CITY OF MISSISSAUGA CYCLING MASTER PLAN UPDATE

June 2026

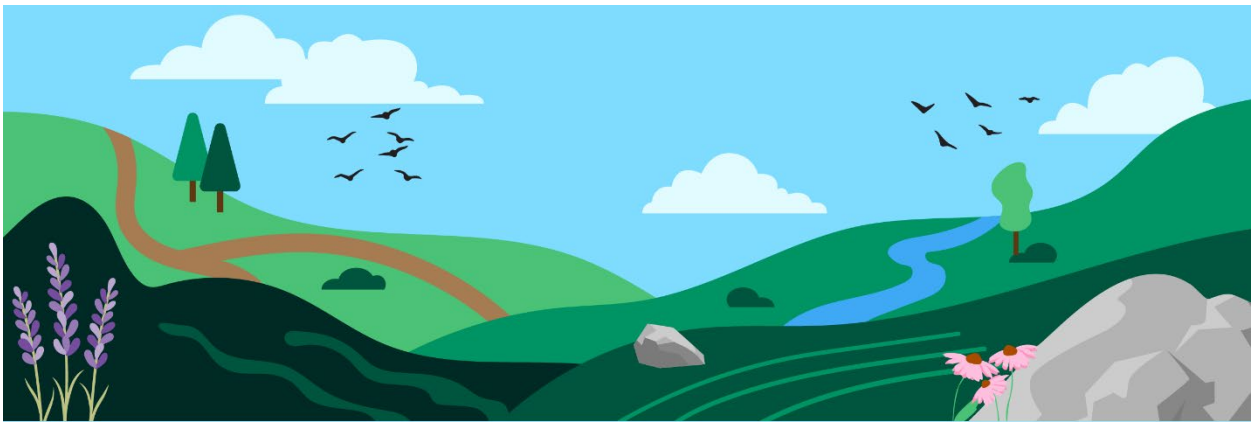
Land Acknowledgement

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississauga's of the Credit First Nation, the Haudenosaunee Confederacy, and the Huron-Wendat and Wyandot Nations. These lands have been home to Indigenous peoples since time immemorial. From the banks of the Credit River to the shoreline of Lake Ontario, these routes have long supported Indigenous travel, trade, and community life.

As we gather to discuss and shape the future of cycling in Mississauga, we recognize that the paths we ride today follow the footsteps of Indigenous peoples who have long moved across this land with respect and intention. Cycling, like walking and wheeling, is a mode of travel that connects us to the land in a direct and embodied way. It reminds us that mobility is not only about infrastructure, but about relationships: with place, with community, and with history.

We honour the enduring presence and stewardship of Indigenous peoples and commit to building infrastructure that reflects the values of respect, safety, and accessibility for all. In doing so, we recognize that every road user, whether on foot, on wheels, or behind the wheel, shares a responsibility to move through this territory with care, awareness, and a commitment to equity.

Today, Mississauga is home to many First Nations, Inuit, and Métis peoples from across Turtle Island. We commit to listening, learning, and working in partnership to ensure that our transportation systems support reconciliation, environmental sustainability, and mobility justice for all.



Contributors Page

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Executive Summary

The future of transportation in Mississauga is at an exciting turning point with forward-thinking, City-wide plans that support vibrant, connected and bikeable cities. The City's 2019 Transportation Master Plan (TMP) commits to advancing the goals of the City's Strategic Plan by planning for safe and convenient connections in the cycling network. The City's Strategic vision is to provide its residents with sustainable, equitable, and accessible mobility options, moving away from reliance on single-occupancy vehicles. As a Vision Zero City, Mississauga is committed to providing a safe network of cycling facilities that prioritizes vulnerable road users.

A cyclist is a person who operates a human-powered or power-assisted bicycle (which may include a standard bicycle, cargo bicycle, bicycle with a trailer, tricycle, or unicycle). A wide range of people are considered cyclists, including people who ride at high speeds for recreation, commuting, or while using an electric assist bike; families riding with children; people using adaptive bicycles; people riding to transport goods; and people who ride socially.

As the third largest City by population in Ontario and projected to continue to steadily grow, pressure on the Mississauga's transportation system is expected to increase. Cycling can play a key role in alleviating this pressure while achieving the City's Strategic Goals. Cycling can offer a convenient and equitable way to make short-distance trips under 5 km trips, that currently account for over half of all trips originating in Mississauga. Through this Cycling Master Plan (CMP) Update, the City has a meaningful opportunity to proactively support a more complete transportation system, specifically one that prioritizes safety, accessibility, and choice for all users.

The CMP is a long-term comprehensive plan that guides the growth of physical and social infrastructure that support cycling and rolling within Mississauga. It was first developed in 2010 and last updated in 2018. This current CMP (June 2026) update reflects evolving community needs and values as well as the City's latest policies and initiatives to expand the cycling network.

Vision and Goals

As part of the Cycling Master Plan (CMP) Update, a vision and supporting goals have been established to guide the future direction of cycling in Mississauga. These elements form the foundation for identifying and prioritizing infrastructure improvements and investments.

The vision and goals reflect Mississauga's existing commitments outlined in key plans and strategies, as well as input from residents and stakeholders. Investing in cycling infrastructure contributes to a safer, more accessible, cost-effective, and efficient transportation system. By encouraging more bike trips, the CMP supports broader city objectives related to connectivity, accessibility, livability, and health, core themes embedded in the CMP vision.

Vision

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

Four goals have been developed to provide clear, measurable guidance for achieving this vision and tracking progress throughout implementation.

Goals

Make cycling safer and more comfortable, and work towards achieving Vision Zero.

Build a connected, convenient, comfortable, and accessible cycling network, work towards a network of AAA facilities.

Increase the number of cycling trips in Mississauga.

Encourage cycling as a part of an active and healthy lifestyle, fostering a cycling culture that supports all.

Equity Lens

Transportation systems have historically been shaped by policies and practices that reflect implicit and explicit biases, resulting in unequal access and mobility outcomes for marginalized communities, referred to here as equity-deserving groups - including racialized communities, Indigenous peoples, women, LGBTQ2S+ individuals, people with disabilities, and low-income populations.

Transportation equity refers to the fair distribution of transportation resources and opportunities, ensuring all individuals, regardless of identity, income, ability, or location, have their fundamental mobility needs met.

These inequities are compounded by systemic barriers equity deserving groups face such as transportation poverty; the inability to reach essential destinations due to socio-economic disadvantages and limited transportation options.

The Cycling Master Plan (CMP) Update integrates an equity lens to ensure safe, reliable cycling options for all residents. This approach emphasizes fair access to infrastructure, reducing barriers in underserved areas, and embedding inclusive processes throughout planning, design, and implementation. Equity is not only about outcomes but about asking critical questions: Who benefits? Who is left out? What are the unintended impacts?

By addressing disparities and fostering collaboration, the CMP aims to build a cycling network that improves safety, connectivity, and participation across all communities.

VISION

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

EQUITY LENS

Complete Streets

All Ages & Abilities Design

GOALS

- SAFER & MORE COMFORTABLE
- CONNECTED & ACCESSIBLE
- INCREASE CYCLING TRIPS
- ENCOURAGE CYCLING

IMPLEMENTATION CATEGORIES

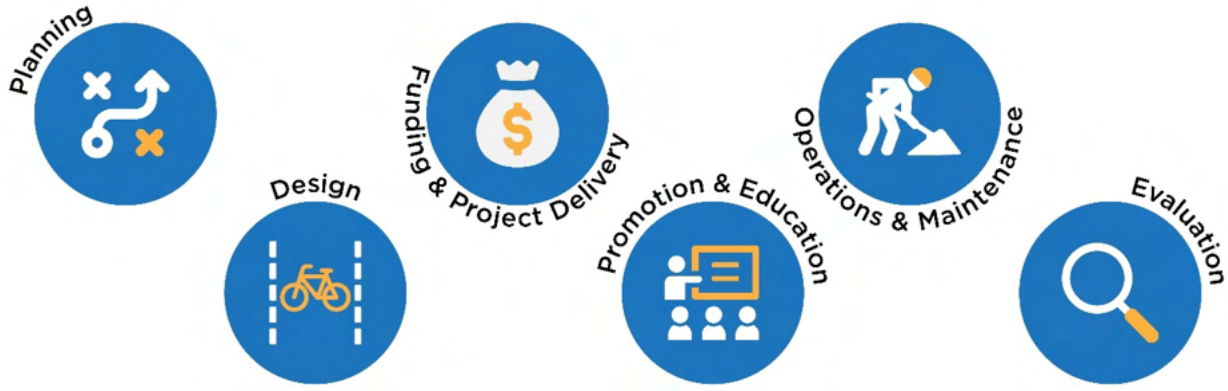
- PLANNING
- DESIGN
- FUNDING & PROJECT DELIVERY
- PROMOTION & EDUCATION
- OPERATIONS & MAINTENACE
- EVALUATION

RECOMMENDATIONS & ACTIONS

IMPLEMENTATION

Recommendations and Actions

The Cycling Master Plan (CMP) Update is structured around six overarching themes. Each theme is supported by a series of recommendations and detailed actions. In total, the plan identifies 82 actions. Implementing these recommendations and actions will enable Mississauga to advance the vision and goals outlined in the Plan



Planning underscores the link between planning, policy, and the ways people navigate Mississauga. It highlights the importance of collaboration with partner agencies, other jurisdictions, and City departments to foster vibrant cycling environments

Recommendations

- Coordinate with partner agencies to implement the CMP.
- Coordinate the City's shared micro-mobility program.
- Integrate cycling network and supporting facilities into all City planning and capital improvement projects.
- Expand the City's bicycle parking supply.

Design emphasizes the creation of cycling environments that are safe, accessible, connected, and comfortable for all residents and visitors in Mississauga.

Recommendations

- Design a safe and comfortable (i.e., low stress) cycling network that is suitable for people of all ages and abilities.
- Design a cycling network that is connected.

Funding and Project Delivery outlines how the City will allocate funding and carry out the implementation of the CMP.

Recommendations

- Increase the City's internal and external human resources and the annual budget allocated to implement the CMP.
- Leverage all available funding to expedite project delivery.
- Expedite the implementation of cycling infrastructure where and when feasible.

Promotion and Education emphasizes making cycling in Mississauga safe, enjoyable, and accessible by supporting educational initiatives, organizing promotional events, and creating supportive materials.

Recommendations

- Use targeted marketing and promotion to encourage bicycle use.
- Encourage school-based cycling education and promotion.
- Encourage and promote the shared responsibility of safer streets for all road users.

Operations and Maintenance looks to ensure that cycling facilities and trails are smooth, level, and well-maintained to support year-round cycling, with an emphasis on accessibility and usability for all.

Recommendations

- Maintain cycling routes so that they are comfortable and free of hazards.
- Maintain cycling amenities throughout the network.
- Continue to accommodate cyclists in construction/work zones.

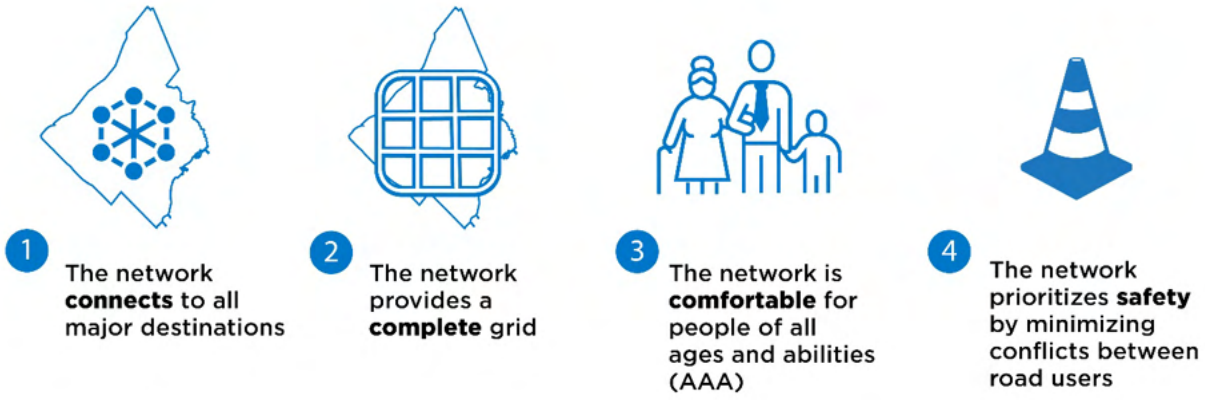
Evaluation focuses on tracking the implementation of the CMP, measuring community cycling rates, and evaluating the health benefits linked to increased physical activity.

Recommendations

- Establish programs for routine collection, maintenance, and publication of cycling data.
- Develop a monitoring program to evaluate the impacts of implementing the Cycling Master Plan.
- Provide regular public updates on the progress of the implementation of the Cycling Master Plan.
- Respond to the city's changing environment by using evaluation data to create policy and programs supporting safe cycling for all.

Four Network Guiding Principles

The Cycling Master Plan (CMP) Update has four network guiding principles to improve the City's cycling network. These guiding principles are grounded in the vision, goals, and a series of recommendations and actions organized into six implementation categories to show how the CMP update will be implemented.



Validating the Existing Cycling Network

The Cycling Master Plan (CMP) network was validated and refined through a structured, ward-based review to ensure technical accuracy and alignment with community needs. This review confirmed that major cycling connections were appropriately spaced and designed, and adjustments were made where needed.

Each existing and proposed link from the 2018 network was examined to confirm that facility types were appropriate and consistent with the CMP Update approach.

The CMP looks to prioritize All Ages and Abilities (AAA) facilities by ensuring that every route meets safety, comfort, and inclusivity thresholds through appropriate speed management, traffic-volume controls, and separation from motor vehicles.

Implementation

The most common challenges communities face when trying to implement cycling infrastructure include:

- Limited funding and capital resources
- Concerns raised by the community and stakeholders, and;
- The need to contextualize standard cycling infrastructure to suit local conditions.

To overcome these challenges, Mississauga will explore implementation techniques and strategies that allow the City to deliver infrastructure to enhance the cycling experience while working within project constraints.

The Cycling Master Plan (CMP) has been developed as a long-term plan, supporting cycling over the next 20 to 30 years and beyond, requiring financial investment, staff resources, an implementation strategy, and maintenance and monitoring plans. The CMP implementation strategy outlines how the City will:

- Prioritize improvements to the network over short (0-5 years) and medium to long-term (6+ years)
- Provide a summary of associated capital costs estimated to implement the proposed infrastructure
- An overview of the maintenance plan needed to keep the network in working condition, and;
- Introduce a monitoring plan to ensure the work being completed remains in line with the CMP Update's vision and goals.

Achieving a full network build-out by filling all gaps and implementing all cycling infrastructure required in the long-term plan, would require approximately **600 kilometres** of new and upgraded cycling facilities with an investment of approximately **$234.4 million**. Due to this scale, a network prioritization plan was developed.

Prioritization of Network Gaps

Mississauga's Cycling Master Plan uses an objective, GIS-based prioritization methodology to ensure the most critical network gaps are addressed first, applying a transparent, data-driven evaluation of every proposed segment. Each link in the network is scored using eight measurable criteria, such as proximity to key destinations, equity need, and connectivity, with cumulative scores determining implementation priority. These eight core criteria look to guide investments in cycling infrastructure that are equitable, strategic, and impactful, directing resources where they will most effectively advance safety, access, and overall network performance.

Approximately **175.8 kilometres** of new and upgraded cycling facilities have been identified in the 5-Year Plan as high-priority routes required to create a connected network, with an estimated investment of **$97.5 million**.

Delivery Streams

The Cycling Master Plan (CMP) Update outlines the three main ways a cycling project in the Short-Term Five-Year Plan can be delivered:

1. **Coordinated Projects:** Coordinating cycling infrastructure with planned capital works can deliver major cost savings, reduce disruption, and create more cohesive corridor designs. However, relying only on these coordination windows risks a fragmented network, as roadwork timing does not always align with priority cycling gaps.
2. **Standalone Cycling Projects:** give the City the flexibility to address high-priority safety, connectivity, and equity gaps without waiting for other capital works. However, they typically cost more per kilometre because they are not bundled with broader construction activities.
3. **Quick-Builds:** new since the 2018 CMP, quick-builds use low-cost materials such as paint, bollards, curbs, and planters to deliver rapid improvements between existing curbs, making them ideal for high-priority corridors without upcoming coordination opportunities. They also allow designs to evolve based on real-world performance and community feedback before committing to permanent construction.

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CHAPTER 1: INTRODUCTION

1. Introduction

Mississauga is a rapidly growing urban centre situated in southern Ontario within the Greater Toronto and Hamilton Area (GTHA). As Ontario's third-largest city by population, it currently supports over 720,000 residents and a thriving employment sector that attracts commuters from across the GTHA. Looking ahead to 2051, the City forecasts a population growth of 25%, with employment projected to grow by 29%.

This growth is expected to place considerable pressure on the City's transportation system. This presents a valuable opportunity to enhance the flexibility, safety, and resilience of the network by expanding access to sustainable and multi-modal travel options. Cycling can play a key role in this evolution, offering a convenient and equitable way to make short-distance trips under 5 km, that currently account for over half of all trips originating in Mississauga. Cycling also complements transit, the most widely used sustainable mode in the city, by supporting first- and last-kilometre connections. Through the Cycling Master Plan (CMP) Update, the City has a meaningful opportunity to proactively support a more complete transportation system, specifically one that prioritizes safety, accessibility, and choice for all users.

A cyclist is a person who operates a human-powered or power-assisted bicycle (which may include a standard bicycle, cargo bicycle, bicycle with a trailer, tricycle, or unicycle). A wide range of people are considered cyclists, including people who ride for recreation or commuting; those using an electric assist bike; families riding with children; people using adaptive bicycles; people riding to transport goods; and people who ride socially.

When planning cycling infrastructure, it is important to recognize cyclists' level of comfort with vehicular traffic and the unique experiences, concerns, and needs of those who do or would like to ride a bicycle. Most people fall into the "**interested but concerned**" group with a strong preference for riding on separated cycling facilities or in very low-volume, low-speed contexts. Other people who use cycling infrastructure, such as those who use skateboards and scooters, would similarly benefit from a planning approach that considers a wide range of abilities and user needs.

Cycling Master Plan Update

The City's Cycling Master Plan (CMP) is a long-term comprehensive plan that guides the growth of physical and social infrastructure that supports cycling and rolling within Mississauga. It was first developed in 2010 and last updated in 2018.

This CMP update builds on the 2018 CMP both literally and figuratively.

Between 2017 and 2024, 179 km of new or upgrade cycling projects were completed, forming the physical cycling network, a foundation for the CMP Update to build on. The CMP Update also incorporates updated best practices and guidelines for cycling facility design, allowing for further prioritization of vulnerable road users to ensure that infrastructure remains inclusive, safe, and response to evolving mobility needs (see **Section 4.1.2 Planning the Cycling Network**).

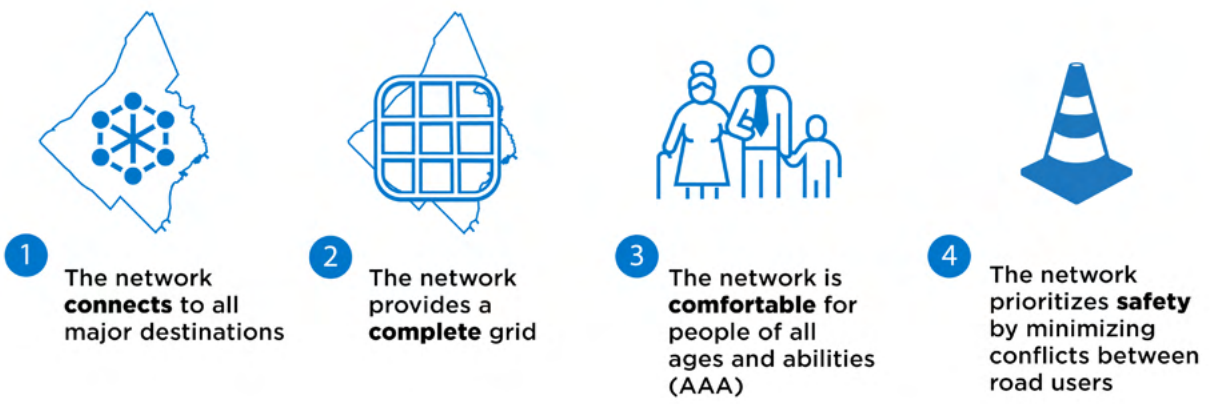
The CMP Update is connected to several plans and policies, including the City's Strategic Plan (2025) and the 2019 Transportation Master Plan (TMP). The Strategic Plan sets a vision for "vibrant, safe, and connected communities" with five strategic pillars of change. This aligns with the TMP's guidance on transportation policies, planning, and investment decisions. Both plans position cycling as a vital component of achieving a safe, efficient, and multimodal transportation system that supports people of all ages and abilities, enhances mobility choice, improves public health, and contributes to environmental sustainability.

Cycling is a sustainable, low-emission mode of travel that offers practical solutions to meeting travel demand while reducing dependency on single-occupant vehicle use, promoting public health, and supporting efficient land use. Given that transportation accounts for one-third of the city's greenhouse gas (GHG) emissions, supporting the uptake of cycling is a key component in achieving the City's Climate Change Action Plan, which sets a target of an 80% reduction in emissions by 2050.

Four Network Guiding Principles

The Cycling Master Plan (CMP) Update is based on four network guiding principles to improve the City's cycling network:

1. **Connected** – Provide a core network with high-quality priority facilities that allow people to get to a variety of major destinations.
2. **Complete** – Establish a grid network with direct routes made up of "All Ages and Abilities" ("AAA") facilities, allowing cycling to become a convenient travel choice.
3. **Comfortable** – Incorporate "AAA" facilities that are perceived as safe, comfortable, and inclusive by community members all-year round and prioritize the needs of equity-deserving groups.
4. **Safe** – Design cycling facilities that minimize conflicts between cyclists, pedestrians, and motorists using a Vision Zero approach.



Mississauga's cycling network is a system of infrastructure used by cyclists with both existing routes and planned routes yet to be built. This includes a variety of facility types (such as cycle tracks, buffered bike lanes, multi-use paths, neighbourhood bikeways, shared routes, and off-road trails) and crossings.

Vision, Goals, and Implementation

The Cycling Master Plan (CMP) Update's network guiding principles are grounded in the vision, goals, and a series of recommendations and actions organized into six implementation categories to show how the CMP Update will be implemented, as outlined in **Figure 1.1**. This serves as a basis for the City to prioritize improvements and investments in cycling infrastructure.

Mississauga is already a vibrant community where many residents embrace cycling as part of their daily lives. The CMP Update aims to build on this momentum by making cycling a safer, more accessible, and more convenient option for everyone. By improving infrastructure and addressing barriers, the City can empower more residents to choose cycling, ultimately enhancing mobility choices and contributing to broader goals such as Vision Zero, public health, and overall liveability.

To ensure the plan reflects the diverse needs and lived experiences of Mississauga's residents, an equity lens has been applied throughout the Plan. This approach aims to support decisions which are inclusive and aligned with the City's policy direction, helping to create a transportation system that works for all.

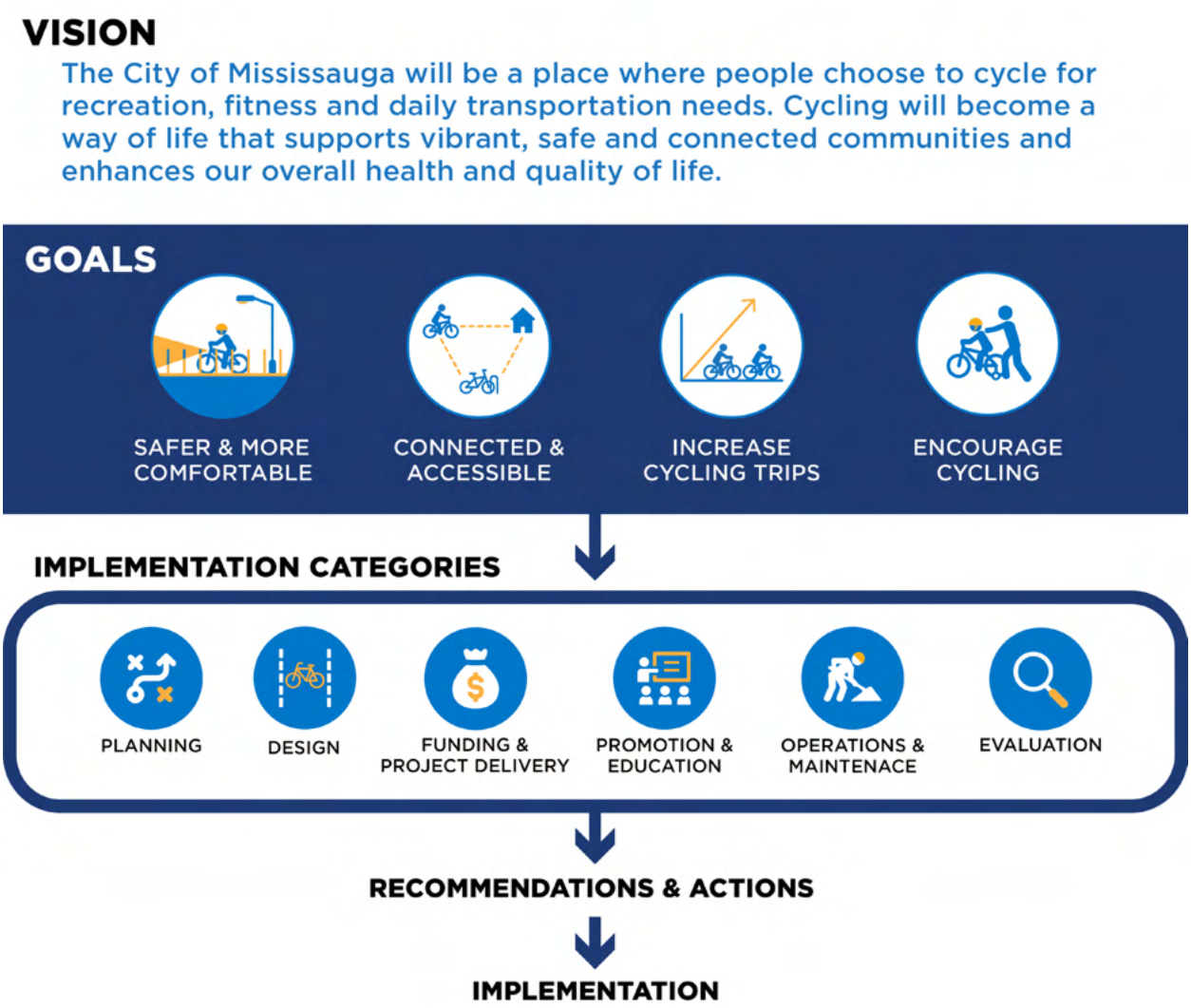


Figure 1.1: Mississauga CMP Vision, Goals, and Implementation Categories.

Applying an Equity Lens

Historically, transportation systems have been shaped by biases that excluded the mobility needs of underserved and equity-deserving communities.

An **equity-deserving community** refers to groups who have historically faced systemic barriers to safe, inclusive, and accessible transportation. This includes racialized and Indigenous peoples, women and gender-diverse individuals, the 2SLGBTQIA+ community, people with disabilities, newcomers, and low-income residents.

These communities are, and must be, recognized as active partners in shaping how mobility systems are designed, governed, and delivered to advance recognition and justice.

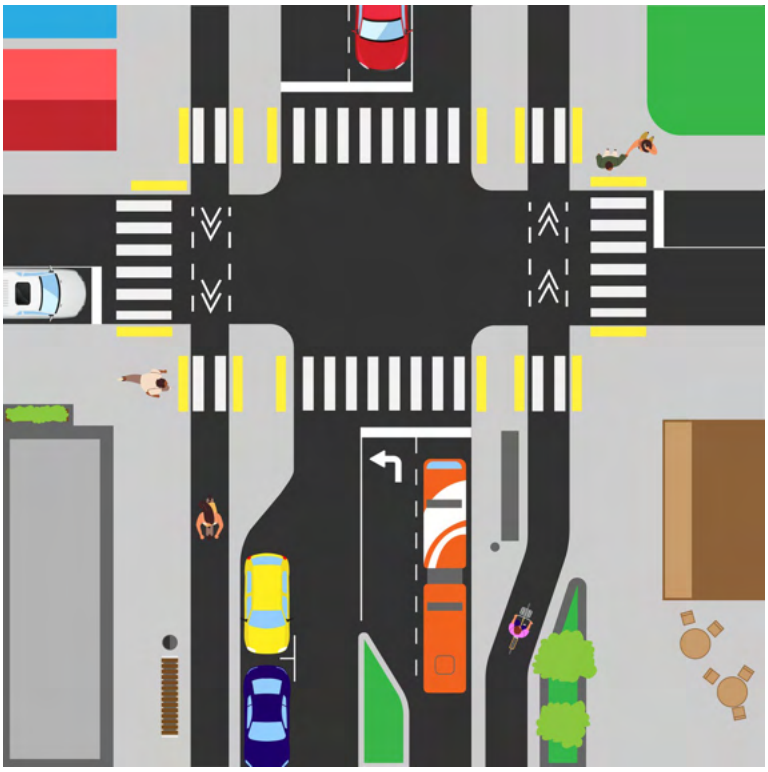
As Mississauga continues to grow and diversify, it's essential that the city's cycling infrastructure reflects the needs of all residents regardless of age, income, ability, race, or where they live. Transportation equity looks to ensures that everyone has safe, affordable, and accessible options to move through the city, especially those who have historically faced barriers to mobility.

Transportation equity refers to the fair distribution of transportation resources and opportunities, ensuring all individuals, regardless of identity, income, ability, or location, have their fundamental mobility needs met.

Transportation equity is not just about outcomes but about embedding inclusive processes throughout planning, design, and implementation stages. The Cycling Master Plan (CMP) Update explicitly embeds equity into the following areas:

- **Network design**: focusing on areas with high concentrations of equity-deserving populations to ensure inclusive access and opportunity. See **Chapter 4** for details on how equity considerations guided updates to the cycling network.
- **Engagement and Implementation**: through extensive stakeholder engagement and best practice reviews, recommended actions were created to carry out the vision and goals of the Plan with equity considerations applied as a guiding framework. See **Chapter 3** for details on how equity considerations have been incorporated throughout all six implementation categories.

The concepts of Complete Streets Design and "All Ages and Abilities" ("AAA") Facility Design (see **Chapter 4**) help to ground the application of a transportation equity lens, with equity informed criteria to guide the physical design of Mississauga's streetscapes. When incorporating complete street elements, the focus is to support safe, comfortable, and accessible travel for all users (including cyclists, pedestrians, transit riders, and drivers) while transforming streets into welcoming public spaces. It is critical to design cycling facilities with an "AAA" approach to ensure the network serves everyone - regardless of age, gender, ability, or cycling experience.



To intentionally engage equity-deserving groups, over 250 phone calls and emails were made to organizations such as Business Improvement Areas (BIAs), resident associations, charity groups, educational institutions, Indigenous and 2SLGBTQIA+ communities, non-profits, seniors, youth organizations, cycling advocates, and places of worship. This outreach aimed to introduce the project, understand preferred engagement methods, and lay the groundwork for more in-depth discussions about cycling needs, barriers, and opportunities across Mississauga.

Throughout the CMP Update, look for **the green call out boxes**, indicating where an equity lens has been applied.

1.1 Plan Purpose and Objectives

The Cycling Master Plan (CMP) Update builds on the City's strategic direction and aligns with key municipal policies, including the Official Plan, Transportation Master Plan, Complete Streets Guide, and Vision Zero Action Plan. The CMP provides a long-term framework for developing a safe, connected, and convenient cycling network, supported by policies and programs that encourage cycling for people of all ages and abilities.

Regular updates to the CMP ensure that cycling infrastructure and initiatives reflect the evolving needs of Mississauga's residents and visitors, while supporting broader goals for equity, sustainability, and mobility choice. The CMP Update introduces a refined network plan, a prioritized 5-year implementation strategy, and integrated programming to foster a strong cycling culture through education, engagement, and promotion. Since 2018, the City has made continued progress in expanding the cycling network, and the CMP Update builds on this momentum.

The CMP's recommendations are designed to complement the City's transportation objectives, prioritizing safety and connectivity while expanding options for how people move around Mississauga. By supporting Vision Zero and complete streets principles, the CMP aims to reduce serious injuries and fatalities, and to provide more equitable access to mobility for all.

1.2 Plan Structure

Developing the Cycling Master Plan (CMP) Update was an iterative process, building on Mississauga's 2018 CMP by refreshing data, engaging stakeholders, and identifying priority gaps, resulting in a 5-year infrastructure implementation plan, updated costs, and revised action items aligned with current best practices.

The CMP Update is divided into 5 Chapters:

CHAPTER 1: INTRODUCTION

Chapter 1 introduces the purpose and scope of the CMP Update, situating cycling within Mississauga's broader goals of growth, sustainability, and mobility choice. It outlines the plan's alignment with strategic documents such as the Official Plan, Transportation Master Pan (TMP), and Vision Zero, and emphasizes the importance of equity, complete streets, and "All Ages and Abilities" ("AAA") design. The chapter also details the CMP's development process and highlights the inclusive public engagement strategy used to shape the CMP.

CHAPTER 2: SETTING THE CONTEXT

This chapter explores the demographic, policy, and transportation trends that inform the CMP Update, including Mississauga's projected population growth and the need to shift short-distance trips to sustainable modes. It reviews relevant plans and policies at the municipal, regional, and provincial levels, and emphasizes cycling's role in achieving climate, equity, and health goals. The chapter also presents data on current cycling behavior and infrastructure gaps, identifying key opportunities for improvement.

CHAPTER 3: GOALS AND RECOMMENDATIONS

Chapter 3 outlines the CMP Update's vision and four supporting goals, emphasizing safety, connectivity, increased cycling trips, and fostering a cycling culture. It introduces six implementation categories; Planning, Design, Funding and Delivery, Promotion and Education, Operations and Maintenance, and Evaluation, each with targeted recommendations and actions to achieve the goals and vision of the CMP. Equity is embedded throughout the chapter as a guiding lens to ensure inclusive infrastructure and programming.

CHAPTER 4: CYCLING NETWORK

This chapter identifies the existing cycling network and evaluates its alignment with updated design standards and guidelines, including Ontario Traffic Manual (OTM) Book 18 and National Association of City Transportation Officials (NACTO) guidelines. It introduces new facility types such as neighbourhood bikeways and outlines prioritization methodology that uses Geographic Information System (GIS) software to guide future infrastructure investments. The updated network is grounded in four guiding principles: connectivity, completeness, comfort (supported by ”AAA” design), and safety, and it reflects feedback from technical stakeholders and public engagement.

CHAPTER 5: IMPLEMENTATION AND MONITORING

Chapter 5 presents the CMP’s implementation strategy, including phasing and capital cost estimates for both on-road and off-road cycling infrastructure. It outlines delivery streams (coordinated, standalone, quick-build), maintenance plans, monitoring metrics, and cross-jurisdictional coordination.

1.3 Public Engagement

This Cycling Master Plan (CMP) Update was developed through comprehensive consultation and engagement with community partners, the public, municipal staff, and technical stakeholders throughout the duration of the project. The CMP follows the International Association for Public Participation (IAP2) Spectrum of Public Participation to guide how all stakeholders and the public were engaged. These guidelines for public participation outline levels of engagement, from informing the public by sharing information, to collaborating on project decisions. The level of public engagement is chosen based on the goals, context, and scope of the decision being made. Not all audiences were engaged in the same way, as effective public participation recognizes and respects people's diverse lived experiences, expertise, and interests, and adapts the level of engagement accordingly based on the project's scope and goals.

This approach aims to have the CMP be a community-focused plan that helps residents use cycling as a viable mode of transportation in their daily life. Public participation was essential to creating a plan that reflects the community's values and supports informed decision-making.

The engagement strategy for the CMP Update was designed to promote inclusive and meaningful participation from a wide range of perspectives. It aimed to involve individuals from across the city, representing various age groups, cultural and ethnic backgrounds, socioeconomic levels, gender identities, and lived experiences. Throughout the project, stakeholders and residents were kept informed about the initiative and opportunities to participate.

A project page was also created and included project updates, answers to frequently asked questions (FAQs), project documentation and contact details for the Project Manager to allow residents to directly contact the project team with outstanding questions.

In total, **49** engagement and outreach events were held, ensuring that input was gathered from a broad and diverse range of voices.

Engagements included the following:

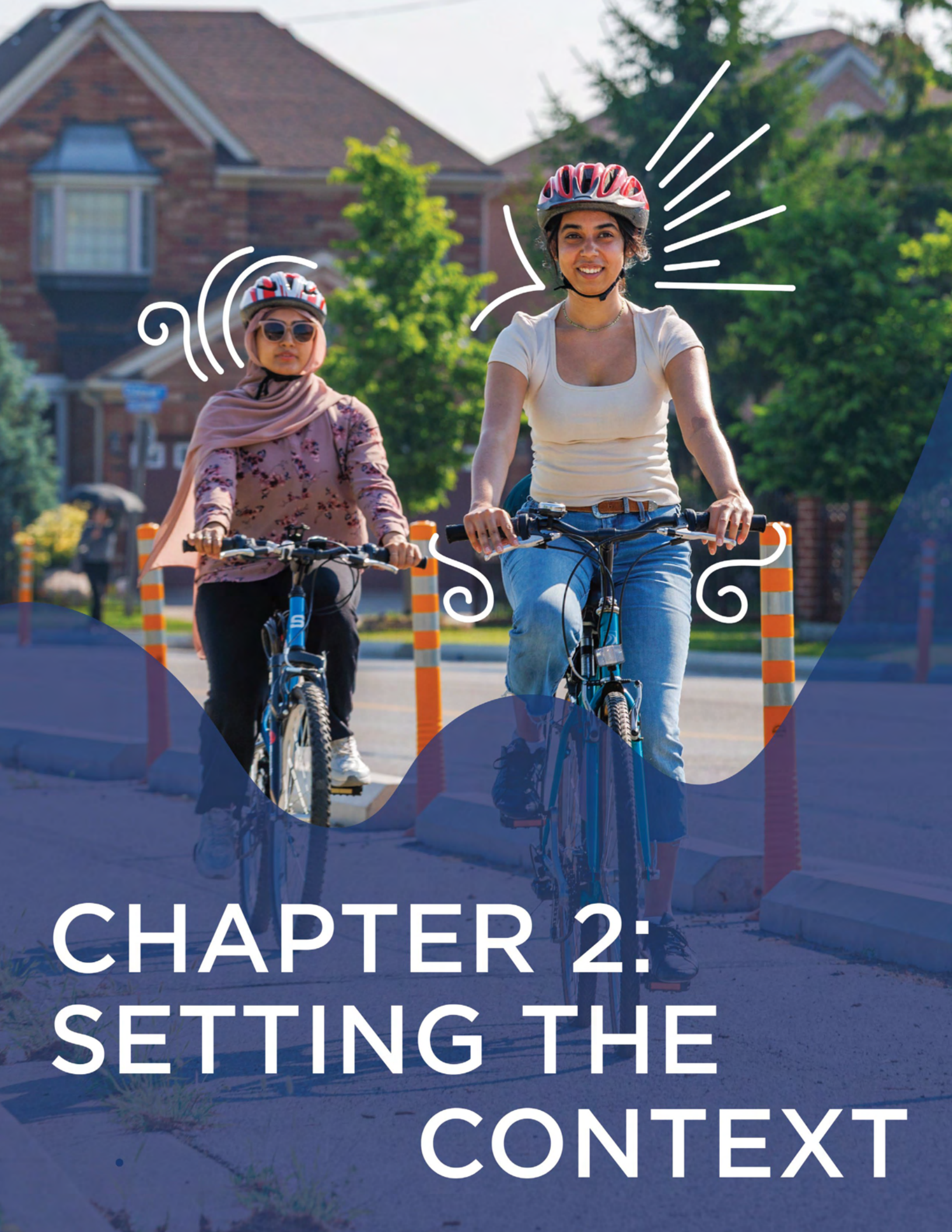
Table 1.1 Summary of Engagement Activities.

Engagement	Details
Workshops with equity-deserving groups	Workshops provided a space for equity-deserving groups to share barriers and ideas for cycling, directly shaping engagement strategies and infrastructure priorities. The City reported back to equity-deserving groups initially engaged with to confirm their feedback was accurately captured.
In-person and virtual meetings with stakeholders and Advisory Committees	Regular meetings with stakeholders and advisory committees gathered technical feedback and helped refine the cycling network, implementation plan, and project goals.
One-on-one meetings with City Councillors	Individual meetings with councillors collected ward-specific feedback to inform the development of the 5-Year Plan and feasibility of quick-build projects.
Educational Campaign - Community Pop-ups and Events	Pop-ups at parks and along trails, community rides, repair workshops, and booths at community events offered residents information about the plan and opportunities to ask questions and receive project materials.
Online Engagement Webpage	The project website served as a central hub for updates, resources, and public input, making engagement accessible to a wider audience.
Online Survey	An online survey collected input from 372 residents on cycling habits, barriers, and priorities, providing insights on how to contextually craft the CMP Update action items.
Online Mapping Tool	Residents used an interactive map to learn about the proposed 5-Year implementation plan routes.
Public Information Centres (2)	Two PICs, one in-person and one virtual, presented project updates, and collected feedback on the 5-Year Plan from a broad audience.
Community pop-ups (4)	Four pop-up PICs at community centres in different neighbourhoods presented project updates, collected feedback on action items, and shared information on the 5-Year Plan.

Key themes and opportunities for improvements emerged from the above engagements including:

These themes and general public feedback gathered during the engagement process have been incorporated and referenced throughout the plan; look for the purple call out boxes for specific references throughout.

A comprehensive summary of these efforts is available in the 'What We Heard report' (**Appendix D: What We Heard Report**).



CHAPTER 2: SETTING THE CONTEXT

2. Setting the Context

2.1 Why Does Cycling Matter?

Mississauga is entering a transformative period. By 2051, the City is expected to grow by **25%** in population and **29%** in employment. This growth presents an opportunity to reimagine how people move through the City, by expanding transportation options that are safe, inclusive, and accessible for everyone.

Today, many residents rely on driving, but Mississauga's future depends on offering more choices. In 2022, public transit accounted for **12%** of all commute trips, making it the most used sustainable mode of transportation. In addition, **52%** of all trips originating in Mississauga are under 5 km, a distance that is considered to be well-suited for walking, cycling, and transit. This highlights a significant opportunity to shift a large share of short-distance trips to more sustainable modes of transportation and invest in complete streets and a multimodal network that supports people of all ages and abilities, whether they choose to walk, bike, take transit, or drive.

By designing streets that prioritize safety for all users and expanding access to sustainable travel options, Mississauga can build a transportation system that reflects the City's needs and values. More information about how cycling relates to growth, sustainability, community well-being, and equity can be found in **Appendix A: Plans and Policies Full Report.**

2.2 Plans and Policies

The Cycling Master Plan (CMP) Update has been shaped by policy direction from the Province, Peel Region, and the City of Mississauga. It reflects alignment with a range of planning guidelines, policies, and documents that support cycling and active transportation.

These plans, policies, and guidelines outline direction on how cycling can be a more integral part of the City's transportation system.

Some of the key documents include:

- Official Plan
- Strategic Plan
- Vision Zero Action Plan
- Transportation Master Plan
- Climate Change Action Plan
- Complete Streets Guide (In Progress)
- Ontario Traffic Manual (OTM) Book 18: Cycling Facilities (2021)

Across all levels of policy, there is a strong and consistent emphasis on the following themes:

- **Multimodal Integration**: creating a multimodal transportation system, with cycling consistently positioned as a vital mode. Policies support integrating cycling infrastructure with transit hubs, pedestrian networks, and road projects to enable seamless, safe, and convenient travel across the city.
- **Sustainability and Reduced Car Dependency**: Cycling is promoted as a sustainable, low-emission mode of travel that supports reducing reliance on single-occupancy vehicles, as well as climate goals, public health, and efficient land use.
- **Safety and Accessibility**: Prioritizing safer and more accessible infrastructure, including protected cycling facilities, improved intersection design, and accessible connections for people of all ages and abilities. Universal design principles should be incorporated.
- **Connected and Complete Communities**: The development of complete communities with access to diverse transportation options. Cycling is seen as a key enabler of local connectivity, linking homes to schools, parks, jobs, and transit.
- **Education, Outreach, and Promotion**: Programs that raise awareness, encourage behaviour change, and provide incentives are seen as essential to increasing cycling mode share and building a culture of active transportation.

Appendix A: Plans and Policies Full Report provides a complete summary of all relevant policies, programs, and guidelines reviewed for the CMP Update.

2.3 Cycling in Mississauga Today

Cycling is a vital aspect of Mississauga's evolving transportation network, offering an environmentally sustainable and health-conscious transportation alternative. As the city prepares for a 25% population increase by 2051, creating safe, accessible, and connected cycling infrastructure is critical to meeting the needs of residents and providing more transportation options. An analysis of available data sources can offer an understanding of the existing conditions for cycling in the city.

2.3.1 Census and Transportation Tomorrow Survey Data

Understanding the existing conditions for cycling in Mississauga today will help lay the groundwork and direction of the Cycling Master Plan (CMP) Update. Existing travel patterns of people within Mississauga today can be understood using available data from the Canadian census (2021) and the Transportation Tomorrow Survey (2022).

Canadian Census (2021)*

**Note: census data only includes commute trips, and no trips for other purposes like social, errands, or exercise are accounted for within this data.*

According to Statistics Canada (2021), approximately **0.3%** of commute trips to work or school in the city are being made by bicycle (**Figure 2.1**), which has stayed approximately the same since the 2018 CMP. Most commuters rely on private automobiles as their primary mode of transportation, with **74%** of work trips made by those driving a car (**Figure 2.1**).

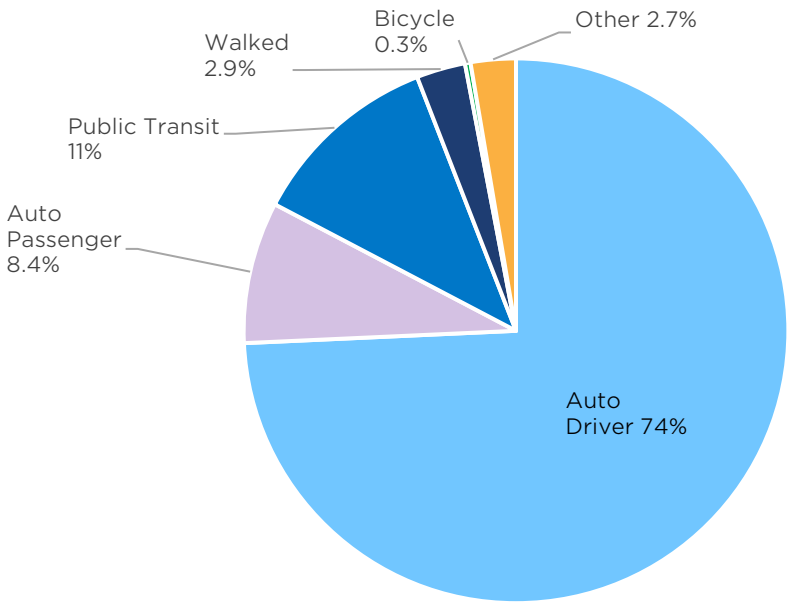


Figure 2.1: Commuter Trips Mode Share (2021, Census).

Transportation Tomorrow Survey (2022)*

**Note: To enable clearer comparisons of mode choices in Mississauga, trips with the same destination or predominant mode type were consolidated for this TTS data analysis. For example, "Secondary work" and "Secondary school" trips were combined with direct "Work" and "School" trips, and transit-related categories were merged to reflect overall public transit use.*

The Transportation Tomorrow Survey (TTS) is a detailed travel study carried out every five years across southern Ontario, coordinated by provincial and municipal government partners. Participation is voluntary and conducted via phone or online.

According to the 2022 data, the majority of Mississauga residents primarily use cars, either as drivers or passengers, for their daily travel (**Figure 2.2**). For trips under 5 km, a range generally considered ideal for cycling or walking, the car remains the predominant mode of transportation (**Figure 2.3**), indicating a substantial gap between the potential for active transportation and actual travel behaviour.

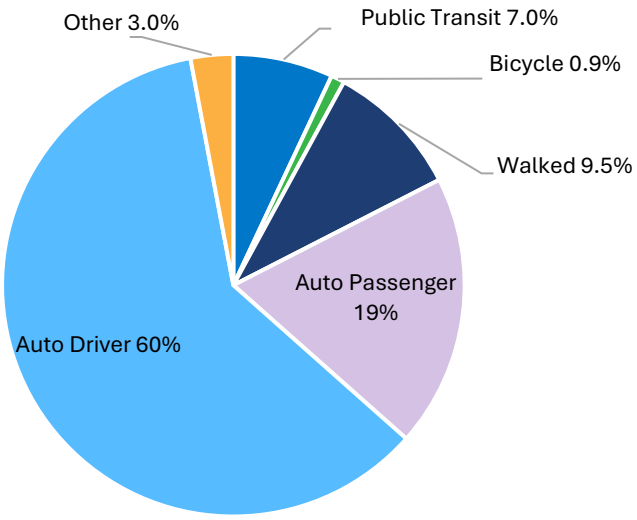


Figure 2.2: Mode Share for all Trips in Mississauga (2022, TTS).

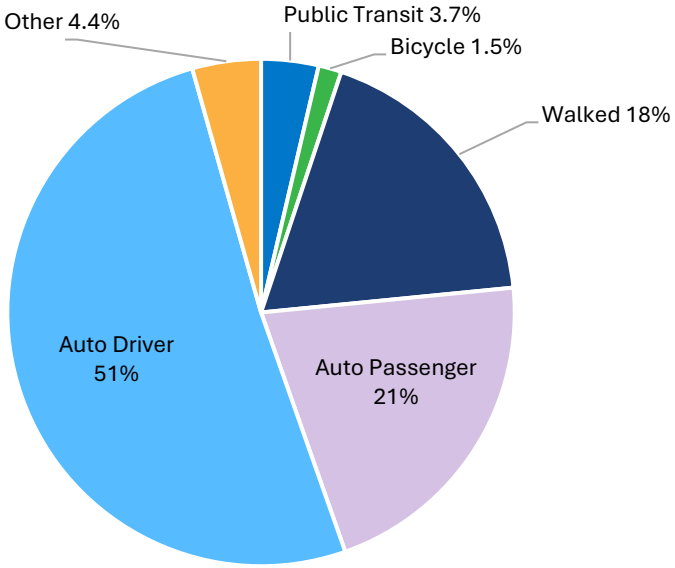


Figure 2.3: Mode Share for all Trips in Mississauga under 5 km (2022, TTS).

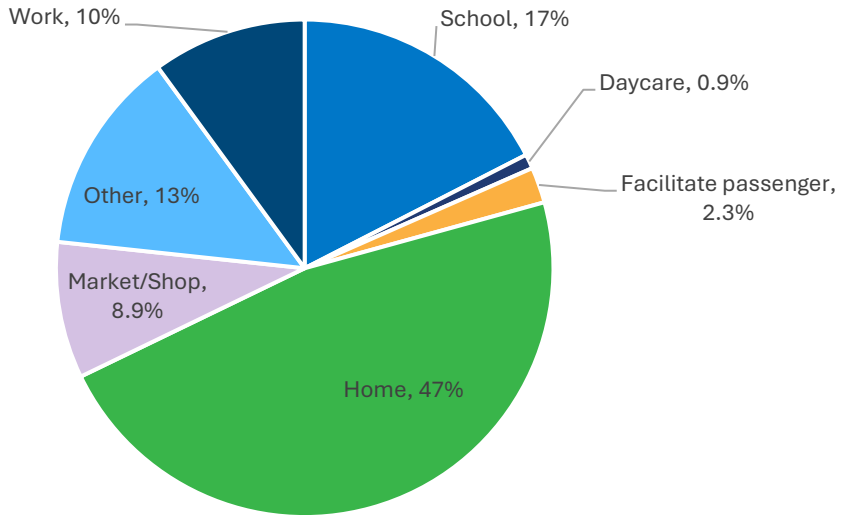


Figure 2.4: Cycling Mode Share by Purpose (2022, TTS).

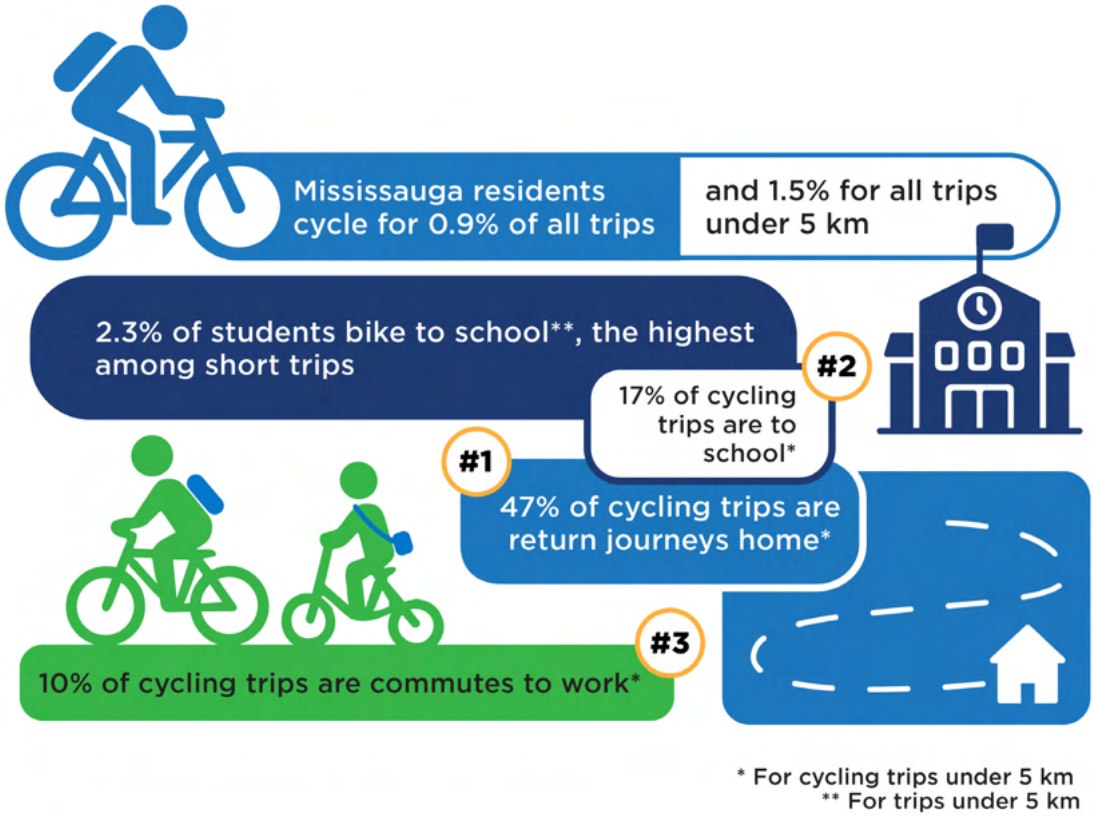


Figure 2.5: Graphic representing Mississauga residents travel patterns.

When focusing on trips under 5 km, which account for **52%** of all trips made from Mississauga, cycling makes up only a small fraction of total trips. This suggests that there is considerable opportunity to shift a greater proportion of these short trips to cycling, which would contribute to the City's overall policy and strategic plan goals of enhancing community health and reducing environmental impacts through congestion-relief benefits.

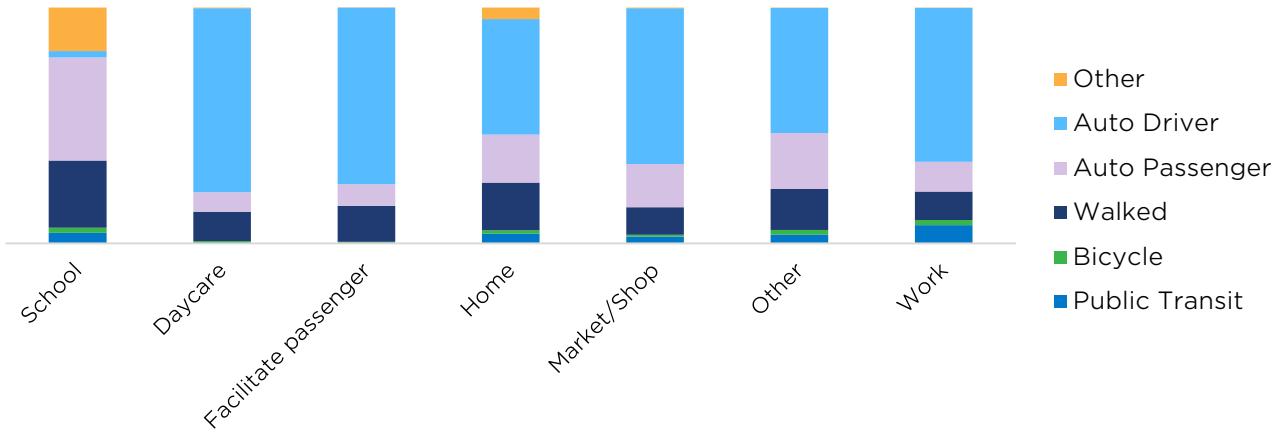


Figure 2.6: Mode Share by Trip Purpose for Trips under 5 km (2022, TTS).

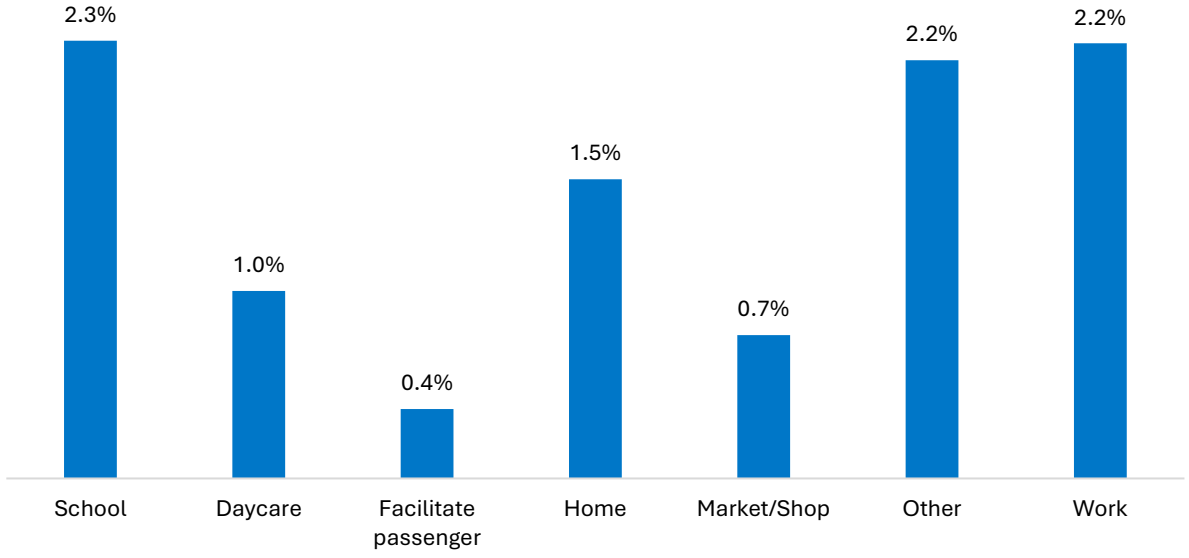


Figure 2.7: Cycling Mode Share by Trip Purpose for Trips under 5 km (2022, TTS).

The distribution of cycling by trip purpose points to the importance of supporting specific trip purposes, to both continue to strengthen already promising avenues for increasing overall cycling rates (such as school and work) and to look deeper into how to better support trip purposes (such as daycare and market/shop) that show considerably lower cycling rates.

While cycling represents a minor share of all trips, a large majority (approximately **85%**) of all cycling trips are already within this 5 km threshold. On a typical weekday, over 493,000 automobile trips in Mississauga are 5 km or less. Many of these trips could feasibly be taken by other modes, including by bicycle.

Looking to cities with developed cycling networks, where cycling mode shares range between **10%** and **15%**, an estimated 126,000 to 190,000 trips by Mississauga residents could potentially be made by bicycle. This suggests a gap of approximately 114,000 to 178,000 trips currently taken by residents that could be shifted to trips taken by bicycle if properly supported.

2.3.2 Community Survey Response Data

A community survey was created and posted online to gather input from Mississauga residents on the proposed actions for how to implement the Cycling Master Plan (CMP) Update and planned updates to the cycling network. The community survey was part of a more comprehensive engagement and consultation plan undertaken while developing the CMP Update. An overview can be found in **Section 1.3 Public Engagement** and a full summary of engagement tactics, efforts ands results is available in **Appendix D: What We Heard Report**.

The community survey was available between June 4th and July 6th, 2025, with 372 responses recorded over the four-week period that it was available for comment.

Who We Heard From

60% of survey respondents were aged 45 and older, with strong representation from respondents 25-44, at **32%**. This is in contrast to residents under 25 years old, who despite making up **27%** of the population in Mississauga, only make up **5%** of survey respondents. Further compared to respondents aged 55 and older making up **20%** of the city's population but accounting for **40%** of survey respondents (**Figure 2.8**).

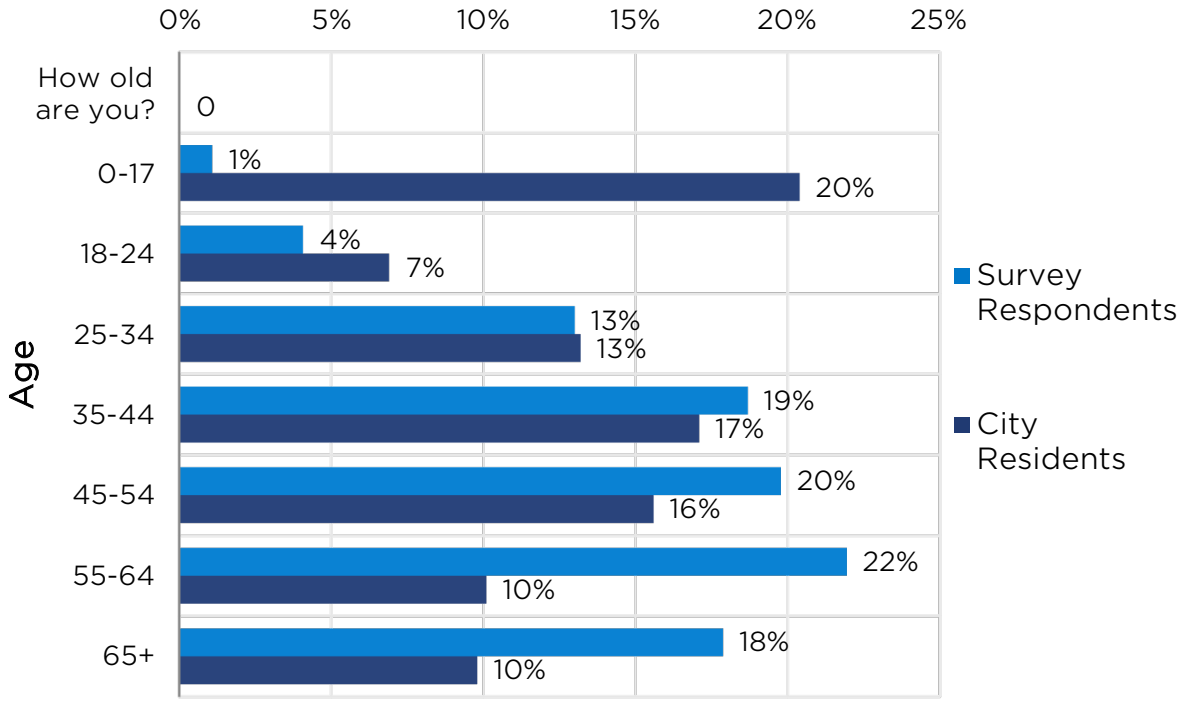


Figure 2.8: Age Profile of Survey Respondents Compared to Age Profile of City Population.

There were significantly more men identifying survey respondents (**64%**) than women (**30%**) and non-binary (**1%**) respondents, and **5%** who did not wish to disclose their gender (**Figure 2.9**).

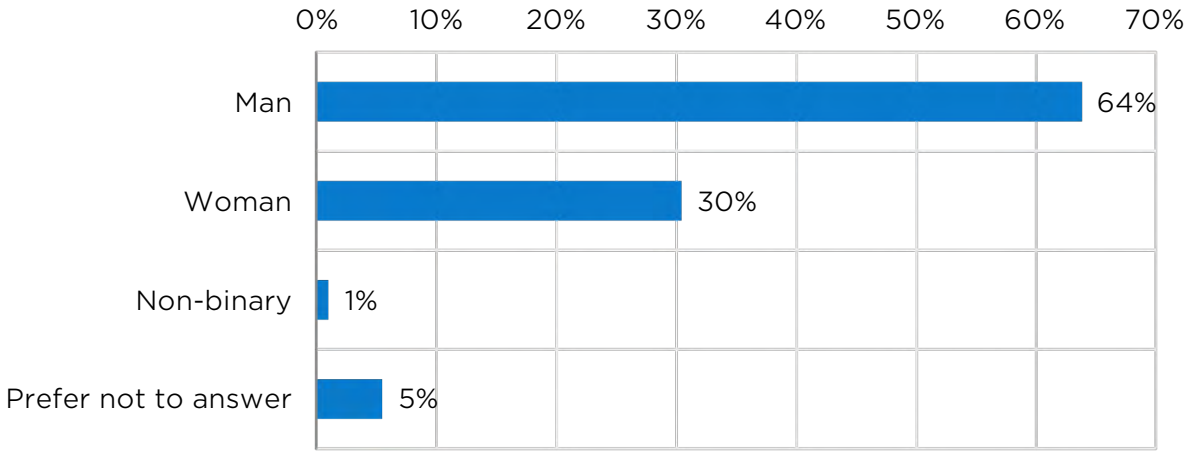


Figure 2.9 Self-identified gender of survey respondents.

While this level of participation reflects a strong interest in civic processes among older residents, this underrepresentation of youth under 25 highlights the need for different engagement strategies, to reach a wider and more representative audience.

The City took this opportunity to more intentionally expand its engagement approach, and included pre-consultation with equity-deserving groups, including targeted outreach to youth and young adults, senior adults, and focused efforts on connecting with racialized communities and newcomers through partnerships with the Peel Multicultural Council and pop-up events in equity-deserving neighbourhoods.

The City made efforts to reach people across gender identities by meeting them where they are, outside of traditional engagement formats and times. While these voices may not be fully reflected in survey data alone, this approach helped fill gaps and worked towards a more inclusive and representative engagement process.

A summary of this focused outreach to youth and equity-deserving communities is detailed in **Appendix D: What We Heard Report**.

Bicycle Usage and Regular Modes of Transportation

Out of the 372 community survey respondents, only **13%** stated that they cycle as their main mode of transportation when travelling around the city. This is compared to **64%** who stated they drive alone as their main mode of transportation.

Of those who identified as women, non-binary, or prefer not to answer, **10%** stated that they cycle as their main mode of transportation compared to **18%** of respondents who identify as men. This gender gap in cycling participation is well-documented across many geographies. Research shows that in countries and cities with low overall cycling rates, men are significantly more likely to cycle than women. However, in places where cycling is more normalized and infrastructure is safe and accessible, gender disparities in cycling tend to diminish or even reverse, with women cycling as much or more than men.

This suggests that gendered differences in cycling are not inherent, but rather shaped by broader social, cultural, and infrastructural contexts that influence perceptions of safety, convenience, and social acceptability of cycling for non-men.

Why People Are or Are Not Cycling

Of the community survey respondents who described their experience riding a bicycle or electric bicycle in Mississauga, **72%** stated their comfortability is between neutral or somewhat comfortable to not comfortable at all. This is compared to **27%** who stated they had a comfortable to very comfortable experience (**Figure 2.10**).

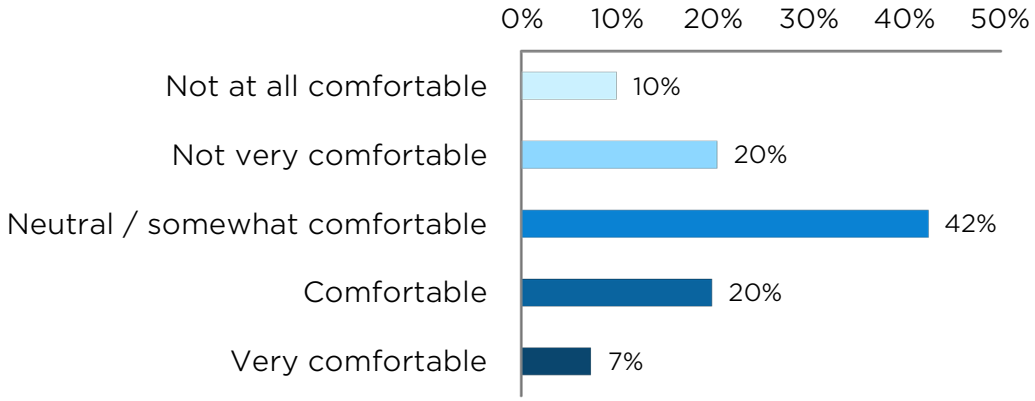


Figure 2.10 Cycling comfort of survey respondents.

Of these respondents, the top three reasons they stated they are cycling is for exercise (**22%**), being outside/connecting with nature (**20%**), and for fun (**20%**). Approximately **84%** of respondents stated they have ridden a bicycle (including an e-bike) in the last year.

Respondents stated other reasons for riding a bicycle or e-bike include:

- It being faster than driving;
- Visiting family;
- It being their main form of commuting, and;
- An unreliable transit experience.

2.3.3 Additional Outreach and Engagement

In addition to responses through the community survey, participants at in-person engagements further explained their comfort level while riding a bicycle or electric e-bike. Some common themes that emerged include:

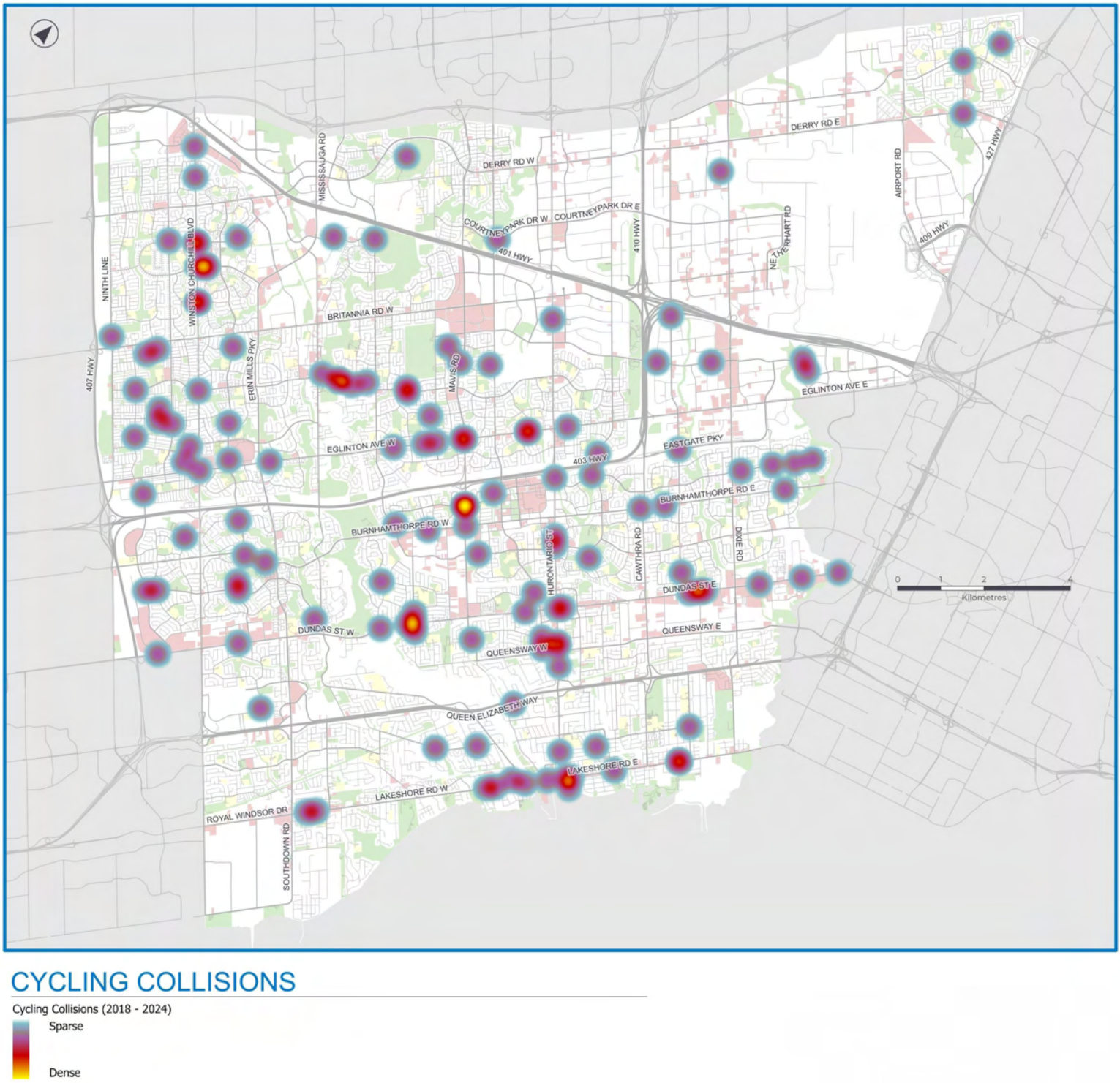
- **Infrastructure:** Physical features and conditions of cycling routes, such as trail markers, surface quality, and connectivity. Participants and respondents noted how infrastructure can either facilitate enjoyable rides or create barriers.
- **Safety:** Perceptions of personal security while cycling, influenced by road design and driver behavior. Comfort was linked to separation from vehicles, while discomfort was linked to unsafe interactions with other road users.
- **Education:** Building a safer cycling environment, through education on how to cycle, and share the road for all road users. Respondents also highlighted the need to educate the public about the purpose and function of bike lanes.
- **Connectivity:** Continuous and connected cycling facilities are important, as many noted that disconnected routes make cycling inconvenient and unsafe. Participants called for end-to-end or looped trail systems to improve usability and comfort.

An overview of all outreach and engagement tactics can be found in **Section 1.3 Public Engagement** and a full summary of engagement tactics, efforts ands results is available in **Appendix D: What We Heard Report**.

2.3.4 Bicycle Collisions

Mississauga residents who participated in the Cycling Master Plan (CMP) Update engagements identified feeling unsafe or uncomfortable as one of the most significant barriers to cycling. This discomfort was most linked to sharing road space with motor vehicles. This concern was further grounded through a review of bicycle collision data which resulted in injury or death on City of Mississauga-owned roadways (collision data for Peel Region roadways was unavailable) from 2018 to 2024. In this time, 137 reported collisions resulted in injury or death. These findings reinforced the need to reduce traffic stress and improve cyclist safety, one of the most significant barriers stated by Mississauga residents who participated in engagements for the CMP Update. Of bicycle collisions resulting in injury or death on Mississauga-owned roads from 2018 to 2024:

- **Four (4) collisions** resulted in the death of the person cycling **(3%)**, while the other **97% (133)** led to injury.
- **72% (98)** occurred during daylight, **5% (7)** at dawn or dusk, and **23% (32)** in darkness.
- **74% (101)** occurred on the road in vehicle lanes, **3% (4)** occurred in bicycle lanes, **23% (31)** occurred in pedestrian crossings, sidewalks, or other off-roadway locations, and **1% (1)** with no recorded impact location.
- **67% (92)** occurred at intersections and **33% (45)** occurred midblock.
- People injured while cycling were of all ages, including children, young adults, middle-aged, and seniors, though ages 10 to 29 were the highest represented.



CYCLING COLLISIONS

Cycling Collisions (2018 - 2024)

Sparse

Dense

Figure 2.11: Heat Map of Cycling Collisions resulting in injury or death on City-owned roads from 2018 to 2024.

2.4 Looking Forward

While Mississauga has made progress since the 2018 Cycling Master Plan (CMP), there remains a significant opportunity to increase cycling adoption through targeted investments and policy actions. Mississauga's cycling network has grown substantially in recent years. According to the City of Mississauga 2025 Infrastructure Brochure, the network includes **411 km** of multi-use paths, bike lanes, and signed routes, as well as **303 km** of off-road trails in parks. While this represents significant progress from the 2018 CMP, which reported **454 km** of combined cycling infrastructure, gaps remain in network connectivity and coverage in underserved areas which the CMP Update aims to address.

2.4.1 Challenges and Opportunities

Mississauga's rapid growth presents both opportunities and challenges for its transportation system. While the City's Official Plan prioritizes walking, cycling, and transit, the fact that **79%** of residents (driver and passenger) commute by car highlights the need to improve cycling infrastructure to support more mobility choices. Shifting toward active transportation, specifically cycling, will help ease traffic congestion, reduce emissions, and support healthier lifestyles for residents.

Mississauga's efforts to promote cycling faces several challenges, as identified through engagement with City staff, reviews of municipal policies and plans, and public input. Mississauga is also presented with several opportunities to improve cycling safety and comfort, including through the City's Vision Zero Action Plan. This Vision Zero Action Plan has emphasized the need to design streets to anticipate human error, especially protecting vulnerable road users like cyclists and pedestrians. This includes improving infrastructure with facilities such as protected bike lanes, intersection re-designs, and traffic calming measures.

Supporting mobility choice by improving cycling connections, comfort, and safety through the Cycling Master Plan (CMP) Update will directly advance Vision Zero goals by:

- Reducing vehicle traffic, lowering the risk and severity of collisions.
- Promoting safer street design: Higher cycling volumes can justify protected infrastructure, calming traffic, and improving safety for all road users.

- Improving health outcomes, reducing chronic disease, and enhancing quality of life—aligning with Vision Zero's holistic view of safety.
- Encouraging equitable mobility: Cycling is an affordable transportation option, supporting social inclusion and access.
- Fostering community engagement: More cyclists on the road increases visibility and public support for safer infrastructure and policies.

Below is a summary of **nine** challenges and opportunities identified through policy and best practice analysis, technical considerations, as well as public and stakeholder engagement.

The CMP Update identifies **six key opportunities**, outlined in **2.4.2 Profile of Opportunities**, which expand on **Table 2.1.**

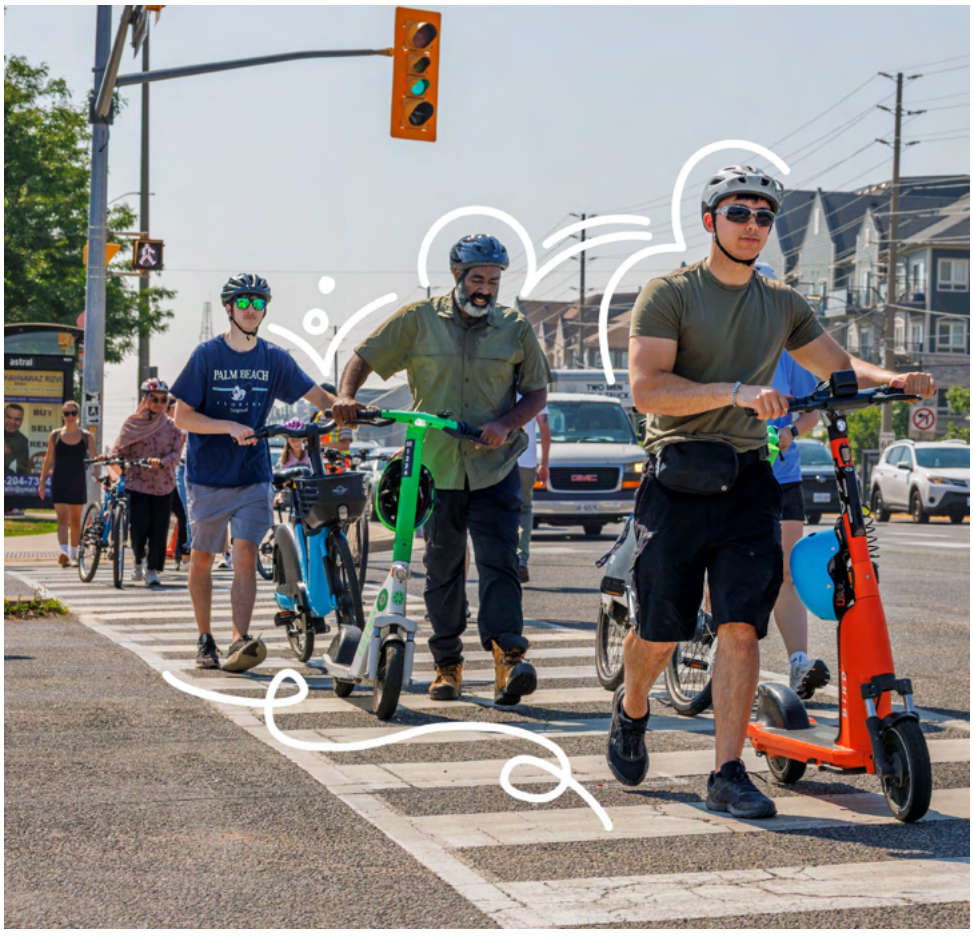


Table 2.1: Challenges and Opportunities.

Topic	Challenges	Opportunities
Connectivity	While the number of cycling routes has expanded compared to the 2018 CMP, their distribution remains uneven across the city. These gaps are particularly apparent in suburban and underserved neighbourhoods. In some locations bike lanes and paths end abruptly. This is common when trying to get from one municipality to the next on a bicycle. There are not enough connections to key destinations like malls, grocery stores, and transit. What We Heard: People want more continuous separated bike lanes.	A review of the existing cycling network using the four network guiding principles and design best practices identifies areas for improvements and network gaps. Prioritization of these network gaps uses criteria including facilities proximity to growth areas as defined by the Official Plan, key destinations such as major commercial areas, and an equity analysis identifies when facilities should be built. See **Section 2.4.2 Profile of Key Opportunities** and **Chapter 4** for details on Network Development and Evaluation. What We Heard: Quality infrastructure should be prioritized.
Policies	Lack of effective regulations for things like electric vehicle use on shared facilities makes for an uncomfortable and frustrating experience for users.	The City has committed to prioritizing the safety of vulnerable road users, like cyclists, through the adoption of Vision Zero.
Maintenance	When sweeping debris and snow removal is delayed or not completed, cycling can be an uncomfortable experience. For many, this acts as a barrier to cycling at all. Meeting the minimum level of maintenance for cycling infrastructure during colder months can cause challenges for riders, reducing year-round usability.	The City currently has a year-round tiered approach to maintaining the City's road network and on-road cycling facilities. Cycling facilities are maintained year-round to meet provincial Minimum Maintenance Standards (MMS). See **Appendix B: Programs and Maintenance** for details on year-round maintenance and recommendations applicable to all cycling facility types to improve the quality and accessibility of the network.

Topic	Challenges	Opportunities
Infrastructure and Safety	Updated collision data shows that safety concerns persist, particularly in high-traffic corridors. From 2018 to 2024, there were 137 reported bicycle collisions resulting in injury or death on Mississauga-owned roadways, with 74% occurring on the road in vehicle lanes. Cycling along high traffic corridors with no separated infrastructure and barriers, such as highways and rivers, with no standardized crossings can make it challenging, uncomfortable, and unsafe to use as a cyclist. What We Heard: Improve intersection and highway ramp crossings.	There is already an existing foundation of cycling infrastructure, including bike lanes, multi-use paths, and off-road trails throughout the community. Expanding and enhancing existing facilities can create a more complete and connected network. See **Section 2.4.2 Profile of Key Opportunities** and **Chapter 4** for details on Network Development and Evaluation. What We Heard: Pinch points at highways or rivers can be discouraging; connecting cycling to trails or transit may help close gaps
Accessibility	Cycling facilities are not always designed to be accessible for all users and/or bicycle types. Many facilities are too narrow for adaptive bicycles or for two bicycles to pass one another safely. What We Heard: Prioritize safety from an accessibility standpoint by implementing safety audits of micro-mobility infrastructure.	Updating the cycling network is guided by four principles, including a comfortable network concept: ensuring facilities are made for "All Ages and Abilities" ("AAA"). See **Section 2.4.2 Profile of Key Opportunities** and **Chapter 3** for details on applying the "AAA" network concept and the network guiding principles. What We Heard: Invite external experts to evaluate accessibility standards in existing and planned cycling facilities.

Topic	Challenges	Opportunities
Amenities and Wayfinding	Features and services that enhance comfort and convenience, such as bike parking, shade, and clear signage. When these services are not consistently present throughout the whole network, it can be challenging or impossible for some to reach their destinations.	People are looking for more bicycle parking and amenities that support their use of cycling as a primary mode of transportation. See **Chapter 3** for details on the actions and recommendations created to support this opportunity.
Information and Reporting	New cycling facilities may not be familiar to many road users and some might question why they are being introduced to a community, highlighting the importance of education, signage, and readily available information.	Mississauga currently provides and supports various avenues for education on cycling and how-to cycle. This includes various programs on safety and bicycle use for youth through Active School Travel programs and all ages with the Community bicycle rides program. The City is looking for ways to expand its already defined avenues of cycling education and promotion. These platforms, partnerships, and programs will lend to the expansion of a variety of communication campaigns focusing on safety for all road users. See **Section 2.4.2 Profile of Key Opportunities** and **Chapter 3** for details on the actions and recommendations created to support this opportunity.

Topic	Challenges	Opportunities
Culture	Aggressive and unsafe behaviour from any road users can discourage cycling and impact cycling support. What We Heard: Rules of the road are not followed (dangerous driving and cycling).	All road users want to feel safe and respected while using their mode of transportation. Mississauga is committed to improving road safety through a variety of interventions, including education. This includes programs for youth and adults that focus on the rules of the road, cycling safety, infrastructure use, and micromobility etiquette. See **Section 2.4.2 Profile of Key Opportunities** and **Chapter 3** for details on the actions and recommendations created to support this opportunity. What We Heard: Teach and promote road safety for all road users.
Equity	People who want to get around by bicycle in areas with less cycling infrastructure can't do so safely.	As Mississauga continues to grow and diversify, it's essential that the City's cycling infrastructure reflects the needs of all residents regardless of age, income, ability, race, or where they live. Transportation equity looks to ensures that everyone has safe, affordable, and accessible options to move through the city, especially those who have historically faced barriers to mobility. See **Section 2.4.2 Profile of Key Opportunities**, **Chapter 2**, and **Chapter 3** for further details on how equity is applied as a lens throughout the CMP Update.

2.4.2 Profile of Key Opportunities

Below are six key opportunities identified in the Cycling Master Plan (CMP) Update to improve the cycling network, and support and encourage more cycling in Mississauga. These six key opportunities may directly or indirectly address one or more of the nine opportunities summarized above.

New Developments

- The City's Transportation Master Plan (2019) outlines a vision for a more connected, sustainable, and multimodal future—where walking, cycling, and micro-mobility are prioritized alongside transit and road infrastructure. New residential and mixed-use developments are being designed with complete streets principles, ensuring safe and accessible routes for pedestrians and cyclists. Areas near Major Transit Station Areas (MTSAs) are being planned to support high-density living with access to transit and active transportation options.
- Mississauga has identified over 60 MTSAs as a part of their long-term growth strategy. They are typically withing 0.5 – 1.0 km radius from an existing or planned transit stations/stops. Some of these MTSAs are along key transit corridors and are identified in the CMP Update for new or upgraded cycling infrastructure.

Current and Future Higher Order Transit

- Mississauga is undergoing a major transformation in its transportation landscape with the introduction of higher-order transit systems such as light rail transit (LRT) or bus rapid transit (BRT). These projects are designed to support population growth, reduce traffic congestion, and provide fast, reliable transit options across key corridors.

- Integrating these transit systems with the City's cycling network presents a critical opportunity to create a truly multimodal transportation system. By connecting bike routes to major transit hubs, Mississauga can encourage more residents to use active transportation for first- and last-kilometre travel, reduce car dependency, and support its Vision Zero goals of eliminating traffic-related fatalities and serious injuries.
- This requires collaboration with transit organizations such as MiWay, GO Transit, and Metrolinx.
- The CMP Update includes enhanced safety and accessibility for cyclists and higher order transit integration along the following:
    - **Dundas BRT:** includes plans for physically protected cycle tracks alongside dedicated bus lanes.
    - **Hazel McCallion (Hurontario) LRT:** includes plans for physically protected cycle tracks or multi-use paths alongside dedicated transit lanes.
    - **Lakeshore BRT:** includes plans for physically protected cycle tracks alongside dedicated bus lanes.

Prioritization of the Network: Areas with Highest Cycling Potential and Equity Need

- Accessible and reliable pedestrian, cycling, and public transit networks significantly impact the ability for equity-deserving groups to pursue economic and social opportunities. Unreliable transportation options and a lack of safe and accessible transportation infrastructure within communities disproportionately impact the health, safety, and opportunity for these groups.
- A GIS analysis was used to identify areas where there is an opportunity to increase the number of trips made by bicycle and where there are higher concentrations of equity-deserving groups and people who may be more dependant on active transportation. Nine (9) indicators were used to examine equity geographically, including youth, older adults (65+), indigenous populations, lone parent families, recent immigrants (2016-2021), households with limited knowledge of English, visible minorities, low-income populations ($35,000 or less), and households where spending is more than 30% of income. See **Chapter 4** for details on all prioritization criteria and the over all approach.
- It is important to note that there is no agreed upon approach to equity analysis. This is discussed further in **Chapter 4**.
- Analysis found that the areas with the highest equity needs (shown in darker orange or red in **Figure 2.12**) overlap with many areas Mississauga's Official Plan identifies as Strategic Growth Areas.

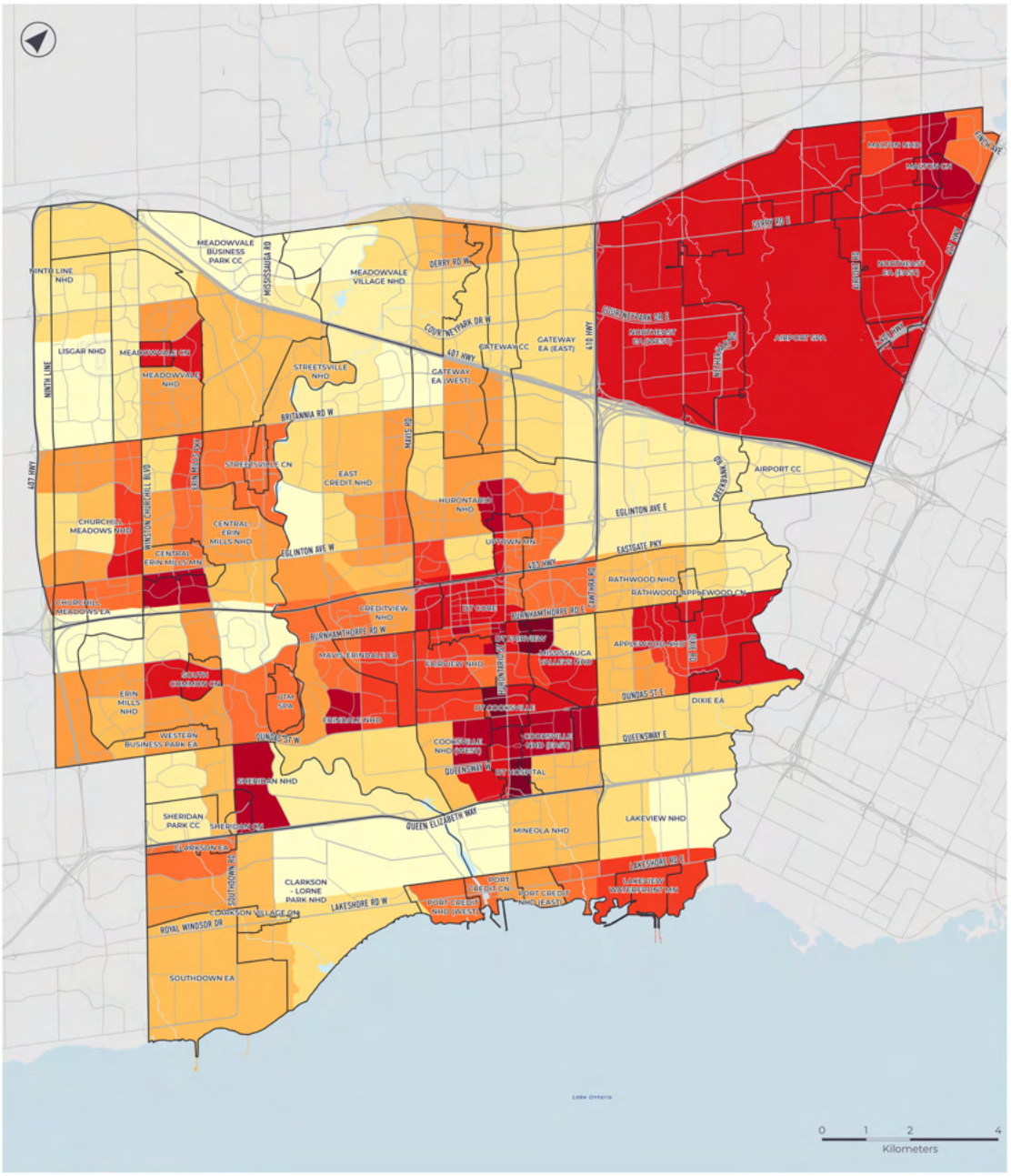


Figure 2.12: Equity Analysis Map.

Evolving Design Guidance

- As part of the CMP Update, a comprehensive review and update of the cycling network was completed to ensure appropriate facility types and connections are proposed. Applying updated design guidance to Mississauga's cycling network is essential for creating safer, more accessible, and future-ready infrastructure. As the City continues to expand its active transportation system, aligning with modern standards ensures that facilities meet the needs of all users, including children, seniors, and people living with disabilities, while promoting consistency across Ontario municipalities.
- The updated Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities was used to review existing and proposed connections to see if the appropriate facility type had been assigned based on the roadway's posted speed limit, daily traffic volumes, and corresponding guidance in OTM Book 18 regarding these factors. See **Chapter 4** for details on network analysis and compliance review.
- The concept of designing for "All Ages and Abilities" ("AAA") was introduced as a key guiding principle in the 2021 OTM Book 18. "AAA" design is a guiding principle for designing bicycle infrastructure that is safe, comfortable, and equitable for everyone, regardless of age, gender, ability, or cycling experience. See **Chapter 4** for details on "AAA" design and how Mississauga's cycling network aims to meet "AAA" standards.
- Examples of corridors in need of facility upgrades based on the analysis include:
    - **Bristol Road West:** Painted Bike Lane, Upgrade to a Protected Bike Lane/Cycle Track
    - **Truscott Drive:** Shared Route, Upgrade to a Protected Bike Lane/Cycle Track
    - **Confederation Parkway:** Painted Bike Lane, Upgrade to a Protected Bike Lane/Cycle Track

Public and Stakeholder Outreach

- While the 2018 CMP included a foundational level of public and stakeholder engagement to inform the development of the updated cycling network and supporting programs, this CMP Update's process prioritized inclusive outreach and equity-focused participation.
- The City implemented a multi-channel engagement strategy that included technical internal and external stakeholder engagement, community workshops, an online survey and interactive mapping tool, in-person and virtual public open houses, and pop-up events at four community centres across the city—Clarkson, Burnhamthorpe, Meadowvale, and Malton.
- These efforts were designed to reach residents from all corners of Mississauga, with a particular emphasis on engaging equity-deserving groups and ensuring that the cycling network reflects the needs of all ages and abilities. This approach marked a meaningful shift toward co-creating infrastructure with community input and advancing equity in mobility planning. See **Appendix D: What We Heard Report** for a full summary of all engagements and key takeaways.

Figure 2.13: GLE Movement workshop with the City of Mississauga Active Transportation Team.

Emphasis on Education and Cycling Culture

- Mississauga has recognized the importance of promoting cycling culture through education and outreach, with successful events like library repair workshops, school bike skills events, pop-ups on trails, community rides, Bike Fest, and general awareness campaigns to encourage safe cycling and foster understanding.
- The CMP Update takes a more intentional and inclusive approach by embedding education as a core strategy to shift attitudes and behaviors around cycling. This includes targeted outreach to equity-deserving groups, expanding safety training for all road users (including cyclists and drivers), and clearer communication about infrastructure use and implementation.

  By prioritizing education as a tool for culture change, the City aims to build a more respectful, informed, and confident cycling community across all demographics. See **Chapter 3** for details on the actions and recommendations created to support this opportunity.

Figure 2.14: City of Mississauga Bike Safety Class.

CHAPTER 3: GOALS & RECOMMENDATIONS

3. Goals and Recommendations

3.1 Creating the Vision and Goals

The Cycling Master Plan (CMP) Update established a vision and supporting goals to guide the future direction of cycling in Mississauga. These foundational elements provide the basis for identifying and prioritizing improvements and investments in cycling infrastructure. The CMP Update was developed in alignment with the principles outlined in the City's Transportation Master Plan (TMP), emphasizing enhanced safety, equity, and accessibility for all residents.

To ensure that the cycling network, facility design, and implementation actions align with the broader goals of the TMP, it is essential to apply a clear and consistent guiding lens. The most effective lens for achieving this alignment, particularly in advancing safety, accessibility, and inclusion, is one grounded in equity. An equity lens ensures that all decisions are informed by the diverse needs and lived experiences of Mississauga's residents, especially those historically underserved or marginalized by the transportation system.

3.1.1 Applying an Equity Lens

Transportation systems have long been shaped by policies and practices that reflect implicit and explicit biases, resulting in unequal access and mobility outcomes for marginalized communities, referred to here as equity-deserving groups. Historically, across North America, planning decisions have prioritized vehicle-centric infrastructure, often at the expense of equity-deserving groups including racialized groups, Indigenous peoples, women, 2SLGBTQIA+ individuals, people living with disabilities, and low-income populations.

Transportation equity refers to the fair distribution of transportation resources and opportunities, ensuring all individuals, regardless of identity, income, ability, or location, have their fundamental mobility needs met.

These inequities are compounded by systemic barriers equity-deserving groups face, such as transportation poverty, spatial exclusion, and underrepresentation in decision-making processes.

While there is no fully agreed upon definition, **transportation poverty** can be defined as the inability for someone to access essential destinations and activities due to a variety of often compounding socio-economic disadvantages and limitations to transportation access.

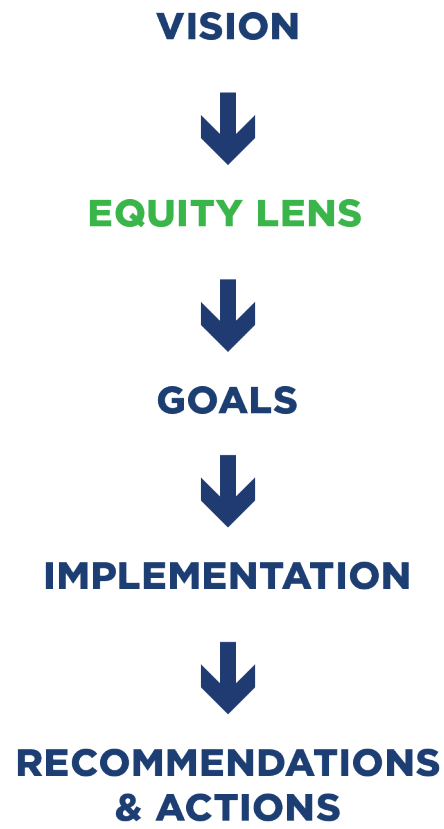
Transportation disadvantages can include longer travel times, less access to key destinations, infrequency of accessible modes (like wheeltrans), lower car ownership, higher reporting of transportation-related injuries, and longer distances to passenger transportation stops.

Ensuring everyone can access and feel comfortable using safe, reliable cycling options is key to building healthier, more connected communities. To incorporate equity considerations throughout the CMP Update, the plan aims to be responsive to each community's unique context by recommending investments and strategies that expand mobility and reduce barriers, particularly in underserved areas and for individuals experiencing transportation poverty and mobility-related inequities.

The theme of equity emerged from **community survey responses**. For many, equity meant ensuring fair and inclusive access to cycling infrastructure, addressing disparities in underserved areas, and promoting policies that support all communities.

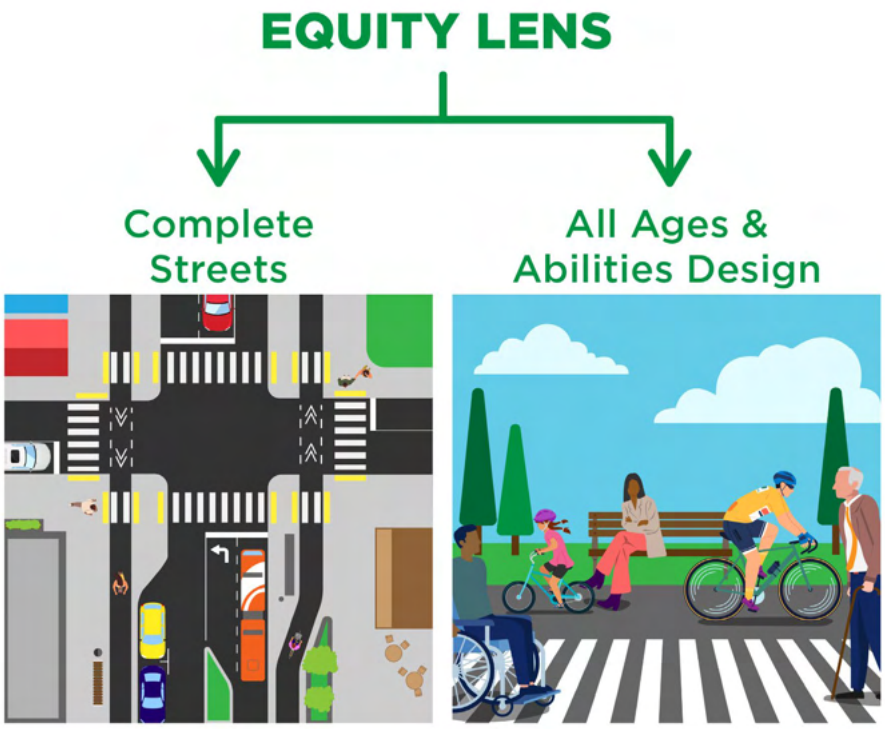
Applying an equity lens across every stage of the CMP Update helps create a cycling network that works for everyone. Transportation equity is not just about outcomes but about embedding inclusive processes throughout the planning, design, and implementation stages. Applying an equity lens means consistently asking: Who benefits? Who is left out? What are the unintended impacts?

This approach has the opportunity to build collaborative trust, improve safety, and increase participation by ensuring that cycling infrastructure and programs are inclusive, responsive, and rooted in community needs.



The CMP Update embeds equity into the following areas:

- **Network design:** focusing on areas with high concentrations of equity-deserving populations to ensure inclusive access and opportunity. See **Chapter 4** for details on how equity considerations guided updates to the cycling network.
- The Concepts of Complete Streets Design and "AAA Facility Design" (See **Chapter 4**) helps to ground the application of an equity lens, using equity informed criteria, guiding physical design of Mississauga's streetscapes.



- **Engagement and Implementation:** through extensive stakeholder engagement and best practice reviews, recommended actions were created to carry out the vision and goals of the CMP Update with an equity lens applied. See **Section 3.3 Recommendations and Actions** for details on how equity considerations have been incorporated throughout all six implementation categories.

3.2 Vision and Goals

As a part of the Cycling Master Plan (CMP) Update, the vision and associated goals were reviewed and updated based on the overarching plans and policies outlined in **Chapter 2**, and from public and stakeholder input. Based on the feedback received, the language was refined to better reflect the community's aspirations for cycling in the city.

3.2.1 Vision

Investing in cycling infrastructure helps build a more balanced transportation system that is safer, more accessible, cost-effective, and efficient. Encouraging more bike trips will support Mississauga's broader strategic and transportation goals, especially around connectivity, health, accessibility, and livability, all identified as key themes in the CMP's vision:

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

3.2.2 Goals

The four goals were developed to provide guidance on how the Cycling Master Plan (CMP) Update vision can be achieved. These goals are meant to be achievable and measurable, clearly illustrating the progress of the CMP implementation.

Make cycling safer and more comfortable, and work towards achieving Vision Zero.

Build a connected, convenient, comfortable, and accessible cycling network, work towards a network of AAA facilities.

Increase the number of cycling trips in Mississauga.

Encourage cycling as a part of an active and healthy lifestyle, fostering a cycling culture that supports all.

VISION

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

EQUITY LENS

Complete Streets

All Ages & Abilities Design

GOALS

- SAFER & MORE COMFORTABLE
- CONNECTED & ACCESSIBLE
- INCREASE CYCLING TRIPS
- ENCOURAGE CYCLING

IMPLEMENTATION CATEGORIES

- PLANNING
- DESIGN
- FUNDING & PROJECT DELIVERY
- PROMOTION & EDUCATION
- OPERATIONS & MAINTENACE
- EVALUATION

RECOMMENDATIONS & ACTIONS

IMPLEMENTATION

3.3 Recommendations and Actions

The recommendations and actions in this document were created to carry out the vision and goals of the Cycling Master Plan (CMP) Update. Actions and recommendations were further organized into one of six implementation categories, providing a clearer understanding of where each action fits into the CMP at large, and to illustrate their key functions in delivering the CMP Update. These six implementation categories include:

1. Planning
2. Design
3. Funding and Project Delivery
4. Promotion and Education
5. Operations and Maintenance
6. Evaluation

Each of these categories includes recommendations and associated actions that look to enhance safety and improve the cycling experience in Mississauga. They were created from technical analyses and stakeholder engagement, in combination with a best practice review of active transportation master plans' recommendations and associated actions across Canada. Each recommendation and action addresses a specific strength, opportunity, challenge, and concern in relation to cycling infrastructure, standards, policies, and programs.

Many of these actions align with the actions in the City's Transportation Master Plan (TMP) (which outlines the City's long-term transportation objectives), the Complete Streets Guide (which develops a new street classification system for Mississauga), and Vision Zero Action Plan (the City is working toward a goal of zero fatalities and serious injuries from collisions on its roads). Actions have been identified as being aligned with both the Vision Zero Action Plan and the City's TMP where applicable.

The following four categorizations were applied to each action to allow for a measurable outcome and a successful implementation of the CMP Update:

1. **Timeframe**: A general timeframe for the completion of each action was determined - a short-term (within 5 years), medium-term (within 15 years), or long-term (beyond 15 years) initiative. Several actions are also intended to be implemented on an ongoing basis.
2. **Goals addressed**: Each action is assessed based on how it contributes to the four goals of the CMP Update. While some actions may support a single goal, many are designed to advance multiple goals simultaneously.
3. **Related Actions**: Each action is assessed on how it aligns with the existing goals and actions of key guiding plans, including the City's TMP and the Vision Zero Action Plan.
4. **Division(s) responsible for implementation**: Indicates the municipal division responsible for carrying out the action. In many instances, multiple divisions may collaborate on implementation, and in some cases, external agencies may also play a supporting role.

For each implementation category, a general approach of **how to apply an equity lens** is included. Throughout each category, look for green call out boxes that highlight how an equity lens is being explicitly applied through action(s).

Although application of an equity lens is not explicitly laid out within each action, it should be considered during the planning, implementation, and evaluation of all programs, plans, and policies recommended throughout the CMP Update.

See **Appendix B: Programs and Maintenance** to review the recommended programs that address key action items, based on strong public interest during engagements, research, and best practices.

3.3.1 Implementation Categories and Recommendations

GOAL(S) THE ACTIONS ALIGN WITH

GOAL 1
Make cycling safer and more comfortable, and work towards achieving Vision Zero

GOAL 2
Build a connected, convenient and accessible cycling network, work towards a network of AAA facilities.

GOAL 3
Increase the number of cycling trips in Mississauga.

GOAL 4
Encourage cycling as a part of an active and healthy lifestyle, fostering a cycling culture that supports all.

IMPLEMENTATION TIMEFRAME

TMP (2019) & VZ (2021) ALIGNMENT

Listed numbers indicate which action item(s) in the Transportation Master Plan or Vision Zero Action Plan the CMP action is aligned with.

Planning

- Coordinate with partner agencies to implement the 2025 Cycling Master Plan.
- Coordinate the City's shared micro-mobility program.
- Integrate cycling network and supporting facilities into all city planning and capital improvement projects.
- Expand the city's bicycle parking supply.

Design

- Design a safe and comfortable (i.e., low stress) cycling network that is suitable for people of all ages and abilities.
- Design a cycling network that is connected.

Funding & Project Delivery

- Increase the City's internal and external human resources and the annual budget allocated to implement the 2025 Cycling Master Plan.
- Leverage all available funding to expedite project delivery.
- Expedite the implementation of cycling infrastructure where and when feasible.

Promotion & Education

- Use targeted marketing and promotion to increase bicycle use.
- Encourage school-based cycling education and promotion.
- Encourage and promote the shared responsibility of safer streets for all road users.

Operations & Maintenance

- Maintain cycling routes so that they are comfortable and free of hazards.
- Maintain cycling amenities throughout the network.
- Continue to accommodate cyclists in construction/work zones.

Evaluation

- Establish programs for routine collection, maintenance, and publication of cycling data.
- Develop a monitoring program to evaluate the impacts of implementing the 2025 Cycling Master Plan.
- Provide regular public updates on the progress of the implementation of the 2025 Cycling Master Plan.
- Respond to the City's changing environment by using evaluation data to create policy and programs supporting safe cycling for all.

Planning

This category underscores the link between planning, policy, and the ways people navigate Mississauga. It highlights the importance of collaboration with partner agencies, other jurisdictions, and City departments to foster vibrant cycling environments. There are five (5) key recommendations within this implementation category, each supported by specific actions.

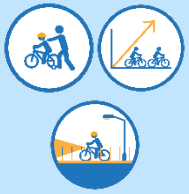
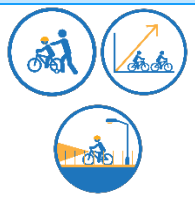
The City will prioritize inclusive engagement with equity-deserving communities to identify barriers and needs, ensure infrastructure and programs, like shared micro-mobility and bicycle parking, are distributed equitably across neighbourhoods, and use disaggregated evaluation data to guide responsive policies that support safe, accessible cycling for people of all ages, abilities, and backgrounds. This approach will ensure that planning, coordination, and implementation efforts actively reduce disparities and promote mobility justice.

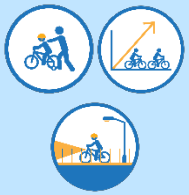
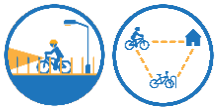
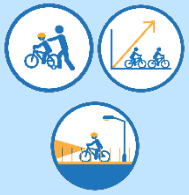
1. **Coordinate with partner agencies to implement the Cycling Master Plan Update.** This will help work towards ensuring cycling facilities are continuous and uninterrupted across jurisdictional boundaries.
2. **Coordinate the City's shared micro-mobility program.** This will help to enhance the networks functionality for all users, with the potential to increase sustainable mobility use.
3. **Integrate cycling network and supporting facilities into all City planning and capital improvement projects.** This will help to ensure that cycling and micro-mobility users are considered as part of all new City projects.
4. **Expand the City's bicycle parking supply**, including short-term and long-term facilities on commercial, residential, and City-owned properties. This will help enhance the networks functionality for all users, with the potential to increase cycling rates.

1.0 Planning						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
1.1 Coordinate with partner agencies to implement the Cycling Master Plan (CMP) Update.						
1.1.1	Continue to utilize and implement protocols to collaborate with regional, provincial, and federal governments, partner agencies, transit authorities, major landowners, property managers, employers, and institutions. Efforts should aim to integrate these s plans and programs into City Cycling Master Plan projects—and, where project scope permits, to embed City initiatives into their projects.		Infrastructure Planning & Engineering; Rapid Transit Project Office; MiWay- Transit; Parks, Forestry & Environment			37, 84
1.1.2	Continue to utilize and implement protocols to work with neighbouring municipalities and regional, provincial, and federal governments to ensure cycling facility connections across jurisdictional borders are well integrated.		Infrastructure Planning & Engineering; Parks, Forestry & Environment		78	37, 84
1.1.3	Work with MiWay, Metrolinx/GO Transit to improve bicycle and transit integration, including bicycle access to transit and bicycle storage on transit.		Infrastructure Planning & Engineering; MiWay - Transit; Rapid Transit Project Office			38, 19, 40
1.1.4	Work with internal and external partners to ensure that the incorporation of active transportation infrastructure is considered in major transit projects.		Infrastructure Planning & Engineering; Rapid Transit Project Office; MiWay - Transit			39
1.1.5	Explore developing a program that offers transit access on an as-needed basis for individuals who primarily rely on cycling or micro-mobility but are currently facing barriers to access.		Infrastructure Planning & Engineering; MiWay - Transit		65, 83, 52	99

1.0 Planning						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
1.1.6	Create and implement a strategy to address cyclist safety around highway interchanges, in collaboration with MTO.		Infrastructure Planning & Engineering		27	
1.1.7	Explore all opportunities to incorporate under utilized lands, such as hydro corridors, into the cycling network, in collaboration with MTO, Ontario Hydro, CN Rail, Metrolinx, and GO Transit where applicable.	ONGONG	Parks, Forestry, & Environment; Infrastructure Planning & Engineering		65, 52	
1.2 Coordinate the City's shared micro-mobility program.						
	"Starting the bike share system has improved my ability to find a bike wherever I need to."					
1.2.1	Undertake a feasibility study to examine the potential for a bike share system.	COMPLETE	Infrastructure Planning & Engineering		37, 22, 43	
1.2.2	Examine opportunities to implement a pilot bike share project in Mississauga in the short-term to inform feasibility analyses.	COMPLETE	Infrastructure Planning & Engineering		37, 22, 43	
1.2.3	Evaluate the most optimal long-term operation model for bike share/ shared micro-mobility in Mississauga.		Infrastructure Planning & Engineering		37, 22	74
1.2.4	Build infrastructure which supports the expansion of shared micro-mobility - including amenities like bike racks and parking locations to sustain enhanced coverage.		Infrastructure Planning & Engineering		37, 22, 56	17
1.2.5	Study opportunities and key performance indicators (KPIs) to help determine growth of the shared micro-mobility program year over year.		Infrastructure Planning & Engineering		37, 22	74

1.0 Planning						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
1.3 Integrate cycling network and supporting facilities into all City planning and capital improvement projects.						
1.3.1	Regularly review Official Plan (OP) Schedule Seven (7) to ensure recommended high priority on-road and off-road routes are identified and in alignment with provincial and regional cycling network plans.	ONGOING	Infrastructure Planning & Engineering; City Planning Strategies		13	37
1.3.2	Examine opportunities to prioritize neighbourhood bikeways and other cycling considerations in the City's traffic calming policy.		Infrastructure Planning & Engineering; Traffic Management & Municipal Parking		1	26, 27
1.3.3	Coordinate traffic calming plans with cycling projects on designated cycling routes to ensure bicycle-friendly designs.		Infrastructure Planning & Engineering; Traffic Management & Municipal Parking		1	26, 27, 28
1.3.4	Consider cycling access and safety in Transportation Impact Assessments of new developments.	COMPLETE	Infrastructure Planning & Engineering; Development & Design		1, 5, 8	12
1.3.5	Consider the cycling network, connectivity, and coordination opportunities when applying the comprehensive trail prioritization matrix for off-road trails implementation.		Infrastructure Planning & Engineering; Parks, Forestry & Environment;		1, 9	93, 58

1.0 Planning						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
1.4 Expand the City's bicycle parking supply, including short-term and long-term facilities on commercial, residential, and City-owned properties.						
	"Double bike parking at all schools/City facilities."					
1.4.1	Launch a comprehensive bicycle parking program with a dedicated staff lead and consistent funding. The program should prioritize high-quality, theft-deterrent bicycle parking designs.	COMPLETE	Infrastructure Planning & Engineering; Works Operations & Maintenance		1, 12, 56	7
1.4.2	Create a program to expand bicycle parking on private lands, specifically near trip generators. The expansion should prioritize financial incentives for the implementation and/or retrofitting of bicycle parking on commercial plazas and in schools.	■□□	Infrastructure Planning & Engineering		56, 7 1	27
1.4.3	Include bicycle parking standards for new developments in the Zoning By-Law as recommended through the Transportation Demand Management Strategy.	COMPLETE	Infrastructure Planning & Engineering; Development & Design		1, 7	
1.4.4	Produce bicycle parking design guidelines to support implementation of bike parking on existing and future private property as recommended through the Transportation Demand Management Strategy.	■□□	Infrastructure Planning & Engineering, Development & Design, Community Services		1	
1.4.5	Work with existing multi-unit residential management companies to incorporate bicycle parking within their property.	■□□	Infrastructure Planning & Engineering		1	

1.0 Planning						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
1.4.6	Conduct a bike parking audit of all City-owned buildings and parks, and establish priorities for expanding bicycle parking supply at these City facilities.	COMPLETE	Infrastructure Planning & Engineering		1, 12	
1.4.7	Coordinate with MiWay and Metrolinx/GO Transit to provide and maintain bicycle parking and other cycling amenities at transit stations and stops. These amenities can include, but are not limited to, micromobility charging stations, end of trip facilities such as showers and change rooms, and bicycle repair stands.		Infrastructure Planning & Engineering; MiWay - Transit		65, 18	39
1.4.8	Review City special event procedures and policies for bicycle parking and update to include bicycle parking requirements.		Infrastructure Planning & Engineering; Parks, Forestry & Environment; Culture		55	76

Design

This category emphasizes the creation of cycling environments that are safe, accessible, connected, and comfortable for all residents and visitors in Mississauga. Many of the proposed actions within this theme will be supported by the City's Complete Streets Guide. It includes two key recommendations.

The City will look to explicitly consider equity-deserving communities in the process of designing low-stress and connected cycling routes, ensuring that infrastructure supports people of all ages, abilities, and comfort levels. This includes engaging with marginalized groups to understand barriers to cycling, addressing gaps in the network that disproportionately affect them, and aligning with Vision Zero principles to create safe, inclusive routes to key destinations.

1. **Design a safe and comfortable (i.e., low stress) cycling network that is suitable for people of all ages and abilities.** This recommendation is in line with the principles of Vision Zero and will work towards making sure that cycling in Mississauga is safe and accessible for all visitors and residents regardless of ability and age.
2. **Design a cycling network that is connected.** This recommendation points to the importance of filling in gaps in the cycling network to make sure cyclists have a continuous route to key destinations throughout the community.

2.0 Planning						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
2.1 Design a safe and comfortable (i.e., low stress) cycling network that is suitable for all ages and abilities.						
2.1.1	Design a connected and comfortable City-wide network of cycling facilities for people of "All Ages and Abilities". Ensure consistent engagement with equity-deserving communities when infrastructure is being planned and implemented.	■■■	Infrastructure Planning & Engineering; Parks, Forestry & Environment; Traffic Management & Municipal Parking; MiWay - Transit; Rapid Transit Program Office		59	17, 12, 27, 99
"I am unable to physically ride a bike, and accommodations should be (made) to ensure that cycling can accommodate age or disability."						
2.1.2	Have complementary policies, such as the City's Complete Streets Guide and Vision Zero Action Plan, include bicycle facility design guidance.	COMPLETE	Infrastructure Planning & Engineering;		1	75, 76, 77
2.1.3	Update Mississauga Roadway Engineering Standards and Guidelines to improve safety for cyclists and all road users.	■□□	Infrastructure Planning & Engineering; MiWay - Transit; Traffic Management & Municipal Parking		3, 5	12, 14, 30
2.1.4	Continue to enhance existing on-road and off-road cycling facilities identified for upgrade in the Cycling Master Plan to ensure the design of cycling facilities is consistent with best practices.	■■□	Infrastructure, Planning & Engineering; Parks, Forestry & Environment;		3	7, 71, 75, 21, 22
"Have wider cycling facilities that enable side by side cycling."						

2.0 Planning						
No.	Action	Timeframe	Division Responsible	Goal(s) Addressed	TMP (2019) Alignment	VZ (2021) Alignment
2.1.5	Develop a pilot project to evaluate bicycle crossings at locations where pedestrian crossovers are supported by current provincial guidelines.		Infrastructure Planning & Engineering, Traffic Management & Municipal Parking		49, 5	16, 58
2.1.6	Look for opportunities to increase capacity on high priority boulevard trails and high priority off-road trails, with consideration for separating cyclists and pedestrians or protecting for future separation wherever appropriate.	ONGOING	Infrastructure Planning & Engineering; Parks, Forestry & Environment		49	17
2.1.7	Develop a plan to improve intersection safety along existing and future bicycle facilities to remove barriers to movement, accessibility, and maintenance and improve the safety for all road users.		Infrastructure Planning & Engineering; Traffic Management & Municipal Parking, Works Operations & Maintenance; Parks, Forestry & Environment		1	6, 13, 21, 57, 45
2.1.8	Ensure the design of cycling facilities considers maintenance access and requirements so that the infrastructure can be properly and efficiently maintained throughout the year.	ONGOING	Infrastructure Planning & Engineering ; Works Operations & Maintenance; Parks, Forestry & Environment		62	60, 61, 62, 63, 67

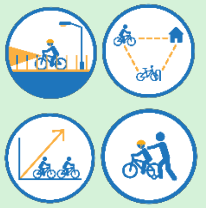
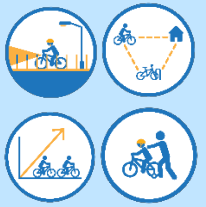
2.0 Planning						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
2.2 Design a cycling network that is connected.						
2.2.1	Continue to complete a gap analysis of the cycling network to ensure a continuous, connected and equitable network is prioritized.	ONGOING	Infrastructure Planning & Engineering			76
2.2.2	Record and inventory observations and feedback on the location of informal cycling paths and desire lines and identify opportunities to formalize connections where possible.		Infrastructure Planning & Engineering; Works Operations & Maintenance; Parks, Forestry & Environment			
"Bike lanes should provide options and not just one bike route."						
2.2.3	Continue to implement the City's wayfinding program across the cycling network to ensure users have a consistent and clear navigation experience, easily transitioning between different facility types and locations.		Infrastructure Planning & Engineering; Works Operations & Maintenance; Parks, Forestry & Environment		45	76
2.2.4	Ensure that construction detours are well planned and clearly marked. Advanced notification of service disruption to cycling facilities due to construction or otherwise should be provided in an accessible location and via online communication avenues.		Infrastructure Planning & Engineering; Traffic Management & Municipal Parking; Works Operations & Maintenance; Parks, Forestry & Environment		63	76
2.2.5	Implement mobility amenity hubs along key routes to support the sustained and comfortable use of the cycling network by all micro-mobility and adaptive devices.		Infrastructure Planning & Engineering; Parks, Forestry & Environment		37, 22	

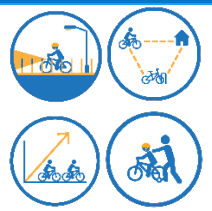
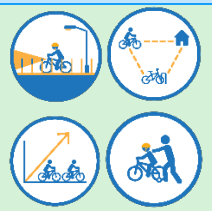
Funding and Project Delivery

This implementation category outlines how the City will allocate funding and carry out the implementation of the Cycling Master Plan (CMP) Update. It includes three (3) specific recommendations.

The City will work towards prioritizing budget allocations and staffing increases to support cycling infrastructure and programs in and for underserved and equity-deserving communities. By leveraging external funding and grants with equity-focused criteria, project delivery can be expedited in areas where safe, accessible cycling options are most needed, helping to reduce mobility gaps and promote inclusive transportation outcomes.

1. **Increase the City's internal and external human resources and the annual budget allocated to implement the CMP Update.** This involves securing both capital and operational funding needed to deliver the CMP actions based on the defined timeframe.
2. **Leverage all available funding to expedite project delivery.** This involves City staff securing external funding and grants to help deliver CMP projects and actions (see **Section 5.1.4 External Funding Sources**).
3. **Expedite the implementation of cycling infrastructure where and when feasible.** This involves quick-build projects which use existing roadway space to accelerate implementation (see **Section 4.5.1 Project Types).**

3.0 Funding and Project Delivery						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
3.1 Increase the City's internal and external human resources and annual budget allocated to implementing the Cycling Master Plan Update.						
3.1.1	Secure the appropriate capital and operational funding needed to implement the recommendations of the Cycling Master Plan annually and in the long-term.	ONGOING	Infrastructure Planning & Engineering		78	97
3.1.2	Ensure adequate funding from capital and operational funding for the Cycling Master Plan is budgeted to engage, involve, and reach disproportionately impacted communities.	ONGOING	Infrastructure Planning & Engineering		78	97
3.1.3	Develop a dedicated funding program to improve trails within the cycling network.		Parks, Forestry & Environment; Infrastructure Planning & Engineering		49	48
3.1.4	Continue to develop and execute a long-term staffing plan sufficient to implement the recommendations of the Cycling Master Plan. This includes all internal and external consultation, engagement activities, and dedicated staff members on different teams.	ONGOING	Infrastructure Planning & Engineering		68	
3.1.5	Over the short-term, create a minimum of two new staff positions in the Active Transportation Office to support the planning, consultation, engineering, and evaluation of cycling facilities.	COMPLETE	Infrastructure Planning & Engineering		69	

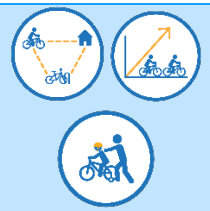
No.	Action	Timeframe	Division Responsible	Goal(s) Addressed	TMP (2019) Alignment	VZ (2021) Alignment
3.0 Funding and Project Delivery						
3.2 Leverage all available funding to expedite project delivery.						
3.2.1	Continue to leverage all available funding to expedite project delivery. Pursue all available grant sources and use existing cycling budget to match grant funding as needed.	ONGOING	Infrastructure Planning & Engineering; Finance		68, 78	27
3.2.2	Continue to proactively develop Cycling Master Plan projects to ensure the City is in the best position to compete for available grants, and develop a rationale for City budget consideration.	ONGOING	Infrastructure Planning & Engineering		68, 78	27, 99
3.2.3	Develop a rationale for City budget consideration prioritizing equitable access, delivery, and funding distribution across all Cycling Master Plan programs.	ONGOING	Infrastructure Planning & Engineering		68, 78	97, 99
3.2.4	Continue to consider Cycling projects that are adjacent to new developments for funding through development charges.	ONGOING	Infrastructure Planning & Engineering		77, 8, 79	77
3.2.5	Explore the possibility of providing incentives for developers that incorporate supportive community amenities for cycling projects adjacent to/within new and existing developments.	■□□	Development & Design; City Planning Strategies		77, 8, 79	77
3.3 Expedite the implementation of cycling infrastructure where and when feasible.						
	"Accelerate the network, prioritizing cycle tracks where ROW allows."					
3.3.1	Develop a quick-build evaluation tool to determine the feasibility of using interim measures for projects.	■□□	Infrastructure Planning & Engineering			75
	"Do more quick constructs not part of a full road reconstruction."					

Promotion and Education

This implementation category emphasizes making cycling in Mississauga safe, enjoyable, and accessible by supporting educational initiatives, organizing promotional events, and creating supportive materials. It includes three (3) key recommendations aimed at encouraging cycling through awareness, engagement, and enforcement.

The City will prioritize supporting and connecting with equity-deserving communities through educational programming and marketing strategies, ensuring materials are culturally relevant, multilingual, and accessible to people of all ages and abilities. By promoting a shared responsibility for safer streets through inclusive education and engagement, these efforts can help foster a cycling culture that prioritizes safety, respect, and accessibility for all road users.

1. **Use targeted marketing and promotion to encourage bicycle use.** This involves implementing a variety of supportive strategies that offer a budget-friendly way to enhance cyclists' sense of safety and comfort throughout the city.
2. **Encourage school-based cycling education and promotion.** This includes educating and supporting initiatives that encourage cycling to school and promote overall road safety.
3. **Encourage and promote the shared responsibility of safer streets for all road users.** This includes educating all road users—including drivers, cyclists, and pedestrians—on safe road-sharing practices and traffic regulations, while also supporting initiatives that encourage cycling and promote overall road safety.

4.0 Promotion and Education						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
4.1 Use targeted marketing and promotion to encourage bicycle use.						
4.1.1	Develop a public brand to represent cycling infrastructure, and initiatives that promote Mississauga as a "bicycle-friendly city."	■□□	Infrastructure Planning & Engineering; Strategic Communications & Initiatives		55	85, 88
4.1.2	Continue to share clear, up-to-date information about cycling programs, amenities, and the cycling network through online channels and published maps, ensuring people are aware of available resources and feel supported and encouraged to choose cycling. Use communication methods that reach the widest audience.	ONGOING	Infrastructure Planning & Engineering; Strategic Communications & Initiatives		55	85, 87, 88
"(I have) noticed an increase in awareness and cycling being discussed seriously by the City."						
4.1.3	Celebrate and promote the opening of new bicycle facilities, incorporating education opportunities on how to use the new facility.	■□□	Infrastructure Planning & Engineering; Strategic Communications & Initiatives		45, 55	85, 93
4.1.4	Support Transportation Demand Management (TDM) Plan initiatives for Smart Commute members and other major employers that promote cycling among employees, through marketing, promotion, incentives, and infrastructure like bike parking and employee bike share.	■□□	Infrastructure Planning & Engineering; Strategic Communications & Initiatives		55, 56	70
4.1.5	Work with Metrolinx/GO Transit and MiWay to promote combined cycling-transit commuting as part of a multi-modal transportation system.	ONGOING	Infrastructure, Planning & Engineering; MiWay - Transit		55, 56, 52	98, 87

4.0 Promotion and Education						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
4.1.6	Promote consistent city-wide messaging centering micro-mobility as providing greater mobility freedom for all residents and visitors; to get to where they want to go, when they want to go.		Infrastructure Planning & Engineering; Strategic Communications & Initiatives		55, 22	88, 85
4.1.7	Support community organizations and other third parties that are delivering community cycling events and programming. Support for events and/or programming for equity-deserving communities should be prioritized.	ONGOING	Infrastructure Planning & Engineering; Strategic Communications & Initiatives		55, 52	85, 97, 92, 99
4.2 Encourage school-based cycling education and promotion.						
"More education safe riding lights bells helmets especially for kids."						
4.2.1	Continue to expand and integrate cycling education into Mississauga's School Walking Routes program.	ONGOING	Infrastructure, Planning & Engineering; Strategic Communications & Initiatives		57, 55	91, 90
4.2.2	Promote and support the Region of Peel's School Travel Planning Program and Bike to School Week.		Infrastructure, Planning & Engineering		57, 55, 56	91
4.3 Encourage and promote the shared responsibility of safer streets for all road users.						
4.3.1	Promote bicycle safety and awareness by educating cyclists and motorists on all road users shared responsibility for safer streets.	ONGOING	Infrastructure Planning & Engineering; Strategic Communications & Initiatives; Traffic Management & Municipal Parking		55, 45	98, 85

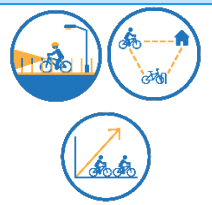
4.0 Promotion and Education						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
4.3.2	Continue to work with partners to develop education campaigns, resources, and content that teach about cycling safety on different types of cycling facilities - shifting public perceptions to better reflect empirical evidence on bicycle facility safety.	ONGOING	Infrastructure Planning & Engineering; Strategic Communications & Initiatives		55, 45	98, 85
4.3.3	Continue the Bicycle Ambassador Program to promote safe cycling and support public engagement.	ONGOING	Infrastructure Planning & Engineering		55, 45	85, 88, 91
4.3.4	Continue to provide and promote bicycle skills training programs for cyclists of all ages and abilities.	ONGOING	Infrastructure Planning & Engineering; Strategic Communications & Initiatives; Recreation		55, 45	85
	"Education is critical to gain support for safe bike lanes given car culture in Mississauga."					
4.3.5	Develop a compliance program supporting enforcement of road safety laws in areas with the greatest cycling crash risk/injury severity and KBs associated with cycling related infractions. Collaborate with Peel Regional Police and/or equity-deserving-community groups where most appropriate.		Infrastructure Planning & Engineering; Traffic Management & Municipal Parking; Strategic Communications & Initiatives		48, 43, 45	85
4.3.6	Develop and promote a program on bike theft prevention. Collaborate with Peel Regional Police or Community groups where most appropriate.		Infrastructure Planning & Engineering		48	
4.3.7	Collaborate with Peel Regional Police to explore adapting and/or removing historically discriminatory by-laws related to active transportation use disproportionately impacting equity-deserving communities.		Infrastructure Planning & Engineering		48	

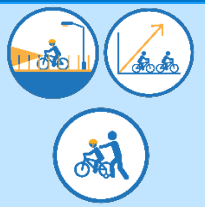
Operations and Maintenance

This category looks to ensure that cycling facilities and trails are smooth, level, and well-maintained to support year-round cycling, with an emphasis on accessibility and usability for all. It includes three (3) key recommendations, each supported by specific actions.

The City will seek to ensure that all neighbourhoods, regardless of income level or demographic makeup, receive the same level of maintenance to upkeep a safe, comfortable, and accessible cycling network all year round. During construction or disruptions, clear and inclusive communication and alternate route planning should consider the needs of people with disabilities, seniors, and other equity-deserving groups to maintain consistent and equitable access across the network.

1. **Maintain cycling routes so that they are comfortable and free of hazards.** On-going maintenance and enhancements are critical to keep cycling routes connected, usable, and functioning over time.
2. **Maintain cycling amenities throughout the network.** On-going maintenance and enhancements of supportive amenities are critical to ensure users are supported throughout their journey.
3. **Continue to accommodate cyclists in construction/work zones.** Ensuring a safe and accessible alternate route is established and clear is required to ensure the network remains connected.

5.0 Operations and Maintenance						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
5.1 Maintain cycling routes so that they are comfortable and free of hazards.						
5.1.1	Review and update standards, procedures, and timelines for maintenance and snow removal for the cycling network based on the current and changing environment.	■□□	Infrastructure Planning & Engineering; Works Operations & Maintenance		62	59, 60, 63
"Last summer, 2024, severe rainfall destroyed all the off-road trails, which prevented cyclists from enjoying the trails for both fun and commuting. The lack of access to safe trails not only extended commute times but also made it more unsafe for cyclists. The City was quick to rehabilitate the off-road trails and make it safe for everyone again."						
5.1.2	Establish a winter cycling network with priority snow-clearing, and promote winter cycling in coordination with the Region of Peel.	■□□	Infrastructure Planning & Engineering; Works Operations & Maintenance		62	60, 85
"Better winter maintenance is needed."						
5.1.3	Promote the use of 311 to encourage maintenance-related feedback on the cycling network.	■□□	Infrastructure Planning & Engineering; Parks, Forestry & Environment; Works Operations & Maintenance		30	67

No.	Action	Timeframe	Division Responsible	Goal(s) Addressed	TMP (2019) Alignment	VZ (2021) Alignment
5.0 Operations and Maintenance						
5.2 Maintain cycling amenities throughout the network.						
5.2.1	Develop a program to manage the repair of damaged cycling amenities throughout the network.		Infrastructure Planning & Engineering; Parks, Forestry & Environment; Works Operations & Maintenance		56	
5.2.2	Include current and future bicycle amenity locations in the City's Asset Management database.		Infrastructure Planning & Engineering; Parks, Forestry & Environment;		56	3
5.3 Continue to accommodate cyclists in construction/ work zones.						
5.3.1	Continue to develop mandatory bicycle accommodations in work zones for contractors, developers, and City departments, including well-planned, clearly marked detours and accessible advance notice of cycling facility disruptions through online and physical channels.	ONGOING	Infrastructure Planning & Engineering; Works Operations & Maintenance; Traffic Management & Municipal Parking		63	73, 76
5.3.2	Develop a digital dashboard of up-to-date information on maintenance schedules, route closures, and real-time updates on snow and/or debris clearing in relation to the cycling network.		Infrastructure Planning & Engineering; Works Operations & Maintenance; Traffic Management & Municipal Parking		62, 63	4

Evaluation

The recommendations under this category focus on tracking the implementation of the Cycling Master Plan (CMP) Update, measuring community cycling rates, and evaluating the health benefits linked to increased physical activity. There are four (4) key recommendations within this implementation category, each supported by specific actions.

The City will ensure that cycling data collection and reporting efforts include disaggregated demographic information and consider inequitable outcomes individuals within these communities experience. By routinely publishing transparent updates and evaluating safety perceptions and infrastructure conditions across diverse neighbourhoods, the City will be able to identify and address disparities in access, comfort, and safety. This ensuring the CMP Update implementation supports inclusive and equitable mobility outcomes.

1. **Establish programs for routine collection, maintenance, and publication of cycling data.** This includes counting the number of people using cycling facilities and trails, and collecting data on residents' safety perceptions in relation to cycling.
2. **Develop a monitoring program to evaluate the impacts of implementing the Cycling Master Plan Update.** This includes monitoring safety perceptions associated with new and existing infrastructure and keeping an inventory on the maintenance status of all new and existing cycling infrastructure.
3. **Provide regular public updates on the progress of the implementation of the Cycling Master Plan Update.** This includes creating an annual report summarizing the progress made. This will allow the City to share how the City is moving towards achieving the CMP vision and goals.
4. **Respond to the city's changing environment by using evaluation data to create policy and programs supporting safe cycling for all.** This will help the City be responsive and contextually sensitive in its approach to planning and implementing the cycling network, and associated amenities for users of all ages and abilities.

6.0 Evaluation						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
6.1 Establish programs for routine collection, maintenance, and publication of cycling data.						
6.1.1	Continue to build upon the bicycle counting program, including re-occurring city-wide cycling counts, automated counters at key locations, partnerships with activity tracking applications, and the Region of Peel Cordon Count Program. Continue to investigate opportunities to integrate this program with the City's traffic data management system.		Infrastructure Planning & Engineering; Parks, Forestry & Environment; Works Operations & Maintenance; Traffic Management & Municipal Parking		66, 72, 25	2, 3
6.1.2	Continue to collect cycling facility maintenance, repair, and upgrade information. Include cycling facility condition data in the City's asset management system.	ONGOING	Infrastructure Planning & Engineering; Works Operations & Maintenance		66, 72, 25	2, 3
6.1.3	Continue to update the City's open data portal with current information on the cycling network, including maintenance schedules, detours, closures, and snow or debris clearing. Use these updates to develop a public-facing digital dashboard that visually illustrates this information in a clear, accessible way.	ONGOING	Infrastructure Planning & Engineering			
6.1.4	Develop a standardized data reporting format to allow for enhanced data accessibility and encourage civic engagement with the Cycling Master Plan's evaluation process.		Infrastructure Planning & Engineering			
6.2 Develop a monitoring program to evaluate the impacts of implementing the Cycling Master Plan.						
6.2.1	Collect before and after data on new cycling facilities to evaluate the impact on all road users. Ensure that accessibility and equity considerations are included in the evaluation criteria.		Infrastructure Planning & Engineering; Traffic Management & Municipal Parking		25, 72	3

"(I think) separated bike lanes and separated multi-use paths will encourage more cycling use."

6.0 Evaluation						
No.	**Action**	**Timeframe**	**Division Responsible**	**Goal(s) Addressed**	**TMP (2019) Alignment**	**VZ (2021) Alignment**
6.2.2	Work with Peel Health and health researchers to measure physical and mental health outcomes using an equity lens as the City implements projects from the Cycling Master Plan.		Infrastructure Planning & Engineering		25, 72	3, 99
6.3 Provide regular public updates on the progress of the implementation of the Cycling Master Plan Update.						
6.3.1	Continue to provide access to the implementation status of all short-term 5-year goals. Data availability on the implementation status of short-term goals in equity-deserving communities should be prioritized.	ONGOING	Infrastructure Planning & Engineering			99, 2, 3
6.3.2	Develop a digital dashboard of performance monitoring indicators and their relation to achieving the Cycling Master Plan goals and actions.		Infrastructure, Planning and Engineering; Strategic Communications & Initiatives		25, 72	4, 7
6.3.3	Continue to prepare and present a report to the Mississauga Cycling Advisory Committee and City Council outlining the progress in achieving the goals of the Cycling Master Plan Update based on the Performance Monitoring Framework.	ONGOING	Infrastructure, Planning and Engineering; Strategic Communications & Initiatives		25, 66	10
6.4 Respond to the City's changing environment by using evaluation data to create policy and programs supporting safe cycling for all.						
	"Regulation—not prohibition—is the way forward"					
6.4.1	Review, update, and introduce programs and policy that are responsive to the City's changing environment and community needs supporting safe cycling for all in Mississauga.	ONGOING	Infrastructure Planning & Engineering		72, 66	99, 7, 94

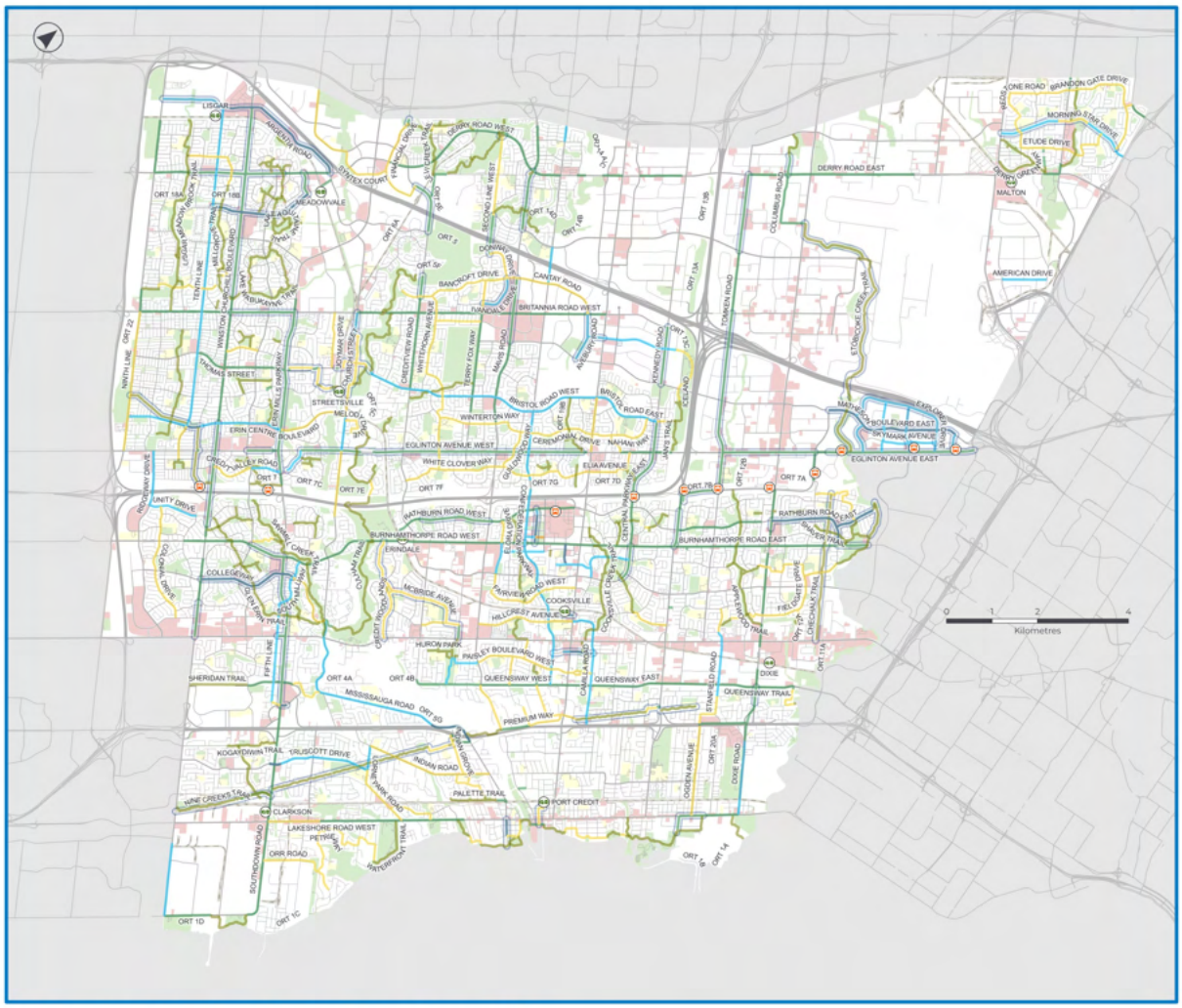
CHAPTER 4: CYCLING NETWORK

4. Cycling Network

This section outlines the existing cycling network, various types of infrastructure it includes and how the network has been updated based on improved guidelines and best practices. This includes a new approach to prioritization and phased implementation to ensure a safe, comfortable network is in place throughout the City of Mississauga.

4.1 Existing Cycling Network (2025)

The proposed network in the 2018 Cycling Master Plan (CMP) included approximately **70 km** of upgraded cycling facilities and **551 km** of new cycling facilities, resulting in a full build-out network of approximately **900 km**, including existing cycling facilities. Further, the 2018 CMP distinguished the cycling network in "primary" and "secondary" cycling routes. This classification was applied to guide design, maintenance, and upgrades of the cycling network, with "primary" routes connecting major destinations and adjacent municipalities, while the "secondary" network routes were intended to serve as local connectors, linking neighbourhoods to the "primary" network. See **Appendix C: Network Maps and Project Tables** for high resolution maps and 5-Year Plan project list.



MAP 1: EXISTING CYCLING FACILITIES

- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route
- Facilities Constructed from 2017 to 2024
- GO Transit Station
- MiWay Transitway Station

Figure 4.1: Map showing the existing cycling network, including projects built from 2017 to 2024 highlighted in blue (built since the 2018 CMP).

Table 4.1: Breakdown of Mississauga's cycling network by facility type and construction year as of 2024.

Cycling Facility Type	Constructed before 2016 (km)	Constructed from 2017 – 2024 (km)	Total (km)
Multi-Use Paths (along roads)	88	42.6	130.6
Off-Road Trails (in parks)	221	82	303
Cycle Tracks	0	8.9	8.9
Protected Bike Lanes	0	6.3	6.3
Bike Lanes (Painted & Buffered)	54	12.3	66.3
Shared Routes	91	25.5	116.5
Paved Shoulders	0	1.6	1.6
Total	**454**	**179**	**633**

4.1.1 Existing Cycling Facilities in Mississauga

The Cycling Master Plan (CMP) envisions a comfortable, connected and convenient cycling network that includes protected bike lanes, cycle tracks, multi-use paths (MUPs), painted bike lanes (conventional and buffered), and shared routes. Once implemented, these facilities look to create a cycling network that Mississauga residents and visitors of all ages and abilities would feel comfortable using. Specific design details for each cycling facility can be found in Ontario Traffic Manual (OTM) Book 18: Cycling Facilities.

Off-Road Facility Types

Off-Road Trails (Parks)

Off road trails provide connections through parks for people who walk, bike, and wheel, and can accommodate users of all ages and abilities by virtue of their location being away from vehicular traffic. Most of these trails connect directly with the on-road routes to create a seamless network.

Figure 4.2: Paved off-road trail near Square One in Mississauga.

In-Boulevard Facility Types

As outlined in Ontario Traffic Manual (OTM) Book 18: Cycling Facilities, in-boulevard facilities are adjacent to the roadway, separated by a curb providing both vertical separation and horizontal setback. These facilities are within the road right-of-way and are often set apart from the travelled portion of the street by a boulevard.

Multi-Use Paths

A multi-use path (MUP) is located alongside a road and is shared between pedestrians, cyclists, and other types of active transportation users. They are designed to be separate from vehicle traffic and create connections between key destinations while providing a comfortable experience for users. MUPs should be sufficiently wide for travel in both directions, as shown in **Figure 4.3**.

Figure 4.3: A two-way Multi-Use Path that allows for cycling, walking, and rolling in both directions.

Cycle Tracks

A cycle track is a path exclusively for cyclists that is physically separated from vehicle traffic both horizontally and vertically, and also separate from pedestrian sidewalks, as seen in **Figure 4.4**. Cycle tracks are safer, more comfortable, and more accessible to a wide range of cyclists. They are often used in areas with high traffic volumes and speeds and in areas with high volumes of cyclists and pedestrians.

Figure 4.4: An in-boulevard one-way cycle track at sidewalk level.

On-Road Facility Types

As outlined in Ontario Traffic Manual (OTM) Book 18: Cycling Facilities, on-road cycling facilities are a section of the roadway reserved exclusively for cyclists. These facilities can take various forms, including painted bike lanes, buffered bike lanes, protected bike lanes, and shared roadways where cyclists and motor vehicles share the same travel space. Design treatments may include pavement markings, signage, horizontal buffers, and, in some cases, vertical elements such as flexible bollards or barrier curbs to enhance separation and comfort. The goal of these facilities is to improve safety and predictability for all road users while providing a more comfortable environment for people riding bikes.

Protected Bike Lanes

Protected bike lanes refer to on-road cycling facilities that are physically separated from vehicle traffic by horizonal buffers and physical barriers that restrict vehicle encroachment. This facility type is appropriate for streets with moderate to high vehicle volumes and speeds.

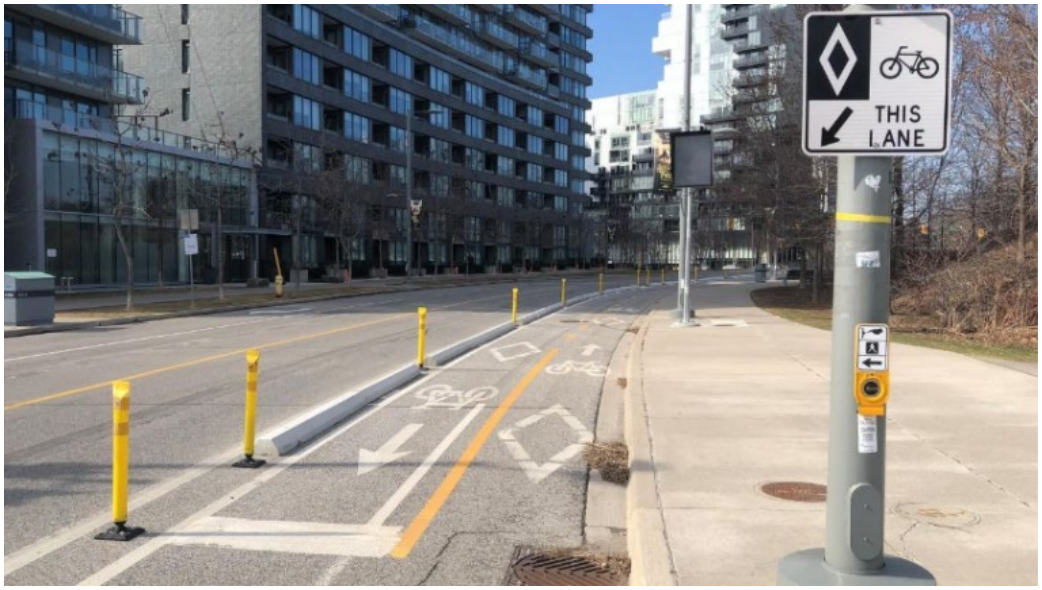


Figure 4.5: An example of a two-way protected bike lane.

Figure 4.6: An example of a one-way protected bike lane.

Buffered Bike Lanes

A buffered bicycle lane is similar to a conventional painted bicycle lane (see below) but provides a painted buffer (see **Figure 4.7**) for additional horizontal separation from vehicle traffic or parked cars without any physical barriers or vertical separation elements (like that of protected bike lanes or cycle tracks).

Figure 4.7: A one-way buffered bike lane.

Painted (Conventional) Bike Lanes

Bicycle lanes are located on-road and are a designated space for cyclists. They are typically marked by a bicycle symbol and are separated from vehicle traffic by a solid white painted line, which may be dashed where vehicles can enter or cross the bike lane (see **Figure 4.8**), and sometimes filled with bright green paint at conflict points. This facility type is appropriate for streets with low to moderate vehicle volumes and speeds. As these facilities are suitable for one-way travel only, a typical configuration includes a conventional painted bike lane on each side of a two-way road.

Figure 4.8: Painted (conventional) bike lane on both sides of a two-way road.

Shared/Signed Routes

A shared or signed route is a regular road travel lane, designated available for use by multiple types of vehicles, including motor vehicles and bikes. Shared routes typically have supportive signs and/or pavement marking treatments called a "sharrow" (see **Figure 4.9**) for wayfinding and to promote safer interactions between motorists, cyclists and other road users.

Figure 4.9 An example of "sharrows" on a shared route.

4.1.2 Planning the Cycling Network

The cycling network planning process involved steps such as network evaluation, validation, prioritization, feasibility, and proposed implementation. These steps are outlined in **Figure 4.10**.

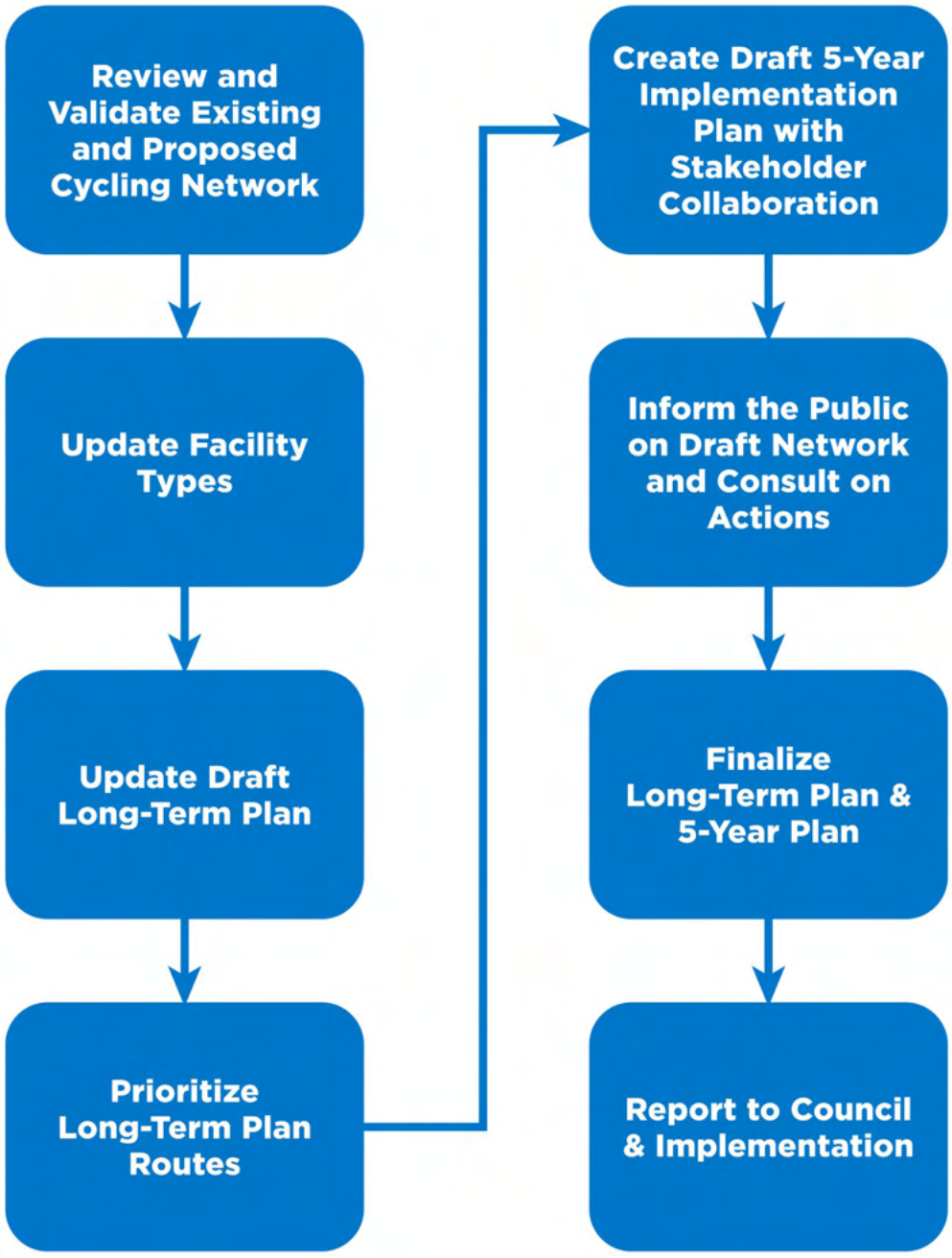


Figure 4.10: Flow chart of the cycling network planning process.

Since the 2018 Cycling Master Plan (CMP), best practices and guidelines for cycling facility design and designing to prioritize vulnerable road users have been updated to ensure that infrastructure remains inclusive, safe, and responsive to evolving mobility needs. The following guidelines were used to evaluate and develop the cycling network for Mississauga (see **Section 4.2 Network Development and Evaluation** for details on its application to the cycling network).

Updated Cycling Facility Guidelines

These updated cycling facility guidelines and best practices offer tools and concepts that directly support the application of an equity lens, ensuring that the entire CMP Update is grounded in real-world equity-based criteria and design.

Ontario Traffic Manual Book 18: Cycling Facilities

Ontario Traffic Manual (OTM) Book 18 provides technical guidelines for the planning, design, and implementation of cycling infrastructure in Ontario. The manual provides a foundational framework for designing cycling infrastructure across Ontario, emphasizing safety, accessibility, and context-sensitive design for users of all ages and abilities.

The concept of designing for "All Ages and Abilities" ("AAA") was introduced as a key guiding principle in the 2021 OTM Book 18 Update, as informed by the National Association of City Transportation Officials (NACTO) Urban Bikeway Guide(s) and their complementary Designing for All Ages and Abilities: Contextual Guidance for High-Comfort Bicycle Facilities report. "AAA" design is a guiding principle for designing bicycle infrastructure that is safe, comfortable, and equitable for everyone, regardless of age, gender, ability, or cycling experience. Facilities built to this standard prioritize physical protection from traffic, low stress routes, and accessibility, aiming to attract a broad spectrum of users including children, seniors, diverse genders, people living with disabilities, bike share riders, and those from low-income or marginalized communities. See **Table 4.2** on detailed guidance for selecting "AAA" cycling facilities.

Table 4.2: Table of roadway thresholds guiding the selection of "AAA" bike lanes / bikeways (Adapted from NACTO Bikeway Design Guides).

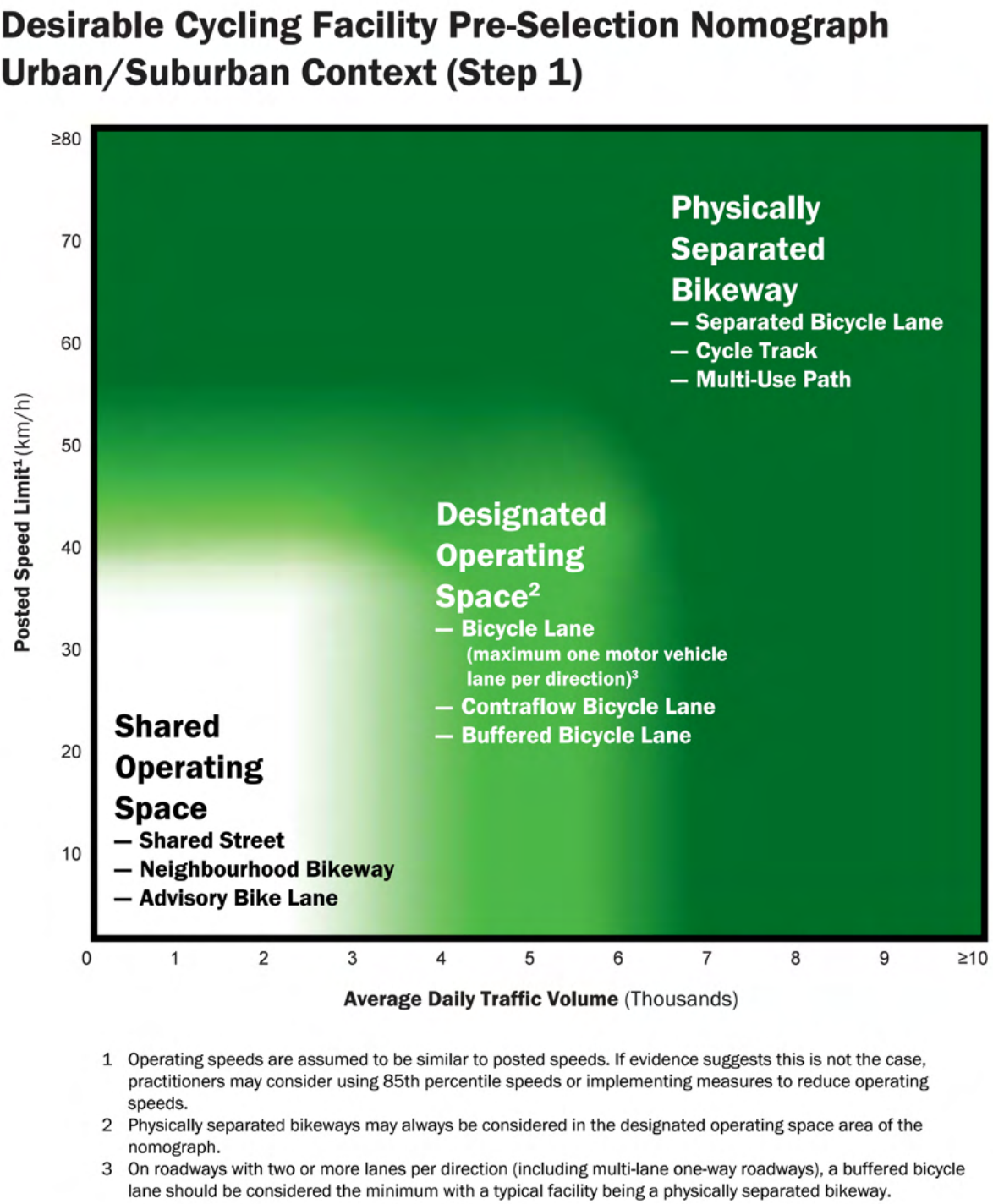
Bikeway	Target Motor Vehicle Speed	Motor Vehicle Volume (daily)	Motor Vehicle Volume (peak hour in peak direction)
Protected Bike Lane	Any	Any	Any
Shared Spaces	≤ 15 km/h	≤ 1000	≤ 60
Neighbourhood Bikeway (Bicycle Boulevard)	≤ 30 km/h	≤ 500 – 2000	< 50 – 150
Advisory Bike Lane	≤ 30 km/h	≤ 500 – 2000	< 50 – 150
Conventional Painted Bike Lanes	≤ 30 km/h	≤ 1500 – 3000	≤ 300
Painted Bike Lane with Buffer	≤ 40 km/h	≤ 6000	≤ 600

The "AAA" approach emphasizes context-sensitive design, using tools like protected bike lanes, traffic calming interventions, and intersection treatments to reduce risk and encourage widespread cycling. Implications that come from a specific "AAA" design approach can include:

- Accommodating children and youth (by prioritizing neighbourhood cycling routes to schools with separated facilities)
- Mitigating conflicts between all road users through complete street design (see more details below, "City of Mississauga Complete Streets Guide")
- Enhancing connectivity through facility implementation and route planning to allow for equitable access to high-quality facilities
- Selecting the most appropriate facility types and design treatments based on specific contexts (see nomograph from OTM Book 18 in **Figure 4.11**)

By applying this criteria across entire cycling networks, cities can improve safety, health, and equity, making cycling a viable and appealing mode for more people.

OTM Book 18 was updated in 2021 with guidance that reflects the need for increased separation between cyclists and vehicle traffic that operates at high speeds and volumes. The selection process for cycling facilities is presented in two nomographs in OTM Book 18, one for an urban/suburban road context and one for a rural road context. The urban/suburban nomograph is shown in **Figure 4.11**.



1 Operating speeds are assumed to be similar to posted speeds. If evidence suggests this is not the case, practitioners may consider using 85th percentile speeds or implementing measures to reduce operating speeds.
2 Physically separated bikeways may always be considered in the designated operating space area of the nomograph.
3 On roadways with two or more lanes per direction (including multi-lane one-way roadways), a buffered bicycle lane should be considered the minimum with a typical facility being a physically separated bikeway.

Figure 4.11: Urban / Suburban Nomograph (Source: OTM Book 18)

This nomograph was used to help guide facility evaluation during the network validation and evaluation stage (see **4.2.2 Validating the Existing Cycling Network**).

National Association of City Transportation Officials Bikeway Design Guides

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (3rd Edition) offers design solutions for creating safe, connected, and equitable cycling networks. It includes guidance on bikeway types, intersection treatments, signal phasing, wayfinding, and maintenance, all with a strong focus on inclusivity and conflict reduction.

The 3rd Edition provides greater detail on the "All Ages and Abilities" ("AAA") design approach (see **Table 4.2** above) and more specifically design features that make up protected intersections. Appropriate intersection treatments can improve a cyclist's ability to cross a major roadway more comfortably and safely, and reduce the risk of conflicts between active transportation users and motor vehicles. To reduce the risk of conflicts, NACTO notes that intersections should be designed to either separate active transportation users from vehicles in space or in time. Creating dedicated or protected spaces for cyclists at intersections requires unique design treatments, with some key features illustrated in **Figure 4.12**. Additional guidance on protected intersection design can be found in other published guidelines, including the following:

- Ontario Traffic Council's (OTC) Protected Intersection Guide (2023)
- OTM Book 18: Cycling Facilities (2021)

The Ontario Traffic Council (OTC) Protected Intersection Guide builds on international best practices and Ontario-specific experience with the aim to lower collision rates and create predictable, user-friendly intersections across the province. The guide details features such as setback crossings, corner islands, pedestrian refuge areas, and protected signal phasing (see **Figure 4.12** for a high-level overview of these features). They emphasize accessibility for all ages and abilities, reduce conflict points, and provide clear design standards for municipalities seeking consistent, evidence-based solutions.

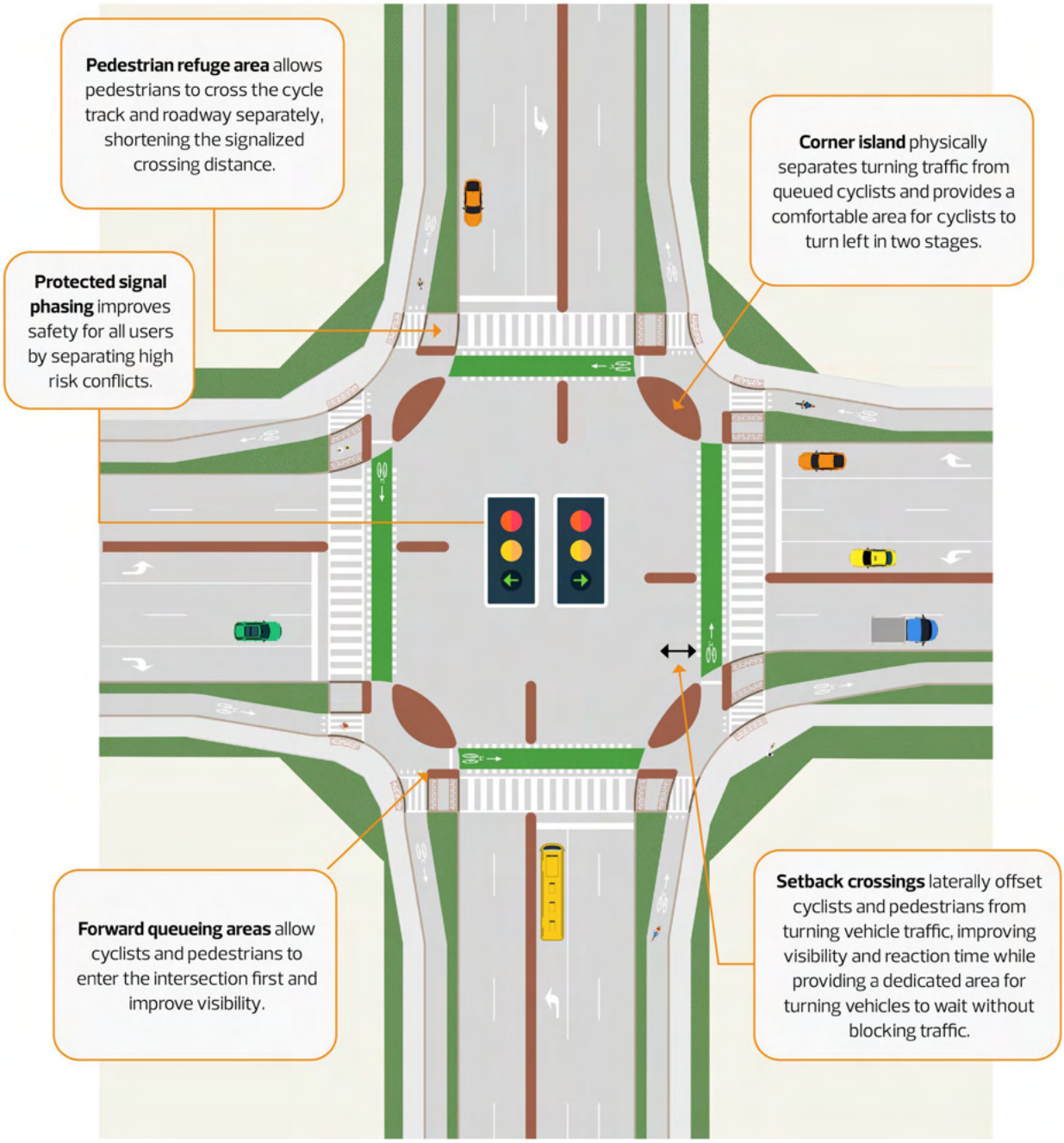


Figure 4.12: Protected Intersection Design Features (Source: OTC Protected Intersection Guide).

The NACTO Urban Bikeway Design Guide (3rd Edition) complements the OTM Book 18: Cycling Facilities guidelines by offering innovative, equity-focused solutions for bikeway types, intersections, and wayfinding, helping cities build resilient, people-centered networks.

City of Mississauga Complete Streets Guide

The City of Mississauga's Complete Streets Guide is a key policy initiative in development to guide how streets are planned, designed, and constructed in Mississauga. The primary goal when introducing complete street elements, is to support safe, comfortable, and accessible travel for all users, including cyclists, pedestrians, transit riders, and drivers. Locally, the Complete Streets Guide integrates OTM Book 18 and NACTO standards to support Complete Streets and Vision Zero principles, ensuring that cycling infrastructure aligns with climate goals and land use planning in Mississauga.

The concept of a retrofit is explored in the City's Complete Streets Guide when looking at ways to improve crossings and intersection safety for all road users for "All Ages and Abilities" ("AAA") in Mississauga with low-cost, simple design elements. Retrofits include various techniques when it is not possible or desirable to move curbs and reconfigure a street's drainage. A retrofit approach can be combined with state-of-good- repair improvements or as a low-cost trial before making a full investment in an ultimate solution. **Figure 4.13** shows an example of a retrofit at a trail crossing.

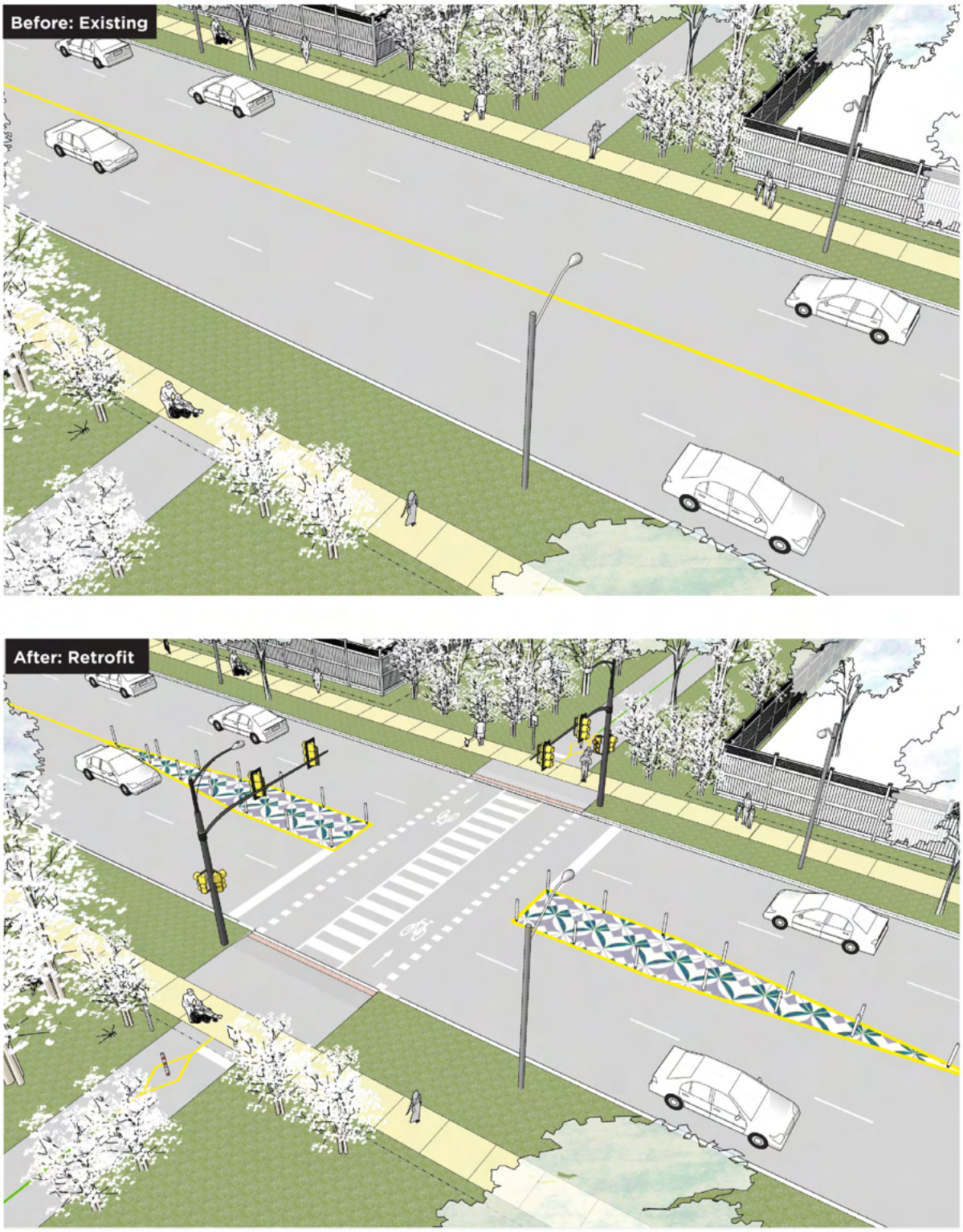


Figure 4.13: Rendering of a local street trail crossing retrofit (Source: City of Mississauga Complete Streets Guide).

4.2 Network Development and Evaluation

4.2.1 Network Guiding Principles

A comprehensive review and update of the cycling network was completed to ensure appropriate facility types and connections are proposed. The network review process began with defining and confirming the network guiding principles in consultation with technical stakeholders.

To gather input on technical aspects of the Cycling Master Plan (CMP) Update, the project team facilitated a series of engagements with the City of Mississauga's Cycling Advisory Committee (MCAC) and a Technical Advisory Committee (TAC).

Technical engagements were used to inform the following pieces of the CMP Update:

- Validation of existing, committed, and updated network
- Prioritization of the updated network
- Feasibility of prioritized cycling projects within the updated network
- Implementation delivery method of cycling projects within the updated network

Example question & answer (Q & A) correspondence from these engagements have been included using purple call out boxes throughout **Chapter 4**.

A comprehensive summary of all engagement efforts is available in **Appendix D: What We Heard Report**.

In consultation with technical stakeholders, four network guiding principles were defined and are as follows:

1. **Connected: The network connects to all major destinations.**

A connected network allows people to get to where they want to go. This includes connections to major destinations (downtown, major urban centres, hospitals, grocery stores, and more) with high-quality priority cycling facilities. These connections are a critical starting point to establish a cycling network structure known as a Core Network.

"There are so many schools, the community centre, and mall in this area (Intersection of Glen Erin and Eglinton). I often pass by many kids riding on the sidewalk to get to school. Having safe infrastructure could encourage more high schoolers to travel to school by bike." - MCAC Member

2. **Complete: The network provides a complete grid.**

A complete grid network allows for all routes to be direct and interconnected with minimal diversions, making for a more convenient and cohesive cycling experience. This includes making sure that all residents will also be within 400 m of an "All Ages and Abilities" ("AAA") bicycle route.

"There are so many condos that have come up over the years that it would help people to choose biking if there was better infrastructure." - MCAC Member

3. Comfortable: The network is comfortable for "All Ages and Abilities" ("AAA").

"All Ages and Abilities" ("AAA") refers to the planning and design of transportation networks and public spaces that are perceived as safe, comfortable, and inclusive by the community all-year round (see **Section 4.1.2 Planning the Cycling Network**). Active transportation infrastructure in North America has predominantly catered to confident, able-bodied individuals. In contrast, the "AAA" approach prioritizes the needs of groups that have historically been underserved in active transportation planning. **Figure 4.14** shows how "AAA" facilities can support safe, comfortable cycling for all ages and abilities in various street environments.

Figure 4.14: To be safe and comfortable for "All Ages and Abilities" ("AAA") cycling, different facility types are needed depending on the type of roadway.

The CMP Update aims to incorporate "AAA" facilities wherever feasible, with the goal of making cycling as accessible as possible to the entire population of Mississauga. In practice, this involves providing physically separated spaces for cyclists whenever possible and implementing measures to reduce vehicle speeds and traffic volumes where such separation cannot be achieved.

4. Safe: The network prioritizes safety by minimizing interactions between people cycling and other users.

A high-quality cycling network developed based on a Vision Zero approach helps to achieve a safe, equitable, and attractive transportation network. A Vision Zero approach uses data-driven decisions with the goal of zero road fatalities and serious injuries with a strong emphasis on the needs of vulnerable road users. To implement this holistic approach to road safety, Mississauga's Vision Zero Action Plan outlines five focus areas:

- **Evaluation** – Track and monitor incidents and apply lessons learned to enhance future conditions.
- **Engineering** – Design and operate streets with a focus on the safety of pedestrians, cyclists, and other vulnerable road users.
- **Enforcement** – Encourage responsible travel by holding individuals accountable for unsafe travel behaviour.
- **Empathy** – Foster a culture of awareness and responsibility toward individuals disproportionately impacted by unsafe travel conditions.
- **Education** – Promote safe travel behaviour by educating road users through signage, social media campaigns, structured training, and diverse outreach strategies.

Engineering is foundational when creating a safe cycling network as it prioritizes vulnerable road users in the facility design process. Techniques to minimize conflicts between cyclists, motorists, and pedestrians that may be considered include:

- Providing clear separation
- Ensuring cyclists are visible at crossings and intersections
- Providing cues through infrastructure that facilitate predictable interactions between users
- Implementing consistent design and intuitive layouts that allow users to confidently and easily navigate the cycling network

To achieve desired safety outcomes for the cycling network, it is important to develop context-specific treatments that respond to the respective surrounding environment.

"(I) feel safest riding on quieter streets even with just a painted bike lane like South Millway. (It feels) more safe than crossing (non-protected) intersections on a MUT." - MCAC Member

4.2.2 Validating the Existing Cycling Network

For the Cycling Master Plan (CMP) Update, network validation and evaluation were completed through a multi-step process that ensured both technical accuracy and community relevance.

Due to the large size of the city and the extent of the cycling facilities present, the cycling network was reviewed based on each individual ward, which resulted in dividing the network into 11 municipal Ward maps. In each Ward, the "primary" cycling routes identified in the 2018 CMP were carefully reviewed to ensure these major connections were all spaced appropriately and consistently designed; if necessary, proposed route spacing and facility types were modified for the CMP Update.

The "primary" and "secondary" network classification is no longer used in this CMP Update, therefore the network is not separated into "primary" and "secondary" routes as done in the 2018 CMP. Instead, the CMP Update prioritizes routes with a more nuanced scoring system that is explained in **Section 4.4 Prioritization of Network Gaps**.

Next, each existing and proposed connection in the 2018 CMP cycling network was reviewed to see if the appropriate facility type had been assigned based on the roadway's posted speed limit, daily traffic volumes and corresponding guidance in Ontario Traffic Manual (OTM) Book 18 regarding these factors (see **Figure 4.11**, illustrating updated OTM Book 18 nomograph used for this evaluation process).

Mississauga's cycling network aims to meet "All Ages and Abilities" ("AAA") standards by ensuring routes are safe, inclusive, and comfortable for people of all ages and skill levels. To achieve this, facility designs must align with specific thresholds for motor vehicle speed, traffic volumes, and separation from vehicles, as outlined in national and international design guidance.

For example, protected bike lanes are recommended on streets with speeds up to 50 km/h and daily traffic volumes up to 6,000 vehicles. Where space or budget constraints exist, alternatives like buffered bike lanes may be considered, provided they still meet "AAA" criteria for safety and comfort. On quieter, low-speed streets, bicycle boulevards may be appropriate, but only when paired with traffic calming measures such as narrowed lanes or reduced speed limits.

This approach preserves the integrity of the "AAA" network and reinforces the principle that any deviation from preferred facility types must be justified through supportive design strategies.

Consistency was a key factor in this review. If the review resulted in an inconsistent facility type along a corridor, recommendations were modified to ensure consistency throughout the corridor where possible.

In many cases, facilities originally selected based on earlier standards now present opportunities for improvement. Where appropriate, upgrades have been proposed to enhance comfort, safety, and accessibility, such as increased separation from traffic or other supportive interventions.

The final step in validating the existing network involved reviewing missing connections, specifically to schools, parks, industrial areas, and areas of employment, to ensure that the network is connected at both a local and city-wide scale, supporting residents in reaching their respective destinations throughout the city.

4.2.3 New Cycling Facility: Neighbourhood Bikeway

The network validation and evaluation process presented the opportunity to propose neighbourhood bikeways as a new cycling facility, grounded in the four guiding network principles. Neighbourhood Bikeways have been proposed as an upgrade facility for many shared routes within the network.

Also known as a quiet street, neighbourhood bikeways are low-speed, low-traffic roads designed to make walking, cycling, and rolling safer and more comfortable. People cycling share the road with motor vehicles, rather than using dedicated cycling infrastructure. These routes prioritize cycling by using traffic calming and diversion strategies, such as speed humps, narrowed intersections, one-way access points, and speed display signs. This is to reduce vehicle speeds and discourage cut-through traffic. While they remain accessible to local residents and allow on-street parking, the emphasis is on creating a safer, more inviting environment for people of all ages and abilities.

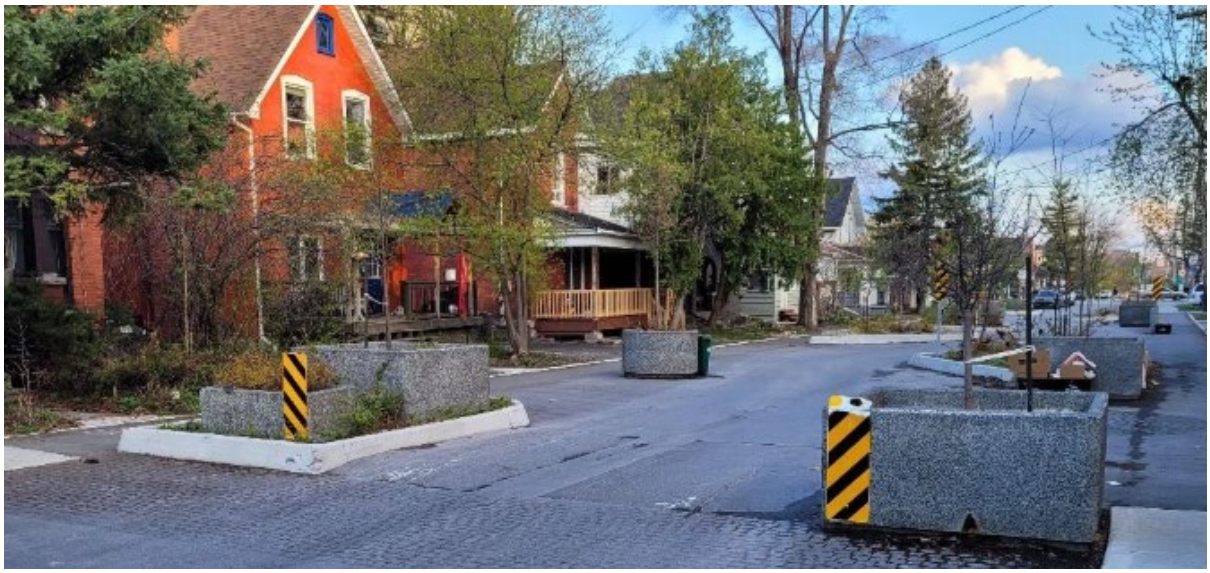


Figure 4.15: An example of a neighbourhood bikeway.

To achieve the creation of a neighbourhood bikeway, there are key features that must be considered to create a more comfortable and safer environment for people walking and cycling.

- **Traffic reduction**: Traffic volumes should be lower than 1,500 (ideally under 500) daily vehicles, which can be achieved through traffic diversion measures like one-way conversions, diagonal diverters, and full or partial road closures can limit through traffic.
- **Speed management**: Where vehicle speeds are greater than 30-40 km/h, implement features to reduce speeds to 30-40 km/h or below using traffic calming features such as speed humps, raised crosswalks, curb extensions, and narrower lanes. Quick-build options like bollards, centreline speed signage, and alternating side parking can also be used to create a chicane effect and slow traffic.
- **Priority**: At intersections with minor streets, give cyclists the right-of-way by removing stop signs for bikes and adding stop control for intersecting motor vehicles. This should be paired with vehicle access restrictions at the intersection to reinforce cyclist priority.
- **Signs and pavement marking**: Use signage and road markings to reinforce the neighbourhood bikeway's role as a priority route for active transportation. These visual cues should support physical design elements and clearly communicate that the space is predominantly intended for people walking, cycling, and rolling.

4.3 Proposed Cycling Network

The long-term cycling network with all proposed or upgrade routes was revised following the review and update described in **Sections 4.1** and **4.2**. See **Figure 4.16** or **Appendix C: Network Maps and Project Tables**.

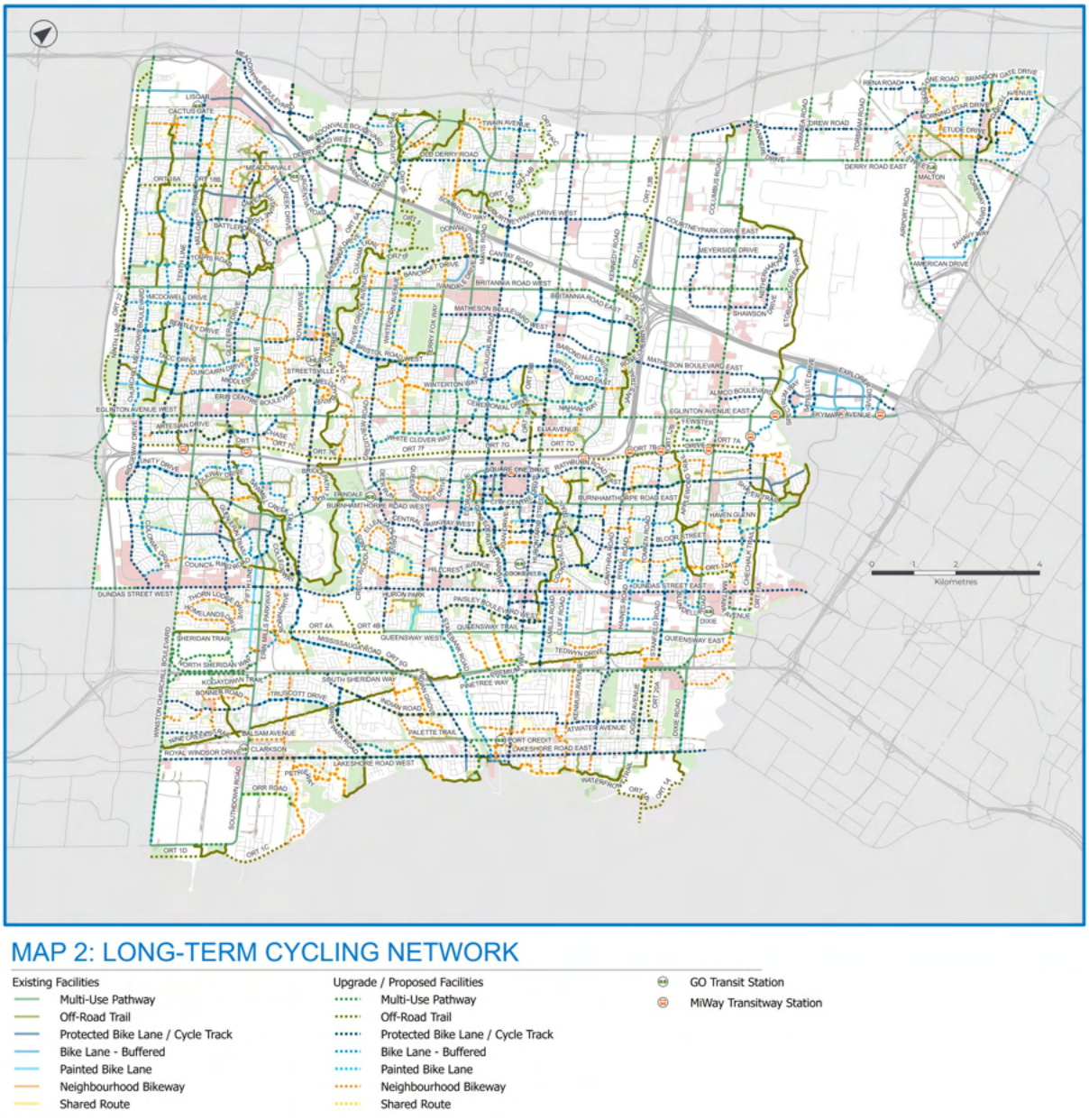


Figure 4.16: Map showing the long-term proposed & upgrade network and existing cycling network.

4.4 Prioritization of Network Gaps

The City is working to develop a cycling network that is safe, accessible, and suitable for all users. To support this effort, it is important to systematically identify and address gaps in the current infrastructure. Prioritizing these network gaps ensures that investments are directed where they will have the greatest impact, improving connectivity, equity, and safety for residents and visitors. This section outlines the approach used to evaluate and rank segments of the existing and long-term cycling network for future development, drawing on objective criteria and a transparent, data-driven process to guide decision-making and implementation.

4.4.1 Prioritization Methodology

To ensure that the most critical gaps in the cycling network are addressed first, an objective, GIS-based prioritization methodology was employed. This methodology incorporates lessons learned from previous active transportation planning initiatives. Each segment of the proposed network was assessed against a comprehensive set of criteria, with scores assigned based on measurable attributes such as proximity to key destinations, equity need, and connectivity. The cumulative score for each segment determined its priority for implementation. **Figure 4.17** illustrates these results, showing an updated network map with prioritization of the existing and proposed cycling network. See **Appendix C: Network Maps and Project Tables** for high resolution maps and 5-Year Plan project list.

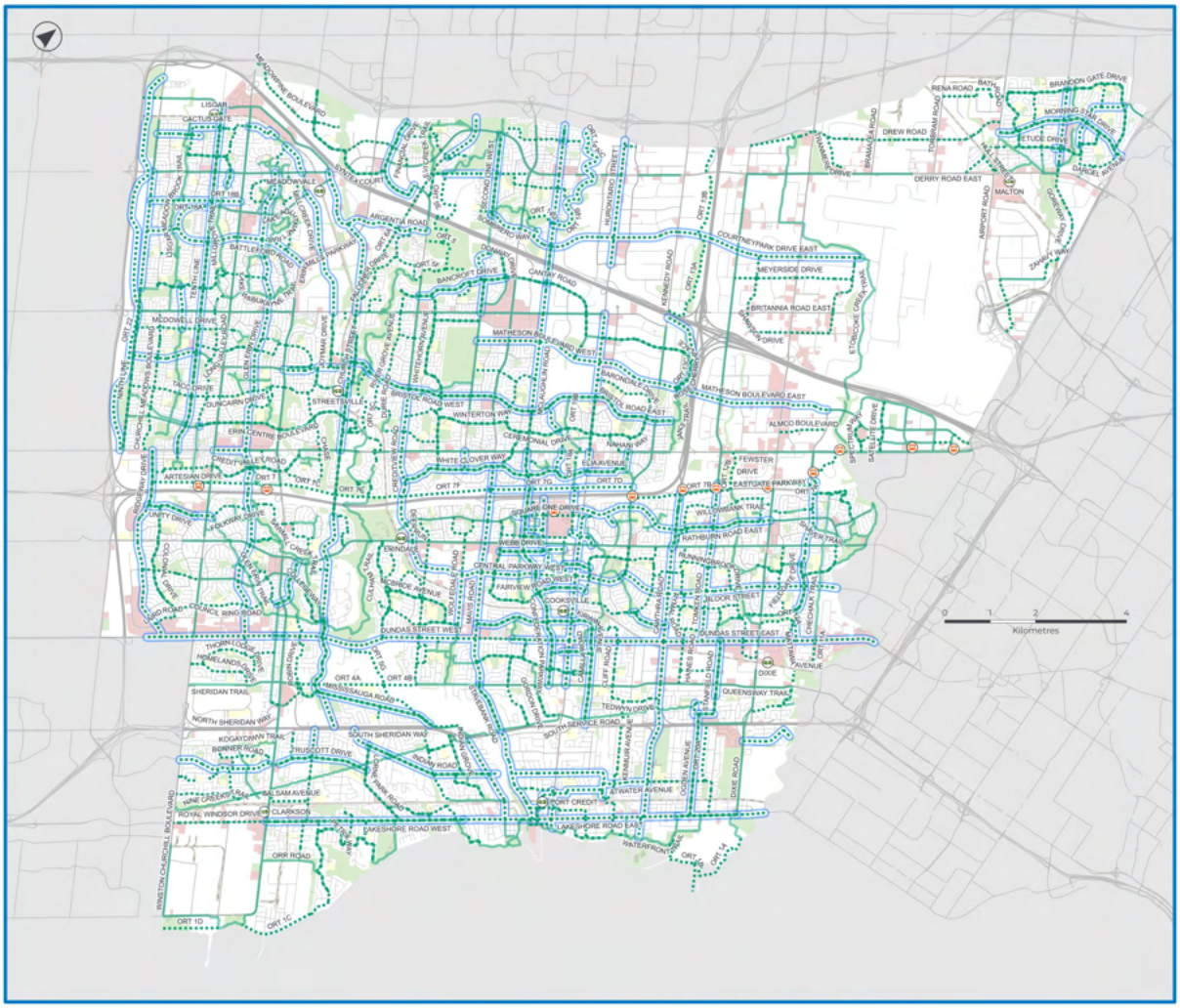


Figure 4.17: Map showing the priority routes within the long-term network.

4.4.2 Prioritization Criteria

The prioritization process is guided by eight core criteria, each designed to ensure that investments in cycling infrastructure and programming are equitable, strategic, and impactful.

Criteria Breakdown

Most criteria are assigned a specific score between 0 and 25 (0 to 15 for "Primary" Bicycle Route and 0 to 20 for Proximity to Community Destinations), with 0 being the lowest score. For example, segments in areas of very high equity need can receive up to 25 points, as can those connecting to multiple bicycle facilities or located near major transit stations. The maximum possible score for a segment is 185 points. The cumulative scores guide the phasing and implementation of network improvements, ensuring that the most impactful gaps are addressed first.

Route segments are then ranked based on their total scores, which reflect their potential to improve equity, connectivity, safety, and access to key destinations. High-priority segments are those that scored well across multiple criteria, particularly in areas of high equity need, near major transit hubs, and where they close critical gaps in the network.

Below is a detailed explanation of each of the 8 criteria that guided the network prioritization process.

Equity

Areas with higher concentrations of equity-deserving groups are given higher scores.

While Census and GIS data help identify areas with concentrations of equity-deserving groups, this method does not account for inequitable outcomes, travel patterns, or the diversity within communities. Groups often excluded from traditional datasets, such as 2SLGBTQ+ individuals, people experiencing homelessness, and those living with addiction, must be considered through more holistic equity analysis to inform inclusive decision-making. These nuances can be considered more intentionally on a project-by-project basis.

Network Connectivity

New facilities that connect to multiple existing bicycle routes receive the highest scores, enhancing overall network connectivity and utility. Upgraded facilities and those connecting to fewer routes receive progressively lower scores.

Road Safety Focus Area

Segments located near intersections identified as high priority in the City's Road Safety Plan, based on Potential for Safety Improvement (PSI), are scored higher, ensuring new infrastructure will have the greatest impact on user safety.

Proximity to Transit / Transit Integration

Segments near major transit stations (GO Train, future LRT) receive the highest scores, followed by those near BRT stops, GO bus stops, and local bus stops, supporting multimodal connectivity.

Proximity to Growth Areas (per Official Plan Land Designations

Segments within one kilometre of the Downtown Core, Growth Centres, Growth Nodes, intensification corridors, or Employment Areas are prioritised , as these locations are expected to see significant population and employment growth.

Proximity to Commercial Areas and Mixed Use Areas (per Official Plan Land Designations)

Cycling connections to commercial destinations are important for convenience and utility. Segments within 500 metres of commercial areas receive the highest scores, with lower scores for greater distances.

Proximity to Community Destinations (Parks, Community Facilities, Religious Assembly, and Schools)

Segments near community centres, libraries, parks, green lands, cemeteries, places of religious assembly, and schools are cumulatively scored, reflecting the importance of connecting people to everyday destinations.

Primary Bicycle Route

Segments designated as Primary Routes in the 2018 Cycling Master Plan, those providing direct connections to key destinations and adjacent municipalities, are given additional priority to support a city-wide minimum grid network.

Figure 4.18: Network Prioritization Process Criteria.

Prioritizing Network Gaps – Phasing (Short-Term 5-Year Plan)

The priority network identified through the prioritization process was used as a starting point to develop the 5-Year Plan. While building the priority network and entire cycling network across the city is the long-term goal, over the next 5 years (short-term) the City of Mississauga will prioritize:

- Building routes that close important gaps in the network
- Connecting new communities to the cycling network, and;
- Coordinating projects that can be built with existing roadwork.

Segments identified for early implementation (0–5 years) are a combination of those with the highest scores from the prioritization process (**Section 4.4**) and greatest potential impact in supporting the network guiding principles of making the network convenient, connected, comfortable and safe by closing critical gaps. The route segments that are not a part of the 5-Year Plan are scheduled for later phases (6+ years) as part of the long-term network build-out. This structured approach ensures that resources are allocated efficiently and that the cycling network evolves in a way that maximizes benefits for all users. **Figure 4.19** illustrates these results, showing an updated network map with prioritized routes and whether the routes are to be delivered in the 5-Year Plan or Long-Term Plan. See **Appendix C: Network Maps and Project Tables** for high resolution maps and 5-Year Plan project list.

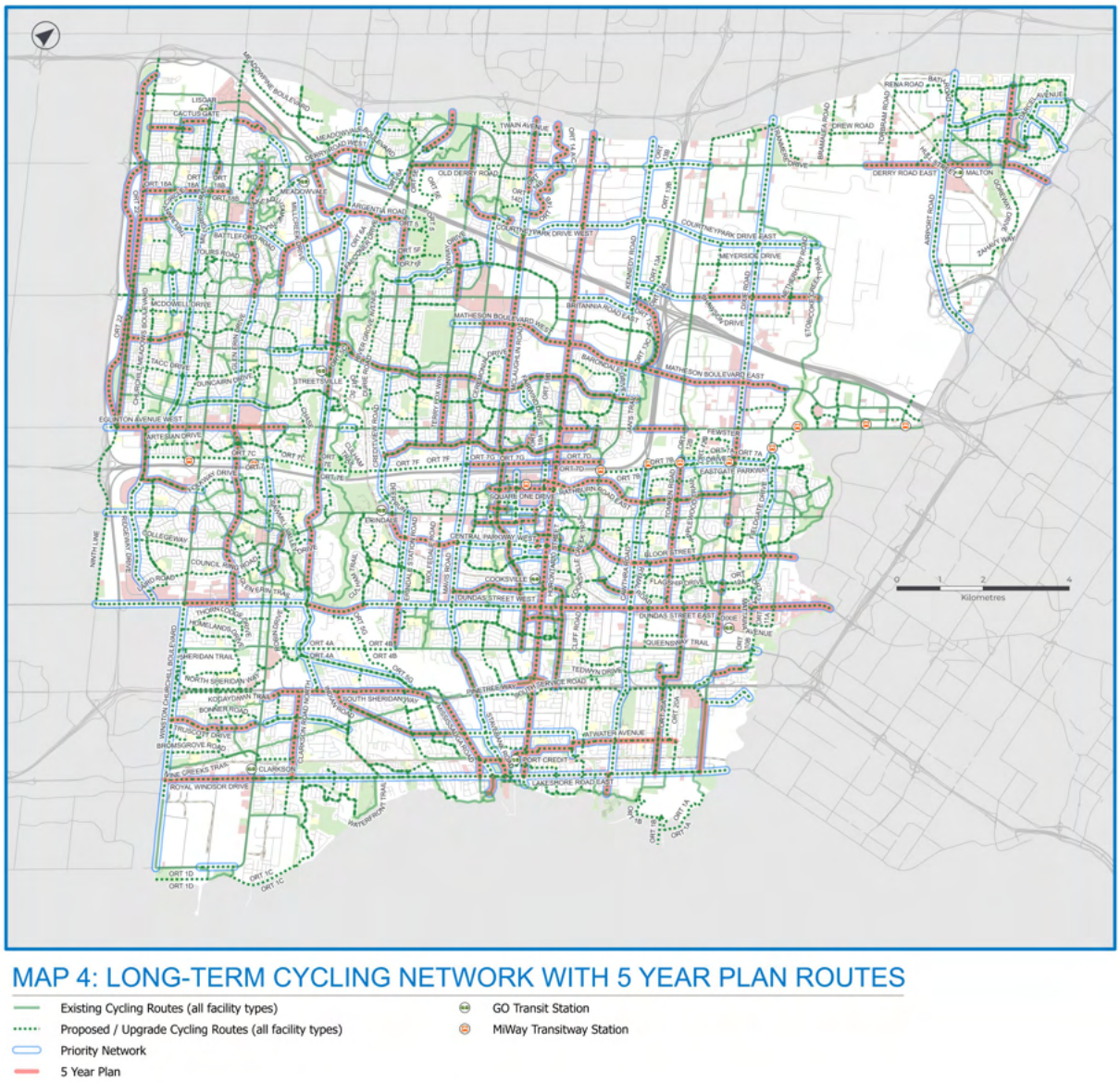


Figure 4.19: Updated priority network showing all Long-Term Plan priority routes highlighted blue, and routes to be included in the 5-Year Plan with an additional red highlight.

4.5 Feasibility Review

Deciding the best way to build each project is a balance of prioritization scores (**Section 4.4**), roadwork coordination opportunities (**Section 4.5.1**), and a feasibility review (**Section 4.5.2**) based on cycling route factors.

This section explains how the prioritized short-term 5-Year Plan was further evaluated and prioritized, by grounding the proposed routes in the true feasibility of their implementation and on what timeline.

4.5.1 Project Types

To deliver the 5-Year Plan, three project types were identified:

1. **Standalone Cycling Projects** - built independently when no roadwork is planned.
2. **Coordinated Projects** - bundled with other roadwork to reduce disruption and cost.
3. **Quick-Build Cycling Projects** built with low-cost materials to rapidly address safety gaps.

Each project type is selected based on a feasibility review of the route, considering factors like road width, traffic volumes, safety, and physical constraints including utility poles or trees. This ensures each project is practical, cost-effective, and aligned with the Cycling Master Plan (CMP) goals.

Standalone Cycling Projects

Standalone cycling projects are independently planned and executed cycling projects, not tied to other capital works. These projects allow the City to respond directly to community needs, fill critical network gaps, and implement high-comfort cycling facilities in areas not planned for broader upgrades. An example of a cycle track implemented as a standalone cycling project is provided in **Figure 4.20**.

Cycling facilities that are identified in the cycling network are built as standalone projects when no roadwork coordination opportunity is available.

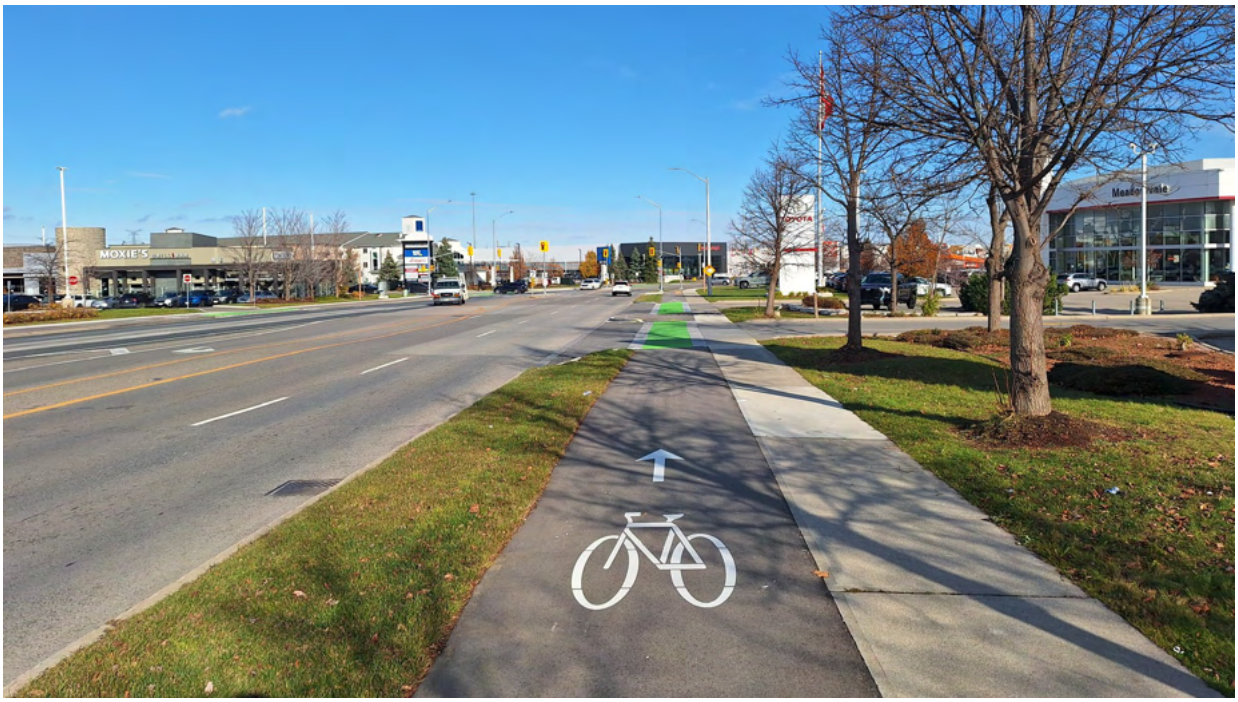


Figure 4.20: Example of a cycle track implemented as a standalone cycling project on Argentia Road.

The key advantage of standalone cycling projects is their flexibility. They allow the City to prioritize routes based on safety, connectivity, and equity without relying on other infrastructure timelines. However, standalone projects can end up costing more for each kilometre of cycling infrastructure because they are not bundled with other construction work.

In Mississauga, standalone cycling projects are vital for delivering on the CMP Update's vision of a connected, "All Ages and Abilities" ("AAA") network, especially in underserved areas or where larger road works and future rapid transit is not planned.

Coordinated Projects

Coordinated projects are integrated into broader infrastructure initiatives, such as road reconstructions, transit expansions, or utility upgrades. In Mississauga, these projects often align with major undertakings, like the Hazel McCallion Light Rail Transit (LRT) or Dundas Bus Rapid Transit (BRT) projects, where cycling facilities are included as part of a larger corridor transformation. An example of a cycle track implemented as a coordinated project is provided in **Figure 4.21**.

When other major roadwork is being done by the City, the Region, or the Province, it is an opportunity to build cycling facilities as part of one coordinated project.

Figure 4.21: Example of a cycle track implemented as part of a larger coordinated roadwork project on Rathburn Road.

The advantage of this approach lies in cost-efficiency and streamlined implementation, as cycling infrastructure benefits from shared design and construction resources. However, this means that cycling improvements are dependent on the timelines and priorities of the larger project, which can delay delivery or impact cycling-specific outcomes.

Like many cities, in Mississauga, coordinated projects are essential for embedding cycling into the city's evolving multimodal landscape, but they require strong interdepartmental collaboration and long-term planning to ensure cycling remains a priority.

Quick-Build Cycling Projects

Quick-build cycling projects are a new addition to the CMP Update, as standalone and coordinated projects have always been used to build the cycling network.

Quick-build cycling projects are built between the existing curbs and do not require major construction. They use low-cost materials like paint, bollards, curbs, and planters to quickly address gaps and introduce new safety measures, while remaining flexible to adapt based on performance and community feedback.

These projects are ideal for high-priority corridors without upcoming coordination opportunities. Each quick-build is assessed for feasibility, considering road width, traffic volumes, and physical constraints, to ensure it can be delivered effectively and safely. An example of protected bike lanes with small concrete curbs and flexible bollards implemented as a quick-build cycling project is provided in **Figure 4.22**.

Figure 4.22: Example of protected bike lanes implemented as a quick-build cycling project on Erin Centre Boulevard.

Several other types of material that can be used to implement quick-build cycling projects are illustrated in **Figure 4.22** to **Figure 4.25**.

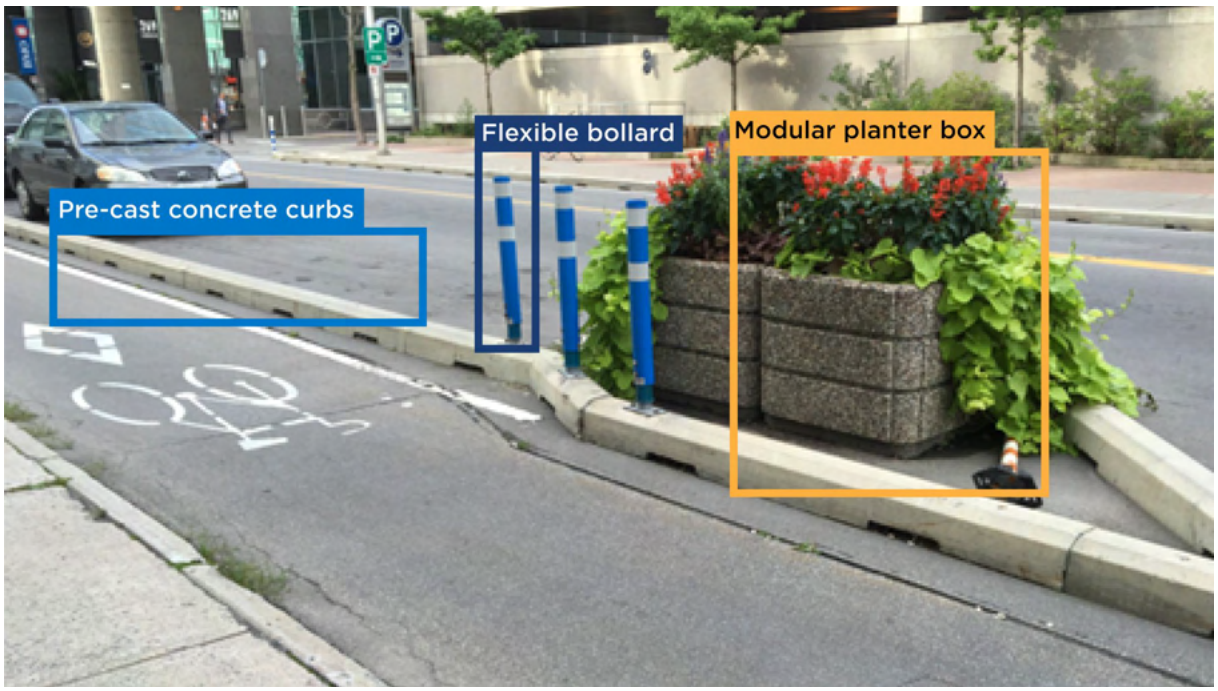


Figure 4.23: Small precast concrete curb, flexible bollards, and modular planters creating curb extension "bump-out".

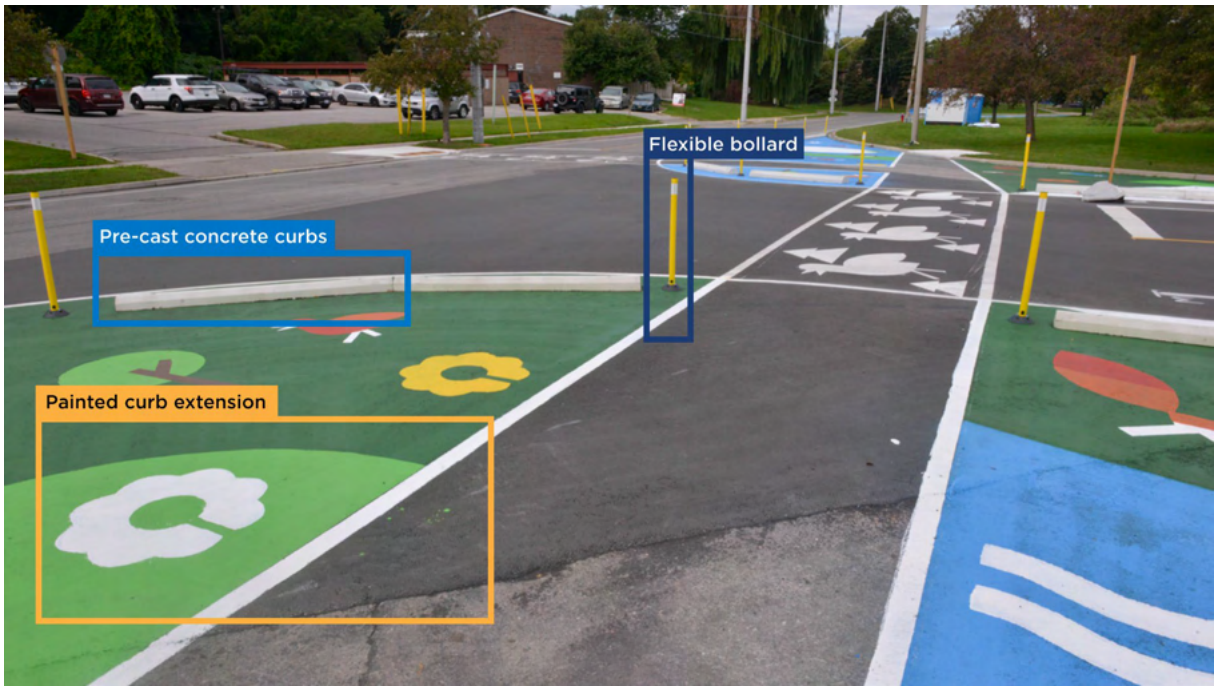


Figure 4.24: Painted curb extension “bump out” with flex bollards.

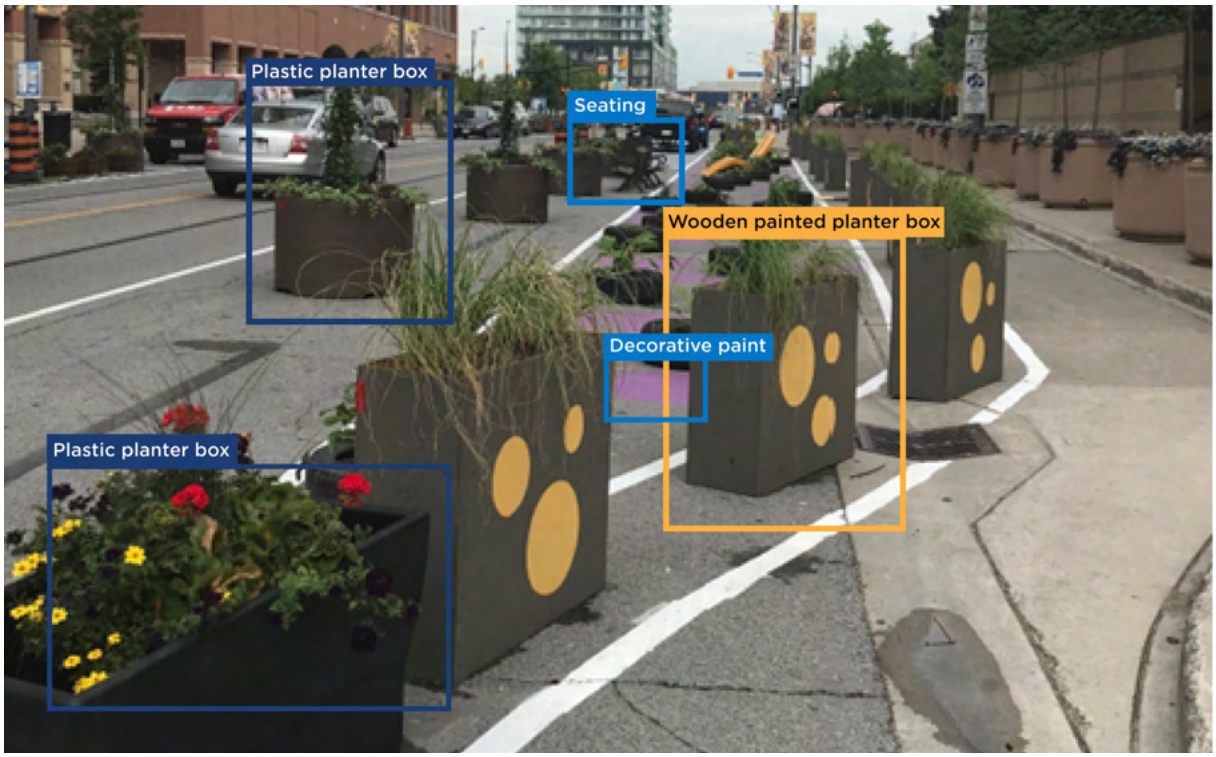


Figure 4.25: Painted wooden and plastic planters.

The advantages of quick-build projects include speed of implementation, affordability, and the ability to change the design based on feedback and function before committing to more permanent changes as part of a coordinated or standalone construction project. However, they may offer lower comfort or durability compared to long-term designs.

In Mississauga, quick-build cycling projects are a strategic tool to accelerate network expansion, demonstrate commitment to active transportation, and gather feedback for future upgrades.

4.5.2 Decision-Making Framework

While developing the Cycling Master Plan (CMP) Update at the network-planning level, a decision-making framework was developed to further evaluate the preliminary feasibility of the short-term 5-Year Plan with considerations that impact how and when a cycling project is implemented. Criteria included impacts on above ground and underground utility infrastructure; tree removal and replanting; impacts to midblock and intersection vehicle capacity; impacts on the pedestrian travel experience; frequency and type of driveways; impacts to on-street parking and loading spaces; need for land acquisition; and alignment with Vision Zero goals. For each criterion, an approximate impact was assessed (high, medium, low, and unacceptable) for each project.

Moving into the design and implementation stage, when each project in the CMP Update is designed and built corridor by corridor, more detailed traffic analysis will be conducted for each project identified in the 5-Year Plan and will include documenting existing operations and forecasting future traffic due to planned infrastructure changes and background developments. A safety performance assessment will also be completed, including collision data review and a quantitative road safety review with a focus on vulnerable road users.

This feasibility assessment directly shaped the 5-Year Plan in the following ways:

- Projects with high or medium feasibility were identified as candidates for quick-build (rapid implementation) using temporary or low-cost materials.
- Projects with lower feasibility, or those requiring more coordination (such as with road reconstruction or land acquisition), were scheduled for longer-term delivery within the 5-year window as coordinated or standalone projects, or scheduled as part of the Long-Term Plan if infeasible in a 5-year window.

The City's annual cycling program is guided by this prioritization and feasibility process. Each year, the City reviews the list of projects identified for the next five years and determines —based on the latest feasibility assessment— whether a project can be delivered as a quick-build or if it will require a more permanent, long-term approach. This ensures that resources are focused on projects that are ready to be implemented, while still planning for more complex projects in the future.

4.6 5-Year Implementation Plan

Figure 4.26 shows the 5-Year Plan for implementation. See **Appendix C: Network Maps and Project Tables** for high resolution maps and 5-Year Plan project list.

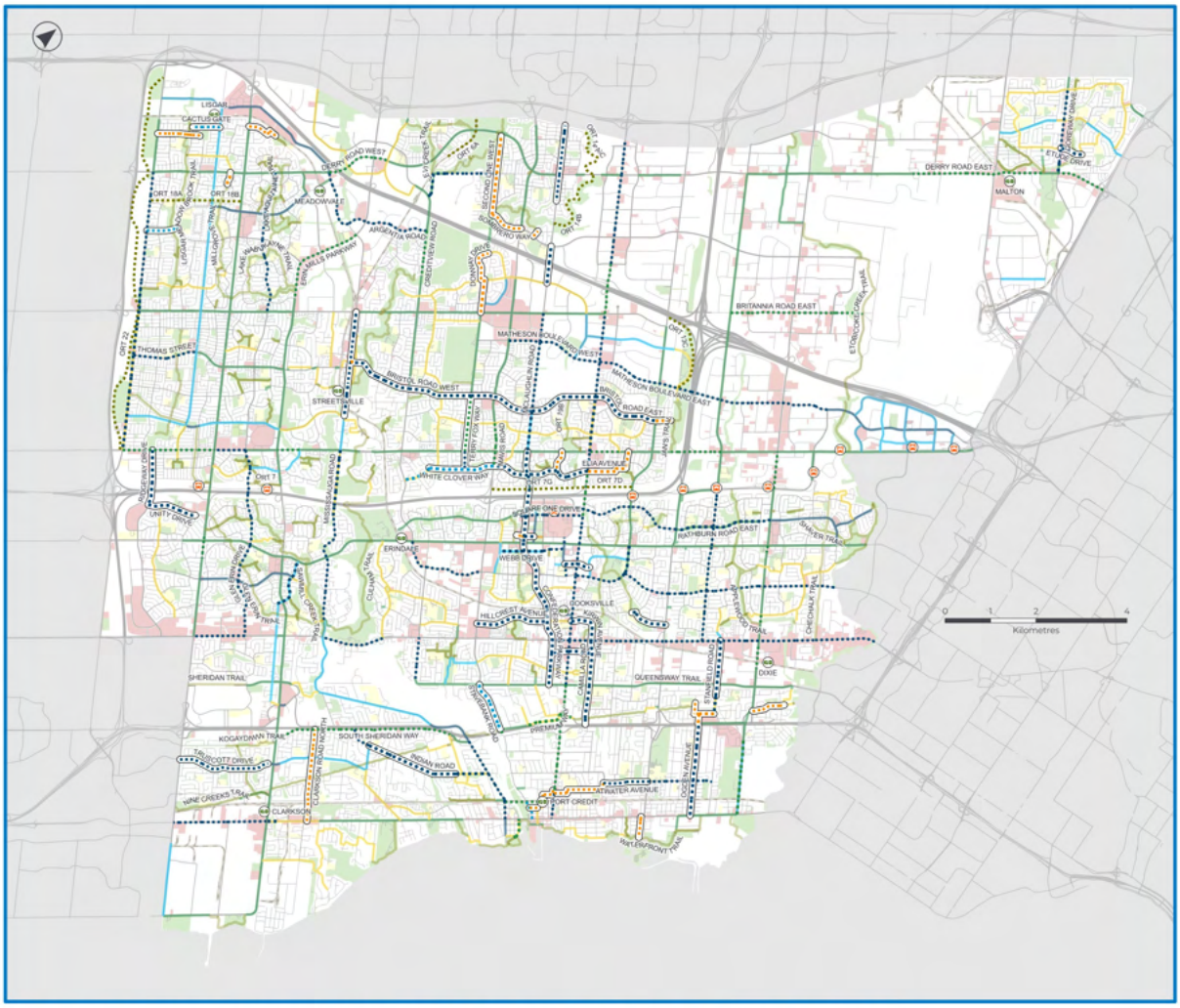


Figure 4.26: Map of the 5-Year Plan for implementation.

CHAPTER 5: IMPLEMENTATION & MONITORING

5. Implementation and Monitoring

5.1 Implementation

Communities across North America and worldwide are actively working to implement cycling infrastructure, often encountering a variety of challenges in their efforts to achieve this goal. The most common challenges include limited funding and capital resources; concerns raised by the community and stakeholders; and the need to contextualize standard cycling infrastructure to suit local conditions. To overcome these challenges, it is essential to explore implementation techniques and strategies that allow the City to deliver infrastructure to enhance the cycling experience while working within project constraints.

The Cycling Master Plan (CMP) has been developed as a long-term plan, supporting cycling over the next 20 to 30 years and beyond, requiring financial investment, staff resources, an implementation strategy, and maintenance and monitoring plans. This section will present the CMP Update implementation strategy, showing how the City will prioritize improvements to the network over short (0-5 years) and medium to long-term (6+ years), provide a summary of associated capital investments estimated to implement the proposed infrastructure, include an overview of the maintenance plan needed to keep the network in working condition, and introduce a monitoring plan to ensure the work being completed remains in line with the CMP Update's vision and goals.

Note that all dollar values in this report are estimates based in 2025 dollars. The full project list for the 5-Year Plan with associated facility types, planned delivery streams (coordinated, standalone, and quick-build), and unit costs per km can be found in **Appendix C: Network Maps and Project Tables.**

5.1.1 Principles of Implementation

There are 5 key principles that need to be considered as the City moves forward with implementation of the cycling network.

1. **The Cycling Master Plan (CMP) Update is the first step towards continuing to work towards completing the long-term vision for cycling in the community.** The series of recommendations and actions presented through the CMP Update form the foundation for its implementation. However, successful implementation relies on substantial investment and resources, such as: funding for new infrastructure; maintaining the cycling network; and providing resources for public education, programming, and developing updated standards and policies. Achieving the CMP Update's long-term vision will depend on continued commitment from the City and its partners, alongside sustained investment in the physical and social infrastructure that support cycling.
2. **The CMP Update is a snapshot in time.** The recommended cycling projects presented in the CMP Update were informed by technical analyses and community engagement outcomes from a particular point in time. As the City actively expands the cycling network, addresses priority gaps, and circumstances change, it is important to closely assess the overall value and feasibility of each recommended cycling project. This also requires ongoing community engagement to reflect evolving community needs.
3. **Many recommendations from the CMP Update will require community engagement to inform implementation.** Several actions and proposed cycling projects recommended in the CMP Update will need to be informed by detailed technical analyses and community input. To advance implementation, the City should collaborate closely with its residents, partner organizations, and other relevant community stakeholders.

4. **The CMP Update's implementation strategy focuses on recommended infrastructure in priority areas over the next 5 years.** The CMP Update is an action-oriented framework that focuses on implementing priority cycling projects along with short-, medium-, long-term, and ongoing actions. To track progress and reassess priorities, the City should undertake a comprehensive review and update of the CMP Update after 5 years.
5. **The City will monitor, review, and update the CMP Update on a regular basis as necessary.** As the City implements the recommendations and actions of the CMP Update, a monitoring framework will be critical to track and document progress toward achieving the CMP Update's vision and goals. One key approach will be reporting on the success metrics that form the monitoring plan presented below. Mississauga already reports on the implementation of its Transportation Master Plan (TMP) and its Pedestrian Master Plan (PMP) and will coordinate reporting for the CMP Update alongside these related policy frameworks. As implementation progresses, the CMP Update will need to be updated periodically to reflect evolving priorities and changing conditions.

5.1.2 Capital Cost Estimates

Costs for implementation are based on the unit costs included in **Table 5.1**. These costs are based on current industry standards and completed cycling projects in the City of Mississauga. Limited upgrades at intersections may be included in the upper end of the cost ranges, though the quantity and complexity of intersections can further increase costs. Final costs will be determined on a project-by-project basis through detailed design.

Table 5.1: Construction unit costs by facility type.

Facility	Construction Costs (per-km)	Notes
Multi-Use Paths (MUPs)	$275,000 - $450,000	The cost of a MUP is often at the upper end of the range as they are built in the boulevard where they share space with other streetscape elements such as trees, utilities, transit stops, benches, and more. In most cases, building a MUP requires relocating or upgrading existing boulevard elements, which increases the cost of the project. A MUP on the lower end of this range is one that has few conflicts in the boulevard and would not require upgrades to other infrastructure like streetlighting and signals.
Off-Road Trails (ORTs)	$485,000 - $550,000	Construction costs for a typical hard surface ORT includes hard surface paving, lighting, and wayfinding such as trail heads and directional signage. License agreements are typically required, such as from utility providers, which can increase costs depending on the nature of the license agreement and if utility relocation is required. Reviews by other agencies, such as Conservation Authorities, and coordination with internal and external stakeholders, such as the Region of Peel, can further determine required environmental protection measures and infrastructure upgrades, which can increase costs to the higher end of this range. Where bridges or boardwalks are required, the cost can exceed the upper end of this range.

Facility	Construction Costs (per-km)	Notes
Cycle Track	$750,000 - $3,000,000	Cycle tracks require the greatest investment as they provide an exclusive space for cyclists separated from all other modes of transportation. As with other in-boulevard facilities, the investment required to construct cycle tracks can vary based on the project complexity. More conflicts in the boulevard and additional upgrades such as streetlighting, accessibility improvements, signals, and more can lead to higher costs, whereas fewer conflicts and upgrade requirements would result in a cycle track on the lower end of this cost range.
Protected Bike Lane	$160 000 - $770,000	Protected bike lanes typically cost around the middle of this range. The cost of a protected bike lane can vary based on what needs to be changed or upgraded within the corridor to accommodate the proposed infrastructure and the type of separation required. Savings can be found in quick-build projects that rebalance underutilized space on existing roadways, which limits how intensive the construction activities are. In some cases, if a road needs to be widened or other significant work is required to accommodate the protected bike lane the costs can be on the higher end of the range.
Painted Bike Lane (Conventional or Buffered)	$30,000 - $570,000	A painted bike lane cost is lower when retrofitting an existing roadway, using paint to rebalance underutilized space between the curbs. If construction work is required to move curbs or poles, costs can be at the higher end of the range.
Neighbourhood Bikeway	$10,000 - $70,000	The cost of implementing neighbourhood bikeways can vary depending on the type and number of traffic calming, traffic diversion, and wayfinding measures used in the project. Paint and signage are on the lower end of the range while speed cushions, planters, curbs, and other measures require more investment.

5.1.3 Delivery Streams

Funding Delivery Streams

The City of Mississauga primarily funds cycling infrastructure through two departments:

1. **Transportation and Works** (for cycling projects that are along City-owned roads, within the road rights-of-way) and;
2. **Community Services** (for Off-Road Trail (ORT) projects that are in parks, conservation areas, or along hydro corridors).

The infrastructure proposed as part of the Cycling Master Plan (CMP) Update includes a range of facility types such as off-road trails (ORTs), multi-use paths (MUPs), cycle tracks, protected bike lanes, painted bike lanes (conventional or buffered), and neighbourhood bikeways.

Achieving a full network build-out by filling all gaps and implementing all cycling infrastructure required in the long-term plan would require approximately **600 kilometres** of new and upgraded cycling facilities, with a total projected value of the future cycling network investment of approximately **$234.4 million***. Due to this scale, a network prioritization plan was developed. To support implementation of the short-term 5-Year Plan, the network was prioritized using an objective, GIS-based methodology adapted from the Mississauga Pedestrian Master Plan. Stakeholder and municipal staff input informed a multi-criteria scoring system applied to each segment. The resulting scores formed the basis for identifying priority routes, and the network was reviewed to identify projects which should be coordinated with redevelopment and capital projects, or otherwise prioritized for implementation. Please see **Chapter 4** for further details.

175.8 kilometres of new and upgraded cycling facilities have been identified in the 5-Year Plan as high-priority routes required to create a connected network, requiring an estimated investment of **$97.5 million***.

**These values reflect the estimated cost to deliver the cycling network over time and do not represent the City's direct or immediate budget commitment. Some cycling infrastructure will be delivered through externally led or funded projects, such as rapid transit and Metrolinx initiatives, as well as through road reconstruction, development-driven works, and other capital programs. As a result, the projected network values reflect the overall scale of investment rather than a single funding source or annual City road budget request.*

Project Delivery Along Roadways

The next major consideration in the implementation strategy for the short-term 5-Year Plan is the three main ways in which each project can be delivered, outlined in **Section 4.5.1 Project Types**.

1. **Coordinated Projects:** Significant cost savings and public benefits can be realized when cycling infrastructure is aligned with other planned capital works. These projects tend to be more complex to manage since they involve coordinating the implementation or upgrade of multiple City assets. This is particularly true for those projects requiring curb relocation and new pavement (such as cycle tracks). Other facility types, such as painted bike lanes, may not provide substantial financial savings but still benefit from coordinated implementation through:
    - Reduced disruption to road users
    - Minimized rework or redundant construction
    - A more cohesive vision for the corridor

    While this strategic coordination can enhance cost-efficiency, exclusively focusing resources on coordination opportunities can lead to a disconnected cycling network, as coordinated roadwork opportunities may not fully align with high priority gaps in the cycling network.

2. **Standalone Cycling Projects:** The main benefit of standalone cycling projects is that they give the City flexibility to address high priority gaps in the cycling network without having to wait for other construction projects. However, because they are not combined with other roadwork, these projects can be more expensive per kilometre.

3. **Quick-Build Cycling Projects:** Quick-build cycling projects help cities like Mississauga stretch their budgets by using low-cost materials, such as paint, bollards, modular curbs, and signage to deliver cycling infrastructure quickly. They avoid expensive steps like permanently moving curbs or relocating utilities until a coordination opportunity becomes available, making them ideal for fast improvements on key routes. These projects also allow the City to change designs based on feedback and function before investing in permanent upgrades, helping ensure resources are used wisely while still advancing active transportation goals.

It is essential to account for the long-term operations and maintenance costs in addition to the capital cost investment required to build cycling infrastructure. These ongoing costs are not included in the estimated capital cost investment required for the 5-Year Plan, shown in **Table 5.2.** Note that all lengths are provided in centreline-km, not lane-km.

Table 5.2: Proposed 5-Year Plan Length and Approximate Cost.

5-Year Plan Delivery Stream	Length of New & Upgrade Projects (km)	Approximate $ Investment Required
Quick Build	54.1 km	$11.6 million
Coordinated or Standalone	121.7 km	$85.9 million
5-Year Plan Total	**175.8 km**	**$97.5 million**

Off-Road Project Delivery

Trail development within parklands is led by the Community Services Department, in coordination with the Active Transportation Office. Trail construction and rehabilitation continue to be delivered consistently, with several major network segments already funded and underway.

The Community Services team will deliver a set of trail projects aligned with their 10-Year Capital Forecast. While funding from the Region of Peel has remained relatively stable, Community Services continues to seek construction funding on a project-by-project basis.

Current funding levels for Community Services' trail initiatives are considered adequate. However, moving forward, Community Services will apply their trail prioritization matrix, which will allow for projects to be more closely aligned with available capital funding and land ownership considerations. This prioritization process will incorporate updated GIS data, equity analysis, and feedback from Community Services staff to ensure that ORT projects are aligned with the CMP.

Capital Planning

The City should ensure that the CMP Update's recommendations are integrated into its capital planning process. The City should seek adjustments to its Operating and Capital Budget for 2026 and beyond to support funding required to implement the CMP Update's recommended cycling projects.

5.1.4 External Funding Sources

There are a variety of potential funding strategies and programs that the City and its partners could consider leveraging to support the implementation of the Cycling Master Plan (CMP) Update's proposed cycling network along with supportive amenities, policies, and programs.

The City has previously pursued external funding sources to support the implementation of the CMP; some available examples include the Active Transportation Fund (Government of Canada), Canada Public Transit Fund (Government of Canada), Road Safety Community Partnership Program (Government of Ontario), and the Trans Canada Trail Funding Program.

As funding opportunities may change, the City should regularly check for and pursue relevant avenues as they become available for transportation infrastructure and programs.

Other Funding Strategies

Beyond traditional government grants, other strategies Mississauga has pursued to fund the implementation of the CMP to date and could be pursued to support the implementation of the CMP Update include:

- **Sponsorships:** Businesses, community groups, and residents can sponsor amenities like benches, bike racks, or signage in exchange for recognition, naming opportunities, or in commemoration of a loved one.
- **Partner with Private Landowners:** Collaborate with developers or landowners to co-fund infrastructure that benefits both the public and private sectors.
- **Community Partnerships:** Partner with school boards and non-profits to implement education programming.
- **Development Charges:** Where eligible, use development charges to fund eligible cycling infrastructure improvements.

5.2 Monitoring and Evaluating the Plan's Success

5.2.1 Metrics of Success

The City's monitoring program for the Cycling Master Plan (CMP) Update should include clear metrics of success to measure the extent of progress in implementing the CMP Update and the outcomes resulting from its implementation. Potential metrics of success, as outlined in **Table 5.5**, would be helpful in tracking progress towards achieving the four core goals of the CMP Update.

Table 5.3: Potential Metrics of Success by CMP Update Goals.

CMP Update Goal	Metric of Success	Metric of Success (Equity)	Data Source
Make cycling safer and more comfortable and work towards achieving Vision Zero	Rates of cyclist collisions (overall)	Percent of reported cyclist incidents belonging to equity-deserving communities* (%)	Ontario Road Safety Annual Report; Peel Region Police data
	Rates of cyclist collisions resulting in severe injury		
	Rates of cyclist collisions resulting in fatality		
Build a connected, convenient, comfortable, and accessible cycling network, work towards a network of "AAA" facilities	Residents' perception of connection, convenience, accessibility, and safety as reported through a City survey	Percent of respondents belonging to equity - deserving communities* (%)	A bi-annual survey led by the City of Mississauga
	City's inventory of kilometres of new cycling infrastructure installed, new crossing locations, and accessibility improvements implemented	Percentage of new CMP infrastructure within equity-deserving areas** (%)	City's infrastructure spatial data set

CMP Update Goal	Metric of Success	Metric of Success (Equity)	Data Source
Increase the number of cycling trips in Mississauga	Percentage of people cycling on a typical day in Mississauga as a proportion of total trip	Percent of equity - deserving communities* who bike (%)	Statistics Canada Census Canada; Transportation Tomorrow Survey Continuous data counts obtained along cycling routes
	Proportion of school aged children cycling to/from school	Percent of children who belong to an equity - deserving community* who bike to school (%)	Transportation Tomorrow Survey
Encourage cycling as a part of an active and healthy lifestyle, fostering a cycling culture that supports all	Percentage of trips made by cycling (based on trip length of 5 km or less)	Percent of respondents belonging to equity - deserving communities* (%)	Transportation Tomorrow Survey
	Self-rated health for the City and by neighbourhood	Percent of respondents belonging to equity - deserving communities* (%)	Region of Peel's Neighbourhood Information Tool

* Equity-deserving communities should align with the equity data used in the CMP's network prioritization methodology. Best practices, community engagement, and up to date available data should be used to continuously review communities considered.

** Equity-deserving areas should align with the equity data used in the CMP's network prioritization methodology. Best practices, community engagement, and up to date available data should be used to update these areas, as they are not only determined by population data but by inequitable outcomes (for example, high unemployment or low income) and can change over time.

5.2.2 Reporting Process

Chapter 3 outlines actions associated with the following evaluation and monitoring recommendations:

- Establish programs for routine collection, maintenance, and publication of cycling data
- Develop a monitoring program to evaluate the impacts of implementing the Cycling Network Plan (CMP) Update
- Provide regular public updates on the progress of the implementation of the CMP

5.3 Next Steps – Let's Keep Working Together

The Cycling Master Plan (CMP) Update is more than a blueprint for infrastructure; it is a call to action for safer streets and inclusive mobility across Mississauga. It outlines a long-term, community-driven approach to cycling investments, programs, and policies that prioritize accessibility, comfort, and safety for everyone, regardless of age, ability, or background.

Creating safe streets for all requires more than technical design, it hinges on collaboration. The CMP Update was shaped through extensive analysis and intentional engagement with residents, stakeholders, and community groups. It reflects a shared vision: that cycling should be a viable, enjoyable, and safe option for everyday travel.

As individual projects roll out, ongoing community input will be essential. Achieving the CMP's goals means building a network that is continuous, connected, and welcoming. It means fostering a culture where cycling is supported, celebrated, and protected. Completing the network is not just a transportation priority, it is a key step toward realizing the City's Official Plan, Strategic Plan, Vision Zero Action Plan, Transportation Master Plan, Climate Action Plan, and more.

Together, Mississauga can build a city where safe streets are the norm, not the exception.

5.3.1 Cross-Jurisdictional Coordination

To achieve a truly connected and comfortable cycling network, the City of Mississauga will continue to collaborate with neighbouring municipalities and regional partners.

This was a key takeaway noted throughout the CMP's engagements with communities, internal, and external technical stakeholders. This coordination will ensure that cycling routes align across boundaries, creating seamless transitions for riders traveling between jurisdictions.

By working together on shared infrastructure, and planning priorities, the City can support a consistent and safe cycling experience throughout the region. Ongoing collaboration is essential to meeting the goals of Mississauga's Cycling Master Plan, while encouraging more people to choose cycling as a viable and enjoyable mode of transportation.

APPENDIX A: PLANS & POLICIES

The following is a full list and summary of relevant policies, programs, guidelines and legislation reviewed, and how they informed and guided the CMP Update.

City of Mississauga: New and Developing Transportation Plans, Strategies, Policies, and Guidance

Official Plan (2051)

The 2051 Official Plan is Mississauga's long-range land use and growth management framework. It guides how Mississauga will evolve physically and spatially over the next few decades. The plan envisions a future where integrated land use and transportation planning supports the development of distinct, complete communities. Underscoring the importance of supporting places where people can live, work, and play with access to a range of housing, services, and mobility options.

A key focus is on creating a multimodal transportation system that enables safe and convenient travel by walking, cycling, transit, and driving. The plan supports reducing car dependency, improving public health, and advancing environmental sustainability through expanded cycling infrastructure and better-connected urban design.

Cycling infrastructure in Mississauga is integral to the City's strategic growth and intensification plans. The Official Plan emphasizes the importance of prioritizing cycling and pedestrian infrastructure to complement and support transit systems in creating a balanced and integrated network. The Official Plan calls for a multi-modal transportation system that:

- Prioritizes cycling, transit, and walking within urban growth centres and along transit corridors;
- Ensures new developments incorporate cycling facilities and connectivity to existing networks; and
- Promotes efficient land use by integrating transportation planning with urban design.

Strategic Plan (Imagine Mississauga, 2026-2031)

Mississauga's Strategic Plan was first developed in 2009. Since then, it has guided City decision-making for more than a decade, providing direction to Council, City staff, and the community. In 2025, City staff undertook a refresh of the Strategic Plan to better respond to evolving community needs, economic realities, and environmental priorities.

The refreshed Strategic Plan – Imagine Mississauga, sets out broad community priorities and values that guide decision-making across all areas of city life. It is organized around five pillars: Belong, Connect, Prosper, Green, and Trust.

The Connect pillar emphasizes integrated, safe, and equitable multimodal networks that reduce reliance on private vehicles, while the Green pillar focuses on climate action through low-carbon, sustainable transportation. The Belong pillar supports accessibility, affordability, and community well-being. Together, these pillars provide a strategic policy framework that directly supports cycling as a safe, inclusive, and sustainable mode for everyday travel that can increase access to transit and destinations, reduce greenhouse gas emissions, and improve affordability for residents.

Vision Zero Action Plan (2021)

In 2018, the City of Mississauga officially committed to Vision Zero through a Council-approved motion. The Mississauga Vision Zero Action Plan (2021) is the City's formal Action Plan to eliminate traffic-related fatalities and serious injuries on its roads, with emphasis on the most vulnerable users of our roads, like pedestrians and cyclists. The plan outlines 99 actions across five key areas: engineering, enforcement, education, engagement, and evaluation. The plan prioritizes safety of vulnerable road users through enhanced infrastructure, improved intersection design, and better integration of cycling with other modes of transportation.

Several actions aim to promote road safety awareness for all users, while some specifically support cycling, such as: Action 17, which calls for the implementation of protected and dedicated cycling infrastructure; Action 57, which recommends installing bicycle signals at key intersections; and Action 90, which proposes a pilot program to create car-free zones in

front of schools during drop-off and pick-up times to encourage active travel. These actions were considered in the CMP Update.

Transportation Master Plan (2019)

The 2019 Transportation Master Plan (TMP) provides strategic direction for the City's transportation policies, planning, and investment decisions.

It outlines high-level priorities for developing a safe, efficient, and multimodal transportation system, rather than prescribing specific design standards. The TMP is closely aligned with the 2018 Cycling Master Plan (CMP), which informed some of its recommendations.

The CMP Update is directly supported by TMP Actions 55, 56, and 59, which call for the development of outreach, education, and promotion programs that support active transportation, the expansion of bicycle parking infrastructure, and the development of an implementation program for the cycling network.

Climate Change Action Plan (2019)

The City of Mississauga recognizes cycling as a key element in achieving broader environmental and community objectives. Transportation accounts for over 30% of community greenhouse gas (GHGs) emissions in Mississauga, and shifting trips to low- and zero-emission modes is critical to reducing emissions.

As a zero-emission mode of transportation, cycling directly supports the Climate Change Action Plan's goal of reducing community-wide GHGs by 80% by 2050. Expanding cycling infrastructure offers a practical approach of lowering transportation emissions while accommodating continued population and employment growth.

Downtown Strategy (2023) and Downtown Movement Plan (2024)

The Downtown Strategy (2023) outlines a vision for transforming Mississauga's downtown from a suburban, car-oriented environment to a more vibrant, urban, mixed-use core. A key component of Mississauga's Downtown Strategy is the Downtown Movement Plan (DMP) (2024). This plan serves as a multi-modal transportation strategy that embeds cycling

into the downtown's transportation framework. Its recommendations aim to create a safe, accessible, and efficient multi-modal environment, making it easier for people to move around without relying solely on cars.

The plan builds upon the City's 2018 Cycling Master Plan and leverages the proposed fine-grained street network to recommend additional cycling facilities to enhance connectivity and link key destinations throughout the downtown. It emphasizes first and last mile connections to transit, including integration with the proposed Downtown Mississauga Transit Terminal. Cycling infrastructure is planned to be delivered in coordination with road projects. The plan also identifies advancing cycling projects as a quick win. The refined cycling network outlined in the DMP has been incorporated into the CMP Update.

Downtown Environmental Assessment (Ongoing)

The Downtown Environmental Assessment (EA) is an ongoing study without recommendations at the time of the CMP Update. New cycling infrastructure proposed through the Downtown EA process will be delivered in addition to the projects recommended by the CMP Update.

Transportation Demand Management Strategy and Implementation Plan (2018)

The Mississauga Transportation Demand Management (TDM) Strategy and Implementation Plan (2018) is the City's first comprehensive plan aimed at reducing reliance on single-occupant vehicle trips, particularly during peak travel times. The TDM Plan includes specific measures to support cycling, such as establishing bike parking guidelines and standards for short and long-term parking, encouraging the provision of end-of-trip facilities to make cycling a more practical commuting option, and integrating TDM principles into development planning to ensure cycling is considered in new developments, road reconstructions, and transit hubs. It also supports City-led programs that promote cycling through education, outreach, and incentives.

Transit And Road Infrastructure Plan (2025)

Mississauga's Transit and Road Infrastructure Plan (TRIP) is a strategy aimed at guiding long-term investments in roads, transit, cycling, and pedestrian infrastructure, emphasizing the importance of multi-modal integration and safety, aiming to encourage more travel by transit, cycling, and walking alongside traditional road use. Related to cycling, the plan:

- Encourages more cycling by improving infrastructure and connectivity and integrate cycling into the broader transportation network, especially at key nodes like mobility hubs and major transit stations.
- Applies Vision Zero safety principles to protect cyclists.
- Sets mode share targets that include cycling as a growing share of trips.

The implementation of this plan will be coordinated with the Cycling Master Plan to ensure consistency in design and implementation.

Growing Mississauga: An Action Plan For New Housing (2023)

Growing Mississauga: An Action Plan for New Housing (2023) is the City of Mississauga's four-year strategy to address housing supply and affordability challenges. The plan outlines five key goals and 23 actions aimed at increasing the number of homes built, streamlining development approvals, and making housing more affordable for residents.

One relevant action is Action 5: Encourage Transit and Multi-Modal Oriented Development emphasizes the importance of transit while also recognizing that growth areas must be supported by a range of transportation options, including a connected network of cycling and pedestrian routes. This includes conducting land use/transportation studies on Transit Priority Corridors to address future growth and coordinating with other transportation jurisdictions to deliver an integrated, multi-modal transportation system.

Cycling aligns with Mississauga's vision of creating healthier, more connected communities. Active transportation infrastructure contributes to public health by encouraging physical activity and reducing risks

associated with sedentary lifestyles. Cycling infrastructure will help to connect the planned 120,000 homes by 2031 as targeted by the Province's More Homes Built Faster Act and Growing Mississauga: An Action Plan for New Housing, by keeping transportation costs lower and reducing car dependency, especially in higher-density neighbourhoods.

Parking Master Plan (2019)

The City's Parking Master Plan and Implementation Strategy (2019) is the City's plan to guide the future of parking as Mississauga continues to urbanize and grow. It outlines a clear vision for parking and details strategies across key areas including parking regulations, facilities, governance, financing, technology, implementation, and monitoring. The plan is closely aligned with the City's broader transportation goals, including transit use, reduced car dependency, active transportation, including cycling.

The Parking Master Plan acknowledges that the Cycling Master Plan and TDM Strategy and Implementation Plan have both analysed and provided recommendations regarding the supply and management of bike parking on public and private property. Parking Master Plan recommendations include incorporating bicycle parking rates in the City's Zoning By-Law, which was successfully completed in 2022. Additionally, it recommends developing bicycle parking design guidelines and incorporating this guidance into the City's Urban Design Guidelines and Standards.

Pedestrian Master Plan (2019)

The Pedestrian Master Plan (PMP) (2019) outlines a long-term vision to create a safe, accessible, and connected pedestrian network across the city. The plan identifies over 1,000 km of new pedestrian infrastructure and proposes 68 action items to enhance walkability through infrastructure, policy, and programming improvements.

The PMP is closely aligned with the Cycling Master Plan (CMP), sharing key priorities such as integrated planning, complete streets, and Vision Zero principles. It also supports multi-modal connectivity and integration between walking and cycling, particularly through shared-use paths, intersection design, and coordinated wayfinding. The PMP provides the CMP Update with a foundation for coordinated infrastructure investments,

road safety initiatives, and public realm enhancements that benefit both pedestrians and cyclists.

Complete Streets Guide (In Progress)

The City of Mississauga's Complete Streets Guide is a key policy initiative currently in development to guide how streets are planned, designed, and constructed in Mississauga to support safe, comfortable, and accessible travel for all users, including cyclists, pedestrians, transit riders, and drivers. Once completed, the guidelines will establish a new street classification system and design standards that embed cycling infrastructure into the broader street network, ensuring that cycling is not treated as an add-on but as a core element of street design.

Cycling plays a key role in creating an equitable transportation system by offering an affordable and accessible transportation option for many residents, including youth, seniors, and individuals with limited mobility. Safe, connected, and well-designed cycling networks further enhance neighbourhoods by fostering a sense of safety and accessibility for users of differing abilities.

Once adopted, the Complete Streets Guide will serve as an important technical tool for implementing the Cycling Master Plan Update recommendations through capital projects, development review, and road reconstruction.

Facility Accessibility Design Standards (2015 – Update In Progress)

The Mississauga Facility Accessibility Design Standards (FADS) provides detailed technical guidelines for designing municipal facilities and public spaces to be accessible to people with disabilities. These standards go beyond the minimum requirements of the Ontario Building Code and AODA, incorporating principles of universal design to ensure that spaces are usable by all individuals, regardless of ability.

For the Cycling Master Plan, FADS offer practical design criteria for integrating accessibility into cycling infrastructure. This includes guidance on multi-use paths, surface treatments, signage, lighting, and connections to other modes of transportation. Applying FADS to cycling route

planning and design ensures that infrastructure is inclusive and is accessible for all residents.

Multi-Year Accessibility Plan (2023-2028)

The City of Mississauga's 2023–2028 Multi-Year Accessibility Plan (MYAP) outlines a strategic framework to identify, prevent, and remove barriers for people with disabilities across municipal services, programs, and infrastructure. Developed under the Accessibility for Ontarians with Disabilities Act (AODA), the plan emphasizes inclusive design and equitable access, with a focus on six key areas: governance and reporting, equitable customer service, digitally inclusive communications, inclusive employment, accessible movement, and universally designed facilities and public spaces.

For the Cycling Master Plan, under the accessible movement pillar, a key initiative is to continue to integrate accessibility considerations in the City's cycling network, including the City's Bicycle Parking Program. It also supports the integration of accessibility into all phases of planning and implementation, ensuring that cycling infrastructure contributes to a city that is welcoming and navigable for everyone.

Peel Region Strategies and Plans

Region of Peel Sustainable Transportation Strategy (2018)

The Region of Peel Sustainable Transportation Strategy (STS), approved in 2018, is a long-term plan designed to guide the region toward a more environmentally, socially, and economically sustainable transportation system. This includes walking, cycling, transit, carpooling, and telework. The strategy outlines policies, programs, and infrastructure projects to enable and encourage the development of a transportation system where 50% of peak period trips are made by sustainable modes by 2041. It responds to the Region's anticipated 40 per cent population growth by 2041 and aims to shift travel behaviour away from single-occupancy vehicles toward more sustainable modes.

Recommended actions regarding cycling aim to provide comfortable, continuous cycling facilities, improve year-round maintenance of cycling facilities, expand bicycle parking and other end-of-trip facilities, and promote cycling across the region. A regional cycling network has been identified as a key component of the STS. This regional cycling network was closely coordinated with the Cycling Master Plan Update so the recommendations at both the regional and City levels align with one another.

Active Transportation Implementation Plan (2018)

The Active Transportation Implementation Plan (ATIP) was a five-year action plan, from 2018-2022, to enhance the Region's active transportation network and promote sustainable transportation options. ATIP included over 50 short-term initiatives focused on infrastructure development, programming, staffing, and partnerships to support active transportation, as well as phasing strategies for cycling networks, pedestrian improvements, and sidewalk gap closures. It also emphasizes integrating active transportation into capital projects to reduce costs and disruptions. As of now, there is no publicly available updated ATIP for the Region of Peel beyond the 2018 to 2022 version.

Region of Peel's Goods Movement Strategic Plan (2017)

The Region of Peel's Goods Movement Strategic Plan sets out a framework for a safe, efficient, and sustainable freight network that supports economic growth while minimizing community and environmental impacts. In Mississauga, this plan is increasingly relevant as several roads from the Strategic Goods Movement Network are expected to be downloaded to the City, shifting responsibility for their planning and maintenance. This transition highlights the need to address potential conflicts between freight traffic and vulnerable road users. As Mississauga expands its cycling network and complete streets approach, balancing truck access with cyclist safety will be essential to ensure both goods and people can move safely and efficiently through the city.

Provincial Legislation, Plans, and Guidance

In recent years, several provincial Acts were introduced that will shape the creation and implementation of the Cycling Master Plan (CMP) Update. They include the following:

Bill 45, Peel Transition Implementation Act (2025)

The Peel Transition Act (2025) marks a significant shift in municipal responsibilities by transferring control of regional infrastructure, including roads and stormwater system, from the Region of Peel to the City of Mississauga and its neighbouring municipalities. For Mississauga, this transition expands the City's authority over a broader network of streets, many of which are key corridors for both vehicular and active transportation. This change has important implications for cycling: with more direct control over road design and maintenance, Mississauga will have greater capacity to integrate cycling infrastructure, apply complete streets principles, and address safety concerns, particularly on routes that were previously managed with regional priorities in mind. The Act positions the City to take a more unified and locally responsive approach to building a safer, more connected cycling network

Bill 212 (Reducing Gridlock, Saving You Time Act, 2024) and Bill 60 (Fighting Delays, Building Faster Act, 2025)

Introduced in 2024, Bill 212, prioritizes provincial highway and road expansion while introducing new controls that limit municipalities' ability to install cycling infrastructure where it would remove a motor vehicle lane. Bill 212 established a provincial approval process for specific municipalities to follow for bike lane projects which reduced a motor vehicle lane. This legislation significantly restricts opportunities for municipalities to rebalance underutilized road space or build cycling infrastructure along constrained corridors, favours road expansion projects under the province's accelerated delivery agenda, and positions cycling as

a secondary or nonessential travel mode rather than a critical congestion reduction strategy.

Passed in 2025, Bill 60 was an omnibus bill which impacted housing construction, landlord and tenant rights, and expanded upon municipal bike lane construction restrictions previously introduced through Bill 212. The previous approval process for specified municipalities was eliminated, with a provincewide prohibition for municipalities to reducing the number of marked motor vehicle lanes for the purpose of creating new bicycle lanes, unless exempted through future regulations. This legislation essentially prevents any municipality from rebalancing underutilized road space or implementing cycling facilities along constrained corridors, though it may be possible for specific projects to be exempted.

For Mississauga, these two new provincial bills will result in additional costs and extended timelines for delivering the cycling network, as fewer projects can take advantage of existing underutilized road space.

High priority cycling routes along constrained corridors will now require innovative approaches to design and implement cycling facilities without reducing motor vehicle lanes. Further, projects which are primarily road safety projects for pedestrians, drivers, or other road users, or projects which aim to address speeding and other dangerous driving through a lane reduction, may face delayed implementation if part of the project includes the addition of cycling lanes.

The Greater Golden Horseshoe Transportation Plan (2022)

The Greater Golden Horseshoe Transportation Plan, updated in 2022 as Connecting the GGH, outlines a long-term vision for a more connected, sustainable, and resilient transportation system across the Greater Golden Horseshoe region (Toronto, Peel Region, Waterloo, Hamilton, Niagara, Guelph, Barrie, Peterborough, and surrounding areas) through to 2051. The plan emphasizes expanding travel options beyond private vehicles, with a strong focus on active transportation, including cycling. It supports the development of safe, accessible, and integrated cycling infrastructure across the region, recognizing cycling as a key component of a multimodal network that can reduce congestion, improve public health, and contribute to climate goals. The plan encourages municipalities like

Mississauga to prioritize cycling through coordinated planning, infrastructure investment, and policy alignment.

Metrolinx 2041 Regional Transportation Plan

In September 2017, Metrolinx—the province's transportation agency—officially released the draft version of its 2041 Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA). The RTP's vision is for a sustainable transportation system that is aligned with land use and supports healthy and complete communities. It promotes an integrated, multimodal system that prioritizes transit, walking, and cycling.

The RTP identifies a regional cycling network that will grow from the existing 990 km today to 2,000 km of connected cycling facilities. It also aims to double the number of walking and cycling trips and sees 60% of school trips being made by walking or cycling in the GTHA by 2041. Regional cycling network development was undertaken in consultation with the City of Mississauga and is reflected in the Cycling Master Plan recommendations.

Ontario Traffic Manual Book 18: Cycling Facilities (2021)

Ontario Traffic Manual (OTM) Book 18 provides technical guidelines for the planning, design, and implementation of cycling infrastructure in Ontario. It covers a wide range of facility types, including bike lanes, cycle tracks, shared paths, and intersection treatments. The manual emphasizes safety, accessibility, and context-sensitive design, offering municipalities a standardized approach to developing cycling networks.

For Mississauga, OTM Book 18 serves as a foundational reference for infrastructure design and policy development. It supports the implementation of complete streets and Vision Zero principles, ensuring that cycling facilities are safe and inclusive for users of "All Ages and Abilities" ("AAA"). The manual's alignment with provincial strategies like #CycleON reinforces the importance of integrating cycling into broader transportation and land use planning, making it a critical tool for the Cycling Master Plan Update.

Accessibility For Ontarians With Disabilities Act And The Integrated Accessibility Standards Regulation (2005)

The Accessibility for Ontarians with Disabilities Act (AODA), enacted in 2005, mandates the development and enforcement of accessibility standards across Ontario to achieve full accessibility by 2025. The Integrated Accessibility Standards Regulation (IASR), under AODA, sets requirements in five key areas: information and communications, employment, transportation, design of public spaces, and customer service. These standards apply to municipalities and guide how public infrastructure and services must accommodate people with disabilities.

Although the IASR's Design of Public Spaces Standards do not explicitly reference cycling facilities, they emphasize universal accessibility in public infrastructure. Portions of the cycling network that intersect with multi-use paths, sidewalks, or public rights-of-way must comply with AODA standards related to surface quality, width, slope, and tactile indicators. The AODA also promotes seamless, accessible connections between transportation modes, meaning that cycling infrastructure should be designed to connect safely and accessibly to transit stops, sidewalks, and public buildings. As such, the Cycling Master Plan must align with these standards by incorporating accessible design features that support inclusive mobility for all users.

Additional Guidance

National Association of City Transportation Officials Urban Bikeway Design Guide (2025)

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (3rd Edition) offers design solutions for creating safe, connected, and equitable bike networks. It includes guidance on bikeway types, intersection treatments, signal phasing, wayfinding, and maintenance, with a strong focus on inclusivity and conflict reduction. The guide emphasizes designing for “All Ages and Abilities” (“AAA”), as well as its contextual approach to planning and engagement

The City’s CMP can draw on NACTO’s best practices to inform its recommendations and enhance the design and user experience of its cycling infrastructure. Incorporating NACTO principles into the Cycling Master Plan Update will help Mississauga build a resilient, people-centred network that supports active transportation and climate goals.

APPENDIX B: PROGRAMS & MAINTENANCE

Recommended Supporting Programs

Since the adoption of the 2018 Cycling Master Plan (CMP), significant strides have been made to implement programs that address key action items, particularly those related to bicycle parking, education, and supportive infrastructure. These efforts reflect a sustained commitment to improving cycling conditions and encouraging active transportation across the city. Notable programs introduced since 2018 include:

- **Short-Term Bicycle Parking**: The City has installed over 800 short-term bike racks in high-demand areas such as commercial districts, parks, libraries, and civic spaces. These racks are designed for quick stops and everyday trips, improving convenience and visibility for cyclists.
- **Long-Term Bicycle Parking at Transit Stations**: Secure long-term bike parking facilities have been added at major transit hubs, including secure rooms and covered shelters at GO stations and MiWay terminals. These facilities support multi-modal travel and offer protection from theft and weather, making cycling to transit a more viable option.
- **Bicycle Parking at Schools**: Working with the Region of Peel, school boards, and local partners, the City has supported the installation of bike racks at over 50 elementary and secondary schools. This initiative promotes active school travel and helps normalize cycling among youth, with some schools also participating in cycling education programs.
- **Bicycle Parking Zoning By-law**: The City has updated its zoning by-law to include bicycle parking rates and requirements for new developments. This represents a key step toward improving bicycle parking availability in residential and commercial buildings.
- **Shared Micro-mobility Program**: The City launched an e-bike and e-scooter share system across the city, providing residents and visitors with flexible, short-term access to micro-mobility devices. The program supports first- and last-kilometre connections to transit and encourages the use of alternative modes of transportation.

- **Promotions and Education**: Mississauga has delivered a range of cycling education and promotional campaigns, including safety workshops, cycling skills training, and public events like Bike Month. These initiatives aim to build cycling confidence, promote road safety, and foster a cycling culture.

Building on these foundational programs, the recommendations presented in the following table are based on action items that received strong public interest during engagements. Further research and best practices were applied to refine the recommendations and align them with evolving standards in cycling infrastructure, education, and equity.

The City will work towards having all programs that are implemented include collaboration with equity-deserving groups during the planning and implementation process. By meaningfully considering diverse perspectives during all phases of program creation, the City will better be able to support increased mobility options for all its residents, with contextual and responsive supports.

Table B.1: Program recommendations.

CMP Update Action	Program Recommendations
1.4.5 Work with existing multi-unit residential management companies to incorporate bicycle parking within their property.	• Establish a Cycling-Friendly Multi-Unit Residential Program to provide guidance, incentives, and technical support for condominium boards and property managers to improve bicycle access and amenities.
2.1.3 Update Mississauga Roadway Engineering Standards and Guidelines to improve safety for cyclists and all road users.	• Align roadway design with best practices in cycling infrastructure and universal design to enhance safety and comfort for all road users, including people with disabilities, in accordance with the City's Multi-Year Accessibility Plan. • Implement targeted actions from the City's Multi-Year Accessibility Plan, such as tactile wayfinding, accessible crossings, and protected cycling facilities, to create a more inclusive and equitable transportation network.

CMP Update Action	Program Recommendations
2.1.7 Develop a plan to improve intersection safety measures along existing and future bicycle facilities to remove barriers to movement, accessibility, and maintenance and improve safety for all road users.	• Develop a safety plan that ensures intersection design is consistently considered in all road works involving existing and future bicycle facilities. This plan should aim to remove barriers to movement, accessibility, and maintenance, and improve safety for all road users. • Incorporate protected intersection designs at key locations—specifically where two major bicycle thoroughfares with high volumes of through and turning movements intersect. • Include supporting infrastructure or restrictions, such as bicycle signals or no right turns on red, to enhance visibility, predictability, and protection for vulnerable road users.

CMP Update Action	Program Recommendations

2.2.1 Continue to complete a gap analysis of the cycling network as it expands to ensure a continuous, connected, and equitable network is prioritized.	• Formalize a cycling network gap analysis process that includes the following steps:
	  • Review all existing facilities to accurately capture limits of existing infrastructure. Note areas requiring upgrades to match best practices for continuity, accessibility, safety, and comfort. This should include an accessibility audit with an evaluation of facility feel and wayfinding clarity.
	  • Initiate a program, based on the results of the existing conditions review, to upgrade substandard or missing facilities to meet best practices for continuity, accessibility, safety, and comfort.
	  • Maintain an up-to-date spatial database of on-road and off-road network segments that meet and do not meet best practice design standards, as new projects are completed.
	  • Create dedicated funds to address specific gap analysis improvements.

CMP Update Action	Program Recommendations
2.2.3 Continue to implement the City's wayfinding program across the cycling network to ensure users have a consistent and clear navigation experience, easily transitioning between different facility types and locations.	• Work with neighbouring municipalities to ensure cross-jurisdictional uniformity in design and application across wayfinding programs. • Place based, educational signage, including indigenous land acknowledgments and related oral histories should be included where possible.
2.2.5 Implement mobility amenity hubs along key routes to support the sustained and comfortable use of the cycling network by all micro-mobility and adaptive devices.	• Develop a Mobility Amenity Hub Program to identify hub locations based on existing infrastructure and proximity to key destinations with public facilities already in place, such as community centres, libraries, and major transit nodes, to maximize accessibility and integration. • Draw on best practices for design and functionality, ensuring hubs include secure bike parking, seating, shade, repair stations, wayfinding signage, and where feasible, charging stations for e-bikes and adaptive devices. Features should prioritize inclusivity, year-round usability, and connections to transit.

CMP Update Action	Program Recommendations
4.1.3 Celebrate and promote the opening of new bicycle facilities, incorporating education opportunities on how to use the new facility.	• Create a bicycle facility launch and education program to promote new bicycle facilities through community events, demonstrations, and digital campaigns that explain how to use features like protected bike lanes and shared-use paths. • Create "How-to-Use" facility signage that provides clear, accessible instructions at high-volume locations and complements education efforts with demonstration projects for amenities such as integrated bus stops and bicycle lockers.
4.3.4 Continue to provide and promote bicycle skills training programs for cyclists of all ages and abilities.	• Create dedicated and publicly accessible locations for bicycle skills training. These spaces can be used by organizations and individuals and should include elements that allow for skill building.

CMP Update Action	Program Recommendations
4.3.5 Develop a compliance program supporting enforcement of road safety laws in areas with the greatest cycling crash risk/injury severity and KBs associated with cycling related infractions. Collaborate with Peel Regional Police and/or equity-deserving-community groups where most appropriate.	• Refine and expand the City's existing collision and traffic data management program to better support future road safety initiatives. • Investigate opportunities to incorporate additional data sources, such as near-miss incidents and unreported collisions.
4.3.6 Develop and promote a program on bike theft prevention. Collaborate with Peel Regional Police or Community groups where most appropriate.	• Expand and/or increase public promotion of the Peel Regional Police bicycle registration program, to combat theft and improve recovery rates of stolen bicycles.

CMP Update Action	Program Recommendations

5.1.1 Review and update standards, procedures, and timelines for maintenance and snow removal for the cycling network based on the City's current and changing environment.	• Update the cycling network maintenance procedures and timelines to include the following:
	  • A condition assessment on City-owned cycling infrastructure, including an assessment of compliance with the Accessibility for Ontarians with Disabilities Act (AODA).
	  • A review of climate change impacts on City-owned cycling infrastructure, incorporating adaptation and resilience solutions where possible.

6.1.4 Develop a standardized data reporting format to allow for enhanced data accessibility and encourage civic engagement with the Cycling Master Plan's evaluation process.	• Publish open data for multi-modal intersection counts, vehicle volumes and speeds, bicycle counts, and micro-mobility / scooter / bikeshare trips.

CMP Update Action	Program Recommendations
6.4 Using the collected evaluation data, review, update, and introduce programs and policy that are responsive to the City's changing environment and community needs supporting safe cycling for all in Mississauga.	• Pilot "Sidewalk Cycling Zones" in low-pedestrian areas with clear signage and speed limits, permitting cycling in designated zones based on unsafe road conditions for shared use. For example, the capital City of Tokyo, Japan, permits sidewalk cycling at the rider's discretion when road conditions are unsafe for sharing the roadway with vehicles. While Ottawa and other Canadian cities have designated specific sections of sidewalks as multi-use paths to allow cycling through by-law amendments. • Evaluate the cycling network for climate vulnerable areas, such as areas with higher flood risk. Cycling infrastructure in these areas should be designed with elevation and drainage in mind to reduce flood risk, using permeable surfaces and integrated green infrastructure like bioswales and rain gardens.

Maintaining the Cycling Network

Ongoing maintenance is essential to ensuring a high-quality cycling network in Mississauga. While safety is embedded in infrastructure planning and design, the effectiveness of the cycling network depends on consistent maintenance so that facilities can continue to be functional, safe, and reliable for everyone throughout the year.

To maintain different cycling facilities, specific maintenance levels of service should be used to set clear targets for types and frequency of maintenance activities based on measurable criteria that indicate when infrastructure is in disrepair. The Ontario Minimum Maintenance Standards (MMS) for Municipal Highways (Ontario Regulation 239/02, 2018) sets Level of Service (LOS) targets for maintaining cycling facilities located within the roadway, such as bike lanes.

The City of Mississauga maintains its on-road cycling infrastructure year-round through a tiered approach, adhering to applicable MMS service levels.

In winter, on-street bike lanes and multi-use paths adjacent to major roads prioritized for clearing, such as arterial and collectors, are plowed at 5 cm of accumulation and completed within 12 to 24 hours. This is followed by local and residential roads within 24 to 36 hours. In non-winter months, maintenance includes regular inspections, surface repairs, and vegetation management to ensure safe and accessible cycling routes.

Minimum maintenance targets for other types of cycling facilities remain as a gap in the MMS. There are several limitations with relying solely on MMS LOS for cycling in Mississauga, including:

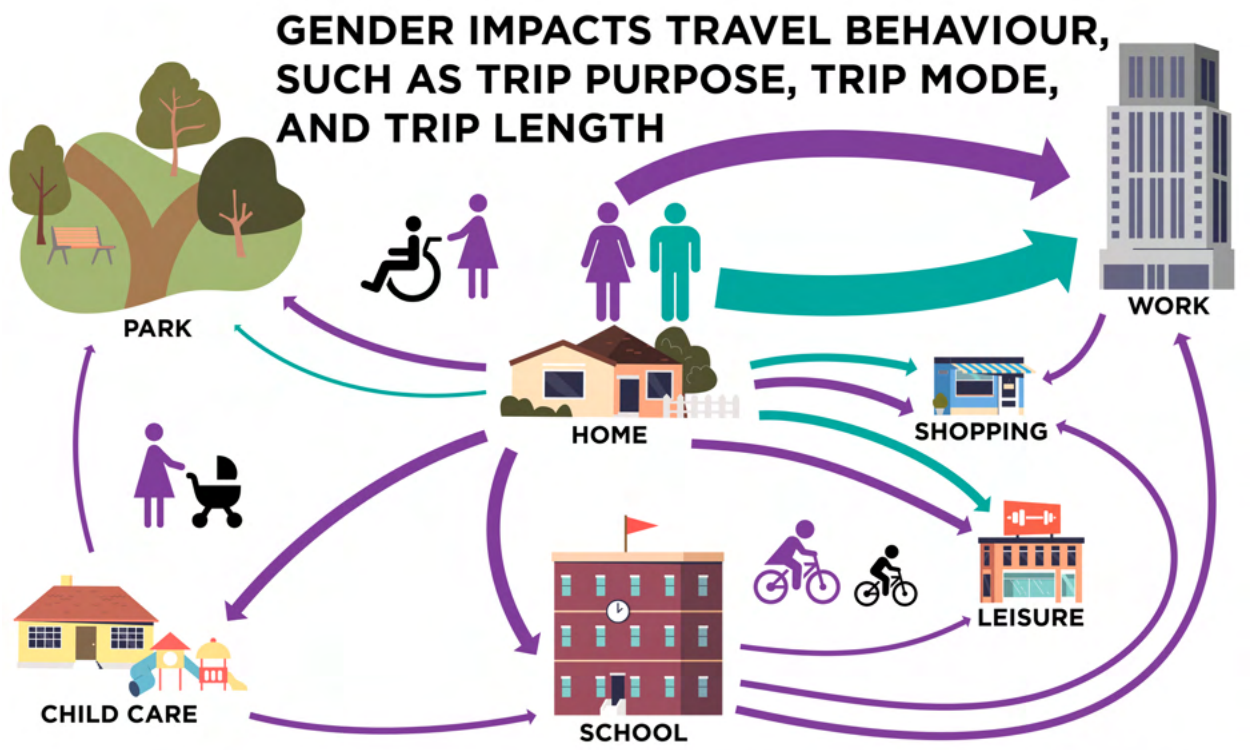
- No non-winter maintenance standards are given for bikeways, whether on-road or off-road.
- No winter maintenance standards are given for off-road bikeways.
- Winter maintenance standards only apply to on-road bikeways, and:
    - They are tied to the class of the adjacent roadway rather than the nature of the bikeway.
    - They are designed around the needs and characteristics of motor vehicles, not bicycles, which differ significantly — for example, bicycles have fewer wheels, narrower tires, reduced stability, and limited or no suspension.

Ontario Traffic Manual (OTM) Book 18: Cycling Facilities encourages municipalities to set specific maintenance policies for cycling facilities, often exceeding MMS. Applying MMS without adjustment could result in facilities that meet legal standards but fail to provide safe, accessible conditions for cyclists.

The City of Mississauga will continue to meet Ontario's MMS as the committed baseline for cycling facility maintenance. Over time, the City may choose to introduce enhanced LOS that reflect evolving best practices and support year-round cycling, giving consideration to prioritization, enhanced accessibility, and approaches to winter maintenance.

Prioritization

Prioritization of cycling network maintenance should be considered outside of traditional road hierarchies, and instead through a data-informed and equity-centered approach that reflects how people move through cities. This includes recognizing non-traditional travel patterns; patterns that do not follow the direct origin to destination pattern that is primarily considered in traditional transportation planning. For example, travel patterns that include several stops between someone's origin and destination, known as trip chaining, is often done to complete errands, caregiving, and community responsibilities, and are disproportionately undertaken by women and particularly racialized women. As another example, ensuring that routes serving schools, community hubs, and local destinations are maintained in conjunction with those alongside major corridors is essential to reflect these lived realities. As the City builds upon its LOS, maintenance decisions should be guided by a combination of usage data, community input, and contextual relevance, with a deliberate focus on prioritizing routes that support inclusive and gender-responsive mobility.



* Current research on mobilities of care focuses on the gender binary of women and men.

Enhanced Accessibility

Accessibility best practices exceed the recommended maintenance levels of service in the MMS. For example, accessibility best practices from the Americans with Disabilities Act (ADA) target for vertical surface discontinuities to be maintained under 0.635 cm and horizontal gaps under 1.27 cm. This is compared to MMS LOS for Class 1 roads requiring surface discontinuities be maintained under 5 cm in height and under 2 cm for sidewalks; the LOS applied to in-boulevard cycling facilities in Mississauga.

As the City builds upon its current LOS, they should aim to meet accessibility best practices where feasible, particularly where cycling facilities are implemented in areas with greater use by children and people with mobility challenges, such as near schools, seniors' residences, and healthcare facilities.

It is important to recognize that meeting enhanced maintenance levels of service results in increased maintenance costs, such as the need for specialized equipment and operations. It is recommended for the City to proactively plan for increased maintenance budget as it expands the cycling network.

Approaches to Non-Winter Maintenance

Non-winter maintenance of cycling facilities plays an essential role in ensuring safe, comfortable, and predictable conditions throughout the warmer seasons. Regular non-winter maintenance activities can include clearing debris, repairing surface cracks and potholes, managing vegetation, sweeping shoulders, and refreshing pavement markings. The types of maintenance required may vary based on the facility's surface material, surrounding land use, and site-specific considerations. In the short term, priority should be given to addressing issues that may pose immediate safety concerns, such as loose gravel, overgrown vegetation affecting sightlines, or faded markings that reduce visibility for all road users.

As the City continues to refine its non-winter level of service (LOS), it should explore options for proactively communicating maintenance expectations and schedules to the public. This could include seasonal notices identifying standard practices for each facility type, along with guidance on how residents can report maintenance needs.

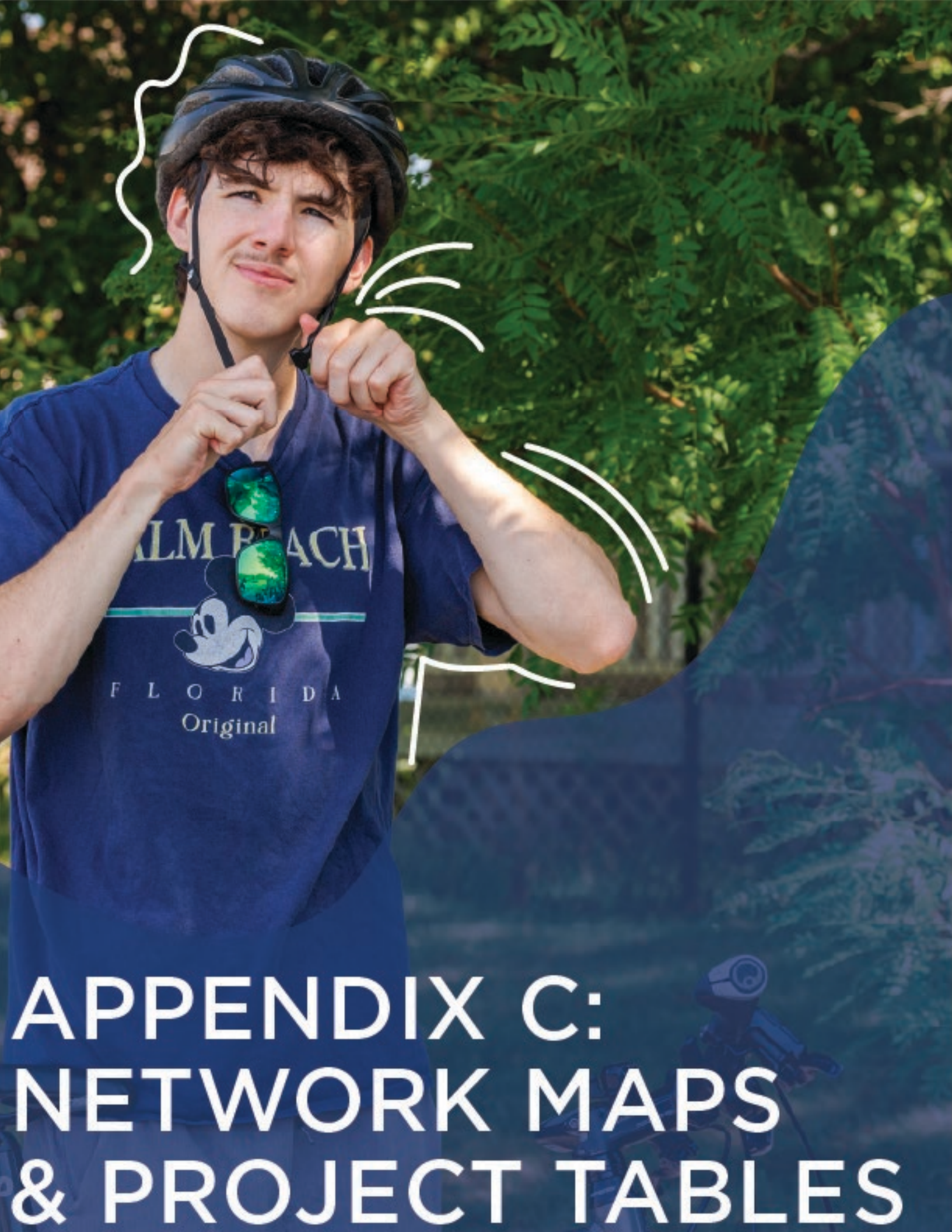
Clear communication will help build user confidence and support predictable cycling conditions across the network.

Approaches to Winter Maintenance

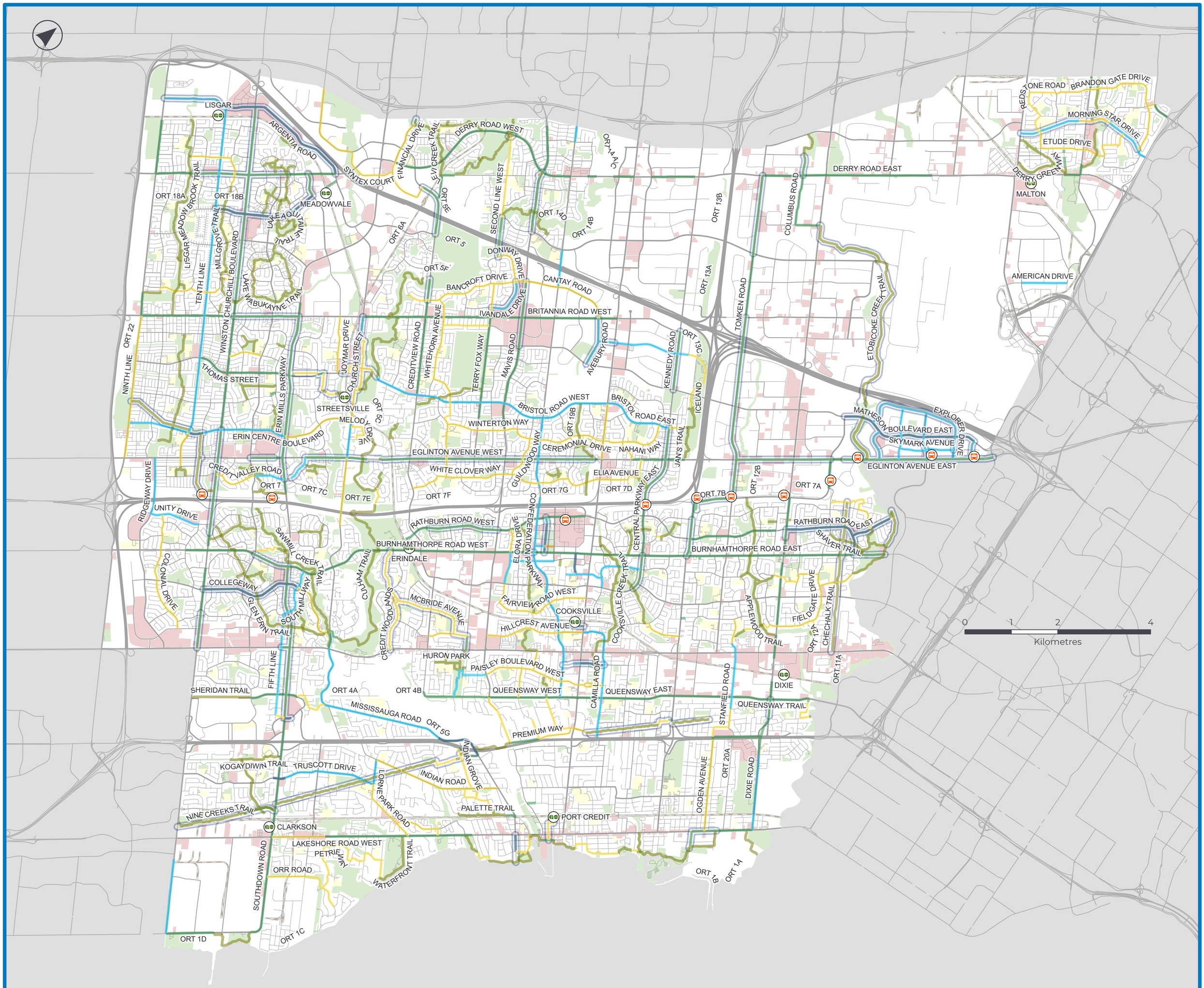
It may not be practical for the City to maintain all cycling facilities during winter conditions, particularly those that are not yet fully integrated into the wider network or lack direct connections to key destinations. In the short term, priority should be given to routes with high potential for use and those serving equity-deserving communities, such as cycling routes near downtown, schools, and senior homes.

As the City builds upon its winter LOS, the City should consider installing clear signage on lower priority routes and issuing an annual public notice identifying which routes are maintained during the winter and which will not be maintained, in the short term. Please see **Section 3.3.1 Implementation Categories and Recommendations** for further recommendations on maintenance considerations for cycling facilities.

The recommendation for future LOS enhancements is intended as long-term, aspirational directions that can be developed separately and refined as the City pilots new techniques, equipment, and operational approaches. This gradual, adaptive approach will allow Mississauga to explore opportunities to strengthen maintenance practices while balancing available resources, operational capacity, and community needs.



APPENDIX C: NETWORK MAPS & PROJECT TABLES

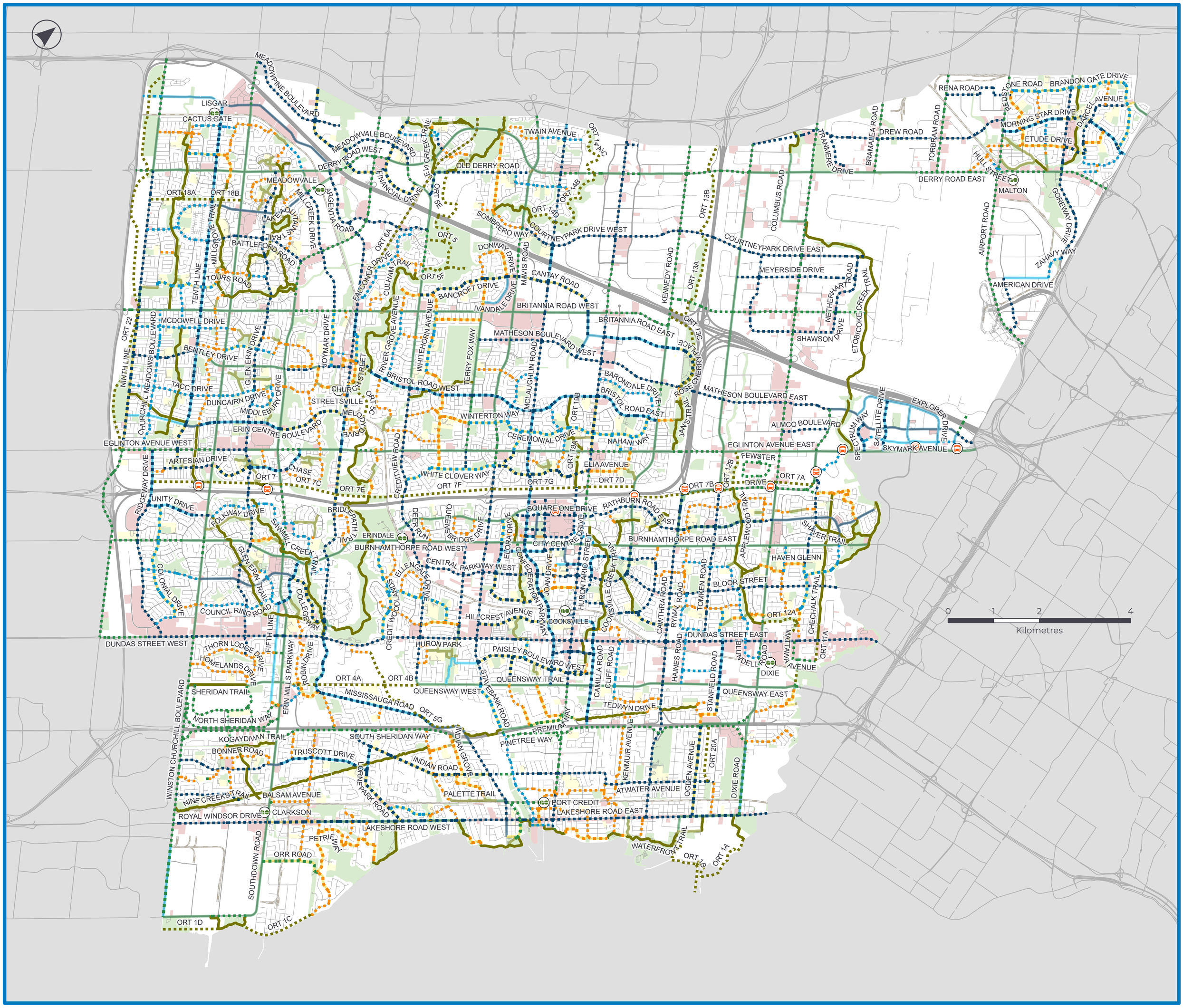


MAP 1: EXISTING CYCLING FACILITIES

- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route
- Facilities Constructed from 2017 to 2024
- GO Transit Station
- MiWay Transitway Station

June 2026

WSP URBAN SYSTEMS MISSISSAUGA



MAP 2: LONG-TERM CYCLING NETWORK

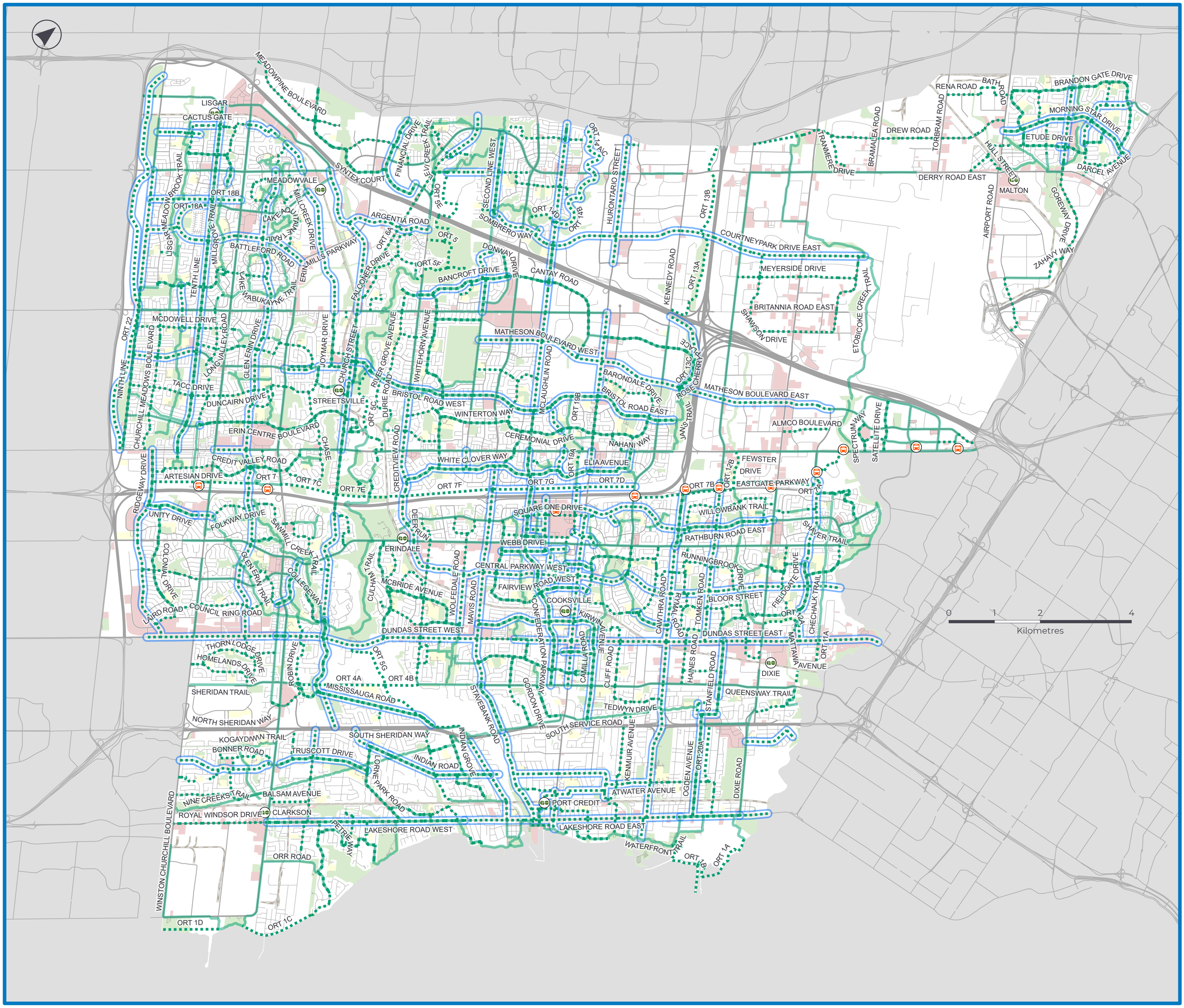
Existing Facilities
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route

Upgrade / Proposed Facilities
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route

- GO Transit Station
- MiWay Transitway Station

June 2026

WSP URBAN SYSTEMS MISSISSAUGA

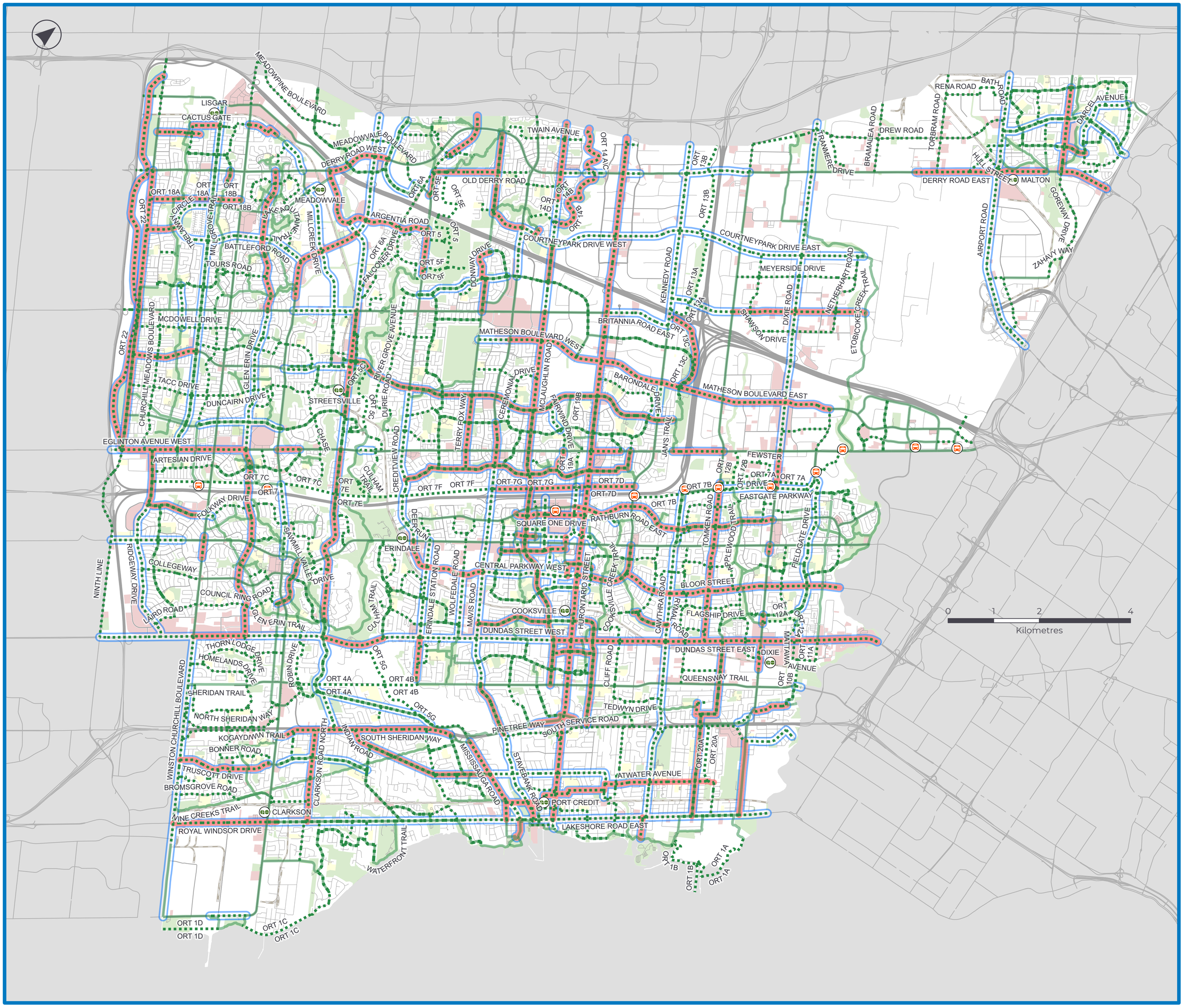


MAP 3: LONG-TERM CYCLING NETWORK WITH PRIORITY ROUTES

- Existing Cycling Routes (all facility types)
- Proposed / Upgrade Cycling Routes (all facility types)
- Priority Network
- GO Transit Station
- MiWay Transitway Station

June 2026

WSP URBAN SYSTEMS MISSISSAUGA

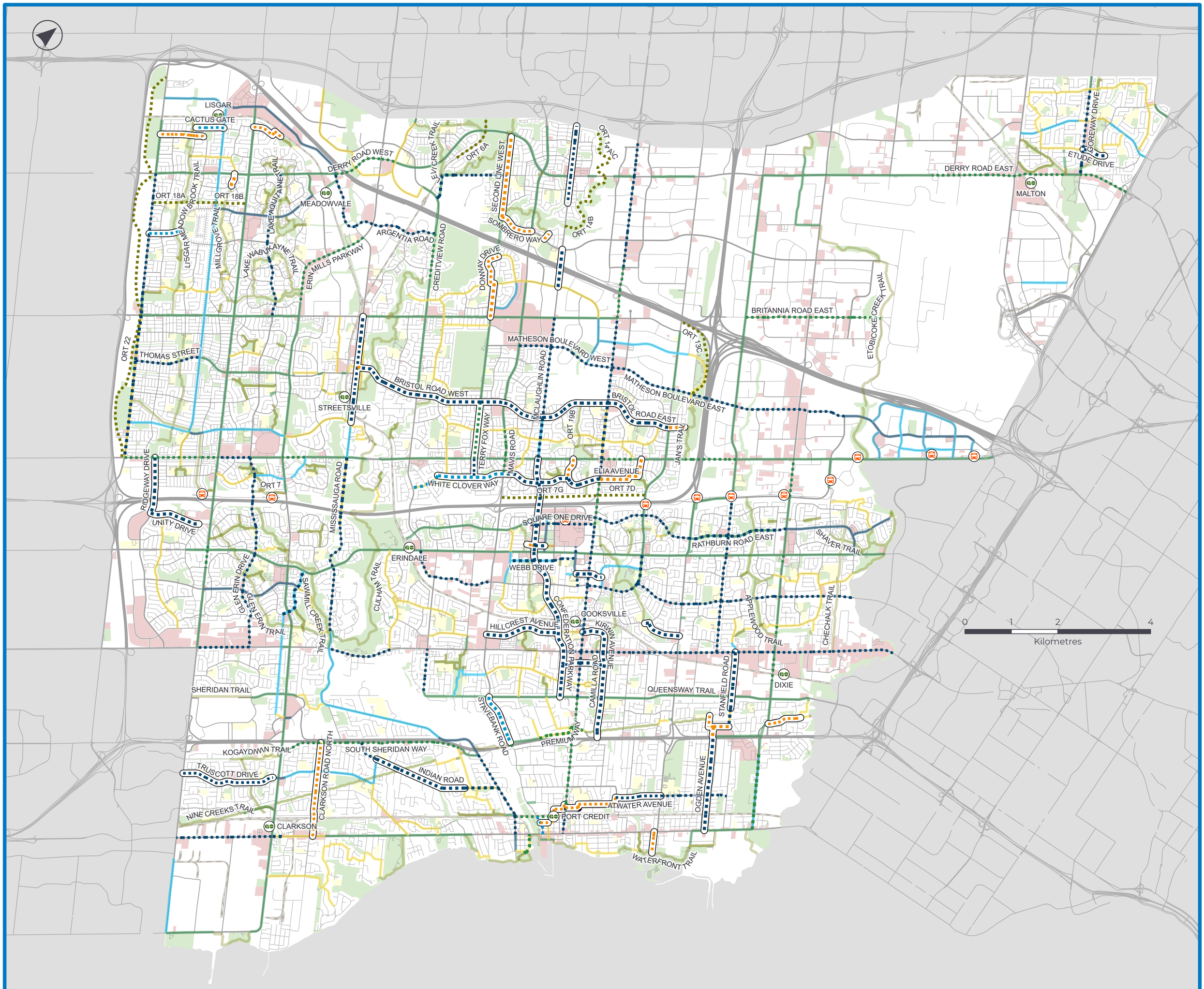


MAP 4: LONG-TERM CYCLING NETWORK WITH 5 YEAR PLAN ROUTES

- Existing Cycling Routes (all facility types)
- Proposed / Upgrade Cycling Routes (all facility types)
- Priority Network
- 5 Year Plan
- GO Transit Station
- MiWay Transitway Station

June 2026

WSP URBAN SYSTEMS MISSISSAUGA



MAP 5: CYCLING NETWORK - 5 YEAR PLAN WITH FACILITY TYPES

Upgrade / Proposed Facilities
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route

Existing Facilities
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route

- Quick Build
- GO Transit Station
- MiWay Transitway Station

June 2026

WSP URBAN SYSTEMS MISSISSAUGA

5YP ID	Project Name	From	To	Facility Type(s)	Length (km)
5YP-100	Cactus Gate	Black Walnut Trail	Tenth Line	Bike Lane (Buffered)	0.6
5YP-101	Doug Leavens Boulevard	Ninth Line	Trelawny Circle	Bike Lane (Buffered)	0.7
5YP-102	Edenrose Street	Creditview Road	White Clover Way	Bike Lane (Buffered)	0.6
5YP-103	Stavebank Road	Queensway West	Premium Way	Multi-Use Path, Bike Lane (Buffered)	1.2
5YP-104	Stavebank Road	Rosemere Road	Lakeshore Road	Bike Lane (Buffered)	0.4
5YP-105	White Clover Way	Edenrose Street	Mavis Road	Bike Lane (Buffered)	1.4
5YP-201	Bloor Street	Central Parkway East	Toronto Border	Cycle Track	4.8
5YP-202	Central Parkway East	Hurontario Street	Burnhamthorpe Road East	Cycle Track	1.8
5YP-203	Central Parkway West	Burnhamthorpe Road West	Hurontario Street	Cycle Track	2.0
5YP-206	Dundas Street	Confederation Parkway	Toronto Border	Cycle Track	7.1
5YP-207	Dundas Street West	Mississauga Road	The Credit Woodlands	Cycle Track	1.4
5YP-208	Dundas Street West	Winston Churchill Boulevard	Glen Erin Drive	Cycle Track	1.1
5YP-209	Eglinton Avenue West	Winston Churchill Boulevard	Erin Mills Parkway	Cycle Track	0.7
5YP-212	Etude Drive	Goreway Drive	Darcel Avenue	Cycle Track	0.5
5YP-214	Glen Erin Drive	Derry Road West	Britannia Road West	Cycle Track	3.2
5YP-216	Glen Erin Drive	Eglinton Avene West	Dundas Street West	Cycle Track	4.2
5YP-217	Goreway Drive	Brandon Gate Drive	Derry Road East	Cycle Track	1.9
5YP-218	Hurontario Street	Brampton Border	Capston Drive / World Drive	Cycle Track	2.7
5YP-219	Hurontario Street	Britannia Road	Kingsbridge Garden Circle / Elia Avenue	Cycle Track	3.5
5YP-220	Hurontario Street	Square One Drive	Queensway	Cycle Track	3.7
5YP-221	Hurontario Street	Eaglewood Boulevard	Lakeshore Road East	Cycle Track	0.6
5YP-222	Kariya Drive (proposed)	Elm Drive West	Central Parkway West	Cycle Track	0.3
5YP-223	Lakeshore Road West	Southdown Road	Toronto Border	Protected Bike Lane	0.2
5YP-225	Matheson Boulevard	Mavis Road	Creekbank Road	Cycle Track	7.3
5YP-226	McLaughlin Road	Brampton Border	Eglinton Avenue West	Cycle Track, Protected Bike Lane	5.5
5YP-227	Mississauga Road	Eglinton Avenue West	Collegeway	Cycle Track	3.9
5YP-228	Mississauga Road	South Sheridan Way	Lakeshore Road West	Cycle Track	1.9

5YP ID	Project Name	From	To	Facility Type(s)	Length (km)
5YP-229	Ninth Line	Derry Road West	Eglinton Ave West	Protected Bike Lane, Cycle Track	6.2
5YP-230	Old Creditview Road	Old Derry Road	Creditview Road	Cycle Track	0.5
5YP-231	Old Derry Road	Old Creditview Road	Gablehurst Crescent / Haines Artist Way	Protected Bike Lane, Cycle Track	1.4
5YP-232	Rathburn Road	City Centre Drive	Dixie Road	Cycle Track	4.6
5YP-233	Ridgeway Drive	Eglinton Avenue West	Dundas Street West	Protected Bike Lane	1.2
5YP-234	Royal Windsor Drive	Winston Churchill Boulevard	Southdown Road	Protected Bike Lane	2.1
5YP-235	Square One Drive	Rathburn Road West	Rathburn Road East	Cycle Track, Protected Bike Lane	1.3
5YP-236	Square One Drive (west extension)	Rathburn Road West	Rathburn Road East	Cycle Track	0.3
5YP-238	Thomas Street	Ninth Line	Tenth Line	Cycle Track	1.4
5YP-241	Tomken Road	140m north of Eastgate Parkway	Dundas Street East	Protected Bike Lane	3.5
5YP-243	Webb Drive (proposed)	Duke of York Boulevard	Kariya Drive	Cycle Track	0.5
5YP-303	Bristol Road / Main Street	Queen Street South	Kennedy Road	Protected Bike Lane, Neighbourhood Bikeway	7.3
5YP-308	Queen Street South / Mississauga Road	Britannia Road West	Erin Centre Boulevard	Cycle Track, Protected Bike Lane	2.3
5YP-309	Mississauga Valley Boulevard / Silver Creek Boulevard	Mississauga Valley Trail	Cawthra Road	Protected Bike Lane	0.9
5YP-311	Ogden Avenue	South Service Road	Lakeshore Road East	Protected Bike Lane	2.0
5YP-312	South Millway	Fifth Line West	Burnhamthorpe Road West	Protected Bike Lane	1.2
5YP-313	Stanfield Road	Dundas Street East	Henley Road	Protected Bike Lane, Cycle Track	1.6
5YP-314	Truscott Drive	Winston Churchill Road	Southdown Road	Protected Bike Lane	2.0
5YP-315	Unity Drive	Ridgeway Drive	Winston Churchill Boulevard	Protected Bike Lane	1.1
5YP-316	Wainscot Drive	Eglinton Avenue West	White Clover Way	Protected Bike Lane	0.4
5YP-317	Webb Drive	Grand Park Drive	Kariya Drive	Protected Bike Lane	0.9
5YP-318	Argentia Road	Derry Road West	Creditview Road	Protected Bike Lane	3.2

5YP ID	Project Name	From	To	Facility Type(s)	Length (km)
5YP-320	Camilla Road	Dundas Street East	North Service Road	Protected Bike Lane	1.9
5YP-322	Confederation Parkway	Eglinton Avenue West	Queensway West	Protected Bike Lane	5.3
5YP-323	Elm Drive	Kariya Drive	Mississauga Valley Boulevard	Protected Bike Lane	0.6
5YP-325	Glengarry Road	Dundas Street West	Old Carriage Road	Protected Bike Lane	0.9
5YP-326	Hillcrest Avenue	Mavis Road	Hurontario Street	Protected Bike Lane	1.6
5YP-327	Huntington Ridge Drive	Mavis Road	Kingsbridge Garden Circle	Protected Bike Lane	1.5
5YP-328	Indian Road	South Sheridan Way	Mississauga Road	Protected Bike Lane	3.3
5YP-329	Kariya Gate	City Centre Drive	Burnhamthorpe Road West	Protected Bike Lane	0.1
5YP-330	King Street	Confederation Parkway	Camilla Road	Protected Bike Lane	0.9
5YP-331	Kingsbridge Garden Circle	Eglinton Avenue West	Tucana Court	Protected Bike Lane, Neighbourhood Bikeway	1.2
5YP-332	Kirwin Avenue	Hurontario Street	Dundas Street East	Protected Bike Lane	0.8
5YP-401	Britannia Road East	Tomken Road	Etobicoke Creek Trail	Multi-Use Path	2.9
5YP-404	Creditview Road	Old Creditview Road	Velebit Court	Multi-Use Path	1.0
5YP-405	Derry Road West	Argentia Road	Financial Drive	Multi-Use Path	1.4
5YP-406	Derry Road East	Vanguard Drive (west)	Mimico Creek	Multi-Use Path	2.8
5YP-407	Derry Road East	Goreway Drive	Rexwood Road	Multi-Use Path	1.1
5YP-408	Dixie Road	Britannia Road East	Eastgate Parkway	Multi-Use Path	0.8
5YP-409	Dixie Road	Burnhamthorpe Road East	160 m south of Burnhamthorpe Road East	Multi-Use Path	0.2
5YP-410	Dixie Road	Golden Orchard Drive	South side of Little Etobicoke Creek bridge	Multi-Use Path	0.2
5YP-411	Dixie Road	130 m south of Dundas Street East	South side of rail underpass	Multi-Use Path	0.5
5YP-412	Dixie Road	Rometown Road	Lakeshore Road East	Multi-Use Path	1.6
5YP-413	Eglinton Avenue East	Jan's Trail	Tomken Road	Multi-Use Path	1.1
5YP-414	Eglinton Avenue East	Hurontario Street	Forum Drive / Albina Way	Multi-Use Path	0.6
5YP-415	Eglinton Avenue West	Erin Mills Parkway	Credit Valley Road / Summersky Court	Multi-Use Path	0.5
5YP-417	Eglinton Avenue West	Ninth Line	Winston Churchill Boulevard	Multi-Use Path	2.0
5YP-418	Erin Mills Parkway	Mississauga Road	Windwood Drive	Multi-Use Path	2.2
5YP-419	Front Street South	Lakeshore Road West	Waterfront Trail	Multi-Use Path	0.5

5YP ID	Project Name	From	To	Facility Type(s)	Length (km)
5YP-420	Premium Way / Harborn Road / North Service Road	Stavebank Road	Nine Creeks Trail	Multi-Use Path	1.1
5YP-421	Hurontario Street	Capston Drive / World Drive	Britannia Road	Multi-Use Path	1.1
5YP-422	Hurontario Street	Kingsbridge Garden Circle / Elia Avenue	Square One Drive	Multi-Use Path	1.0
5YP-423	Hurontario Street	Queensway	Eaglewood Boulevard	Multi-Use Path	2.4
5YP-425	Mavis Road	Winterton Way	Burnhamthorpe Road West	Multi-Use Path	0.9
5YP-426	South Sheridan Way	Southdown Road	Indian Grove	Multi-Use Path	3.9
5YP-427	Terry Fox Way	Bristol Road West	Eglinton Avenue West	Multi-Use Path	1.2
5YP-428	Winston Churchill Boulevard	90 m north of Burnhamthorpe Road West	Cornish Road / Split Maple Gate	Multi-Use Path	0.5
5YP-429	Queen-Credit Crossing	Mississauga Road North	Queen Street East	Multi-Use Path	0.8
5YP-500	Vesta Drive / Oriole Avenue / Eaglewood Boulevard / Drumgray Avenue / Angelene Street / Mineola Gardens / Atwater Avenue	Port Credit GO	Haig Boulevard	Protected Bike Lane, Neighbourhood Bikeway	4.1
5YP-501	Aviation Road	Waterfront Trail	Lakeshore Road East	Neighbourhood Bikeway	0.5
5YP-502	Clarkson Road North	Lakeshore Road West	South Sheridan Way	Neighbourhood Bikeway	2.0
5YP-503	Crosscurrent Drive / Tradewind Drive / Gulfstream Way	Winston Churchill Boulevard	Windrush Woods Park Trail (Windrush Court)	Neighbourhood Bikeway	0.7
5YP-504	City Centre Drive / Curran Place	Parkside Village Drive	Living Arts Drive	Protected Bike Lane, Neighbourhood Bikeway	0.4
5YP-505	Danton Promenade	Derry Road West	Vanderbilt Road	Neighbourhood Bikeway	0.3
5YP-506	Donway Drive / Silken Laumann Way	Second Line West	Britannia Road West	Neighbourhood Bikeway	1.5

5YP ID	Project Name	From	To	Facility Type(s)	Length (km)
5YP-507	Driftcurrent Drive	Kennedy Road	Red Brush Park	Neighbourhood Bikeway	0.3
5YP-508	Elia Avenue / Huron Heights Drive	Hurontario Street	Eglinton Avenue East	Neighbourhood Bikeway	1.3
5YP-509	Henley Road / Westfield Drive / Insley Road	North Service Road	Stanfield Road / Baldwin Road	Neighbourhood Bikeway	0.9
5YP-510	Park Street East	Stavebank Road	Elizabeth Street North	Neighbourhood Bikeway	0.2
5YP-511	Second Line West	Derry Road West	Sombrero Way	Neighbourhood Bikeway	1.7
5YP-512	Sherway Drive	Dixie Road	Greenhurst Ave	Neighbourhood Bikeway	0.7
5YP-513	Sombrero Way	Mavis Road	Second Line West	Neighbourhood Bikeway	0.7
5YP-514	Terragar Boulevard	Ninth Line	Tobias Mason Park	Neighbourhood Bikeway	0.9
5YP-515	Spinnaker Circle	Navigator Drive	Courtneypark Drive West	Neighbourhood Bikeway	0.1

APPENDIX D: WHAT WE HEARD REPORT

Prepared for:
The City of Mississauga

2025 Cycling Master Plan (CMP)

What We Heard Report

PREPARED BY

WSP CANADA and STUCKLESS CONSULTING INC.

TABLE OF CONTENTS

1 INTRODUCTION

1.1 Project Overview

Cities around the world are embracing a more inclusive and resilient approach to transportation planning by expanding multi-modal options that support growing populations and evolving mobility needs. In place of traditional car-dominant systems, communities are investing in infrastructure that offers people more choices, whether walking, cycling, transit, or driving, within a safe and connected network.

Cycling infrastructure, in particular, plays a key role in creating complete streets that serve all users. By making cycling a more accessible and attractive option, cities can support active transportation, reduce congestion, and improve public health outcomes. These investments are about enhancing flexibility, promoting equity, and ensuring that everyone regardless of age, ability, or income, can move safely and efficiently through their communities.

The City of Mississauga is looking to update its Cycling Master Plan (CMP) to reflect the latest best practices, improve connectivity and safety for all users, and deliver new cycling infrastructure equitably across the City, improving mobility choice. The update includes conducting a technical review of the existing network, prioritizing network gaps based on defined project goals, objectives, and best practices, and developing a 5-year Implementation Plan based on technical feasibility, public and stakeholder input, and construction coordination opportunities. The update would include comprehensive and creative stakeholder consultation and engagement throughout the duration of the project.

1.2 Purpose of Engagement

The overall purpose of this work is to update the City of Mississauga's Cycling Master Plan (CMP). The CMP will support the growth of both physical and social infrastructure to encourage cycling within the community. It is a community-focused plan that helps residents choose cycling more often and strengthen public support. Engagement with stakeholders and community members is critical to meeting project objectives and developing a community-focused plan.

The following **purpose statement** highlights the intent of the project and was used to help ground the work being completed.

"*How can we rapidly build upon the City of Mississauga's current cycling network to ensure it provides safe, cycling facilities for all, uses resources efficiently, and prioritizes equity?*"

This section outlines the engagement objectives for the project, the approach to engagement, and the scope of influence for participants.

This plan was updated throughout the project.

1.2.1 Engagement objectives

- Share information about the project.
- Gather input on the overall vision and high-level goals for the 2025 CMP.
- Inform the update of the cycling network and 5-year implementation plan.
- Gather input on the prioritization of the 5-year implementation plan.
- Share information on the design and implementation of the 5-year implementation plan facilities prioritized for quick builds.
- Explore how the City's current Cycling Master Plan creates unequal access to mobility, especially among communities that have been previously marginalized.
- Understand communities' existing concerns, including safety concerns, opportunities for improvement, and priorities relating to cycling in the City of Mississauga.

1.2.2 Engagement approach

- Public participation recognizes and respects people's diverse lived experiences, expertise, and interests.
- Engage with people where they are at, including on local trails, at community events and meetings, through community programs, at school, etc.
- Work with local partners to ensure that diverse communities are heard.
- Make it easy for people to provide feedback by providing multiple avenues for engagement.
- Deliver accessible engagements by booking accessible event venues, providing people with several ways to register and participate, using plain language in all communications, sharing materials in advance, and ensuring that documents and online platforms are accessible.

1.2.3 Key Audiences

The following is a list of the key audiences* we aimed to engage with during this project:

- City Council
- Senior Management
- City of Mississauga Cycling Advisory Committee (MCAC)
- Technical Advisory Committee (TAC) – City of Mississauga and adjacent municipal regional, or provincial agency staff
    - Strategic Communications & Initiatives (City of Mississauga)
    - Facilities Planning & Development (City of Mississauga)
    - Parks, Forestry, & Environment (City of Mississauga)
    - City Planning Strategies (City of Mississauga)
    - Development & Design (City of Mississauga)
    - Infrastructure Planning & Engineering (City of Mississauga)

    - Rapid Transit Program Office (City of Mississauga)
    - Traffic Management & Municipal Parking (City of Mississauga)
    - Works Operations & Maintenance (City of Mississauga)
    - MTO
    - Region of Peel
    - Metrolinx
    - MiWay- Transit
    - Great Lakes Waterfront Trail
    - Peel Public Health
    - Credit Valley Conservation (CVC)
    - Toronto Region Conservation (TRCA)
    - Conservation Halton
    - City of Toronto
    - City of Brampton
    - City of Oakville
    - City of Brampton
    - Halton Region
    - Town of Halton Hills
- Equity-deserving groups
    - Access 2 Accessibility
    - The Royal Academy of Octogenarian Cyclists
    - GLE Movement
    - Peel Multicultural Council (PMC)
    - MiWay Student Ambassadors
- Indigenous representatives
- Interest groups
    - Mississauga Cycling Now! (MCN)
    - Cycle Mississauga
    - Port Credit Slow Rollers
    - Mississauga Chain Gang Cycling Group.
    - Slow Roll Mississauga
    - Cycling without Age – Mississauga Chapter
    - Riverwood Conservancy
    - EarlyOn childcare - Region of Peel
    - EcoSource
    - Peel District School Board
    - Dufferin-Peel Catholic District School Board
    - Alectra Utilities
    - Greater Toronto Airport Authority
    - Waterfront Regenerative Trust
    - Sheridan College

    - University of Toronto Mississauga
    - Bike shops
    - Resident groups
- General public

**List order starts with Internal stakeholders and transitions into external stakeholders*

1.2.4 Scope of influence

To prioritize meaningful engagements, it is critical that participants understand what outcomes can be influenced by their participation. The Cycling Master Plan (CMP) follows the International Association for Public Participation (IAP2) Spectrum of Public Participation to guide how all stakeholders and the public were engaged. These guidelines for public participation outline levels of engagement, from informing the public by sharing information, to collaborating on project decisions. The level of public engagement is chosen based on the goals, context, and scope of the decision being made. Not all audiences were engaged in the same way, as effective public participation recognizes and respects people's diverse lived experiences, expertise, and interests, and adapts the level of engagement accordingly based on the project's scope and goals.

This approach ensures that the CMP is a community-focused plan that helps residents use cycling as a viable mode of transportation in their daily life. Public participation was essential to creating a plan that reflects the community's values and supports informed decision-making.

The City engaged with the public and key stakeholders in the following ways:

- **Informed** the public and key stakeholders by sharing clear and accessible information on the vision, goals and validated network to help people understand the plan and its context.
- **Consulted** the public by actively seeking out input on action items and associated recommendations meant to support the overall implementation of the CMP.
    - Actively sought out participants top three cycling project priorities they were most excited about seeing included in the 5-year Implementation Plan.
- **Consulted** key stakeholders by sharing information on the CMP network review and evaluation, network prioritization criteria, 5-year Plan feasibility review criteria and project delivery methods.
    - Actively sought out and integrated key stakeholders network evaluation input where possible.
- **Collaborated** with key stakeholders by actively seeking out input and working directly with them on specific elements of the 5-Year Plan including the feasibility of cycling project delivery methods and preliminary design input for specific network segments.

- **Collaborated** with the public, specifically equity-deserving groups, to determine their preferred methods of engagement

Figure 1-1 In-person PIC on June 17, 2025, held at Mississauga City Hall.

2 WHAT WE DID

2.1 Engagement Activities and Tactics

Various engagement activities were planned and scaled to the community's needs with partners and City staff. Based on feedback from initial pre-consultation community focus groups and municipal staff input, the initial scope of engagement was expanded to include additional community pop-ups.

Overall, **49** engagement and outreach activities were conducted and are summarized in **Table 2.1** below.

Table 2.1 Overview of Engagement Tactics and Participants for Phase 1

Audience	Date	Number of Participants	Audience Details
Pre-consultation: engaged with equity-deserving groups to ensure diverse voices were heard and considered. The primary objectives were to identify who should be engaged, understand their preferred engagement methods, and build trust within these communities.			
Pre-consultation outreach	August 2024	Connected with 250+ (via email, phone)	• General Public • BIAs • Resident associations • Community organizations • Equity Deserving Groups • Indigenous representatives • Civil society groups
Technical Engagements (21): structured meetings with internal (TAC) and external (MCAC) stakeholders (in-person and virtual as requested) throughout the project to share information, collect feedback, and inform project progress.			
Mississauga Cycling Advisory Committee	February 13th, 2024	6	• Members of the Mississauga Cycling Advisory Committee

(MCAC): Technical Subcommittee Meeting #1			
Mississauga Cycling Advisory Committee (MCAC): Technical Subcommittee Meeting #2	April 15th,2024 (workshop)	6	• Members of the Mississauga Cycling Advisory Committee
Technical Advisory Committee (TAC) Meeting #1	May 29th ,2024	49	• Strategic Communications & Initiatives • Facilities Planning & Development • Parks, Forestry, & Environment • City Planning Strategies • Development & Design • Infrastructure Planning & Engineering • MiWay- Transit • Rapid Transit Program Office • Traffic Management & Municipal Parking • Works Operations & Maintenance • Town of Oakville • Great Lakes Waterfront Trail • Region of Peel • Peel Public Health • Metrolinx • Conservation Halton • Toronto Region Conservation Area (TRCA) • Credit Valley Conservation (CVC) • Sheridan College • University of Toronto Mississauga • Dufferin-Peel Catholic District School Board • Peel District School Board • Electra Utilities • City of Brampton

			• Greater Toronto Airport Authority • Waterfront Regenerative Trust • Halton Region • Town of Halton Hills • City of Toronto
Mississauga Cycling Advisory Committee (MCAC): Technical Subcommittee Meeting #3	September 12th, 2024	5	• Members of the Mississauga Cycling Advisory Committee
Technical Advisory Committee (TAC) Meeting #2	September 24th, 2024	118	• Strategic Communications & Initiatives • Facilities Planning & Development • Parks, Forestry, & Environment • City Planning Strategies • Development & Design • Infrastructure Planning & Engineering • MiWay- Transit • Rapid Transit Program Office • Traffic Management & Municipal Parking • Works Operations & Maintenance • Town of Oakville • Great Lakes Waterfront Trail • Region of Peel • Peel Public Health • Metrolinx • Conservation Halton • Toronto Region Conservation Area (TRCA) • Credit Valley Conservation (CVC) • Sheridan College • University of Toronto Mississauga • DBCDSB • PDSB • Electra Utilities

			• City of Brampton • GTAA • Waterfront Regenerative Trust • Halton Region • Town of Halton Hills • City of Toronto
Mississauga Cycling Advisory Committee (MCAC): Technical Subcommittee Meeting #4	October 29th, 2024	4	• Members of the Mississauga Cycling Advisory Committee
Neighbouring Municipality one-on-one Meetings (6)	October-November 2024	8	• City of Brampton • Town of Oakville • Halton Region • Region of Peel • Town of Milton • City of Toronto
Council Workshops (10): held one-on-one meetings with all City Councillors (11) to share background information on the CMP update process and discuss proposed changes to the cycling network.			
Council one-on-one Workshops (11)	November 2024-January 2025	11	• Ward 1 (Port Credit, Lakeview) – Councillor Stephen Dasko • Ward 2 (Clarkson, Lorne Park) – Councillor Alvin Tedjo • Ward 3 (Applewood, Dixie) – Councillor Chris Fonseca • Ward 4 (Cooksville, Mississauga Valleys) – Councillor & Deputy Mayor John Kovac • Ward 5 (Britannia, Streetsville) – Councillor Natalie Hart • Ward 6 (Fairview, Mavis-Erindale) – Councillor Joe Horneck

			• Ward 7 (Cooksville, Dundas Corridor) – Councillor Dipika Damerla • Ward 8 (Erin Mills) – Councillor & Deputy Mayor Matt Mahoney • Ward 9 (Meadowvale and Central Erin Mills) – Councillor Martin Reid • Ward 10 (Churchill Meadows) – Councillor Sue McFadden • Ward 11 (Lisgar, Meadowvale West) – Councillor Brad Butt
Community Workshops (8): Met with community groups pre-determined from pre-consultations early in the project where participants were given an opportunity to provide general and unstructured feedback.			
Community Workshop (in-person): Access 2 Accessibility (A2A)	October 9th, 2024	5	• A group advocating for inclusive and accessible mobility options
Community Workshop (in-person): Mississauga Cycling Now!	October 17th, 2024	5	• A local cycling advocacy organization
Community Workshop (in-person): Peel Multicultural Council (PMC)	October 21st, 2024	30	• A non-profit organization dedicated to promoting equity, diversity and inclusion for newcomers in Peel Region
Community Workshop (in-person): Mississauga Chain Gang Cycling Group	November 19th, 2024	10	• A recreational cycling club providing perspectives on commuter and leisure cycling.
Community Workshop (in-person): MiWay Student Ambassadors	November 21st, 2024	15	• A program engaging high school students to promote active transportation and transit mobility
Community Workshop (in-person): The GLE Movement	November 28th, 2024	45	• A grassroots organization focused on youth engagement and empowerment in Malton.
Community Workshop (in-person)*: Port Credit Slow Rollers and Royal Academy of Octogenarians	November 28th, 2024	10	• A Community group promoting leisurely group cycling in the Port Credit area. • A network of older adults sharing insights on recreational cycling and safety.

Community Workshop (in-person, virtual and hybrid): Mississauga Cycling Advisory Committee (MCAC)	December 10th, 2024	7	• A City of Mississauga advisory committee supporting cycling initiatives and infrastructure improvements
Outreach: provided information to the public on the purpose of the 2025 CMP, and where they could provide feedback on the Plan if interested.			
Cycling Events (community rides, workshops etc.)	May - September 2024/2025	No official count	• General public
Education Campaign	July -August 2024	No official count	• General public
Community pop-ups (13)	July -August 2024	Interactions not counted	• General Public
Project webpage	Launched in January 2024	8870	• General public
Public Engagement: gathered input on various aspects of the 2025 CMP, the project team facilitated a series of engagements with the general public, related civil groups and key stakeholders.			
Online survey	June 2nd - July 6th 2025	372	• General public
Online Mapping Tool	June 6th-July 6th 2025	25	• General public • Community members interested in active transportation.
PIC #1 (in-person)	June 17th,2025	33	• General public • Community members interested in active transportation.
PIC #2 (virtual)	June 19th, 2025	40	• General public • Community members interested in active transportation.
PIC Community Pop-up #1: Clarkson Community Centre	June 21st , 2025	40	• General public • Community members interested in active transportation.
PIC Community Pop-up #2: Burnhamthorpe Community Centre	June 24th, 2025	125	• General public • Community members interested in active transportation.

PIC Community Pop-up #3: Meadowvale Community Centre	June 25th, 2025	93	• General public • Community members interested in active transportation.
PIC Community Pop-up #4: Malton Community Centre	June 26th, 2025	39	• General public • Community members interested in active transportation.

2.2 Project Communications

Various public communications tactics were used through this project including:

- Publishing a Notice of Commencement
- Launching a project website: https://www.mississauga.ca/projects-and-strategies/city-projects/implementing-the-cycling-master-plan. This included project information, event listings and details on engagement opportunities.
- Media advisories including publishing notices of Public Information Centres (PIC) and other community engagement opportunities
    - Social Media including organic and paid posts with original graphics and messaging on Facebook, Twitter/X, and LinkedIn to promote the survey, PICs, and pop-up booths.
    - Google Ads focused on reaching users through visual and engaging experiences on platforms like YouTube and Google Discover.
    - Digital media including:
        - Digital Screens: Screens at Overpass, Library, Community Centres, Gateway and Mississauga Celebration Square to encourage residents to share feedback.
        - E-Postcards: Shared electronic postcard with partners, community groups, BIAs, resident groups and cyclists groups for more information.
        - Mississauga website home page and recreation page feature: Featured community engagement on the mississauga.ca and recreation webpages.
        - Recreation Newsletter: Story shared with all subscribers on Recreation's e-Newsletter.
        - Corporate e-Newsletter: Story shared with all subscribers on the City's e-Newsletter.
        - Cycling e-Newsletter: Story shared with those interested in cycling for the City's Cycling newsletter.
        - Email: Sent an email to all the subscribers on the Cycling Master Plan email list from the YourSay page and all community groups (BIAs, Youth groups, Seniors groups, Indigenous groups etc.)
    - Print media including:
        - Curbex signage: 10 Curbex signs were placed in all Wards in Mississauga for two weeks to let residents know about engagement opportunities, and;
        - Postcards: 3,000 postcards were printed to hand out at various outreach events, pop-up events and during the in-person meeting.
    - In-person communications including:
        - Cycling Outreach events: all cycling outreach events (e.g. Community Rides, Bike Month, Library workshops, Ward 9 engagement meeting etc.) to communicate to attendees about the Cycling Master Plan and to encourage attendees to share their feedback.

- Mississauga Cycling Advisory Committee: Let the committee know about engagement opportunities and to ask them to participate and share to their networks.

Overall, between June 4th - July 6th, 2025, the project webpage had 8870 visits and a total of 372 contributions through the online survey and 25 contributors through the interactive mapping tool. Social media posts had a reach of over 80 thousand people.

See **Appendix C-1** for copies of project communication materials.

Figure 2-1 Postcard promoting the in-person PIC.

3 WHO WE HEARD FROM

3.1 Key Audiences

Throughout the various activities listed in **Table 2.1**, we were able to have direct engagement with over 700 community members, allowing us to reach many of our key audiences including:

- City Council (one-on-one workshops)
- General Public (survey, notice of commencement, PIC, interactive map, education campaign)
    - Cycling Advisory Committee (committee meetings and workshops)
- Newcomers (pre-consultation, community workshops with equity-deserving groups)
- People with disabilities (pre-consultation, community workshops with equity-deserving groups)
    - Youth and families (pre-consultation, community workshops with equity deserving groups, education campaign)
    - Older Adults/Seniors
- Related civil society groups (community workshops)

The following partners were engaged through the Technical Advisory Committee (TAC)

- City staff (Infrastructure Planning & Engineering, Parks, Forestry & Environment, etc.)
- Conservation authorities (TRCA, HCA, CVA)
- Neighbouring Cities and Regions (City of Brampton, Toronto, City of Oakville, Region of Halton etc.)
- Provincial agencies (Metrolinx, MTO)

3.2 Demographics

Demographic information was not collected through most engagement activities. Optional demographic information was collected from survey respondents. Refer to **Section 4.2.5 Community Survey and Mapping Tool** for full details of the survey questions and responses.

Over 60% of survey respondents were aged 45 and older, with another 32% falling between 25 and 44 years old. In comparison, residents under 25, who make up 27% of Mississauga's population, accounted for only 5% of responses. Meanwhile, respondents aged 55 and older represented 40% of the survey sample, despite comprising just 20% of the city's population (**Figure 3-1**).

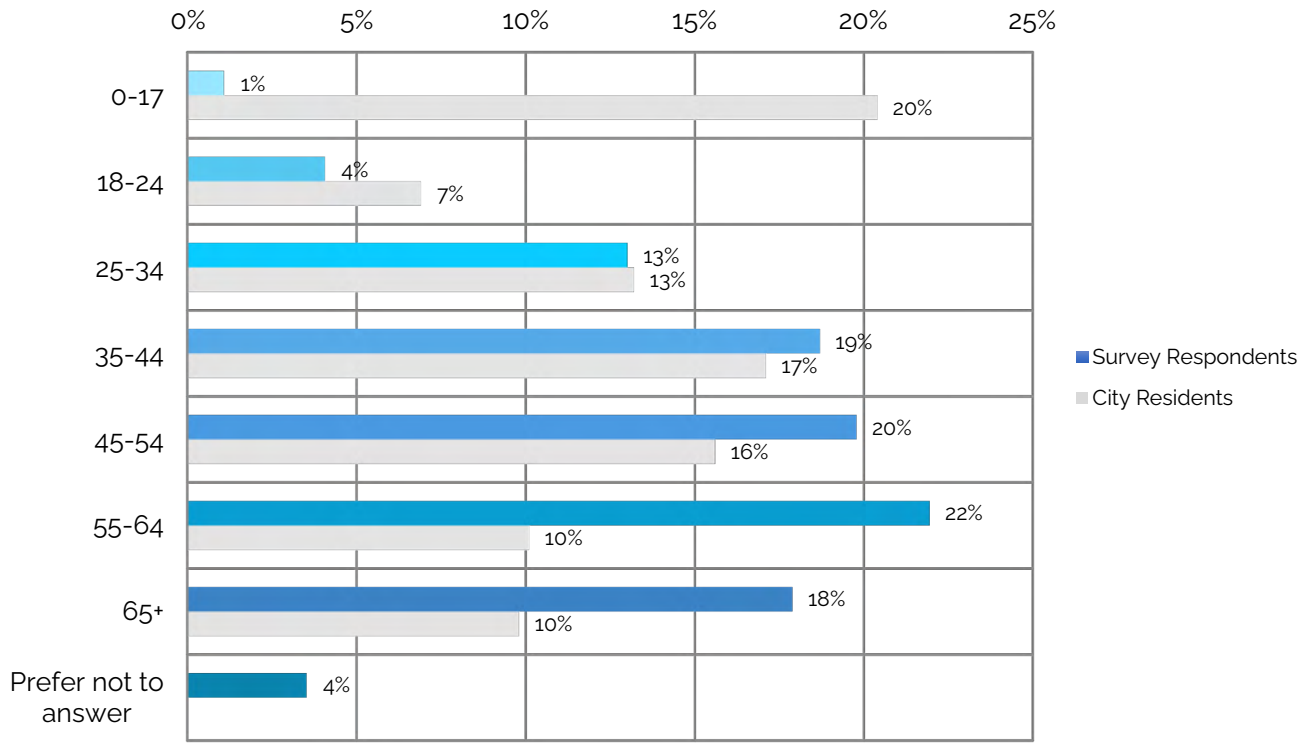


Figure 3-1: Age Profile of Survey Respondents Compared to Age Profile of City Population

There were significantly more men identifying survey respondents (64%) than women (30%) and non-binary (1%) respondents (**Figure 3-2**).

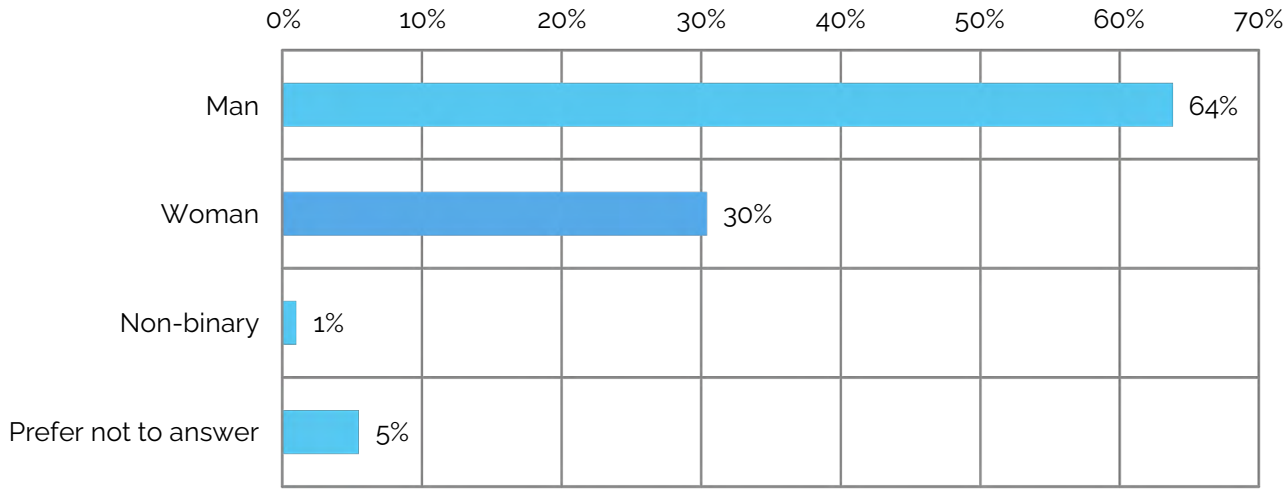


Figure 3-2 Self-identified gender of survey respondents.

The majority (63%) of respondents did not identify as a racialized group, with 22% identifying as a racialized group. 15% of respondents preferred to not to specify (**Figure 3-3**).

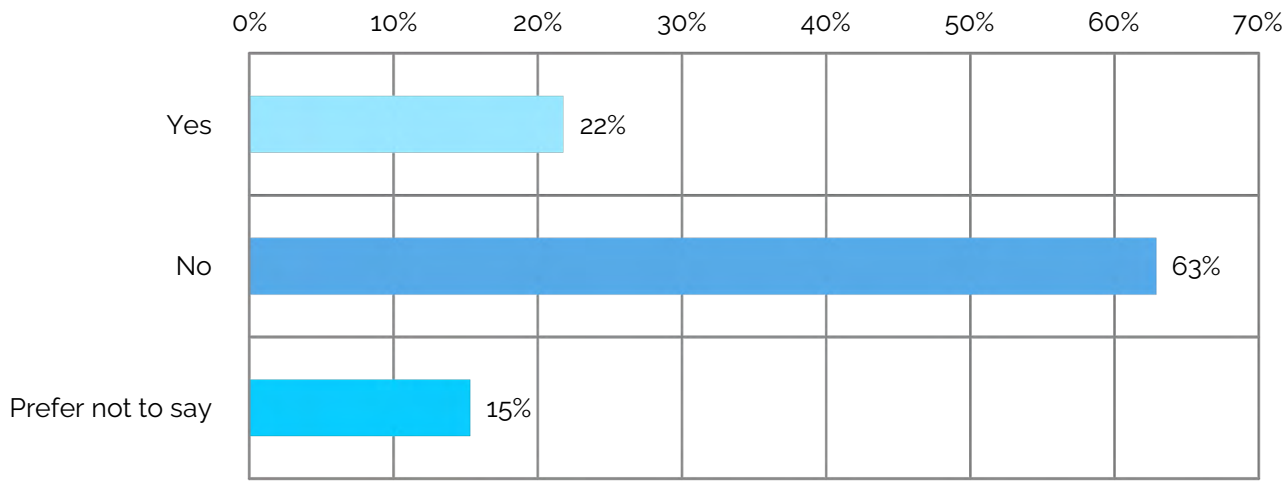


Figure 3-3 Racial status of Mississauga Residents

While this level of participation reflects a strong interest in civic processes among older residents, the underrepresentation of youth under 25 and those who identify as non-men and or racialized highlighted a need for different engagement strategies, to reach a wider and more representative audience. They City took this opportunity to more intentionally expand its engagement approach and included pre-consultation with equity-deserving groups. This included targeted outreach to youth and young adults, and focused efforts on connecting with racialized communities and newcomers through partnerships with the Peel Multicultural Council and pop-up events in equity-deserving neighbourhoods.

The City made efforts to reach people across gender identities by meeting them where they are, outside of traditional engagement formats and times. While these voices may not be fully reflected in survey data alone, this approach helped fill gaps and ensure a more inclusive and representative engagement process.

3.3 Engagement Gaps

Despite the project team's best efforts, gaps in engagement exist due to unforeseen and unanticipated challenges. Some of these gaps are listed below:

- Pre-consultation Engagement: The pre-consultation phase for the 2025 Cycling Master Plan ("CMP") was intended to identify equity-deserving groups, understand their preferred engagement methods, and begin building relationships to support inclusive planning. Outreach was conducted to over 250 organizations, including cultural associations, advocacy groups, and community service providers, with flexible options such as virtual meetings and email updates. While these efforts ensured information was widely shared, overall participation was limited. Several groups that responded expressed a preference to be added to the project email list rather than actively participate in workshops or meetings, indicating potential barriers such as competing priorities or consultation fatigue, even with multiple channels and formats offered.

- Limited Indigenous Engagement: A plan for Indigenous engagement was developed and finalized in accordance with the City of Mississauga's established engagement protocols. City staff reached out to the Mississauga's of the Credit First Nation ("MCFN") at several stages of the CMP. MCFN representatives responded but, due to limited resources and other priorities, chose not to participate in workshops or targeted engagement. To ensure MCFN was informed and had the opportunity to participate, City staff shared project materials and links to the public survey and mapping tool. It is unknown whether feedback was submitted through these general channels.

The City will continue to work towards closing these gaps in current and future work to prioritize all voices being heard and project outcomes reflecting diverse perspectives.

4 WHAT WAS SAID

This section provides a summary of input provided by participants who were involved in engagement activities outlined in **Table 2.1.**

4.1 Technical Engagements

To gather input on technical aspects of the 2025 Cycling Master Plan (CMP), the project team facilitated a series of engagements with the 2025 Cycling Advisory Technical Committee (TAC) and Mississauga's Cycling Advisory Committee (MCAC) technical subcommittee. Both committees were not engaged in the same way, as effective public participation recognizes and respects people's diverse lived experiences, expertise, and interests, and the level of engagement was adapted accordingly based on the project's scope and goals.

Technical engagements were used to inform technical stakeholders on specific aspects of the CMP, this included:

- Reviewing network guiding principles, network development, prioritization methodology – including criteria, and feasibility review criteria

Technical engagements were used to consult technical stakeholders on specific aspects of the CMP, this included:

- Providing input on the Plan's Vision (MCAC)
- Reviewing the 2018 network and recommending updates to the existing and proposed connections and infrastructure types (MCAC & TAC)
- Reviewing and providing feedback on the feasibility of using quick-build measures to implement cycling projects identified as high priorities within the 5-year Implementation Plan. (MCAC)
- Providing input on materials and tactics to be used for public engagement (MCAC)Providing input on preliminary design for specific network segments (TAC)

Technical engagements were used to collaborate with technical stakeholders on specific aspects of the CMP, this included:

- Reviewing and providing feedback on the feasibility of using quick-build measures to implement cycling projects identified as part of the 5-year implementation plan (TAC).

These engagements and their key outcomes have been summarized below.

4.1.1 Mississauga Cycling Advisory Committee Meetings

Between February and October 2024, the project team facilitated four (4) meetings, three in-person and one online, with the Mississauga Cycling Advisory Committee (MCAC) Technical Subcommittee to inform them on and provide input on aspects of the 2025 Cycling Master Plan. This subcommittee is made up of representatives from the larger MCAC.

- **Purpose of the MCAC**: Aligned with the Cycling Master Plan, the Committee fosters a culture of everyday cycling in Mississauga, supports the development of a connected cycling network within a multi-modal system, and promotes a safety-first approach. The subcommittee provides input on municipal cycling projects, events, and technical matters, including network planning and public engagement, including in relation to Cycling Master Plan updates.

What We Did

- **Meeting #1 February 13th, 2024**: the project team introduced the 2025 CMP's foundational elements—vision, purpose, key messages, guiding principles and the network development approach—and launched an online engagement activity for members to comment on the 2018 cycling network map. Members were asked to provide feedback on the opportunities, gaps and barriers they saw directly on the static virtual map provided.
- **Meeting #2 April 15th, 2024**: the project team provided a review of how feedback from Meeting #1 was integrated into the updated long-term network **(Figure 4-1).**

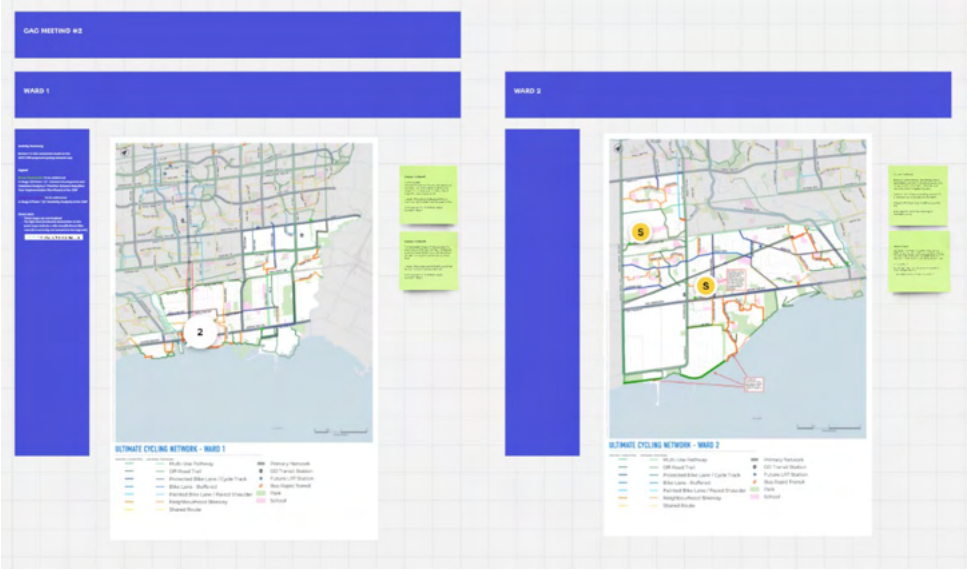


Figure 4-1 Miro board screenshots showing examples of ward specific comments provided by the MCAC subcommittee on the 2018 proposed cycling network, as applied to the updated Long-term Network map.

- **Meeting #3 September 12th, 20214:** the project team presented the finalized network prioritization methodology and introduced the quick-build project delivery method. The project team then asked the MCAC members to provide their thoughts on the initial list of candidate quick-build projects within the proposed 5-year Implementation Plan. They were specifically asked the following:

  "What opportunities or challenges do you see with quick-builds on some higher priority corridors?"

- **Meeting #4 October 29th, 2024:** the project team provided a preview of the Public Information Centre (PIC) boards and gathered feedback on clarity, language, and design of public-facing materials.

  MCAC subcommittee members were asked to only comment on the communication of the PIC content and not the content itself. Reflective questions were provided to help begin the process, including:

  - Clarity: Is it clear what each slide is trying to say? Is there a single narrative that is clearly present throughout each slide?
  - Language: Is there any language you would find unclear or confusing as a member of the general public?
  - Design: Were there any design elements (colors, icons, layout) that you think could be improved on?

What Was Said – Key Themes and Takeaways

- **Meeting #1 and #2:** MCAC comments on the draft proposed network were analyzed, and **five key** themes were found:

1. Poor Connectivity: referenced network gaps and barriers to cross-jurisdictional cycling routes.
2. Lack of Supportive Infrastructure: referenced the need for cycling facilities that bring users to key destinations, pointing to the incompatibility of present cycling infrastructure compared to its context (e.g. busy road with a painted bike lane and no separation), and desire for more direct routes.
3. Lack of Supportive Amenities: referenced various examples of what was perceived to be missing amenities including street trees, wayfinding signage, bike racks and repair stands, narrow facilities and facilities with no curb cuts where there should be and lighting,
4. Negative Experiences: referenced adverse experiences members had had including parked cars opening their doors into a biking facility, cars taking right turns and almost hitting them or another person while biking, and harassment from motor vehicle drivers.
5. Positive Experiences: referenced cycling infrastructure that had provided an enjoyable and safe experience for the rider while bicycling.

- **Meeting #3:** In total, MCAC subcommittee members commented on 22 full corridors (29 segments). The preliminary feasibility of each was* as follows:
    - **9** segments are already under consideration for quick builds.
    - **11** segments will be considered for quick builds.
    - **9** segments are not suitable for quick builds.
- **Meeting #4:** The following **three** general themes were pulled from the MCAC subcommittee meeting #4:

1. Clearer and compelling narrative on safety for all road users: it should be clear to all participants at the PIC that this 2025 CMP is to benefit all road users' safety and experience on Mississauga roads. This should be reflected in questions asked, the project content including relevant traffic data and the visuals used.
2. Consistent use of plain language: data should be inclusive while also being accessible for the public no matter their first language.
3. Make visuals contextually relevant: photos, graphics and renderings should tell a visual story that allows all members of the public to situate themselves within the context of the PIC storyline. This will allow for more informed feedback.

- **Workshop**: In addition to the four meetings, MCAC in its entirety (including the technical subcommittee) participated in a workshop as a part of the community pop-ups: education campaign (outreach) (see **Section 4.2.3** for details). They provided the following feedback:
    - Recommendations included implementing Leading Pedestrian Intervals (LPIs), creating safer intersection signal phases, and ensuring clear detour signage during construction.
    - Calls were made for secure bike storage containers, enhanced lighting, and surveillance in bike parking areas.
    - Participants recommended deploying mobile safety messaging signs, improving bike maps, and enhancing digital communication tools.
    - Suggestions included library loan programs for bike accessories and partnerships with businesses to improve access to cycling resources.
    - Family-friendly cycling events, Bike Bus programs, and slow roll traditions were highlighted as essential for building community engagement.
    - Participants proposed initiatives such as Adopt-a-Bike Rack programs and financial incentives for retrofitting bike parking at commercial properties

4.1.2 Technical Advisory Committee Meetings

Between May and September 2024, the project team facilitated two (2) virtual meetings, with the Mississauga's Technical Advisory Committee (TAC) to inform them on and have them provide input on aspects of the 2025 Cycling Master Plan (CMP). The TAC composed of representatives from City departments, the Region, adjacent municipalities, and external agencies.

- **Purpose of TAC:** To review the CMP, share insights, and help ensure that decisions are grounded in best practices and expert knowledge as informed by each committee member.

What We Did

1. **Workshop #1 – May 29, 2024: 1. Workshop #1 – May 29, 2024**: this virtual workshop introduced Phase 1 of the 2025 CMP to the City of Mississauga's TAC. The session focused on network development, design criteria, and feasibility, with interactive feedback gathered via the online platform Mural.

   The project team facilitated a SOAR (Strengths, Opportunities, Aspirations, Results) analysis to gather technical feedback and insights on CMP content presented. A ward-by-ward review of the draft network was conducted using static maps, where committee members added sticky notes with comments, questions, and departmental perspectives (**Figure 4-2**).

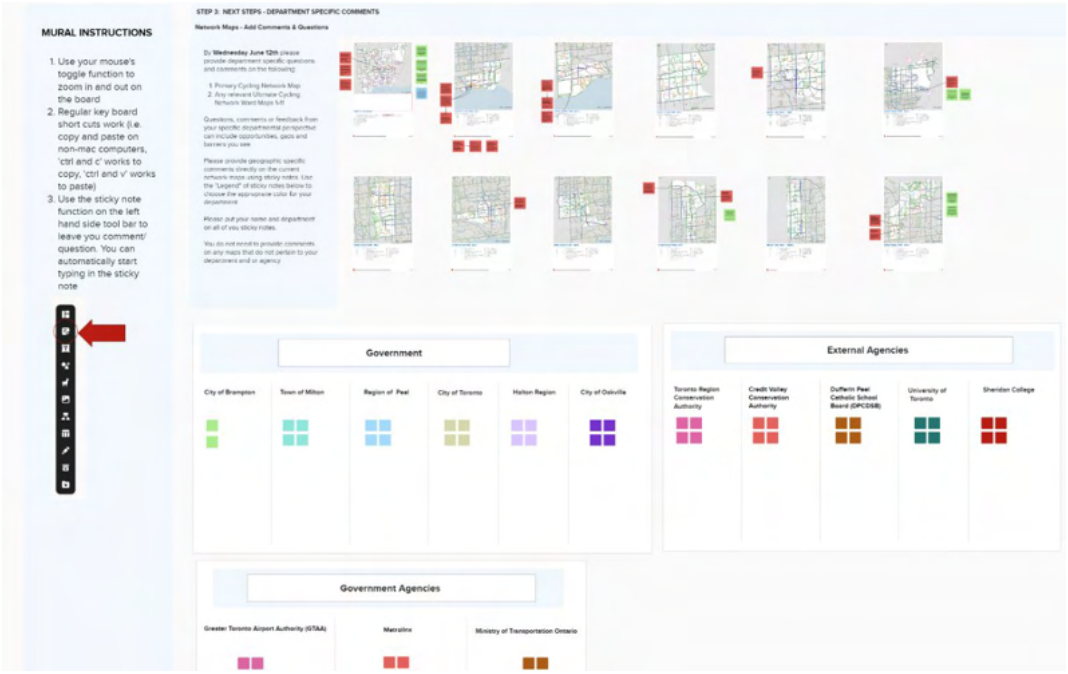


Figure 4-2 Mural board layout, illustrating comments (colored sticky notes) provided on the static draft Long-term Network by ward.

2. **Workshop #2 – September 24th, 2024:** The second workshop built on the first by presenting updates to the finalized network and prioritization process and introduced the preliminary 5-Year Implementation Plan, which included both quick-build and long-term corridors. The goal was to gather departmental and agency-specific feedback on coordination opportunities and infrastructure considerations.

   The project team facilitated an open discussion using guiding questions centered on coordination opportunities and infrastructure considerations. TAC members were provided with an Excel sheet listing proposed projects and a corresponding PDF map, enabling them to submit detailed, route-specific comments from their departmental or agency perspectives.

What Was Said – Key Themes and Takeaways

- **Workshop #1**: Comments from both the draft proposed network and SOAR activity were reviewed by the project team to determine if and how each comment was or could be addressed by the proposed network. The updated proposed network was shared with TAC members.
- These comments were analyzed, and **seven** key themes and takeaways were found:

1. **Design Alignment/Updates** – Suggestions for refining design elements.
2. **Policy/Plan/Study Alignment** – Recommendations for better integration with existing policies.
3. **Prioritization Rationale** – Requests for clarity and suggestions on route prioritization.
4. **Feasibility Rationale** – Input on feasibility considerations from various departments.
5. **Traffic Data/Studies** – Requests for transparency and suggestions on data sources.
6. **Network Updates** – Comments on cross-jurisdictional coordination and map accuracy.
7. **User Experience** – Emphasis on improving safety, data collection, and cycling uptake.

- **Workshop #2 -** Over 200 + TAC comments on the preliminary 5-year Implementation Plan were collected. These comments were reviewed by the project team to determine if and or how each comment was or could be addressed by the proposed 5-Year Plan. Once this review was complete, the updated 5-Year Implementation Plan was shared with TAC members.
- These comments were analyzed, and **four** key themes and takeaways were found:

1. **Safety Concerns and Improvements:**
   Many comments called for safer cycling infrastructure—curb-protected lanes, barriers near truck routes, and separation from traffic. Notable concerns include the QEW/Erin Mills intersection, narrow lanes on Bristol Road, and the need for protected crossings and secure bike parking. Construction zones, debris, and winter maintenance highlight the need for consistent safety standards.

2. **Design and Infrastructure Challenges:**
   Feedback points to design flaws like side-switching multi-use trails (MUTs), narrow lanes, and conflicts with driveways. Examples include the obstructed MUT on Terry Fox, a metal staircase on Applewood Trail, and calls for dual MUTs or dedicated lanes on Derry, Dixie, and Dundas. Suggestions include traffic calming, lane narrowing, and better signage.
3. **Connectivity and Network Expansion:**
   There's strong demand for a continuous cycling network. Specific asks include bike lanes on Bloor, crossings over the Credit River, and links to Milton. Gaps like Millcreek Drive, Tomken, and the Culham Trail are noted, along with the need for reliable east-west and north-south routes.
4. **Parking and Road Space Allocation:**. Concerns and comments included underused spots on Queen Street disrupting bike lanes, debates over the need for roadway space reallocation on Glen Erin and Central Parkway, and the need for secure, weather-protected bike parking at transit hubs. Paid and visitor parking also feature in the discussion.

4.1.3 Technical Advisory Committee Meetings: One-on-One Meetings with Neighbouring Municipalities

Throughout the months of October – November 2024, the City of Mississauga scheduled meetings with neighbouring jurisdictions and relevant external stakeholders to discuss the ongoing update of the City of Mississauga's Cycling Master Plan (CMP) and explore the potential for coordination of active transportation opportunities between the two parties.

What We Did

The project team set-up virtual meetings with each neighbouring jurisdiction and or external party to discuss any current or future active transportation opportunities in which coordination of efforts could be possible. Associated challenges were also discussed.

What Was Said- Key Themes and Takeaways

The comments from all six meetings were analyzed, and **three** key themes and takeaways were found:

1. Cross-Boundary Connectivity and Collaboration: Municipalities emphasized the importance of creating a seamless cycling network that extends beyond jurisdictional boundaries. This includes coordinating on boundary projects, shared trail systems, and regional roads to ensure facility continuity and strengthen connections between municipal and regional networks.
2. Data sharing: there was a strong desire for municipalities to share projected capital plan and master plan cycling facility projects on boundary roads in advance of their implementation, allowing for proactive planning for a connected network beyond a municipal scale.

3. Joint commentary on AT projects: there is interest in providing joint municipal comments on pending legislation for active transportation projects. This allows for the presentation of a cohesive understanding and objective shared goal of creating connected and accessible AT networks for all ages and abilities.

4.1.4 One-on-One Meetings with Councillors

Overview

Project team staff held one-on-one meetings with each City Councillor. These meetings provided an opportunity to share background information on the Cycling Master Plan (CMP) update process and discuss proposed changes to the cycling network.

What We Did

Staff met individually with Councillors to:

- Present an overview of the 2025 CMP.
- Share ward-specific maps highlighting proposed network updates and new cycling projects.
- Gather feedback on local priorities, opportunities, and concerns related to cycling infrastructure.

What was Heard – Key Themes and Takeaways

The comments from all eleven meetings were analyzed and summarized under the following categories:

- Positive: Councillors expressed strong support for several proposed routes, particularly where cycling activity is already high or where improvements could be implemented quickly. These locations were seen as opportunities to enhance safety, comfort, and connectivity for people cycling in their wards.
- Neutral: Some routes were met with cautious interest, with Councillors noting that further community consultation or design considerations may be needed. In many cases, support was dependent on maintaining parking, addressing safety concerns, or exploring alternative approaches.
- Raised concerns: A few proposed routes raised concerns related to traffic conditions, space constraints, or potential impacts on local businesses. Councillors highlighted the importance of balancing cycling improvements with other community needs and suggested that some locations may require further review or reconsideration.
- General comments: Providing residents with as much notice as possible when a new facility will be introduced, as well as information on that facility was noted as being important.

Project specific feedback was recorded and will be addressed on a project-by-project bases in coordination with the relevant councillor.

4.2 Public Engagement

To provide information and gather input on aspects of the 2025 Cycling Master Plan (CMP), the project team facilitated a series of engagements with the general public, related civil groups and key stakeholders. Not all audiences were engaged in the same way, as effective public participation recognizes and respects people's diverse lived experiences, expertise, and interests, and the level of engagement was adapted accordingly based on the project's scope and goals.

Public engagements were used to inform the public on the following pieces of the 2025 CMP:

- Vision and Goals
- Network review and evaluation process
- Prioritization criteria
- 5-Year Plan feasibility review criteria and project delivery methods

Public engagements were used to consult with the public and gather feedback on the following pieces of the 2025 CMP:

- Action Items and Recommendations
- Top three cycling projects that a participant is most excited about

Public engagements were used to collaborate with the equity-deserving groups to decide on the following pieces of the 2025 CMP:

- Preferred engagement tactics

These engagements and their outcomes have been summarized below.

4.2.1 Community Pop-ups: Education Campaign (outreach)

Overview – What we did

The education campaign aimed to share information and increase awareness about cycling and the 2025 Cycling Master Plan (CMP). Education material, events, and online content shared how cycling can support safe, healthy, and complete streets for all. No formal input from the public was recoded as the intention of this engagement tactic was to raise awareness and share information.

What We Did

The City of Mississauga's Active Transportation team conducted the education campaigns using planned community events and pop-ups across the city to connect with the community.

Events like community rides, ward barbecues, library workshops, trail pop-ups, local community events, and more were hosted or attended across the City reaching residents in all 11 wards.

At these events, a tent was set-up to engage with residents and visitors. Materials handed out included bike maps, bells, bike lights, safety information, education material, and postcards with links to more information about the 2025 CMP.

4.2.2 Pre-Consultation

Overview

The pre-consultation period of the 2025 Cycling Master Plan (CMP) focused on engaging with equity-deserving groups to ensure diverse voices were heard and considered. The primary objectives were to identify who should be engaged, understand their preferred engagement methods, and build trust within these communities.

What We Did

The pre-consultation period began with over 250 phone calls and emails to various groups, including BIAs, resident associations, and other community organizations. This initial outreach aimed to introduce the 2025 CMP and understand the groups preferred methods of engagement.

What Was Said

Of those who responded, preferences for engagement varied and included:

- Follow-up emails: Some groups preferred to receive further information and updates via email.
- Virtual Meetings: A number of respondents expressed interest in one-on-one or small-group virtual meetings to discuss their feedback in more detail.
- Project Updates Email List: Several groups requested to be added to a dedicated email list to receive ongoing updates about the project without participating in direct engagements.
- Workshops: A smaller subset indicated interest in attending more structured workshops as their preferred method of engagement.

This approach ensured that each group's preferences were respected and informed the design of subsequent activities, including the scheduling of community workshops.

The City's EDI dashboard was used to analyze disaggregated data and identify 7 equity-deserving groups for targeted engagement. Spatial analysis was conducted to support the identification of these groups. The next steps involved organizing meetings for these groups, which were conducted in hybrid formats. The results from these engagements are summarized in **Section 4.2.3**.

4.2.3 Community Workshops

Overview

The community workshops aimed to gather detailed feedback, identify challenges, and explore opportunities to enhance cycling culture in Mississauga. Workshops were scheduled with those who indicated this method of engagement as their preference during the pre-consultation period. These groups are a mix of equity-deserving and cycling advocacy groups.

What We Did

Workshops were held either in-person or virtually, depending on the preferences and needs of each group. Each session began with a presentation on the 2025 Cycling Master Plan (CMP), which provided an overview of the project's goals, key themes, and progress to date. This was followed by structured discussion periods tailored to the priorities and focus areas of the specific group.

During these discussions, participants were given the opportunity to:

- Share their experiences with cycling and infrastructure in Mississauga.
- Identify barriers and challenges they face when cycling, walking, or using other micro- mobility options.
- Provide input on specific infrastructure needs, such as protected bike lanes, safe intersections, and accessibility improvements.
- Offer suggestions for education campaigns, community engagement activities, or programming to promote cycling.
- Highlight successful efforts or best practices from other cities that could be applied to Mississauga.

These sessions created a space for open dialogue, allowing participants to voice their concerns, share unique perspectives, and collaboratively brainstorm solutions to improve cycling and encourage active transportation throughout the city.

What Was Said

Access 2 Accessibility (A2A)

Participants emphasized the importance of integrating adaptive micro-mobility devices into the City's infrastructure, including both electric-assisted and manually operated devices to cater to varying physical abilities.

They advocated for and emphasized the importance of:

- Affordable and accessible rideshare programs with adaptive options for low-income residents.
- Educational campaigns to raise awareness and reduce stigma around adaptive micro-mobility.

- Infrastructure improvements, such as charging stations at transit hubs and better integration of transit stops into cycling projects.
- Hands-on events like Try-It Fairs to let residents experience adaptive devices.
- Clear communication, including simplified language and regular updates on accessibility initiatives.
- Safety alignment with Vision Zero, including audits and expert evaluations of infrastructure.
- Financial support programs to ensure equitable access to adaptive devices and services.

Peel Multicultural Council (PMC)

The PMC provided feedback and recommendations that will help ensure that cycling infrastructure and programs are equitable, accessible, and aligned with the diverse needs of Mississauga's residents. PMC participants strongly advocated for:

- Painted lanes are seen as inadequate; physically protected bike lanes with durable and aesthetically pleasing barriers are needed, especially on roads over 50 km/h.
- Intersection safety is a major concern; safety measures/enhancements at intersections and improved visibility to minimize conflicts with motor vehicles were highlighted as priorities. Suggestions included smaller turn radius, enhanced speed controls and dedicated cyclist safety measures at intersections.
- Subsidies for cycling equipment, affordable bike-sharing options, and initiatives to encourage bike-friendly infrastructure in residential and commercial areas.
- Call for more bike racks, covered parking, and residential bike storage, especially near plazas, schools, and community hubs. Lack of bike parking was identified as a significant barrier.
- Educational programs were suggested for both cyclists and drivers, with partnerships recommended with micromobility providers to promote safety campaigns. Suggestions included cycling workshops on maintenance, safety, and etiquette.
- Prioritizing infrastructure improvements in underserved areas, where cycling infrastructure could improve transit trips that require multiple transfers.

MiWay Student Ambassadors

- Participants emphasized the importance of seamless integration between cycling infrastructure and public transit systems, including bike parking at LRT stations and better communication about bike rack usage on MiWay buses.
- Students called for safer, more connected bike routes leading to schools, indoor bike parking facilities, and enhanced safety measures at intersections near school zones.
- Long travel distances, inconsistent infrastructure, and parental safety concerns were identified as key barriers preventing students from cycling regularly.

- Students showed enthusiasm for social cycling activities, group rides, competitions, and cycling workshops focused on safety, maintenance, and repair skills.
- Participants highlighted the importance of student ambassadors in promoting cycling through social media campaigns and peer engagement.
- Students recommended interactive and creative engagement formats, such as competitions, leadership seminars, and student surveys, to increase their participation in cycling policy discussions.

Port Credit Slow Rollers and Royal Academy of Octogenarians

- Attendees emphasized concerns about the lack of political will to support quick-build projects. Projects often face resistance from neighborhoods, leading to delays or cancellations by municipal politicians. An example shared was the bike lane on the Collegeway to UTM, which was blocked due to parking concerns, resulting in a disconnected cycling route. Participants also expressed uncertainty about the implications of Bill 212 on cycling infrastructure.
- Participants noted high-speed scooter activity in pedestrian areas, such as the Credit River Trail, posing safety risks. They suggested implementing restrictive zones or banning motorized vehicles from specific trails, similar to practices in South Etobicoke. Persistent safety issues on Lakeshore Road deterred cycling in that area.
- Protected and connected bike lanes were strongly supported, with specific praise for lanes on Erin Mills Parkway and Eglinton Avenue. Participants highlighted key gaps in corridors like Erin Centre Boulevard and suggested prioritizing routes connecting schools, libraries, and shopping centers.
- Participants referenced successful cycling infrastructure examples from Mississauga neighborhoods such as Meadowvale, as well as cities like Ottawa, Montreal, and Milton. Investment in infrastructure was deemed critical to encouraging cycling and micromobility use.
- Slow roll traditions were emphasized as valuable tools for building cycling culture and community connection. Participants advocated for increased public participation in events, workshops, and pop-ups to support the CMP's goals.

The GLE Movement

- Participants strongly advocated for physically separated bike lanes along high-traffic routes and emphasized the need for consistent pavement maintenance and winter snow clearing.
- Aggressive driving behaviours and poor adherence to traffic rules by motorists were flagged as significant safety issues. Improved lighting, cyclist traffic signals, and intersection upgrades were suggested to address these concerns.
- Recommendations included affordable or free bike repair workshops, subsidized bike equipment programs, and initiatives to provide low-cost bikes and helmets.

- Participants highlighted the need for secure bike parking at key locations and proposed innovative solutions like shipping-container-style bike garages for winter storage.
- The importance of prioritizing cycling infrastructure investments in underserved areas like Malton was emphasized. Participants also advocated for youth engagement in municipal planning and suggested school-based cycling workshops.
- Participants called for increased awareness campaigns, local partnerships, and community events, including cycling festivals and interactive workshops, to build excitement and engagement around cycling

Mississauga Cycling Now! (MCN)

Participants provided thoughtful input on how to strengthen the CMP to ensure it is both actionable and equitable. They emphasized the importance of the following:

- Realistic clearly defined short-term goals (within 5 years) and transparent reporting to ensure accountability and public access to CMP progress updates.
- Consistent infrastructure quality across all wards, noting disparities tied to political representation.
- Strong political will to implement the CMP effectively, with concerns about delays due to political resistance.
- Expansion of protected cycling infrastructure, especially near schools, community hubs, and commercial areas. Gaps in infrastructure must be prioritized to create a seamless cycling network.
- Quick Build solutions to address high- priority safety and connectivity issues, particularly at intersections and bridges, in an expedited manner.
- Equity-focused investments in underserved areas like Malton to address mobility barriers, and inclusion of cyclists who ride out of necessity in planning processes.
- Community engagement through events like family-friendly rides and seasonal celebrations to foster a cycling culture.
- Integration with broader city plans, including housing density and parking strategies.
- Secure bike parking, especially near transit hubs and high-traffic areas.

Mississauga Chain Gang Cycling Group

- The Mississauga Chain Gang Cycling Group provided their perspectives on commuter and leisure cycling:
- There was significant frustration regarding delays to the Lakeview Bridge and Orchard Heights Bridge projects, with participants questioning how political intervention could stall approved and funded projects.
- Participants praised the new Credit River Bridge over the QEW for improving cycling access but noted concerns about incomplete routes like the Collegeway cycling route, which currently does not extend to UTM. Coordination during construction was flagged as an area requiring improvement.

- Poor cycling conditions in areas like Erindale Park and a lack of clear channels for reporting safety concerns were highlighted. Participants called for additional cycling repair stations and improved maintenance of cycling paths.
- There was interest in reallocating parking spaces for cycling infrastructure and ensuring city-wide support for the CMP to overcome localized political resistance.
- Participants expressed interest in organizing Mississauga-specific cycling events akin to Brampton's Bike the Creek, emphasizing community engagement and advocacy potential.

What Was Said – Key Themes and Takeaways

The above comments from all seven community workshops were analyzed, and **eight** key themes and takeaways were found:

1. **Infrastructure improvements**: Participants emphasized the need for improvements to cycling infrastructure and the network. Many highlighted the need for safer routes through physically separated bike lanes on high-traffic roads. Participants also called for better integration of transit stops into cycling projects and the creation of more direct routes to key destinations to improve connectivity. Additional suggestions included enhanced lighting, dedicated cyclist signals, and intersection upgrades to improve safety and visibility.

2. **Cycling Amenities:** Participants identified the need for various cycling amenities to support and encourage cycling. They emphasized the importance of secure bike parking at key locations, including transit hubs and high-traffic areas. Participants also suggested innovative solutions like shipping-container-style bike garages for winter storage. Additionally, they highlighted the need for more bike racks, covered parking, and residential bike storage, especially near plazas, schools, and community hubs.

3. **Communication and Reporting:** Participants stressed the importance of clear and consistent communication and reporting to ensure transparency and accountability in the implementation of the Cycling Master Plan. They called for regular updates on the progress of the plan, including transparent reporting on short-term goals and public access to progress updates. Participants also suggested deploying mobile safety messaging signs, improving bike maps, and enhancing digital communication tools to keep the community informed.

4. **Policy Alignment**: Participants emphasized the need for strong policy alignment to support the implementation of the Cycling Master Plan. They advocated for the alignment of cycling infrastructure with existing policies, plans, and studies, including housing density and parking strategies. Participants also highlighted the importance of strong political will to implement the plan effectively.

Additionally, they suggested integrating cycling infrastructure into broader city plans to ensure a cohesive and connected network.

5. **Equity considerations** were a key theme in the discussions. Participants advocated for prioritizing cycling infrastructure investments in underserved areas like Malton to address mobility barriers. They emphasized the importance of affordable and accessible rideshare programs with adaptive options for low-income residents. Participants also highlighted the need for educational campaigns to raise awareness and reduce stigma around adaptive micro-mobility. Additionally, they called for financial support programs to ensure equitable access to adaptive devices and services.

6. **Community engagement and education** was emphasized by participants, specifically the importance of community engagement and education in promoting cycling and active transportation. They suggested organizing family-friendly cycling events, Bike Bus programs, and slow roll traditions to build community engagement. Participants also recommended interactive and creative engagement formats, such as competitions, leadership seminars, and student surveys, to increase participation in cycling policy discussions. Additionally, they highlighted the role of student ambassadors in promoting cycling through social media campaigns and peer engagement.

7. **Maintenance and Safety** were significant concerns for participants. They emphasized the need for consistent pavement maintenance and winter snow clearing to ensure safe cycling conditions. Participants also highlighted aggressive driving behaviors and poor adherence to traffic rules by motorists as significant safety issues. They suggested implementing improved lighting, cyclist signals, and intersection upgrades to address these concerns. Additionally, participants called for secure bike storage containers, enhanced lighting, and surveillance in bike parking areas.

8. **Mobility Integration:** Participants emphasized the importance of seamless integration between cycling infrastructure and public transit systems. They highlighted the need for bike parking at LRT stations and better communication about bike rack usage on MiWay buses. Additionally, participants called for safer, more connected bike routes leading to schools, indoor bike parking facilities, and enhanced safety measures at intersections near school zones. Long travel distances, inconsistent infrastructure, and parental safety concerns were identified as key barriers preventing students from cycling regularly.

4.2.4 Public Information Centre(s) (PICs)

Overview

To ensure broad community participation, residents were invited to an in-person PIC, a virtual PIC and four pop-up community PICs, The purpose of these events were to (1) share background information on the project, (2) highlight public feedback received to date, (3) collect input on the action items responsible for achieving the plans goals and objectives, and on the top three cycling projects participants' are most excited about within the 5-Year Implementation Plan.

Figure 4-3 Project team reviewing the 5-year Implementation Plan with participants at the in-person PIC.

What We Did

Details of the in-person PIC are as follows:

Title: In-person PIC

Date: Tuesday, June 17th, 2025

Time: 6:00 to 8:00 pm

Location: The Great Hall, 300 City Centre Dr, Mississauga ON L5B 3C1

At the beginning of the meeting time, participants were invited to briefly review the set-up information boards. At 6:15 pm a presentation running through all information boards content was given by the City. Once the presentation concluded, participants were able to circulate and review prepared boards, and encouraged to provide input in writing, or in conversation with project team members.

See **Appendix C-2** for a copy of the in-person PIC Boards and information shared at the PIC and all four community pop-up PICs.

Details of the virtual PIC are as follows:

Title: Virtual PIC

Date: Thursday, June 19th, 2025

Time: 6:00 to 8:00 pm

Location: Webex (online platform)

A presentation was provided by City staff, concluding with a project team member asking participants to answer the same 5 questions provided to those at the in-person PIC on June 17th. The facilitation tool called Mentimeter was used to allow participants to provide real time answers to the posed questions virtually. Participants were then walked through how to provide comments on the online mapping tool available on the project website for two weeks before and after the in-person PIC. The remaining hour of the virtual PIC was provided for participants to ask questions using the Q&A feature on Webex.

See **Appendix C-2** for a copy of the virtual PIC slides.

Details of the Pop-up Community PICs are as follows:

Title: Pop-up Community PIC(s)

Dates, Locations, Time:

- Saturday, June 21 — Clarkson Community Centre - Noon–4 PM
- Tuesday, June 24 — Burnhamthorpe Community Centre - Noon–8 PM
- Wednesday, June 25 — Meadowvale Community Centre - Noon–8 PM
- Thursday, June 26 — Malton Community Centre - Noon–8 PM

During the pop-ups, participants were able to circulate and review prepared boards, and were encouraged to provide input in writing, or in conversation with project team members.

What Was Said

Based on event sign-ins and online registration, a total of 370 participants were recorded at the in-person PIC, virtual PIC and four community pop-up PICs.

Meeting	# of Participants
In-person PIC	33
Virtual PIC	40
Community Pop-up PICs (4)	297

This section provides a summary of key themes as informed by all comments received from PIC participants. Comments were provided in conversation with project team members (virtually and in-person), in-writing on PIC boards (in-person and virtually), on the interactive and physical map(s), emails, and during the four community pop-up PICs.

The following five* questions regarding input on the CMP Action Items were posed to participants:

1. "Are there any actions that have been taken in the last 5 years that have made it easier for you to get around by cycling and rolling? If yes, please tell us what those actions were and how they impact you."
2. "Are there barriers that make it harder for you to get around by cycling and rolling? If yes, please tell us what those barriers are and how they impact you."
3. "What barriers make it harder for you to get around on bicycle/e-bike?"*
4. "Are there actions and ideas that you have seen in other cities that you think should be done in Mississauga? If yes, please describe."
5. "In your opinion, what should be the City's top 3 priorities supporting cycling over the next 5 years?"

**This question was only asked at the in-person PIC*

The following question was posed to participants about general questions and comments on the CMP information provided:

1. "Please use this space to share any questions or overall feedback you have about the Cycling Master Plan Update and the information shared during this meeting."

Of the 347 unique comments, 15 Key themes emerged, with the themes of safety and infrastructure being the most common.

1. Infrastructure: Infrastructure feedback focused on improving cycling facilities and integrating them with road networks. Participants called for upgraded bike lanes (separated facilities), new routes, and better transit connections.
2. Safety: Safety was a top priority, with calls for separated bike lanes, better lighting, and improved crossings. Barriers like highways and rivers were noted as major challenges, alongside misuse of cycling infrastructure.

Between 2018-2024, 137 bicycle collisions resulting in injury or death occurred on Mississauga owned roadways. 4% of these collisions occurred in bicycle lanes, while 74% occurred on the road in vehicle lanes. There is an opportunity to enhance dedicated cycling infrastructure, supporting safer conditions for all road users

3. Accessibility: Accessibility focuses on making cycling infrastructure usable for everyone, including people living with disabilities. Suggestions included wider facilities, accessible features like curb cuts and ramps, and programs such as rebates for adaptive bicycles.
4. Amenities: Amenities enhance comfort and convenience for cyclists. Participants suggested adding secure bike parking, seating areas, shelters, and restrooms at key locations to improve user experience.
5. Community: Community relates to social aspects of cycling, including culture and interactions. Feedback highlighted challenging cyclist–motorist relationships, with reports of aggressive driver behavior and uncertainty of one another's

(cyclist and motorist) intentions on the road (lack of road safety practices and following rules of the road).

6. Connectivity: Connectivity addresses how well the cycling network links destinations and other transport modes. Common suggestions included filling network gaps, improving transit integration, and ensuring access to key destinations.
7. Cost: Cost concerns focused on perceived tax increases for cycling infrastructure. Many participants expressed frustration, believing the infrastructure is underused in Mississauga.

Personal perception is an important part of the mobility puzzle, but actual mobility patterns require comprehensive usage data. The City's policy direction, including the 2025 Official Plan and ongoing Strategic Plan, prioritizes a balanced approach to mobility, recognizing that more connected, safe cycling networks enable residents to choose biking and reduce reliance on a single mode of transportation.

8. Education: Education emphasizes programs to raise awareness about cycling benefits and safety. Suggestions included public campaigns, school programs, and community workshops.
9. Equity: Equity involves ensuring fair access to cycling resources for all communities. Participants stressed addressing disparities, supporting underserved areas, and promoting inclusive policies.
10. Information: Information relates to providing clear, timely updates for cyclists. Suggestions included real-time detour alerts, accessible platforms for communication of these alerts, and community engagement through workshops and feedback sessions.
11. Maintenance: Maintenance concerns centered on sustainability and cost management. Suggestions included allocating budgets for regular upkeep, timely repairs, and cost-effective solutions.
12. Micromobility: Micromobility comments addressed the need for better regulation and integration of devices like e-scooters. Participants suggested dedicated parking, and rental services to encourage use.

The City of Mississauga launched its Shared Micromobility Program in June, 2024, introducing a fleet of e-bikes and e-scooters through partnerships with Lime and Bird Canada. This initiative, supported by Council since 2019 and formalized in 2023, will continue to develop and explore best practices in shared system infrastructure and management.

13. Policy: Policy feedback focused on safety compliance, climate-responsive infrastructure, and land-use considerations. Suggestions included adapting rules for sidewalk cycling in areas lacking safe facilities.

14. Security: Security concerns included enforcing traffic rules and preventing bike theft. Participants emphasized secure parking and stricter rule enforcement for all road users.
15. Wayfinding: Wayfinding relates to navigation aids like signage and maps. Suggestions included installing clear signs at key points and providing maps at transit hubs to help cyclists orient themselves.

These results were combined with other engagement feedback from internal and external stakeholders and summarized under challenges and opportunities for the CMP to address within its action items and recommended programs.

Figure 4-4 June 17th, 2025, in-person Public Information Centre (PIC) at Mississauga Great Hall. Project Team and Participants in conversation.

Participants were also able to provide comments on physical maps of the 5-Year Implementation Plan. An interactive map was also posted on the project webpage for nearly two weeks prior to and over two weeks following the in-person PIC. People could use the online map to provide their feedback on the top three projects they are most excited about from the 5-Year Implementation Plan.

Responses to the mapping question are summarized in **Section 4.2.5** with the online survey and mapping tool summaries.

4.2.5 Community Survey and Mapping Tool

Overview

A community survey and mapping tool was created and posted online to gather input from Mississauga residents on the proposed actions for how to implement the 2025 Cycling Master Plan (CMP) and planned updates to the cycling network. Both tools were available between June 4th and July 6th, 2025, with 372 responses recorded over the four-week period that it was available for comment.

What We Did

An Online survey and mapping tool was posted to the project webpage on Tuesday June 4th, 2025, to Sunday July 6th, 2025. Responses were filtered and analyzed to highlight key findings.

What Was Said – Survey Responses

Respondents were asked the following questions in the online Survey:

1. What would you say is your most common mode of transportation when travelling around the city for trips like getting to work, school, and/or for errands?
2. What other modes of transportation do you regularly use (e.g., at least 2-3 times a month) when travelling around the city for trips like getting to work, school, and/or for errands?
3. Have you ridden a bicycle or electric bicycle in the past year for any reason?
4. If yes, what are some of the reasons that you have ridden a bicycle or electric bicycle in Mississauga? (select all that apply)
5. How would you describe your experience riding a bicycle or electric bicycle in Mississauga?
    a. Please use this space to share any feedback on what has made your experience riding a bicycle or electric bicycle comfortable or uncomfortable.
6. Before today, how familiar were you with the City's vision and goals for the CMP (see background information above)?
7. How supportive are you of the City's vision and goals for the CMP?
    a. Please provide any comments explaining your level of support
8. Are there any actions that have been taken in the last 5 years that have made it easier for you to get around on a bicycle / e-bike? If yes, please tell us what those actions were and how they impacted you.
9. What barriers make it harder for you to get around on a bicycle / e-bike?
10. In your opinion, what should be the City's top 3 priorities for supporting cycling over the next 5 years?
11. Are there actions and ideas that you have seen in other cities that you think should

be done in Mississauga? If yes, please describe.

12. Is there any other feedback you would like to provide on the CMP project?

Respondents were also asked a variety of demographic questions. The following analysis was completed.

Frequent Modes of Transportation

- More than 50% of respondents (64%) stated that they drive alone as their most common mode of transportation, with 13% stating cycling (including an e-bike) as their most common mode (**Figure 4-5**)
- When asked what other modes of transportation respondents use more regularly, 22% said cycling (including an e-bike).

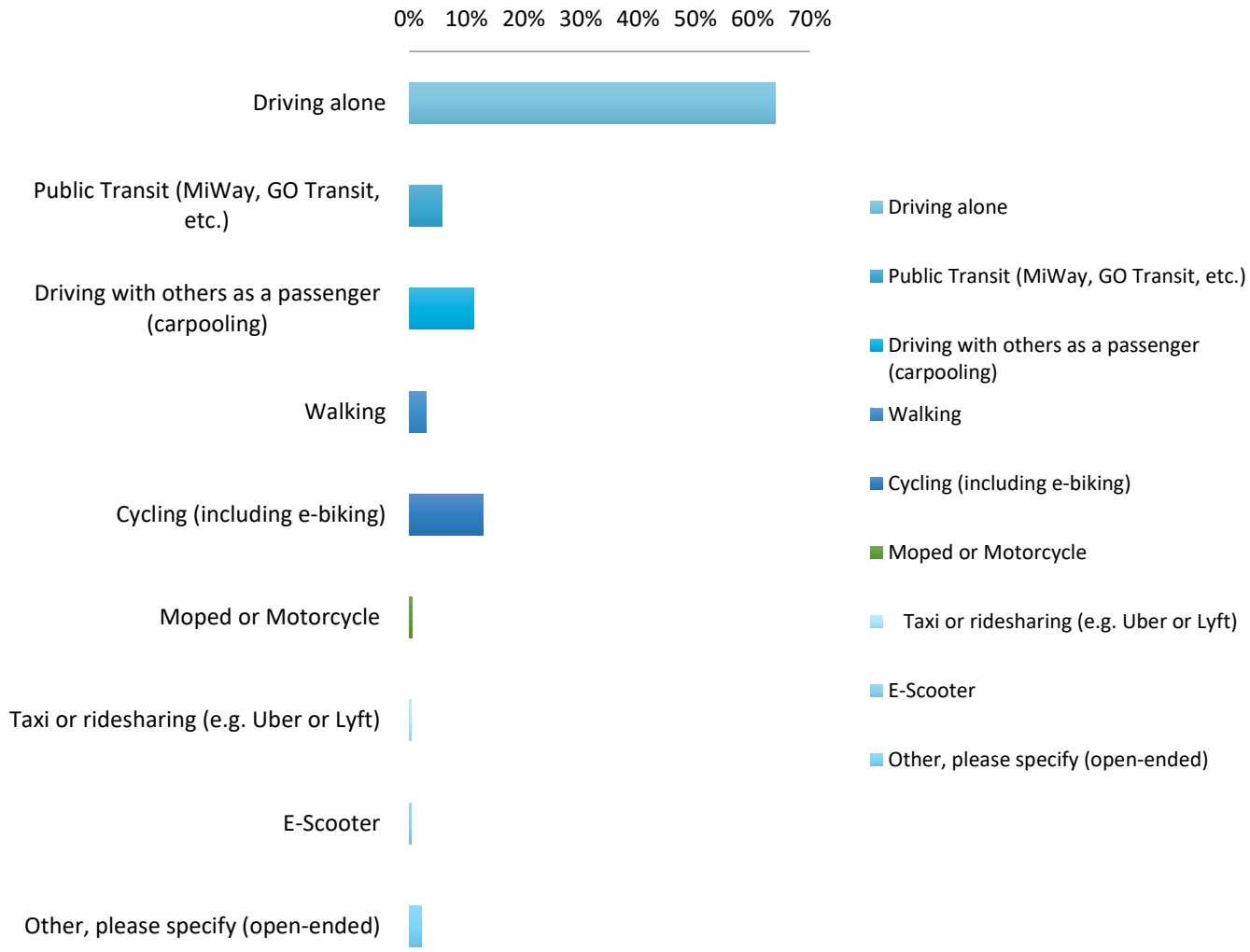


Figure 4-5 Most common modes of transportation.

Experience with Cycling

- Cycling use varies by age (**Figure 4-6**) and gender (**Figure 4-7**)
    - Cycling rates are generally shown to decline with an increase in age, accompanied by a corresponding increase in the proportion of respondents who reported driving as their most common mode of transportation.
    - Among all age groups, youth 24 and under were most likely to report cycling as their most common form of transportation when traveling around the City. In contrast, over 66% of mature age groups (55+) stating their most common form of transportation to be driving alone (**Figure 4-6**).
    - Among all gender groups (provided), men were more likely to report cycling as their most common form of transportation (18%), compared to women and others (5%) (**Figure 4-7**).

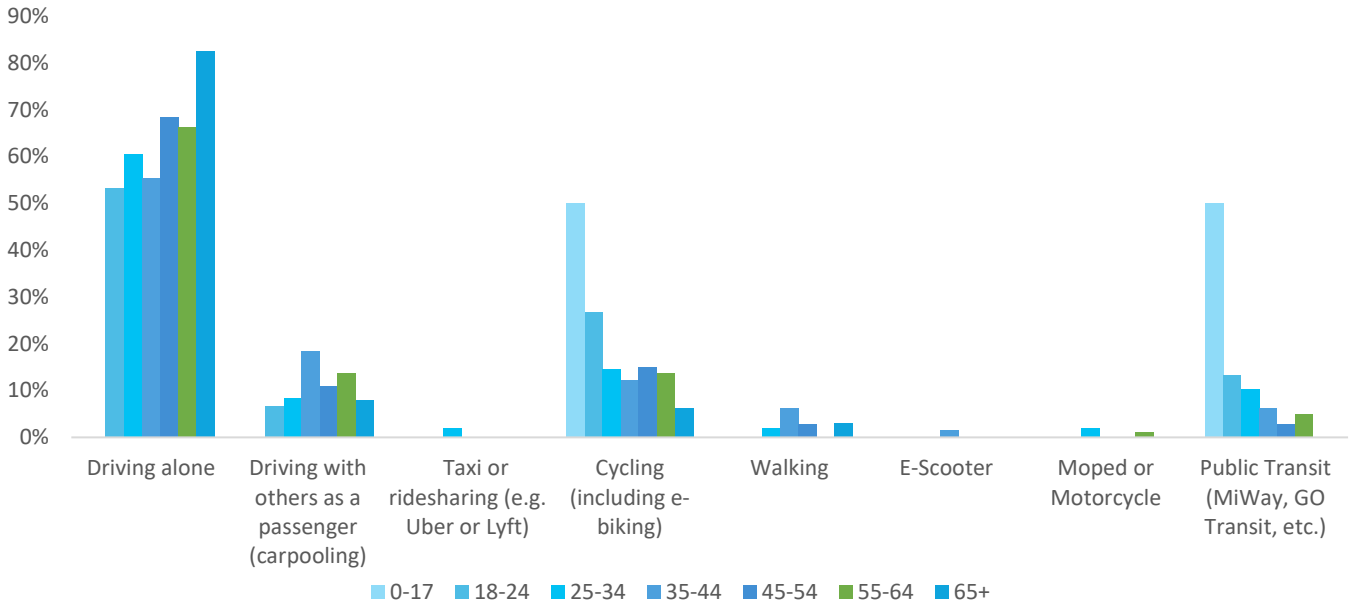


Figure 4-6 Age distribution, by most common mode of transportation (N= 361).

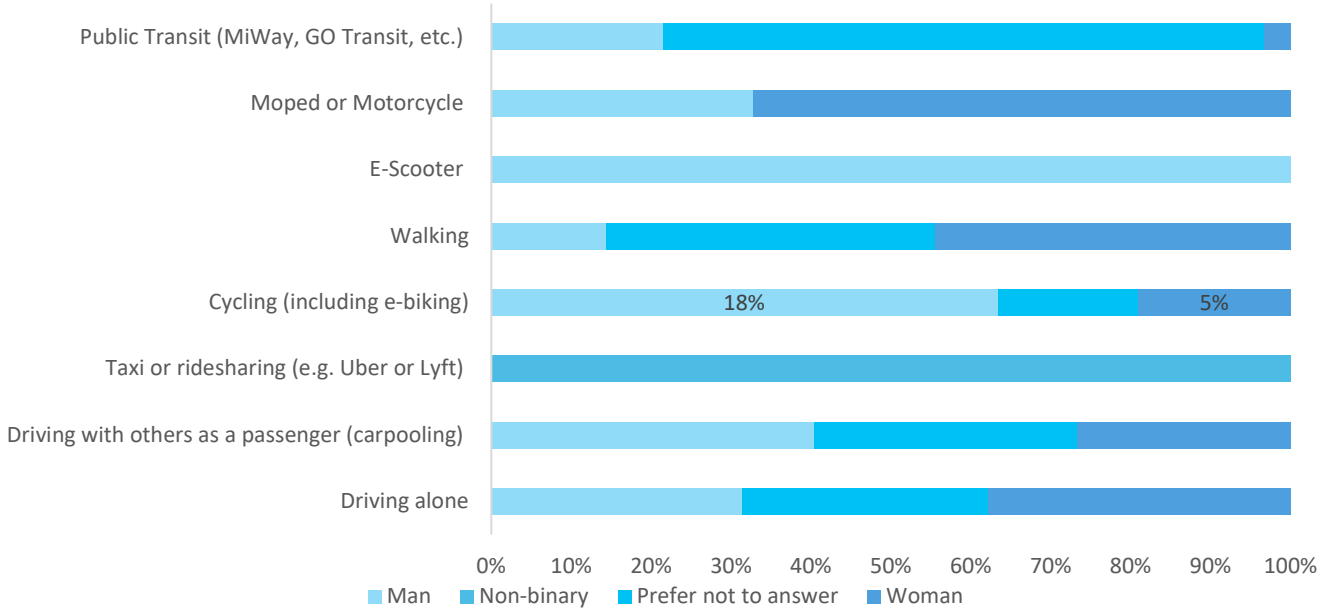


Figure 4-7 Gender distribution, by most common mode of transportation (N=357).

Comfort with Cycling

- 42% of participants who stated they have used a bike or e-bike in the past year feel neutral or somewhat comfortable riding their bicycle or electric bicycle in Mississauga (**Figure 4-8**)
- Of those who stated they were comfortable riding their bicycle or electric bicycle in Mississauga, 63% are men, 30% are women, 7% did not state a gender and 0% are non-binary (**Figure 4-9**).

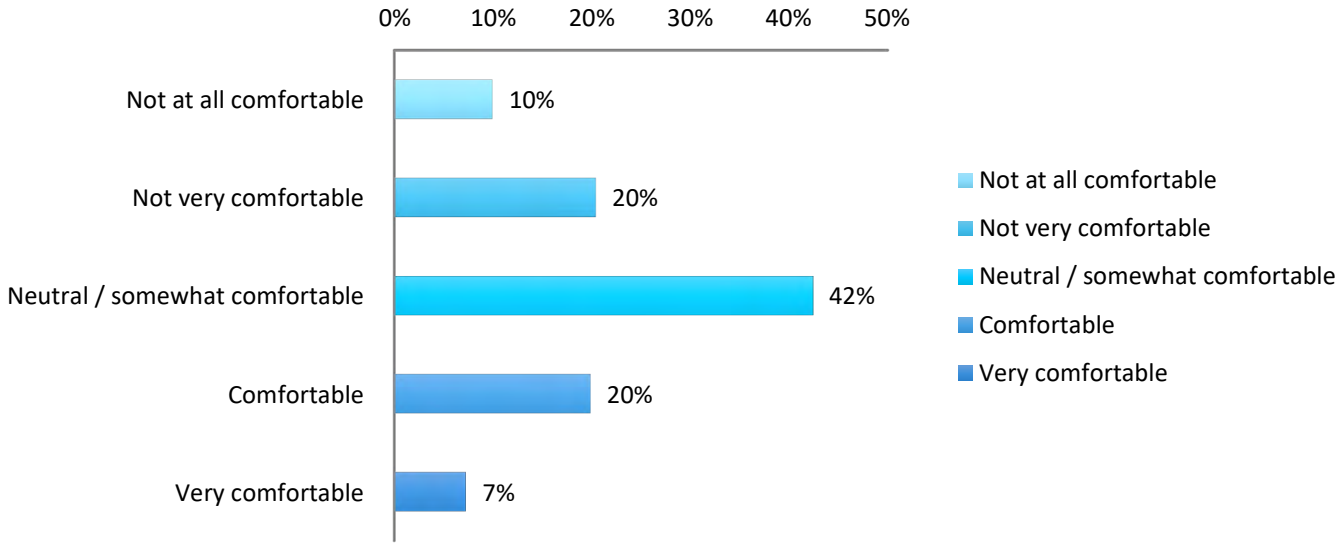


Figure 4-8 Cycling Comfort (N=372).

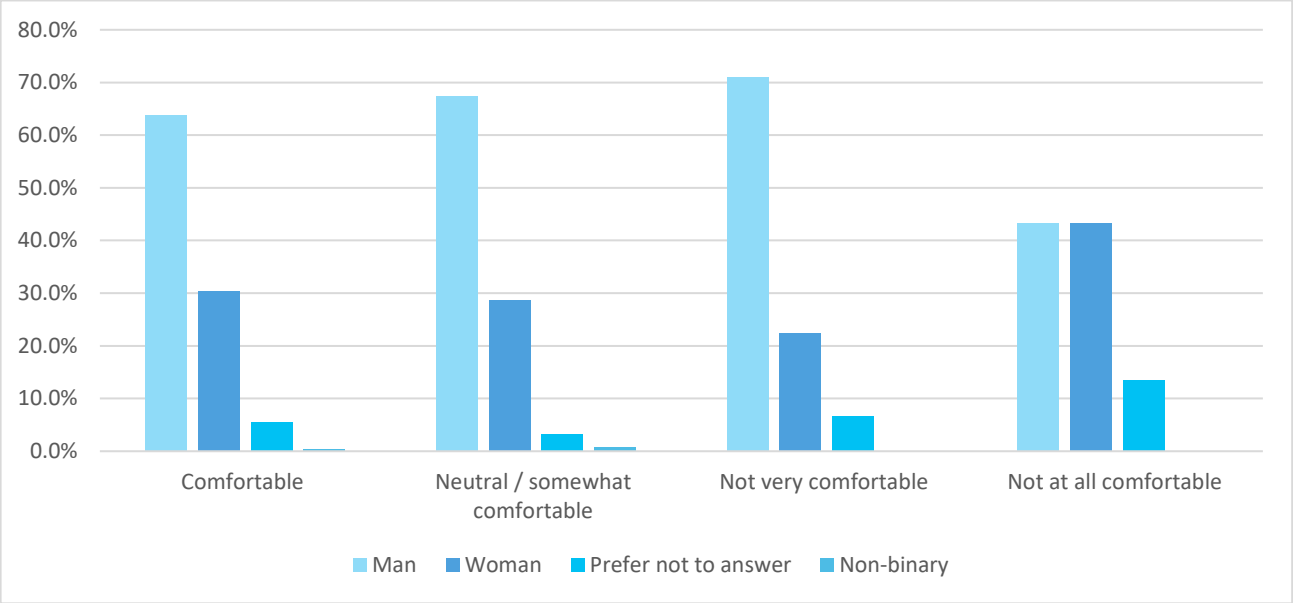


Figure 4-9 Cycling Comfort, by gender (N=372).

Table 4.2 outlines prevalent themes that emerged from respondents who provided further information on what made their experience riding a bicycle or electric bicycle comfortable or uncomfortable.

Table 4.1 Common themes that emerged from respondents' further explanation of comfort level while riding a bicycle or electric bicycle – with response examples.

Theme	Comfort	Discomfort
Infrastructure: Physical features and conditions of cycling routes, such as surface quality, separation features and connectivity. Respondents noted how infrastructure can either facilitate enjoyable rides or create barriers.	"Separated Bike Lanes and separated multi-use trails will encourage more cycling use."	"Large cracks and uneven surfaces of pathways; Lack of connections between trail and bike lanes; No bike lanes or paved paths on major arteries near GO stations."
Safety: Perceptions of personal security while cycling, influenced by road design and driver behavior. Comfort was linked to separation from vehicles; discomfort was linked to unsafe interactions.	"I've been a cyclist all my life and being able to ride without the constant fear of being hit by a car is extremely important to me. All of the efforts the city goes to in providing cycling infrastructure is a reminder that city hall isn't just concerned with drivers. And I say that as a driver as well."	"Drivers don't obey stop signs, right of way, and stop lights; Too many aggressive drivers for me to make this a regular activity."

Information: Availability and clarity of cycling-related information, such as signage and maps, influence confidence and navigation. Comfort was associated with clear wayfinding tools, while discomfort arose from missing or unclear indicators.	"Trail markers around the city have been awesome for finding new areas to explore."	"Better wayfinding to help stay on course; Clear indicators where to access bike paths when a path ends."
Education: Public understanding of cycling safety and etiquette shapes interactions between cyclists and other road users. Comfort was linked to education campaigns and skill-building, whereas discomfort stemmed from gaps in awareness and knowledge.	"Education campaigns for drivers to check for bikes when turning; Teaching children road safety and safe cycling."	"Educating the public regarding bicycle lanes."
Policy: Regulatory frameworks and municipal guidelines shape cycling adoption and behaviour. Comfort was tied to supportive regulations, while discomfort emerged from restrictive or unclear policies.	"Regulation—not prohibition—is the way forward."	"Why do very few intersections have bicycle signals? It is confusing if you should ride when the walk symbol goes or when the green traffic light goes if there is no bicycle signal."
Connectivity: The continuity and integration of cycling routes affect ease of travel and route choice. Comfort was tied to well-connected networks, while discomfort resulted from fragmented or disconnected paths.	"Connect trails to each other making them end to end or loop."	"Bike paths don't consistently connect to each other; Disconnected cycling pathways."
Wayfinding: Markers and directional cues help cyclists orient themselves and explore new areas. Comfort was associated with visible signage and trail markers, while discomfort came from insufficient guidance at key points.	"Trail markers around the city have been awesome for finding new areas to explore; Signage through the housing development helps."	"Better signage to advise where a bike path can be found."

Community: Social dynamics and shared experiences influence the sense of belonging in cycling environments. Comfort was linked to positive connections and family-friendly rides, whereas discomfort arose from conflict between different road users.	"Connecting with people; Cycling with my 9-year-old on multi-use trails; I continue to make Mississauga my preferred cycling destination."	"(In my experience) Cyclists and drivers don't get along."
Micromobility: Access to small-scale transportation options like e-bikes and scooters expands mobility choices. Comfort was associated with availability and convenience, while discomfort stemmed from high costs and safety concerns.	"E-bikes and scooters are now closer to our home, but they are relatively expensive to use."	"The growing number of kids riding e-scooters without helmets is becoming a serious concern; Bird scooters aren't always available at the parking spots."
Technology: Digital tools and physical innovations enhance navigation and maintenance for cyclists. Comfort was linked to interactive maps and repair stations, whereas discomfort came from limited integration with existing systems.	"Interactive Google Maps-style layer to show the cycling path is helpful"	""Leverage Presto for renting bikes and scooters; More mobile repair stands on paved trails."
Security: Perceptions of bike safety and secure storage influence willingness to cycle for daily activities. Comfort was associated with accessible parking options, while discomfort arose from theft risks and lack of facilities.	"Would bike for errands if bicycle parking existed."	"Risk of bike theft; Seldom anywhere to park my bike."
Accessibility: Inclusive design and adaptive options determine whether cycling is viable for people with diverse physical abilities. Comfort was tied to alternatives like e-bikes, while discomfort resulted from physical limitations and inadequate supportive infrastructure.	"E-bikes offer a crucial alternative for those who find traditional bicycles physically difficult to use."	"Knee replacement makes balancing on a bicycle difficult; Lack of bike parking at plazas."

Why are people cycling?

- 62% of those who stated they have ridden a bicycle or electric bicycle in the past year did so for exercise (22%), fun (20%) and or being outside/connecting with nature (20%) (**Figure 4-10**)
- 11% of those who stated they have ridden a bicycle or electric bicycle in the past year, did so for convenience.
- Of those who stated "other" reasons for riding a bicycle or e-bike, responses included:
    - "Main form of commuting"
    - "Faster than driving"
    - "Lack of reliability and low hygiene on the bus compared to other modes of transportation like cycling"
    - "Visiting family"
    - "A way to run local errands and get to parks"

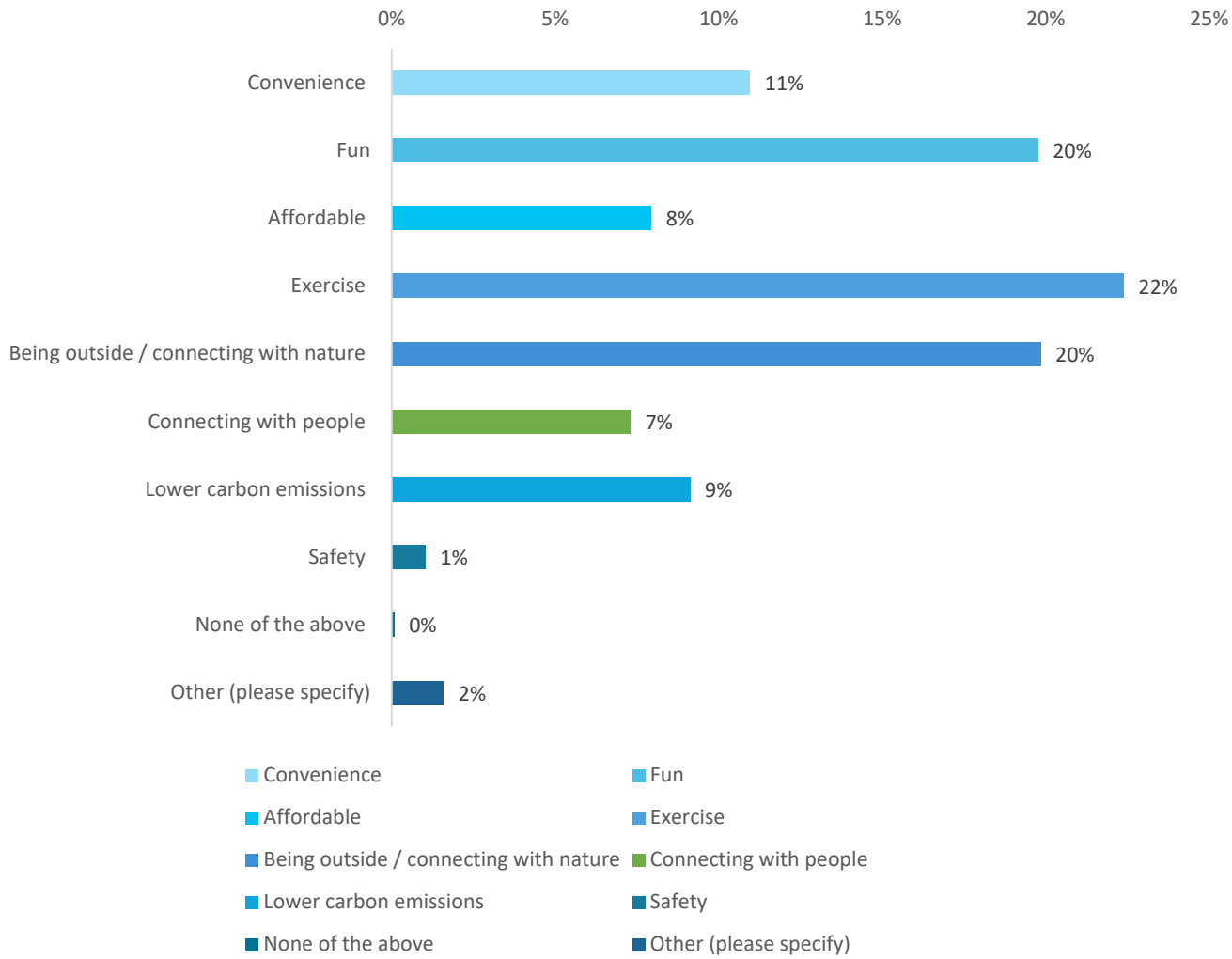


Figure 4-10 Reasons for riding a bicycle or e-bike in Mississauga (N=1260).

Support for Cycling Goals and Vision in Mississauga

- 68% of respondents stated they are either very supportive or somewhat supportive of the 2025 CMP goals and vision
- Of those who stated they are very supportive of the 2025 CMP goals and vision, 61% stated they were very unfamiliar with said vision and goals (**Figure 4-11**)
- Of those who stated they are very supportive of the 2025 CMP vision and goals, 67% drive as their most common mode of transportation and 18% stated that cycling is their most common mode of transportation (**Figure 4-12**)

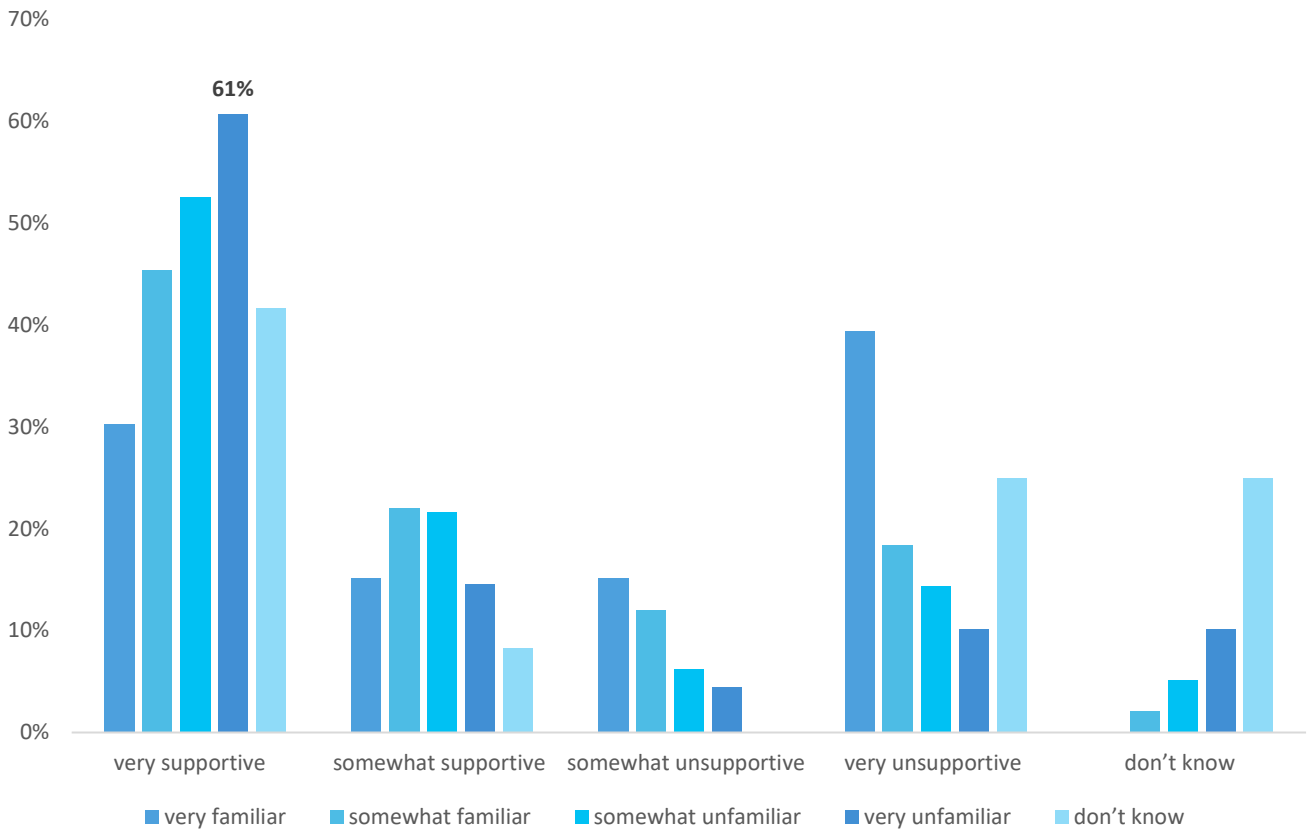


Figure 4-11 How familiar respondents are of the City's vision and goals of the CMP, by level of support for the 2025 CMP vision and goals, (N=372).

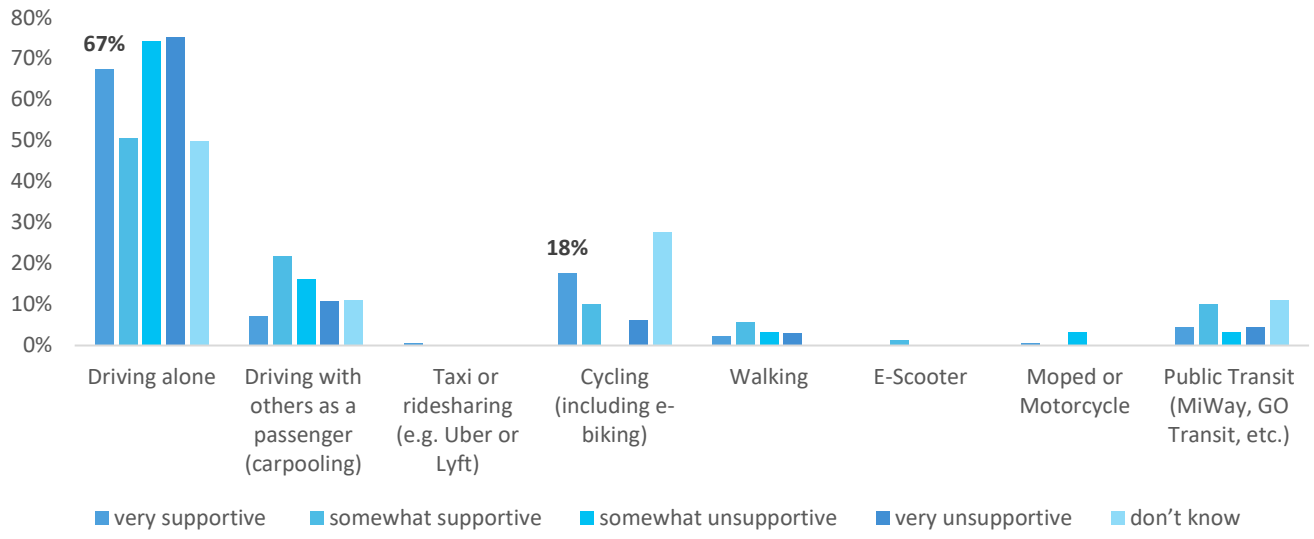


Figure 4-12 Support for the 2025 CMP goals and vision, by most common mode of transportation (N=364).

Barriers to Cycling

The biggest reported barriers related to getting around on a bicycle or electric bicycle included (*N=308*):

- Infrastructure
  - Respondents noted a lack of dedicated cycling facilities, poor or inefficient connectivity of the existing network to areas of interest, and substandard road conditions such as cracks in the pavement and uneven surfaces.
- Safety
  - Many expressed concerns about aggressive drivers, lack of physical separation from traffic, and unsafe intersections, and emphasized the need for protected bike lanes and better enforcement of traffic laws.
- Connectivity
  - Respondents often cited disconnected facilities, difficulty navigating across highways or between municipalities, and a lack of direct routes to areas of interest such as work and shopping centres.
- Accessibility
  - Feedback emphasized the importance of equitable access to safe cycling routes, bike parking, and supportive amenities across the city.
- Common perceived barriers from respondents included skepticism about the viability of cycling in Mississauga based on climate, car-centric infrastructure, and perceived low ridership due to **personal perception** that cycling is primarily recreational and not a practical mode of transportation.
- Other concerns included the perceived impact of bike lanes on traffic congestion, stating a preference for cycling routes on secondary roads.

Personal perceptions are shaped by individual experience, but don't always reflect broader patterns or facts. This is especially true in city-wide planning, where diverse needs and data must guide decisions

Support for 2025 CMP Action Items

Respondents were asked to provide further comment on their level of defined support (don't know, somewhat supportive, somewhat unsupportive, very supportive and or very unsupportive) for the 2025 CMP action items. General themes of comments included (*N=274*):

- Infrastructure
    - Many respondents expressed support for existing cycling infrastructure and a need for more improvements such as more protected cycling infrastructure facilities and more bicycle parking.
- Safety
    - Respondents stressed the importance of safe cycling infrastructure for all, separating cyclists from vehicles, and ensuring cyclists feel comfortable crossing intersections and highway bridges.
- Information
    - One respondent suggested improved and regular communication regarding cycling infrastructure projects, as well as more visual and interactive forms of the Cycling Master Plan
    - Other respondents felt that the plan was too high-level, not ambitious enough, and lacked metrics for success.
- Connectivity
    - Feedback conveyed desire for interconnectivity and coordination with surrounding municipalities, as well as the implementation of rest stops, bike parking, and bike repair stations along the network. Several responses also highlighted the need for cycling facilities along major roads that lead to key destinations.

What makes it easier to get around by bicycle?

Respondents provided common actions that have been taken in the last 5 years that have made it easier for them to get around by bicycle and or electric bicycle (*N=266*)

- Infrastructure:
    - Respondents frequently mentioned the condition, availability, and development of cycling infrastructure, such as bike lanes, trails, and road surfaces. Responses reflected both appreciation for new or improved infrastructure and concerns about gaps or maintenance.
    - Example: "More trails around Rathburn/Cawthra area - thanks a lot! Use them multiple times a week."
- Connectivity:
    - Respondents pointed to the importance of linking cycling routes across neighborhoods and major destinations,

with many noting the challenge of disconnected paths. Respondents often expressed a desire for seamless, end-to-end cycling networks.
    - Example: "There were certain sections of roads that bike paths were built especially near community centers, however, there isn't enough bike path infrastructure built to connect them all together for people to fully utilize it."
- Safety:
    - Safety concerns focused on the risks associated with cycling, including aggressive drivers, lack of physical separation from traffic, and unsafe intersections. Many highlighted their support for protected bike lanes and called for better enforcement of traffic laws to improve safety.
    - Example: "Bike lanes and trails along major roads have helped me able to travel further safely."

- Wayfinding/Information:
    - Respondents' needs around information centered on clearer signage, maps, and communication about cycling routes and infrastructure. Participants highlight confusion at trail transitions and a lack of awareness about available paths.
    - Example: "Signage and Cycling Street Maps along bicycle routes would attract more people to riding bicycles." , "Trail markers around the city have been awesome for finding new areas to explore," "Signage through the housing development helps"

- Micromobility:
    - Feedback on e-bikes, e-scooters, and other small electric vehicles, included mixed views on their convenience, cost, and availability. Some stated their appreciation of increased access, while others noted challenges with reliability and regulation.
    - Example: "e-bikes and scooters are now closer to our home, but they are relatively expensive to use and you cannot guarantee that those will be there for a given day when you plan to use it."

Priorities to support cycling over the next 5 years

Respondents provided their top priorities they think the City should focus on in order to support cycling over the next 5 years. Overall, the top priorities are (*N= 313*):

- Improve cycling safety by building protected bike lanes.
    - Examples: "No bike lanes or paved paths on major arteries particularly near Go stations," "Large cracks and uneven surfaces of pathways".
- Improve connectivity by filling in cycling facility gaps and expanding the network.
    - Examples: "Connect trails to each other making them end to end or loop," "Bike paths don't consistently connect to each other," "Disconnected cycling pathways"
- Provide education and awareness towards road safety, road laws, and cycling etiquette.

    - Examples: "Education campaigns for drivers to check for bikes when turning," "Teaching children road safety and safe cycling," "Educating the public regarding bicycle lanes"
- Implement bike parking at points of interest such as transit stations, and incentivize businesses and property owners to install bike parking on their property.
    - Examples: “There is seldom anywhere to park my bike: for example, I would love to make biking trips for small grocery errands but not a single nearby plaza has bicycle parking.”, “More enclosed bicycle parking.”

Where can Mississauga learn from to improve cycling in the City?
Respondents provided examples of common actions seen in other cities that Mississauga should do, including (*N= 257*):

- Respondents stated appreciation for the protected cycling facilities seen in Canadian cities such as Toronto, Hamilton and Montreal as well as worldwide, such as in Asia and Europe.
- Some enjoyed the security and convenience of the bike parking seen in Japan.
- Many want to see a better bike share program, citing examples from Toronto and China. Including a larger fleet, and more availability.

Additional thoughts about Cycling in Mississauga
Overall, some common themes and takeaways from survey respondents included:

- Many advocated for better education on road behaviour for both cyclists and drivers.
- Cyclist safety should be a top priority when constructing cycling facilities, citing aggressive drivers and lack of physical separation as key concerns.
- Some respondents hold various personal perceptions surrounding the role bicycles have or should have on roads.
- Respondents expressed concerns over e-bike and e-scooter safety, as there appeared to be a lack of helmet use, respect for traffic rules, and regard for pedestrians when riding on the sidewalk.

What Was Said – Mapping Responses

Participants were able to provide comments on the 5-Year Implementation Plan using an interactive map posted on the project webpage for nearly two weeks prior to and over two weeks following the in-person PIC. People could use the online map to provide their feedback on the top three projects they are most excited about from the 5-Year Implementation Plan.

A total of 222 responses were provided to the question, “Please use the stickers and post it notes to show us the top three projects that you are most excited about, and why” (in-person PIC), and/or, “Please choose the top three upgraded cycling routes you’re most excited about from the 5-year Implementation plan routes. Please provide any comments explaining your level of excitement” (virtual PIC and online map).

From these responses, **five** (5) key themes emerged:

1. Connectivity: Participants stressed the need for continuous cycling corridors, completing missing links, and improving east-west and north-south routes. Key corridors mentioned included Derry Road, Dundas Sreet, Erin Mills Parkway, Tomken Road, and Lakeshore Road, with calls for better connections to transit, trails, and neighbouring municipalities. Addressing gaps at major crossings, bridges, and intersections was a top priority.
2. Infrastructure and Safety (Protection and Quality): Safety concerns focused on the need for protected and separated bike lanes, especially on high-speed roads. Residents requested physical barriers, curb protection, safer intersections, and improvements to MUTs, along with better maintenance like debris removal and winter upkeep. Upgrading narrow or dangerous sections on present infrastructure was repeatedly emphasized.
3. Infrastructure and Facility Integration: Parking integration sparked mixed views, with some supporting reallocation of underused spaces for cycling infrastructure and others worried about impacts on residents and businesses. There were strong calls for secure, weather-protected bike parking at transit hubs and community facilities to improve convenience.
4. Community, Information and Education: Feedback revealed both support and opposition to projects, often tied to road re-allocation and traffic impacts. Residents requested transparent communication, consideration of local needs, and prioritization of safety and climate goals. Education, signage, and empathy-building were highlighted as key to fostering a cycling-friendly culture.
5. Amenities: Participants advocated for rapid deployment of repair stands and water refill stations. Additional amenities like secure storage, facilities that encourage different types of cycling like mountain biking, and group rides were seen as ways to boost participation.

These results were combined with other engagement feedback on the 5-Year Implementation Plan from internal and external stakeholders, for the project team to consider when completing the final 5-Year Implementation Plan.

4.2.6 Validation

Based on the community workshops previously completed (see **Section 4.2.3**), the City shared a summary of detailed feedback with participants, giving them an opportunity to clarify their input or provide additional comments before finalizing the "What We Heard" report. To ensure accuracy, anonymized summaries of feedback from each community group were also emailed back to participants for validation and to address any discrepancies.

5 KEY THEMES & TAKEAWAYS

This section outlines the overall key themes & takeaways that emerged from community engagement activities overall. It is important to note that the key themes and takeaways in relation to technical outcomes were applied where appropriate throughout the project. This is highlighted throughout the main 2025 CMP report where applicable.

5.1 Constraints and Challenges

Constraints and challenges to address in the 2025 CMP and moving forward include:

- **Maintenance and Safety concerns**
  - Consistent maintenance is required to ensure the quality of infrastructure provides a safe and enjoyable experience for all users. This includes pavement maintenance and winter show clearing to allow for safe cycling conditions.
  - Participants emphasized poor road conditions (cracks, uneven surfaces).

Survey data shows **42%** of cyclists reported neutral or somewhat comfortable experiences.

  - Aggressive motorists and non-compliant cyclists were noted by various participants, neither party adhering to traffic rules, and causing frustrating and unsafe conditions for all road users.
  - Strong support for protected bike lanes and better enforcement of traffic laws.

- **Lack of Supportive Amenities**
  - More bike racks, bike repair stands, street trees, wayfinding signage, water fountains etc. were noted as being needed throughout the cycling network. It was suggested to prioritize these amenities near plazas, schools and community hubs.
  - Participants specifically called for secure and enclosed bike parking, especially near transit and shopping areas.
  - Participants highlighted confusion at trail transitions and lack of awareness of available paths.

- **Lack of Supportive Cycling Facilities**
  - A need for more cycling facilities that make users feel safe and comfortable. Respondents noted that this should be addressed no matter the location (busy street, quite street, narrow street etc.).
  - Many stated the importance of physically separated cycling facilities, improved lighting, cyclist signals and protected intersection elements.
  - Respondents highlighted the need for safer crossings over highways and better integration with transit.
  - There is clear appreciation for recent improvements, while noting that gaps remain.

One participant noted, "I think the city needs to be more ambitious. There are many roads that are very wide which could benefit from having a separated bike lane. It wouldn't require taking away a lane from cars and would help make people feel safer biking."

- **Equity Considerations**
  - A need to prioritize cycling infrastructure in underserved areas that face barriers to mobility
    - Various participants specifically mentioned the Malton community as one of these areas.

Engagement efforts intentionally targeted equity-deserving groups, including youth, newcomers, and racialized communities, to ensure their perspectives shaped the plan (see **Section 4.2.3**). Continued outreach is needed to continue building lasting relationships.

  - The need for education around adaptive micro-mobility, particularly for those with reduced mobility, is seen as being key to reducing stigma around these devices.
    - It was noted that these devices should be financially supported to provide access to those who need it.

- **Lack of proactive collaboration**
  - A need to be proactive about collaborations between neighbouring jurisdictions with cross boundary facilities and transportation organizations to create a more seamless, connected network.
  - A lack of connectivity between neighbour municipalities was consistently noted.
  - A need for better integration with transit and the desire for joint stances on policies and legislation that will impact cycling and active transportation across the province was noted.

One participant noted, "We need to get the bike lane network increased rapidly to a point where there's enough coverage for people to be able to get from their home to most errands and transit hubs for adoption to take off."

- **Public Perceptions**
  - There is some skepticism about cycling as a viable mode of transportation, with a number of respondents questioning if there were enough people cycling to justify the cost of new infrastructure.
  - Some participants noted that it seems impractical to cycle in Mississauga due to its long travel distances and colder weather and see cycling primarily as a form of recreation.

The 2025 CMP survey results found that **22%** of survey respondents reported cycling regularly, and youth under 24 are the most likely to use cycling as their main mode of transportation.

- Some highlighted their perception of the impact of bike lanes on traffic congestion.

Building bike lanes supports mode shift by giving people safe, practical alternatives to driving. This reflects **induced demand**: when more infrastructure is built for a travel mode, people use that travel mode and infrastructure more. While cycling may seem uncommon to some, low ridership often reflects an individual's personal experience (i.e. the assumption that if you do or do not cycle, others have the same experience as you) and limited infrastructure, not city-wide potential or riding volumes.

Investing in bike lanes helps reduce car trips and has been shown to reduce congestion by giving people real choices in how they move, freeing up road space for those who need to drive.

- Some highlighted preference for cycling routes on secondary roads.

Studies from York University and the University of Toronto highlight that bike lanes on main streets improve safety, increase ridership, and move more people per unit of road space than car lanes. Roads are public space, and planning should reflect the needs of all users.

- In contrast, cyclists and drivers alike underscored the need to provide safer, more connected cycling infrastructure, which would then allow for cycling to be seen as a more viable mode of transportation.

"I support anything that provides alternative modes of transportation because it future proofs the city and its citizens. Even though I am a driver as well, everyone benefits and no one loses out when investing in alternatives." – Survey Respondent

5.2 Key Themes and Priorities

Key themes and priorities to address in the 2025 CMP and moving forward include:

- **Connectivity**: Creating a connected network of places to cycle and roll is a primary priority for community members. Participants emphasized the need for seamless links to key destinations, including workplaces, schools, and shopping areas, as well as better integration with transit hubs.

    - Community members are interested in improving micromobility access through increased availability and affordability, especially as first- and last-mile solutions.

- **Collaboration**: Community feedback supports proactive collaboration between neighbouring jurisdictions and transportation organizations to build a more seamless, regionally connected cycling network.
    - Community members want to see consistent coordination across municipalities, improved data sharing, and joint commentary on active transportation policies and infrastructure.

Cycling Culture: Fostering a culture that sees and supports all types of cycling, such as commuting, recreation, and sport, is a priority.

- Community members emphasized the importance of safe and comfortable connections to everyday destinations to help normalize cycling as a viable mode of transportation.

- **Cycling Facility Design:** Community members are calling for consistent, modern, and context-sensitive design across all cycling facilities.
    - This includes protected bike lanes, safe intersections, and infrastructure that reflects the needs of all users, regardless of street type or traffic volume.

- **User Experience:** Improving the experience of cycling in Mississauga is a key priority for the community.
    - Community members want to see increased data collection, consistent maintenance, and infrastructure that enhances feelings of safety and comfort.
    - They also highlighted the importance of designing roadways that accommodate all users, including vulnerable road users.

- **Policy and Plan Alignment:** Community members support aligning cycling infrastructure with existing city plans and policies, including housing density, parking strategies, and transit planning.
    - There is strong interest in ensuring that cycling projects are contextually appropriate and that municipalities have opportunities to jointly comment on legislation affecting active transportation.

- **Project Process:** Ensuring transparency and accountability in the implementation of the 2025 CMP is a community expectation.
    - Community members want clear communication about how decisions are made, what data is used, and how priorities are set.
    - They also emphasized the importance of using up-to-date studies and sharing progress regularly.

- **Education and communication**: Providing accessible and inclusive education on cycling is a top priority for community members.
    - Community members suggested programs for youth and adults on cycling safety, infrastructure use, and micromobility etiquette.

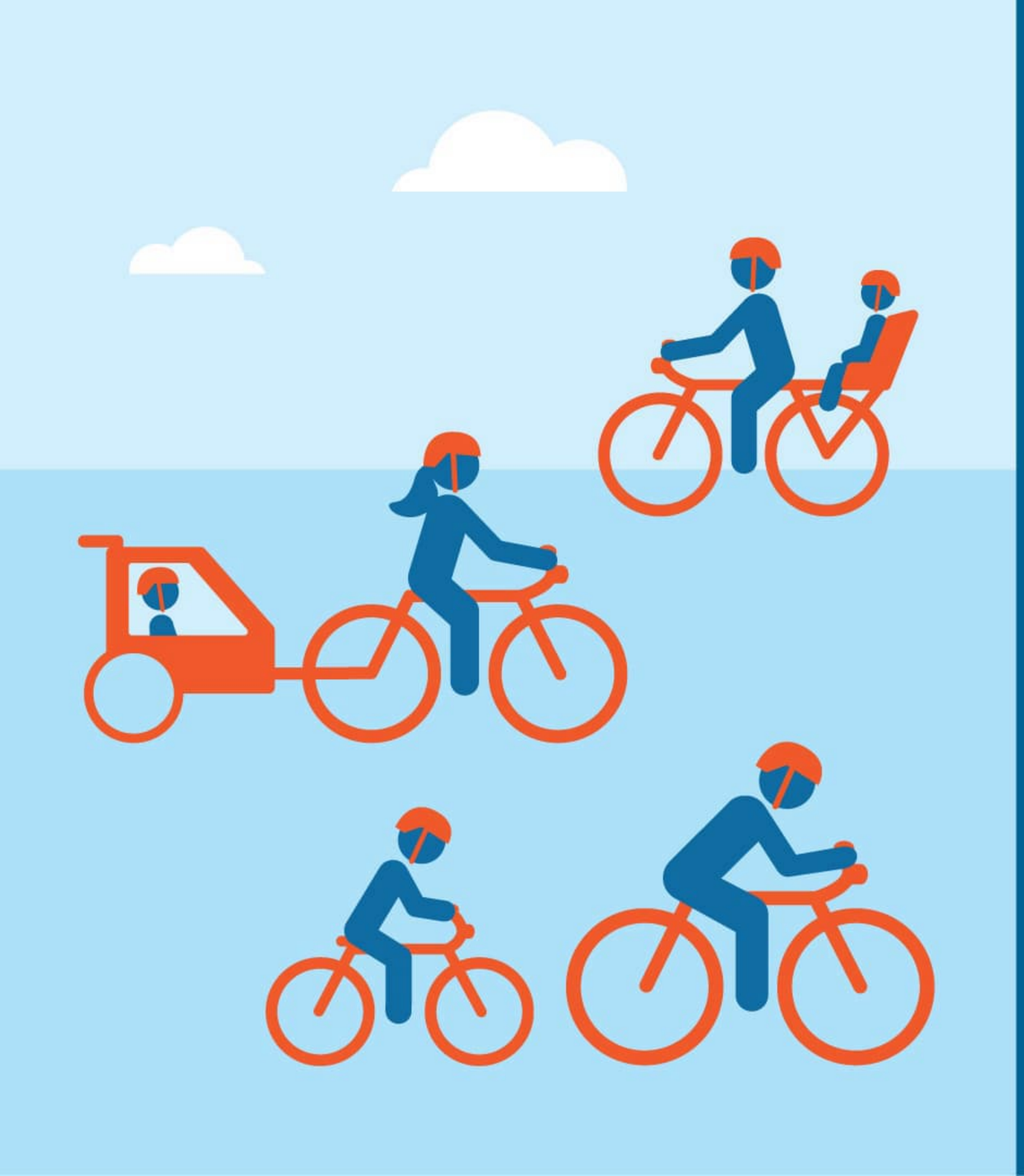
- They also recommended mobile safety signage, improved bike maps, and enhanced digital tools to keep the public informed and engaged.

"I've been tracking the cycling plan with a lot of enthusiasm and even attended a few Cycling Committee meetings! Super excited to see that the city is prioritizing this."
– Survey Respondent

2025 Cycling Master Plan (CMP)

Appendix C-1

Communication Material



Mississauga's Cycling Plan

Join our meeting
to share your input.

Tuesday, June 17, 6-8pm
Mississauga City Hall

MississauGa

Mississauga Cycling Master Plan Update
Notice of Study Commencement

About the Study

The City of Mississauga has initiated a project to update the Cycling Master Plan (CMP). The City has retained WSP Canada Inc. and Urban Systems to support the development of an updated CMP which is scheduled to be completed by the Winter of 2024. The goal of the CMP update is to:

- Update the City's planned cycling network based on evolving design guidance;
- Develop a more equitable approach to the implementation of cycling facilities across the City;
- Identify priority connections that can be implemented in the near term to establish a connected, continuous network of all-ages-and-abilities cycling infrastructure;
- Outline a five-year implementation plan to fill network gaps through a combination of previously planned capital projects and rapid implementation retrofit projects;
- Collaborate with interested parties, residents and external partners to ensure that projects identified for implementation are feasible and well-supported by the community;
- Update the action items in the CMP to ensure the plan's goals and objectives are being met.

Study Process

The CMP Update will be completed in accordance with the Master Plan process outlined by the Municipal Engineers' Association, adhering to the requirements of Phase 1 and Phase 2 of the Municipal Class Environmental Assessment.

How You Can Get involved:

Public and stakeholder input will be critical part of developing the CMP Update. During the initial phases of the project we will be connecting with the community to discover how cycling is important to them and to understand how the CMP update can support cycling in their community. To learn more about these engagement opportunities, go to 2018 Cycling Master Plan (CMP) and register for project updates. You can also contact the project team below with any questions or to be added to the project contact list.

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Transportation Planner, Active Transportation
City of Mississauga

mattea.turco@mississauga.ca
T 905-615-3200 ext. 8975

Shawn Smith
Project Manager
WSP Canada Inc.

shawn.smith@wsp.com

We are interested in hearing any comments or input you may have about this study. If you have any questions, comments, or wish to obtain more information about the CMP Update, please contact the study team contacts noted above.

Cycling in Mississauga

Take our survey to help inform our master plan.

mississauga.ca/cyclingfeedback

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2025 Cycling Master Plan (CMP)

Appendix C-2

PIC Material

Welcome!

City of Mississauga Cycling Master Plan Update

Public Information Centre

Tuesday, June 17th, 2025

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Community Guidelines

- Please be respectful

- o tolerance for discrimination or hateful language of any kind

- Please find someone on the project team if you have a question at any time.

Updating the Cycling Master Plan

Purpose

The purpose of this Public Information Centre (PIC) is to present the work completed to date on the Cycling Master Plan (CMP) update, and to and gather feedback on the draft recommendations.

Information presented here includes:

- Purpose of the Cycling Master Plan (CMP)
- Goals and Vision
- Actions to Date
- Cycling Network to Date
- Project Process
- Cycling Network Update
- Updated Long-term Cycling Network
- Short-term 5-Year Plan
- Cycling Project Types
- Action Items
- Engagement: What We Did, What We Heard
- We Want Your Feedback!

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Land Acknowledgement

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy, and The Huron-Wendat and Wyandot Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous peoples.

Updating the Cycling Master Plan

What is a Cycling Master Plan?

t CM is

- A forward-looking, long-term vision
- A community building asset
- A guide for where future infrastructure could go
- A support for existing plans

t CM is

- A detailed design plan for cycling facilities
- A mandatory requirement
- An authorization for construction
- A financial commitment to fund construction of the cycling network or implementation of programs

Elements of a Cycling Master Plan

Vision
the big-picture aspirations for cycling in the City.

Cycling Network
the location of cycling routes, including the existing route and planned paths to be built.

Goals
specific, measurable targets that help achieve the project vision.

Action Plan
a detailed plan of specific actions to achieve the Plan's goals

Guiding Principles
core values and standards that guide the planning and implementation of the cycling network.

Network Implementation Plan
the plan for building the cycling network, including which routes will be built first, timelines for construction, and resources required.

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Why develop and update a Cycling Master Plan?

City-wide Benefits

The Cycling Master Plan (CMP) is part of a broader set of policies and plans from the city, region, province and federal governments that relate to cycling and transportation.

The CMP needs to be updated to make sure it is in line with updated policy, follows current best practices and meets the needs of Mississauga as a changing community.

Municipal Policy

- City of Mississauga Official Plan
- City of Mississauga Cycling Master Plan
- City of Mississauga Strategic Plan
- Mississauga Transportation Master Plan
- City of Mississauga Climate Change Action Plan
- Vision Zero Action Plan
- Growing Mississauga: An Action Plan for New Housing

Relevant Guidelines

- Ontario Traffic Manual Book 18: Cycling Facilities
- City of Mississauga Complete Streets Guide

Federal Policy

- National Active Transportation Strategy

Provincial Policy

- 2041 Regional Transportation Plan
- Provincial Policy Statement 2024
- A Place to Grow Growth for the Greater Golden Horseshoe

Regional Policy

- Region of Peel Official Plan
- Region of Peel Vision Zero Road Safety Strategic Plan
- Let's Move Peel - Long Range Transportation Plan 2019

Updating the Cycling Master Plan

Why develop and update a Cycling Master Plan?

Community Benefits

Safety

Collisions while cycling, walking, or driving in Mississauga cause injuries and fatalities. Safer speed limits and protected bike lanes can **improve street safety for everyone**.

Growth

Mississauga's growth means there's limited space for additional car trips. Improving the safety and comfort of cycling helps **give residents more options for moving around** the City.

Environment

Trips done by bike mean cleaner air and fewer carbon emissions. Mississauga must create accessible streets for all residents, offering **safe and sustainable travel options.**

Health

More paths, crossings and bike lanes make walking and bike riding more accessible and enjoyable, helping families to **stay healthy and be more active**.

CMP Update Timeline

- **2010 Cycling Master Plan**
- **2018 Cycling Master Plan Update**
- **2025 Cycling Master Plan Update #2**

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Vision and Goals

Vision: "The City of Mississauga will be a place where people choose to cycle for recreation, fitness, and daily transportation needs. Cycling will become a way of life that supports vibrant, safe and connected communities and enhances our overall health and quality of life."

The updated 2025 Cycling Master Plan aims to achieve **four (4) goals:**

1 Make cycling safer and more comfortable, and work towards achieving **Vision Zero**

2 Build a **connected, convenient, comfortable and accessible** cycling network, work towards a network of facilities suitable for people of All Ages and Abilities (AAA)

3 **Increase** the number of cycling trips in Mississauga

4 **Encourage** cycling as a part of an active and healthy lifestyle, fostering a cycling culture that supports all.

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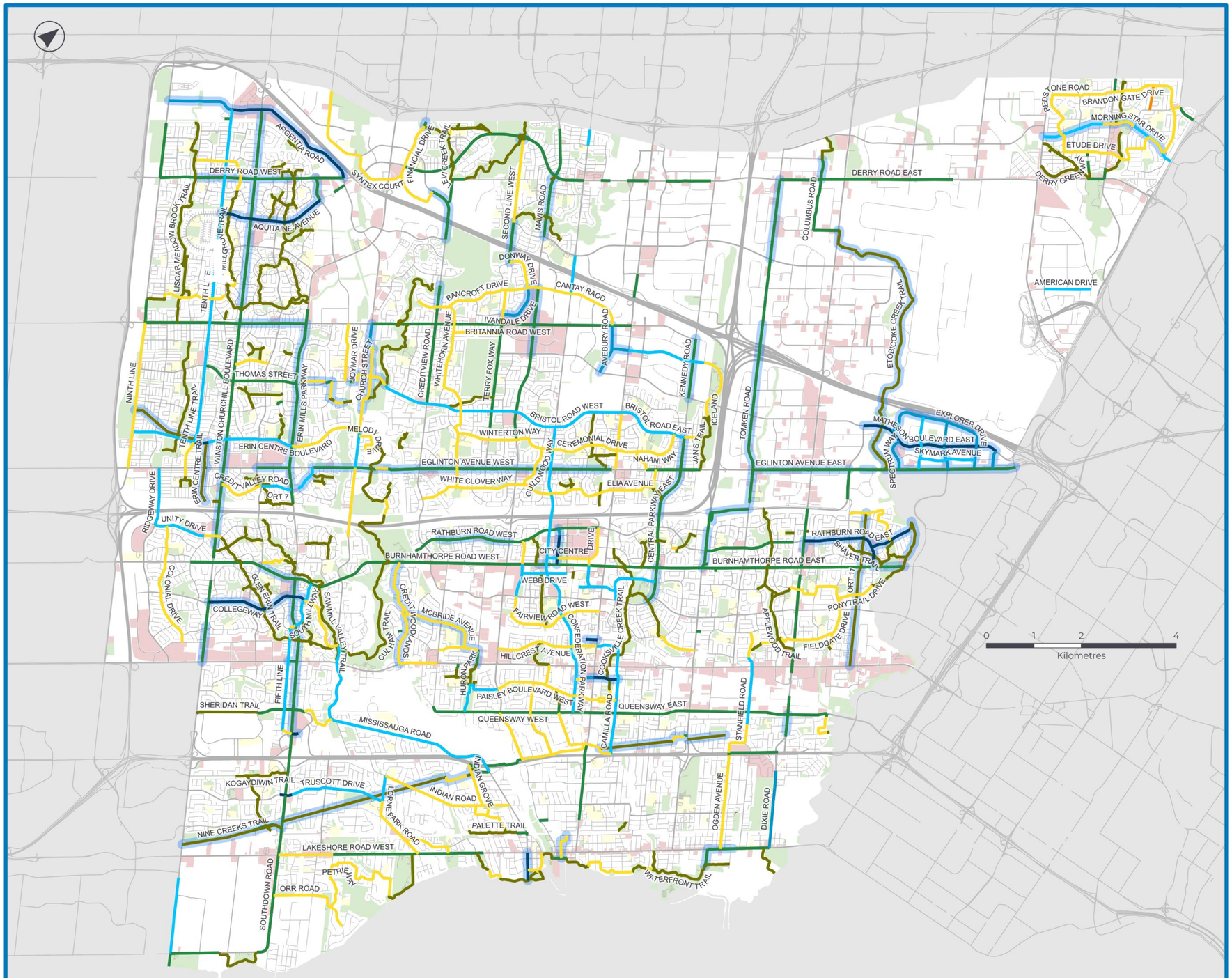
Actions to date

The City has implemented multiple actions to support cycling in Mississauga since the 2018 Cycling Master Plan Update, including (but not limited to):

- ✓ Building more than 80 km of new cycling infrastructure.
- ✓ Hiring staff to implement the Cycling Master Plan.
- ✓ Creating a Bike Ambassador Program to promote safe cycling and public engagement.
- ✓ Launching a bike share and e-scooter share system.
- ✓ Adding over 500 bike parking spaces throughout the City.
- ✓ Collecting data on new cycling facilities.

Updating the Cycling Master Plan



Download the high-resolution PDF map from the project webpage here: [Map 1]

Cycling Master Plan: 2024 Cycling Network

This map shows the **existing cycling network** that has been built to-date, with projects built from 2017 to 2024 highlighted in blue (those built since the 2018 CMP update).

- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route
- Facilities Constructed from 2017 to 2024

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Project Process

Mississauga's Cycling Master Plan is being developed using in **two phases**.

Phase 1

Cycling Network Review and Update

- Review the existing and planned cycling network
- Update the proposed cycling network with technical and partner input

Create 5-Year Implementation Plan

- Prioritize cycling routes based on construction timelines and project type
- Determine which prioritized cycling routes can be built within the next five years

Action Plan and Engagement

- Meet with equity deserving and cycling interest groups to ensure their needs are reflected in the updated plan
- Update the plan's goals and action items

Finalize CMP Update

- Bring updated CMP to the public for input
- Incorporate public feedback
- Complete the Phase 1 report

Phase 2

Design

- Begin design for identified priority cycling routes in 5-Year Implementation Plan

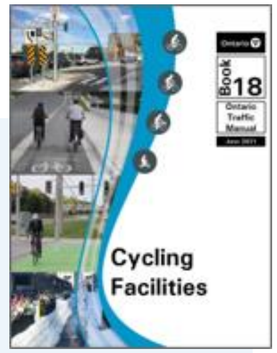
Installation

- Begin building cycling routes
- Complete project specific technical and public consultation where needed

Cycling Network: Update and Validation

efore Mississauga's cycling network routes could be prioritized for implementation, the project team reviewed the following to **update and validate** the network:

1. The City's current facilities for compliance with the *Ontario Traffic Manual (OTM) Book 18: Cycling Facilities*
2. Community and Technical Engagement(s)
3. Apply the four network guiding principles (connection, complete, safety/vision zero, and comfortable)



What is OTM Book 18: Cycling Facilities?

OTM Book 18 provides practical guidance on the planning, design and operation of cycling facilities in ntario

This province wide guidance allows for the opportunity for uniform and consistent facilities across Ontario. Ultimately, promoting a safer and more consistent experience for people walking and wheeling.

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Updating the Cycling Master Plan

Cycling Network: Updated Long-Term Network

This map shows the **existing** and **updated Long-Term cycling network** with upgraded and new proposed cycling projects.

Existing
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route

Upgrade / Proposed
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route

0 1 2 4
Kilometres

Download the high-resolution PDF map from the project webpage here: Map 2

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Cycling Network: Route Selection

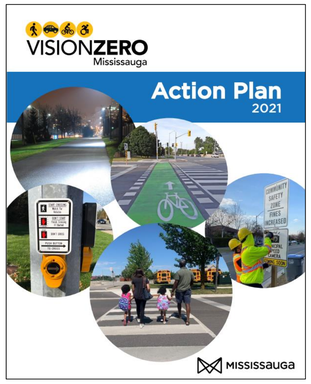
The City of Mississauga used **four network guiding principles** to identify the cycling network and which routes are included.

A **Vision Zero approach** uses data-driven decisions to create a safe, equitable transportation network, prioritizing vulnerable road users like cyclists and pedestrians.

Connection

High quality cycling facilities that **connect** to all major destinations, allowing people to get to where they want to go.

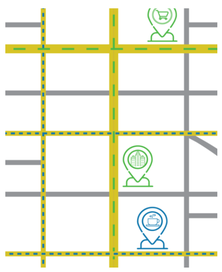
These connections are a critical starting point to establish a cycling network structure known as a **Core Network.**



Safety Network / Vision Zero

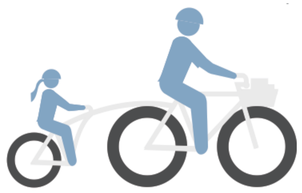
The cycling network prioritizes safety by minimizing interactions between cyclists and other road users.

Using a **Vision Zero** approach, it aims to create a safe and equitable transportation network that protects all users, especially vulnerable ones like pedestrians and cyclists.



Complete

A complete grid network where all routes are direct and interconnected with minimal diversions for a convenient cycling experience. All residents will also be within 400m of an All Ages and Abilities (AAA) bicycle route.



Comfortable

A comfortable network includes cycling facilities that support cycling for people of All Ages and Abilities (AAA) all-year round, including children, seniors, and people with disabilities.

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Cycling Network: Prioritization

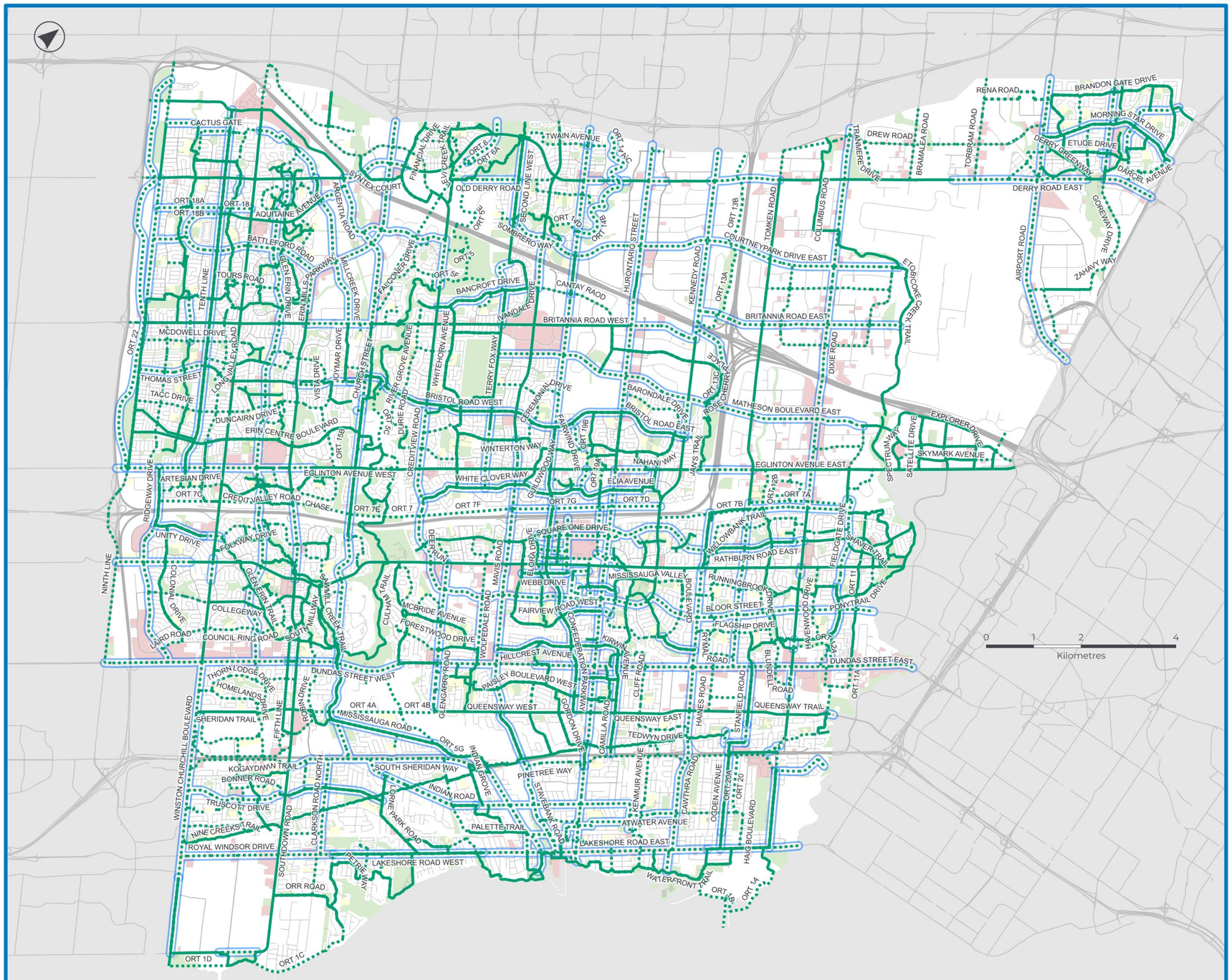
With the updated 2025 long-term cycling network, a prioritization process was used to decide which projects should be built first.

The prioritization process helps use limited resources efficiently to meet the CMP's goals: *to create a complete, connected, comfortable and safe network across the City* in the short-term.

Every potential route was scored based on how well it met key **criteria**. The highest-scoring routes were used to determine a priority network across the city.

Criteria	
Primary Bicycle Route	Cycling routes that provide direct connections to and between key destinations received a higher score.
Transit Integration	Cycling routes closer to transit, such as GO stations, LRT stations, BRT stations, or MiWay bus stops, received a higher score.
Proximity to Growth Areas	Cycling routes closer to Growth Areas identified in the City’s fficial Plan received a higher score
Proximity to Commercial Areas	Cycling routes closer to Commercial Areas identified in the City’s oning ylaw received a higher score
Proximity to Parks, Community Facilities, Arenas, Libraries	Cycling routes closer to local destinations that residents could cycle to received a higher score.
Road Safety Focus Area	Cycling routes within a RSFA received a higher score.
Network Connectivity	Cycling routes that connect to existing cycling facilities in the network received a higher score.
Equity	Cycling projects within areas of high equity need received a higher score.

Updating the Cycling Master Plan



Download the high-resolution PDF map from the project webpage here: [Map 3]

Cycling Network: Priority Network

This map shows the priority network of **existing** and **proposed** cycling projects as identified in the prioritization process.

- Existing Cycling Routes (all facility types)
- Proposed / Upgrade Cycling Routes (all facility types)
- Priority Network

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Cycling Network: 5 Year Implementation Plan

While building the priority network and a complete cycling network across the city is the long-term goal, over the next 5 years (short-term) the City of Mississauga will prioritize:

- **building** routes that close important gaps in the network
- **connecting** new communities to the cycling network, and;
- **coordinating** projects that can be built with existing roadwork.

The priority network identified through the prioritization process was used as a starting point to develop the 5-year implementation plan.

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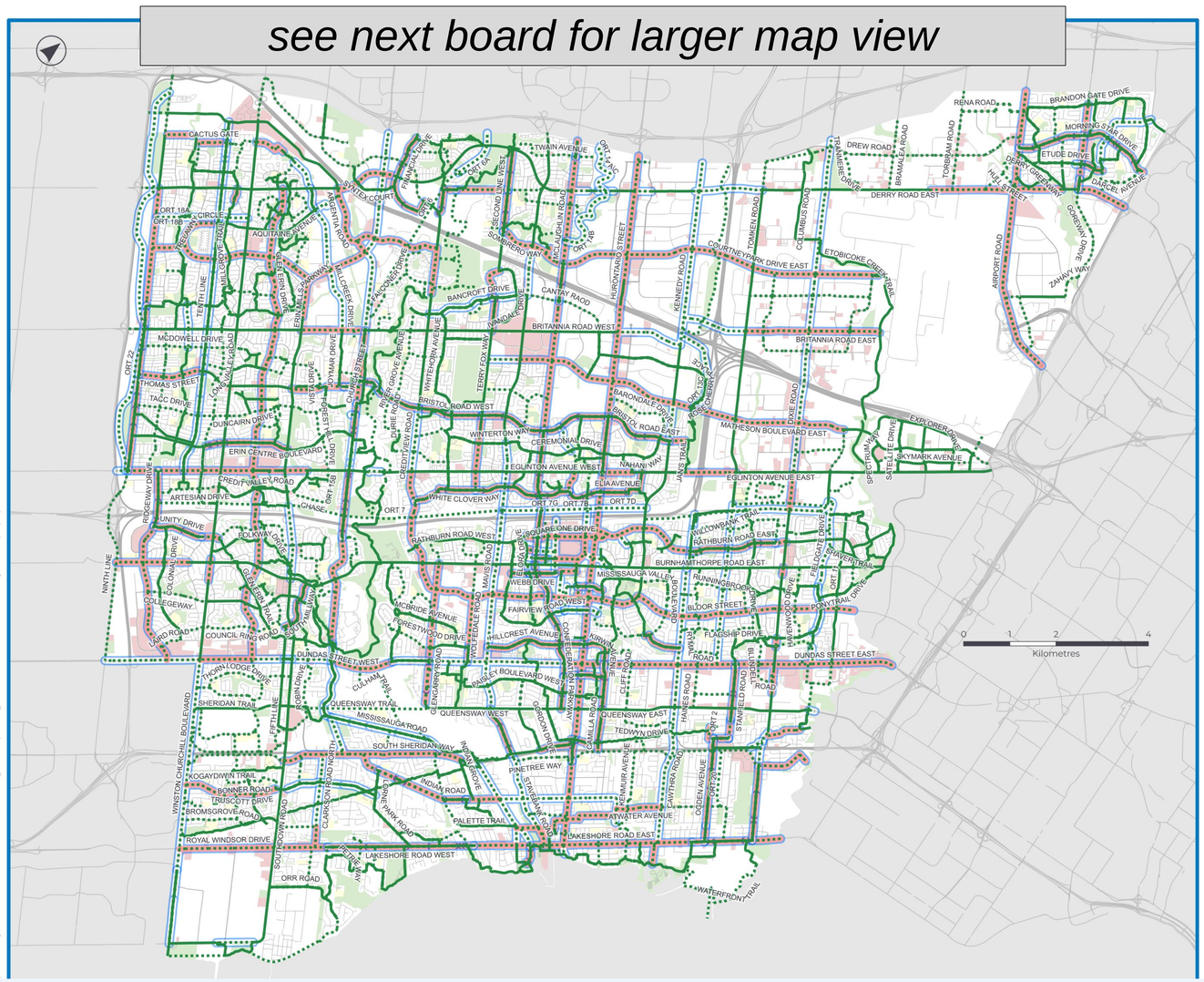
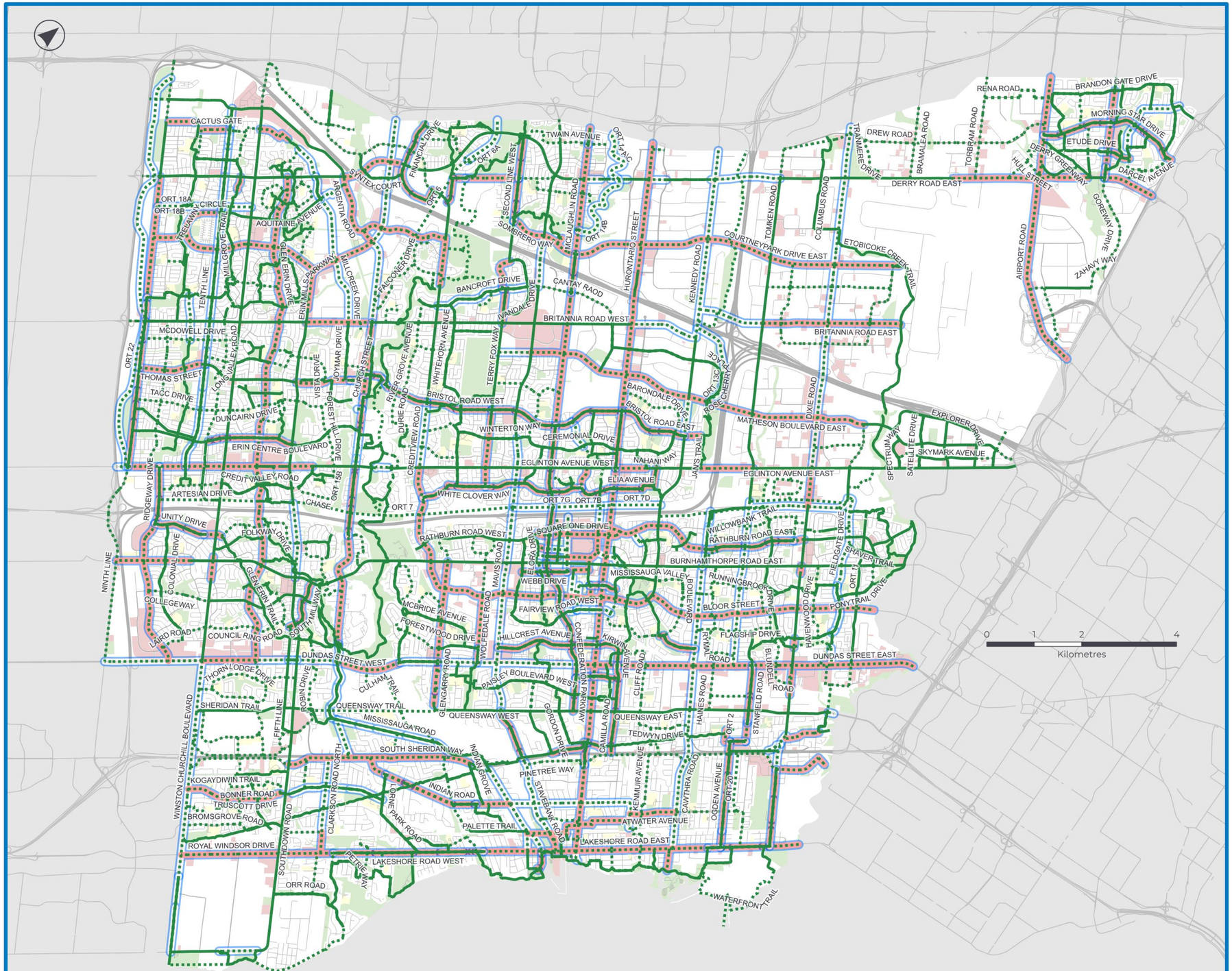


This map shows the **Long-Term cycling network** (dotted green) organized by priority routes (outlined in blue) and the 5-Year Plan (highlighted in red).

Updating the Cycling Master Plan



Download the high-resolution PDF map from the project webpage here: [Map 4]

Cycling Network: 5-Year Plan Projects

This map shows the **existing network**, **Long-Term Plan,** and **5-Year Plan projects** that create the updated cycling network as informed by the prioritization approach outlined earlier.

- Existing Cycling Routes (all facility types)
- Proposed / Upgrade Cycling Routes (all facility types)
- Priority Network
- 5 Year Plan

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Updating the Cycling Master Plan

Cycling Network: Project Types

Another part of creating a 5-Year Plan is identifying how each project will be delivered. This is based on when projects can be built and if building them is **feasible.** There are **three** different project delivery types:

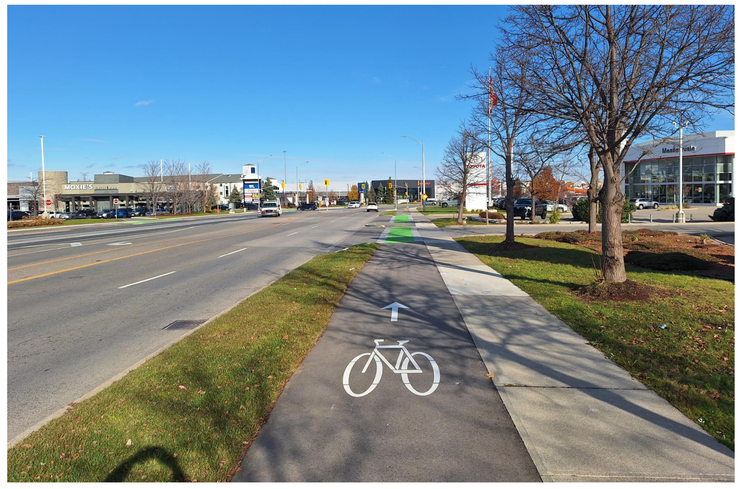
Deciding the best way to build each project is a balance of prioritization scores, roadwork coordination opportunities, and a **feasibility** review based on factors such as road width, road safety, number of cars, presence of utility poles or trees, and more.

Ultimate Projects

Coordinated Projects

When other major roadwork is being done by the City or the Region, it's an opportunity to build cycling facilities as part of one coordinated project.

Standalone Cycling Projects



Cycling facilities that are identified in the cycling network are built as standalone projects when no roadwork coordination opportunity is available.

Quick Build Cycling Projects

Quick build projects are built between the existing curbs and do not require major construction. Quick builds can be used for high-priority corridors with no upcoming roadwork to coordinate with.

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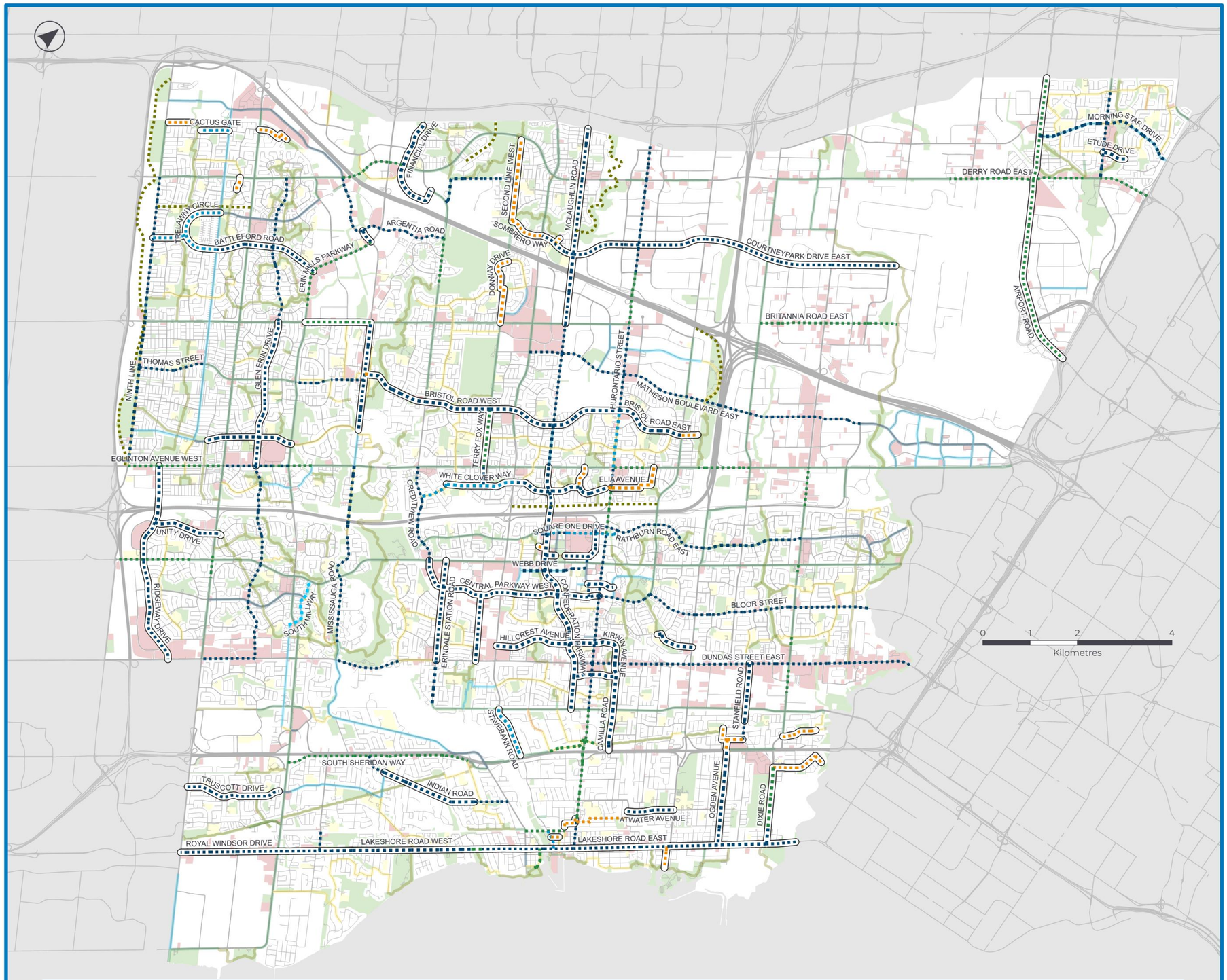
Updating the Cycling Master Plan



Download the high-resolution PDF map from the project webpage here: [Map 5]

Cycling Network: 5-Year Plan

This map shows the **5-Year Plan projects** with facility types.

Existing Facilities
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route

Upgrade / Proposed
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route
- Quick Build

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Cycling Network: Project Types - Quick Builds

The City has mostly used *Coordinated Projects* and *Standalone Projects* to build the cycling network. In the 2025 Cycling Master Plan update, **Quick Builds** are being added to help build the 5-Year Plan.

Why are Quick Builds being added to the 2025 CMP?

- Quick builds can be used to quickly address high-priority gaps and safety concerns in the cycling network.
- Quick builds can be less expensive to build due to a variety of lower-cost materials like paint, small curbs, and bollards
- Quick builds can be used to test or improve various cycling safety solutions.

Small concrete curb and flexible bollards

Small modular curb, flexible bollards and planter creating c r e tension m o t

Painted curb extension m o t it le bollards

Planters, portable metal bike racks and painted buffer

Painted concrete cast curb, modular dividers (orange) and pylons (orange/black)

Painted wooden and plastic planters

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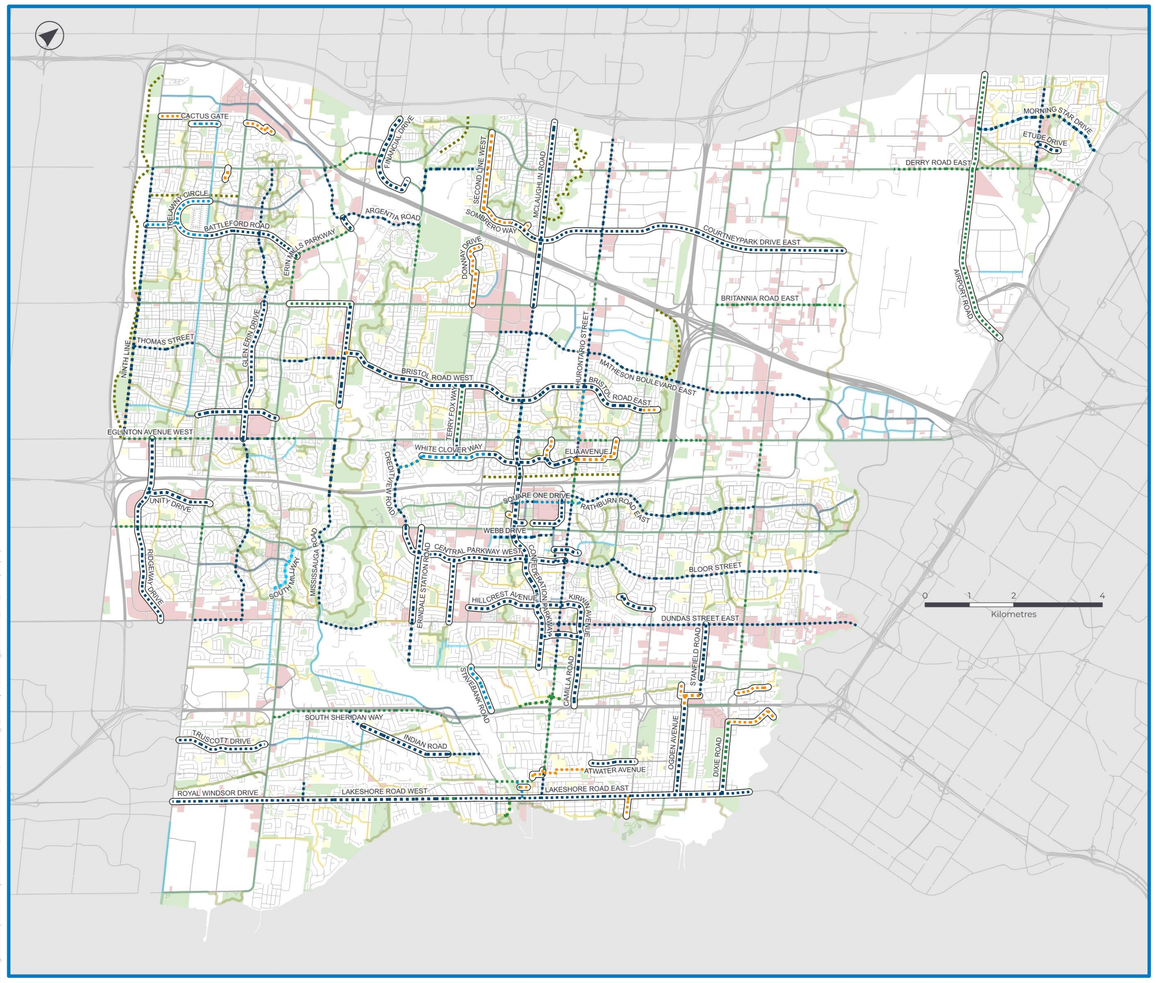
Your Feedback: 5-Year Plan Cycling Network Priorities

The City of Mississauga would like your feedback on which cycling network projects are prioritized to be built as part of the 5-Year Plan (short-term).

There are maps on the tables that show which cycling network projects are prioritized to be built as part of the 5-Year Plan (short-term).

Please use the stickers and post it notes to show us the **top three projects** that you are most excited about, and why.



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Cycling Network: Action Plan

The City is updating the **action plan** for how to implement the Cycling Master Plan Update, broken down into **6** project implementation categories with associated actions:

1

PLANNING

A cycling network that allows for convenient, safe and accessible cycling access to key destinations across Mississauga.

2

DESIGN

Cycling facilities (like bike lanes, cycle tracks etc.) and programs that cycling and rolling, to enhance mobility throughout City of Mississauga.

3

FUNDING & PROJECT DELIVERY

Leveraging and expansion all available funding and cross departmental collaboration to expedite the plans project delivery.

4

PROMOTION & EDUCATION

Programs that teach the skills needed to safely bike and encourage cycling in Mississauga. Initiative that create community awareness and demonstrate the value of cycling as a transportation option.

5

OPERATIONS & MAINTENANCE

Maintenance of on and off-road facilities to increase the lifespan of these facilities and support users.

6

EVALUATION

Development of a monitoring program to evaluate the impacts of new cycling facilities and programming, contributing to reporting on the annual progress of the plan.

Updating the Cycling Master Plan

Engagement: What We Did

A series of engagement activities is being undertaken to inform the 2025 update to the Cycling Master Plan (CMP). To date, the City has **connected directly with 300 partners and community members**. Engagement is ongoing throughout the project.

Pre-consultation (complete)

250 phone calls and emails to community partners. Equity-deserving groups were prioritized to ensure diverse voices were heard.

Technical Workshops (complete)

9 workshops to collect input on technical aspects of the CMP update. Workshops were held with the City of Mississauga's Cycling Advisory Committee (MCAC) and with the City's Technical Advisory Committee for the CMP update.

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7 community workshops to gather detailed feedback, identify challenges, and discuss opportunities to improve cycling in Mississauga.

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Interactive Cycling Network Map (in progress)

Mapping tool at www.mississauga.ca/CyclingFeedback to collect input on the proposed cycling network. *(Available from June 5 to July 6)*

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Engagement: What We Heard

Partner engagements with the **City's Cycling Advisory Committee (MCAC)** Cycling Network Subcommittee, the City's **Technical Advisory Committee (TAC)** and **Community Workshops** provided comments on the existing and committed network maps. Some of the themes found are listed below:

CONNECTIVITY

Prioritize a connected network with to key destinations and between neighbouring cities.

LACK OF SUPPORTIVE AMENITIES

More amenities that support cycling (bike racks, bike repair stands, wayfinding, water fountains etc.)

CYCLING FACILITY DESIGN

Design cycling facilities using best practices throughout the network.

PROJECT PROCESSES

- Ensure the steps of the CMP Update are clear and consistent
- Use current studies and appropriate resources.

LACK OF SUPPORTIVE CYCLING FACILITIES

Safe and comfortable cycling facilities, no matter the location (busy street, quite street, etc.).

ENHANCE CYCLING CULTURE

Promote a cycling through educational programming, equitable access, safe, well-connected cycling facilities.

POLICY AND PLAN ALIGNMENT

Ensure the cycling network and facilities align with current plans and policies.

USER EXPERIENCE

Use the CMP Update as an opportunity to grow cycling in the City by understanding and addressing key barriers to enhance user experience.

Comments are and will be considered in the creation of the CMP Update

Your Feedback: Updating the Action Plan

Are there any actions that have been taken in the last 5 years that have made it **easier for you to get around by cycling and rolling?**

If yes, please tell us what those actions were and how they impact you.

Are there barriers that make it harder for you to get around by cycling and rolling?

If yes, please tell us what those barriers are and how they impact you.

We Want Your Input!

Your Feedback: Updating the Action Plan

Share your thoughts by connecting with a member of the project team, or by writing your thoughts down on a sticky note.

Are there actions and ideas that you **have seen in other cities** that you think should be done in Mississauga? If yes, please describe.

We Want Your Input!

Your Feedback: Updating the Action Plan

What **barriers** make it harder for you to get around on a bicycle/e-bike?

In your opinion, what should be the **City's top 3 priorities supporting cycling** over the next 5 years?

We Want Your Input!

Your Feedback: Questions & Comments

Share your thoughts by connecting with a member of the project team, or by writing your thoughts down on a sticky note.

Please use this space to **share any questions or overall feedback** you have about the Cycling Master Plan Update and the information shared during this meeting.

We Want Your Input!

Updating the Cycling Master Plan

Thank you for your participation!

Next Steps

1. Summarize public input received.
2. Incorporate feedback.
3. Finalize 2025 Cycling Master Plan.
4. Build 5-Year Plan projects.

How to stay involved!

Provide input in-person or online by **July 6**, 2025

QR CODE

Access the **online survey** and **interactive map** to leave your comments, and **sign up for project updates** on the study webpage.

Scan the QR code, or visit
www.Mississauga.ca/CyclingFeedback

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Welcome!

City of Mississauga Cycling Master Plan Update

Virtual Public Information Centre

Thursday, June 19th, 2025

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Community Guidelines

- Please be respectful.
- No tolerance for discrimination or hateful language of any kind.
- Please find someone on the project team if you have a question at any time.

Land Acknowledgement

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy, and The Huron-Wendat and Wyandot Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous peoples.

Purpose

The purpose of this Public Information Centre (PIC) is to present the work completed to date on the Cycling Master Plan (CMP) update, and to and gather feedback on the draft recommendations.

Information presented today includes:

- Purpose of the Cycling Master Plan
- Goals and Vision
- Actions to Date
- Cycling Network to Date
- Project Process
- Cycling Network Update
- Updated Long-term Cycling Network
- Short-term 5-Year Plan
- Cycling Project Types
- Action Items
- Engagement: What We Did, What We Heard
- We Want Your Feedback!

What is a Cycling Master Plan (CMP)?

What a CMP is…

- ✓ A forward-looking, long-term vision
- ✓ A community building asset
- ✓ A guide for where future infrastructure could go
- ✓ A support for existing plans

What a CMP is NOT…

- ✗ A detailed design plan for cycling facilities
- ✗ A mandatory requirement
- ✗ An authorization for construction
- ✗ A financial commitment to fund construction of the cycling network or implementation of programs

Elements of a Cycling Master Plan

Vision
the big-picture aspirations for cycling in the City.

Goals
specific, measurable targets that help achieve the project vision.

Guiding Principles
core values and standards that guide the planning and implementation of the cycling network.

Cycling Network
the location of cycling routes, including the existing and planned paths to be built.

Action Plan
a detailed plan of specific actions to achieve the Plan's goals.

Network Implementation Plan
the plan for building the cycling network, including which routes will be built first, timelines for construction, and resources required.

Why develop and update a Cycling Master Plan?

City-wide Benefits

The Cycling Master Plan (CMP) is part of a broader set of policies and plans from the **city, region, province** and **federal governments** that relate to cycling and transportation.

The CMP needs to be updated to make sure it is in line with updated policy, follows current best practices and meets the needs of Mississauga as a changing community.

Regional Policy

- Region of Peel Official Plan
- Region of Peel Vision Zero Road Safety Strategic Plan

Provincial Policy

- 2041 Regional Transportation Plan
- Provincial Policy Statement 2024

Federal Policy

- National Active Transportation Strategy

Municipal Policy

- City of Mississauga Official Plan
- City of Mississauga Cycling Master Plan
- City of Mississauga Strategic Plan
- Mississauga Transportation Master Plan
- City of Mississauga Climate Change Action Plan
- Vision Zero Action Plan
- Growing Mississauga: An Action Plan for New Housing

Relevant Guidelines

- Ontario Traffic Manual Book 18: Cycling Facilities
- City of Mississauga Complete Streets Guide

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Why develop and update a Cycling Master Plan?

Community Benefits

Safety

Safer speed limits and protected bike lanes can **reduce injuries and fatalities** caused by collisions and **improve street safety for everyone.**

Growth

Mississauga's growth limits space for more car trips. Improving the safety and comfort of cycling offers **residents more options for moving around** the City.

Environment

Creating accessible streets for all residents offers **safe and sustainable travel options** resulting in cleaner air and fewer carbon emissions.

Health

More paths, crossings and bike lanes make walking and bike riding more accessible and enjoyable, helping families to **stay healthy and be more active**.

CMP Update Timeline

Vision and Goals

Vision: "The City of Mississauga will be a place where people choose to cycle for recreation, fitness, and daily transportation needs. Cycling will become a way of life that supports vibrant, safe and connected communities and enhances our overall health and quality of life."

The updated 2025 Cycling Master Plan aims to achieve **four (4) goals:**

1

Make cycling safer and more comfortable, and work towards achieving **Vision Zero**.

2

Build a **connected, convenient, comfortable and accessible** cycling network, working towards a network of facilities suitable for people of All Ages and Abilities (AAA).

3

Increase the number of cycling trips in Mississauga.

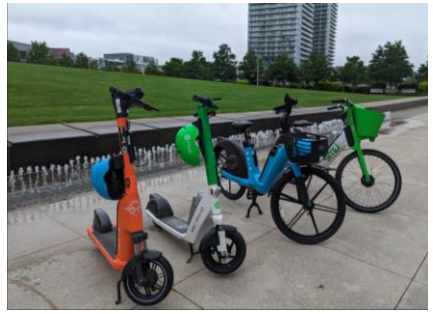
4

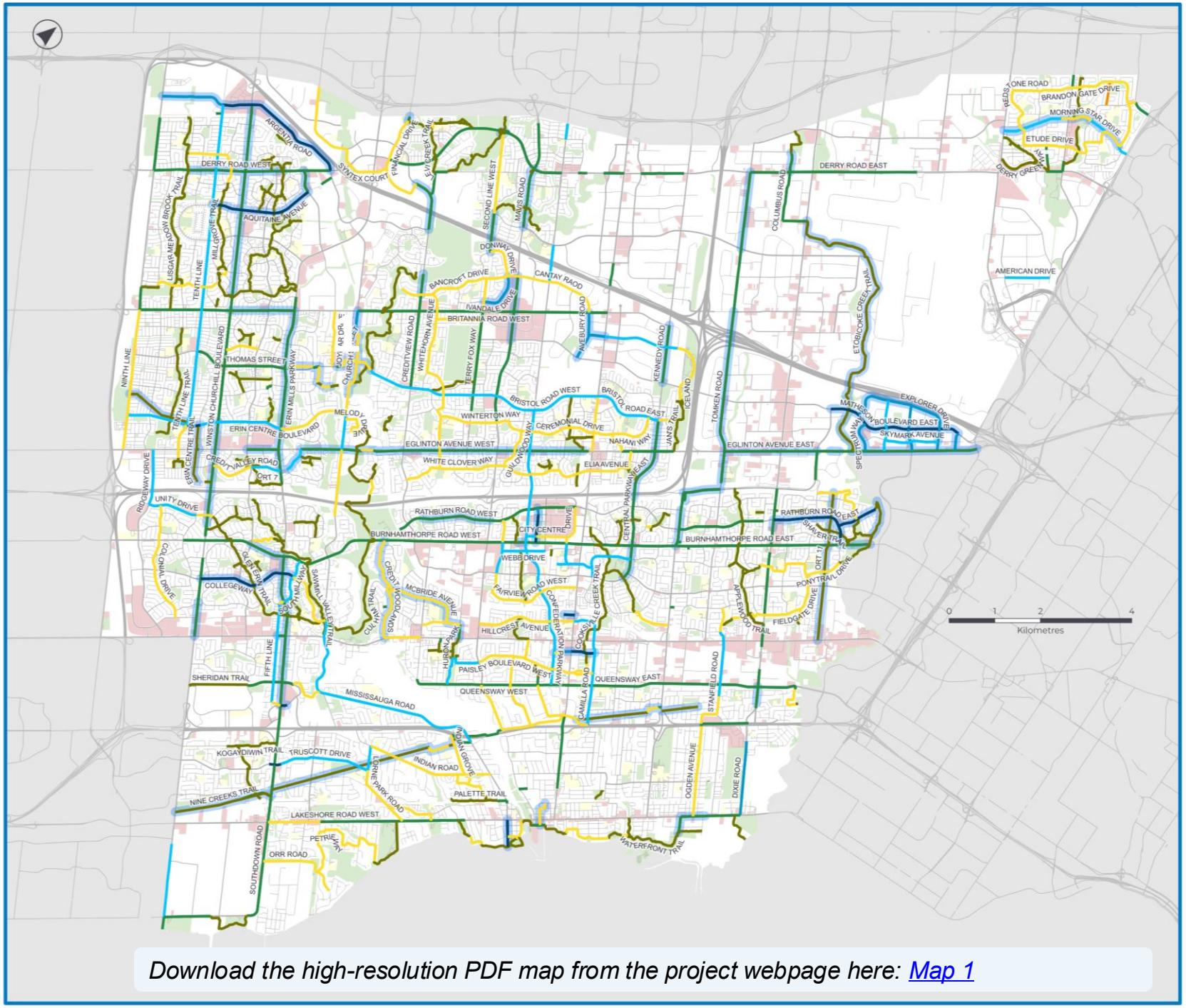
Encourage cycling as a part of an active and healthy lifestyle, fostering a cycling culture that supports all.

Actions to Date

The City has implemented multiple actions to support cycling in Mississauga since the 2018 Cycling Master Plan Update, including (but not limited to):

- ✓ Building more than 80 km of new cycling infrastructure.
- ✓ Hiring staff to implement the Cycling Master Plan.
- ✓ Creating a Bike Ambassador Program to promote safe cycling and public engagement.
- ✓ Launching a bike share and e-scooter share system.
- ✓ Adding over 500 bike parking spaces throughout the City.
- ✓ Collecting data on new cycling facilities.





Download the high-resolution PDF map from the project webpage here: [Map 1]

Cycling Master Plan:
2024 Cycling Network

This map shows the **existing cycling network** that has been built to-date, with projects built from 2017 to 2024 highlighted in blue (those built since the 2018 CMP update).

- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route
- Facilities Constructed from 2017 to 2024

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Project Process

Mississauga's Cycling Master Plan is being developed using in **two phases**.

Phase 1	
Cycling Network Review and Update	• Review the existing and planned cycling network • Update the proposed cycling network with technical and partner input
Create 5-Year Implementation Plan	• Prioritize cycling routes based on construction timelines and project type • Determine which prioritized cycling routes can be built within the next five years
Action Plan and Engagement	• Meet with equity deserving and interested parties to ensure their needs are reflected in the updated plan • Update the plan's goals and action items
Finalize CMP Update	• Bring updated CMP to the public for input • Incorporate public feedback • Complete the Phase 1 report

Project Process

Mississauga's Cycling Master Plan is being developed using in **two phases**.

Phase 2	
Design	• Begin design for identified priority cycling routes in 5-Year Implementation Plan
Installation	• Begin building cycling routes • Complete project specific technical and public consultation where needed

Cycling Network: Update and Validation

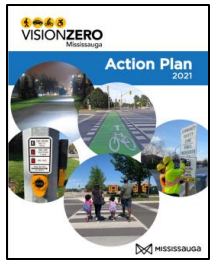
Before Mississauga's cycling network routes could be prioritized for implementation, the project team reviewed the following to **update and validate** the network:

1. The City's current facilities for compliance with the *Ontario Traffic Manual (OTM) Book 18: Cycling Facilities*
2. Community and Technical Engagement(s)
3. Apply the four network guiding principles:
    1. **Connection**
    2. **Complete**
    3. **Safety/Vision Zero**
    4. **Comfortable**

1

2

3



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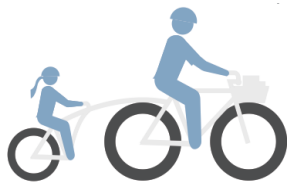
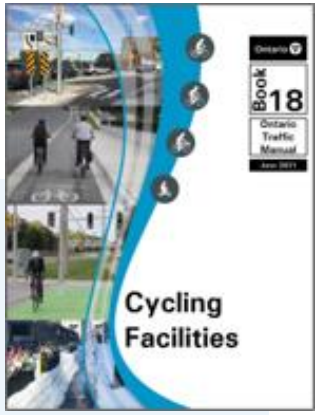


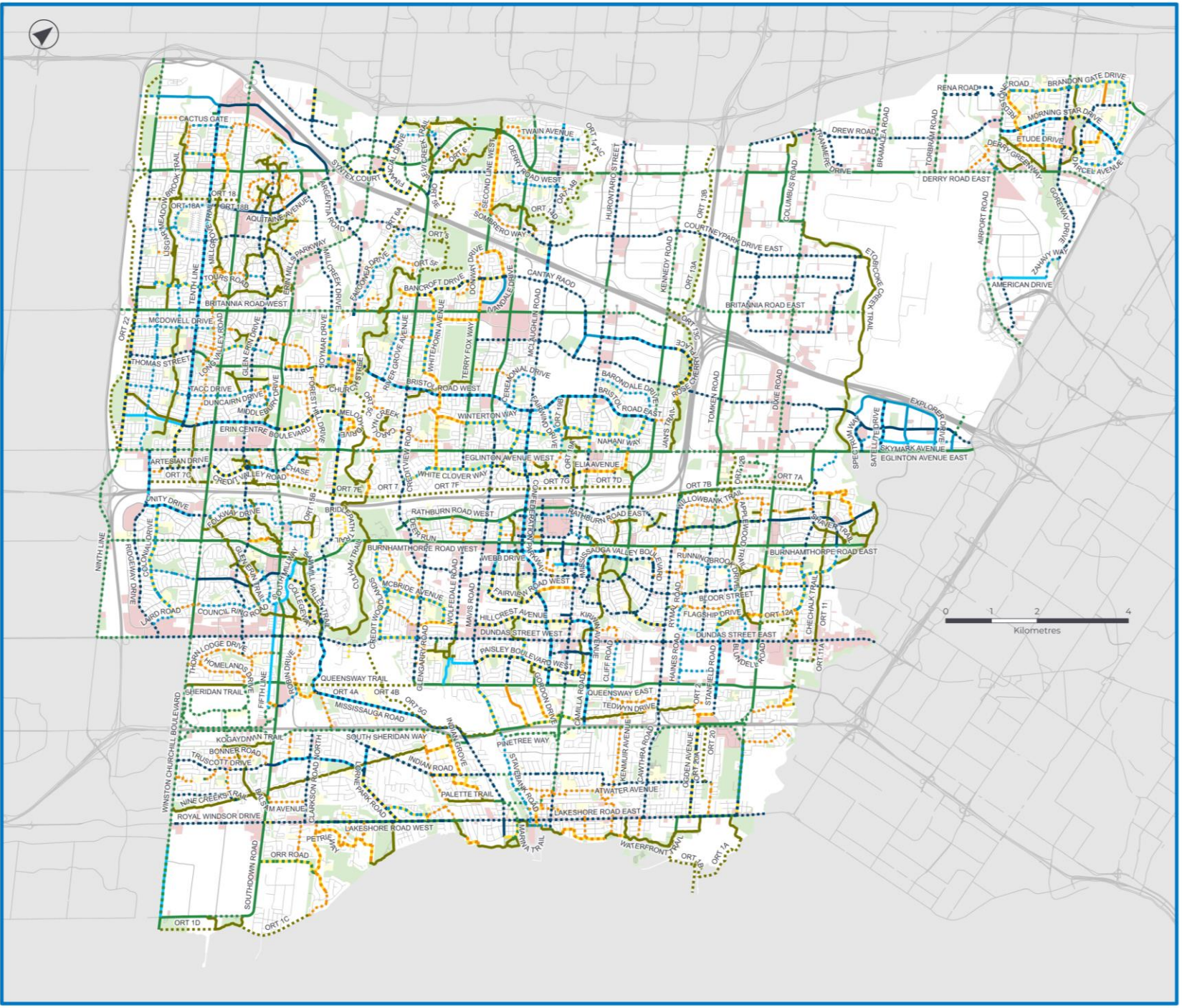
What is OTM Book 18: Cycling Facilities?



OTM Book 18 provides practical guidance on the planning, design and operation of cycling facilities in Ontario.

This province wide guidance allows for the opportunity for uniform and consistent facilities across Ontario.

Ultimately, promoting a safer and more consistent experience for people walking and wheeling.



Cycling Network: Updated Long-Term Network

This map shows the **existing** and **updated Long-Term cycling network** with upgraded and new proposed cycling projects.

Upgrade / Proposed
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route

Existing
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
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- Shared Route

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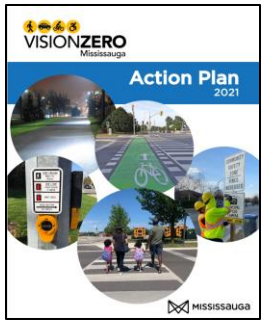
Cycling Network: Route Selection

The City of Mississauga used **four network guiding principles** to identify the cycling network and which routes are included.

A **Vision Zero approach** uses data-driven decisions to create a safe, equitable transportation network, prioritizing vulnerable road users like cyclists and pedestrians.

Connection

High quality cycling facilities connecting to all major destinations form the foundation of the **Core Network.**

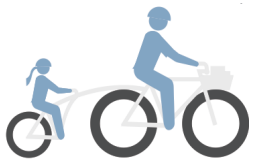


Safety Network / Vision Zero

Using a Vision Zero approach, means that the cycling network aims to protect all road users, especially prioritizing the safety of vulnerable users like pedestrians and cyclists by minimizing interactions and conflicts with other road users.

Complete

A complete grid network of direct cycling routes helps ensure convenience and that all residents will also be within 400m of an All Ages and Abilities (AAA) route.



Comfortable

A comfortable network that supports cycling for people of All Ages and Abilities (AAA) all year-round, including children, seniors, and people with disabilities.

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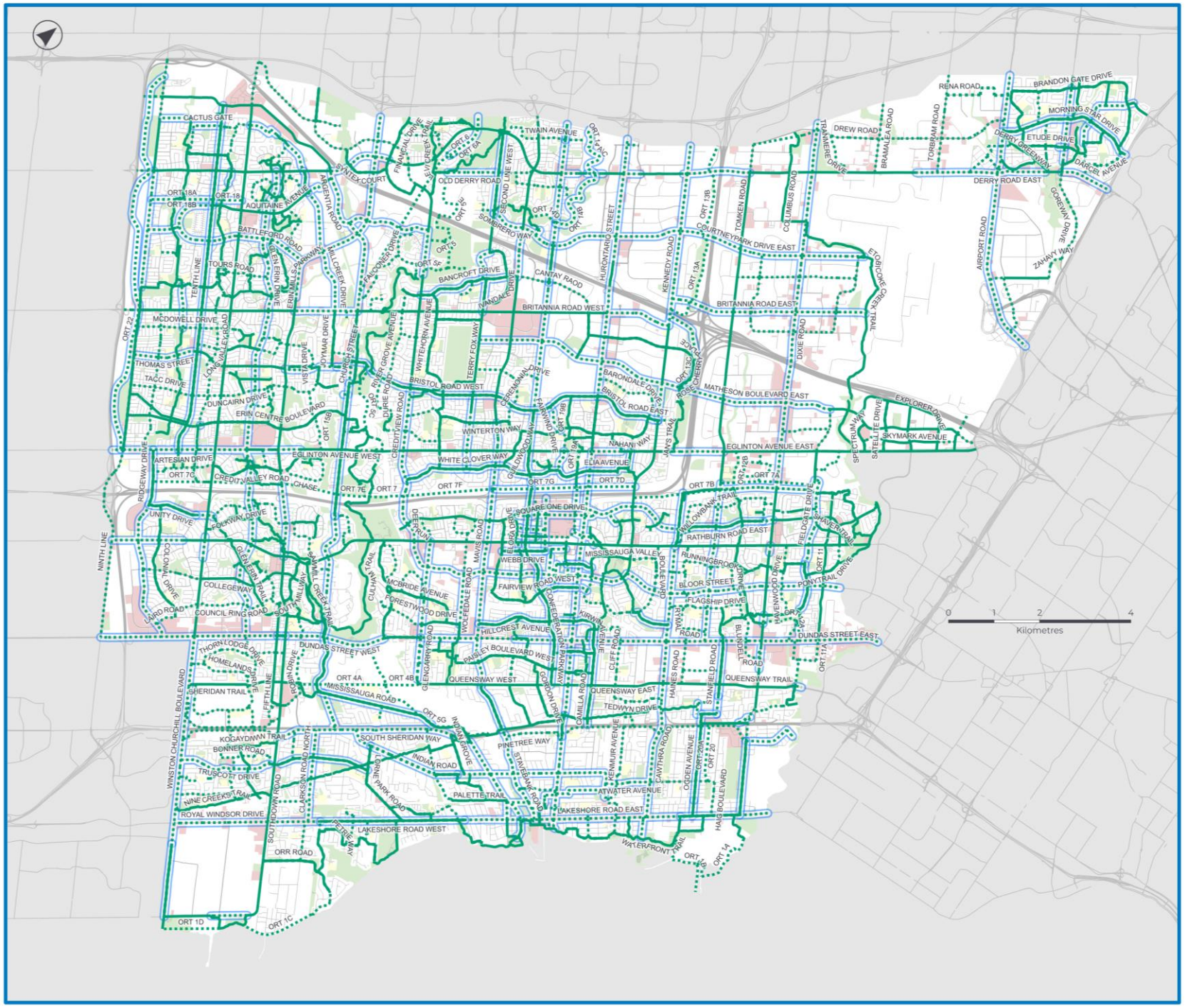
Cycling Network: Prioritization

With the updated 2025 long-term cycling network, a prioritization process was used to decide which projects should be built first.

The prioritization process helps use limited resources efficiently to meet the CMP's goals: *to create a complete, connected, comfortable and safe network across the City* in the short-term.

Every potential route was scored based on how well it met key **criteria**. The highest-scoring routes were used to determine a priority network across the city.

Criteria	
Primary Bicycle Route	Cycling routes that provide direct connections to and between key destinations received a higher score.
Transit Integration	Cycling routes closer to transit, such as GO stations, LRT stations, BRT stations, or MiWay bus stops, received a higher score.
Proximity to Growth Areas	Cycling routes closer to Growth Areas identified in the City's Official Plan received a higher score
Proximity to Commercial Areas	Cycling routes closer to Commercial Areas identified in the City's Zoning Bylaw received a higher score.
Proximity to local destinations	Cycling routes closer to local destinations that residents could cycle to received a higher score.
Road Safety Focus Area	Cycling routes within a Road Safety Focus Area (RSFA) received a higher score.
Network Connectivity	Cycling routes that connect to existing cycling facilities in the network received a higher score.
Equity	Cycling projects within areas of high equity need received a higher score.



Cycling Network: Priority Network

This map shows the priority network of **existing and proposed** cycling projects as identified in the prioritization process.

- Existing Cycling Routes (all facility types)
- Proposed / Upgrade Cycling Routes (all facility types)
- Priority Network

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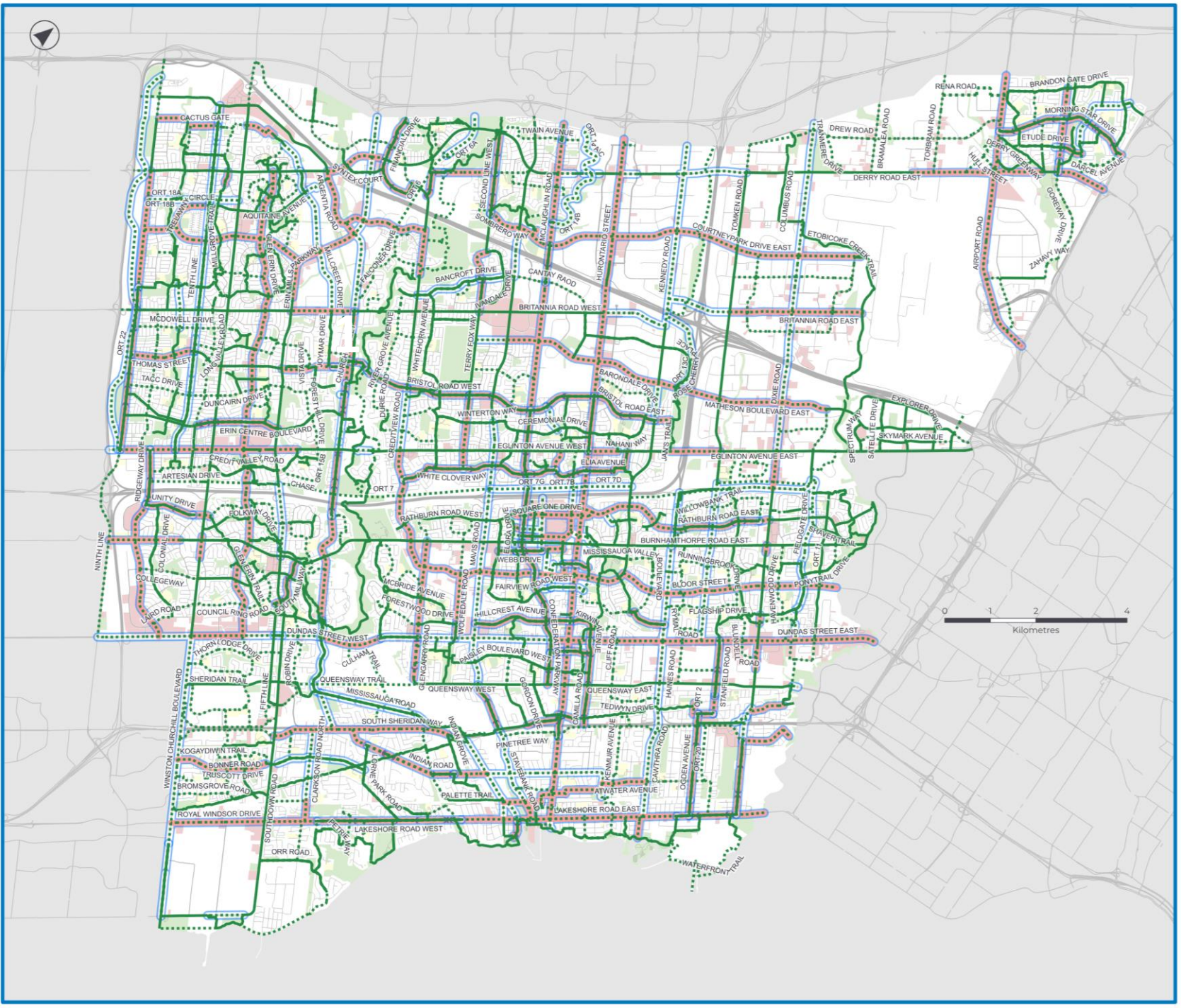
5-Year Implementation Plan

While building the priority network and a complete cycling network across the city is the long-term goal, over the next 5 years (short-term) the City of Mississauga will prioritize:

- **Building** routes that close important gaps in the network
- **Connecting** new communities to the cycling network, and;
- **Coordinating** projects that can be built with existing roadwork.

The priority network identified through the prioritization process was used as a starting point to develop the 5-year implementation plan.



Cycling Network:
5-Year Plan Projects

This map shows the **existing network**, **Long-Term Plan, priority routes** and **5-Year Plan projects** that create the updated cycling network as informed by the prioritization approach outlined earlier.

- Existing Cycling Routes (all facility types)
- Proposed / Upgrade Cycling Routes (all facility types)
- Priority Network
- 5 Year Plan

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Cycling Network: Project Types

Another part of creating a 5-Year Plan is identifying how each project will be delivered. This is based on when projects can be built and if building them is **feasible**. There are **three** different project delivery types:

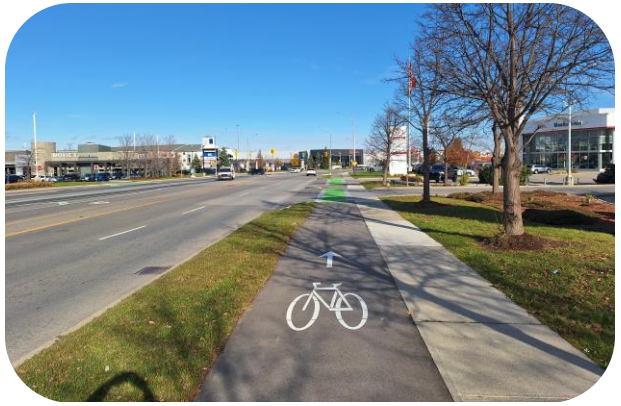
Deciding the best way to build each project is a balance of prioritization scores, roadwork coordination opportunities, and a **feasibility** review based on factors such as road width, road safety, number of cars, presence of utility poles or trees, and more.

Ultimate Projects

Coordinated Projects

When other major roadwork is being done by the City or the Region, it's an opportunity to build cycling facilities as part of one coordinated project.

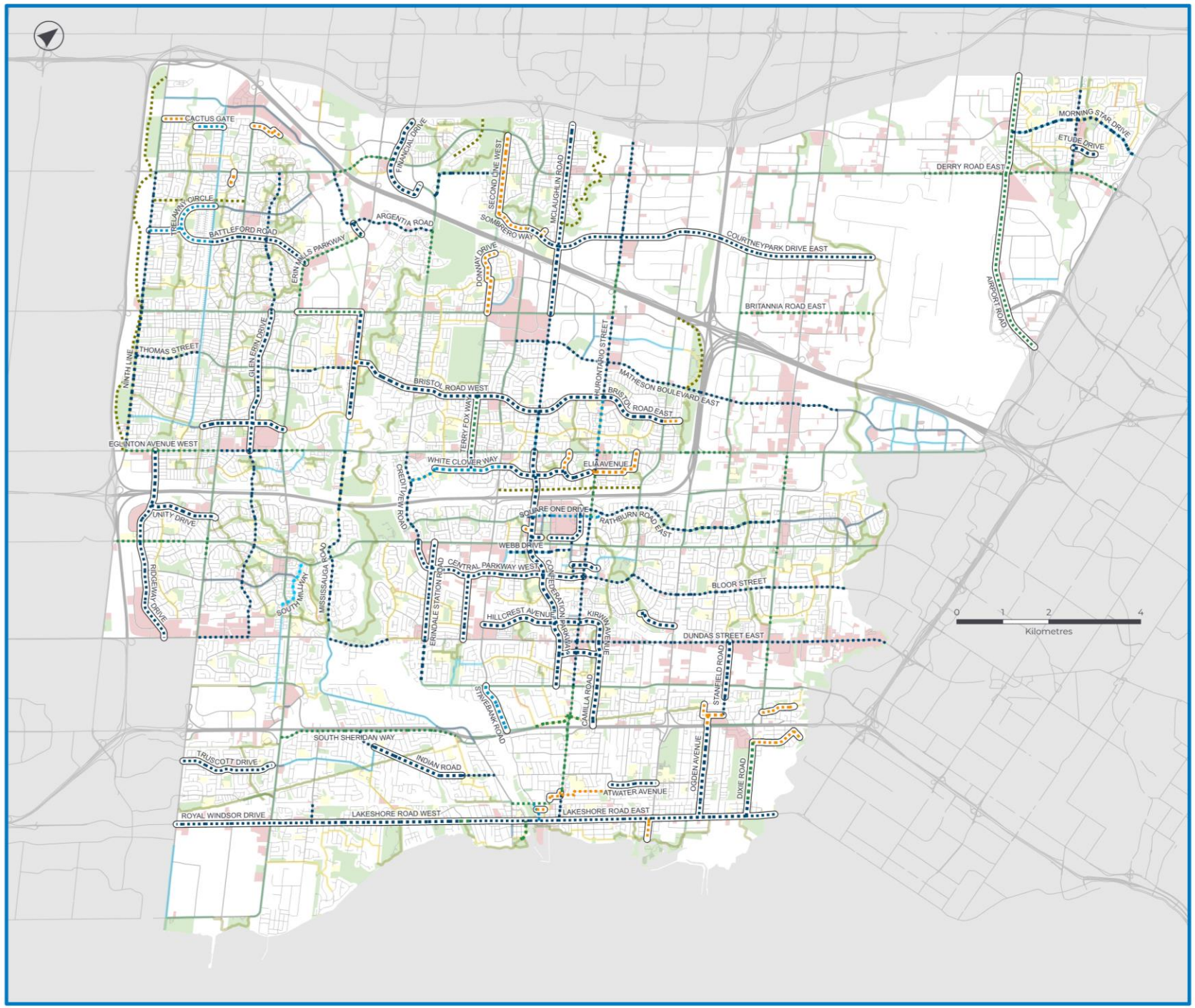
Standalone Cycling Projects



Cycling facilities that are identified in the cycling network are built as standalone projects when no roadwork coordination opportunity is available.

Quick Build Cycling Projects

Quick build projects are built between the existing curbs and do not require major construction. Quick builds can be used for high-priority corridors with no upcoming roadwork to coordinate with.



Cycling Network:
5-Year Plan

This map shows the **5-Year Plan projects** with facility types.

Upgrade / Proposed
- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route
- Quick Build

Existing Facilities
- Multi-Use Pathway
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Painted curb extension "bump out" with flex bollards

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Maintenance of on and off-road facilities to increase the lifespan of these facilities and support users.

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Mapping tool at www.mississauga.ca/CyclingFeedback to collect input on the proposed cycling network. *(Available from June 5 to July 6)*

Engagement: What We Did

Partner engagements with the **Mississauga Cycling Advisory Committee (MCAC)** Cycling Network Subcommittee, the City's **Technical Advisory Committee (TAC)** and **Community Workshops** provided comments on the existing and committed network maps. Comments are and will be considered in the creation of the CMP Update.

Some of the themes found are listed below:

Connectivity

Prioritize a connected network with to key destinations and between neighbouring cities.

Lack Of Supportive Amenities

More amenities that support cycling (bike racks, bike repair stands, wayfinding, etc.)

Cycling Facility Design

Design cycling facilities using best practices throughout the network.

Project Processes

Ensure the steps of the CMP Update are clear and consistent

Use current studies and appropriate resources.

Lack Of Supportive Cycling Facilities

Safe and comfortable cycling facilities, no matter the location (busy street, quite street, etc.).

Enhance Cycling Culture

Promote a cycling through educational programming, equitable access, safe, well-connected cycling facilities.

Policy and Plan Alignment

Ensure the cycling network and facilities align with current plans and policies.

User Experience

Use the CMP Update as an opportunity to grow cycling in the City by understanding and addressing key barriers to enhance user experience.

Your Feedback: Updating the Action Plan

The City of Mississauga would like your feedback on the **action plan** for how to implement the Cycling Master Plan Update:

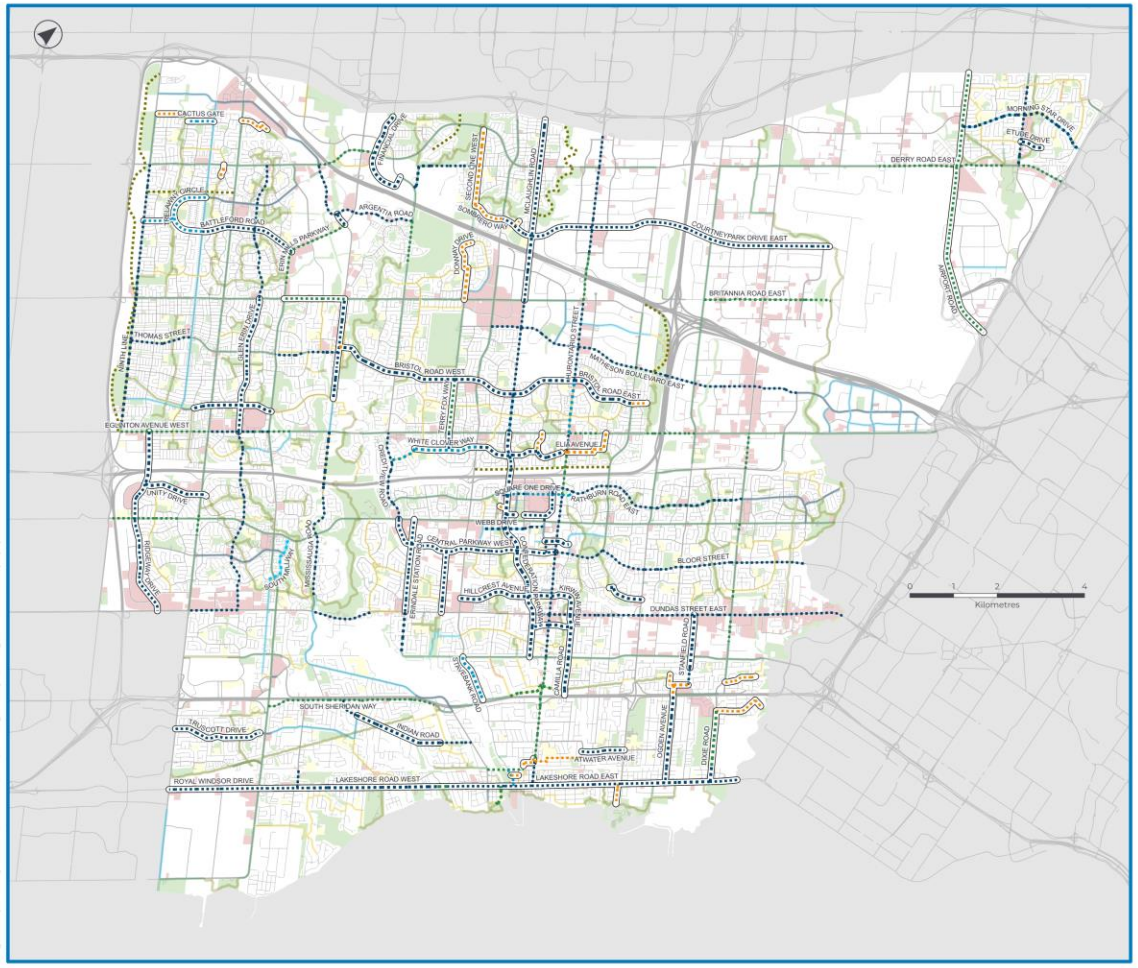
Please follow the link in the chat to provide your written comments to the following questions.

1. **PLANNING**
2. **DESIGN**
3. **FUNDING & PROJECT DELIVERY**
4. **PROMOTINON & EDUCATION**
5. **MAINTENANCE & OPERATIONS**
6. **EVALUATION**

Your Feedback: 5-Year Plan Cycling Network Priorities

The City of Mississauga would like your feedback on which cycling network projects are prioritized to be built as part of the 5-Year Plan (short-term).

Please click the link provided in the chat to follow along and learn how to tell us your **top three projects** that you are most excited about, and why.



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Thank you for your participation!

Next Steps

1. Continue public consultation – 4 Pop-up PICs.
2. Incorporate feedback.
3. Finalize 2025 Cycling Master Plan.
4. Build 5-Year Plan projects.

How to stay involved!

Provide input in-person or online by **July 6, 2025.**

Access the **online survey** and **interactive map** to leave your comments, and **sign up for project updates** on the study webpage.

Scan the QR code, or visit www.Mississauga.ca/CyclingFeedback

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