



MISSISSAUGA

5.2

# Cycling Master Plan

## OVERVIEW



Matthew Sweet  
Manager, Active Transportation

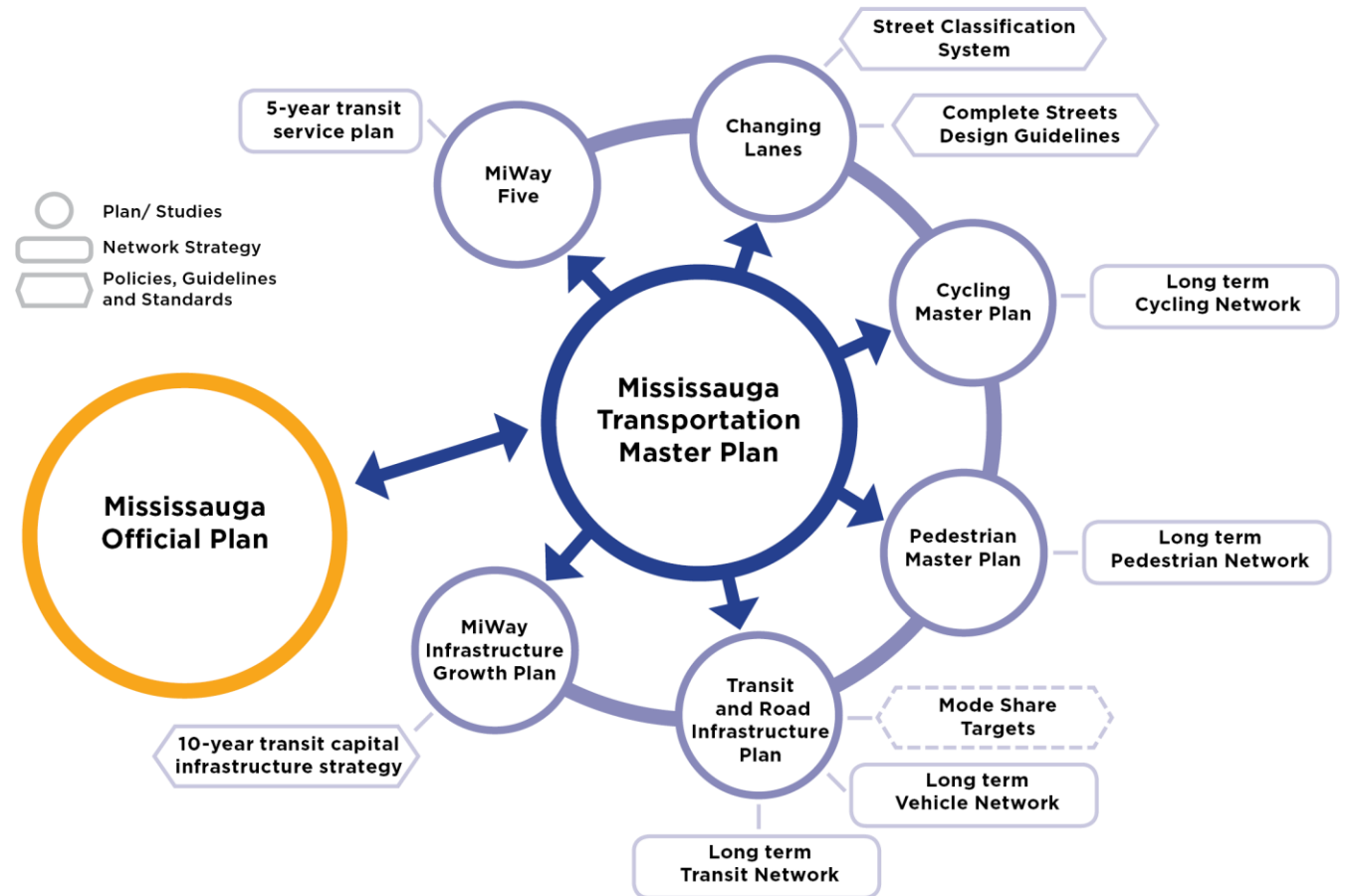
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# Plans, Plans, Plans



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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.

## Goals:

- Improve safety for cycling.
- Build a **connected, convenient and comfortable** bicycle network.
- Increase the number of cycling trips in Mississauga.
- Foster a culture of cycling.



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# What's Comfortable?

## Strong and Fearless

People who are comfortable riding a bicycle anywhere, even on busy roads with motor vehicles.



## Enthusiastic and Confident

People who are comfortable riding a bicycle on most roadways shared with motor vehicles but would prefer to be on a bicycle facility. These cyclists are comfortable riding on:



Bike lanes



Paved shoulders



Mixed traffic on slow roads

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# What's Comfortable?

## Interested but Concerned

People who are curious about cycling and would like to cycle more often but are afraid of sharing the roadway with motor vehicles. These cyclists prefer riding on:



Separated bike lanes



Multi-use trails



Quiet residential streets

## No Way, No How

People who are not interested in riding a bicycle at all.



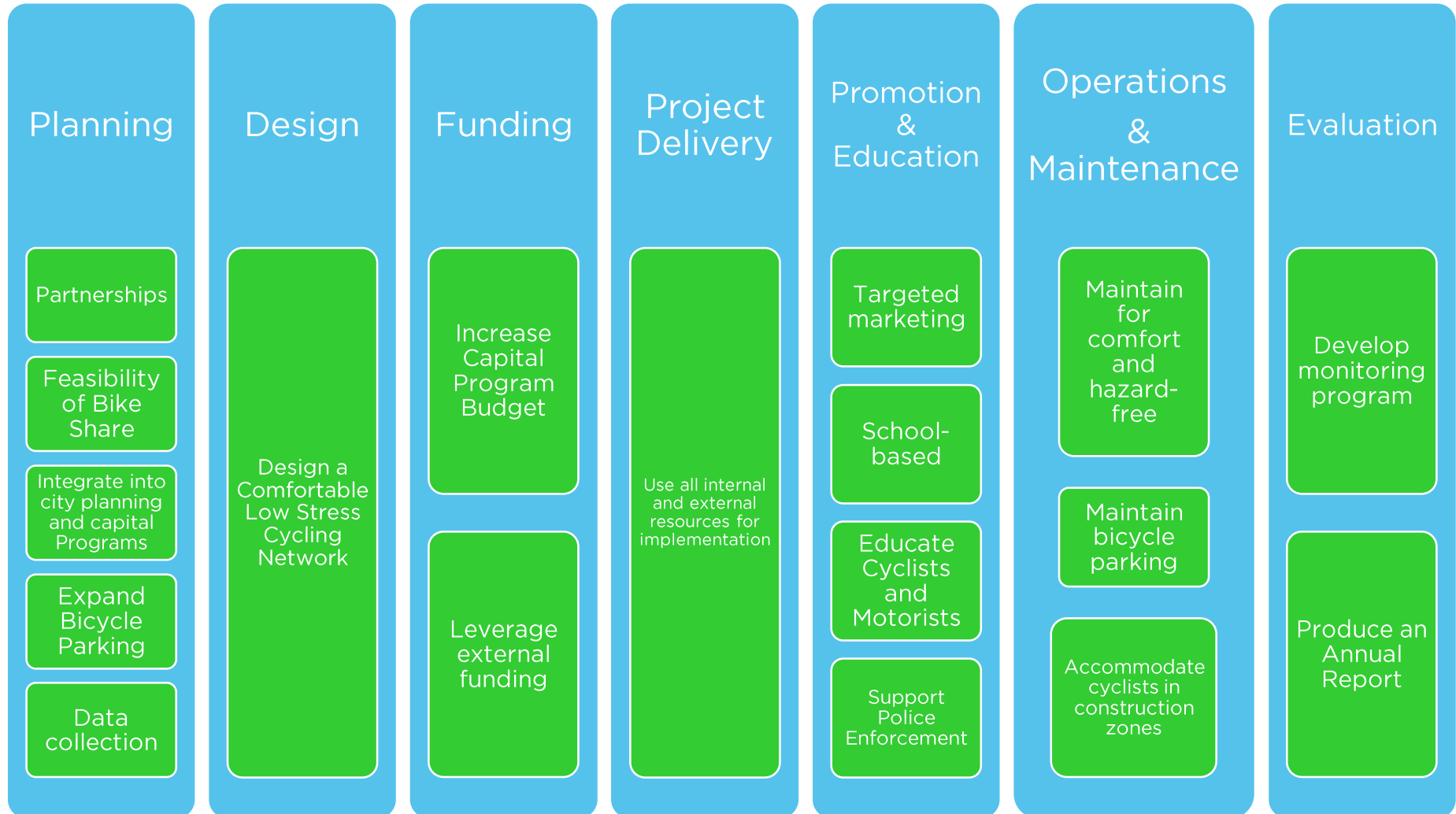
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# Recommendations



# Proposed Network

## 6.3 Proposed Cycling Network

The 2018 Cycling Master Plan envisions a comfortable, connected and convenient cycling network that includes separated bike lanes, cycle tracks, multi-use trails, conventional bike lanes and shared routes as summarized in **Table 6**. Once implemented, these facilities will create a cycling network that Mississauga residents and visitors of all ages and abilities will feel comfortable using.

**Table 6:** Summary of proposed cycling network facilities lengths and costs

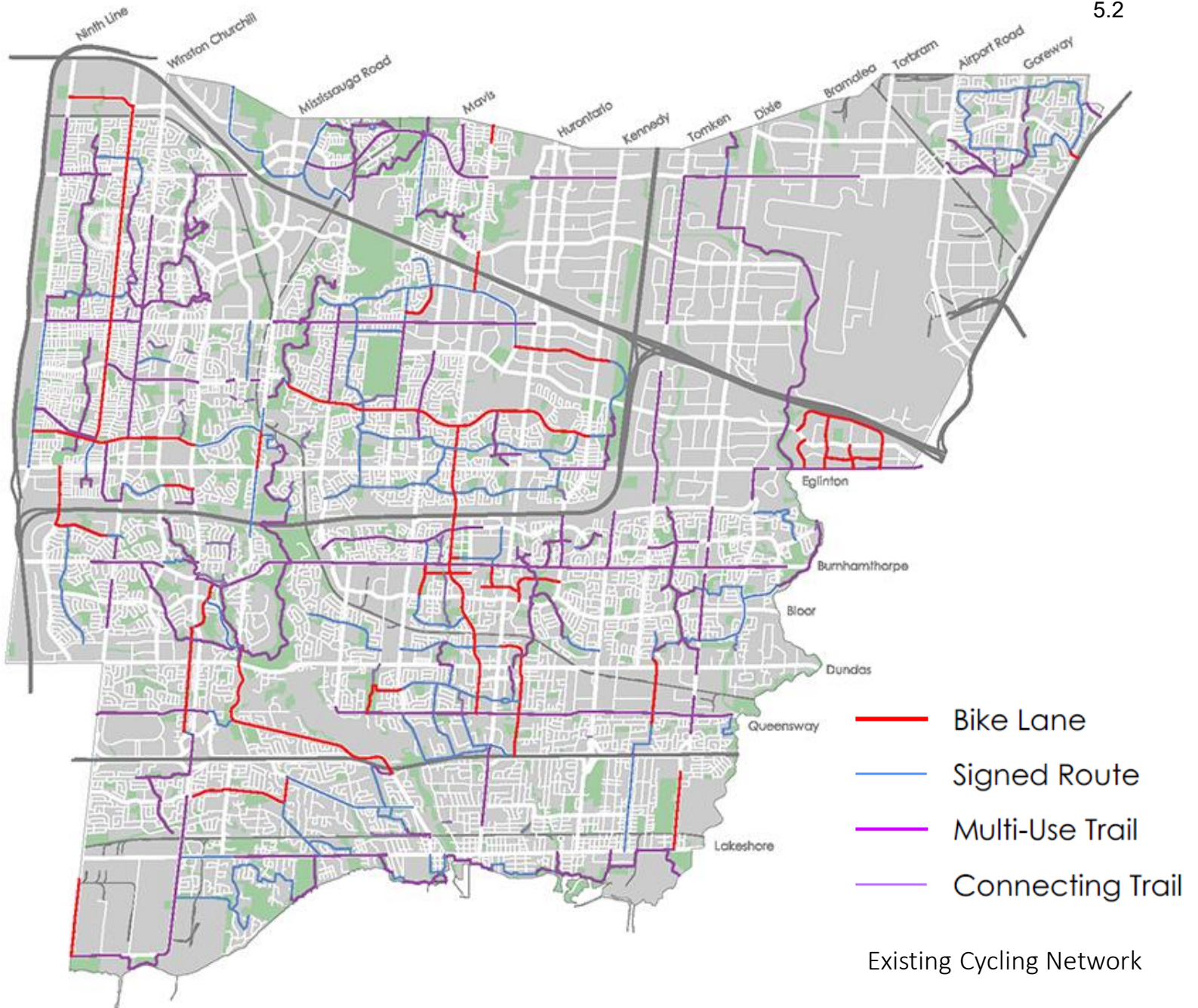
Facility Type	Existing km	Upgrade km	Upgrade cost	New km	New Cost	Total km	Total Cost
Cycle Tracks/Separated Bike Lanes	0	20	\$9,416,000	150	\$97,430,000	170	\$106,846,000
Bike Lanes	51	1	\$46,000	56	\$12,360,000	108	\$12,406,000
Multi-Use Trails (Boulevard)	68	15	\$0	125	\$40,838,000	208	\$40,838,000
Shared Routes	87	0	\$0	131	\$6,591,000	218	\$6,591,000
Multi-Use Trails (Parks)	70	34	\$15,821,000	89	\$51,456,000	193	\$67,277,000
<b>Totals</b>	<b>276</b>	<b>70</b>	<b>\$25,283,000</b>	<b>551</b>	<b>\$208,675,000</b>	<b>897</b>	<b>\$233,958,000</b>

Note that lengths may differ from other sources due to the measuring methodology used. Parkland multi-use trail lengths only include major trails, and minor trails that connect cycling facilities.

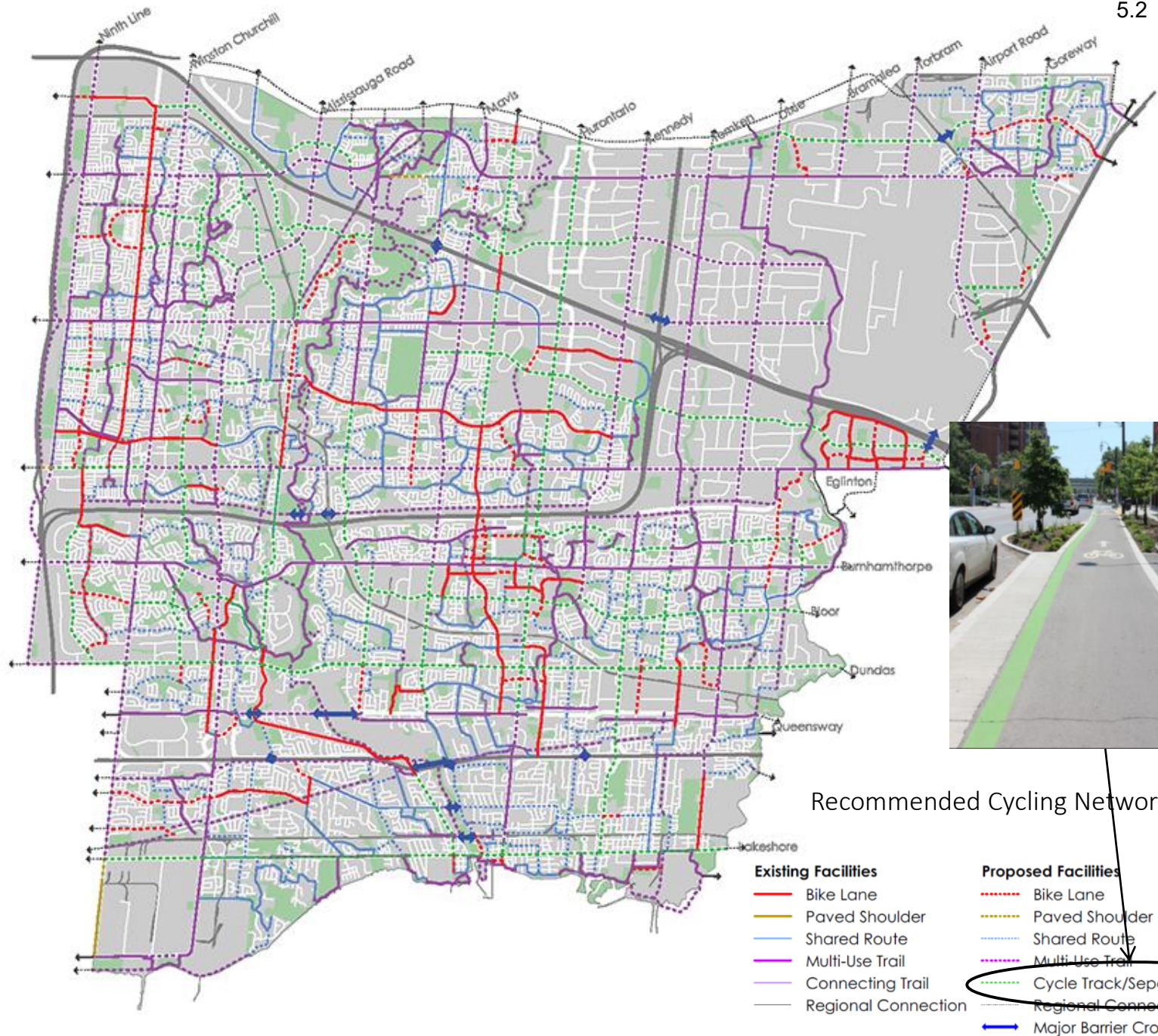
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# Implementing the Plan

Network Components	Cost
Primary Network	\$134,000,000
Secondary Network	\$34,000,000
Off-Road Trail Network (Community Services)	\$38,000,000
Off-Road Trail Crossings (Transportation & Works)	\$18,000,000
Major Crossing Structures	\$43,000,000
<b>Total Network and Structures Cost</b>	<b>\$267,000,000</b>

- **Additional yearly programs:**
  - Bike parking program: \$50,000 per year
  - Intersection enhancement program: \$150,000 per year
- **Staffing:**
  - AT Technologist (2019), AT Coordinator (2020)





# Implementing the Plan

4 funding scenarios considered (Roads Service Area):

Scenarios	A (current)	B	C	D
Yearly funding allotment	\$1,450,000	\$3,575,000	\$5,262,500	\$6,950,000
Length constructed per year (km)	5	12	18	25
Years to complete network	95	40	27	20



APPROVED

# Delivering Supporting Programs

## A Big Tent Approach to Cycling Programming

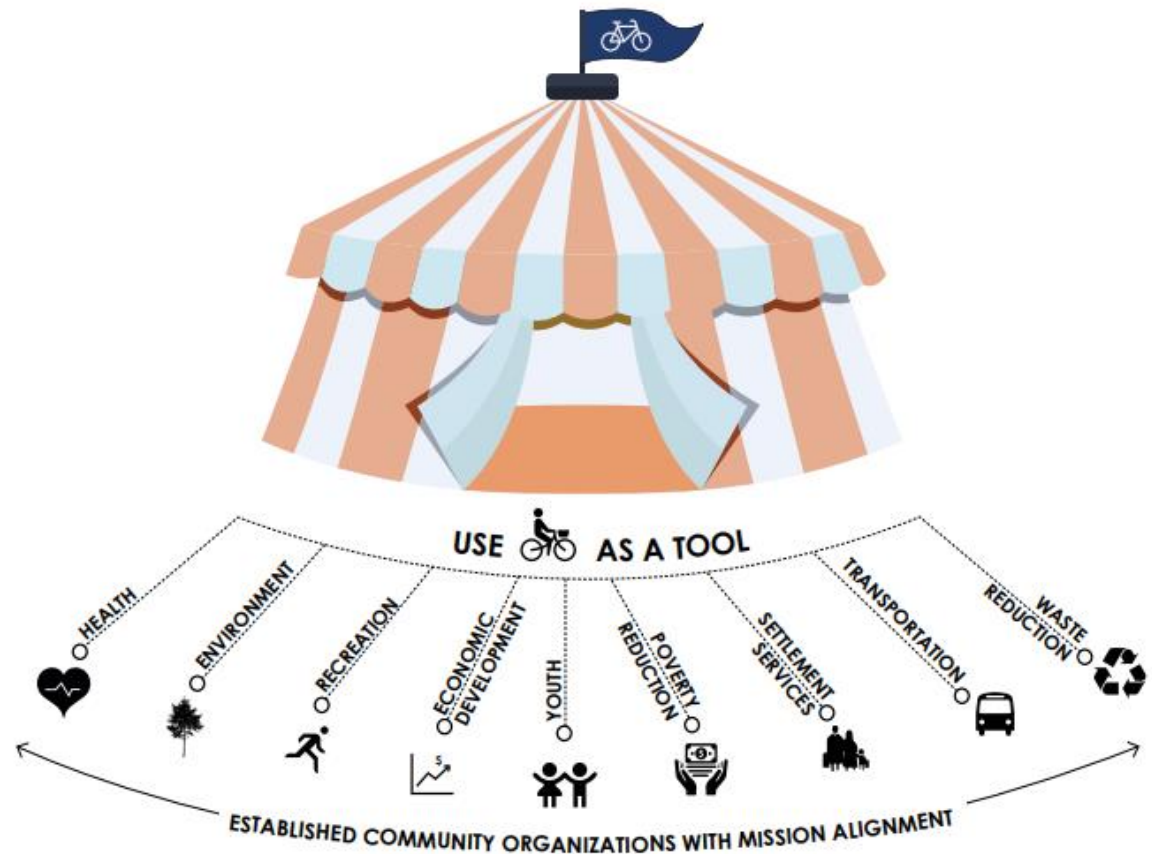
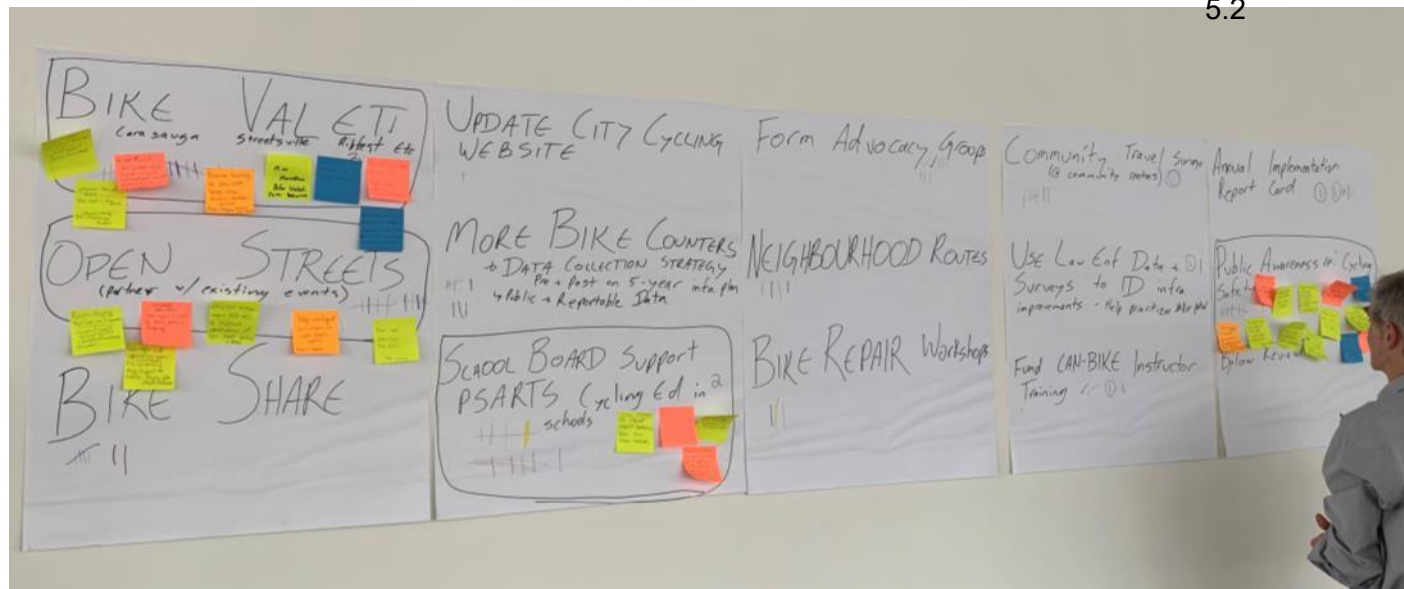


Figure 13: Many local organizations will have program objectives that could be met through cycling. Spread the net wide, and then zero in. For Scarborough Cycles, we started with a long list of nine potential partners and did detailed analysis for the four that looked most promising.

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## Bicycle Friendly Communities Workshop - Highlighted Programs:

- Bike Valet Parking at Special Events
- Open Streets
- School Board Support / Cycling Education in Schools
- Public Awareness Campaign re Cycling Safety

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## Cycling Master Plan 2019 Report Card

### Building a Bicycle-Friendly City



**3,230**  
participants in  
cycling events

**48**  
cycling programs and  
campaigns delivered



**27-year**  
Cycling vision  
for Mississauga



**\$3**  
million  
invested in  
cycling network



**415,000**  
social media impressions



**15.9 km**  
of new cycling  
infrastructure completed

### Our Four Goals

Improving safety

Building a connected, convenient  
and comfortable cycling network

Increasing cycling trips

Fostering a cycling culture

- 9.2 km Multi Use Trails
- 1.0 km Bicycle Lanes
- 0.4 km Rehabilitated Bicycle Lanes
- 5.3 km Off-Road Trails

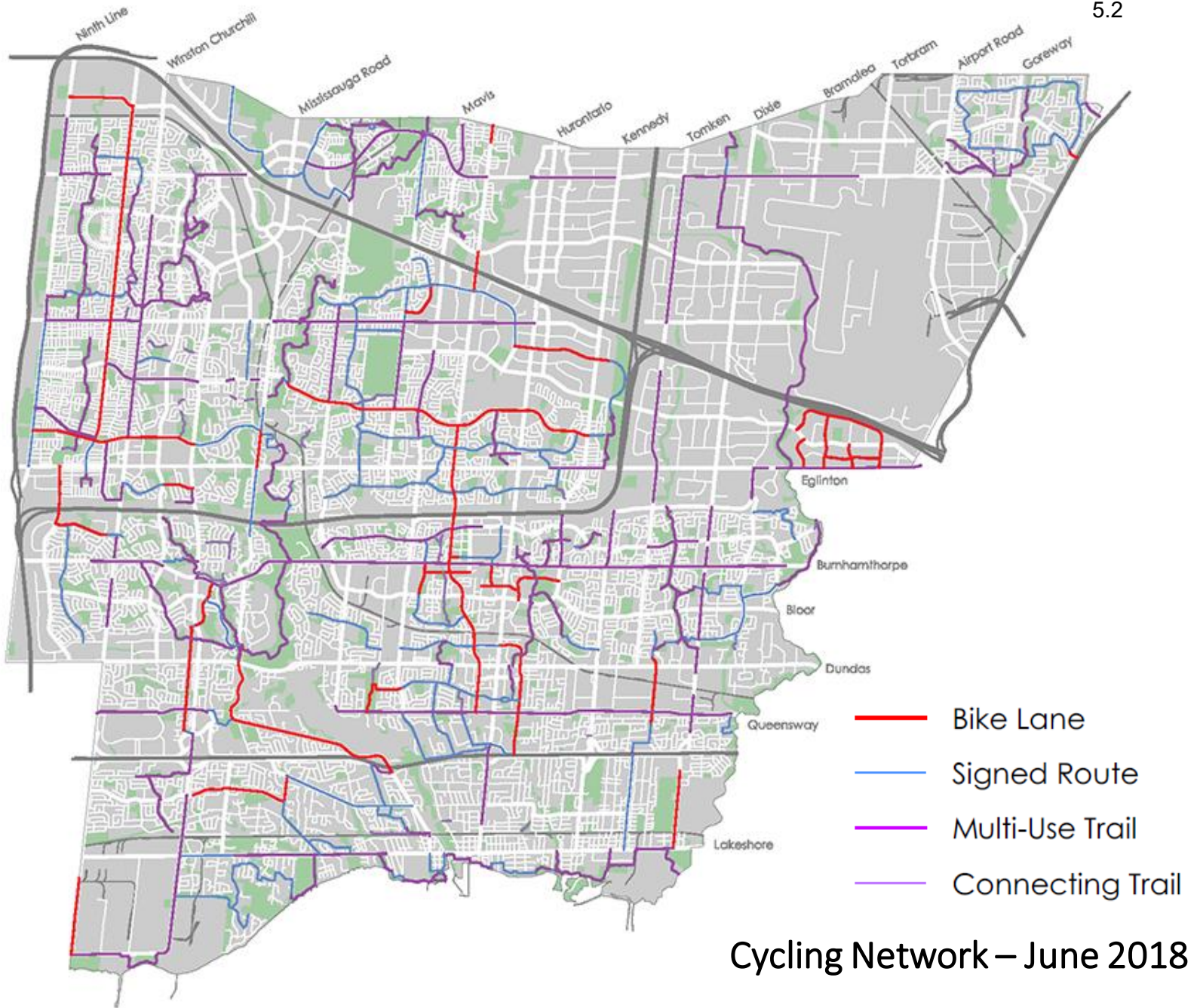
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In Progress

-  Bike Lane
-  Signed Route
-  Multi-Use Trail
-  Connecting Trail

Cycling Network – May 2021



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## OVERVIEW



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