



## City of Mississauga Pedestrian Master Plan

**Engagement Summary Report**  
Draft – January 2021

# Pedestrian Master Plan



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If you have any questions about this report, please contact:

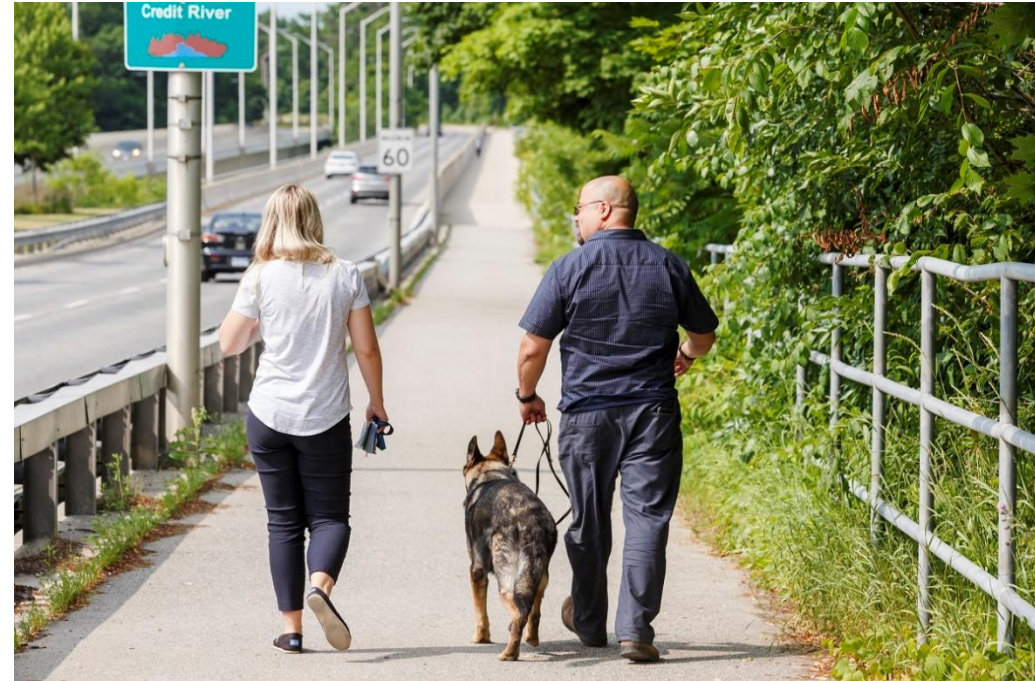
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# I.0 Introduction

The City of Mississauga is developing its first ever Pedestrian Master Plan. The plan will shape how pedestrian connections are designed and implemented across our neighbourhoods, helping to enhance and create safe places for people to walk in Mississauga. The plan will act as a go-to reference for pedestrian infrastructure projects until 2041, supporting the City's commitment to a Vision Zero approach.

The Pedestrian Master Plan is part of the City's broader mobility planning framework, including the Transportation Master Plan, Cycling Master Plan and the Complete Streets Master Plan.

This Engagement Summary Report provides an overview of the key engagement tactics utilized to seek input on the Pedestrian Master Plan, and summarizes the feedback received. Section 2 highlights the engagement process, with summaries of the Online Survey results provided in Section 3 and an overview of the feedback from the Online Community Meeting (Public Information Centre) in Section 4.



## 2.0 Engagement Process

The Pedestrian Master Plan is being completed under the Municipal Class Environmental Assessment Process, initiated in 2019 and scheduled for completion in early 2021 (**Figure 1**). The community engagement process has included both public and stakeholder engagement, with the following key elements:

- Two online surveys hosted on the City's *Have Your Say Mississauga* page
- Presentations to Committees of Council, including the following:
  - Road Safety Committee
  - Environmental Advisory Committee
  - Accessibility Advisory Committee
- An Online Public Meeting to present the draft recommendations and recommended improvements to the pedestrian network across the City
- Posting of the Draft Pedestrian Master Plan for public review (early 2021)



Figure 1 Project Timeline

## 3.0 Online Surveys

Two online surveys were conducted in the course of developing the Pedestrian Master Plan, both of which were hosted on the City of Mississauga's Have Your Say (Engagement HQ) portal project page at [yoursay.mississauga.ca/pedestrian-master-plan](https://yoursay.mississauga.ca/pedestrian-master-plan).

The project page also provided information on the project, including updates and project documentation, a Q&A section, responses to Frequently Asked Questions (FAQs), and contact information for the Project Manager. The results of the surveys are provided in the following sections.

### 3.1 Survey #1: Pedestrian Master Plan Awareness Survey

The first online survey ran from September 15 to October 23, 2020. A total of 554 responses were received, across a range of age groups (8% under 24, 32% 25-44, 19% 45-54, and 41% over 55). The survey was designed to gauge the current preferences and practices related to walking and rolling in Mississauga and inform the potential approaches to improving accessibility as well as choice in the use of pedestrian facilities over other modes of transportation.

The following were key highlights from the survey. More detailed results are provided in the following pages.

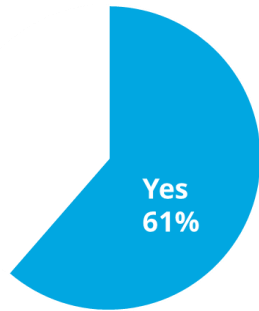
- 61% of respondents walk or roll at least once a day
- 76% of respondents walk or roll at least 30 min or longer
- Most respondents walk or roll to get exercise and health benefits, spend time with family and friends and enjoy the outdoors.
- Most respondents found their top barriers to walking are: roadways are not used properly,

sidewalks and trails are not well-maintained in the winter, weather is not good, they have to walk through dangerous intersections, and there are not enough trails.

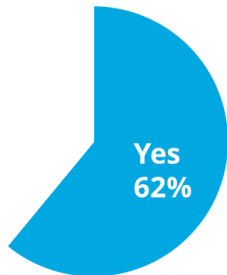
- Most respondents found that to make walking or rolling a better transportation option, actions need to be taken to make it easier to cross the street, ensuring sidewalks are properly maintained year-round and through the provision of more multi-use trails.
- The top five places to build new sidewalks/trails highlighted in the responses are: busy streets, near community facilities, in high-dense areas, where routes connect to a trail and close to transit stops and stations.
- 62% of respondents feel that the implementation of the Pedestrian Master Plan will encourage them to walk or roll more.
- The top ways to share information about the Pedestrian Master Plan are: website, e-Newsletter, social media, and surveys.

## Snapshot of Survey #1 Results

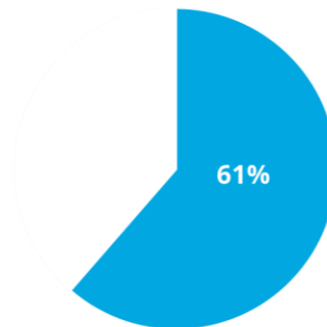
Has COVID-19 Changed Your Transportation Habits?



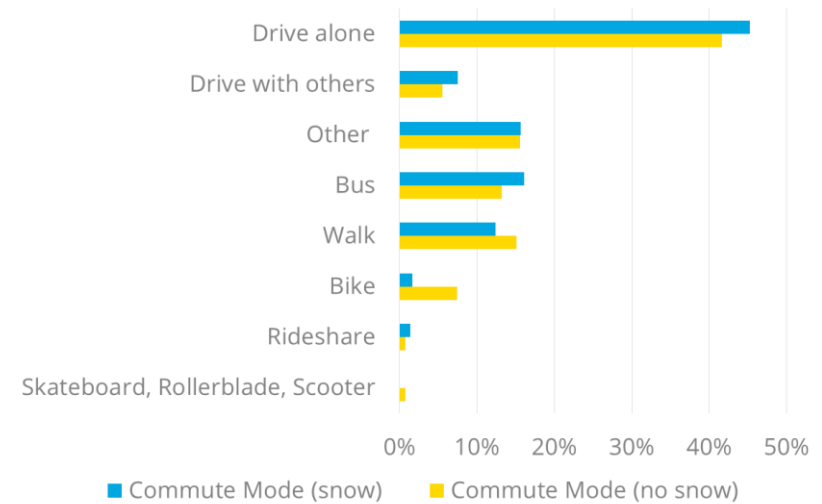
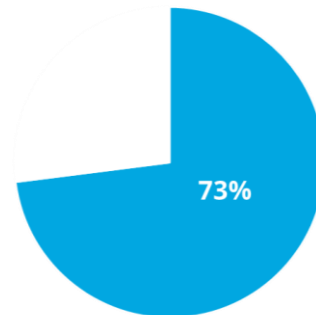
Would Implementing a Pedestrian Master Plan Encourage You to Walk or Roll More Often?



I Walk or Roll at Least Once a Day



I Walk or Roll for at Least 30 mins Every Day



## Snapshot of Survey #1 Results (Continued)

### Top Reasons for Walking



Exercise



Health  
Benefits



Spend Time  
with Friends  
and Family



Enjoy the  
Outdoors

### Top Barriers to Walking



Year-Round  
Maintenance



Roadways Are  
Not Used  
Properly



Weather



Dangerous  
Intersections

### Top Ways to Encourage Walking



Year-Round  
Maintenance



More Multi-use  
Trails



Make it Easier to  
Cross the Street



More Places to  
Stop and Rest



## 3.2 Survey #2: Pedestrian Master Plan Engagement Survey

The second online survey ran from November 3 to November 30, 2020. A total of 154 responses were received, across a range of age groups (15% under 24, 31% 25-44, 25% 45-54, and 29% over 55). The survey presented the draft elements of the Master Plan including the Vision, key recommendations, and criteria for prioritizing improvements.

The draft key themes for the Plan were presented as follows, and input was requested on any missing items:

- *Planning: To improve how pedestrian connections are considered in planning for infrastructure, growth and development*
- *Promotion & Education: Through programs and campaigns, make it easier and safer for people to walk and roll within Mississauga*
- *Design: To develop connected, safe, accessible and comfortable pedestrian facilities that can be used by all residents*
- *Funding & Project Delivery: To put a plan in place that considers how the City will fund and implement the recommendations*
- *Operations and Maintenance: Ensure there are clear, even and smooth sidewalks and trails to support and encourage walking year-round*
- *Evaluation: Review implementation and monitor the success of the Pedestrian Master Plan on an ongoing basis*

The draft prioritization criteria were also presented as follows, and input was sought on any modifications or new criteria to be considered:

- *On busy streets (high/medium traffic)*
- *Near commercial and retail areas*
- *Near community facilities (parks, libraries, community centres, religious centres)*
- *Where there is a connection to a trail*
- *Close to transit stops and stations*
- *High-density areas (high-rises/condos/apartments)*
- *Near employment areas*

The following were key highlights from the survey. More detailed results are provided in the following pages.

- 92% of respondents agreed with the draft Vision (*People in Mississauga will choose to walk knowing they have access to a network of sidewalks and trails that are safe, connected and accessible, enhancing the overall health, vibrancy and quality of life in the city.*)
- Recommendations for adjusting the Vision included:
  - Considering those who don't have alternative transportation modes and focusing on quality of life and making walking and rolling convenient and enjoyable for a full range of activities and needs.
  - Highlighting the year-round need for maintenance of sidewalks and pedestrian facilities.
  - Integrating a focus on transit integration.



- 66% of respondents felt the key themes related to the goals of the Plan were appropriate, and offered no additional suggestions.
- Feedback on the draft key themes included the following recommendations:
  - Considering how multi-modal trips can be supported through planning for pedestrian infrastructure (origin-destination analysis).
  - Engaging with communities where sidewalks are opposed to listen to their input.
  - Providing adequate separation between cyclists and pedestrians, to limit conflict between users on sidewalks and other infrastructure.
  - Developing signage/education campaigns to guide users on routes and provide pedestrian oriented infrastructure to support safety for young and vulnerable users.
  - Improving the pedestrian environment to reduce noise and air pollution exposure.
  - Reviewing speed limits particularly in areas near schools and in consideration of older adults in neighbourhoods
  - Using art, lighting, and placemaking to create more interesting and enjoyable as well as safe pedestrian experiences.
  - Focusing on safety at intersections and larger crossings, and in consideration of women and the experience of black, Indigenous, and people of colour.
  - Embedding equity in the planning process to prioritize improvements in areas where the quality of life would be most impacted.
  - Enhancing access to public washrooms associated with key pedestrian routes and active transportation infrastructure.
- Applying an all-ages and abilities lens to the network.
- Integrating walkability into the design and redevelopment of all neighbourhoods in the city.
- Planning for engagement with a range of groups throughout the course of reviewing, updating, and implementing the Plan.
- Collecting data on pedestrian networks to help inform future improvements.
- 85% of respondents felt that the prioritization criteria covered the items that were important to consider, and offered no additional suggestions.
- Feedback on the prioritization criteria included the following recommendations:
  - Add proximity to retirement centres/ seniors' residences to the criteria.
  - Add 'at Stop signs' to the criteria, where un-signalized crossings are a safety risk.
  - Add proximity to transit stations/stops to the criteria.
  - Add proximity to hospitals/clinics to the criteria.
  - Add 'over bridges' to the criteria.
  - Consider where people feel most unsafe to be a key aspect of prioritization.
  - Consider that pedestrian routes need to be integrated not just near amenities, but within spaces as well.
  - Need to add shade and benches along pedestrian routes to provide places for rest.
  - Another element for prioritization would be to add crossing guards at key intersections and busier streets to support school access.

## 4.0 Online Community Meeting



The Online Community Meeting was held on Thursday November 12<sup>th</sup>, 2020 as a virtual event hosted on the Webex platform from 6:00pm-8:00pm. This event served as the Public Information Centre (Statutory consultation) for the Pedestrian Master Plan. The virtual format was adopted to comply with current Public Health guidance in place during the COVID-19 pandemic, and to accommodate the maximum possible number of

participants. The purpose of the session was to present an overview of the project purpose, describe the context for pedestrian connectivity in Mississauga, describe the issues and opportunities for the Plan to address, and present the proposed approach to creating a complete pedestrian network across the City and to prioritizing improvements as the Plan is rolled out. A total of 27 participants attended the virtual event.

A presentation was delivered by the City of Mississauga's Project Manager, Jacqueline Hunter, and the Consulting Team Lead, Sarah Freigang of Urban Systems Limited.

The presentation was followed by a question-and-answer (Q&A) session. A virtual interactive session was then held, to review a set of key questions on the Draft Pedestrian Master Plan. Attendees provided input via the Webex chat, and by speaking to the group in turn using the raised hand function. These portions of the meeting were facilitated by Zahra Jaffer of Dillon Consulting Limited, with support from Nicole Beuglet and Miriam Bart. Lin Rogers, the Manager of Transportation Projects for the City of Mississauga was also in attendance to answer questions from the audience.

An Engagement HQ survey was set up that mimicked the questions explored in the facilitated session during the meeting, to offer an alternative channel for receiving feedback on the Draft Plan.

Section 3.1 of this report provides a summary of the Q&A portion of the event, and Section 3.2 provides an overview of the feedback received through the interactive session that followed. A copy of the Presentation slide deck for the meeting is provided in **Appendix A**.

## 4.1 Q&A Session Summary

This section provides a summary of the Q&A session held following the presentation during the Online Community Meeting.

- **What are the current/future anticipated impacts in funding available to achieve this plan?**
  - With a new funding request, Council would be responsible for approving the budget. The top prioritized items would amount to approximately \$4 to 5 Million per year, which would result in a marginal increase in the residential tax rate (approx. 0.25%).
  - There is also the opportunity through new and infill development to fill in the gaps identified in the Pedestrian Master Plan.
- **How will the City work to ensure that the targets of the Pedestrian Master Plan will be met?**
  - The strategy to implementing the Pedestrian Master Plan is similar to the Cycling Master Plan. The City is committed through the Transportation Master Plan to improving the access to different modes and supporting choice of mobility across the City and is looking at doing this through the Capital Planning process to make cycling and walking competitive as a means of moving through Mississauga.
- **Are there any plans to improve intersection safety through pedestrians by changing the timing of lights to give pedestrians a walk signal a few seconds before drivers get a green light?**
  - Yes, there is a specific action in the Plan related to adjusting the pedestrian crossing time to better accommodate crossing movements and improve safety. There are several recommended improvements targeting intersections to support pedestrian comfort and safety. The City welcomes specific requests to be brought forward by calling 3-1-1, and these can be raised in advance of the Pedestrian Master Plan being approved. You will see more about this as we work to advance Vision Zero, which is underway. We also have a road safety committee and road safety group that stems from the transportation group.
- **Does prioritization of sidewalks and cycling infrastructure utilize data on counters and "heat maps" (that is, where people are actually moving) as well as future density?**
  - While count data specifically was not gathered, in developing the Plan the Consultants reviewed key areas like the Downtown, community nodes, major nodes, and other destinations (parks, schools, transit stations) that are pedestrian generators. We understand that by virtue of the function of those locations

they have associated higher pedestrian traffic. The also conducted walking potential analysis (accounts for topography, connectivity, land use etc.). This analysis helped inform which neighbourhoods should be prioritized based on likelihood of seeing more pedestrian trips. One of the specific actions in the Plan is to install counters in key locations and track the data over time to understand if there are increasing pedestrian volumes along certain routes.

- **How will the plan account for keeping sidewalks and intersections safe in the winter?**
  - The City is looking at best practices for winter maintenance. Sidewalks in the city are cleared on a prioritization basis, often through by-law requirements. We will have an action item that will address how to monitor and ensure that sidewalks are cleared throughout the year and identifies responsibility for clearing it within designated timelines. There is also an action for reviewing current procedures, operations, equipment, resources and funding within the City's jurisdiction.
- **Most driver to pedestrian collisions occur at right hand turns, is the Pedestrian Master Plan going to address these key higher risk areas such as turning movements and slip lanes?**
  - Yes, the Plan will be providing intersection design recommendations to enhance safety for pedestrians. The City will also review ongoing hotspot collision locations. This means ongoing monitoring of those locations and developing mitigation measures for the city to undertake. The City has also hired a Vision Zero leader (working to eliminate collisions with vulnerable

users) and is undertaking a detailed study which will draw on recommendations from the Pedestrian Master Plan. More information will be provided through the City's website and Twitter account as it becomes available.

- **What percentage of road spending will be allocated prioritizing sidewalk improvements?**
  - We have a significant amount allocated for road spending. This is because we have a significant number of roadways of various classifications. Total spending looks at new roads, road rehabilitation (including repaving and any maintenance or new sidewalks within road corridor). The specific percentage allocation for new sidewalks can be provided upon request.
- **Are we exploring heated pavement using electric induction or heated fluid beneath pavement, within community node areas (like malls, village neighbourhoods, and the downtown core?). We need to get on a serious salt diet as part of best practices.**
  - We consider this as an option but have not made specific recommendations in this regard, especially since there are several de-icing treatment options other than salt. We are looking to reduce impact to the environment, and will take this suggestion back and consider how else we can work to reduce salt use through the Plan.
- **Will the city's dashboard/reporting on pedestrian data include items that correlate to Vision Zero**

### **(monitoring collisions and deaths)?**

- As part of the monitoring program of the plan, we will develop metrics for evaluation. There will be several that the City can consider how to report on, they can be presented in a variety of different ways.
- **How successful has the City of Mississauga been with the new Pedestrian Crossovers that have been installed? Are motorists obeying them?**
  - The initial rollout began last year and the City plans on implementing more. While specific data is not on hand with the Staff members present today, more information can be provided upon request to the City.
- **Will anything be done with right turning vehicles at crossrides and crosswalks as more and more crossrides are being added on our streets? Many vehicles are on the crossride and or crosswalk when it's pedestrian/cyclists right of way.**
  - As part of the Pedestrian Master Plan, the intersection safety-related actions are intended to support a shift in driver behaviour. The City will also work through the Council Road Safety Committee and the Road Safety Group within the Traffic Safety Group to continue to address these concerns.
- **Have we considered the financial implications of lost work productivity, negative health and safety**

### **outcomes and alternative polluting and expensive modes to travel, without these paths?**

- In developing the Pedestrian Master Plan, the Consulting Team has tried to understand and highlight the known benefits of walking, comfortable and safe pedestrian environments, as well as how that impacts mental health, physical health, sense of belonging and community health. This has not been quantified with specific cost-benefit analysis, however, there is a recommendation to work with academic institutions to gather data and consider the overall benefits of improved pedestrian safety, connectivity and access.
- **Would the additional sidewalk network be taking up existing pavement or green space/grass?**
  - The overall plan is looking at the key gaps in the pedestrian network at a high level, and does not have specific details on any impacts to the right-of-way. The implementation of improvements may require taking up road space or acquiring property, which will be reviewed in closer detail in future stages of rolling out the Plan.
- **Are there any specific educational tools or design strategies to make pedestrians aware about sharing multi-use trails with cyclists?**
  - Yes. There will be a couple of actions associated with this Plan; some of which came from the Cycling Master Plan. For example, additional space to separate pedestrians and cyclists should be considered to future proof the trail if volumes increase over time and the

design threshold for separation is reached. We also have several actions related to education and awareness and the behavior of all users.

- **How much safer would our sidewalks be for the people with disabilities? Any new strategies introduced in this plan?**
  - Accessibility is an overarching principle and goal of the plan. There are actions under the design theme of the plan that address driveways, intersections, and key elements of the network that were informed by best practice research.
- **Has there been consideration on air quality along pedestrian corridors, esp. those adjacent to major roadways? I would suggest the health benefits from walking get negated by the amount of carcinogen exposure.**
  - We are trying to recognize that there are streetscape enhancements that can be done to make the pedestrian environment more safe, inviting and healthy. These include landscaping, tree planting, and bioswales that support environmental goals and improve air quality, as well improving the experience for pedestrians.
- **How will the measures in the plan connect with efforts to increase the use of public transit and improve public health?**
  - The connection between pedestrian networks and transit access is a key aspect of the Pedestrian Master Plan, with specific actions identified related to working with transit

authorities to improve access to transit amenities, and the City is looking at examining all non-accessible transit stops and working to make them fully accessible.

- **What is the City doing to specifically engage the following audiences that rely on walking and cycling beyond recreation: students, newcomers to Canada, and lower income communities?**
  - A stakeholder communications list was compiled at the outset of the project to encourage participation from a range of groups and diversity of residents in Mississauga. The City has also used its Twitter account and the Have Your Say project page to raise awareness about the Pedestrian Master Plan and opportunities to participate. There are a few action items that speak to working with a range of groups in designing the solutions to operationalize the Plan.
- **How will the City support the Region of Peel's School Travel Planning program implementation to encourage more elementary and secondary students to walk and roll to school?**
  - Schools have been identified as one of the priority areas for improving access to comfortable and safe pedestrian infrastructure. One of the actions in the Pedestrian Master Plan is to continue to work with Peel Region on the Safe and Active Routes to School program. This is a joint committee that consists of members from the School Boards, Region, City of Brampton, Town of Caledon, and City of Mississauga Staff.



## 4.2 Interactive Activity & Online Survey Responses

The interactive portion of the Online Community Event included a discussion around three main questions related to the Vision, Recommendations, and Prioritization Framework for the Pedestrian Master Plan.

### **Question 1: What do you think of the vision for the Pedestrian Master Plan?**

*Draft Vision: People in Mississauga will choose to walk knowing they have access to a network of sidewalks and trails that are safe, connected and accessible, enhancing the overall health, vibrancy and quality of life in the city.*

#### **Comment Summary:**

- The vision should be encompassing of how we move around as pedestrians, particularly highlighting the issue of safety and interconnection with neighbouring municipalities.
  - Consider modifying the Vision to be simpler, use the word 'we' instead of people, and include the element of making walking an enjoyable or exciting experience by adding the word 'interesting'.
  - Consider including the idea of using the pedestrian network to connect destinations and get people to where they want to go in the Vision statement. The pedestrian network also needs to be linked to the form and function of neighbourhoods and communities.
- Vision Zero will bring this together holistically and connect the different actions and bring them to fruition.
  - Include the importance of walking as a cost-effective health measure, to reinforce the connection to public health.
  - People in Mississauga will choose to walk when they know how to navigate the city and feel comfortable/able to access a network of safe, connected and accessible sidewalks, enhancing the overall health, vibrancy and quality of life in the city.

## Question 2: Looking at the key recommendations, are there any additional themes to be considered?

### *Draft Key Themes in the Pedestrian Master Plan:*

- *Planning: To improve how pedestrian connections are considered in planning for infrastructure, growth and development*
- *Promotion & Education: Through programs and campaigns, make it easier and safer for people to walk and roll within Mississauga*
- *Design: To develop connected, safe, accessible and comfortable pedestrian facilities that can be used by all residents*
- *Funding & Project Delivery: To put a plan in place that considers how the City will fund and implement the recommendations*
- *Operations and Maintenance: Ensure there are clear, even and smooth sidewalks and trails to support and encourage walking year-round*
- *Evaluation: Review implementation and monitor the success of the Pedestrian Master Plan on an ongoing basis*

### **Comment Summary:**

- Lighting use in local neighbourhoods needs to consider impacts to wildlife, and work to mitigate these as much as possible. Lighting should also be designed to suit changes in seasonality, and support access during the nighttime as well.
- Design needs to be inclusive and consider all ages and abilities. We often design things to suit the way we wish we are - young, fit, able bodied – so we need to consider different abilities.

- Consider a change to the Design symbol to show two separate users – an active wheelchair user and a person walking.
- In general, the design principles need to be about the pedestrian environment, rather than the facilities, and take a more public health oriented approach, moving away from technical descriptions of the facilities and focusing on user experience and health.
- Beautifying the infrastructure will increase the amount of people using it, for example with more trees for shade, sidewalk art that also educates people, etc.
- Being able to move freely and safely outdoors year-round should be a choice available to everyone in Mississauga, integrating lessons learned from the COVID-19 pandemic.
- While efficiency is often the focus of implementation, we need to be bold and ambitious with our priorities and how we evaluate success - we need to consider health outcomes, safety, etc.
- Newcomers to Canada need to be included in the conversation around the prioritization of projects and the design of pedestrian infrastructure.
- The time horizon of the Pedestrian Master Plan (20 years) is a long time. It is important to reassess the priority of projects in the plan every 5 years, as people, city, culture, and technology change and might have implications on the implementation of the Plan.

### **Question 3: Does the approach to identifying gaps in the network based on the proposed criteria make sense?**

#### *Draft Prioritization Criteria for Locating Pedestrian Improvements:*

- *On busy streets (high/medium traffic)*
- *Near commercial and retail areas*
- *Near community facilities (parks, libraries, community centres, religious centres)*
- *Where there is a connection to a trail*
- *Close to transit stops and stations*
- *High-density areas (high-rises/condos/apartments)*
- *Near employment areas*

#### **Comment Summary:**

- Change the term 'near' to 'near and at' or 'near and through'.
- Add 'near senior residences' to the list of criteria.
- Add 'near employment areas' to the list of criteria.
- Add a criterion related to integration with public transit.
- A key priority should be to create interesting places for people to walk to
- Consider how we can unlock areas that have been blocked off to encourage walking and connections.
- Consider how people move within spaces as well as between spaces, such as through parking lots.
- Desire lines are important for capturing where people might walking in non-official areas, so

they aren't counted in the official counts. Desire lines may also indicate where marginalized communities are walking, those who aren't at meetings such as this. This also ties to the environment, where erosion could negatively impact the infrastructure. Could empower people by recognizing where they are walking. Utilize winter and snow.

- Consider how we approach community accessibility and growth, and the need for supporting pedestrian infrastructure. For example, could we consider a ward-by-ward approach, or fully connecting N-S routes or E-W routes as a start.

# **APPENDIX A**

## **Online Community Meeting Presentation**

November 12, 2020



## Pedestrian Master Plan



# WELCOME!

# Online Community Meeting

Thursday November 12, 6pm-8pm



# Agenda

- Welcoming Remarks and Housekeeping
- Presentation
- Q&A
- Discussion Activity
- Closing





# Meeting Guide



Project overview



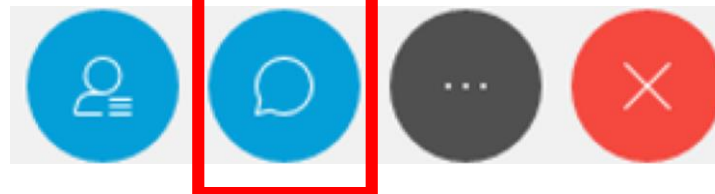
Approach and key recommendations



Participants will be on mute during the main session



Use the chat bar to ask questions



Q/A at the end of the Presentation followed by an Activity Session for a more focused discussion

**Take the Survey!**

[yoursay.mississauga.ca/pedestrian-master-plan](https://yoursay.mississauga.ca/pedestrian-master-plan)



# Background

## Mississauga Transportation Master Plan

May 2019







# What is the Pedestrian Master Plan?

- Long-term **plan** for walking in Mississauga
- Pedestrian and walking related **policies and programs**; and
- Pedestrian **infrastructure design standards**







# Who is a Pedestrian?

- The term pedestrian and the act of walking includes:
  - People walking for any reason regardless of trip length
  - It includes people walking dogs, jogging and people using mobility devices such as wheelchairs, walkers and strollers etc.







# What is the Pedestrian Network?

Infrastructure elements used by pedestrians such as **sidewalks, crossings, and crosswalks** at intersections and elsewhere, **walkways** between roads, and **multi-use trails**.



# Project Progress



Project  
Launched  
**Winter 2019**



Technical Work  
**Spring 2020**

Public Launch  
**September 2020**

Community and Stakeholder  
Engagement

**October/November 2020**



Refine  
Recommendations  
and Finalize the Plan  
**Fall 2020**



Project  
Completion  
**Early 2021**

# Community & Stakeholder Engagement



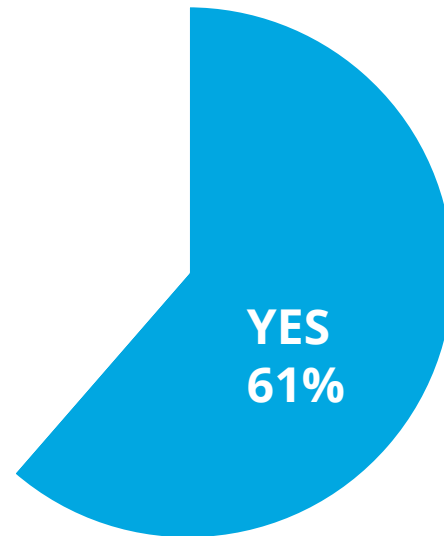
- **Survey #1** (October)
- **Committee Meetings** (October)
  - Road Safety Committee
  - Accessibility Advisory Committee
  - Environmental Action Committee
- **Survey #2** (Online now!)
- **Online Community Meeting**

# What We Have Heard

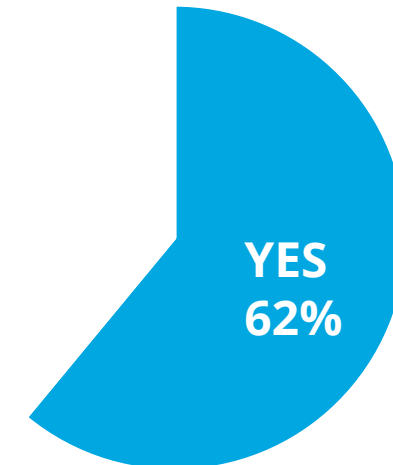
## Results of Online Survey #1 (October 2020)

Total Participants: 550

Has COVID-19 Changed Your  
Transportation Habits?



Would Implementing a Pedestrian  
Master Plan Encourage You to Walk  
or Roll More Often?

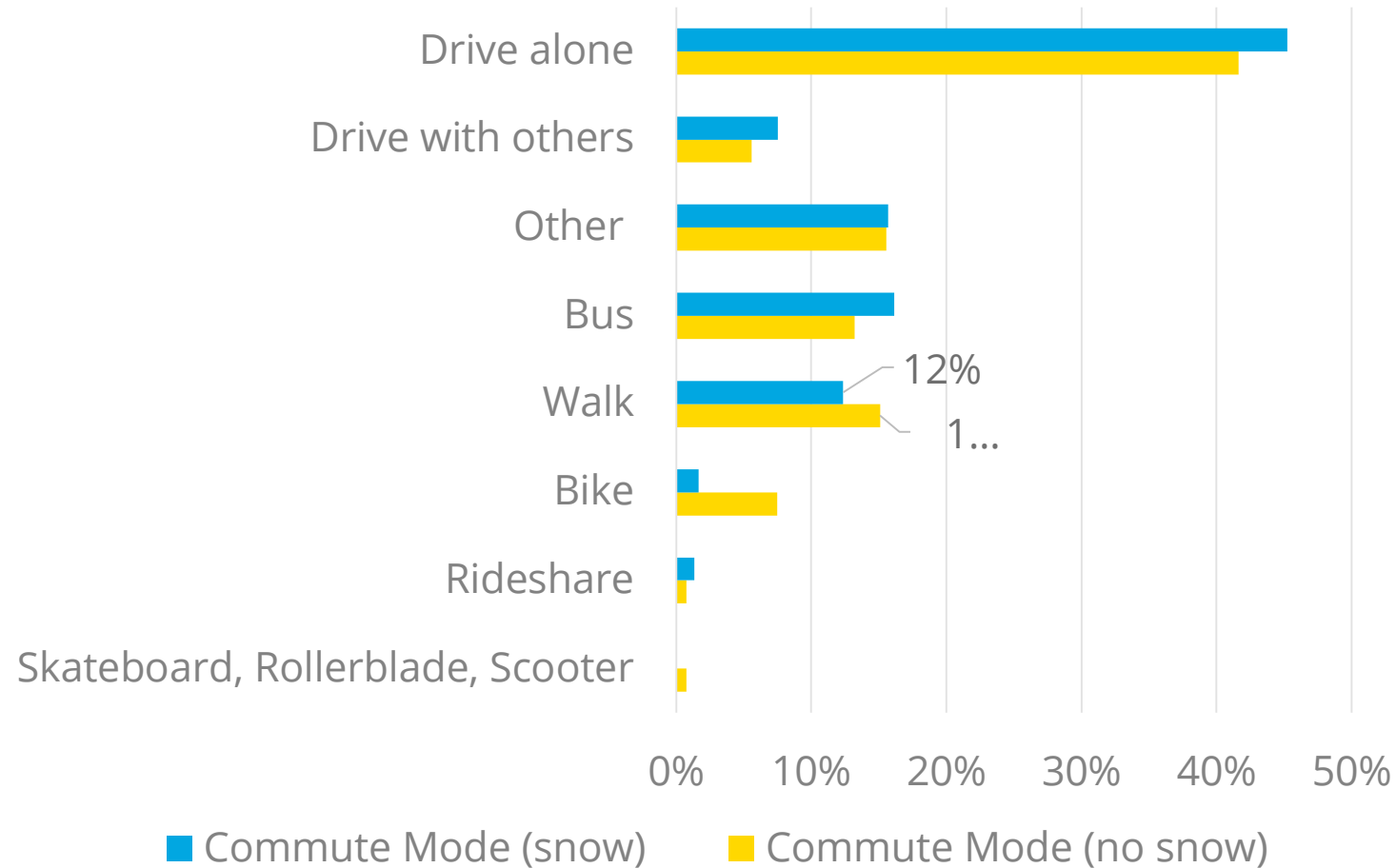






# What We Have Heard

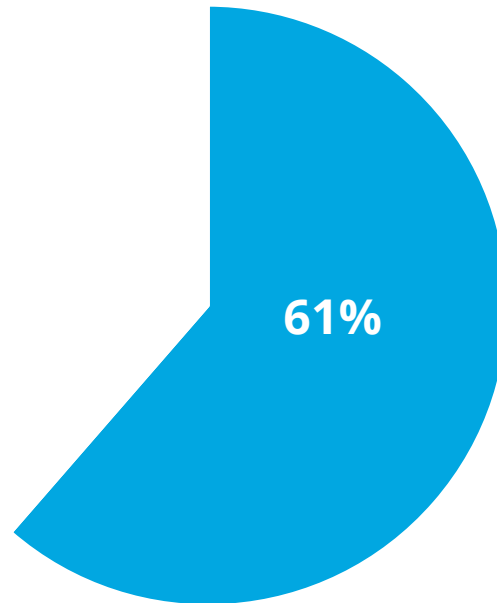
## Results of Online Survey #1 (October 2020)



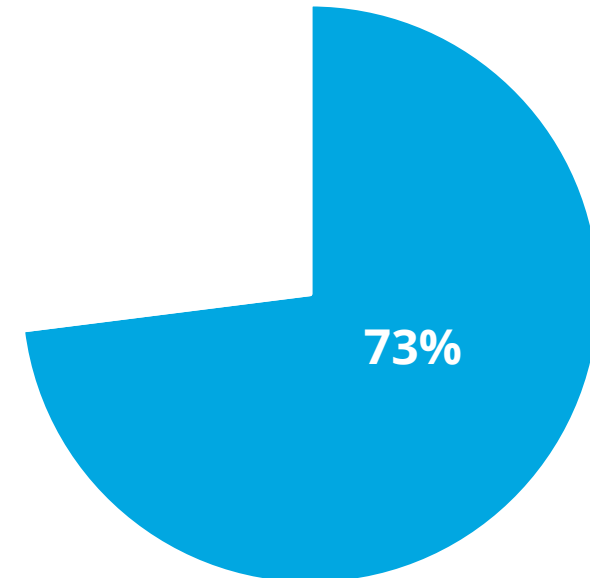
# What We Have Heard

## Results of Online Survey #1 (October 2020)

I Walk or Roll at Least Once a Day



I Walk or Roll for at Least 30 mins Every Day



# What We Have Heard

## Results of Online Survey #1 (October 2020)

### Top Reasons for Walking



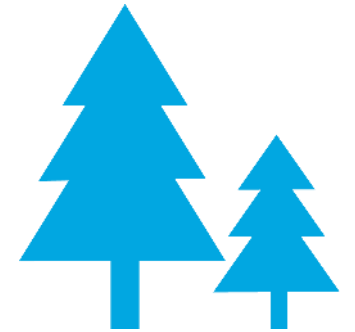
Exercise



Health  
Benefits



Spend Time  
with Friends  
and Family



Enjoy the  
Outdoors

# What We Have Heard

## Results of Online Survey #1 (October 2020)

### Top Barriers to Walking



Year-Round  
Maintenance



Roadways Are  
Not Used  
Properly



Weather



Dangerous  
Intersections

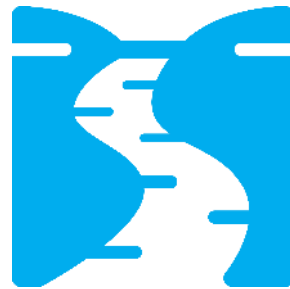
# What We Have Heard

## Results of Online Survey #1 (October 2020)

### Top Ways to Encourage Walking



Year-Round  
Maintenance



More Multi-use  
Trails



Make it Easier to  
Cross the Street



More Places to  
Stop and Rest

# What We Have Heard

## Results of Online Survey #1 (October 2020)

### Top Places to Build More Sidewalks



Busy Streets



Near Community  
Facilities



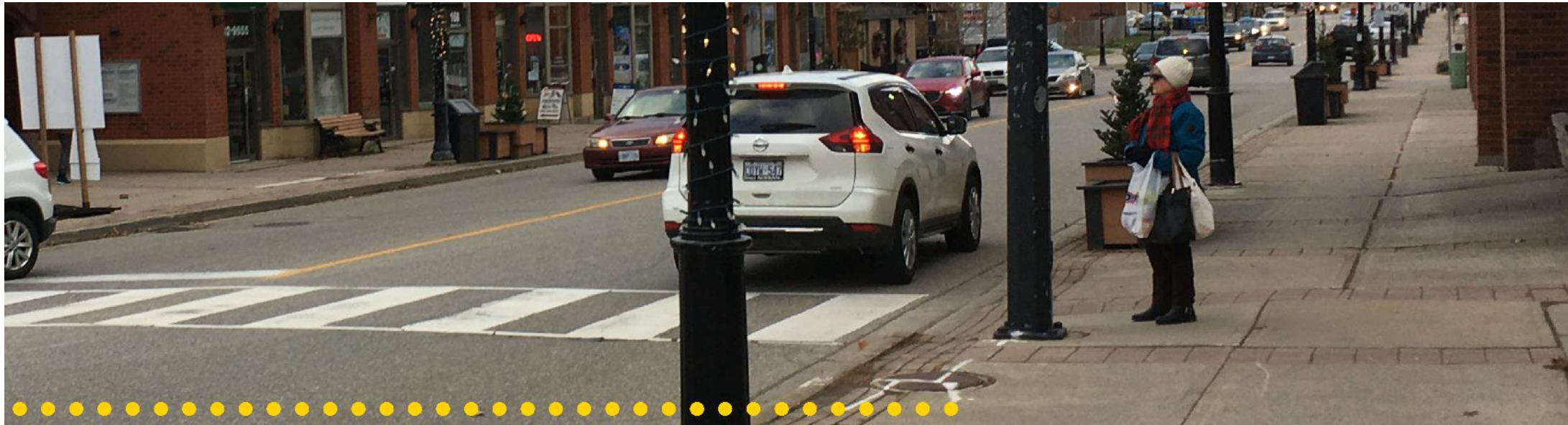
Dense and  
Mixed-use Areas



Connects to  
Trails and  
Transit

# Pedestrian Master Plan Vision

People in Mississauga will choose to walk knowing they have access to a network of sidewalks and trails that are safe, connected, and accessible, enhancing the overall health, vibrancy, and quality of life in the city.







# Pedestrian Master Plan Goals

- Make walking safer and more comfortable
- Build sidewalks and trails that are connected and accessible
- Encourage walking as part of an active and healthy lifestyle
- Increase the number of walking trips in Mississauga



# Plan Themes



# Plan Framework

Vision

People in Mississauga will choose to walk knowing they have access to a network of sidewalks and trails that are safe, connected, and accessible, enhancing the overall health, vibrancy, and quality of life in the city

Goals

Make walking safer and more comfortable

Build sidewalks and trails that are connected and accessible

Encourage walking as part of an active and healthy lifestyle

Increase the number of walking trips in Mississauga

Themes



Recommendations and  
Actions

Implementation

n



# Planning



Build on the relationship between how the City grows and develops, work with other agencies and jurisdictions, and create great places to walk.



# Planning



Build on the relationship between how the City grows and develops, work with other agencies and jurisdictions, and create great places to walk.

## *Sample Recommendations & Actions*

- Work with other agencies to ensure **pedestrian connections across jurisdictional borders are well integrated**
- Implement pedestrian projects as part of **new City infrastructure projects**
- Provide pedestrian **amenities and features** that make the street inviting
- Require developers to ensure **developments enhance the pedestrian experience and public realm**
- Conduct **pilot projects** and make projects permanent where appropriate



# Design



Design connected, safe, accessible, and comfortable pedestrian facilities that can be used by all residents.



# Design



Design connected, safe, accessible, and **comfortable** pedestrian facilities that can be used by all residents.

## *Sample Recommendations & Actions*

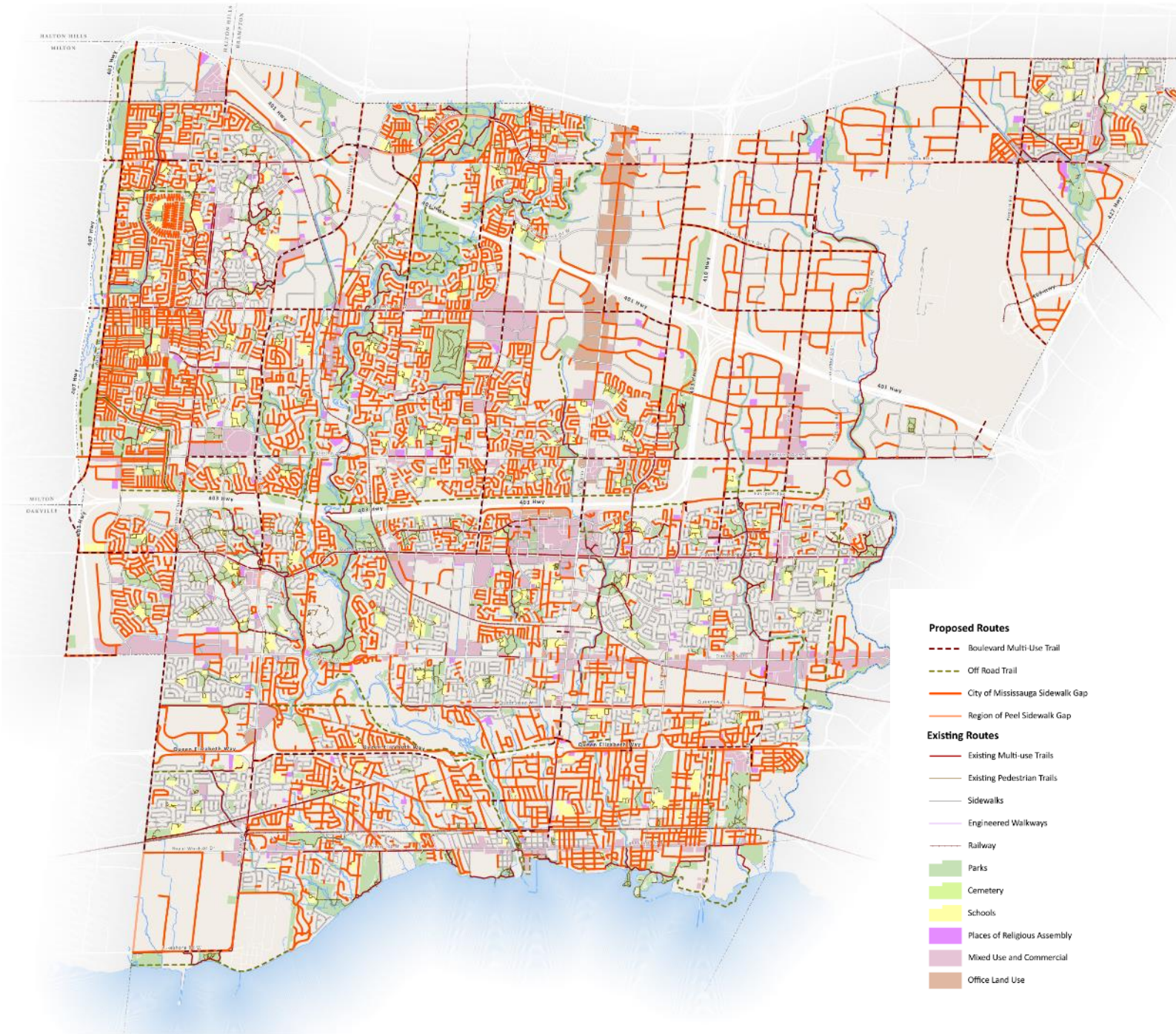
- **Eliminate all gaps** in the sidewalk network
- Review and update **sidewalk requirements**
- Continue to work towards Vision Zero and **eliminating all pedestrian fatalities and injuries** due to motor vehicle collisions
- Develop guidelines for **installing lighting** along off-road trails
- Design pedestrian projects using **age, gender, race and accessibility lenses**
- Track and monitor the impacts of COVID-19 and look for opportunities to create a **flexible, safe and resilient pedestrian network**



# Design



**Action:**  
Eliminate all  
gaps in the sidewalk  
network





# Design



## Action:

Update the process for prioritizing new sidewalks based on road classification and connections to destination



Busy Streets



Near Community Facilities  
(schools, parks, libraries)



Dense and Mixed-use  
Areas and where  
there is a need



Connects to Trails and  
Transit and where there  
are gaps in the network

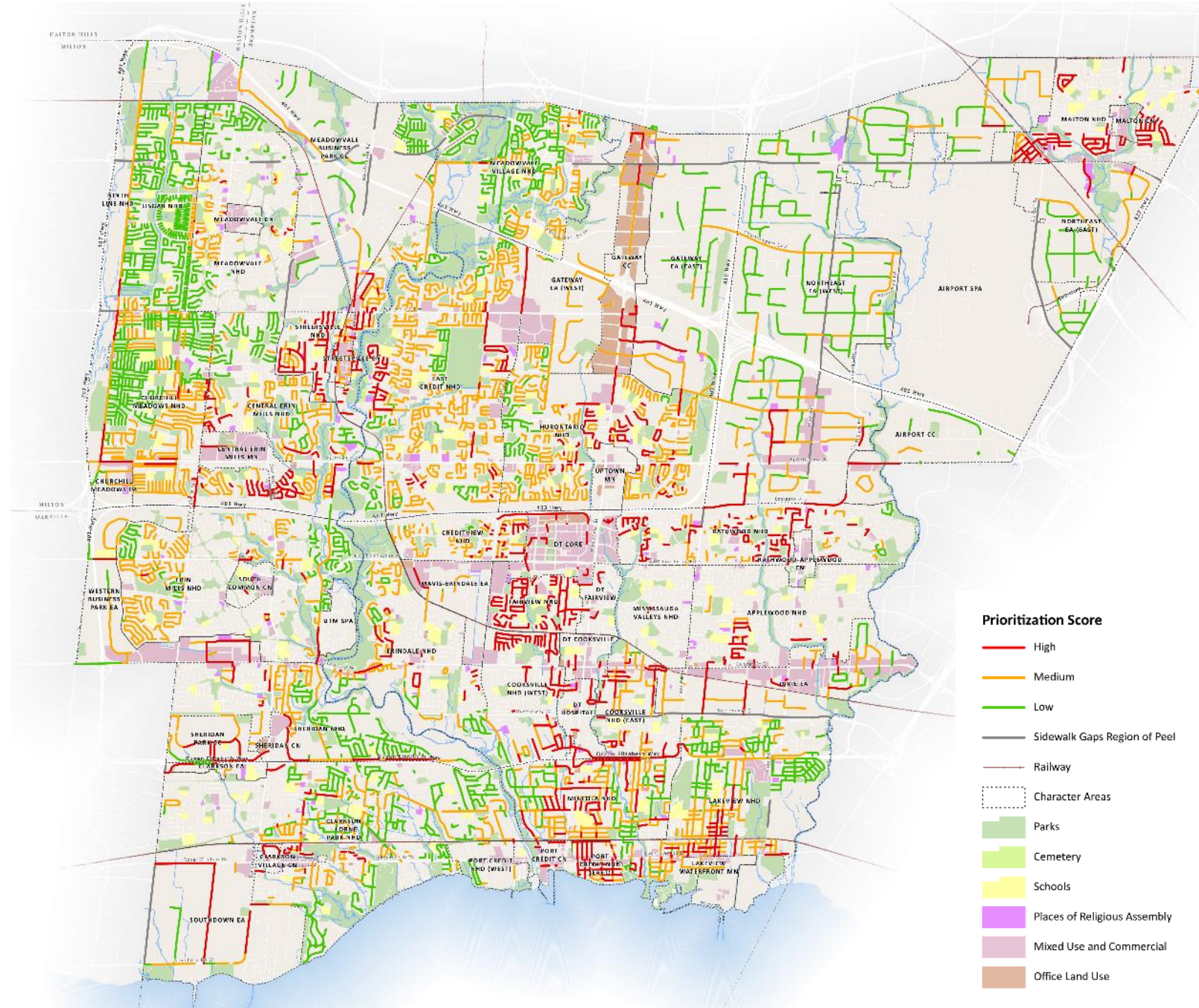




# Design



**Action:**  
Update the process for prioritizing new sidewalks based on road classification and connections to destination

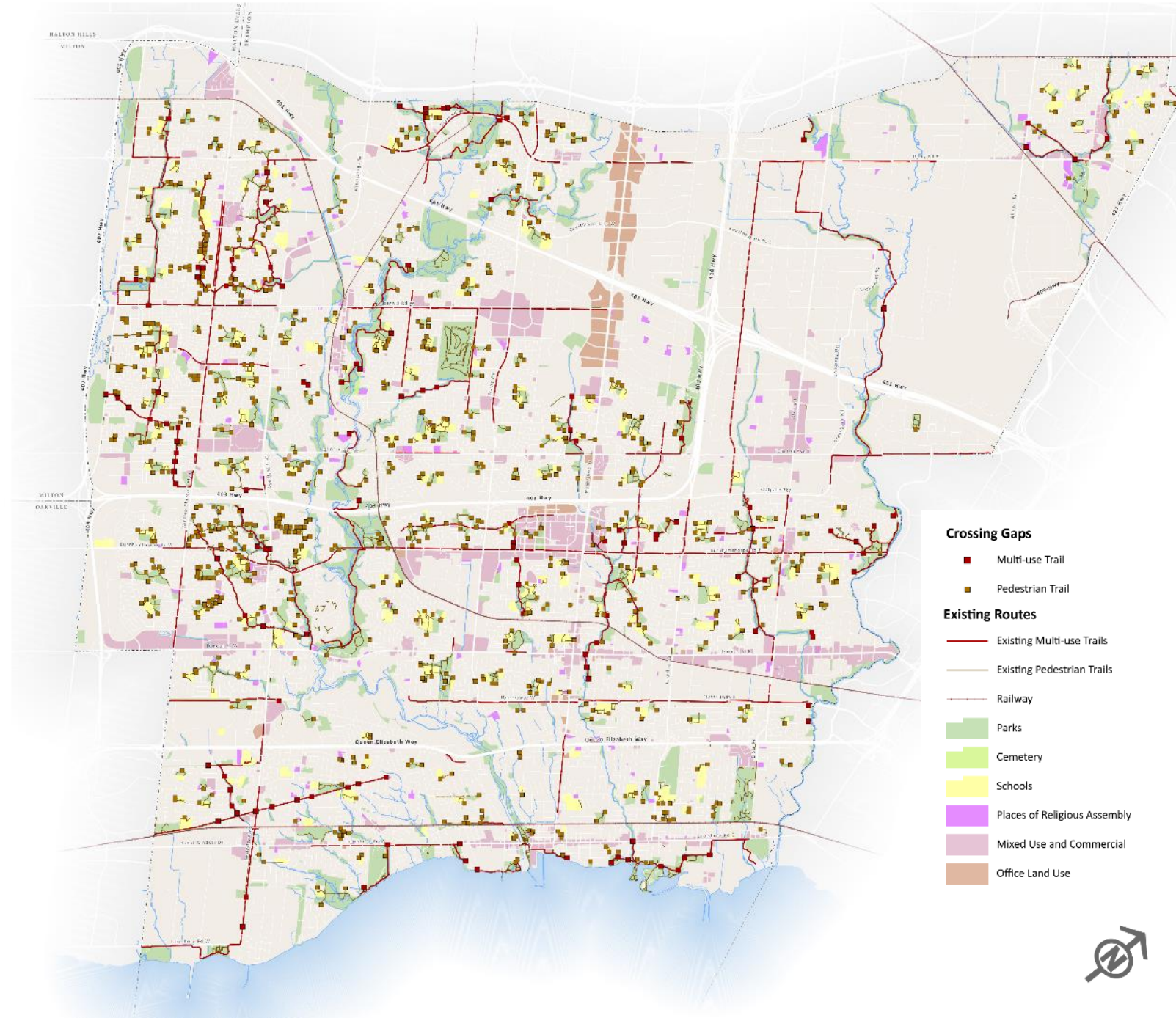




# Design



**Action:**  
Review identified crossing gaps and develop a plan to install controlled crossings.





# Funding & Project Delivery

Provide direction on how the City will fund and implement the Master Plan

## *Sample Recommendations & Actions*

- **Increase the budget** to implement the recommended actions in the Plan
- Pursue funding from **all available grant sources**
- Expand **internal and external human resources** to implement Pedestrian Master Plan projects.
- **Assess and prepare for future** staff, consultant, operations and capital funding needs as projects arise







# Promotion & Education

Support educational programs, promotional events and materials, maps and signage that make it easier and safer for people to walk.





# Promotion & Education

Support educational programs, promotional events and materials, maps and signage that make it easier and safer for people to walk.

## *Sample Recommendations & Actions*

- Deliver information on the **benefits of walking**
- Promote and support the Region of Peel's **School Travel Planning program**.
- Provide **pedestrian wayfinding**
- Continue to support and develop municipal programs to **promote walking and improve neighbourhood safety**







# Operations & Maintenance

Ensure there are clear, smooth, and even sidewalks and trails to support and encourage walking year-round. In addition, walking facilities should be accessible and usable by all.





# Operations & Maintenance

Ensure there are clear, smooth, and even sidewalks and trails to support and encourage walking year-round. In addition, walking facilities should be accessible and usable by all.

## *Sample Recommendations & Actions*

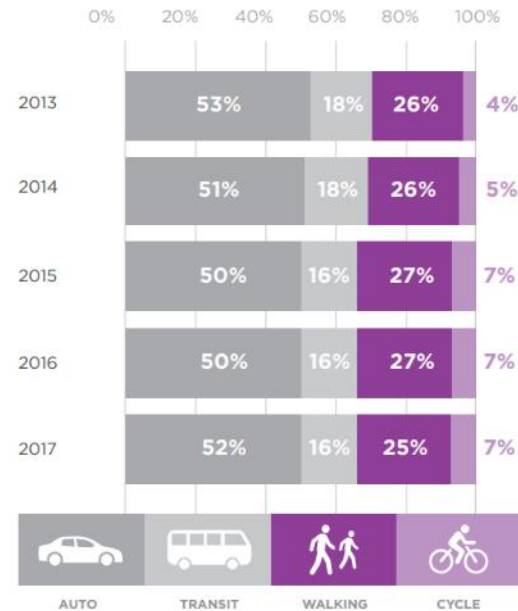
- Complete an inventory of sidewalk quality and prioritize upgrades
- Continue to promote the **Pingstreet mobile app**
- Review and update guidance on maintenance and **snow removal programs** and practices for sidewalks and trails
- Ensure **accessible detours** are provided for pedestrians during construction and maintenance





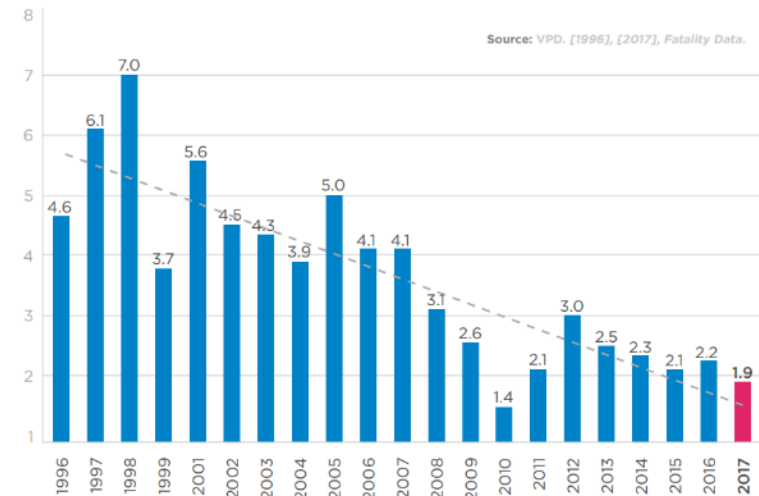
# Evaluation

Monitor and review how the Pedestrian Master Plan is being implemented, the number of people walking in the community, and the health outcomes associated with more walking and physical activity.



## TRAFFIC RELATED FATALITIES 1996-2017

Per 100,000 (Vancouver Residents)





# Evaluation

Monitor and review how the Pedestrian Master Plan is being implemented, the number of people walking in the community, and the health outcomes associated with more walking and physical activity.

## *Sample Recommendations & Actions*

- Develop a **pedestrian count program**
- Continually update and report on the **inventory of pedestrian infrastructure**
- Work with other agencies to measure **health outcomes** as the Plan is implemented
- Prepare an **annual report** on pedestrian count data and other monitoring indicators

# Implementation

The plan establishes a long-term framework with a primary focus on high priority projects

- Full Network – 1,167 km of new sidewalks
- High Priority Network – 232 km of new sidewalks

Current annual budget for sidewalks is \$1,500,000 this results in approximately 4 kilometres of new sidewalks a year





# Implementation

## High Priority Network – 232 Km

Scenario	Length (km/year)	Years to Complete	Yearly Funding Allocation
A (Current)	4	62	\$ 1,500,000
B	8	30	\$ 3,097,230
C	12	20	\$ 4,645,845
D	23	10	\$ 9,291,690

- Proposing recommending Scenario C
- Installing 12km of new sidewalks a year



# Next Steps

- Community and Stakeholder Engagement
- Refine recommendations and actions
- Prepare Pedestrian Master Plan document
- Report to Council for endorsement







Q&A

[yoursay.mississauga.ca/pedestrian-master-plan](https://yoursay.mississauga.ca/pedestrian-master-plan)



# Q&A

Option 1: Use the chat bar to ask questions

Option 2: Raise your hand and the facilitator will unmute you so you can speak

The screenshot shows the Cisco Webex Events interface. At the top, the title bar reads 'Cisco Webex Events'. Below it is a menu bar with 'File', 'Edit', 'View', 'Communicate', 'Participant', 'Event', and 'Help'. The main area displays a large circle with the text 'ME' in the center. At the bottom, there is a toolbar with several icons: a microphone, a screen share icon, a participants list icon, a chat icon, a menu icon (three dots), and a red 'X' button. Red dashed lines with numbers point to these icons: '1. Participants list' points to the participants list icon, '2. Raise hand' points to the raise hand icon (a hand with a raised index finger), and '3. wait for microphone activation' points to the microphone icon. On the right side, there is a 'Participants' sidebar. It has a search bar and a list of participants. Under 'Panelist: 1', there is 'Matthias Jo... Host'. Under 'Attendee:', there is 'Matthias Josef Eder Me'. At the bottom of the sidebar, there are two buttons: '> Chat' and '> Q&A'. The 'Chat' button is highlighted with a red rectangle.

1. Participants list

2. Raise hand

3. wait for  
microphone  
activation

# ACTIVITY SESSION

**Or take the Survey!**  
[yoursay.mississauga.ca/pedestrian-master-plan](https://yoursay.mississauga.ca/pedestrian-master-plan)

[yoursay.mississauga.ca/pedestrian-master-plan](https://yoursay.mississauga.ca/pedestrian-master-plan)





# Pedestrian Master Plan



# THANK YOU!

## Online Community Meeting

Thursday November 12, 6pm-  
8pm