

PHASE 2

TESTING OPTIONS

Consultation Summary Report

October to November 2016



1 INTRODUCTION

During October and November 2016, the City of Mississauga conducted the second phase of the community consultation process for Dundas Connects. Building on information gathered in [Phase 1](#) and [over the summer](#), Phase 2 aimed to achieve three goals. First, it identified transportation options and discussed land use and corridor design ideas for focus areas. Second, it sought feedback on a draft vision for the future of Dundas. Third, it served as the formal kickoff of the Environmental Assessment Study process.

2 APPROACH TO ENGAGING THE COMMUNITY

As part of Phase 2, the team engaged the public in several different ways. Following extensive promotion [over the summer](#), the team held a series of consultation events, including a public open house, public meetings, and focus groups. To complement these face-to-face events, Phase 2 feedback was also collected via the interactive Dundas Connects website and social media.

COMMUNITY OUTREACH PLATFORMS

Public Meetings

The City held one open house and a series of three public meetings from October 20 to 26, 2016. These meetings were held in venues across the entire Dundas corridor. The meetings were interactive, enabling the Dundas Connects team to share information and seek feedback from participants to help shape the ongoing planning work. Approximately [180 people](#) participated.

Focus Groups


On October 17, 2016, the team held a meeting for large landowners and developers along the Dundas corridor. Nearly [40 large landowners and developers](#) attended.



Digital Engagement

The City's online engagement platform - dundasconnects.ca - continued to act as a hub for all things Dundas Connects. Tools were limited to surveys and discussion forums in an effort to generate discussion and solicit option-specific feedback. Over Phase 2, the online engagement platform had approximately **1,000 unique visitors**. In addition, nearly **40 people** shared their thoughts digitally. Social media platforms, specifically Twitter, Facebook and Instagram, were also extensively used for information sharing. In fact, a Dundas Connects tweet was one of the City's top five tweets in the month of October!

[@habs8615](#)  [@citymississauga](#) put in a bus lane, it can be very congested sometimes.

[@nicolenhanson](#)  intensity of uses: should transition seamlessly moving out from street to the built form. To cars, BRT, bus, bike, walk.



PROMOTION

In response to advertisement suggestions received, the City expanded the promotional tactics used for Phase 2. Over the interim period, Dundas Connects was promoted at over **20 events**, including pop-ups, focus groups and deputations. During the same period, more than **30 resident associations** and **142 places of worship** were directly contacted. In October, a Notice of Commencement and Public Meetings was distributed to over **36,000 addresses**, including those addresses within 500m of Dundas Street, as well as utilities, adjacent municipalities, conservation authorities, provincial and federal ministries, First Nations, community organizations and interest groups, and Phase 1 attendees. The City also used the following mechanisms to get the word out to residents:

- Transit Advertisements (shelter and interior-bus)
- Mississauga News Advertisements (October 6 and 13 Full City editions)
- Media Advisory
- Social Media
- E-newsletters (Dundas Connects, City of Mississauga, Council)
- Digital Signage (MCS Big Screens, web banners, screensavers)
- City of Mississauga Community Events Calendar
- Advertisements in Community Facilities (community centres, arenas, libraries, places of worship etc.)
- www.dundasconnects.ca



3 WHAT WE HEARD FROM THE COMMUNITY

The Dundas Connects team received feedback from approximately **220 people**, including residents, interest groups, and other corridor users. These stakeholders responded to draft ideas on:

- A. A draft vision for Dundas;
- B. How best to direct development and intensification;
- C. How to move people; and
- D. How best to share space on the street and sidewalks.

What follows summarizes Phase 2 feedback, and is intended to provide readers with a high-level synopsis of what we heard. For detailed findings, please refer to the summaries prepared for each feedback tool available at dundasconnects.ca. Please note that feedback will be used to guide the Master Plan, but will undergo comprehensive analysis and feasibility testing to determine whether it is included in the final Plan.

A. DRAFT VISION

Feedback on the draft vision was positive. Participants referenced its comprehensive scope, and appreciated references to modes of transit and spaces friendly to pedestrians and cyclists. In terms of improvements, participants flagged the following:

- Reference the Corridor's social fabric and envision its desired form, focusing on social integration and community building;
- Emphasize beautification; and
- Specify no tall buildings.



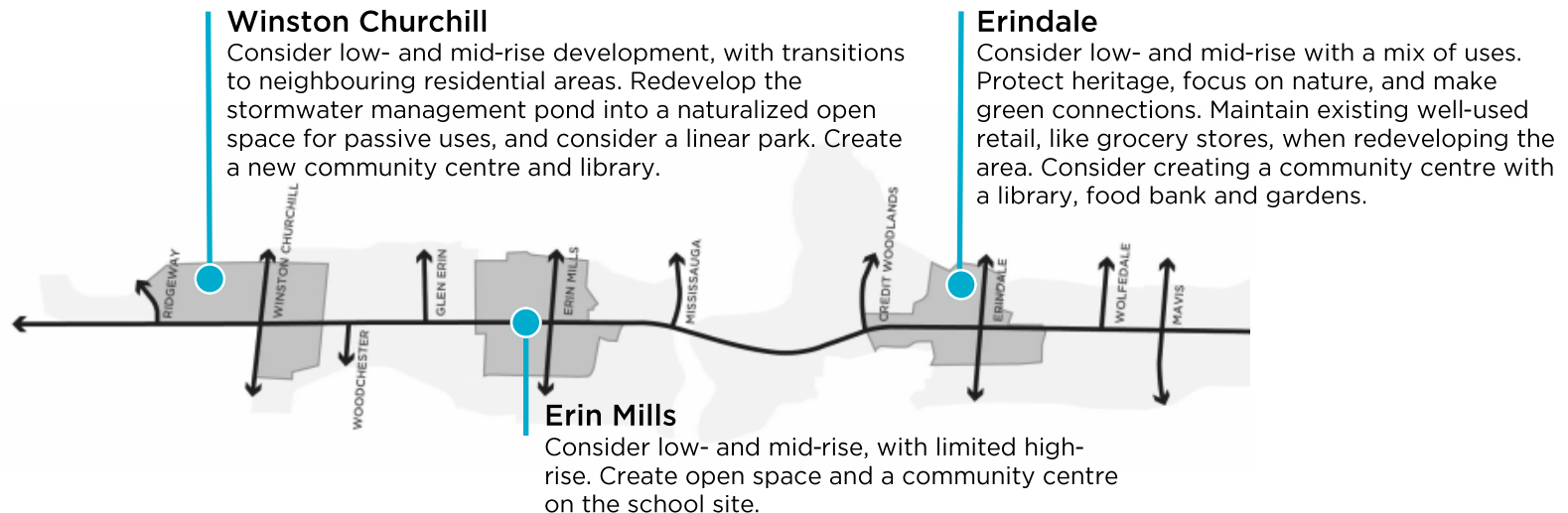


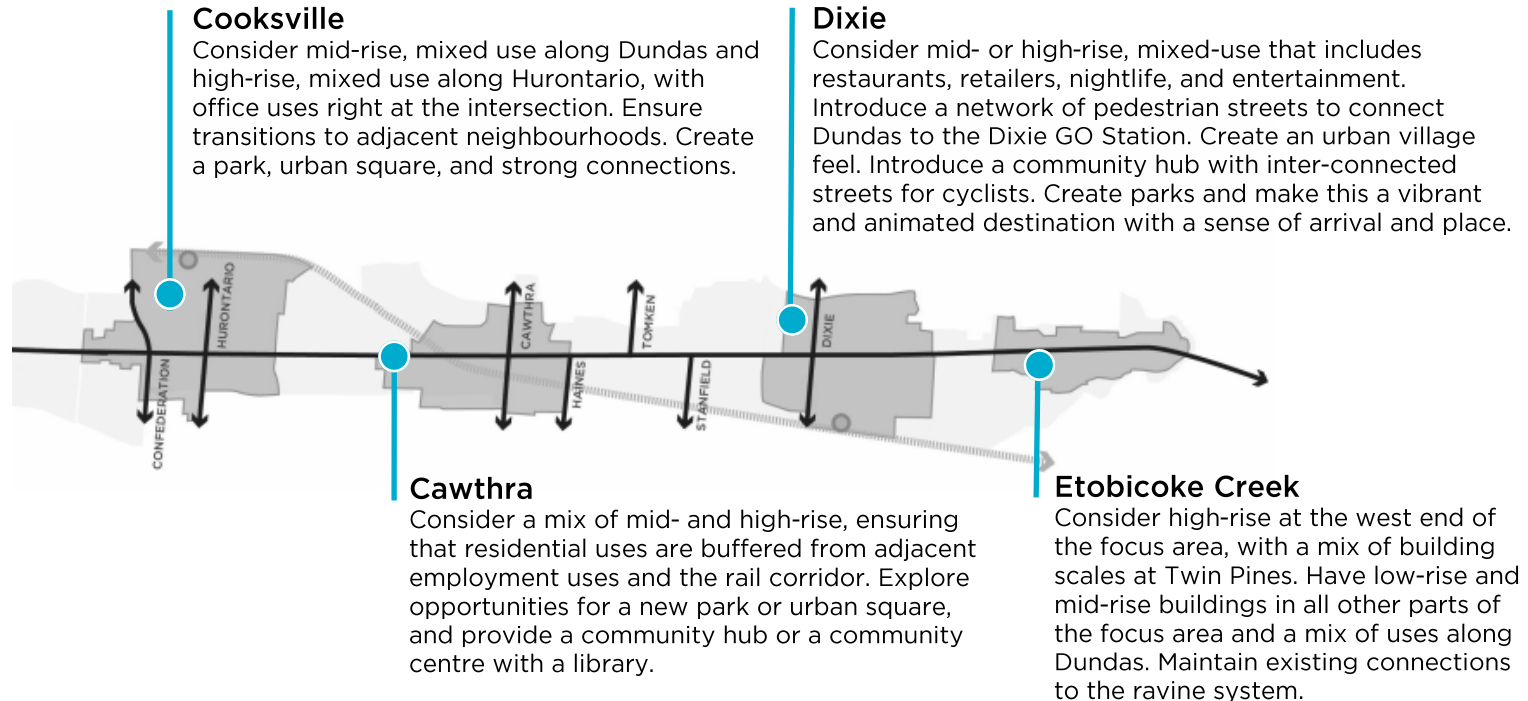
B. DIRECTING DEVELOPMENT AND INTENSIFICATION

Feedback on land use was diverse, and represented a range of opinions. However, there were some clear trends. In general, participants agreed that:

- Development should be directed to major intersections, specifically those east of Hurontario and at municipal borders;
- Intensification should favour mixed-use developments that balance residential and commercial uses;
- Housing should be affordable;
- Additional green spaces should be introduced, with sizeable parks interspersed between larger developments; and
- Height should be targeted to specific locations. Many said that height is okay if clustered at intersections, with lower density development in the areas behind them. Some participants strongly preferred to see low-rise and mid-rise developments only.

Location-specific feedback was also collected, and is summarized below.





C. MOVING PEOPLE

Feedback consistently supported improved transit on Dundas. When describing what form new transit should take, the vast majority of participants advocated for a cost-effective, adaptable transit solution that matches ridership projections, rather than for a particular transit technology. More specifically, participants identified the following important factors to consider when choosing a transit mode:



Ridership

Plan a solution that accommodates the expected growth in people and jobs along Dundas. Don't cannibalize riders from other transit systems or create a duplicate system.

Future-oriented

Select an option that will meet demand over the coming decades, allow for phased implementation, and permit the City to have flexibility in its future choices. Consider the impact of driverless cars.

Cost

Seek an option that is cost-effective for capital and operating costs - and residents' tax bills, too.



Speed and Access

Plan a solution that prioritizes convenience and frequent service, while supporting connectivity to the street and important destinations (e.g., GO stations).

Reduce Congestion

Select a transit option that is compatible with cars, and minimizes congestion.

Network Connections

Seek options that fit within the network. A 'spider's web' of transit is necessary to get people out of their cars - one corridor is not enough. Provide for both local and express stops, and consider micro-transit planning.

User Experience

Create a pleasant experience for riders, with affordable, simple fare structures, smooth service, seamless connections, and an alluring alternative to the car. Ensure that there are proper transit shelters.

Public Safety

Ensure safety for pedestrians, transit users, and drivers.

Natural Environment

Aim for less noise and fewer emissions.





Some participants vocally advocated for specific modes, with particular emphasis on subway, LRT, and BRT. Participants also identified what they thought to be the major benefits and drawbacks of the transit options presented in Phase 2. These opinions are summarized in the table below. Other ideas included driverless, elevated transit like sky train or monorail.

	SURFACE BUS	BRT	LRT	SUBWAY
Benefits	<ul style="list-style-type: none"> • Least expensive • Flexible and easily implemented • Public is already familiar with this mode • Serves those travelling short distances • Supports the evolution of the corridor into a main street 	<ul style="list-style-type: none"> • Fast, reliable, frequent • Matches anticipated ridership • Stimulates development • Adaptable; can be built quickly while reserving room for future LRT • Flexible; can be integrated with GO and MiWay routes 	<ul style="list-style-type: none"> • Fast, reliable, frequent • Closely aligns with ridership projections • Signals permanent transit investment • Environmentally sustainable (no diesel) • Could utilize HLRT infrastructure and enable easy transfers in Cooksville 	<ul style="list-style-type: none"> • Fast, reliable, frequent, guaranteed • Stimulates development • Greatest capacity • Could reduce congestion; completely separated from traffic
Drawbacks	<ul style="list-style-type: none"> • Trips are unreliable and time-consuming • Bus bunching occurs • Emits diesel fumes 	<ul style="list-style-type: none"> • Farther distance between stops means a reduction in local service (when compared to conventional service) • Can be impeded by cars at intersections • Could interrupt neighbourhood vitality 	<ul style="list-style-type: none"> • Could be impeded by cars at intersections • Limits left turns for cars • Similar service to that already provided by the GO train; could result in cannibalization of GO riders • Could interrupt neighbourhood vitality 	<ul style="list-style-type: none"> • Most expensive • Fewer stops means fewer locations to encourage transit oriented development • Could interrupt neighbourhood vitality



D. SHARING SPACE

Participants had much to say on where best to place transit and vehicle lanes, cycling infrastructure, pedestrian space, and tree zones.

<p>Be flexible and creative Find innovative solutions to the diverse physical conditions along the corridor, and customize solutions to businesses and neighbourhoods.</p>	<p>Safety Prioritize pedestrian and cyclist safety. Give cyclists their own protected space, whether it is dedicated bike lanes or a multi-use trail. Build mid-block crossings.</p>	<p>Vehicle Traffic Keep traffic flowing. Ensure there is sufficient space for cars each direction.</p>	<p>Trees Use trees to separate pedestrians, cyclists, and cars. Plant large canopy trees for shade.</p>
<p>Setbacks Work with private landowners to negotiate extra space for public realm enhancements.</p>	<p>Public Realm Maximize public realm features <i>wherever possible</i>. Plan continuous sidewalks with street furniture and patios, but adjust widths according to right-of-way space.</p>	<p>Transit Lanes Use dedicated transit lanes (curbside or median) to increase speed and reliability. Ensure driveways, parking, access, and bike safety are addressed.</p>	

4 NEXT STEPS

The third and final round of consultation is planned for spring 2017 to present the key elements in the final draft Master Plan for Dundas. This plan, revised appropriately in response to stakeholder feedback, is anticipated to be presented to City Council in mid-2017.