



Lakeshore Connecting Communities

Welcome

to Public Open House 1



Lakeshore Connecting Communities

Station 1

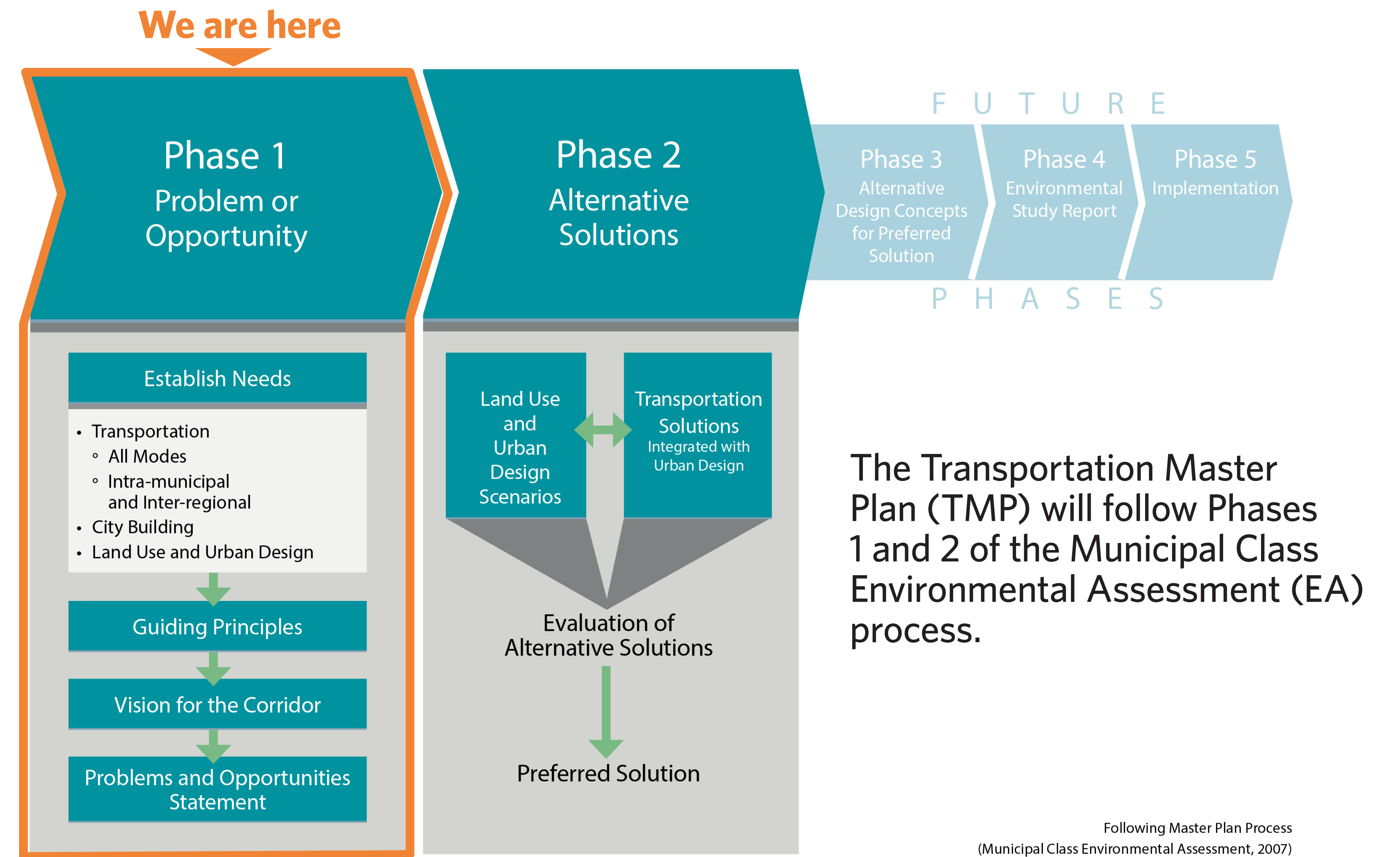
Background Information

What is this study about?

Purpose

-  Develop a **vision** for the Lakeshore Corridor
-  Recognize the different **character areas**
-  Support **all ways** of travelling
-  Connect **people to places** and **move good to market**
-  Support existing and future **land uses**
-  Establish a **plan** to make the **vision a reality**

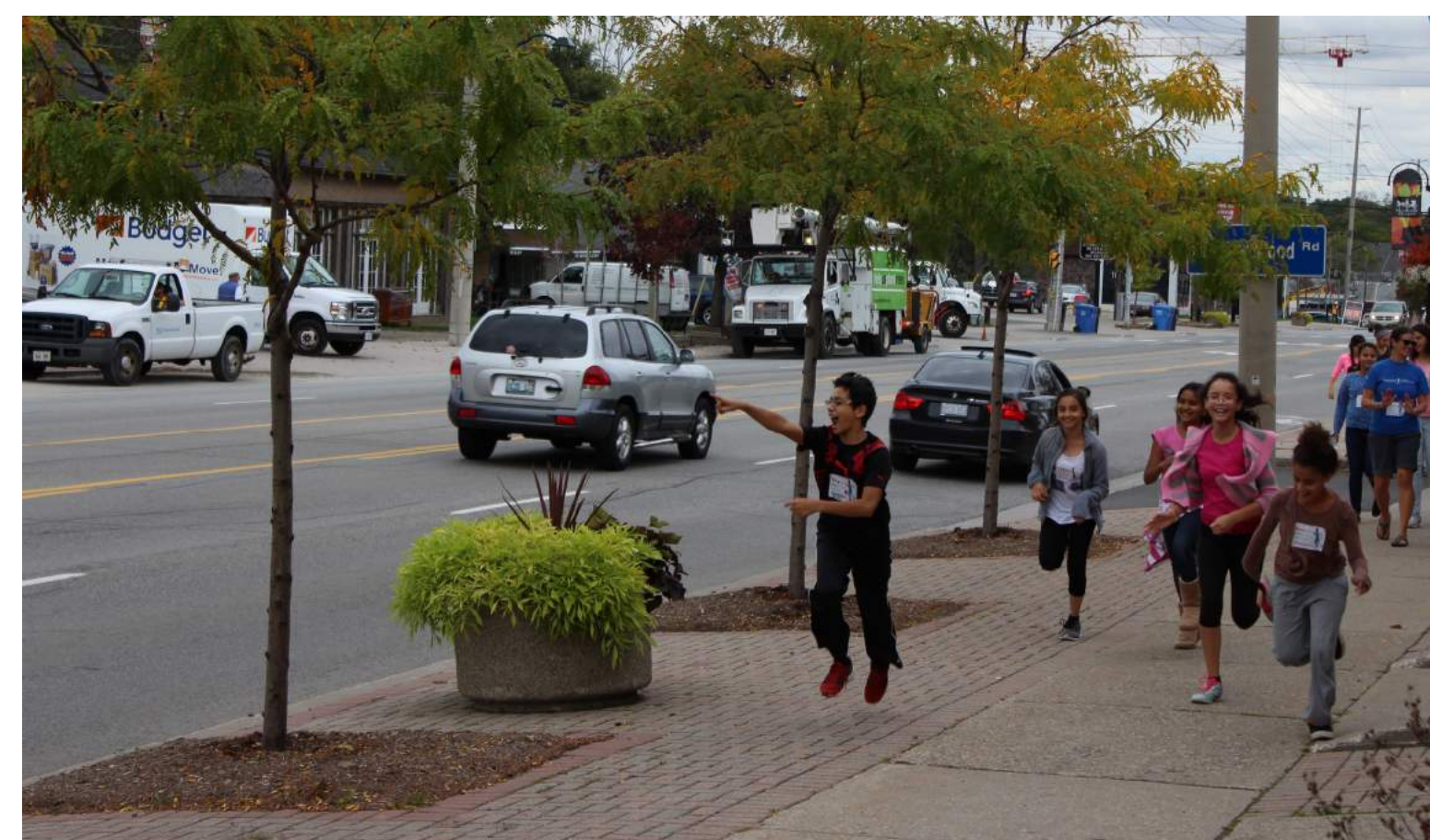
Process



Objectives



Enhance connections to the waterfront



Create vibrant public spaces



Design for all ages and abilities



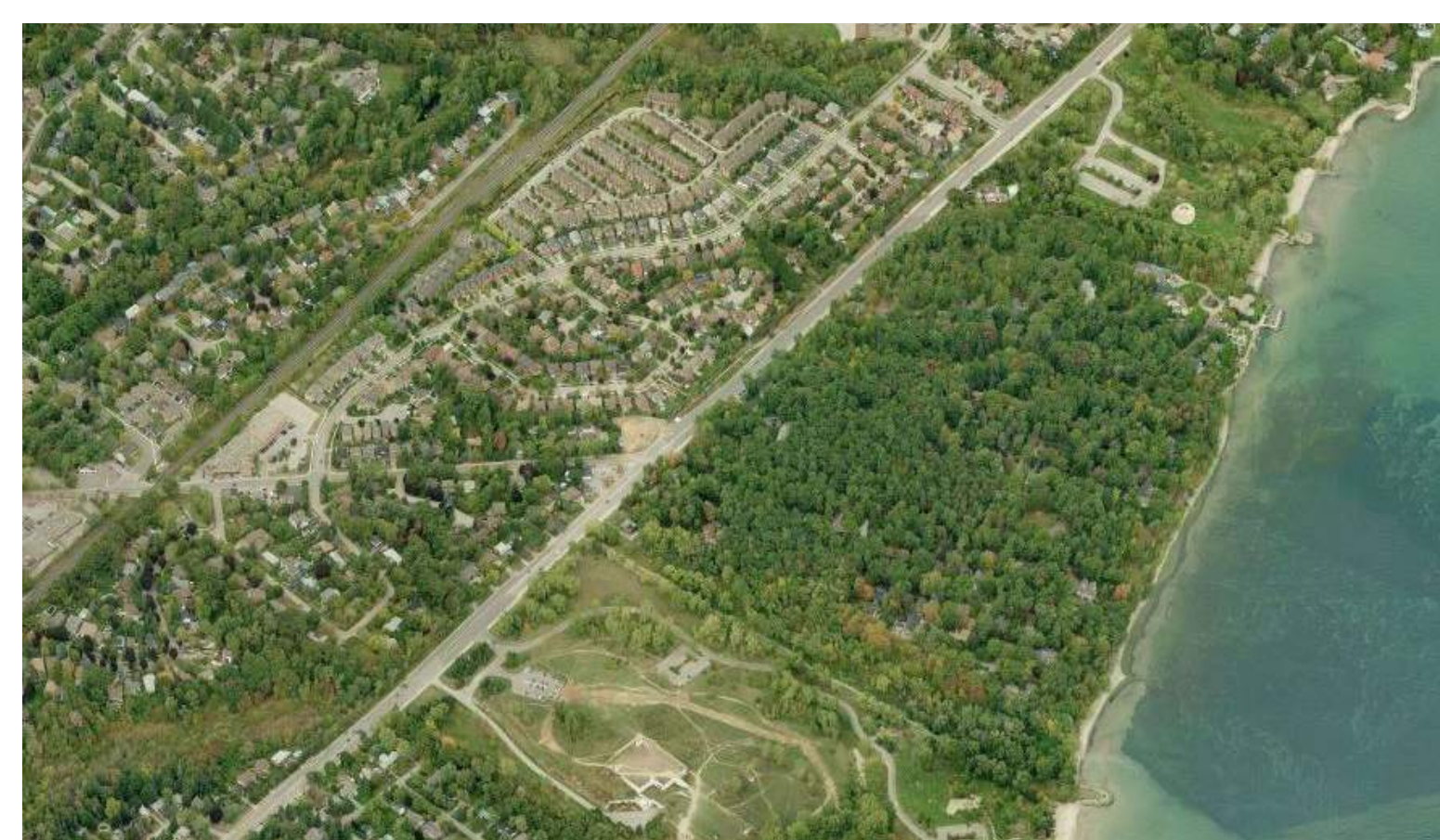
Promote prosperity for local businesses



Integrate transportation and land use



Moving people safely and efficiently



Preserve the natural environment



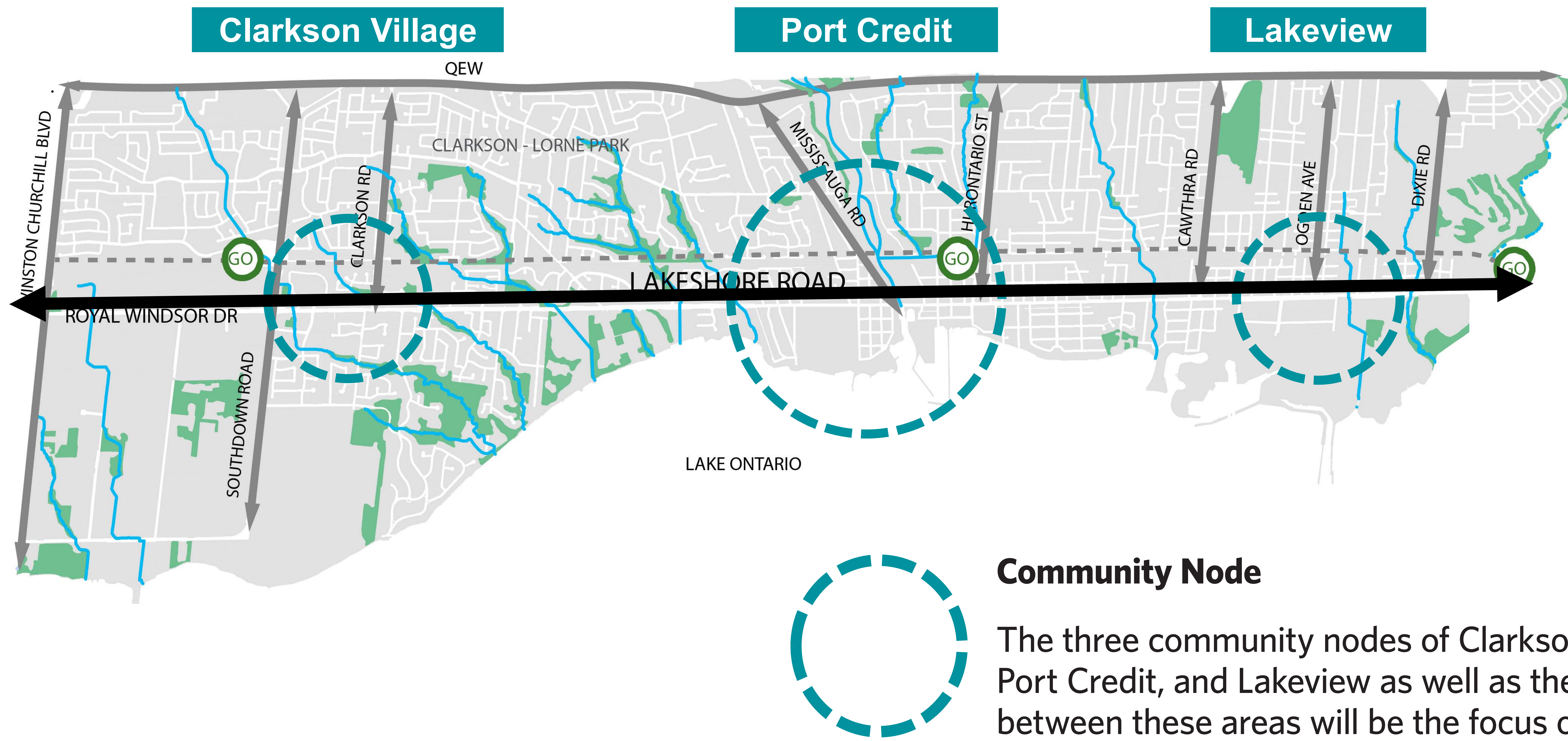
Enhance main street features



Improve quality of life

Study Area

The Lakeshore Corridor is 13 km long, and includes Lakeshore Road between Southdown Road and the east City limit and Royal Windsor Drive between the west City limit and Southdown Road.








Strategic Analysis Area

Although the focus of the study will be the Lakeshore Road corridor, the analysis of transportation conditions will be completed in the context of a wider study area, from the QEW to Lake Ontario and from the east City limit to the west City limit.

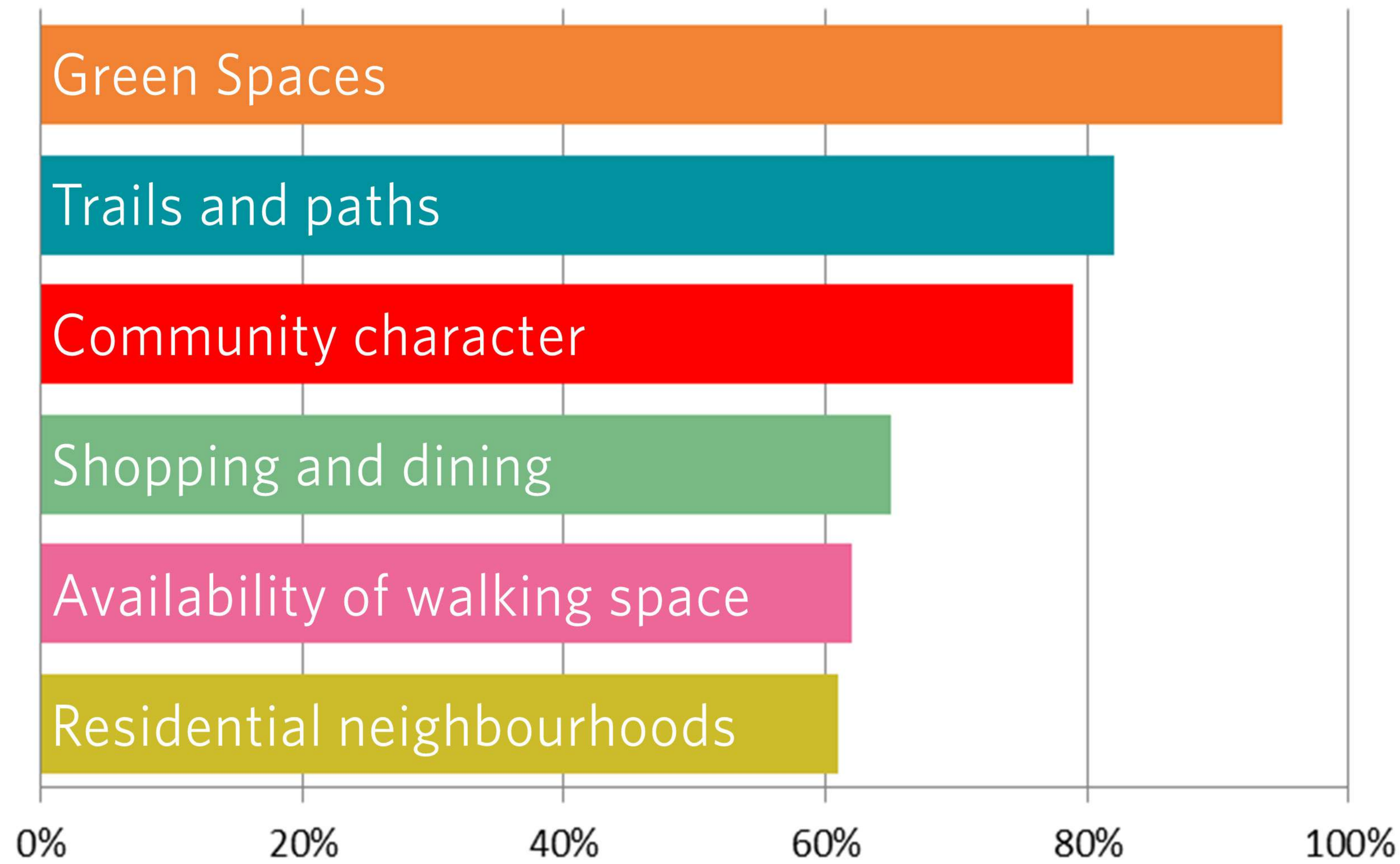


What we've heard so far

Community Outreach

-  Online Website & Survey
-  Pop Up Events, Advertisements & Bookmarks
-  Public Open Houses
(3 rounds in each character area)
-  Direct Mail Notices
-  Newspaper Notices

What do you like about the Lakeshore Communities?



What are your top concerns when...



Walking



Safety at intersections



Lack of places to sit



Taking Transit



Fares and travel times



Frequency of service



Cycling



Vehicle speeds



Lack of separation



Driving



Traffic delays and congestion



Difficulty making turns



Lakeshore Connecting Communities

Station 2

Lakeshore Road Today

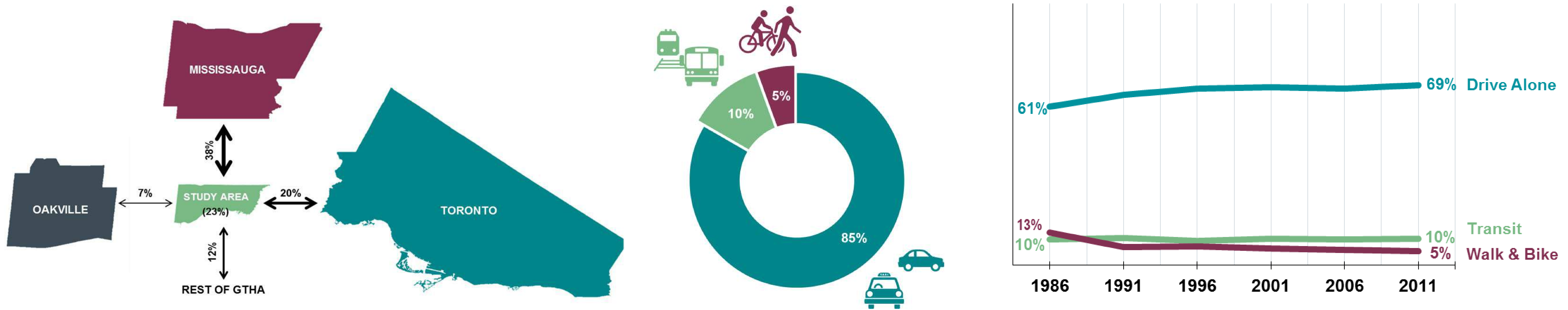
Lakeshore Road Today

Daily Travel Patterns

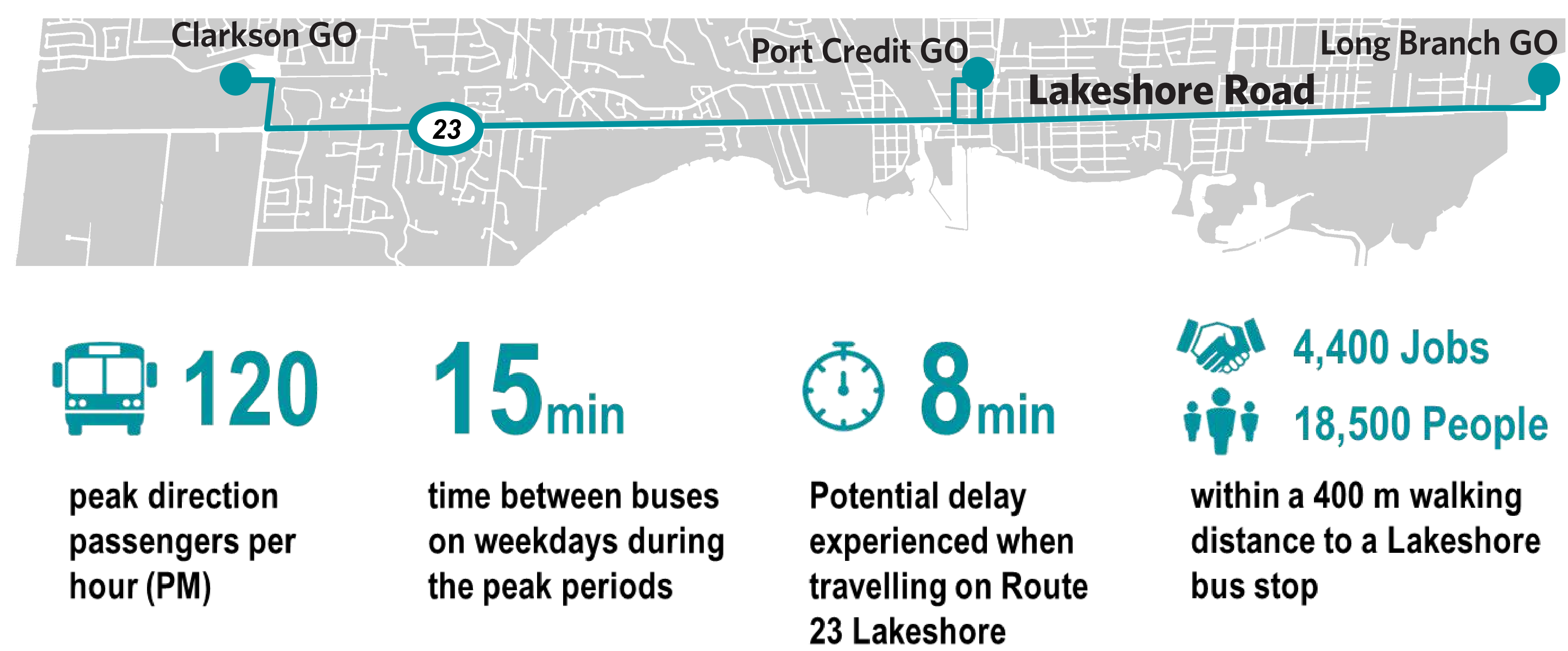
61% of daily trips to or from the Study Area are within the City of Mississauga

150,000 daily trips from the Study Area are made during a typical day.

85% of daily trips are made by car.

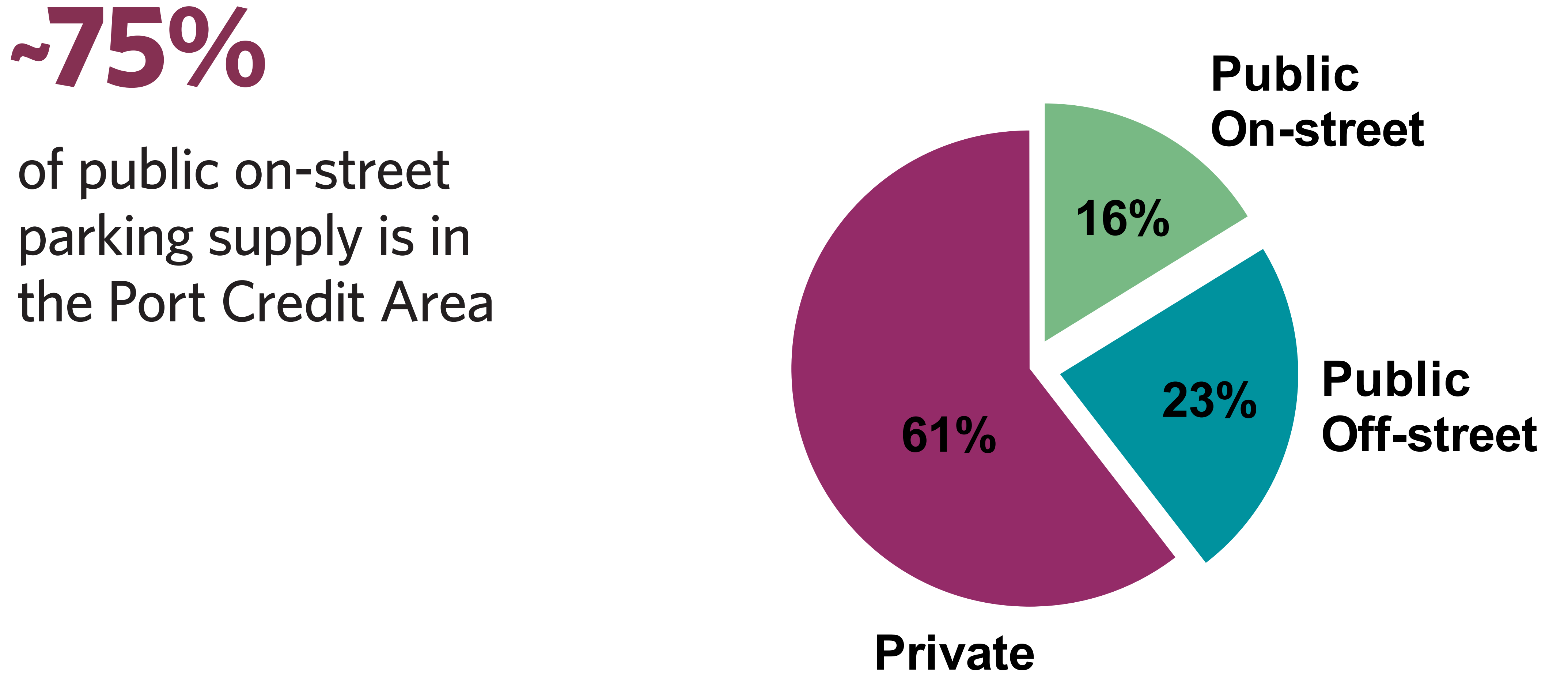


Transit



Source: City of Mississauga, 2015

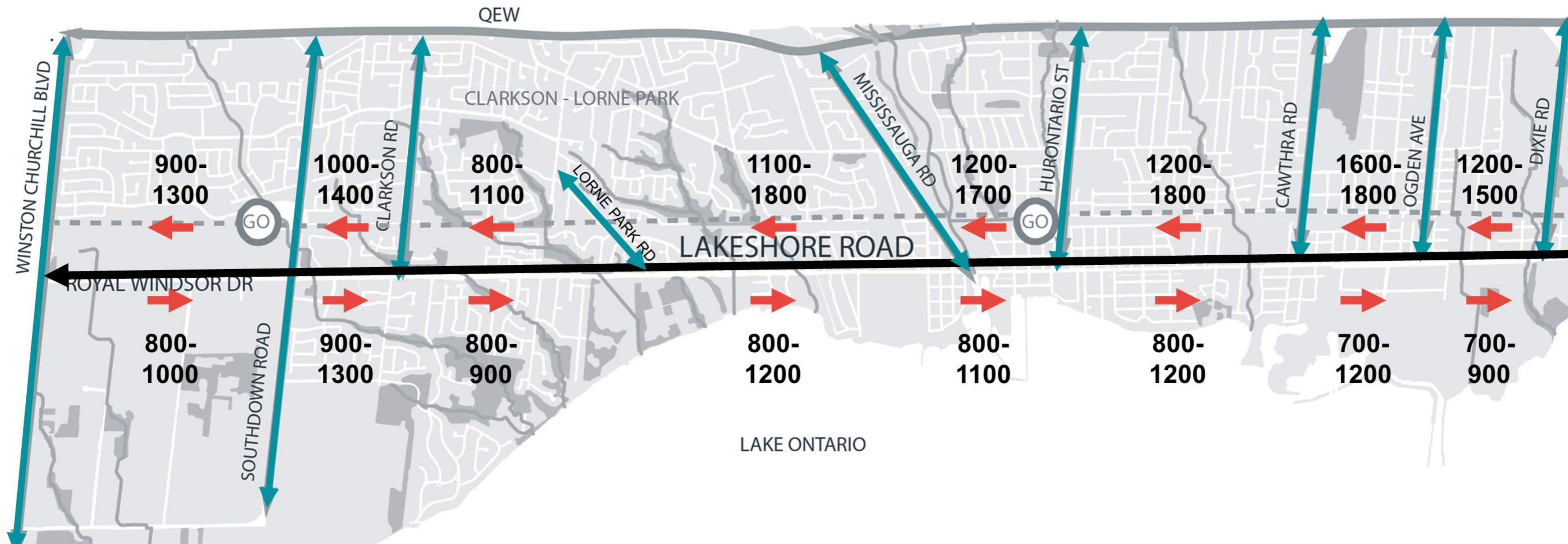
Parking



Lakeshore Road Today

PM Peak Hour Traffic Volumes

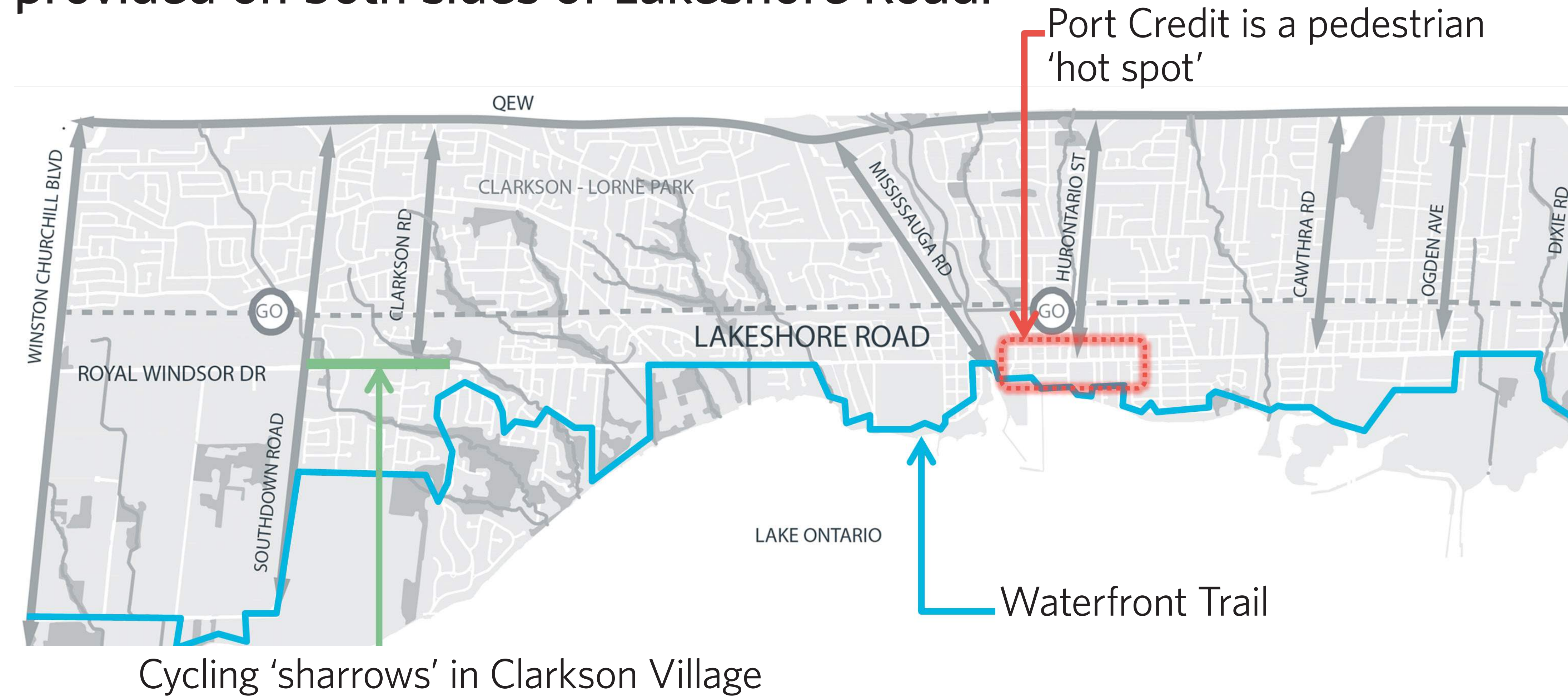
Lakeshore Road has two continuous through lanes in each direction between Toronto and Oakville.



Total traffic volumes in vehicles per hour (vph) for different segments of Lakeshore Road. Two lanes of traffic in either direction on Lakeshore Road can carry approximately 1800 vehicles per hour.

Pedestrians & Cyclists

Cycling is not continuous along Lakeshore Road. Sidewalks are provided on both sides of Lakeshore Road.



Traffic Safety (2009-2013)

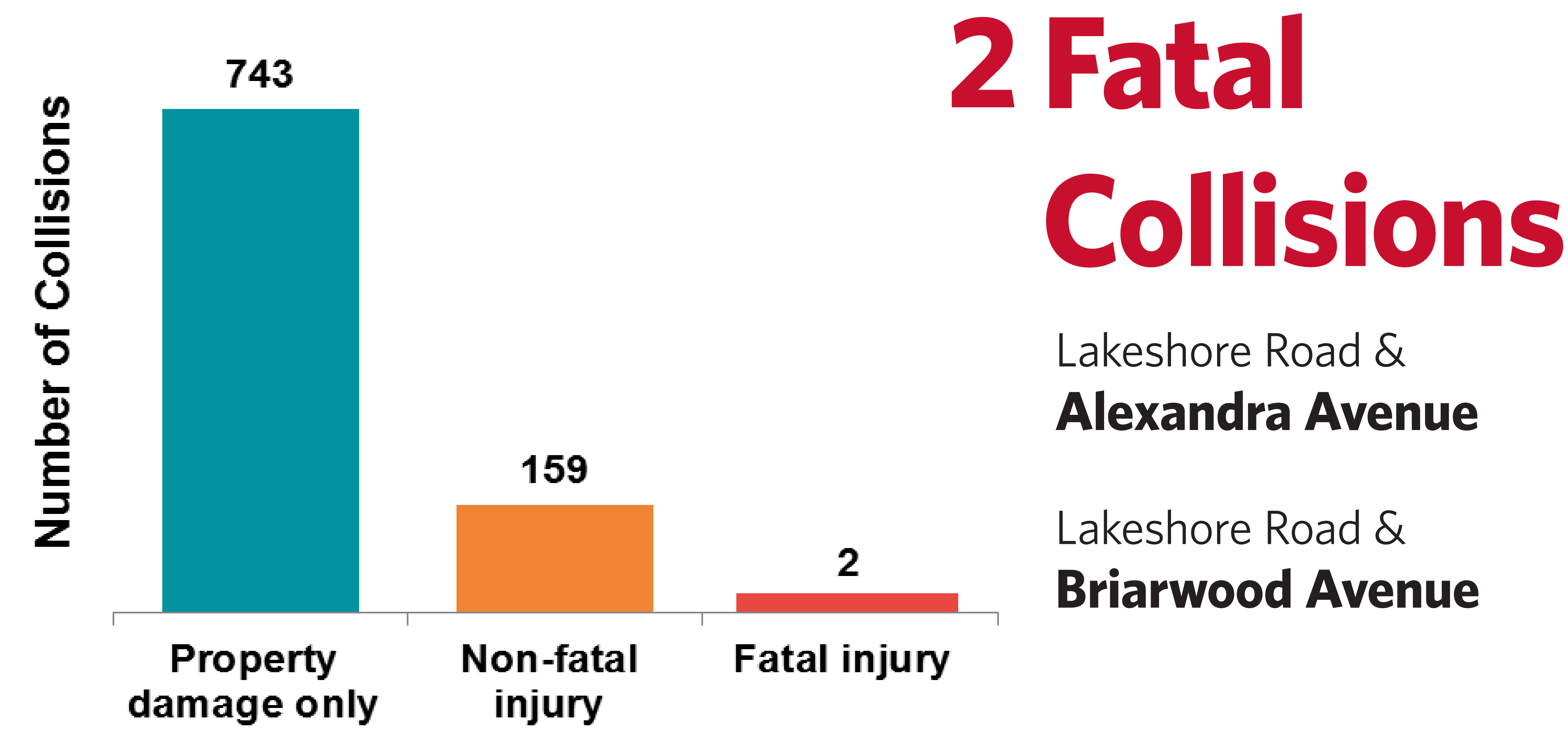
The top four collision prone intersections in the study area are

- 1 Lakeshore Road & Southdown Road
- 2 Lakeshore Road & Stavebank Road
- 3 Lakeshore Road & Mississauga Road
- 4 Lakeshore Road & Hurontario Street

The most common impact type was rear-end collision



Hurontario Street and Southdown Road had the highest number of collisions involving pedestrians and cyclists.



Existing Character

Character Area 1:

Industrial Strip

- 1 to 2-storey industrial / large-scale commercial



Commercial Strip

- 1 to 2-storey commercial
- North side strip retail with front parking lots
- South side retail complex back-lotted onto Lakeshore Road, with a false frontage along the road



Primarily an auto-oriented commercial-industrial strip dominated by vehicular traffic with wide landscaped setbacks with no sidewalks on the south side of Royal Windsor Drive.

Typical auto oriented suburban commercial strip, with back-lotted retail, and small-scale commercial with front parking lots.

Character Area 2:

West Village Gateway

- 1-3 storey townhouses
- Mid-rise towers with large landscaped setbacks
- Community park on the north-east corner of Lakeshore Road and Southdown Road



Outer Village Core

- 1-3 storey strip commercial / mixed-use with front parking lots
- One mid-rise residential tower with landscaped setback near the west edge of the segment



Village Core

- North 1-2 storey mixed-use
- South commercial strip retail with front parking lots and wide driveways



East Village Gateway

- Primarily recreational / green space
- Some 1-2 storey commercial buildings with wide landscaped setbacks
- Future residential community 2-6 storeys.



Suburban residential neighbourhood with wide landscaped boulevards and central median on Lakeshore Road east of Southdown Road

The Outer Village Core is primarily an auto oriented suburban commercial strip, with front parking lots and wide driveways.


The Clarkson Village Core has a vibrant and animated street edge and a pedestrian-friendly streetscape.

The East Village Gateway is defined by Birchwood Park to the north and an established residential area to the south that is elevated well above Lakeshore Road West, requiring a continuous retaining wall and landscape edge to the right-of-way.

Character Area 8:


Lakeview Development Lands

- 1-3 storey mixed use properties with front parking
- Some 6-7 storey mid-rise residential towers east of Orchard Road with some detached houses



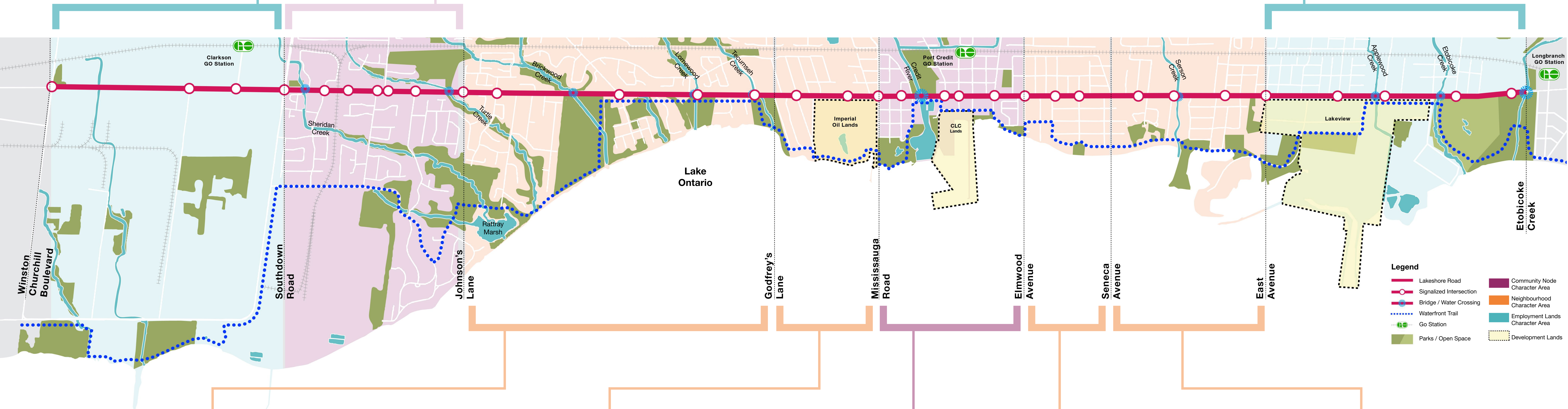
East Boundary

- 1-2 storey residential on north side
- 1 storey commercial properties with front parking and several mid-rise towers with large landscaped setbacks on north side
- Arsenal Lands, Marie Curtis Park on south side



The north side is primarily comprised of 1-3 storey mixed use properties with some front parking.


The Arsenal Lands and Marie Curtis Park, two large naturalized areas take up the south side of the road and help to define the character of Lakeshore Road at the East end of the City.



Character Area 3:

Lorne Park Neighbourhood

- Recreational / parkland on south side
- Primarily back-lotted neighbourhoods with landscaped buffers.
- Some 1-2 storey residential facing Lakeshore Road




The majority of this segment is bordered by residential development with lots that back onto Lakeshore Road. There is very little animation of the street edge, dominated by fence lines covered in dense vegetation and by naturalized vegetated slopes, which give the right-of-way very green and park-like atmosphere.

Character Area 4:


Port Credit Neighbourhood West

- North side 1-3 storey mixed-use and commercial buildings with front parking
- South side 5-7 storey residential mid-rise buildings and some 1-3 storey commercial buildings



Imperial Oil Lands

- North side 1-2 storey commercial properties and 1-3 storey townhouse residential buildings
- South side Imperial Oil Lands / brownfield development site




The West Port Credit Neighbourhood is an established suburban residential area with a regular street grid that meets Lakeshore Road at an angle.

The Imperial Oil Lands have been identified in the Port Credit planning documents as a site for future open space, mixed-use and employment lands development.

Character Area 5:

Port Credit Community Node

- East of Credit river 1-3 storey mixed-use
- West of Credit River 3-4 storey midrise residential, some 1-3 storey commercial strips with front parking lots.
- Some 20+ storey high-rise residential towers with ground floor retail and landscaped setbacks




The centre of Port Credit is known regionally as a scenic waterfront destination, with cafes and restaurants spilling out onto the street and spectacular views of the Credit River and Lake Ontario.

Character Area 6:

Port Credit Neighbourhood East

- 3-4 storey residential and 1-2 storey mixed-use



The East Port Credit Neighbourhood is characterized by a mixed-use development with a regular street grid. This area has a less developed street edge and is more auto-oriented than the Community Node, but maintains a high quality of the pedestrian realm.

Character Area 7:

Lakeview Neighbourhood

- North side between Seneca Avenue and Shaw Drive, are 7-8 storey mid-rise residential buildings with wide landscaped setbacks
- Between Shaw Drive and Enola Avenue are 1 storey commercial units with front parking



The south side of Lakeshore Road is dominated by 1-2 storey strip commercial and mixed use with parking lots facing the road.



Lakeshore Connecting Communities

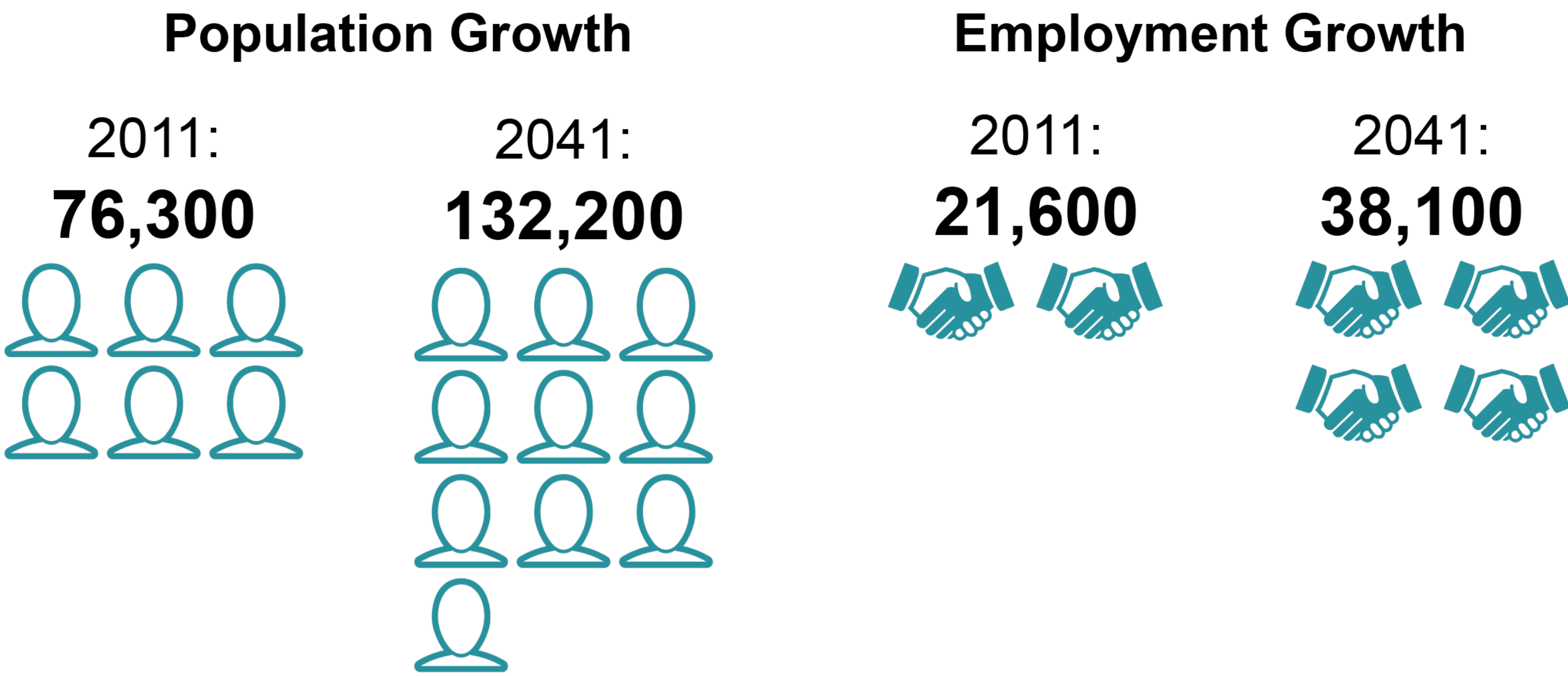
Station 3

Lakeshore Road Tomorrow

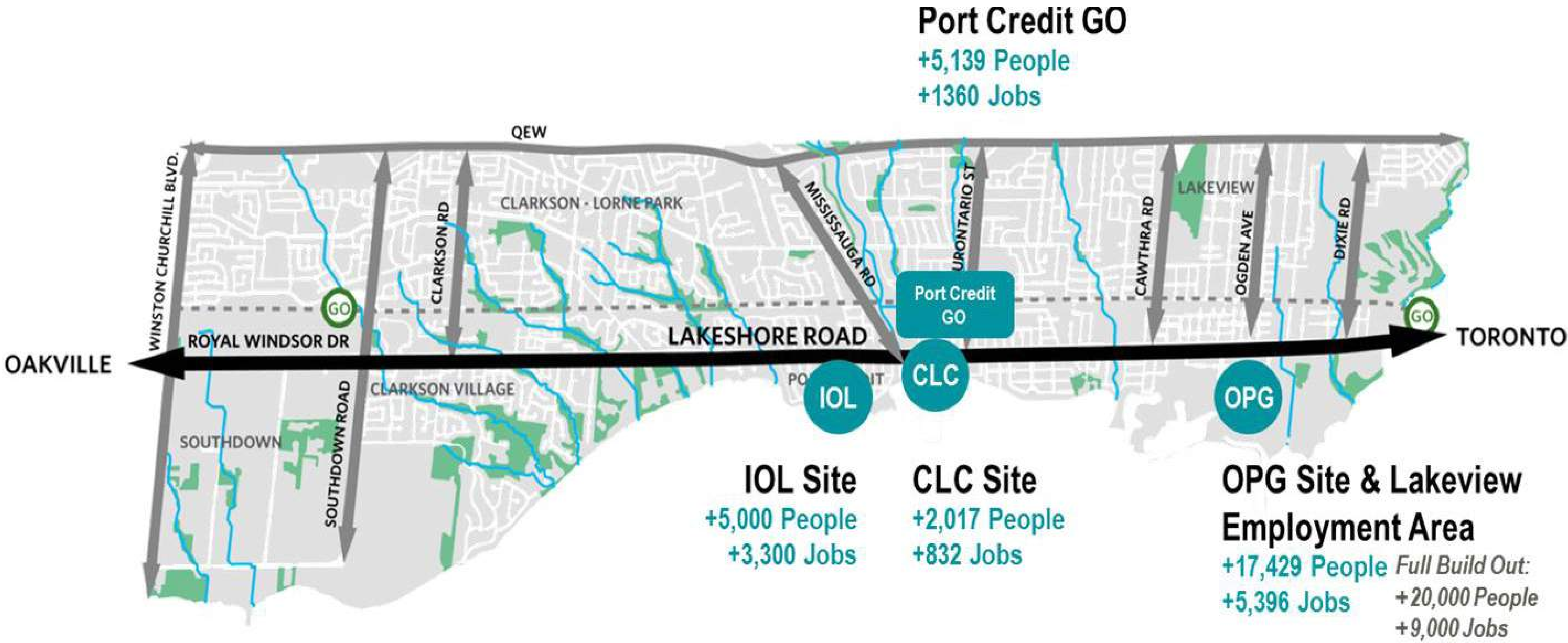
Lakeshore Road Tomorrow

Planned Growth

The Study Area is expected to grow by approximately 56,000 people and 16,500 jobs between 2011 and 2041.



Planned Growth

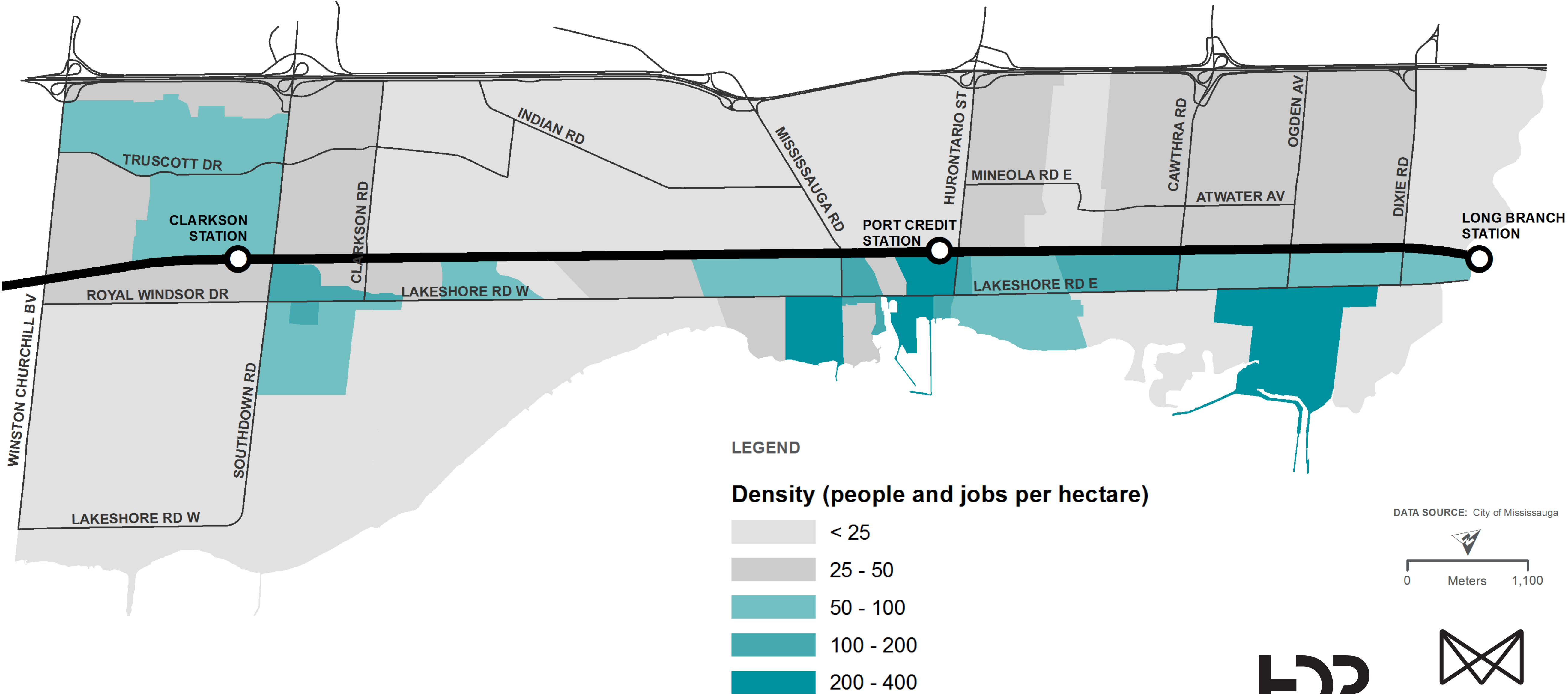


Source: City of Mississauga, 2015

Future Land Use & Transportation

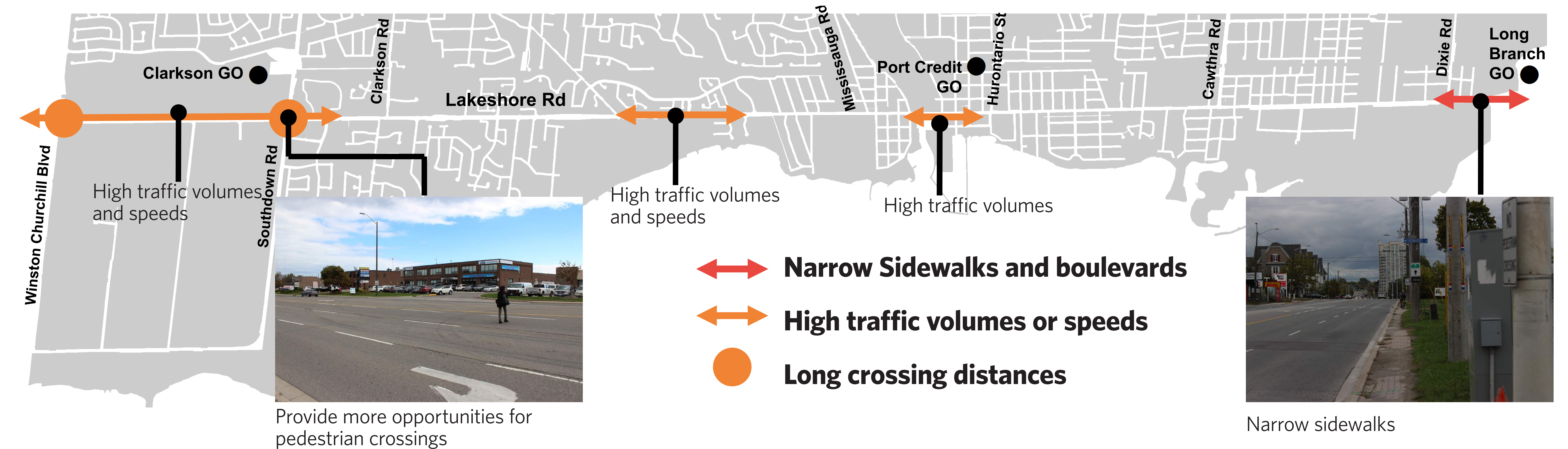
Transit Service Type	Suggested Minimum Density to Support Transit
Basic Transit (One bus every 20-30 minutes)	50 people and jobs per hectare
Frequent Transit (One bus every 10-15 minutes)	80 people and jobs per hectare
Very Frequent Transit (One bus every 5 minutes)	100 people and jobs per hectare
Dedicated Rapid Transit (LRT/BRT)	>160 people and jobs per hectare

Source: Ministry of Transportation Transit Supportive Guidelines



Pedestrian Environment

Problem Locations



How can we improve the pedestrian environment along Lakeshore Road?

Vision: Pedestrian Environment



Sidewalks

- Provide for dedicated pedestrian space, street furnishings, and in some cases sidewalk cafés
- Width informed by context/ anticipated pedestrian volumes
- May require reconfiguration of boulevards, possible reduction in travel lane widths, and potential removal of on-street parking



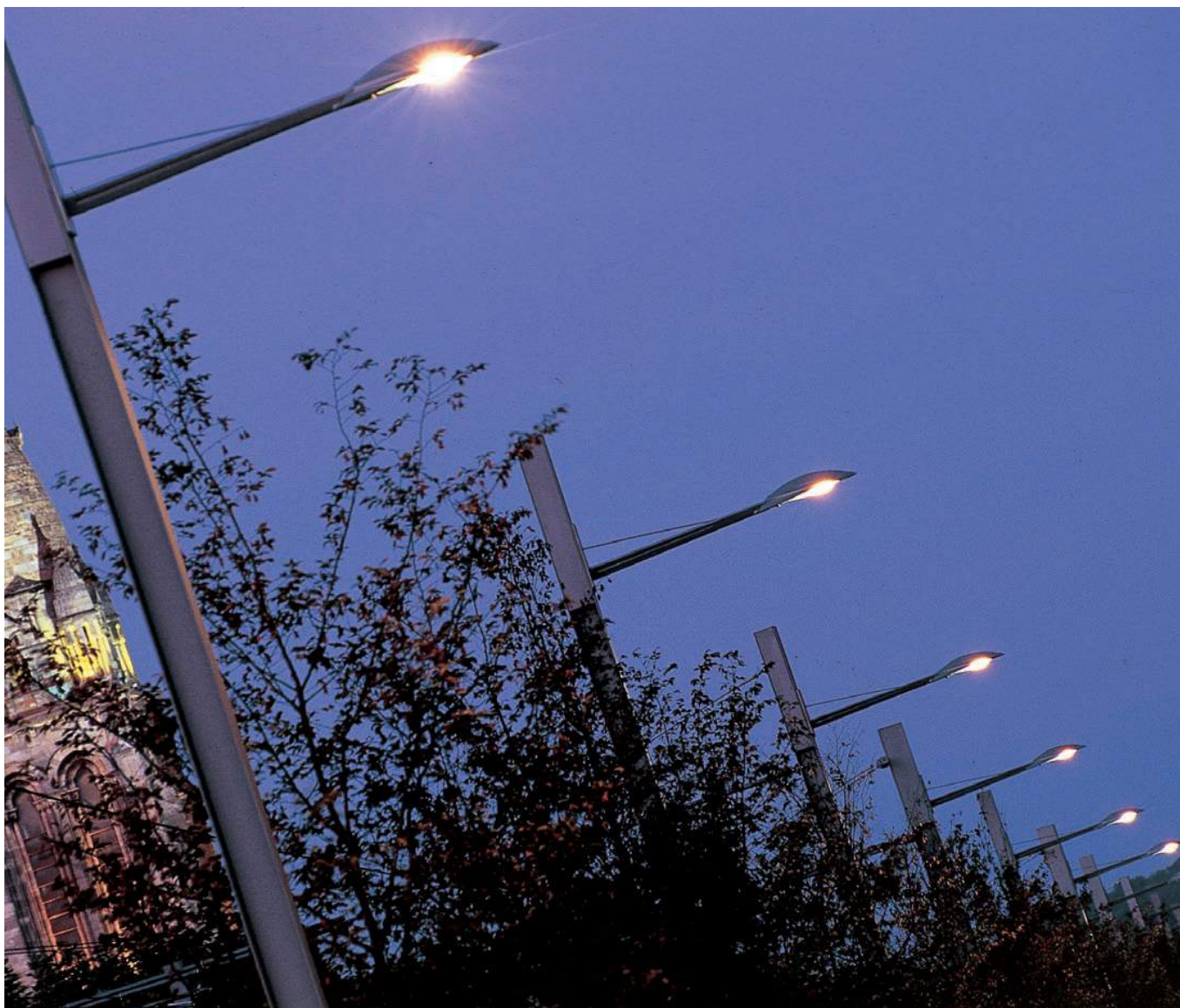
Street Furniture

- More places to sit and rest
- Visually appealing
- Requires sufficient space in boulevard furnishing zone



Curb Extensions/ Bulbouts

- Increases the available space for street furniture, benches, plantings, and street trees
- Shorter crossing distances, safer for pedestrians
- May impact transit operations – buses not able to navigate tight turns
- Would require modified boulevards and potential on-street parking removal



Street Lighting

- Visually appealing
- Adds to character and placemaking
- Requires sufficient space in boulevard furnishing zone



Green Infrastructure / Street Trees

- Visually appealing
- Adds to character, placemaking, and pedestrian comfort
- Provides environmental benefits to natural systems, reduces flooding, and increases natural habitat
- Requires space on sidewalks or in curb extensions



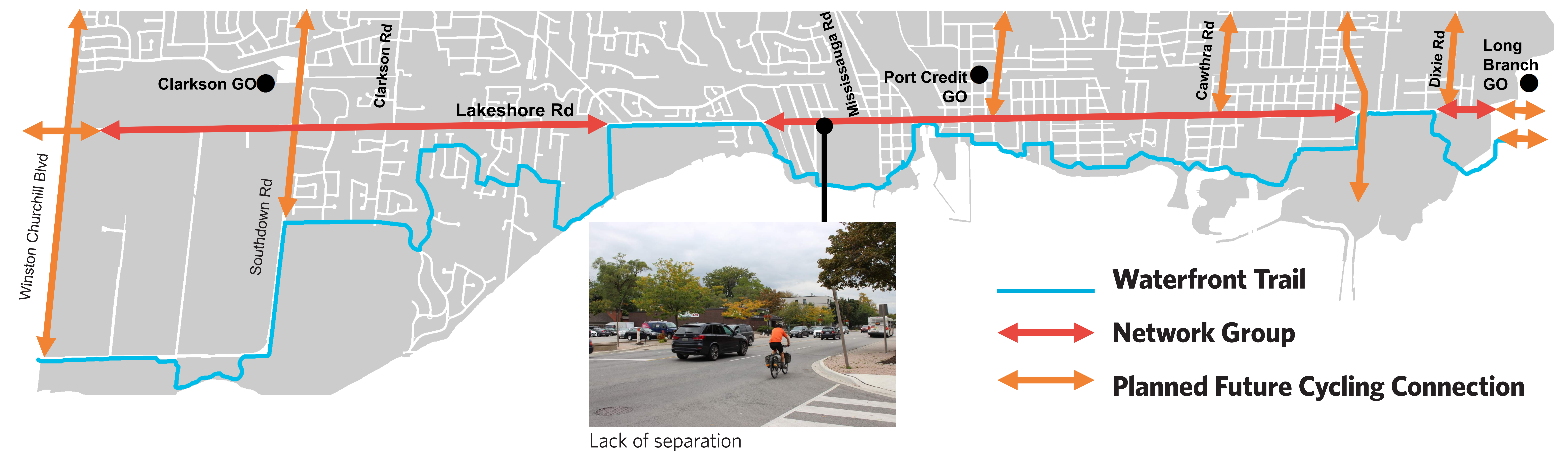
Public Art (Vibrant Spaces)

- Visually appealing
- Adds to character and placemaking
- Create interesting landscapes for walking

Place a dot under your preferred image(s) for improvements to the pedestrian environment

Cycling Facilities

Problem Locations & Planned Future Connections



How can we improve the cycling facilities along Lakeshore Road?

Vision: Cycling Facilities



Shared Use Lanes “Sharrows”

- Directional signs; not a facility
- Not dedicated to cyclists, shared lane with vehicles
- No separation from traffic
- Does not require narrowing of travel lanes or removal of on-street parking



Conventional Bike Lanes

- On-road facility
- Dedicated to cyclists
- Some separation from traffic
- Accommodates cyclists on both sides of the street
- May require narrowing of travel lanes to accommodate bike lanes



Buffered Bike Lanes

- On-road facility
- Dedicated to cyclists
- Separated from traffic by painted buffer
- Accommodates cyclists on both sides of the street
- May require narrowing of travel lanes or removal of on-street parking to accommodate bike lanes



Protected Cycle Tracks

- On-road facility
- Dedicated to cyclists
- Separated from traffic by physical buffer
- Accommodates cyclists on one or both sides of the street
- Would require narrowing of travel lanes or removal of on-street parking to accommodate cycle tracks



Raised Cycle Tracks

- Off-road facility
- Dedicated to cyclists
- Fully separated from traffic at level of sidewalk
- Accommodates cyclists on one or both sides of the street
- Would require reconfiguration of boulevards and removal of on-street parking to accommodate cycle track



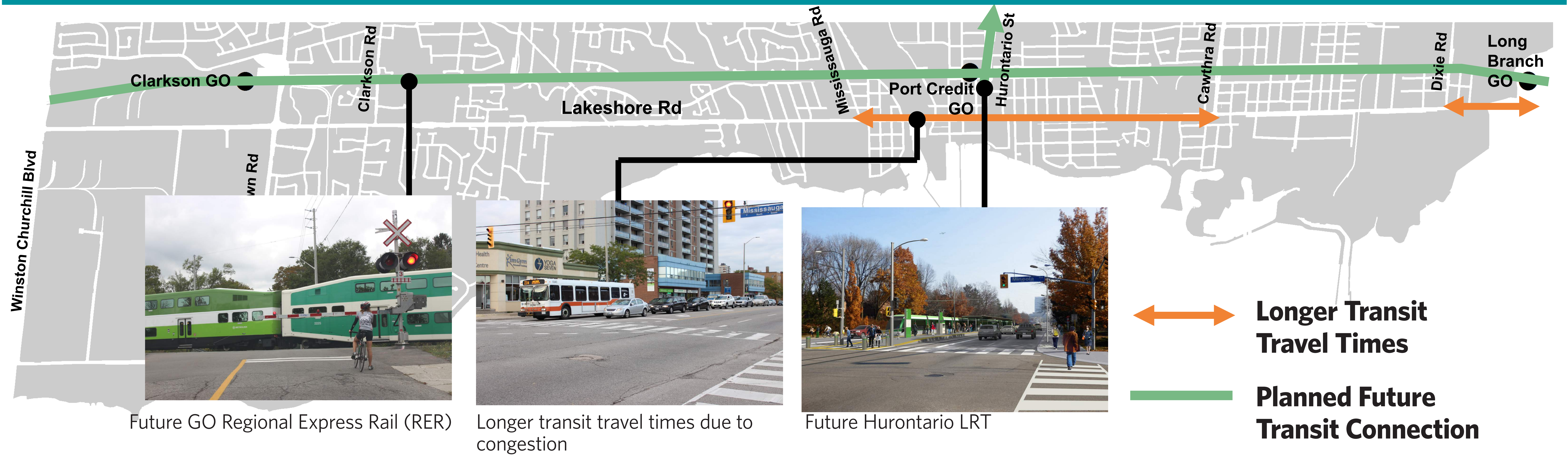
Multi-Use Path

- Off-road facility
- Not dedicated to cyclists, shared with pedestrians
- Fully separated from traffic at level of sidewalk
- Accommodates cyclists on one side of the street only
- Would require reconfiguration of boulevards and removal of on-street parking to accommodate multi-use path

Place a dot under your preferred image(s) for cycling facilities

Transit

Problem Locations & Planned Future Connections



How can we improve transit along Lakeshore Road?

Vision: Transit



eg. Miway Local



eg. Hamilton Transit



eg. Toronto Transit - Legacy Lines



eg. Miway Express



eg. Viva BRT - Highway 7



eg. Hurontario LRT

Bus/HOV Lane

- Local Service
- Frequent Stops: 2-3 per kilometre
- Improve travel time reliability for transit and HOVs
- Convert one general purpose travel lane in each direction to a bus/HOV only lane

Bus Only Lane

- Local Service
- Frequent Stops: 2-3 per kilometre
- Improves travel time reliability for transit
- Convert one general purpose travel lane in each direction to a bus only lane

Streetcar in Mixed Traffic

- Local Service
- Frequent Stops: 2-3 per kilometre
- Larger vehicles carry more passengers
- Operates at the speed of general traffic
- Maintain four lanes of general purpose travel

BRT 'Light'

- Express Service
- 1-2 stops per kilometre
- Upgraded station or stop amenities
- Improves travel time reliability for transit
- Local transit service maintained
- Maintain four lanes of general purpose travel

BRT in Exclusive Right-of-Way

- Express Service
- 1-2 stops per kilometre
- Improves travel time reliability for transit
- Upgraded station or stop amenities
- Greater routing and service flexibility – fewer transfers
- Local transit service maintained
- Convert one general purpose travel lane in each direction to a BRT lane

LRT in Exclusive Right-of-Way

- Express Service
- 1-2 stops per kilometre
- Improves travel time reliability for transit
- Upgraded stop amenities
- Offers less routing and service flexibility – more transfers
- Strong positive impact on urban development
- Local transit service maintained
- Convert one general purpose travel lane in each direction to an LRT lane

Place a dot under your preferred image(s) for transit

Potential Transit Options

What are your thoughts on the potential transit options for Lakeshore Road?

Designated Official Plan Right-of-way Width



❌ Ridership forecasts do not support higher order transit

✅ Can accommodate exclusive transit within right-of-way

✅ Ridership forecasts support higher order transit

❌ Cannot accommodate exclusive transit within right-of-way

⚠️ To accommodate higher order transit, Lakeshore Road would be reduced to one lane in each direction in this segment

✅ Ridership forecasts support higher order transit

✅ Can accommodate exclusive transit within right-of-way

Conventional Transit Option



Conventional Bus

Higher Order Transit Options



Bus / HOV Lane
Bus Only Lane



Streetcar in mixed traffic



BRT 'Light'



Exclusive BRT



Exclusive LRT



Autos and Trucks

Problem Locations



How can we improve the movement of autos and trucks along Lakeshore Road?

Vision: Autos and Trucks



Right-sizing Lanes “Lane Diet”

- Maintain the existing number of travel lanes on Lakeshore Road but reduce width to make better use of available space to achieve the vision and objectives for the corridor, such as improving multi-modal transportation, safety, and place making.



Lane Reductions “Road Diet”

- Reduce the number of travel lanes on Lakeshore Road to make better use of available space to achieve the vision and objectives for the corridor, such as improving multi-modal transportation, safety, and place making
- May have an impact on vehicular operations



Continued Signal Timing Improvements

- The City currently coordinates traffic signals along Lakeshore Road. Monitoring of traffic volumes will continue in the future, with required signal timing changes to improve traffic flow and maximize the efficiency of the roadway and its capacity



Right or Left Turn Restrictions

- Implement right or left turn restrictions during certain times of the day to improve traffic flow and minimize waiting due to turning vehicles

Place a dot under your preferred image(s) for the vehicular environment

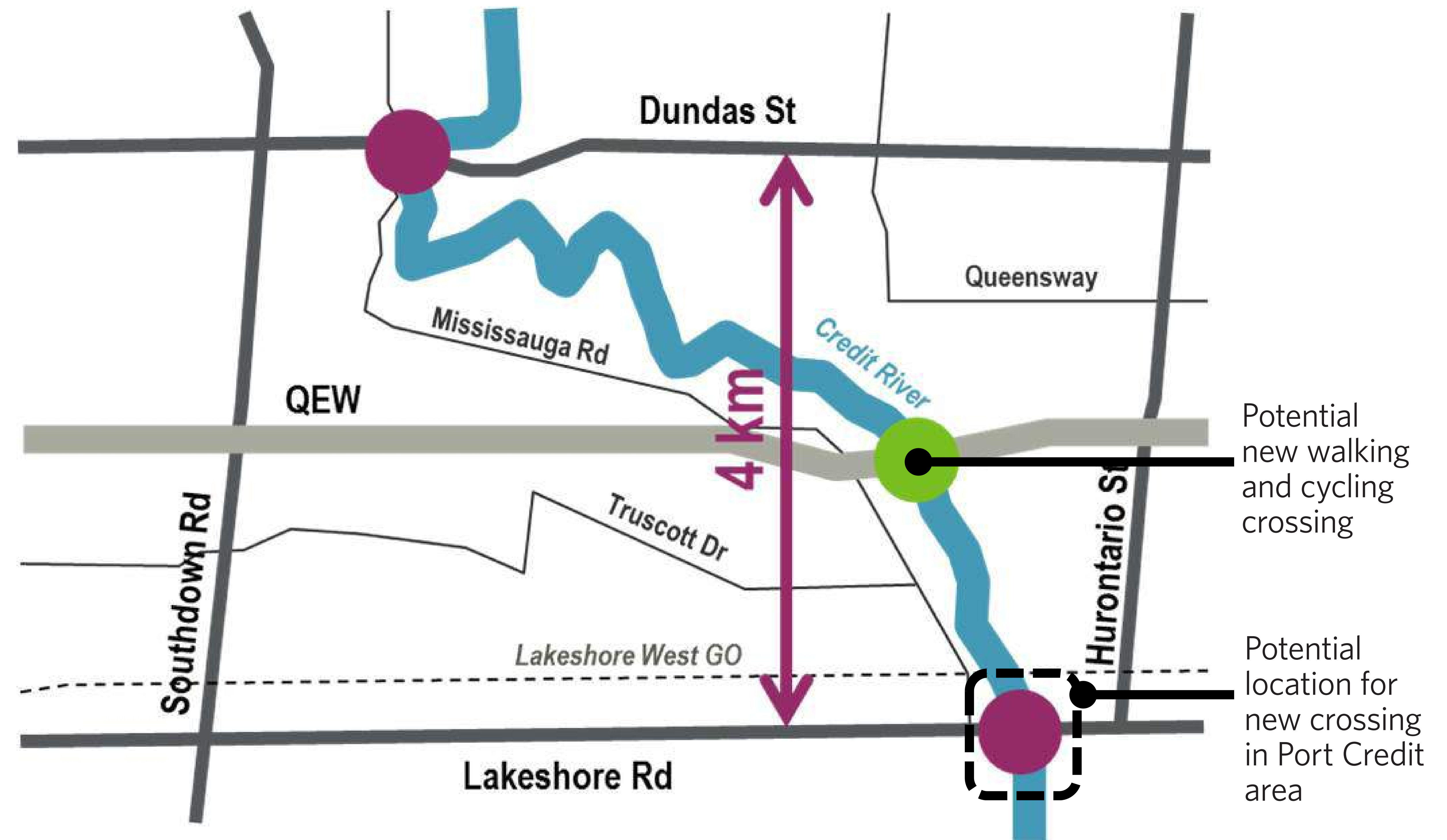
New Credit River Crossing

The Credit River acts as a **barrier** to east-west travel for pedestrians, cyclists, and motorists.

Lakeshore Road is the **only crossing** of the Credit River south of the **Lakeshore GO Rail corridor**.

Lakeshore Road is the only municipal road that cross the Credit River south of Dundas Street, **4 kilometers** away.

The City of Mississauga is currently studying the feasibility of a walking and cycling crossing over the Credit River at the **QEW**.



What are your thoughts on the need for a new Credit River crossing in the Port Credit area?

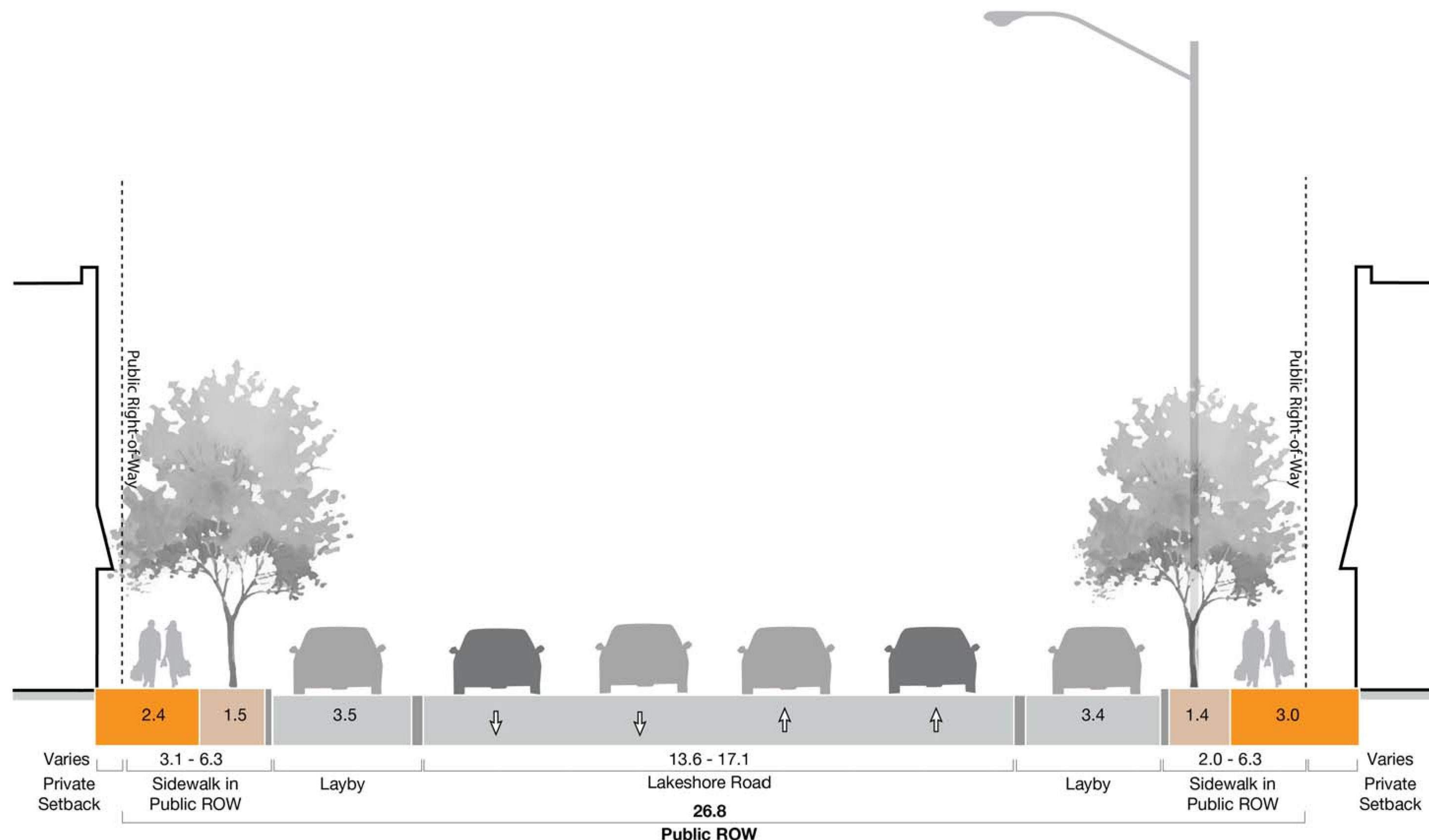
Putting it all together

Interactive Cross-section Activity

- Lakeshore Road is constrained in some segments.
- To create a multi-modal complete street, tradeoffs will need to be made.
- Use the pieces provided to show us your preferred vision for Lakeshore Road.

Show us what you would like to see in a 26 meter right-of-way.

This is an example of the existing Lakeshore Road cross-section in the Port Credit area



Draft Problem or Opportunity Statement

With **limited road capacity**, greater reliance on **transit, walking, and cycling** is required.
This requires making these ways of travelling **more attractive**.



Lakeshore Road intersects a unique mix of **established and developing communities**.

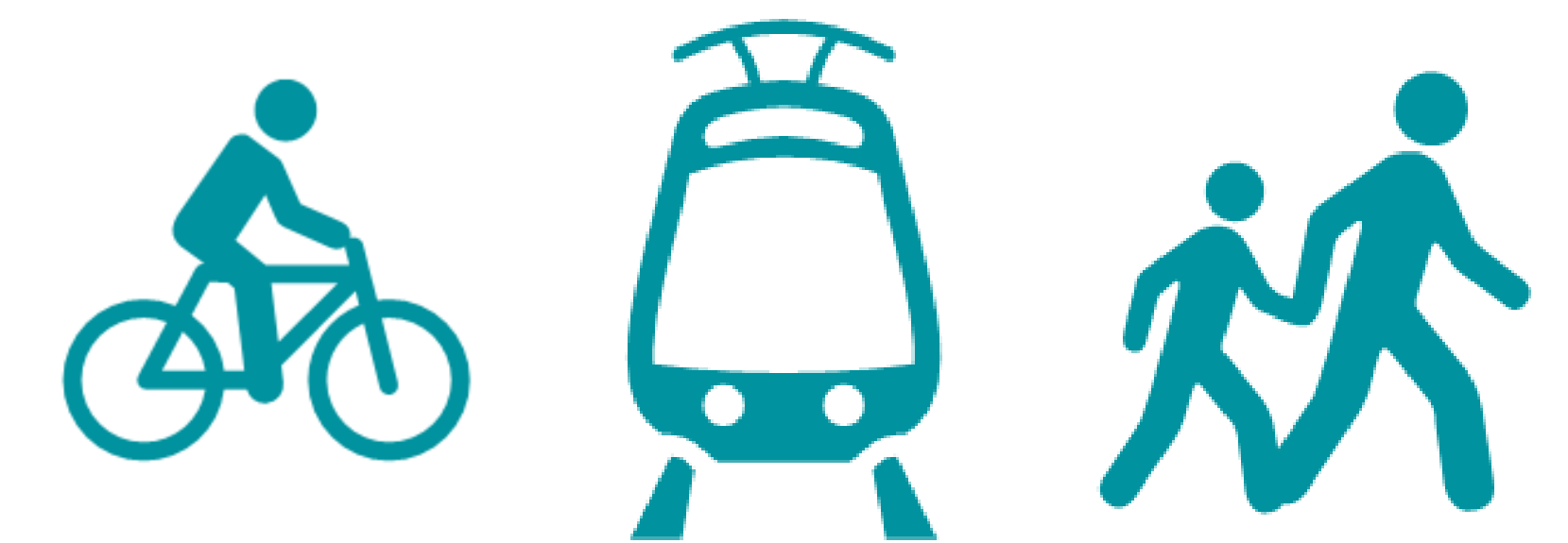
Preserving and enhancing each community's **character and sense of place** is important.



The Lakeshore Communities are expected to grow by approximately **56,000 people and 16,500 jobs** by 2041.



Without any improvements to the transportation network in the Lakeshore Communities **congestion will worsen** for all road users.



The existing pedestrian and cycling networks are **discontinuous** and can be better integrated into the overall transportation network.

The existing transit service will **require additional capacity** in the future and **a greater degree of transit priority**.

Help define the problem or opportunity statement.
What additional comments do you have?

Thank you for attending the open house

Your input is very valuable to us!



Please fill out the **comment form** and return it to us today or provide your comments online by **November 22, 2016**.

Contact Us

For more information visit us at:



www.connectlakeshore.ca

Please share your thoughts or opinions about the corridor by sending us an email at:

connect.lakeshore@mississauga.ca

Get Involved



Round 1 Public Open Houses

November 1: Lakeview – Mississauga Senior's Centre

November 7: Port Credit – Clarke Memorial Hall

November 8: Clarkson Village – Chartwell Baptist Church

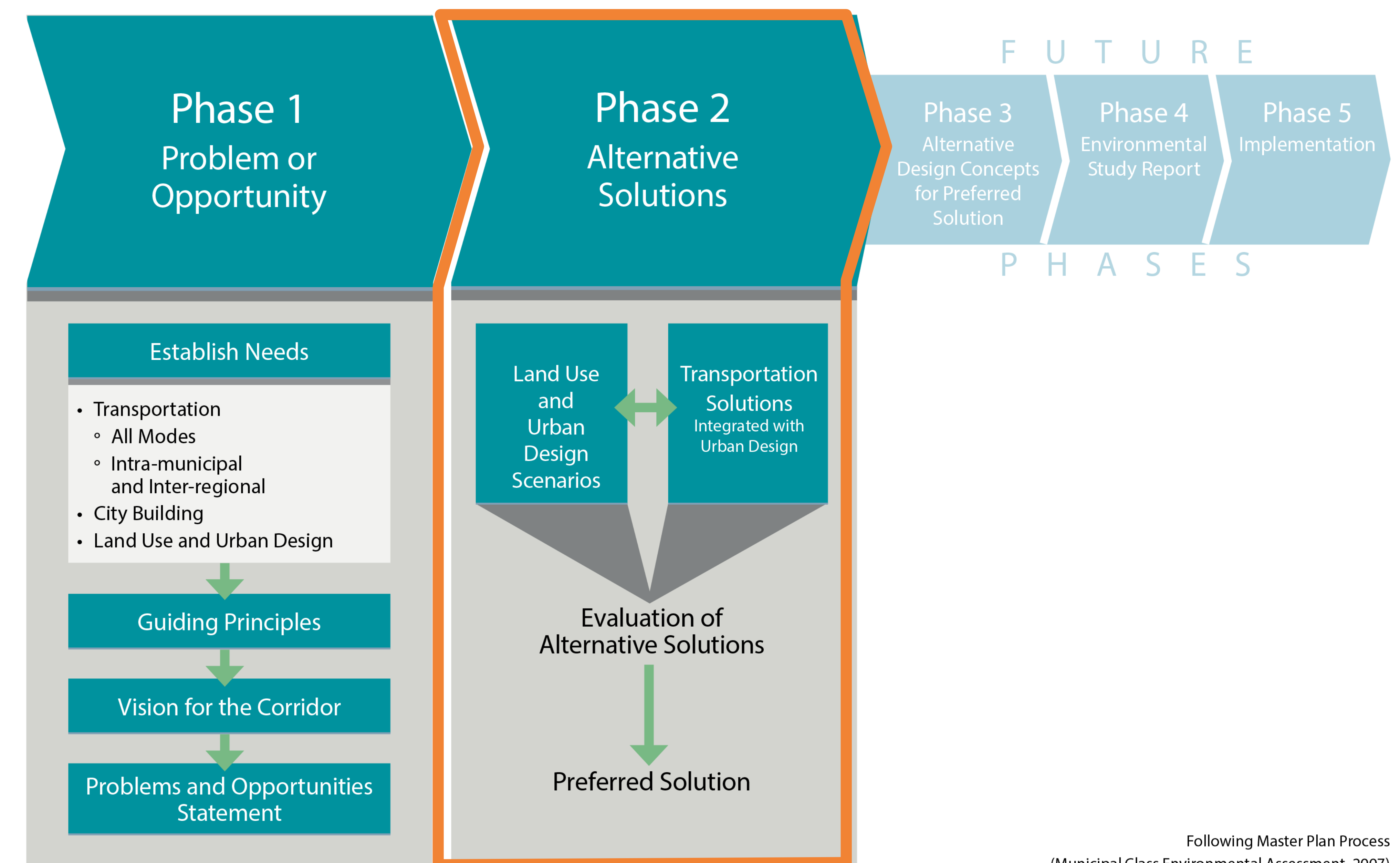


Complete the Online Survey



Join the study mailing list

Next Phase



Following Master Plan Process
(Municipal Class Environmental Assessment, 2007)