
Mississauga Cycling Advisory Committee

Date: September 15, 2020
Time: 6:30 PM
Location: Online Video Conference

Members

Councillor Chris Fonseca	Ward 3 (Chair)
Anna Tran	Citizen Member
Earl Close	Citizen Member
Kris Hammel	Citizen Member
Jeff Fleming	Citizen Member
Laiq Siddiqui	Citizen Member
Larry Lindsay	Citizen Member
Paulina Pedziwiatr	Citizen Member
Rosanna Chacko	Citizen Member
Sunil Sharma	Citizen Member
Suzanne Doyle	Citizen Member (Vice-Chair)

Any member of the public interested in speaking to an item listed on the agenda may register at stephanie.smith@mississauga.ca or call 905-615-3200 ext. 3795 by Monday, September 14, 2020 before 4:00P.M.

Please note the Mississauga Cycling Advisory Committee will not be streamed or video posted afterwards. If you are interested in attending the meeting virtually, please contact stephanie.smith@mississauga.ca or call 905-615-3200 ext. 3795 by Monday, September 14, 2020 before 4:00P.M. in order to join the meeting.
Contact

Stephanie Smith, Legislative Coordinator, Legislative Services
905-615-3200 ext. 3795
Email stephanie.smith@mississauga.ca

Find it Online
<http://www.mississauga.ca/portal/cityhall/cyclingadvisory>

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS MEETING**

4.1 Mississauga Cycling Advisory Committee Meeting Minutes - March 10, 2020

5. **PRESENTATIONS**

6. **DEPUTATIONS**

7. **PUBLIC QUESTION PERIOD - 15 Minute Limit**

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:

Mississauga Cycling Advisory Committee may grant permission to a member of the public to ask a question of Mississauga Cycling Advisory Committee, with the following

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.

2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.

3. The total speaking time shall be five (5) minutes maximum, per speaker.

8. **MATTERS TO BE CONSIDERED**

8.1 Introduction of New Staff (Matthew Sweet, Manager, Active Transportation)

8.2 Kipling Bus Terminal project update (5 minutes)

8.3 Cycling Fatalities Discussion (20 Minutes)

8.4 Network and Technical Subcommittee Update (Suzanne Doyle, Citizen Member 15 minutes)

8.5 Communications and Promotions Subcommittee Update (Sunil Sharma, Citizen member 5 minutes)

8.6 Derry Road bike path update (Neal Smith, Project Manager, Region of Peel 10 minutes)

8.7 Bike month update (Matthew Sweet, Manager, Active Transportation 5 minutes)

8.8 Active Transportation COVID-19 Recovery Framework – September Update (Matthew Sweet, Manager, Active Transportation 5 minutes)

8.9 Quarterly Capital Program Update (Matthew Sweet, Manager, Active Transportation 5 minutes)

8.10 Distribution of bike bells (Matthew Sweet, Manager, Active Transportation 5 minutes)

9. INFORMATION ITEMS

- 9.1 Letter sent to Minister Caroline Mulroney regarding immediate mitigation of the Westbound QEW Dixie off-ramp conditions at North Service Road

10. OTHER BUSINESS

11. DATE OF NEXT MEETING - October 13, 2020

12. ADJOURNMENT

Mississauga Cycling Advisory Committee

Date: March 10, 2020
Time: 6:30 PM
Location: Civic Centre, 2nd Floor
Committee Room A
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members	Councillor Chris Fonseca	Ward 3 (Chair)
	Anna Tran	Citizen Member
	Earl Close	Citizen Member
	Kris Hammel	Citizen Member
	Jeff Fleming	Citizen Member
	Laiq Siddiqui	Citizen Member
	Larry Lindsay	Citizen Member
	Paulina Pedziqatr	Citizen Member
	Rosanna Chacko	Citizen Member
	Sunil Sharma	Citizen Member
	Suzanne Doyle	Citizen Member (Vice-Chair)

Present Agency Representatives/City Staff

Neil Smith, Project Manager, Sustainable Transportation, Region of Peel

Matthew Sweet, Manager, Active Transportation

Raymond Lau, Project Manager – Engineering, Park Development

Megan Schabla, Communications Coordinator

Stephanie Smith, Legislative Coordinator

1. CALL TO ORDER – 6:30PM

2. APPROVAL OF AGENDA

Approved (E. Close)

3. DECLARATION OF CONFLICT OF INTEREST - Nil

4. MINUTES OF PREVIOUS MEETING

4.1 Mississauga Cycling Advisory Committee Meeting Minutes - February 11, 2020

5. PRESENTATIONS

6. DEPUTATIONS

6.1 Glenn Voakes, Resident regarding cycling infrastructure along Ninth Line

Mr. Voakes provided an update on the current and future cycling infrastructure along Ninth Line.

Earl Close, Citizen Member enquired how the committee could get a cycling track implemented. Matthew Sweet, Manager, Active Transportation noted that he would ask the Ninth Line project team to do a deputation at an upcoming Mississauga Cycling Advisory Committee meeting.

RECOMMENDATION MCAC-0012-2020

That the deputation by Glenn Voakes, Resident regarding cycling infrastructure along Ninth Line be received.

Received (E. Close)

6.2 Jane Darragh, Planner regarding the Waterfront Parks Strategy

Jane Darragh, Planner provided an update on the Waterfront Parks Strategy.

RECOMMENDATION MCAC-0013-2020

The deputation by Jane Darragh, Planner regarding the Waterfront Parks Strategy be received.

Received (E. Close)

7. PUBLIC QUESTION PERIOD

Jonathan Giggs, Resident spoke to item 6.1 and enquired about the gap at Front Street South. Matthew Sweet, Active Transportation spoke to the Port Credit Harbour West project.

8. MATTERS CONSIDERED

8.1 Ninth Line Environmental Assessment (Suzanne Doyle, Citizen Member 10 minutes)

Kris Hammel provided an update on the Ninth Line Environmental Assessment open house.

Members of the Committee spoke to the connectivity of a multi-use trail, reviewing the five year plan and the Etobicoke Creek Trail location

RECOMMENDATION MCAC-0014-2020

That the Mississauga Cycling Advisory Committee (MCAC) requests that the Region of Peel bring an updated report to MCAC on plans and a timeline for addressing the disconnect in cycling infrastructure on Derry Road, specifically connecting Malton to the rest of Mississauga's cycling network

Approved (L. Lindsay)

8.2 Network and Technical Subcommittee Update (10 minutes)

Discussion took place under item 8.1.

8.3 Communication and Promotions Subcommittee Update (5 minutes)

Suzanne Doyle, Citizen Member nominated Sunil Sharma to be Chair of the Communication and Promotions Subcommittee.

RECOMMENDATION MCAC-0015-2020

That Sunil Sharma, Citizen Member be appointed as Chair of the Communication and Promotions Subcommittee for the period ending November 14, 2022, or until a successor is appointed.

Approved (S. Doyle)

8.4 Selecting Community Members to send to the Bike Summit (Matthew Sweet, Manager, Active Transportation 5 minutes)

Mr. Sweet provided an update on selecting two Community Members to the Ontario Bike Summit.

RECOMMENDATION MCAC-0016-2020

That the Mississauga Cycling Advisory Committee supports selecting David Cuthbertson and Deborah Vanderkruk to attend the 2020 Ontario Bike Summit as Community Members and that the registration costs be funded through the Infrastructure Planning and Engineering Services Division.

Approved (E. Close)

9. INFORMATION ITEMS

9.1 Accessibility for Ontarians with Disabilities Act Alliance United for a Barrier-Free Society for All People with Disabilities

Matthew Sweet, Manager, Active Transportation noted that the letter was sent to the Accessibility Advisory Committee (ACC). Members of the Mississauga Cycling Advisory Committee directed Mr. Sweet to bring an update to the Committee following the ACC meeting.

RECOMMENDATION MCAC-0017-2020

That the letter entitled Accessibility for Ontarians with Disabilities Act Alliance United for a Barrier-Free Society for All People with Disabilities be received.

Received (S. Sharma)

10. OTHER BUSINESS

Suzanne Doyle, Citizen Member noted that Mississauga Cycling Advisory Committee work plan had been updated.

Larry Lindsay, Citizen Member spoke to any updates regarding Covid19 to Committees of Council. Councillor Fonseca spoke to the Region of Peel Public Health.

11. DATE OF NEXT MEETING - April 14, 2020

12. ADJOURNMENT – 8:05PM

City of Mississauga

Memorandum



Date: 2020/08/28

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Alice Ho

Meeting Date: 2020/09/08

Subject: Kipling Bus Terminal - Update

Background:

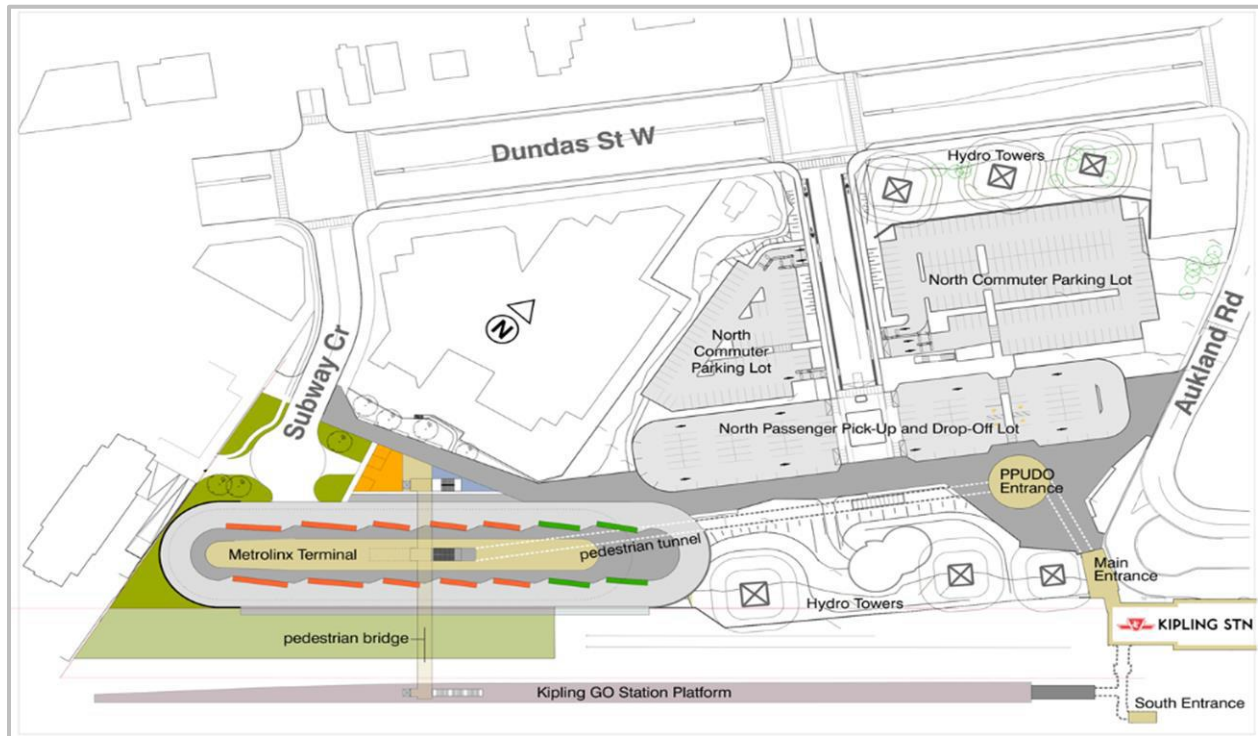
Since the inauguration of MiWay, formerly Mississauga Transit, Islington Station has played an important role in connecting the City of Mississauga to the City of Toronto. With the Toronto Transit Commission's (TTC) east-west subway line terminating at Islington Station until 1980, Islington Station was the obvious east end terminus point for many MiWay routes. However, once the TTC extended its east-west subway line one station further west to Kipling Station in November 1980, numerous discussions were initiated to determine the feasibility of moving MiWay's routes from Islington Station to Kipling Station. In order to achieve this, a new bus terminal would be required to accommodate all of MiWay's routes.

In 2008, Kipling Station, also referred to as Etobicoke Centre, was identified as one of the 49 mobility hubs in Metrolinx's Regional Transportation Plan, *The Big Move*. Subsequently, a Kipling Mobility Design Concept Development Study was undertaken in 2009-2010 to identify a design concept for this new terminal; however, changing restrictions from Hydro One, a key landowner at the site, resulted in a new study being completed in 2015, the Kipling Bus Terminal Feasibility Study. The proposed design for the terminal included key features such as: the bus terminal, bus access, pedestrian access, cyclist access, place-making, passenger pick-up/drop-off (PPUDO) and taxis, commuter parking, development potential and consideration for a future subway extension.

Description of the project:

Upon completion of the feasibility study, a partnership was formed between Metrolinx, the TTC, the City of Toronto and the City of Mississauga to continue the detailed design and construction of the new Kipling Bus Terminal. EllisDon was the successful proponent for the project which commenced in 2018 and was premised on the site plan prepared as part of the feasibility study, and as shown in **Figure 1**.

Figure 1. Kipling Bus Terminal Site Plan



Source: Regional Express Rail: Kipling Station Project Update (2017)

Key elements to the Kipling Bus Terminal include the following:

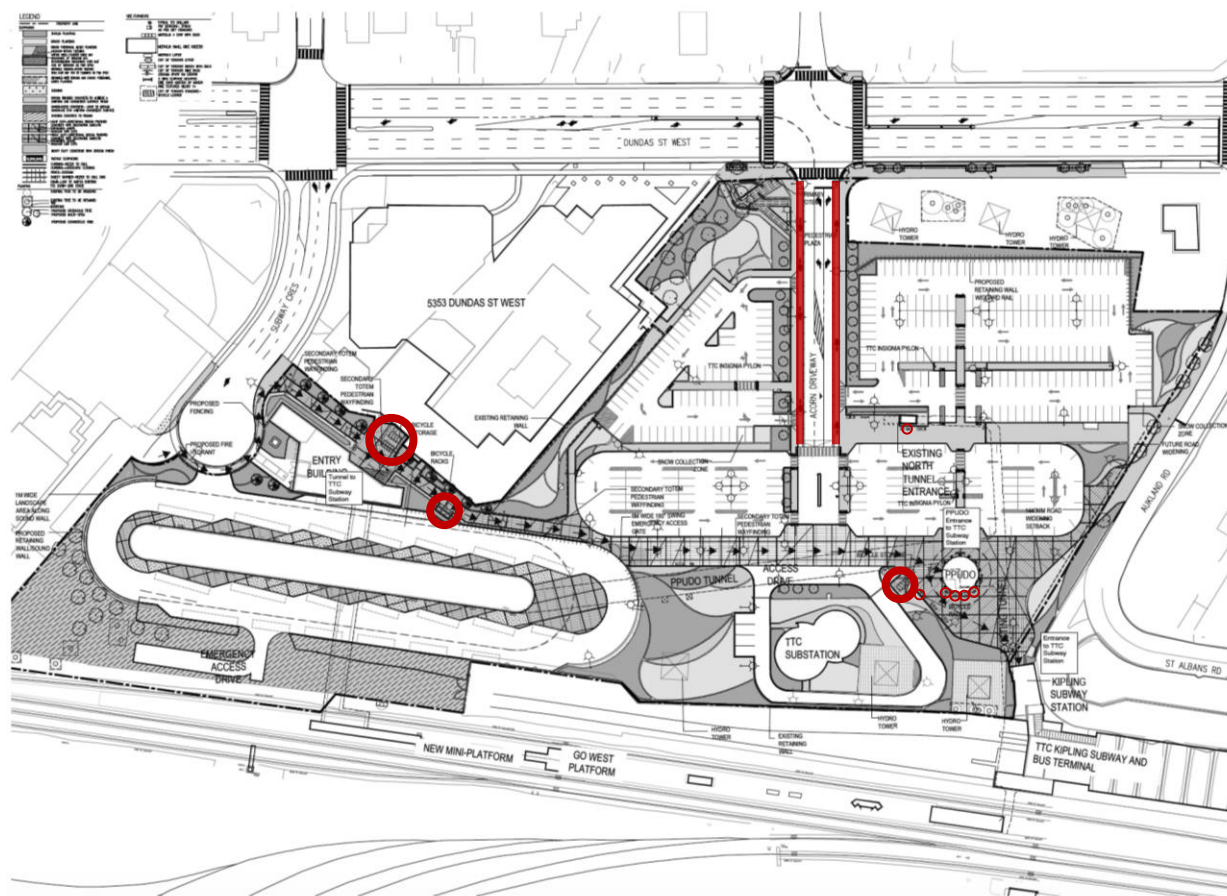
- Bus access to the terminal via Subway Crescent for MiWay and GO Transit buses;
- A 14-bay/platform terminal with a covered terminal building, of which 10 are dedicated for MiWay's exclusive use;
- A main entry building for walk-in customers;
- Surface features including pedestrian and cycle routes and a redesigned PPUDO and commuter parking lot;
- A pedestrian bridge connecting the main entry building and the terminal building with the GO rail platforms;
- A tunnel from the main entry building to the terminal building and a tunnel from the terminal building to TTC's Kipling subway station;
- Washrooms, transit control room and lounge area assigned for exclusive use by MiWay; and
- Customer amenities including washrooms, waiting area with seating, charging stations and digital schedules within the terminal building and also at each of the bus platforms.

Cycling aspects:

The Kipling Bus Terminal includes aspects in its design to support cyclists and cycling infrastructure, as shown in **Figure 2** and highlighted in red. These include:

- Bicycle lanes along the Kipling Station main access road into the parking lot (south end of Acorn Avenue); and
- Bicycle infrastructure that includes bike shelters and bike racks located in front of and adjacent to the Kipling Bus Terminal main entry building and also at TTC's PPUDO.

Figure 2. Cycling Provisions at Kipling Bus Terminal



Source: Metrolinx Community Update: Kipling Transit Hub – February 6, 2020
(For illustrative purposes only – subject to change)

The City of Toronto will also be providing bicycle lanes along Dundas Street between Aukland Road and Subway Crescent and a bicycle traffic signal at the intersection of Dundas Street and Acorn Avenue. The date for this initiative has yet to be confirmed. A photo of the recently re-configured intersection is shown in **Figure 3**.

Figure 3. South View of New Signalized Intersection to Kipling Station (at Acorn Avenue)



Present Day Status:

The construction of the Kipling Bus Terminal is scheduled to be completed by late 2020. MiWay will shift bus operations from TTC's Islington Station to the new Kipling Bus Terminal at that time.

Other complementary City of Toronto cycling improvements:

Six Points Interchange Reconfiguration:

(<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/etobicokecentre/>)

The City of Toronto has been reconstructing the Six Points intersection to the east of TTC's Kipling Station. As part of this project, complete Streets will be implemented that includes improved pedestrian facilities, wide boulevards, street furniture, improved access to Kipling Subway Station, cycling facilities and separated bike lanes installed on major streets.

Separated bicycle lanes/bicycle lanes are being implemented at the following locations:

- Dundas Street West: between Summerland Terrace and Aukland Road (see **Figure 4**);
- Bloor Street West: between Resurrection Road and Beamish Drive;
- Kipling Avenue: between Bloor Street West and Dundas Street West; and
- Dunbloor Road: between Dundas Street West and Bloor Street West.

Figure 4. Newly Constructed Bicycle Lanes on Dundas Street West



City of Toronto Cycling Network Plan (2019-2021):

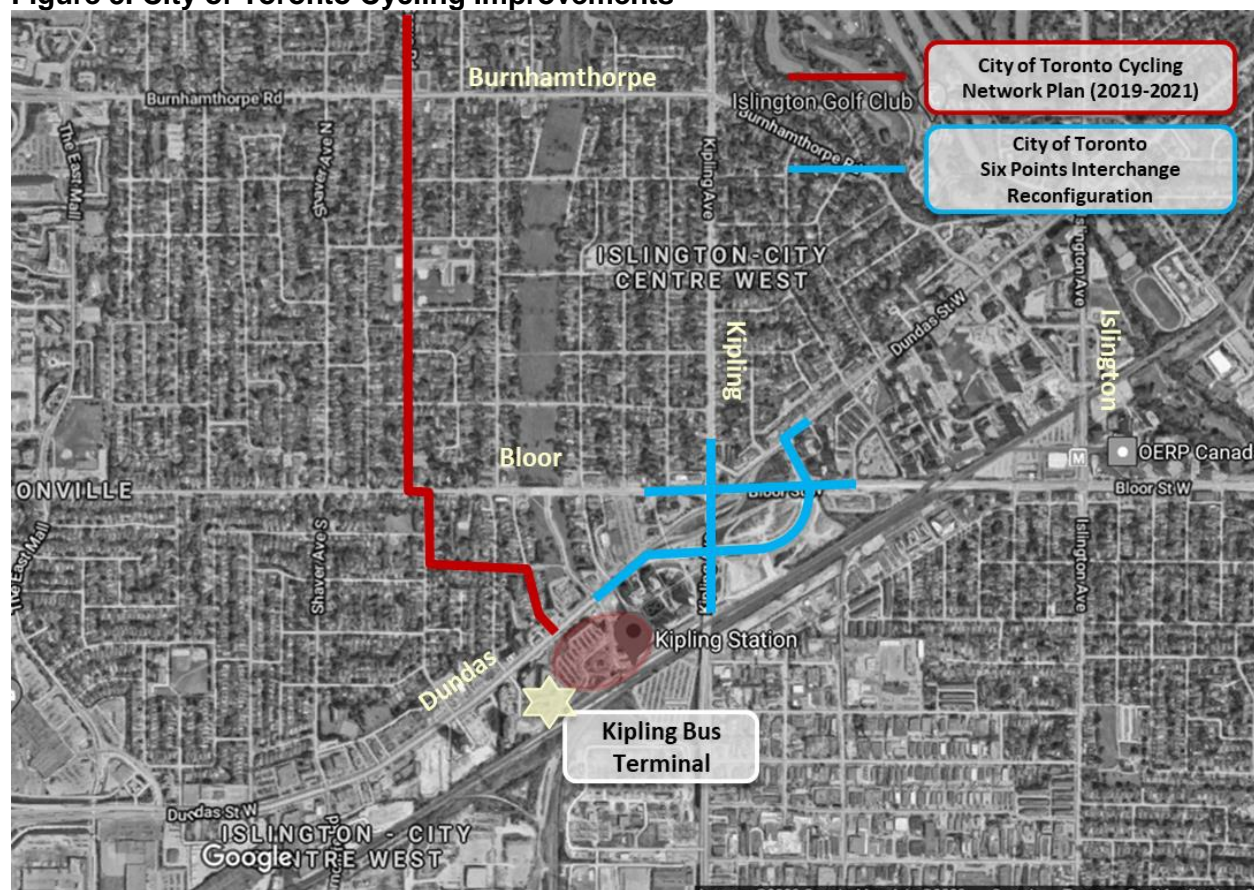
(https://www.toronto.ca/wp-content/uploads/2019/07/9146-Etobicoke_2019-2021.pdf)

Toronto City Council approved the Cycling Network Plan Update in July 2019 which included both a longer-term proposed network and a detailed three-year rolling implementation program (2019-2021). As part of this three-year rolling program, the following north-south roads would provide a cycling connection to the new Kipling Bus Terminal:

- Martin Grove Road: between Rathburn Road and Bloor Street West;
- Bloor Street: between Martin Grove Road and Wilmar Road;
- Wilmar Road: between Bloor Street West and Montessori Street;
- Montessori Street: between Wilmar Road and Acorn Avenue; and
- Acorn Avenue: between Montessori Street and Dundas Street West.

The locations of City of Toronto cycling improvements are highlighted on **Figure 5**.

Figure 5. City of Toronto Cycling Improvements



Sources: <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/etobicokecentre/>
https://www.toronto.ca/wp-content/uploads/2019/07/9146-Etobicoke_2019-2021.pdf

intersection where the latest cyclist fatality was (last week- on Dixie)



Thread[See new Tweets](#)**Peel Regional Police**[@PeelPolice](#)

1 Sep

MOTOR VEHICLE COLLISION: - C/R 10:46 a.m. - Pedestrian struck by a transport truck -

[@Peel_Paramedics](#)

on scene - Road closures in area. - Update as info received 20-0280979



1 Sep

UPDATE: - Male cyclist pronounced dead at the scene - Blundell / Dixie intersection shut down for investigation - Major Collision Bureau attending

From: [Suzanne Doyle](#)
To: [Stephanie Smith](#)
Subject: N&T Agenda
Date: Wednesday, August 26, 2020 4:27:40 PM

Hi Stephanie,

Below is the N&T outline for N&T.

Bike Parking

OpenStreetMap - Update - Kris/Larry

Mountain Biking

Summary of objectives and Location: Challenge Park - Jeff

Safe cycling On/Off Road - Suzanne

Signage consistency, bells/yells

Dixie & N. Service Rd.

Temporary safety signage - Suzanne

Hi Stephanie,

I have a photo (attached) from July 1 of the construction on Dixie and Lakeshore.

Not sure how accurate the situation is but I was there a few weeks back and still no new signage.



Feel free to add it to the agenda.

Thanks,
Paulina



RECOMMENDATION MCAC-0014-2020
Was approved by the Mississauga Cycling Advisory
Committee on March 10, 2020 and adopted by the
Council of
The Corporation of the City of Mississauga
at its meeting on March 25, 2020

MCAC-0014-2020

That the Mississauga Cycling Advisory Committee (MCAC) requests that the Region of Peel bring an updated report to MCAC on plans and a timeline for addressing the disconnect in cycling infrastructure on Derry Road, specifically connecting Malton to the rest of Mississauga's cycling network

(MCAC-0014-2020)

City of Mississauga

Memorandum



Date: September 9, 2020

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Matthew Sweet, Manager, Active Transportation

Meeting date: September 15, 2020

Subject: **Active Transportation COVID-19 Recovery Framework – September Update**

The AT COVID-19 Recovery Framework was approved by Council on July 9, 2020. The Framework included recommendations for various bicycle lane and separated bicycle lane projects, and concepts for Quiet Streets and Road Closures. This memo will provide an update on the implementation of the recommended bicycle lanes outlined in the Framework report.

Implemented to Date

Morning Star Drive bicycle lanes were installed from Airport Road to Brandon Gate Road in August. While bicycle lanes were feasible for most of the corridor, in some areas space and operational constraints limited staff's ability to implement bicycle lanes. In these areas, sharrows have been installed as an interim measure. Ongoing design work for streetscape and cycling improvements on Goreway Drive and Morning Star Drive will propose improvements to replace sharrows with formal linear infrastructure, to be implemented through a future capital project. Staff noted that the bicycle and diamond symbols were painted incorrectly and this deficiency has been communicated to the contractor.

Implementation Underway

Orr Road, Bicycle Lanes, Southdown Road to Meadow Wood Road – sharrows will be in place in the westbound lanes from Inverhouse Drive to Southdown Road to facilitate parking at the adjacent sports fields. Work orders have been submitted for this project.

King Street, Separated Bicycle Lanes, Camilla Road to Confederation Parkway – sharrows will be in place in the western portion from Confederation Parkway to the pedestrian crossing and refuge island, until a future capital project can extend the formal linear infrastructure. Work orders are being prepared for this location.

Living Arts Drive, Separated Bicycle Lanes, Rathburn Road West to Burnhamthorpe Road West – work orders are being prepared for this location.

Planning Underway

Planning for separated bicycle lanes in remaining locations is underway, with a focus on mitigating any traffic issues that may result from implementation of separated lanes on four lane roads. Existing traffic data used in the analyses are from non-COVID time periods and therefore

staff want to understand what the current traffic levels are like and how similar or dissimilar it is to “normal” traffic. Staff will be arranging for traffic counts in early September to confirm current traffic levels, to reconcile the data that has been used in various traffic analyses, so that we can confidently state what the impact to traffic operations will be and determine necessary countermeasures.

Remaining locations:

- City Centre Drive, Separated Bicycle Lanes, Duke of York Boulevard to Rathburn Road West
- Kariya Gate, Separated Bicycle Lanes, City Centre Drive to south of Burnhamthorpe Road West
- Credit Valley Boulevard, Bicycle Lanes, Erin Mills Boulevard to Eglinton Avenue West
- Glen Erin Drive, Separated Bicycle Lanes, Burnhamthorpe Road West to Eglinton Avenue West
- Argentia Drive, Separated Bicycle Lanes, Tenth Line West to Derry Road West
- Aquitaine Avenue, Separated Bicycle Lanes, Tenth Line West to Millcreek Avenue
- Battleford Road, Separated Bicycle Lanes, Tenth Line West to Erin Mills Parkway
- Queen Street, Separated Bicycle Lanes, Britannia Road West to the plaza intersection north of Kerr Street

Public Consultation Underway

There are two formal public consultations currently underway. The first is a feedback page for the entire AT COVID-19 Framework, where residents can provide comments on the general plan or on specific projects. The consultation is being conducted online and can be found at <https://www.mississaugabikes.ca/at-covid-19-recovery-framework/>.

The second consultation is for the Queen Street separated bicycle lanes. The consultation is being conducted online and can be found at <https://www.mississaugabikes.ca/queenbikelanes/>.

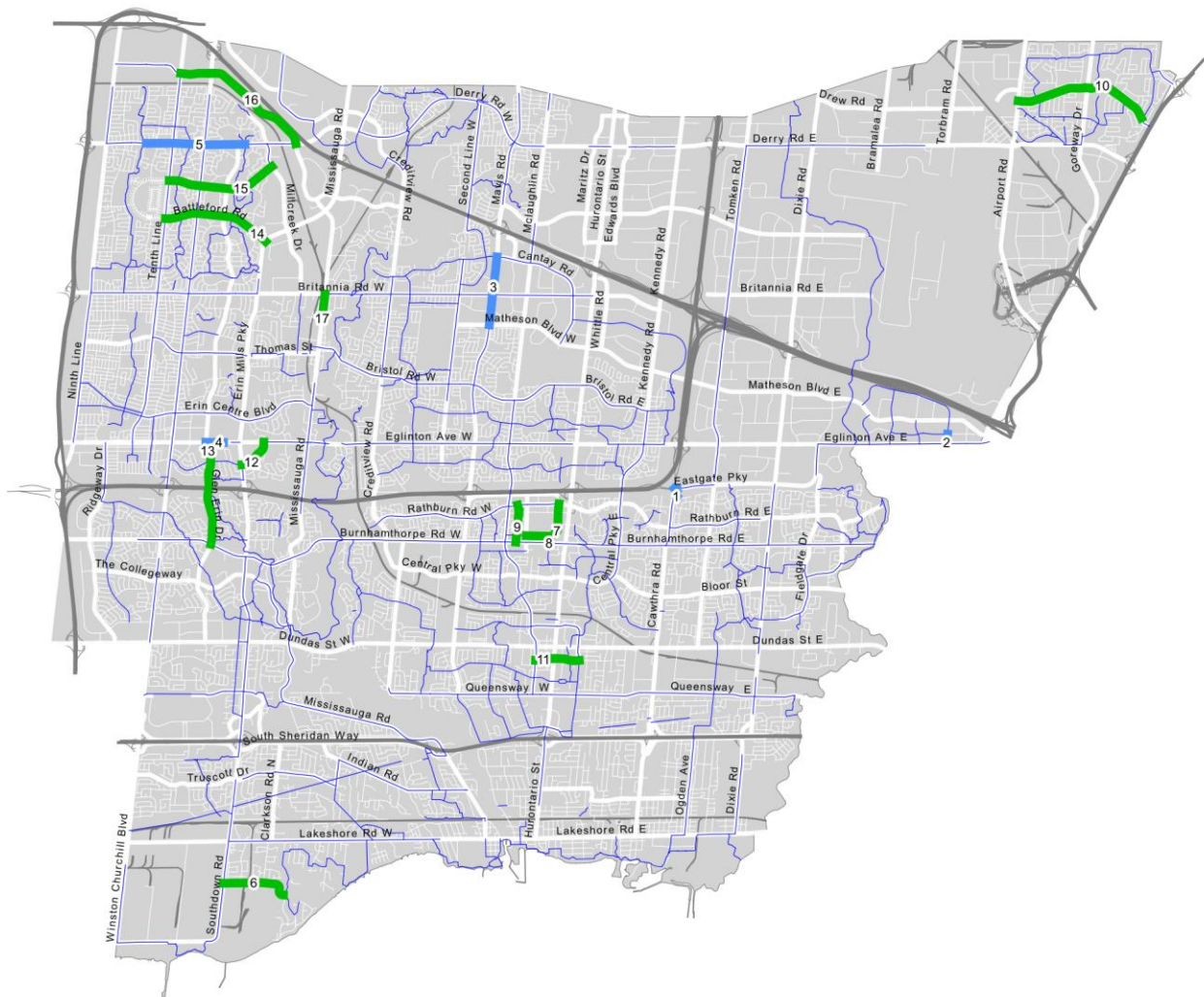
Individual project notifications are being distributed to residents fronting onto roadways in advance of project implementation.

Attachments

Appendix 1: AT Framework Project List

Appendix 1 – 2020 Proposed Bicycle Lanes (AT COVID Recovery Framework Projects)

Map #	Ward	Street	From/To	Type	Length	Status
6	2	Orr Road	Southdown Road to Meadow Wood Road	Bike Lane	1.4 km	Work order issued
7	4	City Centre Drive	Duke of York Blvd to Rathburn Road	Separated Bike Lane	1.2 km	Planning underway
8	4	Kariya Gate	City Centre Drive to Burnhamthorpe Road	Separated Bike Lane	0.1 km	Planning underway
9	4	Living Arts Drive	Rathburn Road to Burnhamthorpe Road	Separated Bike Lane	0.8 km	Design Finalized, Approved to Proceed
10	5	Morning Star Drive	Airport Road to Brandon Gate Drive	Bike Lane	2.8 km	Complete
11	7	King Street	Confederation Parkway to Camilla Drive	Separated Bike Lane	0.9 km	Design Finalized, Approved to Proceed
12	8	Credit Valley Road	Erin Mills Parkway to Eglinton Avenue	Bike Lane	0.7 km	Planning underway
13	8	Glen Erin Drive	Burnhamthorpe Road W to Eglinton Avenue	Separated Bike Lane (Interim)	2.1 km	Planning underway
14	9	Battleford Road	Tenth Line W to Erin Mills Parkway	Separated Bike Lane (Interim)	2.2 km	Planning underway
15	9	Aquitaine Avenue	Tenth Line W to Millcreek Avenue	Separated Bike Lane (Interim)	2.2 km	Planning underway
16	9	Argentia Road	Tenth Line W to Derry Road W	Separated Bike Lane (Interim)	3.0 km	Planning underway
17	11	Queen Street	Britannia Road to Ontario Street	Bike Lane	0.5 km	Public consultation underway



Active Transportation Proposed 2020 Installations

- Existing Bike Lane, Multi-Use Trail, or Signed Route
- 2020 Cycling Program
- 2020 Proposed Bike Lanes

City of Mississauga Memorandum



Date: 2020/09/10

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Fred Sandoval, Active Transportation Coordinator, Active Transportation
Amy Parker, Active Transportation Technologist, Active Transportation

Meeting Date: 2020/09/15

Subject: 2020 Cycling Program Update

The City of Mississauga has an annual cycling program for the installation of cycling infrastructure by the Transportation and Works (T&W) department (along street rights-of-way) and the Community Services (CMS) department (outside of street rights-of-way). The Cycling Program is consistent with the 2018 Cycling Master Plan.

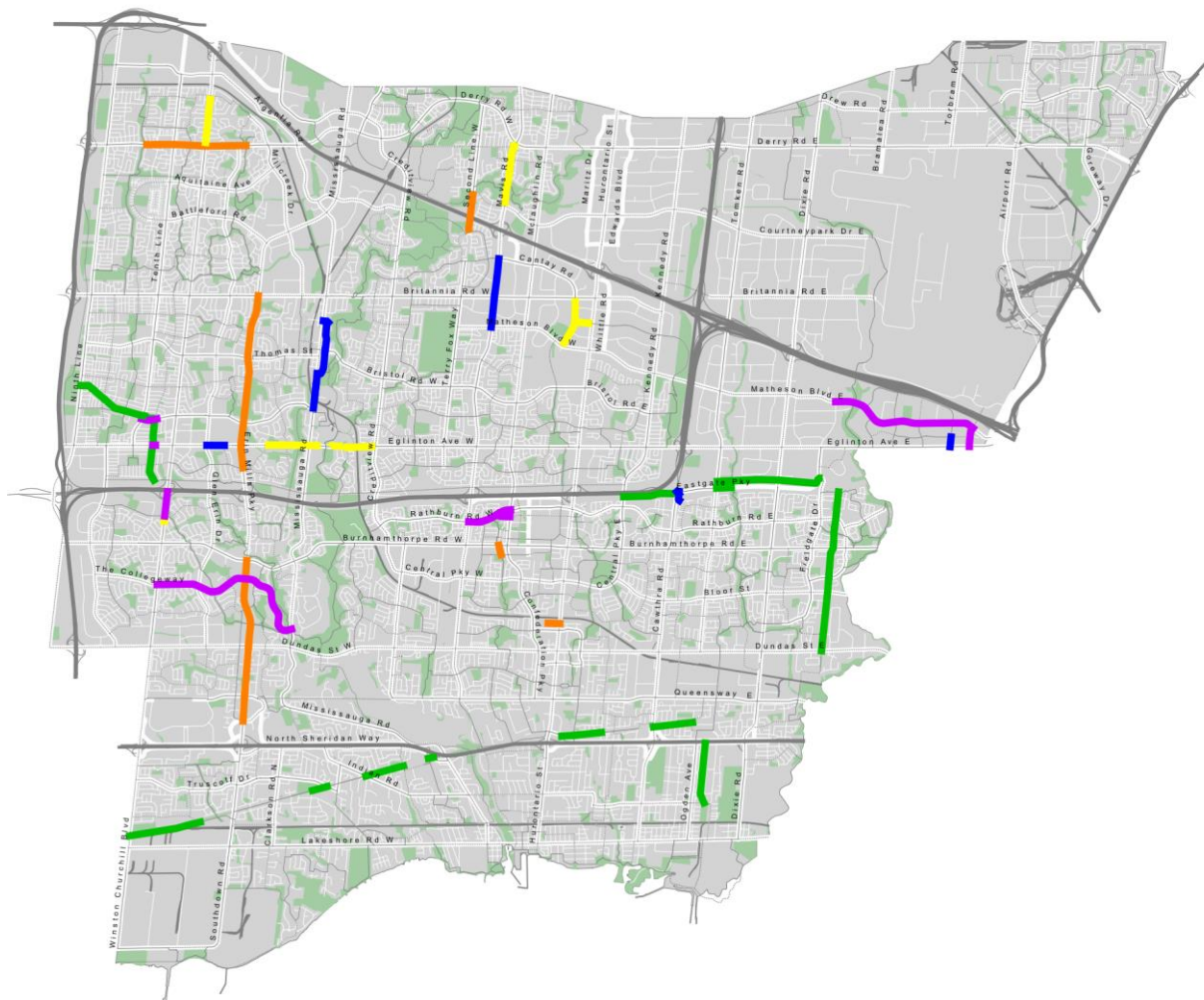
In 2019, the Transportation & Works department began implementing 5.6 km of cycling infrastructure, all of which are complete or substantially complete (pending installation of non-regulatory signage and surface marking).

In 2020, 4.2 km of cycling infrastructure is being implemented by the Transportation & Works department. An additional 1.7 km of cycling infrastructure was deferred to 2021. The Community Services department is implementing 6.2 km of off-road trails throughout the city. An additional 4.5 km of off-road trails was deferred or placed on hold. An additional 6.6 km of cycling infrastructure has been built or is currently under construction by the Region of Peel, Metrolinx, MTO, or private developers.

For 2021, the Transportation & Works department has 7.4 km of cycling infrastructure currently in design, planned for tender in early 2021.

Cycling infrastructure is being implemented with funding from the Ontario Municipal Commuter Cyclist (OMCC) program, as well as with ongoing funding from the City of Mississauga and Region of Peel.

Note that the nature and schedule of the projects listed here are subject to change in accordance with budget, engineering and construction constraints, public consultation and Council approval. All lengths are shown in kilometres, measured along the road centreline (except for off-road trails), from the centre of intersections. Actual paved surface length may differ.



Map 1: Cycling Infrastructure Programs (as of August 2020)

- 2019 T&W Cycling Program
- 2020 T&W Cycling Program
- 2021 T&W Cycling Program
- CMS Off-Road Trails Program
- Other Cycling Projects

2019 Cycling Infrastructure Program and Earlier Ongoing Projects

This section summarizes the City of Mississauga Cycling Infrastructure Program for 2019, implemented by the T&W Department.

Table 1 - Overview of the 2019 Cycling Program Facilities

Facility	Length Planned	Length Completed or Under Construction	Length Deferred or On Hold
New Multi-Use Trails	4.45	4.45	0
New Bicycle Lanes	1.30	0.56	0.74
New Shared Routes	0.27	0.27	0
Rehabilitated Bicycle Lanes	0.36	0.36	0
Total	6.38	5.64	0.74

Table 2 - 2019 Planned Bicycle Infrastructure Projects

Location	From	To	Length	Status
<i>Multi-Use Trails</i>				
Eglinton Avenue West	Credit Valley Road / Summersky Court	Credit River Bridge (west end)	1.14	Substantial Completion
Eglinton Avenue West	Barbertown Road	Creditview Road	0.67	Substantial Completion
Mavis Road	Derry Road West	Courtneypark Drive West	1.31	Complete
Old Derry Trail	Gablehurst Crescent / Haines Artist Way	Derry Road West / Mavis Road	0.12	Complete
Winston Churchill Boulevard	Bayberry Drive / Crosscurrent Drive	Derry Road West	1.03	Substantial Completion
Winston Churchill Boulevard	Unity Drive / Unity Gate	180 m south of Unity Drive / Unity Gate	0.18	Complete
<i>Bicycle Lanes</i>				
Avebury Road	Britannia Road West	Matheson Boulevard	0.56	Complete
<i>Shared Routes</i>				
Eglinton Avenue West	Credit River Bridge (east end)	Barbertown Road	0.27	Under Construction
Total			3.97	

Table 3 - 2019 Planned Rehabilitations

Location	From	To	Length	Status
<i>Bicycle Lanes</i>				
Aldridge Street	Avebury Road	Hurontario Street	0.36	Complete
Total			0.36	

Table 4 – 2019 Deferred Bicycle Infrastructure Projects

Location	From	To	Length	Status
<i>Bicycle Lanes</i>				
Living Arts Drive (road extension)	Centre View Drive	Rathburn Road West	0.22	Road extension on hold
Orbitor Drive	Explorer Drive	Matheson Boulevard East	0.52	On hold due to parking concerns
Total			0.74	

2020 Cycling Infrastructure Program

This section summarizes the City of Mississauga Cycling Infrastructure Program for 2020, implemented by the T&W Department.

Table 5 - Overview of the 2020 Cycling Program Facilities

Facility	Length Planned	Length Completed or Under Construction	Length Deferred or On Hold
New Multi-Use Trails	2.50	0.36	0.49
New Cycle Tracks	0.27	0	0.27
New Bicycle Lanes	0.20	0	0
New Shared Routes	1.96	0	0
Rehabilitated Multi-Use Trails	0.91	0	0.91
Total	5.84	0.36	1.67

Table 6 - 2020 Planned Cycling Infrastructure Projects

Location	From	To	Length	Status
<i>Multi-Use Trails</i>				
Cawthra Road	Eastgate Parkway	Forest Fire Lane Walkway	0.25	Tendered/Programmed
Eglinton Avenue West	Glen Erin Drive	Metcalfe Avenue	0.36	Under Construction
Mavis Road	Bancroft Drive / Cantay Road	Matheson Boulevard West	1.40	Tendered/Programmed
<i>Bicycle Lanes</i>				
Explorer Drive	Skymark Avenue	Eglinton Avenue East	0.20	Tendered/Programmed
<i>Shared Routes</i>				
Church Street	Ontario Street East	Queen Street South	1.15	Design
Mississauga Road	Reid Drive	Erin Centre Boulevard	0.24	Design
Ontario Street East	Queen Street South	Church Street	0.10	Design
Queen Street South	Church Street	Reid Drive	0.47	Design
Total			4.17	

Table 7 - 2020 Deferred Bicycle Infrastructure Projects

Location	From	To	Length	Status
<i>Multi-Use Trails</i>				
Winston Churchill Boulevard	Highway 403 South to East Ramp	Unity Drive / Unity Gate	0.49	Deferred to 2021 due to MTO design requirements
<i>Cycle Tracks</i>				
Square One Drive (west extension)	Rathburn Road West	Confederation Parkway	0.27	Deferred to 2021 due to design updates
Total			0.76	

Table 8 - 2020 Deferred Rehabilitation Projects

Location	From	To	Length	Status
<i>Multi-Use Trails</i>				
Rathburn Road West	Mavis Road	Confederation Parkway	0.91	Deferred to 2021 due to design updates
Total			0.91	

2021 Cycling Infrastructure Program

This section summarizes the City of Mississauga Cycling Infrastructure Program for 2021, implemented by the T&W Department.

Table 9 - Overview of the 2021 Cycling Program Facilities

Facility	Length Planned	Length Completed or Under Construction	Length Deferred or On Hold
New Multi-Use Trails	3.08	0	0
New Cycle Tracks	3.56	0	0
New Protected Bicycle Lanes	0.32	0	0
New Bicycle Lanes	0.39	0	0
Total	7.35	0	0

Table 10 - 2021 Planned Cycling Infrastructure Projects

Location	From	To	Length	Status
<i>Multi-Use Trails</i>				
Eglinton Avenue West	Erin Centre Trail	Oscar Peterson Boulevard / Southampton Drive	0.06	Design
Matheson Boulevard East	Creebank Road	Commerce Boulevard	3.00	Design
Southdown Road	Bromsgrove Road	Bromsgrove Road	0.02	Design (Intersection improvement)
<i>Cycle Tracks</i>				
Collegeway	Winston Churchill Boulevard	Mississauga Road	3.56	Design
<i>Protected Bicycle Lanes</i>				
Erin Centre Boulevard	Tenth Line	Oscar Peterson Boulevard	0.32	Design
<i>Bicycle Lanes</i>				
Commerce Boulevard	Matheson Boulevard East	Eglinton Avenue East	0.39	Design
Total			5.96	



Figure 1: West end of new Nine Creeks Trail at Winston Churchill Boulevard



Figure 2: Recently opened walking and cycling bridge over Highway 401 at Second Line

Community Services Projects

This section summarizes the City of Mississauga Cycling Infrastructure Program, implemented by the Community Services Department.

Table 11 - Overview of the Community Services Department Facilities

Facility	Length Planned	Length Completed or Under Construction	Length Deferred or On Hold
New Off-Road Trails	14.52	6.22	4.48
Total	14.52	6.22	4.48

Table 12 - Completed Off-Road Trail Projects

Location	From	To	Length	Status
<i>Off-Road Trails</i>				
Nine Creeks Trail	Winston Churchill Boulevard	Bromsgrove Road	1.47	Complete
Nine Creeks Trail	Whiteoaks Avenue	Truscott Drive	0.31	Complete
Nine Creeks Trail	Indian Road	Woodeden Drive	0.79	Complete
Nine Creeks Trail	Indian Grove	South Sheridan Way	0.10	Complete
Nine Creeks Trail	North Service Road	Camilla Road	0.25	Complete
Total			2.92	

Table 13 - Ongoing Off-Road Trail Projects

Location	From	To	Length	Status
<i>Off-Road Trails</i>				
Erin Centre Trail	Ninth Line	Winston Churchill Transitway Station	3.00	Substantial Completion
Nine Creeks Trail	Camilla Road	Cliff Road	0.56	Planning
ORT 7	Central Parkway East	Cawthra Road	1.10	Deferred to 2022 due to pipeline twinning through corridor
ORT 7	Tomken Road	Fieldgate Drive	2.14	Deferred to 2022 due to pipeline twinning through corridor
ORT 7	Tomken Road	Little Etobicoke Creek	0.30	Under Construction
ORT 11	Audubon Boulevard	Dundas Street East	3.26	Tendered/Programmed
ORT 20	South Service Road	Atwater Avenue	1.24	Deferred to 2023 due to conflicting regional project
Total			11.60	

Regional and Additional Projects

This section summarizes the bicycle infrastructure projects implemented within the City of Mississauga by the Region of Peel or other organizations.

Table 14 - Overview of Regional and Other Cycling Program Facilities

Facility	Length Planned	Length Completed or Under Construction	Length Deferred or On Hold
New Multi-Use Trails	6.37	6.37	0
New Cycle Tracks	0.24	0.24	0
Total	10.15	6.61	0

Table 15 - Regional Cycling Infrastructure Projects

Location	From	To	Length	Status
<i>Multi-Use Trails</i>				
Derry Road West	Lisgar Meadow Brook Trail	Lake Aquitaine Trail	2.02	Under Construction
Erin Mills Parkway	Britannia Road West	Credit Valley Road	3.54	Planned for 2021
Erin Mills Parkway	Burnhamthorpe Road West	Leanne Boulevard	3.30	Substantial Completion
Total			8.86	

Table 16 - Other Cycling Infrastructure Projects

Location	From	To	Length	Status
<i>Multi-Use Trails</i>				
Quartz Road	Burnhamthorpe Road West	Webb Drive	0.20	Under Construction (Developer project)
Second Line West	Sombrero Way	Donway Drive	0.85	Substantial Completion (MTO project)
<i>Cycle Tracks</i>				
John Street	200 m west	Hurontario Street	0.24	Complete (Metrolinx Project)
Total			1.29	

Crossrides

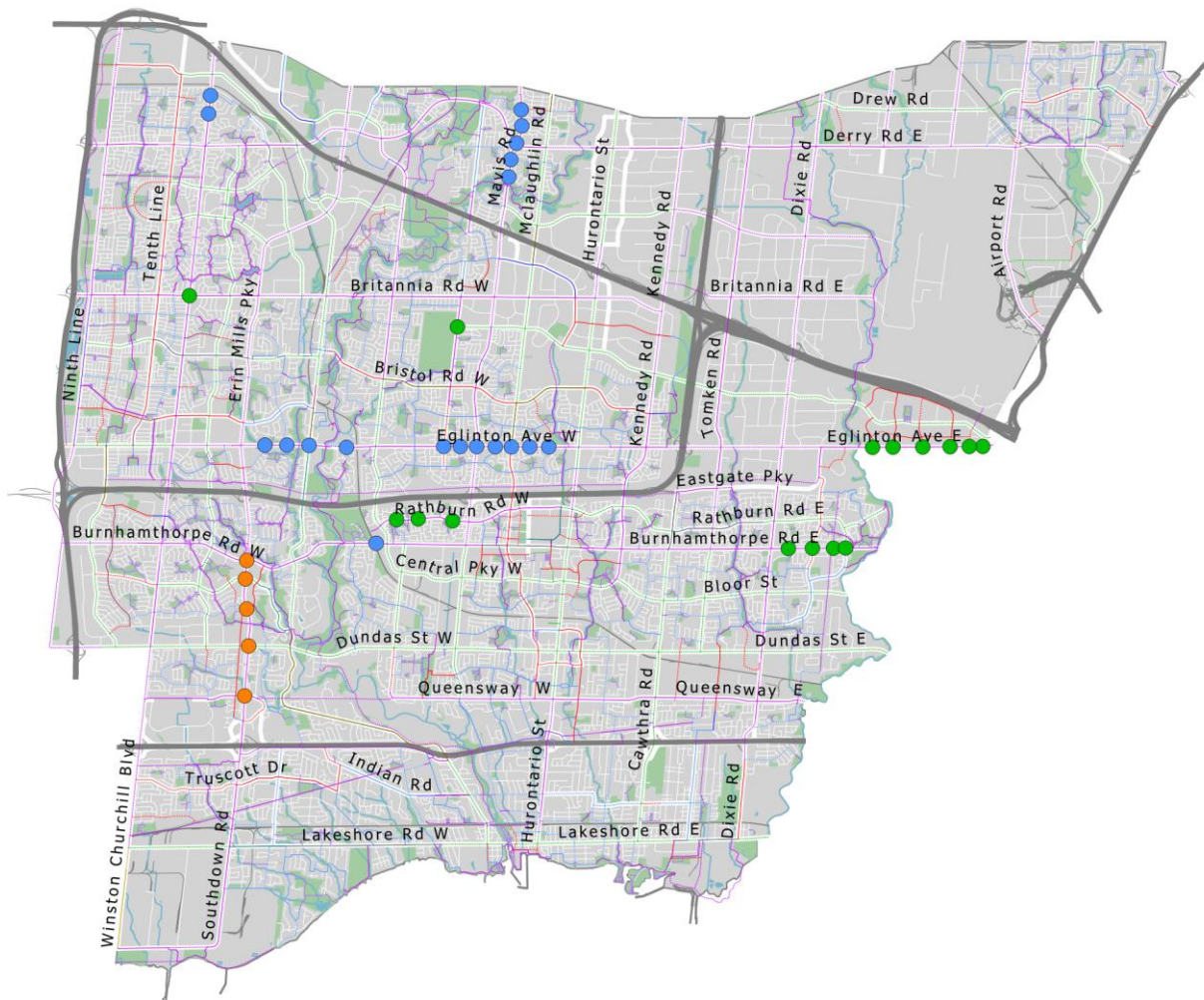
This section summarizes locations where crossrides are activated or under construction as of 2020 thus far.

Table 17 - New Signalized Crossrides

Location	Legs	Jurisdiction	Status
Burnhamthorpe Road West @ Erindale GO Station	1	Mississauga	Active
Eglinton Avenue West @ Barbertown Road	1	Mississauga	Active
Eglinton Avenue West @ Chase	1	Mississauga	Active
Eglinton Avenue West @ Fairwind Drive	1	Mississauga	Active
Eglinton Avenue West @ Guildwood Way	1	Mississauga	Active
Eglinton Avenue West @ Heatherleigh Avenue	1	Mississauga	Active
Eglinton Avenue West @ Heritage Hills Boulevard	1	Mississauga	Active
Eglinton Avenue West @ Mavis Road	1	Mississauga	Active
Eglinton Avenue West @ McLaughlin Road	1	Mississauga	Active
Eglinton Avenue West @ Mississauga Road	1	Mississauga	Active
Eglinton Avenue West @ Summersky Court	1	Mississauga	Active
Eglinton Avenue West @ Terry Fox Way	1	Mississauga	Active
Mavis Road @ Craig Carrier Court	1	Mississauga	Active
Mavis Road @ Crawford Mill Avenue	1	Mississauga	Active
Mavis Road @ Envoy Drive	1	Mississauga	Active
Mavis Road @ Knotty Pine Grove	1	Mississauga	Active
Winston Churchill Boulevard @ Crosscurrent Drive	1	Mississauga	Active
Winston Churchill Boulevard @ Tradewind Drive	1	Mississauga	Active
Derry Road West @ Mavis Road	2	Peel	Active
Erin Mills Parkway @ Burnhamthorpe Road West	2	Peel	Under Construction
Erin Mills Parkway @ Collegeway	1	Peel	Under Construction
Erin Mills Parkway @ Dundas Street West	1	Peel	Under Construction
Erin Mills Parkway @ Sheridan Park Drive	2	Peel	Under Construction
Erin Mills Parkway @ South Millway	1	Peel	Under Construction



Figure 3: New crossride for the Eglinton Multi-Use Trail at Barbertown Road



Map 2: Signalized Crossrides (as of August 2020)

- In service (activated 2020)
- In service (activated 2017-2019)
- Installation in progress (planned activation in 2020)

Bicycle Counters Status

The Transportation & Works department and Community Services Department use Eco-Counter brand devices to measure usage of existing cycling facilities. The Community Services department has 10 permanent counters, split between the Etobicoke Creek Trail and Waterfront Trail. The Transportation & Works department has 12 counters, located throughout the city.

Along trails, these devices use inductive loops in the asphalt to count bicycles, and a post with an infrared sensor to count pedestrians. The device gives individual counts for cyclists and pedestrians, and the direction of travel. On bike lanes, only inductive loops are used.



Figure 4: Urban Post Multi Eco-Counter at Eglinton Avenue west, east of Heritage Hills Boulevard

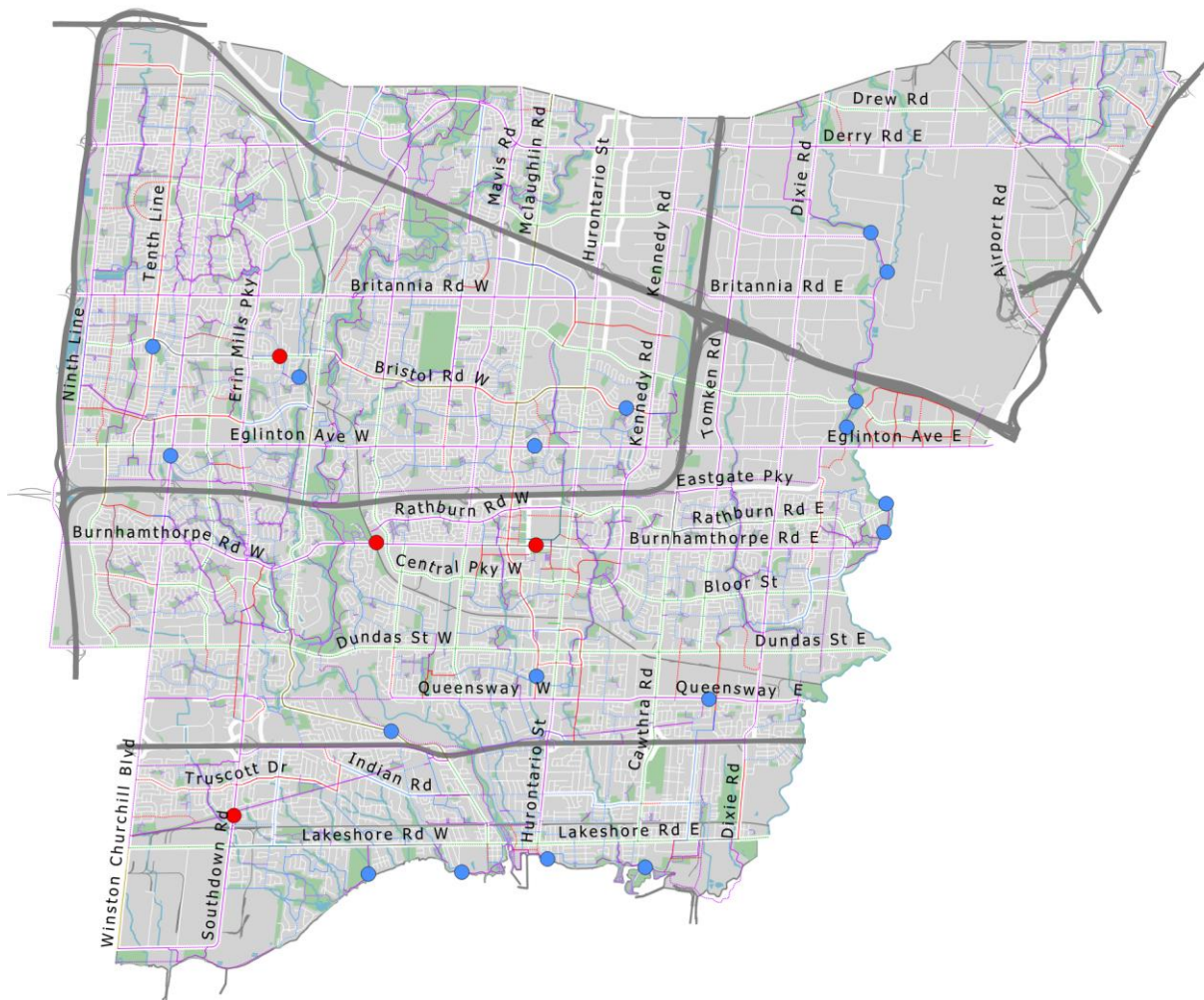
Note that there are also various non-permanent mobile cycling tube counters and pedestrian-only counters which are not shown for here.

Table 18 - Transportation & Works Permanent Eco-Counters

Location	Type	Year Installed	Status
Bristol BL @ E of Anthony	Lane loops	2019	Active
Burnhamthorpe MUT @ E of Duke of York	Post & loops	2014	Inactive – Major construction in area
Burnhamthorpe MUT @ Erindale GO	Post & loops	2019	Inactive – To be repaired
Confederation BL @ S of Floradale	Lane loops	2014	Active
Eglinton MUT @ E of Heritage Hills	Post & loops	2019	Active
Mississauga Road BL @ S of Beaverbrook	Lane loops	2014	Active
Queensway MUT @ W of Stanfield	Post & loops	2019	Active
Southdown MUT @ S of Nine Creeks Trail	Post & loops	2019	Inactive – To be repaired
Mullet Trail @ Streetsville GO	Post & loops	2018	Active
Tenth Line BL @ S of Thomas	Lane loops	2014	Active
Thomas Street MUT @ E of Vista	Post & loops	2018	Inactive – To be repaired
Winston Churchill MUT @ N of Artesian	Post & loops	2019	Active

Table 19 - Community Services Permanent Bicycle Eco-Counters

Location
Etobicoke Creek Trail @ Courtneypark (Airport)
Etobicoke Creek Trail @ Edward Scarlett Park
Etobicoke Creek Trail @ Garnetwood Park (North)
Etobicoke Creek Trail @ Garnetwood Park (South)
Etobicoke Creek Trail @ Sismet (North)
Etobicoke Creek Trail @ Sismet (South)
Waterfront Trail @ Ben Machree Park
Waterfront Trail @ Jack Darling Park
Waterfront Trail @ Lakefront Promenade
Waterfront Trail @ St Lawrence Park



Map 3: Bicycle Counters (as of August 2020)

- In service
- Not in service

Bicycle Repair Stands

Bicycle repair stands include an air pump and common tools required for basic bicycle repairs and adjustments. There are three repair stands operated by Community Services and one operated by Transportation & Works.

Table 20 - Bicycle Repair Stands

Location	Year Installed	Owner	Status
Etobicoke Creek Trail @ Britannia Road E	2018	Mississauga CMS	Active
Etobicoke Creek Trail @ Fleetwood Park	2018	Mississauga CMS	Active
Waterfront Trail @ Jack Darling Park	2019	Mississauga CMS	Active
Sheridan Park Drive @ Fifth Line	2020	Mississauga T&W	Active – Pump to be installed



Figure 5: Bicycle repair stand on the Etobicoke Creek Trail at Britannia Road East

Bicycle Parking Program

A Bicycle Parking Program is currently being developed by the Transportation & Works department to increase the amount of safe, secure, and accessible bicycle parking throughout the City of Mississauga. During the program development, the following is being investigated:

- Current bicycle parking infrastructure data development and sharing
- Bicycle parking requests and reporting for businesses and citizens
- Long-term network planning
- Annual bicycle parking implementation program

Prepared by: Fred Sandoval, Amy Parker

September 9, 2020

BY E-MAIL

Hon. Caroline Mulroney
Minister of Transportation
777 Bay St., 5th Floor
Toronto, ON M7A 1Z8

SUBJECT: Request for immediate mitigation of the **Westbound QEW Dixie off-ramp** conditions at North Service Road in Mississauga - Further to the instant **Death of cyclist Ahmed Kamal** on the evening of August 6, 2020 at this location.

Dear Minister Mulroney:

We are Mississauga residents who supported the Ghost Bike Memorial Ride in honour of deceased Mississauga cyclist Ahmed Kamal, which was organized by **Advocacy for Respect for Cyclists (ARC)** on August 13, 2020. There was shock among the attendees upon witnessing first-hand the danger presented at the three-way junction of the North Service Road (NSR), Dixie Road and the westbound QEW Dixie off-ramp.

View the location via Google Maps: <https://goo.gl/maps/MYs5dvdhVXPq6TXw5>

The unsafe configuration allows highway-speed vehicles exiting the westbound QEW at Dixie Road to aim (without a stop) straight for slower local drivers and cyclists on eastbound NSR, who must turn across the foot of the exit ramp in order to proceed northbound on Dixie Road. This is what happened to Ahmed; the infrastructure failed.

OBSERVATIONS:

1. There are more active transportation users now due to the pandemic, including many inexperienced cyclists unprepared for such a confusing junction and mix of traffic speeds. But here, even experienced cyclists and indeed drivers are imperiled, as shown by the vehicle debris littering the grass strip along the NSR sound barrier.
2. New users to the area (both drivers and cyclists) would not expect traffic to be required to stop *only* in the eastbound direction. Most intersections in the province require stop conditions for *both* opposing directions of travel. A two-way stop could well have saved the life of this cyclist.
3. The QEW Dixie interchange was built many years ago (mid-20th century) when traffic volumes were much lower and few (if any) cyclists were anticipated. Piecemeal changes have been made over time, perhaps explaining why such a configuration remains in use despite reduced operational safety levels.

REQUEST:

That MTO review the westbound QEW Dixie off-ramp and implement all possible short-term improvements, to help prevent future death or serious injury. We also ask MTO to work with the City and the Region collectively to improve safety on the municipal roads entered from the off-ramp, utilizing the principles of Vision Zero.

We understand there are three jurisdictions involved at this location:

City of Mississauga (North Service Road), **Region of Peel** (Dixie Road), and the provincial **Ministry of Transportation** (QEW and ramps). While each jurisdiction may technically fulfill the requirements for their portion of the adjoining roadways, the functional nexus of these is open to disaster. This is where collaboration is essential.

The gravest and most obvious danger is the westbound QEW Dixie off-ramp. The much-needed and planned reconfiguration of the QEW - Dixie Road Interchange, including modifications to local municipal roads, is some years away. *Ref:* MTO website: <http://www.gewdixiedetaildesign.ca/>. Mitigation is urgently needed now.

MITIGATION OPTIONS TO CONSIDER:

- 1. Installation of a full stop** at the end of the QEW Dixie off-ramp, with advance warning that vehicles will need to stop before proceeding into the neighbourhood. The existing stop sign at NSR would be retained/repositioned for a two-way stop condition.
- 2. Merge the two lanes exiting the QEW** into one channel that must go north on Dixie Road via the slip lane, with no option to continue westbound on NSR.
- 3. Elimination of the QEW Dixie exit** entirely, with the Cawthra exit sufficing.

We note that both the City of Mississauga and the Region of Peel have adopted **Vision Zero** traffic safety policies, including road safety by design so that user errors are not fatal nor severely injurious.

We trust that immediate mitigation of the proven hazard at the QEW Dixie off-ramp to local roads might give some comfort to the deceased's family, in that Ahmed's death would lead to positive change and future lives may be saved.

Please see Appendices for further references and selected images of the present road conditions which we studied and drove in order to understand the traffic flow.

Sincerely,

Dorothy Tomiuk | Leonard Verwey | Jonathan Giggs | Glenn Voakes | Natalie Halff
 Creators of platform <https://twitter.com/MissCyclingNow> (addresses supplied only in Minister's letter)

COPIED:

Hon. Kinga Surma, Associate Minister of Transportation

Rudy Cuzzetto, MPP Mississauga-Lakeshore

Stephen Dasko, City and Regional Councillor, Mississauga Ward 1

Geoff Wright, Commissioner, Transportation & Works, City of Mississauga

Stephanie Smith, Legislative Coordinator, Mississauga Cycling Advisory Committee

Allyson D'Ovidio, Legislative Coordinator, Mississauga Road Safety Committee

Andrew Farr, Commissioner of Public Works, Region of Peel

Joey Schwartz, Volunteer, Advocacy for Respect for Cyclists (ARC)

Aly Kamal and Ali Kamal, Father and Brother of the Deceased

APPENDIX 1: REFERENCES

Biography of Ahmed Kamal, a cybersecurity specialist who moved here from Egypt in 2014 with his wife and two young children to make a new and successful life in Canada: <https://makemore.laps.yorku.ca/iep-students-quotes/kamal-ahmed-senior-business-analyst-cyber-security-rogers-communication-inc/>

Mississauga News article (August 7, 2020): **Cyclist struck and killed after Mississauga head-on collision** <https://www.mississauga.com/news-story/10133202-cyclist-struck-and-killed-after-mississauga-head-on-collision/>

To virtually "drive" the QEW Dixie exit ramp via Google Maps Streetview, use the link: <https://www.google.ca/maps/@43.600633,-79.5648647,3a,75y,224.39h,97.62t/data=!3m6!1e1!3m4!1se36V3QucMcqgmDaUdV0qUw!2e0!7i16384!8i8192>

Full-size images embedded in Appendix 2 may be viewed in sequence 1-19 on Google Drive (*not all images are reproduced in this Letter*). Public with this link: https://drive.google.com/drive/folders/1BJuxZivW5Re5hjpDB_9xQIW6e615ijFc?usp=sharing

APPENDIX 2: IMAGES

Photograph 1: It doesn't start well at the QEW Dixie exit! There is an initial merge from a stop condition onto the QEW exit ramp from an old piece of NSR. Vehicles are flying past at highway speed yet it is necessary to merge onto the ramp from a stop.



Photograph 3: We observed many cars exiting the westbound QEW off-ramp without slowing to 60 km/h as posted. Very residential feel to what is essentially an industrial off-ramp with many large trucks at high speed.



Photograph 4: No indication of the presence of turning cyclists or drivers at the end of the ramp. Full speed ahead!



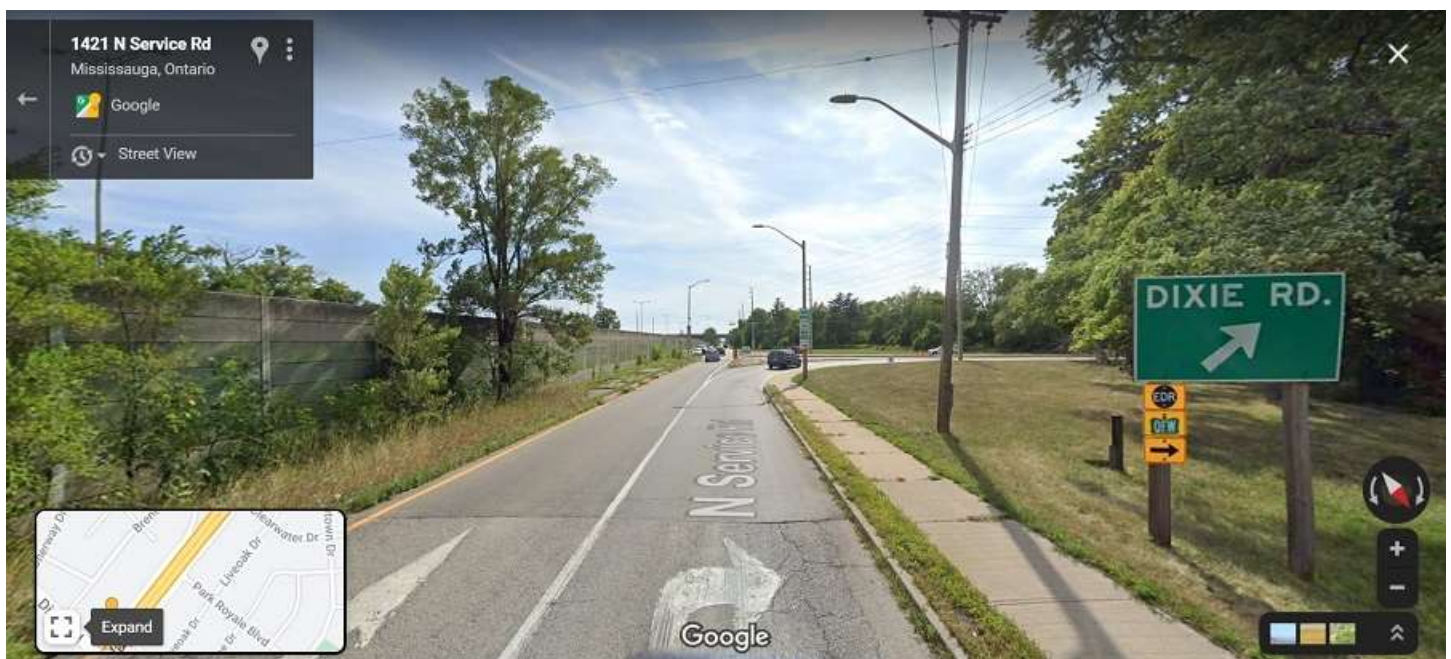
Photograph 6: The right lane gets a warning for the northbound slip lane to Dixie Road. No warning at all for the left lane NSR exit which is far more dangerous.



Photograph 8: The right lane gets a second, strong warning for the northbound slip lane to Dixie Road. No slow-down warning for the imminent left lane exit at NSR.



Photograph 9: The right lane gets a big sign for the northbound slip lane to Dixie Road. Still no warning for the left lane NSR exit which is now visible.



Photograph 10: Lots of way-finding signage for the right lane. Nothing at all for the left lane NSR exit which looks benign, with no stop nor warning of local traffic that may cross the path unexpectedly. The onus is placed on local traffic to stop and yield to the oncoming higher-speed traffic, rather than the other way around. A turning NSR driver or cyclist could misjudge time needed to clear the innocuous-looking QEW exit lane.



Photograph 13: Exit, lane left! A turning cyclist or car would be the last thing an exiting highway driver would expect to see here, suddenly right in front of them, and far too late to slow down! Eastbound stop sign is not easily visible from the WB ramp.



Photograph 16: A wider view shows how far the stop sign is from the danger lying ahead. A cyclist might think that once past the stop sign, it is clear sailing. “Do not Enter” symbol seems small and routine, “Keep Turning” (checkered diamond) seems clear, but the “Opposing Traffic has Right of Way” statement, which must be read, up so high, is inadequate to convey the severe danger of oncoming high-speed traffic.



Photograph 17: From the set-back position at the stop sign on eastbound NSR, with obstructing eye-level signage at the corner, it is hard to even see the oncoming traffic.



Photograph 18: Heavy vehicles come off the QEW Dixie off-ramp at high speed. The small stop sign set so far back, and the ambiguous warning signs and flashing light further on and up the pole, beyond a cyclist's view while attempting to navigate the turn, don't convey the extreme danger that could arrive at any minute. Ironically, the eastbound traffic side has all the signs and warnings but misses the point.



Photograph 19: Ahmed Kamal R I P. Rest in Peace. Ride in Peace.

