



2012 Report on the Cycling Plan

Shifting Gears for a Healthier City

Mississauga's Cycling Master Plan is an ambitious strategy that sets out to transform Mississauga into a city that is conducive to cycling for daily transportation needs.

Approved by Council on September 15, 2010, the Plan outlines a proposal to build an integrated on-road and off-road cycling network as part of a multi-modal transportation system, as well as a wide range of accompanying policies and programs to enhance cycling.

The overall benefits of cycling include providing residents with an opportunity to integrate cycling into everyday travel, fostering active lifestyles and reducing personal transportation and public health costs. Increasing the uptake of cycling as a viable means of transportation can reduce traffic congestion and air pollution and conserve energy resources.

Mississauga has a long-standing commitment to an off-road trail system, having built over 250 kilometres of pathways and trails in parks and greenspaces across the city. Pathways in our neighbourhood parks provide cycling and walking friendly connections to schools, community centres and libraries. Trails in our river valleys like the Credit River and the Etobicoke Creek provide cyclists and others with opportunities to experience the natural environment.

Much of the development of the existing cycling network has focused on off-road pathways and trails, which are supportive of cycling for fitness and recreation. In order to transform Mississauga into a city that is conducive to cycling for daily transportation needs, the Cycling Master Plan calls for a shift in focus to building a network of on-road cycling facilities that connect key destinations. The Plan also recommends that the City implement expanded boulevard multi-use trails, as well as additional off-road trails.





Citizen Engagement

Over 1,000 Mississauga residents and stakeholders contributed their thoughts and ideas to the development of Mississauga's Cycling Master Plan. In particular, residents on the Mississauga Cycling Advisory Committee (MCAC) were active stakeholders in the development of the Plan. Comprised of Mississauga residents and a representative from Council, MCAC was established in the mid-1990s. The role of the committee is to provide input to staff on cycling infrastructure, policies and programs as well as community engagement and promotion of cycling. For more information on MCAC: mississaugacycling.ca

Cycling Master Plan Vision

Cycling will become a way of life in the City of Mississauga that supports vibrant, safe and connected communities. Mississauga will be a place where people choose to cycle for recreation, fitness and daily transportation needs; enhancing our overall health and quality of life.

Bicycle Friendly Community Award

In 2012, the City of Mississauga was awarded with a Bicycle Friendly Community - Bronze Designation by the Ontario-based cycling advocacy organization, Share the Road Cycling Coalition.

Putting the Plan into Action

The Cycling Master Plan includes a wide variety of initiatives. The Plan includes recommendations for fostering community cycling events, implementing a standardized signage and way-finding system, establishing an educational plan for motorists and cyclists, developing an operation and maintenance program for the cycling network (including the use of innovative pilot projects), establishing a tourism plan focused on cycling and the goal of adding an average of 30 km of cycling infrastructure to the network annually (subject to available funding).

The estimated capital cost for the entire plan is \$200 million, including \$49 million to fund major structures for which funding will be sought from other levels of government.

The Cycling Master Plan's implementation strategy identifies 17 recommendations and 77 actions to be implemented over 20 years. The recommendations and actions are grouped under three goals:

- 1) Foster a culture where cycling is an everyday activity**
- 2) Build an integrated cycling network as part of a multi-modal transportation system**
- 3) Adopt a “safety-first” approach to cycling in Mississauga.**

How we've moved forward: 2011/2012

1) Foster a Culture where Cycling is an Everyday Activity

- In 2011, a Cycling Office was established within Transportation and Works to oversee the implementation of the Cycling Master Plan.
- Counts on area trails have demonstrated increasing trail use. City staff worked with the Region of Peel to complete a GPS Cycling Study to understand area cyclists. Additional monitoring plans are under development.
- The City's Bikeway and Trails map is updated annually. The map is supported online by the Walk and Roll Peel interactive map and the integration of bicycle routes into Google Maps.
- The City fostered the growth of community cycling events including Bike to Work Day, the Tour de Mississauga and local ward rides, successfully attracting over 2,200 participants in 2012.

Bicycle Lanes (km)



Boulevard Multi-Use Trails (km)



Marked Shared Use Lanes (km)



Off-Road Multi-Use Trails and Paths (km)



Signed Routes (km)



Total 2011/12
45km



2) Build an Integrated On-Road and Off-Road Cycling Network as part of a Multi-Modal Transportation System

- Approximately 45 km of cycling facilities were built in 2011 and 2012.
- Cycling has become embedded in many of the City's key planning documents such as the City's new Official Plan.
- New wayfinding signs have been installed on several key routes.
- Secure bike parking rooms have been constructed at Civic Centre and Central Library, temporary bike parking is now available for major events, and an inventory of City-owned bike parking has been completed.
- Planning and design is underway for expansion of the cycling network as part of the City, Region and the Province's existing capital infrastructure construction and rehabilitation programs, wherever possible.

3) Adopt a “Safety-First” Approach for Cycling in Mississauga

- Several innovative cycling facility pilot projects have been implemented to enhance the safety of cycling facilities.
- A green pavement demonstration project is being used to mark a bicycle lane in a conflict zone located at the intersection of Dundas Street West and Mississauga Road.
- Crossrides (like a crosswalk, but for bikes) were installed for the first time at three signalized intersections and three busy driveway crossings in 2012 and were installed at several non-signalized intersections a few years ago.
- Bicycle detection has been established in the bicycle lanes at 23 signalized intersection locations across the City.
- Cycling safety programs were offered such as CAN-BIKE courses and community safety workshops. The Road Safety Handbook was published and includes a chapter on cycling safety.



- The Parks by-law has been amended to clarify the rules for e-bikes. E-bikes are legal to ride on any roadway in Mississauga (except provincial highways), but only those weighing 40 kg (88 lbs.) or less are allowed on multi-use trails in parks and on boulevards.
- On September 26, 2012, Mississauga City Council endorsed the recommendations of the Ontario Chief Coroner's Cycling Death Review which focused on improving the safety of cyclists.



Working Together

In order to successfully implement the goals of the Cycling Master Plan, the City of Mississauga works in partnership with the Province of Ontario, Region of Peel, neighbouring municipalities, and the community.

In 2012, the Region of Peel approved an Active Transportation Plan, which was subsequently endorsed by Mississauga City Council. The Peel Active Transportation Plan outlines the Region's role in the areas of policy, programs and infrastructure to support more walking and cycling across the Region. For more information on the Peel Active Transportation Plan: walkandrollpeel.ca



For more information:

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