



Community Consultation: Part One Credit River Public Meeting [2 of 5]

Wednesday, April 20, 2016
UTM Davis Building, Faculty Club
1867 Inner Circle Road
4:00 – 6:30 pm



Meeting Summary

Overview

Seven people attended the second public meeting held as part of the kick-off round of consultation focusing on the City of Mississauga's *Dundas Connects* project. Participants included local residents, including a student and a representative from the local church; a member of the development community; and a local resident who had taken part in several previous City of Mississauga consultation processes.

The purpose of the kick-off public meetings was to:

- Introduce the Dundas Connects Project study purpose and provide an overview of the land use and transportation conditions today; and
- Discuss and seek feedback on what participants think is working well in the corridor today (what do they like best), what they see as challenges (what they like least), their vision for the future of the corridor, and any specific ideas they would like the City to consider through the process.

The meeting was held at the University of Toronto Mississauga Campus, and included a 30-minute open house, welcoming remarks by Andrew Miller (Project Lead, City of Mississauga), a 30-minute presentation by Stephen Schijns (AECOM) and Shonda Wang (SvN), and 60 minutes of questions and discussion facilitated by Nicole Swerhun and Bianca Wylie (Swerhun Facilitation). The meeting was held on the second floor of the Davis Building in the Faculty Club Room. Following the open house, several project staff took the display boards to the main floor cafeteria/common area and continued the open house for interested students.

This meeting summary was written by meeting facilitators Bianca Wylie and Nicole Swerhun, and was subject to participant review before being finalized.

Feedback

Participants were asked the following three questions related to *Dundas Connects*:

1. What do you like best about Dundas today? Least?
2. What is your vision for the future of the Dundas corridor?
3. Do you have any specific ideas you would like to see the City consider through this process?

Feedback was provided through a full-room discussion, as well as in writing on comment forms (1 form was received). The summary below integrates feedback from each of these sources.

Meeting Location

- Prior to beginning the discussion, several participants said that while it was a good idea to have a meeting at UTM to engage students, the timing was a challenge due to exams. Participants suggested alternate venues for the second-round meeting, including a community centre such as Erindale Hall, or a local church, such as St. Peter's Church, Erindale Presbyterian Church, or Erindale United Church

What do you like best about Dundas today?

- The beautiful Credit River landscape, and providing passersby with exposure to it
- Dundas is relatively good at serving as a regional transportation corridor for cars, outside of rush hour

What do you like least about Dundas today?

Traffic

- Congestion along Dundas. Rush hour is particularly bad and there are no alternate routes
- Congestion between the 427 and Dixie – the traffic in this area due to the addition of the Walmart is immense, and there is additional development that will occur in the area, which will make this issue worse. The HOV lane is taking up a lane – people are so frustrated with the traffic that sometimes they use the lane without having the required three people in a car
- The traffic between 427 and Dixie is bad during the week in both the morning and the afternoon. The weekends aren't as bad, despite all of the shopping – people aren't using the corridor both ways on the weekend

- The traffic bottleneck at the Credit River Bridge

Urban Design

- Narrow sidewalks cause congestion for pedestrians, people using walkers, cyclists, and scooters
- Several sections of Dundas are unappealing to anyone who is not in a car
- Very car-oriented design, lacking infrastructure for alternative transportation methods such as bike paths

Businesses

- The businesses on Dundas provide a mix of products and services, but not all residents use them. One participant said they never shop on Dundas

Built Form and Density

- Towards the west end Dundas is fairly empty, which could be improved upon. In Cooksville, several buildings are in disrepair, and the east end is industrial looking, which is not visually appealing
- The area from Mavis Road eastward is one of the most run-down parts of Mississauga
- The area around Cooksville needs neighbourhood revitalization

What is your vision for the future of the Dundas corridor? Do you have any specific ideas you would like to see the City consider through this process?

Support for the Project

- One participant said that the proposed plan is exciting, particularly for a life-long resident
- From a development perspective, there are a lot of good things and opportunities in the plan being presented for Dundas

Review Previous Planning Decisions

- Consider the history and impacts of previous decisions before launching fresh into new planning. Paying attention to historical decisions, such as the Ontario Municipal Board decision preventing the construction of a bridge across the Queensway, can help explain current traffic challenges

Project Timeline

- Create some urgency in the work. Projects such as this that have been discussed in the past haven't happened
- It takes time to see results, but intensification is slowly happening. One participant shared that he had always envisioned the downtown of Mississauga being at Highways 5 and 10, and Dundas Square being the centre

Built Form and Density

- Add density and new development or redevelopment to make Dundas a more appealing area, particularly to help revitalize the strip plazas along the east end of the corridor
- Define a clear plan for intensification. The vision for Mississauga has always included intensification but there is no plan for it, so we go to the nodes
- Consider the impact of development on small business. As prices get pushed up, small owners get pushed out.

Land Use

- Add more residential, some high-rise
- Consider zoning to look at mixed-use development instead of just employment lands, and explore opportunities to convert employment lands to mixed use
- Protect the parking lot for St. Peter's Church – there is already inadequate parking, and the church can't afford to lose any of the existing spaces

Transportation

Cycling

- Don't dedicate road space to cycling, because the Queensway and Burnhamthorpe are the planned routes for bikes and the area needs more space to manage vehicular traffic
- Bicycles are great in theory, but in practice they are not used very often. Burnhamthorpe has a nice path for bicycles, but you don't see many. Same thing on Mississauga Road and around the University
- In the previous plan, the City decided to move cycling north and not to have it on Dundas. Perhaps in 20 years there may be some demand, but right now it's too scary to cycle, and there is no room for bicycling lanes. In other examples, such as Eglinton, the City reserved property for cycling and decided to widen the road. A person who would ride a bicycle here is not likely going to go all the way to Toronto, they have other ways to get around
- A more pedestrian, cycling, and transit-friendly corridor

Transit

- Create dedicated rapid transit infrastructure along the corridor. Buses are often very inconsistent in terms of punctuality and speed along the corridor

Cars

- Improve enforcement of the HOV lanes

Next Steps

At the end of the meeting, Andrew Miller thanked participants for their time and ideas, and reminded them that this was the first of three rounds of public consultation. He noted that the *Dundas Connects* team would be back consulting the public in the fall of 2016, and at that time the team will be presenting different options to consider for the future of Dundas. The final round of consultation is planned for early 2017 to review the key elements in the draft Land Use and

Transportation Master Plan for Dundas. The final plan is anticipated to go to Council in 2017.

Andrew also noted that feedback is welcome through the *Dundas Connects* website anytime (www.dundasconnects.com), and that feedback on likes, dislikes, and a future vision for Dundas would be most helpful before the end of May.

Nicole confirmed that the facilitation team would send a draft copy of the meeting summary to all participants who signed into the meeting with an email address. Typically, about one week would be provided for participants to review the draft and provide any suggested edits, to ensure the record is an accurate reflection of the discussion at the meeting. She also encouraged participants to sign-up on the Dundas Connects website to receive updates about the project.



Attachment 1: Questions of Clarification

The following questions of clarification were asked during the meeting. Responses were provided by Stephen Schijns (AECOM). Note that responses, where provided, are noted *in italics*.

- 1. Is the Milton GO line part of your study?** (SS) *Yes, it's in play. CP Rail owns the line but it is also used by GO Transit and they have plans to expand service as part of the Regional Express Rail (RER) Plan. We're very interested in it from a transportation perspective as Mississauga is running a lot of express buses – if in fact we had all-day two-way service, does it make sense to run the buses into the station? Does this change the need for LRT or BRT if the express buses and trains work together well? These are factors we're considering.*
- 2. The traffic management system needs a major overhaul; can you synchronize the lights as part of this work?** (SS) *At a master plan level we would observe that it is a problem, and that it's a near-term action that the City could take. Our scope will not go down to the re-timing/re-synchronizing level of detail. Another possible outcome from this work is getting transit priority signals, which in turn places greater emphasis or creates a catalyst for the City to evaluate all timing-related issues.*
- 3. How does the 403 Express Bus fit into the transportation planning?** (SS) *The Express Bus route will be completed and they'll continue to test travel times, this creates a faster way to get from Square One to the Kipling subway station. This also means exploring the role of Dundas in the context of the Hurontario LRT as Dundas competes with other east-west options.*
- 4. Is our population anywhere near the ridership required for a BRT or LRT?** (SS) *Right now, Dundas is the second busiest street in the City, just a hair behind Hurontario. Hurontario has about 1,000 more passengers a day and has LRT funding, so yes, there is a solid base. Then you start to layer on growth, transit-oriented development, and other factors. It's very flexible in terms of how many riders you need for a BRT or LRT system. Richmond (BC) started with 15,000, the median busway helped to bring it to 50,000 a day, then up to 110,000 for the elevated guideway. In ten years, with the development and growth, those types of changes occurred.*
- 5. So is it right to say that a case can be made for either BRT or LRT, that we're examining all options?** (SS) *Yes. We have to see how the vision plays out and then figure out which transit options make the most sense. Perhaps, for example, based on the numbers, west of the Credit River LRT or BRT doesn't make sense, but east might, so then we figure out different ways to optimize it.*

Attachment 2: Results of Meeting Feedback Form

Small, blue feedback forms were provided on all tables at the meeting, and two completed forms were received. A summary of the results is provided below.

1. Did the meeting provide you with helpful information? Check one:

- Yes - 2
- Somewhat
- No

2. How effective was the meeting format? Check one:

- Very effective - 1
- Effective - 1
- Somewhat effective
- Not very effective

3. What did you like about today's meeting?

- A lot of time for discussion
- Talking about the future!

4. What could we have done differently?

- Okay for now
- If you have people here with hearing problems it would be a problem, no sound system.

5. Any last thoughts?

- Let's get things done ASAP