

# The Collegeway Cycling Infrastructure Implementation

Public Information Centre 2  
(ONLINE)

November, 2020



MISSISSAUGA

# ABOUT THIS ONLINE PUBLIC INFORMATION CENTRE

Due to the current circumstances around COVID-19, this Public Information Centre (PIC) is being held exclusively online, with the information presented in this document.



Please **take your time** and read through the display material.

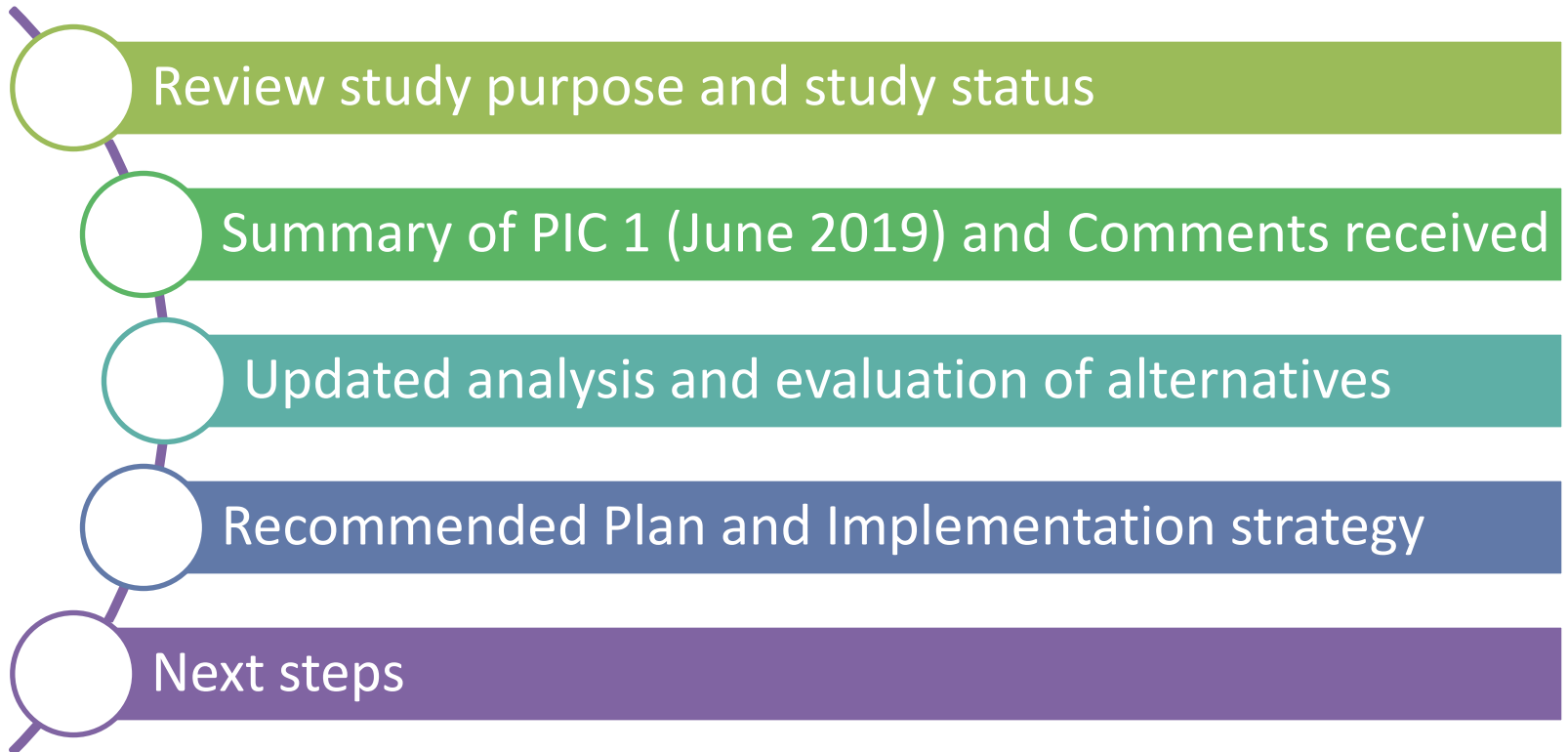


The Project Team is available to answer any of your questions. Please fill out a Comment Sheet available on the City's website [www.mississaugabikes.ca/thecollegeway](http://www.mississaugabikes.ca/thecollegeway) or send comments to one of the project team contacts and we will respond to your inquiry.

**Matthew Sweet, BA, CET**  
Manager, Active Transportation  
City of Mississauga  
Phone: 905-615-3200 Ext. 4026  
[Matthew.Sweet@mississauga.ca](mailto:Matthew.Sweet@mississauga.ca)

**Katherine Jim, M.Eng., P.Eng.**  
Consultant Project Manager  
WSP Group Canada Limited  
Phone: 289-835-2511  
[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)

## PURPOSE OF PIC 2



Thank you for your interest in the study!

# REVIEW STUDY PURPOSE AND STUDY STATUS

## STUDY PURPOSE

The City has planned for road resurfacing of The Collegeway.

The City's vision is to create a more **complete street for all road users**, particularly for active transportation (pedestrians and cyclists), as well as transit users.

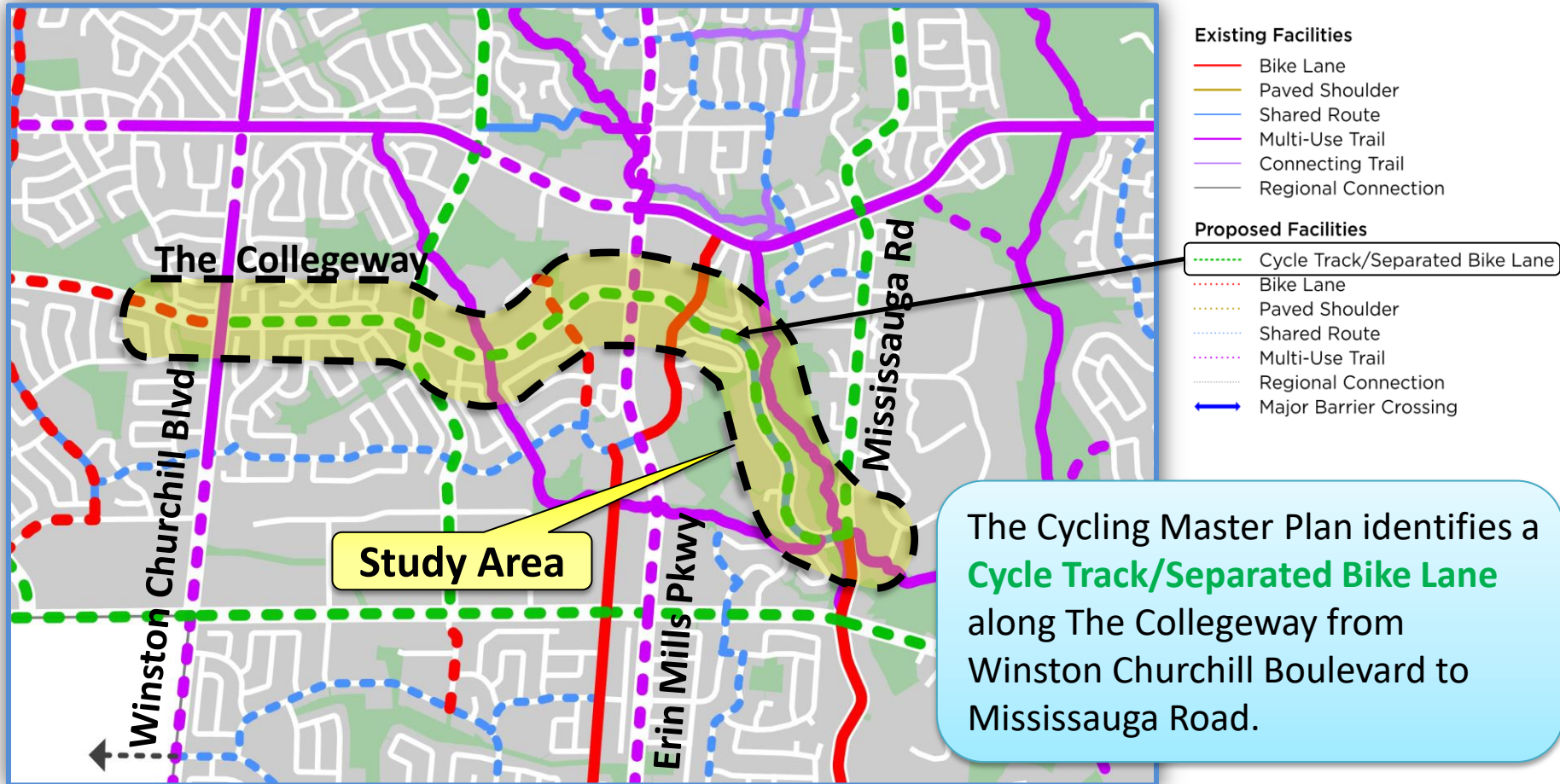
### Opportunities:

- ✓ Road resurfacing provides an opportunity to re-evaluate use of the roadway space
- ✓ Balance all users' needs of the roadway including vehicles, cyclists (per recommendation from the City's Cycling Master Plan), pedestrians, and transit
- ✓ Improve safety

### Issues:

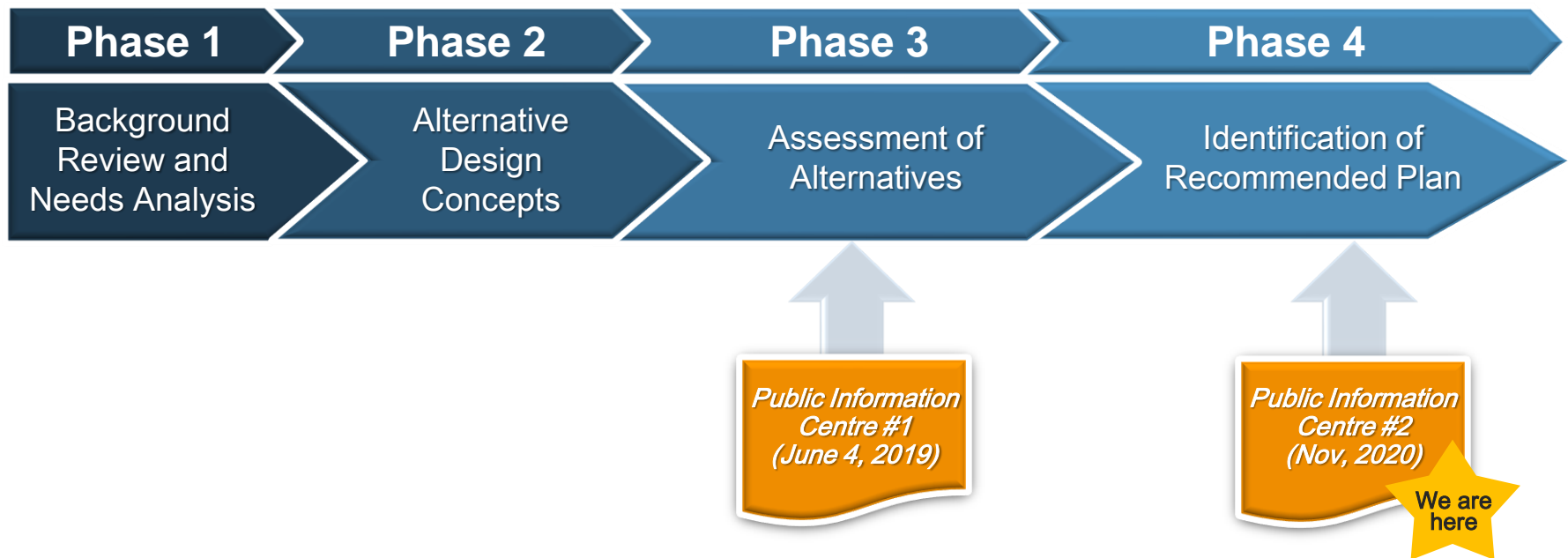
- ✓ Accommodate all modes of transportation within limited right-of-way
- ✓ Ensure adequate traffic operations are maintained
- ✓ Maintain reliability of transit service
- ✓ Consider adjacent land uses and connectivity of all modes of transportation

# MISSISSAUGA CYCLING MASTER PLAN (2018)



Source: Mississauga Cycling Master Plan (2018), Figure 15: Proposed Cycling Network

# STUDY STATUS



# SUMMARY OF PIC 1 (June 2019) AND COMMENTS RECEIVED



## PIC 1 SUMMARY

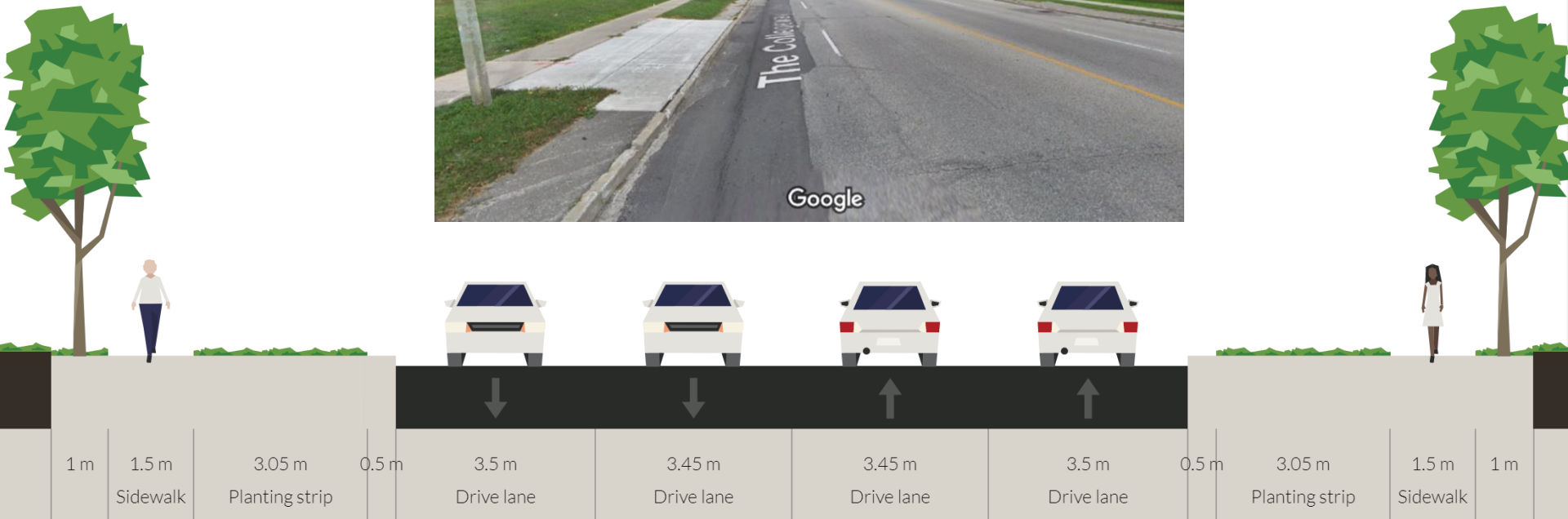
- PIC 1 took place on June 4, 2019
- The purpose of PIC 1 was to introduce the study to the public, and to present the following:
  - A review of the existing conditions of the study area, including the surrounding area and road cross-sections
  - City's Cycling Master Plan, as well as Provincial, Regional policies, and other cycling facility guidelines
  - Based on the local characteristics and context of The Collegeway (speed, traffic volumes, land use, transit etc.), all guidelines generally agree that a separated cycling facility would be suitable
  - Two types of separated cycling facilities were reviewed: on-road separated bike lanes, and in-boulevard cycle track
  - Assessment of the four design alternatives

See selected displays from PIC 1 can be found in Slides 10 to 16

# REVIEW OF EXISTING CONDITIONS

## TYPICAL MID-BLOCK CROSS-SECTION 26 to 31 m RIGHT-OF-WAY

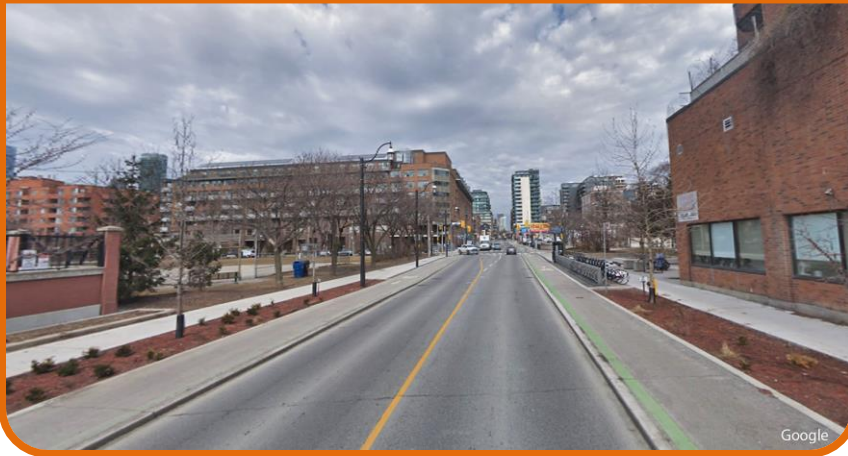
The Collegeway east of Glen Erin Drive looking East



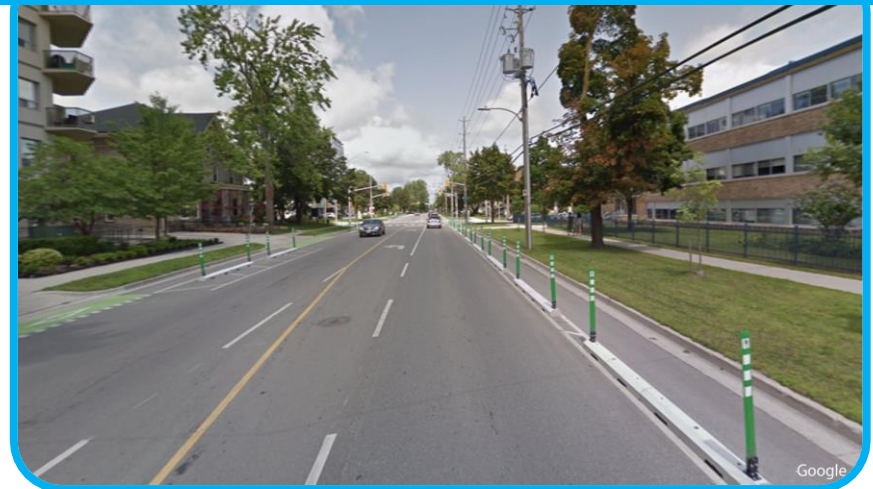
## TYPES OF FACILITIES CONSIDERED

Based on the Cycling Master Plan recommendation, two types of cycling facilities were considered:

**In-boulevard cycle track** adjacent to curb



**On-road separated bike lane** with raised concrete curbs and bollards

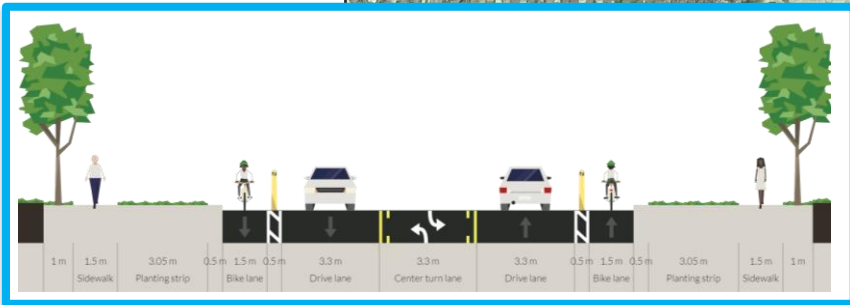
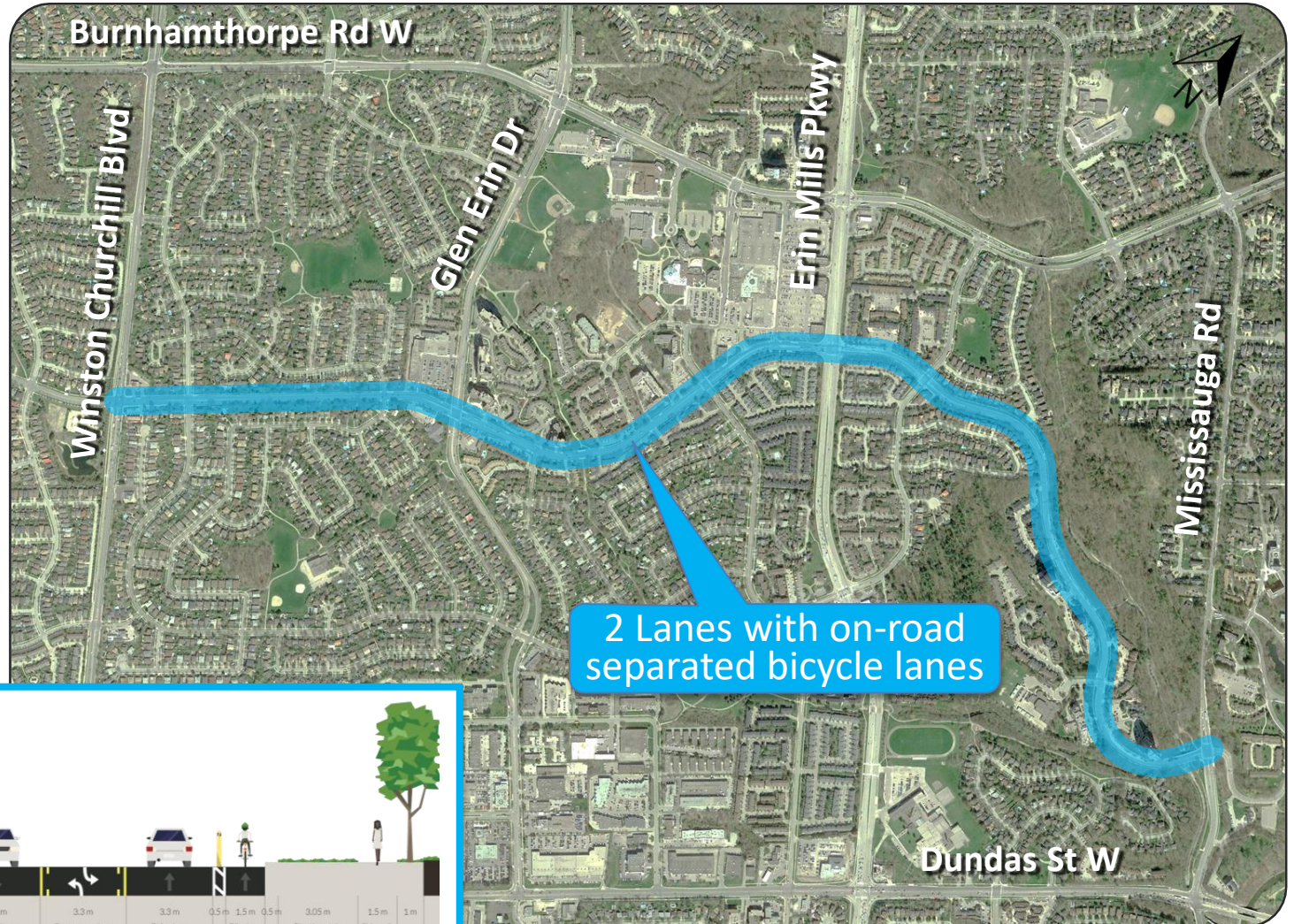


Using the two types of cycling facilities in combination along the study area, **four alternatives** were considered for cycling facility on The Collegeway:

See illustrations of each alternative on the following slides.

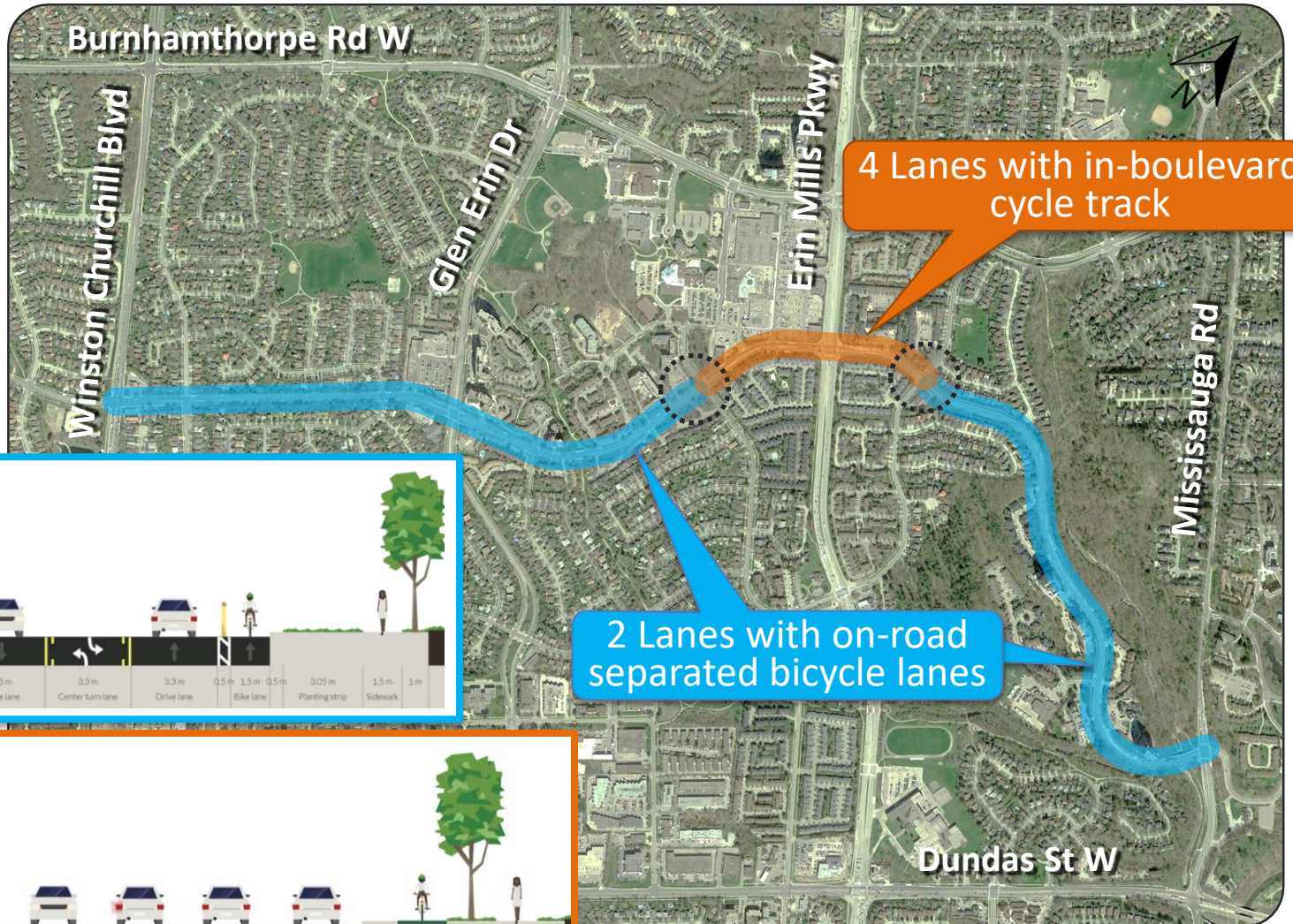



# ALTERNATIVE 1

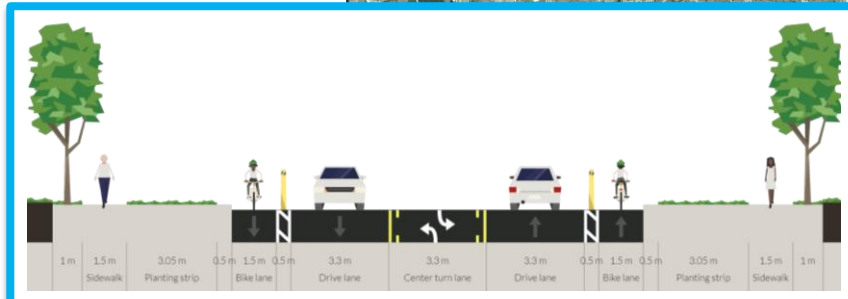




# ALTERNATIVE 2

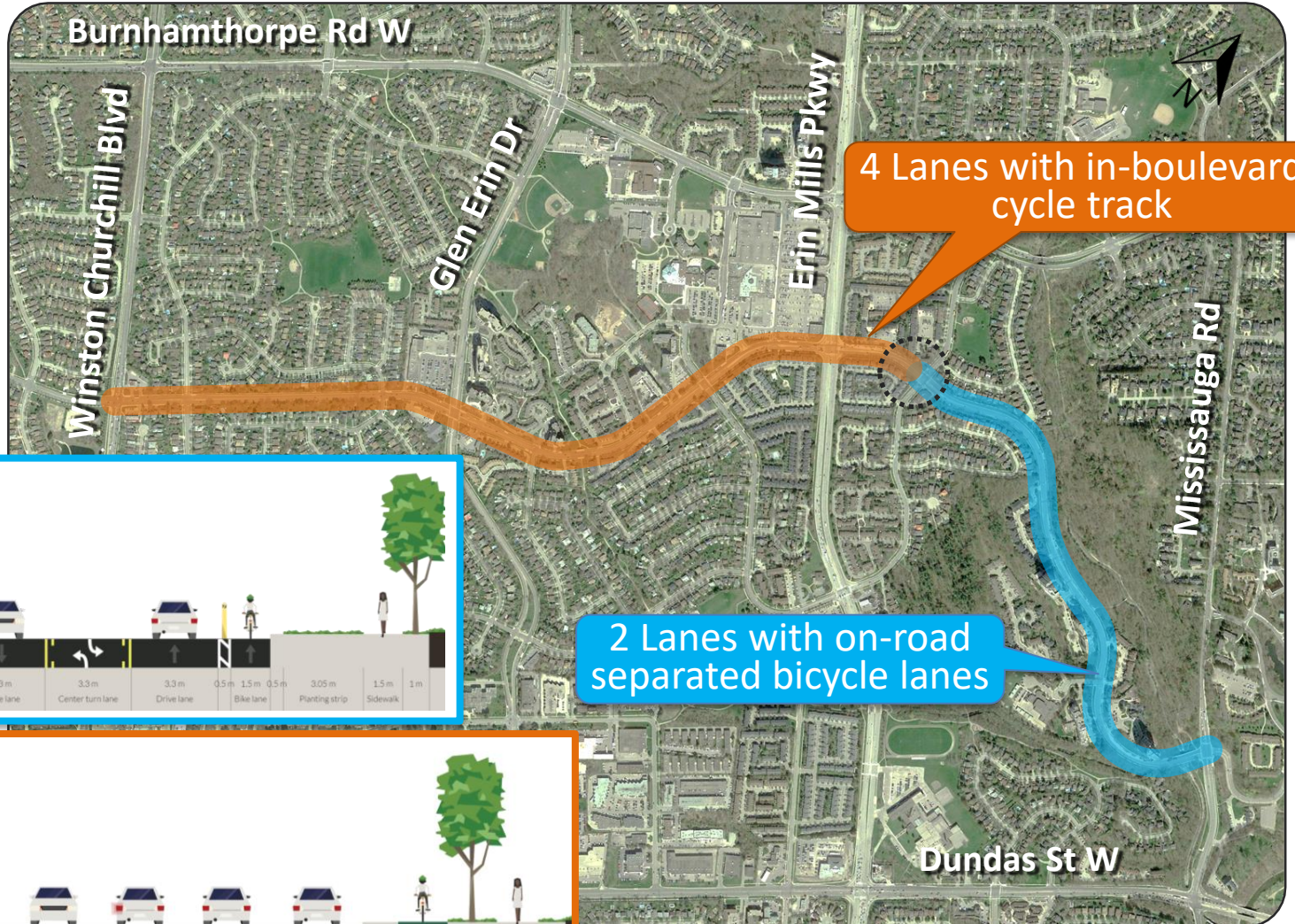



 Cyclist transition from on-road to in-boulevard

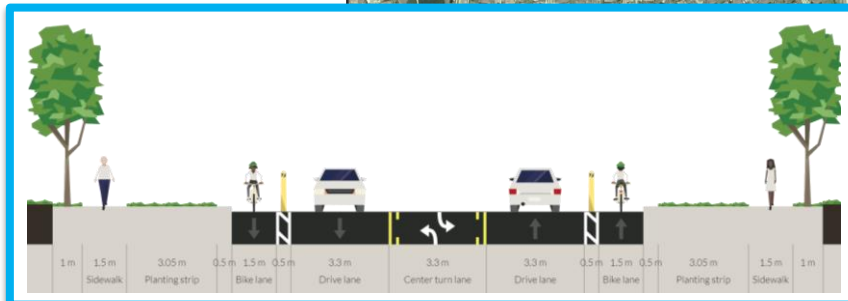




# ALTERNATIVE 3

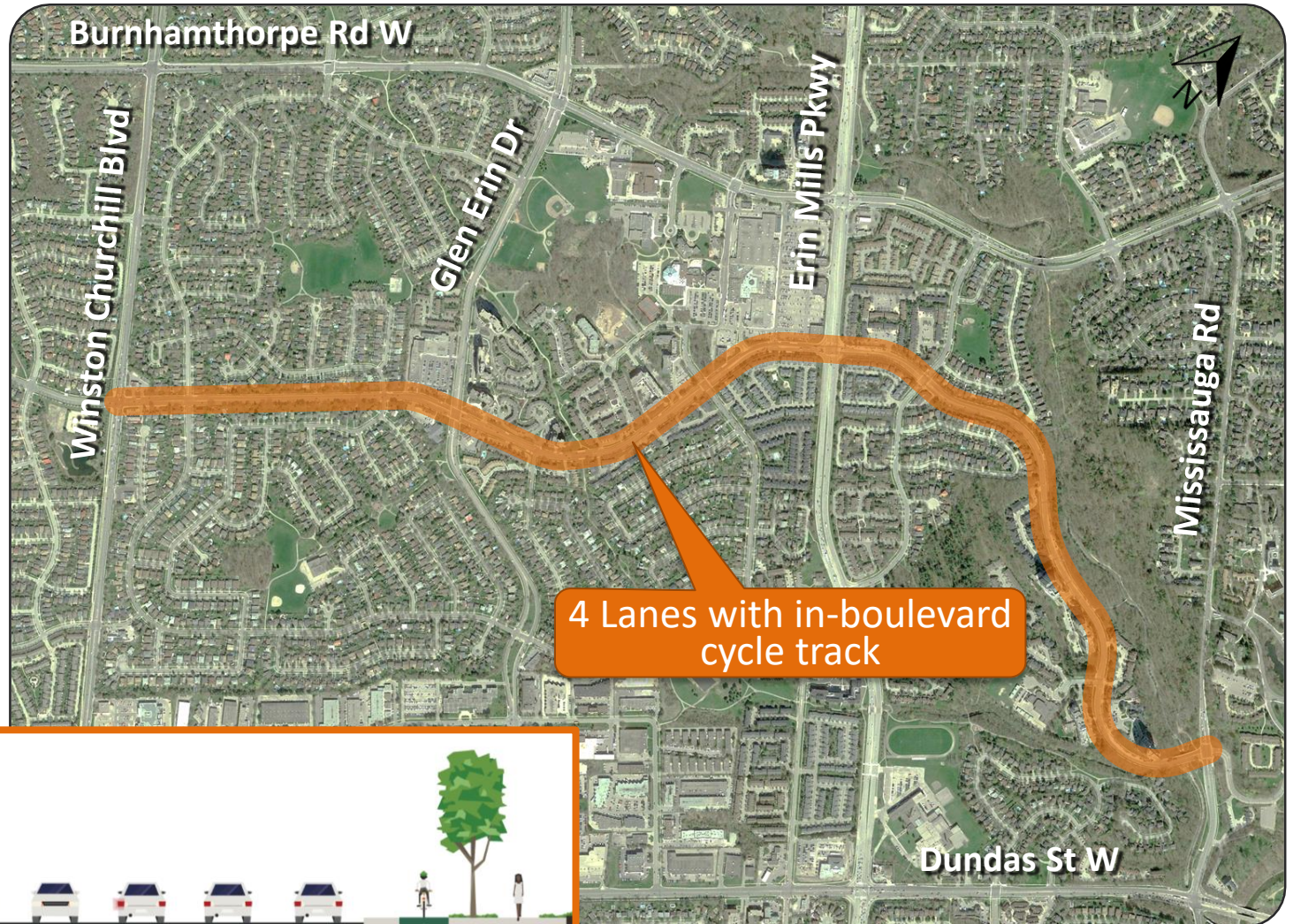


 Cyclist transition from on-road to in-boulevard






























# ALTERNATIVE 4



# ASSESSMENT OF ALTERNATIVES FROM PIC 1

Criteria	Do Nothing	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Socio-Economic	<ul style="list-style-type: none"> <li>✗ Does not promote a complete street approach.</li> <li>✗ Does not align with Cycling Master Plan.</li> <li>✓ Maintains existing road configuration.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Promotes complete street approach.</li> <li>✗ Additional congestion leads to disruption and noise.</li> <li>✗ Reduced road capacity may limit future corridor development.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Promotes complete street approach.</li> <li>✗ Additional traffic congestion for local and through-traffic leads to disruption and noise.</li> <li>✓ Maintains 4 lanes in high traffic area reducing potential disturbance.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Maintains existing road configuration for majority of corridor, while providing complete street approach in east section.</li> <li>✓ Limited disruption.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Maintains existing road configuration for whole corridor, while providing complete street approach.</li> <li>✓ No disruption.</li> </ul> 
Traffic and Transportation	<ul style="list-style-type: none"> <li>✓ Overall good level of service.</li> <li>✓ Maintains existing transit service.</li> <li>✗ No benefit for cyclists.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Increase safety for vehicles and pedestrians.</li> <li>✗ Poor level of service in multiple intersections.</li> <li>✗ Delay to transit service.</li> <li>✓ Consistent cycling facility.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Increase safety for vehicles and pedestrians.</li> <li>✓ Maintains overall good level of service.</li> <li>✗ Delay to transit service.</li> <li>✗ Multiple transition points for cyclists.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Good overall level of service.</li> <li>✓ Minimal delay to transit service.</li> <li>✓ One transition point for cyclists.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Overall good level of service.</li> <li>✓ Maintains existing transit service.</li> <li>✓ Continuous corridor for cyclists.</li> </ul> 
Urban Design	<ul style="list-style-type: none"> <li>✓ No impacts to trees.</li> <li>✓ Available space in boulevard for streetscape opportunities.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Minimal impacts to existing trees.</li> <li>✓ Available space in boulevard for streetscape opportunities.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Moderate impacts to existing trees.</li> <li>✓ Available space in boulevard for streetscape opportunities.</li> </ul> 	<ul style="list-style-type: none"> <li>✗ High impacts to existing trees.</li> <li>✗ Boulevard will be used for cycle track; therefore limited streetscape opportunities.</li> </ul> 	<ul style="list-style-type: none"> <li>✗ High impacts to existing trees.</li> <li>✗ Boulevard will be used for cycle track; therefore limited streetscape opportunities.</li> </ul> 
Utilities	<ul style="list-style-type: none"> <li>✓ No impacts to utilities.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Minimal impacts to utilities.</li> </ul> 	<ul style="list-style-type: none"> <li>• Impacts to utilities between South Millway east and west legs.</li> </ul> 	<ul style="list-style-type: none"> <li>✗ High utility impacts for majority of corridor.</li> </ul> 	<ul style="list-style-type: none"> <li>✗ High impacts to utilities.</li> </ul> 
Costs (only includes cycle features)	<ul style="list-style-type: none"> <li>• No cost.</li> </ul> 	<ul style="list-style-type: none"> <li>• \$1.1M</li> </ul> 	<ul style="list-style-type: none"> <li>• \$1.9M</li> </ul> 	<ul style="list-style-type: none"> <li>• \$3.9M (additional costs for utility and tree relocations not included).</li> </ul> 	<ul style="list-style-type: none"> <li>• \$5.7M (additional costs for utility and tree relocations not included).</li> </ul> 

Most Benefit /  
Least Impacts



Least Benefit /  
Most Impacts

The assessment of alternatives was updated following PIC 1 based on the comments received and additional assessment as described in the following slides



## PIC 1 – COMMENTS RECEIVED

- A total of 65 people attended PIC 1, as well as those who reviewed the content online and provided comments.
- There were general support for both Alternative 1 (i.e. 2 lane road with on-road cycle facilities) and Alternative 4 (i.e. 4 lane road with cycling facilities in the boulevard)
- Preference for Alternative 1 related to relatively lower implementation cost, utilization of existing paved area, limited direct impact to existing trees, traffic calming and relative quick to implement.
- Preference for Alternative 4 related to no reduction in road capacity, and separation of cyclists from travel lanes on the road.

# UPDATED ANALYSIS AND EVALUATION OF ALTERNATIVES





























## ACTIVITIES FOLLOWING PIC 1

- Input from MiWay re: preference for bus stopping in the curb lane was taken into consideration in the analysis and evaluation.
- In order to create efficiencies in overall City project work, the City is coordinating the road resurfacing with the cycle track implementation, as well as traffic signal and illumination replacements.
- The City carried out additional internal review regarding the above.
- Due to the addition of other capital project activities, a reassessment of the total project costs was completed for the four alternatives presented at PIC 1.

Based on the comments received at the PIC and subsequent additional assessments, a reassessment of the alternatives was completed.

An updated assessment table is provided in the next slide.

# UPDATED ASSESSMENT OF ALTERNATIVES

Criteria	Do Nothing	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Socio- Economic	<ul style="list-style-type: none"> <li>✗ Does not promote a complete street approach.</li> <li>✗ Does not align with Cycling Master Plan.</li> <li>✓ Maintains existing road configuration.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Promotes complete street approach.</li> <li>✗ Additional congestion leads to disruption and noise.</li> <li>✗ Reduced road capacity may limit future corridor development.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Promotes complete street approach.</li> <li>✗ Additional traffic congestion for local and through-traffic leads to disruption and noise.</li> <li>✓ Maintains 4 lanes in high traffic area reducing potential disturbance.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Maintains existing road configuration for majority of corridor, while providing complete street approach in east section.</li> <li>✓ Limited disruption.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Maintains existing road configuration for whole corridor, while providing complete street approach.</li> <li>✓ No disruption.</li> </ul> 
Traffic and Transportation 	<ul style="list-style-type: none"> <li>✓ Overall good level of service.</li> <li>✓ Maintains existing transit service.</li> <li>✗ No benefit for cyclists.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Increase safety for vehicles and pedestrians.</li> <li>✗ Poor level of service in multiple intersections.</li> <li>✗ Delay to transit service.</li> <li>✓ Consistent cycling facility.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Increase safety for vehicles and pedestrians.</li> <li>✓ Maintains overall good level of service.</li> <li>✗ Delay to transit service.</li> <li>✗ Multiple transition points for cyclists.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Good overall level of service.</li> <li>✓ Minimal delay to transit service.</li> <li>✓ One transition point for cyclists.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Overall good level of service.</li> <li>✓ Maintains existing transit service.</li> <li>✓ Continuous corridor for cyclists.</li> </ul> 
Urban Design 	<ul style="list-style-type: none"> <li>✓ No impacts to trees.</li> <li>✓ Available space in boulevard for streetscape opportunities.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Minimal impacts to existing trees.</li> <li>✓ Available space in boulevard for streetscape opportunities.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Moderate impacts to existing trees.</li> <li>✓ Available space in boulevard for streetscape opportunities.</li> </ul> 	<ul style="list-style-type: none"> <li>✗ High impacts to existing trees.</li> <li>✗ Boulevard will be used for cycle track; therefore limited streetscape opportunities.</li> </ul> 	<ul style="list-style-type: none"> <li>✗ High impacts to existing trees; majority are east of South Millway (east)</li> <li>✗ Boulevard will be used for cycle track; therefore limited streetscape opportunities.</li> </ul> 
Utilities	<ul style="list-style-type: none"> <li>✓ No impacts to utilities.</li> </ul> 	<ul style="list-style-type: none"> <li>✓ Minimal impacts to utilities.</li> </ul> 	<ul style="list-style-type: none"> <li>• Impacts to utilities between South Millway east and west legs.</li> </ul> 	<ul style="list-style-type: none"> <li>✗ High utility impacts for majority of corridor.</li> </ul> 	<ul style="list-style-type: none"> <li>✗ High impacts to utilities.</li> </ul> 
Costs (including other City capital program) 	<ul style="list-style-type: none"> <li>• \$6.8M</li> </ul> 	<ul style="list-style-type: none"> <li>• \$10.3M</li> </ul> 	<ul style="list-style-type: none"> <li>• \$11.5M</li> </ul> 	<ul style="list-style-type: none"> <li>• \$13M</li> </ul> 	<ul style="list-style-type: none"> <li>• \$14.9M</li> </ul> 

Most Benefit /  
Least Impacts



Least Benefit /  
Most Impacts



Updated criteria

# RECOMMENDED PLAN AND IMPLEMENTATION STRATEGY

## RECOMMENDATION PLAN

The analysis and evaluation for the four alternatives have been updated based on feedback received at and following PIC 1, as well as feedback received from technical agencies and City's internal review.

The City is proceeding with Alternative 4, in-boulevard cycle-track, as it would best address the transportation needs for all road users (including transit) and provide the same type of cycling facility continuously on The Collegeway.

The implementation will be split into two phases:

**Phase 1)** Winston Churchill Boulevard to South Millway East will be implemented upon completion of detailed design, tentatively scheduled for 2021

**Phase 2)** Implementaton of South Millway East to Mississauga Road is being deferred indefinitely, subject to ongoing monitoring of cycling facility use along The Collegeway following the implementation of Phase 1, as well as further review of constraints and future active transportation needs.

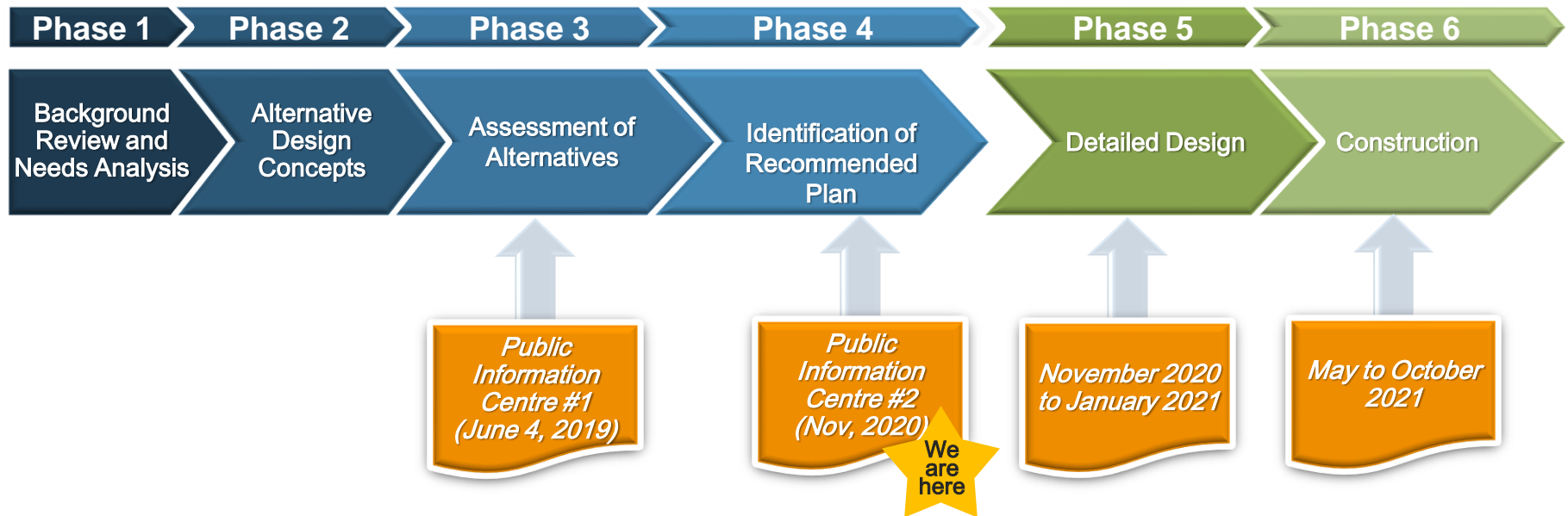
In concert with the active transportation improvements, the City will coordinate with work associated with road resurfacing, replacement of streetlights, and upgrade of traffic signals accordingly.



# NEXT STEPS



# SCHEDULE



# NEXT STEPS AND HOW TO PROVIDE YOUR FEEDBACK

Following this PIC the Project Team will:

- Review public and agency comments
- Incorporate refinements based on public feedback
- Initiate the detailed design and tender documentation process

Please complete a comment sheet or send comments to one of the project team contacts:

**Matthew Sweet, BA, CET**

Manager, Active Transportation  
City of Mississauga Transportation & Works Department  
201 City Centre Drive, Suite 800  
Mississauga ON L5B 2T4  
Phone: 905-615-3200 Ext. 4026  
[Matthew.Sweet@mississauga.ca](mailto:Matthew.Sweet@mississauga.ca)

**Katherine Jim, M.Eng., P.Eng.**

Consultant Project Manager  
WSP Group Canada Limited  
610 Chartwell Road, Suite 300  
Oakville ON L6J 4A5  
Phone: 289-835-2511  
[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)

Your comments are welcome at any time throughout the project. The online comment sheet will be available until **November 27, 2020** to allow us to incorporate critical information into the final stages of the study.