APPENDIX A

POLICY, PLANNING & STANDARDS REVIEW

MISSISSAUGA

Pedestrian Master Plan


CONSTRUCTION
SIDEWALK CLOSED PEDESTRIANS USE OTHER SIDEWALK

CONTENTS

1.0 INTRODUCTION

This document provides an overview of the existing policies, by-laws, and design standards that are currently in place to plan, design, and maintain the City's pedestrian network. The review of these documents helped to shape the recommendations and actions of the Pedestrian Master Plan.

This summary document can be used a reference guide for the various regional partners and municipal departments that work on components of the pedestrian network within the City of Mississauga. This summary is broken down into three sections:

- **Transportation Plans, Policies and By-laws:** This section outlines the existing transportation planning and policy documents that influenced the development of the Pedestrian Master Plan (municipal and regional). Based on the review of existing programs, recommended actions related to planning were identified (Section 4: Recommended Actions).
- **Community Planning and Design Guidance**: This section outlines the existing community planning and urban design standards and guidance for the city and region. These documents are not specific to transportation but touch on components of the transportation and pedestrian network.
- **Recommended Strategies and Actions:** Based on the review of these documents and input from community members and stakeholders, a list of preliminary planning recommendations and actions for the Pedestrian Master Plan have been provided. The recommendations and actions are listed in this section.

2.0 TRANSPORTATION PLANS, POLICIES & BY-LAWS

The Pedestrian Master Plan will be informed by many of the City's and the Region's key planning documents that contain walking and active transportation related policies, plans, goals, and standards. Many of these documents include broader aspirations for growth and transportation and provide specific directions on how walking can become an integral part of Mississauga's transportation system.

2.1 CITY OF MISSISSAUGA

2.1.1 Transportation Plans

TRANSPORTATION MASTER PLAN (TMP) (2019)

The TMP serves as a guideline for the City's transportation policies and planning. It directs the City's investment and stewardship of the transportation system. The TMP outlines high-level policy priorities rather than providing specific standards or design guidance.

It is an overarching document that guides the development of the Pedestrian Master Plan. The development of the Pedestrian Master Plan is an action identified in the TMP. The TMP identifies walking and other forms of sustainable transportation as priority modes and sets goals to increase the percentage of trips made by walking.

The vision and goals of the Pedestrian Master Plan were informed by the TMP, including the goal that all residents and visitors have the freedom to move throughout the community safely, comfortably, and on infrastructure that is accessible to all.

CYCLING MASTER PLAN (CMP) (2018)

The 2018 CMP is an update to the 2010 CMP, the 2018 plan includes refreshed goals, an updated proposed cycling network, and supporting programs and policy recommendations for enhancing cycling within the community.

The CMP includes infrastructure recommendations for on-street cycling infrastructure and off-street multi-use trails (which are also used by people walking). The CMP includes design guidance for multi-use trails, including surface materials, intersection treatments and the recommendation that users (pedestrians and cyclists) are physically separated.

The multi-use trail infrastructure recommendations and guidance outlined in the CMP has been incorporated into the actions of the Pedestrian Master Plan.

DUNDAS CONNECTS (2018)

The Dundas Connects Master Plan is intended to guide future growth along Dundas Street. Due to the role Dundas Street plays as an important transportation corridor and community destination, it is expected that the number of people using the corridor will increase in the next 40 to 50 years. The plan identifies several recommendations for the 19.5 kilometre corridor, including enhancing pedestrian connections to and along Dundas Street.

MIWAY FIVE TRANSIT SERVICE PLAN 2016-2020 (2015)

The MiWay Five service plan is a short-term plan that provides recommendations specific to the transit network. The Action Plan sets a goal of doubling the peak period transit mode split share form 11% of total transportation trips to 22% by 2049. This is important because, an increase in transit ridership would typically result in an increase of people walking to access transit stops. The key objectives of the service plan include creating a more livable city and supporting the city's growth and transportation needs.

Through public engagement, it was identified that there is a preference for a grid transit route network with improved frequencies. It was recognized that this could potentially result in longer walking distances to transit in certain areas. The action plan includes a 2020 network plan that focus on more direct routes along major corridors. At the time of this review, the proposed network plan has not been implemented.

Several actions in the Pedestrian Master Plan centre around prioritizing and addressing pedestrian access to MiWay transit stops and stations, as well as GO stations. There are also actions related to improving the user experience through the addition of amenities at these locations.

2.1.2 Transportation Projects

CHANGING LANES COMPLETE STREET GUIDELINES (IN PROGRESS)

The Changing Lanes project will update, develop and implement new tools for staff, developers and other street providers to ensure streets are safe and more convenient for all users. The project will result in a new street classification system, provide Complete Streets Guidelines for streets within the city, identify and prioritize a list of street improvement projects and undertake a review of the existing road engineering design standards. The Changing Lanes project will consider and incorporate the recommendations of the Pedestrian Master Plan, including recommendations regarding sidewalk widths based on road classification. Several actions from the Pedestrian Master Plan will be delivered through the Changing Lanes project.

VISION ZERO (ADOPTED – 2019 // STUDY AND IMPLEMENTATION – IN PROGRESS)

The City of Mississauga has adopted Vision Zero and its message that fatalities and serious injuries on roads are preventable and that the City will strive to reduce traffic-related deaths and injuries to zero. The Pedestrian Master Plan will provide high-level recommendations for

enhancing pedestrian safety that will be incorporated into the Vision Zero Action Plan in more detail. Additionally, the City will plan, develop, and improve the pedestrian network in line with the fundamental principles of Vision Zero.

LAKESHORE EAST CORRIDOR STUDY (IN PROGRESS)

This study is a review of the built form, height and density of buildings along the Lakeshore Road East Corridor in the Lakeview area (between Seneca Avenue and Etobicoke Creek). The goal of the study is to refine the policy framework that will guide future growth and a compatible form of new development in the area. The study also includes a review of the policies within the context of Major Transit Station Areas (MTSAs). The urban design considerations and the building form along the corridor can have a significant impact on the pedestrian environment. This is an important consideration of this study as higher pedestrian volumes are anticipated in MTSAs.

NEIGHBOURHOOD AREA SPEED LIMIT PROJECT (IN PROGRESS)

The Neighbourhood Area Speed Limit Project advances the Vision Zero framework by identifying neighbourhood area (rather than street by street) speed limit zones. Through this project there are lower posted speed limits in all school zones and designated community safety zones are identified. In fall 2019, the City began lowering speeds in 11 different neighbourhoods. In 2021, the City is planning to expand this to reduce speed limits in all of Mississauga's 150 neighbourhoods. This process may take some time to complete as the City works to make these changes neighbourhood by neighbourhood.

The Pedestrian Master Plan includes an action to continue to support this and other initiatives to enhance safety for all road users, particularly pedestrians.

HURONTARIO LRT (IN PROGRESS)

The Hurontario Light Rail Transit (LRT) project will provide approximately 18 km of rapid transit along Hurontario Street between Brampton Gateway Terminal and Port Credit. The project includes 19 stops on a dedicated right of way with links to GO Stations, the Mississauga Transitway, bus terminals and MiWay transit routes. The project is expected to be completed in Fall 2024. The project will enhance transportation options and connectivity for businesses and residents along and within proximity to the Hurontario Street corridor. Hurontario is identified as an intensification corridor in the Official Plan and increased access to transit is likely to result in more pedestrian activity and a greater need for enhanced pedestrian infrastructure.

The proposed long-term pedestrian network focuses on providing and prioritizing pedestrian enhancements along Hurontario and on streets that are located within the intensification corridor.

COVID-19 RECOVERY FRAMEWORK (2020)

In response to the COVID–19 global pandemic, cities have worked to temporarily reallocate road space to better accommodate people walking and cycling while maintaining physically distancing requirements. In July 2020, the City of Mississauga moved forward with an Active Transportation COVID–19 Recovery Framework. The Framework identifies short and longer–term options for walking and cycling within the City. Some of these options include, temporary road closures, limiting traffic on residential streets to local traffic only, and reallocating motor vehicle travel and parking lanes for active transportation users.

The COVID–19 pandemic has also changed travel patterns within communities. For example, more people are working from home which is changing commute and travel times and fewer people are taking transit as a mode of travel. The City is working to monitor the ongoing impacts of COVID–19 on transportation patterns and trends within Mississauga.

LAKESHORE CONNECTING COMMUNITIES (2019)

The Lakeshore Connecting Communities Transportation Master Plan which sets out a long–term vision for transit and corridor improvements along Lakeshore Road from 2020 to 2041 that will support waterfront development. The plan includes recommendations for enhancing pedestrian connections along the Lakeshore Corridor. The document identifies opportunities to improve the quality of existing active transportation infrastructure were a key focus of this study. The document recognizes the importance of safe and connected pedestrian infrastructure.

2.1.3 Transportation By-laws and Policies

CONSTRUCTION OF CONCRETE WALKWAYS #10-08-02 (2017)

The construction standards of concrete walkways are guided by policy number 10–08–02 and Transportation Work Standards No.2240.05. Walkways are short segments of paved trails that provide connections that are typically located between roadways, buildings and amenities. Walkways must be 3.0 metres wide, with curb ramps at streets and the facility must be compliant with the Accessibility for Ontarians with Disabilities Act (AODA). In some locations, lighting, the use of bollards and signage may be required. Developers must notify current and future owners of lots adjacent to the walkway of the presence of the walkway and there are specific requirements for homes built adjacent to a walkway.

The standards for the construction of walkways have been developed to minimize potential negative impact on residential subdivisions, such as vandalism, litter and loss of privacy.

Walkways have an important role in enhancing the pedestrian network, they can help shorten trip length and enhance network connectivity, particularly in neighbourhoods with cul–de–sacs and curvilinear roadways. The City should consider removing any gates or barriers at walkway entrances and exits to enhance accessibility and follow best practices in Universal Design.

CLOSURE OF WALKWAY POLICY #10-08-01 (1988 REVIEWED 2016)

This document defines conditions and administrative procedures to close a walkway. The City will consider the closure of a walkway when it can be determined that the walkway is not an integral part of a pedestrian linkage.

Requests are made through a written request to Council. The City Clerk will issue a request for report to the Transportation and Works Department. The feasibility of the closure is reviewed by several groups and if a closure is feasible a survey is conducted to determine preference.

As noted above, walkways play an important role in enhancing pedestrian network connectivity. The City should update their Closure of Walkway Policy to avoid closing walkways. Some exceptions may be required, but the reason for these exceptions should be clearly stated and conveyed to residents and stakeholders.

PEDESTRIAN CROSSWALKS #10-04-02 (1974 REVIEWED 2016)

As outlined in the policy titled Pedestrian Crosswalks (10-04-02), pedestrian crosswalks are currently not instituted in the City of Mississauga; however pedestrian actuated signals may be considered where warrants are met for pedestrian crosswalks.

BOOK 15 (PEDESTRIAN CROSSING TREATMENTS)

The purpose of the Ontario Traffic Manual is to provide information and guidance for transportation practitioners and to promote uniformity of treatment in the design, application and operation of traffic control devices and systems across Ontario. Book 15 of the Ontario Traffic Manual (2016) provides guidance on pedestrian crossing treatments. Book 15 outlines that municipalities have the option of using the standard pedestrian crossover (PXO) or traffic control signals. Book 15 provides guidance on justification, treatment system selection and treatment system design for different pedestrian crossings at signalized intersections or mid-block locations.

Book 15 was updated in 2016 to provide municipalities with more options and guidance on designing and implementing PXOs at various locations. There are two levels of PXOs (Level 1 and Level 2). Level 1 has one type (Type A) and Level 2 has three (Type B, Type C and Type D). The Level and Type depend on the location (mid-block, roundabout, or intersection) and the number of motor vehicle lanes, direction of travel and if there is a refuge. Book 15 also includes guidance on the decision to provide pedestrian treatments to enhance uncontrolled crossings.

The City of Mississauga should consider all PXO and crossing options outlined in Book 15 when looking at opportunities to enhance pedestrian connectivity and safety within the City. The City should consider updating the policy titled Pedestrian Crosswalks (10-04-02) to reflect the crossing treatment options outlined in Book 15.

Additionally, the pedestrian network plan has identified locations throughout the City where multi-use and pedestrian trails intersect the roadway with no dedicated pedestrian crossing. The City should review these locations and identify appropriate crossing treatments based on the guidance outlined in Book 15.

SIDEWALK REQUIREMENTS (#10-07-01) (2017)

Sidewalk requirements are typically determined based on road classification. The policy titled Sidewalk Requirements (10-07-01) and the **Roadway Engineering Standards and Guidelines** provide guidance on where sidewalks should be located. The guidance provided is summarized in **Table 1**. Sidewalks are typically concrete and built to a width of 1.5 metres. Curb ramps are required at each intersection or pedestrian road crossing. It is noted that if sidewalks are only required on one side of the street they should be located on the same side as the street lighting. Tactile surface indicators must be installed where required in accordance with the AODA.

Table 1. Sidewalk Requirements in Mississauga by Road Classification

ROAD CLASS	SIDEWALKS REQUIRED
Arterial	2 sides
Major Collector	2 sides
Major Collector (Scenic)	1 side
Minor Collector	2 sides
Minor Collector (Scenic)	1 side
Local	1 side unless part of a residential subdivision then 2 sides are required.
Cul-de-sac	No sidewalks required 1 side only if serving developments other than single family or semi-detached dwellings or where the sidewalk will form part of the walkway system

The City can consider updating the sidewalk requirements to require sidewalks on both sides of all streets. Recommendations come from existing design guidance as outlined in City documents (summarized throughout this document) and current best practice (**Appendix B**).

The desired width of a sidewalk located in a residential area should be 1.8 metres (based on current best practice) with wider sidewalks provided in areas with higher (existing and anticipated) pedestrian activity. This would include the following Character Areas: Downtown, Major Nodes, Community Nodes, Intensification Corridors and Corporate Centres. The table below (**Table 2**) outlines the proposed sidewalk recommendations for sidewalks based on Character Area and road classification.

Table 2. Proposed Sdewalk Standards

	ARTERIAL		COLLECTOR		LOCAL		CUL-DE-SAC	
CHARACTER AREA	# OF SIDES	DESIRED WIDTH	# OF SIDES	DESIRED WIDTH	# OF SIDES	DESIRED WIDTH	# OF SIDES	DESIRED WIDTH
Downtown	2	3–6 m	2	3–6 m	2	1.8–2.4 m	2	1.8 m
Major Nodes	2	3–6 m	2	3–6 m	2	1.8–2.4 m	2	1.8 m
Corporate Centre	2	3–6 m	2	3–6 m	2	1.8–2.4 m	2	1.8 m
Community Node	2	1.8–2.4 m	2	1.8–2.4 m	2	1.8 m	2	1.8 m
Neighbourhood	2	1.8–2.4 m	2	1.8–2.4 m	2	1.8 m	2	1.8 m
Employment Area	2	1.8–2.4 m	2	1.8–2.4 m	2	1.8 m	2	1.8 m
Special Purpose Area	Special Study May Be Required (Context Specific)							

2.1.4 Transportation Maintenance Standards

SIDEWALK SNOW CLEARING

The City's winter maintenance crew clears priority roads and sidewalks, on-street bike lanes, bus stops, pedestrian crossings and specific trails. Information about the routes that are cleared, including a map, is available on the City's website. Sidewalks are cleared on a priority basis. Priority is given to locations where access is imperative. This includes clearing sidewalks around hospitals, schools and public transit stops and exchanges.

Priority sidewalks are either blanket salted or spot salted as conditions warrant (when snowfalls are less than 8 cm (3")); or plowed and blanket salted when snowfall exceeds 8 cm (3"). Priority sidewalks are cleared within 36 hours of the end of a winter storm.

Other residential sidewalks that do not appear on the map are not cleared by the City. It is the responsibility of property owners to clear sidewalks of snow and ice. In early 2019, the City collected input from residents on the need for a Sidewalk Snow Clearing by-law. The by-law would require residents to clear the portion of sidewalk bordering their property after a snowfall. It would also only address those sidewalks that are not cleared by the City such as those in residential areas.

PROVINCIAL MINIMUM MAINTENANCE STANDARDS (MMS) FOR MUNICIPAL HIGHWAYS (ONTARIO REGULATION 239/02)

The MMS was updated in May 2018 to include a greater focus on maintenance standards for active transportation facilities, including bicycle facilities and sidewalks (including multi-use

trails). The MMS outlines the standard for addressing snow accumulation on a sidewalks and multi-use trails after the snow accumulation has ended or if a significant weather event has been declared.

The MMS also provides guidance on sidewalk inspections. Sidewalks are to be inspected annually, with each inspection taking place not more than 16 months from the previous inspection.

REPAIRS AND UPGRADES

Community members are encouraged to report sidewalk and trail damage through 311 or using the Pingstreet mobile app. The City also collects and records request for new sidewalks or sidewalk upgrades. The Pedestrian Master Plan includes actions to document and prioritize city-wide pedestrian concerns and sidewalk requests. The City is also promoting the use of the Pingstreet mobile app to solicit maintenance-related feedback on the pedestrian network.

2.2 REGION OF PEEL

MAJOR TRANSIT STATION AREA STUDY (IN PROGRESS)

Major Transit Station Areas (MTSAs) are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities. MTSAs are lands generally within a 500-800 metre radius (a 10 minute-walk) of a transit station or stop, primarily located along existing or planned transit corridors (e.g. GO Train, Light Rail Transit, Bus Rapid Transit). As a result, these areas are typically identifying as being walkable and high levels of pedestrian activity are anticipated and providing complete, connected and accessible pedestrian infrastructure is a priority.

REGION OF PEEL LONG RANGE TRANSPORTATION PLAN (2019)

Let's Move Peel is the Region of Peel's plan to guide transportation planning and infrastructure. It sets a target of 50% sustainable mode share by 2041 to better manage growth. The population in Peel is expected to grow to 2 million, with a total of 970,000 jobs. If current travel trends were to continue, this would see traffic congestion increase by 45% (190,000 additional AM peak trips). The plan sets out a strategy to combine road improvement and sustainable infrastructure investments to meet community growth needs. The plan specifies a sustainable mode share target for Mississauga of 55% by 2041.

The plan also identifies proposed pedestrian network improvements on regional roads which were reviewed as part of developing the Pedestrian Master Plan (Figure 1). The gap analysis conducted through the development of the Pedestrian Master Plan and the prioritization analysis was also conducted on regional roads.

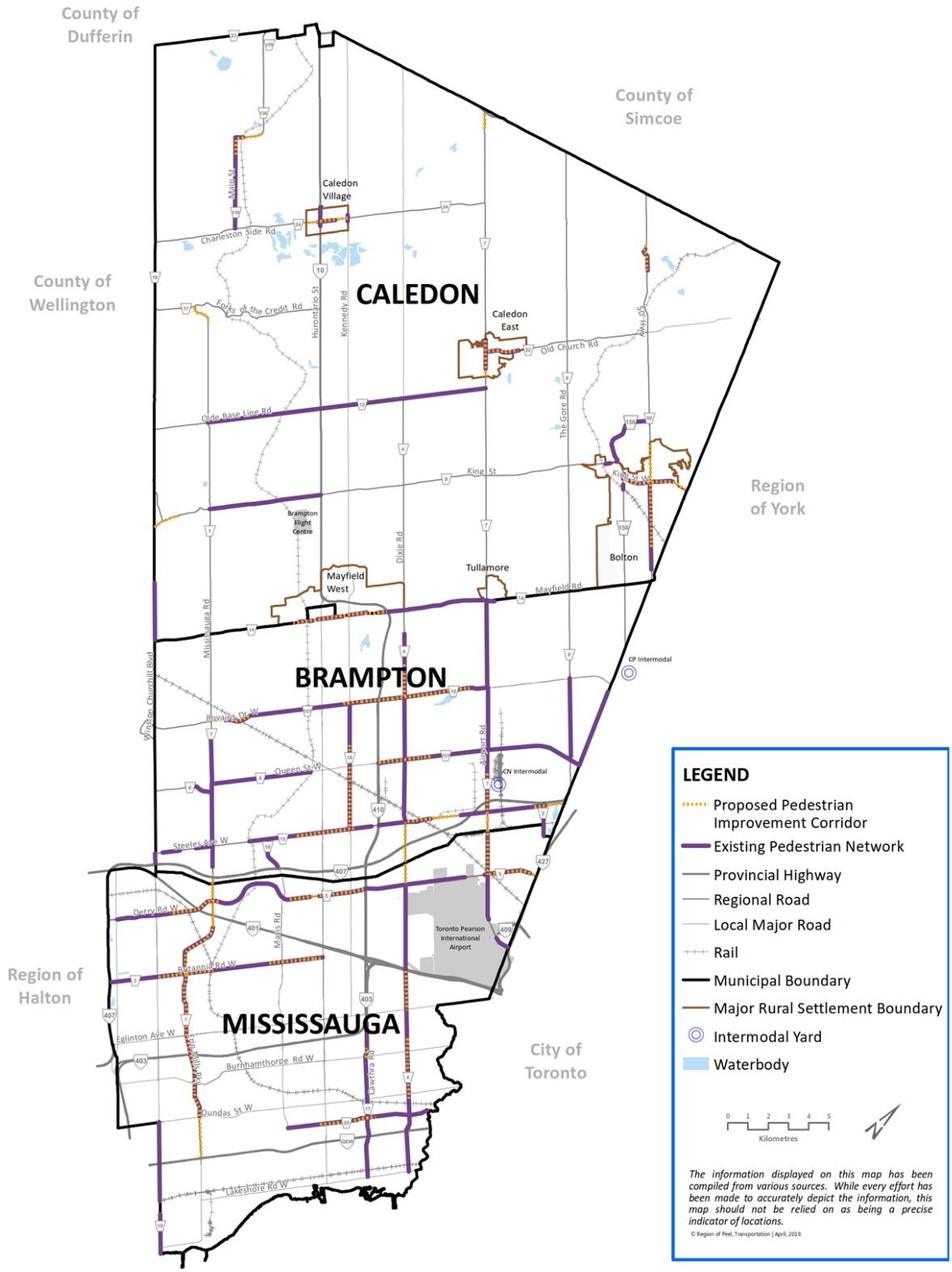


Figure 1. Existing Pedestrian Network and proposed Improvements (long Range Plan 2019)

PEEL REGION SUSTAINABLE TRANSPORTATION STRATEGY (2018)

With the Region of Peel's population expected to grow by 40% by 2041, a Sustainable Transportation Strategy (STS) was developed to plan for the impacts of this growth on the transportation system. The STS was approved and released with the accompanying Active Transportation and Transportation Demand Management Plans. The STS outlines policies, programs and projects that would see 50% of peak period trips made by sustainable modes by 2041. These documents were reviewed and incorporated into the Pedestrian Master Plan.

ACTIVE TRANSPORTATION IMPLEMENTATION PLAN 2018-2022 (2018)

The five-year implementation plan sets out the priorities and actions related to active travel to meet the targets set in the STS. The plan sets a practical approach to build on the success of current transportation programs and a growing investment in infrastructure and TDM support programs. Increased resources will be provided for programs that focus on education and capacity building through schools, community-based TDM programs, first-last mile programming and bike-friendly business programming. The addition of new walking and cycling infrastructure and improvements to existing infrastructure are intended to enhance road safety for all road users. The success of the Implementation Plan will be measured using an updated monitoring program.

REGION OF PEEL TDM IMPLEMENTATION PLAN 2018-2022 (2018)

The five-year plan sets out how the region's TDM initiatives will influence personal travel choices through policies, programs, services, incentives and small-scale infrastructure to achieve the sustainable transportation targets in the STS. Actions in the plan target workplaces and social marketing strategies that support individuals in shifting their transportation behaviour. This includes supporting active transportation, encouraging workplaces to accommodate alternative work schedule arrangements, teleworking and promoting carpool and vanpooling programs. Supportive infrastructure, such as bicycle parking is also targeted through zoning by-laws for new developments. An overview of the existing programs is outlined in the Education and Encouragement Review and Recommendations document (Appendix C).

VISON ZERO ROAD SAFETY STRATEGIC PLAN 2018-2022

The Region of Peel has formally adopted the framework of Vision Zero, under which no loss of life or injury from a collision is considered acceptable. The Road Safety Strategic Plan sets a path forward to address approximately 1000 annual roadway collisions in the region. The five-year plan sets a goal of a 10% reduction in collisions. The plan includes over 100 countermeasures and has an estimated implementation cost of $47.2 million. As part of its Vision Zero efforts, the region has an interactive dashboard with the data from all collisions that have occurred in the region since 2016.

ROAD CHARACTERIZATION STUDY (2013)

This document outlines the Region's approach to Regional road right-of-way design. The intent of this study is to ensure that a more balanced response to the needs of pedestrians, cyclists, transit users, motorists, and goods movement is considered. It is understood the Regional road rights-of-way that are developed, operated, and maintained must accommodate various functions. The Region highlights the importance of having safe and comfortable corridors and recognizes that roads that are used predominantly for motor vehicle traffic and goods movement may require additional consideration to ensure pedestrian safety. The Strategic Goods Movement Network Study (2013) highlights the important role goods movement routes play within the community, it also highlights that conflicts with other traffic (including pedestrians and cyclists) is one of the most important issues in Peel today (2013).

3.0 COMMUNITY PLANNING AND DESIGN GUIDANCE

The City has several documents that outline community planning and urban design standards and guidance for the city, neighbourhoods and areas, streetscapes, buildings and public spaces. These documents are not specific to transportation but touch on components of the transportation and pedestrian network. For example, the design and location of buildings, streetscapes and public spaces can have a significant impact on the pedestrian environment and can impact how inviting, safe and comfortable a space feels for pedestrians.

This section also highlights regional planning documents that have components related to transportation and helped shaped the Pedestrian Master Plan.

3.1 CITY OF MISSISSAUGA

3.1.1 Official Plan, Strategic Plan, City Studies and Master Plans

MISSISSAUGA OFFICIAL PLAN (2011)

The City's Official Plan defines the vision and strategy for future development and physical change in Mississauga. It also looks at the social, economic, environmental and cultural components of the community. The Official Plan focuses on integrating land use and transportation planning and identifies goals to develop vibrant, walkable and connected neighbourhoods and to provide more mobility choices for all residents. The City's Official Plan provides direction on where population and employment growth and densification will occur within the Urban System Framework. This framework identifies character areas where walkability will be promoted and pedestrian activity is expected to be higher. These locations were incorporated into the infrastructure prioritization matrix updated as part of the Pedestrian Network Plan. Section 8 of the Official Plan focuses on transportation and creating a multi-modal city with strategies and direction for all modes, including pedestrians.

The City is currently reviewing the existing Official Plan to ensure it reflects the current needs of Mississauga and incorporates new and updated plans, policies and best practice. The recommendations from the Pedestrian Master Plan will be incorporated into the Official Community Plan.

LOCAL AREA PLANS

The City has developed several Local Area Plans for neighbourhoods within the city. The Local Area Plans are intended to provide policies and schedules that specifically address context specific circumstances. The Local Area Plans are intended to be read with the Official Plan. Like the Official Plan, Local Area Plans provide the vision and strategy for future development and physical change in the specific area. Four Local Area Plans were developed as part of the Official Plan.

- Downtown Core Local Area Plan (2016)
- Port Credit Local Area Plan (2016)
- Lakeview Local Area Plan (2018)
- Southdown Local Area Plan (2015)

Each of these plans provides direction on the transportation system and the urban form which can have an impact on how walkable and pedestrian friendly an area is. They all focus on finding ways to enhance pedestrian connectivity by providing sidewalks and pedestrian connections.

The Downtown, Port Credit and Lakeview areas also have Urban Design Guidelines that provide more direction on design considerations, including sidewalk width, the location of amenities in the public right–of–way and street trees, as a few examples.

STRATEGIC PLAN (2009)

The City's Strategic Plan identifies a vision for a vibrant, safe and connected community. There are five pillars for change identified in the document, two of which, move (developing a transit–oriented city) and connect (completing our neighbourhoods) are the most applicable to the Pedestrian Master Plan. The document includes a strategic goal that specifically flags developing walkable and connected neighbourhoods. This provided direction and guidance during the development of the Pedestrian Master Plan. The following table outlines how the Pedestrian Master Plan will advance the Strategic Plan and its goals.

PILLARS OF CHANGE		HOW THE PEDESTRIAN MASTER PLAN WILL ADVANCE THESE STRATEGIC PLAN AND ITS GOALS
MOVE **Developing a transit-oriented city**	To achieve freedom from automobile dependence, transit is the most desirable choice and will directly influence the shape and form of the city. Active transportation is typical at the start or end of any transit trip.	**Build a reliable and convenient transit system** – Improving pedestrian access to transit stations and stops while investing in a faster and more affordable transit system will make it a practical alternative to the automobile. **Develop environmental responsibility** – Improving access to more transportation choices and compact mixed-use development will provide more residents an opportunity to live sustainably. **Connect the city** – Connecting areas in the city with high walking potential, high equity needs and future growth areas will connect communities within Mississauga and the broader region. **Increase transportation capacity** – Strategic investments in pedestrian connections and transit will provide practical mobility choices for more residents. **Direct growth** – Directing future residential growth in areas along major roads and key transit nodes will support individuals to walk and use transit to navigate the city.
BELONG **Ensuring youth, older adults and new immigrants thrive**	A socially and culturally diverse city where people of all ages and backgrounds can thrive their and age in place gracefully.	**Ensure Affordability and Accessibility** – Providing critical pedestrian connections in areas of high equity need and updating design standards and practices to enhance accessibility and safety of intersections and crossings. **Support Aging in Place** – Updating design standards and infrastructure to meet the needs of vulnerable road users including pedestrian improvements in line with Vision Zero principles. **Attract and Retain Youth** – Making active travel practical for youth, through all ages and stages. This can be done by supporting the Region of Peel's School Travel Planning program, the Mississauga's School Walking Routes program and providing pedestrian connections and transit amenities to support trips to post-secondary institutions.

PILLARS OF CHANGE		HOW THE PEDESTRIAN MASTER PLAN WILL ADVANCE THESE STRATEGIC PLAN AND ITS GOALS
CONNECT **Completing our neighbourhoods**	Development of vibrant and strong neighbourhoods where people can live, work, and prosper. Where children can play, walk to meet friends, fall in love, raise a family and age-in-place.	**Build Vibrant Communities** – Prioritizing pedestrian network connectivity will create better transportation connections between urban areas and neighbourhoods and improve access to commercial, social, artistic, cultural, civic and recreational experiences for all. **Create a Vibrant Downtown** – Enhancing transportation connections, pedestrian amenities and public realm improvements downtown will ensure it represents the civic and cultural soul of the city. **Nurture Villages** – Improving pedestrian connections and amenities, including public art will enhance the "village" main street making it a local destination. **Help Develop Walkable, Connected Neighbourhoods** – Completing neighbourhood sidewalk networks and addressing crossing gaps will support connecting people to places they want to walk. **Provide Mobility Choices** – Providing residents with a complete and well-connected sidewalk network will enhance integration of multiple modes of transportation throughout the city giving residents more mobility choices. **Support Great Public Spaces** – Improving pedestrian connections to and within parks, plazas and public places will enhance enjoyment and accessibility within these unique local environments.
PROSPER **Cultivating creative and innovative businesses**	A city with a strong, prosperous and sustainable economy that attracts and grows talent. Effective and affordable transportation options will entice employees and employers to move to or work in Mississauga.	**Meet Employment Needs** – Creating critical pedestrian connections to transportation and employment opportunities will benefit employers, residents and those that travel to the city for work. Supportive Transportation Demand Management Programs will promote, support and provide incentives to encourage sustainable commuting options. **Attract Innovative Businesses** – Pedestrian connections and amenity improvements as well as enhanced transit connections will help respond to the transportation needs of new businesses by enhancing access to customers and employees.

PILLARS OF CHANGE	HOW THE PEDESTRIAN MASTER PLAN WILL ADVANCE THESE STRATEGIC PLAN AND ITS GOALS
GREEN Living green	Transportation represents one third of Mississauga's greenhouse gas emissions. Supporting more sustainable travel Choices including walking, cycling and transit will leave a legacy of a clean and healthy natural environment.	**Lead and encourage environmentally responsible approaches & conserve, enhance, and connect natural environments** – Providing pedestrian connections throughout the city will support sustainable transportation habits, improve air quality and reduce emissions. Increasing pedestrian connections within natural environments will enhance connection and stewardship these spaces for future generations. **Promote a green culture** – Promoting and educating residents of all ages about healthy, practical and sustainable transportation options will lead to behaviour change that will limit the impact transportation has on the environment and the way the city contributes to climate change.

DOWNTOWN FAIRVIEW, COOKSVILLE AND HOSPITAL POLICY REVIEW (2021 - ONGOING)

The City of Mississauga is working on a new land use planning framework that will guide the future growth of three communities located south of Downtown Core along the Hurontario corridor – Downtown Cooksville, Fairview and Hospital. With the Hurontario Light Rail Transit (LRT) line on the horizon, these communities will grow and change, supported by existing and new infrastructure and developments.

The City is updating Official Plan policies and seeking public input on how to guide and manage growth in Downtown Fairview, Cooksville and Hospital. The policy updates will be implemented through an Official Plan Amendment (OPA). The policies will aim to achieve vibrant, walkable, transit-supportive communities that offer a variety of built forms and housing choices, integrate existing and planned parkland and natural areas, and support transit investments along the Hurontario LRT Corridor. They will also provide direction on building heights, land uses and transportation connections as well as urban design guidelines for these three communities.

INSPIRATION PORT CREDIT (2016)

The Inspiration Port Credit project focuses on exploring opportunities for the Mississauga waterfront including two key properties, 1 Port Street East, owned by Canada Lands Company, and 70 Mississauga Road South. The planning documents associated with this project focus on prioritizing pedestrian movement, reducing street right-of-way and motor vehicle lane widths and enhancing the streetscape to promote walking and active transportation.

INSPIRATION LAKEVIEW MASTER PLAN (2014)

The Inspiration Lakeview Master Plan is intended to be a planning document that supports the goal of revitalizing a portion of Mississauga's waterfront. The Master Plan builds on the City's policy direction, strategic initiatives and regional development interests, to create a sustainable new community along Mississauga's eastern waterfront. The Master Plan provides direction on land use planning and development along with transportation. Specific to transportation there is a focus on providing a fine grain street pattern which includes short blocks with a high level of connectivity for transportation modes, particularly walking and cycling. The site's smaller blocks create the need for more intersections – improving permeability for pedestrians and cyclists, decreasing collision rates and minimizing the need for wide arterial distributor roads.

DOWNTOWN 21 MASTER PLAN (2010)

The Downtown 21 Master Plan is a strategic document focused on creating a more urban downtown within Mississauga. The plan focuses on creating a more walkable and human scaled downtown area that is a hub of employment and higher residential densities. The Plan recommends designing the urban form and streets to encourages walking and to invest in providing walkable public spaces.

The document outlines preferred block sizes that encourage walking and pedestrian activity with a maximum outside dimension of +/- 400 meters, or about a 5-minute walk around the block. It outlines guidance for building setbacks and ground floor frontages that help to activate the street and promote pedestrian activity, ensuring the downtown is accessible and that there are sidewalks on both sides of every street.

LIVING GREEN MASTER PLAN (2012)

This is an environmental master plan focused on prioritizing City policies and programs and turning them into actions to meet the environmental objectives of the Strategic Plan. The document includes an action plan consisting of 49 actions corresponding to objectives of the City's Strategic Plan. The proposed actions include those related to increasing mode choice and promoting more walking. The document notes that wide roads should be redesigned to accommodate new transit infrastructure, bicycle lanes and wider sidewalks for pedestrians. Additionally, it calls for increased investments in alternative forms of transportation, including cycling and walking. It also suggests developing targets for modal splits.

MULTI-YEAR ACCESSIBILITY PLAN (2018-2022)

This document outlines actions for the City to maintain compliance with the AODA. It also outlines additional non-legislative initiatives.

The City produces an annual accessibility report that provides an update (key areas of progress) on how the City is working to make the community more accessible. The following outlines the goals and actions that are most closely associated with the Pedestrian Master Plan.

- Continue to maintain and update the Mississauga Facility Accessibility Design

Standards (FADS). FADS is described in more detail in Section 3.1.4.

- Continue to implement accessibility improvements as part of state of good repair capital and maintenance programs.
- Continue to maintain accessible elements in public spaces through monitoring and regularly planned preventative maintenance of accessible elements.
- Continue to respond to temporary disruptions when accessible elements in public spaces are not in working order by notifying the public and prioritizing remediation.
- Continue to fulfill requests for accessible pedestrian signals and install with all new traffic signals and replacements of existing traffic crossing signals.
- Continue to install tactile walking surface indicators at all intersection corners and ensuring they are in a state of good repair.

These recommendations have been incorporated into the actions of the Pedestrian Master Plan.

The Accessibility Advisory Committee is a citizen committee that works to review City programs, policies and services to make the City more accessible. They are an advisory body for Council.

3.1.2 City-Wide Development Guidance and Studies

This section outlines some of the existing city-wide development guidelines and studies recommended or required to ensure development in Mississauga considers pedestrians and the pedestrian environment. It is recommended that the City review and update the studies and requirements of developers submitting development applications and site plans. Ensure requirements and studies focus on enhancing the pedestrian experience and public realm, as per City standards and best practice.

- **Healthy Development Assessment & Healthy By Design Questionnaire**

  In 2017, the Regional Council adopted the Regional Official Plan Amendment (ROPA 27) which includes policies related to health and the built environment. The amendment includes tools and new required processes to ensure the development of a healthy built environment. A critical part of this amendment was the integration of a Healthy Development Assessment (HDA). The HDA considers six core elements and is a required process as part of any new development applications, and the results must be reported to the local Council. The six core elements of the HDA include:

  - Density
  - Service Proximity
  - Land-use Mix
  - Street Connectivity
  - Streetscape Characteristics
  - Efficient Parking

Using these core elements, Peel Public Health and the City of Mississauga developed a Healthy by Design Questionnaire which supports developers with the assessment, using the above criteria in an easy-to-use tool.

- **Green Development Standards (2012)**

  This document focuses on achieving sustainability and environmental responsibility in new developments. There is specific guidance on pedestrian comfort as a component of development design. Some of the guidance includes:

  - Designing private sidewalks, crosswalks and walkways to be continuous, universally accessible, barrier-free and clearly designated.
  - Connect building entries to pedestrian paths, transit stops and parking areas for both cars and bicycles.
  - Provide shade trees along pedestrian trails and in amenity spaces to take advantage of summer shade.

- **Crime Prevention Through Environmental Design (CPTED) (2013 updated 2014)**

  The goal of this document is to provide developers and citizens with CPTED principles and strategies to create a safer and more liveable city. The document is intended to enhance the awareness of safety and provide a better understanding of urban well-being among the citizens of Mississauga. Some of the guidance specific to the pedestrian network and environment includes:

  - Allowing for clear views of pedestrian facilities and the public realm from buildings and balconies (ex. low vegetation and fences).
  - Designing sites to be safe and accessible for pedestrians.
  - Ensuring public sites have clear orientation, direction and connection of movement for pedestrians to the adjacent structures and their uses.
  - Create physical and natural barriers between pedestrians and motor vehicles.

- **Pedestrian Wind Comfort and Safety Studies (2014)**

  Pedestrian Wind Comfort and Safety Studies are conducted to predict, assess and mitigate (if necessary) the impact of the site, building designs and development on pedestrian level wind conditions. The objective is to maintain comfortable and safe pedestrian level wind conditions. Pedestrian areas include sidewalks and street frontages, trails, building entrance areas, open spaces, amenity areas, outdoor sitting areas and accessible roof top areas, among others. The document outlines the approach and methodology for conducting wind comfort and safety studies and mitigation strategies.

- **Standards for Shadow Studies (2014)**

  Shadow Studies are used to illustrate the impact of development in terms of sun and daylight access to the surrounding context including, surrounding buildings, the public realm, public and private open space. Studies are typically conducted in support of development applications to demonstrate that the location and height of a proposed building.

- **Streetscape Feasibility Studies (2019)**

  A streetscape feasibility study is a requirement of all rezoning applications. The purpose of the Streetscape Feasibility Study is to evaluate the adequacy of the proposed building setback. This is done to confirm that an appropriate boulevard treatment can be accommodated within the public right-of-way along the frontages of the developments in accordance with City Policies. This helps to ensure that streetscapes are pedestrian oriented and have built urban form that is designed for the pedestrian scale and transit oriented.

- **Urban Design Studies (2019)**

  An urban design study is used to demonstrate the compatibility of a development proposal with the surrounding context. The study also helps to ensure the development proposal addresses the City's planning and urban design principles and objectives.

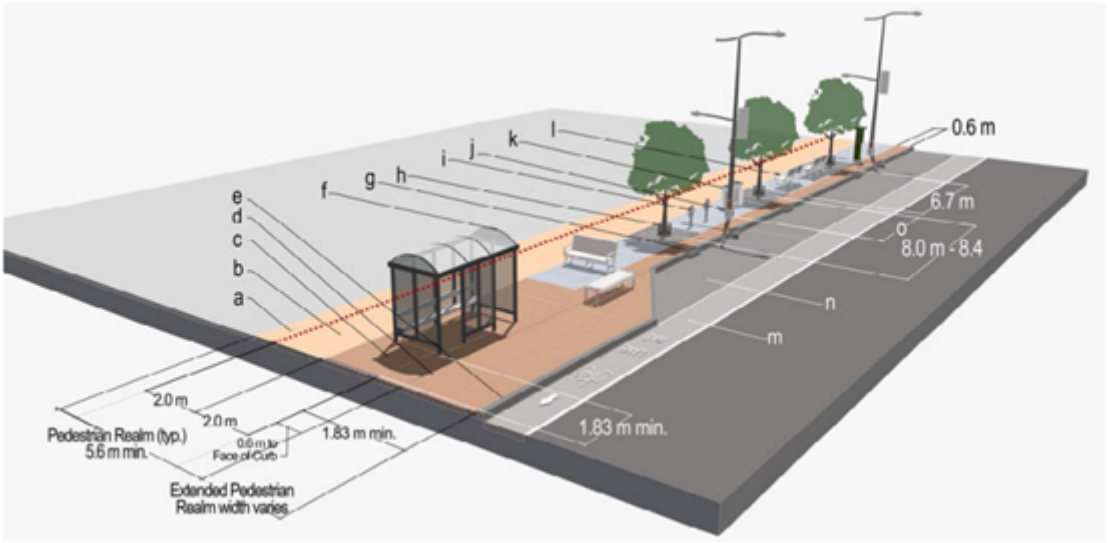
3.1.3 Area Specific Design Guidance

The following documents provide urban design direction and guidance for specific neighbourhoods within Mississauga. The highlights of each document outline below relate to the design of pedestrian facilities and promoting walkability.

- **Downtown Core Built Form Standards (2013, Updated 2020)**
  - An objective of these standards is to foster compact pedestrian and transit-oriented developments that achieve vibrant street level activity and a public realm of the highest standard. Standards include:
  - Ensuring building entrances are clearly identifiable and can be accessed by pedestrians.
  - Providing building frontages that create a vibrant and high-quality pedestrian environment.
  - The document includes standards for frontages and setbacks, including patio space and the importance of having a designated sidewalk clear zone.
  - Minimum sidewalk width is 1.8 metres.
- **Port Credit Built Form Guide (2013, Updated 2014)**
  - New developments should enhance public streets and the open space system by creating a desirable street edge condition that is ideal for the use of pedestrians.
  - Different streets will have different streetscape requirements depending on their uses. Sidewalk width and content should relate to the function of the street.
  - Streets that include public transit should have wider sidewalks and room for street furniture related to the bus stops.
  - The document breaks down recommendations for pedestrians based on three types of streets: residential, transitional and mixed use.
    - **Mixed Use:** Additional requirements for building setbacks may be required to achieve the ideal pedestrian experience.

- **Residential:** The pedestrian realm will include a sidewalk on the street edge where appropriate with tree plantings and grassed areas on the interior of the sidewalk.
- **Transitional:** The pedestrian realm and streetscape should be continuous and provide a wider pedestrian realm to ensure flexibility.

- **Lakeview Built Form Standards (2015)**
  - Lakeview is identified as a neighbourhood character area.
  - Neighbourhood character areas are typically characterized as having an established streetscape, particularly in the residential areas. These consist of a sidewalk on one or both sides adjacent to the curb edge or setback from the street edge by landscape areas.
  - A significant number of the residential streets do not have sidewalks giving the image of a rural setting. It is stated in the document that this will be maintained.
- **Clarkson Village Lakeshore Road West Urban Design Guidelines (2014)**
  - The design of Lakeshore Road West should support good pedestrian circulation. Sidewalks should be wide enough to provide opportunity for the creation of patios and store related activities.
  - The Street Tree/Furnishing Zone will provide a location for the vertical elements of the pedestrian realm and permit visual connection with the roadway while simultaneously creating physical distance and separation from it. This in conjunction with a 2.0 m (6.5 ft.) minimum clear width of sidewalk contiguous with buildings and street tree canopies, ensures ease of access, proximity and encourages interaction with the businesses, services and residences of Clarkson Village. Other design elements can be seen in **Figure 2**.



Conceptual Typical Mid Block Pedestrian Realm Section

Legend

- **a** Additional Sidewalk Width on Public R.O.W., width varies.
- **b** Clear Width of Sidewalk, 2.0 m (6.5 ft.) min.
- **c** Street Tree/Furnishing Zone, 2.0 m (6.5 ft.) min. (typ.).
- **d** Extra Sidewalk Width accommodating Transit Shelter, 1.8 m (6.0 ft.) min. and alternately Lay-By Parking, 2.6 m (8.5 ft.) min.
- **e** Concrete curb 0.2 m (0.65 ft.) to edge of curb face 0.5 m (1.65 ft.) Curb and Gutter.
- **f** Transit Shelter.
- **g** Splash Strip, 0.6 m (2.0 ft.) min to 0.75 m (2.4 ft.), adjacent curb.
- **h** Street Tree in continuous structural soil trench, complete with pervious surface, protective tree guard and grate.
- **i** Bicycle Rack – Post and/or Ring type.
- **j** Light Post retrofitted with pedestrian scale lighting and decorative banner.
- **k** Litter/Recycling Receptacles.
- **l** Benches – provide both with back and armrest, as well as those without.
- **m** Bicycle Lane, 1.8 m (6.0 ft.) min is desirable, with painted lane markings.
- **n** Lay-By Parking, 2.6 m (8.5 ft.) min.
- **o** Offset between street tree and other fixed utilities/services.
- **PL** Property Line.

Please Note:

The existing and future locations of above and below ground utilities impact whether street trees can be planted as well as suitable species of trees, locations and techniques for planting.

At the time of preparing this document, Clarkson Village has existing above ground Hydro and Bell services, and the full details of underground utilities and services are unknown. Both these factors impact the ability and location of street trees within the redeveloped Clarkson Village streetscape.

Figure 2. Conceptual Typical Mid Block Pedestrian Realm Section (Clarkson Village Lakeshore Road West Urban Design Guidelines (2014)

- **Mississauga Road Scenic Route Policies Review (2017)**

  There is very little guidance on pedestrian facilities in this document. There is general guidance on encouraging new developments to enhance pedestrian connections.

  - New developments should contribute to supporting and enhancing pedestrian routes, the cycling network and multi-use trails.
  - Opportunities to enhance connections to nearby pedestrian destinations, cycling routes and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.

- **Shaping Ninth Line Urban Design Guidelines (2017)**

  This is a comprehensive document with examples of other policies and guidelines.

  - One of the key guiding principles of the document is connections, with a focus on enhancing facilities for pedestrians and cyclists:
    - Integrate a network of trails that link open spaces and key destinations, including to destinations outside the Ninth Line Lands.
    - Provide safe pedestrian crossings of Ninth Line.
    - Reinforce pedestrian supportive streets.
    - Integrate cycling lanes and/or multi-use paths on or adjacent to Ninth Line and other major roads.
  - The Ninth Line Neighbourhood Character Area envisions a continuous multi-use trail running parallel to the Transitway from Highway 401 to Eglinton Avenue.
  - The document includes accessibility guidelines stating:
    - All public sidewalks should be barrier-free.
    - In high activity areas such as transit stations and key intersections, the use of multi-sensory visual and audio queues as well as textured paving should be considered. These treatments assist in user orientation and inform users of the existence of potential hazards to disabled individuals.
    - At a minimum, circulation and building access for pedestrians and vehicles should conform to barrier free access requirements.
    - Barrier-free access to the ground level of all publicly accessible buildings should be provided.
    - Curb ramps should provide barrier-free connections.
    - Principles of universal design should be applied to public streets. between the driveway and pedestrian walkways.
  - The document provides guidance based on road classification:
    - Arterial roads should have an urban character and should promote the highest level of design. This should include attractive buildings that frame and address the street, cycling facilities and pedestrian-supportive boulevards characterized by wide sidewalks, street trees, consistent paving, lighting and public art. Enhanced streetscape (i.e., additional trees, sidewalk width and street furniture etc.) should be considered along the arterial road in the selected areas.

        - Collector roads should be more substantial than local roads and should include boulevards with wide sidewalks on both sides, consistent paving and lighting. Enhanced streetscapes (i.e., additional trees, sidewalk width and street furniture etc.) should be considered along the collector road in the selected areas depending on abutting land use and context of the precincts.
- **Historic Streetsville Design Guidelines (2011)**
    - There is very little guidance in this document on pedestrian facilities and transportation.

3.1.4 Accessibility Design Guidance

- **Accessibility for Ontarians with Disabilities Act (AODA) and the Integrated Accessibility Standards Regulation (2005)**

  The goal of the AODA is to identify, prevent and remove barriers to make Ontario accessible by 2025. The requirements of the AODA are applied under the Integrated Accessibility Standards Regulation (IASR). The IASR has standards specific to transportation and the design of public spaces (in addition to customer service, employment and information and communications).

  Most applicable to the Pedestrian Master Plan, is the guidance on exterior paths of travel. Noting that an exterior path must have a minimum clear width of 1,500 mm (1.5 metres), but this clear width can be reduced to 1,200 mm (1.2 metres) to serve as a turning space where the exterior path connects with a curb ramp. The document also provides guidance on ramp design, accessible pedestrian control signals and rest areas.

- **Facility Accessibility Design Standards (FADS) (2015)**

  This document outlines municipal standards to build a universally-designed and accessible community for residents, visitors and employees.

  The following outlines the standards related to streetscapes:

    - Clear paths of travel are important to all individuals using sidewalks and trails.
    - Streetscape elements (newspaper boxes, trash bins, outdoor patios and bus shelters etc.) must be located outside of the clear path.
    - Benches can provide a resting place for an individual with difficulty in walking distances. Such furniture should incorporate strong colour contrasts and be located off trails, to minimize its potential as an obstruction to pedestrians.
    - The efficient and thorough removal of snow and ice are also essential to outdoor trails.
    - Clear width requirements:
        - **Primary pedestrian routes** shall provide a clear and maintained

accessible route of at least 2.1 metres wide along the sidewalk.

- **Non-primary pedestrian routes**, shall provide a clear and maintained accessible route at least 1.5 metres wide along the sidewalk.
- The **accessible routes** along primary pedestrian routes must be identified using a minimum 0.3 metre wide continuous contrasting surface along each side of the accessible route. It is preferred that all accessible routes include a minimum 0.3 metre indicator surface along each side.

The document notes that additional streetscape elements shall:

- Not reduce the required width of the accessible route;
- Be cane-detectable;
- Be consistently located to one side of the accessible route, entirely within an amenity strip that is hard-surfaced, at least 0.6 metres wide and is identified using a indicator surface;
- Be securely mounted within an amenity strip, minimum 0.6 metres wide, located adjoining walkways, paths of travel, sidewalks and other accessible routes;
- Incorporate pronounced colour contrast to differentiate it from the surrounding environment.

Guidance is also provided for curb ramps, bus stops and shelters and furniture.

3.2 REGION OF PEEL

This section highlights some of the region wide planning documents that influenced the development of the Pedestrian Master Plan.

Peel 2041: Regional Official Plan (Currently being updated)

The long-term planning policy framework is currently in the process of being updated though a series of Official Plan amendments. The Official Plan provides direction on planning for growth, the environment and resources, transportation, housing and various regional services. Three themes frame the current plan. An eco-system approach, sustainable development and healthy built communities all support balanced growth and development. Current plan policies articulate the objective to change travel behaviours and encourage more transit use, carpooling, walking and cycling. Engagement on the current plan update has documented resident support for increased transit service and for a more comprehensive network of walking and cycling facilities across the region.

Region of Peel Multi-Year Accessibility Plan (2018-2025)

The Region of Peel's Accessibility Plan sets a vision to become a Community for Life, creating a community that is accessible and inclusive for residents throughout all stages of their lives. The Plan aligns with Peel's long-term Strategic Plan and provincial timelines to achieve the AODA by 2025. The plan addresses how the region will break down barriers to ensure residents of all abilities can fully participate in the community and have a sense of belonging. The plan focuses on improving quality of life through access to programs and services, facilities,

technology, housing, public health programs and transportation. The plan also highlights the establishment of the new Office of Culture and Inclusion which will help achieve the outcomes of the plan. Accessible Transportation initiatives include:

- TransHelp the regions accessible transportation service will develop a Travel Training Program to support navigating conventional transportation services. This will include using the PRESTO contactless smartcard to access seamless regional transit.
- On-Board Cameras to protect residents and improve safety and security.
- Upgraded accessible 24hr booking software through Trapeze for TransHelp.
- Passenger assistance program for residents needing TransHelp's support to access day programs.
- Improvements to road design and construction (tactile plates, crosswalk alignment, Accessible Pedestrian Signals).
- Maintenance of accessibility in public space and facilities.

The Pedestrian Master Plan recommends an update of the City's Facility Accessibility Design Standards, to align with best practices and implement the above actions of the Multi-Year Accessibility Plan.

4.0 RECOMMENDED ACTIONS

The following section outlines the recommendations and actions identified for the themes of planning, design and operations and maintenance. More details about implementation of these actions, including timelines and who is responsible, is included in the Pedestrian Master Plan.

4.1 PLANNING

ACTION AREA 1: PLANNING	ACTIONS
Co-ordinate with partner agencies to implement the Pedestrian Master Plan.	**Multi-agency integration.** Establish protocols to work with MTO, Metrolinx, Peel Transportation Services & Peel Health, major landowners, property managers, employers, etc. to incorporate their plans and programs into the funding, study, design and construction of Pedestrian Master Plan projects, whenever project scope allows.
	Multi-jurisdictional connections. Establish protocols to work closely with MTO, Metrolinx, Peel Transportation Services and neighbouring communities to ensure pedestrian connections across jurisdictional borders are well integrated.
	Highway interchange safety. Create and implement a strategy to address pedestrian safety issues around highway interchanges, in collaboration with MTO.
	Inventory transit stops and stations. Co-ordinate with MiWay to identify locations of transit stops and/or MiWay terminals/stations not accessible via sidewalk or pedestrian crossings.
	Access to transit stops. Prioritize the implementation of sidewalks and pedestrian crossings to access transit stops throughout the city. Also consider stop design from a personal safety perspective.
	Access to GO stations. Work with Metrolinx/GO Transit to improve pedestrian access to and safety (traffic and personal) at GO stations
	Transit user amenity deficiencies. Co-ordinate with MiWay to identify transit user amenity deficiencies at existing MiWay terminals/stations.
	User amenities at MiWay stations/terminals. Work with MiWay to improve customer amenities at existing MiWay terminals/stations.
	User amenities at GO stations. Work with Metrolinx/GO Transit to improve customer amenities at GO stations.

ACTION AREA 1: PLANNING	ACTIONS
Integrate the pedestrian network and supporting facilities into all City planning and capital improvement projects.	**Capital-built pedestrian infrastructure.** Co-ordinate the implementation of pedestrian projects with new and retrofit City infrastructure projects. Review construction drawings to ensure pedestrians are accommodated, as per City standards.
	Developer-built pedestrian infrastructure. Review and update the studies and requirements for developers submitting development applications and site plans. Ensure requirements and studies focus on enhancing the pedestrian experience and public realm, as per City standards and best practice (e.g. City of Mississauga Healthy by Design Questionnaire and the Regional Healthy Development Assessment).
	Secure space for pedestrians. Review right-of-way requirements and secure adequate right-of-way through land dedications or acquisitions. Official Plan policy reviews may explore and promote opportunities in infill and intensification areas to improve the pedestrian network and identify new connections.
Develop and implement City initiatives that support pedestrians and enhance the pedestrian environment	**Public amenity guidelines.** Develop guidelines for the installation of public amenities such as seating and washrooms.
	Street trees and landscape treatments. Co-ordinate street tree planting locations with sidewalk locations to ensure that trees can be planted clear of utilities.
	Public art. Identify and Partner on opportunities to include public art within the pedestrian realm.
	Guidelines for pilot projects. Develop guidelines to test pilot projects, temporary urban features on sidewalks and roadways and make projects permanent where appropriate (e.g. tactical urbanism, pedestrian streets, restaurant patios, etc.).
	Other pedestrian related initiatives. Work with other organizations (e.g. community groups and BIAs) to ensure projects intending to enhance the pedestrian environment are accessible and meet City design standards.

4.2 DESIGN

ACTION AREA 2: DESIGN	ACTIONS
Develop a connected pedestrian network.	**Pedestrian network gaps.** Incorporate the recommended priority projects and eliminate gaps in the pedestrian network as outlined in the Pedestrian Master Plan (Section 4).
	Prioritize pedestrian network gaps. Adopt the criteria identified in the Pedestrian Master Plan (Section 4) to prioritize new sidewalks based on road classification and connections to destinations.
	Location of off-road trails. Conduct an inventory of off-road trails through parks and green spaces and confirm if they are multi-use or pedestrian only.
	Prioritize off-road trails. Establish a prioritized matrix for the implementation of off-road trails that considers pedestrian network connectivity and is co-ordinated with other opportunities.
	Public walkways on private land. Inventory pedestrian walkways and trails that are publicly accessible but not owned by the City.
	Resident and stakeholder input. Develop a tool to document and prioritize resident and stakeholder city-wide pedestrian concerns and sidewalk requests.
	Informal pathways and desire lines. Record and inventory observations and feedback on the location of informal foot paths and desire lines and identify opportunities to formalize connections.
	Spacing for controlled crossings. Review and establish standards and guidelines for the spacing of controlled crossings on multi-lane arterial roadways.
	Closure of walkways. Avoid closing existing walkways to maintain pedestrian network connectivity, and update the existing Closure of Walkways policy to clarify conditions when a closure could occur.

ACTION AREA 2: DESIGN	ACTIONS
Develop a connected pedestrian network (con't).	**New walkways and connections.** Identify locations where new walkways and pedestrian connections could be implemented where none exist. Some common locations where new connections may be appropriate include cul-de-sacs, between large blocks, window streets with no pedestrian connections to the main road, throughout Downtown and through new developments.
	Crossing gaps. Review crossing gaps, as identified in Section 4 of the Pedestrian Master Plan. Develop a plan to install crossings where multi-use trails and pedestrian trails intersect with streets at intersections and mid-block where appropriate and feasible.
	Crossing best practice. Update the City's Pedestrian Crosswalk Policy to include more pedestrian crossing options, as outlined in the Ontario Traffic Manual Book 15.
	Grade separated crossings. Provide recommended grade separated crossings, as outlined in the Cycling Master Plan, over barriers such as creeks, ravines, highways and rail corridors to fill network gaps over the long-term.
Develop a pedestrian network that is safe and comfortable for all.	**Facility Accessibility Design Standards.** Review and update the City's Facility Accessibility Design Standards to align with best practices and implement actions from the Multi-Year Accessibility Plan.
	Lighting off-road trails. Review the existing Park Trail Lighting Policy and develop guidelines for illuminating off-road trails and grade separated active transportation bridges..
	Trail design and users. Update design standards to ensure primary boulevard trails and primary off-road trails are designed and constructed with consideration for separating cyclists and pedestrians, or protecting for future separation.
	Sidewalk design requirements. Update design requirements for new sidewalks and revise the Development Requirements and Standard Drawings based on road classification. To be confirmed through the develop of the Changing Lanes Complete Streets Guidelines.
	Urban and Streetscape Design Guidelines. Review and update urban and streetscape design guidelines to ensure they incorporate current best practices in pedestrian infrastructure design.

ACTION AREA 2: DESIGN	ACTIONS
Develop a pedestrian network that is safe and comfortable for all (con't).	**Vulnerable users and equity-seeking groups.** Update standards and practices for the design of pedestrian infrastructure (e.g. sidewalk design requirements, streetscape guidelines, pedestrian network gaps, etc.) to consider vulnerable road users and equity-seeking and marginalized groups (continue to update as required).
	Crossing Times. Implement a monitoring program to review and update crossing times and signal phasing at intersections, particularly in areas with high pedestrian activity and at schools, community centres, long-term care facilities, health facilities and similar land uses.
	Pedestrian signals. Develop a program and guidelines for implementing an automatic pedestrian phase, pedestrian leading phases and pedestrian scrambles at signalized intersections.
	Lighting. Review and develop a strategy to install additional lighting (where required) throughout the pedestrian network. Including pedestrian scale lighting along roadways and at intersections.
	Safe and accessible crossings. Develop and implement a program to enhance accessibility and safety of intersections and crossings by providing curb ramps with tactile features, crosswalk pavement markings, accessible pedestrian crossings, countdown timers, curb extensions, signal phasing, etc.
	Vision Zero. Plan, develop and improve the pedestrian network in line with the fundamental principles of Vision Zero to eliminate pedestrian fatalities and serious injuries as a result of motor vehicle collisions (continue to update as required).

4.3 OPERATIONS AND MAINTENANCE

ACTION AREA 2: DESIGN	ACTIONS
Maintain the pedestrian network and infrastructure to ensure they are accessible and free of obstructions.	**Sidewalk condition assessment.** Complete an inventory and condition assessment of City-owned sidewalk infrastructure, ian assessment of compliance with the Accessibility for Ontarians Disabilities Act.
	Upgrade sidewalks. Develop and implement a Capital Plan to upgrade sidewalks, trails and walkways to meet current standards and Accessibility for Ontarians Disabilities Act compliance requirements.
	Maintenance and snow removal. Review and update standards, procedures and timelines for maintenance and snow removal for sidewalks (including sidewalks on residential streets), walkways and multi-use trails.
	Maintenance-related feedback. Promote the Pingstreet mobile app to solicit maintenance-related feedback on the pedestrian network.
	Maintain Amenities. Complete an inventory and condition assessment of existing pedestrian amenities (crossings, signage, benches, lighting, art, recycling/trash bins etc.) and develop a strategy for ongoing maintenance.
	Accessible detours during construction and maintenance. Review current construction detour policies and develop new guidelines for contractors, developers and City departments to ensure that they represent best practice for accommodating all active transportation users during construction and maintenance.