

Road Safety Committee Update

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MISSISSAUGA

Changing Lanes

DTAH, Traffic Calmer, HDR, LURA

June 22 2021

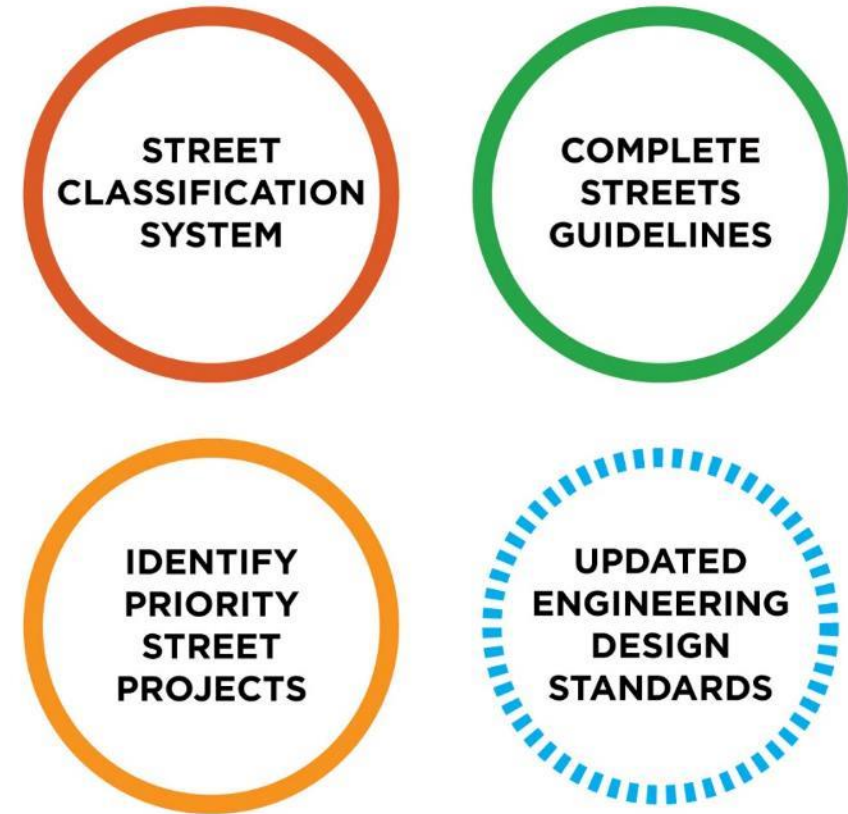
Today's Discussion

- Project Objectives and Process
- What are Complete Streets?
- Engagement Process
- What We've Heard (So Far)
- Street Classification Approach
- Phase 03 Sneak Peek

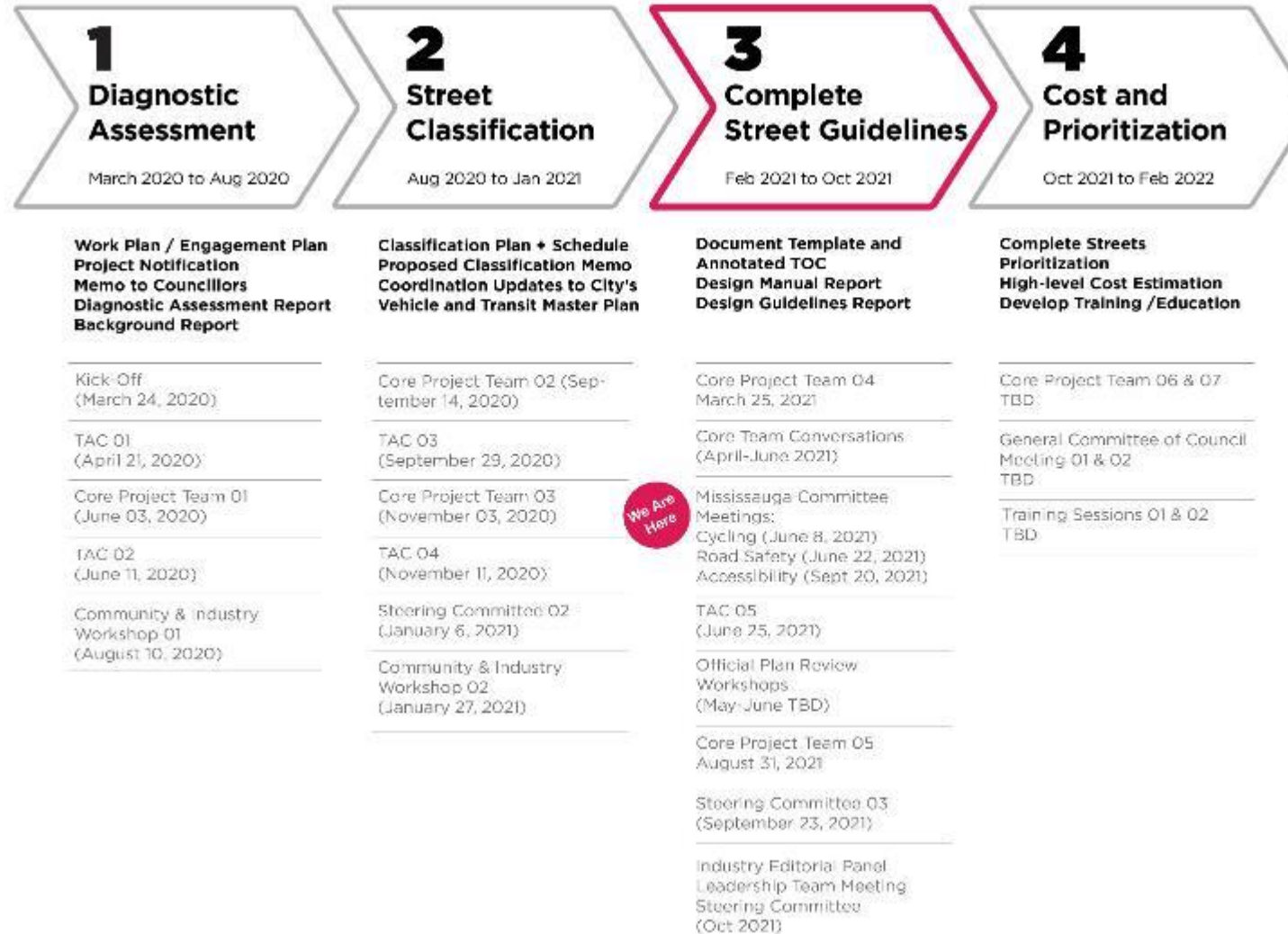


Changing Lanes: Study Objectives

- Update, develop and implement new tools for staff, developers, and other street providers to ensure our streets are safe and convenient for all users.
- Engineering Design Standards Update will take place following the first part of the overall project.
- Delivering on 3 TMP Actions



Study Process



What Are Complete Streets?

A Complete Street is designed for all ages, abilities, and modes of travel.

Safe and comfortable access for pedestrians, bicycles, transit users and people with disabilities is not an afterthought, but an integral planning feature.

Ensures that transportation planners and engineers consistently design and operate the entire street network for all road users, not only motorists.

www.completestreetsforcanada.ca



Street Demands And Issues



VISIONZERO
Mississauga

Streets Can Change: Hurontario at Dundas, 1953



Streets Can Change: Hurontario at Dundas, 2019



Image Credit: Spacing Toronto

Complete Streets Mississauga: Hurontario LRT



Complete Streets: Not Always Complicated or Expensive



Image Credit: Toronto (December 2017).
C. Dave Meslin, Twitter

Engagement

Steering Committee

- Director level w/ 'final say'
- Engaged when needed
- Information sharing
- Sign-off & resolve disputes

IPES / City Planning Strategies/ Development & Design / Traffic Management & Municipal Parking / MiWay / Works, Operations, and Maintenance / Parks, Forestry & Environment

Managers Group

- Managers of sections in the Core or TAC
- 'In the loop' through email
- Typically meet on an individual basis

IPES / Traffic Management & Municipal Parking / Works, Operations, and Maintenance / City Planning Strategies / Development & Design / MiWay / Traffic Management & Municipal Parking / Parks, Forestry & Environment

Core Project Team

- Staff and sections that have a direct impact/ ownership over our streets

Capital Works / Transportation Planning / Transportation Projects / Active Transportation / Traffic Operations / Urban Design / Vision Zero (TBC)

Technical Advisory Committee

- Staff and sections that are impacted or impact our streets in specific ways
- Key invitees to Staff workshops

Fire & Emergency Services/ Facilities & Project Management / IPES / Works, Operations, and Maintenance / HuLRT Project Office / Development & Design / Transportation Planning / Traffic Management & Municipal Parking / MiWay / Parks, Forestry & Environment / City Planning Strategies / Culture / Region of Peel

Community + Industry Partners

- Stakeholders from various sectors
- Focused on providing information and seeking feedback about the project process

Peel Region / First Nations & Indigenous Organizations / Telecommunications Utility / Enbridge / Alectra / Property developers / Urban Land Institute / Mississauga Board of Trade / Metrolinx / MTO / Transit Providers (City of Toronto, Brampton, Oakville, Milton) / GTAA / Credit Valley Conservation / TRCA / Private Bus & Taxi Companies / Transportation Network Companies / Environmental Groups / MIRANET and Rate-payer Associations / Business Improvement Areas / Mississauga Committees

Who Is Involved?







What We've Heard (So Far): Community and Industry Stakeholders

- **Traffic Speed** is an issue overall, but particularly on residential streets.
- **There are many wide intersections** that can be intimidating for pedestrians to cross.
- **Distracted driving** is an issue related to safety for all road users.
- **Cycling** does not feel safe for children and teenagers on streets. Protected cycling lanes may improve the feeling of safety for parents.
- **New multi-use trails** have been well-received by the community.

What We've Heard (So Far): City of Mississauga Staff Workshops

- **Safety** is the top priority.
- Achieve **balance and greater equality** for all street users.
- Streets are complete only when they are **safe and comfortable for people of all ages and abilities**.
- Manage **speed**.
- Streets are recognized **as public spaces and a community asset**.
- **Raise awareness** about complete streets to ensure public support and buy-in.
- Shift from a roads-based to a **streets-based approach**.

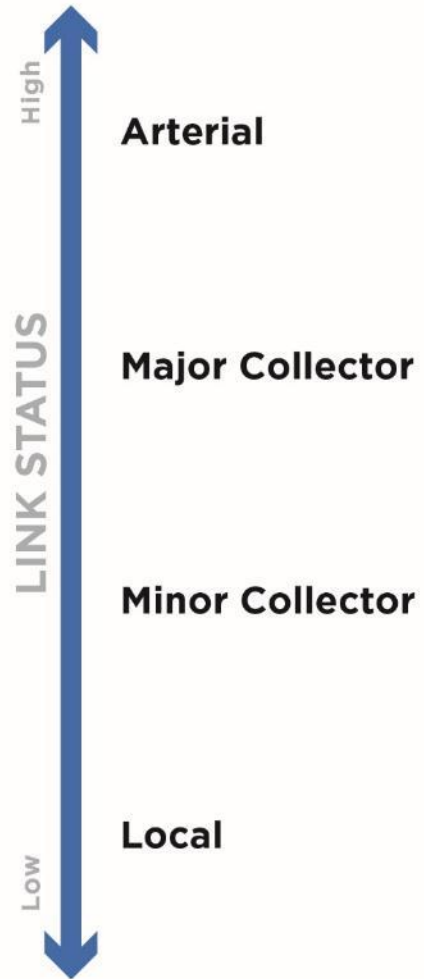
Street Classification Today: Four Classes

	Arterials	Major Collector	Minor Collector*	Local*
Classification	<ul style="list-style-type: none"> • High volumes of people and goods. • Principal transportation corridors. • Limited direct access. 	<ul style="list-style-type: none"> • Moderate volumes of traffic. • Focus of active transportation in neighbourhoods. • Vehicular access to minimize conflicts with active transportation. • Access to support the efficient flow of goods movement traffic in employment areas. 	<ul style="list-style-type: none"> • Low levels of traffic. • Provide property access. • Access locations to private property will be controlled. 	<ul style="list-style-type: none"> • Low levels of traffic. • Provide property access. • Access locations to private property will be controlled.
Example	 <p>Winston Churchill Blvd.</p>	 <p>Glen Erin Dr.</p>	 <p>Shelter Bay</p>	 <p>St. Malo Circle</p>

*Current description for Minor Collector and Local are similar.

Complete Street Classification:

Link_OP Long-Term Road Network

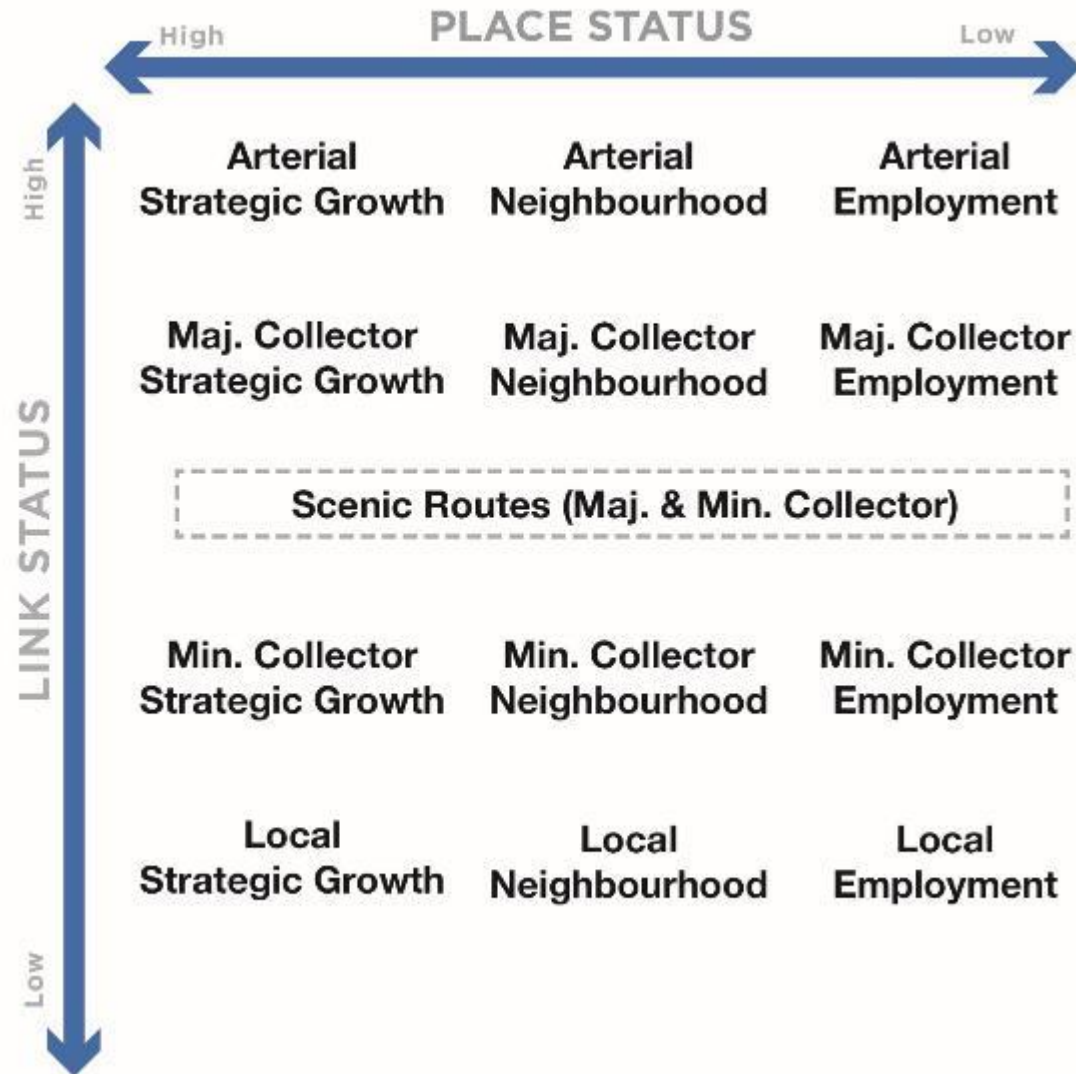


Complete Street Classification:

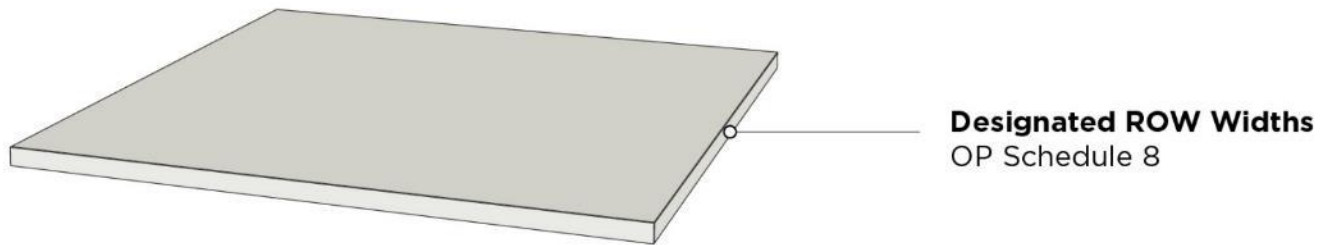
Place_Urban System, Intensification Areas, Land Use



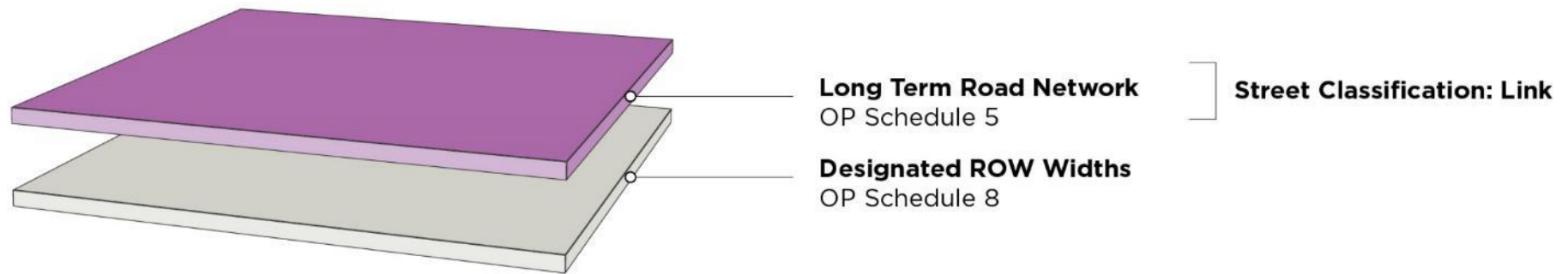
Complete Street Classification: 14 Classes



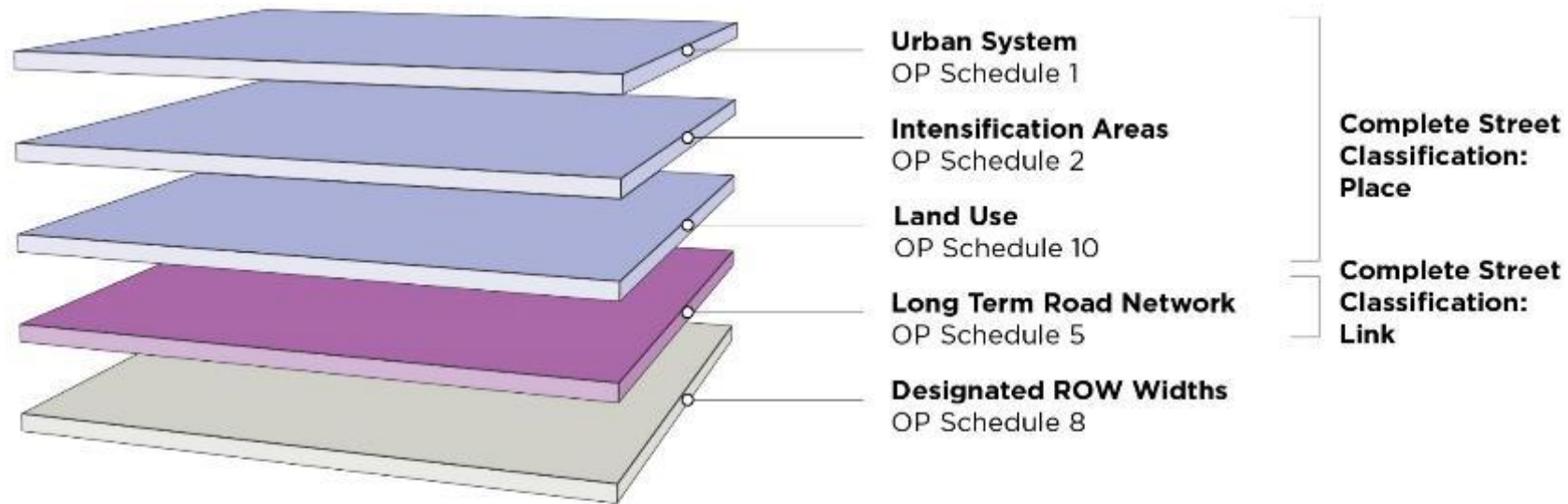
Available Space / Right-of-Way



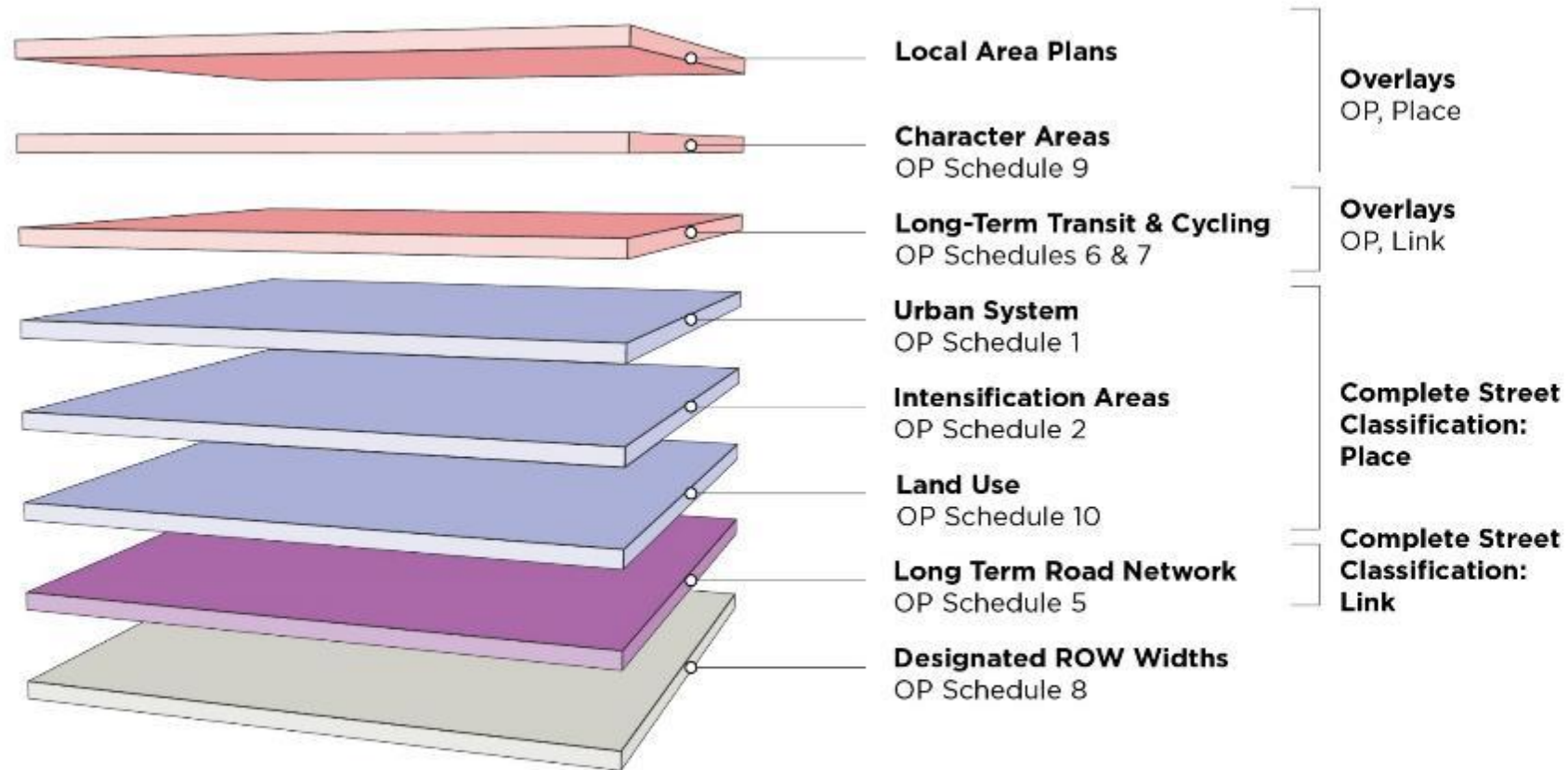
OP Street Classification: Link Inputs



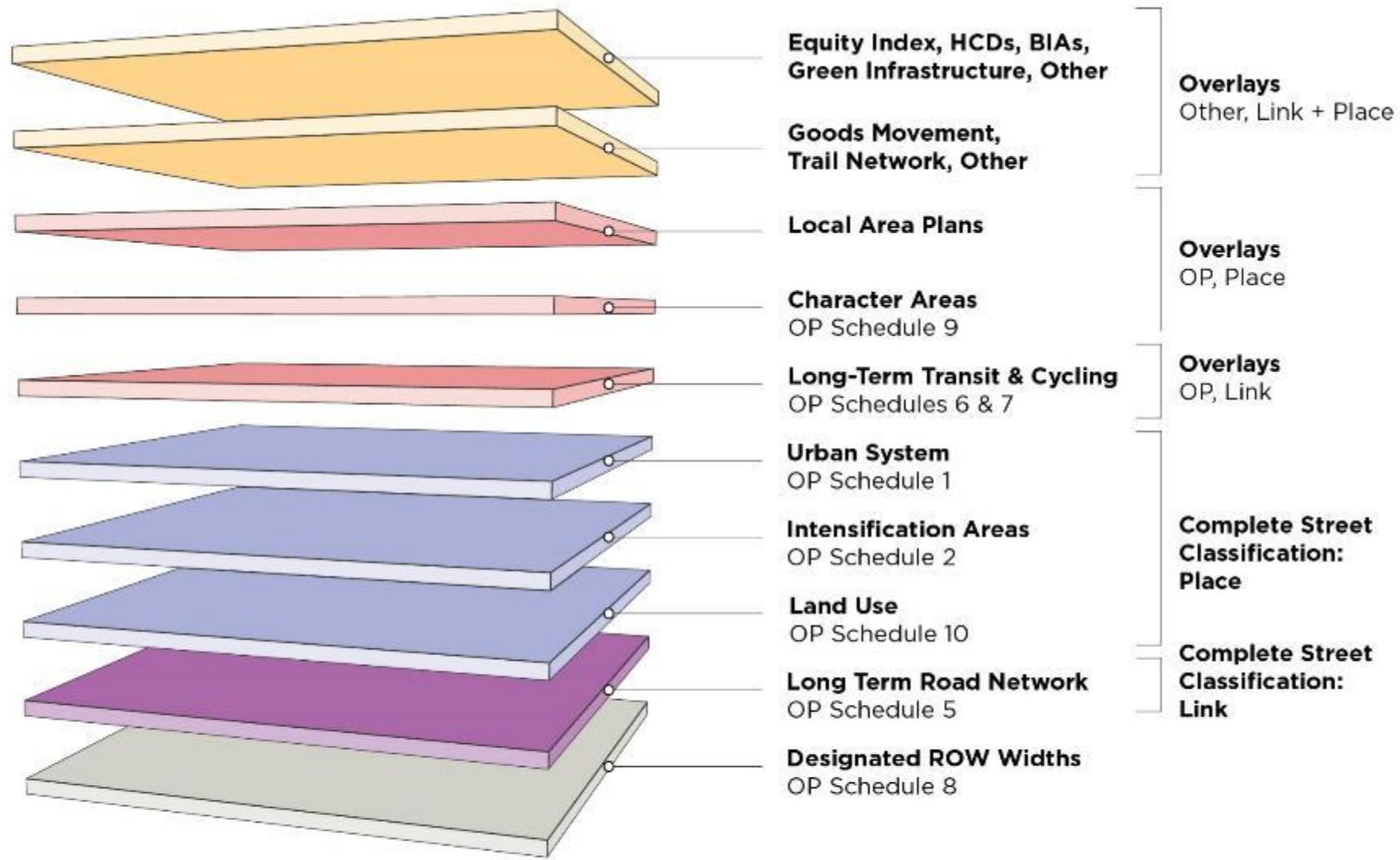
OP Street Classification: Place Inputs



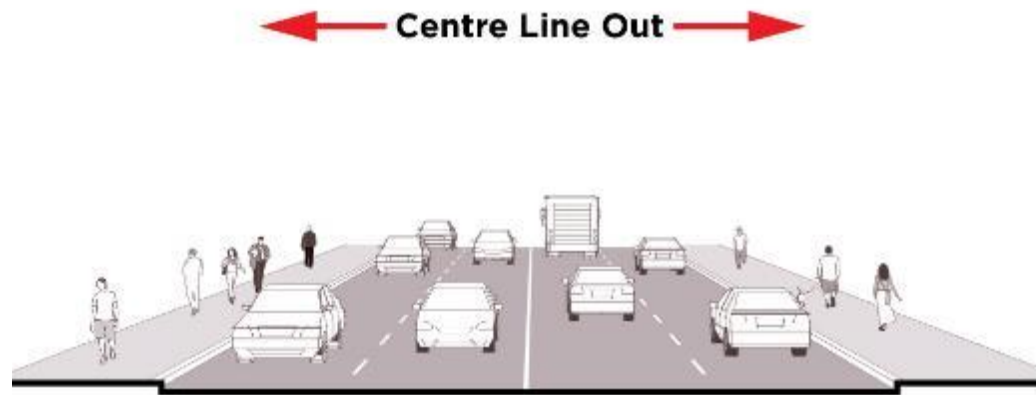
OP Street Classification + Overlays (OP)



OP Street Classification + Overlays (OP + Other)

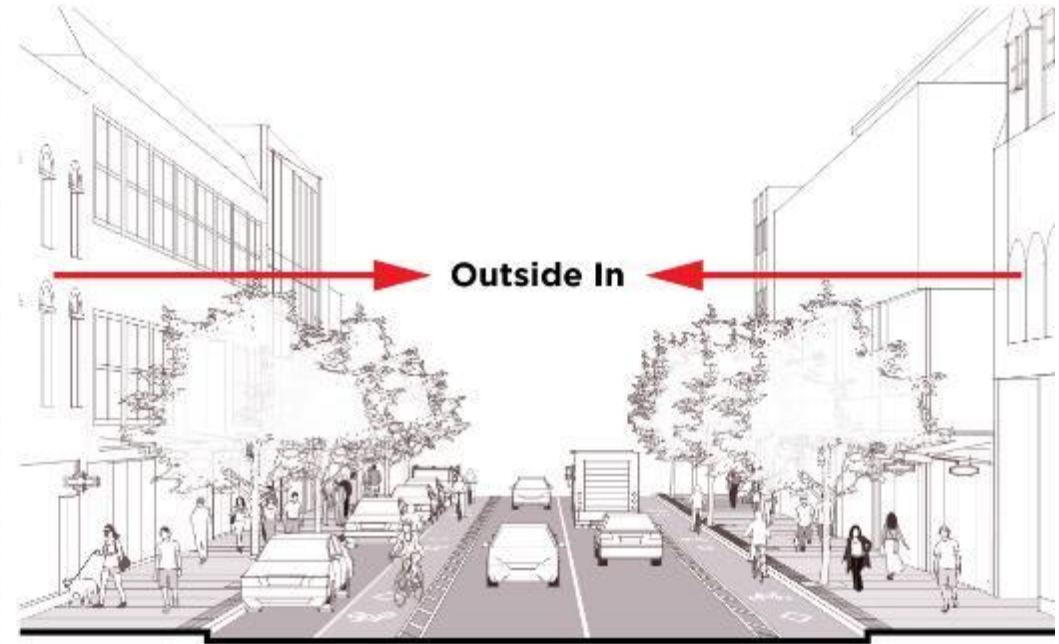


Phase 03 – Development of the Complete Streets Guide



FOCUS OF TRADITIONAL APPROACH

Auto-Mobility
Automobile Safety



COMPLETE STREETS APPROACH

Multi-modal Mobility + Access
Public Health/Safety
Economic Development
Environmental Quality
Livability/Quality of Life
Equity

Next Steps + Timeline

- Review and Incorporate Committee Feedback
- Technical Advisory Committee Meeting (Late June)
- Develop Guidelines and Recommendations over the Summer. Aiming for Draft Guide in Autumn 2021
- Develop Prioritization Recommendations and Cost Estimates (Autumn 2021)

Visit the project website:

<https://yoursay.mississauga.ca/changing-lanes>