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## Mississauga Cycling Advisory Committee

### Date

2019/03/05

### 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  
Dorothy Tomiuk, Citizen Member  
Edisa Kozo, Citizen Member  
Glenn Voakes, Citizen Member  
Jonathan Giggs, Citizen Member  
Leonard Verwey, Citizen Member  
Natalie Half, Citizen Member

### Agency Representatives/City Staff

Manvir Tatla, Project Manager, Sustainable Transportation, Region of Peel  
Jeremy Blair, Manager, Transportation Infrastructure Management  
Matthew Sweet, Manager, Active Transportation  
Max Gill, Supervisor, Traffic Operations  
Kimberly Hicks, Communications Advisor

### Contact

Stephanie Smith, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 3795  
[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 - February 5, 2019
5. **DEPUTATIONS** – Nil
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. Cycling Network Priorities Discussion (Donnie Morris, Citizen Member)
  - 7.2. Review of Bicycle Traffic Signal Installations (Matthew Sweet, Manager, Active Transportation)
8. **OTHER BUSINESS**
9. **DATE OF NEXT MEETING** - April 9, 2019
10. **ADJOURNMENT**



City of Mississauga  
**Minutes**



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**Mississauga Cycling Advisory Committee****Date**

2019/02/05

**Time**

6:32 PM

**Location**

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

**Members**

Donnie Morris, Citizen Member, (Chair)  
Councillor Chris Fonseca, Ward 3  
Dorothy Tomiuk, Citizen Member  
Glenn Voakes, Citizen Member  
Jonathan Giggs, Citizen Member  
Leonard Verwey, Citizen Member  
Natalie Halff, Citizen Member

**Members Absent**

Irwin Nayer, Citizen Member, (Vice-Chair)  
Edisa Kozo, Citizen Member

**Present Agency Representatives/City Staff**

Manvir Tatla, Project Manager, Sustainable Transportation, Region of Peel  
Jeremy Blair, Manager, Transportation Infrastructure Management  
Matthew Sweet, Manager, Active Transportation  
Kimberly Hicks, Communications Advisor  
Stephanie Smith, Legislative Coordinator

**Find it online**

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

1. CALL TO ORDER □ 6:32PM

2. APPROVAL OF AGENDA

Approved (G. Voakes)

3. DECLARATION OF CONFLICT OF INTEREST - Nil

4. MINUTES OF PREVIOUS MEETING

4.1. Mississauga Cycling Advisory Committee Minutes - January 8, 2019

Jonathan Giggs, Citizen Member requested that the wording of Item 7.3 be amended.

Approved/Amended (J. Giggs)

5. DEPUTATIONS

5.1. Michelle Berquist, Project Leader Transportation regarding the Transportation Master Plan

Ms. Berquist provided an overview on the status of the Transportation Master Plan and outlined the project timelines and action plan.

Members of the Committee spoke to the budget approval process, funding allocation for Vision Zero, integration between City of Mississauga and Regional staff, the Vision Zero Task Force, and if Vision Zero principals would be incorporated into planning and development applications. Jeremy Blair, Manager, Transportation Infrastructure Management spoke to the consideration of Vision Zero principals for future planning applications.

RECOMMENDATION

MCAC-0010-2019

That the deputation by Michelle Berquist, Project Leader Transportation regarding the Transportation Master Plan be received.

Received (J. Giggs)

5.2. Katherine Jim, Project Manager, WSP Canada and James Schofield, Active Transportation Planner, WSP Canada regarding the Collegeway Protected Bicycle Lanes Project Update

Ms. Jim outlined the Collegeway Protected Bicycle Lanes Project and spoke to the traffic analysis scenarios and findings; preferred bikeway solutions; transit design options; design alternatives; proposed separated cycling facilities on the Collegeway between Winston Churchill and Mississauga Road; and next steps.

Matthew Sweet, Manager, Active Transportation spoke to public consultation and proposed timelines.

Members of the Committee spoke to the volume of vehicle and cyclists travel on the study area, consideration of two-lane driveways and two-way separated bike lanes. Ms. Jim responded to questions.

RECOMMENDATION

MCAC-0011-2019

That the deputation by Katherine Jim, Project Manager, WSP Canada and James Schofield, Active Transportation Planner, WSP Canada regarding the Collegeway Protected Bicycle Lanes Project Update be received.

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.)

John Consolo (sp), Resident, spoke to the cycling study for the Collegeway Protected Bicycle Lanes Project and enquired if the study area included cars exiting and entering South Common Mall. He further spoke to the decreased driving standards for truck drivers.

7. MATTERS CONSIDERED

7.1. Proposed 5 Year Cycling Implementation Plan (Matthew Sweet, Manager, Active Transportation 25minutes)

Mr. Sweet spoke to the Proposed Five Year Cycling Implementation Plan and comments already received from committee members regarding their priority sequence for implementation.

Members of the Committee requested that a filtered list of priorities be circulated to the committee.

Leonard Verwey, Citizen Member noted that shorter cycling networks are being created instead of a larger cycling network. Jonathan Giggs, Citizen Member noted that a greater need is to focus on larger projects. Mr. Sweet responded to the committees concerns.

#### RECOMMENDATION

MCAC-0012-2019

That the memorandum dated February 5, 2019 from Matthew Sweet, Manager, Active Transportation entitled Proposed 5 Year Cycling Implementation Plan be referred to the Network and Technical Subcommittee or to working group of members of the Mississauga Cycling Advisory Committee.

Referred (D. Tomiuk)

#### 7.2. Bicycle Signals and Crossrides Operational and Layout Review (Matthew Sweet, Manager, Active Transportation 15 minutes)

Mr. Sweet provided an update on bicycle signals and crossrides and spoke to the implementation of the crossrides; the removal of the black bollards; the alignment of the crossrides; and the review of the signal phasing.

Katya Seckar, Region of Peel spoke to the brochure messaging and signage of the crossrides; the content of the crossride website; and that any feedback on the communication of the promotional material of the crossrides should be sent to Ms. Seckar by March 5, 2019. Members noted that the promotional material does not illustrate the danger of using the crossrides, the lack of vehicles, buses, buildings and that the material should showcase different scenarios of intersections.

Members of Committee spoke to discussion that occurred at the Road Safety Mississauga Committee meeting; that the main purpose of the crossrides is to separate pedestrians from cyclists; the false sense of security; an exclusive bike signal light; that increased enforcement and education is needed; concerns with timing of the signals; and benchmarking of other municipalities for best practices.

#### 7.3. Winston Churchill Boulevard Multi-use Trail Barrier Options (Matthew Sweet, Manager, Active Transportation 10 minutes)

Mr. Sweet spoke to the Winston Churchill Boulevard multi-use trail barrier options and the associated costs.

Members of the committee engaged in discussion regarding vision zero principals, that multiple streets in the City have high speeds that need barriers, and the various options for protected barriers possible.



RECOMMENDATION

MCAC-0013-2019

That the memorandum dated February 5, 2019 entitled Winston Churchill Boulevard Multi-use Trail Barrier Options from Matthew Sweet, Manager, Active Transportation be received.

Received (Councillor Fonseca)

- 7.4. 2018 Bike Challenge Review (Matthew Sweet, Manager, Active Transportation 5 minutes)

RECOMMENDATION

MCAC-0014-2019

That the memorandum dated December 17, 2018 entitled 2018 Bike Challenge Review from Mattea Turco, Active Transportation Coordinator be deferred to a future Mississauga Cycling Advisory Committee meeting.

Deferred (J. Giggs)

- 7.5. Tour de Mississauga Update (Matthew Sweet, Manager, Active Transportation 5 minutes)

No discussion took place.

- 7.6. 2018 Community Rides Review (Matthew Sweet, Manager, Active Transportation and Jonathan Giggs, Citizen Member 10 minutes)

RECOMMENDATION

MCAC-0015-2019

That the memorandum dated December 17, 2018 from Mattéa Turco, Active Transportation Coordinator entitled 2018 Community Rides Review be deferred to a future Mississauga Cycling Advisory Committee meeting.

Deferred (J. Giggs)

8. OTHER BUSINESS  Nil

9. DATE OF NEXT MEETING - March 5, 2019

10. ADJOURNMENT  9:00PM (Councillor Fonseca)



## Summary of Priority Discussion February 24,2019

Approach was to review all the proposed segments in 5 year plan; look at rest of map for missing links; review facebook responses received. In general agreed on all cycle track , conventional bicycle lanes and multi use trails that continued or linked routes. Group felt the signed routes was not money well spent. Many signed routes appeared to be more way finding links. Way finding signs should not use capital money.

### 2019

First item seemed expensive \$56,000 for 118 meters; money could be used elsewhere. Agreed on cycle tracks; bike lanes and multi-use trails. The group felt total of \$200,000 of capital money planned for signed routes was poor use of money and money could be better spent in design to speed up 2020 or 2021 projects. With \$256,000 could move 2020 Southdown Road segment or 2020 Winston Churchill segment up to late 2019.

### 2020

Again \$125,000 for signed routes could be replaced with way finding. Loved the Matheson Boulevard project. The rest of projects were adding to network except did not see the priority for Rathburn Road East segment. It could be delayed and with signed route money a 2021 project such as Cardiff or Burnhamthorpe Road West could be moved up. King Street does connect 2 existing routes but a lot of infrastructure in area so this could be delayed especially if money could be used for more Matheson segments.

### 2021

The \$102,000 price tag for Folkway signed route seems excessive and not money well spent. Total of \$160,000 of signed route money could be used to speed up other projects. The Cariff project says cycle track but map shows multi-use trail. It appears not to make sense for cycle track for that small segment. Bloor Street is a great project and would be our prime choice for earlier. Glen Erin segment could be a political roadblock so should plan for alternate use of \$1,100,000 budget; perhaps move 2022 Matheson segments up to 2021. Group did not see need for Kinsmen gate as such a small segment; but not much money.

### 2022

Again, drop signed routes from capital budget. We like all the planned projects. As mentioned moving Matheson segments earlier would be our recommendation. American Drive could be deferred to 2023 as it ties into Goreway project.

## 2023

All projects are fine. Love to see Aquataine and Eglinton segments earlier to tie together some existing segments.

## Review of map comments for items not in 5 year plan

Priorities should be:

- All of Matheson cycle track
- Eastgate to Dundas should be cycle track
- 9th Line should be cycle track top to bottom
- Creditview
- Central Parkway
- Mclaughlin

Small segments to fill in gaps:

- Britannia MUT Erin Mills to Queen Street
- Burnhamthorpe MUT Erin Mills to Glen Erin

## Comments from Facebook for priorities

- Queensway west end
- Etobicoke Creek trail – south end
- Rathburn East cycle track – Hurontario to border
- Hillcrest – Hurontario to Mavis s/b infrastructure not just signed
- Mississauga Road – Burnhamthorpe to Dundas
- 10 Line connection to Ridgeway; Ridgeway south of Unity to Bristol Circle
- Applewood Trail level crossings
- Central Parkway intersections Martin Dobbin park; Cooksville Creek



City of Mississauga  
**Memorandum**



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Date: 2019/02/28  
To: Chair and Members of Mississauga Cycling Advisory Committee  
From: Matthew Sweet  
Meeting Date: 2019/03/05  
Subject: Review of Bicycle Traffic Signal Installations

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## **Subject**

**Review of Bicycle Traffic Signal Installations**

## **Recommendations**

That the Mississauga Cycling Advisory Committee provide comments to staff for inclusion in a future report to General Committee, on the report entitled “Review of Bicycle Traffic Signal Installations.”

### **Report Highlights**

- The newly installed bicycle signals at intersections along Burnhamthorpe Road East, Rathburn Road West and Terry Fox Way were deactivated due to safety concerns raised by MCAC.
- The bicycle signal installations in Mississauga have exceeded the minimum recommendations of Ontario Traffic Manual Book 12A – Bicycle Signals to a standard that has also been adopted by the Region of Peel and the City of Brampton, for consistency.
- Three bicycle phasing scenarios have been evaluated, in isolation and in combination, as part of this review: ‘No Right on Red’ Restriction, Protected Left Turns, and Exclusive Bicycle Phase.
- Staff has committed to making needed physical layout revisions at locations with bicycle signals and cross-ride pavement markings.

## **Background**

The Mississauga Cycling Advisory Committee (MCAC) passed a motion at its January 8, 2019 meeting, subsequently amended by General Committee on January 16, 2019 and adopted by Council on January 23, 2019 as follows:

GC-0027-2019

1. That all newly installed cross rides be deactivated immediately due to safety concerns raised by the MCAC
  2. That City staff report back on how the crossrides were implemented and the studies and standards that were established for crossrides, including the Region of Peel
  3. That the matter be referred to the Road Safety Committee and the MCAC
  4. That the recommendation be forwarded to the Region of Peel for their consideration to deactivate the cross ride at Winston Churchill Boulevard and Britannia Road.
- (Original - MCAC-0004-2019)

On January 17, 2019 City staff deactivated the bicycle signals along Burnhamthorpe Road East, Rathburn Road West, and Terry Fox Way. For consistency, the Region of Peel deactivated their bicycle signals recently installed at the intersection of Winston Churchill Boulevard and Britannia Road West. Staff then proceeded with a review of the bicycle signals, including options available to improve the operations of the bicycle signals from a safety perspective. The purpose of this report is to inform Council of staff's findings and recommendations.

## Comments

The 2018 Cycling Master Plan (CMP) identified intersections as critical locations for improvements in the cycling network. Retrofitting intersections to remove "Dismount and Walk" conditions is considered extremely important. In order to remove "Dismount and Walk" conditions, bicycle signals and cross-rides are required as per the Highway Traffic Act. The CMP also includes recommendations about removing obstacles from the path of travel of bicycle riders, including intersection elements such as traffic light standards and bollards.

Ontario Traffic Manual (OTM) Book 12A – Bicycle Signals was published in 2018 by the Ontario Traffic Council in partnership with the Province and participating municipalities. OTM Book 12A represents the collected experience and knowledge of practitioners across Ontario, private firms with international experience, and best practices from design guidelines and standards of other jurisdictions.

The community of practice around traffic signal operations is highly sophisticated and mature, generally. For bicycle infrastructure design and bike signals specifically, the community of practice is growing rapidly and maturing over time. Drawing on a community of practice means that developing "made in Mississauga" standards is not required; municipalities can seek guidance from manuals that are developed collaboratively by practitioners, which represent best practices and lessons learned from other jurisdictions with more experience. OTM Book 12A provides municipalities with consistent guidelines for the installation and operation of bicycle signals.

Features of consistent installation and operation throughout the Region include:

1. Dual bicycle signal heads for each direction of travel;

2. The bicycle signal green indication comes up concurrently with the pedestrian walk signal cycle;
3. The bicycle signal indications will display a clearance interval (i.e. amber and all red), which is calculated based on bicycle traffic characteristics (typical behaviour, speed, movements, etc.) and as per OTM Book 12A; and
4. The bicycle signals are monitored to the same rigour as every other signal indication.

As a result, installations in the City have exceeded the minimum recommendations of OTM Book 12A; the standards employed by the City are consistent with those of the Region of Peel and the City of Brampton. It is also important to note that in conjunction with the installation of bicycle signal equipment, City traffic signal staff, in coordination with the Region of Peel, have specifically designed and procured new traffic signal controller cabinets to ensure the proper operation of the new equipment with existing City infrastructure.

### **Bicycle Specific Phasing Options**

OTM Book 12A provides information on bicycle specific phasing options. Some specific phasing options that have been discussed or mentioned by members of MCAC include:

- 'Bicycle-advanced Through Only' phase;
- 'Protected Left Turn' phase (for left turning vehicles from the parallel street crossing the cross-ride);
- 'Bicycle-only' separate phase; and
- 'No Right Turn on Red' restrictions.

Section 5.1 of OTM Book 12A notes that bicycle specific phasing can be advantageous in boulevard multi-use trail situations where the bicycle traffic flows are mixed with pedestrian flows. The Burnhamthorpe Trail is a multi-use facility where pedestrians and cyclists share the trail; however, at the intersections pedestrians and bicycles are provided with separate crossing spaces – crosswalks provided with “zebra stripe” markings and cross-rides provided with “elephant’s feet” square markings.

Section 6 of OTM Book 12A outlines decision criteria for implementing bicycle specific phasing:

- Volume/Delay (e.g. high volume of bicycle movements where delay is of concern, high volume of turning vehicles where safety of cyclists is of concern);
- Collision/Conflict (e.g. significant number of bicycle / motor vehicle conflicts occur or may be expected to occur);
- Planning (e.g. continuity of bicycle network or where movement would otherwise be challenging);
- Geometric (e.g. a multi-use trail that comes into the intersection in such a way that motorists may not see or yield to cyclists approaching the intersection);
- Timing/Phasing; and
- Demographic/Geographic (e.g. proximity to schools, parks and popular bike routes).



Other impacts to consider include the context of the benefits and impacts to all road users, such as the additional delay to road users resulting from adding bicycle specific phasing, as well as the cost of retrofitting signals.

Three bicycle phasing scenarios have been evaluated, in isolation and in combination, as part of this review: No Right on Red Restriction, Protected Left Turns, and Exclusive Bicycle Phase.

### **Intersection Operation Analysis Incorporating Bicycle Phasing**

Three bicycle phasing scenarios were modelled for the intersection of Burnhamthorpe Road East at Bough Beeches Boulevard as a sample, for the afternoon (PM) peak period.

- A. Implement a No Right Turn on Red restriction on the cross street to mitigate the conflict between bicycles and right-turning vehicles:
  - Motorist compliance is anticipated to be low given the relatively low frequency of bicycles in peak and off-peak periods and based on experience elsewhere in the City with similar restrictions.
  
- B. Implement a fully protected eastbound left-turn (EBLT) phase for the parallel street (e.g. Burnhamthorpe Road East) to mitigate the conflict between bicycles and left-turning vehicles:
  - A fully protected eastbound left-turn phase would reduce intersection capacity and introduce additional delay to motorists since time must be taken away from the major through phases.
  - A fully protected eastbound left-turn phase would result in driver frustration as left-turning vehicles would be required to wait despite there being many adequate gaps in through traffic, and lead to the abuse of the clearance intervals (amber and all-red).
  
- C. Implement a fully protected EBLT phase with a No Right Turn on Red restriction and an exclusive bicycle and pedestrian phase:
  - Would result in a delay of approximately two and a half minutes for cyclists using the cross-ride as they wait for their exclusive phase. This would likely result in low compliance and cyclists proceeding on a red indication.
  - An actuated bicycle phase would increase the number of phases (i.e. from 2 phases to 3 phases) and reduce the overall capacity of the intersection.
  - The eastbound left-turn lane's storage length may have to be increased to account for an increase in vehicle queues for the eastbound left-turn movement.

Safety of road users, particularly cyclists, would not be improved by implementing the new signal phases reviewed in the above three scenarios. Additional delay, potential for driver abuse

of clearance intervals, and a high probability of non-compliance with traffic controls create conditions for decreased safety for road users and particularly cyclists.

Region of Peel staff modelled various bicycle phasing scenarios for the intersection of Winston Churchill Boulevard and Britannia Road West. They advised that, under all scenarios, intersection operations would degrade significantly and, overall, delay increases for all movements in comparison to the current timing phasing, with no improvements to safety.

### **Intersection Layout**

At its meeting on January 8, 2019, MCAC raised specific concerns regarding the layout of intersection elements with the implementation of bicycle signals and cross-rides along Burnhamthorpe Road East. Specific concerns included:

- Placement of decorative bollards in the path of travel for cyclists;
- Traffic signal poles in the path of travel for cyclists; and
- Alignment of the cross-ride markings.

Staff committed to the following actions at the meeting:

- Removal of the decorative bollards from the intersections along Burnhamthorpe Road East;
- Realignment of the cross-ride markings to minimize conflicts with traffic signal poles; and
- Improve the process for intersection construction layout where bicycle signals and cross-rides are incorporated, to avoid conflicts in the future.

### **Conclusion**

The signal phasing options reviewed in this report would not result in a significant improvement to safety for cyclists, and therefore the original signal timings are recommended. Continued monitoring of the operation of recently implemented bicycle signals and cross-rides would be beneficial to identify and take corrective action for any safety issues that may arise. Review and enhancement of the signage directed to cyclists and motorists in support of bicycle signal installations is also recommended.

Bicycle signals and cross-rides are new traffic control devices for Mississauga and are an evolving practice across Ontario. Staff will continue to stay apprised of best practices and coordinating with their professional colleagues, and will continue to work closely with members of MCAC and RSC to promote safety and advance cycling infrastructure in the City.

