

# Sustainable Transportation

## Strategy February 2018



Region of Peel Sustainable Transportation Strategy

## **Online Consultation Survey Summary**

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### **Shaping the Vision for Sustainable Transportation in the Region of Peel**



Prepared for Region of Peel  
by IBI Group

May 19, 2017

# Table of Contents

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<b>List of Exhibits .....</b>	<b>1</b>
<b>1 Survey Objective and Design .....</b>	<b>2</b>
1.1 Objectives .....	2
1.2 Design .....	2
1.3 Promotion.....	3
<b>2 Survey Responses.....</b>	<b>3</b>
<b>3 Respondent Demographics .....</b>	<b>4</b>
3.1 Priority Ranking.....	8
<b>4 Strategy Rating .....</b>	<b>9</b>
4.1.1 Transit .....	11
4.1.2 Cycling .....	12
4.1.3 Travel Efficiency.....	13
4.1.4 Flexible Work Options .....	14
4.1.5 Walking .....	15
4.1.6 Travel Innovations.....	16
4.1.7 Carpooling.....	17
<b>5 Map Markers: Existing Problems and Opportunities.....</b>	<b>18</b>
<b>6 Key Findings and Conclusion .....</b>	<b>27</b>
<b>Appendix A – Survey Questions and Layout .....</b>	<b>28</b>
<b>Appendix B – Map Marker Comments .....</b>	<b>1</b>

## List of Exhibits

Exhibit 1 Online survey visitors by date .....	4
Exhibit 2: Respondent area of residence .....	4
Exhibit 3: Respondent age split .....	5
Exhibit 4: Primary mode of travel .....	5
Exhibit 5: Reasons for primary mode choice .....	6
Exhibit 6: Other regular travel modes of respondents .....	7
Exhibit 7: Priority ranking results.....	8
<b>Exhibit 8 Strategy Rating and Score .....</b>	<b>10</b>
Exhibit 9: Transit Strategy Rating Results .....	11
Exhibit 10: Cycling – Strategy rating results .....	12
Exhibit 11: Travel Efficiency – Strategy rating results.....	13
Exhibit 12: Flexible Work Options – Strategy rating results.....	14
Exhibit 13: Walking – Strategy rating results .....	15
Exhibit 14: Travel Innovations – Strategy rating results.....	16
Exhibit 15: Carpooling – Strategy rating results.....	17
Exhibit 16: Problems and Improvements for all map markers .....	18
Exhibit 17: Count of Map Markers by Mode and Category .....	19
Exhibit 18: Walking Map Marker Comments.....	21
Exhibit 19: Cycling Map Marker Comments.....	22
Exhibit 20: Local Transit Map Marker Comments.....	23
Exhibit 21: GO Transit Map Marker Comments.....	24
Exhibit 22: Carpooling Map Marker Comments .....	25
Exhibit 23: Other Map Marker Comments .....	26

# 1 Survey Objective and Design

## 1.1 Objectives

The Region of Peel is engaging residents to consider and support a greater adoption of more sustainable options for mobility, such as walking, cycling, transit, carpooling and teleworking. The Region is developing a Sustainable Transportation Strategy that will outline a vision and key themes and strategies to reduce the negative impacts of auto-dependency and congestion and increase the availability of safe and convenient travel choices for all member of the community.

A key tool for gathering public input in the development of the STS is the online survey - delivered in conjunction with public information centres held in January 2017. The survey is meant to supplement in-person consultation for a broader reach of community input. The survey also allows for more detailed feedback on the proposed priorities and strategies in the STS. Survey participants have provided meaningful feedback that will inform the development of the priorities and implementation strategies in the STS.

## 1.2 Design

The online survey is designed to present STS vision and themes and solicit feedback on the public' preferred strategies for increasing sustainable modes of transportation in Peel. It is also an opportunity to collect detailed feedback on the obstacles and potential remedies that will make sustainable travel choices more convenient and accessible.

After briefly introducing the STS, the survey presents seven priorities and a set of key strategies for each priority. The priorities and strategies were developed by the Region of Peel project team and IBI Group, and included feedback from stakeholder meetings with staff from the Region, area municipalities and transit agencies.

The surveys is divided into three successive exercises designed to gain meaningful insight into the priorities, preferred strategies and needs of Peel residents. The three main survey components consist of exercises that ask:

- Survey participants to rank their top 3-4 issues from a list of 7 priorities;
- Rate their preference for potential strategies related to these priorities; and,
- Add marker on a map to comment on specific problems and opportunities in their daily activities that could lead to improvement in sustainable travel modes in the Region.

The survey concludes with a few questions about the participant's demographics and travel behaviour. While the survey is not a representative sample of Peel residents, the high volume of responses provides a better understanding of challenges faced by residents of each Peel municipalities from a range of age groups and travel habits.

The survey was implemented using the MetroQuest platform, an interactive public engagement tool that is web and mobile friendly. The visual interface makes it easy for users to complete the survey either on a desktop or mobile device. The tool is widely used for transportation engagement programs including recent projects in York Region, Mississauga and London, Ontario. A description of the survey questions and layout is included in Appendix A.

## 1.3 Promotion

The survey was promoted through a number of channels including:

- A direct link to the MetroQuest survey was included on Letsmovepeel.ca, the Region's website for the Long Range Transportation Plan (LRTP), and the Sustainable Transportation Strategy;
- On-site opportunities to complete the survey using iPads at 3 Public Information Centres (1 each in Brampton, Caledon, and Mississauga) in January 2017;
- "Intercept" surveys at MiWay City Centre Transit Terminal and Bramalea Transit Terminal in December 2016
- Email distribution of the survey to partnering organizations, including:
  - Bike Brampton
  - Peel Regional Police
  - Ecosource
  - Peel Environmental Youth Alliance
- Advertisement of the survey in the following newsletter and information sessions:
  - Connect 2 Peel (Region of Peel newsletter)
  - Credit Valley Conservation 'The Source' Blog
  - Toronto and Region Conservation Authority – Sustainable Neighbourhood Retrofit Action Plan (SNAP) info sessions
  - Smart Commute newsletter
  - Councillor updates on LRTP and STS, including the survey
  - Sheridan College newsletter
  - Roadside mobile signs



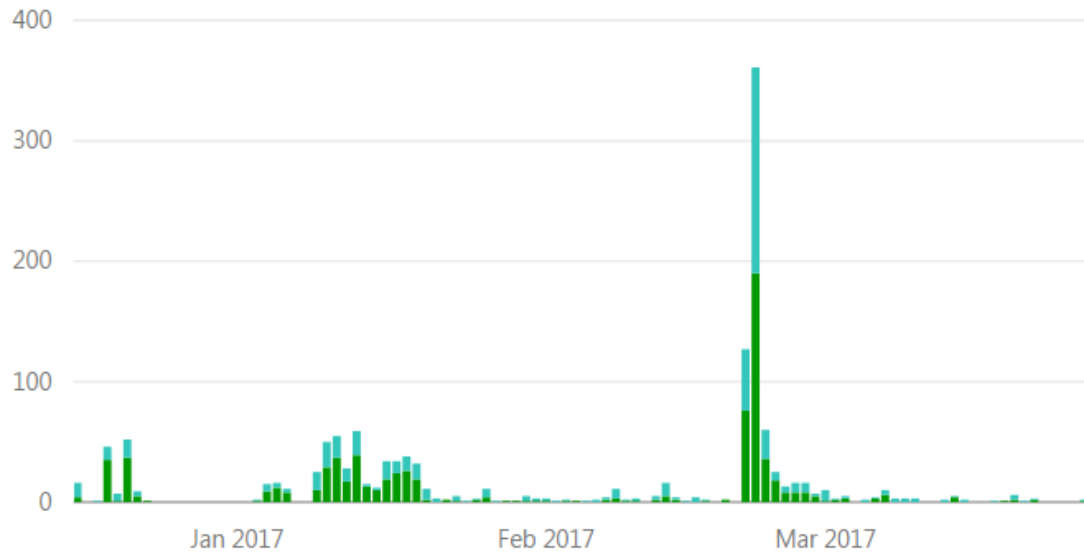
## 2 Survey Responses

The online survey received 1,360 total visits between December 16, 2016 and March 27, 2017. A total of 767 visitors to the site provided data, with 20% of participants accessing the survey through mobile devices.

The number of online survey visitors by date is shown in Exhibit 1, below. The highest peak in responses occurred in late February, with 190 survey completions on February 22<sup>nd</sup>. Another large grouping in survey responses occurred in early January, generally capturing between 20 and 30 responses with data between January 10<sup>th</sup> and 19<sup>th</sup>.

The increase in survey participation coincides with the survey promotion efforts, in particular the Public and email and newsletter distribution to stakeholders and community groups.

**Exhibit 1 Online survey visitors by date**



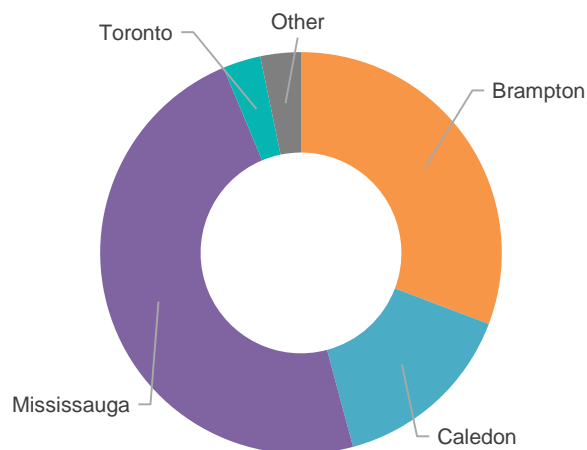
Source: MetroQuest

### 3 Respondent Demographics

The demographics of respondents to the survey are shown in Exhibits 2 to 6, below.

Two thirds of survey respondents provided a location of residence, and over 90% of those locations are in Peel Region. Some survey respondents live in the City of Toronto, York Region, Orangeville but work in the Region of Peel.

**Exhibit 2: Respondent area of residence**



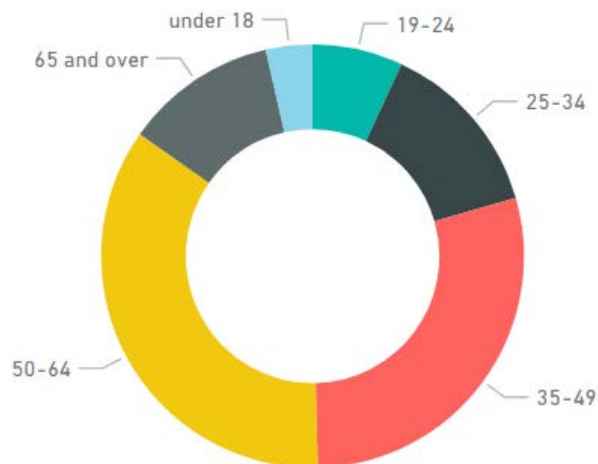
MUNICIPALITY OR REGION	NUMBER OF RESPONDENTS	PERCENT
Brampton	151	20%
Caledon	74	10%
Mississauga	235	31%
Toronto	15	2%
Other	16	2%
N/A	276	36%
<b>TOTAL</b>	<b>767</b>	

Data Source: MetroQuest

All age groups provided data through the online survey, over three quarters are over the age of 35. The travel concerns and priorities of children and young adults, most likely students, are not

a as well represented in this survey. The majority of respondents were between the ages of 35 and 64, with the 50-64 age group providing 35% of respondents and 35-49 providing 29% of respondents. These were followed by the 25-34 age group with just under 14%, 65+ with just under 12%, 19-24 with just under 7%, and <18 with 3.5%.

**Exhibit 3: Respondent age split**

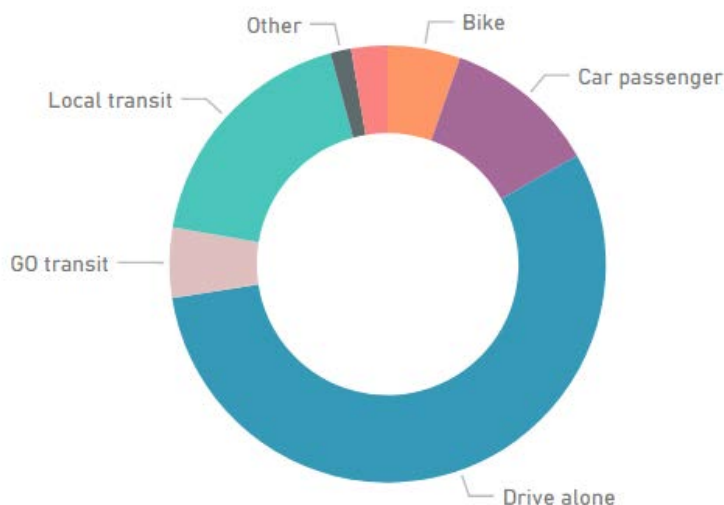


AGE	NUMBER OF RESPONDENTS	PERCENT
18 and under	18	3.56%
19-24	35	6.92%
25-34	69	13.64%
35-49	147	29.05%
50-64	178	35.18%
65 and over	59	11.66%
<b>Total</b>	<b>506</b>	

Source: MetroQuest

The majority of survey respondents indicated that they drive alone as their main mode of travel, with over 55% of responses. The second most common primary travel mode was local transit with 18%, followed by car passenger with 11%, cycling and GO transit with 5% each, walk with just under 3%, and 1.5% of respondents indicated "other". Respondents under 25 years of age primarily used transit, and respondents over 25 years of age drove.

**Exhibit 4: Primary mode of travel**



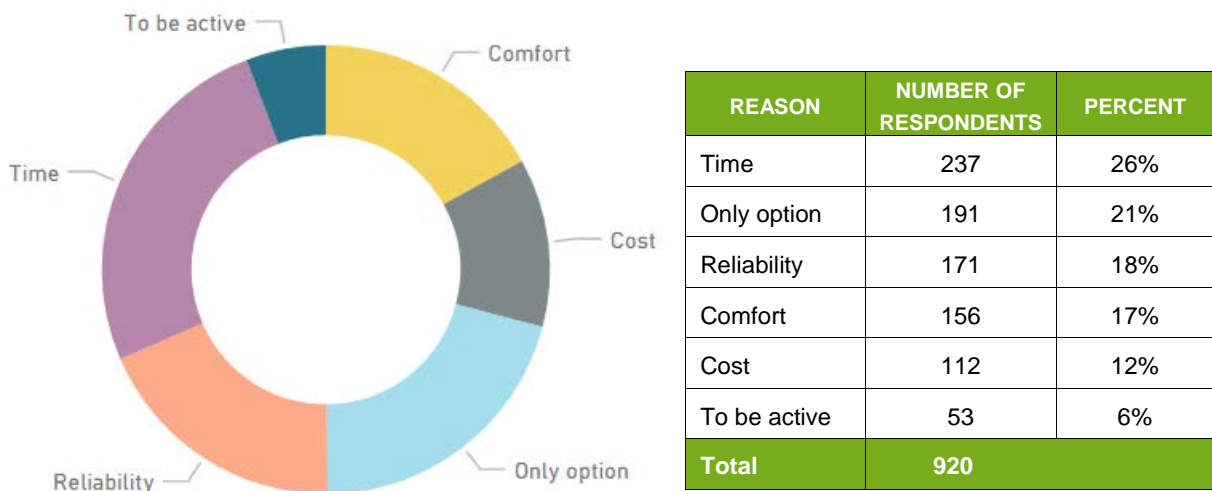
TRAVEL MODE	NUMBER OF RESPONDENTS	PERCENT
Drive alone	290	56%
Car passenger	59	11%
Local transit	94	18%
GO transit	27	5%
Bike	28	5%
Walk	14	3%
Other	8	2%
<b>Total</b>	<b>520</b>	

Source: MetroQuest



When asked to indicate their reason(s) for their primary travel mode, just under 26% of respondents gave “time” as their reason, followed by “only option” with just under 21%, “reliability” with 18.5%, “comfort” with just under 17%, “cost” with 12%, and “to be active” with just under 6%.

**Exhibit 5: Reasons for primary mode choice**



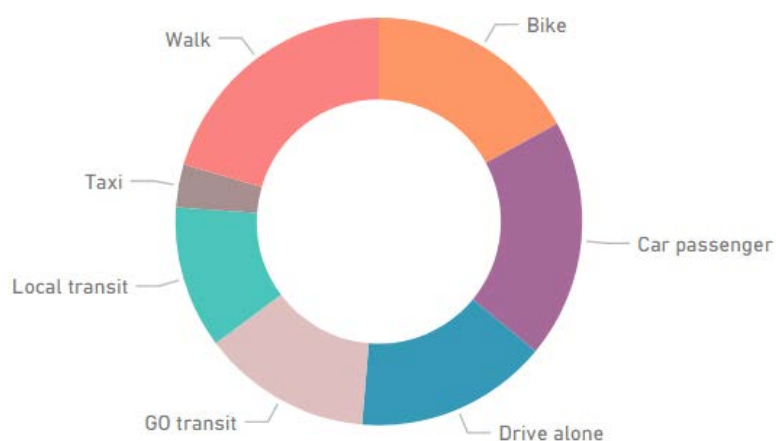
Source: MetroQuest

The reasons for choosing their mode of travel given by survey participants vary by their mode of travel. The top two reasons for choosing a given primary mode of travel are:

- *Drive Alone:* Time and Only Option
- *Auto Passenger:* Time and Comfort
- *Local Transit:* Only Option and Cost
- *GO Transit:* Time and Comfort
- *Bike:* To be Active and Cost
- *Walk:* To be Active and Cost
- *Other:* Cost

When asked “How else do you regularly travel”, sustainable modes of travel, such as walking, cycling and auto passenger are the most common choice. Local transit and GO services and drive alone less frequently cited as alternative modes of transportation, and taxi.

Exhibit 6: Other regular travel modes of respondents



TRAVEL MODE	NUMBER OF RESPONDENTS	PERCENT
Drive Alone	134	15%
Car Passenger	166	19%
Local Transit	99	11%
GO Transit	118	14%
Bike	149	17%
Walk	179	21%
Taxi	30	3%
<b>Total</b>	<b>875</b>	

Source: MetroQuest

Most common secondary modes for each primary travel mode include:

- *Drive Alone:* Walk and Auto Passenger
- *Auto Passenger:* Drive and Transit
- *Local Transit:* Walk and Auto Passenger
- *GO Transit:* Drive and Walk
- *Bike:* Transit and Walk
- *Walk:* Drive and Transit
- *Other:* Auto passenger and Bike

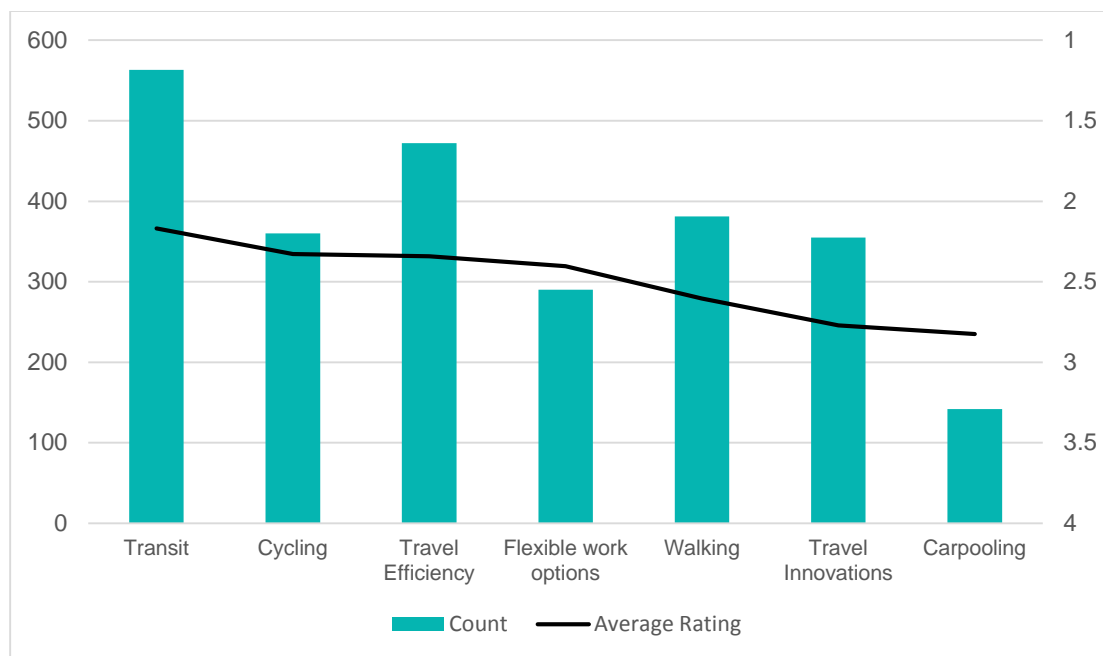
### 3.1 Priority Ranking

Respondents were asked to rank their top three of four sustainable transportation priorities for the Region of Peel from the following seven option:

- **Walking:** *Make walking safer, more comfortable and convenient for people of all ages and abilities in your neighbourhoods and around key destinations.*
- **Carpooling:** *Make carpooling easier to organize and more convenient for getting to work, school, shopping, and other key destinations.*
- **Transit:** *Make it easier to access stops and stations, and improve the transit user experience.*
- **Travel Efficiency:** *Make more efficient use of today's infrastructure and roadway space, to manage congestion without adding lanes.*
- **Flexible Work Options:** *Enable people to improve their commute by being able to choose flexible work hours, or to work from home or a location closer to home.*
- **Cycling:** *Make cycling safer, more comfortable and convenient for people of all ages to reach school, work, shopping and other destinations.*
- **Travel Innovations:** *Support emerging travel services and technologies such as carsharing, bikesharing, ridesharing, autonomous vehicles and electric vehicles.*

Exhibit 7 shows the priority ranking results with the columns indicating the number of times the priority was selected, and the line indicating the average ranking based on order of selection, with a value of 1 being the highest priority, and 4 the lowest. Transit was the highest priority, with 563 total selections and an average rank of 2.17, followed by Cycling, with 360 selections and an average of 2.33, and Travel Efficiency with 472 selections and an average of 2.34.

**Exhibit 7: Priority ranking results**



Data Source: MetroQuest

## 4 Strategy Rating



For each priority selected, respondents were asked to rate the importance of potential strategies on a scale of one to five, with one being the least important and five being the most important.



Exhibit 8 show the ratings given to each strategy, grouped by the seven transportation priorities. The Normalized Score is the Average Rating multiplied by the Total Times Rated, normalized to a scale where the top score is 100. Based on the normalized score, the top ten strategies deemed most important overall are:

1. Easier transfers: Integrate transit service and fares between transit agencies
2. Faster travel: Give transit vehicles more priority along roadways
3. Add service to new areas: Provide more frequent transit service in areas that have limited transit service
4. Connect the last mile: Improve walking and biking connections to transit stations
5. Reduce travel distances: Plan for communities that allow people to live close to where they work and shop
6. Promote transit: Promote the benefits of taking public transit through marketing and information campaigns
7. Dedicated bike facilities: Build new bike-only facilities on Regional roads
8. Fill in the gaps: Build new sidewalks and multi-use trails to provide better connections
9. Expand multi-use trails: Build new multi-use trails, which are shared with pedestrians
10. Improve intersections: Enhance intersections to better accommodate cyclists

Exhibits 9 to 14 show the ratings received by each individual transportation strategy, grouped by the seven transportation priorities respondents ranked on the previous survey screen.

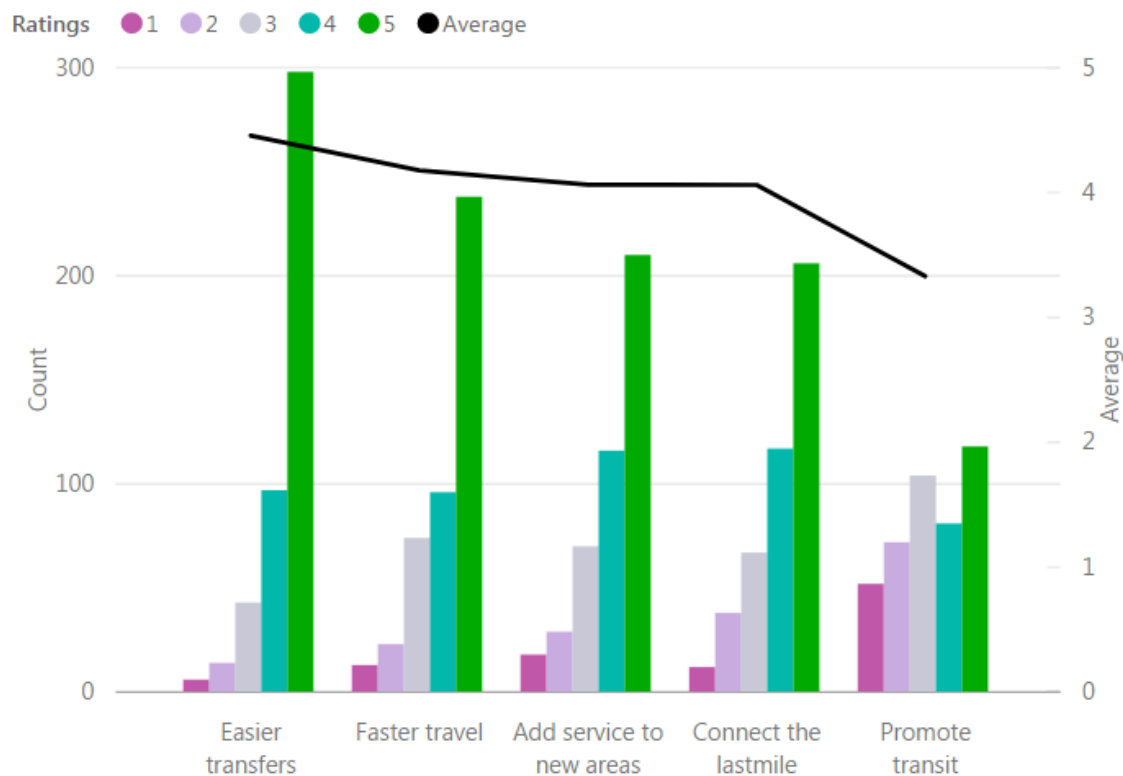
Exhibit 8 Strategy Rating and Score	Strategy rating					Times Rated	Avg. Rating	Normalized score	Score Rank
	1	2	3	4	5				
<b>Transit</b>									
Easier transfers: Integrate transit service and fares between transit agencies	6	14	43	97	298	458	4.46	100%	1
Faster travel: Give transit vehicles more priority along roadways	13	23	74	96	238	444	4.18	91%	2
Add service to new areas: Provide more frequent transit service in areas that have limited transit service	18	29	70	116	210	443	4.06	88%	3
Connect the last mile: Improve walking and biking connections to transit stations	12	38	67	117	206	440	4.06	88%	4
Promote transit: Promote the benefits of taking public transit through marketing and information campaigns	52	72	104	81	118	427	3.33	70%	6
<b>Cycling</b>									
Dedicated bike facilities: Build new bike-only facilities on Regional roads	10	10	32	45	199	296	4.40	64%	7
Improve intersections: Enhance intersections to better accommodate cyclists	9	18	38	57	164	286	4.22	59%	10
Expand multi-use trails: Build new multi-use trails, which are shared with pedestrians	8	20	38	71	157	294	4.19	60%	9
Encouraging more cycling: Promote cycling through awareness and education campaigns	17	27	51	50	133	278	3.92	53%	16
Promote cycling: Provide programs and services like cycling skills training and bike repair	24	24	69	37	117	271	3.73	50%	18
<b>Travel Efficiency</b>									
Reduce travel distances: Plan for communities that allow people to live close to where they work and shop	23	14	47	71	201	356	4.16	73%	5
HOV lanes: Consider high-occupancy vehicle (HOV) lanes for buses and carpools on regional roads where appropriate	48	30	87	79	103	347	3.46	59%	11
Pricing strategies: Develop pricing strategies (e.g. road tolls) to prioritize more sustainable and efficient modes of travel	96	57	91	34	60	338	2.72	45%	22
Parking management, Free up excess space currently used for parking for other uses (e.g. housing, parks, shops)	93	46	84	56	42	321	2.71	43%	23
<b>Flexible Work Options</b>									
Flexible work hours: Work with employers to offer flexible work hours	3	11	18	48	165	245	4.47	54%	15
Work from home: Encourage employers to allow employees to work from home occasionally	6	8	22	43	157	236	4.43	51%	17
High speed internet: Work with stakeholders to improve access to reliable, affordable, high-speed internet service	12	8	38	33	132	223	4.19	46%	20
Shared working spaces: Provide shared working spaces with office services & fast Wi-Fi	22	23	61	50	65	221	3.51	38%	27
<b>Walking</b>									
Fill in the gaps: Build new sidewalks and multi-use trails to provide better connections	7	15	47	60	167	296	4.23	61%	8
Better street crossings: Add or enhance intersection crosswalks on busy streets	9	17	52	69	145	292	4.11	59%	12
Make streets safer: Create safer streets by reducing speed limits, traffic calming, and increasing separation	17	25	53	55	139	289	3.95	56%	14
Improve sidewalks, Provide more lighting, benches, and trees	13	23	67	67	127	297	3.92	57%	13
Safety education, Promote pedestrian safety through awareness campaigns for all road users	31	31	74	43	99	278	3.53	48%	19
<b>Travel Innovations</b>									
Electric Vehicles: Encourage an expanded electric vehicle charging network	18	36	55	56	90	255	3.64	46%	21
Carsharing: Work with providers to increase the number of carshare locations and services	28	35	77	50	60	250	3.32	41%	25
Ridesharing: Support private, for-profit ridesharing services such as vanpools and app-based ridesharing systems	32	40	67	54	61	254	3.28	41%	24
Self-driving vehicles: Prepare the Region for emerging technologies such as self-driving cars	46	35	62	34	75	252	3.23	40%	26
<b>Carpooling</b>									
Tools to connect: Promote and support technologies and programs to help people find carpool partners	9	5	20	20	47	101	3.90	19%	28
Incentives for carpooling: Provide financial or other incentives for carpooling	10	6	22	24	35	97	3.70	18%	30
Carpool lots: Build or designate more carpool parking lots and spots	9	10	30	19	34	102	3.58	18%	29
Preferential parking: Designate preferential parking for people who carpool at key locations	9	10	30	15	33	97	3.55	17%	31
EV charging stations: Provide electric vehicle (EV) charging stations at carpool lots	14	15	24	13	31	97	3.33	16%	32

#### 4.1.1 Transit

Exhibit 9 shows the rating profiles given to each strategy under the Transit priority:

- Easier transfers: *Integrate transit service and fares between transit agencies for seamless and affordable travel throughout the GTA*, received an average rating of 4.5;
- Faster travel: *Give transit vehicles more priority along roadways (e.g. dedicated bus lanes, signal priority)*, received an average rating of 4.2;
- Add service to new areas: *Provide new or more frequent transit service in areas of Peel that currently have limited or no transit service*, received an average rating of 4.1; and
- Connect the last mile: *Improve walking and biking connections to transit stations*, received an average rating of 4.1.
- Promote transit: *Promote the benefits of taking public transit through marketing and information campaigns*, received a lower rating than other strategies 3.3 and also received a higher number of low ratings, indicating that some respondents may be against this strategy.

Exhibit 9: Transit Strategy Rating Results



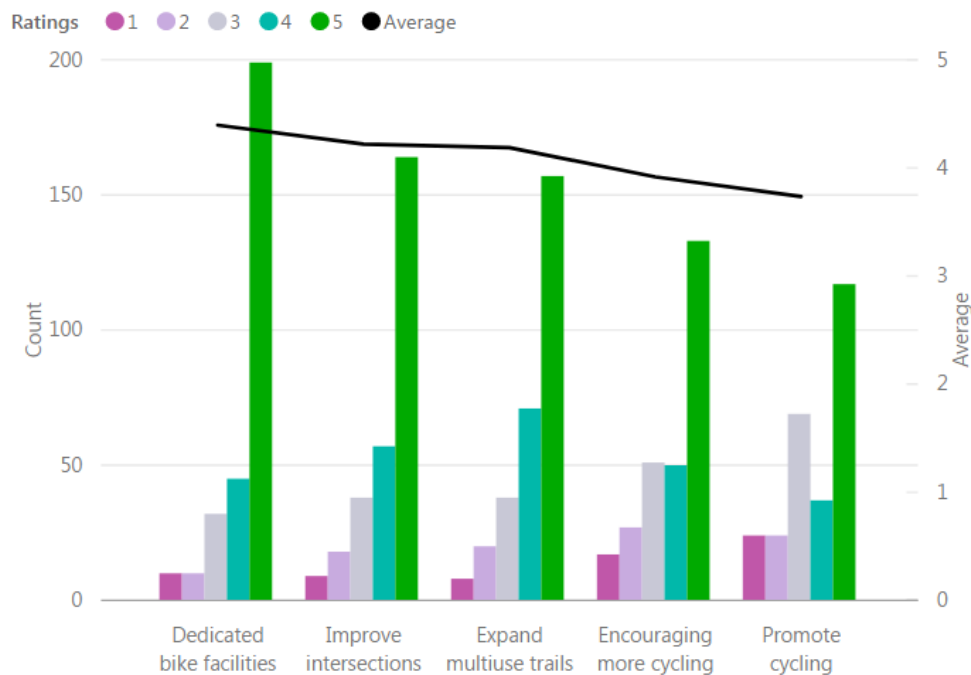
Source: MetroQuest

## 4.1.2 Cycling

Exhibit 10 shows the rating profiles given to each strategy under the Cycling priority:

- Dedicated bike facilities: *Build new bike-only facilities on Regional roads such as bike lanes and cycle tracks*, received an average rating of 4.4;
- Improve intersections: *Enhance intersections to better accommodate cyclists. Enhance bicycle crossings of busy streets*, received an average rating of 4.2;
- Expand multi-use trails: *Build new multi-use trails, which are shared with pedestrians, through recreational areas and along Regional roads*, received an average rating of 4.2;
- Encouraging more cycling: *Promote cycling through awareness and education campaigns*, received an average rating of 4.0;
- Promote cycling: *Provide programs and services like cycling skills training and bike repair*, received an average rating of 3.7.

Exhibit 10: Cycling – Strategy rating results



Source: MetroQuest

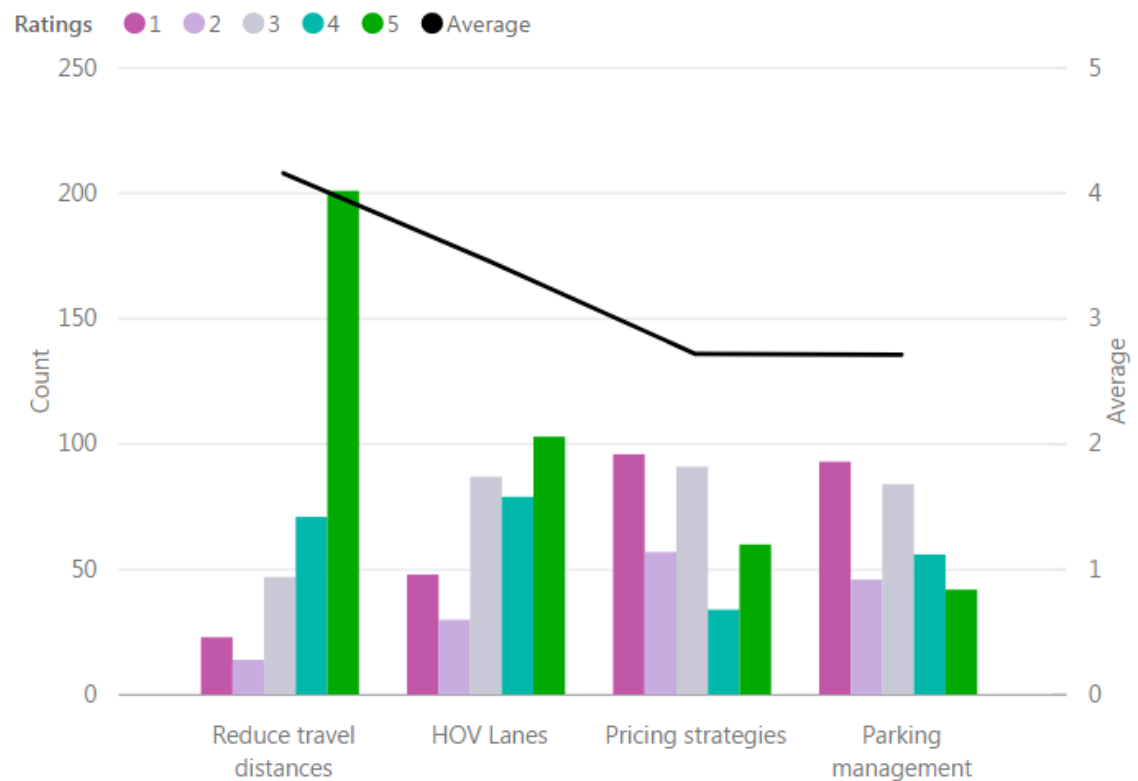
### 4.1.3 Travel Efficiency

Exhibit 11 shows the rating profiles given to each strategy under the Travel Efficiency priority:

- Reduce travel distances: *Plan for communities that allow people to live close to where they work, shop and access services*, which received an average rating of 4.2;
- HOV lanes: *Consider high-occupancy vehicle (HOV) lanes for buses and carpools on regional roads where appropriate*, which received an average rating of 3.5; and
- Pricing strategies: *Develop pricing strategies (e.g. road tolls) to prioritize more sustainable and efficient modes of travel*, which received an average rating of 2.7;
- Parking management, *Free up excess space currently used for parking for other uses (e.g. housing, parks, shops)*, receiving an average rating of 2.7.

Pricing and Parking management received more low ratings than high ratings, indicating that they are not preferred by the public.

Exhibit 11: Travel Efficiency – Strategy rating results



Source: MetroQuest

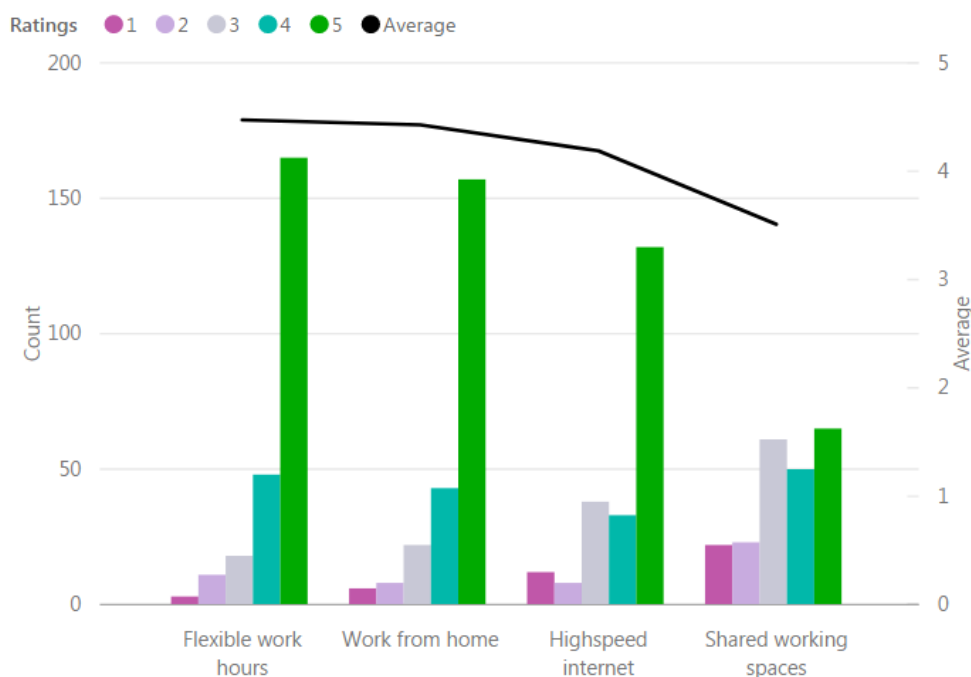


#### 4.1.4 Flexible Work Options

Exhibit 12 shows the rating profiles given to each strategy under the Flexible Work Options priority:

- Flexible work hours: *Work with employers to offer flexible work hours. Demonstrate the benefits of reduced commute times*, which received an average rating of 4.5;
- Work from home: *Encourage employers to allow employees to work from home, occasionally, frequently or all the time*, which received an average rating of 4.4;
- High speed internet: *Work with stakeholders to improve access to reliable, affordable, high-speed internet service*, which received an average rating of 4.2;
- Shared working spaces: *Provide shared working spaces with office services & fast Wi-Fi at libraries, community centres and other locations*, receiving an average rating of 3.5.

Exhibit 12: Flexible Work Options – Strategy rating results



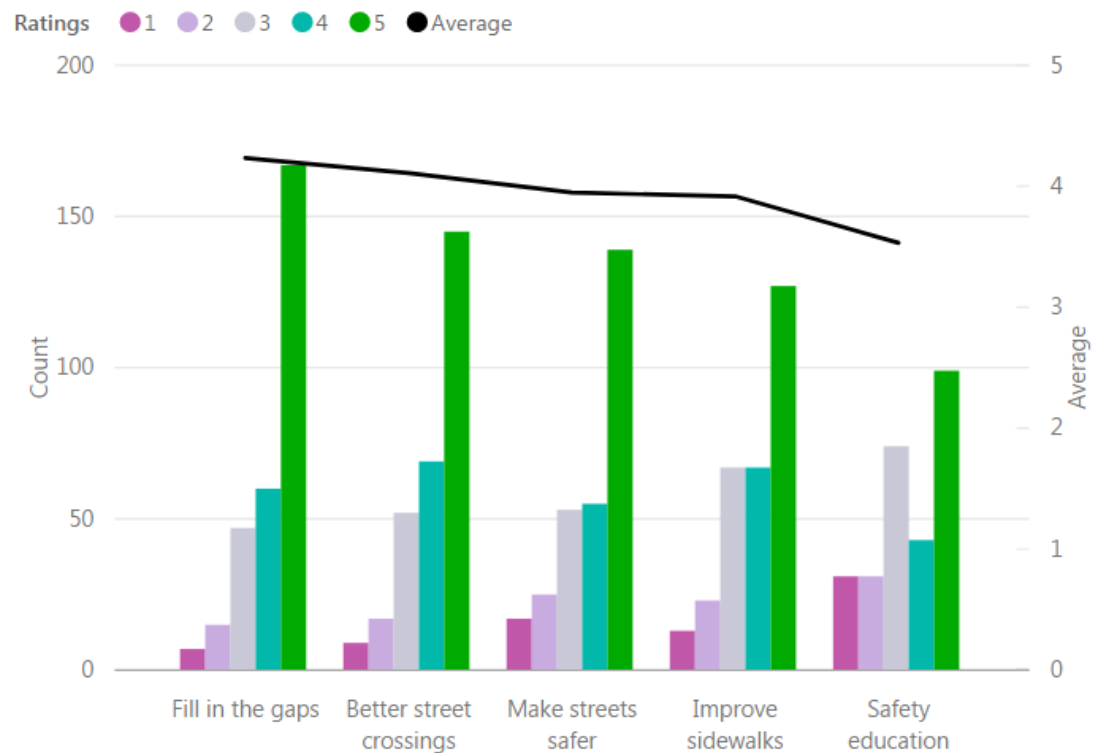
Source: MetroQuest

## 4.1.5 Walking

Exhibit 13 shows the rating profiles given to each strategy under the Walking priority:

- Fill in the gaps: *Build new sidewalks and multi-use trails to provide better connections*, which received an average rating of 4.2;
- Better street crossings: *Enhance intersection crosswalks on busy streets, and build new pedestrian crossings where needed*, which received an average rating of 4.1;
- Make streets safer: *Create safer streets by reducing speed limits, traffic calming, and increasing separation between pedestrians and cars*, which received an average rating of 3.9;
- Improve sidewalks, *Provide more lighting, benches, and trees*, received an average rating of 3.9;
- Safety education, *Promote pedestrian safety through awareness campaigns for all road users*, received an average rating of and 3.5.

Exhibit 13: Walking – Strategy rating results



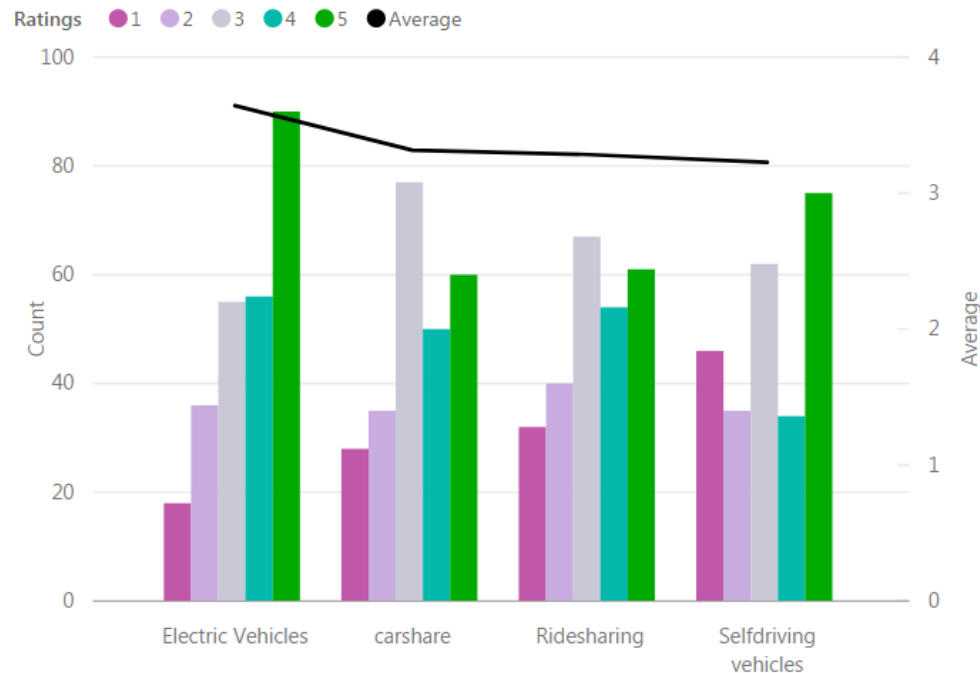
Source: MetroQuest

#### 4.1.6 Travel Innovations

Exhibit 14 shows the rating profiles given to each strategy under the Travel Innovations priority:

- Electric Vehicles: *Encourage an expanded electric vehicle charging network*, which received an average rating of 3.6;
- Carsharing: *Work with providers to increase the number of carshare locations and services, such as Zipcar or Enterprise CarShare*, which received an average rating of 3.3;
- Ridesharing: *Support private, for-profit ridesharing services such as vanpools and app-based ridesharing systems*, which received an average rating of 3.3;
- Self-driving vehicles: *Prepare the Region for emerging technologies such as self-driving cars*, receiving an average rating of 3.2.

Exhibit 14: Travel Innovations – Strategy rating results



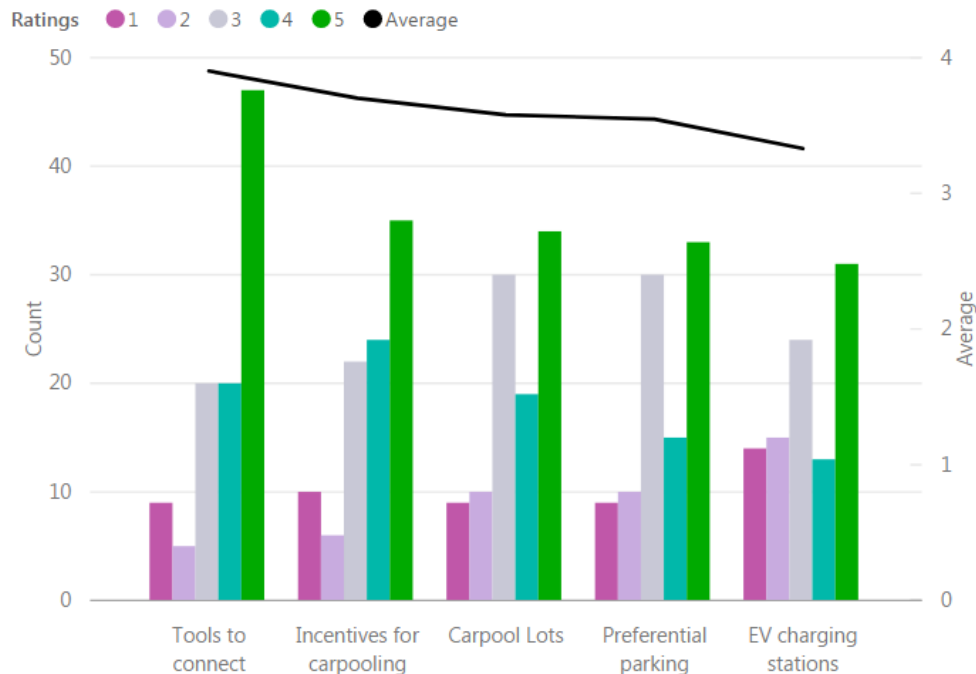
Source: MetroQuest

#### 4.1.7 Carpooling

As shown in Exhibit 15, below, the strategies within the Carpooling priority that received the highest ratings were:

- Tools to connect: *Promote and support technologies and programs to help people find carpool partners*, which received an average rating of 3.9;
- Incentives for carpooling: *Provide financial or other incentives for carpooling*, which received an average rating of 3.7;
- Carpool lots: *Build or designate more carpool parking lots and spots*, which received an average rating of 3.6;
- Preferential parking: *Designate preferential parking near main doors for people who carpool at businesses, GO stations and other key locations*, received an average rating of 3.5;
- EV charging stations: *Provide electric vehicle (EV) charging stations at carpool lots*, receiving an average rating of 3.3.

Exhibit 15: Carpooling – Strategy rating results

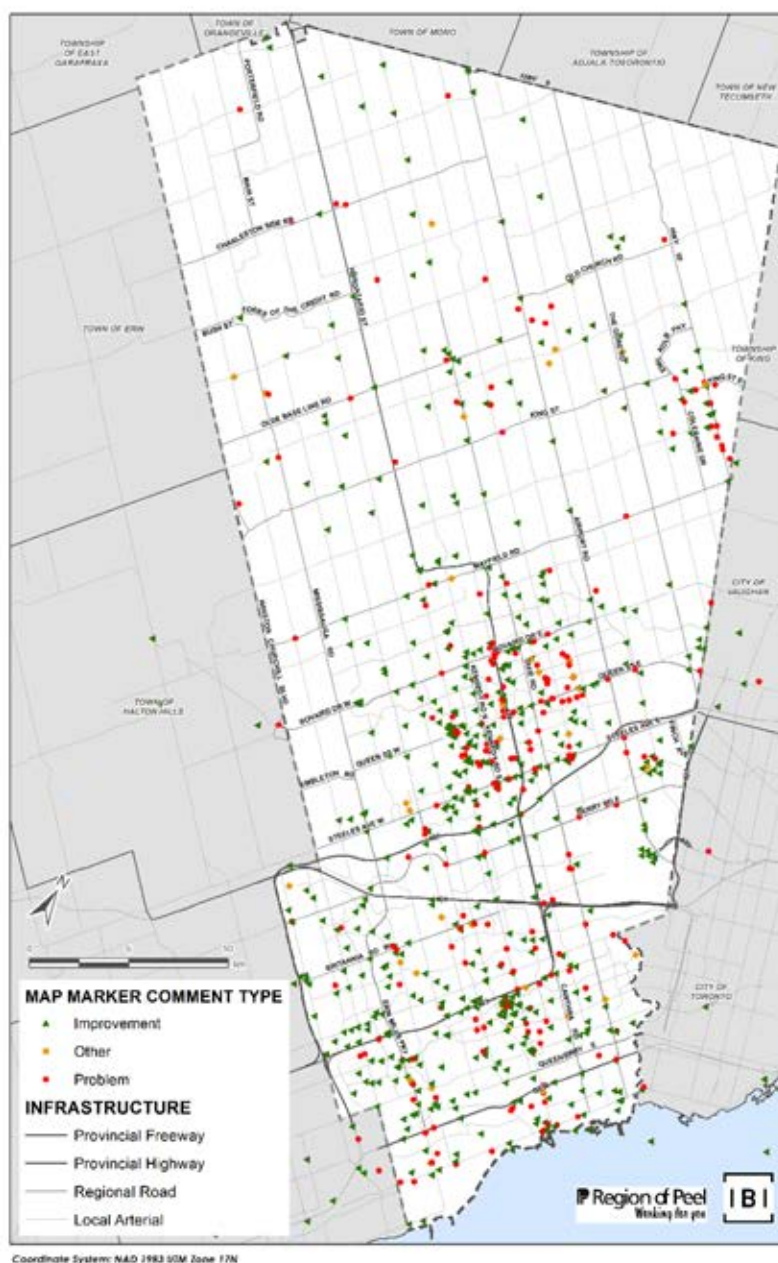


Source: MetroQuest

## 5 Map Markers: Existing Problems and Opportunities

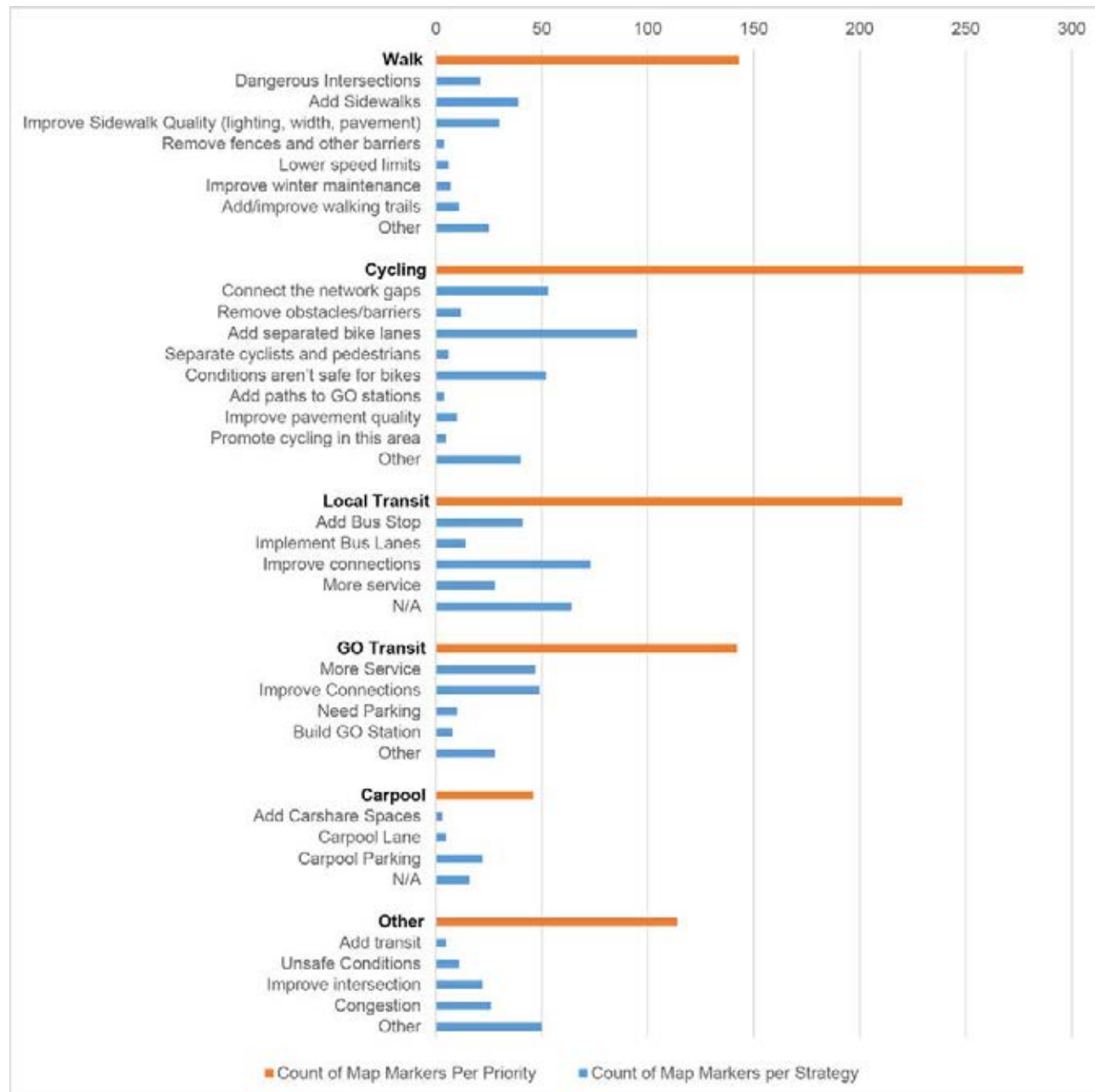
Respondents were asked to add at least three markers onto a map of Peel to show where they encounter problems, provide their ideas on how transportation could be improved in their community. There are six types of map markers available: Walk, Bike, Local Transit, Go Transit, Carpool and Other. For each map markers, participants were asked to identify the spot as a problem or opportunity, the purpose of travel and then to type in more details in a comment box. A map of the problems and opportunities for all markers is shown in Exhibit 16.

**Exhibit 16: Problems and Improvements for all map markers**



The modes with the most markers dropped on the map were Bike, Local Transit, Walk/GO Transit, with 29%, 22%, and 15% of markers respectively. The comments for each mode often fell into certain categories of issues, and so the comments are grouped into categories shown in Exhibit 17.

Exhibit 17: Count of Map Markers by Mode and Category



A summary of the comments provided for each mode is provided below, along with maps of the general categories of map markers for each mode is shown in Exhibits 18-23. A table with the detailed comments for each marker included in Appendix B.

### **Walking Map Markers**

There is a cluster of sidewalk improvement suggestions in east Brampton, near Bramalea Rd between Bovaird and Steeles. A number of dangerous intersection along Regional Roads have been identified, and they are clustered around the central areas of Mississauga and Brampton. Three intersections along the local arterial Burnamthorpe were also identified as unsafe.

Improved winter maintenance and reduced speeds around Main St. and Queen St in downtown Brampton have been noted. See Exhibit 16 for the location of all comments.

### **Cycling Map Markers**

Separated bike lanes and new cycling facilities that will connect the network were the most numerous comments for the cycling mode and were quite spread across the Region, indicating a desire for a significant extension of cycling facilities.

Most recommendations for new cycle tracks are located on local streets, but regional roads Steeles Ave, Queen St and Kennedy Rd have a few markers requesting cycle tracks. Dangerous conditions are identified along Britannia Rd, Derry Rd, Queen St in Brampton and Dixie Rd. in Caledon. The separation of pedestrians and cyclists is suggested at a few locations along the lakeshore and Port Credit. See Exhibit 17 for the location of all comments.

### **Local Transit Map Markers**

There is significant demand for more transit service in Caledon. Location in Mississauga and Brampton with existing transit service have markers requesting new bus stops and separation of buses from congested traffic.

Improving the connectivity of transit encompasses a range of comments and issues, such as the need to integrate fares and service routes across Peel Region (several comments requesting creation of a Regional Transit Operator) and greater connectivity with GO Transit, TTC, Halton Region. There were several complaints of numerous and inconvenient transfers and a request for grid-based transit routes.

Respondents also requested direct connections to the airport, which is both a destination but also a transit hub to connect to the downtown using UP Express. See Exhibit 18 for the location of all comments.

### **GO Transit Map Markers**

Demand for more GO Bus service in Caledon. Several survey participants requested that GO Transit and Local transit are better integrated, including improved station and route connectivity and coordinated scheduling with local bus routes. This would make GO transit more efficient and a viable multi-modal commuting option. See Exhibit 19 for the location of all comments.

### **Carpooling Map Markers**

A number of carpooling spaces were suggested in central areas of Mississauga (Erin Mills Pkwy and the 403, areas North and South of the QEW) and Brampton (Steeles Avenue and Bovaird Dr), as well as Bolton in Caledon. Respondents were also interested in seeing more carpool only lanes as well as car sharing services. See Exhibit 20 for the location of all comments.

### **Other Map Markers**

Issues with traffic congestion and intersections along highways and regional roads are the most common comment type for the 'Other' map markers. See Exhibit 21 for the location of all comments.



Exhibit 18: Walking Map Marker Comments

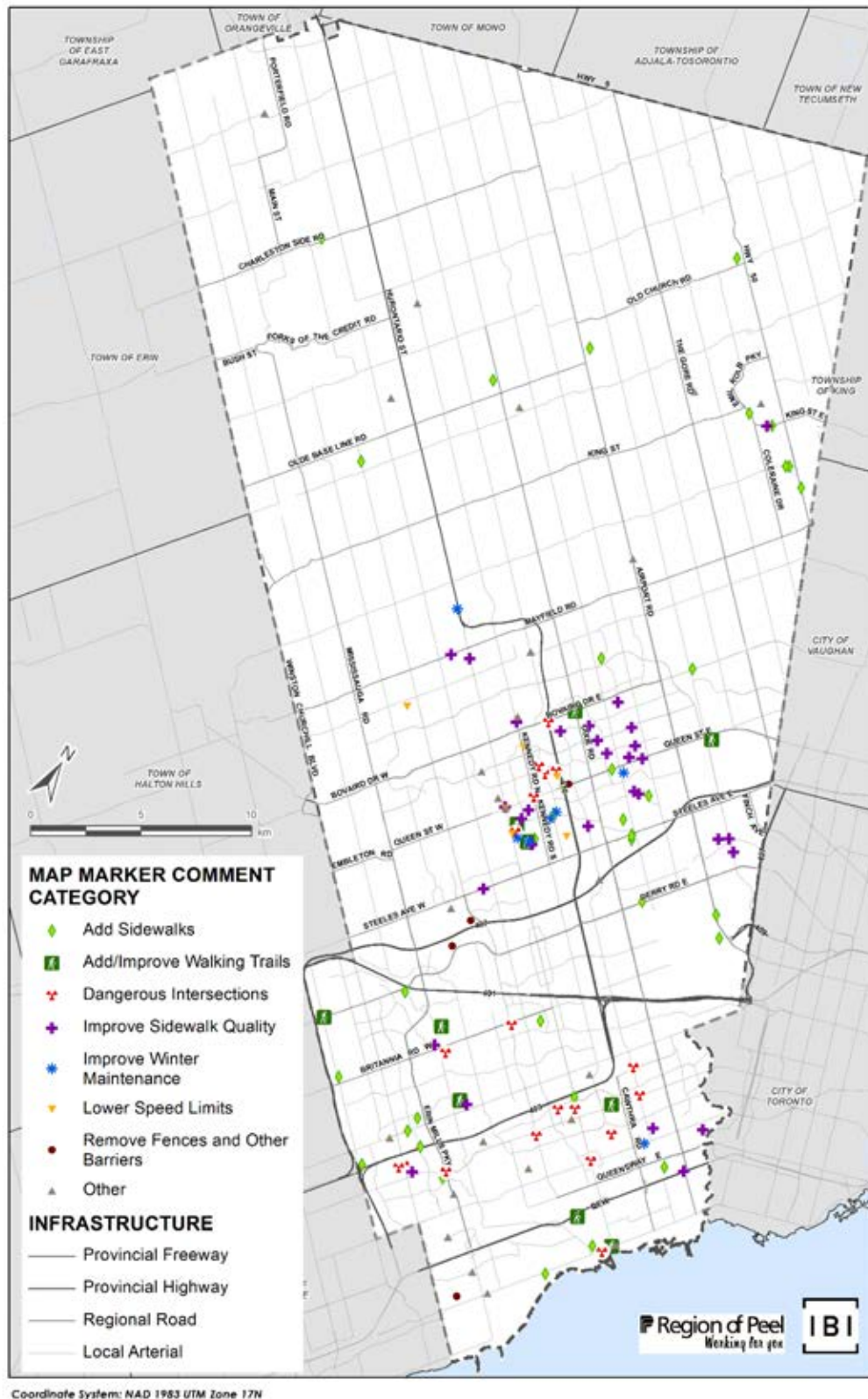




Exhibit 19: Cycling Map Marker Comments

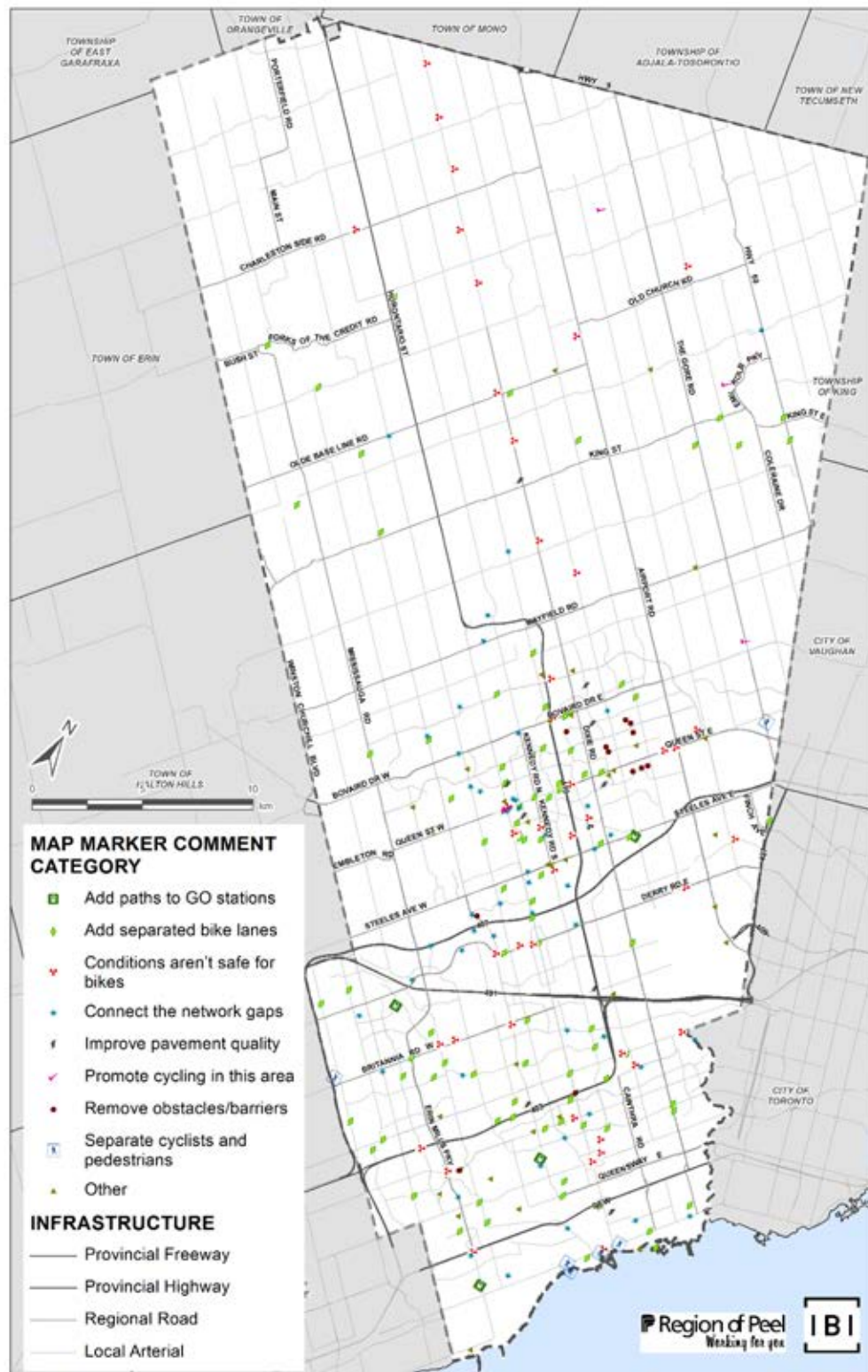


Exhibit 20: Local Transit Map Marker Comments

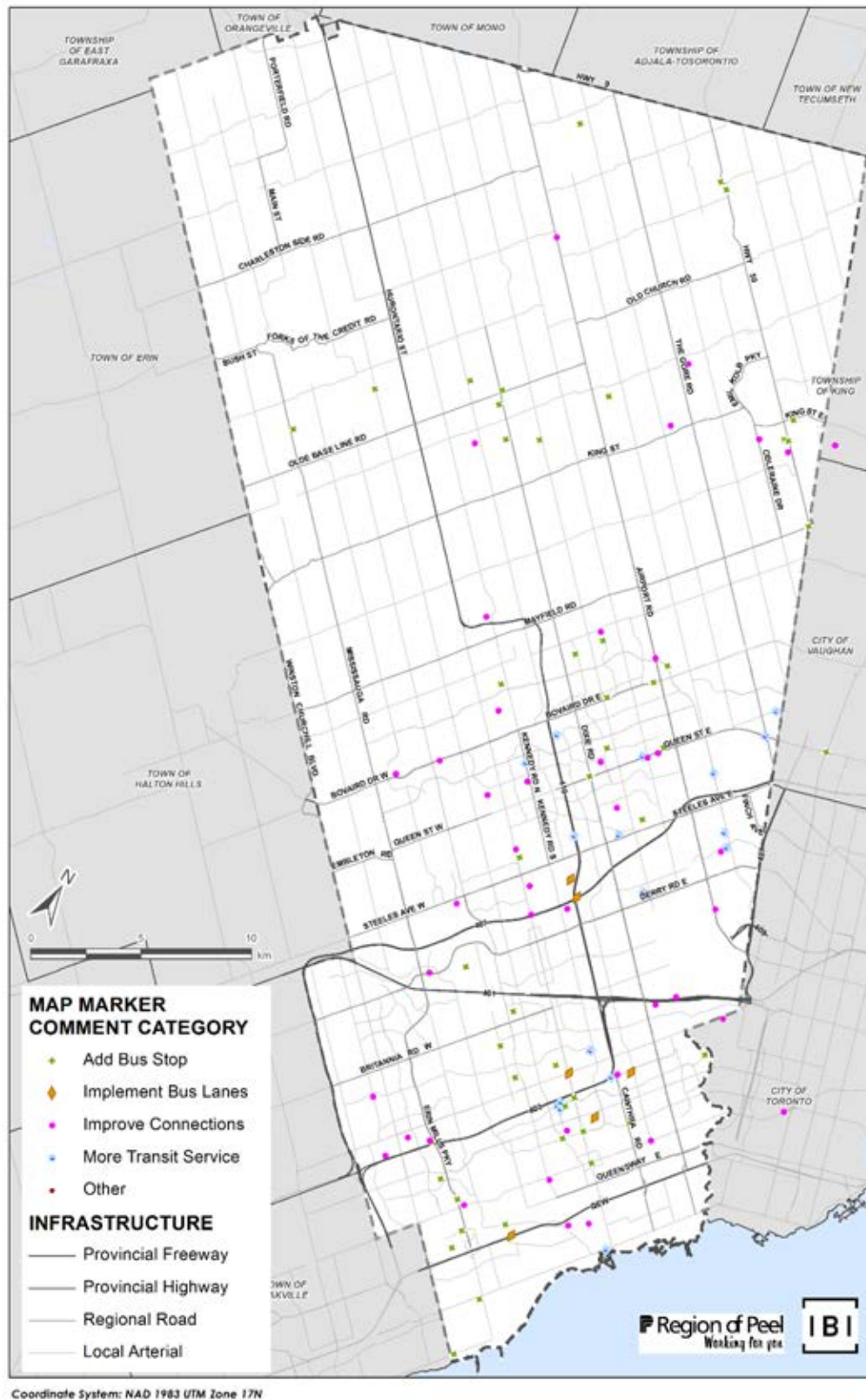


Exhibit 21: GO Transit Map Marker Comments

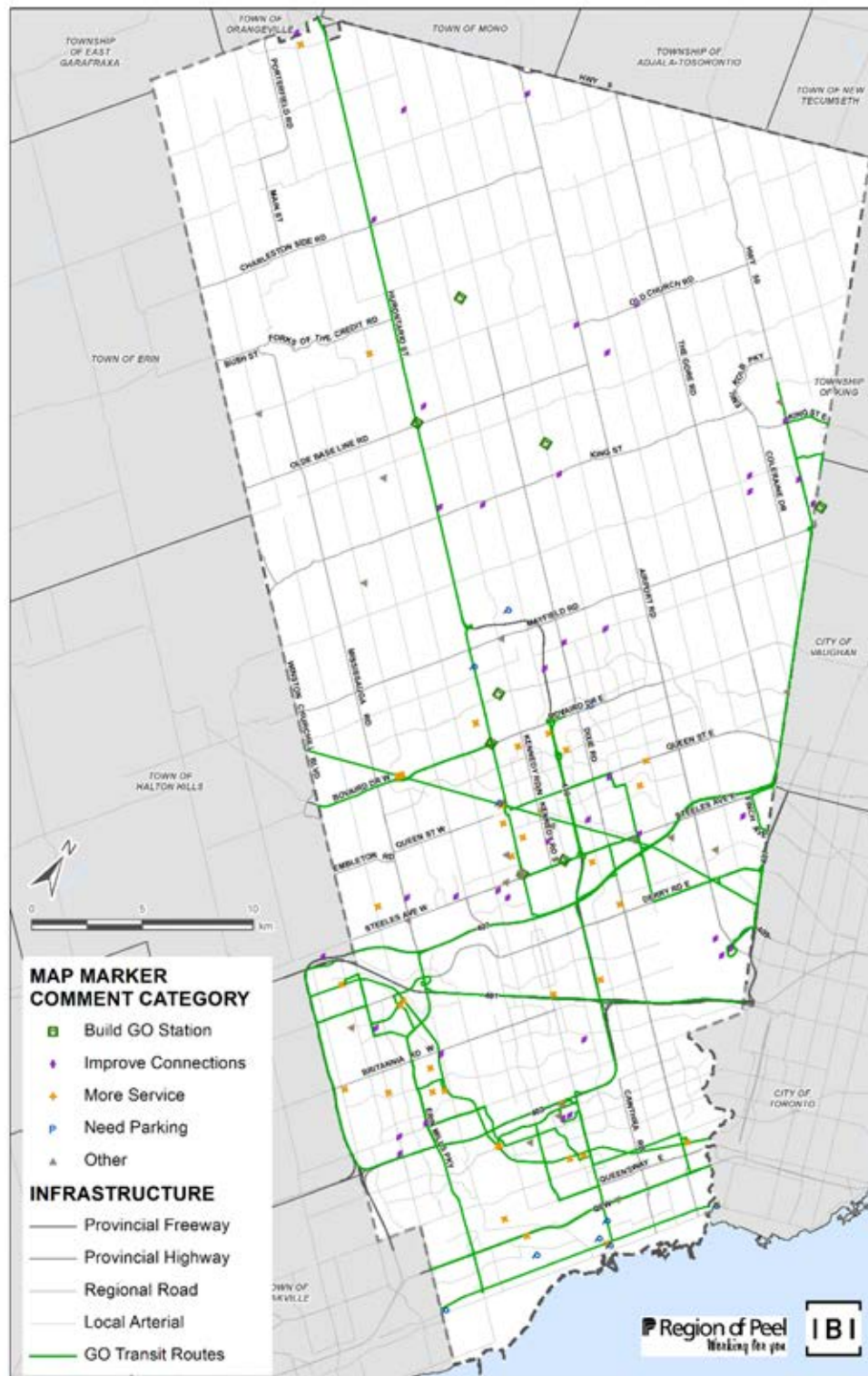
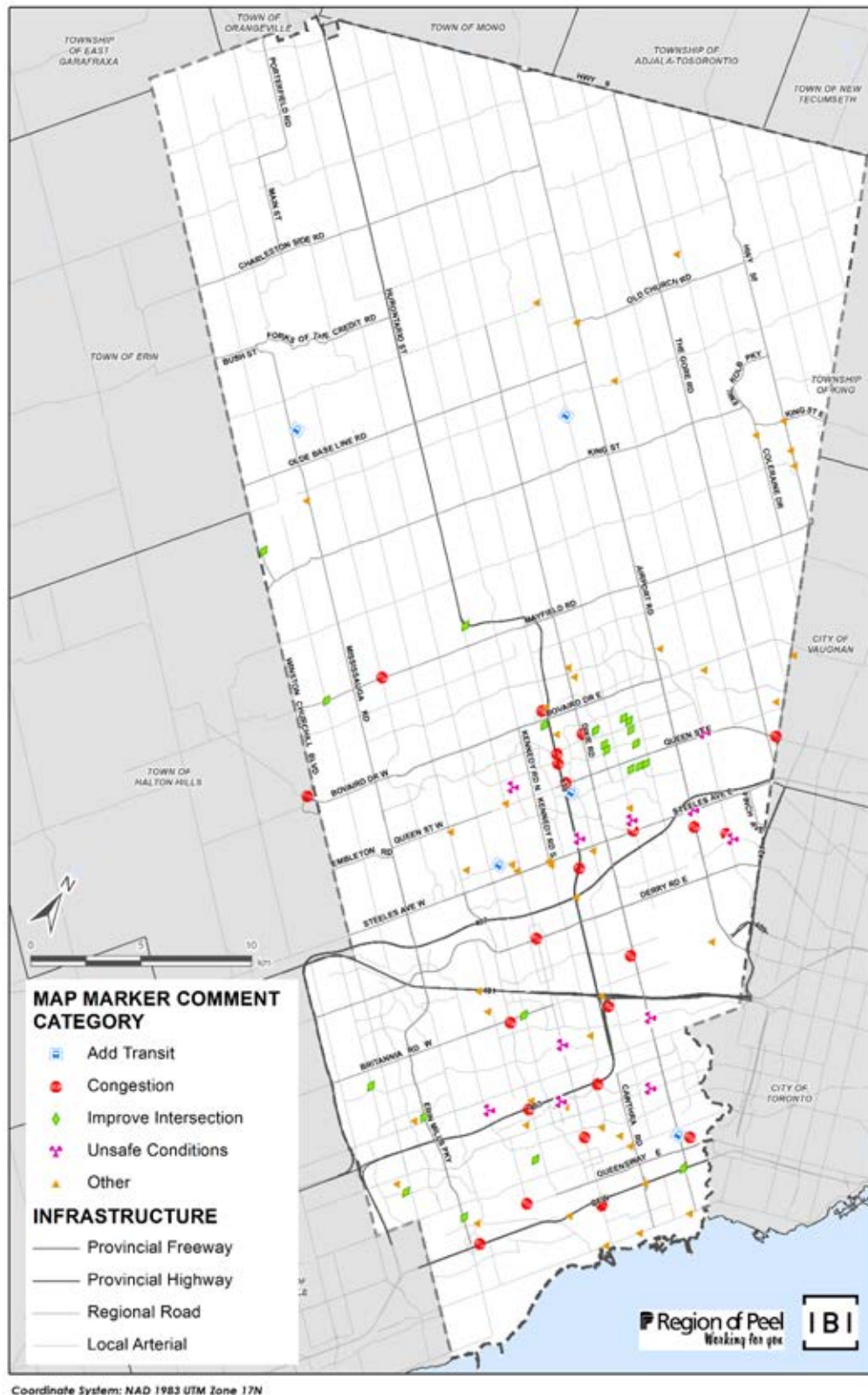




Exhibit 22: Carpooling Map Marker Comments



Exhibit 23: Other Map Marker Comments



## 6 Key Findings and Conclusion

The public online survey received a high volume of respondents and numerous comments on the challenges faced by residents of the Region of Peel. Respondents also provided feedback on the priorities for the vision and preferred strategies to transform transportation system in the Region.

The top three priorities areas for survey participants are *Transit, Cycling and Travel Efficiency*.

The top ten strategies deemed most important overall are:

1. Easier transfers: Integrate transit service and fares between transit agencies
2. Faster travel: Give transit vehicles more priority along roadways
3. Add service to new areas: Provide more frequent transit service in areas that have limited transit service
4. Connect the last mile: Improve walking and biking connections to transit stations
5. Reduce travel distances: Plan for communities that allow people to live close to where they work and shop
6. Promote transit: Promote the benefits of taking public transit through marketing and information campaigns
7. Dedicated bike facilities: Build new bike-only facilities on Regional roads
8. Fill in the gaps: Build new sidewalks and multi-use trails to provide better connections
9. Expand multi-use trails: Build new multi-use trails, which are shared with pedestrians
10. Improve intersections: Enhance intersections to better accommodate cyclists

Respondents feel that there are numerous opportunities for transportation improvements within the Region, including transit, carpooling and active transportation. Map Markers provide more detailed suggestion for areas of improvement as well as identifying key problem areas. The most common types of comments received include:

- Many locations where cycling and walking infrastructure should be improved and locations where roads and intersections are unsafe for pedestrians or cyclists;
- Areas where new and increased transit service is required as well as the need for improved connections across service providers and geographies;
- Survey participants also identified the potential location of carpool spaces, provided added information for piloting the use of underutilized parking spaces within the community instead of building new lots.

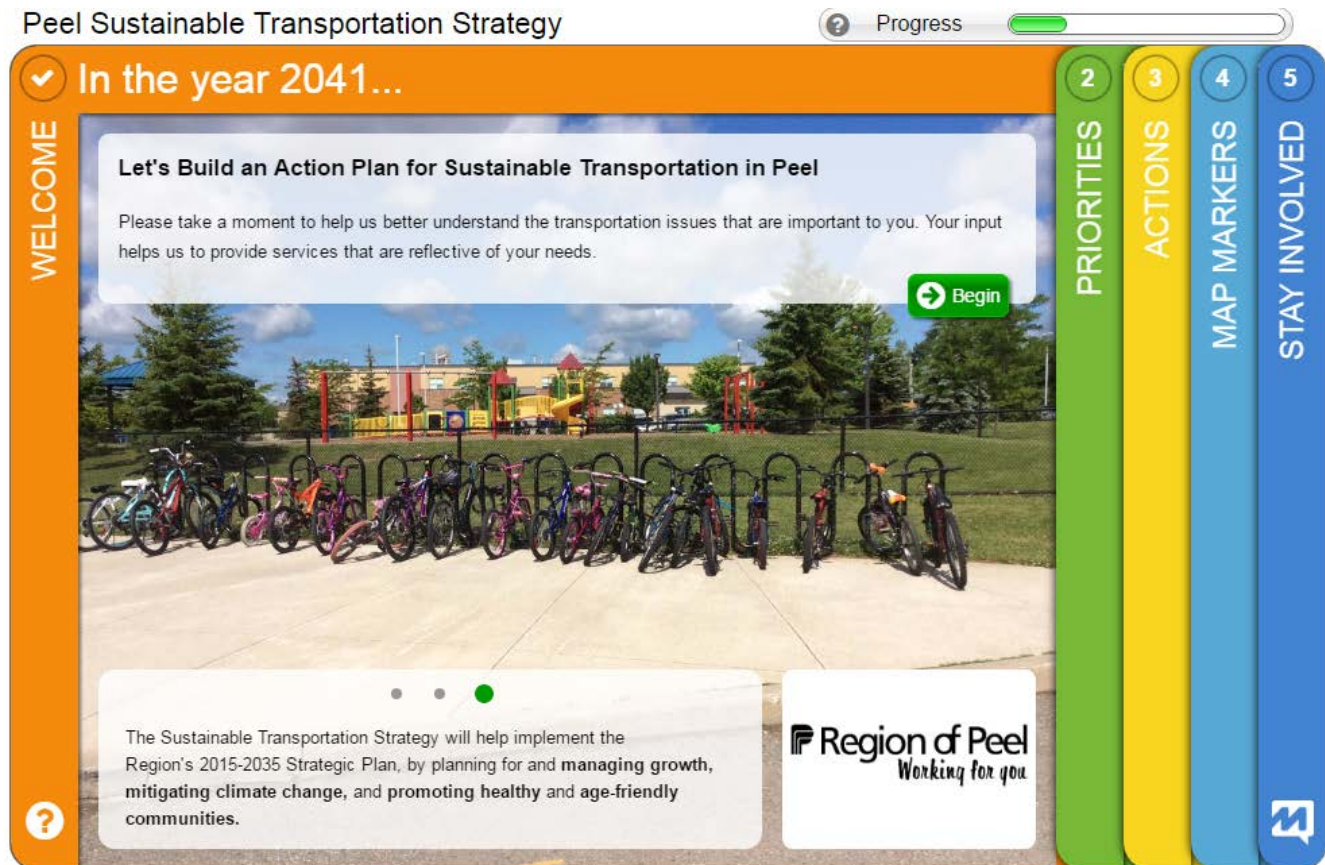
# Appendix A – Survey Questions and Layout

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## SCREEN 1 WELCOME \_ IN THE YEAR 2041...

### LET'S BUILD AN ACTION PLAN FOR SUSTAINABLE TRANSPORTATION IN PEEL

Please take a moment to help us understand the transportation issues that are most important to you. Your input helps us to provide services that are reflective of your needs.



### 3 Info Pop-ups (rotating):

- With close to **40% more people** living in Peel by the year 2041, the Region will face increases to traffic related congestion, infrastructure demand, health concerns and environmental issues, unless single occupancy vehicle use is reduced.
- The Region of Peel is developing a Sustainable Transportation Strategy to help build a transportation system that is **safe, efficient and healthy** for all users, and where walking, cycling, public transit and carpooling are desirable options to more people.
- The Sustainable Transportation Strategy will help implement the Region's 2015-2035 Strategic Plan, by planning for and **managing growth, mitigating climate change, and promoting healthy and age-friendly communities**.

## SCREEN 2 PRIORITIES \_ What are your priorities?



## Pop-Up Instructions:

"Please rank your **top four (4)** sustainable transportation priorities for the Region of Peel."

- Rank the items by dragging them above the line, with your top priority at the top.
- Click each item to learn more.
- You may suggest another item for consideration.



TOPIC	DESCRIPTOR
<b>Walking</b>	Make walking safer, more comfortable and convenient for people of all ages and abilities in your neighbourhoods and around key destinations.
<b>Cycling</b>	Make cycling safer, more comfortable and convenient for people of all ages to reach school, work, shopping and other destinations.
<b>Carpooling</b>	Make carpooling easier to organize and more convenient for getting to work, school, shopping, and other key destinations.
<b>Transit</b>	Make it easier to access transit stops and stations, and improve the transit user experience.
<b>Flexible Work Options</b>	Enable people to improve their commute by being able to choose flexible work hours, or to work from home or a location closer to home.
<b>Travel Innovations</b>	Support emerging travel services and technologies such as car-sharing, bike-sharing, ride-sharing, autonomous vehicles and electric vehicles.
<b>Travel Efficiency</b>	Make more efficient use of today's infrastructure and roadway space, to manage congestion without adding lanes.


## SCREEN 3 ACTIONS \_ *How do we support the priorities?*

### Pop-Up Instructions

"Where should we spend our limited resources to give you better travel choices in Peel? For each of the priorities selected, please rate the potential actions."

*Navigate the categories on the left.  
Review the statements for each category.  
Give each item a 1-5 star rating.  
You can suggest other actions for consideration.*

Peel Sustainable Transportation Strategy

Progress 

WELCOME

PRIORITIES

ACTIONS

2

3

How to support the priorities?

What to do

Next Task

4

5


MAP MARKERS

STAY INVOLVED

Travel Efficiency

Cycling


Transit



Make more efficient use of today's infrastructure and roadway space, to manage congestion without adding lanes.


HOV lanes

Consider high-occupancy vehicle (HOV) lanes for buses and carpools on regional roads where appropriate.




Pricing strategies

Develop pricing strategies (eg. road tolls) to prioritize more sustainable and efficient modes of travel.




Parking management

Free up excess space currently used for parking for other uses (e.g. housing, parks, shops)



Reduce travel distances

Plan for communities that allow people to live close to where they work, shop and access services.



Suggest another item

Next Category

Strategies (up to 5 for each priority, with title and brief text description)
<b>Walking</b>
<b>Improve sidewalks</b> Provide more lighting, benches, and trees.
<b>Fill in the gaps</b> Build new sidewalks and multi-use trails to provide better connections.
<b>Make streets safer</b> Create safer streets by reducing speed limits, traffic calming, and increasing separation between pedestrians and cars.
<b>Better street crossings</b> Enhance intersection crosswalks on busy streets, and build new pedestrian crossings where needed.
<b>Safety education</b> Promote pedestrian safety through awareness campaigns for all road users.
<b>Cycling</b>
<b>Dedicated bike facilities</b> Build new bike-only facilities on Regional roads such as bike lanes and cycle tracks.
<b>Better intersections and crossings</b> Enhance intersections to better accommodate cyclists. Enhance bicycle crossings of busy streets.
<b>Expand multi-use trails</b> Build new multi-use trails, which are shared with pedestrians, through recreational areas and along Regional roads.
<b>Encourage more cycling</b> Promote cycling through awareness and education campaigns.
<b>Promote cycling</b> Provide programs and services like cycling skills training and bike repair.
<b>Carpooling</b>
<b>Tools to connect</b> Promote and support technologies and programs to help people find carpool partners.
<b>Carpool lots</b> Build or designate more carpool parking lots and spots.
<b>Preferential parking</b> Designate preferential parking near main doors for people who carpool at businesses, GO Stations, and other key locations.
<b>Incentives for carpooling</b> Provide financial or other incentives for carpooling.
<b>EV charging stations</b> Provide electric vehicle (EV) charging stations at carpool lots.
<b>Transit</b>
<b>Easier transfers</b> Integrate transit service and fares between transit agencies for seamless and affordable travel throughout the GTHA.
<b>Promote transit</b> Promote the benefits of taking public transit through marketing and information campaigns.
<b>Connect the “last-mile”</b>

Improve walking and biking connections to transit stations.
<b>Faster travel</b> Give transit vehicles more priority along roadways (e.g. dedicated bus lanes, signal priority).
<b>Add service to new areas</b> Provide new or more frequent transit service in areas of Peel that currently have limited or no transit service.
<b>Flexible work options</b>
<b>Flexible work hours</b> Work with employers to offer flexible work hours. Demonstrate the benefits of reduced commute times.
<b>Shared working spaces</b> Provide shared working spaces with office services & fast Wi-Fi at libraries, community centres and other locations.
<b>High-speed internet</b> Work with stakeholders to improve access to reliable, affordable, high-speed internet service.
<b>Work from home</b> Encourage employers to allow employees to work from home, occasionally, frequently, or all the time.
<b>Travel Innovations</b>
<b>Car-share</b> Work with providers to increase the number of car-share locations and services, such as Zipcar or Enterprise CarShare.
<b>Electric vehicles</b> Encourage an expanded electric vehicle charging network.
<b>Ride-sharing</b> Support private, for-profit ride-sharing services such as vanpools and app-based ride sharing systems
<b>Self-driving vehicles</b> Prepare the Region for emerging technologies such as self-driving cars.
<b>Travel Efficiency</b>
<b>HOV lanes</b> Consider high-occupancy vehicle (HOV) lanes for buses and carpools on regional roads where appropriate.
<b>Pricing strategies</b> Develop pricing strategies (e.g. road tolls) to prioritize more sustainable and efficient modes of travel.
<b>Parking management</b> Free up excess space currently used for parking for other uses (e.g. housing, parks, shops).
<b>Reduce travel distances</b> Plan for communities that allow people to live close to where they work, shop and access services.

## SCREEN 4 - MAP MARKERS \_ Tell us your ideas

### Pop-Up Instructions

When travelling around the Region of Peel, where do you encounter problems? Do you have any ideas for improvements? Tell us your ideas to improve transportation in your community.

*Zoom in to the map to be more accurate.  
Drag the markers on to the map. Drag them again to improve accuracy.  
In the balloons, give more optional detail.  
Click the markers again if you wish to reopen the balloons.*

**6 ICONS:** WALK, BIKE, LOCAL TRANSIT, CARPOOL, GO RAIL & BUS, OTHER

3 Pop-up questions for each map marker places on the map:

- I want to suggest a: PROBLEM / IMPROVEMENT / OTHER
- Why travel here?: school, work, shopping, recreation, other
- Comments

Peel Sustainable Transportation Strategy

Progress

WELCOME

PRIORITIES

ACTIONS

**MAP MARKERS**

4 Tell us your ideas

What to do Next Task

5 STAY INVOLVED

Please drag and drop at least 3 markers on the map.

Walk

Bike

Local Transit

Carpool

GO Rail & Bus

Other

Delete

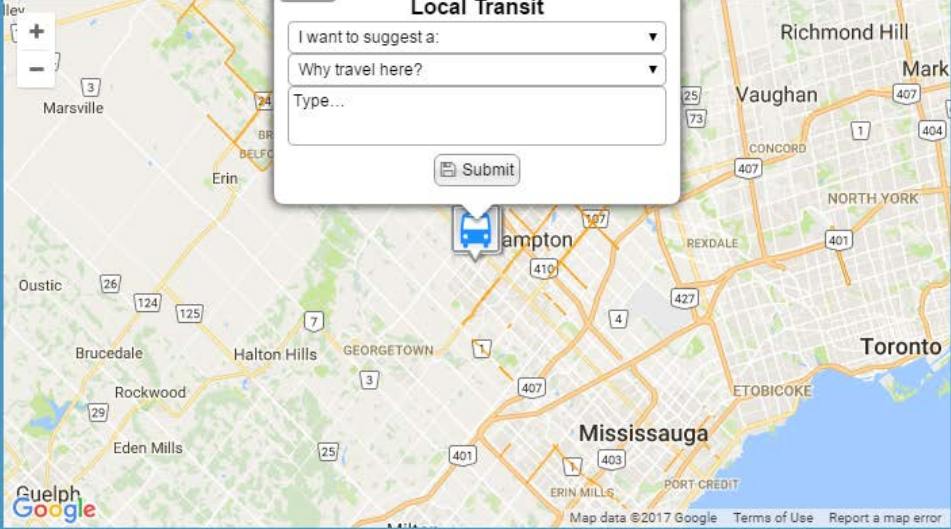
**Local Transit**

I want to suggest a:

Why travel here?:

Type...

Submit



Map data ©2017 Google Terms of Use Report a map error

## SCREEN 5 NEXT STEPS \_ Where to next?

### Pop-Up Instructions

*Thank you for your input so far! It has been recorded.  
Please answer a few optional questions. This helps us understand your input better.  
Your private information will be kept private.  
Use the sharing tools (on the right) to spread the word!*

### Tell us more about your travel choices:

1. What is your main mode of travel?  
DROPDOWN [Drive alone, Car passenger, Local transit, GO Transit, Walk, Bike, Taxi, other]
2. Why do you choose this travel mode?  
CHECKBOX [Cost, Time, Comfort, Reliability, To be active, Only option]
3. How else do you regularly travel?  
CHECKBOX [Drive alone, Car passenger, Local transit, GO Transit, Walk, Bike, Taxi, other]
4. Where do you live?  
TEXT BOX [3-digit postal code or City]
5. What is your age?  
DROPDOWN [under 18, 19-24, 25-34, 35-49, 50-64, 65 and over]
6. Comments about travelling in Peel:  
TEXT BOX

### THANK YOU

Your input will help to shape the future of travel in your community!

Give us your feedback in person at an upcoming public information centre in your community. For more information visit [www.letsmovepeel.ca](http://www.letsmovepeel.ca)

### Sharing Links

- Facebook
- Twitter
- Email

## Appendix B – Map Marker Comments

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## Screen 2: Priority Ranking Comments

*Suggest another item...*

VisitID	Date	Feedback
490565	4-1-2017 13:40:38	Need TRANSIT system in Bolton and Caledon
491110	9-1-2017 16:56:20	Complete walking and cycling paths
491118	9-1-2017 18:22:15	na
491131	9-1-2017 19:34:20	few
491247	10-1-2017 15:14:30	Driving
491371	11-1-2017 02:47:55	Accessibility (of non-drivers to places such as plazas, grocery stores etc)
491427	11-1-2017 12:50:49	Subway
491427	11-1-2017 12:50:49	Subway Subway Subway
491525	11-1-2017 22:03:51	Impacts of Carbon Tax
491581	12-1-2017 04:44:16	Multi-modal streets with generous space for pedestrians, bike lanes (protected where possible), transit priority (where possible) and an average of 1.5 lanes for cars (in each direction), up to 3 lanes in each direction, MAX.
491720	12-1-2017 22:47:50	Support for automated cars and bus service. Less accidents, closer traffic more vehicles in the same space. Less relates if less accidents. savings in healthcare and insurance. Automation is the future but not talked about much.
491836	13-1-2017 12:56:04	Support access to healthy food (i.e., grocery stores, produce markets, food stores)
491867	13-1-2017 16:42:50	none
491880	13-1-2017 18:16:46	nothing more to add
491904	13-1-2017 19:46:23	Walkable communities
491927	13-1-2017 20:55:23	Subway
491964	13-1-2017 22:03:22	Highways (non-toll)



VisitID	Date	Feedback
491964	13-1-2017 22:03:22	Highways (non-toll). Fewer people employed by the city. Lower Taxes.
491964	13-1-2017 22:03:22	Add more lanes to highways. Highways (non-toll). Fewer people employed by the city. Lower Taxes.
492011	14-1-2017 00:07:10	Parking
492235	15-1-2017 14:37:16	Electric car charge station network
492253	15-1-2017 17:31:38	Increase North / South road systems. Growth north of peel, people traveling south to jobs.
492377	16-1-2017 14:58:34	Enhance the driver experience by setting tougher standards and penalties for dangerous driving, for example obeying stoplights at major intersections or merging onto highways/multiple lane streets. I find drivers are taking risks by the aggressive style of driving I see all the time.
492419	16-1-2017 17:03:21	Auto share a ride
492461	16-1-2017 19:01:06	Safe walkability- issues with inadequate lighting and other safety concerns
493065	18-1-2017 19:11:03	more integrated service between Caledon and Dufferin County. Also expansion of Go
493295	19-1-2017 00:00:07	Provide new transportation options (new highways, commercial only routes)
493565	19-1-2017 19:27:44	Ensure drivers follow rules of the road
493565	19-1-2017 19:27:44	Rollerblading
493565	19-1-2017 19:27:44	Skateboarding
493565	19-1-2017 19:27:44	Rollerblading, skateboarding, running
494356	22-1-2017 19:35:09	Connecting with other services, airport, GO, ttc
499927	12-2-2017 18:39:03	Mixed use rails (bike/walk/roller blade/skateboard)
501321	21-2-2017 20:07:15	street crossing safety for pedestrians and cyclists

VisitID	Date	Feedback
501323	21-2-2017 20:07:18	I have lived in Meadowvale since 1982. There is no weekend GO train service for either Lisgar or Meadowvale stations - only bus. I would definitely take the GO train on weekends for outings to Toronto - the bus is no faster than car. Also Mississauga Transit has very convoluted routes that don't make a lot of sense. My route to work is straight along Derry Road from Tenth Line to Hurontario - takes 20 - 30 minutes. By bus, it's a minimum of two buses and takes 1 hour and 20 - 40 minutes. Most people do not have that much discretionary time for their commute. It would make so much sense to have buses that have straight east-west or north-south routes along major roads, especially east-west where in north Mississauga, the only real choices are Derry, Steeles or 401.
501329	21-2-2017 20:17:45	N/A
501367	21-2-2017 21:11:03	Room on the vehicle
501367	21-2-2017 21:11:03	fast service to where you want to go
501381	21-2-2017 21:20:46	Metro
501381	21-2-2017 21:20:46	Metro for better commuting. Better bus connectivity with lesser transfers
501381	21-2-2017 21:20:46	Fewer transfer and increased frequency
501393	21-2-2017 21:33:29	BI passes for small villages on major highways
501402	21-2-2017 21:41:34	Autonomous vehicles should be the ONLY cars on the road
501416	21-2-2017 21:54:35	Subway
501431	21-2-2017 22:07:39	No parking on one side of residential streets
501434	21-2-2017 22:09:18	Make accessibility to public transit easier for seniors-have buses designed to make it easier to get on and off and have shelters at bus stops as well as electronic tracking of buses so it is easier to see on a screen when a bus is coming
501452	21-2-2017 22:32:58	Downtown Brampton car free zone only walkers
501485	21-2-2017 23:30:29	Open all the lanes. licence Bicycles and ebikes.
501498	21-2-2017 23:50:23	Subways, wider driving lanes, no bike lanes, no bikes on roads with a speed limit 60kph or greater.

VisitID	Date	Feedback
501505	22-2-2017 00:09:37	Should of had a subway to Kipling station. More Go Train stops with large parking lots. You must learn that you will never get people out of their cars until you make transportation way, way better.
501559	22-2-2017 01:18:44	More go transit parking spots
501564	22-2-2017 01:19:54	work from home or from hubs
501574	22-2-2017 01:34:59	Have transit users pay actual cost of transit
501616	22-2-2017 02:30:24	School bus for secondary students more than 2.5 km in order to avoid messy commute from parents and students
501631	22-2-2017 02:50:28	Subway
501714	22-2-2017 06:47:53	Buses going to places where people work, 24 hours a day. You have not been able to do this from Streetsville to Dixie & Dundas. Or Airport. Nothing beats a personal vehicle.
501714	22-2-2017 06:47:53	Buses going to places where people work, 24 hours a day. You have not been able to do this from Streetsville to Dixie & Dundas. Or Airport. Nothing beats a personal vehicle.. my priorities are getting where ever in the least amount of time. Not waiting for someone to take me there. Could you not have made this space a lot larger..I only have one priority.
501740	22-2-2017 10:46:23	Design communities so that convenience and drug stores are within walking distance.
501762	22-2-2017 11:53:02	Use of Segways
501765	22-2-2017 11:58:48	Parking! There is not enough parking at the Go Stations.
501767	22-2-2017 12:08:40	Build Subway
501767	22-2-2017 12:08:40	Electrified Railway
501798	22-2-2017 13:13:26	Synchronize all traffic lights on major roads. If I am driving at the speed limit, I do not encounter red light. Delhi, India did it in 1991.
501803	22-2-2017 13:28:36	Sharing (Pooling) Services like Uber
501819	22-2-2017 14:07:40	Not having to walk for 15 minutes to catch a bus in winter
501833	22-2-2017 14:23:05	parking on sidewalks

VisitID	Date	Feedback
501899	22-2-2017 16:33:54	Have a transit services for each major roads or street instead of an all bus terminal. So the transit service would travel that particular street east to west or north to south only. Turnaround points can be decided on later as it's not expected to ply the entire length of the road or street. I live at Derry and Mavis and work at Erin Mills and Argentia road area. Taking transit currently is a mess because of the options available. With the above suggestion, I could board a Derry road transit and then a Mississauga road/Erin Mills road transit.
501899	22-2-2017 16:33:54	Have a transit services for each major roads or street instead of an all bus terminal. So the transit service would travel that particular street east to west or north to south only. Turnaround points can be decided on later as it's not expected to ply the entire length of the road or street. I live at Derry and Mavis and work at Erin Mills and Argentia road area. Taking transit currently is a mess because of the options available. With the above suggestion, I could board a Derry road transit and then a Mississauga road/Erin Mills road transit.  2) I've been at traffic lights that changed based on its own setting and not on traffic conditions. That it changed and there were no other vehicles from the other end.
501907	22-2-2017 16:55:48	being able to park at port credit GO station
502056	23-2-2017 01:52:35	Get serious .....you have been talking train service to Caledon for 30years. Move like many other countries, cities get a system going
502063	23-2-2017 02:32:16	More road lanes
502131	23-2-2017 14:05:36	Development of LRT/subway and street cars. Frequent schedules as well
502144	23-2-2017 14:57:33	Truly walkable and compact communities. No more Smart Centres!
502354	24-2-2017 11:42:34	Review and Alter Transit Fare system to make transit attractive.
502545	25-2-2017 04:16:49	Police presence on major intersections. Illegal turns constantly being made at Queen/Laurelcrest and Steelers /hurontario in Brampton
502549	25-2-2017 04:51:46	walking
502864	28-2-2017 05:04:16	driving
502864	28-2-2017 05:04:16	driving, build roads without manholes, better building materials for longer life expectancy, create parkways to ease flow of traffic, engage other cities to tie in. Create bus only roadways.no tolls. create more three lane roads. limit excess to large trucks. Strong enforcement.

VisitID	Date	Feedback
502864	28-2-2017 05:04:16	driving, build roads without manholes, better building materials for longer life expectancy, create parkways to ease flow of traffic, engage other cities to tie in. Create bus only roadways.no tolls. create more three lane roads. limit excess to large trucks. Strong enforcement. you are limiting my choices on your above 'priorities' I am giving you my priorities.
503413	3-3-2017 05:15:00	Parking at the GO train and at Kipling subway so I can take transit to downtown.
503420	3-3-2017 07:20:09	Affordable Public Transit
503909	7-3-2017 21:28:07	rail transit
488567	19-12-2016 20:42:35	Annoyed at pedestrian behaviour like crossing without looking clearly. People in cars also distracted by phones.

**Total Comments: 80**

## Screen 3: Strategy Rating Comments

*Suggest another item...*

Priorities:

1. Carpooling
2. Transit
3. Cycling
4. Walking
5. Travel Efficiency
6. Travel Innovations
7. Flexible Work Options
8. Other

VisitID	Date	Priority	Feedback
491937	13-1-2017 21:14:24	1	multi passenger narrow e-electric vehicles using special lanes beside bicycle/walking trails (rather than multi lane highways)
491964	13-1-2017 22:03:22	1	NO EV Charging stations! Or ONLY if they are provided by the private sector and people PAY for charging. This nonsense where electric cars are charged for free needs to end.
501410	21-2-2017 21:51:21	1	I'm retired Most of this doesn't concern me. I car pool when possible Walk and cycle
493285	18-1-2017 23:51:04	1	Longer transfer periods
490851	6-1-2017 17:40:21	2	LRT on Hurontario from Brampton GO station down to Lakeshore in Mississauga
490851	6-1-2017 17:40:21	2	LRT on Hurontario from Brampton GO station down to Lakeshore in Mississauga  Mixed-use communities built around transportation hubs.
491369	11-1-2017 02:40:11	2	Protected Bike Lanes moving along major arteries going N, E, S & W.
491581	12-1-2017 04:44:16	2	Make transit more affordable for all - with funding to match (this means fully utilizing existing revenue tools, and demanding the Province give us access to more that Toronto already has access to) - this is the TOP priority (5 stars+)!
491713	12-1-2017 22:10:35	2	Integrate transit fares with car share and bike share and promote transit to businesses.
491908	13-1-2017 19:51:34	2	Enforce priority seating

VisitID	Date	Priority	Feedback
498043	1-2-2017 19:33:00	2	Stop raising transit fares for at least next 5 years
499957	13-2-2017 00:22:20	2	earlier bus times for those of us that start work early in the morning
501325	21-2-2017 20:09:29	2	More affordable and easier transportation to Toronto
501352	21-2-2017 20:47:21	2	Lower fares and provide young people (high schoolers) with low cost yearly passes (after all, they are your future riders)
501416	21-2-2017 21:54:35	2	Bring the subway to square one
501446	21-2-2017 22:23:07	2	Provide university student transit discounted fundings on transit (passes, fares).
501534	22-2-2017 00:35:56	2	build parking garages in the less busy areas, and connect with frequent shuttle busses to the traffic hubs
501534	22-2-2017 00:35:56	2	build parking garages in the less busy areas, and connect with frequent shuttle busses to the traffic hubs; increase number of express busses
501613	22-2-2017 02:27:51	2	Ensure all day / every day service on GO train Milton line.
501856	22-2-2017 15:01:21	2	Connect major mississauga transit hubs like the BRT and Square One to the subway
501945	22-2-2017 19:10:37	2	More rapid transit! Lrt especially
502194	23-2-2017 17:56:57	2	Better clearing of sidewalks and bus stop areas in winter.
502619	26-2-2017 03:08:26	2	More frequent services on Saturdays, Sundays and Public Holidays.
502619	26-2-2017 03:08:26	2	More frequent services on Saturdays, Sundays and Public Holidays.  More Express Service for long distance commute.
502726	27-2-2017 06:45:02	2	Transition from Diesel to electric buses.
502726	27-2-2017 06:45:02	2	1. Transition from Diesel to electric buses. 2. Provide shelters at more bus stops.
503101	2-3-2017 01:57:13	2	MiLocal vs MiExpress - transit requirements for people not living at major intersections
488562	19-12-2016 20:27:35	2	Real time transit schedules
488562	19-12-2016 20:27:35	2	Real time transit schedules and accuracy/reliability



VisitID	Date	Priority	Feedback
488566	19-12-2016 20:42:30	2	Improve transit frequency and reliability on certain routes as well as accuracy of scheduled times and real time updates.
488570	19-12-2016 20:50:58	2	Buses running 24 hours
488572	19-12-2016 20:52:00	2	Improve customer service.
488575	19-12-2016 20:57:59	2	Biking to transit is already good
488580	19-12-2016 21:11:02	2	Bus shelters!
488589	19-12-2016 21:30:29	2	More frequent service
488593	19-12-2016 21:39:50	2	No additional fare crossing jurisdiction
488593	19-12-2016 21:39:50	2	No additional fare crossing jurisdiction, last mile just for walking
488932	21-12-2016 19:51:34	2	Bus drivers drive away when they see you
488953	21-12-2016 20:16:17	2	Affordable fares
488973	21-12-2016 20:39:38	2	Reducing extra fare for transfer
493056	18-1-2017 18:58:58	2	Add frequent transit and provide free transit to students
493285	18-1-2017 23:51:04	2	Time limit for transfer should increase to 3 hrs
493311	19-1-2017 00:19:44	2	Secure bike facilities at key transit stops
493311	19-1-2017 00:19:44	2	Secure bike facilities at key transit stops. Employment opportunities are further away esp. industrial so bus service should accommodate this
493311	19-1-2017 00:19:44	2	Secure bike facilities at key transit stops. Employment opportunities are further away esp. industrial so bus service should accommodate this. Need better biking and transit accommodation as industrial growth goes into caledon
493735	19-1-2017 23:18:05	2	Should be more rapid long distance transit routes, fewer connections
491359	11-1-2017 01:05:19	3	lower speed limit in the city and stop building huge roads like Bovaird that are very unsafe
491426	11-1-2017 12:42:54	3	Partnership-Local Bike Stores, Cycling event owners

VisitID	Date	Priority	Feedback
491427	11-1-2017 12:50:49	3	Subway Subway Subway
491956	13-1-2017 21:39:05	3	Promote and expand facilities for blending cycling with transit for efficient commutes.
492295	15-1-2017 23:39:35	3	Cycling is safer when riders wear bright clothing. Promote safe riding and the wearing of bright clothing. Eg, the shirts given away during Bike Month should be bright !
493565	19-1-2017 19:27:44	3	Educate drivers about sharing roads with cyclists
501446	21-2-2017 22:23:07	3	Promote educational and promotional information on how to share roads with bikes and cars. Helps create awareness and information on how to share the roads with all modes of transportation.
501847	22-2-2017 14:48:20	3	Reducing max speed of car traffic, and protected bike lane.
501856	22-2-2017 15:01:21	3	Clearly mark existing and new bike lanes with contrasting paint colours and high visibility partial barriers.
501856	22-2-2017 15:01:21	3	Clearly mark existing and new bike lanes with contrasting paint colours and high visibility partial barriers. Build secure bike lock up facilities at major transit hubs and shopping centres.
501868	22-2-2017 15:19:01	3	Safety is the main reason cycling is not popular. We need to educate cyclists and drivers how to interact on the road to promote safe practices and behavior for both parties.
501872	22-2-2017 15:33:56	3	build barriers between traffic and bike lanes.
501872	22-2-2017 15:33:56	3	1. build barriers between traffic and bike lanes. 2. on bridges where there isn't room for a bike lane, increase the height of the railing so cyclists who don't feel safe on the road won't be in danger of falling off the bridge
501888	22-2-2017 16:11:51	3	COMPLETE AND EXPAND THE ETOBICOKE TRAIL
502139	23-2-2017 14:35:26	3	Enforcement - Too many cyclists create very dangerous situations, no lights at night, never stopping at traffic lights or stop signs, never signaling. Cars also rarely stop at lights and especially urban stop signs when turning right, causing countless near misses and bad accidents with cyclists (see this so many times!!!), so enforce stopping at stop signs when turning right!!!!!!!!!!!!!!
502144	23-2-2017 14:57:33	3	Look to the old towns of Europe to see how intimately mixing uses creates complete communities.
502219	23-2-2017 20:18:00	3	Change Cycling Laws
488202	16-12-2016 23:03:56	3	Tools to connect for bikepooling

VisitID	Date	Priority	Feedback
493311	19-1-2017 00:19:44	3	Dedicated lanes not big priority but important because they support less experienced cyclists and would encourage more cyclists
493311	19-1-2017 00:19:44	3	Dedicated lanes not big priority but important because they support less experienced cyclists and would encourage more cyclists. Better winter maintenance on trails and roads
493311	19-1-2017 00:19:44	3	Dedicated lanes not big priority but important because they support less experienced cyclists and would encourage more cyclists. Better winter maintenance on trails and roads. Need curb depressions to connect trails across roads
493798	20-1-2017 00:36:10	3	Focus on transit
493798	20-1-2017 00:36:10	3	Focus on transit. Cycling too dangerous unless separated
491369	11-1-2017 02:40:11	4	Ensure pedestrian 'walk sign' at intersections is always activated & not dependent on having to push the button & wait. Having the right of way but no corresponding signal at intersections is confusing and dangerous and devalues pedestrians. 2. Signage, maps & apps for trails & multi-use pathways are needed if used for active transportation.
491371	11-1-2017 02:47:55	4	Consider pedestrians when developing land! Make them more walker and biker friendly to encourage walking or biking to the grocery store. Increase permeability to frequently visited places.
491581	12-1-2017 04:44:16	4	Improve sidewalks sub-priority - more benches and trees are far more important right now - all lighting should be LED in the future (and not as bright and harsh as current new installs, it needs to be easy on the eyes and not cause light pollution into the sky OR neighbourhoods - this saves YOU money!). Safety education sub-priority - look to places like Waterloo Region on how they are working smart and efficiently to lower salt/sand use in the winter by telling people to slow down, take care, help neighbours with snow removal, use salt/sand wisely, and the environmental impacts some/lots of use has (again, less salt/sand used and smarter pedestrian movement is a cost saved for YOU).
491850	13-1-2017 14:54:38	4	wider sidewalks with boulevards to separate pedestrians from traffic
492415	16-1-2017 16:49:50	4	Municipalities should shovel the sidewalk in the winter.
498043	1-2-2017 19:33:00	4	Built more "cat walks"/shortcuts between subdivisions and shopping and community centres
498043	1-2-2017 19:33:00	4	Create exclusive pedestrian areas in some parts of the city, ie. in Brampton: Main St. between Queen and Nelson Sts, or Team Canada Drive by the Civic Centre
499218	8-2-2017 04:56:14	4	Make sidewalks wide enough for people to walk safely side by side, e.g. adult with children

VisitID	Date	Priority	Feedback
499218	8-2-2017 04:56:14	4	Make sidewalks wide enough for people to walk safely side by side, e.g. adult with children. Make sidewalks level without driveway dips so that strollers, wheelchairs are not in danger of veering towards the road.
499927	12-2-2017 18:39:03	4	Improve timing of walk signals at intersections with traffic lights.
501359	21-2-2017 21:00:01	4	Make it easy to access trailway bus stops via biking and walking.
501402	21-2-2017 21:41:34	4	Better safety from the criminal element
501872	22-2-2017 15:33:56	4	Make malls/parking lots more walking friendly.
501945	22-2-2017 19:10:37	4	All planning should consider walking - transit terminals should be accessible on foot. New housing developments should have walking access to amenities etc
502139	23-2-2017 14:35:26	4	Enforcement - Once again the point is being missed, facilities and rules are great but drivers (and pedestrians) often don't follow them. Main one is cars not stopping at stop signs when turning right, causes far too many near misses with pedestrians.
502719	27-2-2017 05:01:05	4	Do not force "calling" the walk signal at traffic lighted intersections. Automatically put on the walk signal every time.
502726	27-2-2017 06:45:02	4	Provide sheltered walkways to Transitway stations.
502760	27-2-2017 16:36:55	4	Urban style streets for walking
502864	28-2-2017 05:04:16	4	Buses need to reach deeper into the neighbourhood if you want people to use buses, stronger enforcement presence at cross walks by police particularly dealing with pedestrian violations i.e crossing on red lights, jay walking. No parked or stopped cars within 1000 metre radius of a school.
488584	19-12-2016 21:18:26	4	Walking is important for everyone
488605	19-12-2016 22:11:12	4	Uneven sidewalks cause accidents. Ur foot can trip.
488997	21-12-2016 21:19:35	4	More time to cross
489064	22-12-2016 03:20:08	4	Pedestrians should be more cautious when crossing, and look to see if bikes are coming before crossing
493100	18-1-2017 19:41:36	4	Improve maintenance
493311	19-1-2017 00:19:44	4	Lower speeds but 30kmh is unreasonable

VisitID	Date	Priority	Feedback
493735	19-1-2017 23:18:05	4	Need sidewalks on both sides
493735	19-1-2017 23:18:05	4	Need sidewalks on both sides. Advance walk for peds
493778	19-1-2017 23:55:14	4	Increasing ped accidents is very concerning!
491359	11-1-2017 01:05:19	5	Instead of making Sandalwood into a highway through the city by adding lanes build shops along either side and lower the speed limit.
491964	13-1-2017 22:03:22	5	Allow more street parking overnight. Why in the world are cars not permitted to be parked on streets overnight? We need to increase density in communities. When people are able to squeeze more people into a house, there is more need for parking. The cities need to allow street parking. NO ROAD TOLLS or Pricing strategies. We are overtaxed already.
492011	14-1-2017 00:07:10	5	Adequate parking at transit interchanges
501420	21-2-2017 21:56:54	5	Create more lanes on all major highways as well as add more exists from highways 401 and 403
501564	22-2-2017 01:19:54	5	Develop work/office hubs to allow people to work from closer to home
501692	22-2-2017 04:21:10	5	North and south highway in Mississauga. More west to east road ways, stop lights are synchronized.
501765	22-2-2017 11:58:48	5	Create more parking spaces, and do not charge for parking at transit hubs to encourage more people to use transit.
501802	22-2-2017 13:26:45	5	having access to carpool parking along major bus routes, ie along hurontario st.
501803	22-2-2017 13:28:36	5	Timing Traffic Lights
501819	22-2-2017 14:07:40	5	None of those More local transit. Over 60 free bus pass for seniors reduces risky drivers and improves transit use
501833	22-2-2017 14:23:05	5	parking on sidewalks
501842	22-2-2017 14:39:54	5	Optimize the traffic signaling. Have centrally controlled traffic. Synchronized lights.
502063	23-2-2017 02:32:16	5	Add more lanes
502139	23-2-2017 14:35:26	5	Enforcement - HOV lanes are OFTEN used by vehicles with a driver only; I've never seen police enforce this, and everyone knows it. Also enforce dangerous drivers including those driving well below speed limit on highways, and those driving slow/dangerously in mid/left lanes during snow, storms.

VisitID	Date	Priority	Feedback
502354	24-2-2017 11:42:34	5	Bus stops should not hinder flow of traffic on travel routes
502438	24-2-2017 18:49:23	5	Implement ITS solutions to optimize existing network.
502726	27-2-2017 06:45:02	5	Provide bus bays at all bus stops on busy streets so that stopped buses don't block traffic.
492720	17-1-2017 19:37:19	5	Introduce roundabouts to keep traffic flowing
493798	20-1-2017 00:36:10	5	Implement road taxes. Parking should not be free. Regional transit tax like translink
493798	20-1-2017 00:36:10	5	Implement road taxes. Parking should not be free. Regional transit tax like translink. Amalgamate transit companies.
491303	10-1-2017 20:23:04	6	Travel innovations must include incentives for cyclists. These are all car centric. This is not innovation
491581	12-1-2017 04:44:16	6	Invest money into promoting and building use of SmartCommute - it is an amazing set of programs, but it needs to be better known among the population! Don't make a new app when this website already has so much going for it - use it for any app that is developed!
491908	13-1-2017 19:51:34	6	get more affordable or volunteer services for those who are sick and disabled. Hospital / transportation partnership. My experience there was a waiting list to get to radiation therapies. What stupidity is that, and I cannot afford the fare via taxi, and cannot be well enough to sit on a 3 hour bus ride.
491964	13-1-2017 22:03:22	6	NO increase in "electric vehicle network." This needs to be MARKET-DRIVEN, not forced by government.
492011	14-1-2017 00:07:10	6	High frequency fast trains 18 hours 7 days a week
501410	21-2-2017 21:51:21	6	I play on buying a prius next car. Generates electricity and gasoline available for my 700Km trips (4-6 times a year)
501434	21-2-2017 22:09:18	6	Increase the amount of transit services for seniors
501434	21-2-2017 22:09:18	6	Increase the amount of transit services for seniors and consider a subway system or a light rapid transit system along major routes like Erin Mills and Hurontario
502129	23-2-2017 13:55:39	6	We need more roads
493056	18-1-2017 18:58:58	6	Allow self-driving buses
491955	13-1-2017 21:36:48	7	Working from home doesn't make companies more innovative. Research is out there to support that.

VisitID	Date	Priority	Feedback
491964	13-1-2017 22:03:22	7	Many employers have multiple locations (i.e. school boards, fire departments, police departments, grocery stores, etc.). These employers should be mandated by law to set up systems that allow employees to transfer between work sites. There is no reason, for example, that a teacher who lives in Brampton should have to commute to Mississauga, while at the same time another teacher is making the opposite commute just because the school board won't allow them to swap jobs.
493565	19-1-2017 19:27:44	7	Improve speed and reliability of connectivity between home and work
500020	13-2-2017 17:20:36	7	Teachers can transfer to a board and school closer to their home without losing seniority etc.
501534	22-2-2017 00:35:56	7	Spreading businesses across the city (especially those with high number of employees) , but along the major traffic routes, would help over period of time. Example: Tomken to airport - North of Eglinton has high concentration of jobs, congestion is extremely high at peak hours. Well done on Derry Rd. / Mississauga Rd. to move some of the high-tech jobs close to residential area.
488584	19-12-2016 21:18:26	7	Shared working space really important
493056	18-1-2017 18:58:58	7	Provide faster and more powerful computers and make it illegal for parents to get children arrested for trespassing
491348	10-1-2017 23:35:18	8	Provide bike lanes that are not in the middle of the road way.
491368	11-1-2017 02:39:04	8	Get rid of municipal government monopoly on passenger bus transportation
491368	11-1-2017 02:39:04	8	Eliminate rule that says businesses must provide so many parking spots per m2 of retail or commercial area as this drives density down and assumes no one takes transit, walks or rides a bike
491380	11-1-2017 04:03:40	8	Creating more employment opportunities with in Brampton so people don't have to commute to other cities
492051	14-1-2017 03:22:50	8	Skytrain as they have in BC. Very easy to install as it will not delay traffic as a street car needing to go through main intersections and can connect people through the GTA without a subway construction.
492419	16-1-2017 17:03:21	8	Better transit connection
501324	21-2-2017 20:07:37	8	More and regular service on the GO Trains
501645	22-2-2017 03:06:29	8	Build secure facilities for bicycle parking/storage. Or increase existing security features at bike lock stations via cameras, etc.
501645	22-2-2017 03:06:29	8	Again, securing bicycle safety at bus terminals and/or bus stops would promote mixed transportation use (cycling and transit). Healthier, better for the environment.



VisitID	Date	Priority	Feedback
501747	22-2-2017 11:06:27	8	Extend Highway 410 to Shelburne, ON.
501761	22-2-2017 11:53:01	8	Facilitate private service providers. Think multi level parking at strategic locations where you meet, get a Tims, drop off the dry cleaning, use the "members" wifi lounge, hop in your assigned electric carpool vehicle and travel in preferred lanes to preferred parking. My idea!
501911	22-2-2017 17:13:17	8	Improve snow clearing/salting of walking paths, especially those used by students near schools. Clear more quickly after snowfall, as quickly as sidewalks.
501911	22-2-2017 17:13:17	8	Provide transit in Bolton to support students living in north Bolton/working in south Bolton (Hwy 50 shuttle.)
502376	24-2-2017 16:08:17	8	Teach kids at school how to bike safely like in new zealand schools

**Total Comments: 148**

## Screen 4: Map Marker Comments

*Tell us your ideas...*

Suggestion:

1. Problem
2. Improvement
3. Other

Trip Purpose:

1. Work
2. School
3. Shopping
4. Recreation
5. Other

### Carpool

Add Carshare Spaces:

VisitID	Suggestion	Trip Purpose	Comment
492650	2	5	Encourage big condos to have access to Zip Cars or other.
501761	2	1	Here's where i'd put my uber luxury car pool place.
501803	3	5	Integrate Transit with ride share services like Uber make it cheap quick and self supporting

Carpool Lane:

VisitID	Suggestion	Trip Purpose	Comment
490562	2	1	create a carpool/HOV lane on main street
490583	2	1	carpool lane
492372	2	1	Having a bus lane or HOV lane would help this area. Lots of trucks and slow moving traffic during rush hour.
492475	2	1	Carpool lane on 403 between QEW and Winston Churchill
492475	2	1	Carpool on QEW to 427

Carpool Parking:

VisitID	Suggestion	Trip Purpose	Comment
501368	2	1	There should be more parking for vehicles, not just surface but either underground or raised lots.

VisitID	Suggestion	Trip Purpose	Comment
501406	2	1	Ensure that there are sufficient spaces for car pool vehicles --- perhaps a ticket/pass system to encourage compliance with car pool ridership numbers -- say at least 3 people per car?
492161	2	5	Parking lots space here could be an opportunity for carpool lot.
492161	2	5	Parking lot space here could be an opportunity for carpool lot.
492161	2	5	Parking lot space here could be an opportunity for carpool lot. Already adjacent to transit terminal.
488875	2	5	Commute to work - need more carpool lots along this highway that offer EV stations
491907	2	5	this is where the new transitway station is being built. It would be fantastic if there was a carpool parking lot here for people who can't take the GO (i.e. route doesn't go to where clients need to be) but can meet together before commuting.
502025	2	5	Carpool lot or a GO bus station
502144	2	5	Make carpooling more accessible and market it! More carpool lots.
491541	2	1	Creating a designated carpool area near square one could benefit not only transit riders, but as well maintain the overall congestion of this area during rush hour times.
492377	2	1	Set up carpool near Erin Mills pkwy/Hwy 403 at MyWay bus station
492405	2	1	I would like to see more carpool opportunity
501368	2	1	Because of the limited parking, there should be spaces available for car pools.
501631	2	1	Carpool options should be available through miway
501759	2	1	Better carpooling spots
501856	2	1	Car pool and or local bus connecting with local transit in Oakville.
502863	2	1	Have a carpool lot here, as it's all industrial and there is Malton GO nearby
503909	2	1	Add car pool lots in Orangeville to reduce Highway 10 traffic
492161	2	5	Consider locating carpool lots near major highway on ramps.
493295	2	5	Provide parking at major transit hubs such as Heart Lake Town Centre, Bramalea City Centre
502194	2	5	More carpool lots.

Promotion:

VisitID	Suggestion	Trip Purpose	Comment
490688	2	1	International center would be ideal carpooling spot; they have lots of parking
491366	2	1	A lot of stores in this area and very busy intersections as it is coming off the highway. I would suggest having a carpool area set up here.

VisitID	Suggestion	Trip Purpose	Comment
501676	2	2	Sheridan College seems like an ideal place to carpool from and to. Existing parking might also be leveraged to enhance and encourage use by employees, students, and the general public.
501676	2	2	Sheridan College seems like an ideal place to carpool from and to. Existing mall parking might also be leveraged to enhance and encourage use by employees, students, and the general public.
501676	2	2	Sheridan College seems like an ideal place to carpool from and to. Existing parking might also be leveraged to enhance and encourage use by employees, students, and the general public.
491426	2	1	Promote carpooling, better industry for Caledon so people may live work & play. Warehousing is NOT going to pay mtgs, property taxes, living. Good high Corporate jobs to keep people living, working and playing in their community.
492026	2	1	Financial incentives from employers for employees who arrange Car Pools.
492656	2	1	I don't see any government tax incentives to do this. The gov. gets free cars, drivers of their cars should be given incentives, tax breaks.

N/A:

VisitID	Suggestion	Trip Purpose	Comment
491366	2	5	These traffic lights take a long time to change.
491937	2	1	multiple seat electric vehicles and help to find 'carpoolers, etc. at service stations, malls
500026	2	1	The traffic lights should be sequenced so that if I travel at the speed limit I make more than less of the subsequent lights, right now Mississauga is a joke in that I cannot make the next light ( less than 100 metres from where I am stopped) how does this improve flow.
501365	2	1	Permanent gridlock at 403 meeting QEW westbound. Worst ever road design
501569	2	1	Increase the number of lanes on 410.
502048	2	1	Provide more transit to get to work within the region of peel
492241	3	1	Is there a way of connecting with others to get to public transit?
491246	1	1	The issue of traffic jam at peak hours is the main concern here. It takes 45-50 mins for people to get out of parking lot
492418	1	1	Less congestion on turning light, reduce traffic during prime hours
492461	1	1	congestion along main arteries in Brampton is overwhelming and compromising the quality of life for residents
501720	1	1	Net working
491349	1	5	Safety... Not knowing who you are getting in a car with
491841	1	1	heavy traffic congestion

491339	3	5	There's a lot of traffic in this area, more people should be encouraged to use public transportation to reduce road congestion.
501571	3	5	Carpool
502479	3	5	Like most roads 410 is jammed in morning and evenings.It can reduce the numbers on road

**Total Comments: 64**

## Local Transit

Add Bus Stop:

VisitID	Suggestion	Trip Purpose	Comment
491323	2	5	Live, work, school, recreation and shopping. I've used this road for everything. Lack of cross walk for long sections means I can't take the 7 bus route and have long waits for the 8 or long walks to main st. Cars are given way too much priority here. I see children in strollers pushed by parents running across this road to reach stores and the 7 bus route.
501564	2	5	Participants in local health rehab programs cannot access because no transit.
491560	2	2	have more buses come to this intersection because it is fairly central for 5th line and most other buses are a 10 min walk in either direction for most people
500026	2	2	There should be a bus that goes along Queensway for the whole stretch.
501694	2	2	Father Michael Goetz Secondary School is full of students during the school year, and most of these students use public transit to get home. With that said, I would suggest adding one or two bus shelters at this location, since one does not currently exist.
501773	2	2	GO bus has North/South route, we need east/west transit in Caledon
502650	2	2	Bus for Mayfield only comes this far west. Extend this further west or provide better connections in to this route.
492571	2	3	Caledon has no local transit for work, shopping, school or recreation,,,,,,,,, need for all
493100	2	3	Bus service from Thorndale to Bramalea
501951	2	3	add stop inside the plaza parking lot, lots of elderly people walk to the stores here
488575	2	1	Bus 35a - needs stop at 50 royal group
488596	2	1	No accessibility to buses

491323	2	1	I've given up accepting jobs on the east side of the airport. Lack of sidewalks, too many cars, no priority for buses stuck with all the cars, so incredibly slow, lack of cycling options. There is no easy way to work near the airport. You might as well be working on the other side of the city.
491366	2	1	Add a bus stop along East Drive. There are a lot of industries in this area and worker that may take transit to work.
501360	2	1	Need closer transit access to Village Centre Ct from Hurontario
502025	2	1	Improve transit service from Clarkson GO. Add the sheltered bus stop at this location.
503909	2	1	Caledon does not have any local bus service. Add buses to reduce car traffic on major highways
488580	2	5	Shelters on voddan
488584	2	5	Generally more frequent stops (right side of father Tobin road plaza
492384	2	5	Local Transit in Caledon would increase accessibility to transportation for older volunteers and caregivers
492384	2	5	Local Transit in Caledon would improve access to Bethell Hospice - for visitors, family members, clients, staff and volunteers
492646	2	5	Better transit along mayfield and on highway 50. Bring Brampton transit up along 50
491845	3	5	All major intersections have a bus route, except for Cawthra. Although the #8 bus travels south on Cawthra from Bloor, there isn't a bus that travels north from Bloor.
492011	3	5	introduce a service
492190	3	5	No Transit
492384	3	5	Accessible transportation would improve access to health care resources and community building especially for the senior or differently abled population.
501500	3	5	No Public transit(buses) from Ponytrail to this end of Rathburn. It's also dark without houses facing the street. Doesn't feel safe to walk in evening.
491908	1	5	this hospital is so damn remote transitly speaking. Unless you have a friend, taxi fare or pay an ambulance at a later date: there is limited to no transit options to access our rights to medically access
491541	1	4	As someone who adores the sport of golf, sometimes I am unable to play because I do not own a car. Making a route here that has a designated stop for the golf course could be beneficial.
500074	1	2	The bus stop is not near the lights on Erin Mills to Erindale SS, causing students to jaywalk
501633	1	3	The nearest bus stop from this location is between 8 and 10 minutes walking. It's hard to walk for 10 minutes when the weather is cold and wait for the bus
492592	1	1	there is no local public transit
501798	1	1	There is no bus service from Mavis / 401 to Argientia Road.

493078	1	5	No public transit
500237	1	5	No local transit
502194	1	5	More bus shelters and shelters that REALLY shelter from inclement weather.
491366	3	5	Have a bus travel down Heatherleigh Avenue then to Terry Fox
491904	3	5	Add local bus line to palgrave area
492361	3	5	would like a bus to come here to the Credit Valley Conservation office from a Go Station
493285	3	5	General comment - buses should go on neighbourhood routes not just straight routes
501703	3	5	A loop for the west side of Peel village, from b bull and Main n to peel village pkwy and Main

Implement Bus Lanes:

VisitID	Suggestion	Trip Purpose	Comment
491353	2	5	Transit way
491369	2	5	LRT Needed!!!
491693	2	5	In general, develop a common transit system that is more efficient in times of high peak commuting times. That is, create a separate lane for buses so that this lane is a designated just for public transit.
501515	2	5	Very busy along many roads at rush hour. Dedicated bus lanes may help.
501822	2	5	Buses should have their own lanes until LRT comes
491112	2	1	Pretty much EVERY major street / transit route should have some form of transit priority, whether fully-dedicated lanes or at least passing lanes / queue jumps, etc. Quick and cheap and fast overall to implement.
491455	2	1	LRT
491581	2	1	Cawthra Rd. is an ideal road for a priority local express bus route taking the full length of the street in either direction, stopping at the transitway station, and continuing on the 403/401 to the Renforth station (and future linkage to the Crosstown East link), and then carrying on to the airport. Install this route by 2020-2022.
501872	2	1	It takes me 25 minutes to get to working driving and over 1 hour by transit - going straight down Burnhamthorpe to the West Mall in Toronto. If there was a dedicated bus lane many more people would take transit.
501939	2	1	rapid transit service



VisitID	Suggestion	Trip Purpose	Comment
491323	1	5	I've tried to get downtown with my kids, getting to this station to the UPexpress. The "express" bus to the terminal blows monkey balls. Give the buses their own private route, no cars allowed. The buses essentially cost more than driving a cheap old car and you freeze on the side of the road and there's nothing express about this plan.
491701	1	5	Square One is already dense area - why not LRT or Gondola to Kipling? Linked to Hurontario LRT. Get ppl out of cars into transit. In addition, we need mass transit to address airport workers. Link to Brampton, Etobicoke & Mississauga.
502285	1	4	Hurontario street is frequently congested during peak times and I often get stuck behind buses... having transit priority lanes would be a good idea.
501783	3	5	Improve travel time from Erin mills transit way station to subway. It takes an hour to get there. Why would I use the bus when I can drive in 15 minutes. Travel times in Mississauga are ridiculous often taking 4 times longer or more than by car.

Improve Conditions:

VisitID	Suggestion	Trip Purpose	Comment
502056	3	5	With train services to Brampton, Mississauga & GTA provide local bus services to the stations
490565	2	5	Need a TRANSIT SYSTEM for Caledon to get to services in Bolton
490565	2	5	Need a TRANSIT system for SW Caledon to get to services being built in area
490851	2	5	Sometimes my family takes the UP Express to the airport then takes local transit to Brampton where we live. Unfortunately my husband did this once but missed the last city bus for the night and taxis charge a premium fare because it's the airport. There's a missing link here. People should not be stranded at the airport after taking the UP. Maybe taxis should have a PRESTO machine so commuters can be charged a different fare after the buses stop running and/or maybe buses should not stop running from the Airport.
491110	2	5	Transit to link N/S of the town is needed, this link will provide service for schools, recreation center, down town core and shopping all the way to bottom of the south hill.
491487	2	5	Make one integrated fare system for all GTA
492418	2	5	Local transit to airport
492646	2	5	Local transit needed from Bolton to an intersection in Toronto with ttc

VisitID	Suggestion	Trip Purpose	Comment
492649	2	5	From KIPLING STATION TO HERE.... why is Mississauga not considering the well worth it (and hassle) of investment of subway into Mississauga? Not light rail.... SUBWAY so that it can be done without impacting buildings of businesses. This is a major road where businesses could pay higher taxes to have the benefit of being on a subway line. Just like those on the Yonge line and Bloor Line. It would encourage people to travel to UTM, shop in Mississauga... and OMG the benefit to the overall roads of Mississauga if people could use vs cars and more toxic busses to get to work. Imagine the freedom and overall health and happiness benefit to Mississauga people. GETS BETTER as add routes from Brampton south by rail on Dixie, Kennedy and imagine the state of the art transit system we could have.
492650	2	5	Dixie bus should go straight up dixie to get to dixie transitway. Use feeder buses for the mall and Haig school
493672	2	5	What about direct connection to the 407 from transitway? Maybe with a Ridgeway station?
500074	2	5	The 13 should match up with the 48 departure times for customers who need to continue their commute north or south on Erin Mills pkwy
501588	2	5	More Direct Busses to reach out Bus/Go Stations
501871	2	5	Less transfers to get to my destination
502144	2	5	Integrate Mississauga and Brampton transit into a single service. Overcome political parochialism.
504988	2	5	Support extending the Hurontario LRT to downtown Brampton GO Station to provide for a full connection along this corridor and enhance mix of people and jobs in downtown Brampton.
492650	2	4	One fare between cities - we live 5 minutes from Long Branch but have to pay Mississauga Transit to take us up the road 5 minutes.
493677	2	4	Provide local transit access to Transitway stations.
491541	2	2	Create more routes that allow faster transfers between GO Transit and Miway. The only ways of getting out of the Erin Mills Transitway to get to the intersection of Creditview and Eglinton are, Walking to Erin Mills Parkway and Eglinton then taking a bus which does not save time or going up to square one and taking a Miway bus that would come back down to that intersection.
501694	2	2	Improve Miway station terminal, and merge both GO Station with Miway station to have a more impressive impact with society. Why make a separate GO Station when you can make it as an addition on Miway's current station and make improvements along the way?
492267	2	3	MyWay always goes to SQ1 (except for Dundas). Make is a grid like Toronto. To get from Heartland to Dixie / Matheson takes an hour by bus in the morning. Driving is 7 minutes.
493056	2	3	LRT to downtown Brampton terminal

VisitID	Suggestion	Trip Purpose	Comment
501325	2	3	There is no transportation service available to the residents in the north end of Peel if driving is not an option
501533	2	3	It's time for public transit to come under the umbrella of the Region and serve all of Peel as it is in York Region.
491271	2	1	Extend the LRT to down town Brampton
492383	2	1	Ensure that transit is available to move between work, entertainment, recreation and home in an accessible and convenient schedule where public transit is a viable alternative. Connect it to housing development and workplaces including industrial and manufacturing where often hours are limited and not in step with real working needs, especially for the working poor.
501359	2	1	I travel to the Clarkson GO from Winston Churchill and Burnhamthorpe. Please make the bus and express with no stops near Hatch. Very few people use the facility and it increase travel time with limited benefit. Also better align the miway schedule with the GO schedule.
501699	2	1	Add express routes to Toronto from Transitway stations so people can walk/cycle to commuter hubs and not have to drive to go train stations in other neighborhoods.
502139	2	1	A direct transit ride along Airport road that goes all the way to the airport without having to transfer.
502234	2	1	Connectivity
502354	2	1	Using current system it would take more time and cost to commute to work and back. Integrated transit options from A to B has to be available.
502863	2	1	Express local transit to Cooksville GO to support the community of individuals who work in downtown Toronto
488562	2	5	Better links between major hubs in Brampton. Weak to Trinity and connections from Trinity. Better connections to and from hospital.
488946	2	5	More routes between cities
501555	2	5	Need Connectivity to the airport with faster time.
501856	2	5	Local bus to connect with Oakville
501580	2	5	Home - needs better transit frequency
502760	2	5	Better and improved service to the airport.
504994	2	5	improve transit access to the airport
503776	2	4	more late night buses in Mississauga because there are entertainment options now to stay in the city late at night
502025	2	2	Increase bus frequency
502619	2	2	Brampton Transit from Sheridan College to York University.
501708	2	3	Better bus service to Erin Mills and Meadowvale Town Centre
502027	2	3	More frequent service

VisitID	Suggestion	Trip Purpose	Comment
501406	2	1	Have more frequent bus service to the GO station -- perhaps jitney buses on a continuous loop during rush hours.
501631	2	1	Transit routes should be available on Saturday at peak times
501713	2	1	More buses along this route would help. Buses run late and are jam packed during the summer, especially on Fridays.
502131	2	1	Additional trips especially for bus 9 and during weekend/holiday schedule
502578	2	1	Improve transit time to and from the Mall as well as Dundas St. and Dixie Rd.
507140	2	1	I take the 101 Dundas St East Express bus every day to Kipling and then I go on the subway to downtown for my work. The more express bus runs you have (i.e., every 5-10 minutes max), the more likely I am to take the bus as I don't have to worry about missing it and then waiting 20 minutes. Please continue to invest more runs in your express bus routes.
507140	2	1	I take the 101 Express East bus every day to Kipling and then I get on the subway. I would highly recommend having a discount offered for those of us who take MiWay and then the TTC (similar to the discount you offer for those who take MiWay and then the GO). Reason is that some times I end up driving to Kipling instead of taking the bus and I end up saving time and paying the same cost of the return bus trip (\$6) for parking at the subway. If you made the return bus trip less expensive, I would feel good about never driving to the subway. As it stands, I pay \$12 for my daily commute (\$6 for MiWay and \$6 for TTC). That's too expensive and makes me drive some days instead.
501409	2	5	Many of the jobs in Brampton have odd hours. Most are retail Jobs and some retail Jobs start at 3 and 4 in the morning. On weekends, they don't even run that early in the morning. Many stores such as bakeries, Costco and Chapters just to name a few have people working at 5am. Or earlier. Costs a lot of money to take a cab or Uber. I'm sure some factories have the same problems. Either no bus service or not at specific times like late in the evening or early morning.
502001	2	5	not enough bus service to some areas. Hard o walk to the stops, say from Mountain Ash to Torbram in winter or bad weather
503776	2	5	more frequency between buses between Brampton and Square One - route 502
491692	3	1	there should be public transit in Caledon to connect it with Brampton or Mississauga Transit to make commute easier.
491110	1	5	N/S corridor to service residential, commercial, employment and schools.
491477	1	5	Need public transit access here and connectivity to the major transit terminals in Brampton

VisitID	Suggestion	Trip Purpose	Comment
491632	1	5	Seniors staying homes increasing in Caledon: Must develop public transport w/in Caledon and connecting to Brampton, etc. Would support local shopping, access to medical, access to social connections and provide connections to larger communities. Bonus - gets more cars off the road.
491986	1	5	All social, government and recreational services are in Caledon East and Bolton. There is no public transportation to connect Ward 1 residences to those services, unless you have a vehicle.
493073	1	5	When you take brampton transit to go south on dixie road you have to transfer onto mi way to continue to go south on dixie road. It should just be one bus.
501954	1	4	Direct bus route needed from Streetsville to Port Credit
491713	1	1	Express bus connections from GO station to business parks and Mississauga downtown
499957	1	5	23 bus has problems of being on time
499945	1	4	The last Miway bus departs Clarkson Station on weekends before the last train arrives. Those going to sporting events in Toronto by train and using public transit are often having to rush back to Clarkson in order to not miss the last bus. I live in Churchill Meadows, and sometimes want to stay in Toronto after Toronto FC games, but am forced to get a ride from somebody as the last bus back to Churchill meadows departs Clarkson so early.
501652	1	1	no transit during the day
501765	1	5	On the days when I do take the bus, I have a long walk (15 - 20 minutes) to get to the Gateway terminal. I choose to walk to the terminal rather than try to catch a bus somewhere in the neighborhood, as the neighborhood service appears to be infrequent at best.
488538	3	1	Airport is a big employer, the more transit access can be improved, the better
501328	3	1	improve transit service from various locations in Mississauga to Brampton. Increase routes and reduce travel times to major locations.
488572	3	5	Better connections. More accurate and reliable service. Safer stop locations.
491317	3	5	Direct Derry road bus without having to be redirected - we need more transit that stays on one road and connects to other ones
491368	3	5	The bus schedule is not synchronized with the GO schedule making the busses completely useless for commuting
496951	3	5	No convenient transit between Mississauga and Brampton. 403 and 410 always jam.

VisitID	Suggestion	Trip Purpose	Comment
502479	3	5	Lot of people work at airport if those workers start taking transit, it will reduce the congestion on roads.

More Service:

VisitID	Suggestion	Trip Purpose	Comment
488570	2	5	More bus service on steeles
491388	2	5	Have more bus services in these newer areas.
491552	2	5	To get to islington station, busses in this area are never on schedule.
491581	2	5	More frequent and reliable local transit is needed along the full length (no winding) of the following roads, especially on evenings and weekends: -Eglinton -Dixie -Derry -Erin Mills Pkwy -Dundas -Lakeshore -Mavis -Burnhamthorpe -Winston Churchill -Cawthra
491841	2	5	more frequent bus routes and buses run later going to brampton
492684	2	5	from Square One Transit Terminal, direct 30 minute express service to Airport with luggage racks on the bus
492684	2	5	Have more frequency, every 10 minutes on routes
488581	2	2	Buses don't go west at this point
492045	2	3	Improve public transit services to high concentrated areas like the Square One Shopping Center
492405	2	3	I would like to see more routes and faster service
493264	2	3	Improve frequency and reduce cost of transit and then I will use it!
488564	2	1	More buses, never on time
488596	2	1	505 needs to run later. All transit needs to run longer
488600	2	1	More regular bus. Right now only every half hr.
488600	2	1	115 bus. More buses more often reduce wait times
488875	2	1	Increase service to industrial area. Provide shuttle services to local businesses to allow employees access to retail during lunch or throughout the day.
492026	2	1	More frequent use of Express Buses particularly during rush hour periods.

VisitID	Suggestion	Trip Purpose	Comment
492648	2	1	Travelling across Mississauga by transit is a nightmare. It would take me 1:20 to get from my home in Southeast Mississauga, to work. Because of this, I chose to drive which only takes 20 minutes. I would rather take transit if it was even somewhat comparable in time. We need high order transit, more types of transit and more frequent service to make it more attractive to common commuters.
493258	2	1	Improve frequency of buses in this location(gore & queen)
488593	2	5	Route 12 should be more frequent
488968	1	2	Buses leave at inconvenient times, as a student I always miss these buses no matter what due to my transfers
488968	1	2	Buses leave at such an inconvenient time for school. The moment my first bus arrives at city centre, my second bus leaves. Sometimes I can make a run, sometimes I miss it. It results in late attendances at school
491323	1	2	Buses are bunching a lot. It's hard to guess how much time to give myself because sometimes there's three buses in short succession and other times, I've waited 45 minutes and missed the GO bus on Steeles.
491323	1	2	Every time I get off the 501, I miss the connection for the 7. Every single time for years. More often than not, I can see the 7 pulling away as I get off the 501. It's often a half hour wait for the next bus because of the bunching that happens on Kennedy.
491962	1	2	often, buses are late and then two or three come in a clump. Kids are late for school and drivers are pretty surly sometimes. Laughed at my son when it was his first time on a city bus in Grade 9. Called him a spoiled kid.
488934	1	5	Miway route 8 not on schedule
488947	3	5	More local transit on cawthra
488985	3	5	Between 7 pm to 9 pm, have more frequent service because it's colder.

N/A:

VisitID	Suggestion	Trip Purpose	Comment
492684	2	5	Allow passengers to board at the back of the bus to allow for quicker pick up in colder weather
495447	2	5	up to date/bigger time postings for every route/west wood terminal. Poor area and elderly not everyone has electronic devices
501446	2	5	Potentially buy the space across the bus terminal to provide drop-off/pick-up spaces for transit users. Considered a problem to many who get dropped off because roads are no stopping zones.



VisitID	Suggestion	Trip Purpose	Comment
501694	2	5	This street/intersection is typically known for its "sketchy" or "shady" background for preserving dilapidated buildings on site. Suggest doing road/urban planning improvements to activate the community and to improve upon the existing location.
501889	2	5	Can't get around without a car. Can't access transit pickups without a car. Can we get some transportation around town?
502001	2	5	going to the hospital or airport
502445	2	5	Airport- easy way to get to the airport
502584	2	5	Residential
503101	2	5	Some MiLocal routes should be kept to/from Square One, because it's still the core city centre for work/condos. For example, MiLocal #10 should serve WinstonChurchill/Britannia because there are lots of residences north/south of Britannia. Also a lot of people along Thomas or Bristol could be served direct to Square One. Same for the other 3 corners of Mississauga (NE, SE, SW).
503101	2	5	Dundas corridor transit should have some sections with bus lane flyovers/underpasses, especially narrow sections near Hwy10 all the way to Cawthra. Otherwise all vehicles along Dundas will go slower and slower with population growth along Dundas.
501489	2	4	There's no good Transit to city centre like square one or subway
501480	2	3	Bus service period to other areas outside of Bolton. Bus service from one hill to another in town.
501594	2	3	more direct trans
491690	2	1	no trucks allowed during rush hours, more bridge construction on major intersection, faster mode of transport need to be built like subway and street cars or light rail transit similar to we have in Toronto or similar to Delhi metro.
491861	2	1	The square one bus terminal is overcrowded. A bridge connecting the Sq One Mall to the terminal would have helped a lot.
491865	2	1	Traffic congestion between rush hours. Improve the traffic lights and more lanes.
493672	2	1	Why will it take until 2020 to connect to bus routes?
498618	2	1	I like what York Region has done on Hwy7-dedicated bus lanes.
501595	2	1	Brampton Downtown or Shoppers world with fast transit, like ZUM.
501720	2	1	Car

VisitID	Suggestion	Trip Purpose	Comment
501780	2	1	<p>1. During winter time shoulders does not have salt forcing to walk at the streets. Terrible shoulder cleaning by contractors -- awful</p> <p>2. Driver won't stop during winter storm even in a straight street -- awful</p> <p>3-- driver from shopper world during rush hour going to work stops to talk through the windows when the schedule is to be far from there and telling " This is my bus, This is my route, this is my job " unacceptable -- awful</p> <p>Bus routes does not connect with the Go system. Sometimes leaving the train and running to catch the bus even the driver enjoys when we run but they leave first seeing us running! -- Awful!</p> <p>We notice Brampton City hired other kind of drivers on 2016, hopes they act different and understand that they are because WE ARE!</p> <p>Connecting municipal transit has been a great idea 10 of 5 punts for it. Excellent!</p> <p>Expand coverage inside Brampton locations as the new route going to Georgetown terminal and sooner to the new hospital put my hands together.</p> <p>Just to give you a reference we are 2 adults relying in a public transit in Brampton city and commuting every day to Toronto. Nothing is perfect and we understand how difficult and expensive is to get improvements. But hopefully our complaints help you a lot.</p>
501788	2	1	Coming from the Northbound stop, there is no easy to cross the road to meet the path on the west side of the street.
501942	2	1	Implement schedule boards showing times of the next bus arrival for all routes, like the GO buses do at there main stations.
502445	2	1	Too much congestion on the LRT
502573	2	1	We need more efficient options to get across the Credit River
502619	2	1	Express long distance Zum with Limited Stop in Go Bus model
503771	2	1	Before the Zum 501, the 77A used to exit the 407 at Weston and then it headed East across Hwy7. I think it would increase ridership if the 501A did the same as it would mean much faster bus service to this very busy area of Vaughan. This will be particularly important when the subway opens.
492683	3	5	transportation options that support low income and financial strained people - options to support ability to get to and from medical appts and treatments
499945	3	1	I would use the Mississauga transit way to get to work but it's slower than driving and not cheap.
501321	3	5	Now that used to MiWay and Presto, I love my bus experiences. Would be lovely if your 'safety' instructions included smart phones...some users are so loud and selfish...

VisitID	Suggestion	Trip Purpose	Comment
492648	1	5	The Dixie Go area is a great example of a poor use of land planning. Where there are now shops spread out in typical plaza fashion, there could have been a variety of mixed-use housing very close to a GO Hub. People could live in this area and transit to downtown Toronto without ever needing a car. The GO train would be a 5 minute walk, and there are enough shops within a 5 minute walk for just about everything you could need.
500952	1	5	this is the bus terminal which should have a information center and a place to buy tickets or fill up presto, like the square one
502441	1	5	Current 502 loading at Downtown, off-loading at Gateway, loading 103. Already a serious problem, and will be worse. I really don't see how circling left or right down Kennedy or McLaughlin will help getting from Point A to Point B. I see having to move from Downtown Brampton as the only sane solution. Plans progressing make absolute zero sense.
491552	1	4	Transit busses are all over the place, people are jwalking constantly to make it to the busses. Extremely dangerous area to drive through and commute through.
492187	1	4	No bus service from Mississauga to Tobermory to connect to summer ferry to Manitoulin island..
501954	1	4	How long do you think I will wait for a bus before I walk home and take the car?
491323	1	2	Long distances to cross the road to get to bus stops. Most people jay walk among fast moving traffic. Elderly or those with mobility issues are likely to get killed.
501617	1	3	Drivers are acquiring bad habits, making traffic dangerous
503911	1	3	Congestion
488960	1	1	Too many pedestrians and cars,
491845	1	1	Travelling east, there's a bus stop before the lights at Hurontario, and then another bus stop immediately after the lights. This is the case in other parts of the city and makes absolutely no sense. In this particular area, the bus stop before the lights is a nuisance for drivers and transit passengers. When the bus picks-up/drops-off passengers at this stop, it's dangerous for drivers to go around the bus to make a right turn. For the passengers on the bus, the stop often means that the transit driver misses the green light and as a result, has to sit through a long light. Having two stops so close together is just ridiculous. It should also be noted that there is only one stop when travelling west. Eliminating one stop will help traffic flow better.
501669	1	1	very slow bus service 1.5 hr drive to here from meadowvale

VisitID	Suggestion	Trip Purpose	Comment
503771	1	1	This intersection is often terrifying to cross as a pedestrian. The bus stop, lanes and sequence of signals needs to change to make this intersection work for both cars and buses.
491349	1	5	Bus drivers are rude
492661	1	5	Transit from Brampton to Oakville is dismal
493734	1	5	Lack of frequent transit options
491904	3	5	2 way left turn into Munro street from hwy 50 south
501571	3	5	Bus

**Total Comments: 204**

## GO Transit

Build GO Station:

VisitID	Suggestion	Trip Purpose	Comment
491388	2	2	Create a central go station in brampton, with GO trains too. Bramlea go station is too far to travel for those living at various locations in brampton.
491477	1	1	With growing development in this area and surrounding areas, a GO bus or train stop here is much needed.
492372	2	1	Add go bus route. I travel from Etobicoke and I have to take three buses to get to work. I wish there was a go bus or train from Kipling to this area or with some transfer in between without having to back track to Union.
492571	1	1	We have NO Go rail or bus anywhere in Caledon. Needed for work , school , getting to downtown Toronto and other parts of the GTA
492592	2	2	to get from Bolton to Brampton by bus is possible, but very limited, convoluted & pricey!
501673	2	1	New stations with all the new housing being built
502069	2	5	Go Train station on Hwy 10
502863	2	1	Have a go station here

Improve Connections:

VisitID	Suggestion	Trip Purpose	Comment
490583	2	4	More inter-regional connections.
491112	2	1	If we could somehow get a branch of GO's rail lines actually coming in to downtown Mississauga for a seamless connection to downtown Toronto, that would be kind of awesome, don't you think?

VisitID	Suggestion	Trip Purpose	Comment
491246	1	1	No connectivity of this place to go train
491323	2	1	I've given up accepting jobs on the east side of the airport. Lack of sidewalks, too many cars, no priority for buses stuck with all the cars, so incredibly slow, lack of cycling options. There is no easy way to work near the airport. You might as well be working on the other side of the city.
491355	1	5	Difficult to find transit directly to Brampton when coming from Hamilton area. Usually have to go into Toronto and back out.
491444	2	1	A Go Bus linking Go Train at Mimico station in Toronto with the Davis campus of Sheridan College at Steeles and McLaughlin
491517	1	1	There aren't enough bus routes that connect directly to Mississauga. To travel to Square One, I would have first take a bus to downtown Brampton, then transfer to another bus.
491581	2	1	Better integrate GO transit with all other transit/carpool/share/bikepool/share modes into a single location at the airport - or connected by the train link. Some options don't yet exist at all (bikeshare), or scattered (carshare) that need to be put in the same place, all accessible by PRESTO.
491692	3	5	to connect to Brampton and Mississauga
491708	1	1	There is no transit to Bolton (just to the City). As a business owner, its difficult to attract employees!
491742	2	5	There should be dedicated cycling connections to the GO station.
491907	2	5	currently only one Go bus line runs here along Eglinton (a main road that runs the entirety of the city). If other routes could be added here (even one that connects to the Kipling subway) then I would be more than happy to leave my car at home and take transit
491953	1	1	Not enough Go Transit options between Orangeville and Toronto - e.g. none on weekends
491955	1	5	Downtown Brampton busses do not have enough room to turn properly. Go train station could have better wayfinding for people who have never been there before.
492005	2	1	Zum buses only, would like Go Train services
492005	2	1	Zum buses only, would like Go Train services
492005	1	1	Need Go Bus direct to Newmarket. At the moment must go to Yorkdale or Union Station then take a Go Bus North to Newmarket.
492235	3	5	GO service that connect Orangeville to Caledon, Brampton, and Mississauga. Hwy 410 buses may be an option but rail is faster and better.
492241	1	1	Need dedicated stops at parking lots for commuters in low density areas
492404	1	5	There should be more convenient bus roots in this area that can allow shorter travel times
493078	1	5	No public transportation or ways to connect to it
493735	3	5	Long distance transit from Erin mills station to Brampton

VisitID	Suggestion	Trip Purpose	Comment
500020	2	1	a go bus from downview station to brampton
501328	2	5	Mississauga to Brampton service. Existing GO Stations to key areas ie. Brampton City Centre
501420	3	5	why does the Toronto Kipling subway rail line not come into Mississauga?
501420	3	5	All other major city's have direct access from their airports to the major cities (GTAA is in Mississauga - there should be direct access to the airport)
501420	3	5	I know you are working on rapid transit, but there should be better access to other city centres that surround Mississauga
501480	2	5	bus service in and out of Bolton.
501555	2	5	Connection to Airport
501564	2	1	GO Bus connections to downtown trains
501571	3	5	Go to toronto
501699	2	1	Great new Winston Churchill Transitway station near my house, I would use to commute to Toronto, leave my car at home, but no real commuting options from this station. Add express busses to downtown or at least the TTC subway from new transitway stations, people would love to be able to walk to transit.
501746	3	5	GO bus service from Finch at Darcel was arbitrarily discontinued in September 2015, leaving many Malton residents with an increased commute of at least 1 hour and no one was interested. Transit in Malton to the subway is insufficient and is only provided to the east-west line.
501786	2	5	direct GO Train link. I want to carpool into toronto from here.
501800	2	4	Provide Go Bus Service for Brampton residents that go westbound in the morning (shift workers)
501808	3	5	I need transit from Hwy # 9 & 50 to Brampton, Toronto, Yorkdale, etc.
501856	2	5	Express bus to connect with Erin Mills T.C. , BRT line and Lakeshore GO trains.
501889	1	1	Can't get to the P/U points without transportation. Need more accessible locales.
501945	2	5	Better transit options on 401 corridor are desperately needed
501954	2	4	GO service to the airport please
502025	2	5	Run express GO bus from this location to Clarkson GO station.
502056	3	5	Guys Caledon/Peel have been discussing trains service to Bolton for 30 years and look what a mess we are now in. GTA the same. Bite the bullet ...get on board ....it has been proven all over the world to move many people very quickly from place to place = No Discussion Just Doing! If you build it they will come
502140	2	5	Public transportation desperately needed in Caledon East to take you to the TTC
502148	2	4	To serve parts on caledon not serviced

VisitID	Suggestion	Trip Purpose	Comment
502354	3	5	Go Rail option limited to portions and one way only, travel around GTS using hub not possible with current system, Though GO bus is good my spouse cannot use bus as it makes her sick.
502710	1	1	No rail service to city.
502760	2	5	Better and improved service to the airport
503909	2	1	Add rail service to Highway 10 & 410 to get people to Toronto jobs safer & faster. Connect to rail lines in Brampton/Bramalea area
506427	2	5	Rapid transit to Mississauga

More Service:

VisitID	Suggestion	Trip Purpose	Comment
488602	2	5	Better go service to stations other than union station
488875	2	1	Improve the GO bus service between Orangeville and Brampton - increase service times and pick up locations and connections to local transit.
491271	2	1	All day and every day train service to Toronto
491318	2	1	More train service. More frequently.
491355	2	5	24-hour service to and from Toronto
491369	2	4	2 way, weekend, evening Go Train options
491455	1	1	More go train service
491487	2	4	Have Go Train Service everyday of the week
491493	2	1	Electrify lakeshore line to provide faster and more frequent service. Also other lines need to be all day service so many people would not have to use a car to commute.
491708	2	3	Go trains everywhere.. Go buses are just as slow as cars. More trains and more regular trains.
491708	2	5	Go train service from Brampton to Union needs to be regular, all thru the day and on the weekends. The 2 times i attempted to use it were both a disaster. There simply isn't enough trains and when you get stuck on a bus, is standing room only on 3 400 series highways. That's why i drive downtown when i need to be there.
492005	2	1	Zum buses only, need more frequent departure and arrival times with GO Transit direct to Barrie. Also, would like Go Train services
492005	1	1	Need daytime Go Bus service to Hamilton, at the moment only late afternoon buses, also, need Go Trains to and from Hamilton to Brampton, ON
492101	2	4	Erindale GO line needs train schedule all day like the Lakeshore GO line

VisitID	Suggestion	Trip Purpose	Comment
492161	2	5	Consider how to enable wider service hours for go train. Should be able to go downtown Toronto and back or elsewhere by train Friday nights, all day Saturday, all day Sunday.
492235	3	5	much better GO service along QEW/403 corridor to alleviate horrible congestion just about always on the QEW through Burlington/Oakville/Mississauga. Give all of those commuters coming into Peel a real transit option!
492377	2	1	Increase GO train schedule at Streetsville station during the day and later in the evening.
492522	3	5	all day and evening service in both directions - lots of people work and go to school in Peel that live in Toronto and more could/should
492643	2	5	GO Bus from Brampton to Mississauga every 20 minutes during rush hour
493677	2	5	All day trains on Milton line.
499348	2	5	Home/shopping/work/recreation - two way all day service needed to Mount Pleasant
500074	1	5	Service on this line should run both ways during rush
501333	2	1	go train service on weekends
501360	2	1	Express GO buses from Square One to Union Station during rush hour
501409	2	5	Have more train service going to and from Toronto at later times, during the week and particularly on weekends. I believe that more people would leave the cars at home and use Go Rail. Mississauga has subway to Toronto. If you did either a subway below ground or a light rail above the main roads in Brampton, not on them, causing more congestion. You might get more people going to Toronto and also more people coming to Brampton.
501505	1	4	needs to run more often.
501569	2	1	Add more trains and reduce the amount of time between trains. Extend the running hours, similar to the Lakeshore line.
501588	2	5	More Go and Rail stations in the city
501613	2	1	Need all day, every day GO train service on the Milton line where the train currently only runs in peak hours on weekdays. There is no bus service even on weekends.
501673	2	1	More stations longer trains quicker exits at lots
501676	2	1	All day, 2-way Go Train service on the Milton line. Know it is likely in the works, but what is the hold-up here? Prioritize and negotiate with CN please.
501676	2	1	All day, 2-way Go Train service on the Milton line. Know it is likely in the works, but what is the hold-up here? Prioritize and negotiate with CN please.
501677	2	1	I would like to see expanded train schedule here at cooksville



VisitID	Suggestion	Trip Purpose	Comment
501699	2	1	All day go train service in both directions, have to use clarkson which is a far drive because no train service on this line after kids dropped off for school.
501788	2	5	Service times for rail should be expanded instead of just limited rush hour options.
501939	2	1	go train service from Meadowvale needs to be more frequent and more reliable
501945	2	1	More frequent hours on the milton train line needed!
502027	2	4	All day train service to Toronto
502131	2	1	All day service to/from union station. This will definitely reduce traffic since the public will use this as transport rather than driving their cars.
502131	2	4	Additional service for weekend/holiday schedule to/from union station. Currently schedule is not flexible enough to support the needs of the public. Especially when a bus becomes inoperable, the commuter double up in volume within the hour.
502285	2	1	Better/ more frequent bus or rail service between cambridge and mississauga
502573	2	4	Increase the number of trains on route other than Lakeshore West
502650	2	1	Run the GO train far more frequently. Also run it on weekends.
502904	2	5	While I am happy that we have GO Rail & Bus across Brampton I do find that they do not run frequently or late enough. As someone who travels to Toronto quite regularly via Go Transit to avoid the melee of the Gardiner Express Way, I am often forced to drive to Clarkson or Port Credit Go station due to the reasons mentioned previously. If Brampton Go could expand their timing and hours it would increase ridership on the GO
502951	2	1	Why is there not an all day GO train Milton line to Union? The Milton line is the 3rd busiest Go line, yet it only runs limited am / pm.
504994	2	5	improve transit service to Brampton
506427	3	5	7 day go train service into Toronto

Need Parking:

VisitID	Suggestion	Trip Purpose	Comment
491956	2	5	More parking at Brampton and Bramalea GO stations.
493295	2	5	I can't get parking at GO stations yet there are unused (empty) reserved spots in the parking lots. You've just lost a commuter and I drive to downtown Toronto. Not cool! This needs to be fixed.

VisitID	Suggestion	Trip Purpose	Comment
501406	2	4	Improve the GO station environment -- more space for parking, also for Kiss & 'Ride area
501431	2	1	More parking
501505	2	4	there is no parking during the day
501559	1	1	Not enough parking spots at port credit go station
501580	2	1	Needs more parking and/or better transit access to take GO to downtown Toronto
501765	1	5	When I travel to downtown Toronto, I have to leave much earlier than necessary just to get a parking space at the Brampton Go Station. If I am not parked there before 7:00am in the morning, there are usually no parking spots. Also, the flexibility of scheduled trains returning to Brampton in the afternoon or evening is very limited. Because of these challenges, I usually drive to downtown Toronto.
502445	1	1	Parking Lot full
503911	1	1	Limited parking for commuters

Other:

VisitID	Suggestion	Trip Purpose	Comment
488954	3	5	Britannia
490851	2	5	Poor lighting, few sidewalks and crosswalks, buses often depart when train arrives, Brampton 115 should enter the station, only 1 male and 1 female washroom, no washroom facilities on southside or at platform, no weekend trains even for major events in Toronto, great opportunity to build a whole mixed-use community around this station rather than warehouses, scary and dangerous at Bramalea/Steeles intersection (small pork chops & poor lighting)
491255	2	5	I think McMurphy Ave is an ideal place for light rail transit because: the road is wide enough already , it is close to Steeles Ave and Hurontario, it could connect the light rail from Mississauga to the Brampton Go staion with the least disruption to the stores and businesses in the downtown core.
491323	1	1	Can't see if GO bus is coming from shelter due to massive mall sign. You have to stand in the cold to see if the bus is coming.
491349	1	5	Complexity of the schedule and confusing train stations
491359	2	5	This North to Northwest corner of Brampton is being developed at an alarming rate with no way to get to anything other than drive. There should be a light rail up and down Hurontario (can't believe that was voted down!!!) and a GO rail in North Brampton.

VisitID	Suggestion	Trip Purpose	Comment
491514	2	1	For the size of Peel public transit is almost non existing. Remember North America is built for cars and not for public transit. It never occurred to any politician to make it work. Inner city roads and subdivisions are not built in such a way that a transit system will ever work. Americans always rely on their cars.
491552	1	4	Area is much too busy, the queues are insanely large during peak hours.
491693	3	5	Brampton Downtown Terminal - make this a larger area. Current configuration is quite congested, and when there are road closures due to construction/water/gas issues - traffic is terrible. Consider another location or make this area more public transportation friendly
492011	3	5	a service introduction
492045	3	1	Promote the use of travel through services like GO transit to everyone (not just those without a car) who are in need of traveling farther than average distances
492656	2	2	electric rails
493073	2	4	Wonderful GO bus service from this stop
493331	3	5	Home. To transport to and from other cities or even locally
500026	2	1	I think that there should be a reduced fee for bus patrons if they are connecting to the go Bus or train.
501485	1	5	lower pricing - will gain more riders.
501562	1	2	GO Transit service to schools outside GTA like Barrie College or Niagara College is not practical
501673	2	5	See family
501720	2	1	Car
501759	2	1	Bus
501788	2	2	Eliminate or limit vehicles other than transit on this street. Make it safer for users to cross Station Street to get to buses.
501871	2	5	Senior fares should be the same across the board regardless of where one lives. Mississauga senior residents pay \$1.00 bus fare during off rush hours. Taking a Brampton bus costs a senior \$3.75 if he/she is not a Brampton resident.
502234	2	5	Medical help
502249	2	5	Is it time to think of a subway?
502545	3	5	Toronto
502584	2	5	Residential
502619	2	1	Unified rate for all transit systems including GO bus. Currently Go rates to Toronto are not affordable.
502864	3	5	run a rapid rail system across 407 corridor

**Total Comments: 142**

## Cycling

### Add Paths to GO Stations:

VisitID	Suggestion	Trip Purpose	Comment
492187	2	4	Expand bike trails to connect to Go/rapid transit.
501906	2	1	Multi-use path to connect the trail system to the GO station
491321	1	5	A convenient station for biking to. But how to get here? Southdown Road has no bike lanes, crossing the QEW is hell, and the entrance to the station is not friendly to bikes.
491323	1	2	As an option to ride my bike to the station on the way to train/bus for school, the location is designed anti-bike car oriented.

### Add Separated Bike Lanes:

VisitID	Suggestion	Trip Purpose	Comment
501800	3	1	More bike lanes for cyclist safety
488202	2	5	Need a bike Lane here.
491318	2	5	Currently 2 lanes, both travelling one-way.  Suggestion: Install a contraflow bike lane.
491321	2	5	Add marked bike lanes here. The Burnhamthorpe trail leads up to this and then disappears into a giant pedestrian walkway making it dangerous for cyclists and pedestrians.
491323	2	5	Bartley Bull is heavily used by cyclists and pedestrians. Most of the cyclists are using the sidewalk where there are lots of pedestrians. For some reason street parking is allowed when the driveways can take 4-6 cars. Bartley Bull should be narrowed and given bike lanes.
491581	2	5	Install bike lanes on this street, from Argentia to Lakeshore, by 2020. In phases sooner, if possible. Bike lanes should be protected (add bollards, raised structure, or other protective barriers) by 2022.
491581	2	5	Add bike lanes and sidewalks to this private road, extending SW to a new intersection (therefore also a slight street extension) to Mississauga Rd. The road would remain private access for the super-rich isolated community on Blythe, but would be public for non-motorized traffic, to be built by 2020 - and eventually connect to the NE end of Blythe Rd. with the new "Queensway viaduct".
491581	2	5	From the new "Queensway viaduct" all the way to the Toronto border, install on-street bike lanes and sidewalks on both sides of the road by 2022.
491581	2	5	Install protected bike lanes on this street, from Eastgate to Lakeshore, by 2020. In phases sooner, if possible.

VisitID	Suggestion	Trip Purpose	Comment
491581	2	5	Make Sheridan Park Drive a continuous multi-modal street, with bike lanes and sidewalks on either side, from here at Erin Mills Pkwy all the way to Ninth Line (straight across, land exists!) by 2022.
491956	2	5	Safe bike lanes on Sandalwood so cyclists don't have to use the sidewalks.
494478	2	5	The roads are often used by recreational cyclists, more bike lanes and awareness are required.
499218	2	5	Bike paths are needed that get you where you need to go for work, shopping, appointments, etc. We need east/west bike paths on roads that could safely accommodate them, e.g. Williams Pkwy.
499348	2	5	Recreation/work travel opportunity - connect Humber River Trail to Claireville Conservation Area, i.e, Toronto-Brampton connection. Existing opportunity via Indian Line and Albion Road, but cycling infrastructure needed on Albion (at least b/w Indian Line and Claireville entrance)
501448	2	5	There should be dedicated bike lane on ridgeway
501448	2	5	There should be dedicated bike lane
502069	2	5	bike lane on Chinguacousy Road
502760	2	5	Street is wide enough to install bike lanes.
503101	2	5	Bike lanes should be available on major roads, e.g., Thomas, Britannia, Erin Mills Pkwy, Eglinton, to encourage the use of bikes.
488538	2	4	Share the road signs & edge lines or bike lanes where possible. Many road cyclists ride in this area.
490583	2	4	bike lane
492101	2	4	Need many more multi-use paths across QEW, 403, 401, 407. These roads are a major barrier to cycling.
492377	2	4	Introduce bike lanes on Erin Mills Pkwy. Currently none are available and it is a high traffic area.
495441	2	4	more dedicated bike lanes in all of peel
501475	2	4	Improve and add bike lanes
501480	2	4	better space on side of roads for biking.
501842	2	4	Have dedicated bike lanes on Chinguacousy.
501856	2	4	Dedicated bike lanes between Winston Churchill and Streetsville.
502696	2	4	Bike lane on Main streets (McLaughlin, Steeles, Chinguacousy, BOVAIRD...
502710	2	4	Dedicated multi-use bike paths all around and through Bolton/Caledon
503909	2	4	Add more off-road bike lanes to reduce the chances of car-bike accidents
491323	2	2	Need bike lane.

VisitID	Suggestion	Trip Purpose	Comment
491444	2	2	Provide bike lanes around the Davis campus of Sheridan College, at Steeles and McLaughlin
501448	2	2	There sould be a dedicated bike lane all the way from argentia to eglinton
488176	2	3	Dedicated bike facilities on Dixie!
488202	2	3	Need bike lane
492101	2	3	Many more multi-use paths and off street trails needed to separate cars and bicycles.
493235	2	3	Bike lane for high travel corridor.
496611	2	3	bike lane on McLaughlin Road north of Mayfield
499575	2	3	I like to ride along Peter Robertson to get to the Trinity Commons for shopping, movies, etc and Bovaird is too fast to ride on the road with traffic pushing 90km/hr much of the time. A Bike lane or sharrow lane from one end to the other would be much appreciated!!
501856	2	3	Dedicated bike lanes along the BRT
501677	2	1	This is a dangerous stretch of road to cycle to work. A separated bike lane or multi use path would add safety for biking to work, to shop and for general commuting
490564	2	1	Cycling here makes me feel vulnerable due to the volume of cars and lack of space for cyclists. A multi-use trail here would be helpful.
490692	2	1	I would like to park at the carpool at Hurontario and 401 and bike to work. However I find Hurontario is very very busy and seems dangerous to bike. I think a dedicated bike lane would be great to improve accessibility of cycling in this area.
491323	2	1	Need bike lane.
491369	2	1	Protected Bike lane needed here or on another east-west major street
491426	2	1	Grade separations on all bike lanes - safety is very important.
491455	2	1	Bike lanes
491708	2	1	i'd like to bike to work safely - Inglewood to Bolton. There needs to be a safe route down from the rail trail to industrial areas.
491708	2	1	See my other bike mark - I would like to bike safely to work from Inglewood to work (Healey and Simpson).
492009	2	1	Dedicated, SEPERATED bicycle path all the way along Lakeshore...yes ALL the way from Hamilton to Toronto if possible, and also out to Oshawa too.
492009	2	1	Separated bike lane from Lakeshore - completely unbroken up to Brampton, do the same up Yonge street and also up Leslie street. If these are too difficult, find something nearby. Bottom line - Bike roads - just for bikes.

VisitID	Suggestion	Trip Purpose	Comment
492009	2	1	Dedicated bike lane. This is REALLY unsafe with no bike lane up Ford drive...but there are no real alternatives for going north or south out of Oakville, unless your in a car. Separated bike lanes - with NO GAPS - for 100's of kilometers must be a priority. They are DIRT CHEAP compared to a real roads cost.
492415	2	1	Being a major street makes Hurontario congested, and having separated and dedicated bike lanes would alleviate that congestion.
492475	2	1	Dedicated bike lanes on 9th Line between Derry and Dundas
492475	2	1	Dedicated bike lane between Steeles and Derry Roads
492562	2	1	Create a bike path to get from Oakville Sheridan campus to HMC Mississauga campus
498043	2	1	create bicycle lane along the entire Vodden St. It would allow cyclists to safely cross over Hwy 410 because Vodden has no 410 ramps
498535	2	1	Separated bike lanes and on streets with minimal stop signs
499120	2	1	Bike Lanes on Queen St
499120	2	1	Bike Lanes
499348	2	1	Need dedicated cycling or multi-use lanes on both sides of Steeles across the Region.
499575	2	1	I want to ride my scooter to Earnscliffe Recreation Center and take Torbram, but the lanes are narrow and could use a bike lane, or at least some signage reminding cars to share the road.
501502	2	1	Dedicated bike lanes alongside of bus lanes
501547	2	1	Bike
501698	2	1	Bike Lane
501856	2	1	Dedicated bike lanes between Streetsville and Hurontario St.
501868	2	1	There are very few roads with bike lanes running East/West. Bristol is the only East / West road near me with a bike lane (from Queen to Kennedy). Safety and usability would increase dramatically if painted line were replaced by a physical curb to separate from motor vehicles.
502380	2	1	Build a separate network of cycling routes entirely separate from cars.
502578	2	1	Protected bike lane on Dixie between Dixie Mall and Go Train would be a great improvement. I take my car and don't allow my 2 children to ride between those 2 locations as bicycling is dangerous. Transit from the Mall is terrible.

VisitID	Suggestion	Trip Purpose	Comment
502860	2	1	It's simply not safe to cycle in Mississauga, and marked bike lanes within a regular road way does not help. We need dedicated bike lanes or people will not cycle or they will face severe risks if they do.
493311	2	5	Queen street got widened but there was no accommodation for bikes. You need one east west and one north south bike connection
501446	2	5	Bike lanes for residential and main roads. There are many residents who use bikes, skateboards, etc. to move around the neighbourhood and to get to school/work/recreationally.
501856	2	5	Dedicated bike lanes between Meadowvale T.C. and Erin Mills T.C.
491845	3	5	There is a dedicated bike/passenger walkway along Burnhamthorpe. Having a dedicated lane/walkway along Bloor would be very beneficial because there is less traffic, and therefore, better air quality.
491560	3	4	Mississauga rd should have a bike path farther away from the cars because many cars don't pay much attention to cyclists and it is also a busy road
501598	3	1	DEDICATED bike routes are a necessity. Cars and bikes DO NOT MIX with the current car attitude.
491355	1	5	Virtually no dedicated bike lanes in Brampton. It should become a priority to include bike lanes on all major roads in Brampton.
491632	1	5	Provide a walk cycle lane with buffer from Hwy 50 to demonstrate continuous links from North Hill to downtown to South hill and shopping south, Major trail initiative is needed thru Bolton, to provide children safe travel, encourage seniors & others to use bicycle travel and support local business. MUST be away from hwy 50 and be well signed and promoted . Yes I know tackling the hills and existing infrastructure is difficult but would contribute MUCH success to live/work/play in Bolton. People must feel safe !!!
492054	1	5	No dedicated bike lanes or multi-use paths along Queen Street between downtown Brampton (and beyond, westbound), and Bramalea (and beyond eastbound). this needs to be remedied immediately!.
491371	1	4	Hard to bike on low traffic areas due to lack of bike lanes, especially when accessing conversation areas and parks.
488202	1	1	Needs dedicated bicycle lanes along this busy street
491311	1	1	I have to cycle this section of Dixie from Courtneypark to Drew - it's insanely dangerous without a bike lane and is the only option.
491713	1	1	Create bicycle facilities separated from cars.



VisitID	Suggestion	Trip Purpose	Comment
501868	1	1	I need to cross the 403 to go to work at Creekbank. The 2 routes (Eglinton or Matheson) are dangerous without bike lanes.
501868	1	1	When returning from work Matheson is dangerous. There's no bike lane and there's no room wide enough for a bike. Also its very difficult to turn left onto Kennedy by changing lanes.
488992	1	5	Generally need more bike lanes
491280	1	5	we need more biking lanes
501534	2	2	dedicated bike lane from south common (south) to UTM; bikes should be sharing the road with pedestrians not with the cars - see how the city like Munich, Germany solved this problem to increase use of bikes and safety of all in traffic.
501581	1	1	Need safe east west biking along Queen Street
491317	3	5	Also I ride to and from work on Torbram to Derry:financial drive. Useless portions of bike way make me have to ride on road
491997	3	5	bike lanes
492235	3	5	dedicated bike path along Mississauga Rd to connect the new development areas to the south
501369	3	5	Bike lanes on Main Street/Hurontario through Brampton into Mississauga
501565	3	5	Dedicated Bike lanes would be best for safer travel

Conditions Aren't Safe for Bikes:

VisitID	Suggestion	Trip Purpose	Comment
495447	2	5	need to feel safer on bike paths. Don't use the area behind west wood square/unsafe.
488538	2	4	Britannia road is a great cycling street, but the section in Streetsville is scary. Too much volume and the road is too fast.
490851	2	4	I don't bike here but cycling in Caledon is very popular. Here, in the areas around Bellfountain, etc. the sides of the roadways make it unsafe for drivers & cyclists; especially when there are hills.
491632	2	4	More visibility for drivers of the trail crossings in major spots ie, Gore road, flashing light or lines painted on road to encourage drivers to be aware of crossing. Cut back foliage at rural intersections so cyclists can see cars coming.
491962	2	4	Very difficult/dangerous to get under the QEW on Ford Drive to continue out of the city for cycling. Lovely bike lane along Truscott, want to get to Glenashton. Need bike safety lanes under the QEW??

VisitID	Suggestion	Trip Purpose	Comment
492718	2	4	Already heavily used by bike clubs - deadly environment as cars need to pass long bicycle progressions on blind hills
492718	2	4	Already heavily used by bike clubs - deadly environment as cars need to pass long bicycle progressions on blind hills
492718	2	4	Already heavily used by bike clubs - deadly environment as cars need to pass long bicycle progressions on blind hills
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492718	2	4	Already heavily used by bike clubs - deadly environment as cars need to pass long bicycle progressions on blind hills
492718	2	4	Already heavily used by bike clubs - deadly environment as cars need to pass long bicycle progressions on blind hills
501954	2	4	Biking is unsafe on Britannia Rd west of Mississauga Rd
491321	2	2	Very busy and some cars drive aggressively and fast (ironic being near a high school). Heading north, the sidewalk keeps switching to opposite sides of the road and is not a very good alternative. The new transitway has no pathway for bikes. A bikepath near the road would be very nice and would probably encourage the high school students to use it to get to school.
492670	2	2	Traffic enforcement for speeding and failing to yield to bikes and pedestrians
491429	2	1	The bike lane ends and it is dangerous navigating the road or the sidewalk between McLaughlin and Derry Crest, particularly on the North side of Derry.
491514	2	1	Roads are too wide for a safe bike travel. Car drivers losing the overview where they are on the road. They are overwhelmed with the size of our cities
491986	2	1	Traveling with a bike on Charleston Road is extremely dangerous. It's 1 lane shared with dump trucks and other vehicles. We need bike lanes.
501637	2	1	unsafe bike lanes and difficult to navigate through the intersection
501660	2	1	There is not enough room for bicycles and cars to share the road through Port Credit. for safety reasons I always ride on the sidewalks. Port Credit's Lakeshore rd can use a bike lane somewhere...
503771	2	1	Cycling on Queen/Hwy7 is a terrifying experience. I would love to ride on nice days but I find it far too dangerous. We need dedicated lanes/signals to contend with all of the distracted, aggressive driving and the huge amount of truck traffic.

VisitID	Suggestion	Trip Purpose	Comment
499348	1	5	Travel for work/recreation. Ped and cycling facilities at highway interchanges are unsafe.
491321	1	4	Very dangerous for a bike on Southdown near the QEW. Poor lane markings and dangerous road crossings as cars zip on and off the QEW. Going south on Southdown is not bike friendly.
491323	1	4	This intersection is a confused mess and discourages cyclists and pedestrians from using the trail just past it.
492241	1	4	Bike routes on roads with no shoulders and posted speed limit of 80 kph
501533	1	4	Due to the lack of bike lanes along Regional roads, it is very unsafe to cycle to existing trails.
501645	1	4	Many of the bridges crossing over the 410 aren't safe for bicycles. Some do not have continuous sidewalks/curbs with ramps. I recall Vodden being the safest but sometimes out of the way. Bovaird and Williams parkway are dangerous too.
501872	1	4	VERY dangerous as there is little space for a bike to travel on Glen Erin over Hwy 403. The traffic is fast along this road and when riding the bike on the sidewalk for safety, the railing over Hwy 403 is at the level of a bicycle seat. I am very concerned that someone is going to fall over the railing and get killed and/or kill someone on the highway. I have seen kids riding on the sidewalk on this bridge - one on the handlebar and one on the seat.
501872	1	4	dangerous intersection
501942	1	4	Clear markings for bike lanes through side roads away from major roads are needed for safety and to provide directions for crossing under the QEW to and from the lake shore areas and other areas of Mississauga.
502219	1	4	Existing bridge underpass was put out of service after 2013 floods. Now bikes/pedestrians have to risk their lives crossing Mississauga Valley Blvd, where fast cars combined with low visibility are a constant threat
502219	1	4	Very dangerous crossing of Kirwin avenue for users of trail. Fast cars and poor visibility combination can be lethal
491323	1	2	My kids go to school east of the 410, we live west of Kennedy. Glidden road is the best bike route. This route is completely unfriendly to women and children as a bike route. We can't take Queen st because of the on and off ramp for 410 not being safe for cyclists or pedestrians. Trying to get from Peel village to Bramalea without a car is FUBAR. Extremely circuitous routes or unsafe situations are required. The disconnection is ridiculous. This is one city, not two.

VisitID	Suggestion	Trip Purpose	Comment
491323	1	2	Not safe to arrive by bike getting across Steeles and Kennedy. These are big busy streets and the housing closest is a fair walk. Not all families can afford to send their kids to school by transit or have the time to drive them. This requires lots of kids to walk extremely long distances to school and cycling is discouraged by the design in this area.
491323	1	2	Narrow sidewalk where pedestrians and cyclists who as rare as they are, typically run headlong into each other. It's bad timing but it's also a high bridge with high winds.
491323	1	2	Sidewalk narrow but this is most direct route and not everyone is willing to play in traffic typically going well over speed limit at 60-70km/h.
491323	1	3	Bikes aren't allowed to ride on sidewalk. Cars are parked on the road. Cars are too intimidating for me to ride among in the one lane left.
491323	1	3	I've been stopped by event organizers from riding or even walking my bike in the square. But bikes aren't allowed on the sidewalk and I'm not riding with the cars. HELPPPPP!
491323	1	3	Due to truck traffic, trucks throw debris that punctures holes in tires around here.
498043	1	3	Crossing 410 ramps, either walking or cycling is very dangerous because sidewalks and multiuse trails are completely disrupted, non-existent on 410 ramps and cars are speeding coming off 410 or preparing to get on 410
501321	1	3	problem' same as previous 'improvement request'. VERY dangerous to cross, due to drivers turning right on red light WITHOUT EVEN LOOKING ON RIGHT ! Bicycles not on drivers' mind in Mississauga. Proof : only a very few bicycle stands found on whole Heartland Center ! The 'island' I live on is surrounded by 4, 6 or 8 lane highways !
490688	1	1	Derry Rd is one of the more commonly used roads especially those working at 7120 Hurontario; jet it is not commuter friendly; jammed with heavy trucks, non-continues sidewalks, bike unsafe ; same goes with Steeles Ave.
491323	1	1	Coming in from Brampton, lack of sidewalks, lack of lighting, remote feeling, high speeds, heavy truck traffic. I wanted the option to cycle to work but you've set this up to be a terrifying trip for women.
491429	1	1	These big intersections are life threatening when you are on a bike! Slip lane for right turns are the most dangerous.
493565	1	1	cycling through intersection, vehicles speeding through
499927	1	1	This intersection is very dangerous, especially heading northbound on the north side of Orenda, I frequently have to pull off the road to avoid an accident,
501867	1	1	Eglinton is NOT friendly for bikes, neither is Matheson or Burnhamthorpe

VisitID	Suggestion	Trip Purpose	Comment
501868	1	1	There's no bike lane on Eglinton to safely cycle. There is a separate lane but like a sidewalk you need to step off and on again risking being hit by a vehicle who doesn't see you.
491299	1	5	Get too many drivers honking at cyclists on this long ramp.
492522	3	5	primary obstacle to much cycle commuting is the danger and difficulty of crossing highways due to the danger caused by vehicles joining and leaving the highway while the cyclist attempts to travel straight down the road
492592	3	5	the infrastructure for biking is very poor, and sometimes just dangerous (ie the hwy 50 bridge)
495603	3	5	Need safe infrastructure along Derry, it is high speed and there are bits of discontinuous infrastructure throughout. Feels very unsafe to cycle here

Connect the Network Gaps:

VisitID	Suggestion	Trip Purpose	Comment
491323	2	4	Route cut off and requires going downtown and play with car traffic.
491359	2	4	To get across the city west to east along Sandalwood is very difficult with a bike
491955	2	4	Place wayfinding on the trail system. Also add bike repair stations.
501676	2	4	The bike paths and lanes in the neighbourhood are excellent, but we can always use more. A proposed path south of Derry Rd. along the Ninth Line is an excellent continuation of the strategy, but at its most basic level, can't help but feel if you build it (safely and smartly), people will use it.
501773	2	4	Extend the Brampton bike paths into Caledon
501829	2	4	Keep the waterfront trail off Lakeshore
501837	2	4	create a trail from 410 to existing etobicoke trail further south.
501842	2	4	Continue bike path under Bovaird.
501842	2	4	Continue with a paved bike path north
501888	2	4	LENGTHEN ETOBICOKE TRAIL TO CONNECT WITH TRANS CANADA TRAIL
501906	2	4	Trail connections south to link the Meadowvale and Erin Mills systems
502650	2	4	Put in dedicated bike crossing at the trail (over/under the road). This is repeated in many crossings in the city when going east-west.
502696	2	4	Extend the Etobicoke Trail beyond Steeles (South Bound)
502710	2	4	Bike path from Bolton to Albion Hills Conservation

VisitID	Suggestion	Trip Purpose	Comment
503103	2	4	Good for recreation work travel (travelling to/from high employment zone to the southwest from residential areas.) Can this dead end trail not continue along hydro corridor to connect to the Etobicoke Creek trail, Financial Drive, a Fletcher's Creek valley system, and/or perhaps a Credit River trail? It would be great to go under/over 407 so bikers can avoid the intimidating and dangerous roadside biking on Mavis along the 407 on/off ramps? And what about that Credit River trail continuing to the Bruce trail dream?
503103	2	4	Sure would have been great if a bike trail stayed along the river away from all the roads and cars here. As it is, there is an interruption in the Etobicoke Creek bike trail south of here until it resumes off Centre St. South.
491742	2	3	Multi-use path should continue on south side of Bovaird between Kennedy and Hurontario
499575	2	3	I want to be able to safely ride my bike or scooter down Bramalea Rd to get to the City Center for shopping.
491444	2	1	a bike path along Hurontario from Lakeshore to Steeles
491493	2	1	continuation north of bike path north of Eastgate would permit bike travel into industrial areas without having to go up busy roads such as Dixie or Tomken
491581	2	1	Install protected bike lanes on this street, from Derry to Lakeshore, by 2020. In phases sooner, if possible.
492383	2	1	Biking is a healthy option especially if the distance to work is beyond a brisk walk. Biking lanes/pathways that connect the Region, perhaps reducing traffic on the 410, should be a safe and convenient option.
493806	2	1	Better bike connection to downtown Brampton, road diets
498618	2	1	Connect shared pathways (imo the best and safest system for bicycle commuting & ebikes) on Kennedy and Derry rd's.
501868	2	1	Can this trail be extended under the 403 to reconnect with the roadway (Timberlea?). It would be great if trails (already separate from the roads) could be extended greatly increasing safety and experience.
502248	2	1	I love the shared bike/pedestrian path along Derry road but the bike lane sometimes switches the side of the road it's on. And at times disappears. Also, I don't like having to dismount and walk across. It seems unfair since cyclists lose momentum and sacrifice time. What is the reason?
502573	2	1	I would like to see a more direct bike path connection between Clarkson/Lorne Park and Cooksville. A path across the river near the QEW would save me a lot of time riding to work.
503103	2	1	This is a rare safer bridge for bikers to get from residential area in north to high employment density area in the south. There are no crazy 407

VisitID	Suggestion	Trip Purpose	Comment
			traffic on/off ramps. Why has the Mississauga bike lane from south ended when it reaches Brampton here?
503103	2	1	Can we formalize a connection from the Etobicoke Creek trails to the Fletcher Creek Valley, or the Hydro Corridor that parallels the 407 to eventually lead to the Credit River Valley Trails to the southwest? A few formal bike lanes or friendlier bike crossings would be help to make one feel safer.
491303	2	5	Connect outlying commuter hubs
492161	2	5	Would be nice to have a north/south multi-use trail system,manager along Mclaughlin, similar to the one along hurontario
500026	2	5	There should be Bike corridors traveling N and S and W and E close to one another.
502166	2	5	poor pathway for continuation on Mavis / Chinguacousy. Needs accommodation for a pathway between Brampton / Mississauga
492418	3	1	No bike lane or sidewalk for those who don't drive
502742	3	1	arrange bike routes from Heartland area to Airport area
491339	3	5	Adding more bike lanes. It makes travelling around the city safer and easier when there are more bike lanes implemented on busy roads. When I commute on Central Parkway by bike, vehicles usually give me enough space, but sometimes I am concerned how close they can get!
492054	1	5	Multi-use path on west side of Mavis Roads disappears south of Ray Lawson Blvd.
490695	1	4	Trail gap
491321	1	4	Bikes lanes exist north and south of this section. However, this section removes the bike lanes and squeezes a third car lane making it dangerous for bikes and cars trying to pass. There's no space!
496802	1	4	Paved North-South connection to Forks of the Credit. Irritant frequently noted by visiting cyclists.
491323	1	3	Bike are routed this way due to multi-path cut off at railway. Bikes not allowed on sidewalk. Cars don't want bikes there. Cycling is being actively discouraged by design.
495603	1	1	We need a north/ south cycling route that safely crosses the 407
501837	1	1	there is no sidewalk nor multi use lane for cycling south along tomken or kennedy toward eglinton. actually there is no bike route noth south anywhere east of McLaughlin. crossing under 401 without sidewalk or trail is a suicidal endeavour. all roads in PEEL ( particularly Brampton, since mississauga has some) should have a proper shoulder at least 2 feet wide before curb, or a dedicated multi-use lane

VisitID	Suggestion	Trip Purpose	Comment
501867	1	1	Bike path ends and restarts after this section... would be nice to go all the way through!
502219	1	1	Allow bikes/pedestrians to cross under Burnhamthorpe road using existing river bridge. There is an existing cement ledge under the bridge that can be used for that purpose. Just need a new guardrail and to connect it to existing pathways on the other side
501804	2	4	Please provide more bike and pedestrian pathways in order to create more recreational travel interest
499927	2	1	Allow access from West Drive to the multi use trail that leads to Norton Place Park
491317	3	5	Derry road bike way does not fully connect - too many gaps and parts that do not connect to each other-esp one at Derry bridge south side stops at Bridge and is useless
492122	3	5	Lakeshore Blvd from North Shore Blvd in Burlington to Bathurst in Toronto is an ideal commuting and recreational cycling corridor for literally thousands of cyclists all year round. The Lake effect keeps this corridor free from snow and ice most winters. But there are Currently NO designated bike lanes. From April to November every weekend thousand of recreational cyclists from Toronto use this corridor to access the country roads north of Oakville. But there are no cycling Lanes to protect cyclists. Many of my friends have been hit or "doored" by cars along this stretch. There is AMPLE ROOM and huge empty boulevards along this corridor to create cycling lanes. It's way over due. There also needs to be several north/south routes from Lakeshore north to Milton and Campbellville to encourage the population to get out there and ride and commute and feel safe doing so. Too many cyclists are getting killed and injured by cars which currently is scarring the "active" population from using their bicycles to get around town and work out.
495603	3	5	Need direct cycling routes to service downtown Brampton. The creek is indirect and thee are missing connections on road to the downtown. Hurontario needs cycling infrastructure
495603	3	5	Kennedy is another north south opportunity for an on road cycling facility - need safe infrastructure over the 407 and east west routes on regional roads like Derry
501472	3	5	Trouble finding safe places to cross highway
501472	3	5	Trouble getting to other side of highway

Improve Pavement Quality:



VisitID	Suggestion	Trip Purpose	Comment
491514	2	4	Roads are in a very bad condition. They are destroyed. Not enough that a car driver can pass a cyclist safely. And here we are again, car driver hate cyclist, cyclist hate car drivers just because of not enough space to make it safe for both parties. Worst of all, there are not enough roads to ride a bike safely from south to north. I do understand that politician do not understand cycling in the first place and therefore it is very hard to promote this activity. Canadians prefer inside sport, such as hockey, swimming, where the athlete is hidden away from the public. Once exposed all hell breaks loose.
499120	2	4	Fix bikes paths
501499	2	4	Curbs especially need to have a smoother transition from roadway to pathway. Using asphalt (sp) instead of concrete when building ALL new sidewalks or pathways would be a great improvement.
501594	2	4	easier access to bike trail. repairs to bike trail surfaces
503776	2	2	better bike lanes
499575	2	3	Dedicated lane on North Park Drive, and improve all the dangerous broken pavement near the curb that I have to ride further from the curb to avoid. A dedicated bike lane all across N. Park Drive, to Howden and across Vodden and down Centre street would really help cyclists get from the east side near Bramalea Rd. to downtown Brampton. I have to ride on the road and not through the creek pathways because I am on an electric scooter (e-bike).
491323	2	1	This is being recommended as a bike/transportation route, but the route isn't kept in good condition year round. You can't cycle for months on this route. Take care of this route.
496802	2	1	Paved shoulders on major arteries between larger communities (Hwy #9, #27, 50 etc.)
501979	2	1	better bike trails
499927	1	1	Road condition

Promote Cycling in this Area:

VisitID	Suggestion	Trip Purpose	Comment
491371	2	4	More biking promotion in this area as its being highly developed - promote more active transportation instead of relying on a car to get everywhere.
491388	2	4	Create more biking trails, and make people more aware of them. Because currently not many people are aware of them. And if the trails exist/ are created, then maintain them by providing proper lighting and emergency response polls so people feel more safe when travelling on them alone. (ex. so when people press button on polls, it connects them to the emergency response lines)

VisitID	Suggestion	Trip Purpose	Comment
491318	2	3	Promotion of bike parking, and where they're located!
491318	2	1	Promotion of sheltered bike parking!
502048	3	5	Provide safer cycling through the region

Remove Obstacles/Barriers:

VisitID	Suggestion	Trip Purpose	Comment
502125	2	1	Rode bike to work but noticed the curbs next to parks with pavement do not have a drop to connect them to the street. Very annoying.
502166	2	5	horrible accessibility for cycling / walking
491112	1	5	Multiple highways cut across the region, with very few safe cycling (or even walking) crossings. Often have to go several kilometres out of the way to get somewhere. Make every highway crossing bike-friendly.
491964	1	5	Everywhere an established path network (here Don Doan) crosses a road, the path needs to have cut-outs in the curb so that bikes can cross! It's ridiculous that the curbs are not cut. This is even a problem for people in wheelchairs/walkers/etc.
491964	1	5	Everywhere an established path network (here Don Doan) crosses a road, the path needs to have cut-outs in the curb so that bikes can cross! It's ridiculous that the curbs are not cut. This is even a problem for people in wheelchairs/walkers/etc.
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491321	1	4	Along Burnhamthorpe trail, improvements were made to the bridge with a rail between the sidewalk and the road but the west entrance is partially blocked with a light standard. Poor layout!

Separate Cyclists and Pedestrians:

VisitID	Suggestion	Trip Purpose	Comment
493100	2	4	Need separate bike path along Gore Rd - many pedestrians and need to reduce conflicts with pedestrians
501365	2	4	Build a bike/pedestrian bridge over the Credit River south of QEW so people have another option than crossing the Credit River at Lakeshore. Traffic is always heavy and on weekends the trails are crowded with people who don't know how to share the trail.
501391	2	4	Create safe bike lanes on the major street, such as 9th line and Derry Road, or widen the sidewalks to create safety for cyclists and still respectful room for pedestrians. Cyclists who use sidewalks must be educated that safety and yielding to pedestrians always take priority.
501829	2	3	Use the wide sidewalk for an official bike lane and surface accordingly
492415	1	4	Not enough biking infrastructure along lakeshore. Works for avid cyclers, but new and recreational cyclers find it challenging.
491368	3	5	Too much pedestrian traffic makes it hard to get through port credit harbour and to the east end of the village by bike

Other:

VisitID	Suggestion	Trip Purpose	Comment
491514	2	4	car drivers are more concerned about their cell phones than driving a car. Traffic lights are the most precious ones. Drivers simply look at their cells so they do not see me as a cyclist. Then they are in shock when they see me, Yelling, screaming and the whole process gets worse, such as cutting off, etc.
491581	2	4	Work with all three levels of government to build a "Queensway viaduct" accessible only to non-motorized vehicles and pedestrians, by 2022. This will be a non-car connection to a new length of the Queensway, which will continue to the SW on what is currently called Blythe Rd. (contentious sure, since the super-rich currently live here in isolation, including some government officials), noted in an adjacent bubble.
492190	2	4	Olde Base Line road is a highly used road for cyclists and should have signage
492656	2	4	more trails, paved for commuting and exercise. I live in an area well serviced, built in the late '70's, I don't see that trend continuing.
498535	2	4	more off road trails for true mountain bikers, make this a mountain biking destination
501352	2	4	bike paths off the main roads
501359	2	4	More bike racks for better last mile options.
501365	2	4	Better bike route through Oakville
501405	2	4	Not much of a bike trail
501872	2	4	There's a nice bike/pedestrian walkway behind the houses, but NO MAPS. Once a person gets behind the houses and travels along the winding trail systems, there is no way of knowing where you are when you come out again. A map at each exit would be very helpful. Also, an emergency station in case of any trouble would be good - at various sections along the trail.
501872	2	4	A map...
491937	2	3	safe bicycle lanes
491112	2	1	Get a Bike Share program going in Mississauga, starting with downtown and other key nodes. Perhaps even make it part of Bike Share Toronto. It would be *so* convenient to be able to get around town after taking transit to work here.
491318	2	1	Traffic signal improvement -- bicycle detection
491318	2	1	Traffic signal improvement -- bicycle detection
491323	2	1	I've given up accepting jobs on the east side of the airport. Lack of sidewalks, too many cars, no priority for buses stuck with all the cars, so incredibly slow, lack of cycling options. There is no easy way to work near the airport. You might as well be working on the other side of the city.

VisitID	Suggestion	Trip Purpose	Comment
491517	2	1	Perhaps have a bike share in areas with a higher population density, as well as near trail heads/pathways.
501939	2	1	not all cyclist are aware of the rules. as a driver, it frightens me.
493064	2	5	It's in our aging a healthy lifestyle and independence
501833	2	5	I travel her for exercise and shopping
502140	2	5	Make bike lanes on the small roads or put signs up for bikers to ride in "single file only". Biking clubs take up the whole road in the summer, making it a nightmare for cars to pass.
491964	3	5	Everywhere an established path network (here Don Doan) crosses a road, the path needs to have cut-outs in the curb so that bikes can cross! It's ridiculous that the curbs are not cut. This is even a problem for people in wheelchairs/walkers/etc.
502056	3	5	Biking lanes in Bolton .....not just white lines but real bike lanes .....read up on Copenhagen that is how it should be done! Make it a pleasure to ride around Bolton .....it has been done it can be done .....build it and they will come!!
491323	1	5	Nowhere to lock bike when you ride to GO bus or Zum bus.
491323	1	5	410 slip ways don't allow for cyclists and pedestrians.
491323	1	2	410 slip ways don't allow for cyclists and pedestrians.
501645	1	2	The south side of Queen Street between Centre and Bramalea does not have a sidewalk.
502234	1	2	Ban biking on side walks.
491323	1	3	Nowhere to lock up bike.
490688	1	1	no pedestrian space, no bike space; there is a rec center, e. school and high school and a Walmart supercentre, yet all only accessible by cars
491299	1	1	Difficult to maneuver around parked cars and traffic.
491323	1	1	Nowhere to lock bike when you ride to GO bus or Zum bus.
493565	1	1	cycling home from work, sensors in asphalt sometimes don't detect bicycle to trigger left turning filter light
498535	1	1	worst bike lanes, stop signs every block!
501837	1	1	no sidewalk nor multi-use lane under 401 bridge
491867	1	5	bike lanes are a hazard
501472	3	5	Bike path - cars do look for bikes crossing the street on the bike path. Unrealistic to dismount at every road way when commuting. Bike lines feel safer.
501575	3	5	Square One to be Bike Friendly
501786	3	5	i don't drive often. i do shopping.
501803	3	5	Where do i park my bike at SQ1 or around

**Total Comments: 277**

## Walking

Add Sidewalks (along roads and through parking lots to reach malls, GO stations, etc.):

VisitID	Suggestion	Trip Purpose	Comment
488591	2	5	No sidewalk
490851	2	5	People use this green space trail to walk to the GO station but it ends at Victoria Park arena so people walk next to the Lions Hall to get to Victoria Crescent then cross Orenda to walk through a vacant lot to get to the stop light on Steeles at the GO Station entrance. You can see the desire line on Google satellite. These active commuters have to walk through dewy and wet grass, mud after it rains, deep grass and deep snow. It is shorter and much quicker and safer to walk this way than to cut over to Bramalea Rd.
490851	1	1	I don't walk on Derry Road - I drive this way to work. I'm fairly sure there is no sidewalk on the north side of Derry Road. I also see people riding their bikes on Derry. It makes me so nervous because there is so much traffic, the speed limit is 70 and this road is not designed for pedestrians or cyclists.
490851	2	4	Again, I don't walk here but when I drive along Airport Road, it is astounding how little support there is for those who work in this area to walk, bike or use transit.
490851	2	4	This is a busy street and there are lots of people who walk along it. I would like to recommend a sidewalk on at least one side of the street.
491110	1	4	Side walks end for E/W travel. Forces you to walk across King.
491321	2	3	Driving to this mall is fine. But biking or walking means passing through a huge busy parking lot with cars zipping all over. All malls should be made more accessible by foot or bike with dedicated and protected pathways.
491323	2	1	I've given up accepting jobs on the east side of the airport. Lack of sidewalks, too many cars, no priority for buses stuck with all the cars, so incredibly slow, lack of cycling options. There is no easy way to work near the airport. You might as well be working on the other side of the city.
491323	1	2	You have to get through the parking lot from the local buses at the intersection. No pedestrian route or marked pedestrian route and cars are given priority over pedestrians. A direct pedestrian priority from intersections to station is needed. The cars act like pedestrians are a nuisance instead of the people who aren't jamming the space up with their private vehicle.

VisitID	Suggestion	Trip Purpose	Comment
491323	2	5	Sidewalks stop and start and pedestrians are forced to cross the road multiple times. I use this street for live, work, school, recreation and shopping. All of the above should be an option on this questionnaire.
491323	1	5	410 slip ways don't allow for cyclists and pedestrians.
491323	1	2	410 slip ways don't allow for cyclists and pedestrians.
491368	3	5	A pedestrian bridge over the river near the railway bridge would put the GO station within walking distance of many Lorne Park homes e.g Watercolours development. Takes 10 to 15 minutes to walk down to Lakeshore and back up
491371	2	3	Increase permeability for pedestrians to access plaza from neighbourhood.
491429	1	3	Actually I avoid shopping here because it is almost completely un-walkable. These huge parking lots are dangerous and there are minimal safe routes options for pedestrians
491632	1	2	Provide generous bike / walk lane from /duffys lane after bridge to Hwy 50 at school - a 3 metre lane would encourage safe walk/ride to school and provide the many walkers from Palgrave to head west safely away from traffic . road is currently in terrible condition with much washout Road cyclists must use centre of road to avoid potholes.
491708	1	1	There are no sidewalks on Simpson. I can't walk safely to get my lunch! There are no sidewalks in industrial areas. Come on - with all the truck traffic this is a safety issue just waiting for an accident
491907	2	3	there is no sidewalk on the south side of Eglinton. very dangerous
491986	1	1	No sidewalks. Dangerous traffic.
492026	2	5	More traffic lights & pedestrian cross walks in busy areas to ensure that people choosing to walk feel safe.
492054	1	5	Significant problem (and life threatening problem), at the Highway 410 and Bovaird interchange (where 410 exist ramp and Bovaird meet), south side of Bovaird, on west side of highway. the sidewalk on bridge disappears at the interchange, as does the multi-use pathway. This intersection is an accident waiting to happen for those among us who rely on active transportation! Needs an an immediate fix
492190	1	5	There is no safe walking path from Mono Road to Caledon East
492648	1	4	We need more walkable neighborhoods and cities. Neighborhoods
493672	2	5	Connection from bus terminal to Glen Erin drive. Just needs a 100 m path
498618	2	1	Mississauga put sidewalks in to just south of 407, Peel needs to create connection to existing sidewalks at Steels.
499348	1	1	Lack of safe active transportation access/accommodation at Bramalea GO station.

VisitID	Suggestion	Trip Purpose	Comment
500237	1	3	no pedestrian access to east stores south of Walmart area
500237	1	5	No sidewalks to the many warehouses/businesses employing residents
501360	2	1	Need safer walking access to Village Centre Ct from Hurontario
501405	1	4	Only pathway is on the road
501533	2	4	Install more pedestrian crossings or pedestrian grade separations on Hurontario Street in Caledon Village.
501645	1	2	See bike comment: no sidewalk.
501708	2	4	Sidewalk on 9th Line
501800	3	5	More sidewalks to increase pedestrian safety
501872	2	3	Some kind of sidewalk for pedestrians going from one area of the mall to another. ie from Shopper's to No Frills. There is only road, no safe places to walk across the parking lot.
501889	2	2	Not enough sidewalks.
501906	2	1	Crossing here at the GO station to get to work better
501945	2	5	The new bus hub should be more accessible on foot
502069	2	5	side walk on Chinguacousy Road

Add/Improve Walking Trails:

VisitID	Suggestion	Trip Purpose	Comment
488875	2	1	improved walking trails
491102	2	5	The Burnhamthorpe pedestrian/cycle trail is excellent, however, I feel it is underutilized. To encourage more usage, consider installing resting zones with free wi-fi access and/or small vendor services (food carts/trucks, etc.) to increase utilization... in other words, make it less of a long boring path, and more of a community space.
491255	3	5	Keep and improve on the walking trails in this natural park like area
491323	1	3	This multi-path is recommended as transportation route, the route under the bridge gets washed out whenever there's a deluge.
491493	2	4	Connect Stavebank under the qew with a multiuse trail for recreation.
492596	3	5	Connect this trail
501359	2	1	Make the railway stops more foot accessible. It is very hard to walk here from south of the 403. This refers to the stop at Winston-Churchill and 403.
501475	2	4	More trees in parks and walking trails
501565	3	5	Boardwalk would Be nice or allocated walking biking trails



VisitID	Suggestion	Trip Purpose	Comment
501598	2	4	Walking along roadway is fine but we need to create MORE recreational trail walking
501676	2	4	A proposed multi-use trail along the Ninth Line might be leveraged into a nice opportunity for environmental, community, historical, and fitness education. My understanding is a proposed community centre will connect with several kilometers of trail, and as this is one of the last unspoiled and undeveloped areas in Mississauga, prudence with its planning and use is critical. Future forward and long-term thinking please!

Dangerous Intersections:

VisitID	Suggestion	Trip Purpose	Comment
488538	2	3	Streetsville has potential, but the section in Streetsville lacks placemaking. Too much volume and the road is too fast.
488973	1	5	Dangerous intersection. People running against red light to catch bus
488982	3	5	Almost hit by speeding cars
491112	2	1	<p>Driveway into 33 Robert Speck is VERY wide, with huge turning radius, giving pedestrians a much longer than necessary driveway to cross when walking along the sidewalk, while at the same time encouraging motorists to speed in and out, often without stopping or looking.</p> <p>Improve this by: Narrowing driveway, tightening turn radius, mark sidewalk over driveway (don't make it feel like pedestrians are crossing a street, as they aren't). Do the same / similar at other driveways around the city/region.</p>
491323	1	4	This intersection is a confused mess and discourages cyclists and pedestrians from using the trail just past it.
491323	1	3	This is a scary intersection. It's dark. It's unfriendly. Traffic is fast. There are too many lanes across. Sidewalks are narrow. Sidewalks are barely cleared and usually have packed snow turned into ice and nowhere to hold onto. Fear of falling into traffic. No one goes here unless they absolutely need to.
491368	3	5	Right turning southbound vehicles from Stavebank to westbound Lakeshore put crossing pedestrians at risk
491742	1	3	Dangerous highway crossing. Multi-use path doesn't continue across highway, sidewalks don't have proper curb depressions. Snow is cleared onto sidewalks, this is a problem to varying degrees at all highway crossings in brampton.

VisitID	Suggestion	Trip Purpose	Comment
492562	2	1	Make crossing the street in front of HMC (Sheridan) campus safer for pedestrians.
492670	2	2	Pedestrians have crosswalks but they are invisible to drivers. More visibility is needed that pedestrians cross here.
493672	1	5	Dangerous intersection to walk
493672	1	5	Dangerous intersection. Needs enforcement
501321	2	3	Extremely dangerous to cross street as turning drivers look to the left when crossing pedestrians and cyclists are on the right. A dozen incidents 'till now ! No wonder Big cities like Montreal do not allow turning right on red light !
501613	2	4	This intersection is dangerous for pedestrians, especially when it is dark.
501626	2	2	Flashing yellow light to warn drivers of the curve (there have been accidents) and to slow down as many students cross the road at this location.
501626	1	2	Enforcement of the no stopping bylaw on the west side of Rutherford so that students do not cross the street when they are not at a controlled intersection. It is very dangerous in the morning and after school as well.
501829	1	4	This intersection is a nightmare for both pedestrians and cars. It needs more restrictions for turning and clearer signing as to turn restrictions and where to cross Lakeshore
501872	2	3	VERY dangerous intersection for cars/pedestrians/bicycles. Traffic moves very fast on Erin Mills Pkwy and is generally busy. Red light camera is a good idea. What about photo radar on Erin Mills Pkwy?

VisitID	Suggestion	Trip Purpose	Comment
502531	1	5	I pass through the Stavebank intersection almost every day, 2-4x per day, by car. This intersection should have bodies strewn across it judging by all the near misses that I witness. FIX THIS INTERSECTION NOW!!! It is terribly to drive through, to walk across, to bike through etc. You need an advance green going north on Stavebank (ideally a left hand turn lane but that's impossible) to get some of the traffic through during spring/summer evenings (have you ever sat on Lakeshore for 25 minutes trying to cross the bridge and get through this intersection? It's bad, really bad.) There should not be crossing allowed at the West side of Stavebank until you can straighten that intersection. It's far too dangerous. And due to the width of the intersection, people crossing on the East side of Stavebank nearly get hit by the cars who finally get to drive through the intersection after they have been sitting behind a left (northbound) turning car when the light turns red. By the time they reach the end of the intersection the pedestrians are already in the intersection. The cars have no choice but to go through however or they are creating gridlock. It's unreal that this intersection is the way it is and has been this way for so long.
502904	1	4	Major arteries in peel such as Steeles, Hurontario and to a lesser degree Kennedy, pose safety risks for walkers and bikers. I have met three people who have been victims of hit and run accidents (Please note: these individuals were riding their bikes on the sidewalk and crossing over an intersection when this occurred) while riding their bikes specifically on Steeles. We need to come up with a way to mitigate these occurrence, it may reduce the tension that many cyclists feel about riding on majors roads; It may also encourage more people to bike if the proper measures are taken to ensure their safety.
504988	1	3	Need improved pedestrian and public realm surrounding the Square One shopping mall and Mississauga City Hall as it is dangerous for pedestrians and high volume traffic area.

Improve Sidewalk Quality (lighting, width, pavement, etc.):

VisitID	Suggestion	Trip Purpose	Comment
488560	2	2	Sidewalks
490851	2	4	Improved lighting along paths for safety. This is just one spot.
491110	2	3	Sidewalks are not even or wide enough to accommodate people walking E/W along this path to downtown Bolton. Lighting should be upgraded for night time.

VisitID	Suggestion	Trip Purpose	Comment
491323	2	2	Lack of lights. Long distances between lights and they are often out. It can require walking long distances in the dark and seeing strange men pissing in bushes.
491323	2	5	Poor lighting. People are smoking drugs on this bridge and it's the easiest route to get zipcar.
491323	1	2	Narrow sidewalk where pedestrians and cyclists who as rare as they are, typically run headlong into each other. It's bad timing but it's also a high bridge with high winds.
491455	2	2	safer waking conditions
491693	1	4	In general, to have all walking areas with good lighting especially in the winter months when the daylight time changes. Educate pedestrians not to walk in front of moving vehicles. Drivers are sometimes caught off-guard when pedestrians suddenly walk behind cars or in front of cars. People are more and more becoming hurried, and forgetting that drivers are entering garages or parking, and pedestrians rush to get somewhere not considering the drivers around them.
491964	1	5	EVERY place that the path network crosses or intersects with major roads, a crosswalk is needed.
491964	3	5	EVERY place that the path network crosses or intersects with major roads, a crosswalk is needed.
491964	3	5	EVERY place that the path network crosses or intersects with major roads, a crosswalk is needed.
491964	3	5	EVERY place that the path network crosses or intersects with major roads, a crosswalk is needed. This location has a path that continues south of Williams (Don Doan) it is not shown on this map, but a crosswalk is needed here.
491964	3	5	EVERY place that the path network crosses or intersects with major roads, a crosswalk is needed. The Don Doan Trail passes right through here.
491964	3	5	EVERY place that the path network crosses or intersects with major roads, a crosswalk is needed. This is part of the Don Doan trail network. The catwalk extends from Geneva Cres into the "F" section of Bramalea. A crosswalk is needed across Queen Street at this location. Queen is ridiculously pedestrian-unfriendly.
492461	2	2	inadequate lighting on foot paths and unsafe walking conditions
493061	2	1	I wish this area had better lighting, to make it safer for pedestrians at night. Further south on main st. is much better. Not as much traffic. Speed limit is considerably higher...this stretch of road doesn't feel as safe to walk, particularly at night.

VisitID	Suggestion	Trip Purpose	Comment
493073	1	5	I am very discouraged to walk or cycle along Steeles Avenue. Recently truck traffic along this road has increased significantly and while goods movement is a priority, walking and cycling should not be neglected. Cycling lanes along Steeles Ave should be present and separated from vehicles. The land uses and intersections along Steeles Ave are very separated and you have to walk quite a distance to go from one place to the next. Even after you reach your destination you have to walk across a parking lot to reach the actual building. The store fronts should be brought closer to the street. Lastly, the standing area on some of the channelized islands are too small to stand on. Especially if there are 3 or 4 people waiting to cross or two people and a bicycle, it is scary when a truck zooms by because you feel so close to the road.
493075	2	4	Improve lighting for pedestrians and transit users
493215	2	3	Pedestrian improvements needed along Mayfield Road
495447	3	5	safer walking conditions,sidewalks,lighting
498043	2	4	remove parking spaces and widen sidewalks, or close this area for vehicles and create exclusive pedestrian zone
501499	2	4	More and well maintained pathways for walking are required.
501617	2	4	More accessible and cleanest
501637	1	3	Unsafe walking and biking while crossing the bridge
501645	1	2	Poor lighting during evening hours
501942	2	1	Build short cut walk ways that are well lit and give access to the bus terminals on the Busway directly from the local neighbourhoods.
501954	1	4	Why are guard rails not between cars and pedestrians? And make room for the snow.
502234	2	3	Level side walks and keep them clean and well lit.
502860	2	3	Enforce Speed Limits and improve sidewalk options. I walk to shopping, and for recreation but on streets without sidewalks, it is downright dangerous and drivers are driving at excessive speeds.
504994	2	1	make areas where people work more walkable by providing and improving side walks

Improve Winter Maintenance:

VisitID	Suggestion	Trip Purpose	Comment
491323	1	5	People aren't clearing these sidewalks during the winter. They're slippery. I see elderly people who usually walk recreationally here are shut in. Parent's in strollers can't get by. And cyclists are using the sidewalk because the cars are going too fast for them.

VisitID	Suggestion	Trip Purpose	Comment
491323	2	3	People aren't clearing their sidewalks.
491514	2	3	Clean walking path specially in the winter. That would be nice.
501645	1	2	Trail wasn't clear during winter season. Slippery.
501703	3	5	Sidewalks not clear after big snowstorms
502194	1	5	Poorly cleared sidewalks and bus stops in winter.
507140	2	1	I walk every day on Dundas from Haines (we live at the new townhouse at 3038 Haines) to Tomken to get to the bus stop to take the 101 Dundas East Express. During the winter, the sidewalks are not well maintained so I found it dangerous to walk there after a snow storm, and during the summer they are quite barren that I don't feel comfortable walking with my family on this road. Many times I end up driving just to avoid walking on this stretch of Dundas. Would recommend improving the walkability of this area.

Lower Speed Limits:

VisitID	Suggestion	Trip Purpose	Comment
491323	1	5	Dark sidewalks that stop and start and the road encourages high speeds by design. This is the best route east west for those south of Queen St and it's ominous in nature.
491323	1	3	Semi-trucks are all over the place here. Loud, big and no one's policing them when they aren't supposed to be here. On top of that, cars and motorbikes are gunning their engines and ripping through here during the summer.
491323	1	2	Sidewalk narrow but this is most direct route and not everyone is willing to play in traffic typically going well over speed limit at 60-70km/h.
491359	2	5	All along Sandalwood it is very busy and fast. There are nothing but houses being developed in the Northwest corner of Brampton. This is terrible for congestion. Sandalwood west of the 410 should be made walkable with local shops along it like Queen St. in downtown Toronto
499218	2	5	Safe pedestrian crossings are needed on Kennedy Road between Vodden and Steeles in addition to crossings at traffic lights. There are many businesses and services that people use on both sides of the road. Traffic is moving so fast that it is often unsafe to cross. Pedestrian crossings with flashing lights are needed.
501626	3	4	Lower speed limits on all small residential streets to 40km/h

Remove Fences and Other Barriers:

VisitID	Suggestion	Trip Purpose	Comment
491299	2	5	Long walk around ramp only accommodates drivers.
491311	1	4	Stairs blocked off - why? This is the only way to get into the subdivision
501951	2	1	it would be very convenient to have a bridge over the railroad to cross from Bromsgrove to Royal Windsor
502166	1	5	poor access for continuation on Mavis Rd.

Other:

VisitID	Suggestion	Trip Purpose	Comment
488990	3	5	Faster walk times
491426	2	5	Build a better network for walkers and cycling -connectivity, safe
491487	2	5	Make the city more pedestrian friendly by adding more time to cross busy intersections.
491514	2	3	Make the walking path safer. The biggest challenge is that the roads are too wide. It takes a good trained person to make it on time across the road. One reason that we do not see many walkers on the road, simply too dangerous for them to cross any road / intersection in Peel.
491560	2	4	I think that the walking/bike path here should get some new plants planted so it is more visually appealing and so they can offer some shade where there currently isn't any
491955	2	5	in the entire region educate pedestrians not to wear only black at night and jaywalking or walking on the street thinking they are visible. Too many do it. Or start fining them . Bike without lights (front and back) should be prohibited too at night on our streets. Car drivers have to avoid too many people that they cannot see and they cannot stop their vehicle that quickly.
491962	2	3	Walking to the grocery store is daunting due to the open/concrete jungle feel of the sidewalks along Lakeshore Rd between Clarkson village and the Metro plaza. Maybe more trees, traffic calming?
492241	1	4	Paving dirt roads creates more traffic and discourages residents walking. Paved rural roads only allow for cars!
492383	2	4	Theatre, dining, cultural activities/museum, shopping, preserve and enhance the "old" downtown
492405	2	1	I walk to work when the weather permits
492415	2	4	All pedestrian crossings should have longer countdowns, by default.
492670	2	2	enforce traffic violations such as speeding and ignoring pedestrians
493064	3	5	To again maintain healthy active lifestyle
493677	2	5	Easily walk to shopping and transit stations.
501431	2	4	Better planned root

501446	2	5	Provide more options for citizens to be more engaged in the downtown core.
501580	2	3	Would like more places to walk to
501615	2	5	Make traffic signals more walker friendly.
501833	3	4	Jogging and cycling
501872	3	4	This is a pedestrian/bike path that crosses under Erin Mills Parkway. VERY safe and a great idea!
501872	2	4	A restaurant would be nice to have somewhere on the property of Riverwood Conservancy. That way, it would encourage more people to visit the park and have a comfortable place for a break before/after a long hike.
501888	3	4	WALKING CYCLING
502001	1	4	Cars take no notice of pedestrians often and pedestrians walk out into the road without looking or are on phones
502048	2	3	Provide more population to support local business and attract new businesses. (Investors) create economic prosperity
503909	2	4	Keep most of Caledon for recreation for Peel residents

**Total Comments: 143**

## Other

### Add Transit:

VisitID	Suggestion	Trip Purpose	Comment
491908	2	5	Over all transit in Brampton SUCKS! - if you miss your bus you are often left at a stop with no lighting to ensure safety and no heat. Meanwhile if you are at a station; the washrooms are gross, the station itself is micro spaced, poorly heated and no where to wait for a bus other than in the cold. There is limited security or security emergency posts; and I as a female of colour am often intimidated by men verbally, physically and even for robbery attempts. There needs to be more lights, safety and warming considerations.
492011	1	5	no transit currently
492571	2	1	We need OTHER forms of transportation in Caledon since we do not have local transit or Go in order to get to WORK, SCHOOL, SHOPPING, RECREATION ETC.
492643	2	1	light rail. transit only lanes
501631	2	1	Subway should be extended to GTA. It is fastest and most economical for daily commute.

### Congestion:



VisitID	Suggestion	Trip Purpose	Comment
490695	1	1	traffic congestion, improve intersection to keep traffic moving at peak hours
491124	1	1	congestion
491493	2	5	Continuation of queensway across Credit river to alleviate crowding on QEW and Lakeshore
491867	2	3	Traffic congestions
491986	1	1	Highway is a gridlock. When accidents occur on the highway, the city streets are jammed too.
492051	2	5	There should be access to the Dixie exit from the 403 east to reduce drivers and trucks from having to use eglinton or Rathbun to get to Dixie within the city. Highway access would be a lot easier and efficient.
493166	1	1	Lanes are closed for ongoing construction
499945	1	1	More roads are needed that cross the 410. Courtneypark Drive westbound from Dixie to Kennedy is jammed every work night from 4.30 to 6pm. Are no alternatives, e.g. Britannia does not cross the 410/401. Also, please look into synchronizing traffic lights along major streets like Winston Churchill, Britannia and Erin Mills Parkway
500020	2	1	there needs to be more lanes and not just one lane to go north on the 400, merging causes grid lock and blocks those going east on 401
500020	1	1	gridlock on 409
501405	1	1	Slower in rush hour than using lakeshore
501489	2	1	Always traffic during pick hours
501489	1	1	Always traffic during pick hours
501534	3	5	Connect Walmart/Costco plaza with Queensway to ease the congestion on Dundas
501559	1	1	Hurontario is very congested south of the qew in the morning rush hour due to poor intersection and on ramp design
501595	2	1	Need on Highway, Sandalwood and Boviard drive already become more busy and new constructions are on the way .
501617	1	1	Too low max speed (50km/h) doesn't let efficient traffic
501645	1	1	The Steele's eastbound left turn onto bramalea is very congested during peak hours of go transit travel times. Many, many cars break violations.
501677	1	4	I gave up going to port credit for any reason due to the constant traffic chaos that is hurontario. It's not worth the aggravation. Even though I liked the shops and reastaurants and used to meet friends there to run along the lake
501703	3	5	Queen st backup because access ramp to northbound 410 too short.
501761	1	5	Brampton car congestion. The worst.

VisitID	Suggestion	Trip Purpose	Comment
501842	2	1	Widen 410 lanes north of Queen. This is currently not planned for the near future and should be a priority as it is already a bottleneck
502234	1	2	Too many cars choking and blocking streets near schools in the morning and afternoons. Encourage and promote kids and parents to walk to avoid jammed streets.
502696	1	1	Very busy intersection during rush hour.
502864	3	5	Widen Dixie Rd. North of Queen ST., Williams Parkway, Sandalwood, etc. to six lanes. ease congestion.
503899	3	1	Too many lights in too short a distance creates excessive traffic and delays. Despite assurances that the new QEW/Hurontario interchange would be safer and reduce traffic it has done the opposite. Hire third party consultants to do traffic assessments and planning and not those that provide biased reports that support whatever the project-of-day is.

Improve Intersection:

VisitID	Suggestion	Trip Purpose	Comment
488896	2	5	roundabout to better improve flow of traffic and stop people from going through stop signs
490695	1	1	Winston Churchill - Washboard road, pitted and muddy. Heavily travelled. Needs improvement.
490695	1	1	Southbound traffic on Heritage cannot cross Mayfield at peak hours - too much east/west bound traffic. Please install a stoplight here.
491339	2	5	I would like to suggest changing the traffic lights to accommodate different times for buses to exit the terminal & for when pedestrians want to cross. i.e. left/ right turn signals for the buses coming out of the terminal, and then pedestrians are free to cross in between.
491581	3	5	This should never have happened. It is lazy and car-centric design that was clearly rushed to severely limit and inconvenience all other modes, just so trucks and cars could rocket into and out of this 410 entry/exit as fast as possible...it must be fixed! Work with both levels of government to return Hurontario back to it's rightful functional standing as a straight and fully accessible "spine" for the region - no kinks for it to cripple itself because of a highway. The 410 should be at a clear-cut t-junction intersection, nothing more to it, and transit/pedestrian/bike infrastructure should be rightfully restored to a straight line on this road (with multi-modal infrastructure gradually phased in moving NW in Brampton, following development, which hopefully goes no farther than this into our precious farmland...).

VisitID	Suggestion	Trip Purpose	Comment
491581	2	5	Yet another ridiculous multi-interchange that is both lazy, inefficient, and a waste of space (therefore loss of development land = \$\$\$). Make this a proper urban interchange! It's a bad situation for all modes, but especially non-motorized modes, and transit. The roads should be straight, with a single intersection, and multi-modal access. A dense urban node could exist here (which could pay for the cost of the improvements!) for people to live/work and play at nearby parks and golf clubs (which really should be parks/gardens...), which is very underused. If an engineer can't figure this out, just talk to the users who risk their lives here daily!
491930	1	5	410 and Brampton interchanges under-designed for volume.
491964	1	5	Everywhere an established path network (here Don Doan) crosses a road, the path needs to have cut-outs in the curb so that bikes can cross! It's ridiculous that the curbs are not cut. This is even a problem for people in wheelchairs/walkers/etc.
491964	1	5	Everywhere an established path network (here Don Doan) crosses a road, the path needs to have cut-outs in the curb so that bikes can cross! It's ridiculous that the curbs are not cut. This is even a problem for people in wheelchairs/walkers/etc.
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492649	2	5	McLaughlin is a major road people travel on regularly. Just look at it in the workday rush hours and on weekends. yet you have it go down to one lane for a considerable period causing congestion... and a lot of ideling their cars all year. It should be two lanes...amazing this was never done before HEARTLAND even built... but sinc housing boom it is crazy. Mavis and Hurontario are busy all the time. It is the only alternate route to get to the heart of the downtown core west of 10.
492649	1	5	Wolfedale just had major delays for a yr for curb replacements... why were they not improved too? The lanes are so narrow for buses, Heavy trucks, transport trucks which ca't pass each other as some cars can barely pass these vehicles at times. just 2-3 feet on either side would have made safer. Instead... pedestrian paths along curb too? MORE DANGEROUS
501708	1	3	Traffic light changes too fast for Seniors.
501954	2	5	co ordinate lights for north/south movement
502531	2	4	It is very difficult to drive north/south in good time on many of the Mississauga main roads. The lights are not timed well.

Unsafe Conditions:

VisitID	Suggestion	Trip Purpose	Comment
490562	1	5	cars speeding and drive aggressively while trying to avoid trucks

492025	1	5	Speed limit should be lowered to 50km/h
492025	1	5	Speed limit should be lowered to 50 km/h
492461	2	2	safety concerns- cars drive very fast in residential areas and there is inadequate lighting on foot paths
492661	2	5	The 410 is filled with traffic accidents; the new widening should help but we need more enforcement of driving laws
493311	3	5	Queen is too wide that it encourages speeding
493565	1	1	running to work, often encounter sidewalk of 7 & 7 motel flooded with water during and after rain or during snowmelt. In freezing conditions, flooded sidewalk naturally becomes slippery.
501607	1	5	Remove the bike lanes on Bristol as they are a hazard and are rarely used except in the summer.
501613	1	5	Cars travel at excessive speeds on this stretch between Tomken and Dixie.
501645	1	1	The drivers that turn into/exit from a certain condo in this area are dangerous drivers
501867	1	1	Dixie becomes almost impassable due to trucks

Other:

VisitID	Suggestion	Trip Purpose	Comment
491110	1	2	Walking path, no path on the east side of bridge for pedestrians to cross over rail road. Cuts off town N/S.
491110	2	3	Sidewalk ends for no reason, forces pedestrians to walk along road.
491110	2	1	BIA this rail road crossing slows down traffic and transport of goods. Can you look into an over pass to help.
491323	2	1	<p>I've given up accepting jobs on the east side of the airport. Lack of sidewalks, too many cars, no priority for buses stuck with all the cars, so incredibly slow, lack of cycling options. There is no easy way to work near the airport. You might as well be working on the other side of the city.</p> <p>To add to this, the UP Express doesn't save any time for those of us coming from Brampton because it's so hard to reach the UP Express.</p>
491581	1	5	This interchange is an absolute catastrophe in terms of use of space and design. It is the most sprawling interchange in the city and we can and must do better! Partner with all three levels of government to "tighten" and improve function of this massive polluting interchanges (ideally we would have none, but that era is sadly gone), so that more space around them can be returned to the public and for development!

VisitID	Suggestion	Trip Purpose	Comment
491581	1	5	Same problem as the other "other" bubble in Mississauga. Also lack of other modes that can safely and easily cross through/above/under these massive polluting interchanges limits options basically to just a car on a highway, nothing else.
491581	2	5	Within a 5-minute walk of every hospital, major mall, community centre, university/college, government centre, and library, there should be a bike share by 2020 - and at the largest, most popular locations, a car share service by 2020. All of these facilities should have at bare minimum 1 electric car charging station, with larger locations (Square One, Hospitals, Universities, etc.) having proportionately more, by 2020.
491581	2	5	Make this a proper urban interchange! Clean this terrible mess up, a bad situation for all modes, but especially non-motorized modes, and transit. The roads should be more straight, with fewer on and off ramps. A dense urban node could exist here (which could pay for the cost of the improvements!) for people to live/work and play at nearby Cawthra Park, which is very underused. If an engineer can't figure this out, just talk to the users who risk their lives here daily!
491581	2	5	Another incredibly wasteful and lazy use of land, this extra triple junction and bridge over Cawthra - all of this extra road (and wasted land) could be avoided by veering Cawthra to left of Rona and creating a slight curve in the road, which would then just have a single intersection with Dundas St.! The multiple parcels of land opened up could invite a few small streets and plenty of money to fund the realignment!
491581	2	3	Continuing from the new intersection described at Mississauga Rd and Blythe Rd., extend the current Lincoln Green Way to the intersection, to connect the Blythe Rd. community (and more importantly, with continuous bike lanes and sidewalks on either side) as well as any who want to come off Mississauga Rd., to Fowler Drive and Sheridan Mall. Complete by 2022.

VisitID	Suggestion	Trip Purpose	Comment
491581	2	5	<p>There are so many winding and dead-end/changing name streets EVERYWHERE! Please just do the following in as many major/secondary roads as possible:</p> <ul style="list-style-type: none"> <li>-add sidewalks if there are none</li> <li>-widen sidewalks based on traffic (yes, even if it means a car lane lost!)</li> <li>-add bike lanes over time</li> <li>-make them protected on faster streets (which should help calm traffic too)</li> <li>-try and straighten/reconnect windy streets where possible PLEASE</li> <li>-try, especially where new roads/entirely new developments are still being made, to build a FINE, URBAN, GRID - we have made a disaster of this region with our disconnected sprawling spaghetti mess of roads. It needs to stop now, a better, cheaper, more sustainable means has always existed - we just happened to go all in for the one generation (60s-90s) when all sensible urban planning was thrown out the window...</li> </ul>
491690	2	1	bridge construction on major busy intersection, Light rail transit, subway construction on busy roads like Hurontario,Dundas etc.
491720	3	5	400 north and south after is crazy in holiday weekend and in the summer. Transit will not solve this. Automated vehicles may. Lower gas prices for those that have there odometer checked and travel less might help. Perhaps a tax break.
491720	3	5	407 should have greater incentives for large transportation vehicles. Perhaps make transports not allowed on 401. This would open up the 401 and make the 407 a through city for corporation as originally intended.
491956	2	5	User-friendly transit information for combining trips with other transit systems, e.g. from Brampton to Vaughn, or Mississauga, or Toronto, or Hamilton, etc.
492045	1	5	Provide support or incentives to people to use other modes of transport other than cars during the day to get around to anywhere in the Region of Peel (or high volume areas like the City of Mississauga)
492161	2	5	Parking space here could be an opportunity for electric car charge zone.
492161	2	5	Parking lot space here could be an opportunity for electric car charge zone
492161	2	5	Parking space here could be an opportunity for electric car charge stations.
492241	1	4	Different levels of government and conservation groups with same goals not talking to each other

VisitID	Suggestion	Trip Purpose	Comment
492649	2	1	Tomken should and could easily be widened to three lanes in many places to elevate traffic on Dixie, Kennedy and even Hurontario.
492661	1	5	Many drivers in Brampton do not pull over for emergency vehicles; there needs to be more awareness of driving laws and basic etiquette (many people do not signal or seem to pay attention)
492683	2	5	better travel between regions
492683	2	5	Older populations travel options that support need and reduce isolation
493065	3	5	residential
493295	2	3	During the summer Brampton blocks a major thoroughfare for a farmer's market when there is an empty park a few hundred feet south that could easily accommodate the market in a great setting.
496802	2	5	Eliminate on street parking in downtown Bolton.
501352	2	1	Lakeshore Blvd - 1 way west bound, Dundas St - 1 way east bound. North service road 1-way west bound, South service road 1-way east bound. Barriers between QEW and service roads to be moveable. If accidents occur, there is a quick exit off QEW to keep traffic moving. If interested in more info, contact mikar99@gmail.com
501367	1	1	too many transfers, too long to wait for transit, takes too long to travel here by transit
501378	2	5	Set timing on traffic lights to change based on speed limits of major streets to allow more efficient traffic flow/movement through the city?
501431	1	1	Free turn from both lane going north id a problem
501475	2	1	more incentives and infrastructure for electric and self driving vehicles
501485	3	5	make the developers build the infrastructure for max capacity before building the homes or commercial buildings.
501559	1	4	Too many stop lights were recently added in this area. Please stop putting a stop light at every single intersection
501598	3	5	Automated/Self driving cars are in the future. The issue I see is that we are trying to automate cars to drive in the existing infrastructure. I believe that self driving vehicles require their own infrastructure and we need to maximize this technology by focusing it where we can maximize the benefit for the masses.
501645	3	4	Waiting for these trees to grow, too hot and sunny trail during the summer.
501703	3	5	L turn onto Main n lined up. Make centre Charolais lane optional direction turn. It is a dead end.
501759	2	1	Coordination of transit



VisitID	Suggestion	Trip Purpose	Comment
501762	3	3	Segway use on bike lanes or sidewalks
501803	3	5	Drive the future where car ownership is not required people just use rides shares, i need to use 3 different transit systems to get to my work, it is far cheaper and efficient to use my car. even with traffic i need 1 hour in a car but 2-2.5 via transit. Why would i use transit, plus my car is used for groceries, entertainment etc. in winter transit is not fun.
501833	1	4	enforcement of parking bylaws
502063	3	5	Add more lanes, OR build another north - south artery
502139	1	5	Stop adding unnecessary Stop signs. There is a 3rd stop sign being considered/added to this sort street (Braydon) since this neighborhood was built 17 yrs ago. Only one added has even a little justification (hard to see oncoming cars due to bend in road). The Second added, was told all comments received were against it, but stop sign was installed anyway. Since that install over a year ago, I have made a point of counting every car at the cross street. In over a year only 14 cars have ever been on cross street, and only 6 made a left turn (potentially benefitting from a stop sign). I live here and drive that street all the time, 14 cars compared to thousands that are to stop their cars and start moving again because of a totally unnecessary and unjustified stop sign. Wear and tear on brakes, vehicles, added environmental impact because of it. This is not the first or only place I've seen a stop sign added after years/decades.
502140	2	5	Create work where people live. Stick to the original plan instead of giving in to builders who want to build residences only.
502144	2	3	Fill in parking lots of malls with residential towers and offices.
502904	1	5	All of the above.  I am a resident of Brampton and choose therefore to speak of the shortcomings/opportunity to improve in my community. As an individual who commuted for a number of years for school, I see the real value in Subway systems. I think that the introduction of one is Brampton would help ease the congestion and traffic and present a more "green" way to get around Brampton and other municipalities across the GTA
503776	2	1	support systems like Uber
503899	2	1	Stop any additional high-density development along Lakeshore until the traffic issue can be addressed properly. Also, planners need to determine why one group says the LRT will reduce traffic on Hurontario & Lakeshore through Port Credit and why another, GO, believes they need to add parking spaces to accommodate more traffic!

VisitID	Suggestion	Trip Purpose	Comment
503899	2	1	The QEW bridge needs to be widened so traffic does not slow down when approaching the bridge from either direction. The narrowing, or perceived narrowing, of the lanes across the bridge seem to make drivers slow down.
503911	2	5	The city should prioritize walking and cycling before vehicle transit - focus needs to be on sustainability. With population density substantially growing, vehicle transit needs to be discouraged

**Total Comments: 113**