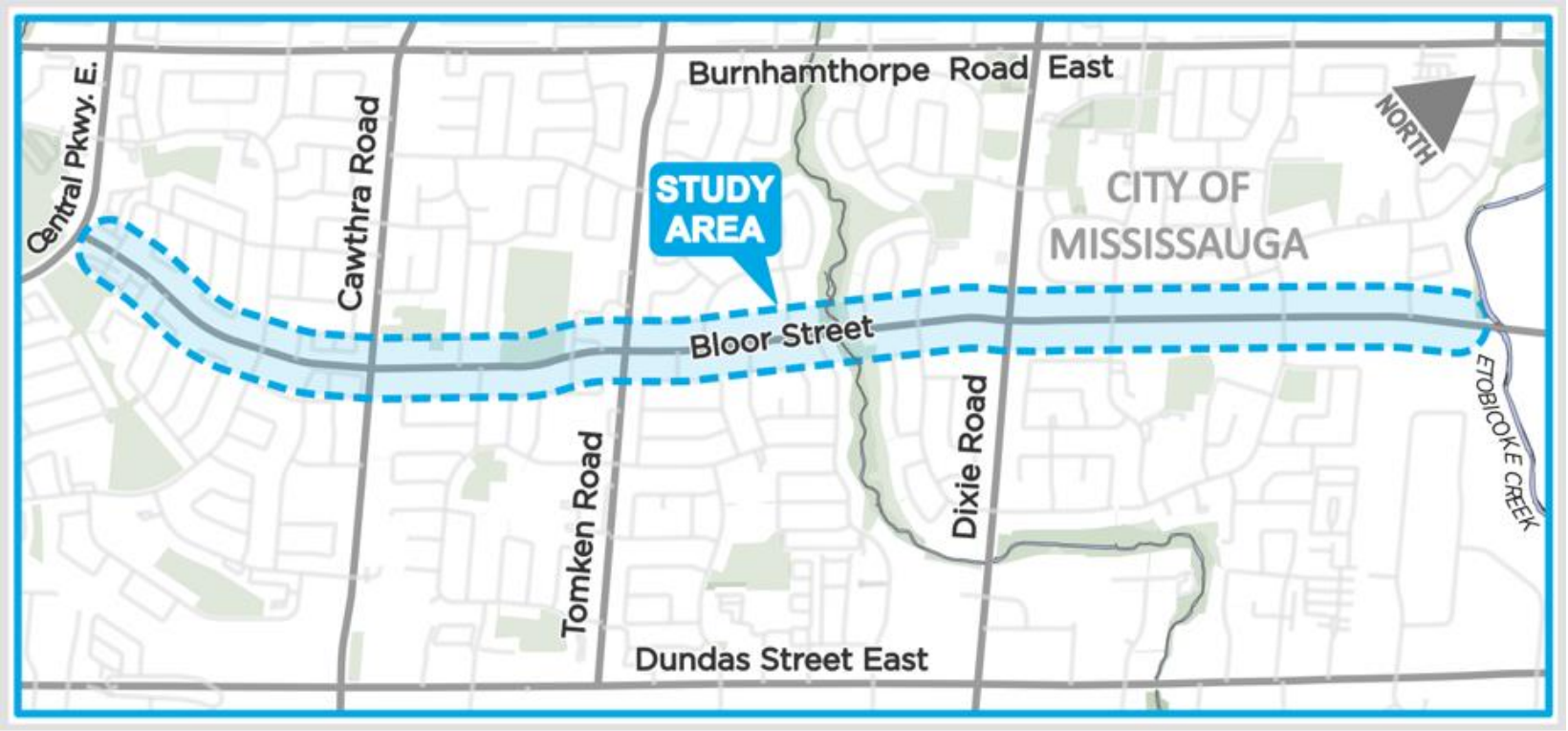
Bloor Street Integrated Road Project

General Committee

June 7, 2023

MISSISSAUGA

Study Area


Central Pkwy. E.
Cawthra Road
Burnhamthorpe Road East
STUDY AREA
CITY OF MISSISSAUGA
NORTH
Bloor Street
Tomken Road
Dixie Road
ETOBICOKE CREEK
Dundas Street East

Character Areas

Project Timeline & Consultation

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	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
In-Boulevard One-Way Cycle Track, adjacent to curb lane (Both Sides)	On-road Separated Bike Lanes (Both sides)	In-Boulevard Two-Way Cycle Track, adjacent to curb lane (North Side Only)	In-Boulevard Two-Way Cycle Track, adjacent to curb lane (South Side Only)	In-Boulevard One-Way Cycle Track, adjacent to Sidewalk (Both Sides)	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.

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					RECOMMENDED

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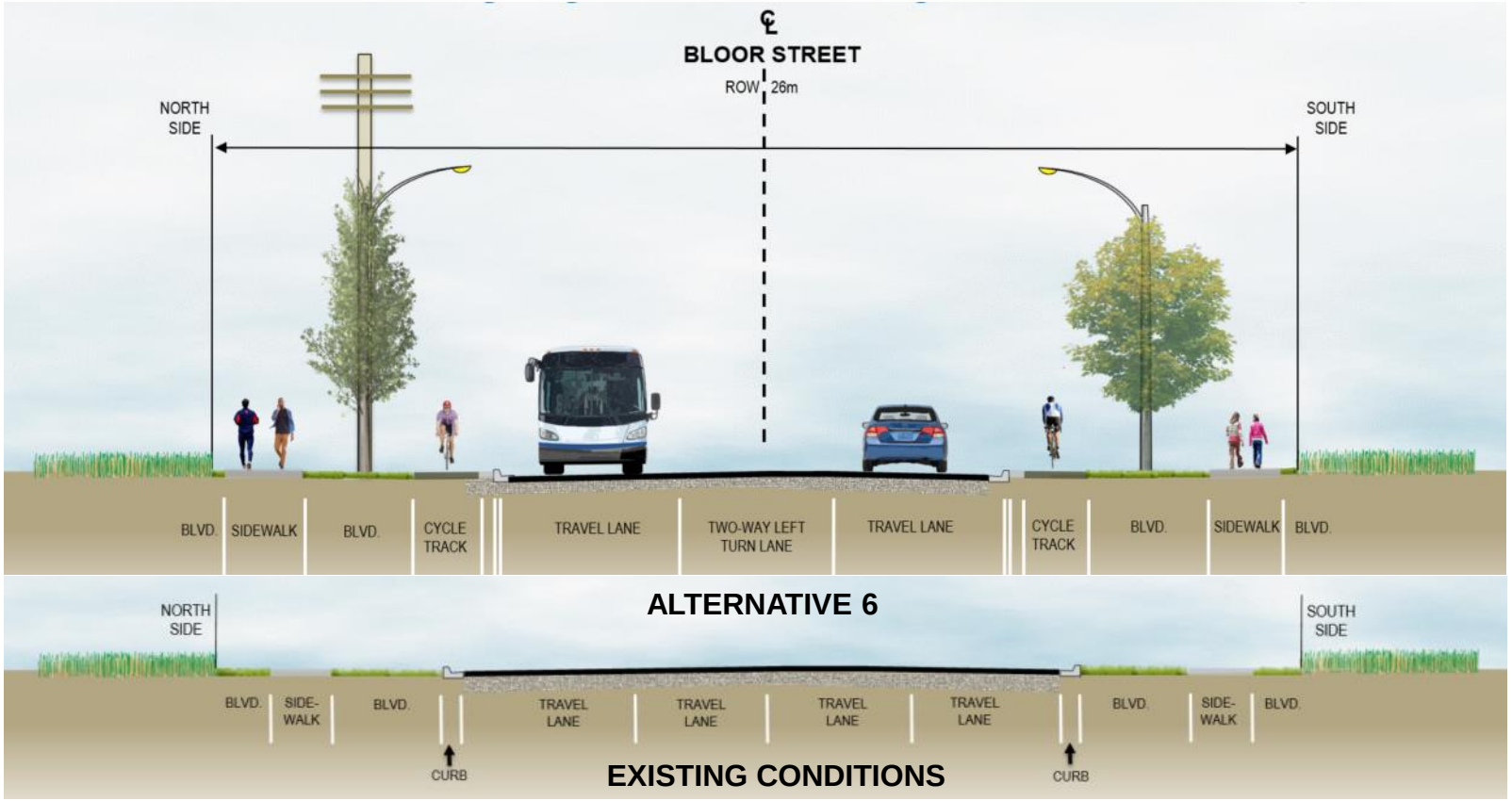
Alternative 6 vs Existing Conditions



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

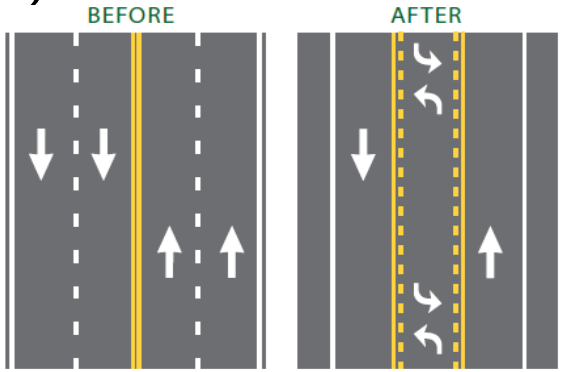
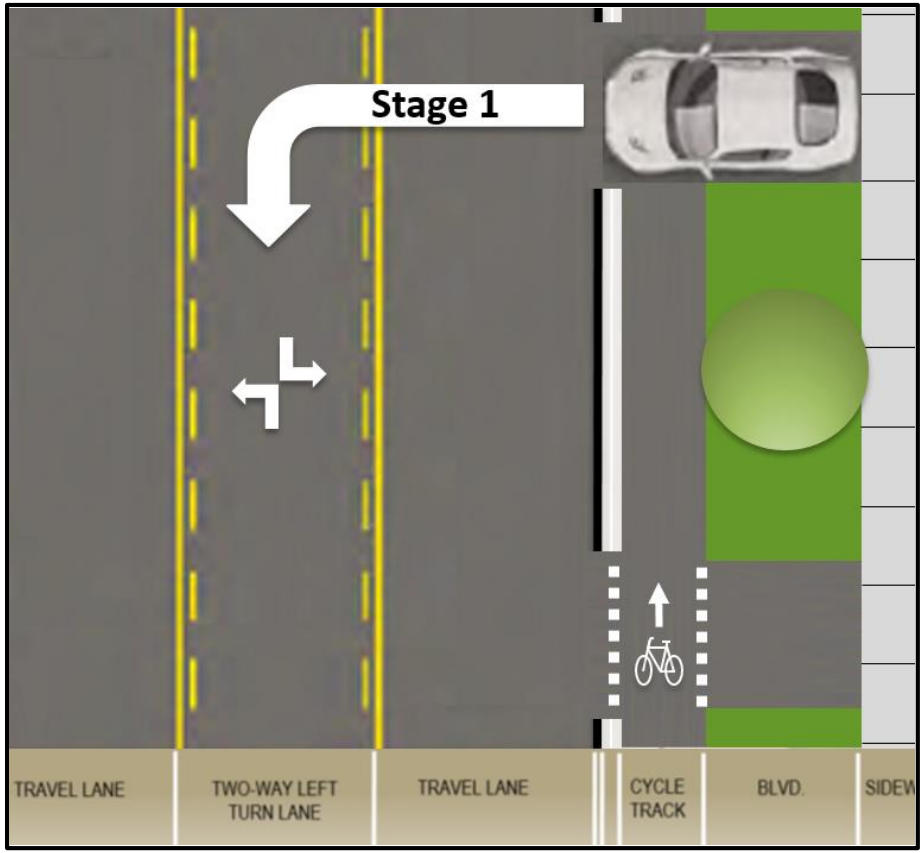
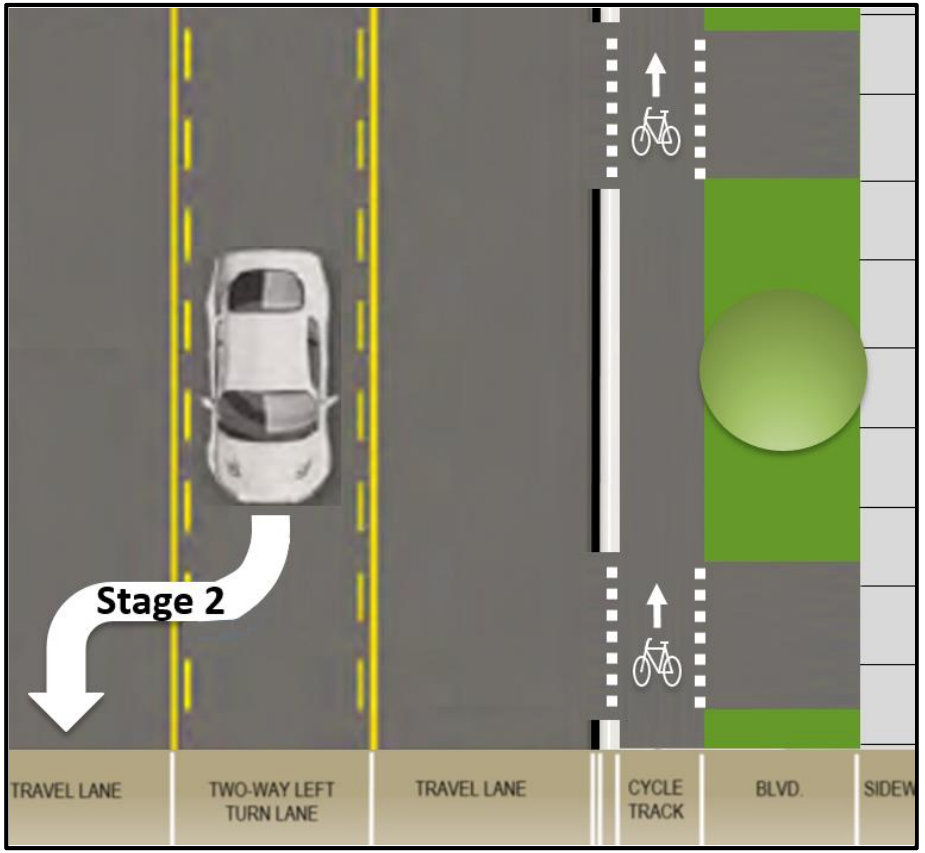


Image Source: FHWA

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