



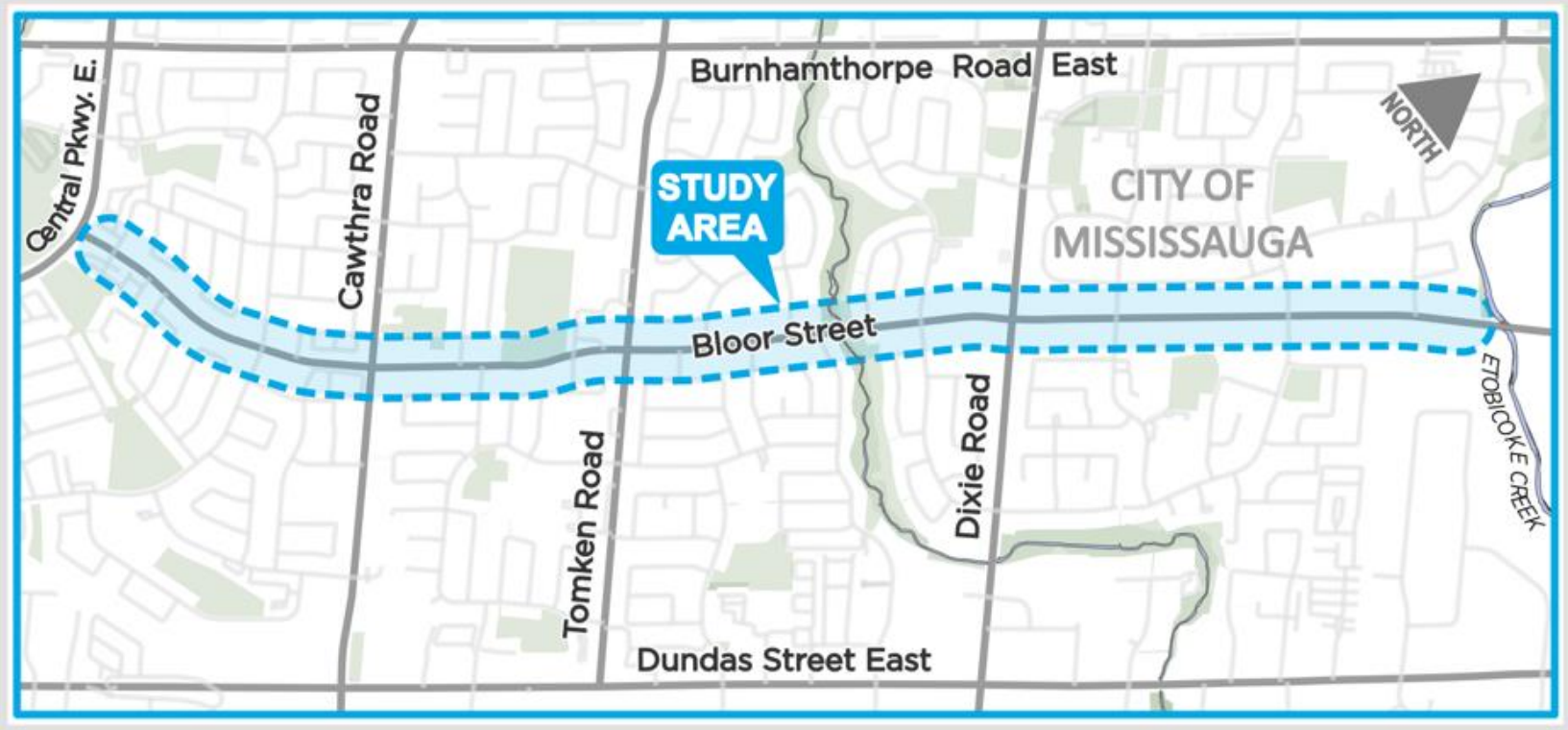
Bloor Street Integrated Road Project

General Committee

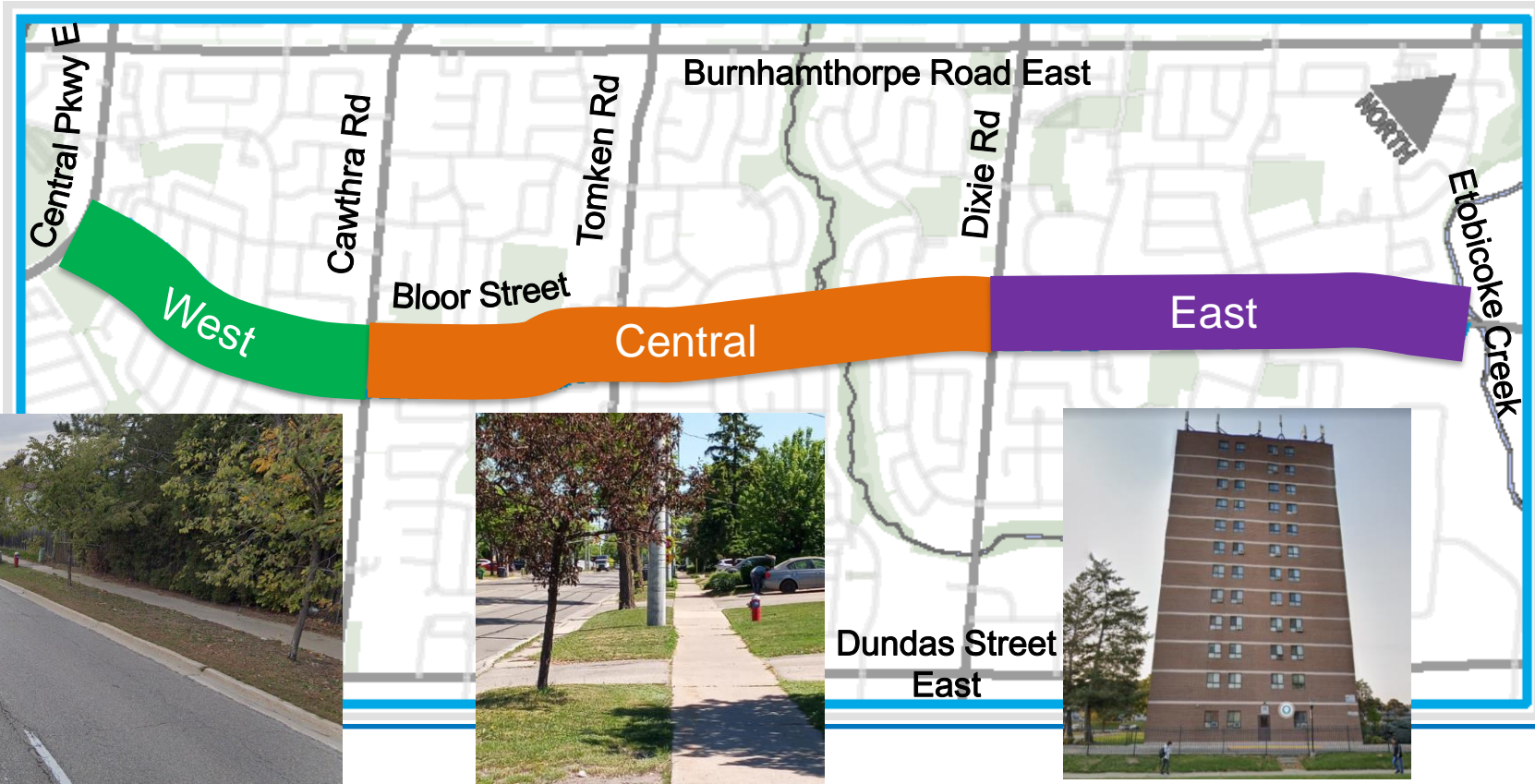
June 7, 2023



Study Area









Character Areas



Project Timeline & Consultation



Legend

-  Councillor Meeting
-  Technical Agency Committee Meeting
-  Region of Peel Meeting
-  Road Safety Committee Meeting
-  AHHRA Meeting
-  Applewood Hills Plaza Meeting

Study Objectives

- Create a complete street that is safe for all road users, including pedestrians, cyclists, transit users and motorists
- Minimize resident disruptions by improving coordination of City road renewal projects and other planned improvements
- Implement corridor improvements while considering existing and future land use, to provide sustainable, healthy travel options



Road Safety – Vision Zero



Improve safety at intersections



New cycling facilities, separated from pedestrians and vehicles



Narrow lane widths for speed reduction



New pedestrian crossing at Little Etobicoke Creek



Support vulnerable users and update accessibility features



VISIONZERO
Mississauga

Alternatives Considered for Bloor Street

Alternative 1

In-Boulevard
One-Way
Cycle Track,
adjacent to
curb lane
(Both Sides)

Alternative 2

On-road
Separated
Bike Lanes
(Both sides)

Alternative 3

In-Boulevard
Two-Way
Cycle Track,
adjacent to
curb lane
(North Side
Only)

Alternative 4

In-Boulevard
Two-Way
Cycle Track,
adjacent to
curb lane
(South Side
Only)

Alternative 5

In-Boulevard
One-Way
Cycle Track,
adjacent to
Sidewalk
(Both Sides)

Alternative 6

In-Boulevard
One-Way
Cycle Track,
adjacent to
curb lane
(Both Sides)

Notes:

1. All Alternatives include sidewalks (both sides).
2. All Alternatives includes 4 travel lanes, except for Alternatives 2 and 6 (2 travel lanes).
3. All Alternatives include transit stops improvements, street lighting upgrades, pedestrian countdown timers, reduced lane widths, and accessibility improvements.

Alternatives Considered for Bloor Street

Alternative 1

In-Boulevard One-Way Cycle Track, adjacent to curb lane (Both Sides)

Alternative 2

On-road Separated Bike Lanes (Both sides)

Alternative 3

In-Boulevard Two-Way Cycle Track, adjacent to curb lane (North Side Only)

Alternative 4

In-Boulevard Two-Way Cycle Track, adjacent to curb lane (South Side Only)

Alternative 5

In-Boulevard One-Way Cycle Track, adjacent to Sidewalk (Both Sides)

Alternative 6

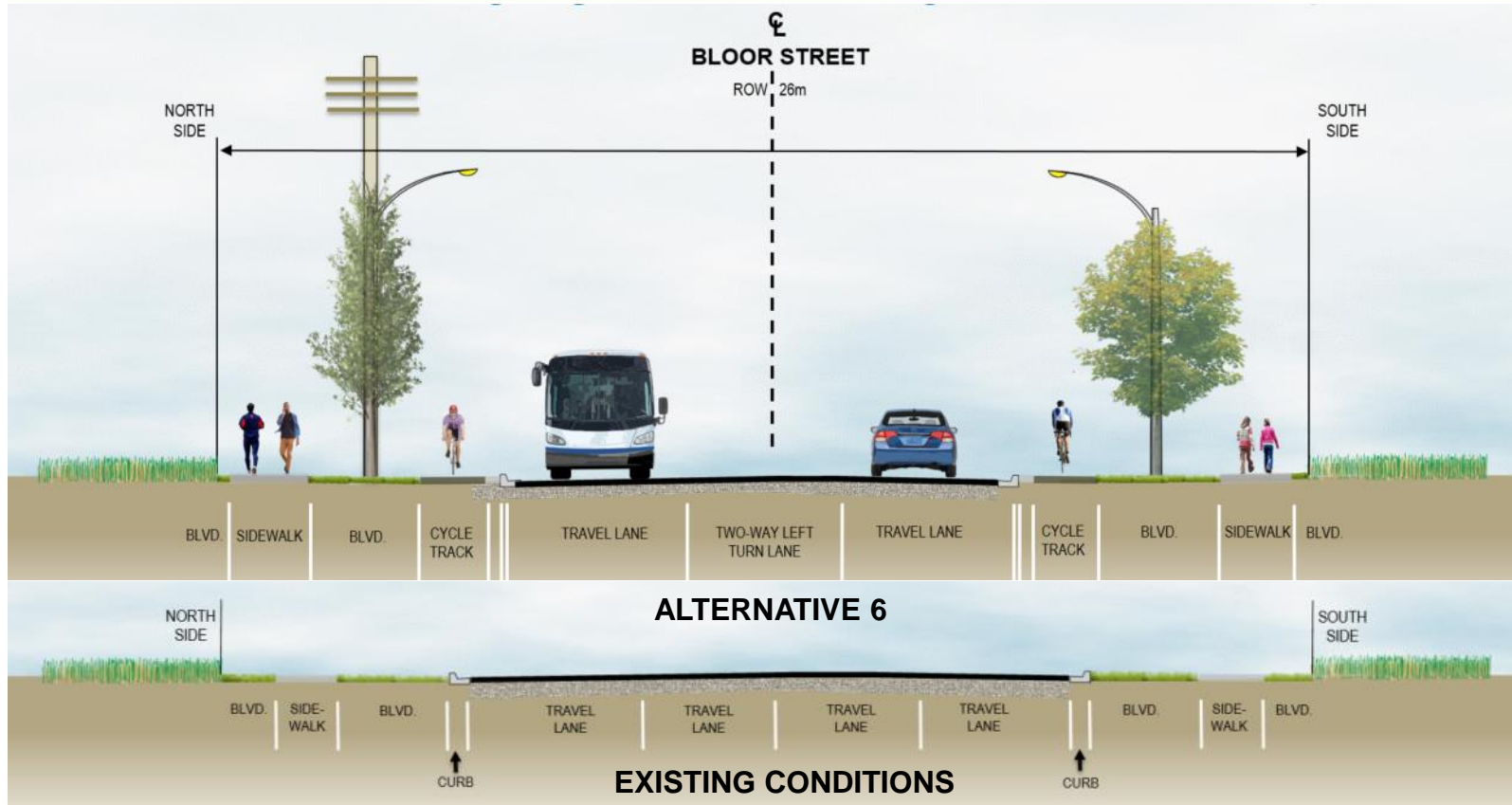
In-Boulevard One-Way Cycle Track, adjacent to curb lane (Both Sides)

RECOMMENDED

Notes:

- 1. All Alternatives include sidewalks (both sides).
- 2. All Alternatives includes 4 travel lanes, except for Alternatives 2 and 6 (2 travel lanes).
- 3. All Alternatives include transit stops improvements, street lighting upgrades, pedestrian countdown timers, reduced lane widths, and accessibility improvements.

Alternative 6 vs Existing Conditions



4 Lane to 3 Lane Reduction – Summary

- Roadways with daily volumes 15,000 to 20,000 vehicles are good candidates
- Conversion with a TWLTL (Two-Way Left-Turn Lane) allows for fewer conflict points, and reduces collisions
- Locations that have medium to high density of accesses benefit the most. Vehicles can two-stage their turns
- Studies have shown that a moderate speed reduction has been observed

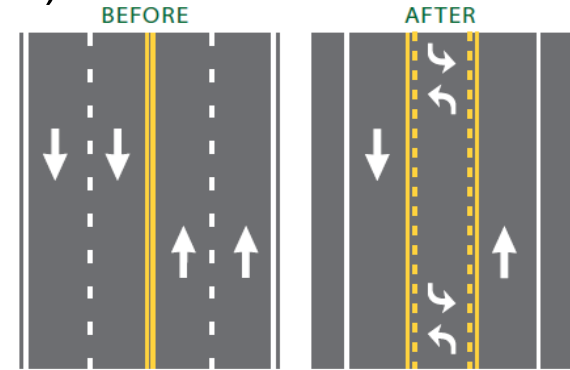
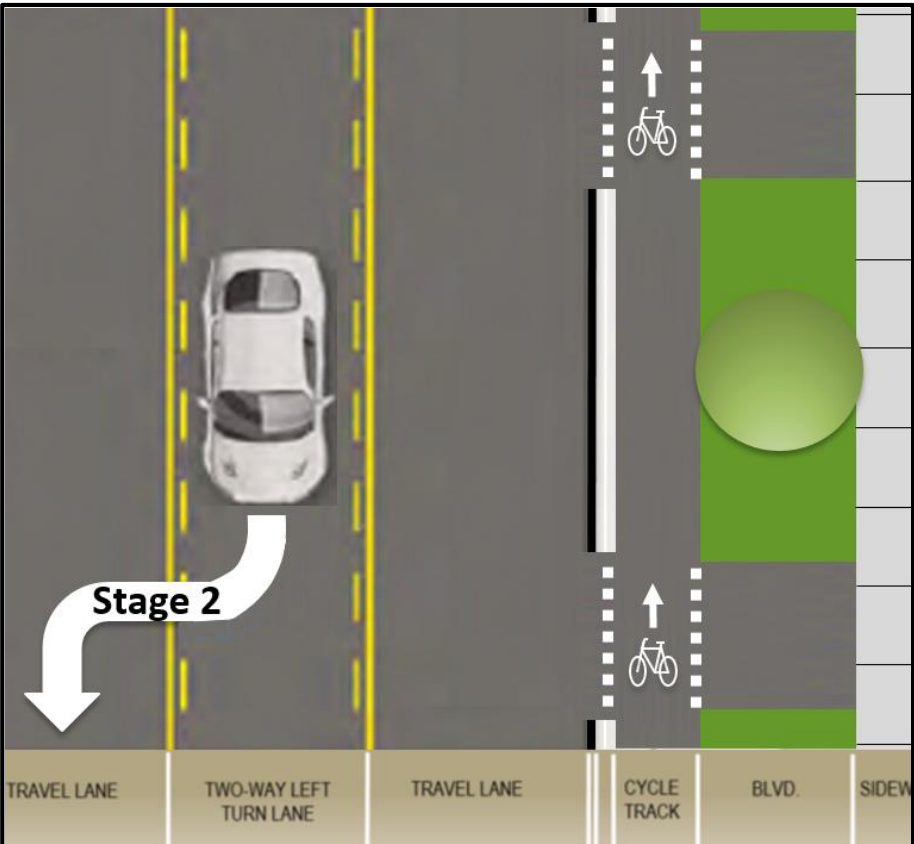
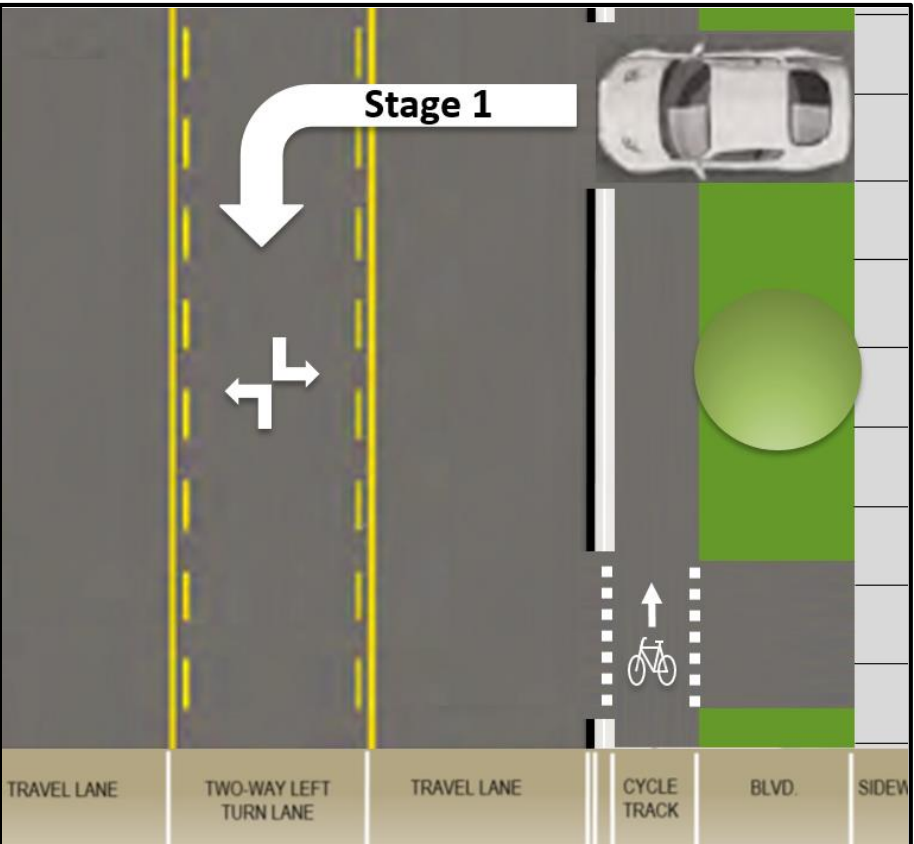


Image Source: FHWA

Lane reductions can decrease collisions, increase mobility and access and improve a community's quality of life.

Two-Staged Operations (Exiting Driveway)








Alternative 6 – Traffic Operations

A sensitivity analysis was undertaken and found:

- Most vehicles on Bloor Street do not start or end their trip in the area
- Up to 66% (2/3) of all vehicle trips are longer distance trips, travelling through the Bloor Street corridor
- A lane reduction along Bloor Street will divert trips to other corridors, mainly Burnhamthorpe Road

Bloor Street will operate at an acceptable Level-of-Service

Next Steps

-  Council Approval
-  Document Study Findings
-  Update Website (Mississauga.ca/bloorstreet) to include preliminary design
-  Detailed Design
-  Construction