



Matheson Blvd West Integrated Road Project

Community Meeting #1
June 5, 2023



Purpose of Community Meeting #1



- Review study purpose and existing conditions



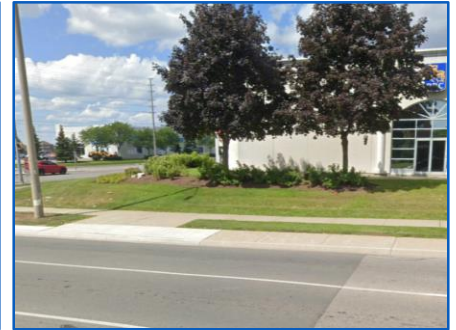
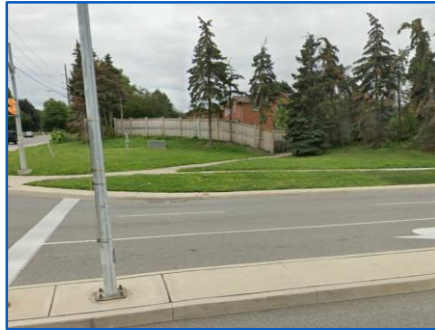
- Hear your thoughts on the potential opportunities for improvements for all road users



- Present the study timeline, next steps and how to stay engaged

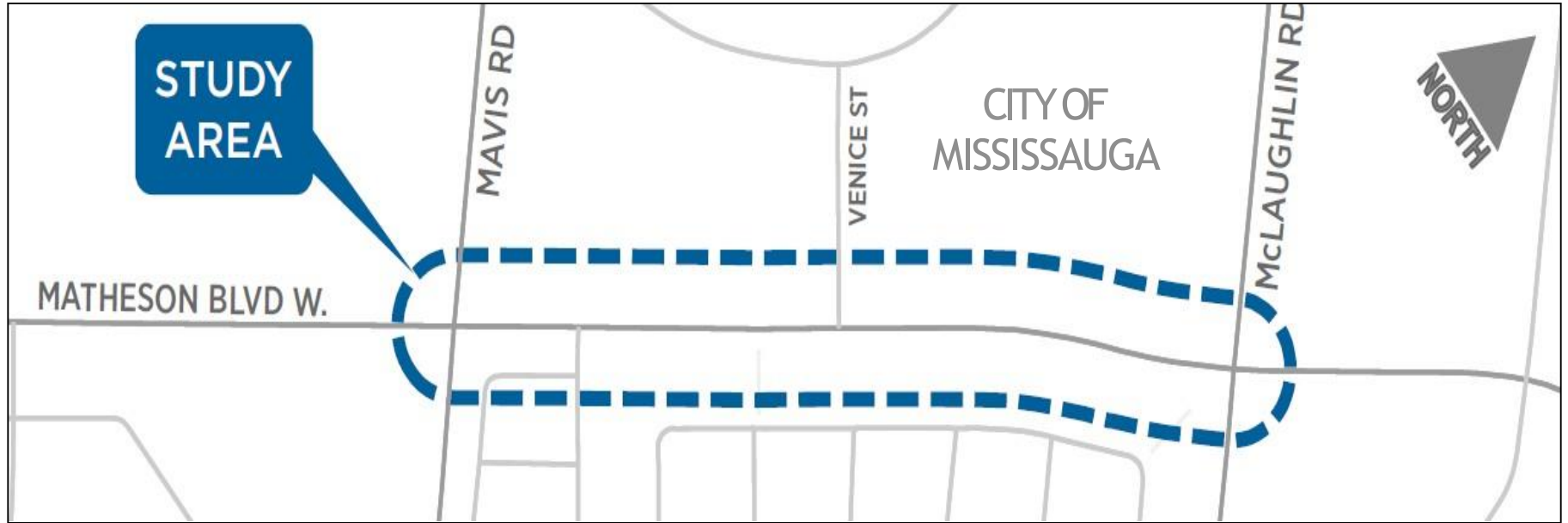
What is the Matheson Blvd. Integrated Road Project?

- Improve coordination of City road projects and other planned changes
- Create a complete street that is safe for all road users, including pedestrians, cyclists, transit users and motorists
- Implement corridor improvements while considering existing and future land use
- Existing noise wall that is currently located on private property

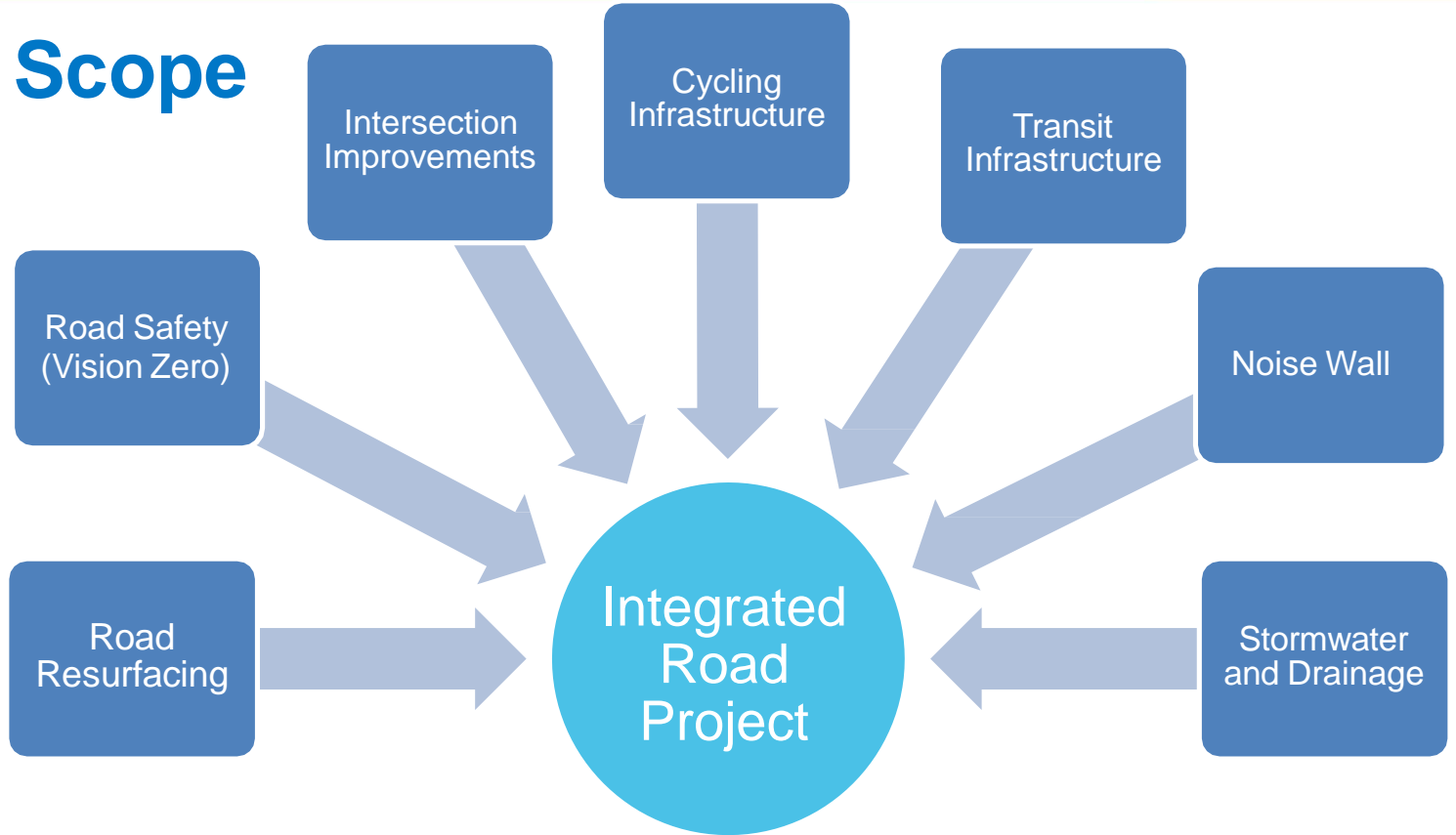


Study Area

Matheson Boulevard West from Mavis Road to McLaughlin Road



Project Scope

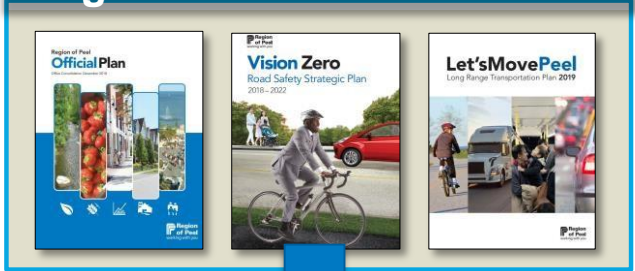


Planning and Policy Context

Provincial Plans



Regional Plans



Municipal Plans



Road Safety

Vision Zero



VISIONZERO
Mississauga

Principles:

- Prioritize the safety and access of our most vulnerable road users
- Eliminate all serious injury and fatal collisions
- Everyone has a role to play in keeping each other safe on our network.



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



Existing Conditions

Study Area Characteristics



0.7 km long east-west major collector roadway



60 km / hr posted speed limit



4 travel lanes (two lanes per direction)
with painted median



Urban cross-section (curb and gutter)



Land use detached townhouses/singles (south-side) and commercial uses (north-side)



30m and 38.5m Official Plan
Right-of-Way Width Designation



MiWay Routes 43



Street lighting (both sides)



Cycling facilities no dedicated
facilities



Sidewalks (both sides)



Noise Wall (south side)

Existing Conditions

Traffic Control

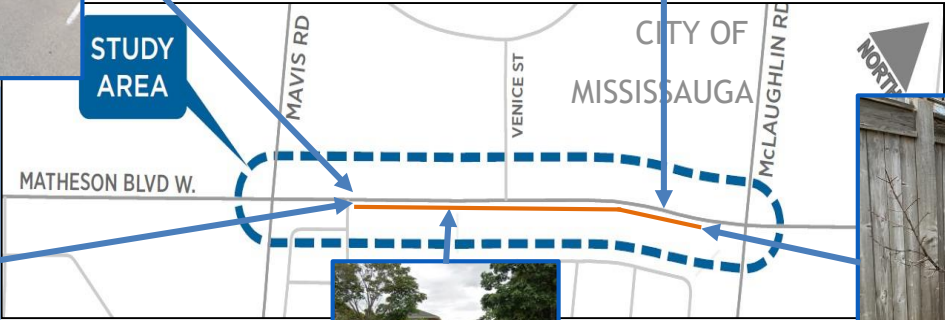


 Signalized Intersection

 Unsignalized Intersection

Existing Conditions

Land Use and Access



Noise Wall/Barrier Replacement

City of Mississauga – Corporate Policy (Noise Attenuation Barriers)

Replacement Program Category – Existing Barriers

- Should a noise attenuation barrier on private property require replacement, the City will construct a new noise attenuation barrier which will be situated, whenever possible, wholly on City property. The costs of construction of the new barrier will be 100 percent City funded. Ongoing maintenance and any future replacements of the noise attenuation barrier will be the responsibility of the City.
- Maintenance of noise existing attenuation barriers situated on private property will remain the responsibility of the property owner until such time as the City replaces the barrier and reinstalls it on City property.
- If the new noise attenuation barrier cannot be installed on City property, an easement would be required (otherwise will remain the responsibility of the property owner).

Existing Noise Wall/Barrier

Constraints

- There is an existing privately-owned noise wall along Matheson Boulevard West, behind 575-733 Ashprior Avenue
- Mature trees on south side of Matheson Boulevard (adjacent to existing noise wall)
- Limited space for relocation



Road Safety

Potential Vision Zero Improvements



Improve safety at intersections



New cycling facilities and separate from through traffic



Support vulnerable users and update accessibility features



Reduce lane widths

Cycling

Mississauga Cycling Master Plan (2018)



Existing Facilities

- Bike Lane
- Paved Shoulder
- Shared Route
- Multi-Use Trail
- Connecting Trail

Proposed Facilities

- Cycle Track/Separated Bike Lane
- Bike Lane
- Paved Shoulder
- Shared Route
- Multi-Use Trail

Matheson Blvd West identified as a Proposed Cycle Track/Separated Bike Lane

Cycling

Facility Types

Cycle Track



Cycle Track Separated by Mountable Curb and Parking Lane, Waterloo

Source: WSP



Cycle Track Separated by Barrier Curb, Ottawa

Source: Alta



Cycle Track Separated by Mountable Curb, East Gwillimbury

Source: WSP

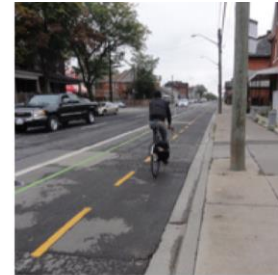
Source: OTM book 18

Physically Separated Bicycle Lane



Two-Way Bicycle Lane Separated by Cast-in-place Concrete Curb, Toronto

Source: WSP



Two-Way Bicycle Lane Separated by Flex Bollards, Hamilton

Source: Alta



Bicycle Lane Separated by Flex Bollards and Planters, Toronto

Source: Alta

Source: OTM book 18

Intersection Crossing Treatments



Crossride Treatments to be considered as they increase visibility and dedicated space to accommodate pedestrians and cyclists at **Signalized and Unsignalized Intersections**.



Environmental and Engineering Studies

- Transportation and Traffic Analysis
- Safety Performance Assessment
- Tree Inventory and Restoration Plan
- Streetscape Plan
- Illumination Assessment
- Geotechnical and Pavement Investigation
- Environmental Site Assessment



Options for Noise Wall Replacement

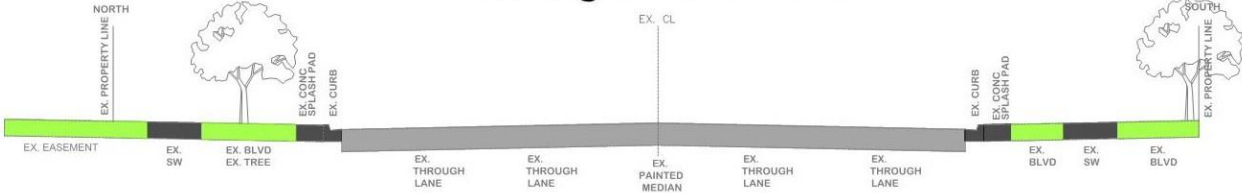


- Option 1:** Existing Noise Wall (private property) current location, as-is (homeowner to maintain) (private ownership & homeowner to maintain)
- Option 2:** New Noise Wall relocated to City property, tree removals (City ownership & future maintenance by City)
- Option 3:** New Noise Wall in existing location, property line/private property (City ownership & future maintenance by City) – Legal Easement Agreement Required with individual property owner

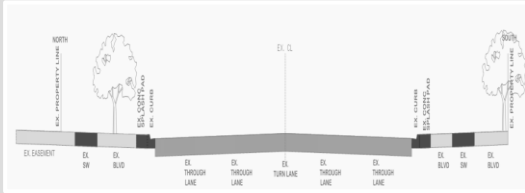
Existing Matheson Blvd W Cross-Section



Existing Cross Section



Alternative Cross Sections

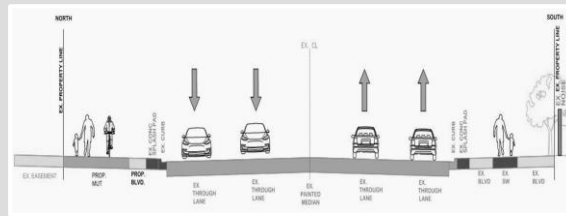


Do Nothing (For Comparison)

4 travel lanes + painted median

Sidewalks (both sides)

No dedicated cycling facility



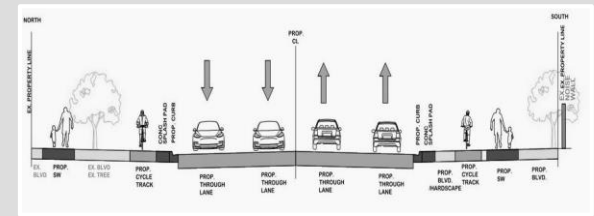
Alternative 1

Maintain 5 Lanes + MUT (north side)
and Sidewalk (south side)

4 travel lanes + painted median

MUT (north side only)

Sidewalk (south side only)



Alternative 2

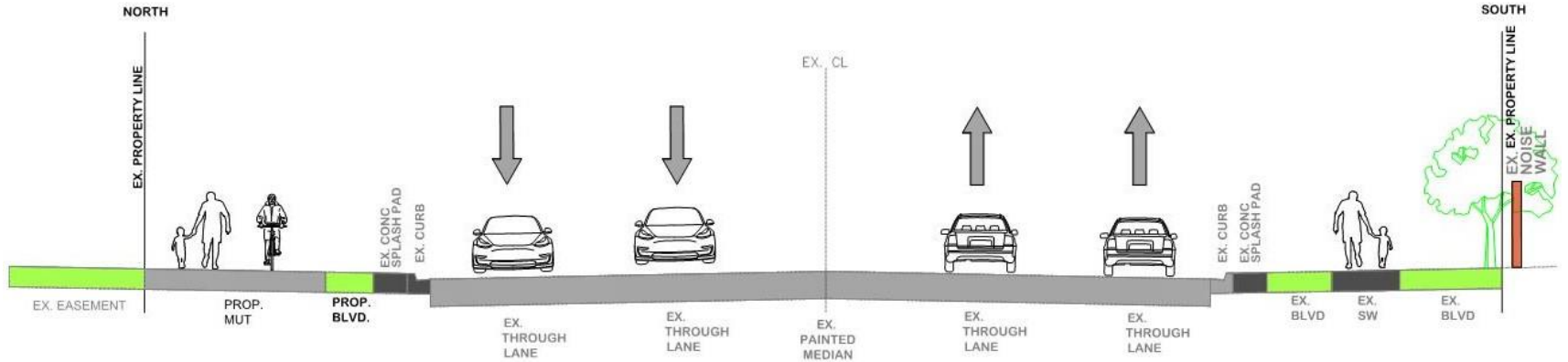
4 Lanes + Cycle Track and Sidewalk
(both sides)

4 travel lanes

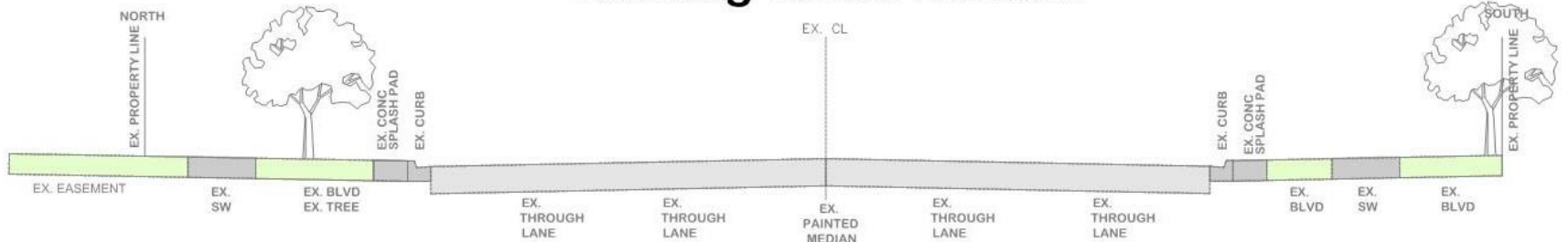
Sidewalk (both sides)

Dedicated cycle track (both sides)

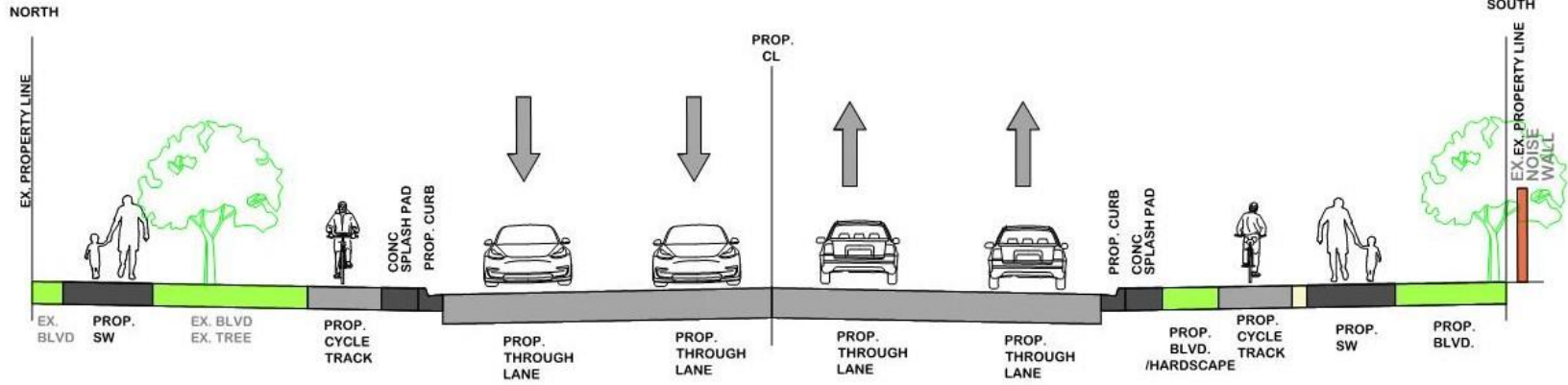
Alternative 1: Maintain 5 Lanes + MUT (north side) and Sidewalk (south side)



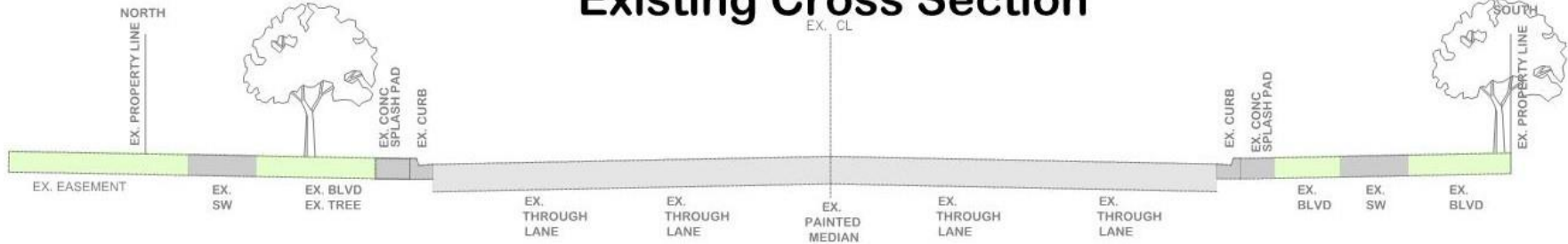
Existing Cross Section



Alternative 2: 4 Lanes + Cycle Track and Sidewalk (both sides)



Existing Cross Section



Evaluation Criteria for Alternative Solutions

Vision Zero
(Safety)



Tree
Preservation



Pedestrian



Cycling



Traffic
Operations



Noise Wall

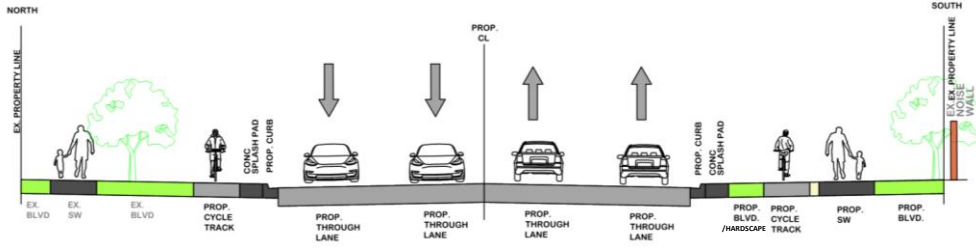


Evaluation of Alternatives

Criteria	Alternative 1	Alternative 2
Vision Zero (safety)	Less Preferred	Preferred
Tree preservation	Less Preferred	Preferred
Pedestrian	Less Preferred	Preferred
Cycling	Less Preferred	Preferred
Traffic Operations	Preferred	Preferred
Noise Wall	Legal easement agreement required for new/replacement noise wall*	Legal easement agreement required for new/replacement noise wall*

Recommended Improvements

Cross Section Alternative 2



- 4 travel lanes
- Dedicated cycle track on both sides of the road
- Sidewalk on both sides of the road

Noise Wall Improvements Option 3



New Noise Wall in existing location, property line/private property (City ownership & future maintenance by City) – Legal Easement Agreement required with individual property owner

Project Timeline and Next Steps

Community Meeting #1
June 5, 2023

30% Design
Summer 2023

Community Meeting #2
Fall 2023

Study Completion
Winter 2024

WE ARE
HERE

Next Steps



Review Feedback from the Public

Confirm Recommended Improvements



Community Meeting #2

Document Study Findings



Additional Information/Questions



Review material and provide comments:
mississauga.ca/mathesonblvd



Material available online from
June 5 to June 30, 2023



Call 311

Contact our Project Team:

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Thank you for attending!