

# Welcome!

## Ward 9 Road Safety Projects

Aquitaine Avenue, Argentia Road & Millcreek Drive

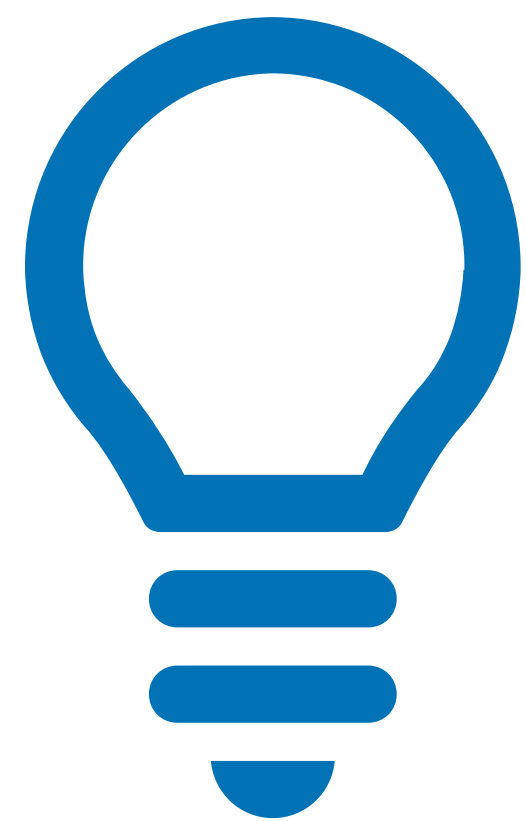
Wednesday June 11, 2025

### The formal presentation will begin at 7:00 PM



All comments should be submitted through the project website:  
[mississauga.ca/ward9roadsafety](https://mississauga.ca/ward9roadsafety)

# Purpose of Engagement



Review the study  
**purpose** and **scope**



Provide an **update** on  
**the interim cycling**  
projects along Aquitaine  
Avenue and Argentia  
Road



Hear your thoughts on  
the **recommended**  
**alternatives**



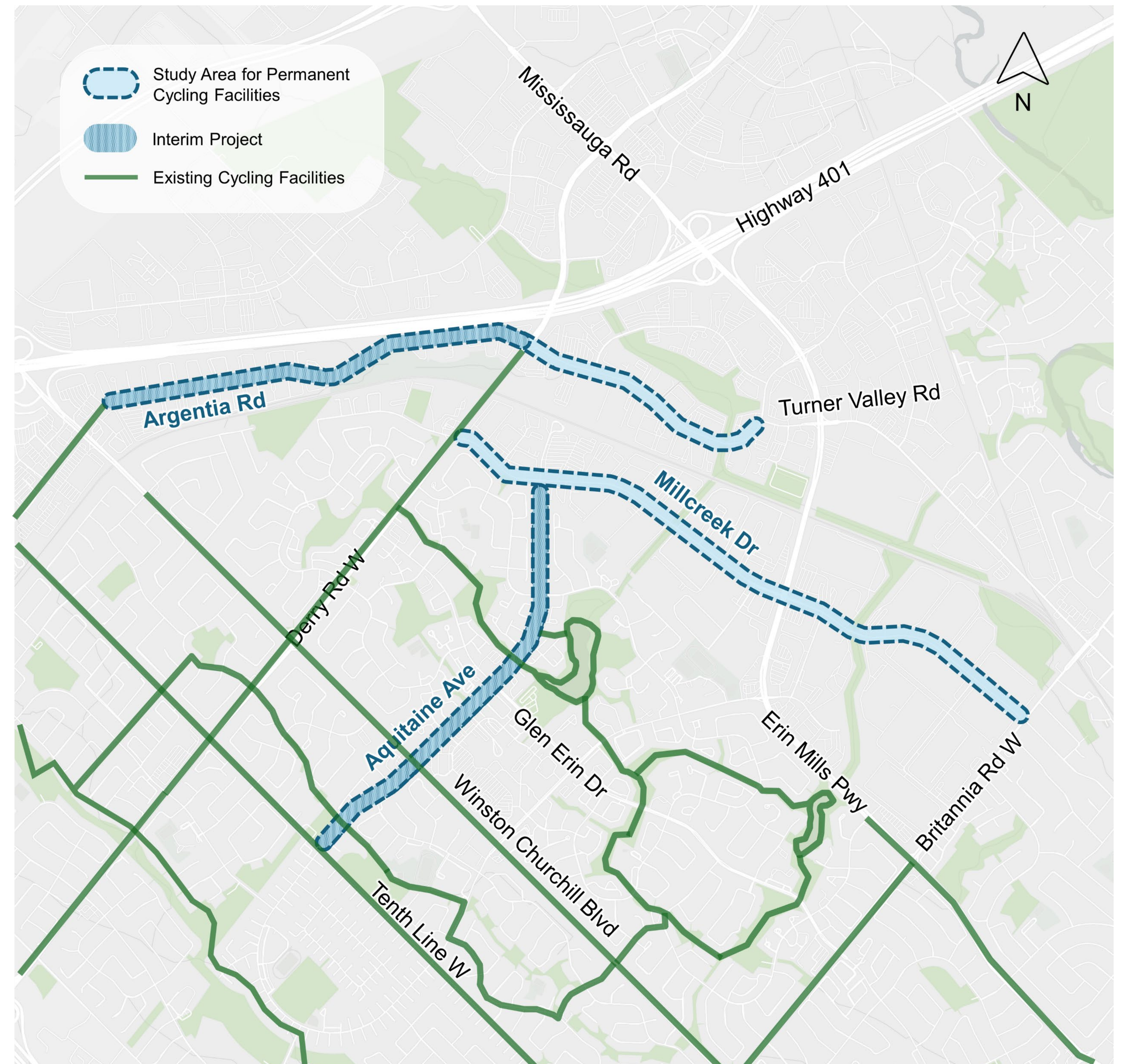
Present the study  
**timeline, next steps,**  
and learn how to **stay**  
**engaged**

# Project Overview

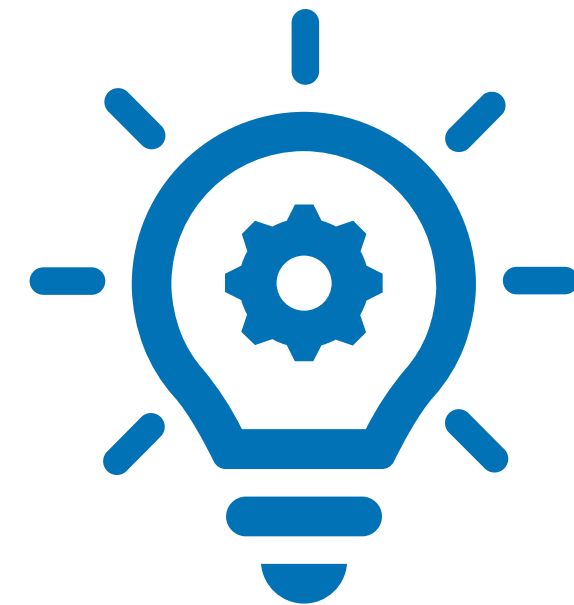
## About this Project

The City of Mississauga has initiated a study reviewing three corridors in Ward 9 for road safety improvements including future permanent cycling infrastructure:

- **Aquitaine Avenue** (Tenth Line West to Millcreek Drive)
- **Argentia Road** (Signalized driveway east of Winston Churchill Boulevard to Turner Valley Road)
- **Millcreek Drive** (Derry Road West to Britannia Road West)



# Project Objectives & Tasks



## Key Project Objectives:

- Improve **safety** and **comfort** for vulnerable road users
- Promote **traffic calming**
- Improve **access** and **connectivity**
- Encourage more people to **walk and cycle**
- Support the needs of **all users**



## Key Project Tasks:

- **Monitoring** interim road configuration and bike lanes on Aquitaine and Argentia
- **Studying** road and traffic characteristics and impacts
- **Collecting** public feedback
- **Identifying** options for permanent cycling infrastructure for each corridor
- **Developing** preliminary designs for the recommended alternatives

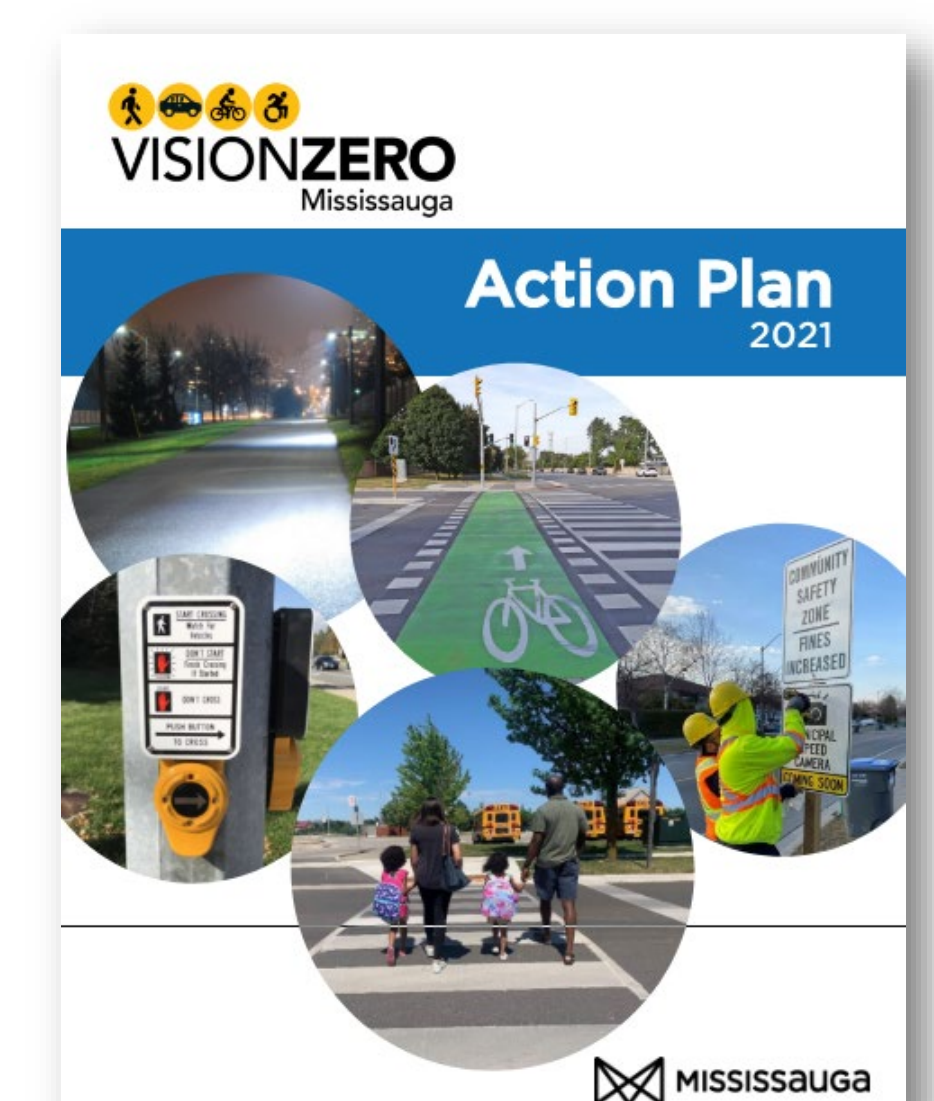
# Project Background

## Supportive Policies & Plans

Many local policies and plans emphasize support for **prioritizing safety for all road users**, and **improving cycling and pedestrian infrastructure**.

Some of the key documents include:

- City of Mississauga Official Plan (Consolidated 2025)
- City of Mississauga Strategic Plan
- City of Mississauga Transportation Master Plan (2019)
- City of Mississauga Cycling Master Plan (2018)
- City of Mississauga Vision Zero Action Plan (2018)



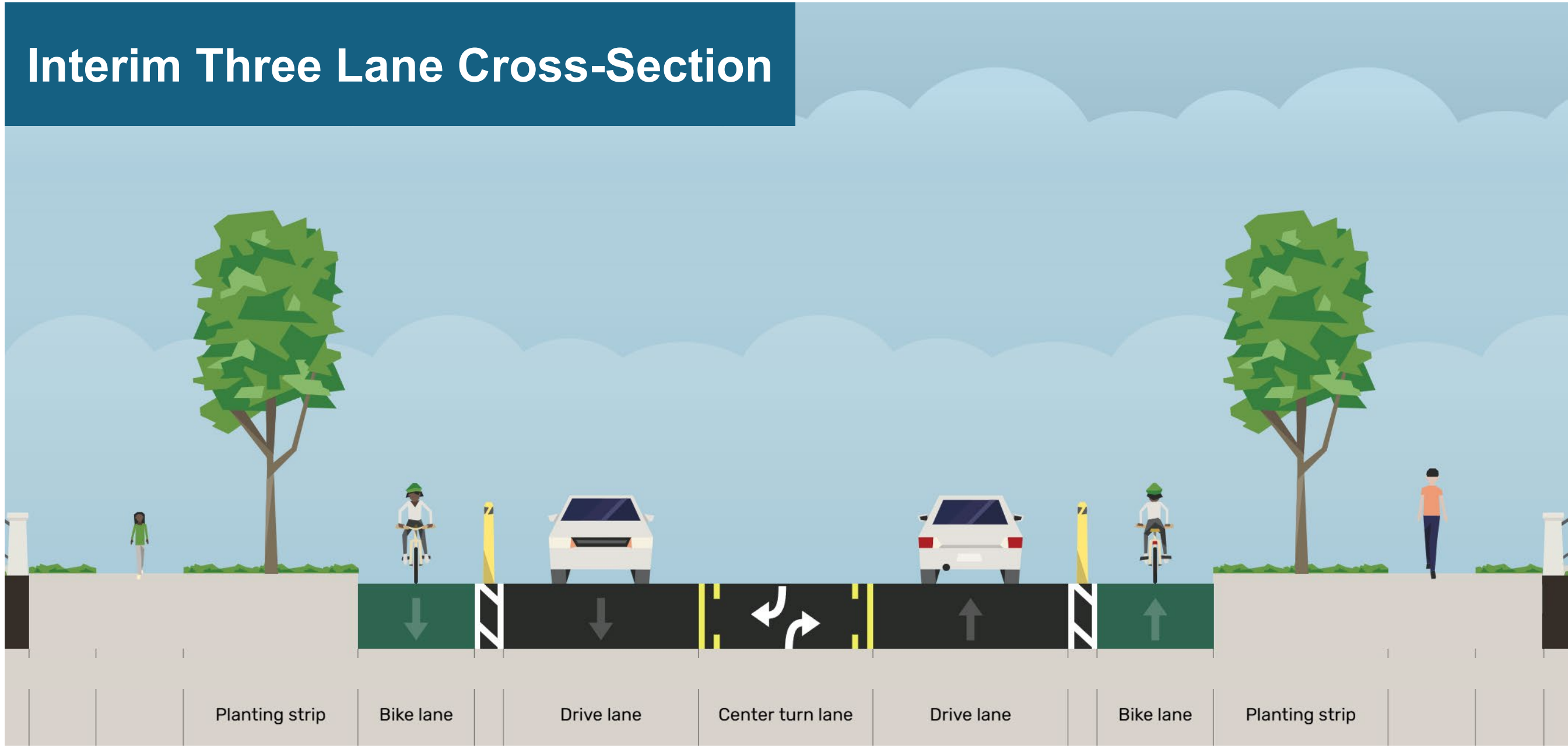
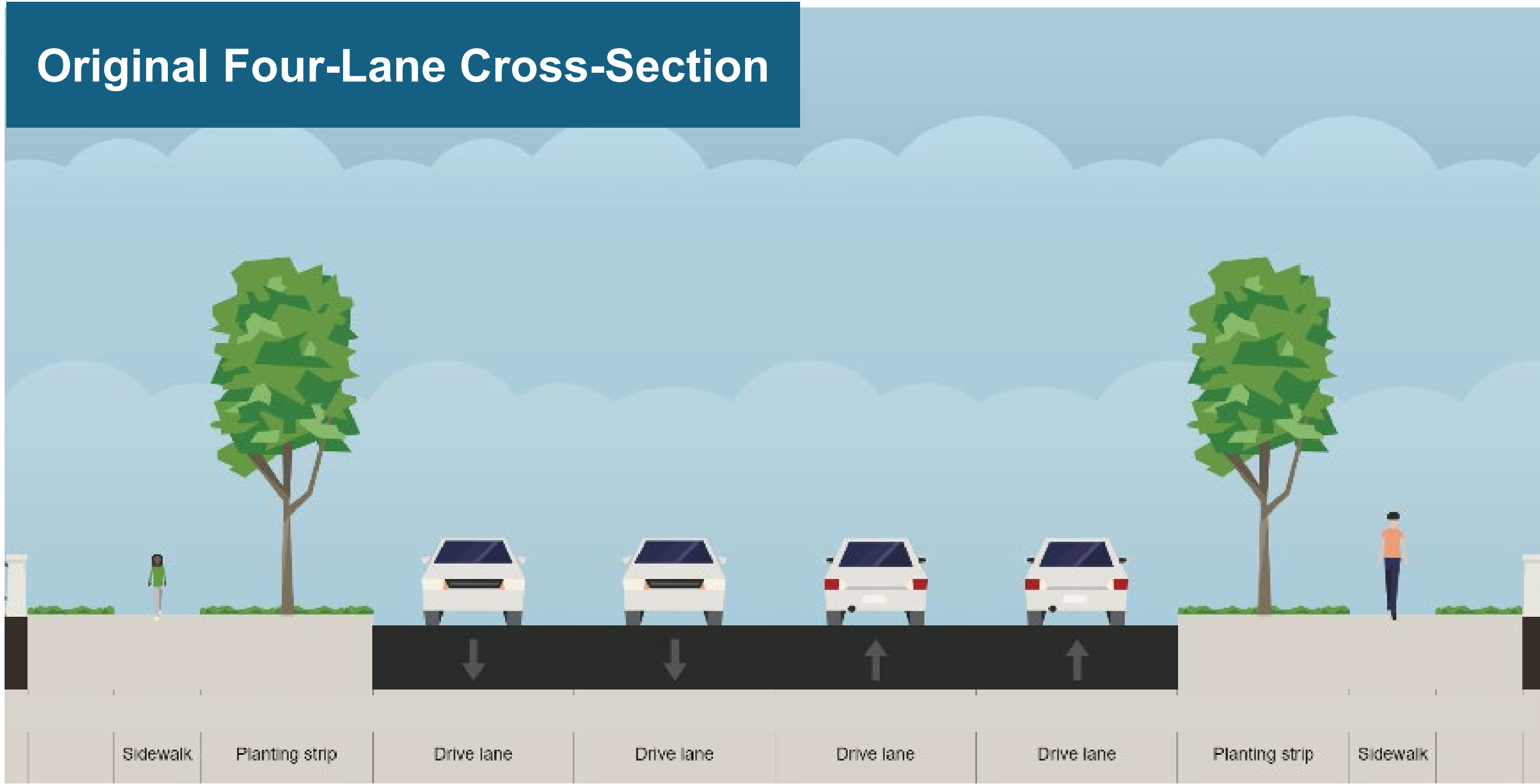
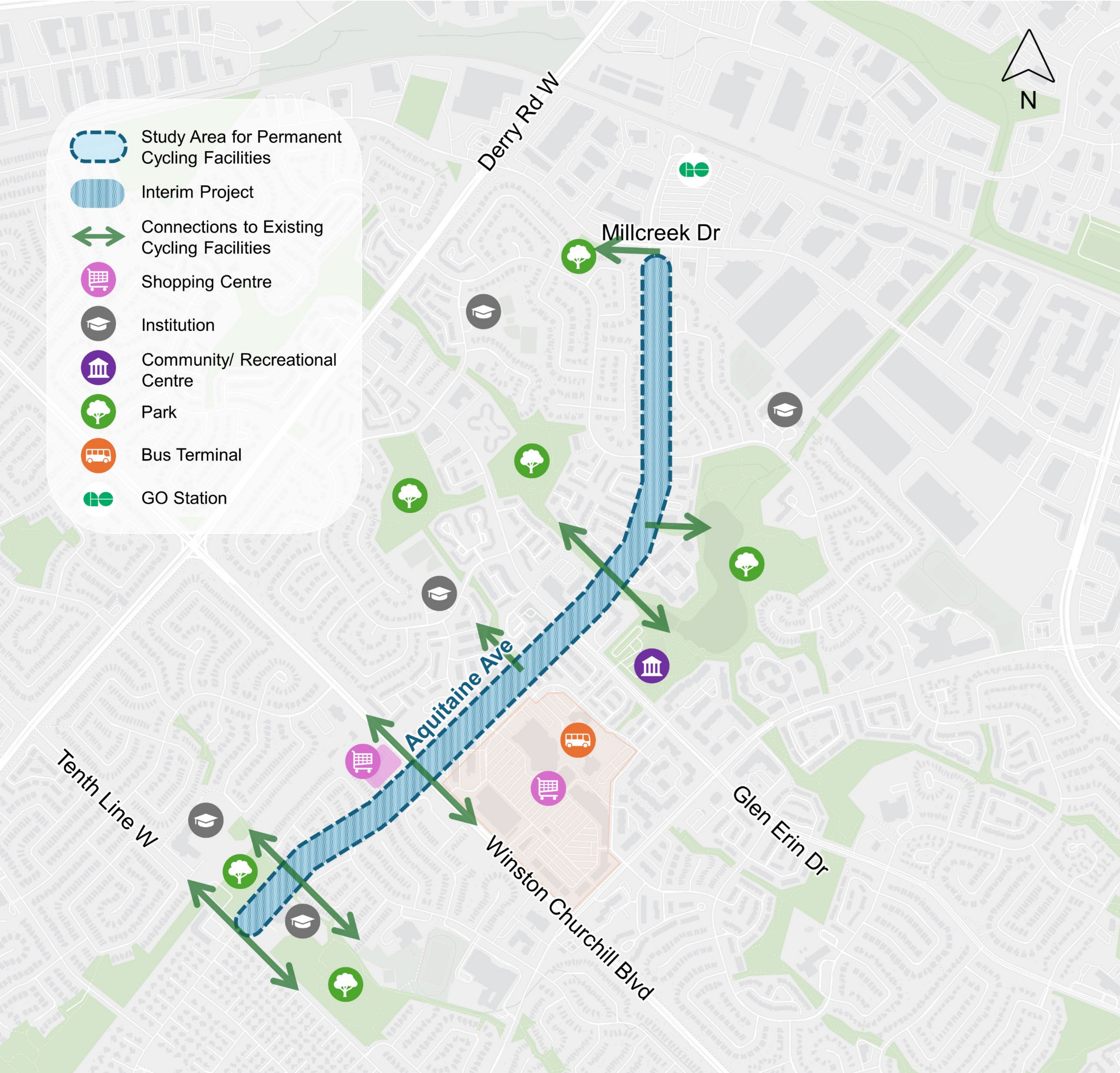
# Bill 212

## Background

Bill 212 is an Ontario legislative bill which includes provisions within the Highway Traffic Act regarding bicycle lanes, including the need for provincial approval for new bike lanes that would remove vehicle lanes and the potential removal of existing bike lanes. The Bill received royal assent in November 2024.



# Aquitaine Avenue: Overview



# Aquitaine Interim Three Lane Configuration

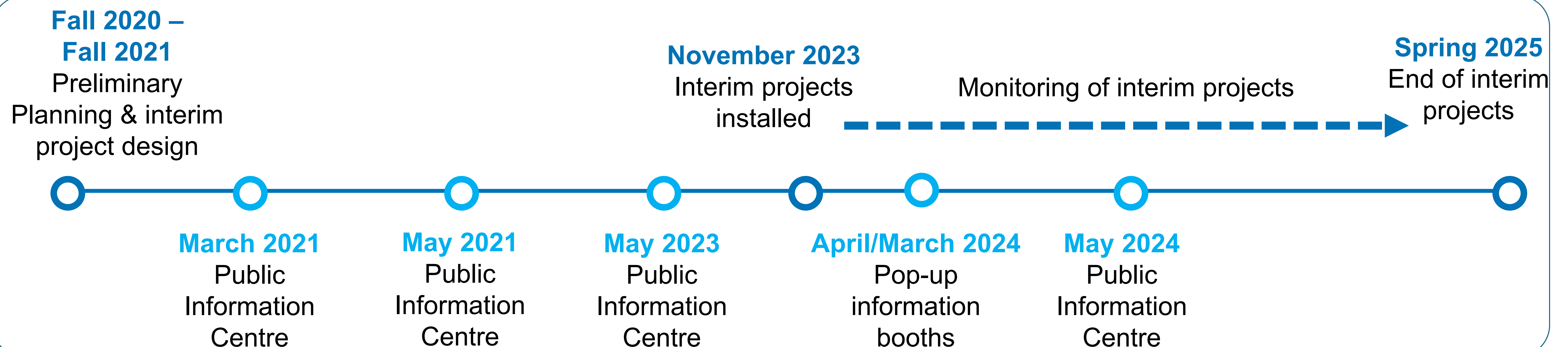
## Background

We heard from many residents with concerns about Aquitaine Avenue:

- Significant **concerns about speeding** along the corridor
- Concerns about **aggressive driving**
- **Lack of cycling facilities** and **uncomfortable sidewalks**

In response to those concerns, a **road safety improvement** was implemented on Aquitaine Avenue in 2023, including:

- Reducing the roadway from four to three lanes
- On-road protected bike lanes
- Dedicated vehicle parking lanes
- Dedicated centre / left-turn lanes



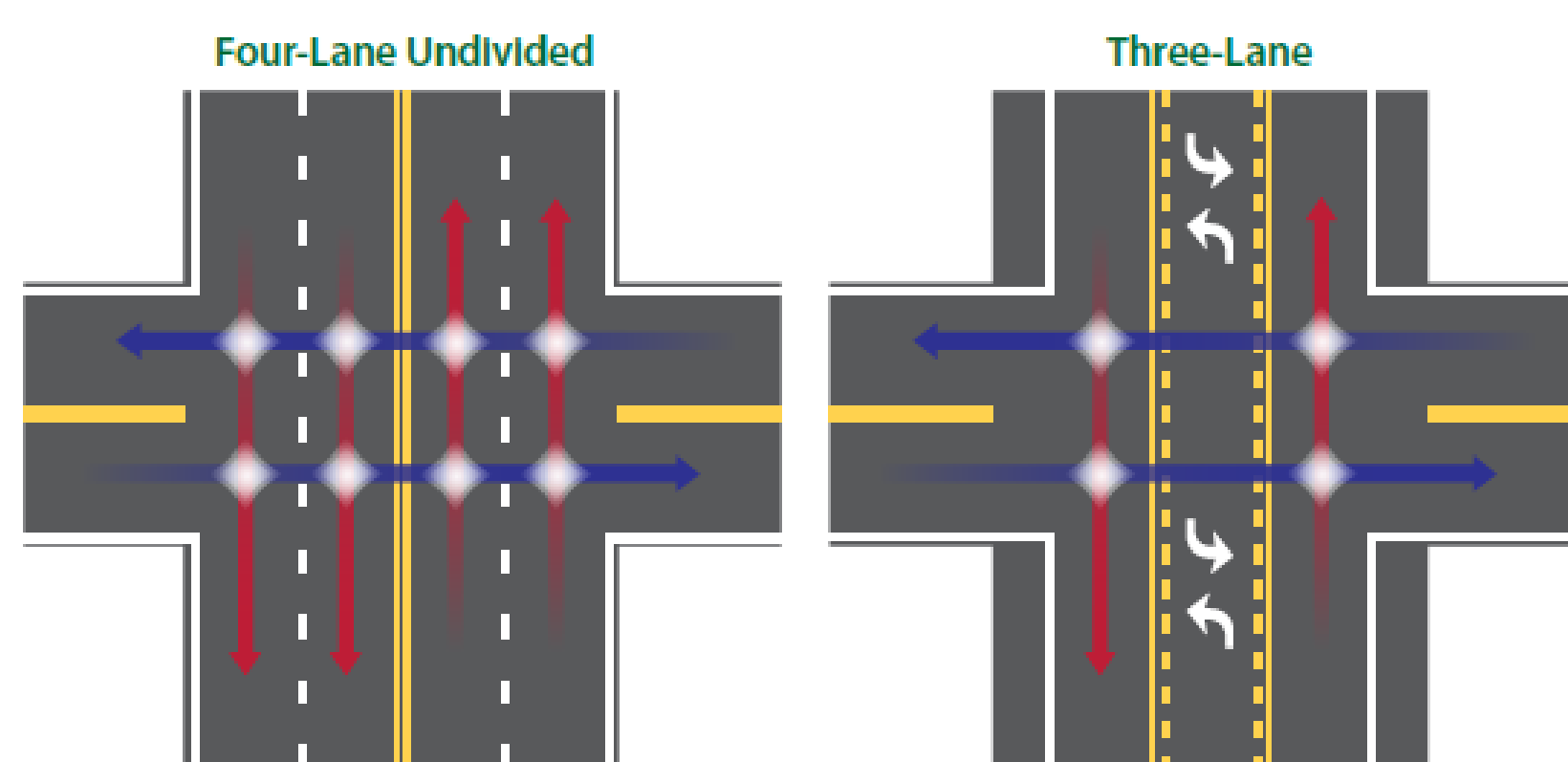
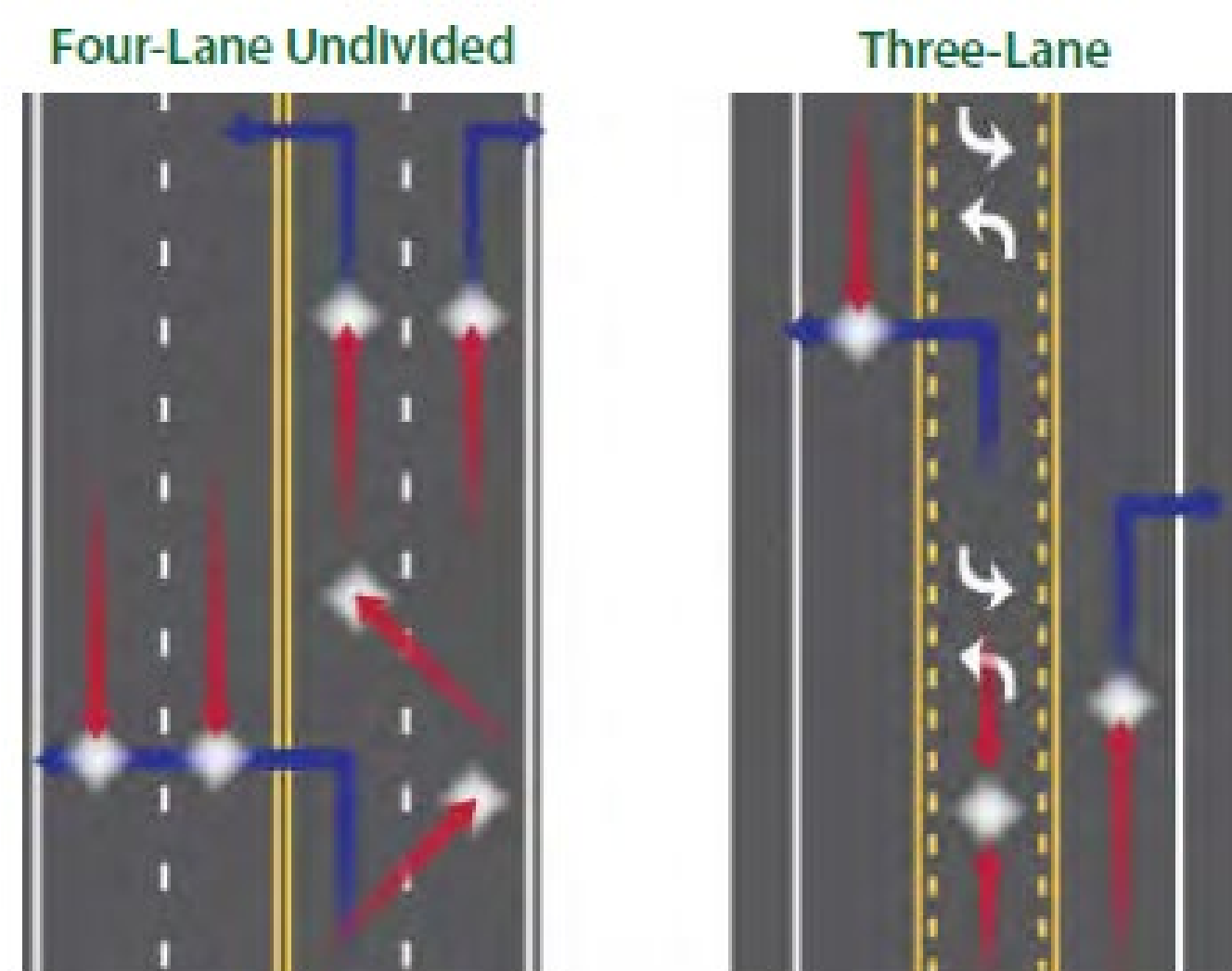
# Aquitaine Interim Three Lane Configuration

Four-lane roadways have a history of relatively high crash rates as traffic volumes increase and as the inside lane is shared by higher speed through traffic and left-turning vehicles.

## Examples of Road Safety Outcomes of Four to Three Lane Reconfiguration Projects:

### Reduce Conflict Points

- Providing separate space for left turn vehicles and eliminating merging conflicts

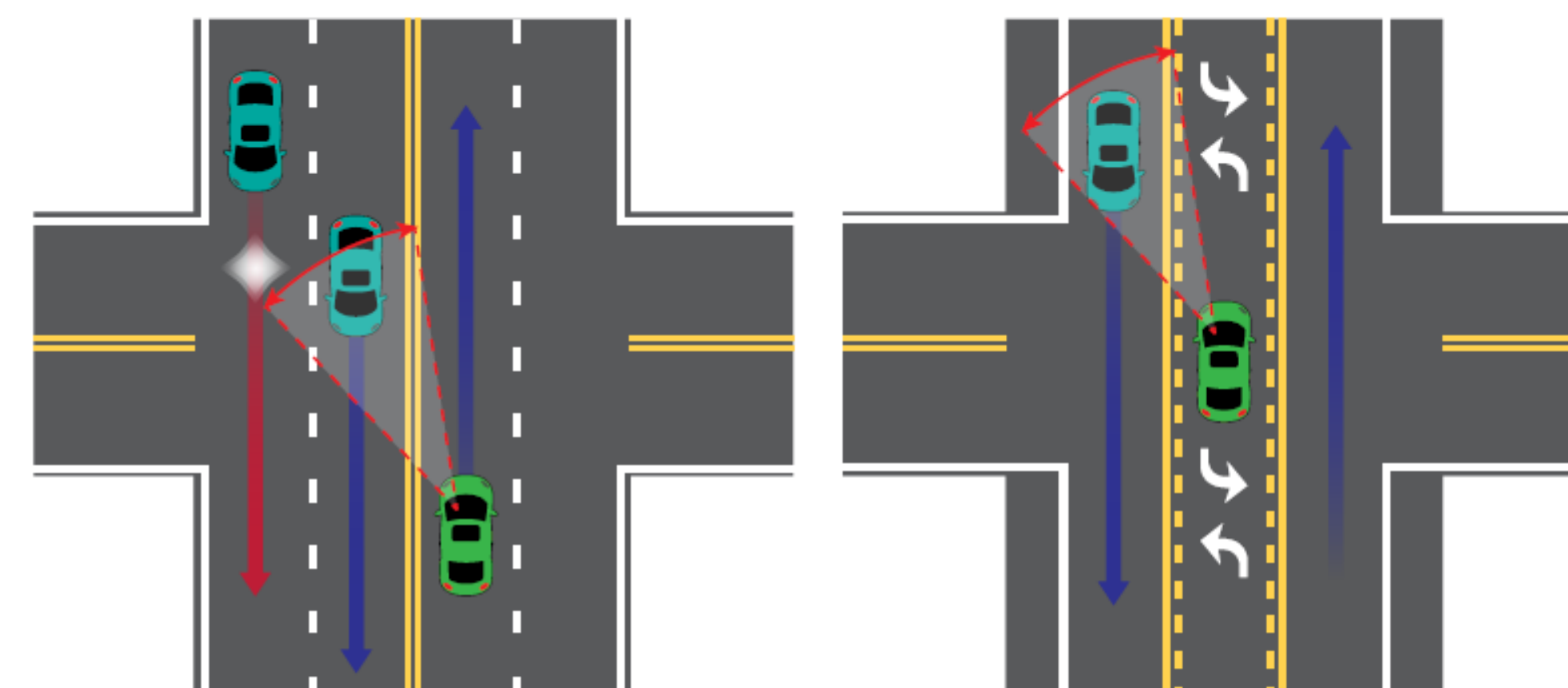


### Provide Space for Cycling Facilities

- Roadway space can be reallocated to other road users including cycling facilities

### Improve Side Street Access

- **Separating Left Turns.** Separating left-turning traffic reduces delays at signalized intersections.
- **Side-street Traffic Crossing.** Side-street traffic can more comfortably enter the mainline roadway because there are fewer lanes to cross, reducing side-street delay.



### Reduce Operating Speeds

- **Reduction in Speeding.** Studies have shown a reduction in 85th percentile speed of up to 8 km/hr and the number of vehicles speeding excessively. Another study also reported a 7% reduction in vehicles traveling over the posted speed limit.
- **Speed Differential Reductions.** The reduction of speed differential provides more consistent traffic flow and less “accordion-style” slow-and-go operations along the corridor

### Considerations for Motor Vehicles

- Roads are considered good candidates for reconfiguration with less than **20,000 vehicles per day**
- Aquitaine has approximately **10,000 – 13,000 vehicles** per day (2024), well below the threshold

# Aquitaine Interim Three Lane Configuration

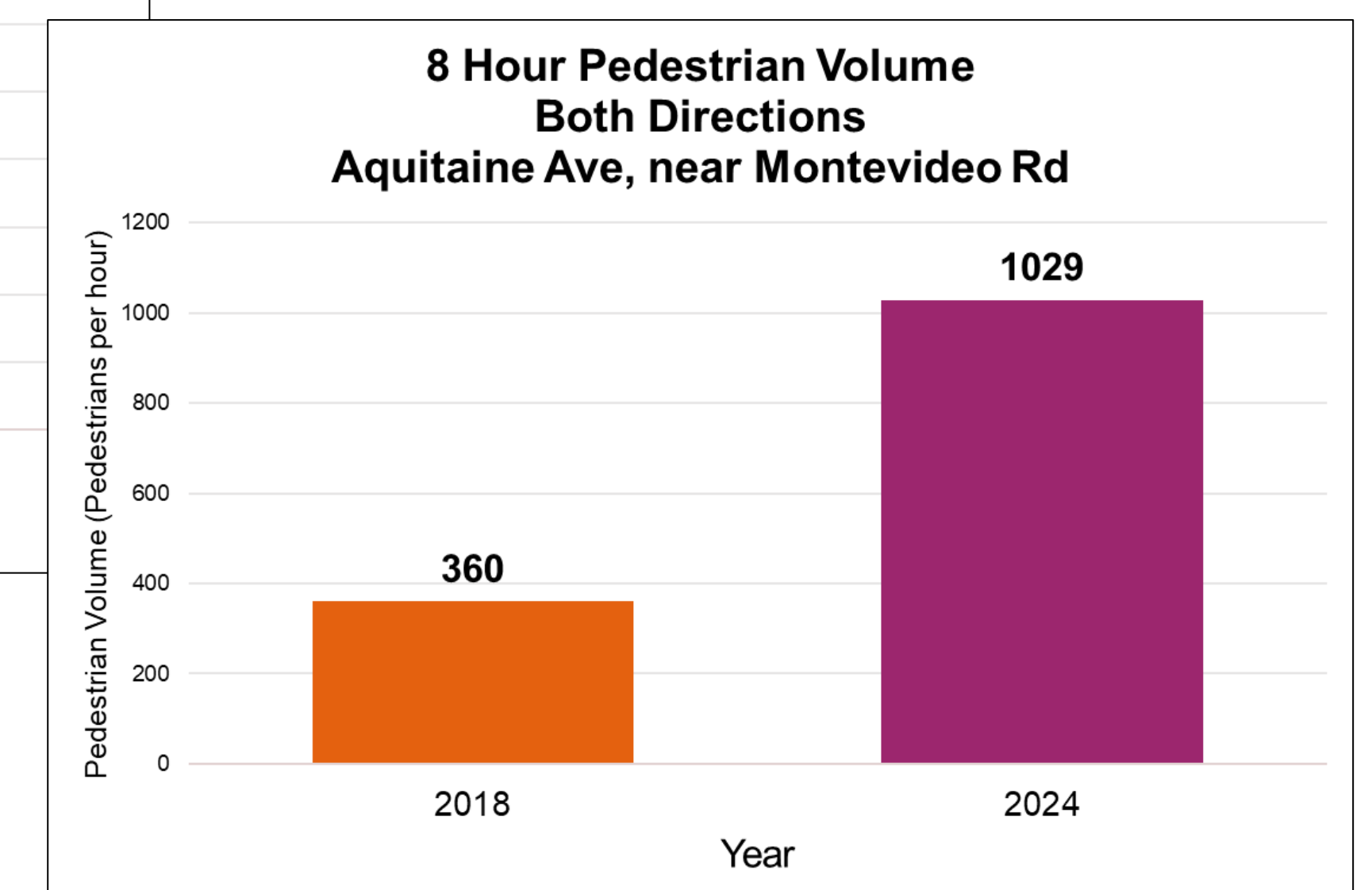
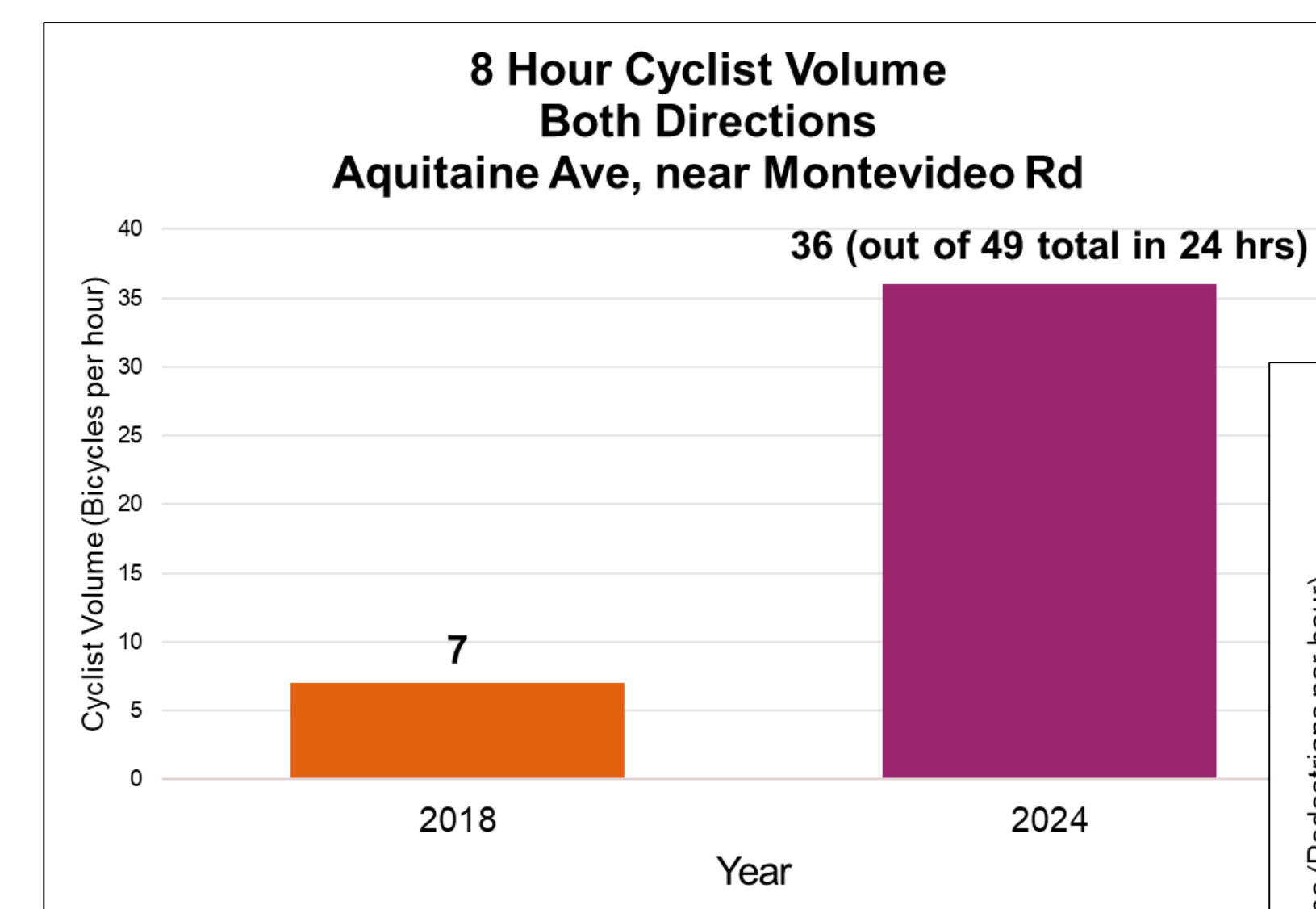
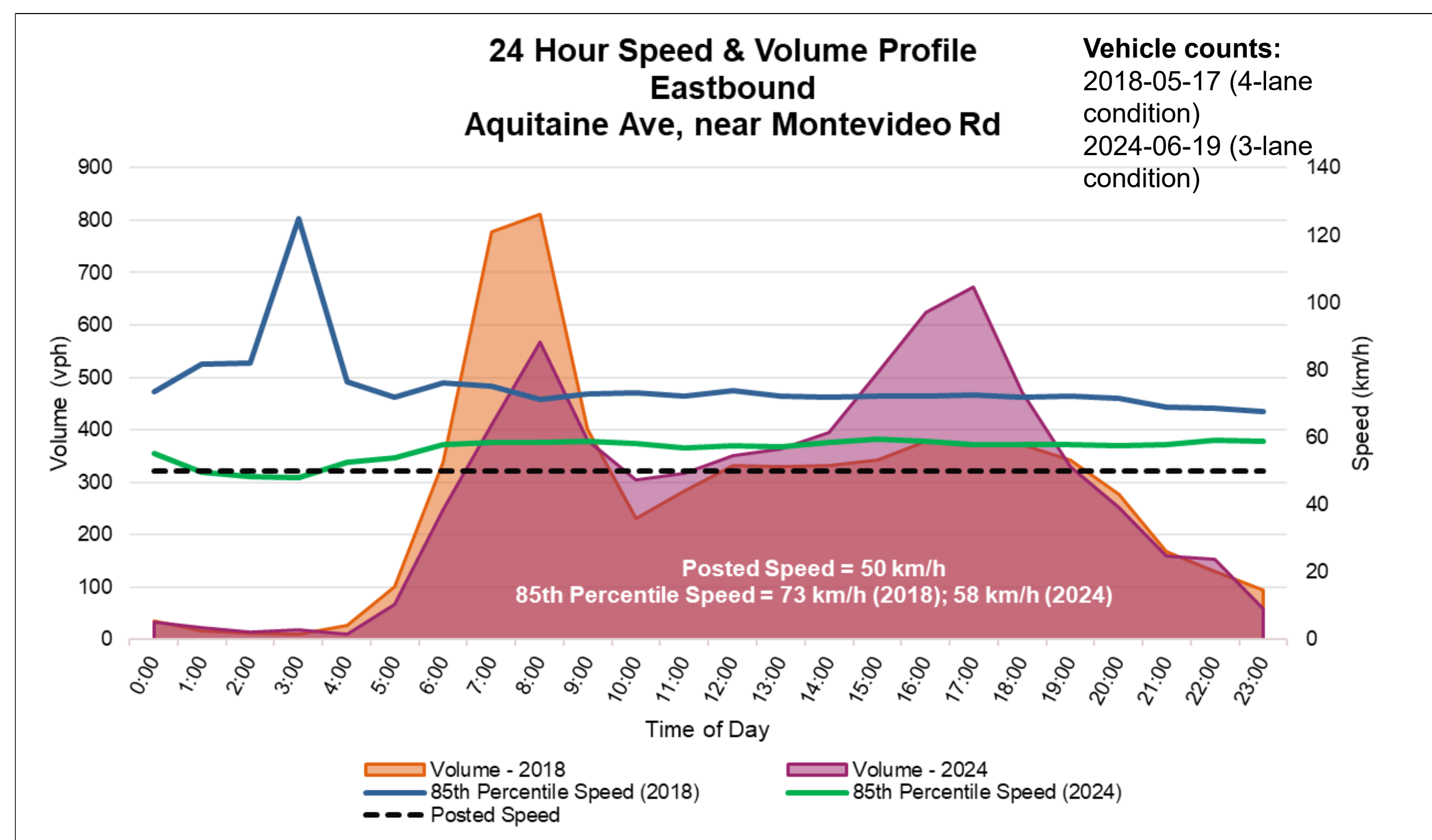
Since implementation of the three lane configuration, we have been closely monitoring operations along the corridor.

**Operating speeds** and instances of speeding have **dropped significantly** with the three lane condition:

- 85<sup>th</sup> percentile speed dropped from **73 km/h** with four lanes to **58 km/h** with three lanes (eastbound - pictured)
- 85<sup>th</sup> percentile speed dropped from **74 km/h** with four lanes to **63 km/h** with three lanes (westbound)

**More people are walking and cycling:**

- 8-hour pedestrian volumes were 360 in a four-lane configuration compared to 1029 in the three lane configuration
- 8-hour cycling volumes were 7 in a four-lane configuration compared to 36 in the three lane configuration with bicycle lanes



# Aquitaine Reconstruction

## An opportunity for improvement

Road reconstruction is planned for Aquitaine Avenue in 2029, providing an opportunity to bundle corridor improvements and create more permanent infrastructure changes.

Four alternatives have been developed and evaluated:

- Alternative 1: **Protected Bike Lanes with Three Lane Configuration (similar to interim condition)**
- Alternative 2: **Cycle Track with Three Lane Configuration**
- Alternative 3: **Multi-Use Trail with Four Lane Configuration**
- Alternative 4: **Cycle Track with Four Lane Configuration**

Benefits and constraints for each alternative are discussed in the following slides.



Aquitaine Avenue, north approach into Montevideo Road

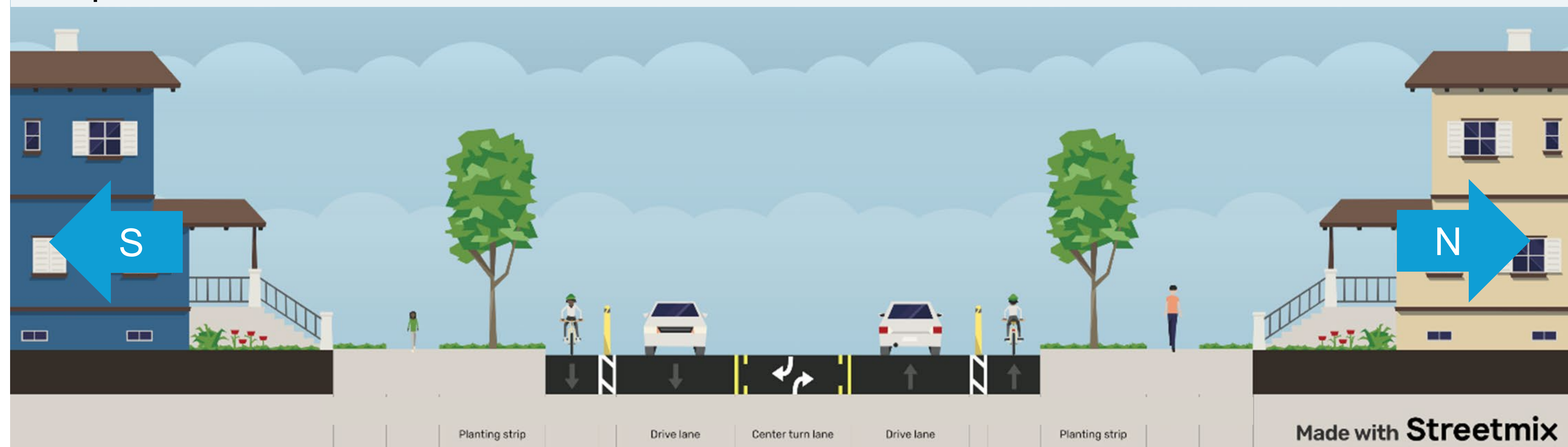
The reconstruction also provides an opportunity to address site-specific concerns with the corridor as it functions today. We will seek your site-specific feedback on our roll plan.

# Aquitaine Cycling Facility Options



MISSISSAUGA

**Alternative 1: Protected Bike Lanes with Three Lane Configuration** – paint, bollards and precast concrete curbs, no curb modifications\*



## Benefits

- Enhanced vertical separation
- Construction speed / cost
- Maintains trees and utilities
- Promotes traffic calming

## Constraints

- Limited cyclist passing opportunities
- Lack of horizontal separation
- Reduced lane capacity

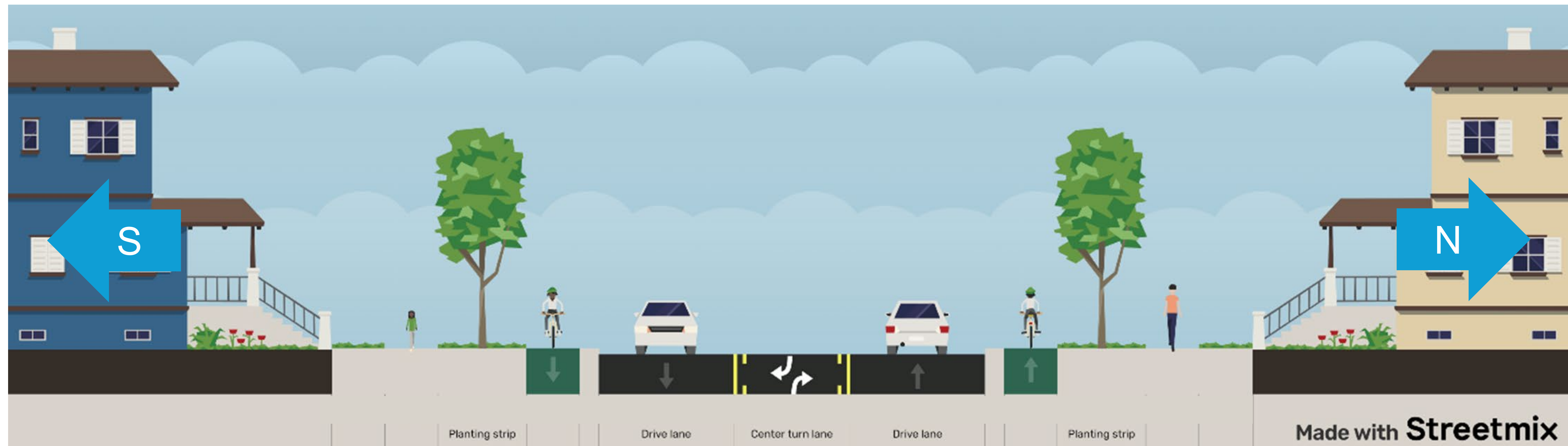
*\*Currently in place as part of interim project condition*

# Aquitaine Cycling Facility Options



MISSISSAUGA

## Alternative 2: Cycle Track with Three Lane Configuration – some curb modifications



### Benefits

- Increased vertical and horizontal separation
- Promotes traffic calming

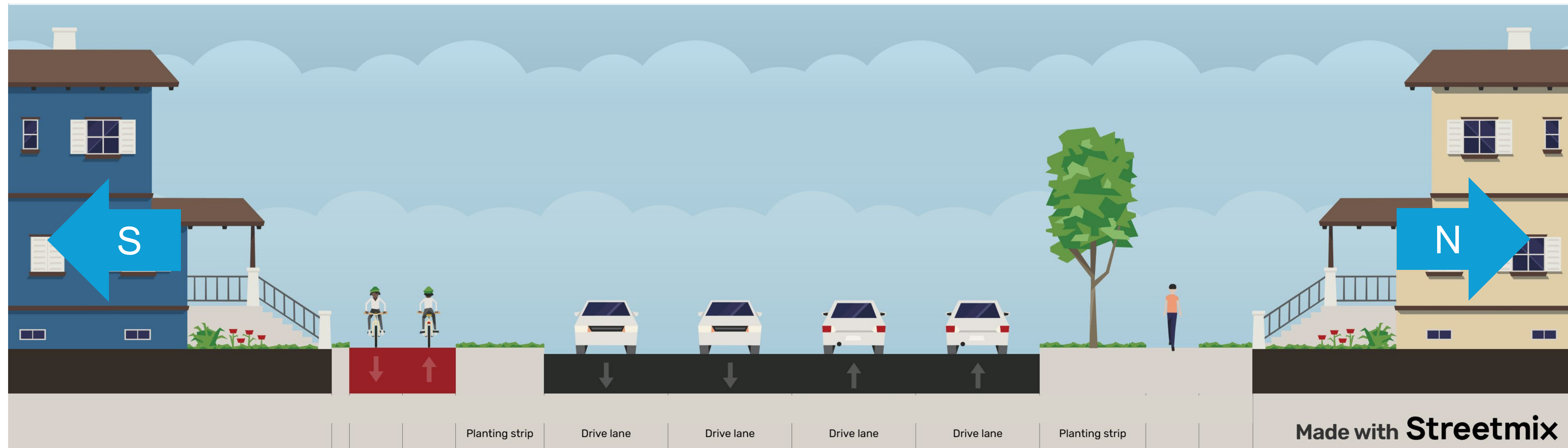
### Constraints

- Civil works required
- Some utility and minimal tree conflicts
- Reduced lane capacity

Recommended  
Alternative

# Aquitaine Cycling Facility Options MISSISSAUGA

Alternative 3: Multi-Use Trail with Four Lane Configuration – boulevard modifications, no curb modifications



## Benefits

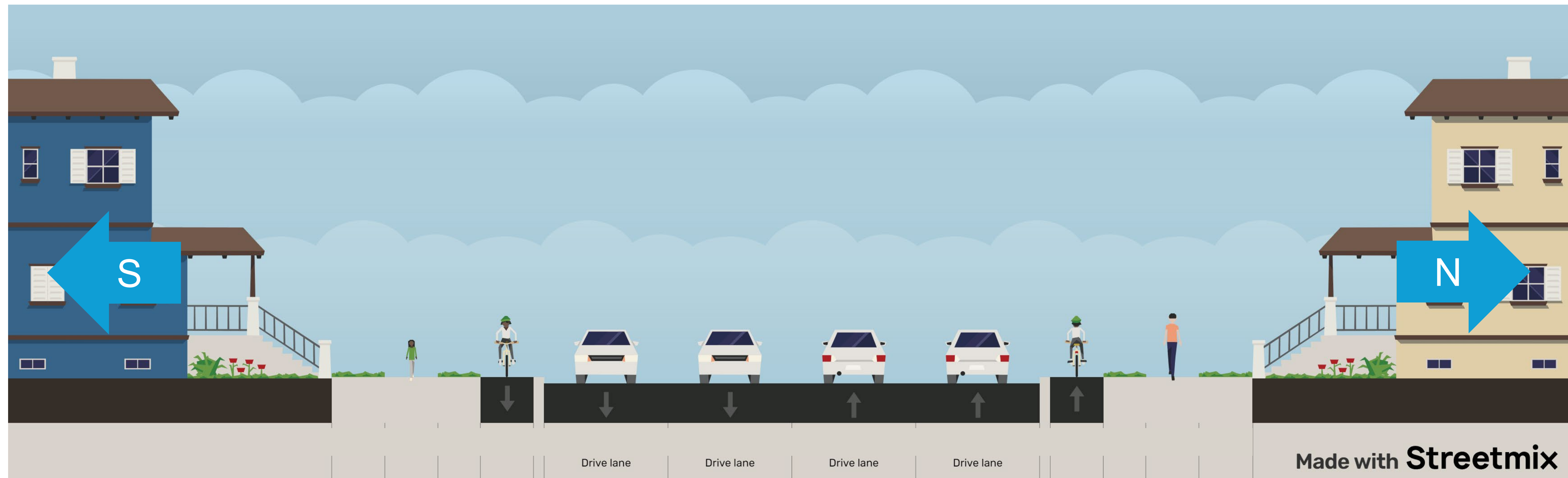
- Increased horizontal and vertical separation
- Maintains lane capacity
- Cyclist passing opportunities

## Constraints

- Civil works required
- Moderate to significant utility and tree conflicts
- Reduced pedestrian and cyclist comfort
- Access constraints

# Aquitaine Cycling Facility Options MISSISSAUGA

**Alternative 4: Cycle Track in Existing Boulevard** – boulevard changes with no curb modifications





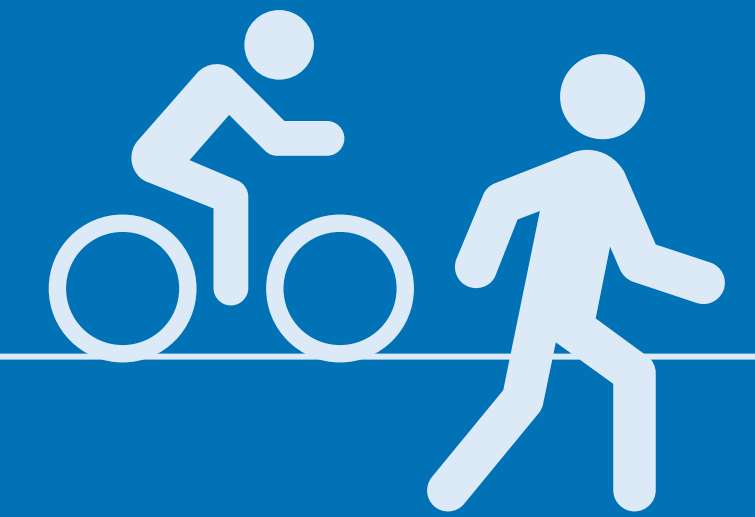


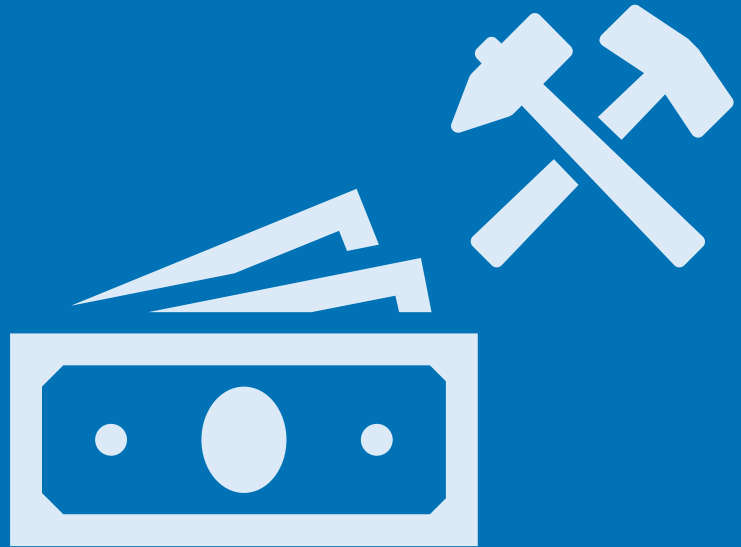
## Benefits

- Enhanced vertical separation
- Maintains lane capacity

## Constraints

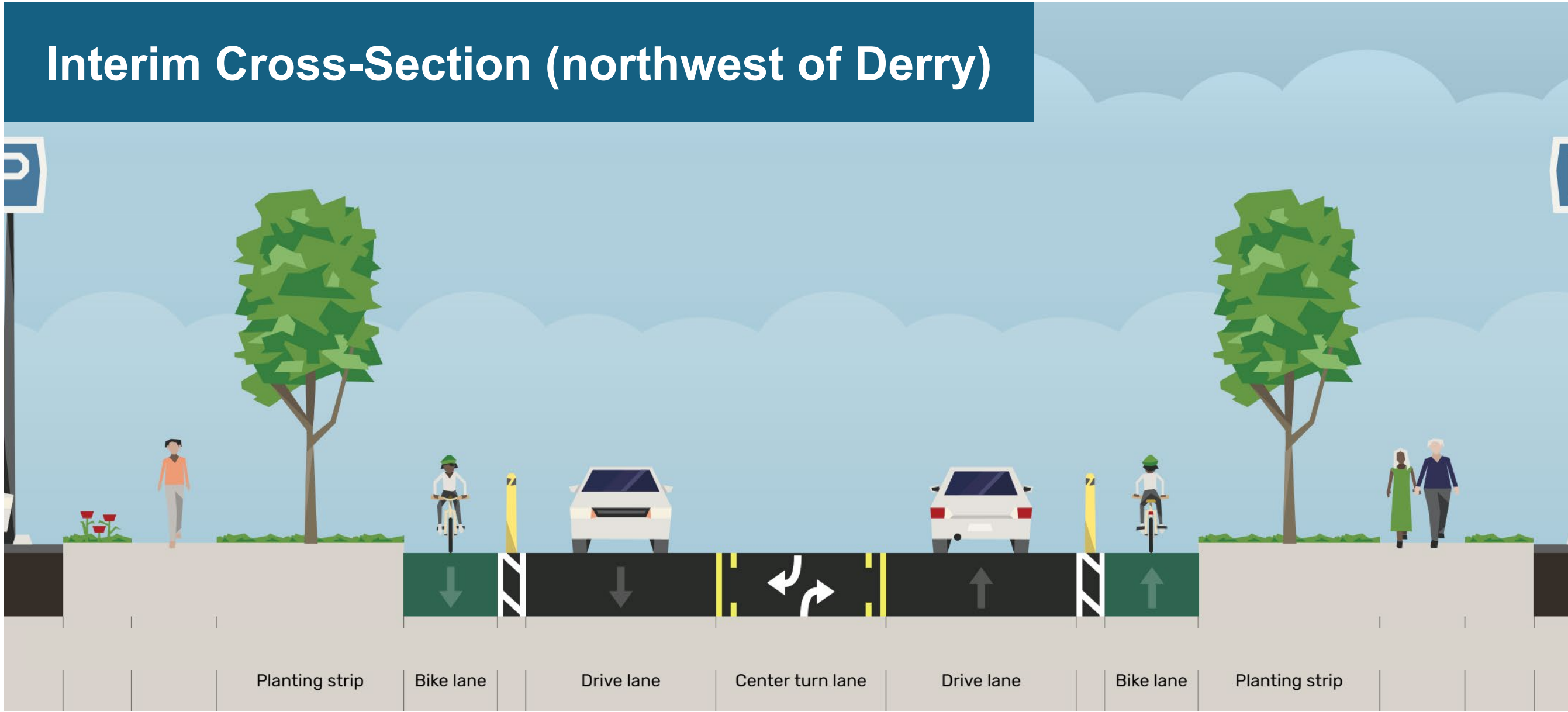
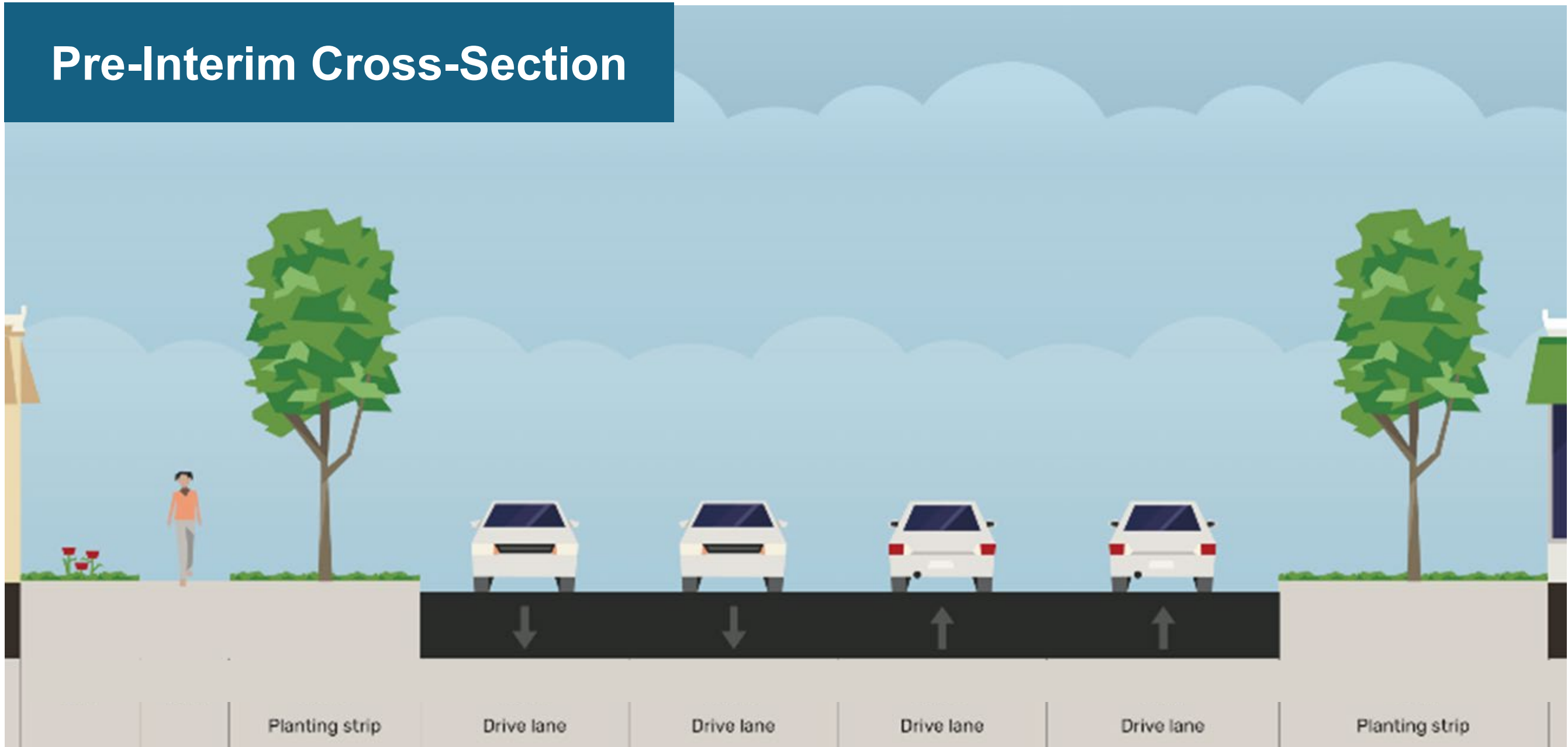
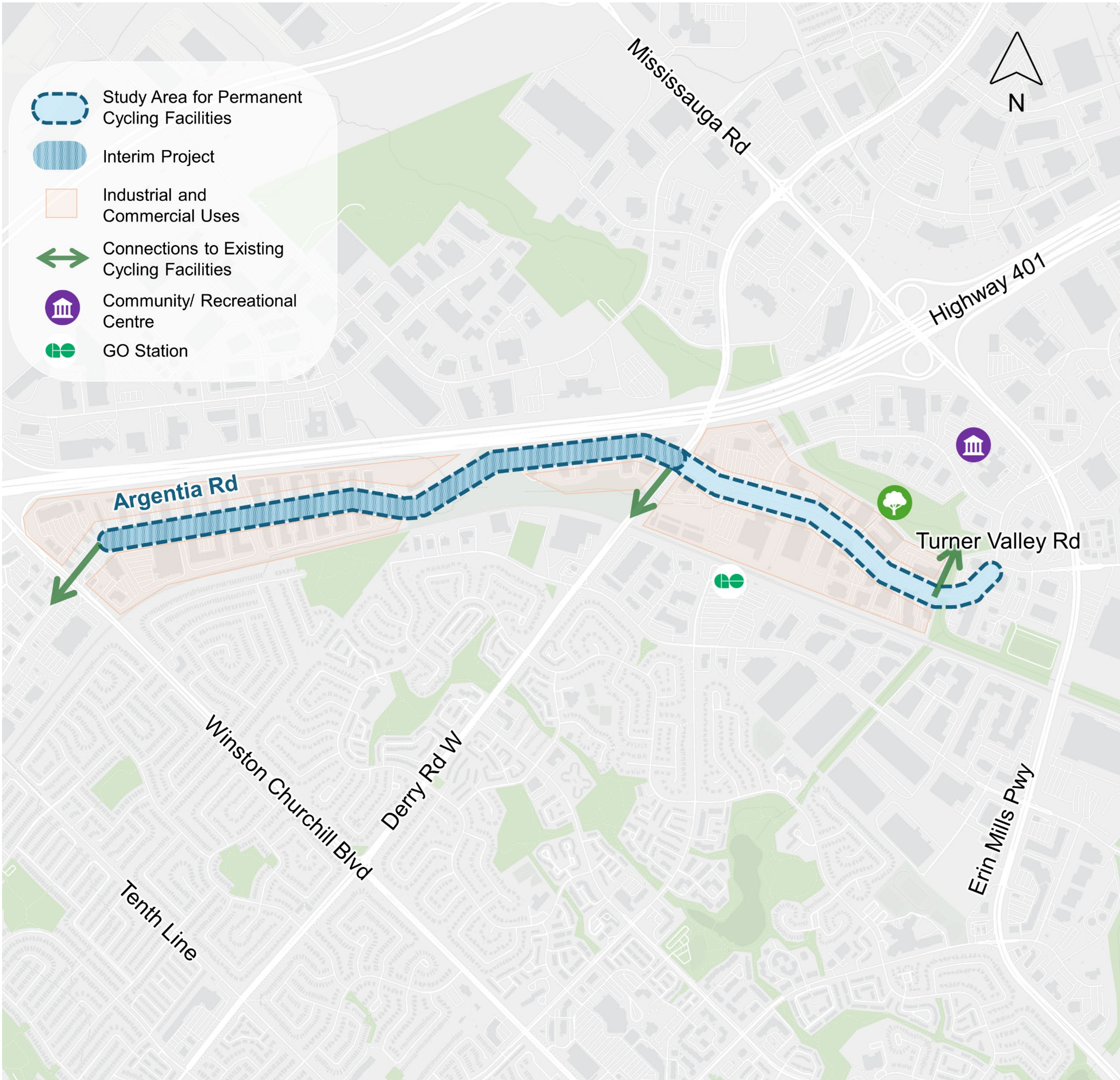
- Limited cyclist passing opportunities
- Lack of horizontal separation
- Significant utility and tree conflicts

# Evaluation Table: Aquitaine Avenue

Criteria/ Alternatives	 Anticipated Traffic Impacts	 Anticipated Safety Impacts	 User Experience	 Anticipated Tree & Environmental Impacts	 Capital Coordination Opportunities	 Constructability & Cost
<b>Alternative 1 –</b> Protected Bike Lane with Lane Reduction	Less Preferred	Most Preferred	Less Preferred	Most Preferred	Least Preferred	Most Preferred
<b>Alternative 2 –</b> Raised Cycle Track with Lane Reduction	Less Preferred	Most Preferred	Most Preferred	Less Preferred	Most Preferred	Less Preferred
<b>Alternative 3 –</b> Multi-Use Trail	Most Preferred	Least Preferred	Less Preferred	Less Preferred	Less Preferred	Less Preferred
<b>Alternative 4 –</b> Cycle Track in Existing Boulevard	Most Preferred	Least Preferred	Less Preferred	Least Preferred	Less Preferred	Least Preferred

**Legend:** Most Preferred Less Preferred Least Preferred

# Argentia Road: Overview



# Argentia Interim Three Lane Configuration

## Overview:

Similarly to Aquitaine, an **interim road safety project** has been implemented on a portion of Argentia Road, which includes:

- Reducing the roadway from four to three lanes
- On-road protected bike lanes
- Dedicated vehicle parking lanes
- Dedicated centre / left-turn lanes



Argentia Road with interim three lane reconfiguration in place



# Argentia Interim Three Lane Configuration

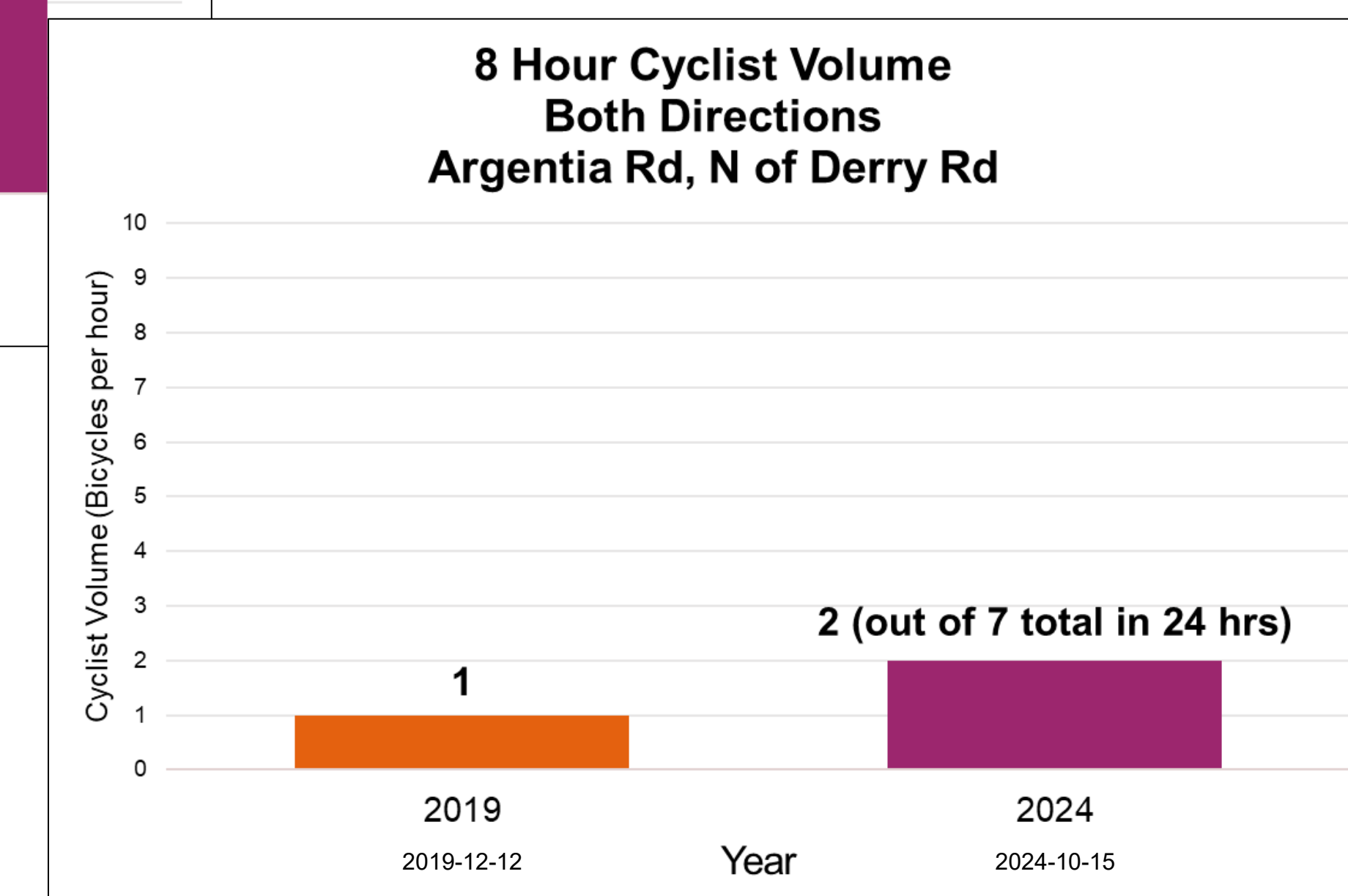
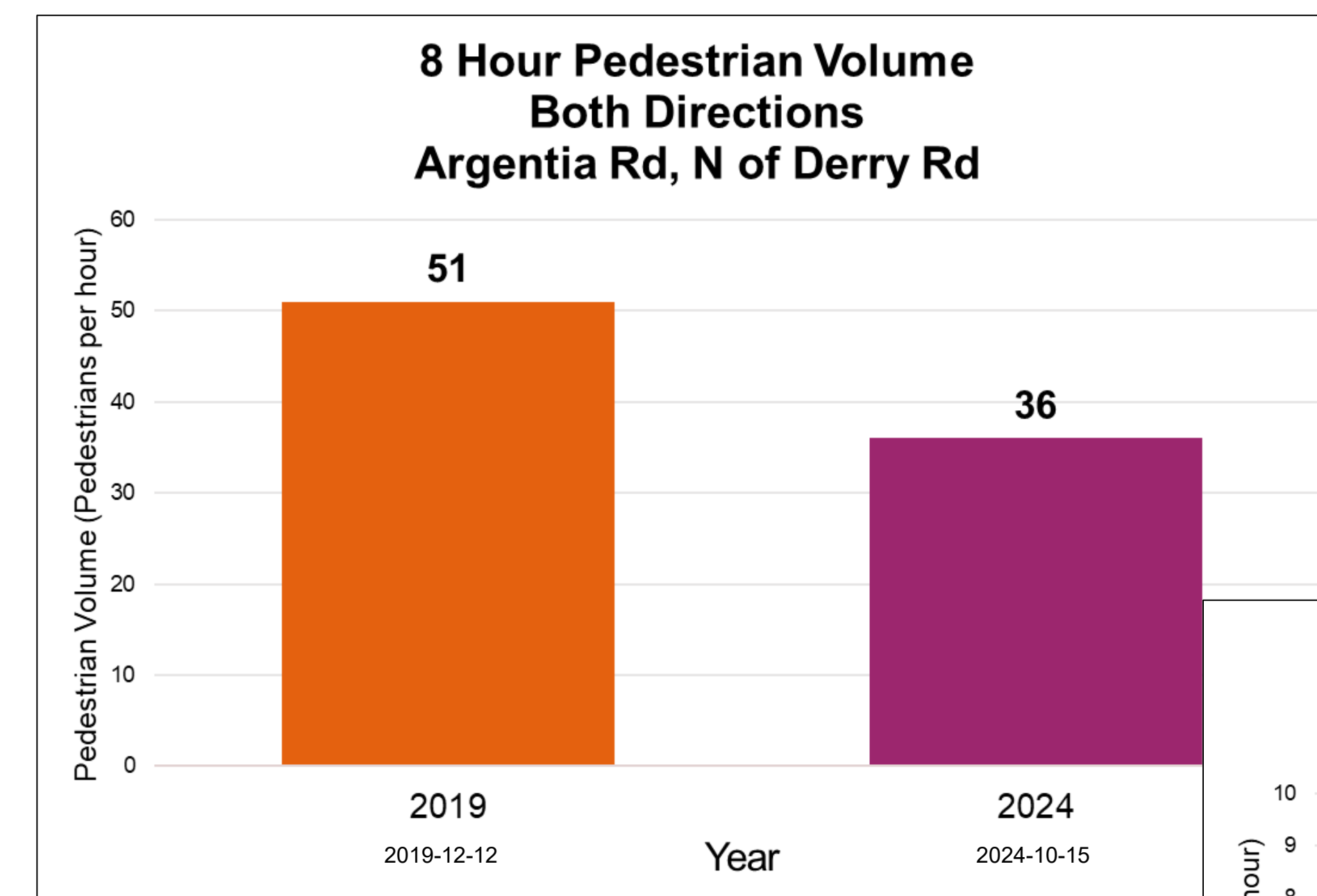
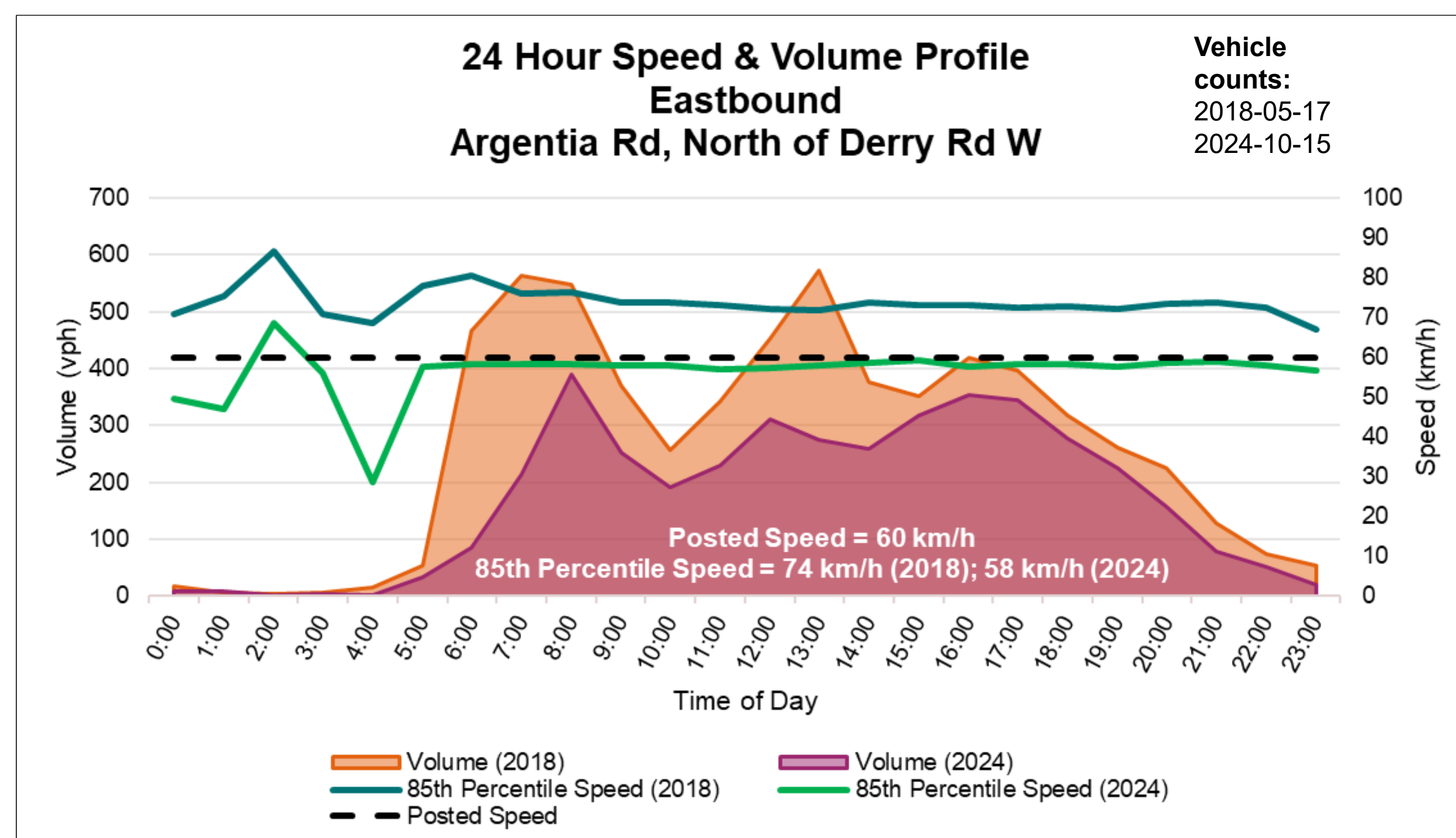
Since implementation of the three lane configuration, we have been closely monitoring operations along the corridor.

**Operating speeds** and instances of speeding **have dropped significantly** with the three lane condition:

- 85<sup>th</sup> percentile speed dropped from **74 km/h** with four lanes to **58 km/h** with three lanes (eastbound - pictured)
- 85<sup>th</sup> percentile speed dropped from **77 km/h** with four lanes to **63 km/h** with three lanes (westbound)

**There have been minimal changes to pedestrian and cycling volume**

- This may be attributable to the short section of the interim three-lane configuration and lack of network connectivity



# Argentia Reconstruction

## An opportunity for improvement

Road reconstruction is planned for Argentia Road (northwest of Derry Road) in 2026, providing an opportunity to bundle corridor improvements and create more permanent infrastructure changes.

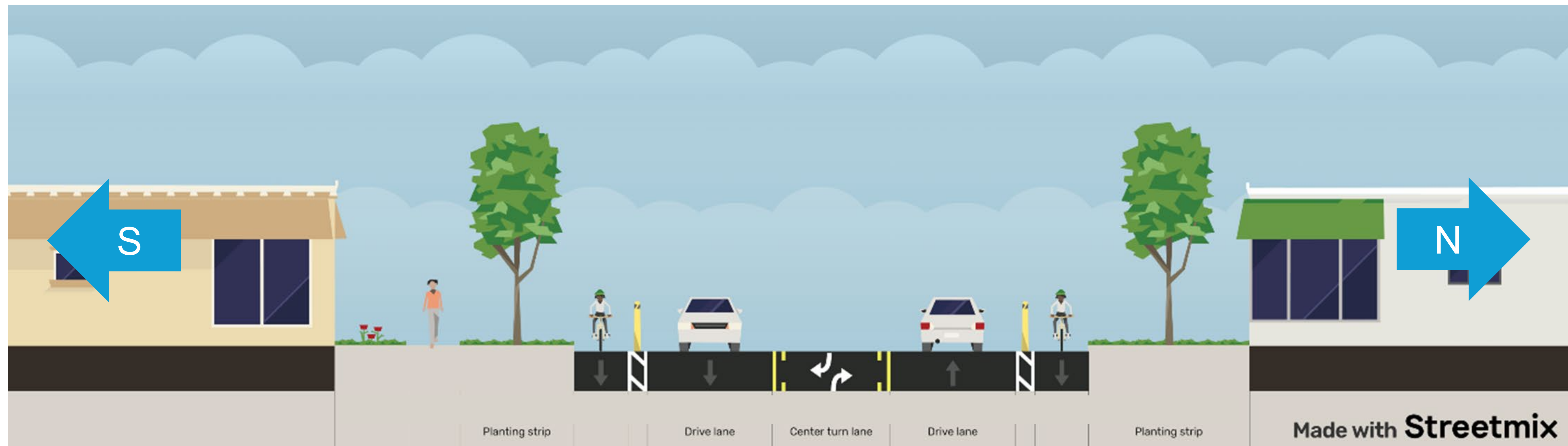
Four alternatives have been developed and evaluated:

- Alternative 1: **Protected Bike Lanes with Three Lane Configuration (similar to interim condition)**
- Alternative 2: **Cycle Track with Three Lane Configuration**
- Alternative 3: **Multi-Use Trail with Four Lane Configuration**
- Alternative 4: **Cycle Track with Four Lane Configuration**

Benefits and constraints for each option are discussed in the following slides.

# Argentia Alternatives

**Alternative 1: Protected Bike Lanes** – paint, bollards and precast concrete curbs, no curb modifications\*



## Benefits

- Enhanced vertical separation
- Construction speed / cost
- Maintains trees and utilities
- Promotes traffic calming

## Constraints

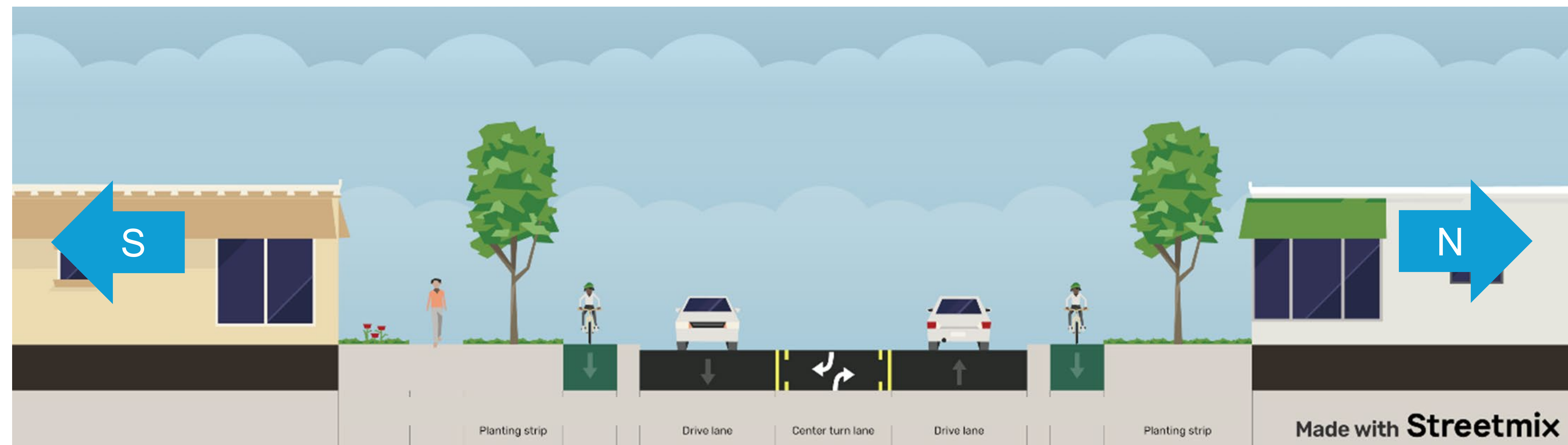
- Limited cyclist passing opportunities
- Lack of horizontal separation
- Reduced lane capacity

*\*Currently in place as part of interim project condition northwest of Derry Road*

**Recommended  
Alternative—  
Southeast of  
Derry Road**

# Argentia Alternatives

## Alternative 2: Cycle Track with Lane Reduction – some curb modifications



### Benefits

- Increased vertical and horizontal separation
- Promotes traffic calming

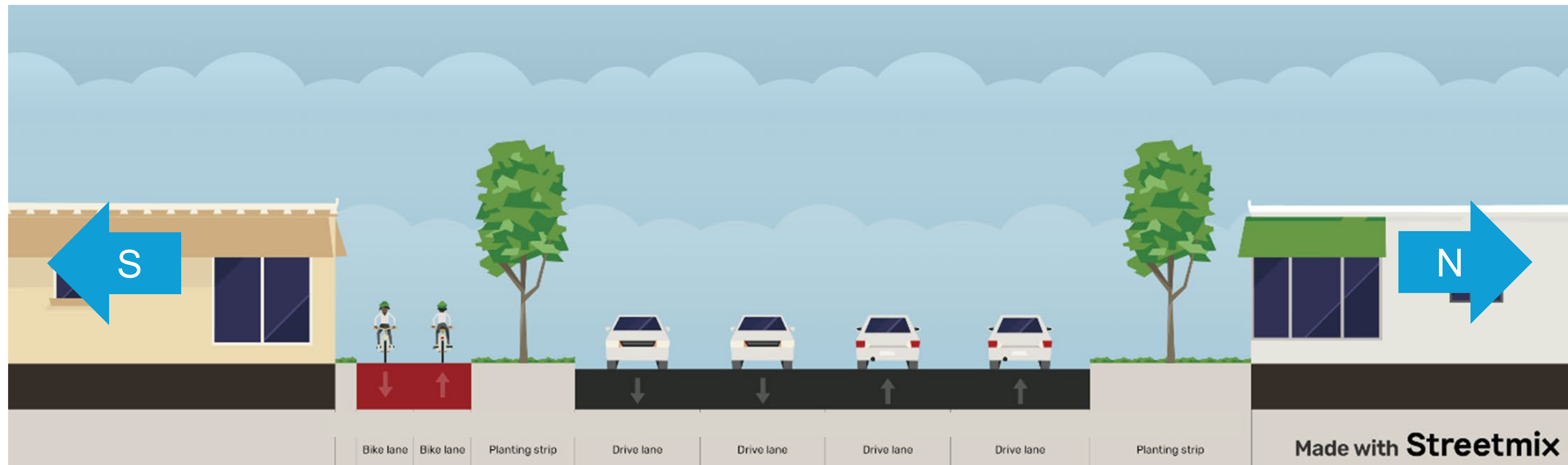
### Constraints

- Civil works required
- Some utility and minimal tree conflicts
- Reduced lane capacity

Recommended  
Alternative –  
Northwest of  
Derry Road

# Argentia Alternatives

## Alternative 3: Multi-Use Trail – boulevard modifications, no curb modifications



### Benefits

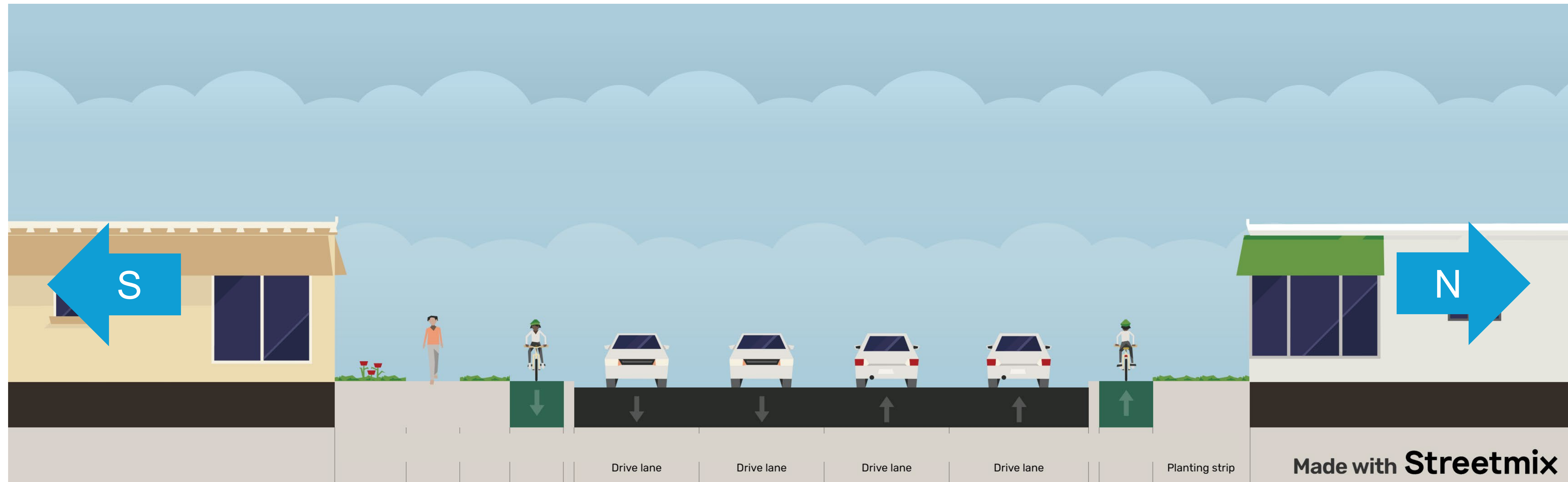
- Increased horizontal and vertical separation
- Maintains lane capacity
- Cyclist passing opportunities

### Constraints

- Civil works required
- Moderate utility and tree conflicts
- Reduced pedestrian and cyclist comfort
- Access constraints

# Argentia Alternatives

## Alternative 4: Cycle Track in Existing Boulevard – boulevard changes with no curb modifications



### Benefits



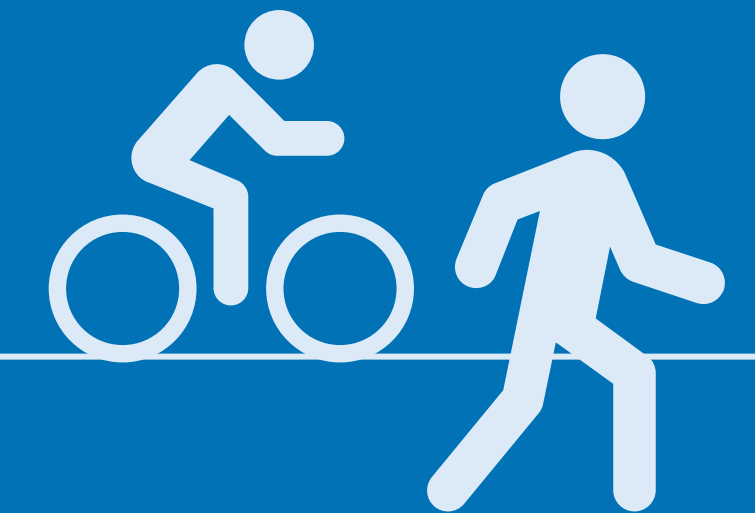


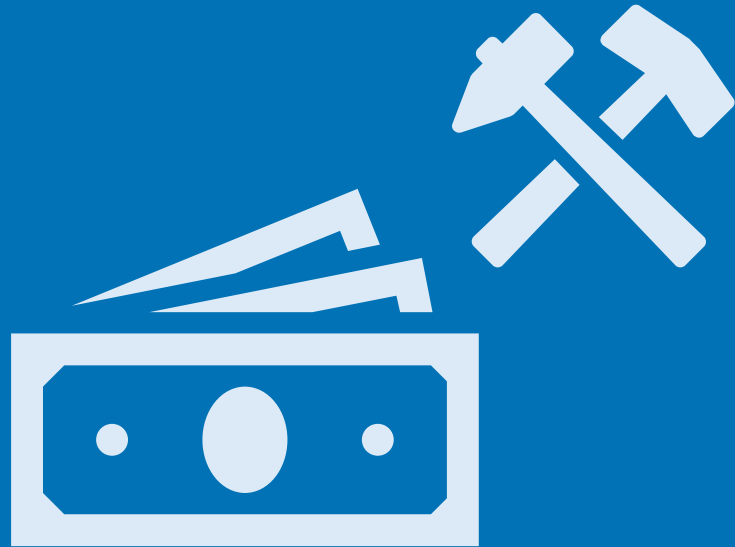
- Enhanced vertical separation
- Maintains lane capacity

### Constraints

- Limited cyclist passing opportunities
- Lack of horizontal separation
- Significant utility and tree conflicts

# Evaluation Table: Argentia Road (Northwest of Derry Road)



Criteria/ Alternatives	 Anticipated Traffic Impacts	 Anticipated Safety Impacts	 User Experience	 Anticipated Tree & Environmental Impacts	 Capital Coordination Opportunities	 Constructability & Cost
Alternative 1 – Protected Bike Lane with Lane Reduction	Less Preferred	Most Preferred	Less Preferred	Most Preferred	Least Preferred	Most Preferred
Alternative 2 – Raised Cycle Track with Lane Reduction	Less Preferred	Most Preferred	Most Preferred	Less Preferred	Most Preferred	Less Preferred
Alternative 3 – Multi-Use Trail	Most Preferred	Least Preferred	Less Preferred	Less Preferred	Less Preferred	Less Preferred
Alternative 4 – Cycle Track in Existing Boulevard	Most Preferred	Least Preferred	Less Preferred	Least Preferred	Less Preferred	Least Preferred



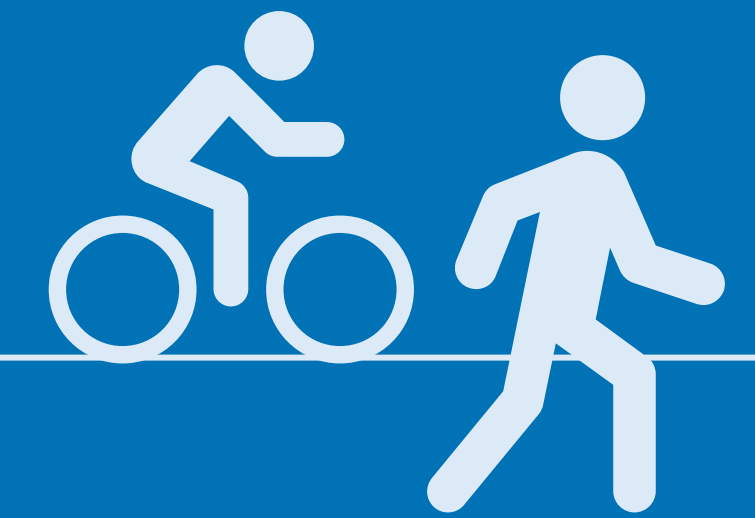


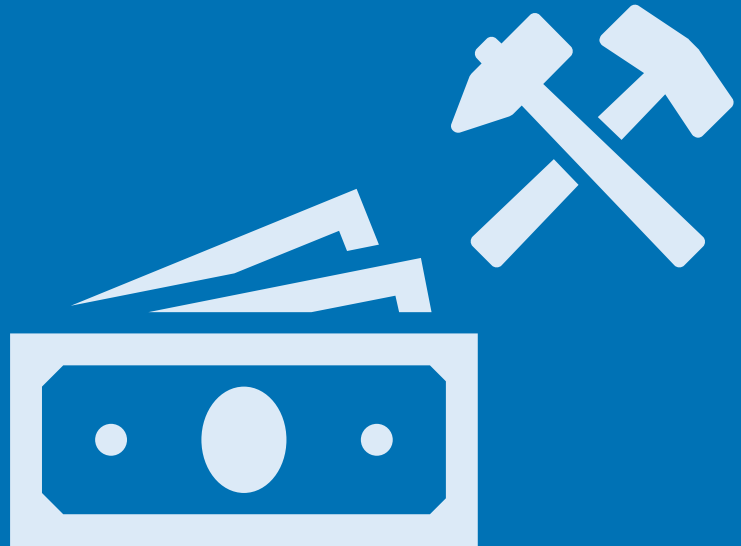
Legend:

Most Preferred

Less Preferred

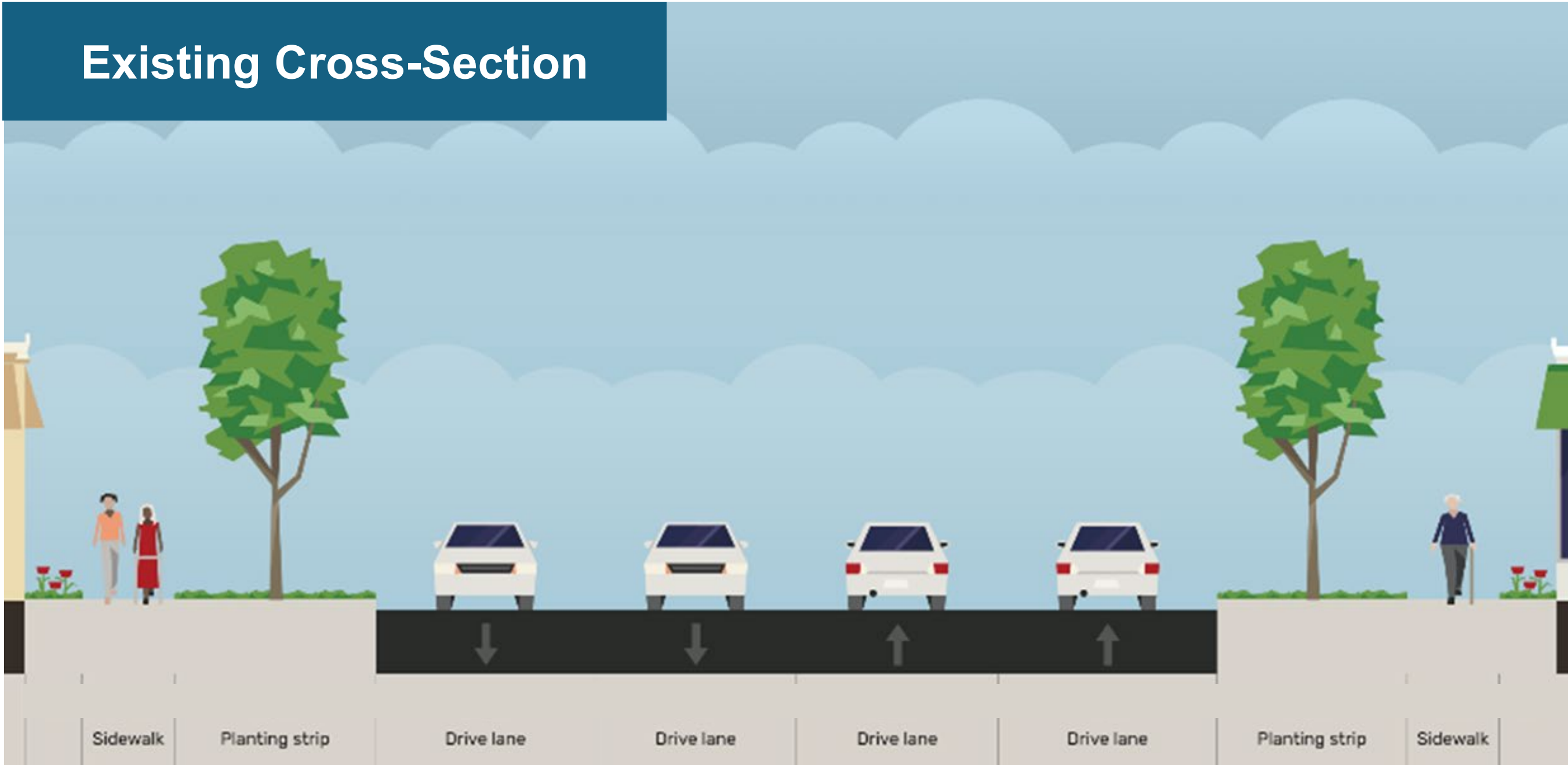
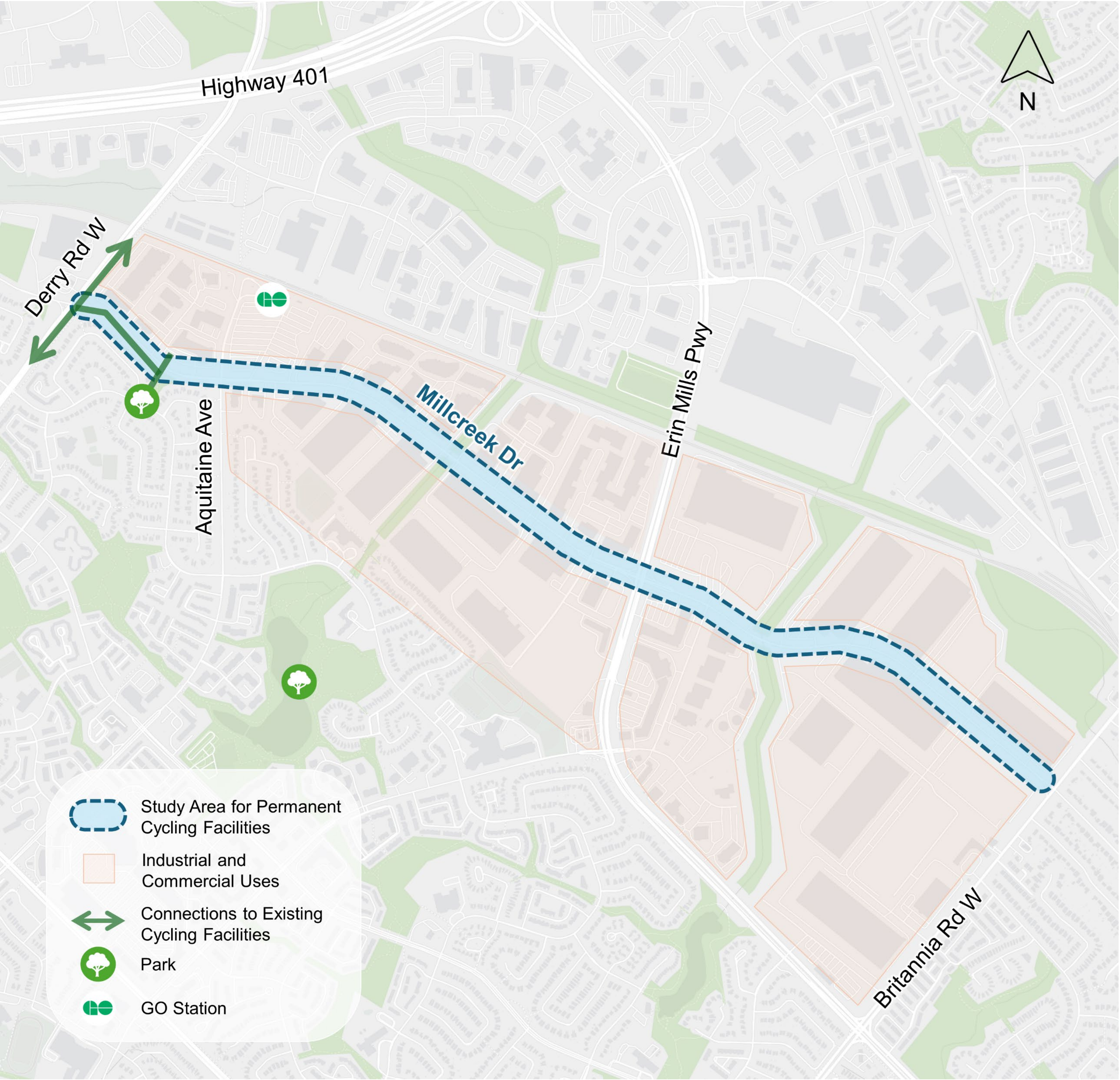
Least Preferred

# Evaluation Table: Argentia Road (Southeast of Derry Road)

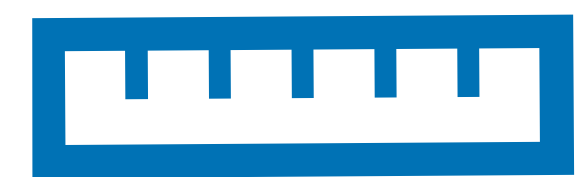
Criteria/ Alternatives	 Anticipated Traffic Impacts	 Anticipated Safety Impacts	 User Experience	 Anticipated Tree & Environmental Impacts	 Capital Coordination Opportunities	 Constructability & Cost
<b>Alternative 1 –</b> Protected Bike Lane with Lane Reduction	Less Preferred	Most Preferred	Less Preferred	Most Preferred	Least Preferred	Most Preferred
<b>Alternative 2 –</b> Raised Cycle Track with Lane Reduction	Less Preferred	Most Preferred	Most Preferred	Less Preferred	Least Preferred	Less Preferred
<b>Alternative 3 –</b> Multi-Use Trail	Most Preferred	Least Preferred	Less Preferred	Less Preferred	Least Preferred	Less Preferred
<b>Alternative 4 –</b> Cycle Track in Existing Boulevard	Most Preferred	Least Preferred	Less Preferred	Least Preferred	Least Preferred	Least Preferred

**Legend:** Most Preferred Less Preferred Least Preferred

# Millcreek Drive: Overview



# Millcreek Drive: Existing Conditions



**3.2km** long north-south major collector (north of Erin Mills Parkway) and minor collector (south of Erin Mills Parkway)



**4 travel lanes** (north of Erin Mills Parkway)  
**3 travel lanes** (south of Erin Mills Parkway)



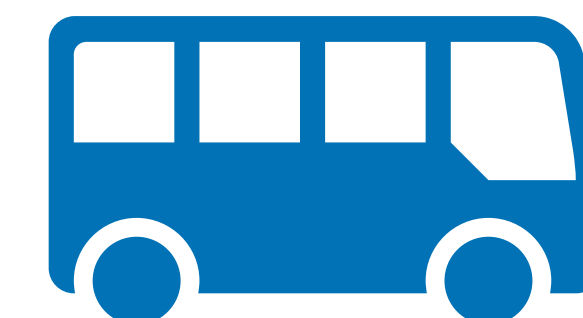
**Urban** cross-section (curb and gutter)



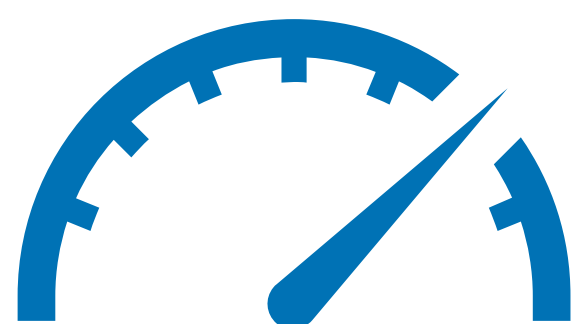
**Land use** is predominantly business employment with some greenlands and industrial land use designations



**13m – 15m** Roadway width



**MiWay Route 44**  
**Meadowvale GO Station**



**Posted speed: 50 km/hr**  
**85th percentile: 75 km/hr**



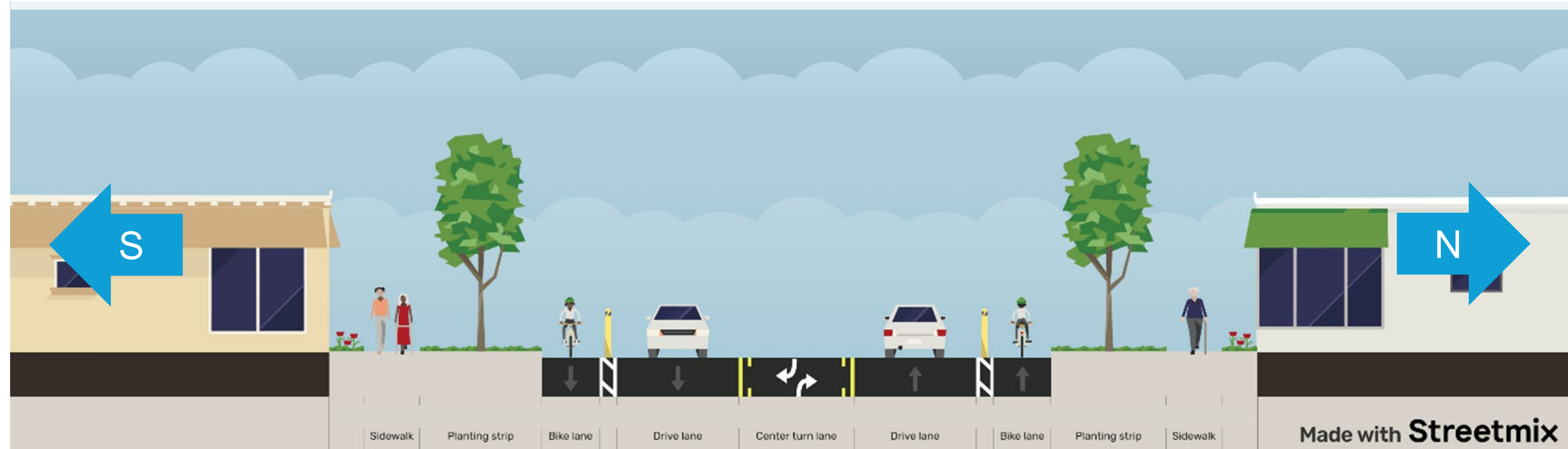
**No permanent cycling facilities**

Speeds are well above posted speeds, suggesting Millcreek would benefit from a road reconfiguration

Lane reconfiguration would create more space to add cycling facilities

# Millcreek Alternatives

**Alternative 1: Protected Bike Lanes** – paint, bollards and precast concrete curbs, no curb modifications



## Benefits

- Enhanced vertical separation
- Construction speed / cost
- Maintains trees and utilities
- Promotes traffic calming

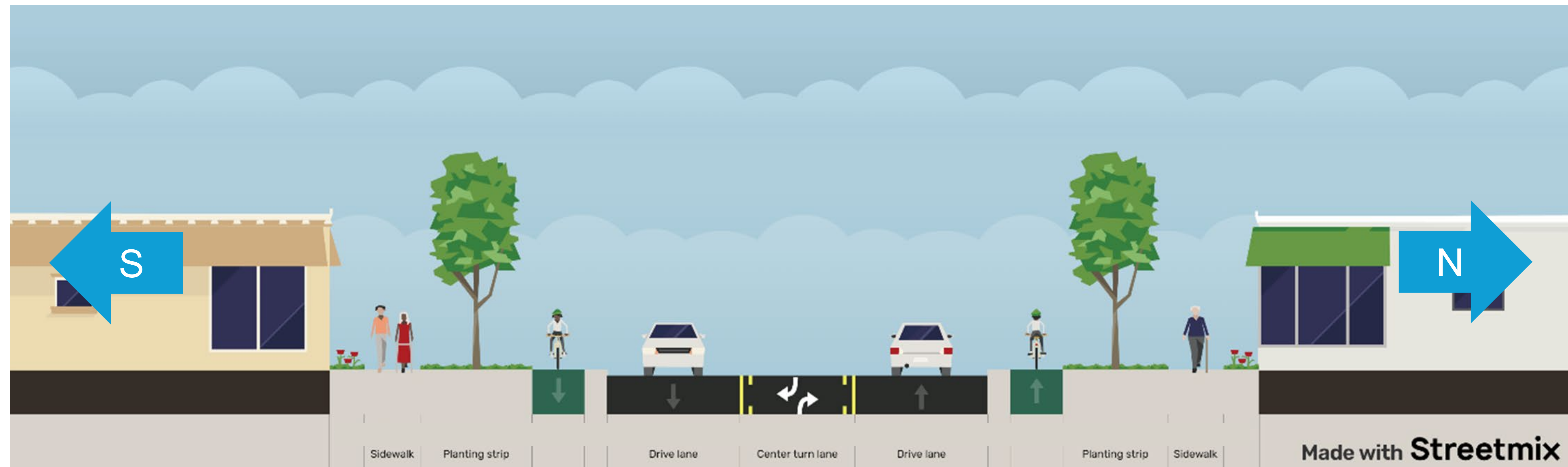
## Constraints

- Limited cyclist passing opportunities
- Lack of horizontal separation
- Reduced lane capacity

**Recommended  
Alternative**

# Millcreek Alternatives

## Alternative 2: Cycle Track with Lane Reduction – some curb modifications



### Benefits

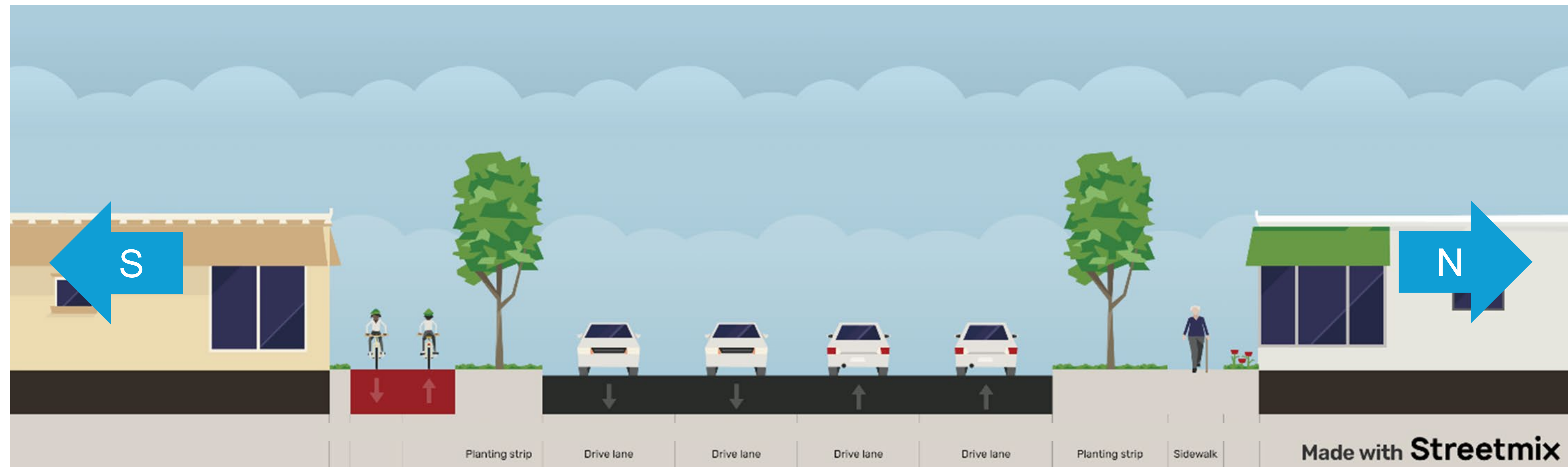
- Increased vertical and horizontal separation
- Promotes traffic calming

### Constraints

- Civil works required
- Some utility and minimal tree conflicts
- Reduced lane capacity

# Millcreek Alternatives

## Alternative 3: Multi-Use Trail – boulevard modifications, no curb modifications



### Benefits

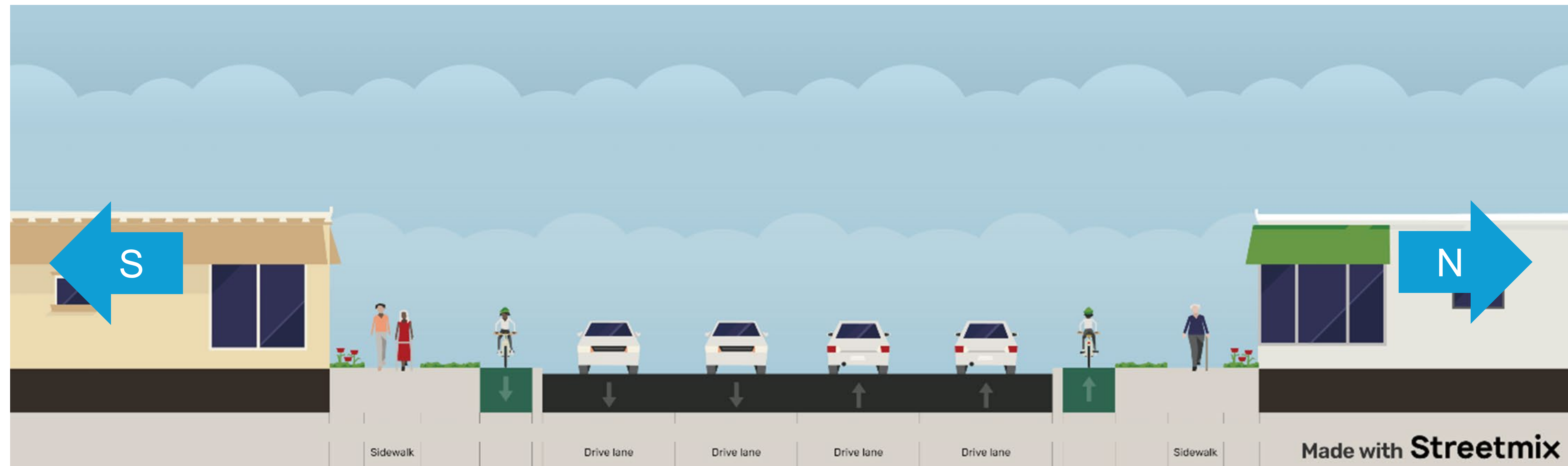
- Increased horizontal and vertical separation
- Maintains lane capacity
- Cyclist passing opportunities

### Constraints

- Civil works required
- Moderate utility and tree conflicts
- Reduced pedestrian and cyclist comfort
- Access constraints

# Millcreek Alternatives

**Alternative 4: Cycle Track in Existing Boulevard** – boulevard changes with no curb modifications





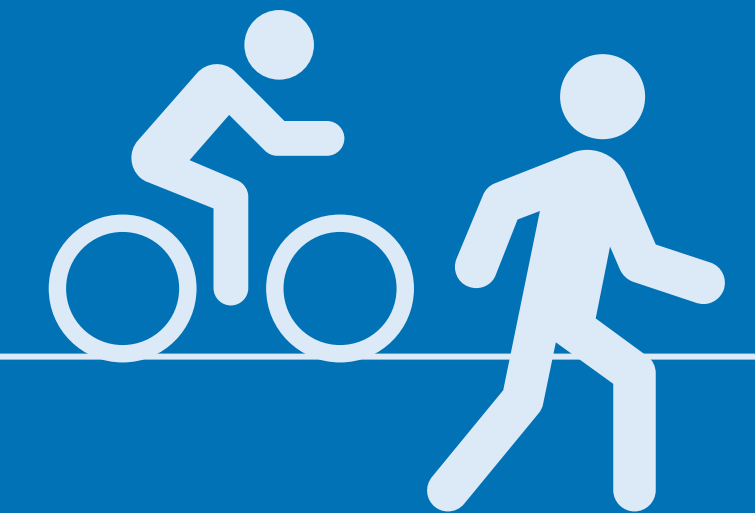


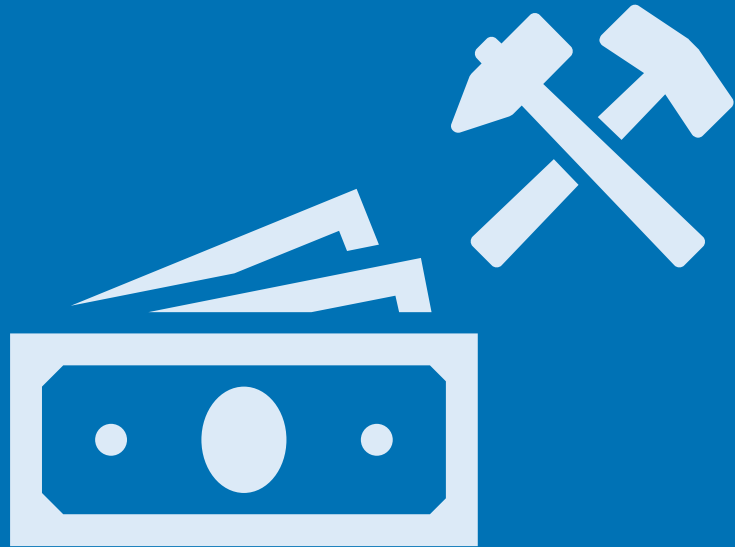
## Benefits

- Enhanced vertical separation
- Maintains lane capacity

## Constraints

- Limited cyclist passing opportunities
- Lack of horizontal separation
- Significant utility and tree conflicts

# Evaluation Table: Millcreek Drive

Criteria/ Alternatives	 Anticipated Traffic Impacts	 Anticipated Safety Impacts	 User Experience	 Anticipated Tree & Environmental Impacts	 Capital Coordination Opportunities	 Constructability & Cost
<b>Alternative 1 –</b> Protected Bike Lane with Lane Reduction	Less Preferred	Most Preferred	Less Preferred	Most Preferred	Least Preferred	Most Preferred
<b>Alternative 2 –</b> Raised Cycle Track with Lane Reduction	Less Preferred	Most Preferred	Most Preferred	Less Preferred	Least Preferred	Less Preferred
<b>Alternative 3 –</b> Multi-Use Trail	Most Preferred	Least Preferred	Less Preferred	Less Preferred	Least Preferred	Less Preferred
<b>Alternative 4 –</b> Cycle Track in Existing Boulevard	Most Preferred	Least Preferred	Less Preferred	Least Preferred	Least Preferred	Least Preferred

Legend:

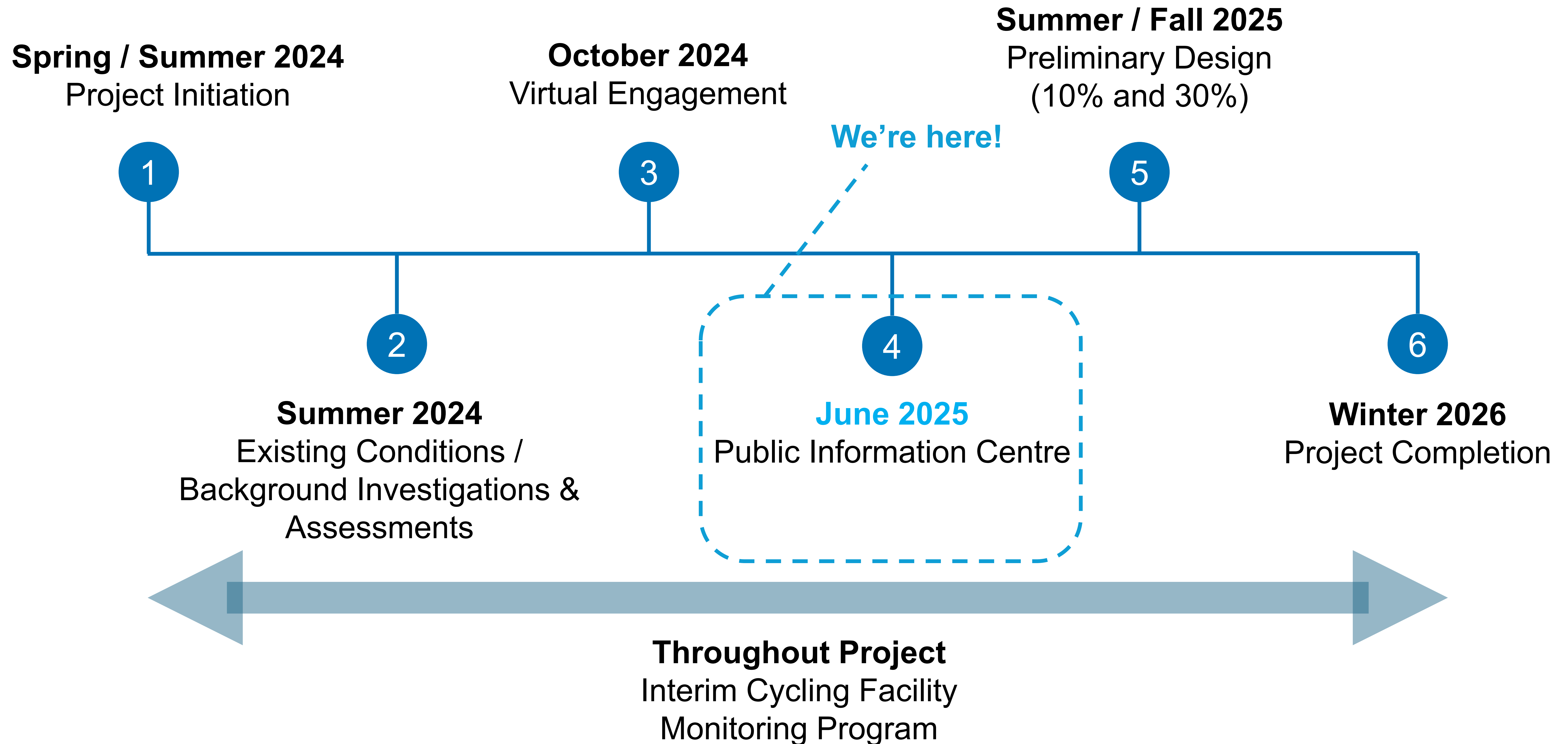
Most Preferred

Less Preferred

Least Preferred

# Timeline & Next Steps

Overview of key milestones



# Thank You for Attending!



**Submit your  
comments and keep  
up to date on the  
project webpage:**

**[mississauga.ca/ward9roadsafety](https://mississauga.ca/ward9roadsafety)**

## **Next Steps:**

- Review public and stakeholder feedback
- Initiate preliminary design on preferred alternatives

## **We want to hear from you!**

If you have any questions or comments regarding the study, please contact:

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