

Changing Lanes

Phase Three Engagement Summary Report



Prepared by: LURA Consulting
For: The City of Mississauga
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1. Introduction

Project Background

Automotive travel has been and remains the dominant mode of transport in the City of Mississauga. The vast majority of the City's road network has been planned, designed, built, operated, and maintained in a way that enables and supports auto dependency. These practices are the result of years of work to meet industry standards and best practices in Ontario that looked to optimize traffic flow throughout Mississauga. [Mississauga's Transportation Master Plan](#) (TMP) establishes a clear vision for a future transportation system that is safe, inclusive, multi-modal, connected to place, environmentally conscious and future-friendly. The TMP calls explicitly for new policy tools to govern the planning and design of roads and rights-of-way. Additionally, the City's core transportation ambition is to reduce private automobile dependence and make it easier and safer for people to use alternative forms of transportation (e.g., walking, cycling, rolling, and using public transportation). This ambition is declared in the City's [Strategic Plan](#) as the "Move" pillar of the Plan and is supported by several key strategic objectives:

- Increase transportation capacity
- Provide mobility choices
- Maintain a safe city
- Support ageing in place
- Develop in a 'pedestrian first' manner
- Develop a transit-oriented city
- Create great public spaces
- Deliver infrastructure in a sustainable way
- Promote a green culture

The City of Mississauga's Transportation Planning team is working with a team of consultants to develop a series of tools to govern the planning and design of streets in Mississauga as part of the Changing Lanes Project. The result of the project will be a new high-level street classification; a new Complete Streets Guide; and a prioritized street redesign list. This document provides a summary of the engagement activities that took place during the third phase of engagement for the City of Mississauga's Changing Lanes Project. This report was written by LURA Consulting, the engagement team hired by the city for this project. As an independent facilitator and third-party consultant, LURA has no vested interest in the outcomes of this project. LURA's goal is to ensure that members of the public and stakeholders have opportunities to participate and provide feedback and that all input received is considered by the city and consulting team (DTAH & HDR) conducting the technical work.

Changing Lanes Engagement Approach and Objectives

The engagement process for the Changing Lanes project targets internal staff and external stakeholders involved in city-building in Mississauga, including builders and developers, utility companies, and public advocacy organizations. A key priority for this process is educating all those involved and impacted and ensuring understanding and overall support/buy-in for the project process. For these tools to serve the City as intended, they must be meaningful to members of City and Region staff, Council, and the broader community of city-builders in Mississauga who together are responsible for the planning, design, and management of Mississauga roads.

The development of Mississauga's first Transportation Master Plan involved significant consultation with city residents, workers, and visitors. This public engagement provided a thorough understanding of residents' needs and vision for transportation in the City. Accordingly, there is no need to conduct a similar level of public consultation for this project.

The overall engagement and education objectives for this project are to:

- Engage in a meaningful way, listening to the experience and suggestions of directors, staff, and external stakeholders.
- Educate those impacted and involved about the need for complete streets in Mississauga.
- Provide an iterative and flexible process to allow for responsiveness to the ideas and feedback generated, focusing on in-person/video conference participation.
- Increase the capacity of City staff to understand and apply an "outside-in" approach to street design.
- Strengthen the City's relationships with key stakeholders and potential partners in implementation.

Phase Three of engagement for the Changing Lanes project was underpinned by a set of core engagement objectives. These engagement objectives ensure that internal and external stakeholders are kept informed about future plans for Mississauga's streets. In addition, the objectives ensure that stakeholders have an opportunity to help shape, provide input and participate in the conversation about the City's Complete Streets Guide.

Project Timeline

The project schedule, provided below (Figure 1), illustrates the proposed phasing of Changing Lanes. Phase Three, Complete Street Guide, is focused on developing a Guide that defines an assessment process to make streets safer and comfortable for all users. This Guide will provide design considerations, parameters and provide example cross-sections to guide street design and operations.

The outcomes of Phase Three were to:

- Seek input to inform the development of a practical and useful Complete Streets Guide to achieve complete streets goals in Mississauga.
- Present a draft Complete Streets Guide for the implementation of guidelines for feedback.



Figure 1: Project Timeline

Phase Three Engagement Overview

During Phase Three, a variety of engagement activities were used to gain feedback from key stakeholders (listed in Appendix A). Phase Three engagement activities are outlined in the tables below.

Core Team Conversation #1 – Virtual Meeting, April 29/30, 2021	
Meeting Purpose	Core Team members were engaged in a discussion on how decisions for street design are made. Members identified case studies and common scenarios where there are difficult decisions.

Core Team Conversation #2 – Virtual Meeting, May 18/19, 2021	
Meeting Purpose	Core Team members were presented with a case study to help discuss decision-making around specific design elements and difficult decisions.

Core Team Conversation #3 – Virtual Meeting, June 4, 2021	
Meeting Purpose	Core Team members were presented with a summary of what was heard previously, along with initial recommendations for improving the City's street design and project delivery process.

Technical Advisory Committee Workshop #5 – Virtual Meeting, June 25, 2021	
Meeting Purpose	City staff from various departments were presented with a draft direction and table of contents for the Mississauga Complete Streets Guide. Participants were separated into three breakout rooms to discuss the proposed Complete Streets Process and Policy.

Expert Review Panel – Virtual Meeting, October 27, 2021	
Meeting Purpose	A group of technical experts involved in the planning, design, and operation of streets in and around Mississauga were presented with an overview of the Guide content. Participants were divided into small groups to undertake a Complete Streets (CS) assessment and discuss the various possible techniques to make the demonstration street more complete through retrofit and reconstruction.

2. Summary of Participant Feedback

The following section provides a high-level summary of the key themes that emerged during Phase Three of engagement. Participant feedback was used to inform the Guide. More detailed input can be found in the appendices of this report.

Key Themes

Safety

- Having controlled crossings and installing speed bumps and speed cushions in high-use areas can lead to safer streets.
- It is recommended that speed limits be reduced, and more stop signs introduced.
- Road markers could help ensure that drivers are cautious and watch their speed.

- A key component in discussing safe conditions is the interaction between cyclists and pedestrians and transit users, specifically in mixing zones.
- Curb extensions can help narrow the roadway at intersections which can force drivers to slow down.
- Community Safety Zones should be expanded and created with a lower speed limit.

Accessibility and Inclusion

- The guide needs to reinforce and conform with the Mississauga Facility Accessibility Design Standards.
- It is recommended that more public transit options be provided.
- Signal poles in the pedestrian clear zone can pose challenges for accessibility.
- The evaluation of accessibility of new streetscapes should be a performance measure.
- In the decision-making process, accessibility should be included at the final approval stage.
- The project should be reviewed with the AODA compliance requirement as there are specific standards and minimums for accessibility.
- Include maintenance operations (i.e., snow clearing, broken curbs, cracked sidewalks).

Street Design

- Parking spaces should be easily accessible and marked clearly.
- Curb extensions can help in narrowing the roadway at intersections.
- The design speed should always equal the posted speed.
- In terms of capacity, design for peak conditions but consider lane width reductions to prevent a speedway effect when the road is less busy.
- Look at morning and afternoon peak ratios instead of off-peak volume to capacity ratios.
 - Volume to capacity ratios may be necessary for some city areas but not for others.
- It is recommended that there be two hundred metres distance between crosswalks.
- Street tree corridors, shade and sun should be considered part of walkway comfort.
- Streets and their public realm should be designed with pedestrians in mind.
 - More pedestrian area spaces should be created.
 - Pedestrian amenities, such as street furniture, pedestrian-scaled lighting, shading, and wayfinding should be provided to meet the idea of a "place."
- Installing sidewalks on both sides of existing and new subdivisions, especially in proximity to schools, can help facilitate walkability and active transportation to and from school sites.
- A plan for tree planting is needed.
- There must be flexibility in the process, and people are given flexibility when needed.
- Involve people at the beginning, define the infrastructure, and then ask Capital Works to put the contract together.
- Consider what limitations and conditions below ground exist before designing the street.
- Distinguish a clean slate approach and what should be prioritized instead of a road diet or integrated road project.
- Work through engineering design standard process to determine how to balance protection at intersections without impeding emergency services.
 - When paving widths and streets are narrow, it can cause congestion and delay emergency response times.

- The Intersection Ratio is impacted by signalized and un-signalized intersections and the number of roundabouts.
- With some corridors having thirty intersections, a more specific and flexible cross-section is needed.

Cycling Infrastructure

- Consider establishing physically separated bike lanes on both sides of the street.
- There is a need for dedicated bike lanes and more bike and walking trails connections.
- Consider adding bike signals to traffic signals.
- A tactile paving warning should separate cycling facilities from pedestrian zones or footways.
- A key component in discussing safe conditions is the interaction between cyclists and pedestrians/transit users, specifically in mixing zones.
- The addition of left-turn bike boxes to intersections can help accommodate bikers.
- The cycle track design raises issues such as layby parking and turning lanes.
- Consider multiple forms of cycling infrastructure to cater to different users.
 - Cycle tracks are great for safety, but other cyclists prefer bike lanes.

Oversight Committee

- Clarification is needed on who the members of the Oversight Committee will be.
 - Representation on the committee should be complete as some key players in the project team currently do not have a voice in the Oversight Committee.
 - Representation from transit, municipal parking, the Accessibility Office, and maintenance is requested.
 - If the committee comprises the same people who sit on project working teams, then deciding by voting will prolong the conflicts at the project team level.
 - It is recommended that the group be made of different people who are given the authority to resolve any conflicts. Whoever is on the Committee must be trusted by all sections and divisions in the City.
- It is critical to understand the mandate of the Oversight Committee meetings, including timing and focus.
- Clarification is needed on the types of projects that will go to the Oversight Committee.
 - There needs to be a different oversight for developer-built projects as they go through a different process than Capital Works projects.
- Consider whether the decision-making methods of the Committee are through voting or consensus-building.
 - The Committee could work collaboratively with departments to develop a solution and look for designs that achieve consensus.
 - It was suggested that the milestones for the workflow be coordinated with Planning and Development milestones.
- The Oversight Committee will need to be iterative, depending on the project.
 - The Committee must look at the consequences of decisions on other elements. (i.e., transit impacts from changes in curb radii).
- The Oversight Committee will have to decide promptly where an agreement cannot be made.

- Decisions need to be made early on, and features should not be added later as the project progresses.
- The Oversight Committee should be involved in both scoping and key decision points throughout the project.
- The rezoning stage of developer-built projects is a critical touchpoint for the Oversight Committee.

Indicators

- A distinction is required between city-wide indicators, measured annually, and project-specific indicators.
- Indicators that can be assessed during the design phase need to be distinguished from ones that require some time after completion to understand the change.
- The Official Plan could be more vision-oriented and provide support for the Guide. In this case, the Guide would serve as a living document where indicators are updated regularly outside of the Official Plan process.
- Include transit-related indicators such as distance to bus stops, frequency of service and pedestrian and midblock connections to transit.
- Include measures to examine the vibrancy of streets and whether this will be a street where people want to be.
- Other indicators suggested were:
 - Utility infrastructure – significant consideration when developing a street.
 - Land use planning – use adjacent land use to determine what the street should look like.
 - Cultural heritage value – some neighbourhoods do not have curbs or sidewalks, but this is part of their character.
 - Near-miss analysis.
 - Level of stress and comfort.
 - User experience – map out experience in the public realm (Jan Gehl approach) – qualitative measures such as health, equity etc.
 - Resident and user feedback – determine whether the City has achieved what residents want.
 - Completeness – analyze from a “complete street” perspective, including speed, cycling, shade, walkability etc.
 - Scenic designation categories – help determine speed and function.
 - Capacity for patios in the right-of-way.
- A clear process of when and how these indicators are used and reported is needed as the data collected is both quantitative and qualitative.
 - It was suggested that they could be organized by project type and complexity.
 - Checklists or weighted rankings could help determine when something is required rather than a nice-to-have.
- The project team should look at the equity matrix being developed and talk to the City's equity specialist to apply an equity lens to this work.
- Accessibility should be emphasized as its own stand-alone indicator.

- Pedestrian connectivity was suggested as an indicator to be included. It was noted that this could also be included under Inclusion.

What else would be helpful for the guide to cover?

- The guide should identify that the City's priority is street design (i.e., pedestrians, tree corridors etc.).
- Clarity is needed on how the Complete Street principles will be embedded into how streets are treated.
 - It was suggested that a "how-to" component be included in the guide.
- A process to link information about complete streets design to maintenance needs to be included so that budgets can be made accordingly.
- The guide could provide direction for how to retrofit and build new streets.
- Participants indicated they would like to see the guide address transitions from temporary to permanent street design elements.

3. Next Steps

The feedback received during Phase Three of the Changing Lanes project was used to develop and refine the draft Guide. Engagement will continue into Phase Four. For more information on the project and next steps, please visit: <https://yoursay.mississauga.ca/changing-lanes>.

Appendix A: Stakeholder Groups

The following table lists the different groups met with during Phase Three of Changing Lanes.

Group	Membership Attending Meetings
Core Team	<ul style="list-style-type: none"> • Capital Works Delivery • Development Engineering • Vision Zero Program • Active Transportation Office • Traffic Services & Road Safety • Urban Design • Transportation Projects • Transportation Planning
Technical Advisory Committee	<ul style="list-style-type: none"> • Capital Works Delivery • Development Engineering • Vision Zero Program • Active Transportation Office • Traffic Services & Road Safety • Urban Design • Transportation Projects • Transportation Planning • MiWay • Rapid Transit Program Office • Culture Planning • Heritage & Indigenous Relations • Traffic Signals • Works, Operations, and Maintenance • Region of Peel • Parks, Forestry, and Environment • Municipal Parking • Development • Environmental Services • City Planning Strategies • Accessibility Office
Expert Review Panel	<ul style="list-style-type: none"> • 8 80 Cities • BA Group • City of Brampton • City of Toronto • Credit Valley Conservation • Green Communities Canada • Ministry of Transportation • Region of Peel • Sheridan College • Teens Learn to Drive • The Centre for Active Transportation • Toronto Region Conservation Authority • Town of Milton • University of Toronto Mississauga

Appendix B: Meeting Summaries

The following document includes a detailed summary of the Expert Review Panel held during Phase Three of the project.

Changing Lanes

Expert Review Panel

October 27, 2021 | 2:00 p.m. – 3:30 p.m.

Meeting Summary

1. Agenda Review, Opening Remarks and Introductions

James Knott, LURA Consulting began the meeting by welcoming everyone and addressing housekeeping items. Alex Legrain, City of Mississauga welcomed participants to the Expert Review Panel and thanked them for attending the session. James Knott provided a meeting overview and introduced the Project Team consisting of representatives from the City of Mississauga as well as project team members from DTAH, HDR and LURA Consulting. A list of all meeting participants can be found in **Appendix A**.

2. Presentation

Brent Raymond, DTAH, gave the meeting presentation. The presentation began with the purpose of the meeting which was to present the draft Mississauga Complete Streets Guide. The presentation covered the projects background and context, and an overview of the draft Guide content.

After the presentation, participants were given the opportunity to ask questions of the project team. Questions are marked with a 'Q', answers are marked with an 'A' and comments are marked with a 'C'.

- Q: We have run into issues implementing design in areas where there are major truck traffic intersections, with trucks requiring two lanes which raise other safety issues. Where or how is that subsegment of conflicting principles captured in this work?**
- A:** There are techniques to design to accommodate turning trucks. This guide may suggest a no turn on red policy that lots of municipalities are doing. This will make intersections safer. This is used readily especially with cycling infrastructure. There are ways of adjusting, such as moving the stop bar back to make use of full road width.
- Q: In designing the Guide, has there been any impetus to design it in a way that it can be used for reconstruction as well as new road planning and design? In development, we are asked to design new roads and want to use a complete street approach.**
- A:** There is a clear path to get the Guide done to updated road engineering design standards. The engineering design standard update is where the design of cross sections will happen. This Guide will set out the aspiration, and be applicable to own capital projects and developer led application projects.
- Q: Does the plan include lowered curbs or eliminating curbs at intersections? Wondering about this from an accessibility perspective.**
- A:** It does not speak to that other than AODA ramp requirements.

3. Discussion

Following the presentation, participants were separated into three breakout rooms and shown an example of an incomplete collector street in Mississauga. Two discussion questions were used to guide discussion, as follows:

- **If only small scale and targeted changes could be made, what are some of the things you would recommend?**
- **If we were to completely reconstruct this street, what would you like to see changed?**

Notes from the breakout sessions can be found in **Appendix B**.

The following provides a concise thematic summary of the feedback received from participants.

Small and Targeted Changes

Safety

- Expand community safety zones.
- Reduce speed limit (30-40km) and insert more stop signs.
- Use road markers so drivers will be cautious and watch their speed.
- Controlled crossing in high use areas.
- Insert speed bumps/speed cushions in high use areas.
- Curb extensions to narrow the roadway at intersections.
- Design speed should always equal the posted speed.

Accessibility

- Provide more connections to bike and walking trails.
- Insert more crosswalks. Too much distance between current crosswalks. Recommend 200 metres between crosswalks.
- Leave enough space for bikes to maneuver or have dedicated bike lanes/bike paths.
- Provide more public transit options.

Parking

- Accommodate parking on one side of the street.
- Ensure parking is easily accessible and marked clearly.

Complete Reconstruction

Bike Lanes

- Establish physically separated bike lanes on both sides of the street.
- Ensure enough room is left for bikes and buses to operate safely.
- Add bikes to traffic signals.
- Add left turn bike boxes to intersections.

Community Safety Zone

- Create a Community Safety Zone with a lower speed limit.

- Increase the number of crosswalks. Controlled crosswalks should be considered for high use areas.
- Narrow streets to force drivers to slow down.

Community Features

- Develop plan for more or less tree planting.
- Create more pedestrian area spaces.
- Add more benches near bus stops.

4. Next Steps

Brent Raymond wrapped up the meeting with a summary of next steps which include:

- Sharing workshop findings (November 2021);
- Updating the Guide based on TAC and expert panel comments (November 2021);
- Presenting the draft Guide to General Committee of Council for public review (January 2022);
- Releasing the draft Guide for public comment online (January 2022); and,
- Presenting the final Guide to Council for endorsement (March 2022).

Alex Legrain concluded the meeting by thanking participants for their participation and encouraged participants to send in any additional comments.

Appendix A – Meeting Attendees

Project Team

- Alex Legrain, City of Mississauga
- Susan Tanabe, City of Mississauga
- Brent Raymond, DTAH
- Chris Veres, DTAH
- Sonali Praharaj (DTAH)
- Michael King, Traffic Calmer
- Patrick Yip, HDR
- James Knott, LURA Consulting
- Liz, McHardy, LURA Consulting
- Lauren Sooley, LURA Consulting

Meeting Attendees

- Kwame Afrani, Ministry of Transportation
- Anne Marie Hayes, Teens Learn to Drive
- Nelson Cadete, City of Brampton
- Robbie Jay, Region of Peel
- Thomas Woodhall, BA Group
- Adam Popper, City of Toronto
- Suzanne Bevan, TRCA
- Monika Farrell, UTM
- Herbert Sinnock, Sheridan College
- Sarah Powell, Region of Peel
- Kate Berry, Green Communities Canada
- David Simor, TCAT
- Michael Stewart
- Kavleen Sachdeva, Town of Milton
- Amanda O'Rourke 8 80 Cities
- Andria Oliveira, City of Brampton
- Matthew Cambas, Region of Peel
- Sean Carrick, Region of Peel
- Jakub Kilis, CVC

Appendix B – Discussion Activity Notes

The following details a non-verbatim transcription of the discussion that occurred in response to the discussion questions asked in the breakout rooms:

- **If only small scale and targeted changes could be made, what are some of the things you would recommend?**
- **If we were to completely reconstruct this street, what would you like to see changed?**

Small-scale and targeted changes

- Could allow for parking on one side and repaint pavement
- There is confusion about existing painted lines and it is hard to tell what the designate is
- Fully designate one side of road for parking, but could be hard because of driveways
- In Milton there are couple places where parking is zig zagged – forces people to slow down. People have to drive around parked cars/parking spaces
- Add 5x as many stop signs and ped crossings to slow through traffic
- Make it inconvenient for bypass traffic coming through
- Reduce speeds to 40 and 30 kph
- Use wasted space for parking or safe bike routes – knockdown bollards
- Take the space out of drivers ROW
- Low-impact Development (LID) development design measures – refer to link added in chat
- Connect with CVC for more information on LIDs
- LID's deal with stormwater run off
- Stop signs will help slow traffic
- Look at connecting into cycling network to connect to trails and credit river
- Dedicated cycling lane
- What are the shoulder stripings – and what purpose do they serve?
 - They look like very narrow parking spaces
- If this is on the bike plan – make it a bike path
- Where is the crosswalk? Why isn't there one in between?
 - There should be more crosswalks*
 - 500 metres is too far
- Could we make it 30K as a speed limit
 - How to slow the street down
- Doesn't follow the 8-80 rule and fails miserably
- What can we do to control drivers so that people can be safer?
- All safety measures should be used to create a complete and safe street
- What measures are in place for delivery trucks being parked and how will cyclists move around them?
- The community safety zones are only where the school is, could you expand the safety zone?
- Is there a reason the whole street cannot be 30k given the high residential and community uses?
- Could the road be painted as a zebra crossing as an awareness piece?
- Speed humps may not be the best solution as they are rough for transit riders. Does transit have a veto over these?
- In-road safety signs (on centre line) helping to enforce a visual narrowing

- City of Toronto has been doing a pilot based on other cities on left turn calming, using rubber speed humps. These create a median or extend an existing one. Forces people to turn around them, with the exception of large trucks, which can go over. Placement needs to be mindful of snow routes.
- How tight can lanes be/can a bike lane be accommodated? Does volume on the street require left turning lanes?
- A lot of collector roads were built with similar standards as Brampton. Can easily accommodate a bike lane and two through lanes here.
- Using textured pavement where pavement is stamped and a surface applied. Narrowing and bulb-outs have proven to be effective.
- Implement crossings every 200 metres (appear to be 4-500 currently). Look for mid-point crossing opportunities.
- Mitigate speed and cut-through traffic.
- Rank in priority the items you are looking to address. This could be a good candidate for a 40km or even less zone. Would apply to the side streets as well. From there, improve road crossings for vulnerable users. Provide bollards/refuge areas.
- Review parking for the street if adding dedicated cycling lanes
- Alert cyclists to the possibility of people backing out of their driveways
- Enhance pedestrian connections (signs/wayfinding signs for crossings)
- Speed cushions
- Introduce school crossings and density for crossings in general
- Introduce controlled crossings where there is a demand
- Speed mitigation cameras to shift driver behaviour (city-wide program)
- Emphasize place making (benches, Credit River, street trees, etc.)
- School travel planning
- Invest in transit stops
- The corridor does not seem that difficult. Not many, if any, competing priorities.

Reconstruction

- Exclusive bike lanes? – needs to balance with several front driveways
- Exclusive bike lanes on both sides and providing parking lane might not be best solutions
- Cycling solution may not be on street in both directions multi-use ROW way facility on side of community center
- Divvy up road into three zones include bike lanes on routes near school and community centre.
- Forgo street trees in lieu of pedestrian areas
- Split zones up on a per use basis where seeing transit
- Prioritize landscaping or cycling facilities in other areas
- Street trees might not be viable everywhere
- How can we define this zone in front of the community centre?
 - Narrow lanes and much as you can to make cars slow down
- Think about how busses deal with stop sign conditions
- People tend to sneak around the bus
- Create a physically separated cycling facility – the shoulder is perfect

- Nowhere to sit near the bus even
- Signage that exists may not be enough and people might speed – given some areas is at 50, and even the presence of crosswalks isn't even an indicator of slowing down
 - Harmonize the speed limit – and lower the speed limit
 - Create a community safety zone
 - Create raised crosswalks
- Opportunity for more controlled crossings
- Safe places for people to cross whether it's with controlled crossing or with traffic calming that allows folks to cross mid-block would make this place feel more people centered. add on the placemaking and "friction" on the street that also calms cars would be great
- Plant trees around as well to make it beautiful
- I would say crosswalks and traffic controls, in combination with road diets, bike lanes, bump outs, etc. very much can lead to safer streets
- Could likely easily implement bike lanes on most, but not all of the street
 - Issues such as boulevard parking emerge
 - The City of Toronto has a technical guide on raised crossings/intersections (these are being pursued as part of reconstruction, particularly near schools)
 - Raised crossings can be lower/gentler for transit riders if needed
- Where having bus and bikes on the same corridor, reconstruction is a great opportunity as it allows for the dimensions needed for both
- Have bike detection at traffic signals
- Bike boxes for the new bike lanes

Appendix C: Emailed Feedback

The following is a summary of feedback received via four emails from stakeholders.

- Installing sidewalks on both sides of existing and new subdivisions, especially in proximity to schools, can help facilitate walkability and active transportation to and from school sites.
 - Consider how the potential widening of sidewalks can impact school properties and aim to reduce the number of issues it could create.
- Having a street as a link and a street as a place aligns well with the Peel Region's Healthy Development Assessment (HDA) under the Streetscape Characteristic and Street Connectivity theme.
- A well-designed streetscape can improve the safety, comfort and convenience of pedestrians and cyclists.
- It is recommended that streets and their public realm be designed with pedestrians in mind.
 - Pedestrian amenities, such as street furniture, seating, pedestrian-scaled lighting, shading, and wayfinding should be considered to meet the idea of a "place."
- Consider whether the city can retrofit existing right-of-way drainage to the green infrastructure areas being introduced
- Consider how this project fits with the ongoing City of Mississauga stormwater master plan.
- It is recommended that the Region of Peel's Urban Forest Best Practice Guidelines be considered when deciding how to plant, how much soil to use, the distance from the road and which species work well and where.
- Updates to the Best Practice Guides, Green Natural Infrastructure Strategy and Regional Urban Forest Working Group may provide valuable data to the project.
- Within the decision-making process, accessibility should be included at the final approval stage.
- The evaluation of the accessibility of the new streetscapes should be a performance measure.
- The Accessibility Office should be included in the Oversight Committee.
- An assessment and evaluation of accessibility should be considered for metrics.
- A signal pole in the pedestrian clear zone poses challenges for accessibility.
- Confirmation is needed on whether the guidelines will include general guidance on pedestrian clearance for signage placement.
- The guidelines need to reinforce and conform with the Mississauga Facility Accessibility Design Standards.
- A tactile paving warning should separate cycling facilities from pedestrian zones or footways.