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## Mississauga Cycling Advisory Committee

**Date:** October 13, 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 Pedziqiatr	Citizen Member
Rosanna Chacko	Citizen Member
Sunil Sharma	Citizen Member
Suzanne Doyle	Citizen Member (Vice-Chair)
Prabh Banga	
Robert Leuschner	

Any member of the public interested in speaking to an item listed on the agenda may register at [stephanie.smith@mississauga.ca](mailto:stephanie.smith@mississauga.ca) or call 905-615-3200 ext. 3795 by Monday, October, 12 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](mailto:stephanie.smith@mississauga.ca) or call 905-615-3200 ext. 3795 by Monday, October 12, 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](mailto: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 Minutes - September 15, 2020

5. **PRESENTATIONS**

6. **DEPUTATIONS**

6.1. Christopher Hazlett, Chairman, Mississauga Mountain Biking Association and AJ Strawson, Mississauga Mountain Biking Association regarding the Mississauga Mountain Biking Association

6.2. Erica Warsh, Project Leader, Vision Zero regarding Vision Zero

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

You may pre-register to present your question to Mississauga Cycling Advisory Committee on a matter on the agenda via WebEx during the Public Question Period, at [stephanie.smith@mississauga.ca](mailto:stephanie.smith@mississauga.ca) by Monday October 12, 2020 before 4:00PM.

8. **MATTERS TO BE CONSIDERED**

8.1. Introduction of newly appointed Mississauga Cycling Advisory Committee members

8.2. Network and Technical Subcommittee Update (Suzanne Doyle, Citizen Member 10 minutes)

8.3. Communications and Promotions Subcommittee Update (Sunil Sharma, Citizen member 10 minutes)

8.4. Quarterly Capital Program Update (Matthew Sweet, Manager, Active Transportation 10 minutes)

8.5. The Collegeway Cycling Infrastructure Implementation (Matthew Sweet, Manager Active Transportation 10 minutes)

8.6. Construction / Detour Planning Process (Matthew Sweet, Manager Active Transportation 10 minutes)

8.7. Active Transportation COVID-19 Recovery Framework – October Update (Matthew Sweet, Manager Active Transportation 10 minutes)

9. **OTHER BUSINESS**

10. **DATE OF NEXT MEETING - November 10, 2020**

11. ADJOURNMENT

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## Mississauga Cycling Advisory Committee

**Date:** September 15, 2020  
**Time:** 6:42 PM  
**Location:** Online Video Conference

Members Present	Councillor Chris Fonseca	Ward 3 (Chair)
	Earl Close	Citizen Member
	Kris Hammel	Citizen Member
	Jeff Fleming	Citizen Member
	Laiq Siddiqui	Citizen Member
	Larry Lindsay	Citizen Member
	Sunil Sharma	Citizen Member
	Suzanne Doyle	Citizen Member
		(Vice-Chair)

**Present Agency Representatives/City Staff**  
**Neal Smith, Project Manager, Sustainable Transportation, Region of Peel**  
**Matthew Sweet, Manager, Active Transportation**  
**Megan Schabla, Communications Coordinator**  
**Stephanie Smith, Legislative Coordinator**

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1. CALL TO ORDER – 6:42PM

2. APPROVAL OF AGENDA

Approved (L. Lindsay)

3. DECLARATION OF CONFLICT OF INTEREST

Nil

4. MINUTES OF PREVIOUS MEETING

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

Approved (L. Lindsay)

5. PRESENTATIONS

6. DEPUTATIONS

7. PUBLIC QUESTION PERIOD - 15 Minute Limit

Glenn Voakes, Resident spoke to items 8.8 and 8.9 and enquired about proper scheduling to be published for active cycling infrastructure and budget implications. Matthew Sweet, Manager, Active Transportation responded and spoke to reported items being completed and the budget process.

Natalie Halff, Resident spoke to safety and proper signage for cyclists when construction is taking place to build cycling infrastructure. Councillor Fonseca spoke to signage for safe cycling. Mr. Sweet spoke to construction on Derry Road close to Glen Erin Drive and that staff would review the location.

Pauline Caballero, Resident spoke to the cycling fatality at Blondale and Dixie Road on September 1, 2020 and enquired when the City would conduct a traffic survey to reroute tractor trailers. Councillor Fonseca thanked Pauline for attending and that a report would be brought forward from the City of Mississauga and from the Region of Peel. Neal Smith, Project Manager, Region of Peel spoke to a traffic engineering group at the Region of Peel and that the incident is being investigated.

Jonathan Giggs, Resident spoke to item number 8.8 and enquired about Orr Road and asked if the Committee would pass a motion to stop the implementation. Mr. Sweet responded and spoke to the design process at Orr Road. Councillor Fonseca spoke to the location and the timeline for the temporary sharrows.

Leonard Verway, Resident spoke to item 8.8 and enquired about the temporary lanes put in place for Covid and asked why they are being removed in September. Mr. Sweet spoke to 2 bike lanes being removed at the request of the local Councillor and outlined the status of other temporary bike lanes.

Veda Maharajh, Resident spoke to bike lanes in Malton and enquired when work would be done to better connected Malton to Mississauga through Derry Road. Mr. Smith spoke to a high level review of the corridor.

Dorothy Tomiuk, Resident spoke to item 8.8 and enquired about current public consultation underway and how public consultation is being conducted and why the City is not advertising the consultation for the Active transportation framework. Mr. Sweet spoke to the framework of public consultation and the Have Your Say website would be reviewed with staff.

## 8. MATTERS CONSIDERED

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

Mr. Sweet introduced Amy Parker as the new Active Transportation Technologist and Erica Warsh as the Vision Zero Project Leader.

### 8.2 Kipling Bus Terminal project update (5 minutes)

Councillor Fonseca spoke to the Kipling Bus Terminal project. Alice Ho, Transit Priority Project Leader spoke to the memorandum dated September 8, 2020 entitled Kipling Bus Terminal – Update. Larry Lindsay, Citizen Member enquired about covered bike parking; how bikes could be accommodated; and if bike infrastructure was considered in the parking lot.

Ms. Ho Responded to questions.

Received (L. Lindsay)

## RECOMMENDATION MCAC-0018-2020

That the memorandum dated September 8, 2020 entitled Kipling Bus Terminal – Update be received for information

### 8.3 Cycling Fatalities Discussion (20 Minutes)

Members of the Committee engaged in discussion regarding recent cycling fatalities in the City of Mississauga and spoke to the following: the need for safer cycling infrastructure; the importance of signage; educating residents on how to stay safe while cycling; the need for stronger education for all road users; a comprehension road safety plan; and proactively reducing the number of fatalities. Members of the Committee directed staff to bring the following to the October MCAC meeting:

That Erica Warsh, Project Leader, Vision Zero bring back more detailed information on public education and campaign and what role MCAC members could play in the Vision Zero campaign;

That Matthew Sweet bring back information regarding the current process on what happens with active transportation construction within the City, Region, and Province;

That Region of Peel staff and City of Mississauga staff review the intersection at Dixie and Blundell Road and report back on short and long term solutions for truck access incorporating a vision zero lens.

Approved (S. Doyle)

RECOMMENDATION MCAC-0019-2020

1. That the Mississauga Cycling Advisory Committee supports the letter dated September 9, 2020 entitled Request for immediate mitigation of the Westbound QEW Dixie off-ramp conditions at North Service Road in Mississauga
2. That the Ministry of Transportation (MTO) review the westbound QEW Dixie off-ramp and implement all possible short term improvements, to help prevent future death or serious injury and that the MTO 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.

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

Jeff Fleming, Citizen Member spoke to a Mountain Biking association formed in the City of Mississauga and that the group plans on attending a future MCAC meeting

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

Mr. Sharma spoke to the 2020 and 2021 Phil Green Award and that further information would be brought back next MCAC meeting.

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

Mr. Smith noted that options are being reviewed along Derry Road.

Councillor Fonseca spoke to the land along Derry Road and funding available to regions and municipalities to address active transportation infrastructure.

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

Mr. Sweet noted that bike month is happening virtually throughout September.

Suzanne Doyle, Citizen Member spoke to the Etobicoke Trail not being accessible.

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

Mr. Sweet spoke to the memo dated September 9, 2020 entitled Active Transportation COVID-19 Recovery Framework – September Update

Councillor Fonseca spoke to the public commenting period through the online portal. Earl Close, and Kris Hammel, Citizen Member enquired when construction would start and the results of the traffic counts. Mr. Sweet responded to questions and spoke to the implementation timeline.

Received (K. Hammel)

RECOMMENDATION MCAC-0020-2020

That the memo dated September 9, 2020 entitled Active Transportation COVID-19 Recovery Framework – September Update be received.

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

Mr. Sweet spoke to the memo dated September 10, 2020 entitled Quarterly Capital Program Update.

Councillor Fonseca spoke to bring back the memo to the October meeting.

Deferred (K. Hammel)

RECOMMENDATION

That the memo dated September 10, 2020 entitled Quarterly Capital Program Update be deferred to the October MCAC meeting.

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

Mr. Sweet spoke to concerns with public in person distribution of bike bells and that any group that requests bike bells staff would distribute them.

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

Received

10. OTHER BUSINESS

11. DATE OF NEXT MEETING - October 13, 2020

12. ADJOURNMENT - 9:15PM (K. Hammel)





# THE MISSISSAUGA MOUNTAIN BIKING ASSOCIATION

An introduction for the Mississauga Cycling Advisory Committee

- Tuesday, October 13<sup>th</sup>, 2020 -







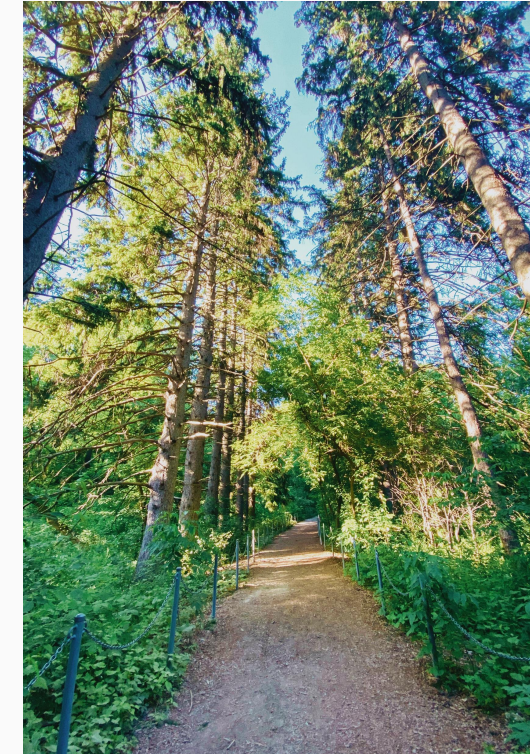
# What **is** mountain biking?

- Cycling on developed, unpaved paths/trails;
  - Varying terrain, typically, dirt
  - “Single-track”
- Varying degrees of difficulty
- Inexpensive cycling infrastructure
- Inclusive among skill levels and ages
- Sustainable
- Fast-growing
- Grassroots



# What mountain biking **is not**

- It is not cycling over wide, high-traffic multi-use trails (MUT) or crushed gravel
- It is not bushwhacking through sensitive overgrowth
- It is not only meant for expert/professional mountain bikers
- It is not illegal trail building



Culham Trail, Mississauga (Top & bottom left); Riverwood, Mississauga (right)



# Who is the **MMBA**?

We are a dedicated and organized group of approximately 90 mountain bikers seeking to partner with the community to act as advocates for positive mountain biking culture while serving as stewards of the trails to ensure sustainability within the region of Mississauga.



We aim to raise awareness of the sport and **establish a reputable mountain biking association in Mississauga.**



# Our Goals

1. To help promote positive mountain biking opportunities, culture and information to the public on the sport.
2. To encourage, educate, and practice sustainable and low-impact trail development and maintenance.
3. To endorse safe and responsible mountain biking.
4. To protect the natural environment including the local flora and fauna.
5. To advocate for the mountain biking community through a unified and structured mountain biking club.
6. To collaborate and communicate with the City of Mississauga to meet cycling mandates.

# How do clubs and associations **help**?



The Hydrocut trails, Waterloo, ON



**Collaboration**



**Strong & Dedicated  
Volunteer Base**



**Standardizing trails  
(i.e. signage)**



**Promotion of sanctioned  
and sustainable trails**

# What are the globally-identified issues?



No organized group  
of mountain bikers  
advocating for safe  
and sustainable  
trail use in  
Mississauga



Lack of education  
for trail users on  
etiquette and  
expectations



Observable and  
steady rise in the  
sport leading to  
increased use of all  
trails within the  
Erindale Park  
system



Lack of resources  
(human and  
financial) needed to  
improve and  
maintain trails

# What are the trail-specific issues?



Before (left) and after (right) trail restoration. Mount Fromme, North Vancouver, B.C.

## Off-road, single-track trails:

1. Unsanctioned
2. Unsafe
3. Unsustainable
4. Infrequently maintained
5. No signage
6. No risk assessment/management strategy
7. User apathy

# Objectives and Action

To serve as the local authority on off-road trails:

- i. Supporting trail development for all skill levels
- ii. Advising city/regional staff on new projects
- iii. Increase awareness and participation in the sport
- iv. Maintain trails networks
- v. Act as stewards of the trails to promote conservation efforts and discourage illegal trail building

**We are asking the MCAC to support our objectives and help us connect with city staff and local government to achieve our objectives.**



# International Best Practices

- MMBA: Member of IMBA Canada
- Access to international best practices and insurance
- Direct advocacy support and guidance
- Experience working directly with Federal, Provincial, and Municipal landowners
- Education
- Advocacy
- Lobbying
- Consulting



INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION CANADA

# Endorsements

AJ Strawson, Executive Director of IMBA Canada

Dean Campbell, Council Chairman of IMBA Ontario

Brent Ellis, Chairman of The Hydrocut (region of Waterloo)

Peter Weldon, President of the Halton Agreement Forest Trail Association (region of Halton)

Margaret Law, President of the Caledon Cycling Club



# Appendix A: Informative Links

1. Mississauga Mountain Biking Association <<https://mississaugamba.ca>>
2. International Mountain Bike Association <<https://imbacanada.com/>>
3. Trailforks Trail Database <<https://www.trailforks.com/>>
4. PinkBike Article - Economic Impacts  
<[https://www.pinkbike.com/u/leelau/blog/economic-impacts-of-mountain-biking-tourism.html?utm\\_source=facebook.com&utm\\_medium=referral&utm\\_campaign=fb-like#commentform](https://www.pinkbike.com/u/leelau/blog/economic-impacts-of-mountain-biking-tourism.html?utm_source=facebook.com&utm_medium=referral&utm_campaign=fb-like#commentform)>
5. IMBA Article - Economic Benefits  
<<https://imbacanada.com/economic-benefits-of-mountain-bike-tourism/#:~:text=Mountain%20biking%20is%20a%20strong,billion%20in%20federal%20tax%20revenue>>
6. The Hydrocut Trails (Waterloo, ON) <<https://www.thehydrocut.ca/>>
7. The Halton Agreement Forest Trail Association <<https://www.hafta.ca/>>
8. The Caledon Cycling Club <<https://http://www.caledoncyclingclub.com/>>



# Appendix B: Endorsement Letters

IMBA Canada  
2155 Skyline Drive  
Garibaldi Highlands  
BC, V0N1T0  
June 12, 2020



RE: Letter of Endorsement  
To Whom It May Concern,

I am writing this letter in support of the Mississauga Mountain Bike Association (MMBA) and their mission to represent mountain bikers in Mississauga to increase, maintain, and repair the off-road, single-track trail network.

As the executive director for the International Mountain Bicycling Association of Canada, my role is to provide support and services to trail associations to help ensure that Canada is home to a strong and vibrant mountain biking community, riding a world class network of mountain bike trails.

As some background, single-track off-road trails are much different than many trails currently planned and maintained by municipalities, e.g. multiuse trails that are often paved or crushed gravel. Multiuse-type paths often require wide swaths of land and notable costs to develop. Their development is often tied into infrastructure plans. Single-track trails on the other hand often require little more than brush clearing. They are of such low impact, that when trees are in full foliage you would be hard pressed to see these types of trails from only a few feet off the trail! They can be planned and closed or rerouted quickly to support environmental and sustainability goals. They are designed for riders of all abilities and even features with higher technical difficulty have "easy" ride rounds to promote skills development.

I strongly recommend that the MMBA be recognized by the city. This is standard model in which single-track trails are built and maintained. With this recognition, often done through a Terms of Reference, the MMBA can be seen a partner with Mississauga's parks and active transportation network to get more people riding off-road, while keeping to the city's and landowner's goals. In our experience, giving a group a voice and seat at the table will help prevent unsanctioned trail building – which can lead to conflicts and environmental damage.

Should you require any further information, please feel free to contact me.  
Thank you!  
Sincerely,

AJ Strawson, Executive Director, IMBA Canada



PO Box 1131 Garibaldi Highlands, BC V0N1T0 | info@imbacanada.com | 778 871 7307 | imbacanada.com



June 10, 2020

RE: Letter of Endorsement

To Whom It May Concern,

I am writing this letter in support of the Mississauga Mountain Bike Association (MMBA) and their mission to represent mountain bikers in Mississauga and increase the off-road, single-track trail network.

I am the Chair of the Waterloo Cycling Club Trails Committee. Our committee has the responsibility of managing The HydroCut Mountain Bike Trails network in Waterloo Region. Our trail system has now grown to 35km. Since 2001 we have worked closely with the Region of Waterloo and several private landowners to develop our network of trails. Our electronic trail counters put our ridership at just over 45,000 in 2019. Our most recent trail survey revealed a wide variety of users from the ages of 5 on up to 82 with representation from all genders.

As some background, single-track off-road trails are much different than many trails currently planned and maintained by municipalities, e.g. multiuse trails that are often paved or have crushed gravel. Multiuse-type paths often require wide swaths of land and notable costs to develop. Their development is often tied into infrastructure plans. Single-track trails on the other hand often require little more than brush clearing. They are of such low impact, that when trees are in full foliage you would be hard pressed to see these types of trails from only a few feet off the trail! They can be planned and closed or rerouted quickly to support environmental and sustainability goals. They are designed for riders of all abilities and even features with higher technical difficulty can have "easy" ride rounds to promote skills development. Our 9 person committee along with hundreds of volunteers maintain the trails at no cost to the Region or to the private landowners. Our experience shows that single-track trails are embraced by all types of riders, are very low impact, and have very low costs to develop and maintain.

I strongly recommend that the MMBA be recognized by the city. With this recognition, often done through a Terms of Reference, the MMBA can be seen as a partner with Mississauga's parks and active transportation network to get more people riding off-road, while keeping to the city's and landowner's goals. In our experience, giving a group a voice and seat at the table will help prevent unsanctioned trail building – which can lead to conflicts and environmental damage.

I can share our Stewardship agreement with the Region of Waterloo to use as a reference if you would like. I can also put you in contact with Albert Hovingh from the Region of Waterloo who is our liaison with the Region.

Should you require any further information, please feel free to contact me.

Brent Ellis

519-998-8071

# Appendix B: Endorsement Letters



## Halton Agreement Forest Trail Association (HAFTA)

To whom it may concern:

As a Mississauga resident for over 40 years and as president of a mountain bike club and a board member of the Halton Outdoor Heritage Advisory Committee I feel an organized approach to sustainable bike riding trails in Mississauga is important. The Mississauga Mountain Biking Association is long overdue. HAFTA (Halton Agreement Forest Trail Association) works jointly with Halton Region and Conservation Halton to maintain the mountain bike and hiking trails and help ensure the trails are safe and well maintained. The Mississauga mountain bike club gets my support and if there is anything I can do to help I will.

Peter Weldon,  
HAFTA President



To whom it may concern,

The Caledon Cycling Club (CCC) draws its 350 strong membership primarily from Caledon, Brampton, Mississauga, Georgetown, Milton, Erin, Guelph and Orangeville. We design, build and maintain two trail systems on private property and assist the Toronto Regional Conservation Authority (TRCA) with the maintenance of two additional trail systems. Each system has a Trail Steward who is responsible for determining what work is required and periodically we reach out to our membership to assist with the work. The response from the membership is exceptional and much can be accomplished in a few short hours.

Hikers, trail runners and cross country (XC) mountain bikers are looking to experience forested areas with a natural trail tread 20 to 60 cm in width on undulating terrain which we call "singletrack". Well-designed singletrack offers the athlete the impression of being alone in the forest. With hiking, trail running and XC cycling becoming more popular than ever, it is important to design, build and maintain trails which provide access to natural areas without negatively impacting the environmental sensitivities of the region.

By proactively developing trails which answer these wants, a high-quality multi-use trail network that provides healthy recreational opportunities for residents and visitors alike can become a reality.

Ride safe, keep healthy and  
Let the good times roll!

Regards,  
Margaret Law  
President, Caledon Cycling Club

**From:** [Suzanne Doyle](#)  
**To:** [Stephanie Smith](#)  
**Subject:** N&T for MCAC agenda Oct/20  
**Date:** Friday, October 2, 2020 8:50:13 AM

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Hi Stephanie,

N&T Agenda

- Jim Tovey Lakeview Conservation Area
- Bike Parking

I believe Mountain Biking is under Deputation and RSC under MCAC. Let me know if I have this right.

S

**From:** [Sunil Sharma](#)  
**To:** [Stephanie Smith](#)  
**Cc:** [Suzanne Doyle](#)  
**Subject:** MCAC agenda items - Communications/Promotions  
**Date:** Friday, October 2, 2020 8:22:18 AM

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Hello Stephanie,

Please could I add the following two items to the next MCAC agenda, under Communications/Pomotions update:

1. Seek input regarding Phil Green award timeline used by previous MCACs. When did they start to promote, when did they accept/cut-off applications, when was the award given to the recipient. This is to confirm if there was an established process or not.

Using this information, seek input about whether this MCAC will follow a similar timeline, or establish a different one.

2. Based upon the above, seek input about when the process for the next Phil Green should be started.

Thank you,  
Sunil

Cc: Suzanne

# City of Mississauga

## Memorandum



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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

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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.

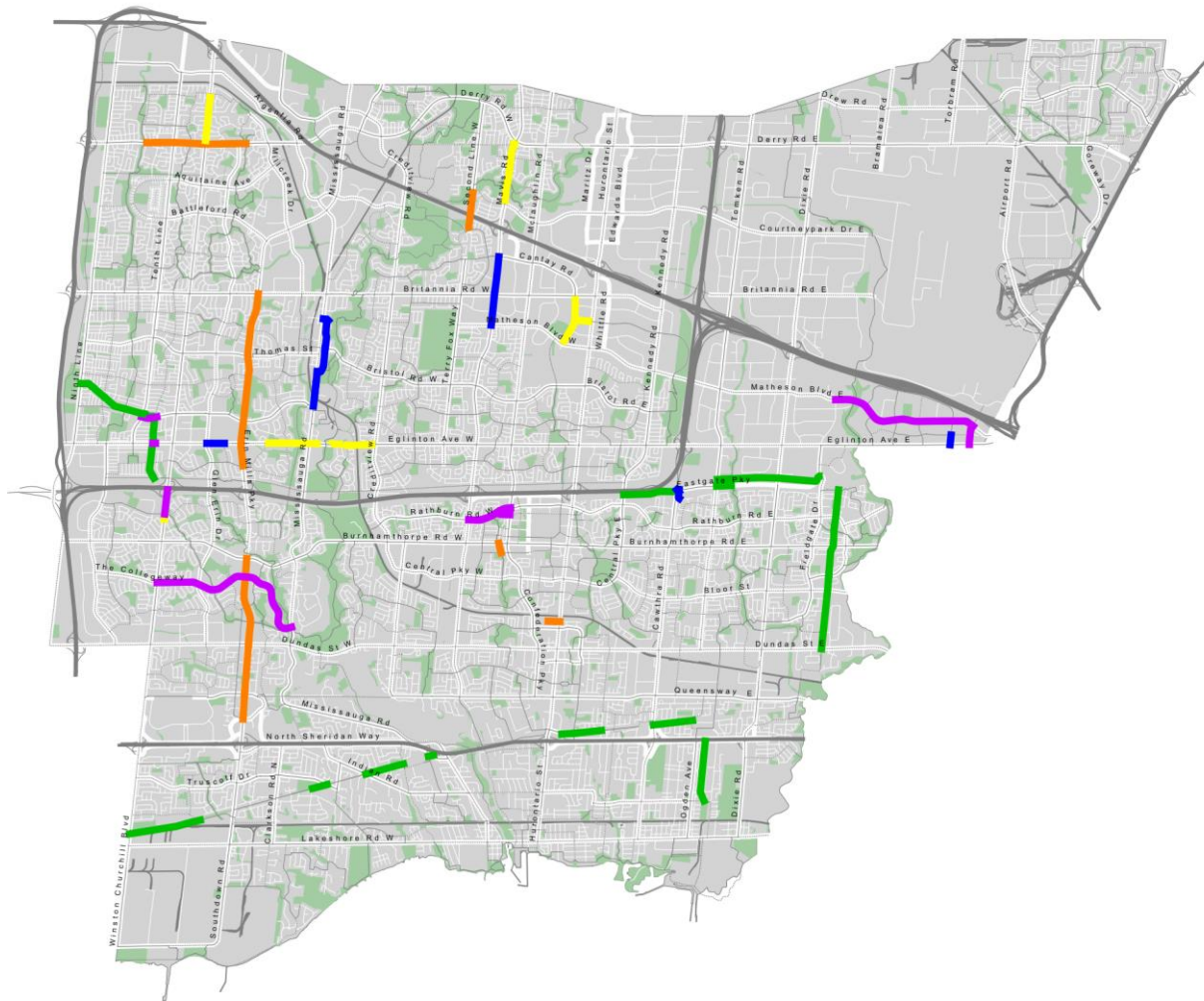
In 2019, the Transportation & Works department began implementing 5.6 km of cycling infrastructure, all of which are complete or substantially complete (pending installation of non-regulatory signage and surface marking).

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
<b>Total</b>	<b>6.38</b>	<b>5.64</b>	<b>0.74</b>

**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
<b>Total</b>			<b>3.97</b>	

**Table 3 - 2019 Planned Rehabilitations**

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

**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
<b>Total</b>			<b>0.74</b>	

## 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
<b>Total</b>	<b>5.84</b>	<b>0.36</b>	<b>1.67</b>

**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
<b>Total</b>			<b>4.17</b>	

**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
<b>Total</b>			<b>0.76</b>	

**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
<b>Total</b>			<b>0.91</b>	



## 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
<b>Total</b>	<b>7.35</b>	<b>0</b>	<b>0</b>

**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
<b>Total</b>			<b>5.96</b>	



*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
<b>Total</b>	<b>14.52</b>	<b>6.22</b>	<b>4.48</b>

**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
<b>Total</b>			<b>2.92</b>	

**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
<b>Total</b>			<b>11.60</b>	

## 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
<b>Total</b>	<b>10.15</b>	<b>6.61</b>	<b>0</b>

**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
<b>Total</b>			<b>8.86</b>	

**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)
<b>Total</b>			<b>1.29</b>	

## Crossrides

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

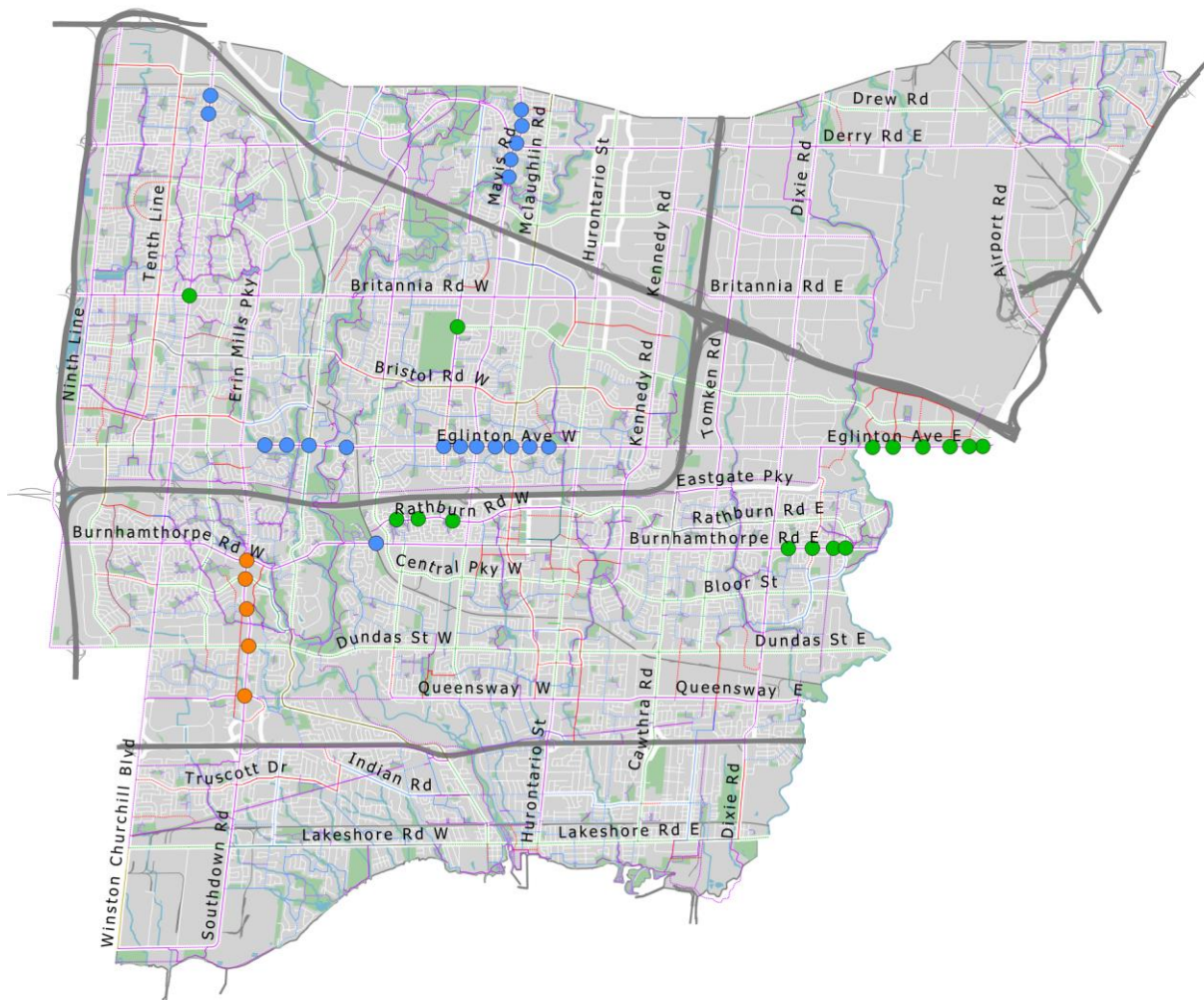
**Table 17 - New Signalized Crossrides**

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.

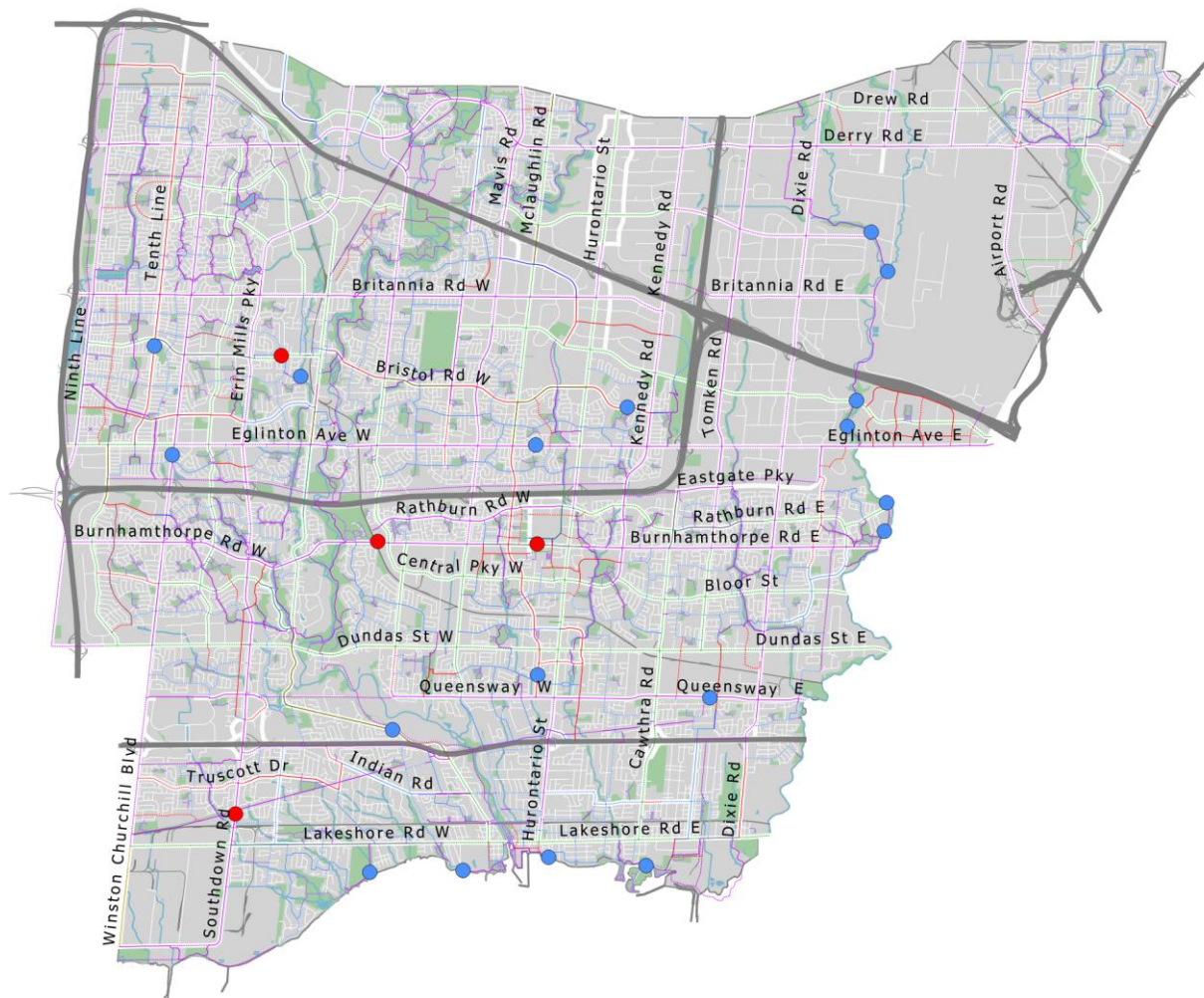


**Table 18 - Transportation & Works Permanent Eco-Counters**

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.

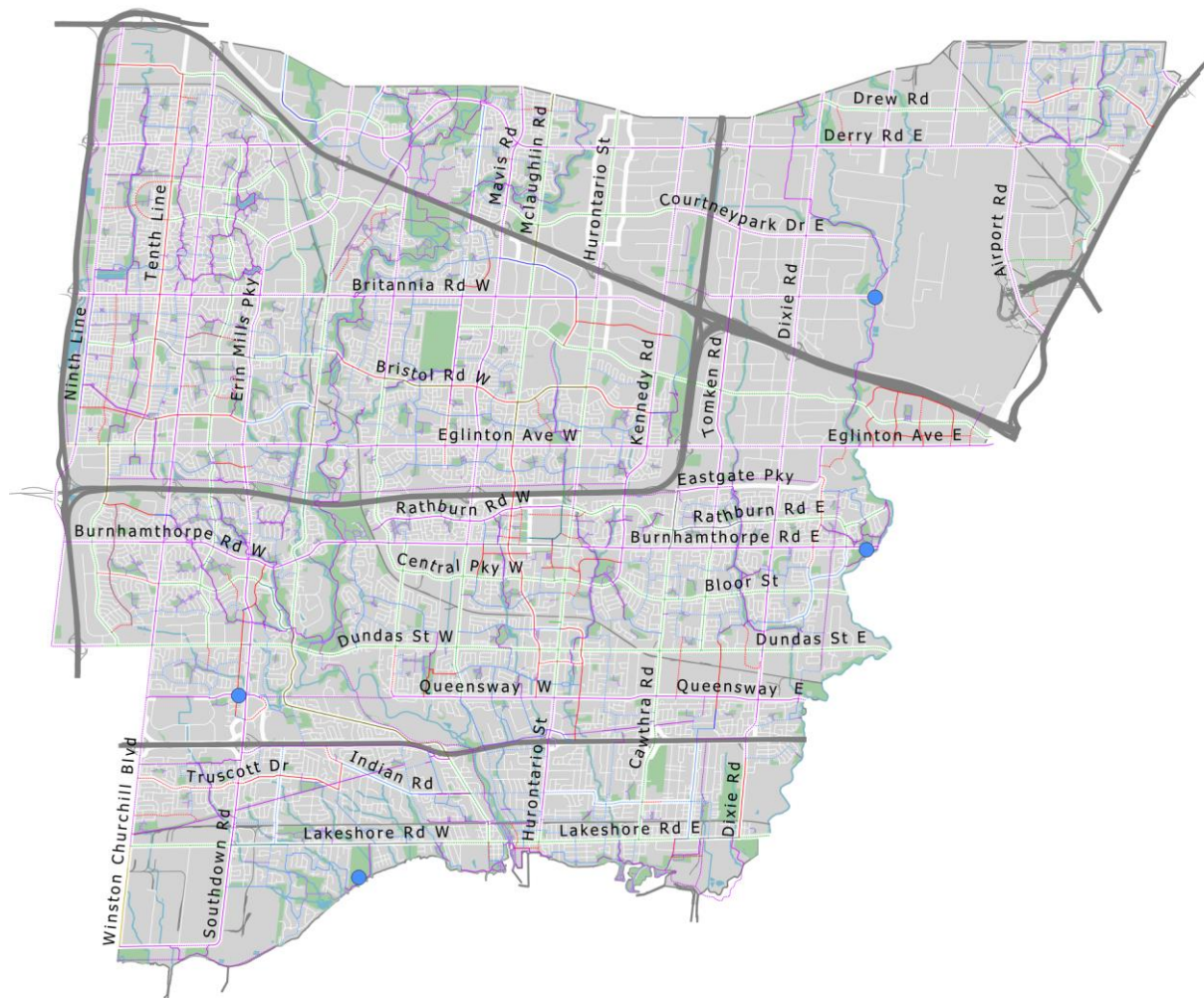
**Table 20 - Bicycle Repair Stands**

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*





**Map 4: Bicycle Repair Stands (as of August 2020)**

● In service

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### **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

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Prepared by: Fred Sandoval, Amy Parker

# City of Mississauga

## Corporate Report



Date: September 8, 2020

To: Chair and Members of General Committee

From: Geoff Wright, P.Eng, MBA, Commissioner of  
Transportation and Works

Originator's files:

Meeting date:  
September 23, 2020

### Subject

**Request to Increase Contract Upset Limit with WSP Canada Ltd. for The Collegeway Cycling Infrastructure Implementation Project – Detailed Design Phase, Procurement No. PRC000902 (Ward 8)**

### Recommendation

That the Purchasing Agent be authorized to increase the contract with WSP Canada Ltd. (Procurement No. PRC000902) to include Detailed Design services by an additional amount of \$108,000 (\$90,000 plus 20% contingency), to a revised total contract value of \$342,000 (excluding taxes).

### Background

In 2018, the City retained WSP Canada Ltd. (WSP) through a competitive bid process (Procurement No. PRC000902) for consulting services to undertake the design of cycling infrastructure on The Collegeway between Winston Churchill Boulevard and Mississauga Road. Cycling infrastructure was envisioned to be installed in coordination with scheduled road rehabilitation works.

As a result of community consultations and in discussion with the Ward Councillor, staff and the consultant team developed additional design alternatives. As a result, increases were added to the contract for the preparation of additional alternatives and a second round of community consultations (Amendment #1).

The preferred design alternative requires a significantly greater level of design effort to complete than the original concept. This report is therefore seeking authority from Council to increase the contract amount with WSP, in accordance with By-law 374-2006 Schedule A (1)(a)(iv): the complete item, service, or system is unique to one vendor as WSP has the history and background knowledge of what is required to complete this work in a timely and effective manner, thus making it not economical to the City to solicit competitive bids.

## Comments

WSP provided four alternative design options for cycling infrastructure on The Collegeway between Winston Churchill Boulevard and Mississauga Road. After reviewing feedback received during the initial round of community consultation and in discussion with the Ward Councillor, the following hybrid option for overall road improvements is being carried forward:

- Proceed with raised cycle tracks between Winston Churchill Boulevard and the east leg of South Millway;
- Cycling infrastructure between the east leg of South Millway and Mississauga Road will be deferred due to ongoing concerns from the public and stakeholders related to impacts to parking, boulevard trees, and other issues;
- Resurface the road and maintain the existing four-lane cross-section;
- Lifecycle replacement of the street lighting in conjunction with the resurfacing and cycling works; and
- Upgrade traffic signals as required for either lifecycle needs or to align with the preferred cycling solution.

As a result, additional services will be required from WSP to complete the detailed design of the above noted elements, in an integrated fashion, to ensure that the rehabilitation of The Collegeway can proceed beginning in 2021.

## Strategic Plan

The Collegeway Cycling Infrastructure Implementation Project aligns with the City's Strategic Pillars of *Move* and *Connect*.

## Financial Impact

The existing contract amounts in PRC000902 and PO 4500489478 and the proposed increase amendment is summarized in the table below:

Original Contract Amount	Amendment #1	Current Contract Amount	Amendment #2 – Detailed Design	Total Contract Amount
\$134,000.00	\$100,000.00	\$234,000.00	\$108,000.00	\$342,000.00

Capital budget PN B19167 Cycling Program (The Collegeway) has sufficient funds available to accommodate the proposed increase to the contract. No additional funding is required.



## Conclusion

An increase to the existing contract with WSP Canada Ltd. is required for additional detailed design services in order to satisfy the preferred alternative established following community consultation.

The contract with WSP was established competitively. The WSP contract continues to represent good value and is sufficiently resourced to accommodate this additional work. Council approval is required, as this increase will exceed 20% of the original contract value.

## Attachments

- Appendix 1: Detailed Design Fees Letter, WSP Canada Ltd.
- Appendix 2: Detailed Design Workplan, WSP Canada Ltd.
- Appendix 3: Detailed Design Schedule, WSP Canada Ltd.



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Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Matthew Sweet, Manager, Active Transportation

August 26, 2020

City of Mississauga  
201 City Centre Drive, Suite 800  
Mississauga, Ontario  
L5B 2J4

**Attention:** Matthew Sweet  
Project Manager

**RE: The Collegeway Cycling Infrastructure Implementation  
Detailed Design Fees  
PRC000902; WSP File: 18M-01721-00**

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Dear Sir:

As requested, WSP has provided a cost estimate (attached) for detailed design for the Collegeway Cycling Infrastructure Implementation Study. The scope of detailed design has since changed from the submission in response to the RFP in 2018, which was based on the assumption of a “road diet” on the Collegeway between Winston Churchill Boulevard and Mississauga Road. Based on recent direction from the City, the scope of work for detailed design is now updated to include the implementation of in-boulevard cycle track, on both sides of the roadway from Winston Churchill Boulevard to South Millway (east of Erin Mills Parkway).

The detailed design costs include the following tasks:

- Topographic survey from edge of pavement to property line;
- Tree inventory survey;
- Geotechnical investigation including boreholes in boulevards;
- Update existing utility plans;
- Detailed design review meeting for 30%, 60% and 90% submissions;
- Meetings (as outlined in the table attached) with City of Mississauga staff including roads, traffic signals, street lighting, landscaping and noise walls;
- Coordination with City of Mississauga staff with respect to contract drawings and specifications for items outside of WSP’s scope of work;

- Prepare cycling track contract drawings, specifications and tender item; and,
- Meetings with MiWay, Peel Region and South Common Mall representatives.

It is our understanding, the City of Mississauga will prepare contract drawings and specifications for roadworks including pavement markings, traffic signals, street lighting, landscaping and noise walls.

The original project budget included \$38,330 for detailed design, which was originally intended to be a “road diet” scope (i.e. lane reduction from 4 travel lanes to 2 travel lanes with on street bike lanes). Based on the new scope of work, the detailed design fee estimate is \$127,923, per the attached.

**The additional fee required for detailed design is \$89,593.**

If you require further information, please do not hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Jay Barich', with a stylized, flowing script.

Jay Barich, P.Eng.  
Department Manager – Construction  
Administration

DETAILED DESIGN FOR THE COLLEGEWAY CYCLE TRACK - WINSTON CHURCHILL BOULEVARD TO SOUTH MILLWAY EAST					07-Aug-20
PERSON HOURS					
DESCRIPTION OF WORK	ROAD DESIGN				TREE SURVEY
	PM	Design Tech.	Survey Tech.	CAD	Arborist
<b>HOULY RATES</b>	<b>\$240</b>	<b>\$125</b>	<b>\$116</b>	<b>\$135</b>	<b>\$100</b>
<b>1. PRELIMINARY DESIGN AND CONSULTATION</b>					
1.1 Attend Start-up Meeting with COM PM	4.0	4.0			
1.2 Topographic Survey			80.0		
1.3 Field Review / Collect and Review Background Data	1.0	5.0			
1.4 Prepare Base Plans		5.0		25.0	
1.5 Tree Survey					60.0
1.6 Develop Preliminary Drawings	2.0	15.0		40.0	
1.7 Prepare cross-sections	1.0	15.0			
1.8 Send preliminary drawings to utility companies for mark-up		10.0			
1.9 Coordinate drawings including chainage with City design teams	1.0	4.0		4.0	
1.10 30% Design Submission	1.0	8.0		8.0	
1.11 Attend 30% Design Review Meeting	4.0	4.0			
<b>SUB-TOTAL PRELIMINARY DESIGN AND CONSULTATION</b>	<b>14.0</b>	<b>70.0</b>	<b>80.0</b>	<b>77.0</b>	<b>60.0</b>
<b>2. DETAIL DESIGN</b>					
<b>2.1 Detail Design / Contract Drawings</b>					
2.1.1 Title Sheet		0.5		2.0	
2.1.2 Index Sheet		1.0		5.0	
2.1.3 Removals (8 sheets) 1:250 scale	1.0	15.0		15.0	
2.1.4 New Construction (16 sheets) 1:250 scale	5.0	30.0		45.0	
2.1.5 Cycle Track Pavement Markings and Signing (8 sheets) 1:250 scale	2.0	15.0		30.0	
2.1.6 Typical Sections ( 4 sheets)	1.0	10.0		22.5	
2.1.7 Details (2 sheets)	1.0	4.0		15.0	
2.1.8 Coordination with City design teams w.r.t. drawings and specs	1.0	4.0		4.0	
2.2 Permits	1.0	5.0			
2.3 60% Submission	2.0	5.0		5.0	
2.4 60% Review Meeting with City PM, traffic signals, lighting, noise walls, landscaping and roadworks	5.0	5.0			
2.5 Quantities	2.0	7.5		2.0	
2.6 Special Provisions / Specifications	15.0	22.5			
2.7 Engineer's Construction Estimate	1.0	5.0			
2.8 60% revisions	1.0	15.0		15.0	

DETAILED DESIGN FOR THE COLLEGEWAY CYCLE TRACK - WINSTON CHURCHILL BOULEVARD TO SOUTH MILLWAY EAST						07-Aug-20
PERSON HOURS						
DESCRIPTION OF WORK		ROAD DESIGN				TREE SURVEY
		PM	Design Tech.	Survey Tech.	CAD	Arborist
2.9	90% Submission	2.0	5.0		5.0	
2.10	90% Review Meeting with City PM, traffic signals, lighting, noise walls, landscaping and roadworks	5.0	5.0			
2.11	90% revisions	4.0	15.0		15.0	
2.12	100% Finalize Drawings / Documents	5.0	15.0		5.0	
2.13	Assistance During Tendering and Bid Review	2.0	7.5			
2.14	Prepare issued for construction drawings		5.0		15.0	
2.15	Support during construction	5.0	40.0		8.0	
2.16	Prepare as-built drawings		3.0		30.0	
SUB-TOTAL DETAIL DESIGN		61.0	240.0	0.0	238.5	0.0
TOTAL PERSON HOURS		75.0	310.0	80.0	315.5	60.0
Disbursements		\$2,500				
Geotechnical Investigation		\$10,800				
SUB-TOTAL		\$121,923				\$6,000
TOTAL		\$127,923				

SCHEDULE FOR DETAILED DESIGN FOR THE COLLEGEWAY CYCLE TRACK - WINSTON CHURCHILL BOULEVARD TO SOUTH MILLWAY EAST																		8.5
ID	Task Name	Duration	Start	Finish	2021													
					Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
1	30% Design	24 days	Mon 21/09/20	Fri 23/10/20														
2	Attend Start-up Meeting with COM PM	0 days	Mon 21/09/20	Mon 21/09/20	◆ 21/09													
3	Topographic Survey	8 days	Mon 21/09/20	Wed 30/09/20														
4	Tree Survey	8 days	Mon 21/09/20	Wed 30/09/20														
5	Prepare Base Plans	5 days	Thu 01/10/20	Wed 07/10/20														
6	Develop Preliminary Drawings	7 days	Thu 08/10/20	Fri 16/10/20														
7	Prepare Cross-Sections	2 days	Mon 19/10/20	Tue 20/10/20														
8	Send Preliminary Drawings to Utility Companies for Mark-Up	2 days	Mon 19/10/20	Tue 20/10/20														
9	Coordinate Drawings incl. Chainage with City Design Teams	0 days	Mon 12/10/20	Mon 12/10/20	◆ 12/10													
10	30% Design Submission	0 days	Tue 20/10/20	Tue 20/10/20	◆ 20/10													
11	Attend 30% Design Review Meeting	0 days	Fri 23/10/20	Fri 23/10/20	◆ 23/10													
12	Geotechnical Investigation	18 days	Mon 28/09/20	Wed 21/10/20														
13	60% Design	31 days	Mon 26/10/20	Mon 07/12/20	◆ 23/11													
14	Detailed Design and Preperation of Contract Drawings	20 days	Mon 26/10/20	Fri 20/11/20	◆ 02/11													
15	Coordination with City design teams w.r.t. drawings and specs	0 days	Mon 23/11/20	Mon 23/11/20	◆ 26/11													
16	Permits	0 days	Mon 02/11/20	Mon 02/11/20	◆ 02/12													
17	60% Submission	0 days	Thu 26/11/20	Thu 26/11/20	◆ 27/11													
18	60% Review Meeting with City PM, traffic signals, lighting, noise walls, landscaping and roadworks	0 days	Wed 02/12/20	Wed 02/12/20	◆ 25/11													
19	Quantities	0 days	Fri 27/11/20	Fri 27/11/20	◆ 10/12													
20	Special Provisions / Specifications	6 days	Wed 18/11/20	Wed 25/11/20	◆ 16/12													
21	Engineer's Construction Estimate	0 days	Wed 25/11/20	Wed 25/11/20														
22	60% Revisions	3 days	Thu 03/12/20	Mon 07/12/20														
23	90% Design	11 days	Thu 10/12/20	Thu 24/12/20														
24	90% Submission	0 days	Thu 10/12/20	Thu 10/12/20														
25	90% Review Meeting with City PM, traffic signals, lighting, noise walls, landscaping and roadworks	0 days	Wed 16/12/20	Wed 16/12/20														
26	90% Revisions	6 days	Thu 17/12/20	Thu 24/12/20														
27	100% Design and Tendering	92 days	Mon 04/01/21	Tue 11/05/21														
28	100% Finalize Drawings / Documents	7 days	Mon 04/01/21	Tue 12/01/21														
29	Assistance During Tendering and Bid Review	0 days	Thu 15/04/21	Thu 15/04/21	◆ 15/04													
30	Prepare issued for construction drawings	2 days	Mon 10/05/21	Tue 11/05/21														
31	Support during construction	110 days	Mon 17/05/21	Fri 15/10/21														
32	Prepare as-built drawings	5 days	Mon 18/10/21	Fri 22/10/21														

DETAILED DESIGN FOR THE COLLEGEWAY CYCLE TRACK - WINSTON CHURCHILL BOULEVARD TO SOUTH MILLWAY EAST					07-Aug-20
PERSON HOURS					
DESCRIPTION OF WORK	ROAD DESIGN				TREE SURVEY
	PM	Design Tech.	Survey Tech.	CAD	Arborist
<b>HOULY RATES</b>	<b>\$240</b>	<b>\$125</b>	<b>\$116</b>	<b>\$135</b>	<b>\$100</b>
<b>1. PRELIMINARY DESIGN AND CONSULTATION</b>					
1.1 Attend Start-up Meeting with COM PM	4.0	4.0			
1.2 Topographic Survey			80.0		
1.3 Field Review / Collect and Review Background Data	1.0	5.0			
1.4 Prepare Base Plans		5.0		25.0	
1.5 Tree Survey					60.0
1.6 Develop Preliminary Drawings	2.0	15.0		40.0	
1.7 Prepare cross-sections	1.0	15.0			
1.8 Send preliminary drawings to utility companies for mark-up		10.0			
1.9 Coordinate drawings including chainage with City design teams	1.0	4.0		4.0	
1.10 30% Design Submission	1.0	8.0		8.0	
1.11 Attend 30% Design Review Meeting	4.0	4.0			
<b>SUB-TOTAL PRELIMINARY DESIGN AND CONSULTATION</b>	<b>14.0</b>	<b>70.0</b>	<b>80.0</b>	<b>77.0</b>	<b>60.0</b>
<b>2. DETAIL DESIGN</b>					
<b>2.1 Detail Design / Contract Drawings</b>					
2.1.1 Title Sheet		0.5		2.0	
2.1.2 Index Sheet		1.0		5.0	
2.1.3 Removals (8 sheets) 1:250 scale	1.0	15.0		15.0	
2.1.4 New Construction (16 sheets) 1:250 scale	5.0	30.0		45.0	
2.1.5 Cycle Track Pavement Markings and Signing (8 sheets) 1:250 scale	2.0	15.0		30.0	
2.1.6 Typical Sections ( 4 sheets)	1.0	10.0		22.5	
2.1.7 Details (2 sheets)	1.0	4.0		15.0	
2.1.8 Coordination with City design teams w.r.t. drawings and specs	1.0	4.0		4.0	
2.2 Permits	1.0	5.0			
2.3 60% Submission	2.0	5.0		5.0	
2.4 60% Review Meeting with City PM, traffic signals, lighting, noise walls, landscaping and roadworks	5.0	5.0			
2.5 Quantities	2.0	7.5		2.0	
2.6 Special Provisions / Specifications	15.0	22.5			
2.7 Engineer's Construction Estimate	1.0	5.0			
2.8 60% revisions	1.0	15.0		15.0	



DETAILED DESIGN FOR THE COLLEGEWAY CYCLE TRACK - WINSTON CHURCHILL BOULEVARD TO SOUTH MILLWAY EAST					07-Aug-20	
PERSON HOURS						
DESCRIPTION OF WORK		ROAD DESIGN				TREE SURVEY
		PM	Design Tech.	Survey Tech.	CAD	Arborist
2.9	90% Submission	2.0	5.0		5.0	
2.10	90% Review Meeting with City PM, traffic signals, lighting, noise walls, landscaping and roadworks	5.0	5.0			
2.11	90% revisions	4.0	15.0		15.0	
2.12	100% Finalize Drawings / Documents	5.0	15.0		5.0	
2.13	Assistance During Tendering and Bid Review	2.0	7.5			
2.14	Prepare issued for construction drawings		5.0		15.0	
2.15	Support during construction	5.0	40.0		8.0	
2.16	Prepare as-built drawings		3.0		30.0	
SUB-TOTAL DETAIL DESIGN		61.0	240.0	0.0	238.5	0.0
TOTAL PERSON HOURS		75.0	310.0	80.0	315.5	60.0
Disbursements		\$2,500				
Geotechnical Investigation		\$10,800				
SUB-TOTAL		\$121,923				\$6,000
TOTAL		\$127,923				

# City of Mississauga

## Memorandum



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Date: 2020/10/08

To: Mississauga Cycling Advisory Committee

From: Sabrina Davidson

Subject: Cycling Considerations as Part of the Construction Management Plan  
Circulation, Review, and Approval Process

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### Overview

This memorandum provides a summary of the City of Mississauga's Construction Management Plan internal circulation, review, and approval process, as it relates to cycling considerations.

### Circulation and Approval Process

The City of Mississauga first receives a Construction Management Plan when a Complex Construction Permit application is submitted in advance of a new construction project. As Complex Construction Permit applications come in, the Construction Management Plan is extracted from the submitted package, and reviewed for any potential impacts to City infrastructure. When a potential impact is identified, the appropriate group is contacted and requested to complete a detailed review of the Construction Management Plan.

Typically, the Construction Management Plan will illustrate the occupation of one or more Active Transportation facilities adjacent to the construction zone, such as a sidewalk or dedicated bike lane. Accordingly, the Construction Management Plan to be sent directly to the Active Transportation office for review, as soon as it is received by the City. Although potentially redundant, this process ensures that Active Transportation Staff are not omitted from circulation.

Once received, Active Transportation Staff undertake a detailed review of the Construction Management Plan, to ensure it meets the standards of the Ontario Traffic Manual (OTM) Book 7 guidelines. Specifics of the Active Transportation review process are outlined in greater detail later in this memorandum.

If the Construction Management Plan does not meet one or more of the OTM Book 7 guidelines regarding cyclist practices, Active Transportation Staff notify the applicant of the observed concern(s). At such time, Active Transportation Staff work directly with the applicant to resolve all concern(s), to the satisfaction of the Active Transportation office guidelines. The new agreement(s) and/or condition(s) are then published to the City's internal construction application management system.

Note that this is a snapshot of frequently-evolving practices. The City of Mississauga is working toward further automating and formalizing this process.

The following flow chart (Figure 1) outlines the above-described circulation and approval process.

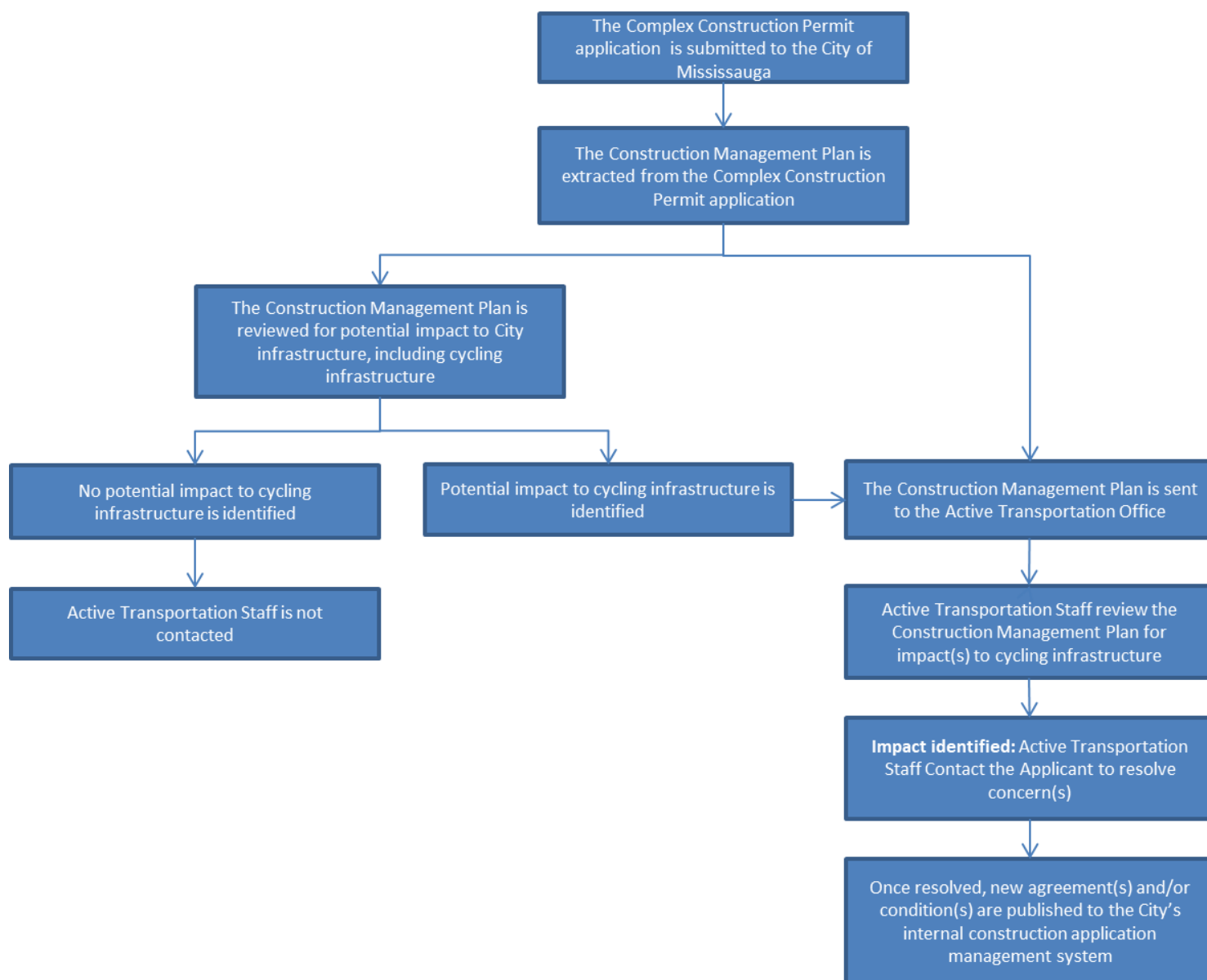


Figure 2: Construction Plan Review Flow Chart

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### **Active Transportation Guidelines Concerning Cyclists**

The City of Mississauga recognizes that cyclists must be considered at all stages of development in Mississauga, including construction. Both the Cycling Master Plan and the Transportation Master Plan identified the need to accommodate cyclists in construction zones. When reviewing a Construction Management Plan where cycling infrastructure may be temporarily impacted, staff require a number of standards to be met before providing approval. Book 7 of the OTM provides guidance specific on how cyclists should be directed through a temporary construction zone. As such, staff rely on the best practices outlined in Book 7 to inform the review of all Construction Management Plans.

Wherever possible, existing cycling facilities should be maintained. Where it is not possible, cyclists hold the same rights as motor vehicles while on the road, in accordance with the Province of Ontario's Highway Traffic Act. As such, there may be a need for cyclist-specific accommodation within a construction corridor.

Where a bike lane or multi-use trail impact is indicated in the Construction Management Plan, cyclists should be diverted to the curb lane. "Shared Lane Ahead" or similar signage should be installed with distance indicators ahead of the bike lane/multi-use-trail closure. Where feasible, long-term bike lane obstruction may merit the realignment of the bike lane within the new road width.

Where a shared curb lane is impacted, a lane width of 3.5 m more should be maintained throughout the affected corridor. If the shared lane width is reduced to less than deemed appropriate, signage should be installed to notify cyclists of the upcoming constraint. Where the posted speed limit exceeds 60km/h, shared lanes should maintain a width of 3.75 m or greater. If maintaining the desired road width is not possible, the speed limit should be reduced temporarily.

Where it is not possible to establish safe and adequate temporary cycling conditions along the construction corridor, cyclists should be detoured. Adequate and accurate detour signage should be posted along the entirety of the route; however, cyclists do not need specialized signage if both vehicles and cyclists are being detoured.

Where signage is utilized, it is important to ensure its placement provides adequate notice to cyclists of the change in condition. Further, signage should not be placed within cyclists' path of travel.

### **Conclusion**

As outlined in this document, the review and potential modification of a Construction Management Plan to account for the safety and convenience of cyclists is an integrated part of the City of Mississauga's Construction Management Plan circulation process.

# City of Mississauga

## Memorandum



Date: October 7, 2020

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Matthew Sweet

Meeting date: October 13, 2020

Subject: **Active Transportation COVID-19 Recovery Framework – October 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.

### Summary

Ward	Street	From/To	Type	Sept Status	Oct Status
2	Orr Road	Southdown Road to Meadow Wood Road	Bike Lane	Work order issued	Work order rescinded; coordinating with traffic calming
4	City Centre Drive	Duke of York Blvd to Rathburn Road	Separated Bike Lane	Planning underway	Meeting with Ward 4 Councillor
4	Kariya Gate	City Centre Drive to Burnhamthorpe Road	Separated Bike Lane	Planning underway	Meeting with Ward 4 Councillor
4	Living Arts Drive	Rathburn Road to Burnhamthorpe Road	Separated Bike Lane	Design Finalized, Approved to Proceed	Work order submitted



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Ward	Street	From/To	Type	Sept Status	Oct Status
5	Morning Star Drive	Airport Road to Brandon Gate Drive	Bike Lane	Complete	
7	King Street	Confederation Parkway to Camilla Drive	Separated Bike Lane	Design Finalized, Approved to Proceed	Work order submitted
8	Credit Valley Road	Erin Mills Parkway to Eglinton Avenue	Bike Lane	Planning underway	Planning underway
8	Glen Erin Drive	Burnhamthorpe Road W to Eglinton Avenue	Separated Bike Lane (Interim)	Planning underway	Meeting with Ward 8 Councillor
9	Battleford Road	Tenth Line W to Erin Mills Parkway	Separated Bike Lane (Interim)	Planning underway	Planning underway
9	Aquitaine Avenue	Tenth Line W to Millcreek Avenue	Separated Bike Lane (Interim)	Planning underway	Public Consultation requested by Ward 9 Councillor
9	Argentia Road	East of Winston Churchill Blvd (formerly Tenth Line W) to Derry Road W	Separated Bike Lane (Interim)	Planning underway	Western limit revised; Notification letters going out to businesses
11	Queen Street	Britannia Road to Ontario Street	Bike Lane	Public consultation underway	Consultation complete

**Implementation Underway**

King Street, Separated Bicycle Lanes, Camilla Road to Confederation Parkway – work orders have been submitted.

Living Arts Drive, Separated Bicycle Lanes, Rathburn Road West to Burnhamthorpe Road West – work orders have been submitted.

**Implementation On Pause**

Orr Road, Bicycle Lanes, Southdown Road to Meadow Wood Road – based on resident responses to project notifications, and desire for additional traffic calming measures, the design for Orr Road is being aligned with traffic calming proposals and will be presented to the Councillor for consideration.

**Public Consultation Underway**

The feedback page for the AT COVID-19 Framework remains active and has been promoted on the City's communications channels.

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

**Public Consultation Complete**

Consultation for the Queen Street separated bicycle lanes is complete. Staff are reviewing the feedback received and will be meeting with the Ward 11 Councillor's office to discuss next steps.

**Public Consultation Requested**

Public consultation has been requested at two locations in Ward 9:

- Argentinia Road – notifications will be hand delivered to businesses on Argentinia Road for feedback to inform detailed design
- Aquitaine Avenue – formal online public consultations will be planned and will take place in the coming months


**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
6	2	Orr Road	Southdown Road to Meadow Wood Road	Bike Lane	1.4 km
7	4	City Centre Drive	Duke of York Blvd to Rathburn Road	Separated Bike Lane	1.2 km
8	4	Kariya Gate	City Centre Drive to Burnhamthorpe Road	Separated Bike Lane	0.1 km
9	4	Living Arts Drive	Rathburn Road to Burnhamthorpe Road	Separated Bike Lane	0.8 km
10	5	Morning Star Drive	Airport Road to Brandon Gate Drive	Bike Lane	2.8 km
11	7	King Street	Confederation Parkway to Camilla Drive	Separated Bike Lane	0.9 km
12	8	Credit Valley Road	Erin Mills Parkway to Eglinton Avenue	Bike Lane	0.7 km
13	8	Glen Erin Drive	Burnhamthorpe Road W to Eglinton Avenue	Separated Bike Lane (Interim)	2.1 km
14	9	Battleford Road	Tenth Line W to Erin Mills Parkway	Separated Bike Lane (Interim)	2.2 km
15	9	Aquitaine Avenue	Tenth Line W to Millcreek Avenue	Separated Bike Lane (Interim)	2.2 km
16	9	Argentia Road	Tenth Line W to Derry Road W	Separated Bike Lane (Interim)	3.0 km
17	11	Queen Street	Britannia Road to Ontario Street	Bike Lane	0.5 km



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