

# Glen Erin Drive Integrated Road Project

Community Meeting  
(Online)

March 10, 2021



# MEETING AGENDA



- Welcoming Remarks and Housekeeping
- Presentation
- Q&A
- Closing

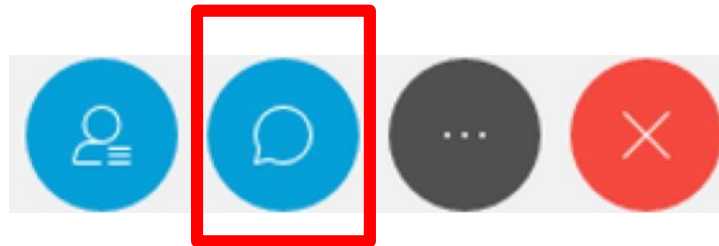
## MEETING GUIDE



Participants will be on mute during the main session.



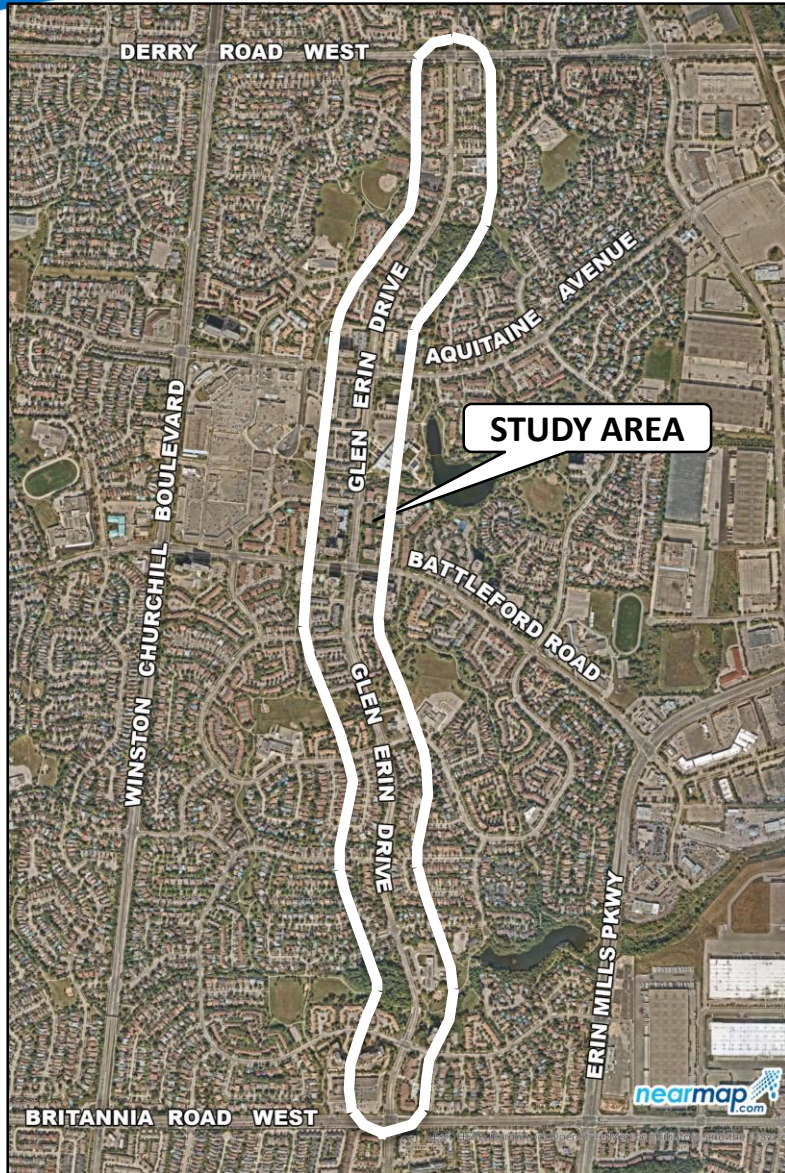
Use the chat bar to ask questions.



Q/A at the end of the Presentation for a more focused discussion



# STUDY AREA AND PURPOSE

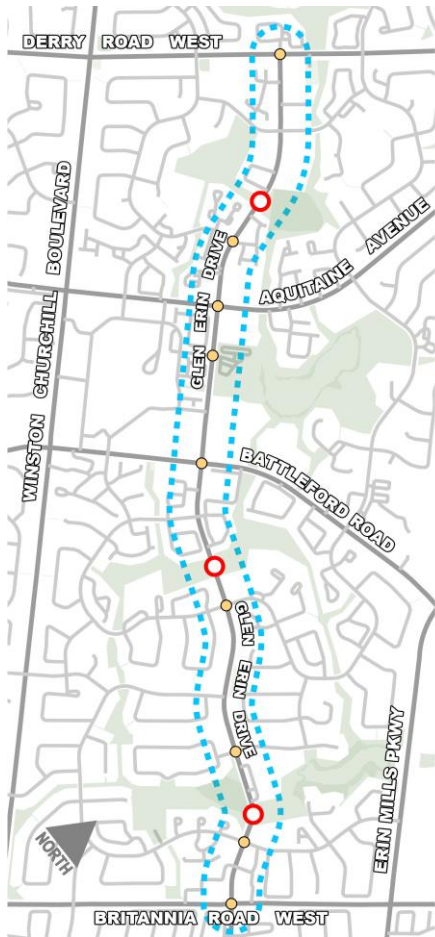


## Why are we here ?

- Share existing conditions in the study area
- Provide an overview of the applicable City plans and policies
- Present the problems and opportunities identified to date
- Introduce the proposed solutions and obtain your input
- Provide information on how you can stay involved throughout the study

# Existing Corridor Conditions

## Study Area Characteristics



### Legend

-  Study Area
-  Major Roads
-  Minor Roads
-  Signalized Intersections
-  Bridges



**3.1 km** long north-south arterial roadway



**50 km / hr** posted speed



**4 travel lanes** (2 per direction) with a median/left turn lane



**Urban** cross-section



**30m - 36m (98ft- 118ft)** Existing Right-of-Way Width  
**26m (85ft)** Official Plan Right-of-Way Width Designation



**Street lighting** (both sides)



**Sidewalks** (both sides)



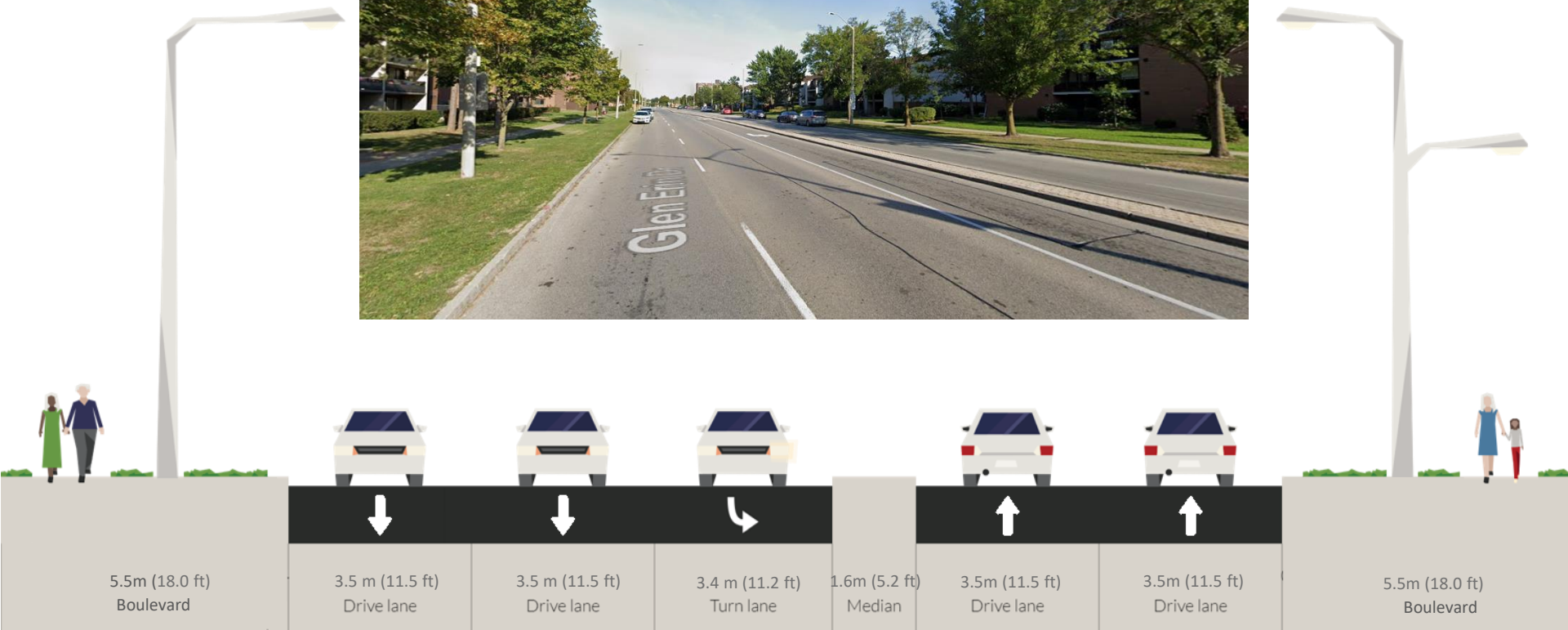
**No dedicated cycling facilities**



# EXISTING CONDITIONS

## TYPICAL MID-BLOCK CROSS-SECTION 30m/98ft RIGHT-OF-WAY

The Glen Erin Drive at Battleford Road



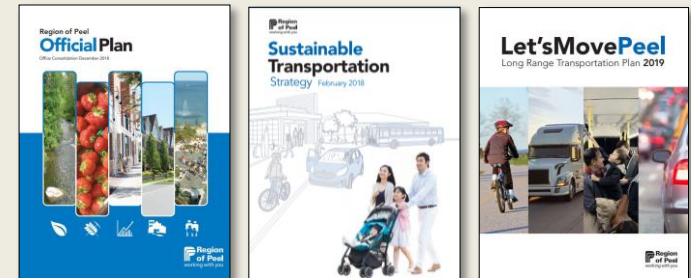
# PLANNING AND POLICY CONTEXT

Provincial, Regional and local planning policy documents from different municipal bodies and agencies support this Study.

## Provincial Plans



## Regional Plans



## Municipal Plans



# ROAD SAFETY

## Vision Zero

- Adopted by Mississauga in 2018
- No loss of life as a result of a collision on Mississauga roadways is acceptable
- Prioritize the safety and access of our most vulnerable road users
- There are ways we can improve our road network to eliminate serious injuries and fatalities
- Everyone has a role to play in keeping each other safe on our network

## Potential Vision Zero Improvements

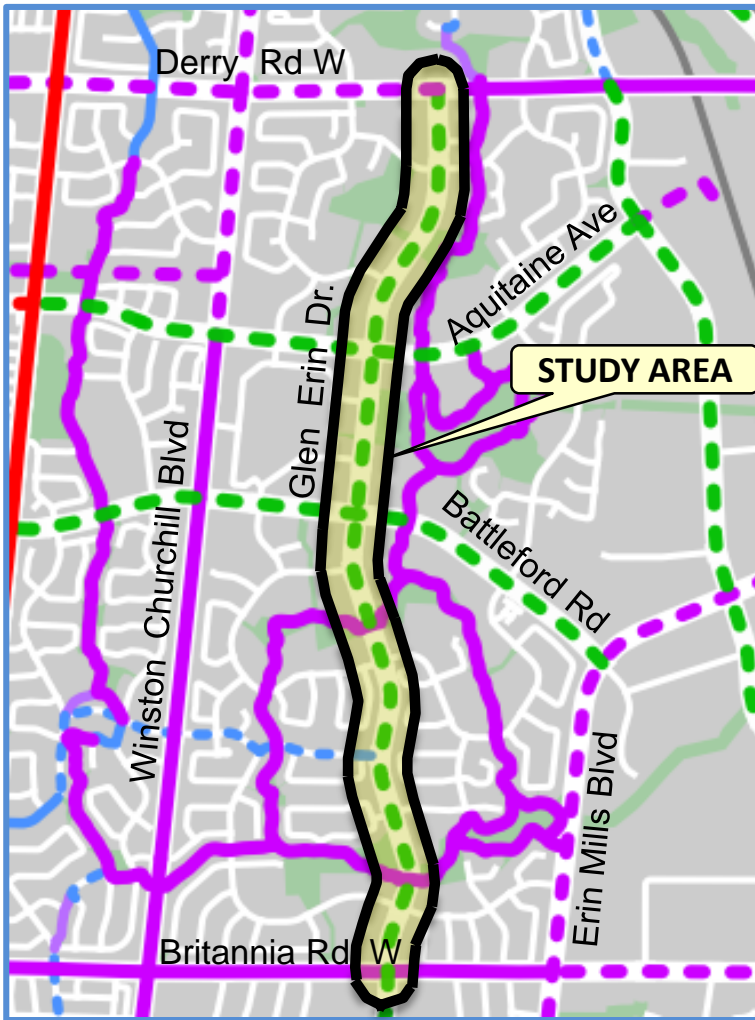
- Dedicated and protected cycling facility
- Cross-rides with dedicated signals
- Enhanced pedestrian crossings
- Shorter pedestrian crossing distances at intersections
- On-street parking to slow speeds( Current operating speed > 60km/hr)
- Road diets eliminate the number of vehicle conflict opportunities
- Tighter turning radii at intersections
- Signal timing optimization



**VISIONZERO**  
Mississauga



# MISSISSAUGA CYCLING MASTER PLAN (2018)



**Existing Facilities**

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

**Proposed Facilities**

- - - Cycle Track/Separated Bike Lane
- - - Bike Lane
- - - Paved Shoulder
- - - Shared Route
- - - Multi-Use Trail
- - - Regional Connection
- ↔ Major Barrier Crossing

Cycling Master Plan identifies: cycle tracks/separated bike lanes on Glen Erin Drive from Derry Road W to Britannia Rd W.

# OPPORTUNITIES AND CONSIDERATIONS

## Opportunities

- ✓ Provide more **on-street parking**
- ✓ Provide more **comfortable** and **environmentally-sustainable** environment for all road users
- ✓ Improve **transit** facilities
- ✓ Provide additional **pedestrian crossing** facilities
- ✓ Improve **safety** for all road users by reducing vehicle operating speeds and physically separating different modes of travel

## Considerations

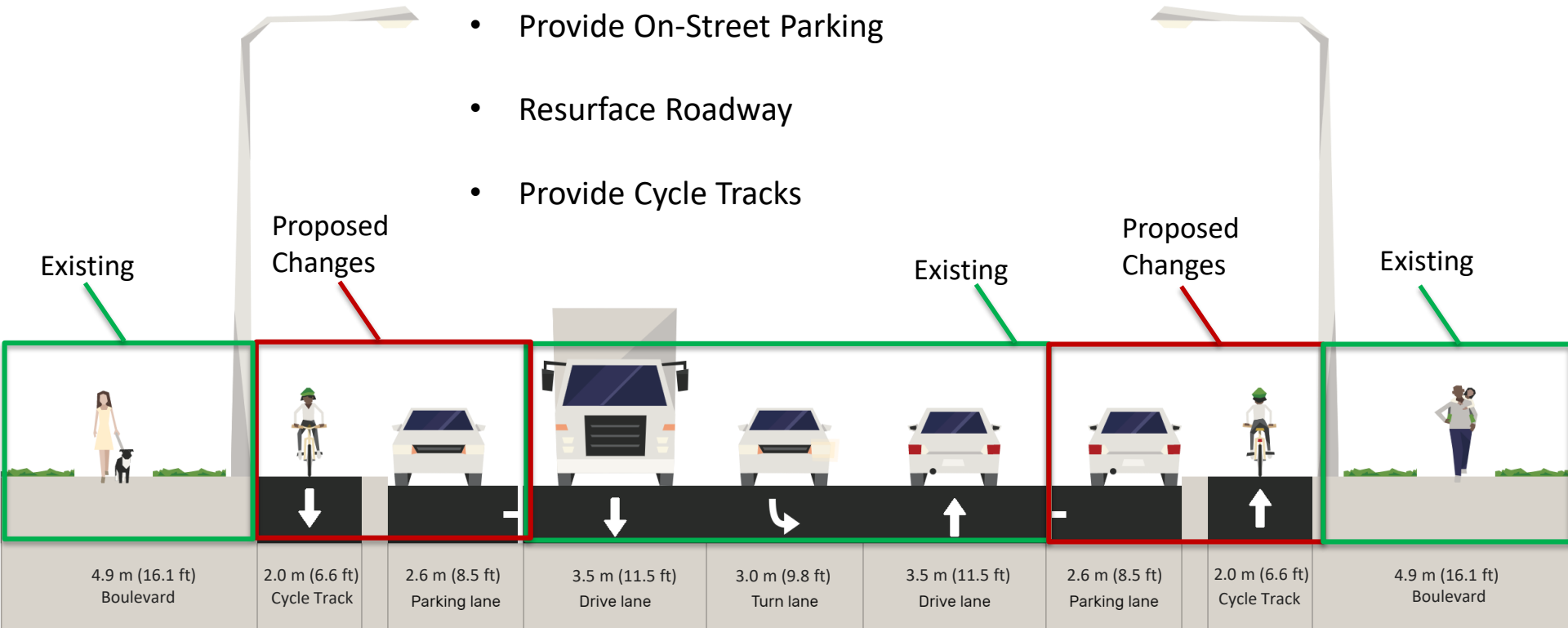
- ✓ Accommodate all modes of transportation within limited right-of-way
- ✓ Ensure adequate traffic operations maintained
- ✓ Balance all users' needs of the roadway including vehicles, cyclists, pedestrians, and transit
- ✓ Adherence to City policies and plans

# NORTH: PROPOSED CONDITIONS

## TYPICAL MID-BLOCK CROSS-SECTION 30m/98ft RIGHT-OF-WAY

### The Glen Erin Drive North of Battleford Road

- Remove Drive Lane in each direction
- Provide On-Street Parking
- Resurface Roadway
- Provide Cycle Tracks



*Note: Preliminary Preferred Design Concept will be subject to refinement based on input from members of the public, stakeholders and technical agencies.*

# SOUTH: PROPOSED CONDITIONS

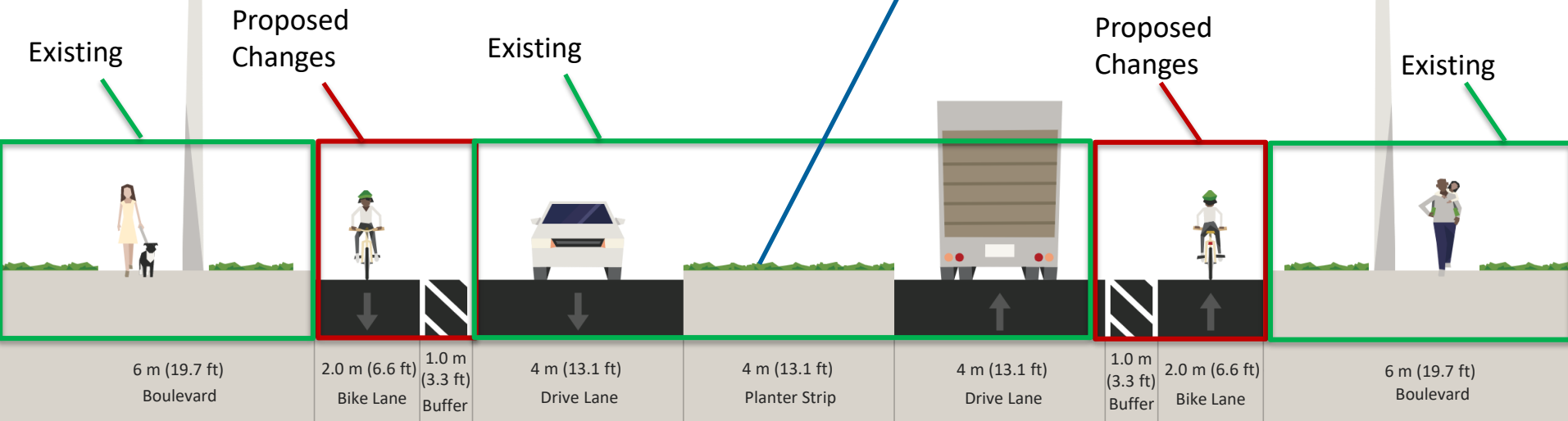
## TYPICAL MID-BLOCK CROSS-SECTION 30m/98ft RIGHT-OF-WAY

### The Glen Erin Drive south of Battleford Road

- Remove drive lane in each direction
- Resurface Pavement
- Provide Bike Lanes
- Landscape Medians



Opportunity for centre median plantings (i.e. grasses, shrubs, flowers and planters), will be confirmed during detailed design



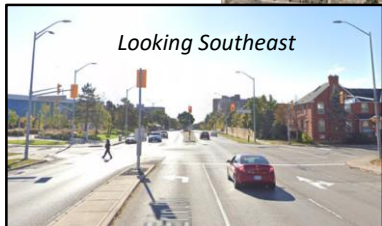
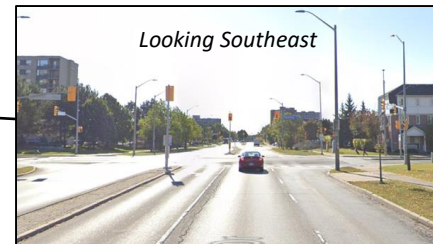
*Note: Preliminary Preferred Design Concept will be subject to refinement based on input from members of the public, stakeholders and technical agencies.*



# EXISTING TRAFFIC CONDITIONS (North Half)



Traffic analysis completed to assess existing traffic operation at intersections where there are opportunities for improvements.



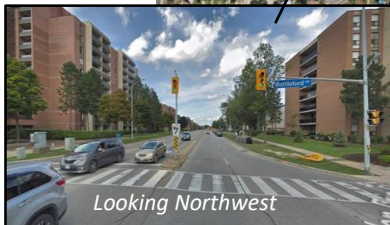
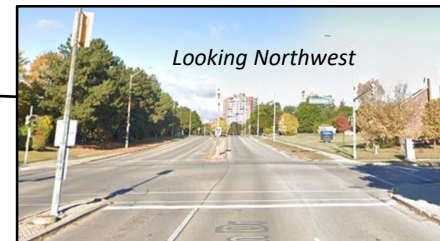
**Legend:**

- No Congestion
- Some Congestion
- Congestion



## EXISTING TRAFFIC CONDITIONS (South Half)

Traffic analysis completed to assess existing traffic operation at intersections where there are opportunities for improvements.



**Legend:**

- No Congestion
- Some Congestion
- Congestion





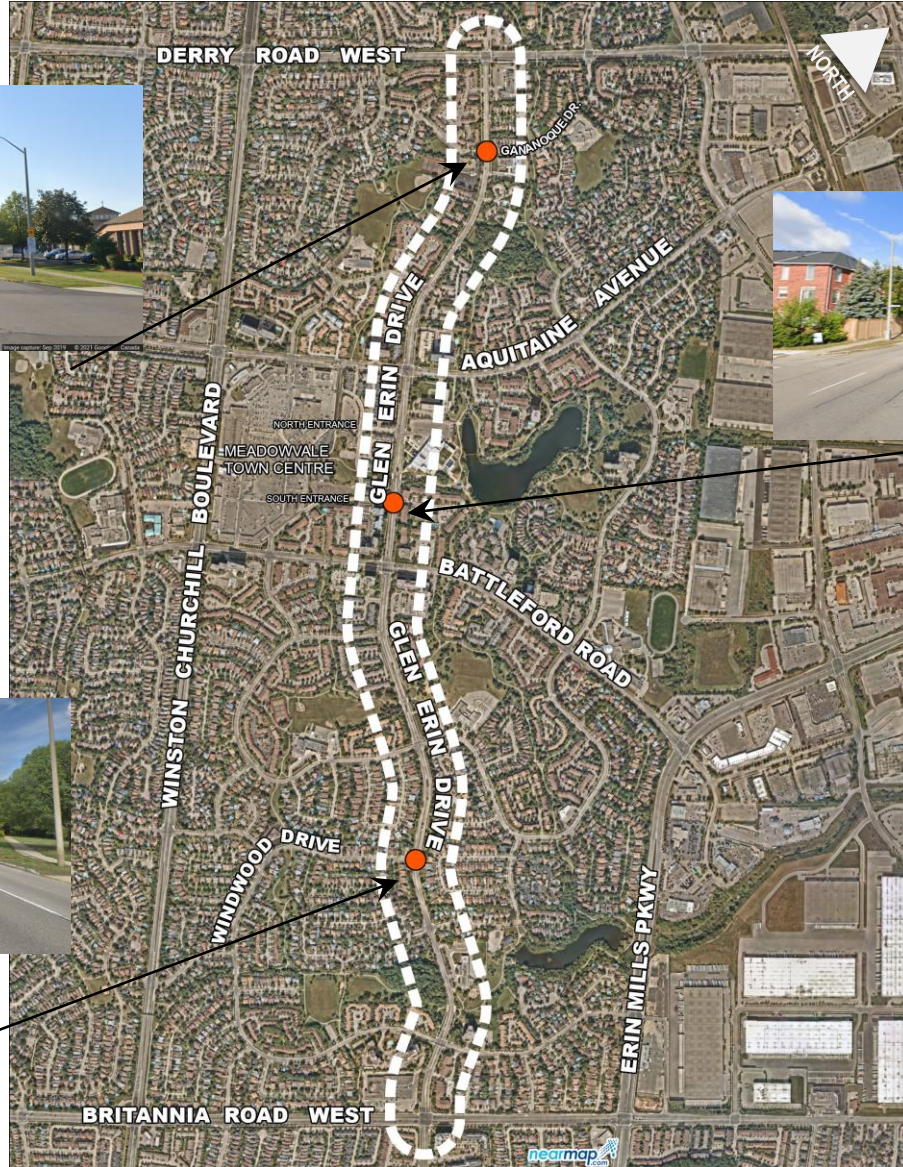
# FUTURE TRAFFIC CONDITIONS (2041)



There are no significant changes after removing one drive lane in each direction.



# POTENTIAL PEDESTRIAN CROSSINGS



South leg at Intersection of Glen Erin Drive and Gananoque Drive



North leg at Intersection of Glen Erin Drive and Meadowvale Town Centre Circle (South)



North leg at Intersection of Glen Erin Drive and Windwood Drive (North)

**Legend:**

- Potential Pedestrian Crossing Locations



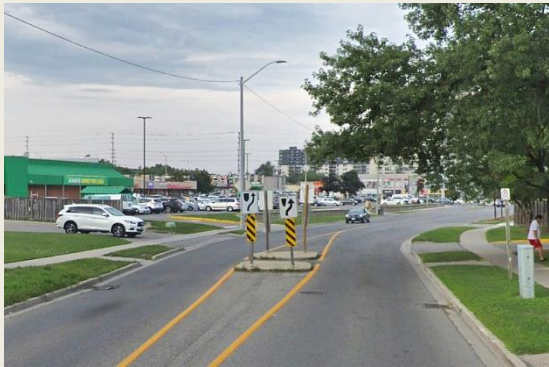
# POTENTIAL PEDESTRIAN CROSSING IMPROVEMENTS

## Refuge Island

Pedestrians have to wait for a gap in traffic to cross.

A refuge island would give pedestrians a safe spot to wait mid-crossing, so they can concentrate on crossing one direction of traffic at a time. The island may also act to slow down traffic.

This is more feasible on streets that already have a wide median or centre turn lane.

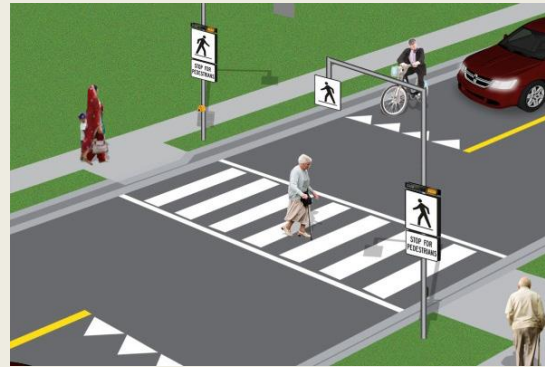


## Pedestrian Crossover

Pedestrians have priority in the crossing, and vehicles must yield to them.

The crossing may be raised to act as a speed bump, and slow down traffic.

The City of Mississauga is piloting these in several locations, but currently restricts their usage to 2-lane roads.



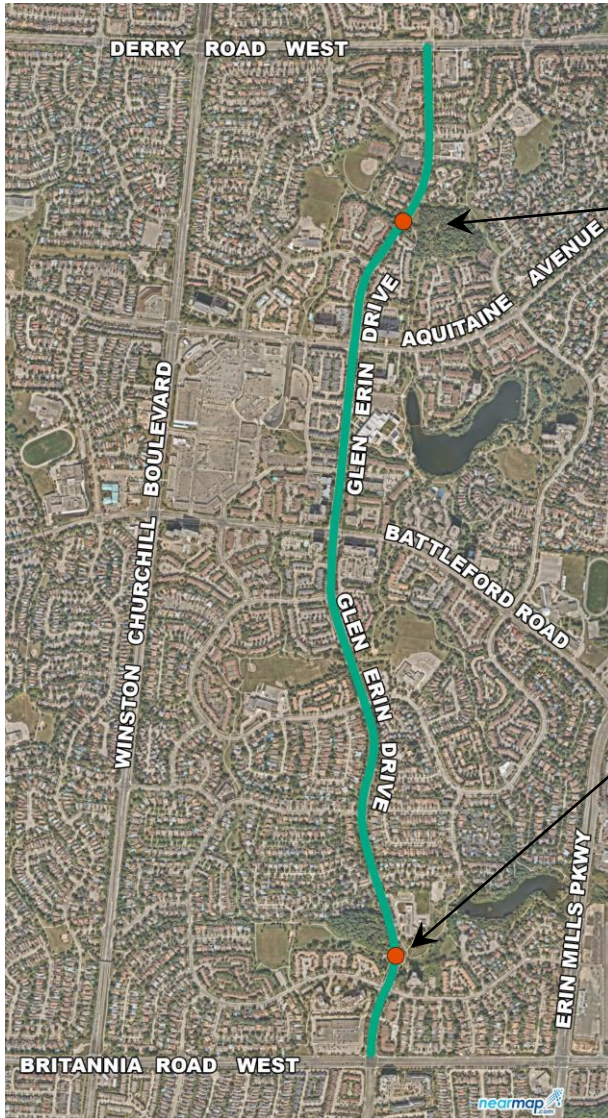
## Signalized Crossing

Pedestrians have a traffic signal to give them priority when crossing.

More suitable for multi-lane and/or high-traffic roads.



# PAVEMENT AND BRIDGE REHABILITATION





On Glen Erin Drive  
Over Hunter's  
Green Park  
Pedestrian Trail



On Glen Erin  
Drive Over Lake  
Wabukayne  
Pedestrian Trail

**Legend:**

-  Area of Road Resurfacing
-  Location of Bridge Rehabilitation



# POTENTIAL NEW NOISE BARRIERS



Will be confirmed as part of the detail design for the project

## NEXT STEPS

Following the community meeting the Project Team will:

Review public and agency comments



Incorporate refinements to the preliminary plan based on public feedback



Initiate the Detailed Design and Tender Documentation process



Construction timing will be subject to funding availability and priorities



## HOW TO PROVIDE YOUR FEEDBACK



- For more information visit  
**[mississauga.ca/glenerindrive](https://mississauga.ca/glenerindrive)**



- Please contact the City's Project Manager with your comments on the study before March 24<sup>th</sup>, 2021.

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