

Downtown Movement Plan – Project Overview and Update

Accessibility Advisory Committee
November 9, 2020

Downtown Movement Plan

- Technical study of the **Downtown Strategy & Action Plan**
- Delivering a multi-modal transportation master plan for the Downtown

How?

- Consolidating / sense-checking previous plans
- Developing a suite of transportation options
- Going through the Environmental Assessment process to speed up implementation and determine the most effective options for the Downtown

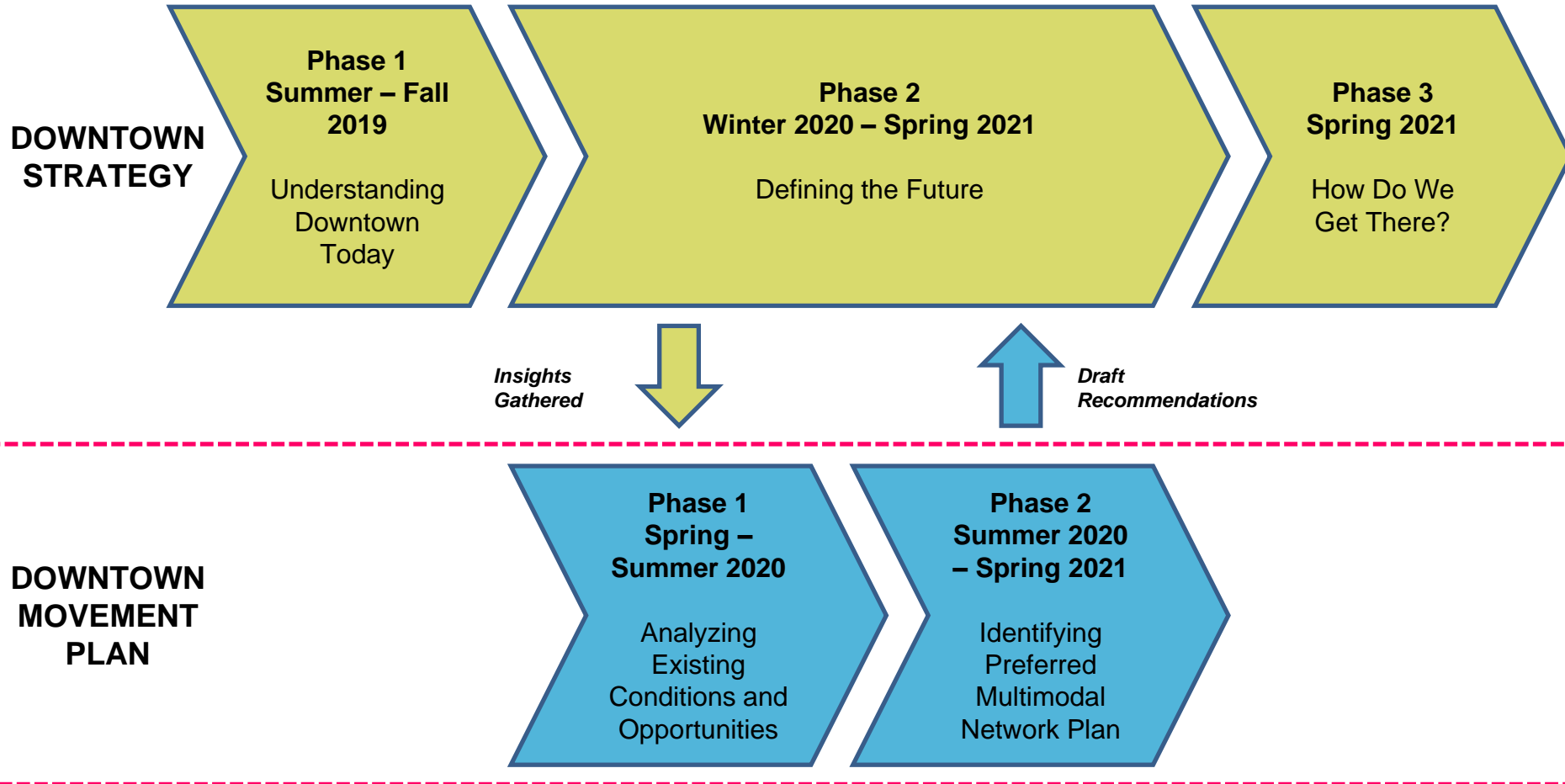
Downtown 21 Master Plan

- Downtown21 Master Plan (2010) outlined a vision to transform the Downtown from suburban to urban
- Identified 6 guiding principles:
 - Parks and Open Spaces
 - Trails and Cycling
 - Transit
 - Urban Design
 - Districts
 - Street Character

What is the Downtown Strategy and Action Plan?

- Building on the foundation of Downtown21, the **Downtown Strategy** will be a guiding document to ensure we are building a vibrant Downtown
- The Downtown Strategy will:
 - Guide the Downtown's future growth and transformation
 - Identify planning, policy, process, operations, programming and infrastructure improvements
 - Strategically direct efforts and resources to where they will have the most impact

Downtown Movement Plan



Phase 1 Engagement

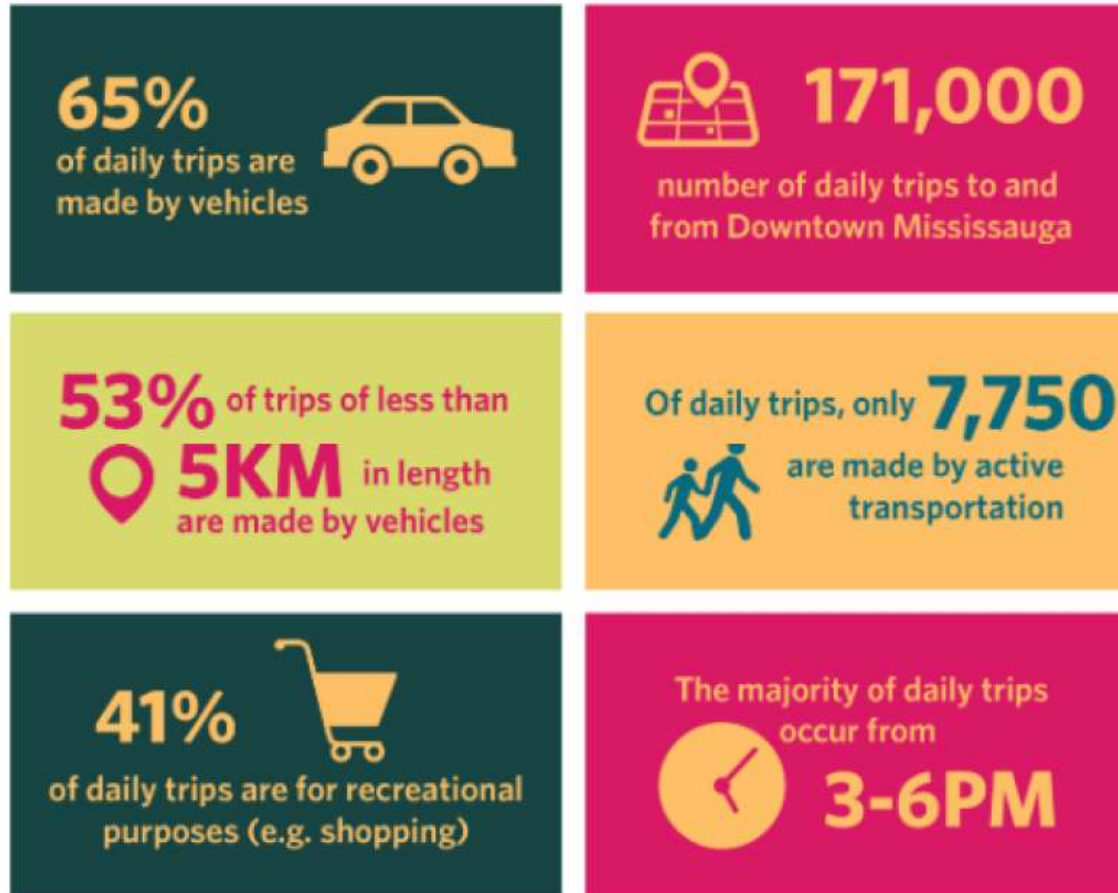
- Multiple approaches:
 - Shared online project webpage – yoursay.mississauga.ca/downtown
 - Mail-out flyers
 - E-newsletter
 - Digital signage
 - Outreach to stakeholders
 - Comments via mail, phone, online, email
 - On-demand meeting

What we heard in Phase 1

Theme	Top 3 Concerns	Top 3 Improvements
Walking	<ul style="list-style-type: none"> • Vehicle speeds • Safety at crossings • Large blocks 	<ul style="list-style-type: none"> • Sidewalks • Green infrastructure • Advanced pedestrian signal timing
Cycling	<ul style="list-style-type: none"> • Conflict with drivers • Lack of cycling paths • Safety 	<ul style="list-style-type: none"> • Buffered bike lane • Protected cycle tracks • Multi-use pathways
Transit	<ul style="list-style-type: none"> • Long wait times • Bus stop location or hard to reach stops • Transfers difficult 	<ul style="list-style-type: none"> • Improved bus shelters • Bus-only lanes • More bus service
Driving	<ul style="list-style-type: none"> • Congestion • Safety • Difficulty making left turns 	<ul style="list-style-type: none"> • Reduced lane width • Reduce number of lanes • Roundabouts

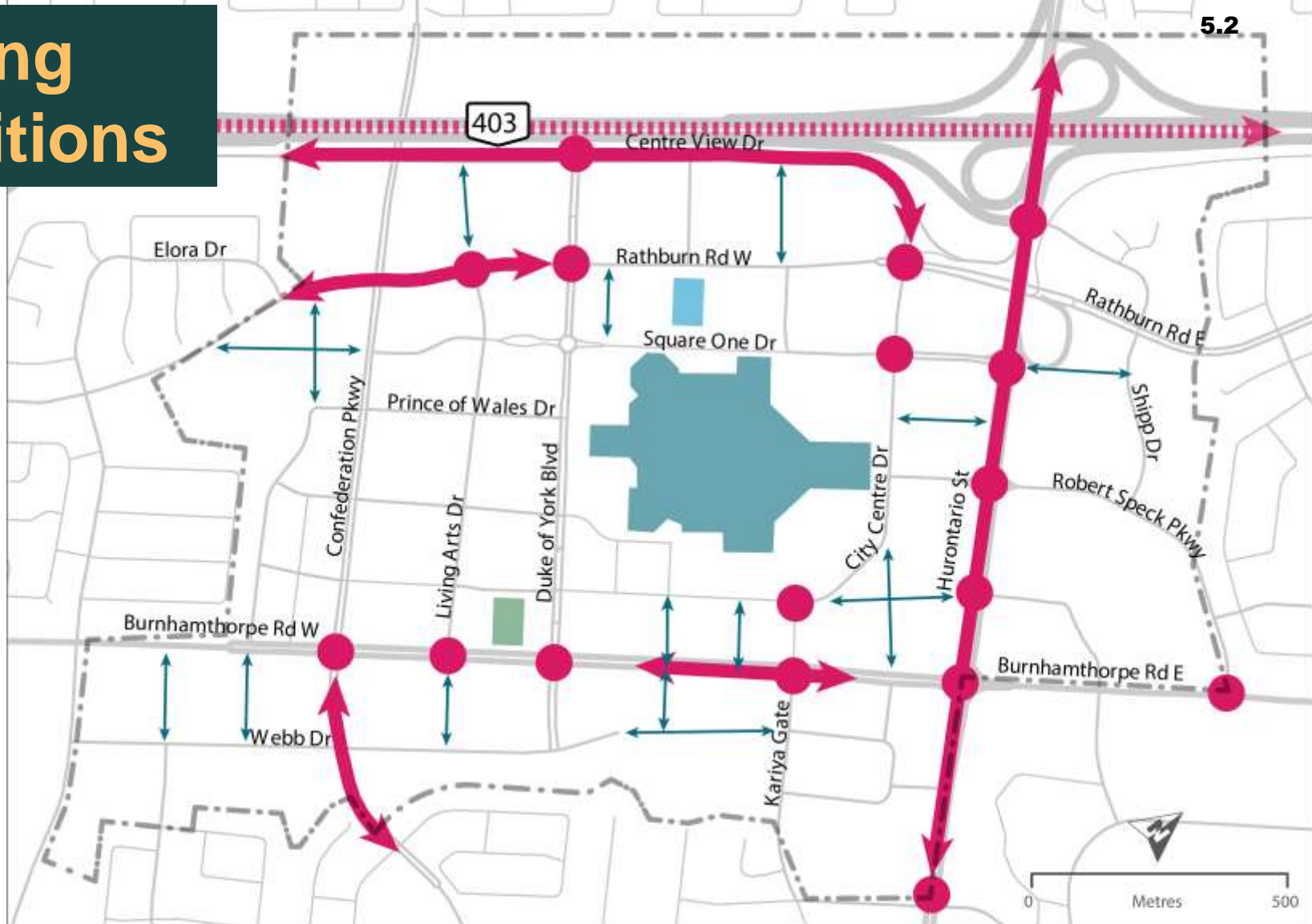
Feel free to offer input or ask a question through the next slides

Existing Transportation Conditions



Source: 2016 TTS Data

Walking Conditions

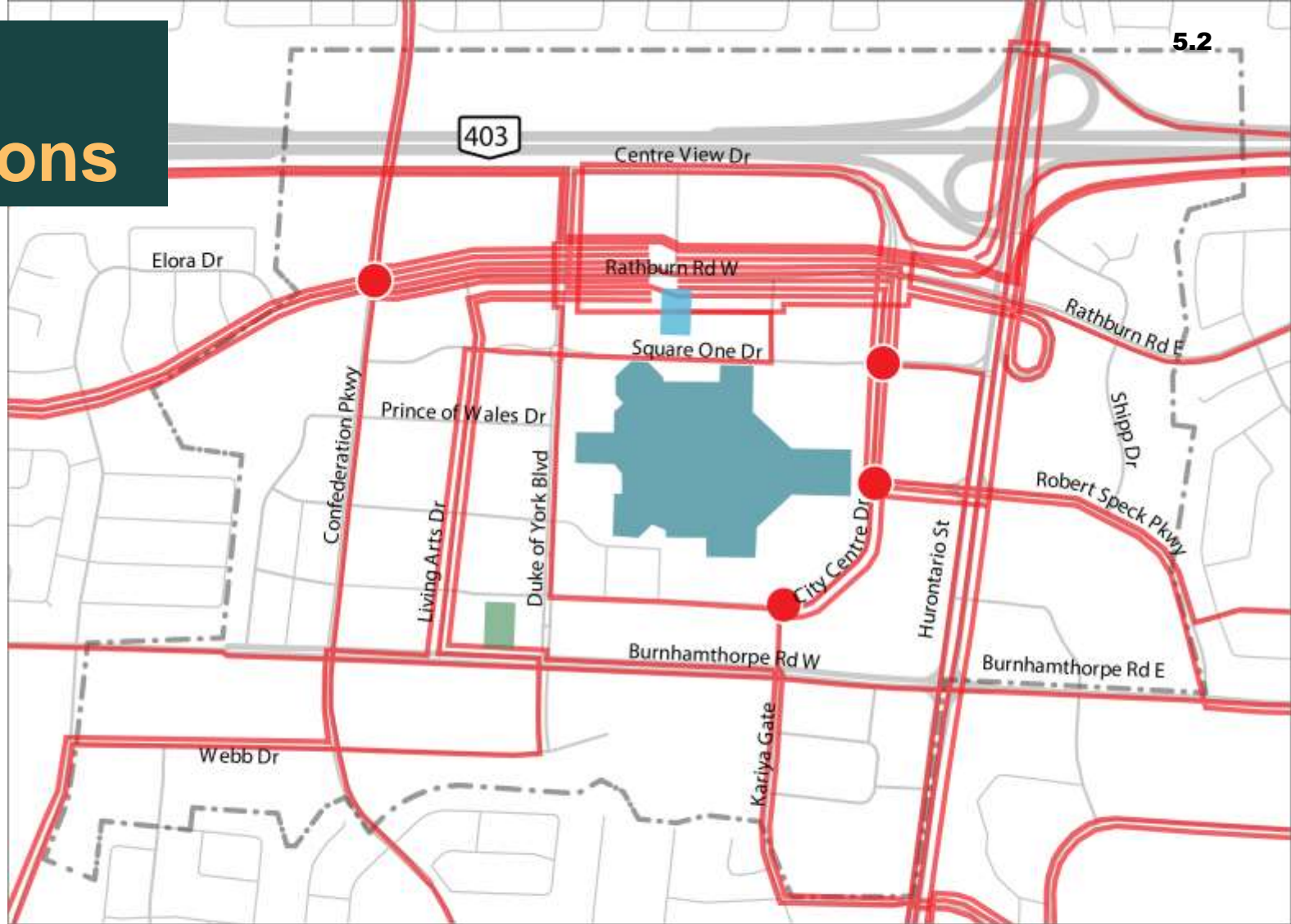


Cycling Conditions



- | | | |
|------------------------------|-------------------------|--|
| --- Study Area | Square One | Long crossing distance |
| — Roads / Highways | Existing Multi-Use Path | Area with lower cyclist level of comfort |
| Celebration Square | Existing Bike Lane | Physical barrier which prevents cycling between the north and the study area |
| City Centre Transit Terminal | Existing Shared Route | |

Transit Conditions



5.2

--- Study Area

— Roads / Highways

■ Celebration Square

■ Square One

■ City Centre
Transit Terminal

— Transit Routes



Transit delay at intersection during
the PM Peak Hour (5-6 PM)



0 500
Metres

Driving Conditions

5.2



--- Study Area

— Roads / Highways

■ Celebration Square

■ Square One

■ City Centre
Transit Terminal



Gaps in road network



Poor intersection operations during
the PM Peak Hour (5-6 PM)



0 Metres 500

TransHelp Usage

- Highest usage between Tuesday and Thursday
- Peaking between 9 AM and 4 PM

Ranking	Address	Number of Pick-Ups / Drop-Offs
1	Square One	14,099
2	90 Burnhamthorpe Road (Mixed-Use)	3,218
3	325 Burnhamthorpe Road (YMCA)	2,182
4	309 Rathburn Road (Cineplex)	967
5	4180 Duke of York (Sheridan College)	790
6	33 City Centre Drive (Medical Clinics)	613
7	301 Burnhamthorpe Road (Library)	492
8	300 City Centre Drive (City Hall)	438
9	151 City Centre Drive (Mixed-Use)	431
10	50 Burnhamthorpe Road (Mixed Use)	280

Problems & Opportunities

Problems

Cars are the first choice for travel

Large land parcels are dedicated to surface parking

Major barriers and gaps in the road network

Transit frequency, access and convenience can be improved

Competition between high volumes of cars and transit.



Opportunities

Encourage the use of transit, cycling, and walking

Create new connections through redevelopment

Build a fine-grid street network for all modes

Improve service, user experience, and first and last mile connections

Focus on road, safety, and efficiency improvements

DMP Next Steps



Next Steps

- Review feedback from the public
- Refine and evaluate alternative solutions
- Evaluate, select and develop preferred solutions
- Present the preferred solution to the Public at Phase 2 Meeting

Thank you

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Please visit <https://yoursay.mississauga.ca/downtown> for more
information and engagement summaries

