MISSISSAUGA

DUNDASCONNECTS

Phase 2 Public Meeting Central
Meeting Summary

Tuesday October 25, 2016, 6:00 – 9:00 pm
TL Kennedy Secondary School
3100 Hurontario Street, Mississauga

Overview

Approximately 25 people attended the third in a series of four consultation events held as part of the Dundas Connects Phase 2 public consultation. Building on work completed in Phase 1, Phase 2 sought feedback from the public on how to manage the projected growth in people and jobs along Dundas Street, including responses to the Dundas Connects team's draft ideas on:

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

The Public Meeting was held at TL Kennedy Secondary School and included a 30-minute open house with a display of 24 information panels for review. Councillor Iannicca welcomed participants to the meeting, and Andrew Miller (Project Lead, City of Mississauga) introduced Stephen Schijns (AECOM) and Shonda Wang (SvN) who co-delivered a 30-minute presentation. Three 30-minute workshops followed that presented and sought feedback on land use, transportation, and corridor design.

This event summary was written by Casey Craig and Nicole Swerhun (Swerhun Facilitation) and was subject to participant review before being finalized.

Feedback Summary

Feedback was provided in writing through comment forms and group discussions during three workshop rotations. The summary below integrates feedback from each of these sources and is organized by workshop topic namely land use, transportation, and corridor design.

1 Land Use Feedback

Where do you think we should be encouraging change along Dundas Street, and why? What form should this change take, and why?

In addition to providing written feedback, participants annotated large focus area maps to identify locations for, and the look and feel of, the following elements:

- Built form and land use;
- Parks and open spaces;
- Community services and facilities; and
- The street and block network.

Erindale Station Focus Area

Built Form and Land Use

- Low-rise adjacent to residential neighbourhoods, e.g., 2 to 4 storeys
- Mid-rise at intersections
- Maintain existing well-used retail, e.g., grocery stores, when redeveloping areas

Parks and Open Space

- With many parks in the area already, parks are not a high priority

Community Services and Facilities

- Create a small community centre with a sharing library, a local food bank, and gardens in north-west quadrant

Street and Block Network

- Consider making the proposed north-south connection pedestrian and cyclist access only

Cooksville Focus Area

Built Form and Land Use

- Mid-rise, mixed-use along Dundas Street
- High-rise, mixed-use along Hurontario Street
- Move from high-, med-, low-rise then transition back up again to create a roller-coaster effect, allowing sun to reach all areas
- Office uses at the intersection of Dundas Street and Hurontario Street

Parks and Open Space

- Create a naturalized park and northeast of, and an urban square northwest of, Dundas and Hurontario
- Create a linear park connection south-west of Dundas and Hurontario with the proposed park further south
- Create more walkways with greenery

Community Services and Facilities

- Create a community centre or hub at TL Kennedy Secondary School, allowing the school site to be used 24/**7**

Dixie Focus Area

Built Form and Land Use

- Mid-rise, mixed-use along Dundas Street with unique architecture
- Mid-rise (<15 storeys), mixed use along Dixie Road at the Dixie GO Station
- Redevelop the area into something similar to Heartland or Streetsville
- Limit the number of used car lots between Hurontario and Cawthra along Dundas
- Include restaurants, retailers, night life and entertainment uses that are compatible with the socio-economics of the area

Parks and Open Space

- Introduce a network of pedestrian streets between Dundas and the Dixie GO Station to create an urban village feel
- Improve trail connections to Lake Ontario
- Incorporate public art along the corridor that showcases Dundas' diversity

Community Services and Facilities

- Provide a community hub at the Dundas and Dixie intersection

Street and Block Network

- Ensure future transit along Dundas Street connects with Kipling Station and the Mississauga City Centre
- Ensure adequate parking is provided adjacent to potential future community hubs, proposed parklands, and the Dixie GO Station
- Create an inter-connected network of secondary streets both north and south of Dundas for cyclists; keep cycling lanes off of Dundas
- Consider a pedestrian scramble at Dixie and Dundas to alleviate pedestrian traffic and improve pedestrian safety

Other Land Use Feedback?

- Maintain and regularly repair road surface and address sunken manholes
- Avoid small unsightly plazas, e.g., the ones around 5 and 10 and improve the aesthetics of the existing plazas to complement development in the area
- In developing the master plan, keep the economic and social determinants of individual and community health top of mind

2 Transportation Feedback

What are the most important factors to consider when choosing a transit mode or modes for Dundas?

Participants identified the most important factors as connections, flexibility, and costs. Note that the list of responses shared by participants below is not intended to reflect a particular order or priority to the factors identified during discussion.

Ridership

- Don't cannibalize ridership off other transit systems. Don't create duplicate transit system infrastructure

Speed and Access

- The transit system needs to get people places at least as fast as a car. Using transit has to decrease travel time, be convenient and frequent. Stops need to be close enough that people can walk to them. "If it's convenient, I'll get out of my car"

Costs

- oose the most efficient option. Money saved on transit can be used to achieve other elements of our vision for Dundas

Liveability

- If the transit is too noisy and has too many emissions, people won't want to be there

Land Use

- Maximize flexibility

Natural Environment

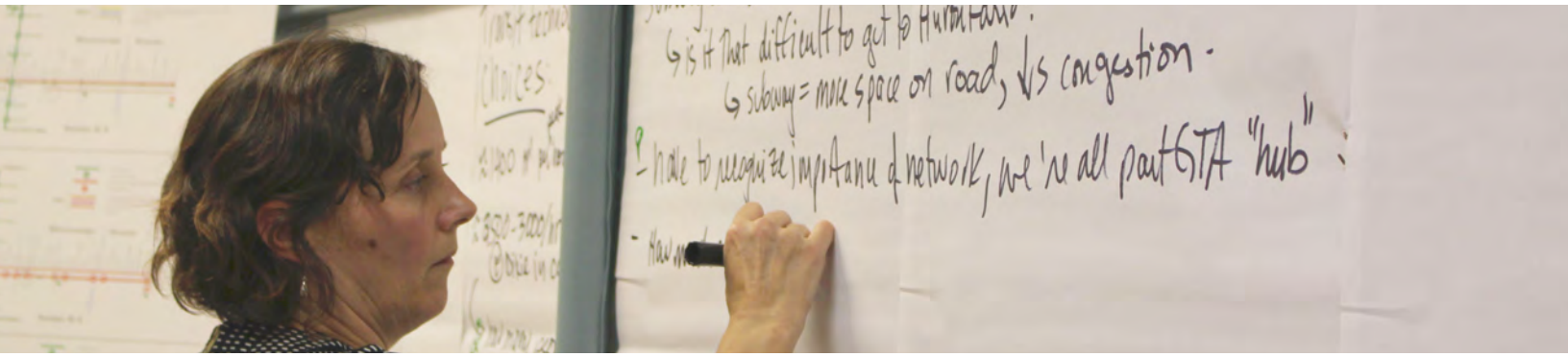
- Aim for less noise and fewer emissions

Other Factors

- Select the transit option that minimizes congestion

What are the benefits and drawbacks associated with each of the options being considered?

Note that all responses in the table below were provided by participants and do not necessarily reflect the perspectives of the City of Mississauga or the City's consultant team for Dundas Connects.



	Benefits	Drawbacks
Surface Bus	• Familiar to people • Will always be the cheapest in terms of capital costs	• Emissions • Higher labour cost • As volume increases, buses bunch up, making fewer people ride it
BRT	• Most able to evolve (can add LRT later) • Delivers the soonest "bang for our buck" because it can be built quickly, which means it will have the quickest influence on development and the soonest environmental benefits • It's flexible, and could also be integrated with GO service; the BRT and GO buses could share the corridor	
BRT (west of Hurontario) LRT (east of Hurontario)	• LRT creates a better return on investment (ROI) than BRT • LRT has more stops than a subway and is cheaper than a subway	
BRT (west of Hurontario) Subway (east of Hurontario)	• Faster and more convenient • Could boost the appeal of the area • "I am pro-subway, and I don't care if it is 50x the price. People will drive to Square One and take the subway from there, with good buses feeding people in"	• Costs too much • Few stops so fewer places to encourage Transit Oriented Development (TOD), which means there's a greater risk that TOD will not happen

Other Transportation Feedback?

- Consider an elevated monorail
- Be careful with the model results showing the relationship between Dundas transit and users of the Milton GO line. Maybe people taking transit on Dundas are going to Toronto, but not to downtown
- Ensure transit vehicles have locations for technology plug-ins

3 Corridor Design Feedback

Which users should take priority in the street, and how can we promote shared use of its limited space?

In addition to providing written comments, participants used street-element cards to design their ideal street, taking into consideration corridor design objectives, issues and opportunities. Participants had multiple perspectives on how to prioritize corridor users and where to best place transit and vehicle lanes, cycling infrastructure, pedestrian space, tree zones and parking.

Prioritizing Users

- Pedestrian and cyclists safety is a high priority. Median transit lanes pose safety concerns pedestrians crossing long distances to access transit; curbside transit poses safety concerns for cyclists. Suggestions to improve cyclist safety included physically separated bike lanes, using trees to buffer cyclists from transit, and widening bike lanes
- Have 2 lanes for vehicle traffic in each direction, with fifth turning lane where appropriate
- Prioritize physically separate bike lanes or provide a multi-use trail to encourage cycling
- Prioritize dedicated transit lanes. Transit takes up less road space and carries more people

Promoting Shared Use of Space

- Use minimum widths to fit more elements in the right of way
- Build standard sidewalks in most places. Allow one side of the street to have wider sidewalks for patios where appropriate
- Work with private land owners to negotiate extra space for trees or landscaping
- Plant large trees mid-block where space allows. Swap for street furniture at intersections
- Transit platforms should comply with accessibility standards
- Create a central platform with trees between median transit lanes
- Use sharrows for cyclists; avoid cycle tracks

Other Corridor Design Feedback?

- Opposing preferences expressed for median lanes and curbside lanes
- Time traffic lights to keep traffic moving
- Alternative Option 2: Mavis Road viewpoint area is a better use of the space. Upgrade the guard rail and remove the bike lanes.
- Alternative Option 1 and 2: Create a hybrid scenario with both trees and seating areas along Dixie

Next Steps

Andrew Miller wrapped up the meeting by thanking participants for their time and feedback. Additional Phase 2 consultation feedback is welcome through the Dundas Connects website (www.dundasconnects.com) until November 30, 2016. Feedback from Phase 2 consultations will be used to refine the options presented for the Dundas Corridor. Dundas Connects will return to the public in early 2017 with final recommendations for the Land Use and Transportation Master Plan. The draft Land Use and Transportation Plan will be presented to the Mayor and Council in 2017.

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.

Appendix: Transit Background Information

Across all three consultation meetings, participants asked several questions to inform their perspective on the most appropriate transit mode or modes for the Dundas Corridor. In response, Stephen Schijns from AECOM, the City's consultant on Dundas Connects, shared the following background details regarding transit on Dundas:

Number of People on Transit Today
Today there are about 1,400 people taking transit on Dundas in the peak direction near Dixie during the peak hour. The challenge with continuing to increase transit service with surface buses is that eventually there are too many buses running too close together and the service meets its functional capacity. About ¼ of transit riders on Dundas go through; 50% are walking to or from a stop on Dundas; and about 25-30% are coming to Dundas to transfer.

Number of Cars and Modal Split
There are about 2,500-3,000 cars/hr east of Dixie in rush hour. In Downtown Toronto, the upper limit in terms of the percentage of travellers on transit is about 75%. On Dundas, a reasonable goal for a percentage of people on transit is likely closer to 30%, and that increase will more likely be achieved through new people coming to Dundas (as opposed to the existing residents shifting their travel behaviour).

Similarities Between BRT and LRT
BRT and LRT can provide, effectively, very similar service. BRT is really a "rubber tire" LRT. The City could put the BRT or LRT guideway either in the middle of Dundas (in the median) or BRT at the curb. The challenge with the curbside is that there are about 250 driveways along Dundas, and a curbside guideway for rapid transit would interfere with people turning right into these driveways. In the median, people would do a U-turn to access driveways on the other side of the median.

Cost
The difference in capital cost between LRT and BRT is about 2:1. For subway and BRT it is about 10-12:1. BRT costs about $30 million/km to build. LRT costs about $60 million/km to build, and subways cost between $300-$500 million/km to build. The cost to convert a BRT to an LRT almost matches the cost of new LRT construction. BRT costs MORE than LRT to operate, since LRT vehicles can carry more passengers, fewer drivers are required to carry the same number of passengers as BRT.

Development Time
The development time for an LRT is about 5-6 years, whereas a subway is likely about 9-10 years.

Finding a Balance in Service
There likely is a balance between providing fewer stops (to increase the speed of transit) and having the stops close enough that the transit can serve as many people as possible. Subway stops are spaced about 2km apart, while BRT and LRT stops are closer together.

Subway Stops
Subway stops would likely be at Kipling, Dixie, Cawthra, and Cooksville, supplemented with a BRT west of Cooksville.

Speed and Access
BRT and LRT vehicles travel between 15-30 or 40 km/hr. Subways travel faster.

Flexibility
BRT is more flexible in adapting the corridor as it changes over time, while a subway doesn't have the flexibility to change over time. A subway on Dundas would mean Mississauga would be paying up front to accommodate a transit demand that may or may not materialize.