

Off Road Trail #20

2021 Public Engagement:
Closing the Loop Summary

Project Overview

ORT #20 is a public multi-use trail planned from Atwater Avenue to South Service Road within the Hydro Corridor. This multi-use trail is identified as part of the City of Mississauga's 2018 City of Mississauga Cycling Master Plan.

Pending approval from Hydro One Networks Inc., who are the owners of the Hydro Corridor, construction of the trail is targeted to begin in 2022. The trail alignment will be along the eastern boundary of the hydro corridor, set back from the existing towers and transformer station which are to remain.

Summary of Engagement

Due to the constraints and health concerns of COVID-19, the Park Planning engagement team developed a virtual engagement strategy rather than hold in-person sessions.

Through two public Virtual Information Sessions, opportunities were provided for residents to:

- Learn about the proposed trail alignment
- Discuss the trail layout and purpose

City staff and Councillor Stephen Dasko of Ward 1 were present to answer questions. Resident feedback on the trail alignment and concerns regarding the hydro corridor and proposed trail construction were addressed.

Many questions were asked about the future of the hydro corridor and the design of the proposed trail. The major concern raised was the trail's proximity to property lines in the vicinity of the existing hydro towers (which are to remain). Based on the participants' feedback, the City has agreed to resubmit a revised trail alignment to Hydro for their review and approval.

Public Engagement Tactics

Two public information sessions were held via WebEx on July 6th, 2021 and August 10th, 2021, running from 6:30PM to 8:00PM.

The first session was aimed towards residents whose properties are located directly adjacent to the proposed trail route. 23 attendees were present at the first information session.

The second session was open to the wider neighbourhood area. 27 attendees were present at the second information session.

Project Website

A link for the project webpage can be found [here](#).

Notification Letters

Notification letters for the first information session were delivered to 326 residents.
Notification letters for the second information session were delivered to 558 residents.

Final Recommendations

Based on feedback received during the virtual information sessions on July 6th and August 10th, the City has agreed to submit an alternative alignment for HONI's review and approval.

Summarized Questions and Concerns from Residents

1. Will the trail be lit?

No. HONI does not permit trail lighting within the corridor.

2. What is the plan to address the low points where the creek flows under the hydro corridor?

Some drainage issues have been noted. The City is working with Transportation and Works department to see if they can have a drain installed. It has been determined that culverts are not required given the existing grades and the trail alignment.

3. What is the plan for the future of the hydro towers?

HONI, the owners of the corridor land, have informed the City that the hydro towers will stay in place for now and into the future.

4. Why can't the trail have a greater setback from the property line?

HONI stipulates the setback from the hydro towers, which has resulted in the trail alignment near the eastern boundary of the hydro corridor.

The proposed trail alignment avoids mature vegetation as much as possible, so that it can be preserved.

Based on the feedback that was received at the two public information sessions, the City will submit a revised alignment that increases the setback between the properties and the trail where the towers are located, for HONI's review and approval.

5. Will the City plant trees along the corridor?

Hydro will not allow the City to plant trees in the corridor, therefore there is no proposed planting. Residents are welcome to plant trees within their property.

6. How will you prevent bicycle speeding?

No speed signs are currently planned for the trail, as the City typically does not install them for multi-use trails. There will be regulatory signs and way-finding signage.

The City will monitor an ongoing signage pilot project on how to handle bicycle speeding, including through signs.

7. Consider the community safety aspect of this trail and how this influx of people roaming around our backyards could be cause for suspicious eyes.

The proposed trail will offer natural surveillance in the context of people using the space, commonly referred to as “eyes on the street”. This means the users in the community are looking out for what is happening on or around the trail while using the trail.

8. Will the project include new fencing along the property line?

There is existing fencing along the hydro corridor boundary. New fencing is not included in this project. Residents are welcome to install a fence on their own property.

9. Will any signage or lines be put on the crossroads (Brooks/Halliday)?

Yes. There will be regulatory signs on the road itself alerting motorist that there is a trail crossing at intersections.

The City will follow up with Transportation and Works to see if pavement markings can be applied.

10. Will there be benches and garbage disposal units?

Yes, there will be benches and garbage disposal units close to every road crossing. There will be 8-10 benches located where they are feasible.

11. Could this trail be wider than 3 metres?

This trail is designed for 3 metres, which is the standard width for trails. This width can carry a lot of both cyclists and pedestrian traffic. There are no plans to widen the trail.

12. Will pedestrians and cyclists be separated in any way?

The 3 metre multi-use trail is for pedestrians and cyclists in both directions, following City standards. There will be no physical barriers to pedestrians and cyclists on the trail. Cyclists can encounter a pedestrian and move around the pedestrian, passing them on the left. Cyclists

should use a bell (or equivalent) to notify trail users when passing. In the same way, a fast-running pedestrian can encounter a slow moving cyclist.

13. What are the construction timelines to complete the trail?

The approximate timelines of construction are up to 6 - 7 months.

14. Will the City still cut the grass and plow snow in the winter?

Yes. When the City builds a trail of this kind, there is a 1.5m buffer of low cut grass next to the trail. The remainder of the corridor will be mowed approximately six times a year.

The trail will be maintained in the winter.

15. Will this trail continue down into Lakeview Village?

The existing Ogden Avenue on-road shared route for cycling connects to Lakeshore Road, the Lakefront Promenade and the waterfront trail. The City's current understanding is that Ogden Ave will extend into the new community, and that the new road will include cycling and pedestrian infrastructure.

16. Will there be barriers to limit access to the trail?

Yes. There will be gates installed that allow pedestrians and cyclists to access the trail and prevent cars from accessing the trail.

17. Will this trail impact the monarch butterfly habitat in the area?

The monarch butterfly's status in Ontario is "Special Concern" meaning the species lives in the wild in Ontario, is not endangered or threatened, but may become threatened or endangered due to a combination of biological characteristics and identified threats.

HONI's current specifications are that the corridor be mowed six times a year. If the trail is completed, the area will be maintained similarly to HONI's current specifications. This project will primarily be along the eastern limits of the corridor, and so the remainder of the area will be undisturbed. More information on the Monarch Butterfly can be found at:

<https://www.ontario.ca/page/monarch>