

From: [Rahul Mehta](#)
To: [Krystal Christopher](#)
Subject: General Council comment/question - Bike plan
Date: Monday, July 6, 2020 4:01:44 PM

Hello Krystal,

Please find my comments and questions below for item 8.2 and 11.4.

I am voicing my support in principle for the for the proposed Active Transportation COVID-19 Recovery Framework. However there are a number of outstanding questions and concerns that this "expansion" sites not go far enough and does not address the serious gaps in our network. Most notably:

- The plan is not truly city-wide, only in certain wards
- The plan does not actually represent an expansion when looking at the targets within the city's own approved Cycling Master Plan, a reduced plan from the version approved before it. With a goal of 897km over 27 years, we should see an average of 33km built each year. Can staff and Council let us know how many years we have met our exceeded this target? The numbers in this report suggest this year would still fall below that average even with this expansion.

Other concerns and questions:

- We need to accelerate our MCMP if we hope to realize a safe, healthy and livable city with or without a crisis. Existing city policies underscore the need for us to move much more quickly. Toronto has overcome enormous barriers to accelerate their network.
- Will we ensure curb cut connections with existing trails and signage showing new and protected infrastructure (like we would for any car infrastructure) as well as signage highlighting connections to key local facilities (libraries, schools, arenas, malls, downtown, waterfront, parks, other trails, etc)?
- Protected lanes are essential, we must invest in a true cycletrack: raised paint, painted buffer, bollards, low concrete barriers (see examples across Canada, most notably the rapid deployment of all elements in Toronto, right now). Once concrete infrastructure is committed, work with local artists (who get paid) to beautify these works, also being done in Toronto.
- Where flower boxes are used, ensure native drought tolerant plants, work with Mississauga master gardeners and ensure boxes cannot be moved.
- Ensure upgrade to signal sensors so cyclists don't have to make dangerous maneuvers to press "beg buttons". Make a plan to upgrade all intersections with bike lanes and commit to such upgrades for all future projects, including MUT at intersections.
- Can we be assured all taxes will carry cycling infrastructure up to and through intersections, where most cycling injuries and deaths take place?
- Will we see public consultation for further and future projects, online as necessary, to continue expansion, including for the "Quiet streets" and "Street closures" mentioned here?

Thank you for your time,

Rahul Mehta