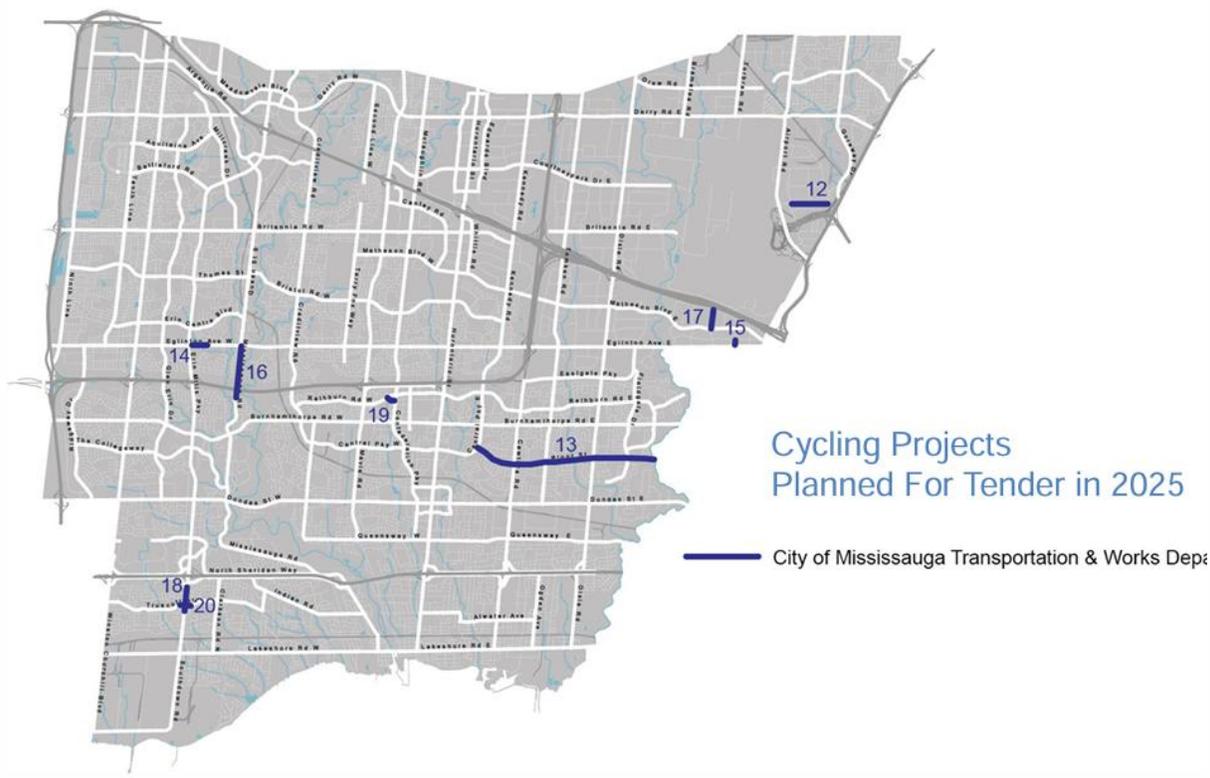


# Cycling Program Update

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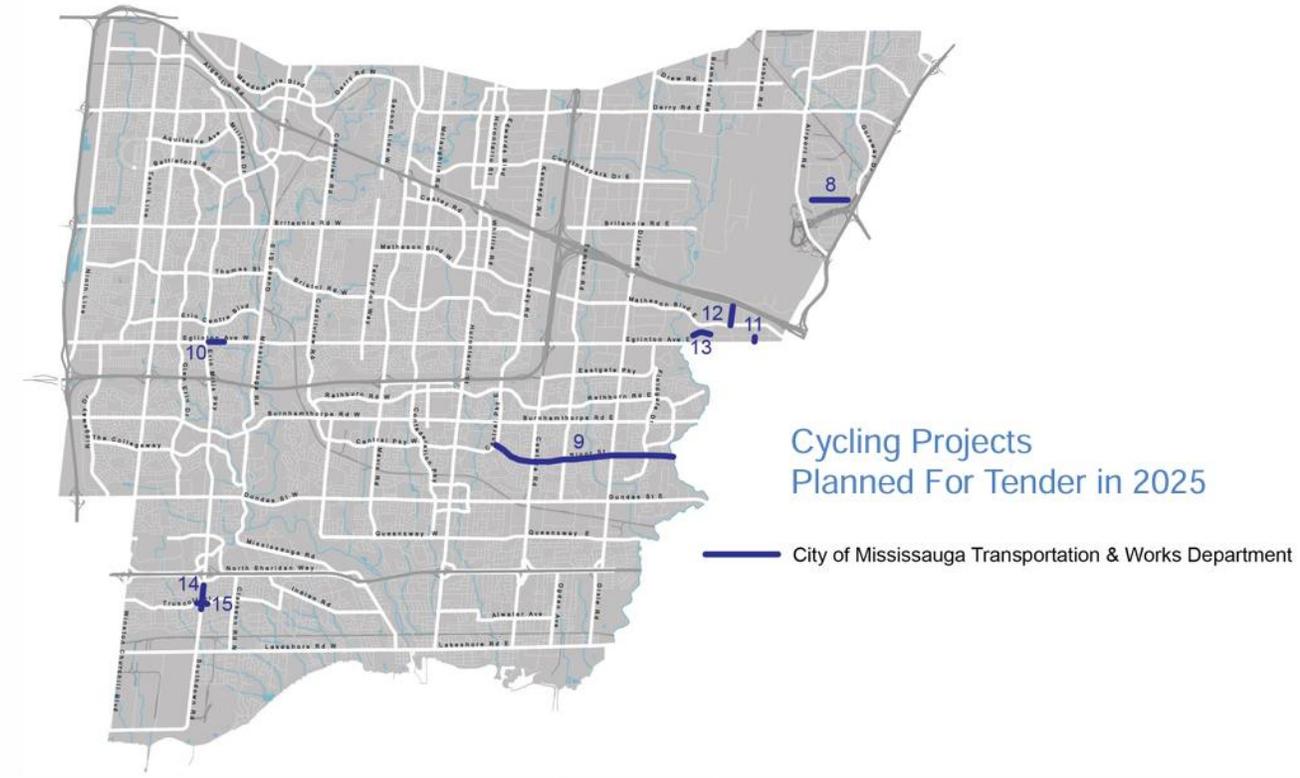
DEPUTATION PRESENTED BY RAHUL MEHTA  
FOUNDER, SUSTAINABLE MISSISSAUGA

# Consistency in projects planned



2025-01-14

Cycling Program Update 2024 Q4



2025-03-18

Cycling Program Update 2025 Q1

# Increased detail on project data

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- What is the project cost estimate, tendered and when complete?
- What is the project timeline estimate, tendered and when complete?
- Compare and contrast estimates vs. reality – which projects (contractors, type of infrastructure, length of infrastructure, design/quality of infrastructure) are giving the best “bang for our buck”?
- Use this data to empower MCAC and inform future project planning, RFPs and the CMP update.

# Consistency in alignment and design

- Crosswalks vs Crossrides – which goes where?
- “Bump-out” vs “bump-in”
- Sightlines affected by other infrastructure
- Truck aprons and turn radii
- Textured pavement
- Markings and signage
- Street furniture

Rathburn Road East: Cycle track bend-out/protected intersection



The Collegeway: New cycle tracks east of Glen Erin Drive



The Collegeway: New signaled crossrides to access South Common Centre



Cardiff Boulevard: New truck apron at 713 Khalsa Drive



Winston Churchill Boulevard: New signaled crossride at highway off-ramp



Eglinton Avenue West: New signaled crossride at Metcalfe Avenue



Rathburn Road East: New signaled crossing at Chechalk Trail



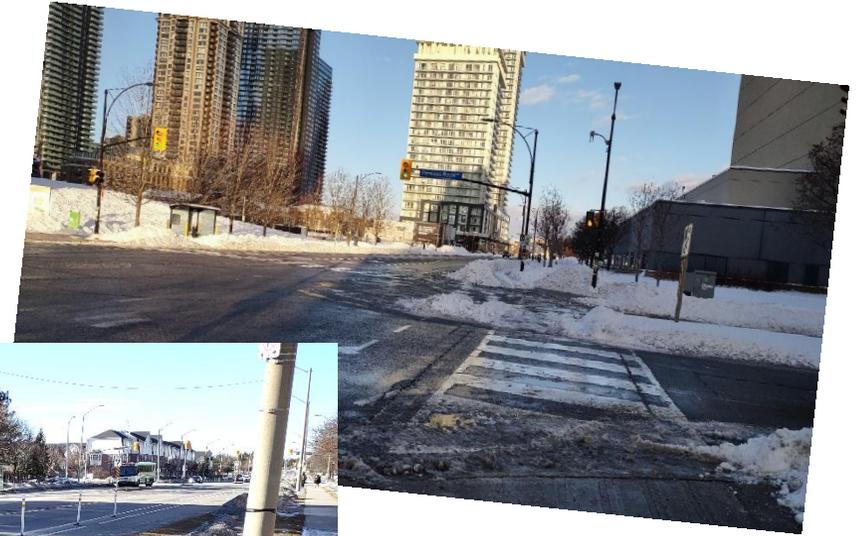
# Safety at intersections and highways

- Concerns with curb cut width/“depth”
- Concerns with size of crossing and refuge areas, including turn radii
- Concerns with sightlines for drivers, pedestrians and cyclists



# Winter maintenance?

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# Winter maintenance?



# Winter maintenance?

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# Coordination for climate action

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- Parks and Forestry – landscaping with native trees, reduce grass, increase shade, reduce pavement temperature/wear = increase comfort for more users!
- Environment and Climate – exploring new pavement technologies that use less fossil fuels? Recycled pavement materials? Recycled paint materials? Blended materials? What is possible now and into the future?
- Stormwater and Infrastructure – many new pieces of infrastructure do not provide consistent drainage, often doubling as “splashpads”. Considering accumulation and risk of debris, salt and waste, can we create better drainage and rain/snow storage systems? Can we street sweep cycling infrastructure sooner and more often? Specialized vehicles may be needed.

# Recommendations

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- ✓ Consistency in communication – let us know the changes between quarterly updates!
- ✓ Increased details where possible – timelines, costs, results, let us know how they change!
- ✓ Consistency in alignment and design – navigate HTA and Book 18 to create compliant City standards for walk/bike crossing, City-style guide for pavement for different infrastructure.
- ✓ Safety at intersections and highways – inconsistent refuge design/layout, poor sightlines, need consistency and upgrades for safe waiting and crossing from cars vs active users URGENTLY.
- ✓ Winter maintenance – mix of standards and contractors are not meeting City timelines for maintenance, leading to major gaps and barriers for all active users. Salt/debris is a big problem, too. Lessons from Edmonton and Montreal on cohesive strategy for winter cycling maintenance.
- ✓ Coordination for climate action – work with departments to create resilient and sustainable cycling infrastructure that supports a healthier, greener and more comfortable city. Coordination also supports long-term affordability and likely greater usage by a broader audience.