

Date: 01/14/2019 08:43 AM (*Email*)

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Cc: Phil Green; Irwin Nayer; Jonathan Giggs; Edisa Kozo; Natalie Half; Glenn Voakes;  
Leonard Verwey; Dorothy Tomiuk;

Subj: **2019 Cycling Budget – Submission of the Mississauga Cycling Advisory Committee (MCAC)**

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Dear Madame Mayor (Chair) and Budget Committee Members:

Thank you again to Mayor Crombie and Councillors Ras and Fonseca for attending the MCAC meeting on January 8, 2019, and observing our concerns first-hand, further to my letter of December 16, 2018 to Mayor and Council on behalf of the Cycling Advisory Committee.

Please receive this letter as the MCAC's 2019 Budget submission, in regard to the proposed Cycling program within the Roads Service Area Presentation, scheduled for the morning of January 15, 2019. We have reviewed the 2019 Budget documents and wish to provide our input in advance of the Roads Presentation.

### **1. Operating Budget:**

**a)** There are concerns about cycling facility maintenance and operation. As per Phil Green's presentation at our January meeting it is not enough to simply install cycling infrastructure. It must be maintained. Signage, snow clearing, line painting, tree pruning, surface repairs and regular inspections should be included in the Operating budget to ensure the cycling network becomes / remains safe.

**b)** In light of documented safety deficiencies in infrastructure installation and maintenance, we believe AT staff resources should firstly be focused there. We question the need for one (1) FTE in 2019 to focus on "bike parking, bike share and improved data collection."

Bike Share was investigated a few years ago by the then-Cycling Office and proved not viable due to lack of critical mass. Data collection should already be in place. Bike Share and data improvements should be secondary to improving, expanding and maintaining the cycling network. Another resource focused on the network would be welcomed.

## 2. Capital Budget:

a) We received assurance at the last MCAC meeting (January 8, 2019) from the Mayor and senior Transportation staff that the cycling infrastructure allocation (per Scenario C of the Cycling Master Plan Update in June 2018) would most certainly be approved. We have already made our position clear as to the urgency of completing the cycling network, given the failure of the 2010 CMP (a 20 year Plan for 30km/year infrastructure construction).

Scenario C, which appears to be funded in the 2019 Budget, is at best a 27 year plan to complete the cycling network. Other cities around the world are committing to much shorter timeframes (in as little as one political term) in order to address traffic congestion, safe personal mobility, carbon emissions and climate change, and the desire for a better quality of urban life – all of these needs pertain to Mississauga now. These needs should not be put off to a far future Council to deal with. Increased population is coming, and cycling is a cost-effective way to meet multiple objectives in the City's Strategic Plan.

b) Another of the main reasons MCAC did **not** endorse the Cycling Master Plan in June 2018, is that the plan does not provide a list of priorities and is largely opportunistic in nature. It lacks ongoing accountability for addressing the most serious needs and deficits in the most timely manner possible. Strategic order of installation can allow the cycling network to become more efficient far sooner. In June 2018, Councillor Fonseca directed AT staff to seek input from MCAC on prioritizing cycling network projects and also the development of the annual capital infrastructure programs on a bi-annual basis. This has not yet occurred; now is the time.

c) There are many safety issues we have raised about newly installed cycling infrastructure since Summer 2018 (which have not been remedied even yet). The Active Transportation Division has to improve in their co-ordination within and with other City divisions to ensure that any cycling infrastructure is designed and installed properly, the first time. We are now hearing from the cycling community, concerned about the waste of taxpayer dollars to correct costly mistakes. The limited funds allocated to cycling must be spent carefully and effectively.

## 3. Vision Zero:

a) Vision Zero is mentioned as a “Service Area Trend” in the Roads Presentation. We would like to know what funds specifically are being allocated to this approach insofar as cycling infrastructure and road safety in general are concerned. Many of the basic Vision Zero principles such as lower speed limits, restricted right turns, and intersection re-configuration, would greatly improve cycling safety.

**RECOMMENDATION:** That the Agenda for the next MCAC Meeting (February 5, 2019) include a comprehensive review of cycling infrastructure priorities for optimal network completion and the existing Capital infrastructure program and that the roles of staff in the Active Transportation Division be explained for better ongoing liaison and mutual accomplishment of priorities. In addition, 2019 initiatives for Vision Zero should be explained, perhaps through a joint meeting with the Road Safety Committee.

We will be monitoring the Budget proceedings with interest, and will be pleased to follow-up on these matters at our February meeting.

Sincerely,  
Donald Morris, Chair MCAC