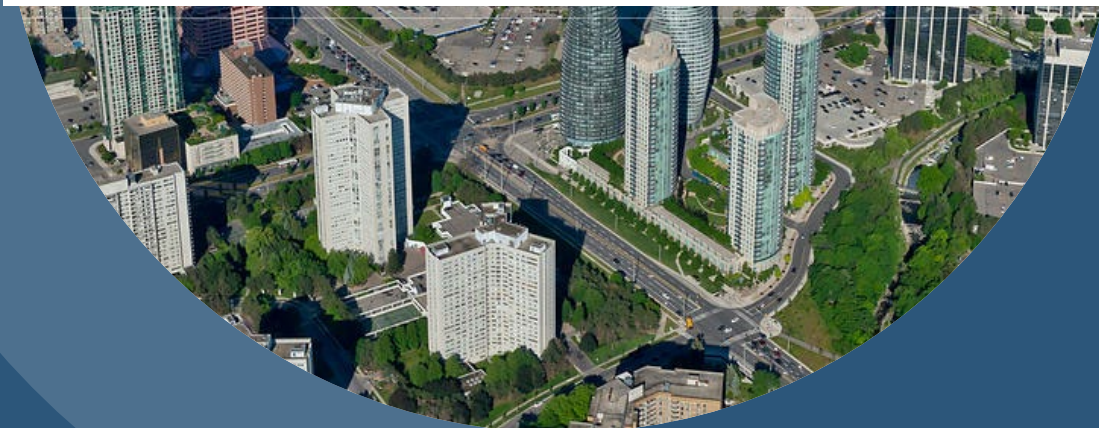




MISSISSAUGA



# RESIDENTS ADVOCATING FOR

# 4 LANES + BIKE LANES ON BLOOR STREET

## SAVE BLOOR SUBCOMMITTEE

PAUL MARSHALL, KIM POPIK, LAURA COMPAREY,  
AUGUST PETROLO, COLIN TYLER, KENT NEWELL,  
JANE SIMEK, SIMEON MITREV, SVEN SZORZ, NICK CASHMORE,



# WHO ARE WE?

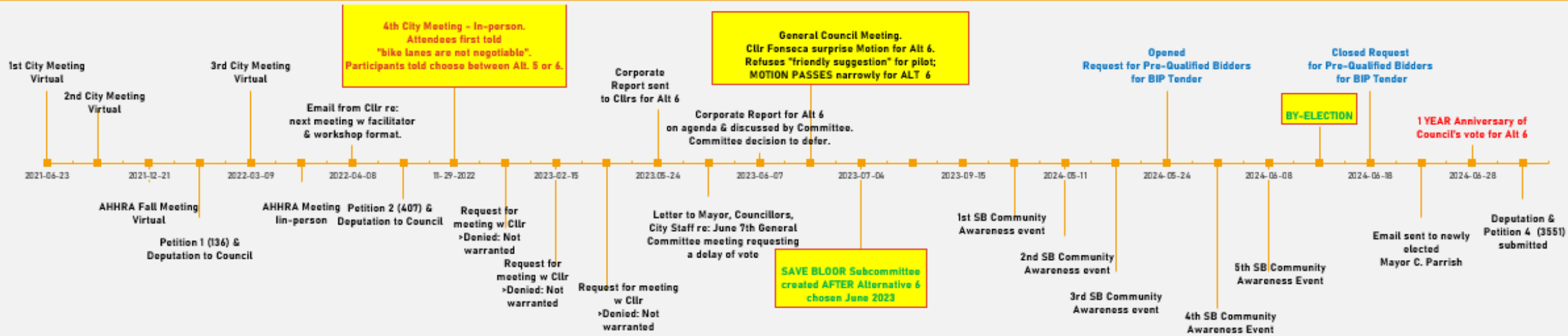
The **Save Bloor Subcommittee** was formed **in July 2023 AFTER** the unexpected motion was made on June 28, 2023, by Ward 3 Councillor proposing Alternative 6 with the removal of vehicle lanes from Bloor Street.

Had the Design selected not reduced vehicle lanes and only added bike lanes, it would have most likely passed with very little public opposition.



# TIMELINE

## BLOOR ST TIMELINE



**Meeting 4: Residents FIRST told bike lanes were non-negotiable. 88% vote for Alt 5.**  
Nov 29, 2022



**Corporate Report supporting Alt 6 Dated May 5, 2024**

**Council passes supporting Alt 6 June 28, 2024**

**6 MONTH GAP**  
Update & meeting requests refused.





# ESA Assessment

## PHASE ONE ENVIRONMENTAL SITE ASSESSMENT **(DRAFT ONLY)** BLOOR STREET (CENTRAL PARKWAY EAST TO ETOBICOKE CREEK), MISSISSAUGA, ONTARIO Prepared for: IBI Group

The objective of Phase One ESA was to develop a preliminary determination of the likelihood that one or more contaminants have affected soil within the project area, to identify any Areas of Potential Environmental Concern (APECs) within the project area, and to identify Contaminants of Potential Concern (COPCs) via an examination of history of past uses. Accordingly, work was conducted in general accordance with O. Reg. 153/04, as amended

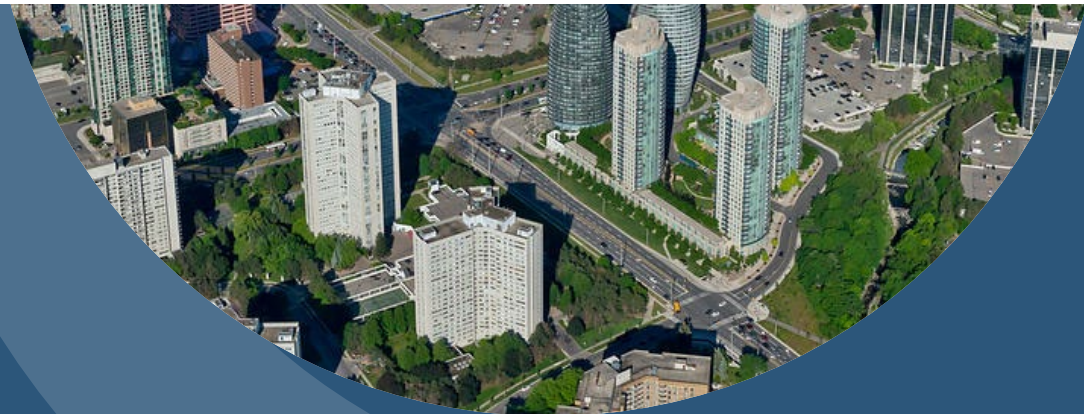
The Phase One ESA identified **ten (10)** APECs caused by one (1) on-site PCA and nine (9) offsite PCAs. The APECs have been illustrated on Figure 6.

**On the basis of the above, in order to eliminate the potential for adverse environmental impact on the Phase One Property, a Phase Two Environmental Site Assessment would need to be conducted.**





MISSISSAUGA



“The thing about vision zero; I would be<sup>71</sup> happy if you just did Vision Reasonable”

**Brent Toderian, City Consultant**

Source: Jan, 17, 2024 An Evening w Brent Toderian, Living Arts Centre, vo 1.24:20

**VISION ZERO**

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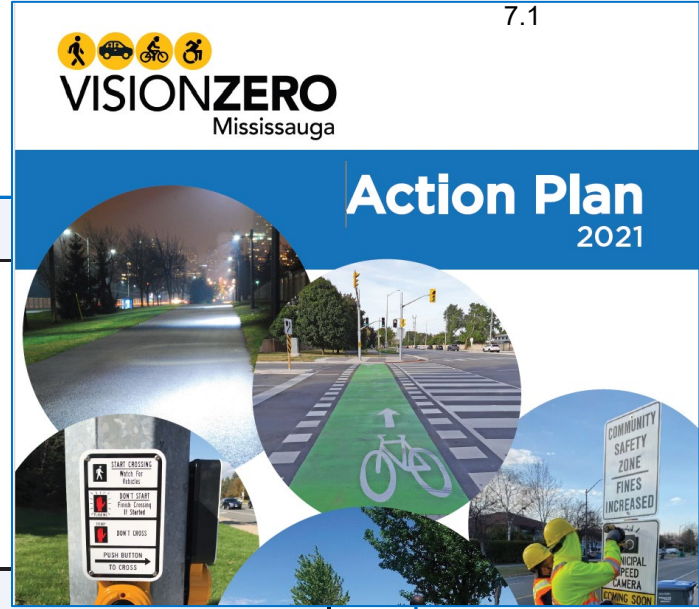


COMPARATIVE	Aquitaine Road Safety Pilot IP	Bloor Street IP	Collegeway IP	Glen Erin IP	Rathburn IP
Ward	9	3	8	9	3
Distance (km)	? (E/W)	4.8 (E/W)	@ 4 km (E/W)	3.1 (N/S)	2.1 km
Lane Reduction 4 lanes to 2 (proposed by City)	In Pilot Project Decision NO as per city webpage = Undetermined	Proposed lane reduction Decision – YES	Proposed lane-reduction Decision – NO REDUCTION	Proposed lane-reduction Decision – NO REDUCTION	Discussed but NOT accepted NO REDUCTION
<b># of Residential Driveways fronting onto roadway</b>	<b>0</b>	<b>102+</b>	<b>5</b>	<b>0</b>	<b>0</b>
<b>Active Development Applications (densification)</b>	<b>1*</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
Opposition from local Residents	231	Petition 1 (136 sign.) Petition 2 (410 sig.) Petition 3 –4,000 Total: 4500+	514	3 Community Meetings	No petition by community

\*Aquitaine: No active developments appear on city website



# VISION ZERO - SAFETY



		for standard vehicles.		
31	Vehicle Access Points	Make an effort to limit the number of driveways and access points on Mississauga roadways. Driveways create increased conflict zones for all road users.	IPE	Currently Considered
	Pavement Markings/Urban Edge Lines			

			REDUCTION	NO REDUCTION	
<b># of Residential Driveways fronting onto roadway</b>	<b>0</b>	<b>102+</b>	<b>5</b>	<b>0</b>	<b>0</b>
Active Development Applications (densification)	1*	7	0	0	0
Opposition from <u>local Residents</u>	231	Petition 1 (136 sign.) Petition 2 (410 sig.) Petition 3 –4,000 Total: 4500+	514	3 Community Meetings	No petition by community

Source:  
Mississauga Vision Zero Action Plan 2021 (PDF)



# VISION ZERO - SAFETY

This diversion of traffic goes against City’s Vision Zero strategy by redirecting traffic right towards our most vulnerable users.

Alt. 6 will divert\* traffic to local residential side streets off of Bloor. This diversion puts more traffic in front of our most vulnerable road users – children and seniors !

Correcting one problem could very well create a much more serious issue.

\* This has already proven to be the case during recent roadwork on Bloor.

City of Mississauga  
**Corporate Report**

Date: May 24, 2023  
 To: Chair and Members of General Committee  
 From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

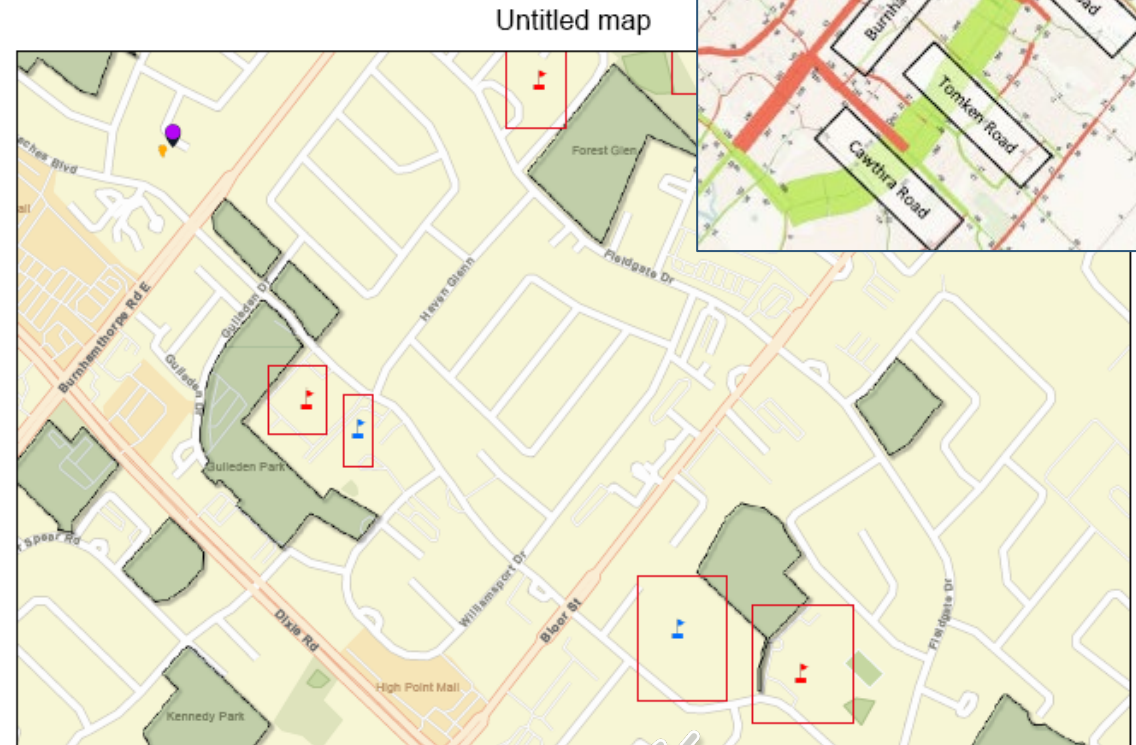
Originator's files:  
 Meeting date: June 7, 2023

**Subject**  
 Bloor Street from Central Parkway East to Etobicoke Creek – Integrated Road Project (Wards 3 & 4)

*Excerpt from Corporate Report, Page 7*

using Bloor Street is related to longer distance trips and not local residents. By implementing a 4-lane to 3-lane conversion on Bloor Street, the majority of the longer distance trips will divert to Burnhamthorpe Road and Rathburn Road, and to a lesser extent Dundas Street. From a north-south perspective, the majority of trips will be diverted to Mill Road (within Toronto) and to Cawthra Road (within Mississauga). While some increase in congestion is expected along Burnhamthorpe Road during the peak periods, both Bloor Street and the surrounding road network will continue to operate at an acceptable Level-of-Service (LOS).

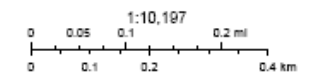
7.1  
 Alt 6. diversion analysis July (PDF)



	speed limits on local roads.		
90	<b>School Streets Pilot</b> Develop a pilot program to create a car-free environment in front of Mississauga schools during drop-off and pick-up times to encourage active travel to school and improve safety for students by reducing congestion and conflicts.	IPE	Initiated

Source: Mississauga Vision Zero Action Plan 2021 (PI

15/07/2024



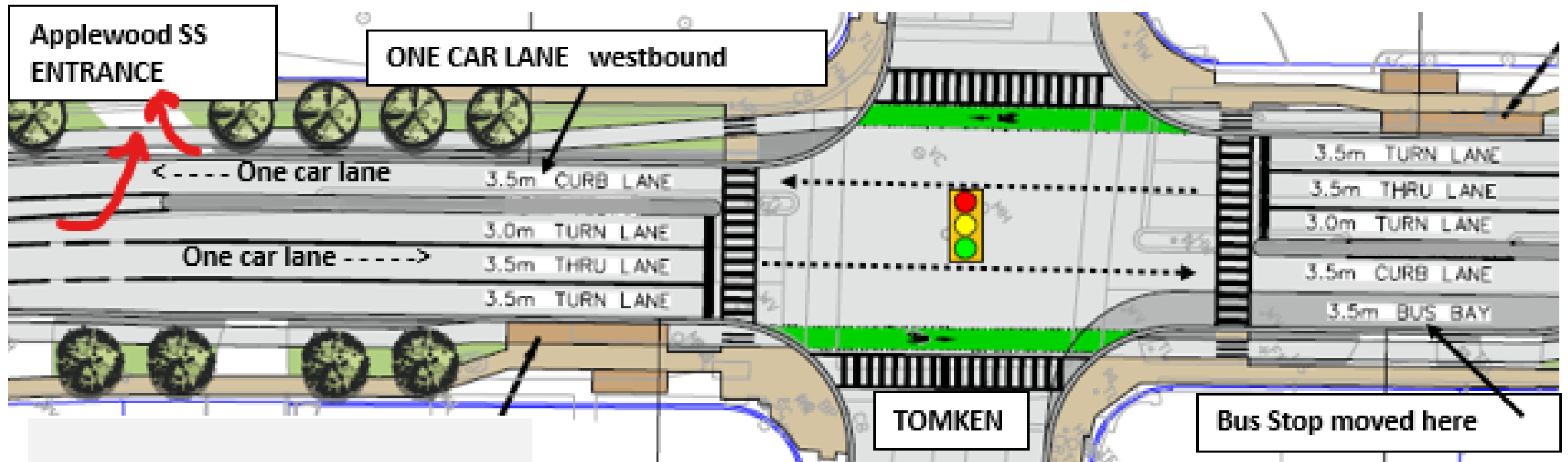
1:10,197  
 Esri Community Maps Contributors, City of Toronto, Province of Ontario, Esri Canada, Esri, Toronto, Garmin, Satelligence, GeoTechnologies, Inc, METU



# VISION ZERO - SAFETY

Applewood Heights SS is a special safety issue. Currently, a drop-off/pickup issue exists with 4 lanes; with only 1 thru lane, vehicles will back up all the way to the intersection making the intersection unusable.

Eastbound visibility is somewhat obscured due to the change in grade and curvature of the road. (Fatal injury 2018)



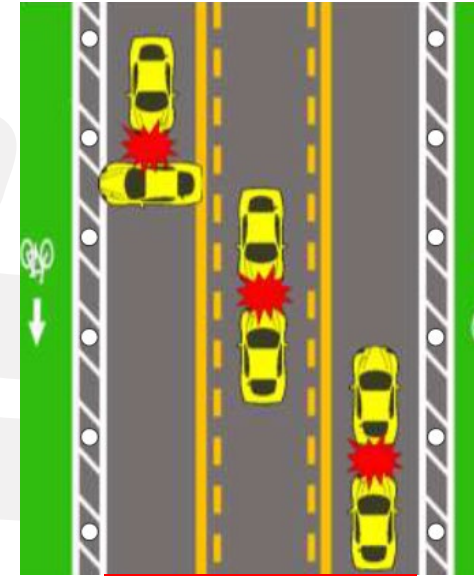
**\*\*\*Traffic Study completed in 2021 was for 4 lanes, NOT 3 lanes.**



# VISION ZERO - HIGHWAY TRAFFIC ACT, R.S.O. 1990, C. H.8 <sup>7.1</sup> (ONTARIO.CA)

## Where highway divided into lanes

**154** (1) Where a highway has been divided into clearly marked lanes for traffic,  
(a) a vehicle shall not be driven from one lane to another lane or to the shoulder or from the shoulder to a lane unless the driver first ascertains that it can be done safely;  
(b) in the case of a highway that is divided into three lanes, a vehicle shall not be driven in the centre lane except when overtaking and passing another vehicle where the roadway is clearly visible and the centre lane is clear of traffic within a reasonable safe distance, or in preparation for a left turn, or where the centre lane is at the time designated for the use of traffic moving in the direction in which the vehicle is proceeding and official signs are erected to indicate the designation;  
(c) any lane may be designated for slowly moving traffic, traffic moving in a particular direction or classes or types of vehicles and, despite section 141, where a lane is so designated and official signs indicating the designation are erected, every driver shall obey the instructions on the official signs. R.S.O. 1990, c. H.8, s. 154 (1); 2015, c. 14, s. 45.



Frustration &  
Road Rage  
will ensue  
with Alt 6

In the [Criminal Code of Canada](#), the term "[highway](#)" is defined as "any road, street, avenue, parkway, driveway, square, [place](#), bridge, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles." This definition encompasses a wide range of public roads and thoroughfares, including both paved and unpaved roads, as well as public areas that are intended for use by vehicles.



Next presentation