
Mississauga Cycling Advisory Committee

Date

2017/06/13

Time

6:30 PM

Location

Civic Centre, Committee Room A - Second Floor,
300 Civic Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

Donnie Morris, Citizen Member, (Chair)
Irwin Nayer, Citizen Member, (Vice-Chair)
Councillor Chris Fonseca, Ward 3
David Daglish, Citizen Member
Dorothy Tomiuk, Citizen Member
Edisa Kozo, Citizen Member
Ewelina Luczko, Citizen Member
Greg Symons, Citizen Member
Jonathan Giggs, Citizen Member
Leonard Verwey, Citizen Member
Natalie Half, Citizen Member
Richard Dubiel, Citizen Member
Roy Buchanan, Citizen Member

Agency Representatives/City Staff

Brandon Quigley, Planner, Sustainable Transportation, Region of Peel
Steve Barrett, Manager, Transportation Infrastructure Management
Max Gill, Supervisor, Traffic Operations
Matthew Sweet, Active Transportation Coordinator
Jelmer Stegink, Active Transportation Marketing and Education Specialist
Kimberly Hicks, Communications Advisor

Contact

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

Find it Online

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

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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 - May 9, 2017
 5. DEPUTATIONS
 6. PUBLIC QUESTION PERIOD - 15 Minute Limit
(Persons who wish to address the Mississauga Cycling Advisory Committee about a matter on the Agenda. Persons addressing the Mississauga Cycling Advisory Committee with a question should limit preamble to a maximum of two (2) statements, sufficient to establish the context for the question, with a 5 minute limitation. Leave must be granted by the Committee to deal with any matter not on the Agenda.)
 7. MATTERS TO BE CONSIDERED
 - 7.1. Active Transportation Manager Status Update (Steve Barrett Manager, Transportation Infrastructure Management 5 minutes)
 - 7.2. Introduction of Newly Appointed Mississauga Cycling Advisory Committee Citizen Member (5 minutes)
 - 7.3. Action Item List Reintroduction (Stephanie Smith, Legislative Coordinator 5 minutes)
 - 7.4. 2017 Tour de Mississauga Update(Jelmer Stegink, Active Transportation Marketing and Education Specialist 15 minutes)
 - 7.5. 2017 Capital Program Update - Public Transit Infrastructure Fund (Matthew Sweet, Active Transportation Coordinator 5 minutes)
 - 7.6. Cycling Master Plan Update (Matthew Sweet, Active Transportation Coordinator 5 minutes)
 - 7.7. Bike Challenge Update (Jelmer Stegink, Active Transportation Marketing and Education Specialist 10 minutes)
 - 7.8. Network and Technical Subcommittee Report (Donnie Morris, Chair, Mississauga Cycling Advisory Committee 5 minutes)
 - 7.9. Community Rides Update (Donnie Morris, Chair, Mississauga Cycling Advisory Committee 5 minutes)

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- 7.10. Communications and Promotions Subcommittee Update and Vacancy (Dorothy Tomiuk, Citizen Member 5 minutes)
 8. INFORMATION ITEMS
 - 8.1. Etobicoke Creek Trail Closure (Matthew Sweet, Active Transportation Coordinator 5 minutes)
 - 8.2. Cycling Infrastructure Funding (City of Brampton)
 9. OTHER BUSINESS
 10. DATE OF NEXT MEETING - July 11, 2017
 11. ADJOURNMENT

City of Mississauga

Minutes



Mississauga Cycling Advisory Committee

Date

2017/05/09

Time

6:30 PM

Location

Civic Centre, Committee Room A - Second Floor,
300 Civic Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members Present

Donnie Morris, Citizen Member, (Chair)
Irwin Nayer, Citizen Member, (Vice-Chair)
Barbara Hazel Tabuno, Citizen Member
David Daglish, Citizen Member
Edisa Kozo, Citizen Member
Ewelina Luczko, Citizen Member
Greg Symons, Citizen Member
Jonathan Giggs, Citizen Member
Leonard Verwey, Citizen Member
Roy Buchanan, Citizen Member

Members Absent

Councillor Chris Fonseca, Ward 3
Dorothy Tomiuk, Citizen Member
Richard Dubiel, Citizen Member

Staff Present

Brandon Quigley, Planner, Sustainable Transportation, Region of Peel
Ben Gomberg, Manager, Active Transportation
Max Gill, Supervisor, Traffic Operations
Jelmer Stegink, Active Transportation Marketing and Education Specialist
Stephanie Smith, Legislative Coordinator

Find it online

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

1. CALL TO ORDER – 6:37PM

2. APPROVAL OF AGENDA

Approved (D. Daglish)

3. DECLARATION OF CONFLICT OF INTEREST – Nil

4. MINUTES OF PREVIOUS MEETING

4.1. Mississauga Cycling Advisory Committee Minutes - April 18, 2017

Approved (D. Daglish)

5. DEPUTATIONS

5.1. Dundas Connects (Andrew Miller, Strategic Leader 10 minutes)

Andrew Miller, Strategic Leader provided an update on Dundas Connects. He highlighted recommendations that included: land use; transportation; and corridor design. He enquired what members of the Mississauga Cycling Advisory Committee see as the strengths of the draft recommendations. Members responded and provided the following comments: great protected bike lanes; add cross rides at intersections to ensure cyclist feel comfortable; recommended barrier curbs versus rollover curbs; expansion of existing right of ways; and advocating for the best possible vision. Mr. Miller outlined next steps in the project.

RECOMMENDATION
MCAC-0016-2017

That the deputation by Andrew Miller, Strategic Leader regarding Dundas Connects be received for information.

Received (J. Giggs)

6. PUBLIC QUESTION PERIOD - 15 Minute Limit

(Persons who wish to address the Mississauga Cycling Advisory Committee about a matter on the Agenda. Persons addressing the Mississauga Cycling Advisory Committee with a question should limit preamble to a maximum of two (2) statements, sufficient to establish the context for the question, with a 5 minute limitation. Leave must be granted by the Committee to deal with any matter not on the Agenda.)

7. MATTERS CONSIDERED

7.1. Monthly Active Transportation Report (Ben Gomberg, Manager, Active Transportation 5 minutes)

Ben Gomberg, Manager, Active Transportation spoke to the completion of the 2018 Active Transportation operating budget which included an increase in the budget for marketing and promotions initiatives.

7.2. Community Services' and the Region of Peel's 2017 Cycling Projects – Ben Gomberg, Manager, Active Transportation 10 minutes)

Ben Gomberg, Manager, Active Transportation outlined Community Services 2017 cycling construction projects.

Brandon Quigley, Planner, Sustainable Transportation, Region of Peel outlined the Region of Peel's 2017 cycling construction projects that are to be completed by 2017. He further spoke to painting on Dixie Road, a cycling by-law going to Regional Council and an upcoming Jane's Walk taking place on May 12, 2017.

7.3. Cycling Master Plan Update (Irwin Nayer, Vice-Chair, Mississauga Cycling Advisory Committee 10 minutes)

Irwin Nayer, Vice-Chair spoke to the Cycling Master Plan update and outlined: goals of the plan; analyzing potential barriers; reality of some projects; creating a hashtag; continuous infrastructure paths; capturing meeting minute notes; and waiting to see the vision for the project.

Jonathan Giggs, Citizen Member spoke to public meetings and the projects website. Jelmer Stegink, Active Transportation Marketing and Education Specialist spoke to an online consultation tool and the opportunity to provide feedback.

7.4. Region of Peel's Bike to School Week and School Bike Parking Program (Brandon Quigley, Planner, Sustainable Transportation, Region of Peel 10 minutes)

Brandon Quigley, Planner, Region of Peel spoke to the upcoming Bike to School Week and noted that 132 schools had signed up thus far and outlined giveaways for participating schools. He further spoke to a partnership between public health and the installation of bike racks for the school bike parking program.

- 7.5. 2017 Mississauga Bike Map (Jelmer Stegink, Active Transportation Marketing and Education Specialist 5 minutes)

Jelmer Stegink, Active Transportation Marketing and Education Specialist spoke to the design update of the bike map and that the official launch of the map would be on May 29, 2017. He also noted that 10,000 copies are to be printed and that the goal would be to update the map digitally every year.

- 7.6. Education Pilot – Jelmer Stegink, Active Transportation Marketing and Education Specialist 5 minutes)

Jelmer Stegink, Active Transportation Marketing and Education Specialist provided an update on a 90minute CanBike based curriculum course. He outlined a partnership with the Region of Peel to promote the program and working with participants of the Community Rides.

Jonathan Giggs, Citizen Member expressed support of the program.

- 7.7. 2017 Tour de Mississauga (Jelmer Stegink, Active Transportation Marketing and Education 10 minutes)

Jelmer Stegink, Active Transportation Marketing and Education Specialist provided an update on the 2017 Tour de Mississauga and noted that a Corporate Report would be going to General Committee on May 31, 2017 recommending that Transportation and Works staff take the lead role in the planning and execution of the 2017 Tour de Mississauga event, with assistance from SustainMobility and the Mississauga Cycling Advisory Committee. He indicated that he would send an email to all members of the committee for interest in being part of a Tour working group and who would be interested in volunteering the day of.

Jonathan Giggs, Citizen Member made the following comments: enquired what the goal of the Tour is; challenges of funding the event; that the distances don't represent a Tour aspect; and creating a safe environment.

- 7.8. Community Bike Rides (Roy Buchanan, Citizen Member 10 minutes)

Donnie Morris, Chair spoke to the updated routes for the May and June rides and to the upcoming GTAA Pearson kick-off event.

Ben Gomberg, Manager, Active Transportation noted that Members of Council were not made aware of the upcoming rides in their wards. Discussion ensued with respect to the procedure of notifying Members of Council and Mr. Gomberg noted that Active Transportation staff would send an email to all of Council notifying them of the Community Ride schedule.

RECOMMENDATION

MCAC-0017-2017

That the Mississauga Cycling Advisory Committee (MCAC) enter into an agreement with CCN for the 2017 Community Ride registration system and that a fee of up to \$1,500.00 be allocated from the 2017 MCAC budget.

Approved (R. Buchanan)

8. OTHER BUSINESS

Barbara Hazel Tabuno, Citizen Member informed the committee of her resignation from the Mississauga Cycling Advisory Committee.

RECOMMENDATION

MCAC-0018-2017

That the verbal update from Barbara Hazel Tabuno, Citizen Member of the Mississauga Cycling Advisory Committee (MCAC) advising her resignation from MCAC be received.

Received (I. Nayer)

9. DATE OF NEXT MEETING - June 13, 2017

10. ADJOURNMENT – 9:00PM (I. Nayer)

City of Mississauga Memorandum



Date: 2017/06/02
To: Chair and Members of Mississauga Cycling Advisory Committee
From: Jelmer Stegink
Meeting Date: 2017/06/13
Subject: 2017 Tour de Mississauga Update

Recommendation

1. That the Mississauga Cycling Advisory Committee commits \$5,000 from their annual budget to support the 2017 Tour de Mississauga;
2. That the Mississauga Cycling Advisory Committee forms a 2017 Tour de Mississauga workgroup with members committed to helping with the event planning process in the 12 weeks leading up to the event; and
3. That the Mississauga Cycling Advisory Committee recruits volunteers to manage event operations on Saturday September 16th and Sunday September 17th.

Background

General Committee supported the staff recommendation directing the Active Transportation Office to take the lead in the organization of the 2017 Tour de Mississauga, in partnership with Sustain Mobility and the Mississauga Cycling Advisory Committee. While AT staff will take the lead, we do not have sufficient resources to successfully run this event without a serious commitment from the MCAC.

Financial support

In 2016 the Mississauga Cycling Advisory Committee supported the Tour de Mississauga with \$5,000 to help cover the Celebration Square rental fee. Staff recommends that the Mississauga Cycling Advisory Committee also support the 2017 Tour with \$5000.

2017 Tour de Mississauga workgroup

The Active Transportation Office recommends that the Mississauga Cycling Advisory Committee form a 2017 Tour de Mississauga workgroup with committee members committed to in helping with promotion, route planning and operations and registration kit packing in the months leading up to the event.

Promotion

- Email blasts
- Twitter + Facebook
- Community rides
- Commitment: Approximately 30 hours

Routes planning & operations

- Design routes
- Test ride routes
- Create route signage plan
- Create route operations plan
- Commitment: Approximately 5 hours per week leading up to the event and full days on both Saturday and Sunday during the event weekend.

Registration Kit Packing

- Pack registration kit materials into envelopes (approximately 3,500 kits)
- Commitment: one to two weeknights in July and August

Event volunteers

The Active Transportation Office recommends that the Mississauga Cycling Advisory Committee commit to recruiting volunteers to take on key volunteer roles managing event operations. Key volunteer positions include:

Route Operations (2 volunteers)

- Prepare route signs according to route sign plan
- Set up route signs Saturday evening
- Test route + check route signs Sunday morning + replace missing signs
- Tail last participant and pick up route signs
- Commitment: Saturday from noon to 8 p.m. and Sunday from 5 a.m. to noon

Information / Will call / Registration kit pickup (2 volunteers)

- Set up of tables + registration and will-call supplies
- Help participants + assist with event site setup
- Commitment: Saturday from 8 a.m. to 5 p.m. and Sunday from 6 a.m. to noon

Rest Stop (2 volunteers)

- Set-up + tear down
- Work the rest stop during the event + manage volunteers
- Commitment: Saturday from noon to 3 p.m. and Sunday from 7:30 a.m. to noon

Start / finish line ushers (4 volunteers)

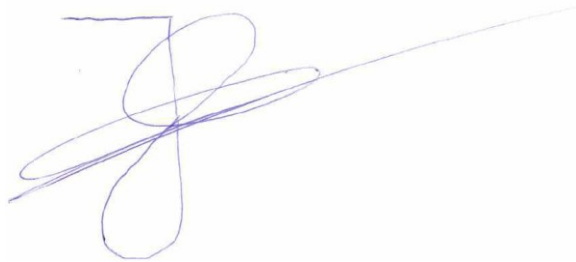
- Set up start and finish area
- Welcome participants + answers questions + direct them to the start
- Hand participants ice cream tickets after finish
- Direct participants to bike parking & ice-cream
- Tear down start and finish area
- Commitment: Sunday from 6 a.m. to 2 p.m.

Financial Impact

\$5,000 contribution from the 2017 Mississauga Cycling Advisory Committee budget.

Attachments

Appendix 1: Corporate Report - Tour de Mississauga 2017



Prepared by: Jelmer Stegink

City of Mississauga

Corporate Report



Date: 2017/05/16

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:
2017/05/31

Subject

2017 Tour de Mississauga

Recommendation

That the report titled 2017 Tour de Mississauga, dated May 16, 2017 from the Commissioner of Transportation and Works be approved with the following recommendations:

- a) That the Active Transportation Office take the lead role in the planning and execution of the 2017 Tour de Mississauga event, with assistance from SustainMobility and the Mississauga Cycling Advisory Committee;
- b) That the event structure be changed to significantly lower the cost and effort to organize the 2017 event; and
- c) That the Active Transportation Office report back to Council before year end with recommendations for the management of subsequent Tour events.

Report Highlights

- The Active Transportation Office will take a lead role, with support from SustainMobility and the Mississauga Cycling Advisory Committee, to organize the 2017 Tour de Mississauga.
- In an effort to create a sustainable business model, the event structure will be simplified to significantly lower the time and resources required to organize the event.
- The simplified event structure will focus on shorter routes and creating a comfortable environment for novice cyclists including children, families and 'interested but concerned' residents to experience a fun day on their bicycles.
- The transformation of the event is in line with the mandate and recommendations of Mississauga's Cycling Master Plan. The Plan aims to motivate more residents to cycle more often and build a culture where cycling is an everyday activity.
- Without the involvement of the Active Transportation Office, the 2017 Tour de Mississauga will have to be canceled.

General Committee	2017/05/16	2
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Background

The Mississauga Cycling Advisory Committee (MCAC) started the Tour de Mississauga in 2007. Over the years the event has motivated thousands of Mississauga residents to cycle and has become one of Canada's largest cycling events.

On April 10, 2013, Council adopted the following recommendation (GC-0187-2013):
 "That during the next term of Council, MCAC be directed to present a business model for the 'Tour de Mississauga' to determine if it will be a community-run event or a City-run event, including City resources required, for approval of the Budget Committee."

In response to Council direction, MCAC and City staff considered several options and recommended that a local third-party non-profit organization, SustainMobility, take over the organization and management of the Tour in 2016.

On February 10, 2016, Council approved the following recommendation (GC-0077-2016):

1. That the letter dated December 18, 2015 from Glenn Gumulka, Executive Director, SustainMobility, regarding the management of the Tour de Mississauga, be received for information.
2. That the Members of the MCAC support the transfer of the management of the Tour de Mississauga to SustainMobility.
3. That the Tour de Mississauga Subcommittee of the MCAC continue to work with SustainMobility on the Terms and Conditions relating to the transfer of the management of the Tour de Mississauga to SustainMobility.

SustainMobility agreed to take over the management and organization of the 2016 Tour de Mississauga. The 2016 event took place on Sunday, September 18, with 3,300 participants. SustainMobility introduced registration fees for longer distances, increased safety measures, and provided directional signage and rest stops - delivering a great experience for participants. The event was successful and both the Active Transportation Office and MCAC were satisfied with the event and SustainMobility's management.

In April 2017, SustainMobility informed City staff that they cannot manage the 2017 Tour de Mississauga (Appendix 1). SustainMobility advised that due to increasing demands from several core projects they cannot dedicate the staff time required to manage the 2017 Tour de Mississauga. In addition to the staffing constraints, SustainMobility's Board of Director has identified an increased financial risk for their organization for 2017. The operating loss is expected to grow due to increasing costs and sponsorship revenue uncertainty.

Comments

Introduction

In response to SustainMobility's letter, the Active Transportation Office met with SustainMobility and MCAC to discuss possible solutions for the future of the event. All parties want the event to continue. In an effort to create a sustainable model for the Tour de Mississauga, the Active Transportation Office, SustainMobility and MCAC propose partnering to pilot a new event structure for the Tour's 10th year anniversary. The new simplified event structure will focus on:

- Motivating more Mississauga residents to cycle more often
- Creating a comfortable environment for novice cyclists including children, families and 'interested but concerned' residents, to experience a fun day on their bicycles
- Showcasing Mississauga's cycling network

The group aspires to transform the Tour into a family-oriented cycling event that celebrates cycling in Mississauga. The new target demographic, shorter routes and simplified event structure will significantly lower the time and resources required to organize the event. The transformation of the event is in line with the mandate and recommendations of Mississauga's Cycling Master Plan. The Plan aims to motivate more residents to cycle more often, and build a culture where cycling is an everyday activity.

Partnerships

The Active Transportation Office, SustainMobility and MCAC are proposing to partner to develop a sustainable event model for the future, and to ensure the event takes place in 2017. The proposed roles and responsibilities for each partner are:

- *Active Transportation Office* - Lead in organizing the event, responsible for the promotion, planning and execution of the Tour.
- *SustainMobility* – Will manage the event website, social media platforms and registration process. They will hire and manage an event coordinator for 3 months (paid for through the event's budget) to assist the Active Transportation Office with promotion, planning and execution of the event. SustainMobility will also manage the day-to-day financial transactions. They will receive the sponsorship, grant and registration revenue and will pay event invoices.
- *MCAC* - Will assist with the promotion, planning and execution of the event.

With Council's approval to proceed with the Tour de Mississauga, a letter of agreement will be prepared to outline these roles and responsibilities in greater detail.

Event Structure

The revised structure relies on simplified and shorter routes to make the event easier and less expensive to organize. The long routes (80K, 100k, and 120K) will be replaced with short routes to provide opportunities for novice cyclists to participate in the event. The 2017 event will offer

5K, 10K, 25K and 50K routes that will use existing cycling infrastructure and quiet residential roads wherever possible, to create a comfortable cycling experience for participants and minimize the impact on the community.

Business Model

The 2017 Tour de Mississauga business model will rely on three revenue sources to cover the cost of organizing the event:

- Sponsorships – \$7,500 will be raised through sponsorship sales and renewals
- Grants – \$15,000 from the Region of Peel has been confirmed and \$5,000 from the Mississauga Cycling Advisory Committee is pending.
- Registration fees – Charging nominal registration fees is necessary to create a sustainable business model for the event.
- Proposed fees are:

ROUTE	REGISTRATION FEE*
5K	\$5
10K	\$10
25K	\$15
50K	\$20

*For all routes children under 16 years of age ride for free

Refreshments

It is proposed that ice cream be provided at the end of the Tour instead of a burger/hot dog lunch that has been the practice in the past. This will result in a savings of approximately \$12,500 which will significantly simplify event operations.

Registration Process

The 2017 Tour de Mississauga proposal is for on-line registration administered by SustainMobility and pick-up of event packages at local bike shops. This would significantly reduce staff time and costs.

Staff Impact

A key objective of the Mississauga Cycling Master Plan is to “Foster a Culture Where Cycling is an Everyday Activity”. As part of the phased Cycling Master Plan implementation, the Active Transportation Office expanded with the addition of a full-time Marketing and Education Coordinator in 2016. The Coordinator is responsible for developing and implementing a marketing and education strategy based on the 2010 Cycling Master Plan recommendations.

The 2017 Tour de Mississauga event structure fits within the new promotion and education strategy that focusses on motivating more Mississauga residents to cycle more often.

The Marketing and Education Coordinator will take the lead in organizing the 2017 Tour, with the assistance of SustainMobility, MCAC and two Active Transportation summer students who have recently been hired. It is expected that the event's impact on City staff will be minimal outside of the Active Transportation Office.

Strategic Plan

The proposed 2017 Tour de Mississauga aligns with three of the strategic pillars identified in Mississauga's Strategic Plan:

- *Move* – The Tour is a superb way to encourage people to get out of their cars and try cycling in our city.
- *Connect* – The Tour provides an opportunity to explore Mississauga's neighbourhoods, connecting people to the communities where they live and play.
- *Green* – The Tour introduces Mississauga residents to a green, healthy way to travel – bicycling.

Financial Impact

The management and organization of the 2016 Tour de Mississauga was assumed by SustainMobility and the event resulted in a \$33,000 operating loss to SustainMobility. It is anticipated that the 2017 Tour de Mississauga structure could break even due to lower operating costs estimated between \$40,000 and \$70,000. This cost estimate is based on the revised event structure, new refreshment proposal and change in registration process. The business model relies on three revenue sources: grants, sponsorship and registration fees, to generate between \$27,500 and \$48,750 in revenue:

Revenue Sources	Confirmed Contribution	Pending Contribution	Total Contribution
Grants	\$15,000	\$5,000	\$20,000
Sponsorship	\$0	\$7,500	\$7,500
Registration Fees	\$0	\$21,250	\$21,250
Total Revenue	\$15,000	\$33,750	\$48,750

- Grants - Region of Peel - \$15,000 (confirmed) and MCAC - \$5,000 (pending)
- Sponsorship - 3 out of the 5 sponsors from the 2016 event are expected to renew at \$2,500 each.

- Registration Fees - \$21,250 estimate is based on 1,500 paying participants. This represents approximately 45% of the 3,300 participants from the 2016 Tour. It is hoped that participation will be higher.
 - 5K Route – 250 paying participants at \$5 = \$1,250
 - 10K Route – 250 paying participants at 10 = \$2,500
 - 25K Route – 500 paying participants at \$15 = \$7,500
 - 50K Route – 500 paying participants at \$20 = \$10,000

There is some risk of an operating loss for the 2017 Tour de Mississauga event due to the introduction of a registration fee for participants above the age of 16. The reduced scope of the event for 2017 should, however, reduce overall operating costs, due to changes in refreshments provided and the registration process. The three major parties - Active Transportation Office, SustainMobility and MCAC are collaborating to ensure that the 10th anniversary Tour event will take place this year. However, if there is an operating shortfall, the City will be responsible to cover the loss. The Transportation and Works Department did not budget funding for the 2017 Tour de Mississauga.

Conclusion

The Active Transportation Office must take a lead role in the management and organization of the 2017 Tour de Mississauga in order to ensure its continued success. In an effort to create a more sustainable event, the event structure needs to be simplified to significantly reduce the time and resources required to organize the event. Staff is confident that the revenue generated through sponsorships, grants and registration fees can cover the majority, if not all, of the event costs.

The simplified event structure will focus on shorter routes, creating a more comfortable environment for novice cyclists including children, families and 'interested but concerned' residents to experience a fun day on their bicycles. This event structure supports the mandate and recommendations of Mississauga's Cycling Master Plan; which aims to motivate more residents to cycle more often, and build a culture where cycling is an everyday activity.

Attachments

Appendix 1: Letter from SustainMobility



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

Prepared by: Jelmer Stegink, Marketing and Education Coordinator

City of Mississauga

Memorandum



Date: 2017/06/02

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Matthew Sweet

Meeting Date: 2017/06/13

Subject: 2017 Cycling Network Program Update - Public Transit Infrastructure Fund

Introduction

In January 2017, the Transportation and Works Department provided MCAC with a memo outlining the proposed 2017 Cycling Network Program. Locations were selected based on the criteria contained within the 2010 Cycling Master Plan and in coordination with other City of Mississauga and/or Region of Peel capital projects. The focus in 2017 is on connections to public transit stations, including GO and Transitway. Grant funding opportunities from senior levels of government, namely the Federal Government's Public Transit Infrastructure Fund, require this focus.

Projects highlighted in the January 2017 memo to MCAC are moving forward. A formal update on these projects will be provided to MCAC at the July meeting.

Additional projects have been identified for implementation in 2017 utilizing the resources made available by the Public Transit Infrastructure Fund. As with the previous projects, the focus / rationale for this next set of projects are connections to public transit.

Boulevard Multi-Use Trails – City of Mississauga Transportation and Works Department						
Location	From	To	Length (km)	Type of Facility	Ward	Comments
Burnhamthorpe Road West	Erin Mills Parkway	Glen Erin Drive	0.75	Multi-use Trail, North Side	8	Access to Erindale GO
Rathburn Road	Mavis Road	Deer Run Trail	1.5	Multi-use Trail, South Side	6	Rehabilitation and widening to current standards
Millcreek Drive	Derry Road	Aquitaine Avenue	0.5	Multi-use Trail, West Side	9	Access to Meadowvale GO
Winston Churchill Blvd	Derry Road	Aquitaine Avenue	0.8	Multi-use Trail, East Side	9	Access to Winston Churchill BRT
Multi-Use Trails – Boulevard			3.55 km			

Please note that the nature and schedule of the proposed projects listed herein are subject to change in accordance with budget, engineering and construction constraints, public consultation and Council approval.

Formal Updates

Formal updates on the progress of the annual Cycling Network Program will be scheduled to occur quarterly going forward, on the following schedule:

2017 Program: July, October, January

2018 Program: January, April, July, October

A handwritten signature in black ink, appearing to read 'MSweet', is written over a horizontal line.

Prepared by: Matthew Sweet, Active Transportation Coordinator

City of Mississauga

Memorandum



Date: 2017/05/30

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Pauline Craig

Meeting Date: 2017/06/13

Subject: Cycling Master Plan Update - June 2017 MCAC Meeting

Introduction

The following summary provides an update on the activities undertaken to date for the Does Cycling Move You project (Cycling Master Plan Update) and upcoming milestones for the project.

Working Group Meetings

The MCAC working group for the Does Cycling Move You project held their first meeting on May 1st, 2017. The meeting provided an introduction to the 4 phases of the project and summary of work to date. The group participated in a short discussion and review of the 2010 Cycling Master Plan Vision and Goals followed by a review of the cycling network analysis process. GIS based analysis tools were discussed and sample maps provided to communicate the work being undertaken to evaluate the cycling network.

Cycling Network Analysis

An inventory of the cycling network has been completed and further analysis is underway to identify a consultation network for the June 21st public meeting. The consultation network will be further refined based on stakeholder input, feedback gathered through the online mapping tool, pop-up community events, June 21 public meeting and upcoming CMPU working group meetings.

Does Cycling Move You Pop-Up Community events

Does Cycling Move You Pop-up community events are being scheduled at community centres and libraries in communities across the city. These events will be information tables in the main lobby areas and will provide opportunities for residents to learn about the project, fill out a short survey, and register on the project site. Five events have been scheduled in June. More events will be scheduled following the June 21st public meeting. Events run from 2:30pm – 8:00pm and are scheduled as follows: Tuesday May 30th, Burnhamthorpe Community Centre (Ward 3); Wednesday June 7th, Clarkson Community Centre (Ward 2); Friday June 9th, Malton Community Centre (Ward 5); Tuesday June 13th, River Grove Community Centre (Ward 6); Wednesday June 14th, Carmen Corbasson Community Centre (Ward 1).

Mississauga Cycling Advisory Committee		2017/05/30	7.6 2
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Social Media

Twitter and Facebook posts are being used to announce the launch of the project, promote the June 21 public meeting and promote the pop-up community events. Social media accounts promoting the CMPU include, City of Mississauga (corporate twitter and FB); Community Services -Recreation (FB and twitter), MiWay (blog post, eNews and twitter), and SustainMobility (FB and twitter).

Upcoming Milestones:

Does Cycling Move You Public Open House
June 21st, 3:30 pm – 7:00 pm, Living Arts Centre, BMO Room.

Next CMPU Working Group Meeting

The next CMPU working group meeting is scheduled for July 10, 6:30pm – 8:00 pm, Committee Room C.

Prepared by: Pauline Craig

MCAC Network sub-committee Report from June 2nd, 2017 meeting.

Agenda item 1 Riding incident of May 28th ride

A regular rider who has had earlier incidences of poor inconsiderate riding behaviours caused another rider to fall and injure herself. Adding to the problem is the fact the offending rider wears a protective vest and he has been mistaken for a marshal in the past. After much discussion it was decided a union type approach would be taken. The offending rider has been given a formal verbal warning. If there is another incidence of not following marshals' instructions a written warning will be issued. A third infraction will result in banning from the community ride program. We will introduce all marshals at the beginning of rides to reduce confusion and will endeavour to get some type of highly visual identifiers for the marshals.

Agenda item 2 remaining community ride schedule

It was decided to schedule all the ward oriented first and leave rest of dates for rain dates, new construction and special event rides. Consideration was given to Thursday rides vs. Saturday rides. A short discussion was had on changing times but this was dropped. Roy Buchanan to organize and chair a meeting in June to design routes for the ward oriented rides.

Agenda item 3 reaction to first Master Plan update session

We had a lively round table discussion with lots of input from all participants. We came up with a list of principles that need to be considered in the cycling Master Plan update:

- Visioning does not appear to be part of the update however we feel strongly that it should be; if cycling is to be a way of life mode of transportation in the future visioning for that is essential
- A hashtag of 2 premium North / South and East / West bicycle routes to facilitate cycling across the city in both directions, must be envisioned in the update pulling in all the best practices available. (Intersections; cross rides; paint; traffic lights) Our north, east and west neighbours connecting

infrastructure plans must be considered in designing these premium routes. Mississauga needs to demonstrate the previous motto “Leading today for tomorrow” in the cycling community. Other surrounding municipalities have upgraded infrastructure that surpasses Mississauga.

- Upgrading the safety of our current Multi-Use Trails (MUT) with a review of curb cuts; intersection treatments; cross rides; painting; signage. Also incorporate the concept that a MUT does not preclude an on-road facility as our Milton and Oakville neighbours have put in place.
- A bicycle parking bylaw for public places be introduced to force development of end of ride infrastructure. Cycling infrastructure needs to make the ride to a destination safe and then have a place to park the bicycle.
- Must have vigorous education of motorists on sharing the road; make cycling environment very visible to motorists. As demand for cycling as mode of transportation increases all the Vision Zero concepts on infrastructure, traffic behaviour (dangerous right and left turns) and lower speeds must be considered.

2017 COMMUNITY RIDES SCHEDULE

Mississauga Cycling Advisory Committee (MCAC)

STATUS	DATE	COMMUNITY	TIME
✓	May 13 (Sat)	Toronto Pearson Airport	10:00 AM
✓	May 27 (Sat)	Clarkson / Lorne Park	10:00 AM
✓	June 1 (Thurs)	Erin Mills	6:15 PM
OPEN	June 8 (Thurs)	Meadowvale	6:15 PM
OPEN	June 10 (Sat)	Streetsville / Old Meadowvale	10:00 AM
OPEN	June 15 (Thurs)	Applewood / Rockwood	6:15 PM
OPEN	June 24 (Sat)	Lisgar / Churchill Meadows	10:00 AM
OPEN	June 29 (Thurs)	Lakeview	6:15 PM
	July 8 (Sat)	Malton	10:00 AM
	July 13 (Thurs)	Cooksville	6:15 AM
	July 22 (Sat)	Britannia	10:00 AM
	July 27 (Thurs)	Creditview	6:15 PM
	Aug 3 (Thurs)	RAIN DATE	6:15 PM
	Aug 12 (Sat)	Waterfront Trail (30km)	9:00 AM
	Aug 17 (Thurs)	TBD / RAIN DATE	6:15 PM
	Aug 26 (Sat)	New Construction (BRT)	9:00 AM
	Aug 31 (Thurs)	TBD / RAIN DATE	6:15 PM
	Sept 9 (Sat)	Heartland (30km Tour Prep)	9:00 AM
	Sept 14 (Thurs)	UTM	5:45 PM
	Sept 17 (Sun)	Tour de Mississauga	7:00 AM+
	Sept 23 (Sat)	Culham Trail (30km)	9:00 AM
	Oct TBD	Hallowe'en Night Ride	7:00 PM
	Oct 28 (Sat)	Zombie Day Ride	1:00 PM



Notice to Ward Councilor

May 29, 2017

Carolyn Parrish
Councilor Ward 5
300 City Centre Drive
Mississauga, ON L5B 3C1
carolyn.parrish@mississauga.ca

Attention: Councilor Parrish,

**Re: Notice of Construction
Rehabilitation of 5 Bridges & 1 Culvert on Highway 401 between
Highways 410 & 427
Ministry of Transportation Contract 2017-2008**

AECOM was retained by the Ontario Ministry of Transportation (MTO) to administer the contract for the rehabilitation of the following six (6) structures in the City of Mississauga:

- Four (4) structures on Highway 401 (Westbound Express, Westbound Collector, Eastbound Express and Eastbound Collector) over Etobicoke Creek;
- Highway 401 Eastbound Transfer Basketweave structure; and,
- Little Etobicoke Creek Culvert under Highway 401.

Type of Activity:

Minor widening of the Highway 401 Eastbound Collector structure over Etobicoke Creek will be required to accommodate construction staging, along with a partial temporary realignment of the eastbound Collector to Express transfer (over the Basketweave structure). In order to carry out the above rehabilitation night work will be required to accommodate construction including off-peak lane closures of Highway 401. A longer-term lane reduction from five to four lanes will also be required in the eastbound Express lanes, and the Dixie Road northbound to Highway 401 eastbound on-ramp will be fully closed for approximately 2 months in 2018. Traffic travelling northbound on Dixie Road heading to Highway 401 Eastbound will be detoured onto local roads during this closure. Rehabilitation of the Little Etobicoke Creek culvert will generally be limited to minor patch repairs within the interior of the culvert. In addition, the Etobicoke Creek Trail under the existing Etobicoke Creek structures will be closed during construction (refer to **Key Plan** enclosed).

Dates / Duration of Activity:

Construction is anticipated to take place between **May 2017** and **end of 2019**. Project timing is subject to change based on funding, planning, design, environmental approvals and construction requirements.

Time / Duration of Activity:

Construction activities will be undertaken during the day. Night work and weekend work with no timing limitations (including statutory holidays) will also be required for this rehabilitation project. Planned night works to accommodate road work will include off-peak lane closures on Highway 401 in addition to the closures noted above.

Reasons for Notice:

Although MTO works are exempt from the City of Mississauga's noise by-law, MTO would like to keep you informed of the proposed works. The nearest residences are approximately 1.7 km from the Little Etobicoke Creek Culvert, approximately 2 km from the Etobicoke Creek Bridges, and approximately 2 km from the Highway 401 Eastbound Transfer Basket weave structure. As there are no residences within 500 meters of the proposed construction works, notification will not be distributed in the study area.

Description of Sound:

Notable noise producing construction activities are anticipated to include:

- Widening of the Eastbound Collector structure over Etobicoke Creek including widened piers and abutments;
- Reconstruction / repair of pavement, removal of infrastructure;
- Replacement / repairs to bridge structures, replacement of the approach slabs; and,
- Placement of temporary concrete barrier for protection of work areas, paving operations, etc.

These construction activities will involve the use of the following noise producing machinery Construction vehicles such as:

- Dump trucks, concrete trucks, material delivery trucks, boom trucks;
- Front end loaders, excavators, drill rigs, cranes, pile drivers;
- Paving units (pavers, rollers, material transfer vehicles, tack coat sprayers);
- Use of power tools such as: concrete saws, sand blasting equipment, jack hammers, air compressors, portable power generators; concrete vibrators, saws, drills, etc.;
- Compaction equipment, plate tampers, rammers, vibratory rollers, etc.

The control of construction noise from this project requires that the Contractor maintain equipment in a good operating condition that prevents unnecessary noise (e.g. machinery must be kept in good working order, and no excessive idling of equipment will be permitted).

Supervisor of Activity:

AECOM has been retained by and work under the supervision of MTO's Operations Office. In the event of a complaint during construction, public concerns can be directed to me at Tel: 705-571-4565; Email: peter.wessenger@aecom.com. In addition, MTO and the Ministry of the Environmental and Climate Change (MOECC) construction noise protocol require that the Contract Administrator monitor and investigate any complaints regarding construction noise.

If you require any additional information please contact me.

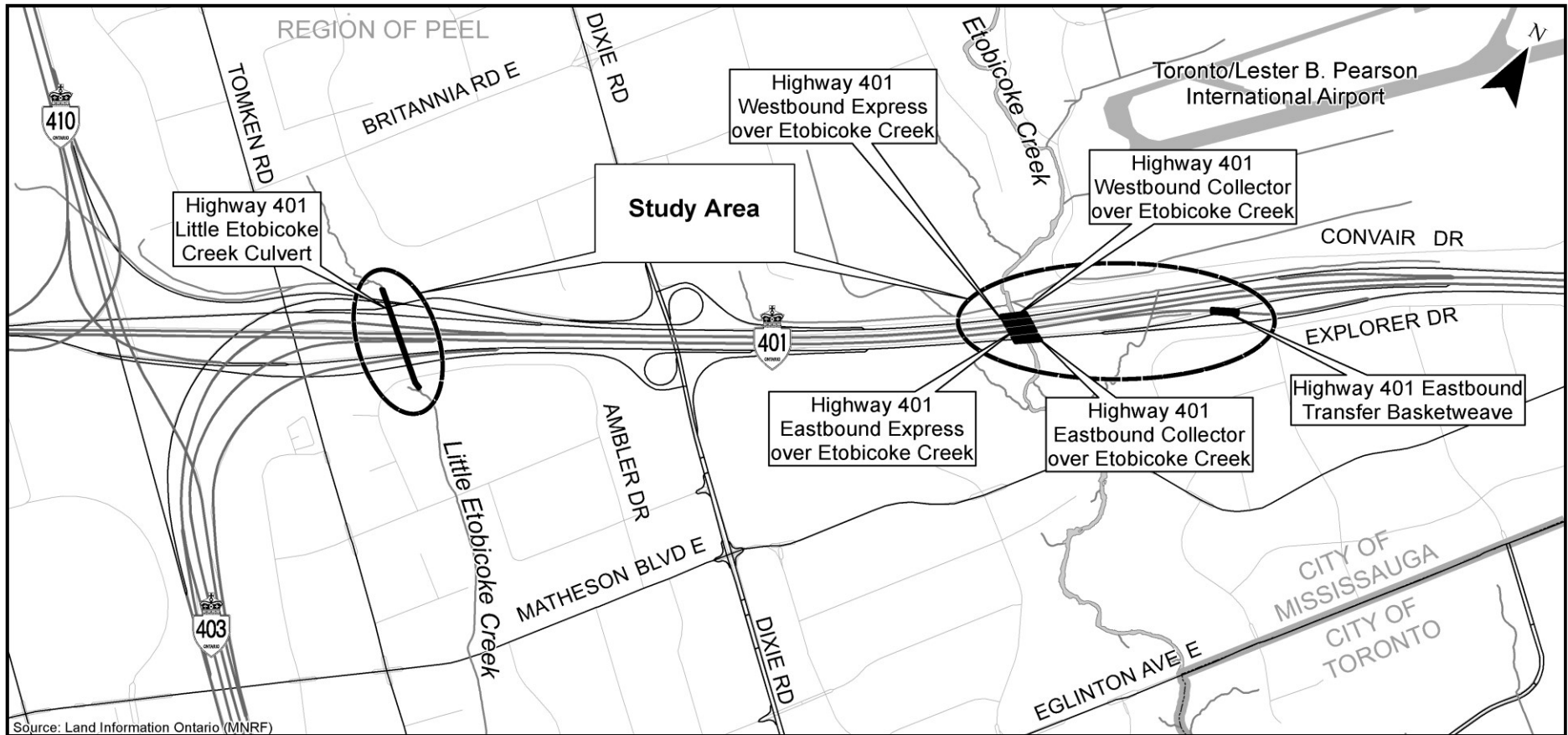
Sincerely,

Peter Wessenger, P. Eng., Contract Administrator
AECOM; peter.wessenger@aecom.com; 705-571-4565

cc.:

Encl. Key Map

Key Plan



Date: June 1, 2017

To: H. Zbogar N. Cadete

"RECEIVED"

From: S. Danton

17 JUN -5 P2:59

The following recommendation of the Planning and Development Committee Meeting of January 16, 2017 was approved by Council on January 25, 2017:

- PDC007-2017
1. That the report from N. Cadete, Project Manager, Active Transportation, Transportation Planning, dated December 6, 2016, to the Planning and Development Committee Meeting of January 16, 2017, re: **Request to the Ontario Ministry of Environment and Climate Change Regarding Cycling Infrastructure Funding - All Wards** (File IA.c) be received;
 2. That the motion tabled by the Brampton Cycling Advisory Committee, seeking Council's support for urging the Provincial Government to leverage the provincial cap and trade programs to provide \$220 million for cycling infrastructure over the next four years be endorsed;
 3. That the staff comments posted to the Environmental Registry on November 30, 2016, in response to a discussion paper developed by the Ministry of Transportation Ontario respecting cycling infrastructure funding and initiatives outlined in the Climate Change Action Plan be endorsed;
 4. That a letter be sent by the Mayor on behalf of Council, to the Minister of Environment and Climate Change, indicating support for the province to leverage cap and trade programs for cycling infrastructure; and,
 5. That the report be circulated to the Region of Peel, City of Mississauga, and Town of Caledon for information.

-2-



Shauna Danton
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2116 Fax: 905-874-2119
e-mail: shauna.danton@brampton.ca

(PDC- 6.2)

cc: Mayor and Members of Council
Region of Peel, 10 Peel Centre Drive, Suite A and B, Brampton, ON L6T 4B9
City of Mississauga, 300 City Centre Drive, Mississauga, Ontario Canada L5B 3C1
Town of Caledon, 6311 Old Church Road, Caledon, ON L7C 1J6



Report
Planning & Development Committee
The Corporation of the City of Brampton
2017-01-16

Date: 2016-12-06

Subject: **Request to the Ontario Ministry of Environment and Climate Change Regarding Cycling Infrastructure Funding – All Wards (IA.c)**

Contact: Nelson Cadete, Project Manager, Active Transportation, Planning and Development Services (905) 874-2552, nelson.cadete@brampton.ca

Recommendations:

1. **THAT** the report from Nelson Cadete, Project Manager, Active Transportation, Transportation Planning, dated December 6, 2016, to the Planning & Development Committee Meeting of January 16, 2017, re: **Request to the Ontario Ministry of Environment and Climate Change Regarding Cycling Infrastructure Funding - All Wards (IA.c)** be received;
2. **THAT** Council endorse the attached motion tabled by the Brampton Cycling Advisory Committee, seeking Council's support for urging the Provincial Government to leverage the provincial cap and trade programs to provide \$220 million for cycling infrastructure over the next four years;
3. **THAT** Council endorse the attached staff comments posted to the Environmental Registry on November 30, 2016, in response to a discussion paper developed by the Ministry of Transportation Ontario respecting cycling infrastructure funding and initiatives outlined in the Climate Change Action Plan;
4. **THAT** a letter be sent by the Mayor on behalf of Council, to the Minister of Environment and Climate Change, indicating support for the province to leverage cap and trade programs for cycling infrastructure; and,
5. **THAT** this report be circulated for information to the Region of Peel, City of Mississauga, and Town of Caledon.

Environment and Climate Change, and that other municipalities across Ontario through the Association of Municipalities of Ontario be encouraged to join with Brampton in calling on the province to act.

At its meeting of September 12, 2016, Planning and Infrastructure Services Committee referred the BCAC recommendation (CYC065-2016) to staff to report back to a future Planning and Infrastructure Services Committee Meeting on the implications of the recommendation.

Current Situation:

Share the Road Cycling Coalition is a provincial cycling advocacy organization working to build a bicycle-friendly Ontario. It was founded by now-Minister of Tourism, Culture and Sport, the Hon. Eleanor McMahon. Share the Road partners with governments, businesses, road safety organizations, and other non-profits to:

- Enhance access for bicyclists on roads and trails
- Improve safety for all bicyclists
- Educate citizens on the value and importance of safe bicycling for healthy lifestyles and healthy communities

For eight years, Share the Road has hosted the Ontario Bike Summit which provides a forum for decision-makers, practitioners, and advocates to share and learn best practices in bicycle planning and programming from around Ontario.

At the April 2016 Ontario Bike Summit, Share the Road and Cycle Toronto called on the province to leverage its cap and trade program to invest \$200 million in cycling infrastructure over four years. Summit delegates were encouraged to submit their own letters to The Honourable Glen Murray, Minister of Environment and Climate Change in support of this request. Following this call to action, BCAC carried motions (Appendices 2 and 3) to send a letter to the Minister of Environment and Climate Change in support of Share the Road's request.

In June 2016, the province launched Ontario's Five-Year Climate Change Action Plan (CCAP) which identifies \$150 to \$225 million invested in the following action areas in support of walking and cycling:

- **Improve commuter cycling network** - Accelerate and enhance implementation of Ontario's Cycling Strategy (#CycleON) and Action Plan, and promote cycling.
- **A better cycling network** - Commuter cycling networks will be established, targeting routes with high-commuting volume (e.g. between residential communities, major transit stations and employment areas).

Active Transportation Master Plan

The City's *Active Transportation Master Plan* is under development, with the intent to build a connected cycling and pedestrian network across Brampton (connecting to neighbouring municipalities) to enable safer, more convenient travel by non-motorized modes, and to encourage cycling for both recreational and utilitarian purposes. A funding source from the province specific to cycling infrastructure is timely, and could be very valuable in the delivery of the City's cycling network.

The City's recent *Transportation Master Plan Update* identifies provincially-operated freeways as existing barriers that restrict the development of the cycling network. An investment from the province into its own infrastructure could also ensure bicycles and pedestrians are incorporated into freeway bridge reconstruction projects.

Corporate Implications:

Financial:

There are no direct financial implications resulting from the report recommendations.

Economic Development:

With careful planning and strategic investments, cycling can help address many transportation challenges that cities face today.

- Healthier lifestyles
 - Fewer missed/sick days by employees, improving company productivity
 - Lower health insurance costs for employers over the long term
- Fewer vehicles on Brampton roads
 - Less traffic congestion; more efficient goods and people movement
 - Positive environment impact of cleaner air
- Alignment to existing initiatives such as LEED building certification and "Bike and Ride" transit
- Infusion of consumer spending at cycling-related retailers in Brampton
- Business attraction potential
 - A culture of cycling/healthier lifestyle is attractive to millennials, and a young workforce is attractive to business, especially those in innovation and ICT industries, one of Brampton's target sectors.

Cycling offers personal mobility and has positive health, environmental, financial, and social benefits, which cities such as Vancouver, Amsterdam and Copenhagen have demonstrated through their extensive active transportation strategies.

Other:

A key objective of the City's *Active Transportation Master Plan* is to identify barriers and constraints within the proposed network, providing recommendations to address challenges. As significant barriers/constraints, freeway crossings will be studied with recommended improvements included in the implementation strategy.

6.2 - 7

Appendix 1: Motion from Brampton Cycling Advisory Committee – Provincial Cycling Infrastructure Investment

Whereas the Provincial Government implemented the Ontario Climate Change Strategy to reduce greenhouse gas emissions to 80% below 1990 levels by 2050, and build a prosperous low-carbon economy;

Whereas increasing cycling can play an important role in meeting our climate change goals;

Whereas Ontario's daily cycling mode share is currently 1%;

Whereas an Ontario wide poll shows that 4.5% of Ontario residents ride a bike at least monthly and that 54% of Ontario residents want to cycle more than they currently do;

Whereas of the 54% polled, 67% would be encouraged to cycle more if there were more and better cycling infrastructure available (Share the Road, 2014);

Whereas the Brampton Cycling Advisory Committee (BCAC) recognizes cycling as a way of addressing climate change;

Whereas the BCAC have implemented a successful Community Ride Program which has increased cycling awareness in the City of Brampton;

Whereas the City of Brampton has an Environmental Master Plan, Pathways Master Plan, and a Transportation Master Plan of which the BCAC feels cycling needs to be a major component;

Whereas there is a strong interest among municipalities in building and investing in cycling infrastructure, as demonstrated during the first funding round of the Ontario Municipal Cycling Infrastructure Program, which received 150 applications from municipalities;

Whereas Brampton is addressing gaps in cycling infrastructure, and that closing these gaps will increase the safety of our residents and encourage more cycling as a means of transportation;

Whereas an investment in cycling infrastructure will complement the investments in public transit being made at both the provincial and federal levels;

Whereas an investment in cycling infrastructure will improve and enhance the multi-use trail system;

Whereas cycling plays an important role in promoting public transit, helping Ontarians make the journey to and from the nearest transit stations more convenient and accessible;

Whereas an investment in cycling would support and promote cycling for all trips under 5k including walking and cycling routes to schools;

Whereas a funding commitment will help to achieve the goals set out in Ontario Climate Change Strategy and also contribute to meeting objectives in the Province's CycleOn Strategy and Action Plan 1.0;

6.2 - 9

Appendix 2: Brampton Cycling Advisory Committee Resolutions CYC033-2016 and CYC053-2016**Brampton Cycling Advisory Committee Meeting May 19, 2016**

- CYC033-2016
1. *That Kevin Montgomery and Anthony Simone, Co-Chairs, be requested to write a letter on behalf of the Cycling Advisory Committee expressing support of the Share the Road Cycling Coalition's request that \$200 million from the Provincial Cap and Trade Program be leveraged for cycling infrastructure across Ontario over the next four years; and,*
 2. *That the letter be provided to Committee at a future meeting for approval.*

Carried

Brampton Cycling Advisory Committee Meeting July 21, 2016

- CYC053-2016
1. *That the letter, appended to the agenda in Item 7.7, to the Minister of the Environment and Climate Change regarding funding for cycling infrastructure be endorsed by the Cycling Advisory Committee and sent to the Minister.*

Carried

6.2 - 11

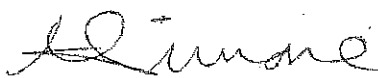
that prioritizes and encourages automobile use instead. Moreover, providing suitable transportation alternatives may also help mitigate auto insurance rates in Brampton which are among the highest in the country. There is strong interest among municipalities in building and investing in cycling infrastructure, as demonstrated during the first funding round of the Ontario Municipal Cycling Infrastructure Program, which received 150 applications from municipalities, and included Brampton as a successful recipient.

Share The Road's recommendation of \$200 million for cycling infrastructure represents 0.6% of the province's 10-year capital transportation budget. We agree that this is a necessary investment, especially in the context of provincial objectives to support and promote cycling for all trips under 5km and to become the most bicycle-friendly place in Canada (CycleON: Ontario's Cycling Strategy). Over 4 years, this is also a fair share investment based on cycling's current mode share. And with 68% of Ontarians in support of provincial investments in new cycling infrastructure, the potential to greatly increase cycling and reduce greenhouse gas emissions is significant.


This investment in cycling infrastructure will also complement the investments in public transit being made at both the provincial and federal levels. Cycling plays an important role in promoting public transit, helping Ontarians make the journey to and from the nearest transit stations, making transit more convenient and accessible.

We look forward to working with you to make Ontario a safer, greener and healthier place to live.

Sincerely,



Anthony Simone
Co-Chair
Brampton Cycling Advisory Committee



Kevin Montgomery
Co-Chair
Brampton Cycling Advisory Committee

Cc. Hon. Steven Del Duca, MPP, Minister of Transportation
Hon. Kathryn McGarry, MPP, Minister of Natural Resources and Forestry
Hon. Eleanor McMahon, MPP, Minister of Tourism, Culture and Sport
Jamie Stuckless, Executive Director, Share the Road Cycling Coalition
Sue Shikaze, Board of Directors, Chair, Share the Road Cycling Coalition

6.2 - 13

Plan to Improve Commuter Cycling Networks

- *What infrastructure should be prioritized to make cycling in Ontario safer and more convenient to support commuter cycling between residential communities, major transit stations, employment areas and other destinations travelled to on a frequent basis?*

From Brampton's perspective, in general, the implementation of safe and connected municipal cycling infrastructure is the key priority, and should be supported through provincial funding in order to achieve a range of shared local, regional, and provincial health, transportation, environmental, planning, and equity objectives. The Ontario Municipal Cycling Infrastructure Program (OMCIP) is an excellent example of how the province can support municipalities to improve cycling infrastructure. Based on our recent experience with OMCIP, we encourage MTO to acknowledge the lead time necessary for municipalities to respond to calls for funding applications and the time required for planning, design and construction. We share the Province's interest in delivering new infrastructure as quickly and efficiently as possible, however if such projects are rushed then the benefit to the end users may be compromised. This should be acknowledged and considered when prescribing the timelines for municipalities to respond to and deliver on any CCAP funding program. For reference, a common "rule of thumb" is to allow three-to-four years for the delivery of new infrastructure projects: one year for planning and consultation, one year for design, and one-to-two years for construction.

Although this Discussion Paper appears to focus on infrastructure spending, we strongly suggest that the Province allocate a portion of funds for planning and policy work to further the goals of the CCAP related to cycling. Like many municipalities in the Province, we are faced with a myriad of challenges related to cycling policy, planning and design. The following list provides a few examples of these challenges:

- The need to develop a solution to allow cyclists to cross at PXOs without being required to dismount and walk;
- The need to update OTM Book 18: Cycling Facilities to reflect advancements in cycling facility design since 2013 (such as "protected intersections" and cycling-friendly roundabouts), and the significant amount of effort and background research that should feed into that update;
- The need for improved planning and design guidelines to safely and effectively accommodate cyclists (and pedestrians) at grade-separated highway interchanges; and

6.2 - 15

context-sensitive approaches to cycling facility type selection and design is a better way to prioritize infrastructure improvements, as opposed to prescribing specific facility types. Many municipalities in the province have either completed or are in the process of completing thorough strategies that include recommended facility types for their networks. In this regard, the best infrastructure to support commuter cycling would be those identified in approved local municipal plans.

Provincial Cycling Infrastructure

- *What types of cycling infrastructure on provincial highways would best support commuter cycling between residential communities, major transit stations, employment areas and other destinations travelled to on a frequent basis?*

The City's Transportation Master Plan Update 2015 identifies grade-separated Provincial highways (Highway 410 and Highway 407ETR) as major barriers to travel by bicycle within and between our communities. It is essential that any program or funding intended to improve conditions for cycling address the design of crossings at and over Provincial highways. Navigating bridges and interchanges as they are currently designed is a highly uncomfortable and unsafe undertaking for cyclists, to the extent that most will not even attempt it. The City of Brampton is eager to work with the MTO to improve cycling infrastructure at such crossings, including consideration of alternatives such as dedicated active transportation crossing structures. The proposed funding program for cycling should include crossings of Provincial highways within its scope to support commuter cycling in Ontario communities, including both 'shared' road crossings (highway interchanges, roadway overpasses and underpasses) and separated crossings (pedestrian and cycling bridges and tunnels).

The Hwy 407 Transitway presents an ideal opportunity to implement a continuous and generally uninterrupted cycling facility in a protected right of way that can enhance regional connectivity and improve active transportation access to commute destinations (including connections to intersecting north-south cycling infrastructure/routes, and to transit stations). The 407 Transitway Environmental Assessment is currently underway, and it is imperative that a cycling facility be considered in parallel with the transitway alignment. To neglect this would be to miss the best opportunity for building a key piece of infrastructure in an interconnected provincial cycling network.

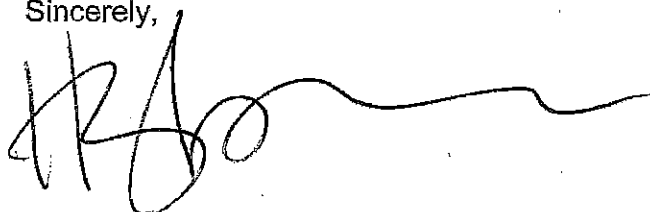
Bicycle Parking

- *What types of bike parking facilities (e.g., bike racks, lockers, fee-based enclosures) are needed to support cycling for commuting and other frequent trips?*

6.2 - 17

investments will be forthcoming to support walking in Ontario as a complement to the proposed investments to support cycling.

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Zbogor', followed by a long, wavy horizontal line.

Henrik Zbogor, MCIP, RPP
Senior Manager, Transportation Planning
Planning & Development Services