is a guiding document that provides direction on the future of Downtown Mississauga. Phase 1 of the Downtown Strategy consisted of extensive public engagement to understand how people use the Downtown, what they like best, and identifying the Downtown’s strengths. Phase 2 of the Downtown Strategy includes DMP, a technical study, focusing on transportation and mobility, as illustrated in Figure 1 below.

**Figure 1 Phases of the Downtown Strategy and the DMP**



Key messages and feedback received from Phase 1 of engagement were incorporated into the development of the alternatives and recommendations for Phase 2 of the DMP. See Appendix A for a summary of key messages from Phase 1 of engagement.

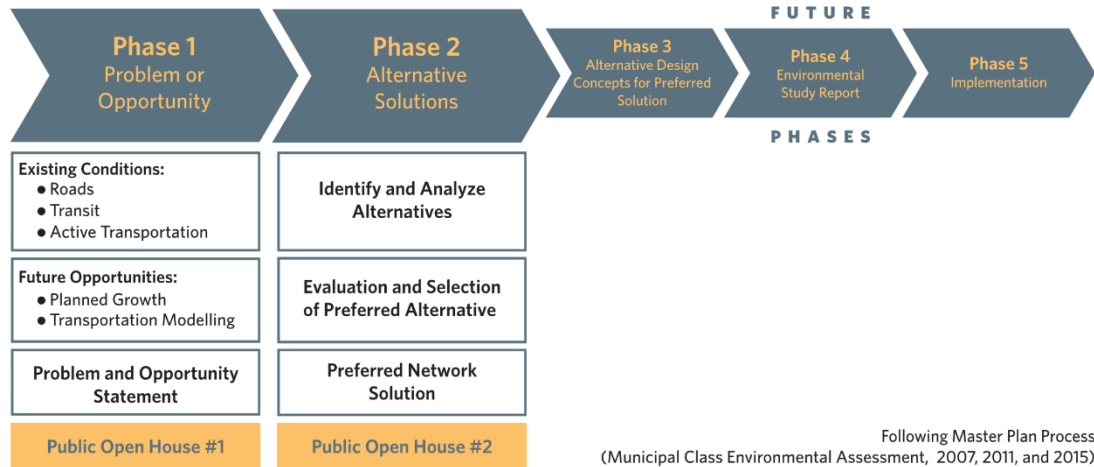
## 1.2 About the Project

The City of Mississauga’s Downtown Movement Plan (DMP) is a study which will update previous plans, identify the transportation infrastructure and policies required to support and guide the continued development of Downtown Mississauga, and function as a technical background study for Phase 2 of the Downtown Strategy. The multimodal transportation study is being carried out as a Transportation Master Plan (TMP) in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process, as illustrated in Figure 3 below.

The Study is now in Phase 2, and a Draft Preferred Alternative for Downtown Mississauga’s transportation network has been developed based on feedback

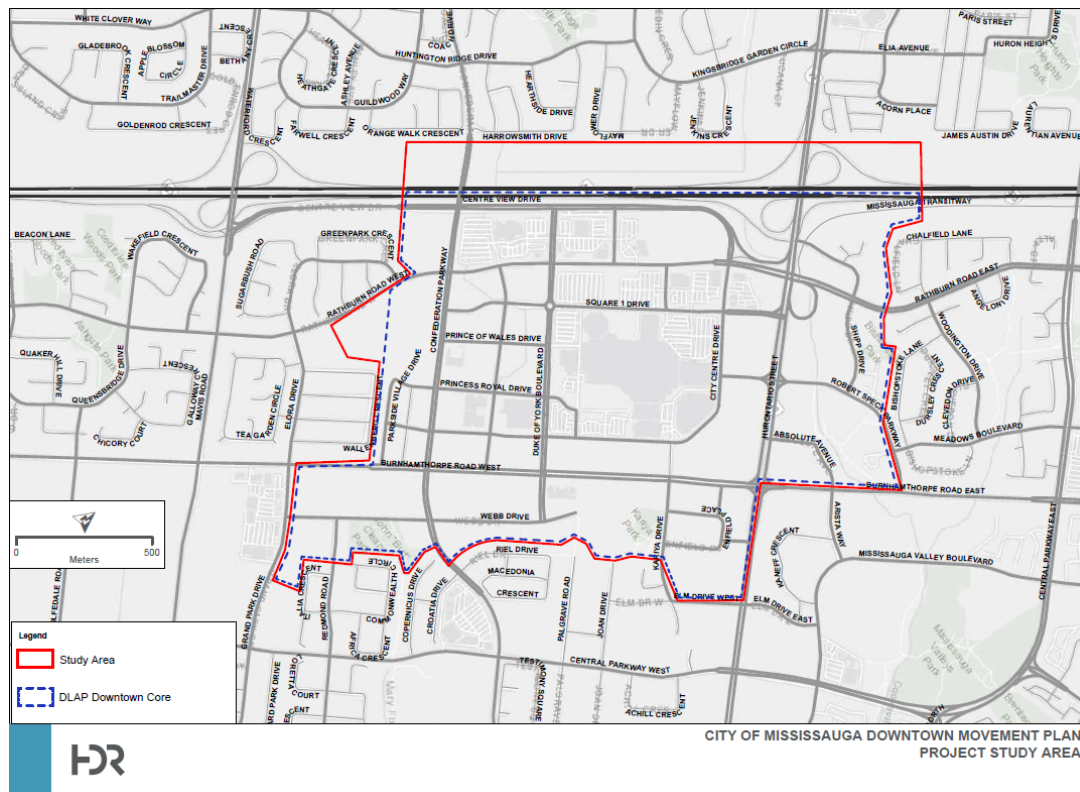
received during Phase 1 and results from the alternative evaluation. Phase 2 of public engagement is to gather feedback on the Draft Preferred Network.

**Figure 2 Environmental Assessment Process**



The Study Area for the DMP follows the boundaries of Mississauga’s Downtown Core, bounded by the Highway 403 corridor to the north, Chalfield Lane/Shipp Drive/Robert Speck Parkway to the east, Burnhamthorpe Road/Elm Drive the south, and Grand Park Drive/Wallenberg Crescent/Rathburn Road to the west. Note that the Study Area covers extra lands – Zonta Meadows Park and Highway 403 Lands – compared to the existing Downtown Core area delineated in the Downtown Core Local Area Plan (DLAP). See Figure 3 below.

Figure 3 Study Area



Throughout this report, the term ‘Downtown Core’ will be synonymous to ‘Downtown Mississauga’ and ‘Downtown’. Note that this excludes Downtown Cooksville, Fairview and Hospital.

This report summarizes the consultation and communication activities carried out and the feedback received from the general public for the duration of the Phase 2 consultation period between May 31 and June 21, 2022.

This report will be released as a draft document for public input and final review.

### 1.3 Phase 2 Public Engagement

Key findings of Phase 2 of public engagement highlighted issues and challenges facing Downtown Mississauga, including:

- Competition between cars and cycling;
- Reliance on cars as the first choice for travel;
- Mixed views on cycling infrastructure whether it is needed or a waste of funding
- Cyclists want protected bike lanes for safety

- Need more green space, parks, recreation, or social space for gathering and streetscaping such as trees
- Concerns on user experience and streetscaping along pedestrian realm
- High satisfaction and support for the transit infrastructure preferred alternative

Phase 2 of consultation for the Downtown Movement Plan (DMP) focused on presenting the results of Public Open House #1, the evaluation framework used to evaluate the alternative solutions and the Draft Preferred Networks. The goal of this process was to engage the public to collect feedback on the Draft Preferred Networks to create a cohesive transportation system to meet the needs of those who live, work and play in the Downtown Core.

A variety of methods were used to engage the general public to gather input and feedback on the direction of the DMP. Due to COVID-19, the planned in-person public open house was replaced with online engagement including a Virtual On-Demand Meeting and a Virtual Live Information Meeting. The Virtual On-Demand Meeting was an online and interactive platform where participants were invited to view project material and submit feedback. Feedback was received through five (5) channels: a virtual On-Demand meeting, a project website question and answer form, email, mail, and phone. The Virtual Live Information Meeting was held on June 9, 2022 for the public to provide input and ask questions to the project team. These are further described in the next section.

## 2 Notification and Communication

A series of public communication approaches were used to promote awareness of the DMP Phase 2 engagement process to the general public. Table 1 provides a summary of all approaches used to notify members of the public. Table 2 outlines the activities used to solicit feedback.

See Appendix B to view all notification and communication material.

**Table 1 Summary of Notification and Communication Approaches**

<b>Approach</b>	<b>Description</b>	<b>Result</b>
Mail Notice	Notices were mailed to all residents and businesses within the study area.	23,343 notices mailed.
Newspaper Advertisement	The Notice of Virtual Public Engagement Round 2 were published in the main sections of local newspapers sharing information on the On-Demand Meeting and Live Information Meeting.	2 ads printed in the Mississauga News (May 26 and June 2, 2022).

<b>Approach</b>	<b>Description</b>	<b>Result</b>
Project Website	The Downtown Strategy project website ( <a href="https://yoursay.mississauga.ca/downtown">https://yoursay.mississauga.ca/downtown</a> ), a shared site for the broader Downtown Strategy and the Downtown Movement Plan study, was used to provide the public with access to information and documents, as well as post questions to the project team, via a Question and Answer (Q&A) section.	Between May 31 and June 21, 2022, approximately 550 unique visitors viewed the project website.
Social Media	A Social Media campaign was implemented to inform the public of the project and drive traffic to consultation activities. Posts were published on Twitter, Facebook and LinkedIn.	10 total posts.  141,483 impressions (number of times content is displayed).  2,310 engagements (likes, shares, comments, clicks).
Digital Signage	Digital signage advertising the On-Demand meeting was used in the Downtown Core.	One sign was used: The digital sign was located at Celebration Square. The sign was on display from June 1 to 15
Corporate e-newsletter	Information on the On-Demand meeting was included in the City of Mississauga corporate e-newsletter.	N/A
Council Corners e-newsletters	Councillors were provided information on the On-Demand meeting to include in their e-newsletters.	N/A

**Table 2 Consultation Activities**

<b>Activity</b>	<b>Description</b>	<b>Engagement Level</b>
Virtual On-Demand Meeting	Virtual On-Demand Meeting was held between May 31 and June 21, 2022 to educate the public on the project and present the results of Public Open House #1, the evaluation framework used to evaluate the alternative solutions and the Draft Preferred Alternative for feedback.	161 unique site visitors
Virtual Live Meeting	Virtual Live Meeting was held on June 9, 2022 to educate the public on the project and present the results of Public Open House #1, the evaluation framework used to	20 questions or comments were received and answered

Activity	Description	Engagement Level
	evaluate the alternative solutions and the Draft Preferred Alternative, and to give participants the opportunity to provide comments or ask questions.	
Project Website Q&A	The project website featured a question form where members of the public were invited to post questions for City staff to respond to.	2 questions submitted and answered
Email and Phone	A general email address ( <a href="mailto:downtown.strategy@mississauga.ca">downtown.strategy@mississauga.ca</a> ) was made available to the public to submit questions or comments, and members of the public were invited to sign-up to a project mailing list to receive updates.	1 email received 0 phone call received 17 mailing list registrations
Mail	A mailing address was provided in the Notice of Virtual Public Engagement Round 2.	No engagement.



## 3 What We Heard

The following section provides a summary of the feedback received from the different consultation activities. A detailed log of comments received are provided in the following appendices:

- Appendix D. On-Demand Meeting Feedback
- Appendix E. On-Demand Meeting Open-Ended Comments
- Appendix F. Virtual Live Meeting Comments and Questions & Response
- Appendix G. Project Website Q&A
- Appendix H. Emails Received

### 3.1 Virtual On-Demand Meeting

Members of the public were invited to visit the On-Demand Meeting website ([www.yoursay.mississauga.ca/downtown](http://www.yoursay.mississauga.ca/downtown)) to learn about the second phase on the project and share feedback on the draft preferred alternative recommendations. See Appendix C to view the On-Demand material.

Participants were given the following information to consider before providing their input:

- The Problem and Opportunity Statement.
- Results from Public Open House #1
- Evaluation Criteria and Framework
- Alternative Solutions and Recommendations
- Information and Maps of the Draft Preferred Alternatives for the Road, Transit and Cycling Network

#### 3.1.1 Feedback Structure

Feedback was solicited in three ways:

- Participants were invited to provide their ranking of satisfaction on each of the draft preferred alternatives (Fine Grained Street Network, Transit Infrastructure and Cycling Network) including their explanation on their ranking and any recommendations.
- Participants were invited to provide any additional feedback on the recommendations.
- Participants were invited to provide additional feedback at any time using an open-ended comment form.

The virtual On-Demand meeting was launched on May 31, 2022 and held open for a 22-day commenting period.

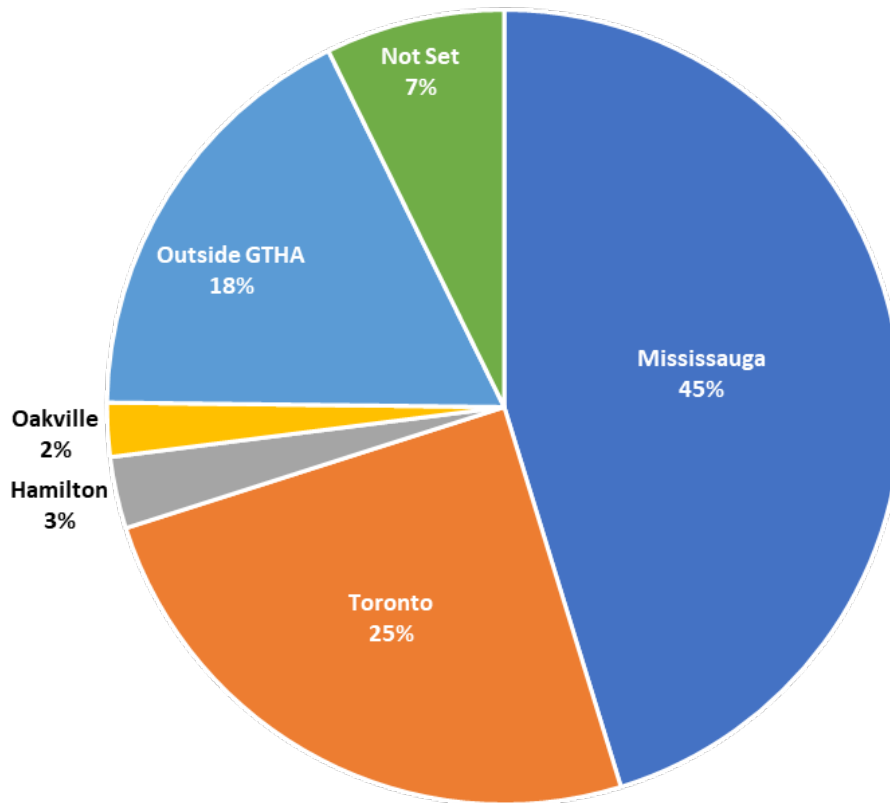
### 3.1.2 Who Participated?

All members of the public were invited to participate in the On-Demand meeting.

- Number of Unique Visitors: 161
- Number of Page Views: 195
- Average Session Duration per Page: 1 minute and 15 seconds
- Percentage of Visitors within Mississauga: 45%
- Percentage of Visitors in Toronto: 25%
- Percentage of Visitors “Not Set”: 7%

See Figure 4 below for a detailed geographic breakdown. Note that ‘Not Set’ refers to participants who did not provide location information

**Figure 4 On-Demand Meeting Users by Location**



### 3.1.3 Draft Preferred Alternatives

Participants were asked to rank their satisfaction on each of the draft preferred alternatives (Fine Grained Street Network, Transit Infrastructure and Cycling Network) and to add their rationale for their rankings and any recommendations.

See the following page for a detailed breakdown on how participants responded to the recommended alternatives.

Table 3 below summarizes the explanation and recommendations for each alternative. Note that some comments below are documented verbatim.

**Table 3 Draft Preferred Alternatives Explanation and Recommendations**

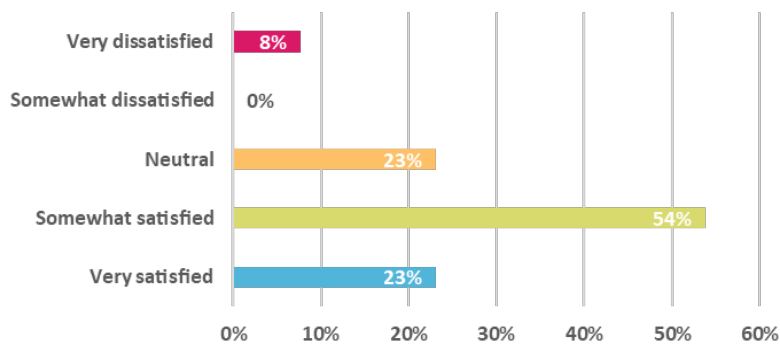
Preferred Alternative	Explanations	Recommendations
Fine Grained Street Network	<ul style="list-style-type: none"> <li>• Very dissatisfied: This barely addresses any streets or areas getting more density.</li> <li>• Neutral: More roads, more costly infrastructure to maintain, more intersections for cars and pedestrians to interact.</li> <li>• Somewhat satisfied: The orange section that connects to Absolute seems like a significant improvement. Pedestrian traffic will greatly benefit from this as well.</li> </ul>	<ul style="list-style-type: none"> <li>• More parks, green space and trees along sidewalk</li> <li>• More cycling infrastructure where possible, not just major routes</li> <li>• Interested if there is a more direct route from Hurontario to Square One (going southbound)</li> <li>• People are not going to use cycling infrastructure, people either use cars or walk, so maximize the car ride</li> <li>• Confirmed improvements on Webb Drive are not yet completed and its causing trouble for the children who goes to Fairview school.</li> </ul>
Transit Infrastructure	<ul style="list-style-type: none"> <li>• Neutral: Need to cover a wider area</li> <li>• Neutral: It's a ten-minute walk. If the frequency it's not less than every 3 minutes, I'm walking. Bus drivers in this area are often very aggressive and speed through the neighborhood.</li> <li>• Neutral: I'm not sure if it will be beneficial to relocate bus terminal. The less you build, the better. Construction creates jams. All this LRT is not really necessary, and I wrote a letter to</li> </ul>	<ul style="list-style-type: none"> <li>• A loop would be fantastic</li> <li>• The LRT will be more purposeful with the loop. The DMTTC seems like a good idea as well.</li> <li>• DMTTC will allow for more connections between the LRT and BRT. I'm hoping this will encourage people to use both. I also think it is imperative that the LRT loop around Square One, especially allow transit options for those who live in</li> </ul>

Preferred Alternative	Explanations	Recommendations
	<p>Hazel McCallion against it. Unfortunately, it is built now, so limit construction to Hurontario at least.</p>	<p>the condos around Duke of York and Burnhamthorpe.</p> <ul style="list-style-type: none"> <li>• I would like to have the Burnhamthorpe BRT Separate Bus Lane for Downtown Mississauga Portion, being the Study Area between Duke of York and Elora</li> <li>• The footpath is very small in some places, so it's better widen the foot path on Alternative 3 Plan.</li> </ul>
Cycling Network	<ul style="list-style-type: none"> <li>• Very dissatisfied: Bike lanes will not be heavily used. Disappointed improvement for car transportation is left</li> <li>• Very dissatisfied: No to cycling nonsense. Most important do not put any barriers between cycling lanes and the normal road! 99.9% people will never use those cycling lanes! They are waste of time and city resources!</li> <li>• Neutral: Cycling facilities to be improved further</li> <li>• Somewhat satisfied: You categorize painted lanes as bike facilities, but they are maintained and treated like road shoulders. Central parkway is a great idea, but if you are going to treat it like the confederation bike lanes then I can't get excited about it. Cyclists are either physically protected or they're not protected at all.</li> </ul>	<ul style="list-style-type: none"> <li>• Please include cycling infrastructure on as many roads as possible! Please consider only implementing physically protected lanes as well. I do not feel safe cycling in lanes that are only separated by paint or plastic bollards. Trees / concrete curbs / planters are the best!</li> <li>• The blue additions will finally make the cycling infrastructure useful. However, I'd suggest including a bike lane on Duke of York from Rathburn down to Webb.</li> <li>• I like all of the cycling options that could be added. How would it look on Mavis Road though? It's quite busy with 3 lanes in each direction. To add a dedicated bike lane, I think it would need curbs to allow for more safety.</li> </ul>

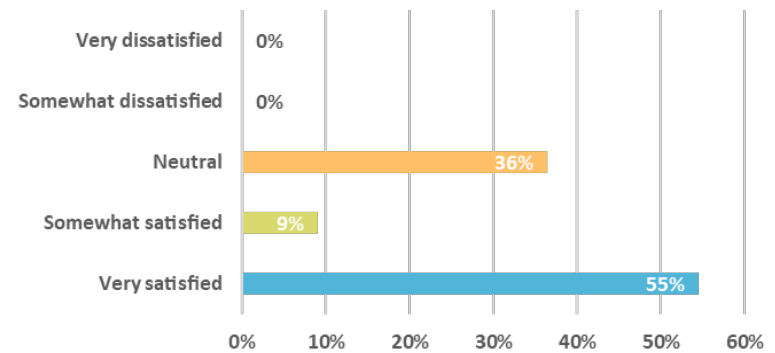
## City of Mississauga Downtown Movement Plan On-Demand Meeting

About 160 people participated in Phase 2 Virtual On-Demand Meeting between May 31 and June 21, 2022. Participants were asked to rate their satisfaction on the Draft Preferred Alternatives.

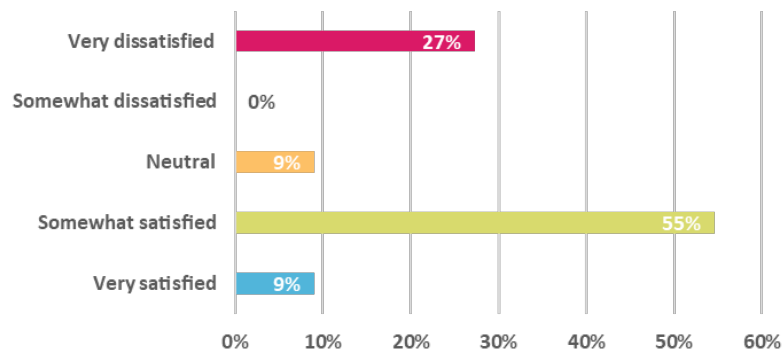
How satisfied are you with the recommended alternative for Fine-Grained Street Improvements?



How satisfied are you with Alternative 3: Downtown Loop + the DM TTC as the recommended alternative for Transit Infrastructure Improvements?



How satisfied are you with the cycling recommendations?



### 3.1.4 Additional Comments

This section provides a summary of additional comments on the recommendations. Note that some comments below are documented verbatim.

- There are concerns on auto traffic from Erin Mills and Heartland Town and that Mississauga DT will become like Toronto DT.
- There is a desire to add active infrastructure with Mississauga's wide ROW. The younger generation have no intention of buying a car down the line.
- The city centre LRT loop and a complete cycling network are the two most important improvements.
- Parts of the Square One parking lot should be rebuilt into a multi-level structure, so the space can be used to build parks, green space, and plant trees.
- How are we going to incentivize people to use different forms of active and public transportation? i.e. how do we encourage people to use public transport instead of cars, especially in the downtown area. Also, what's going to happen to all of the surface parking lots around Square One?
- Concerns on user experience and sidewalk width. The path between the new Wesley tower and the two brown facade towers adjacent to city hall, which runs up to the limelight buildings is a nice experience that should be replicated throughout the city centre with new development. Not enough info on bike lanes, and the City is just creating MUTs that remove blvd trees and forcing all non-drivers into conflict with each other. Downtown Montreal is the best example of what should be strived for in this plan. There's also no mention of winter maintenance and service levels, nor is there mention of how the city will approach detouring pedestrian and cycling traffic during construction periods. The past few years this area of focus has been seriously neglected, especially along Burnhamthorpe.
- Participant wants to prioritize cars by adding more and wider roads.

### 3.1.5 Open-Ended Comments

This section provides a summary of common themes found in the open-ended comments of the On-Demand meeting.

- Mississauga Downtown area is in dire need of more green space and trees! The only green space is Kariya Park. With all these new condo buildings popping up, it's always dusty and loud no matter where you walk! It's absolutely awful having to walk through so much construction. With the closing of the central library, there's no alternative work/study space offered. I was walking around the Living Arts Centre and there's so many empty rooms in that building, but none for people just drop in for working/studying. The city needs to provide an alternative solution until the library construction is completed.

See Appendix D and Appendix E for a complete log of all feedback received through the On-Demand Meeting.

## 3.2 Virtual Live Meeting

This section provides a summary of common themes found in the comments and questions of the Virtual Live Meeting.

- Clarification on discarding the road widening options
- Defining different types of cycling infrastructure
- Accommodation of e-scooters
- Concerns on pedestrian paths being protected from cyclists
- Parking regulations for condominiums to reduce auto dependency and how does this affect street parking costs
- Are shuttle buses being considered to navigate new smaller streets?
- Concerns on improving or adding recreational or public spaces for people to gather
- Concerns on delays in the project due to cost, what happens if we don't get funding for the project? (Note: this comment is related to the Downtown LRT Loop)

Some participants asked additional questions that were beyond the scope of the DMP; however, the project team has prepared answers to be included in this report. See Appendix F for the Virtual Live Meeting materials and a complete log of comments and answers from the meeting.

### **3.3 Project Website Q&A**

Topics addressed in the Q&A included:

- Question on plans for subways / LRT other than Hurontario LRT
- Participant wants more protected bike lanes for cyclists, especially children, for safety or no one will use the cycling infrastructure
- Questions on actions to improve walkability around Square One such as safer pedestrian crossings
- Concerns on dangerous road intersections that deter pedestrian activity

See Appendix G for a complete log of questions and answers.

### **3.4 Email and Phone Calls**

There was one email received during May 31 to June 21, 2022. The email points are below:

- Consider an east-west Service Road on the north side of the 403 between Hurontario and Mavis Rd and a 403 overpass bridge at Station Gate connecting with this new service road to spread out traffic in the core better.

See Appendix H for a log of all emails and phone calls received.

## **4 Next Steps**

Public feedback gathered from this round of engagement will be reviewed, reported on and will inform the final recommendations of DMP. This includes refinements to the Draft Preferred Alternative to better capture the feedback received from the public. This report will be released as a draft document to the public for final review and to provide any additional feedback.

All reports and engagement summaries will be compiled and summarized in the final DMP report.







## Appendix A. Summary of Key Messages from Phase 1 Engagement

Participants were asked to identify, from a list of possibilities, their top three (3) concerns and top three (3) improvements for walking, cycling, transit and driving. The table below summarizes the responses from this exercise.

Theme	Top 3 Concerns	Top 3 Improvements
Walkability	<ul style="list-style-type: none"> <li>• Vehicle speeds</li> <li>• Safety at crossings</li> <li>• Large blocks with few pathways</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Green infrastructure</li> <li>• Advanced pedestrian signal timing</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Conflict with drivers</li> <li>• Lack of cycling paths</li> <li>• Safety</li> </ul>	<ul style="list-style-type: none"> <li>• Buffered bike lane</li> <li>• Protected cycle tracks</li> <li>• Multi-use pathways</li> </ul>
Driving	<ul style="list-style-type: none"> <li>• Congestion</li> <li>• Safety</li> <li>• Difficulty making left turns</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced lane width</li> <li>• Reduce number of lanes</li> <li>• Roundabouts</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• Long wait times</li> <li>• Bus stop locations or hard-to reach stops</li> <li>• Transfers between buses difficult</li> </ul>	<ul style="list-style-type: none"> <li>• Improved Bus Shelters</li> <li>• Bus-only lanes</li> <li>• More bus service</li> </ul>

The sections below provide a summary of common themes found in the open-ended comments of the On-Demand meeting.

### WALKING

- Pedestrian safety is a top priority. Wider sidewalks, improvements to sidewalk maintenance, clearer pedestrian signals, and high vehicles speeds were frequently cited as key elements to address in the project.
- There is a strong desire for streetscaping, greening and street activity to
- improve the pedestrian environment.

### CYCLING

- Dedicated cycling infrastructure is needed to improve cycling safety. Many comments emphasized concerns with vehicle speeds, unsafe driving and conflict with drivers.
- Safe and attractive cycling infrastructure is needed to reduce the reliance on cars and support environmental sustainability goals.

### TRANSIT

- Layout and accessibility at City Centre Transit Terminal were cited as challenges to be addressed to improve transit.
- Transit priority and more frequent service should also be considered to improve transit experience.

## DRIVING

- Speeding and interactions with pedestrians and cyclists are top concerns.
- Traffic calming measures, reduced speeds, and reduced lane widths should be considered to support a safer environment for all users.
- Feedback concerning roundabouts are varied. Some respondents agree that roundabouts are beneficial in terms of safety, while others have stated that many people do not know how to use them.

# Appendix B. Notification and Communication Material

## Newspaper Advertisement / Mail Notice

### WHAT'S ON



Dreamstime photo

Post your event for free on the Review's online calendar. Events posted to the online calendar are curated for publication in print.

## HOSTING AN EVENT IN FLAMBOROUGH?

### POST IT ON THE REVIEW'S FREE ONLINE CALENDAR

It's been a long time coming.

Now that COVID-19 restrictions have lifted, many are looking forward to brighter — and warmer — days ahead. And that means leaving our homes and enjoying a variety of events and activities around town.

Whether it's a fundraiser, festival, farmers market or holiday happening, we invite community groups and organizations to share news of their events on the Review website.

Our online events calendar is a popular feature. And the best part? It's absolutely free.

Looking to submit an event? Follow these simple steps:

- Visit [www.flamboroughreview.com/events](http://www.flamboroughreview.com/events)
- Register for a free account or login using your existing credentials
- Under your username, select "Submit Your Content"
- Click on "Submit Event" to create an event
- Fill out the required fields and click submit.

If you run into issues, you can reach out to a member of our team at [editor@flamboroughreview.com](mailto:editor@flamboroughreview.com).

Looking for something to do in your hood? We've got you covered.

Visit [www.flamboroughreview.com/events](http://www.flamboroughreview.com/events) and check out all that your community has to offer.



[mississauga.ca](http://mississauga.ca)

[@citymississauga](https://twitter.com/citymississauga)

[facebook.com/citymississauga](https://facebook.com/citymississauga)

## Notice of Virtual Public Engagement Round 2 for the Downtown Movement Plan

### The Study

The City of Mississauga's Downtown Movement Plan (DMP) is underway. The DMP will identify the transportation infrastructure and policies required to support and guide the continued development of the Downtown Core (see map). It falls under the Downtown Strategy that the City of Mississauga launched in 2019.

### The Process

This study will deliver a Transportation Master Plan (TMP) as described in Approach #1 of the Municipal Class Environmental Assessment (EA) Process (Municipal Engineers Association June 2000, as amended in 2007, 2011 and 2015). This study will satisfy Phase I and Phase II of the Municipal Class EA process - to identify the Problem and Opportunity, and to identify and evaluate Alternative Solutions to the Problem or Opportunity, respectively.

### Consultation

A key component of this project will be consultation with residents, stakeholders, regulatory agencies, and the general public. Anyone with an interest in this study will have the opportunity to get involved and provide input. The project team will host three rounds of consultation throughout the study. A notice providing the time, format, and location will be published in local newspapers and posted on the Downtown Strategy website [www.yoursay.mississauga.ca/downtown](http://www.yoursay.mississauga.ca/downtown) prior to each round of consultation.

### Contact Us

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289-695-4634

**Mark Vandersluis, MCIP, RPP**  
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201 City Centre Drive, 8th Floor  
Mississauga, Ontario L5B 2T4 905-615-3200 ext. 4160  
[downtown.strategy@mississauga.ca](mailto:downtown.strategy@mississauga.ca)

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



The second round of Virtual Public Engagement will present the progress made since the first round held in September 2020, focusing on the alternatives and the draft preferred transportation network.

### How to Participate

There are two ways to participate.

- 1 Review project material and provide input online at [www.yoursay.mississauga.ca/downtown](http://www.yoursay.mississauga.ca/downtown) anytime between May 31st and June 21st, 2022

### OR

- 2 Join the Virtual Live Information Meeting on June 9, 2022. The presentation recording will be available on the website after the meeting. Register online at <https://yoursay.mississauga.ca/downtown>

Accessible material is available upon request.

For more information about the Downtown Movement Plan and the Downtown Strategy, or to be placed on the study mailing list, please visit: [www.yoursay.mississauga.ca/downtown](http://www.yoursay.mississauga.ca/downtown)

WHAT'S ON

## MISSISSAUGA SPRAY PADS NOW OPEN

KRYSTLE HEWITT  
khe Witt@metroland.com

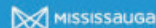
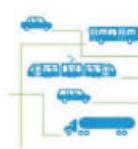
If you're looking to cool down as the weather warms up, you might consider visiting spray pads in Mississauga.

Thirty of the city's 32 spray pads are currently open and daily operating hours are from 9 a.m. to 11 p.m.

Spray pads at Brickyard Park and Iceland Arena & Sports Park will be open June 4. Visit the City of Mississauga's website for updates.

Here's a full list of spray pads currently available in Mississauga:

- A.E. Crookes Park — 140 Lakefront Promenade
- Churchill Meadows Sports Park — 5320 Ninth Line
- Clarkson Community Centre & Library Grounds — 2475 Truscott Drive
- Elm Creek Park — 7320 Darcel Avenue
- Floradale Park — 2424 Confederation Parkway
- Forest Glen — 3545 Fieldgate Drive
- Fr. Angelos Saad Park — 5135 Fallingbrook Drive
- Friendship Community Park — 3370 McDowell Drive
- Garnetwood Park — 1996 Rathburn Road East
- Huron Heights — 4500 Central Parkway East
- Huron Park — 830 Paisley Boulevard West
- Jack Darling Memorial Park — 1180 Lakeshore Road West
- Lake Aquitaine Park — 2750 Aquitaine Avenue
- Lakefront Promenade — 800 Lakefront Promenade
- Lakeside Park — 2268 Lakeshore Road West
- Lisgar Fields — 3805 Doug Leavens Boulevard
- Lisgar Green — 6140 Osprey Boulevard
- Madill Common — 525 Huntington Ridge Drive
- McKechnie Woods — 310 Bristol Road East
- Mississauga Valley — 1275 Mississauga Valley Boulevard
- Mississauga-Meadowvale Rotary Park — 3302 Tacc Drive
- Neebin Park — 635 Kaiser Drive
- Pheasant Run — 4175 Pheasant Run
- Quenippenon Meadows — 2625 Erin Centre Boulevard
- Ridgewood Park — 7239 Cambrett Drive
- Serson Park — 1100 Pelham Avenue
- South Common — 3555 Glen Erin Drive
- Swinbourne Meadows — 1129 Swinbourne Drive
- Tobias Mason Park — 3274 Cactus Gate
- Union Park — 6627 Tenth Line West



## Transit and Road Infrastructure Plan

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

#### The Study

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

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

#### The Process

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

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

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

#### Get Involved

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

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

#### Contact Us

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

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T: 905-615-3200, ext. 4160  
E: [Mark.VanderStuils@mississauga.ca](mailto:Mark.VanderStuils@mississauga.ca)

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

## Digital Signage



# Appendix C. On-Demand Meeting Materials

## Welcome to the Mississauga Downtown Movement Plan On-Demand Meeting #2

Thank you for your participation in our online engagement! The commenting period for this on-demand meeting will be open from May 31 to June 21, 2022. Comments can also be emailed to [downtown.strategy@mississauga.ca](mailto:downtown.strategy@mississauga.ca)



### How to Navigate

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

### How to Participate

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

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

Name:

Email:

[Join mailing list](#)

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

## About this Project

### Study Introduction and Process

As part of Phase 2 of the Downtown Strategy, the City of Mississauga has initiated the Downtown Movement Plan (DMP). The DMP will identify the transportation infrastructure and policies required to support and guide the continued development of Downtown Mississauga in two phases:



### Study Process

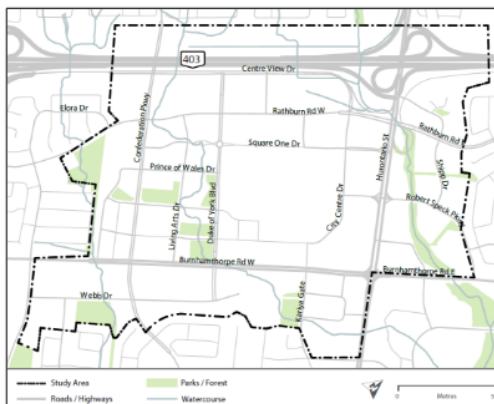
This study is being conducted in accordance with the requirements of Phase 1 and Phase 2 of the Municipal Class EA – to identify the Problem and Opportunity, and to identify and evaluated Alternative Solutions to the Problem and Opportunity.

In Phase 1 of the study, the project team presented Existing Conditions, a Problem and Opportunity Statement and explored various transportation concerns in downtown Mississauga relating to walking, cycling, taking transit, and driving. This was presented to the public at Public Open House #1 between August 17 to September 21, 2020. If you were unable to participate in past public consultation events, information about the study including past consultation events is available at <https://yoursay.mississauga.ca/downtown>

The Study is now in Phase 2, and a Draft Preferred Alternative for Downtown Mississauga's transportation network has been developed based on feedback received during Phase 1 and alternative evaluation in Phase 2. The purpose of this Virtual Open House is to gather feedback on the Draft Preferred Network.

### Study Area

The figure below illustrates the study area for the DMP.



### Problem & Opportunity Statement

Problems		Opportunities
Cars are the first choice for travel	▶	Encourage the use of transit, cycling and walking by implementing safe, attractive cycling and pedestrian infrastructure for users of all ages and abilities
Large land parcels are dedicated to surface parking	▶	Create new connections through redevelopment
Major barriers and gaps in the road network	▶	Build a fine-grained street network for all modes
Transit frequency, access and convenience can be improved	▶	Improve service, user experience, and first and last mile connections
Competition between high volumes of cars and transit	▶	Focus on road, safety, efficiency and transit priority infrastructure improvements
Currently approved transportation infrastructure will not be able to accommodate the planned growth	▶	Provide more transportation infrastructure improvements and promote non-auto modes

3

### What We Learned in Public Open House #1

A Public Open House #1 was held from from August 17 to September 21, 2020. Thank you to everyone who participated. Here are the key messages we heard from the public:

<div style="background-color: #1a4d4d; color: white; padding: 5px; text-align: center; margin-bottom: 10px;"> <b>Walking</b> </div> <p><b>Top 3 Concerns</b></p> <ul style="list-style-type: none"> <li>• Vehicle Speeds</li> <li>• Safety at crossings</li> <li>• Large blocks with few pathways</li> </ul> <p><b>Top 3 Improvements</b></p> <ul style="list-style-type: none"> <li>• Sidewalk quality</li> <li>• Green infrastructure</li> <li>• Advanced pedestrian signal timing</li> </ul>	<div style="background-color: #e6397f; color: white; padding: 5px; text-align: center; margin-bottom: 10px;"> <b>Cycling</b> </div> <p><b>Top 3 Concerns</b></p> <ul style="list-style-type: none"> <li>• Conflict with drivers</li> <li>• Lack of cycling paths</li> <li>• Safety</li> </ul> <p><b>Top 3 Improvements</b></p> <ul style="list-style-type: none"> <li>• Buffered bike lanes</li> <li>• Protected cycle tracks</li> <li>• Multi-use pathways</li> </ul>	<div style="background-color: #46a0c6; color: white; padding: 5px; text-align: center; margin-bottom: 10px;"> <b>Transit</b> </div> <p><b>Top 3 Concerns</b></p> <ul style="list-style-type: none"> <li>• Long wait times</li> <li>• Bus stop locations / hard-to-reach stops</li> <li>• Difficult to transfers between buses</li> </ul> <p><b>Top 3 Improvements</b></p> <ul style="list-style-type: none"> <li>• Improved bus shelters</li> <li>• Bus-only lanes</li> <li>• More bus service</li> </ul>	<div style="background-color: #f4a460; color: white; padding: 5px; text-align: center; margin-bottom: 10px;"> <b>Driving</b> </div> <p><b>Top 3 Concerns</b></p> <ul style="list-style-type: none"> <li>• Congestion</li> <li>• Safety</li> <li>• Difficulty making left turns</li> </ul> <p><b>Top 3 Improvements</b></p> <ul style="list-style-type: none"> <li>• Reduced lane widths</li> <li>• Reduce number of lanes</li> <li>• Roundabouts</li> </ul>
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4

## Evaluation Criteria

The alternative solutions were evaluated based on the criteria below:



- Build a Fine-Grained Street Network for All Modes
- Create New Connections
- Encourage the Use of Transit, Cycling and Walking
- Improve Service, User Experience, and First and Last Mile Connections



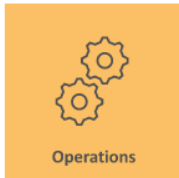
- Property and Right-of-way Constraints
- Ease of Implementation
- Tree Conservation



- Capital Cost
- Travel Times and Delays
- Support Future Growth
- Goods Movement



- Local Pedestrian/Cyclists Convenience and Safety
- Traffic Safety and Conflicts

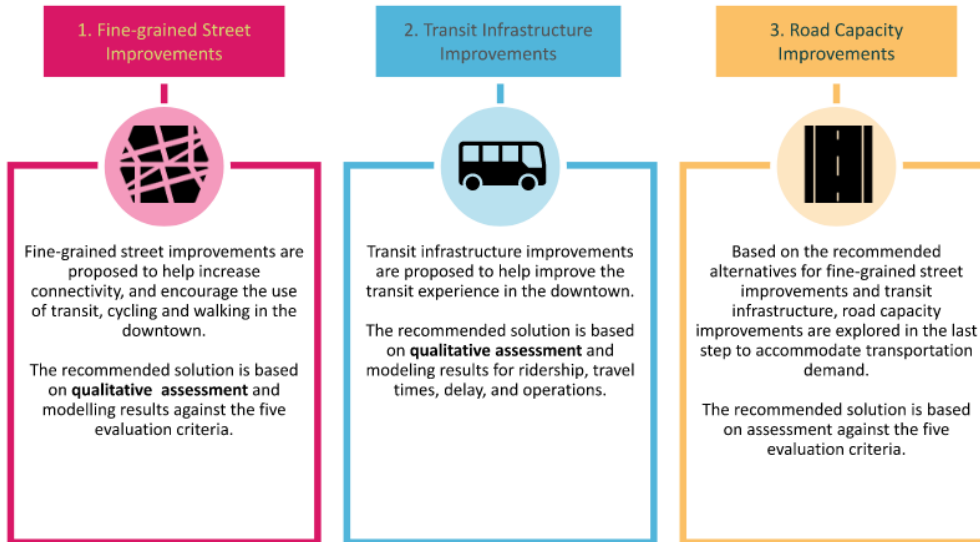


- Traffic Operations
- Local Access (Driveways)

5

## Evaluation Framework

The project team explored Alternative Solutions for the transportation network in **3 steps** - each building on one another to create a package of recommended alternatives that address the Problems and Opportunities in a holistic way.

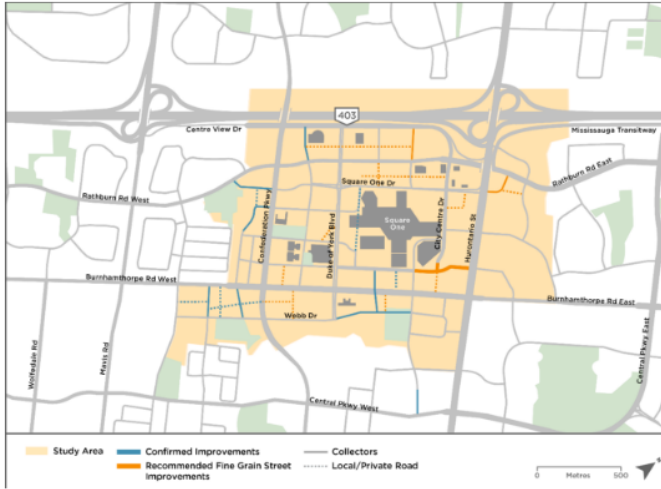


6



## Fine-Grained Street Network

### Recommendation | Fine Grained Street Network



The downtown street network was assessed for gaps, opportunities to improve street connectivity, and access to transit services. Based on this assessment against the evaluation criteria, the following improvements are proposed for the downtown network. **Confirmed Improvements (blue line)** are those that have been approved from previous studies or part of development applications. Recommended **Fine Grain Street Improvements (orange line)** are those that are being recommended in this Study

How satisfied are you with the recommended alternative for **Fine-Grained Street Improvements**, as shown in the map?

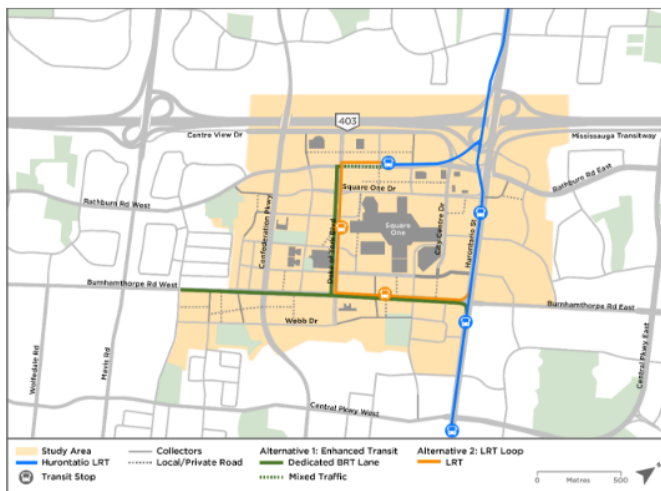
- Very satisfied
- Somewhat satisfied
- Neutral
- Somewhat dissatisfied
- Very dissatisfied

Please explain why you chose that ranking and provide any additional feedback on this recommendation. If you have any additional suggestions for the fine-grained street improvements, please provide them in the comment box below.

Open comment box

## Transit Alternatives

### Alternative Solutions | Downtown Loop



Three alternative solutions for Transit Infrastructure Improvements were evaluated:

**Do Nothing Alternative:** no additional dedicated transit facilities

**Alternative 1 - Enhanced Transit BRT:** Shown in green on the map, a dedicated median bus lane along Burnhamthorpe Rd between Elora Dr and Hurontario St, and Duke of York between Burnhamthorpe Rd and Rathburn Rd. The connection between Duke of York Blvd and City Centre Transit Terminal will operate in mixed traffic.

**Alternative 2 – LRT Loop:** Shown in orange, an extension of the Hurontario LRT service, which loops around the downtown core along Burnhamthorpe Rd between Hurontario St and Duke of York Blvd, Duke of York Blvd between Burnhamthorpe Rd and Rathburn Rd, and Rathburn Rd between Duke of York Blvd to City Centre Transit Terminal.

## Transit Alternatives

### Alternative Solutions | Downtown Mississauga Terminal and Transitway Connection (DMTTC)

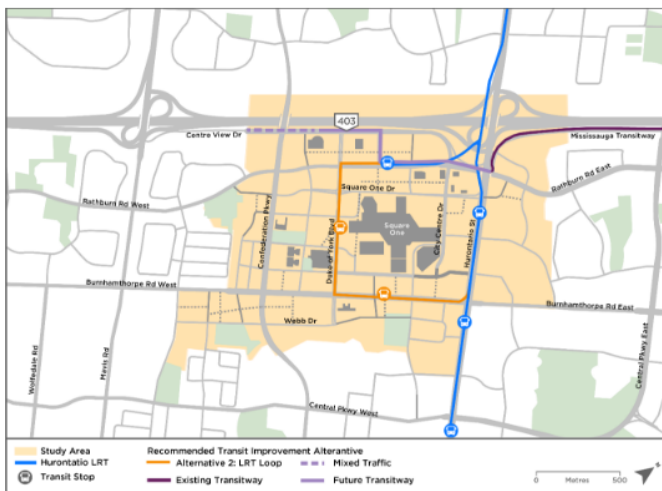


**Alternative 3 - LRT Loop + DMTC:**  
In addition to Alternative 2: LRT Loop, a Downtown Mississauga Terminal and Transitway Connection (DMTTC) was considered as part of the Recommended Transit Alternative. The DMTC is an extension of the existing transitway through the Downtown Core and the relocation of existing City Centre Transit Terminal to the northeast quadrant of Station Gate Rd and Rathburn Rd.

The DMTC would improve transfers between buses and the Hurontario LRT, increase capacity for buses at the new terminal, and significantly reduce the bus travel times by providing the critical link in the Mississauga transitway system.

## Transit Infrastructure: Recommended Transit Solution

### Recommendation | Transit Infrastructure Improvements



Based on ridership, travel times, delay and operations, the recommended alternative is **Alternative 3: LRT Loop + DMTC** to accommodate the accelerated growth within the downtown, increase transit usage for downtown trips, and improve downtown transit ridership distribution.

How satisfied are you with **Alternative 3: Downtown Loop + the DMTC** as the recommended alternative for Transit Infrastructure Improvements

- Very satisfied
- Somewhat satisfied
- Neutral
- Somewhat dissatisfied
- Very dissatisfied

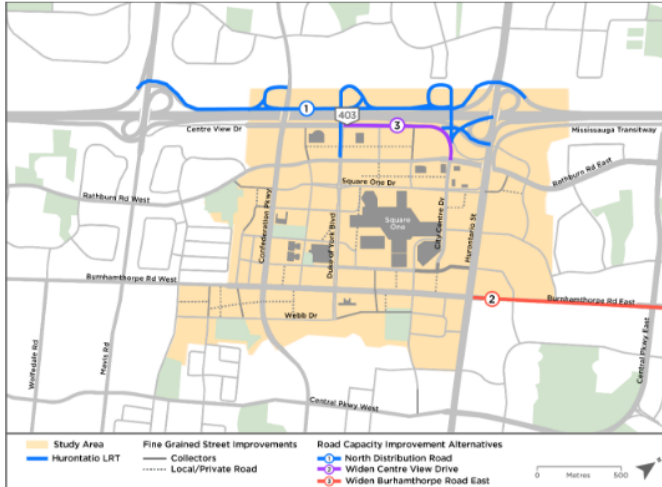
Please explain why you chose that ranking and provide any additional feedback on this recommendations

Open comment box

## Road Capacity Alternatives

### Alternative Solutions | Road Capacity Improvements

1. Addition of Northern Distribution Road
2. Widening of Burnhamthorpe east of Hurontario ( 4 - 6 lanes)
3. Widening of Centre View between Duke of York and Rathburn ( 4 - 5 lanes)



#### 1. Northern Distribution Road is NOT recommended:

- A high cost auto-focused infrastructure with limited benefits for other modes other than auto
- Conflicts with Hurontario LRT bridge at Centre View drive and potential bus operations and access along Duke of York
- Significant implementation challenges to modify Highway 403 ramps and intersections

#### 2. Burnhamthorpe Rd East Widening

- To be further investigated by the Citywide Transit and Road Infrastructure Plan (TRIP) study due to its limited footprint within this study area

#### 3. Centre View Widening is NOT recommended:

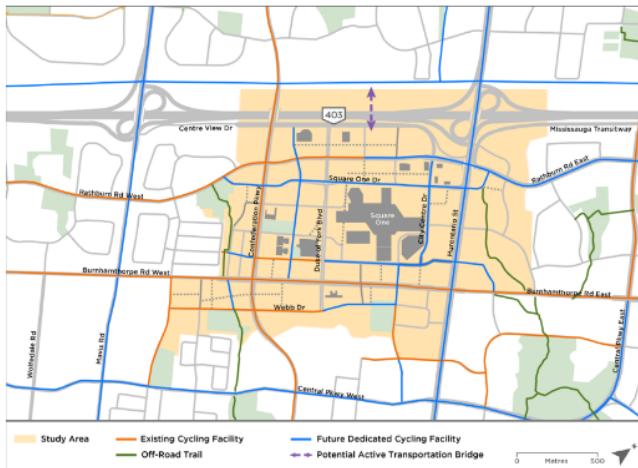
- Limited benefits
- Not aligned with the Vision of Downtown Mississauga

These road capacity improvements are NOT justified as part of this study.

11

## Cycling Network

### Recommendation | Cycling Network



Building on the recommended street network and the Existing Cycling Facilities (orange lines), the following map illustrates the Future Dedicated Cycling Facilities (blue lines) in the downtown area. Dedicated cycling facilities include multi-use paths, cycle tracks, and bike lanes.

A potential active transportation bridge crossing Highway 403 (Purple Arrow) will be further explored in future studies.

How satisfied are you with the cycling recommendations ?

- Very satisfied
- Somewhat satisfied
- Neutral
- Somewhat dissatisfied
- Very dissatisfied

Please explain why you chose that ranking and provide any additional feedback on this recommendations.

Open comment box

12

## Draft Preferred Networks

As a recap, please view each draft recommendation by clicking each category below to view the maps and provide any feedback in the open-comment box below.

### Fine-grained Street Improvements

The recommended fine-grained street network will improve street connectivity and reduce the block size. Together with improved active transportation infrastructure, smaller block sizes can encourage the use of transit, cycling and walking in the downtown. See Maps 1 and 2 below.

Map 1: Fine Grained Street Improvement

Map 2: Cycling Improvement Recommendations

### Transit Infrastructure Improvements: Alternative 3: Downtown Loop + DMTC

The recommended transit infrastructure improvements will help accommodate growth within the downtown, and improve service transit, capacity and efficiency. The combination of the Downtown Loop and the DMTC will facilitate transfers between buses and the Hurontario LRT.

Map 3: Transit Infrastructure Improvement

### Road Capacity Improvements

Additional road capacity is not justified as part of this Study. Auto-focused infrastructure is not aligned with the vision for downtown Mississauga.

Please provide any additional comments you may have on the Recommendations

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## Downtown Strategy

The Downtown Strategy is currently underway and builds upon the findings from the Downtown Movement Plan (DMP) and the Downtown 21 Master Plan (2010).

### What it is

Building on the foundation of the Downtown 21 Master Plan (2010), the **Downtown Strategy** will guide future growth of Downtown by introducing implementable actions based on previous public engagement.

The Downtown Strategy will not change land use permissions and visions already approved through the Downtown 21 Master Plan, nor will it impact existing planning applications as they are processed and reviewed against existing policies and zoning regulations.

### How it relates to the DMP



The DMP and the Downtown Strategy work together to provide directions on the road network and public transit infrastructure in downtown.

### Downtown Strategy – Next Steps

- Incorporate the identified transportation network and recommendations in the DMP into the draft Downtown Strategy.
- Work towards a draft Downtown Strategy and Action Plan document.

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## Next Steps

### Thank you for participating in Public Open House #2!

Your input is valuable to us! The comment period for this on-demand meeting will remain open from May 31 to June 21, 2022.

#### Timeline



##### Phase 1: Identify Problem and Opportunity

**Spring - Summer 2020**  
Gather feedback on the Problem and Opportunity Statement



##### Phase 2: Evaluate Alternative Solutions to the Problem and Opportunity

**Spring - Summer 2022**  
Gather feedback on the recommended infrastructure solutions to the Problem and Opportunity Statement



##### Council Review

**Fall 2022/Winter 2023**  
Bring the draft Downtown Movement Plan (DMP) to Council for review

#### Contact Us

For more information, visit us at:



[www.yoursay.mississauga.ca/downtown](http://www.yoursay.mississauga.ca/downtown)

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



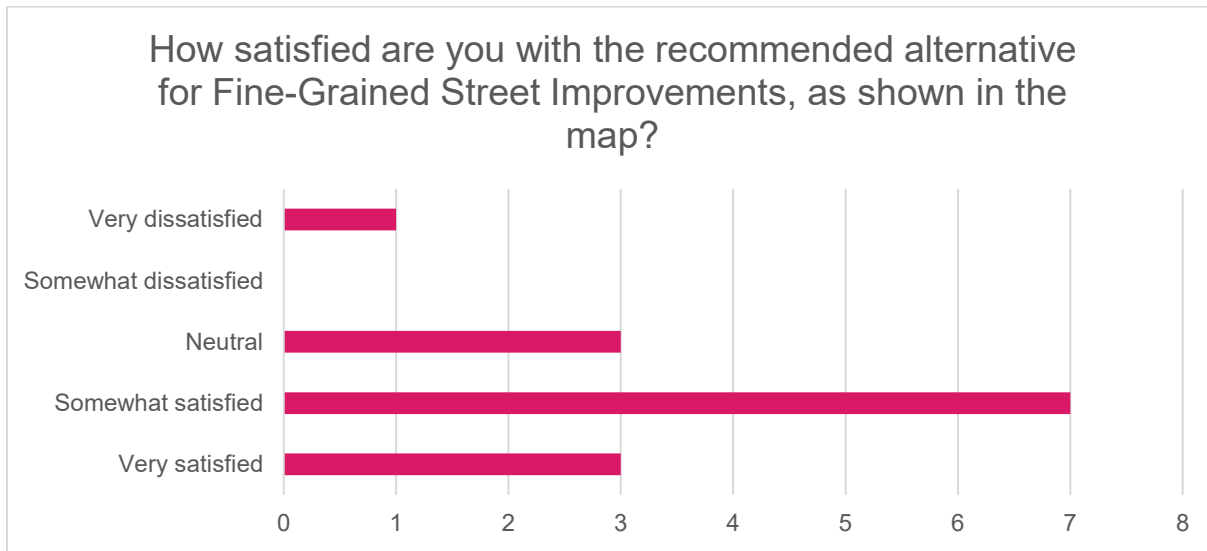
[downtownstrategy@mississauga.ca](mailto:downtownstrategy@mississauga.ca)

Follow us on social media:



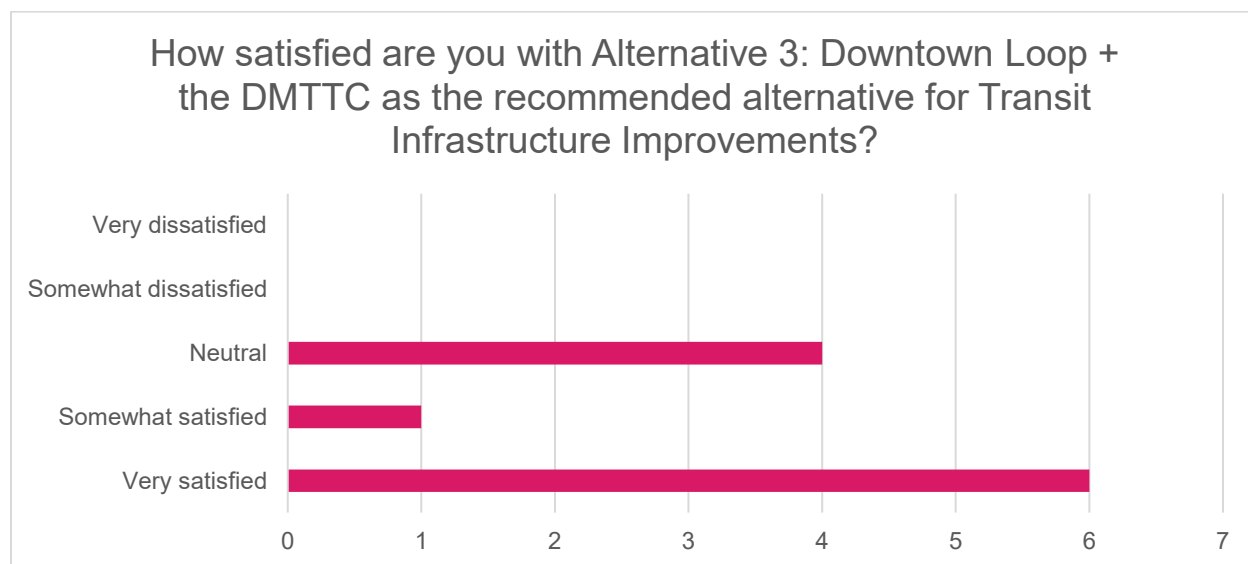
## Appendix D. On-Demand Meeting Feedback

Q1. How satisfied are you with the recommended alternative for Fine-Grained Street Improvements, as shown in the map? Please explain why you chose that ranking and provide any additional feedback on this recommendation. If you have any additional suggestions for the fine-grained street improvements, please provide them in the comment box below.



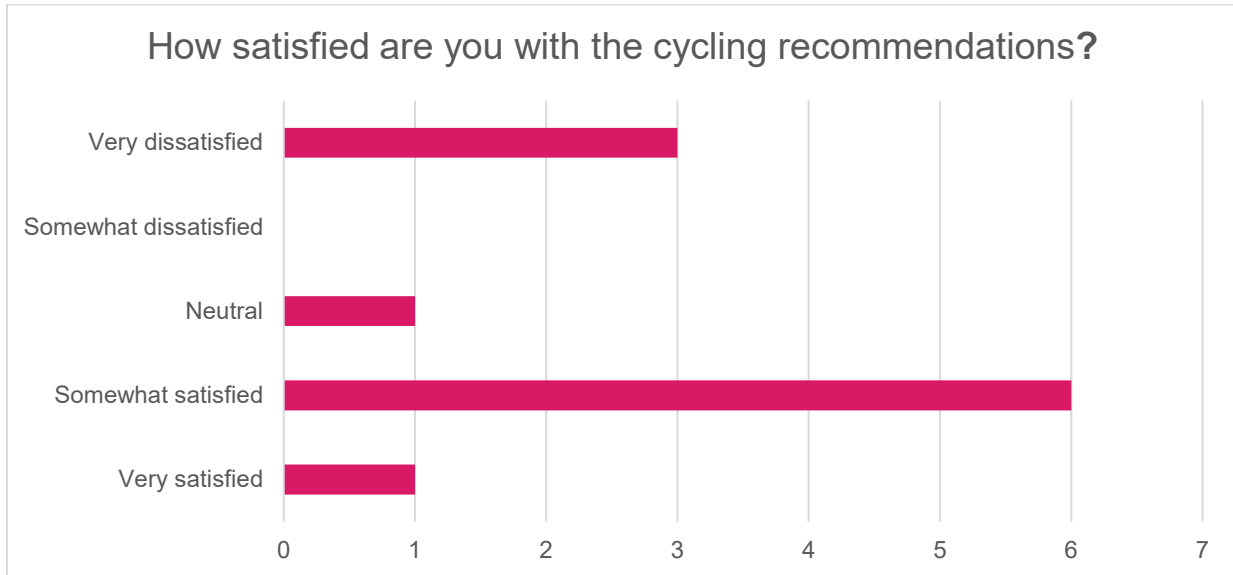
How satisfied are you with the recommended alternative for Fine-Grained Street Improvements, as shown in the map?		Number of Rankings
Very satisfied		3
Somewhat satisfied		7
Neutral		3
Somewhat dissatisfied		0
Very dissatisfied		1
No.	Please explain why you chose that ranking and provide any additional feedback on this recommendation. If you have any additional suggestions for the fine-grained street improvements, please provide them in the comment box below.	
1	Please include cycling infrastructure on as many streets as possible, not just major routes!	
2	The orange section that connects to Absolute seems like a significant improvement. Pedestrian traffic will greatly benefit from this as well.	
3	The city needs to build more parks and green space, and plant more trees along sidewalks.	
4	This barely addresses any streets or areas getting more density.	
5	I'm wondering if there's a more direct way to get from Hurontario (when travelling southbound) to Square One.	
6	More roads, more costly infrastructure to maintain, more intersections for cars and pedestrians to interact.	
7	Let's be realistic - almost nobody will use bikes etc - people either use cars or walk. So make it maximum comfortable for car ride without traffic jams.	
8	Confirmed improvements on Webb Dr are not yet completed and its causing trouble for the children who goes to Fairview school.	

Q2. How satisfied are you with Alternative 3: Downtown Loop + the DMTTC as the recommended alternative for Transit Infrastructure Improvements? Please explain why you chose that ranking and provide any additional feedback on this recommendations.



How satisfied are you with Alternative 3: Downtown Loop + the DMTTC as the recommended alternative for Transit Infrastructure Improvements?		Number of Rankings
Very satisfied		6
Somewhat satisfied		1
Neutral		4
Somewhat dissatisfied		0
Very dissatisfied		0
No.	Please explain why you chose that ranking and provide any additional feedback on this recommendations	
1	A loop would be fantastic.	
2	The LRT will be more purposeful with the loop. The DMTTC seems like a good idea as well.	
3	need to cover wider area	
4	I think that the DMTTC will allow for more connections between the LRT and BRT. I'm hoping this will encourage people to use both. I also think it is imperative that the LRT loop around Square One, especially allow transit options for those who live in the condos around Duke of York and Burnhamthorpe.	
5	It's a ten minute walk, you are not stating the frequency of the loop but if it's not less than every 3 minutes, I'm walking. Bus drivers in this area are often very aggressive and speed through the neighborhood.	
6	I would also like to have the Burnhamthorpe BRT Separate Bus Lane for Downtown Mississauga Portion, being the Study Area between Duke of York and Elora	
7	I'm not sure if it will be beneficial to relocate bus terminal. The less you build, the better. Construction creates jams. All this LRT is not really necessary, and I wrote a letter to Hazel McCallion against it. Unfortunately, it is built now, so limit construction to Hurontario at least.	
8	The footpath is very small in some places, so its better widen the foot path on Alternative 3 plan.	

Q3. How satisfied are you with the cycling recommendations? Please explain why you chose that ranking and provide any additional feedback on this recommendation.



How satisfied are you with the cycling recommendations ?		Number of Rankings
Very satisfied		1
Somewhat satisfied		6
Neutral		1
Somewhat dissatisfied		0
Very dissatisfied		3
No.	Please explain why you chose that ranking and provide any additional feedback on this recommendation.	
1	Bike lanes will not be heavily used. Disappointed improvement for car transportation is left out. Again.	
2	Please include cycling infrastructure on as many roads as possible! Please consider only implementing physically protected lanes as well -I do not feel safe cycling in lanes that are only separated by paint or plastic bollards. Trees / concrete curbs / planters are the best!	
3	The blue additions will finally make the cycling infrastructure useful. However, I'd suggest including a bike lane on Duke of York from Rathburn down to Webb.	
4	I like all of the cycling options that could be added. How would it look on Mavis Road though? It's quite busy with 3 lanes in each direction. To add a dedicated bike lane, I think it would need curbs to allow for more safety.	
5	You categorize painted lanes as bike facilities but they are maintained and treated like road shoulders. Central parkway is a great idea, but if you are going to treat it like the confederation bike lanes then I can't get excited about it. Cyclists are either physically protected or they're not protected at all.	
6	No to cycling nonsense. Most important do not put any barriers between cycling lanes and the normal road! 99.9% people will never use those cycling lanes! They are waste of time and city resources!	
7	Cycling facilities to be improved further	



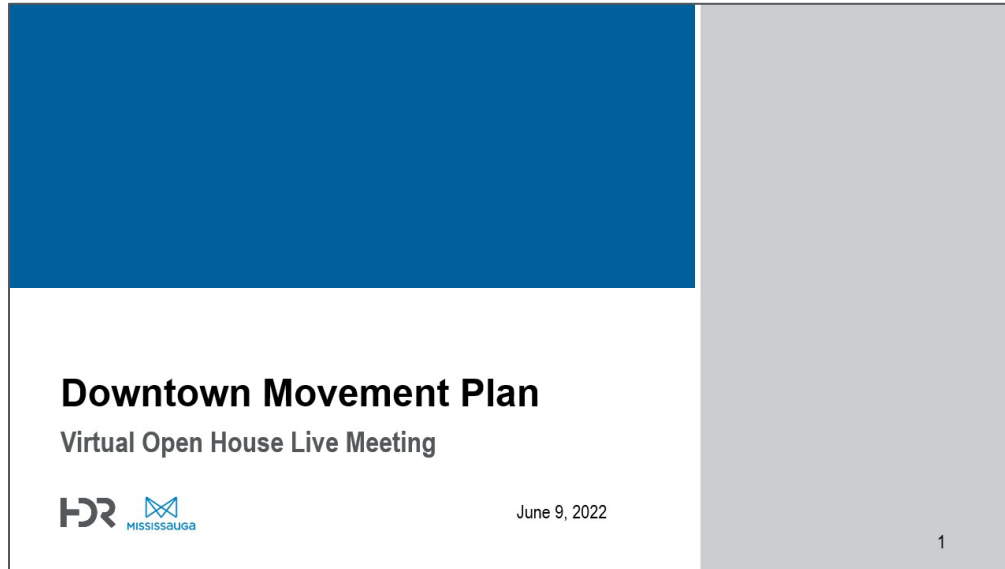
Q4. Please provide any additional comments you may have on the Recommendations.

No.	Please provide any additional comments you may have on the Recommendations.
1	You are going to turn the downtown into an exclusive zone relevant only to those who live there driving all auto traffic from the N E S & W to Erin Mills and Heartland Town Centres. Not good for Sq One at all. Mississauga DT will become like Toronto DT. A place we never go.
2	With such wide ROWs, Mississauga has the opportunity to add active infrastructure that many cities do not have space to add. Please take this opportunity and turn downtown Mississauga into a destination that is not only enjoyable to spend time in, but one that is studied and praised internationally. As a 22-year-old that grew up in Mississauga, I am incredibly excited about the direction the city is headed in. Please continue to be ambitious! I know there will be concerns about impact on traffic, but I know that many, many people my age have no intention of buying a car down the line. Active transportation and public transit is the future!
3	I agree with the proposed improvements. I think the city centre LRT loop and a complete cycling network are the two most important improvements. I also agree that increasing road capacity is not justified.
4	Parts of the Square One parking lot should be rebuilt into a multi-level structure, so the space can be used to build parks, green space, and plant trees. It's ridiculous how little green space and trees there are in the downtown area.
5	With all of these plans proposed, how are we going to incentivize people to use different forms of active and public transportation? i.e. how do we encourage people to use public transport instead of cars, especially in the downtown area. Also, what's going to happen to all of the surface parking lots around square one? How can these space be better utilized?
6	No comments on sidewalks - I'm aware of the pedestrian master plan, but that also doesn't touch on user experience and sidewalk width. The path between the new Wesley tower and the two brown facade towers adjacent to city hall, which runs up to the limelight buildings is a nice experience that should be replicated throughout the city centre with new development.  Not enough info on bike lanes, and the city's MO at the moment is just creating MUTs that end up removing blvd trees and forcing all non-drivers into conflict with each other. Downtown Montreal is the best example of what should be strived for In this plan. There's also no mention of winter maintenance and service levels, nor is there mention of how the city will approach detouring pedestrian and cycling traffic during construction periods. The past few years this area of focus has been seriously neglected, especially along Burnhamthorpe
7	Make more roads for cars! Make wider road for cars. Make more lanes available for cars.

## Appendix E. On-Demand Meeting Open Ended Comments

No.	Comment	Theme
1	<p>Mississauga Downtown area is in dire need of more green space and trees! With all these new condo buildings popping up, it's always dusty and loud no matter where you walk! It's absolutely awful having to walk through so much construction just to get to the only nicer (and TINY) green space that is Kariya Park. There's literally no other parks in the whole entire area with a little bit more tree coverage.</p> <p>Also, with the closing of the central library, there's no alternative work/study space offered. I was walking around the Living Arts Centre and there's so many empty rooms in that building, but none for people just drop in for working/studying. The city needs to provide an alternative solution until the library construction is completed.</p>	<p>Greenspace, Parks and Public Spaces</p>

# Appendix F. Virtual Live Materials and Meeting Comments, Questions & Response



The screenshot shows a presentation slide with a blue header bar at the top. Below the header, the text reads "Downtown Movement Plan" in a large, bold font, followed by "Virtual Open House Live Meeting" in a smaller font. At the bottom left is the logo for the City of Mississauga, which includes the letters "HRR" and a stylized "M" with the word "MISSISSAUGA" underneath. At the bottom center, the date "June 9, 2022" is displayed. At the bottom right, the number "1" is visible, indicating the slide number.

## Land Acknowledgement

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy the Huron-Wendat and Wyandotte Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous Peoples.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for Indigenous peoples within their territory, to recognize and uphold their Treaty Rights and to support Indigenous Peoples. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all Indigenous peoples.

AGENDA

- 1 Welcome and Introductions
- 2 DMP Overview
- 3 Draft Preferred Networks
- 4 Next Steps

3

# 1 Welcome and Introductions

## Welcome and thank you for attending this live meeting

### Facilitator:

- Pierce Sprague ([pierce.sprague@hdrinc.com](mailto:pierce.sprague@hdrinc.com))

### Presenters:

- Mark Vandersluis ([mark.vandersluis@mississauga.ca](mailto:mark.vandersluis@mississauga.ca))
- Carl Wong ([carl.wong@hdrinc.com](mailto:carl.wong@hdrinc.com))
- Jason Zhou ([jason.zhou@hdrinc.com](mailto:jason.zhou@hdrinc.com))

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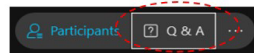
## Purpose of Today's Meeting

- To provide an overview on the study progress
- To present our recommendation of key infrastructure improvements within the Downtown area
- To obtain your feedback on the draft preferred networks:
  - Fine-grained street network improvements
  - Higher-order transit improvements
  - Cycling network recommendation

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## Format for the Meeting

- The project team will provide a presentation live followed by a question-and-answer period.
- You can ask questions or provide comments by typing these into the "Q & A" and the Independent Facilitator will read out the questions for the project team to respond to.
- Your name will not be read aloud when questions are asked.
- Time permitting, we may be able to have you raise your hand to ask your question.
- Public input received through this virtual meeting will be included in a feedback report that will also be posted on the project website.



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## Other ways to provide your input

Following this meeting, you are encouraged to visit the project website to review the materials and provide input about each project, available until **June 21, 2022**.

The presentation portion of tonight's meeting will be recorded and posted on the project website.

If you have any questions about this project or would like to be added to the project mailing list, contact the Project Manager at [mark.vandersluis@mississauga.ca](mailto:mark.vandersluis@mississauga.ca).

You can also send your comments directly to the project email address at:



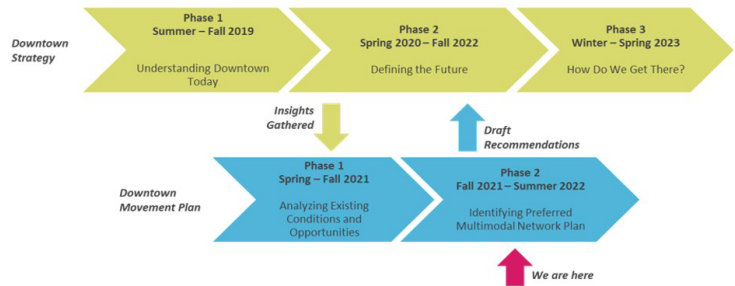
8

# 2 Downtown Movement Plan (DMP) Overview

## Study Background and Process



- Building on the foundation of the Downtown 21 Master Plan (2010), the **Downtown Strategy** will guide future growth of Downtown by introducing implementable actions
- **The Downtown Movement Plan (DMP) and the Downtown Strategy work together to provide directions on the road network and public transit infrastructure in downtown.**



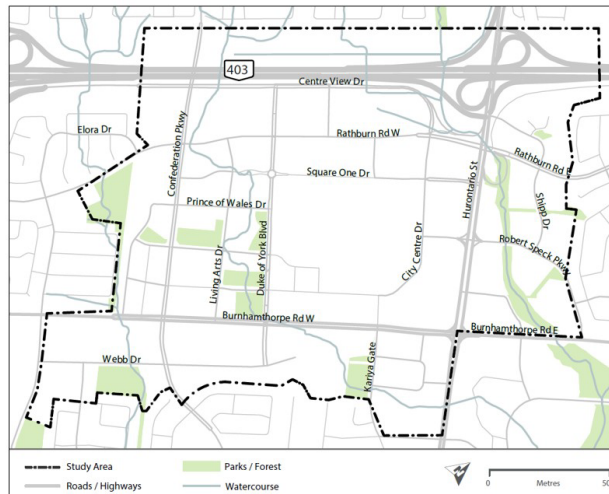
10

## Study Area

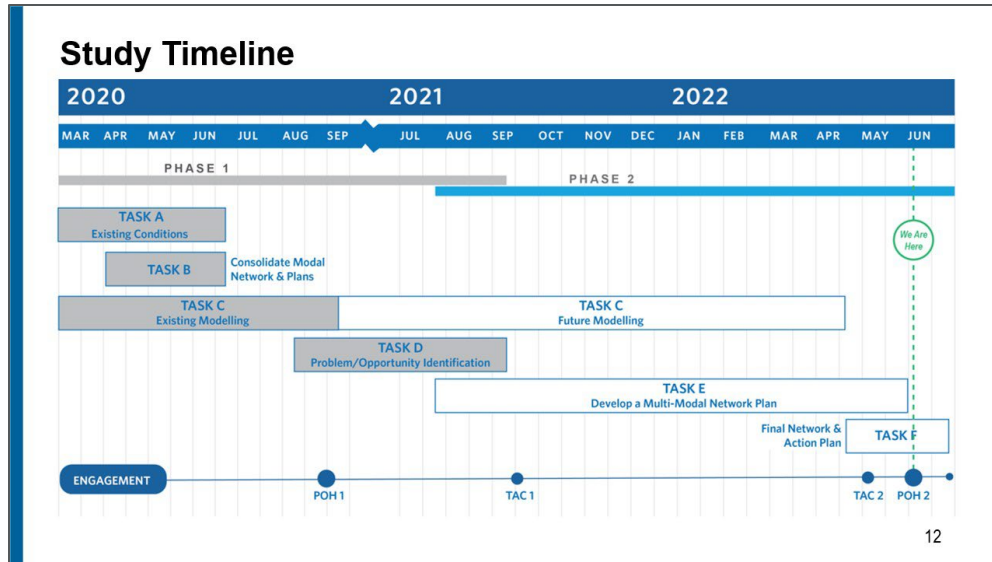
The DMP is a 2041 transportation master plan for the Downtown Core, which will include recommendations for:

- Transit
- Walking & Cycling
- Roads

The DMP study will satisfy Phase I and Phase II of the Municipal Class EA process.

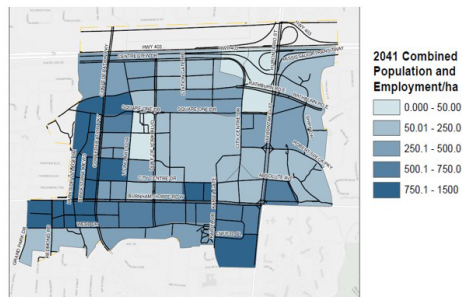
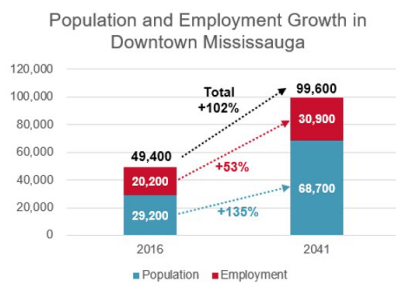


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## 2041 DT Mississauga Population and Employment

- Population is expected to increase 135% to 68,700 and employment by 53% to 30,900 by 2041.
- Blocks along Confederation Pkwy and Burnhamthorpe Dr will have a density of 500 or more people and jobs per hectare; the highest density within the downtown area.



## Problem and Opportunity Statement

### Problems

- Cars are the first choice for travel
- Large land parcels are dedicated to surface parking
- Major barriers and gaps in the road network
- Transit frequency, access and convenience can be improved
- Competition between high volumes of cars and transit
- Currently approved transportation infrastructure will not be able to accommodate the planned growth

### Opportunities

- Encourage the use of transit, cycling and walking by implementing safe, attractive cycling and pedestrian infrastructure for users of all ages and abilities;
- Create new connections through redevelopment
- Build a fine-grained street network for all modes
- Improve service, user experience, and first and last mile connections
- Focus on road, safety, efficiency and transit priority infrastructure improvements
- Provide more transportation infrastructure improvements and promote non-auto modes



## What We Learned In Public Open House #1

A Public Open House #1 was held from August 17 to September 21, 2020. Thank you to everyone who participated. Here are the key messages we heard from the public:

Walking	Cycling	Transit	Driving
<p><b>Top 3 Concerns</b></p> <ul style="list-style-type: none"> <li>• Vehicle Speeds</li> <li>• Safety at crossings</li> <li>• Large blocks with few pathways</li> </ul> <p><b>Top 3 Improvements</b></p> <ul style="list-style-type: none"> <li>• Sidewalk quality</li> <li>• Green infrastructure</li> <li>• Advanced pedestrian signal timing</li> </ul>	<p><b>Top 3 Concerns</b></p> <ul style="list-style-type: none"> <li>• Conflict with drivers</li> <li>• Lack of cycling paths</li> <li>• Safety</li> </ul> <p><b>Top 3 Improvements</b></p> <ul style="list-style-type: none"> <li>• Buffered bike lanes</li> <li>• Protected cycle tracks</li> <li>• Multi-use pathways</li> </ul>	<p><b>Top 3 Concerns</b></p> <ul style="list-style-type: none"> <li>• Long wait times</li> <li>• Bus stop locations / hard-to-reach stops</li> <li>• Difficult to transfer between buses</li> </ul> <p><b>Top 3 Improvements</b></p> <ul style="list-style-type: none"> <li>• Improved bus shelters</li> <li>• Bus-only lanes</li> <li>• More bus service</li> </ul>	<p><b>Top 3 Concerns</b></p> <ul style="list-style-type: none"> <li>• Congestion</li> <li>• Safety</li> <li>• Difficulty making left turns</li> </ul> <p><b>Top 3 Improvements</b></p> <ul style="list-style-type: none"> <li>• Reduced lane widths</li> <li>• Reduce number of lanes</li> <li>• Roundabouts</li> </ul>

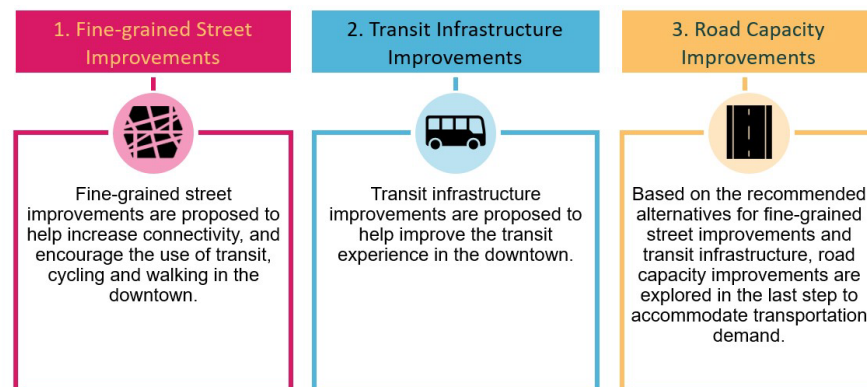
15

## Evaluation Criteria

Strategic / City Building	<ul style="list-style-type: none"> <li>• Build a fine-grained street network for all modes</li> <li>• Create new connections</li> <li>• Encourage the use of transit, cycling and walking</li> <li>• Improve service, user experience, and first and last mile connections</li> </ul>	Constructability	<ul style="list-style-type: none"> <li>• Property and right-of-way constraints</li> <li>• Ease of implementation</li> <li>• Tree conservation</li> </ul>
Economic	<ul style="list-style-type: none"> <li>• Capital cost</li> <li>• Travel times and delays</li> <li>• Support future growth</li> <li>• Goods movement</li> </ul>	Safety / Vision Zero	<ul style="list-style-type: none"> <li>• Local pedestrian/cyclists' convenience and safety</li> <li>• Traffic safety and conflicts</li> </ul>
Operations	<ul style="list-style-type: none"> <li>• Traffic operations</li> <li>• Local access (driveways)</li> </ul>		

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## Evaluation Framework

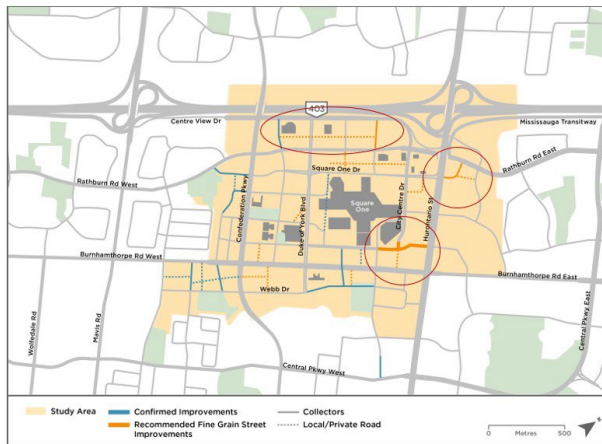


17



# 3 Recommendations

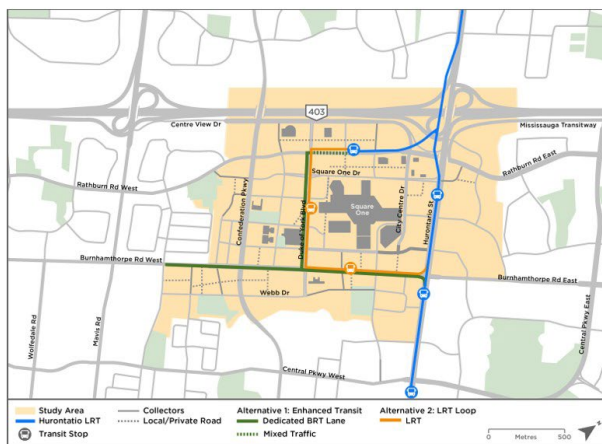
## Fine-grained Street Network Recommendation (2041)



- **Confirmed Improvements (blue line)** are those that have been approved from previous studies or part of development applications.
- Recommended **Fine Grain Street Improvements (orange line)** in this Study.

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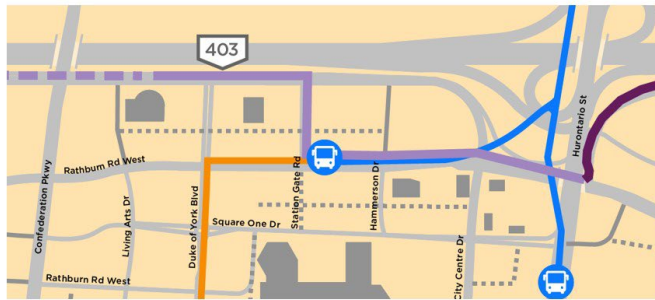
## Transit Alternative | Downtown Loop



- **Do Nothing Alternative:** no additional dedicated transit facilities.
- **Alternative 1 - Enhanced Transit BRT**
- **Alternative 2 - LRT Loop**

20

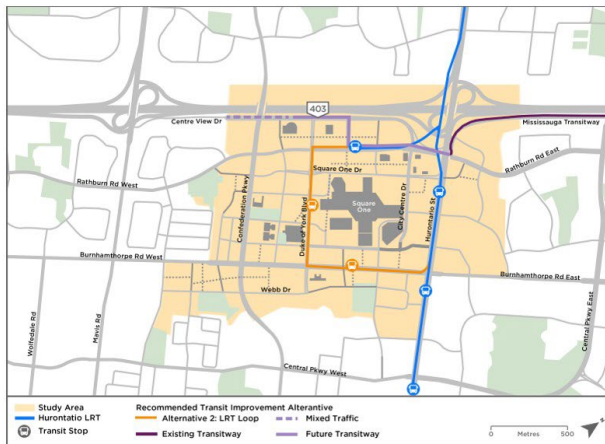
## Transit Alternative | Downtown Mississauga Terminal and Transitway Connection (DMTTC)



- **Alternative 3 - LRT Loop + DMTTC:** The DMTTC is an extension of the existing transitway through the Downtown Core.

21

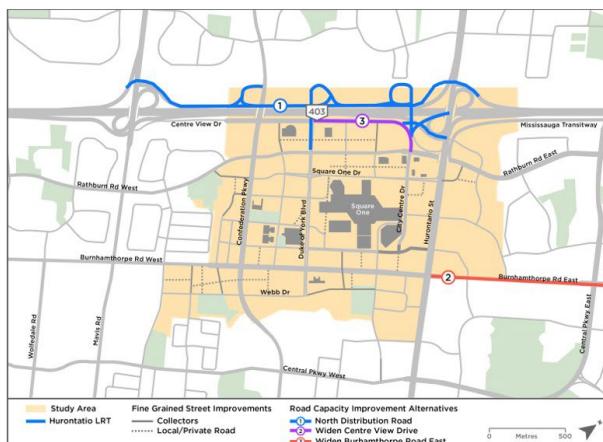
## Transit Recommendation | Alternative 3: LRT Loop + DMTTC (2041)



- Based on ridership, travel times, delay and operations, the recommended alternative is **Alternative 3: LRT Loop + DMTTC**.
- Accommodate the accelerated growth within the downtown;
- Increase transit usage for downtown trips; and
- improve downtown transit ridership distribution.

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## Road Capacity Improvement Alternatives



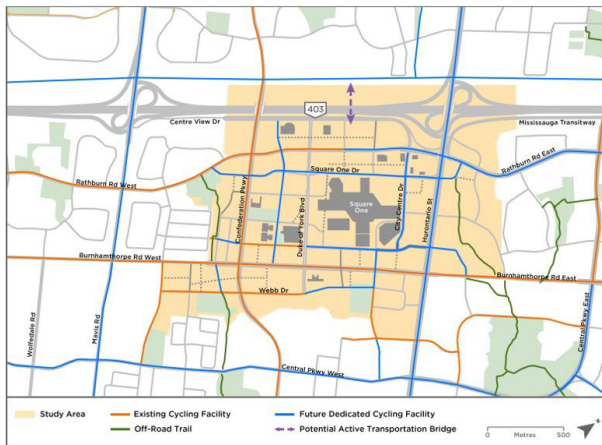
### Alternatives:

1. Addition of Northern Distribution Road
2. Widening of Burnhamthorpe east of Hurontario St (4 - 6 lanes)
3. Widening of Centre View Dr between Duke of York Blvd and Rathburn Rd (4 - 5 lanes)

These road capacity improvements are **NOT** justified as part of this study.

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## Cycling Network Recommendation



- This map illustrates the **Future Dedicated Cycling Facilities (blue lines)** in the downtown area. Dedicated cycling facilities include multi-use paths, cycle tracks, and bike lanes.
- A potential active transportation bridge crossing Highway 403 (**purple arrow**) will be further explored in future studies.

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## Recommendation Summary

### 1. Fine-grained Street Improvements



- Encourage the use of sustainable modes
- Support future growth, goods movement, and on-street parking
- Provide safer realm for active transportation

### 2. Transit Infrastructure Improvements



- Accommodate the accelerated growth
- Increase transit usage and reduce delays for both auto and transit trips
- Improve transfers and help create a vibrant Downtown

### 3. Road Capacity Improvements



- Limited benefits
- Conflicts with other recommended infrastructure
- Implementation challenges

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# 4 Discussion / Q&A

## Discussion / Q&A

We look forward to your comments and questions.

1. How satisfied are you with the draft recommendations? Do you have any other suggestions that you feel could improve travel in Downtown Mississauga?
2. What are your thoughts on the recommendations for the:
  - Fine-grained Street Improvements
  - Transit Infrastructure Improvements
  - Road Capacity Improvements

## Thank you for participating in Public Open House #2

Your input is valuable to us! The comment period will remain open until **June 21, 2022**. If you have any questions about this project or would like to be added to the project mailing list, contact the Project Manager at [mark.vandersluis@mississauga.ca](mailto:mark.vandersluis@mississauga.ca).

### Timeline

- ✓ **Phase 1: Identify Problem and Opportunity**  
**Spring - Summer 2020**  
Gather feedback on the Problem and Opportunity Statement.
- ✓ **Phase 2: Evaluated Alternative Solutions to the Problem & Opportunity**  
**Spring - Summer 2022**  
Gather feedback on the recommended infrastructure alternative solutions to the Problem and Opportunity Statement.
- **Council Review**  
**Fall 2022/Winter 2023**  
Bring the draft Downtown Movement Plan (DMP) to Council for review.

### Contact Us



[www.yoursay.mississauga.ca/downtown](http://www.yoursay.mississauga.ca/downtown)



[downtownstrategy@mississauga.ca](mailto:downtownstrategy@mississauga.ca)



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No.	Comment	Response
1	In the initial study, you had indicated that you were considering widening roads. If I'm interpreting this presentation correctly, by the time you arrived at your recommendations, you had discarded that as an option – you understand that widening roads will not relieve congestion, it'll just contribute to it. Is that correct?	Yes, your interpretation is correct. Road widening was one of the options we considered, but after looking at the criteria and through further evaluation, road widening is not recommended.
2	With regards to the Cycling Network, you referred to something called “buffered lanes” and also cycle tracks. Could you provide a bit more definition there about the different kinds of infrastructure? I know there's a demonstration section of about half a kilometre with flexi-pulse, which I believe Active Transportation is presenting as a protected bike lane, but of course it is not. Are you considering only protected lanes that would be elevated, say, with a raised or precast curb? Is that the plan?	By definition, the multi-use paths and cycle tracks on the Boulevard are protected. The bike lanes, by definition, may include a configuration such as Confederation Parkway, where they're by the roadside. What our goal for the dedicated cycling facilities here is to try to separate them from the roadway with protected buffers, as you mentioned. This will be evaluated further as the study progresses.
3	I know there was a study about e-scooters, with a survey done about whether they belong on Mississauga's roads. Would you be accommodating e-scooters in those same lanes?	We are considering all modes of transportation. If the city rules in the future that we can use e-scooters in the cycling lanes, then they can be accommodated  The e-scooter study is still ongoing. The City will take this question back and provide a response separately.
4	Any thoughts on recommending a subset of quick and easy improvements in the immediate-to-3 year horizon? Thinking e.g. of the desire line leading up from Absolute and Hurontario to SQ1, presently a slippery slope and a parking lot.	Anything in the 'quick wins' department would be subject to future study, as right now we're focussed on the long term. If there's a way to incorporate easy, implementable solutions right away, we would certainly look into it.  Do you have any suggestions or specific proposals to achieve the quick and easy improvements you're referring to?

No.	Comment	Response
5	Will walking paths/pedestrians be protected from cyclists?	<p>It depends on the type of cycling facilities that will be recommended:</p> <ul style="list-style-type: none"> <li>• Cycling tracks are separated and would have a buffer between the tracks and sidewalks, though it would be a space buffer, not flexi-posts or another kind of physical barrier.</li> <li>• Multi-use paths would share a space for both cyclists and pedestrians, so the two would interact.</li> <li>• Dedicated bike lanes would run alongside the roadways and would be separated from the sidewalks.</li> </ul> <p>Two out of the three options would separate pedestrians from cyclists.</p>
6	would fine grained recommendations be implemented alongside transit improvements or are the considered independently?	<p>For the most part, the fine-grained street network improvements are considered independently from the transit improvements. There are two exceptions, where fine-grained street network improvements will be associated with the DMTTC:</p> <ul style="list-style-type: none"> <li>• Station Gate Drive extension. The DMTTC route would go through the existing City Centre Transit Terminal, so if DMTTC does not move forward, the extension would not be feasible.</li> </ul> <p>Hammerson Drive and the E/W connection road, which would also be used by DMTTC.</p>
7	Is there an effort to reduce the parking standard for new condos, to start cutting down on cars?	<p>A Parking Regulation Study for both vehicular and bicycle parking was approved by Council on June 8. Reductions to residential parking is part of the initiative, as well as provisions for EV parking. Details are included in the recommendation report, which can be provided to the DMP team for additional context.</p>
8	what is the schedule for repairing/improving the sidewalks as at the moment they are extremely uneven and unsafe	<p>This would pertain more towards a “state of good repair”. In the long term, the vision is to have high-quality sidewalks throughout downtown.</p> <p>If you see sidewalks that are unsafe, cracking, too narrow, etc., point them out to the DMP team, and they will relay that information to the appropriate city staff.</p>

No.	Comment	Response
9	Noticed that the recommendation included an extension of City Centre Dr that links up with Absolute; at present this alignment is already used by pedestrians. Would be nice to see it designed to reflect this actual use :) (as a follow up to the quick/easy improvements---and thinking of it in terms of the long term plan)	Thank you for your follow-up comment. City Centre Drive is a key component of this plan, as much of the fine-grained roadway network and private parcels will be associated with it. The City and developers will work together to deliver those particular improvements.
10	Are shuttle buses being considered to make transit more nimble and able to navigate the new smaller streets?	When this plan comes to fruition, there may be an opportunity to incorporate some smaller vehicles into MiWay operations. In the meantime, MiWay will continue to operate conventional buses in the area. The smaller streets that are recommended as part of this Plan will help with permeability, providing better access to transit stops, but MiWay likely will not use these smaller streets in its routes. The lane widths required for conventional buses are quite wide, and MiWay wants to ensure smaller streets are as friendly for other modes of transportation (walking, cycling, etc.) as possible.
11	Are new developments being asked to provide more permeability for their massive blocks?	The fine-grained street network that we are recommended helps to address this, as the addition of more small streets will help make each block more permeable.
12	Will MTO hwy ramps be included in your base case traffic models for say, picking dates at random, 2031 and 2041 or will they be considered if modified only?	In our models, we do not consider changes to MTO infrastructure (namely the 403 on/off ramps, in this case), as improvements to that infrastructure are outside the purview of the City.
13	Where on the recommendation map is the new Square One/Oxford Developments master planned community that will have many towers?	As far as the Oxford Developments master plan is concerned, most of the roads they have identified are included in the fine-grained street network recommendation. There are some private roads included in their plan that are not included in this DMP, as they are just that – private roads.  With respect to permeability, the Oxford block is very large, so as part of the development review process, the traffic planning team looks to ensure that there are enough access points for all modes of transportation and to connect to the public road network.





No.	Comment	Response
14	Has it been considered that reduction of condo parking will result in the increase of street parking in those areas?	Parking reduction isn't coming from this DMP study, but rather the Parking Regulation Study that was approved by Council on June 8. Any consideration about the results of reduces facility parking at new developments would have been taken and are described in that study.
15	Will the Burnhamthorpe Rd west multi-use trail see improvements in the near future?	This is not covered in the DMP. The City will take this question back and post the response to the project page at a later date.
16	"Vibrant downtown" was mentioned as a result. Planned transportation improvements will certainly encourage people to access the downtown, but still need to have something going on once they get there -- will there be squares and areas to gather? Or road closures?	This is not covered in the DMP. The City has a Parks Master Plan that defines some of these plans downtown – we would refer you to that plan for more information.
17	AT Bridge over 403 should be a priority -- IS IT? Way to get a fast win and make plan punch above its weight. Is COST the reason for any delay?	<p>Yes, the uncertainty about the inclusion of the AT bridge over 403 is a cost concern. Originally, the AT bridge was attached to the proposed new north distribution road, which has since been removed from the DMP as it does not align with the vision for downtown Mississauga. Another challenge is that there are currently no logical connections for an AT Bridge north of 403, while the connection south of 403 would be a parking lot.</p> <p>Other plans in the area may include transit stops north and south of 403, and those could provide logical termini for a signature AT bridge. As such, any timeline or cost associated with the AT bridge are contingent upon other projects and can't be considered a core feature of the DMP at this time.</p>



No.	Comment	Response
18	<p>This is all very encouraging. Did you take lessons/inspiration from any other cities or countries that implemented multi-modal routes?</p>	<p>We looked at lessons learned in other similar city centres within the GTA, namely Scarborough, North York, and Yorkdale. All three lie near highways and have historical a large retail focus but are transitioning to residential and professional focusses. We also referred to studies done in Calgary and Vancouver. The key takeaway from all of these studies was that they support a high mode split in the presence of rapid transit, which both Hurontario LRT and the DMTTC will bring to downtown Mississauga. Many of these city centres have already achieved a high mode split today, so if we follow their examples, we feel confident that the same can be achieved here.</p> <p>The City is concurrently undertaking the Changing Lanes study, which focusses on Complete Streets, healthy design, and multi-use paths to better shape Mississauga in the future.</p>
19	<p>Sorry, last Q meant to include, what if we don't get the Downtown LRT Loop funding? Or would you consider going ahead sooner just to get something done?</p>	<p>When arriving at the recommendations for the Downtown Loop, we did look at an option that considered enhanced transit services as an alternative. This would include providing more bus service on existing roads, implementing bus-only lanes or priority measures for transit, etc. What we found is that there is no amount of service that can match the LRT in terms of capacity. This enhanced transit service would add a lot of buses (and additional delay) to the roads.</p> <p>The takeaway is that if we can't achieve the higher mode shear to encourage a shift by funding the Downtown LRT Loop, then we may not be able to meet forecast growth demands or achieve the vision we have for downtown Mississauga.</p> <p>The City will have contingency plans to ensure that if the Downtown LRT Loop doesn't get funded, a plan is in place to move as many people via transit as quickly as possible through this area via transit.</p>

No.	Comment	Response
20	South Mississauga has the Lakeshore Connecting Communities study plus new complete communities planned at Brightwater and Lakeview Village. The "gravitational pull" seems to be away from the downtown because of the waterfront attraction. Is downtown competing for the mixed use in order to maintain the momentum for the downtown plan?	While there is a large gravitational pull of people toward the Lakeshore area, we are seeing an even larger gravitational pull downtown. The projected population and employment growth numbers for 2041 support this, as the downtown area is expected to grow at a higher rate downtown than Lakeshore. Regardless, it's great to see such growth throughout the city, and these studies focus on planning for the respective growth of each area – they are not meant to compete with one another.

### Post Meeting Responses to Questions

No.	Question	City Response
1	I know there was a study about e-scooters, with a survey done about whether they belong on Mississauga's roads. Would you be accommodating e-scooters in those same lanes?	The City amended the Traffic, Transit and Parks Bylaws in February 2021 to permit e-scooters to operate within Mississauga. E-scooters are currently permitted to operate in bicycle lanes and on multi-use trails alongside roadways, but not on park paths or off-road trails (such as trails through hydro corridors or along rivers and creeks). E-scooters may also be ridden on any road with a posted speed limit of 50 km/h or less. E-scooters may not be ridden on sidewalks.
2	Will the Burnhamthorpe Rd west multi-use trail see improvements in the near future?	The multi-use trail on Burnhamthorpe Road West runs from Hurontario Street to Loyalist Drive. The City intends to extend the multi-use trail to the border with the Town of Oakville at a future date, consistent with the Environmental Assessment for Burnhamthorpe Road West which was completed in 2020. Other improvements to the existing trail, based on life cycle replacement needs or safety improvements, will occur over time as identified and based on available budget.
3	"Vibrant downtown" was mentioned as a result. Planned transportation improvements will certainly encourage people to access the downtown, but still need to have something going on once they get there -- will there be squares and areas to gather? Or road closures?	<p><b>Cultural Districts Implementation Plan - Downtown Cultural District</b></p> <p>The Downtown Core is one of Mississauga's Cultural Districts. The Cultural Districts Implementation Plan strategically focuses on strengthening arts and cultural development, improving of cultural spaces and places and activating underused public spaces to increase vibrancy and encourage community gathering in the Cultural Districts. More information can be found at the <a href="#">City of Mississauga's Cultural Districts Website</a></p> <ul style="list-style-type: none"> <li>• Examples of recommendations currently being implemented in the Downtown Core advancing this work include: <ul style="list-style-type: none"> <li>○ Animate Living Arts Drive with temporary vibrant murals, crosswalks and flexible seating (4.1.)</li> </ul> </li> </ul>

		<ul style="list-style-type: none"><li>○ Tell the story of the Downtown Core through public art, signage and culture programming (4.2.)</li><li>○ Activate underused green spaces in the Downtown Core through collaborative programming (4.5.)</li><li>○ Partner with Downtown Stakeholders to provide winter-focused programming (4.10)</li><li>● Cultural Investment in Neighbourhood Main Streets<ul style="list-style-type: none"><li>○ In 2021, Culture Planning received \$500,000 in funding from the Arts Reserve to expedite placemaking projects and support economic recovery in neighbourhood main streets through arts and cultural investment. The placemaking projects aim to animate the public realm and public spaces in the six Cultural Districts from 2022 – 2024. Examples include temporary public art and beautification projects, community engaged projects and, interactive and functional projects.</li></ul></li></ul> <p><b>Sharing Lanes</b> Launched in June 2022, Sharing Lanes is a tactical urbanism project that will see temporary, people-friendly gathering places installed along select streets in the City’s downtown and Cooksville neighbourhoods. The project’s main goal is to put people first by making our streets inviting and accessible for all. The project aims to rethink what public space is, how it can be used, and the value it holds for everyone. More information can be found at the <a href="#">City of Mississauga’s Sharing Lanes Project Website</a>.</p> <p><b>Downtown Strategy</b> The City of Mississauga is currently undergoing the development of a new Downtown Strategy that will build on the original Downtown21 Master Plan (2010) – a plan that first outlined a vision to transform the Downtown from suburban to urban and laid the foundation for the current Downtown Core. This Strategy will build on the success of the Downtown21 Master Plan and provide direction for the future. It will reflect what people want to see – a vibrant place to live, work, learn, be entertained, raised a family and most of all, choose to be. More information on the strategy updates and opportunities for community engagement can be found at the <a href="#">City of Mississauga Downtown Strategy Project Website</a></p>
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## Appendix G. Project Website Q&A

No.	Question	Answer	Theme
1	<p>One of the best way to improve traffic congestion and beautify cities by reducing noise, pollution etc. is by giving non-car travel an option. Are there any plans for subways/light rail transit other than the Hurontario LRT? I saw old plans that had a proposed route around city centre, but it was scrapped for budgetary concerns. Also, bikers need protected lanes or a portion of the population will never see biking as a viable method of transport. Whenever a bike lane is introduced, engineers ought to ask whether they would trust a 10-year-old child to bike it unaccompanied. So are there any plans for protected bike lanes up/down burnhamthorpe and all of the routes surrounding square one?</p>	<p>Thank you for your questions and reflections. The Mississauga Official Plan and the Downtown Movement Plan continue to show the LRT Loop around the Square One area to indicate the City's intent to complete this section of the LRT if and when future funding becomes available.</p> <p>The 2018 Cycling Master Plan and the Downtown Movement Plan guide the addition of bicycle lanes citywide. Many of the future bike lanes are multi-use trails and cycle tracks, which are separated from the street. Active transportation is encouraged Downtown. There will be plans to add or enhance the biking lanes on existing streets such as Square One Drive and Living Arts Drive, and proposed streets around Confederation Parkway and Rathburn Road. For more information and project milestones please refer to the Plan here (<a href="#">External link</a>).</p>	Transit and Cycling
2	<p>What are some concrete actions being considered to improve walkability around square one? Large dangerous road intersections, among other issues, clearly deter pedestrian activity, limiting business/culture/etc. around the core. Safer crossings, e.g. small bridges, a proper main street, and more low to mid rises are essential.</p>	<p>The Downtown Core continues to evolve and, with it, improvements to the public realm. The Changing Lanes project will provide direction on improving pedestrian safety and convenience along public streets, including streets in the Downtown Core.</p> <p>In addition to the Changing Lanes project, another study is underway called the Downtown Movement Plan (DMP). One of the DMP's intent is to increase transportation options in the Downtown including cycling and transit, and rely less on driving within the Square One district. The DMP is currently in its final phase of the EA process, and are encouraging people to provide their feedback on the draft documents.</p> <ul style="list-style-type: none"> <li>Please click here (<a href="#">External link</a>) for the on-demand engagement, which is open until June 21, 2022.</li> </ul> <p>Thank you again for your participation.</p>	Walking and Safety





# Appendix H. Emails Received

## Appendix I. Project Mailing List

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