

Changing Lanes

Accessibility Advisory
Committee Update

Sept 20, 2021



Today Discussion

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



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.



**STREET
CLASSIFICATION
SYSTEM**



**COMPLETE
STREETS
GUIDE**



**IDENTIFY
PRIORITY
STREET
PROJECTS**



**UPDATED
ENGINEERING
DESIGN
STANDARDS**

Study Process



We are here

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.



What are Complete Streets

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

<https://www.completestreetsforcanada.ca/>



Safety is the #1 concern

- Vision Zero commitment
- TMP Goal #1



Streets change: Hurontario & Dundas, 1953



Streets change: Hurontario & Dundas, 2019



Complete Streets: Hurontario LRT



Not Always Complicated or Expensive



Engagement

Staff Working Teams	Technical Advisory Committee	Community & Industry Partners
<ul style="list-style-type: none">• Steering Committee• Project Teams	<ul style="list-style-type: none">• City and Regional Staff	<ul style="list-style-type: none">• Community Groups• Agency Partners• Advocacy Organizations

What We've Heard: Stakeholders

- **Traffic Speed** is an issue, particularly on residential streets.
- **Wide intersections** that can be intimidating for pedestrians.
- **Distracted driving** is a safety issue for all street users.
- **Cycling** does not feel safe for children and teenagers on streets.
- New **multi-use trails** have been well-received by the community.

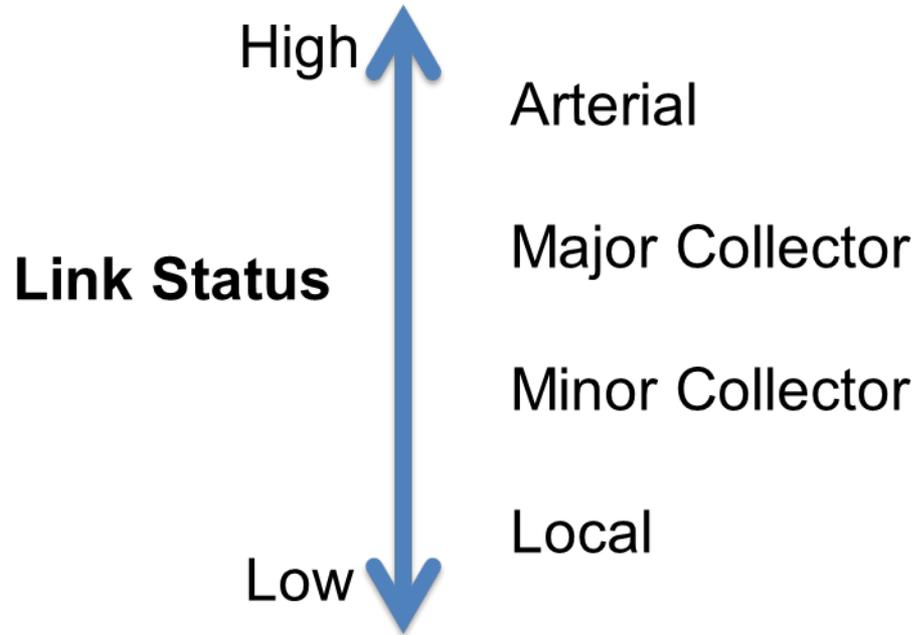
What We've Heard: Staff

- **Safety** is the top priority.
- Achieve **balance and greater equality** for all street users.
- Streets are complete when **safe and comfortable for people of all ages and abilities**.
- Manage **speed**.
- Streets are **public spaces and a community asset**.
- Shift from a roads-based to a **streets-based approach**.

Street Classification Today: Four Classes

Arterials	Major Collector	Minor Collector & Local
<ul style="list-style-type: none">• High volumes• Principal corridors• Limited direct access	<ul style="list-style-type: none">• Moderate volumes• AT focus• Access to minimize conflicts & support efficiency	<ul style="list-style-type: none">• Low volumes• Provide property access• Access locations to property will be controlled

Complete Street Classification: Link



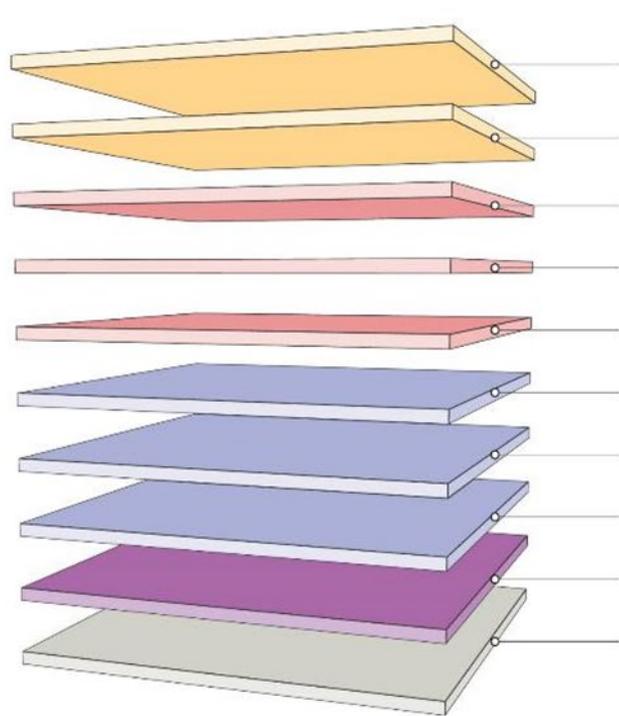
Complete Street Classification: 14 Classes



Complete Street Classification: 14 Classes

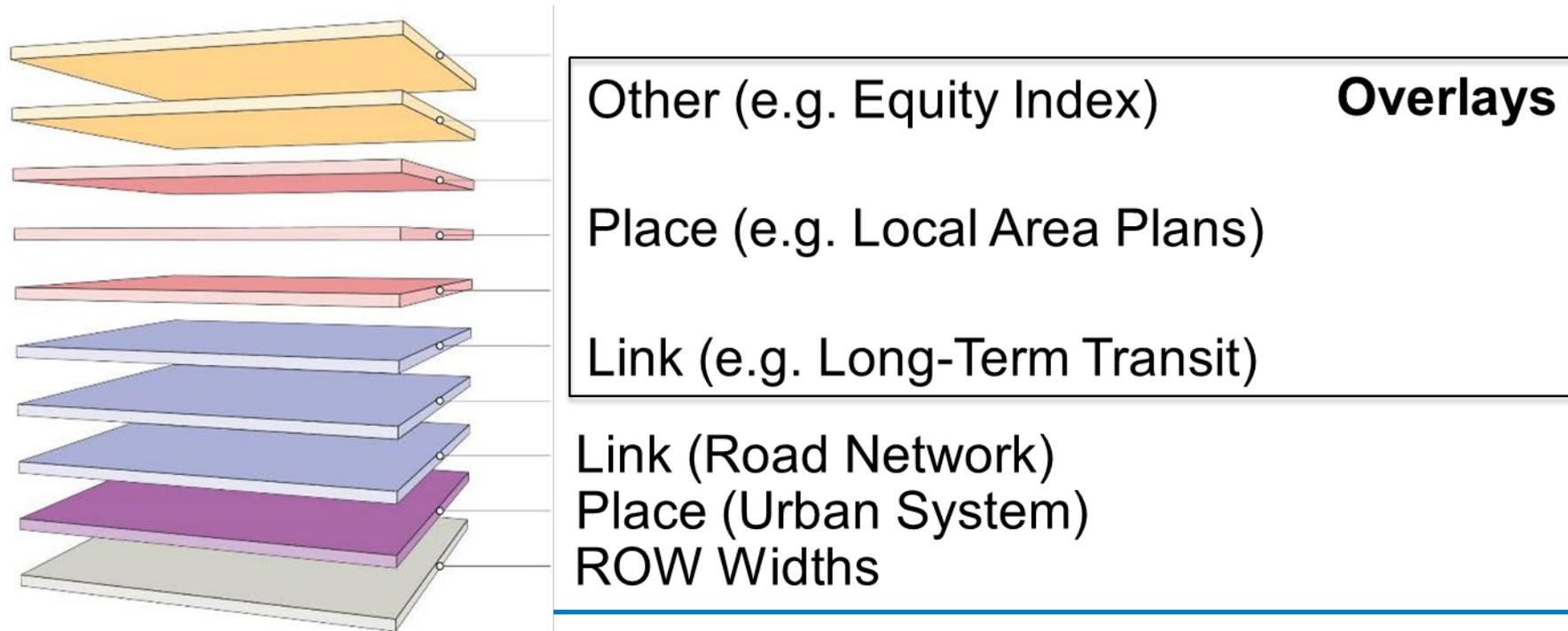


Street Classification: Approach



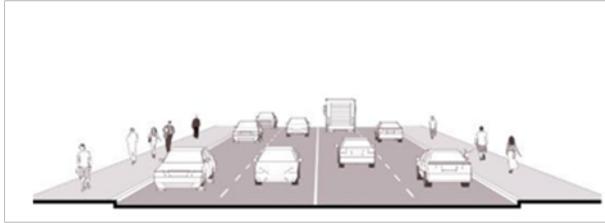
Link (Road Network)
Place (Urban System)
ROW Widths

Street Classification: Overlays



Phase 03 – Complete Streets Guide

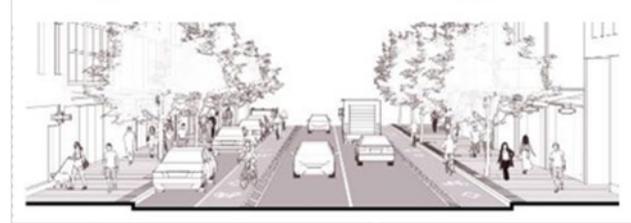
← Centre Line Out →



Traditional Approach

Auto-Mobility
Auto safety

→ Outside In ←



Complete Streets Approach

Multi-modal
Public Safety
Quality of Life
Equity

Next Steps

- Review and Incorporate Feedback
- Draft Guide in Autumn 2021
- Develop Prioritization Recommendations and Cost Estimates (Autumn 2021)

Visit the project website:

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

Thank You!

Alex Legrain,

Project Leader, Transportation Planning

905-615-3200 x5857

Alex.Legrain@Mississauga.ca