



Bloor Street Integrated Project

Community Meeting #2 (VIRTUAL)

October 27, 2021



Purpose of Community Meeting #2



Share feedback received at Community Meeting #1, and review completed analysis for safety and noise.

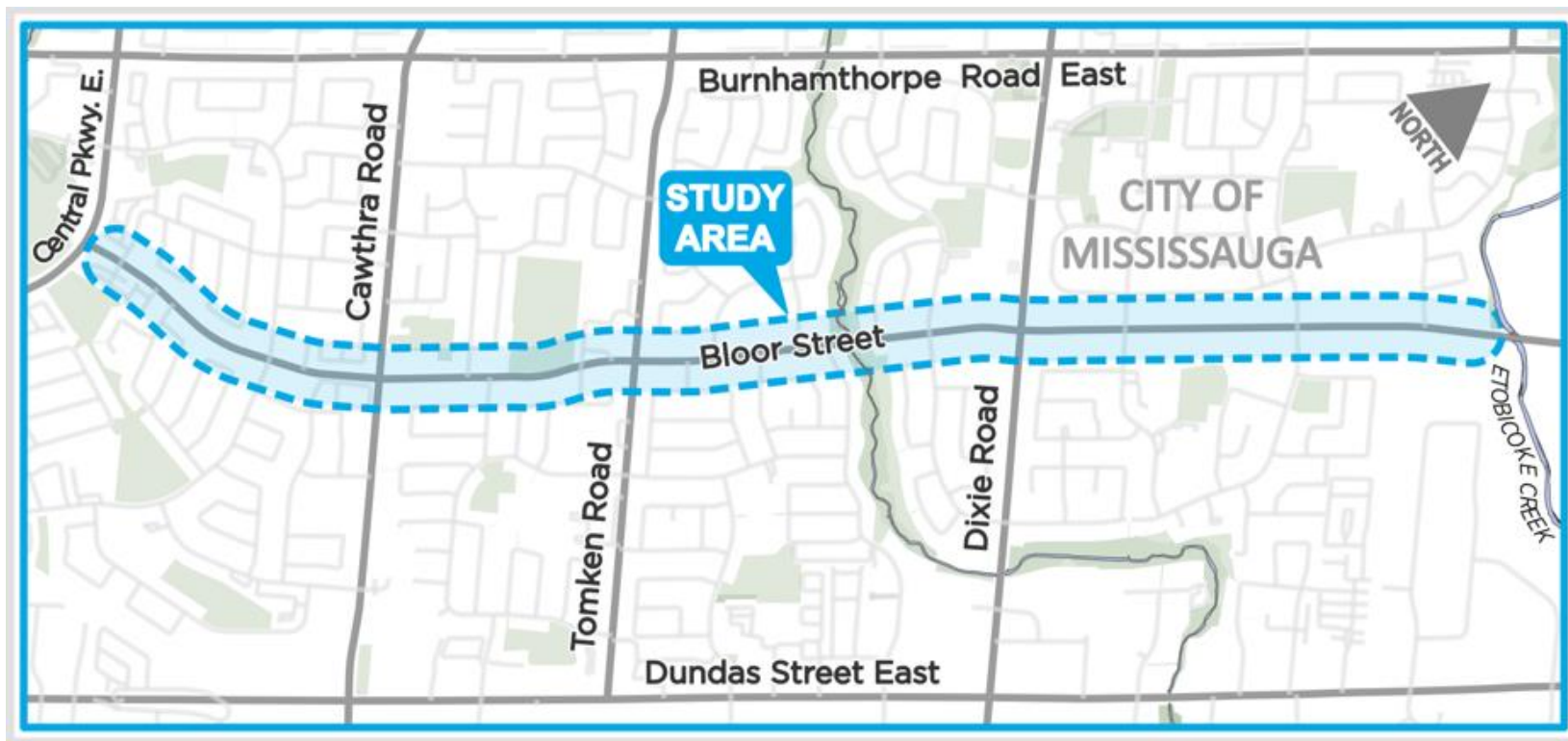


Provide the evaluation criteria for the alternative solutions, including the draft evaluation of alternatives.



Answer any questions you have with the proposed improvements. Present the study timeline, next steps and how to stay engaged.

Study Area



Summary of Community Meeting #1



Study Area



Existing Conditions



Planning and Policy
Context



Opportunities and
Considerations



Opportunities for
Improvements



Consultation and
Engagement

What We Heard at Community Meeting #1



Support for new active transportation facilities



Concerns about maintaining traffic operations



Desire to lower noise levels along Bloor Street



Desire to address speeding along Bloor Street

Road Safety – Vision Zero



Adopted by Mississauga in 2018



Vision Zero Principles:

Prioritize the safety and access of our most vulnerable road users

Eliminate all serious injury and fatal collisions

Zero = No loss of life or serious injury is acceptable in Mississauga

Road Safety



Improve safety at intersections



New cycling facilities and separate from through traffic

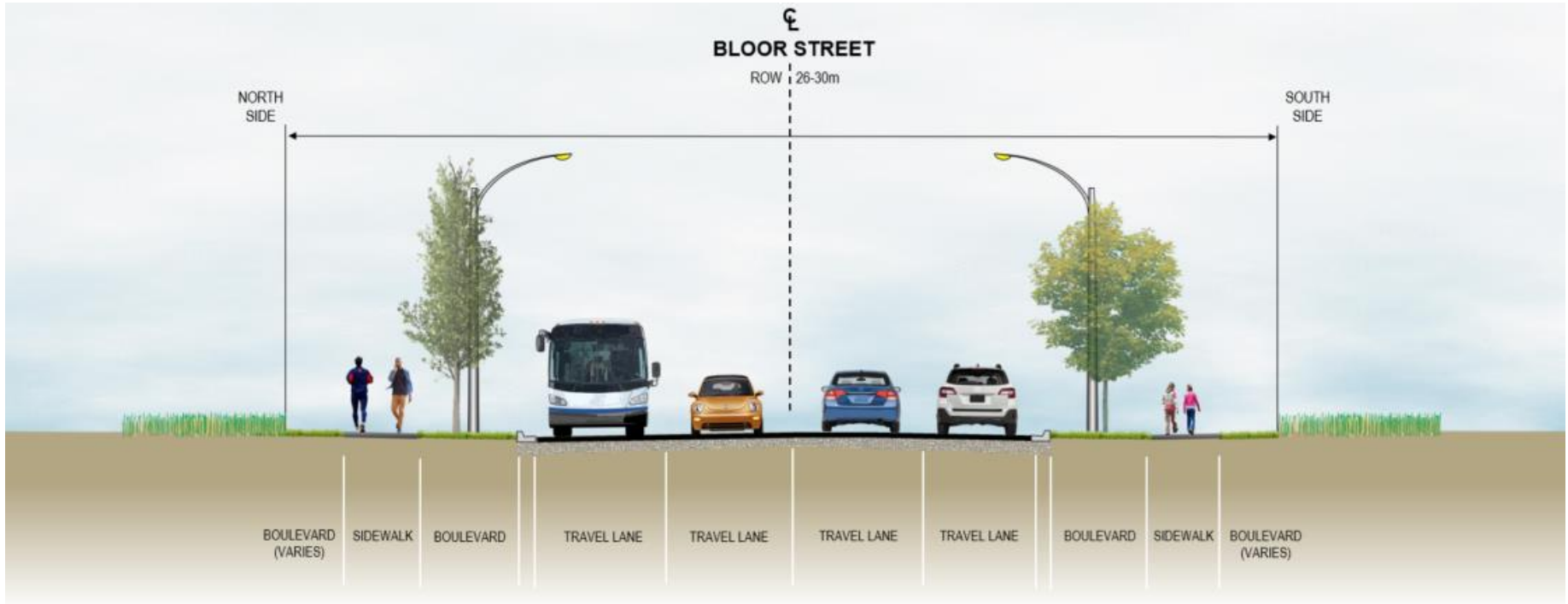


Support vulnerable users and update accessibility features



Consider New pedestrian Crossing(s)

Existing Bloor Street Cross-section

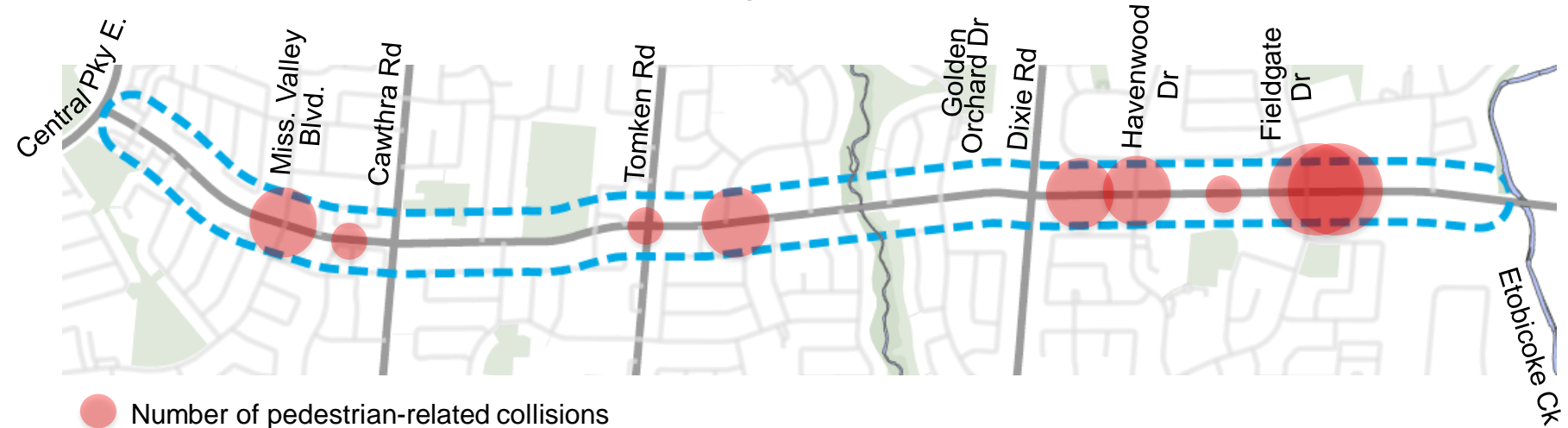


Character Areas



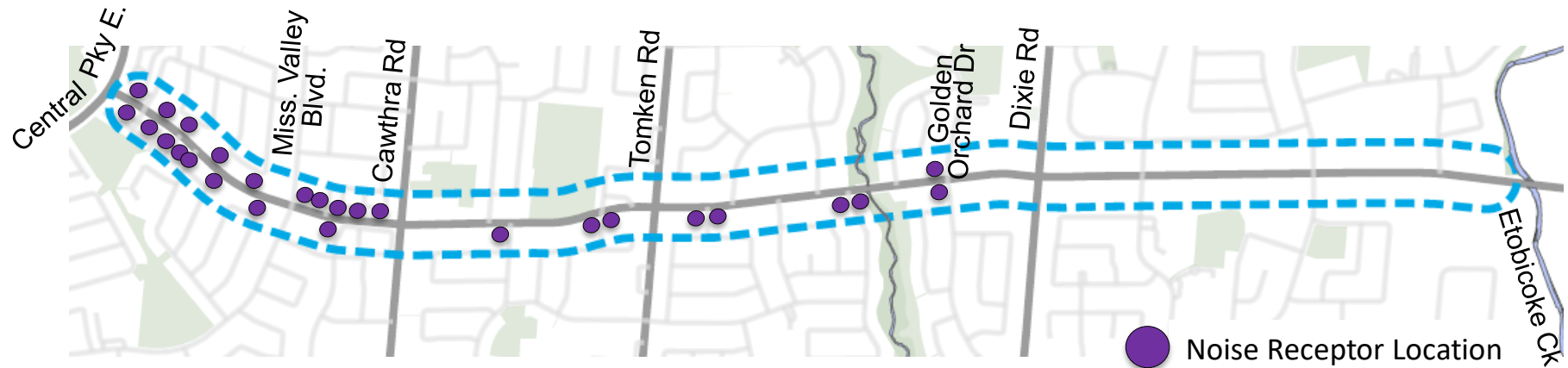
Safety Analysis – Pedestrian Collisions

- A Safety Assessment has been completed for the Bloor Street corridor
- A total of 17 pedestrian collisions were reported between 2016-2019
- Pedestrian collisions are over-represented east of Dixie Road



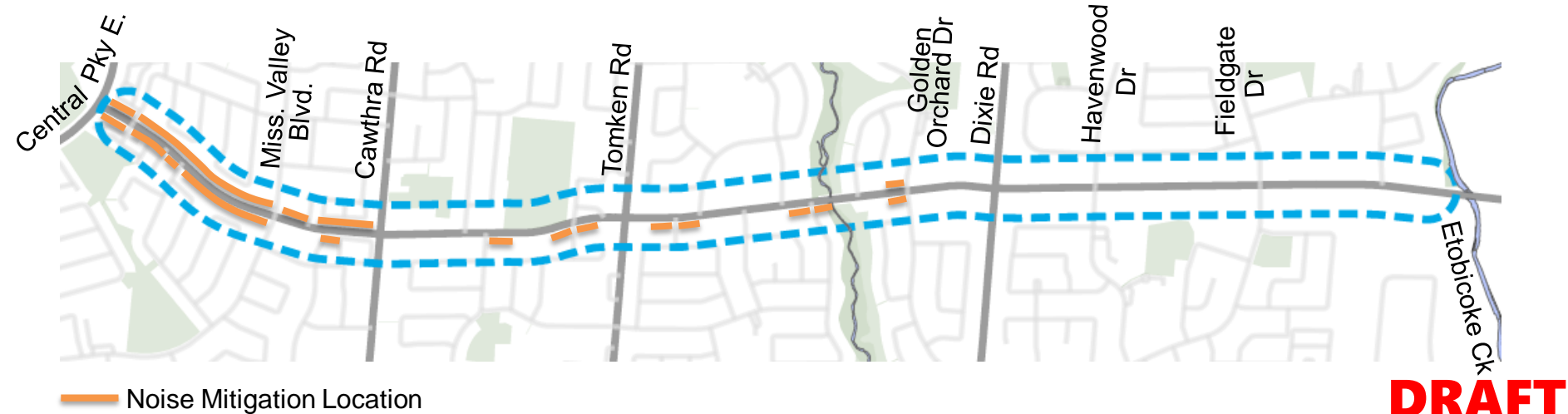
Noise Assessment

- A Noise Assessment has been completed for the Bloor Street corridor
- A total of 27 noise receiver locations were identified for qualifying residential properties (rear and side lots)
- Noise was assessed for both existing and future (2041) noise levels



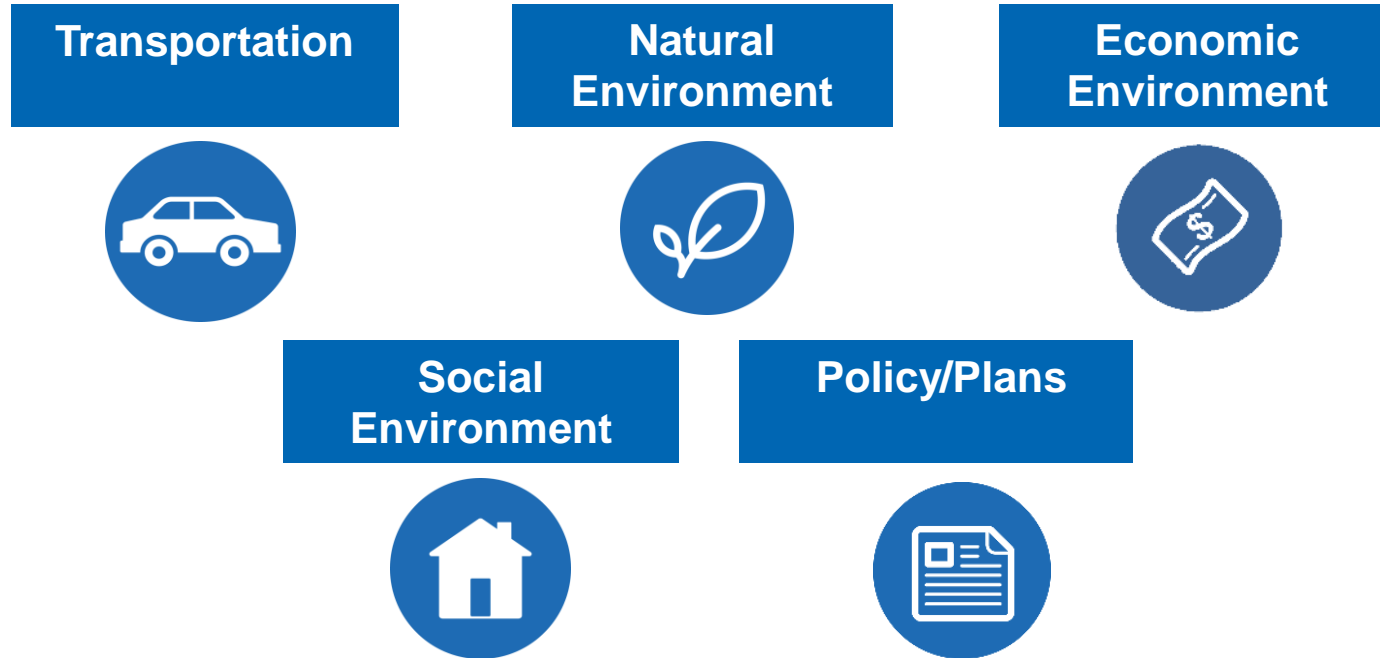
Noise Assessment

- The forecasted noise levels exceed the City noise level criteria (60 dBA during the daytime) for residential rear yards or side yards fronting Bloor Street. Noise mitigation is warranted at the locations shown below.



Evaluation Criteria for Alternative Solutions

The Alternative Solutions were evaluated based on the following criteria.



Cycling Facilities - Types

Cycle Tracks



Example



Example

Separated Bike Lanes



Example



Example

Alternative Solutions – Considered

Do-Nothing (Comparison Only)

- 4 lanes
- Sidewalks
(both sides)
- No
dedicated
cycling
facilities

Alternative 1 (In-Boulevard Cycle Tracks Both Sides)

- 4 lanes
- Sidewalks
(both sides)
- Cycle Tracks
(both sides)

Alternative 2 – Road Diet (On-Road Bike Lanes)

- 2 lanes
- Sidewalks
(both sides)
- Separated
Bike Lanes
(both sides)

Alternative 3 (In-Boulevard Cycle Track North Side)

- 4 lanes
- Sidewalks
(both sides)
- Cycle Track
(north side)

Alternative 4 (In-Boulevard Cycle Track South Side)

- 4 lanes
- Sidewalks
(both sides)
- Cycle Track
(south side)

Evaluation of Alternatives – West & Central Sections

Criteria	Do Nothing <ul style="list-style-type: none"> 4 lanes Sidewalks (both sides) No cycling facilities 	Alternative 1 <ul style="list-style-type: none"> 4 lanes Sidewalks (both sides) Cycle Tracks (both sides) 	Alternative 2 <ul style="list-style-type: none"> 2 lanes Sidewalks (both sides) Separated Bike Lanes (both sides) 	Alternative 3 <ul style="list-style-type: none"> 4 lanes Sidewalks (both sides) Cycle Track (north side) 	Alternative 4 <ul style="list-style-type: none"> 4 lanes Sidewalks (both sides) Cycle Track (south side)
Trans- portation	Not Preferred	Most Preferred	Not Preferred	Preferred	Preferred
Social Environ.	Preferred	Not Preferred	Preferred	Most Preferred	Most Preferred
Natural Environ.	Most Preferred	Not Preferred	Most Preferred	Preferred	Preferred
Economic Environ.	Most Preferred	Not Preferred	Most Preferred	Preferred	Preferred
Policy/ Plans	Not Preferred	Most Preferred	Preferred	Most Preferred	Most Preferred
Overall				Recommended	Recommended

Legend

Most Preferred

Preferred

Not Preferred

DRAFT

Evaluation of Alternatives – Cycle Track (North vs South)

West & Central Sections

Criteria	Alternative 3 • Cycle Track (north side)	Alternative 4 • Cycle Track (south side)
Number of trees	Not Preferred	Preferred
Number of Driveways	Preferred	Not Preferred
Number of Gateway Features	Preferred	Preferred
Access to Amenities	Most Preferred	Preferred
Utilities	Preferred	Preferred
Overall	Recommended	

Legend

Most Preferred

Preferred

Not Preferred

DRAFT

Evaluation of Alternatives – East Section

Criteria	Do Nothing <ul style="list-style-type: none"> 4 lanes Sidewalks (both sides) No cycling facilities 	Alternative 1 <ul style="list-style-type: none"> 4 lanes Sidewalks (both sides) Cycle Tracks (both sides) 	Alternative 2 <ul style="list-style-type: none"> 2 lanes Sidewalks (both sides) Separated Bike Lanes (both sides) 	Alternative 3 <ul style="list-style-type: none"> 4 lanes Sidewalks (both sides) Cycle Track (north side) 	Alternative 4 <ul style="list-style-type: none"> 4 lanes Sidewalks (both sides) Cycle Track (south side)
Trans- portation	Not Preferred	Most Preferred	Not Preferred	Preferred	Preferred
Social Environ.	Preferred	Most Preferred	Preferred	Most Preferred	Most Preferred
Natural Environ.	Most Preferred	Preferred	Most Preferred	Preferred	Preferred
Economic Environ.	Most Preferred	Preferred	Most Preferred	Preferred	Preferred
Policy/ Plans	Not Preferred	Most Preferred	Preferred	Most Preferred	Most Preferred
Overall		Recommended			

Legend

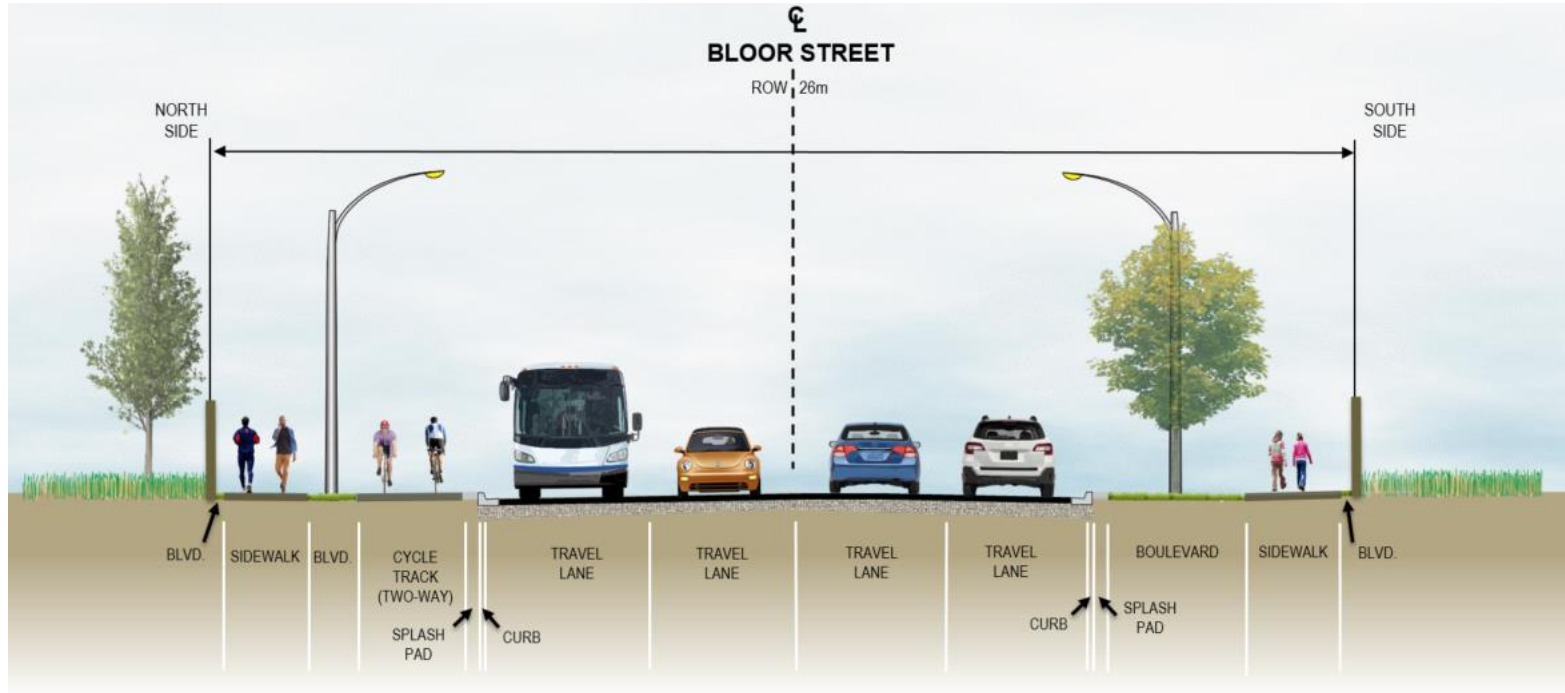
Most Preferred

Preferred

Not Preferred

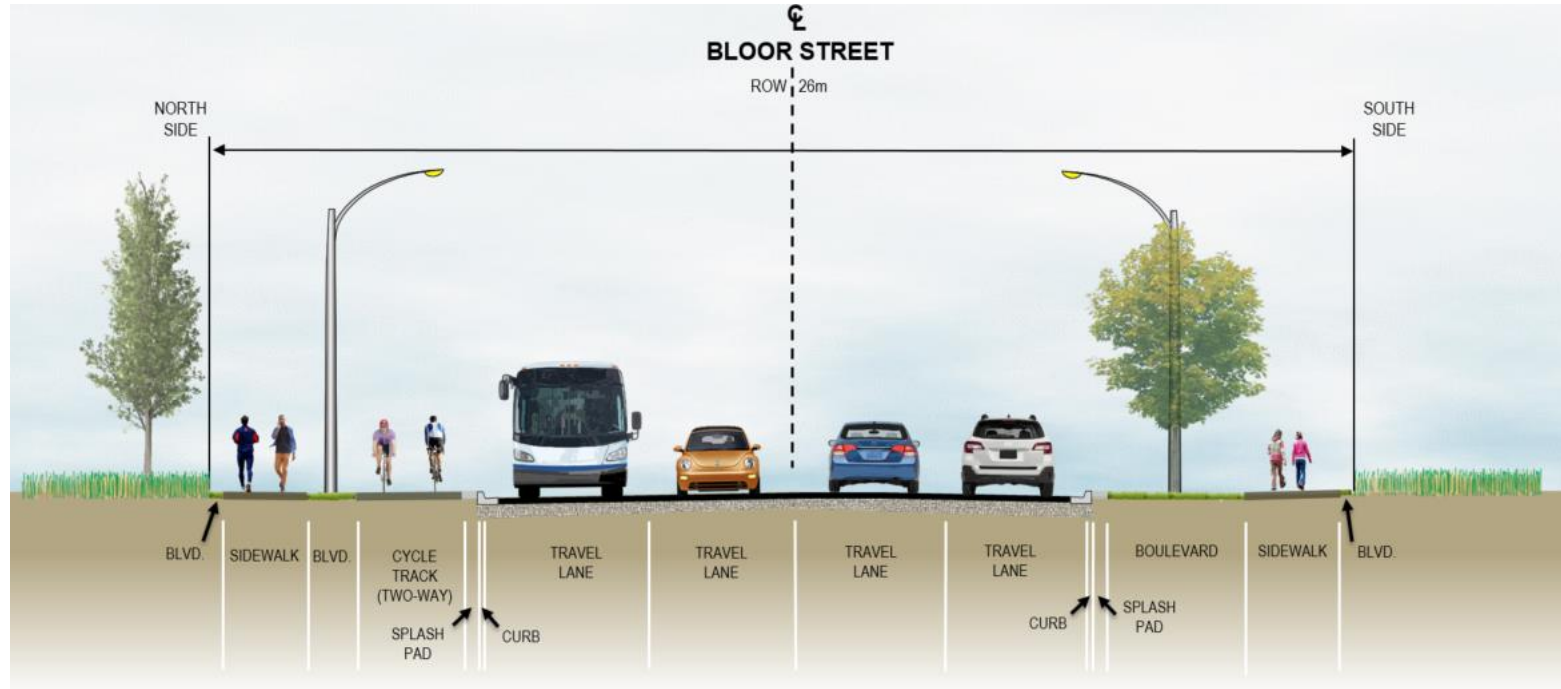
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Design Concept – Central Parkway East to Cawthra Road



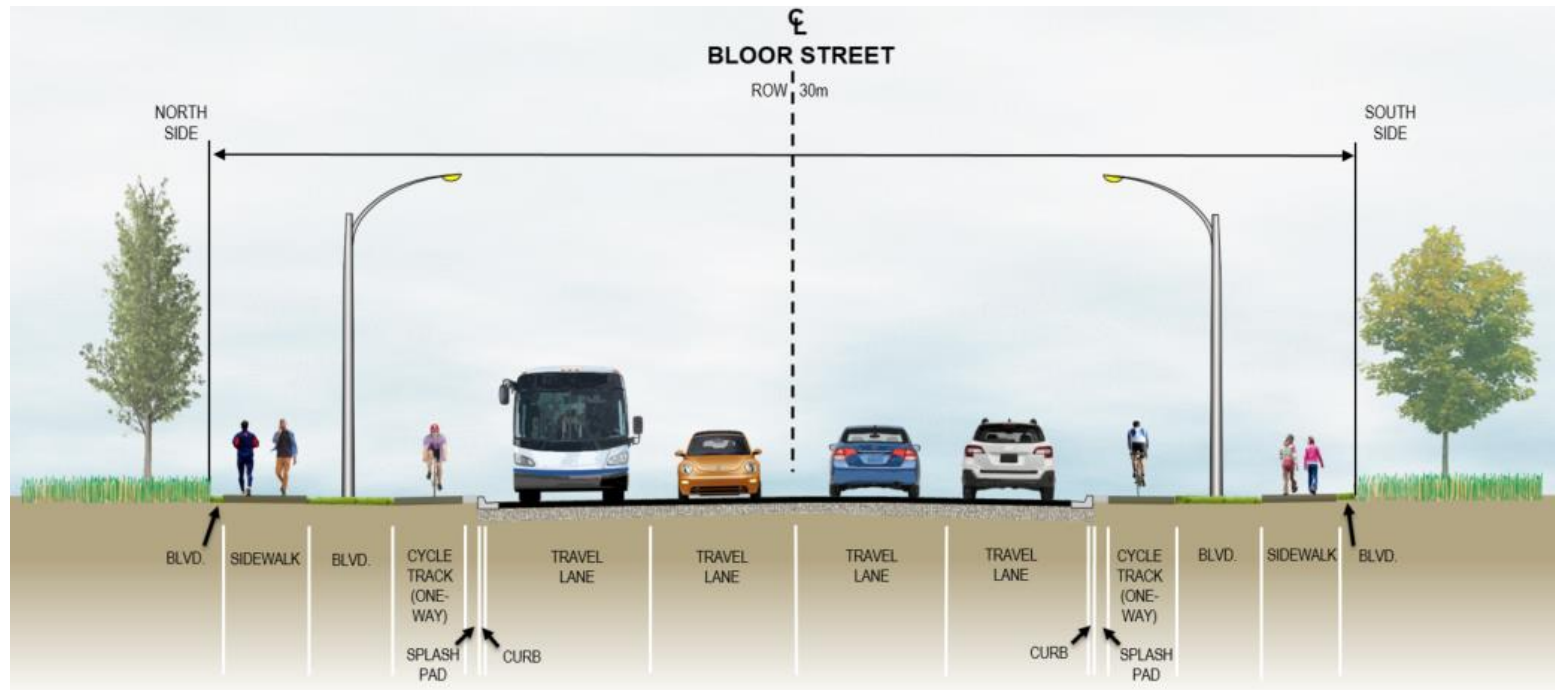
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Design Concept – Cawthra Road to Dixie Road



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Design Concept – Dixie Road to Etobicoke Creek

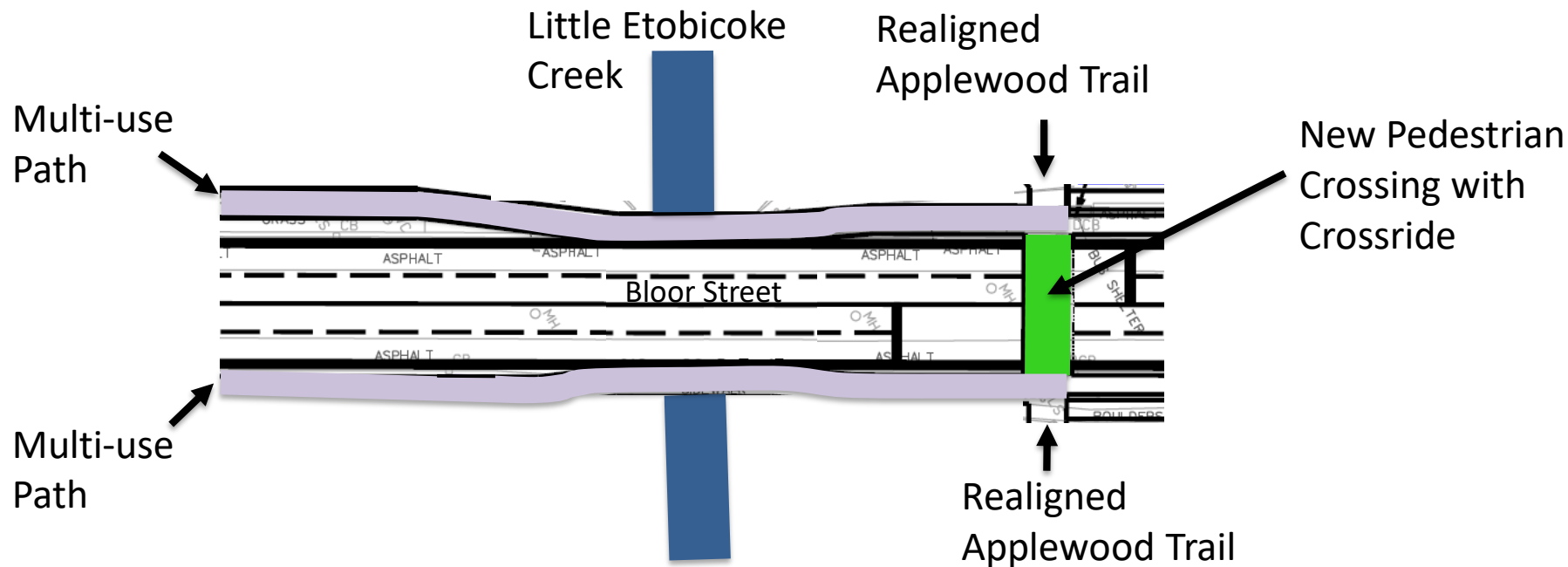


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Note: To be confirmed whether boulevard trees can be accommodated (between cycle track and sidewalk).

Note: Some adjustments to the road cross-section may be made as part of future design iterations in order to reduce localized impacts, where feasible.

New Pedestrian Crossing (Little Etobicoke Creek)



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Project Timeline and Next Steps



Next Steps



Review Feedback Received



Document Study Findings



Confirm Preliminary Design



Project Completion

Additional Information/Questions



Project Website:
Mississauga.ca/BloorStreet



Community Meeting #2
material available from
October 27 to November
19, 2021



Call 311

Contact our Project Team:

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Thank you for attending!