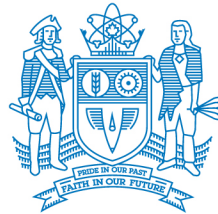


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Hon. Prabmeet Sarkaria
 Minister of Transportation
 5th Flr, 777 Bay Street
 Toronto, ON M7A 1Z8

November 20, 2024

RE: Mississauga's Cycling Master Plan and Bill 212

Dear Minister Sarkaria,

I'm writing to you on behalf of both City Council and the Mississauga Cycling Advisory Committee (MCAC) regarding Bill 212, *Reducing Gridlock, Saving you Time Act, 2024*, to convey the city's continued support for building safe cycling infrastructure in Mississauga as part of a broader strategy to break congestion and gridlock, build more housing, and move people safely across our city.

MCAC is a citizen advisory committee who make recommendations to Council regarding the city's plans for cycling infrastructure. They have worked with city staff and Council for many years to develop Mississauga's Cycling Master Plan - a long-term strategy to build more safe and accessible cycling infrastructure in Mississauga. This commitment is aligned with the city's commitment to Vision Zero, which aims to reduce to zero the fatalities and serious injuries on our roads.

The city's cycling strategy is also aligned with our commitment to build more homes in Mississauga and meet our provincial housing target. As our population increases, we need to provide both existing and new residents with expanded options to meet their transportation needs, including cycling, to move around our city quickly and safely. We share the objective of building complete, livable communities, which require a variety of safe and connected mobility options.

Research from around the world and right here in Ontario shows that safe and accessible cycling lanes are critical to breaking urban congestion and gridlock. More people using bikes to get around means less traffic on our roads. But we know that people will not ride if they do not feel safe. In 2023 alone, two cyclists were killed and 51 injured on Mississauga's roads. 85% of serious cycling injuries and fatalities take place on roads without safe, dedicated cycling infrastructure. In short, separated and protected bike lanes save lives.

I raise these facts in light of Bill 212, which will significantly limit new bike lane construction on our roads if a lane of traffic is removed. While we appreciate the Province's focus on reducing congestion and gridlock, this must be balanced with the ability of all road users to move safely, including cyclists. Sometimes, this means

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reducing a lane of vehicle travel to install safe cycling infrastructure. The city does not make these decisions lightly, but only after extensive study and community consultation. We always work to improve travel times and reduce traffic wherever possible, while building cycling infrastructure that will move people by bike, and now e-scooters and e-bikes, across our city safely.

You will note from my October 30, 2024 letter that, in the case on Bloor Street, while the redesign removes a lane of traffic, cycle tracks are being provided in the boulevard. The removal of the traffic lane is needed to improve road safety and mobility for all users, while travel times are expected to remain constant, if not improve with this change.

On behalf of MCAC and Mississauga Council, I ask that you and your ministry make decisions based on facts and studies, and work with municipalities, including Mississauga, to ensure we build roadways that support the safe mobility of all users. Cities know the infrastructure needed to move people effectively and to build safe communities.

Regards,

Carolyn Parrish
 Mayor

Cc., Hon. Doug Ford, Premier
 Hon. Nina Tangri, Associate Minister of Small Business
 Hon. Natalia Kusendova, Minister of Long-Term Care
 Sheref Sabawy, MPP
 Deepak Anand, MPP
 Rudy Cuzzetto, MPP
 Kaleed Rasheed, MPP
 Laurie Scott, MPP and Chair of Standing Committee on Heritage, Infrastructure
 and Cultural Policy
 Members of Mississauga Cycling Committee
 Members of Mississauga Council