



Bloor Street Integrated Project

Community Meeting #3 (VIRTUAL)

March 9, 2022



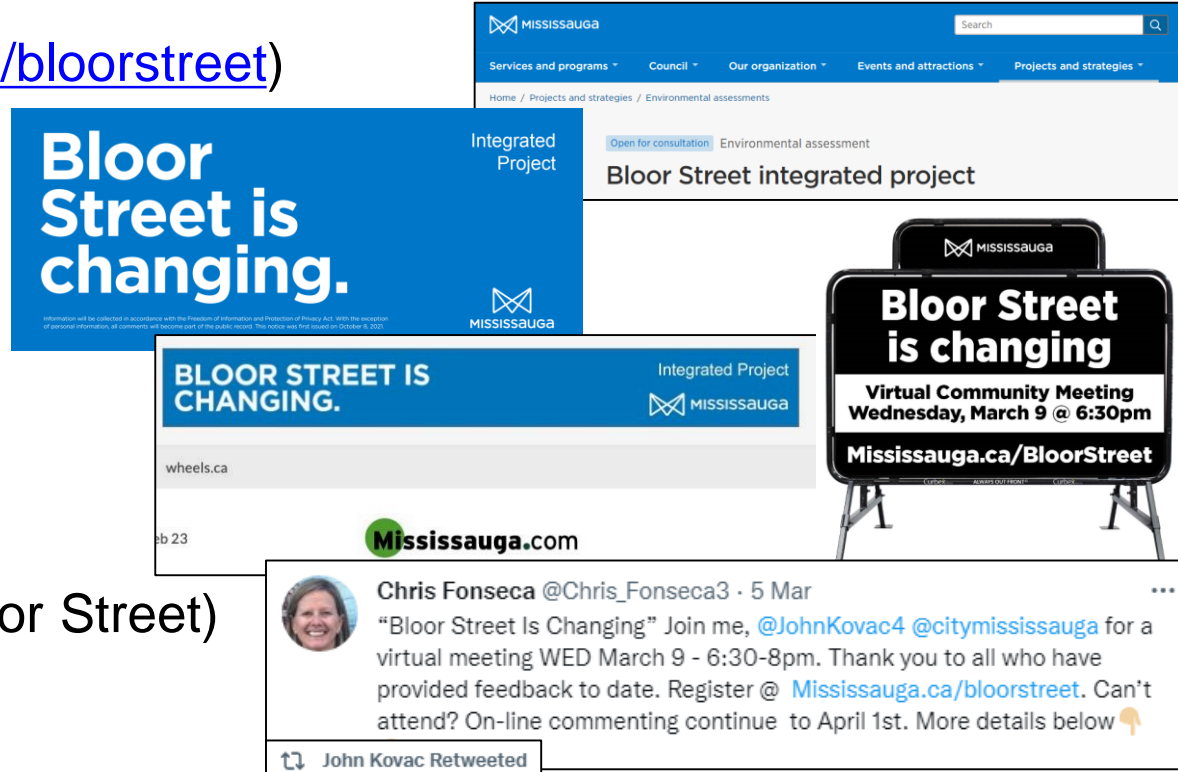
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Project Timeline and Milestones

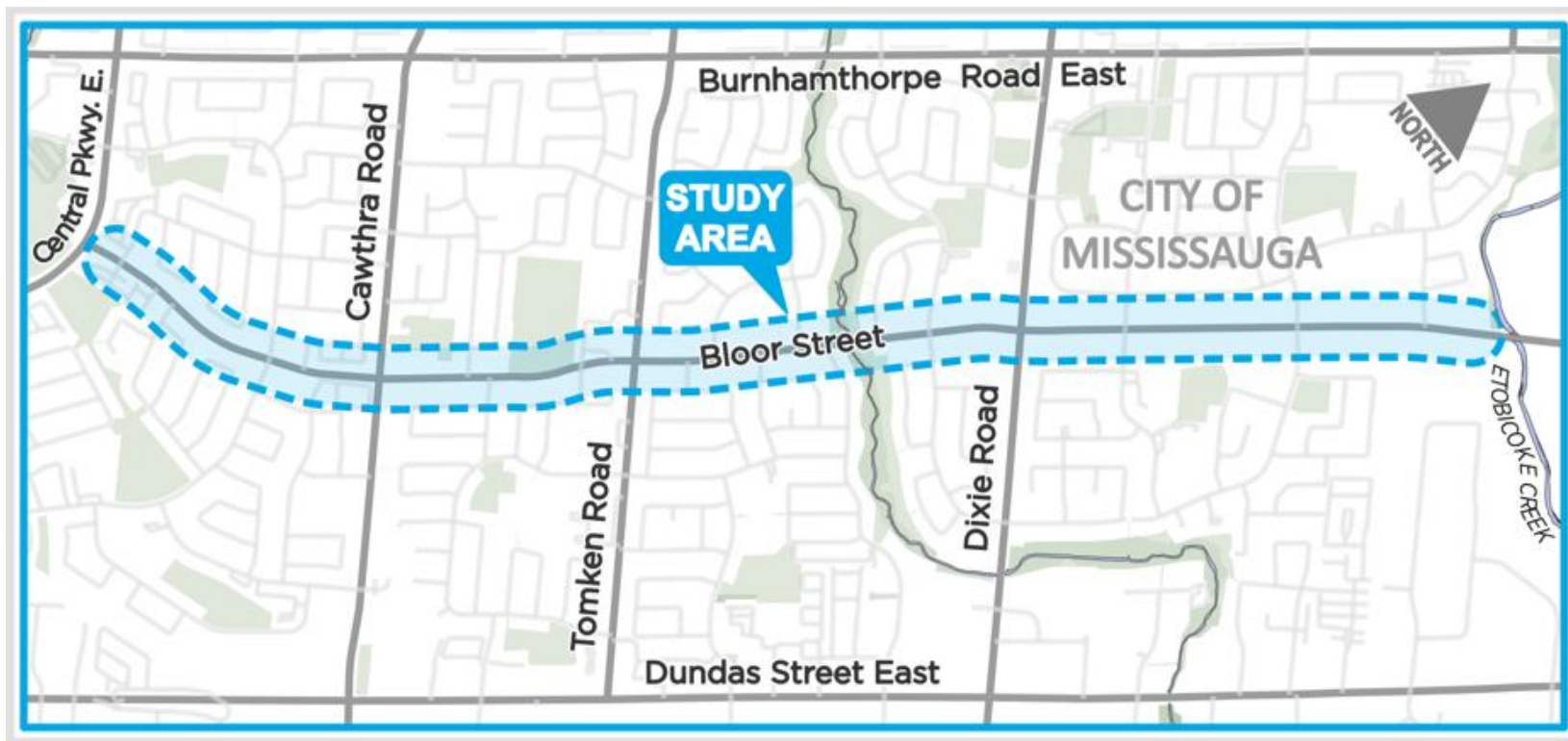


Enhanced Consultation Activities

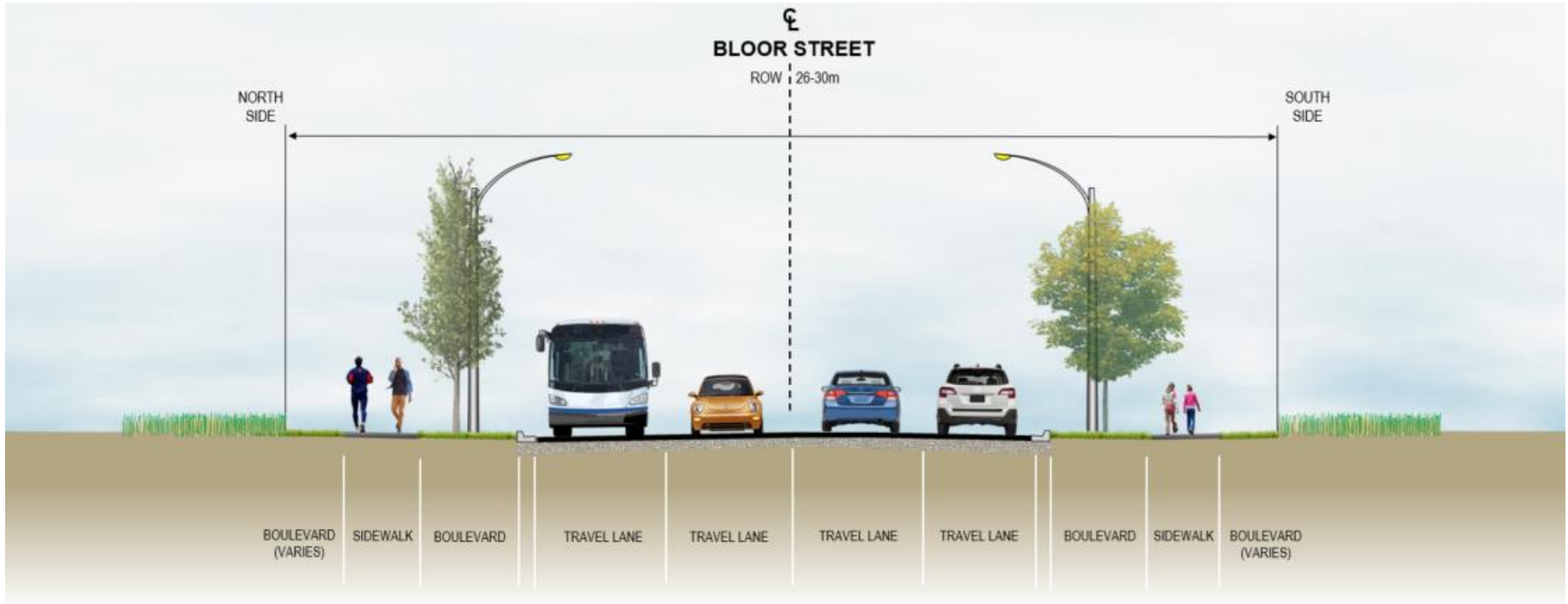
- ✓ Website (Mississauga.ca/bloorstreet)
- ✓ Postcard Mailout
- ✓ Curbex Signs
- ✓ Metroland Media (Mississauga.com)
- ✓ Max TV Media (1300 Bloor Street)
- ✓ Tweets



Study Area



Existing Bloor Street Cross-section



Character Areas



Purpose of Community Meeting #3



Share feedback received at previous Community Meetings.



Present a new design concept, including recommended safety, operational, pedestrian and cycling improvements.



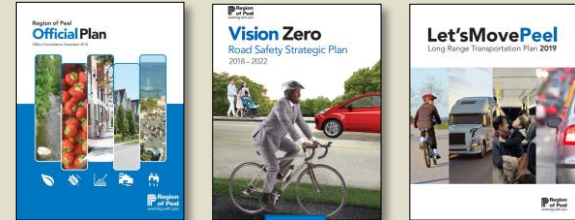
Answer any questions you have with the recommended improvements and present next steps.

Planning and Policy Context

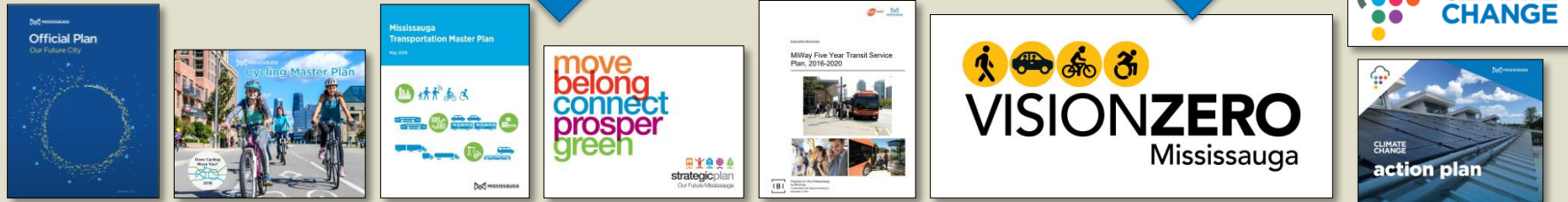
Provincial Plans



Regional Plans



Municipal Plans



Road Safety – Vision Zero



Adopted by Mississauga in 2018



Goal of Vision Zero:

Eliminate all serious injuries and fatal collisions

Action Plan
2021

City Council approved 99 Actions to advance road safety

Vision Zero Action Plan (2021)



Actions grouped by the 5 E's of road safety:



Evaluation – Tracking and monitoring incidents to improve future conditions.



Engineering – Prioritizing the safety of vulnerable users through road design.



Enforcement – Ensuring there are consequences for breaking rules of the road.



Education – Fostering concern for community members who are at risk or have been harmed while travelling.



Empathy – Learning and to follow best practices, including outreach and education.

Bloor Street – Vision Zero Actions



Reduce Lane Widths



Confirm Stop Bar Location



Protected and
Dedicated Cycling
Infrastructure



Sightline Improvements



Transit Stops



Street Lighting Upgrades



Pedestrian Countdown
Timers



Midblock Protected Crossing

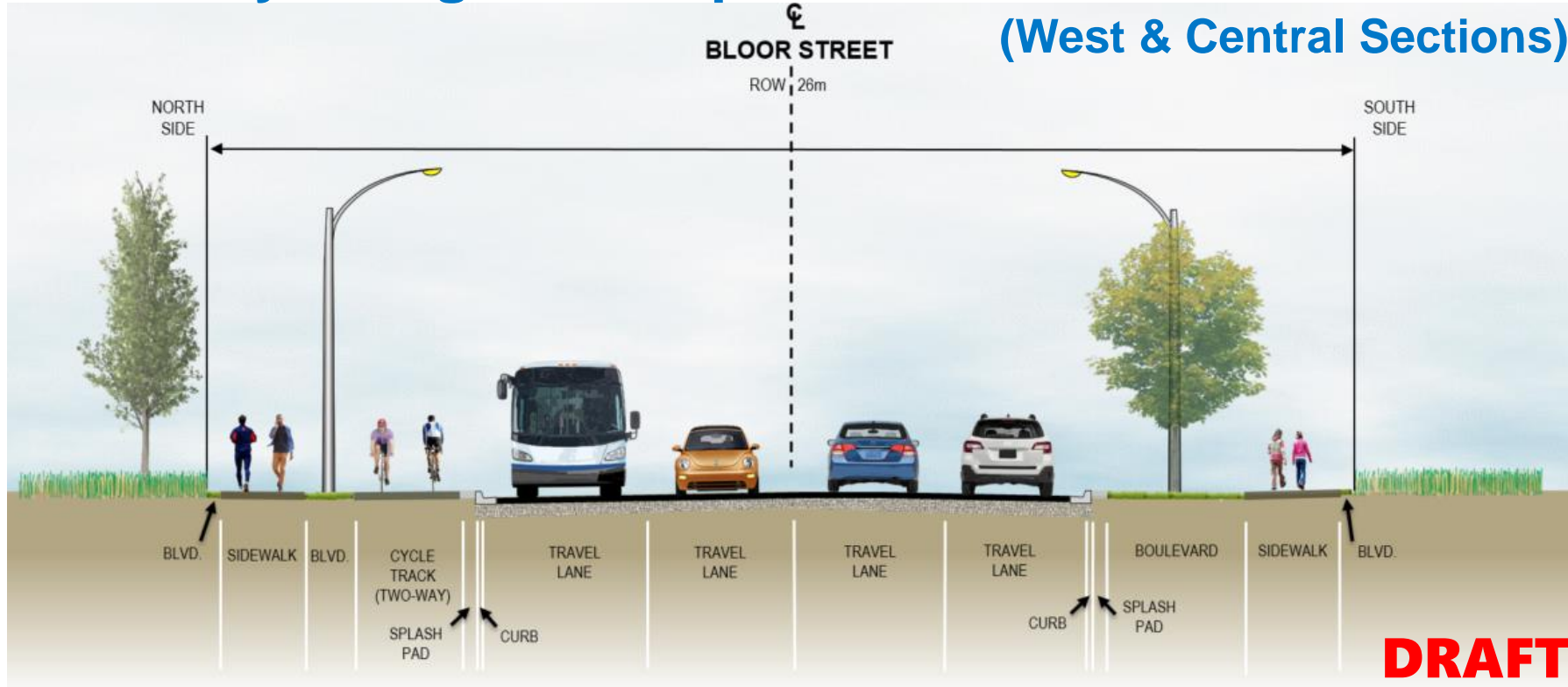
Alternatives Presented at Community Meeting #2

Do-Nothing (Comparison Only)	Alternative 1 (In-Boulevard Cycle Track Both Sides)	Alternative 2 – Road Diet (On-Road Bike Lanes)	Alternative 3 (In-Boulevard Cycle Track North Side)	Alternative 4 (In-Boulevard Cycle Track South Side)
<ul style="list-style-type: none">• 4 lanes• Sidewalks (both sides)• No dedicated cycling facilities	<ul style="list-style-type: none">• 4 lanes• Sidewalks (both sides)• Cycle Tracks, one-way (both sides) <div>East Section</div>	<ul style="list-style-type: none">• 2 lanes• Sidewalks (both sides)• Separated Bike Lanes (both sides)	<ul style="list-style-type: none">• 4 lanes• Sidewalks (both sides)• Cycle Track, two-way (north side) <div>West and Central Sections</div>	<ul style="list-style-type: none">• 4 lanes• Sidewalks (both sides)• Cycle Track, two-way (south side)

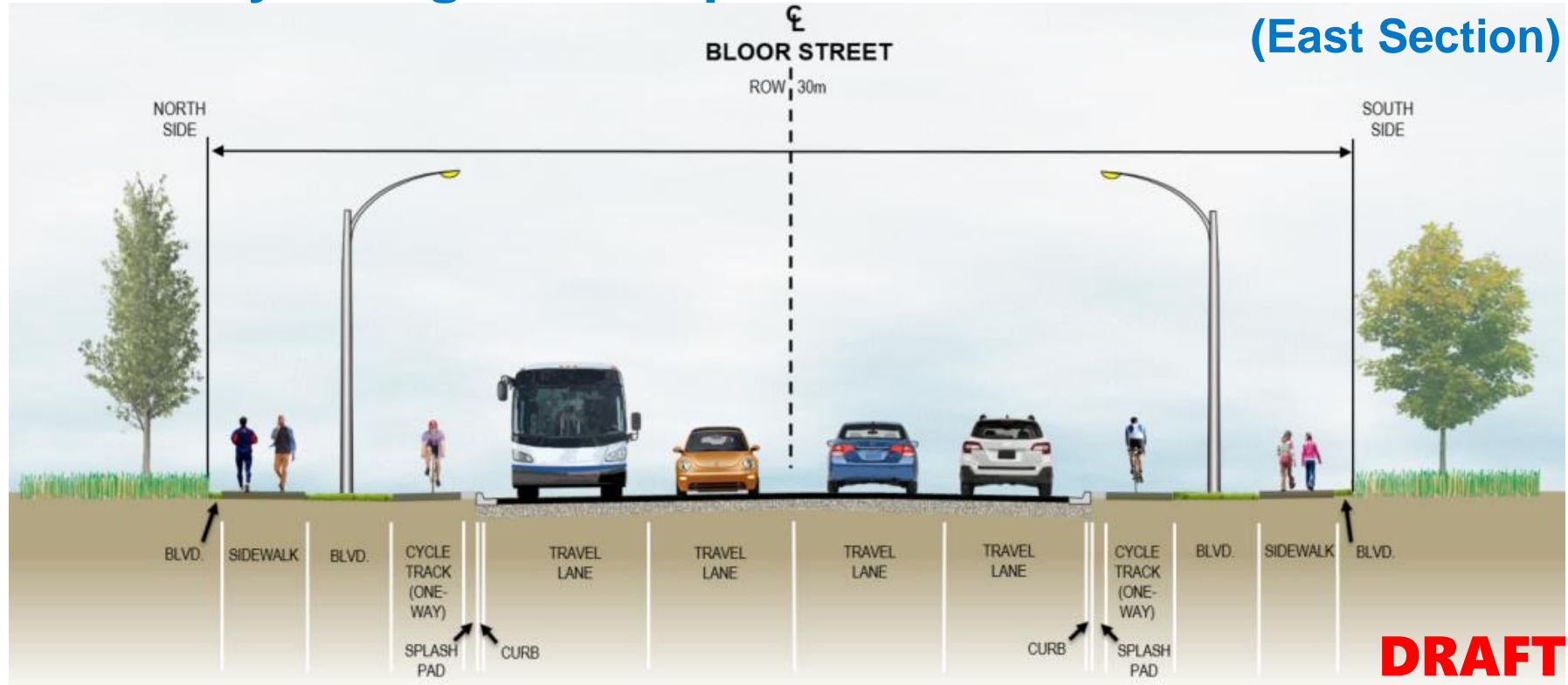
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Preliminary Design Concept – Alternative 3

(West & Central Sections)



Preliminary Design Concept – Alternative 1



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.

What We've Heard



Vision Zero



New cycling facilities



Maintain 4 travel lanes



Address speeding



Reduce noise levels



Maximize trees



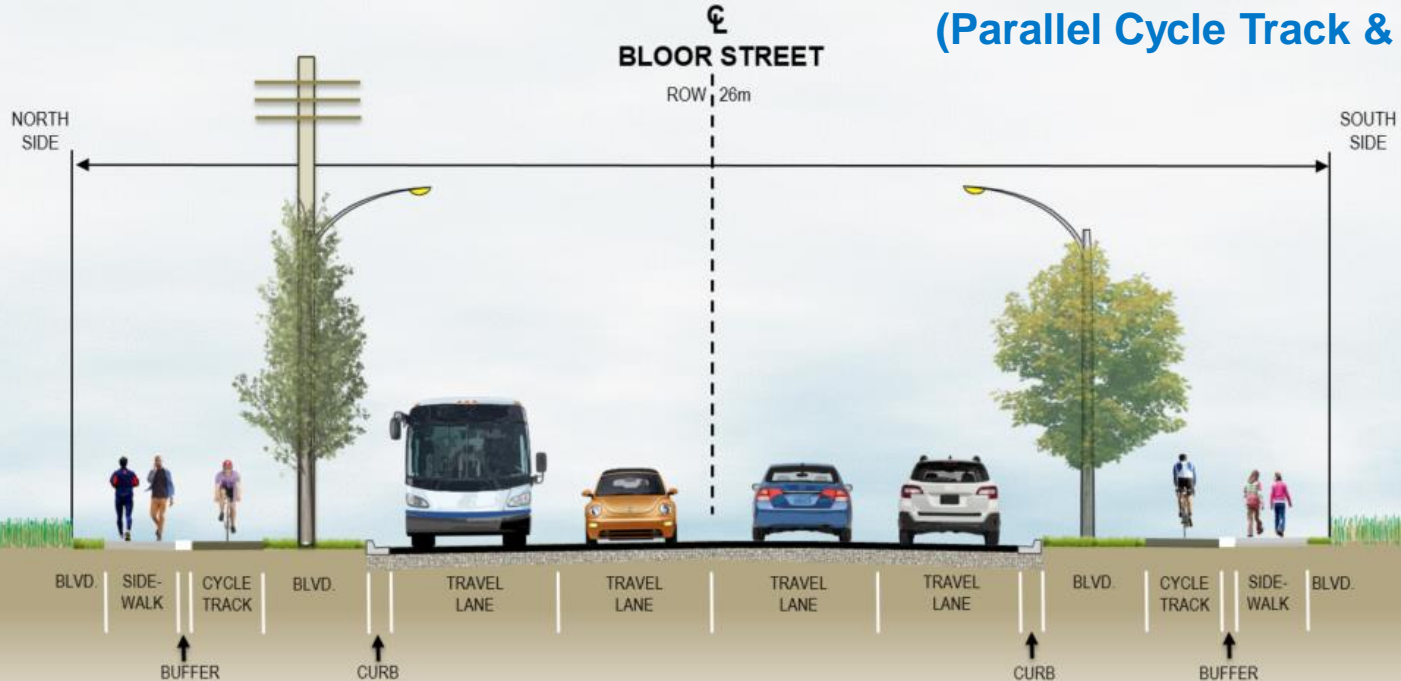
Hydro pole impacts



Maintenance impacts

New Design Concept – Alternative 5

(Parallel Cycle Track & Sidewalk)



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Evaluation – West & Central Sections



Cycling
Facilities



Trees in
Boulevard



Hydro Pole
Impacts



Maintenance
Impacts

Alternative 1 – One-way Cycle Track (Both Sides)



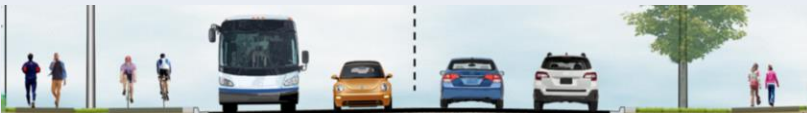
Most
Preferred

Not
Preferred

Most
Preferred

Not
Preferred

Alternative 3 – Two-way Cycle Track (North Side)



Preferred

Preferred

Most
Preferred

Preferred

Alternative 5 – One-way Cycle Track (Both Sides)



Most
Preferred

Most
Preferred

Preferred

Most
Preferred

Legend

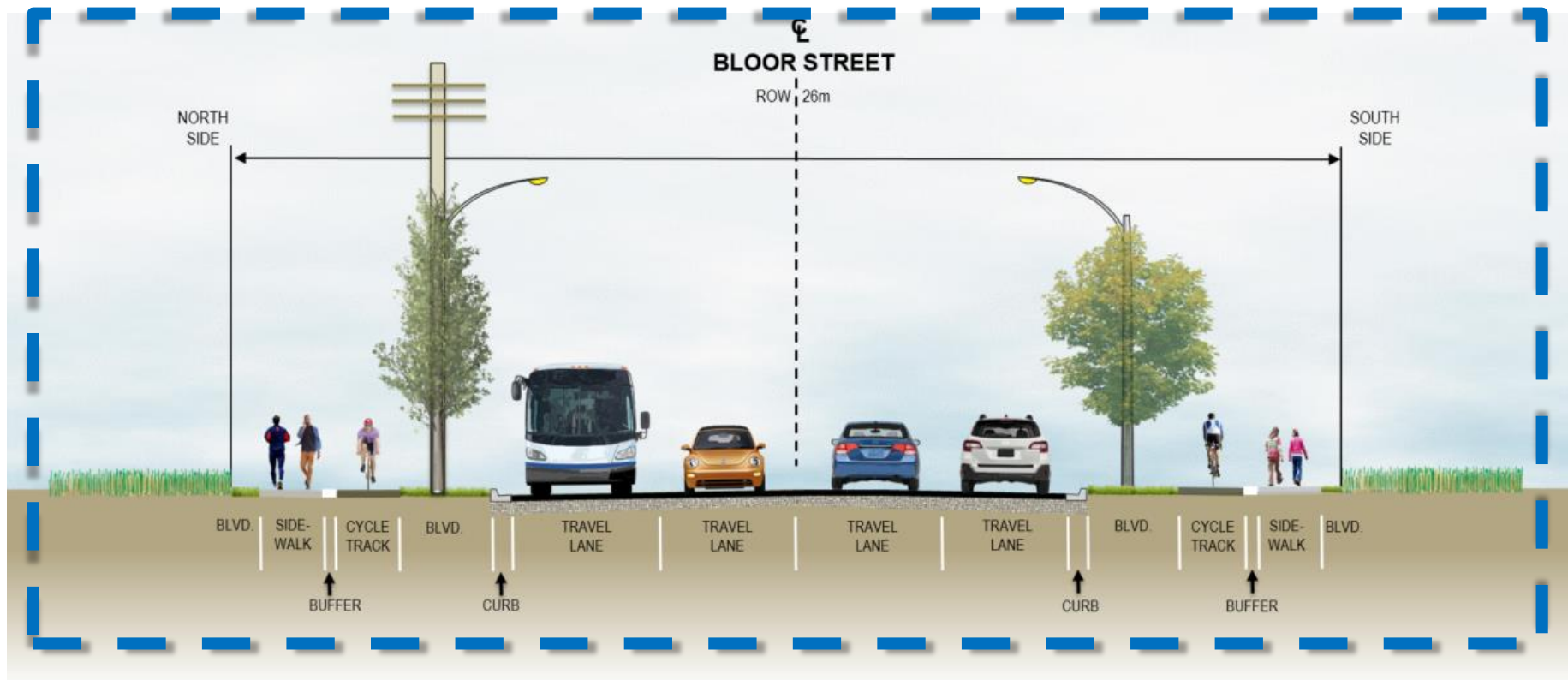
Most Preferred

Preferred

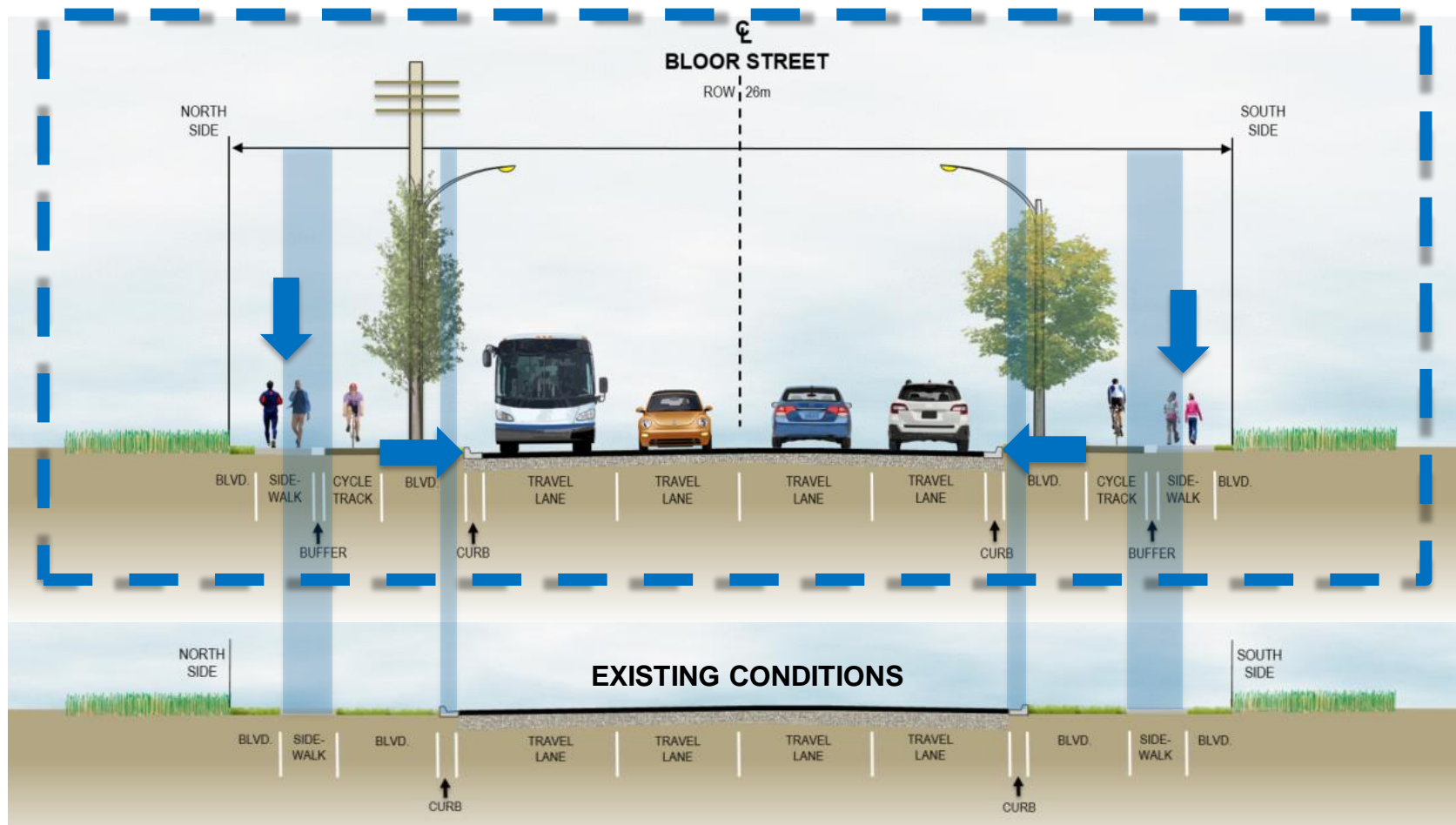
Not Preferred

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Recommended Design Concept



Recommended Design Concept vs Existing Conditions



Continuous Detectable Tactile Buffer Strip



Source: OTM Book 18, Vaughan

Examples



Hurontario Street



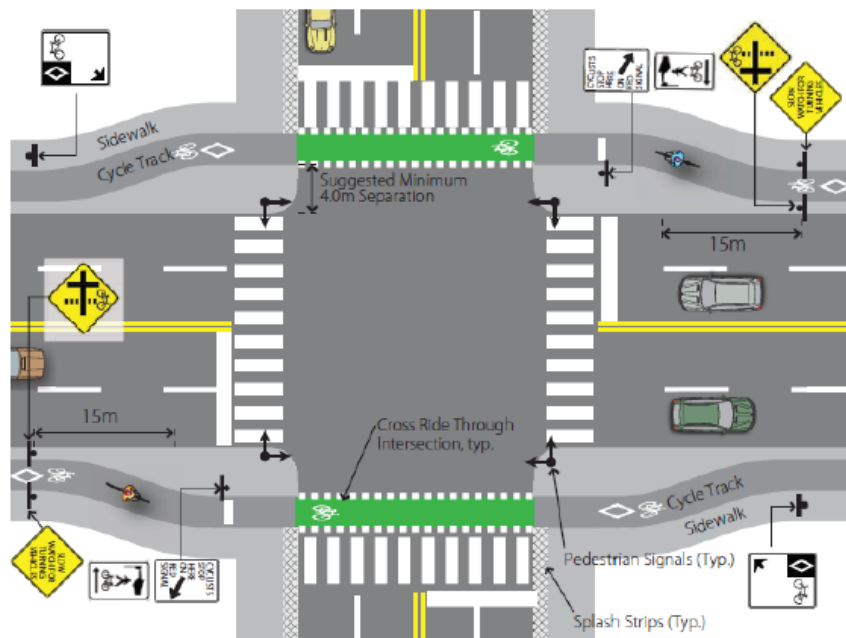
Square One Drive



Cawthra Road

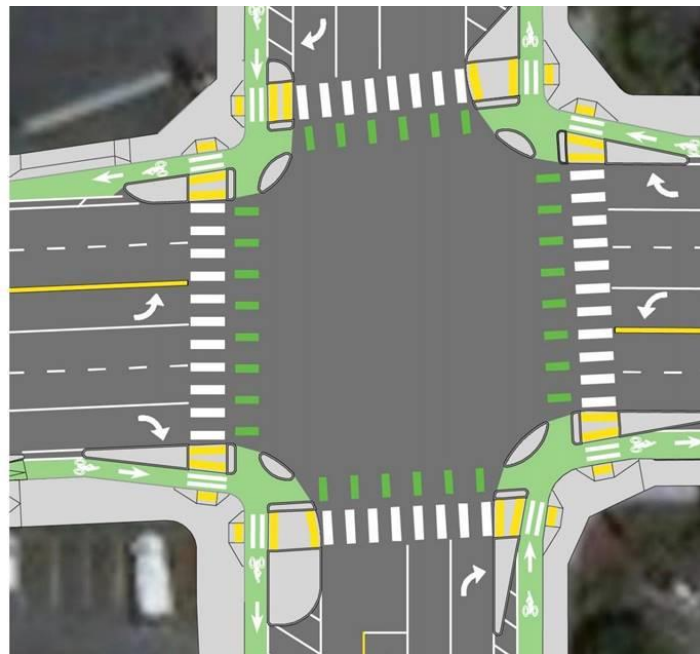
Intersection Treatments – Crossrides & Protected

Crossride



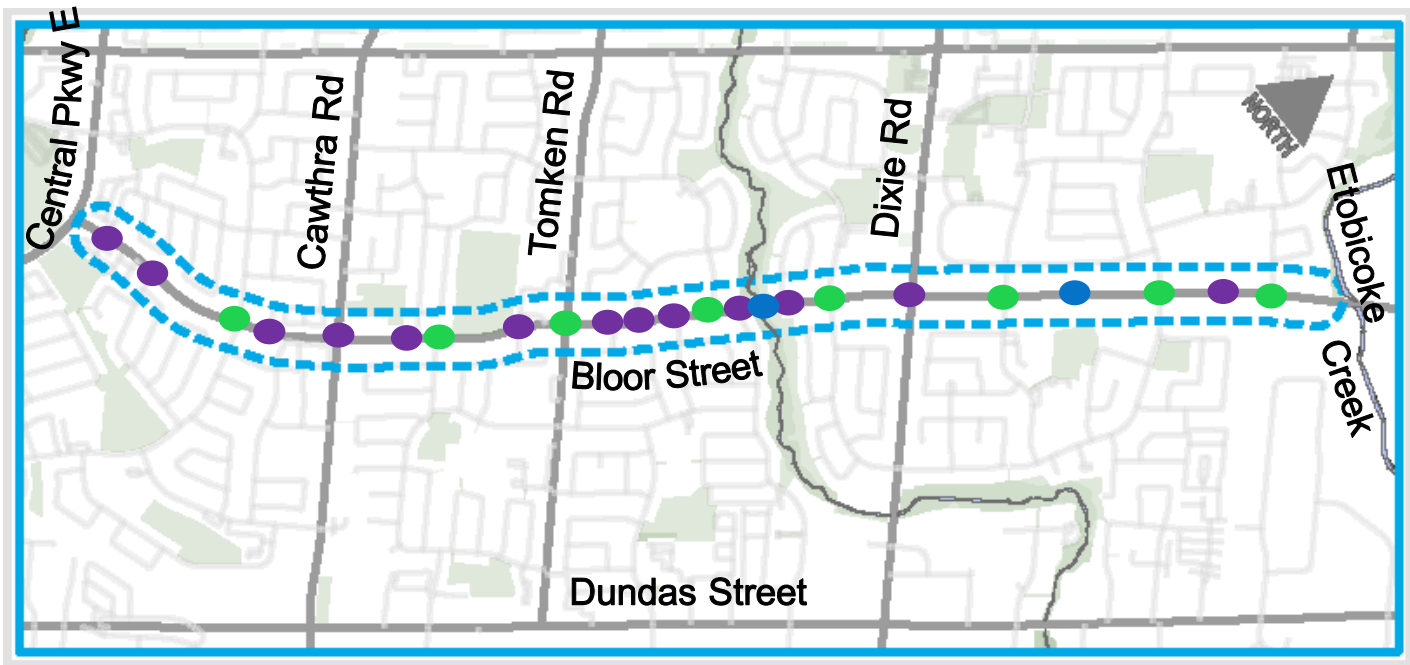
Source: OTM Book 18

Protected



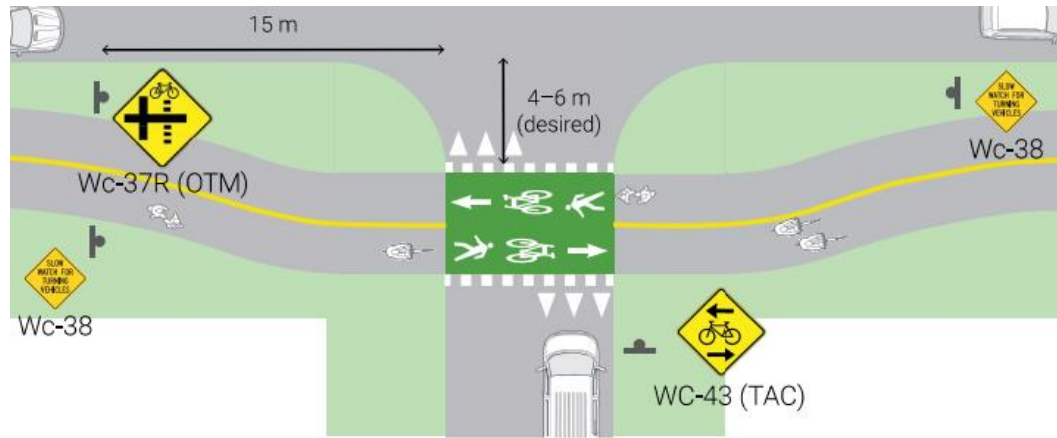
Example

Intersection Treatments – Crossrides & Protected



- Intersection (with Crossride)
- Protected Intersection (with Crossride)
- Pedestrian Signal (with Crossride)

Commercial Driveway Treatment (High-Volume)

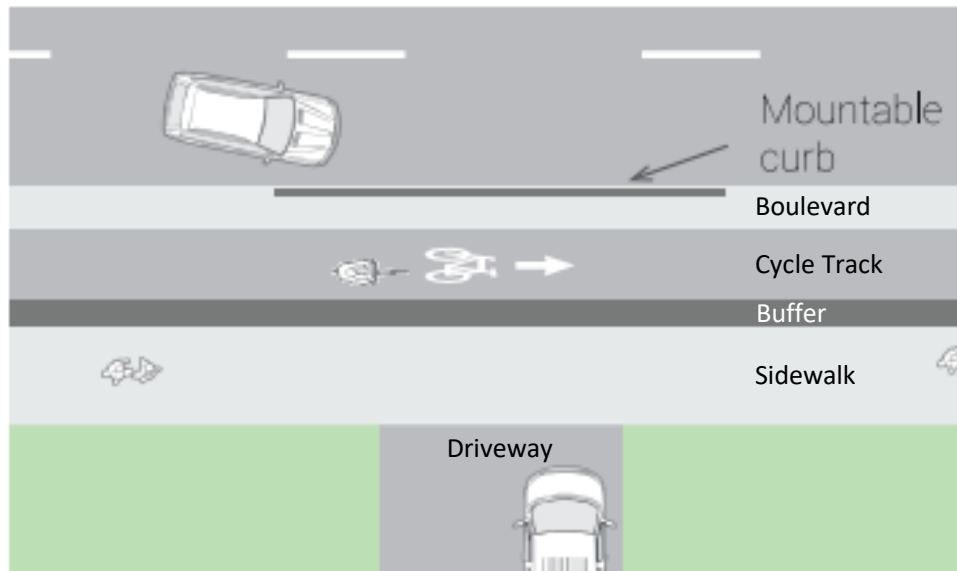


Source: OTM Book 18 (High-Volume Driveway Treatment)



Example: Clark Avenue, Vaughan

Residential Driveway Treatment (Low-Volume)



Source: OTM Book 18 (Low-Volume Driveway Treatment)



Example: Sherbourne Street, Toronto

Noise Assessment

- A Noise Assessment has been completed for the Bloor Street corridor
- Assessed both existing and future (2041) noise levels
- Noise modelling included the Outdoor Living Area (OLA) for residential noise sensitive locations
- Noise Assessment has determined that noise mitigation is warranted



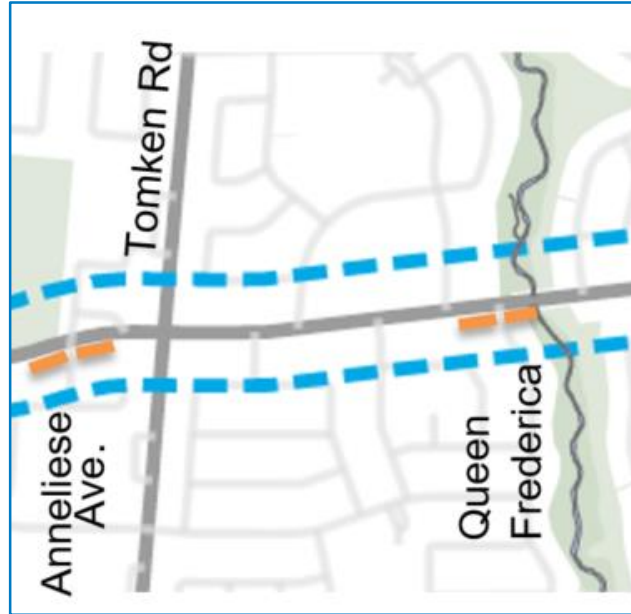
Noise Mitigation – Qualifying Locations*



West Section



Central Section



— Locations which Qualify for Noise Mitigation

* No qualifying noise mitigation locations in East Section.

Noise Wall Design – Process



West Section – West of Mississauga Valley Blvd.



West Section – Rendering



Central Section – West of Tomken Road



Central Section – Rendering



East Section – East of Fieldgate Drive



Looking eastbound

East Section – Rendering



Project Timeline and Next Steps



Next Steps



Finalize Preliminary Design



Document Study Findings



Mississauga Council for approval

Additional Information/Questions



Project Website:
Mississauga.ca/BloorStreet



Community Meeting #3
material available for
comment until to April 1,
2022



Call 311

Contact our Project Team:

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Thank you for attending!