



Lakeshore Connecting Communities

# Welcome

## to Public Open House 1



Lakeshore Connecting Communities

# Station 1

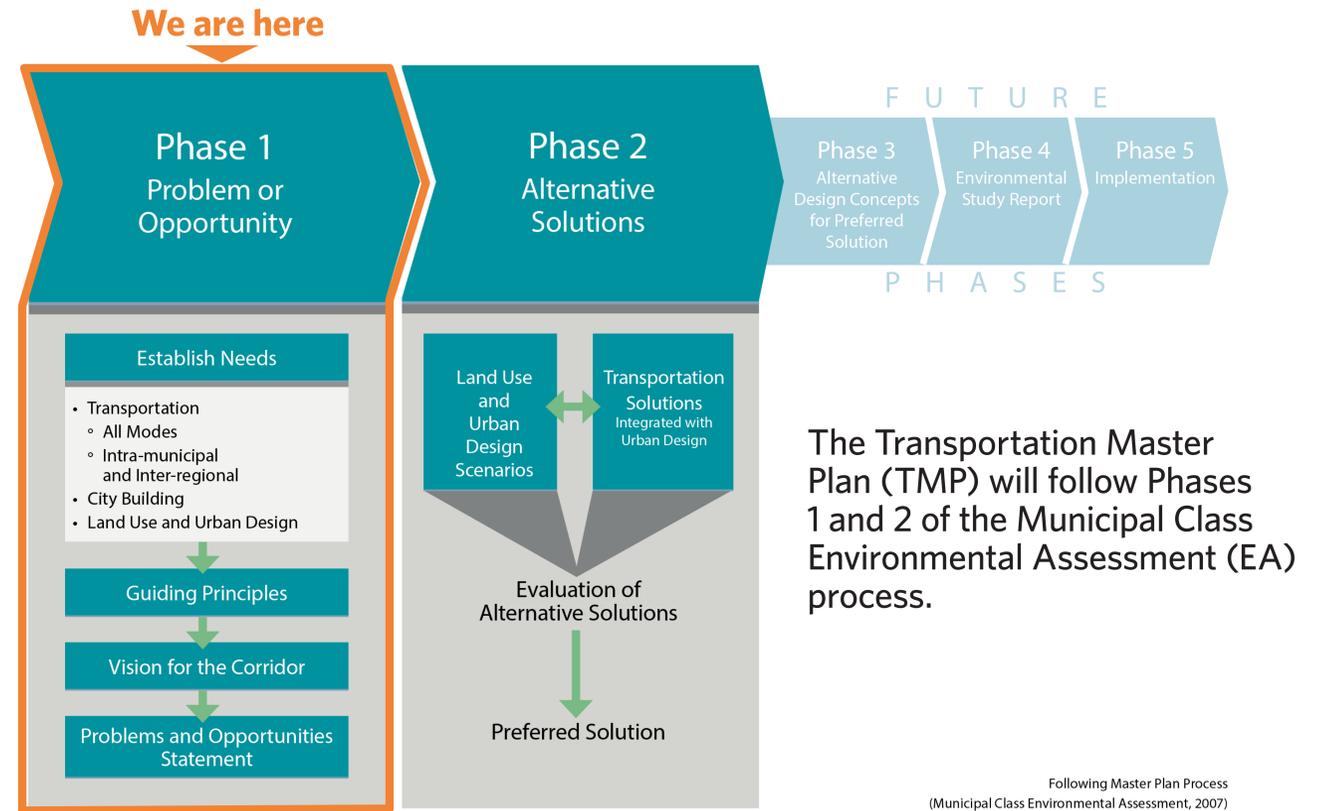
## Background Information

# 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



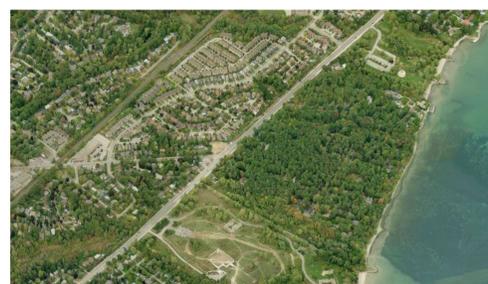
Promote prosperity for local businesses



Integrate transportation and land use



Moving people safely and efficiently



Preserve the natural environment



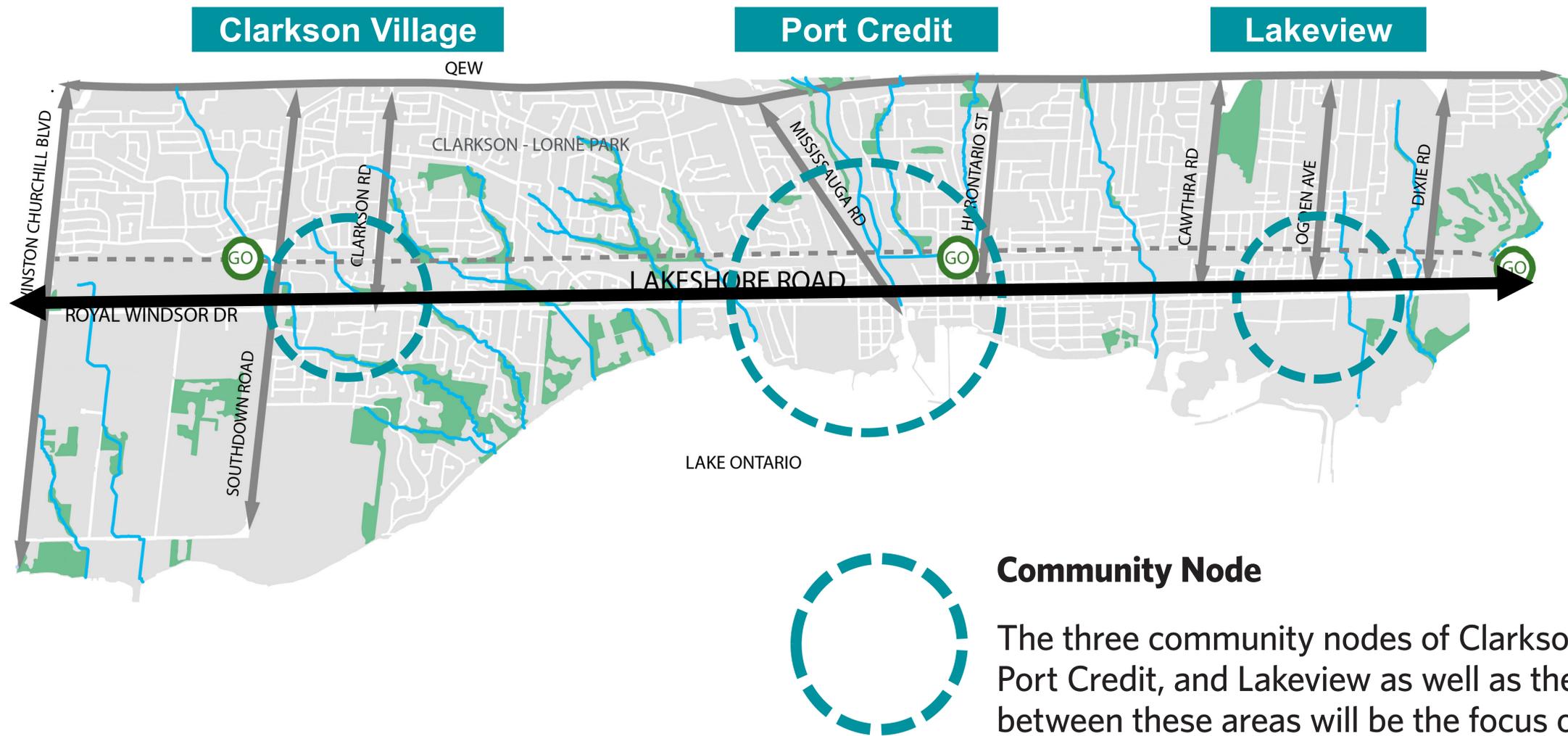
Enhance main street features



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

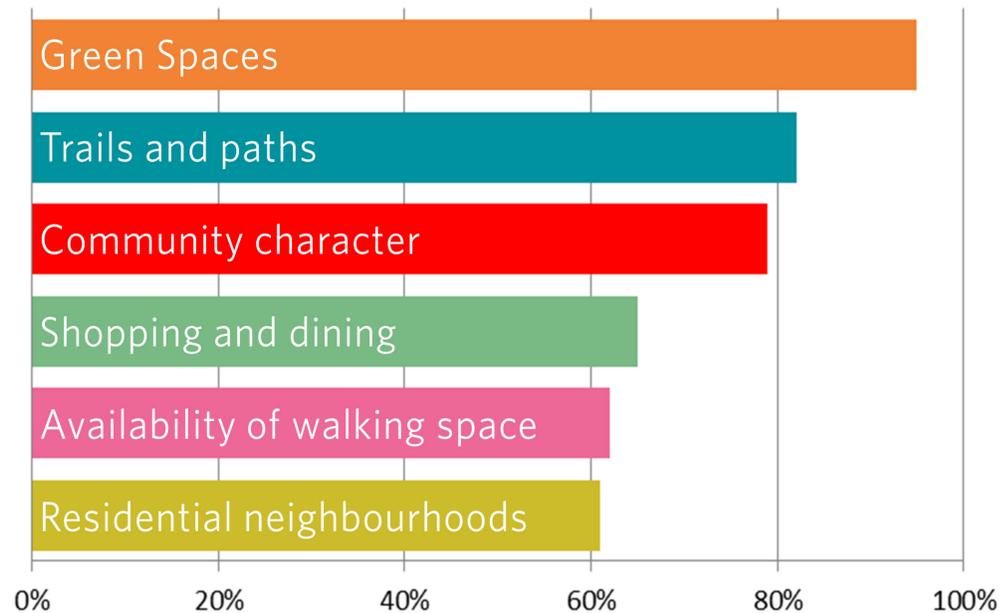
Although the focus of the study will be the Lakeshore Road corridor, the analysis of transportation conditions will be completed in the context of a wider study area, from the QEW to Lake Ontario and from the east City limit to the west City limit.

# 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?



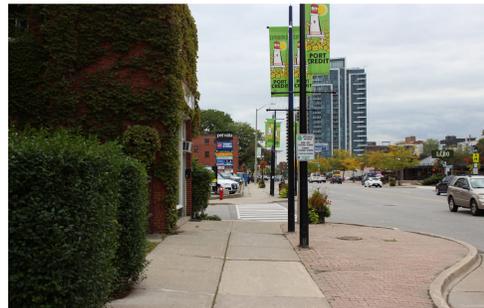
## What are your top concerns when...



### Walking



Safety at intersections



Lack of places to sit



### Taking Transit



Fares and travel times



Frequency of service



### Cycling



Vehicle speeds



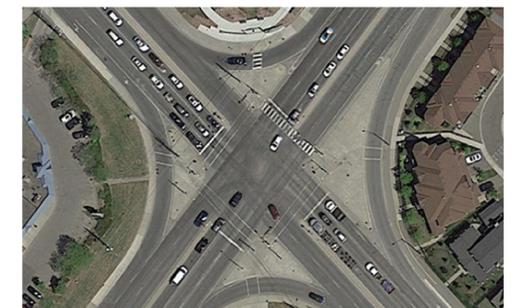
Lack of separation



### Driving



Traffic delays and congestion



Difficulty making turns



Lakeshore Connecting Communities

# Station 2

## Lakeshore Road Today

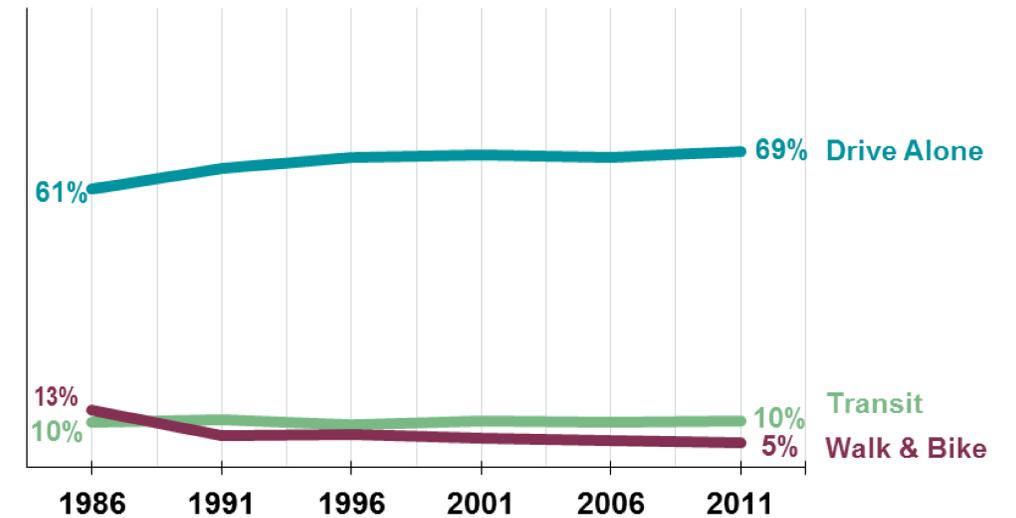
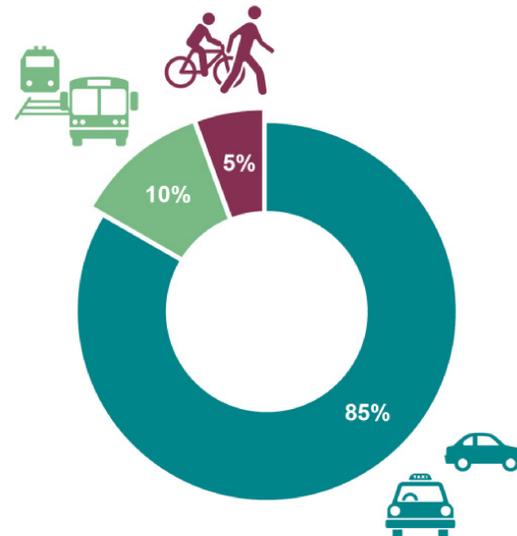
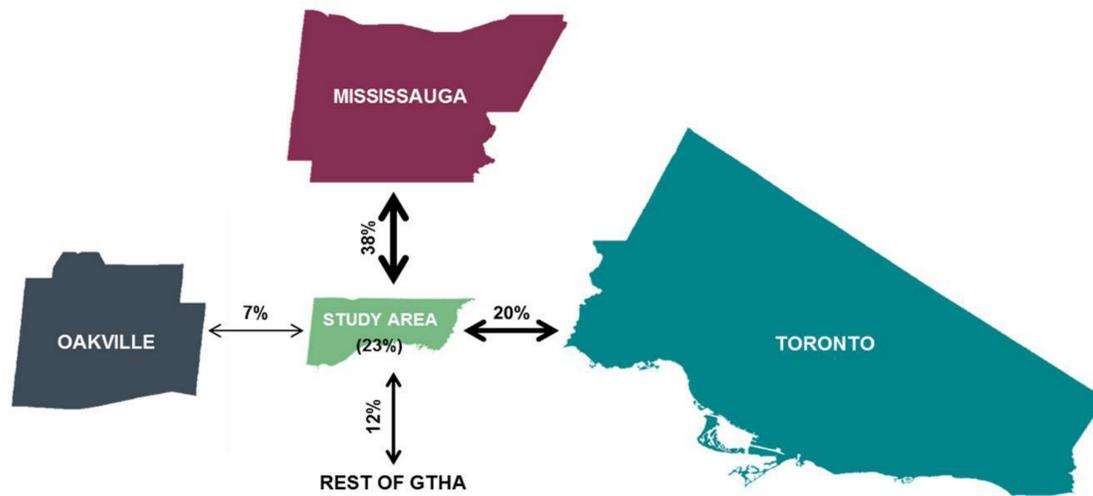
# Lakeshore Road Today

## 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



**120**  
peak direction passengers per hour (PM)

**15 min**  
time between buses on weekdays during the peak periods

**8 min**  
Potential delay experienced when travelling on Route 23 Lakeshore

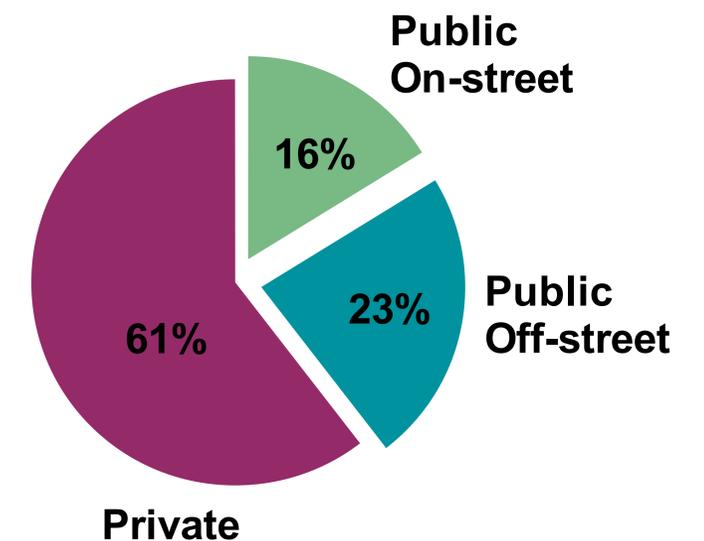
**4,400 Jobs**  
**18,500 People**  
within a 400 m walking distance to a Lakeshore bus stop

Source: City of Mississauga, 2015

## Parking

**~75%**

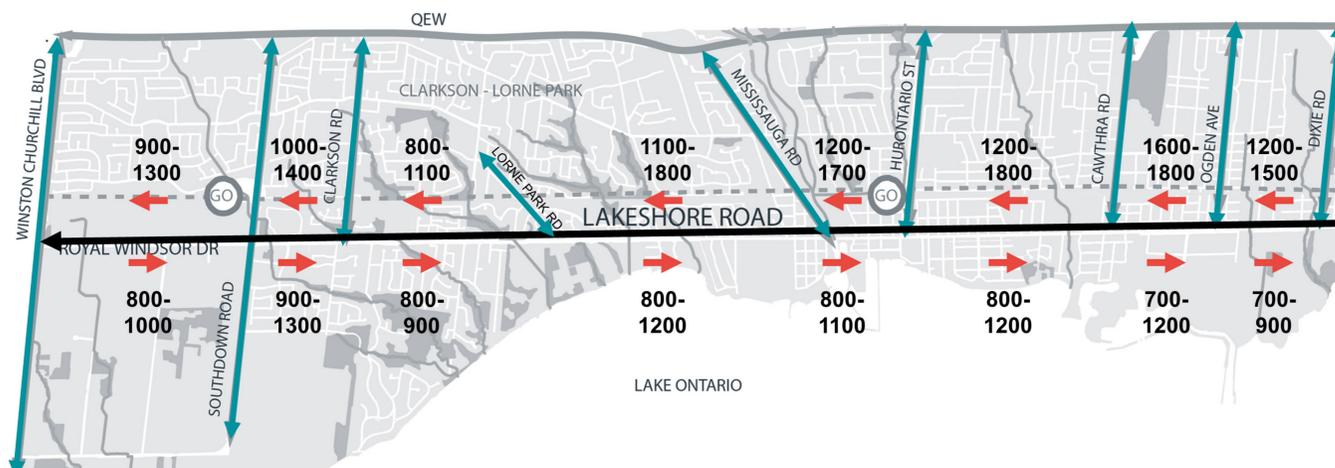
of public on-street parking supply is in the Port Credit Area



# Lakeshore Road Today

## PM Peak Hour Traffic Volumes

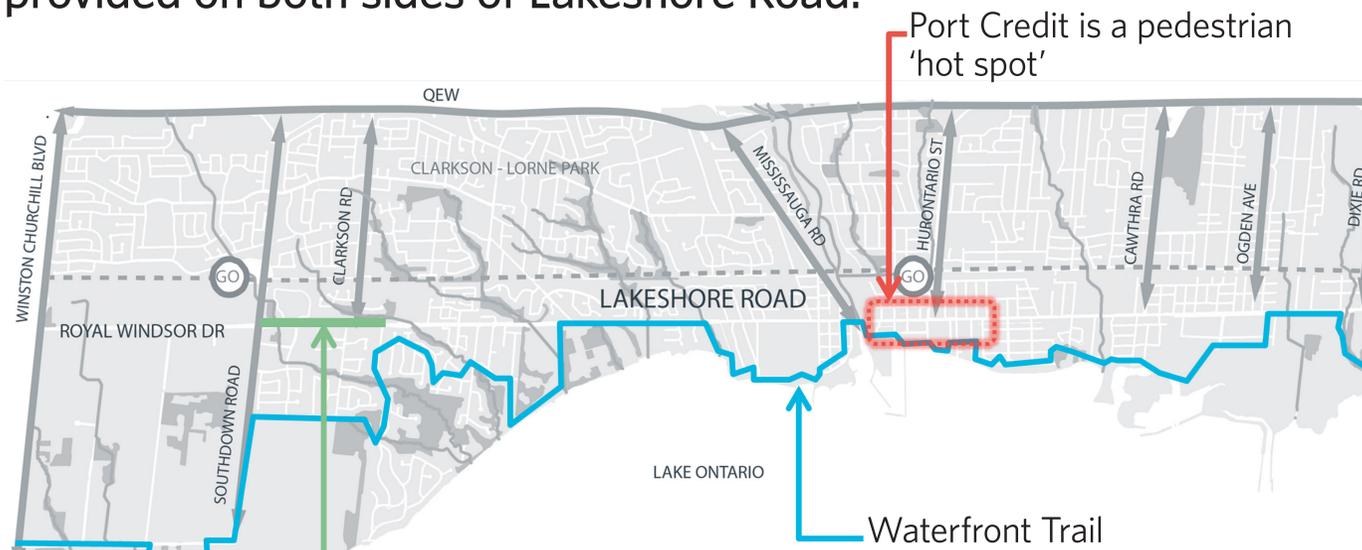
Lakeshore Road has two continuous through lanes in each direction between Toronto and Oakville.



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.



Cycling 'sharrows' in Clarkson Village

## Traffic Safety (2009-2013)

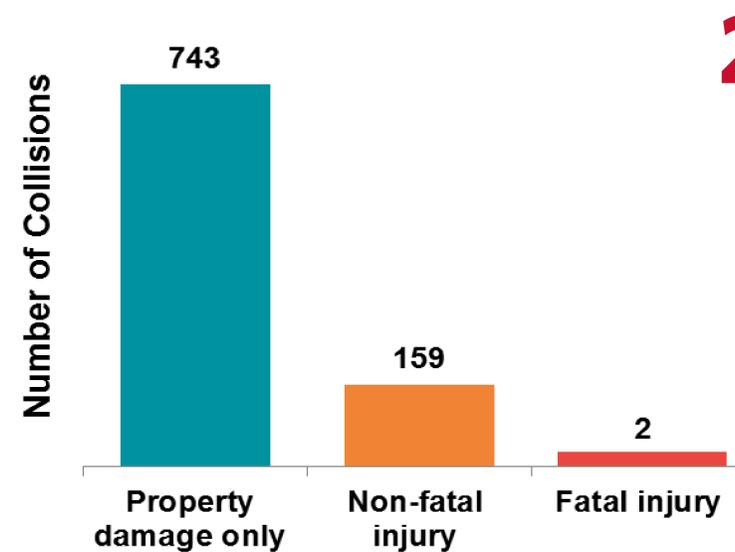
The top four collision prone intersections in the study area are

- 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.



## 2 Fatal Collisions

Lakeshore Road & Alexandra Avenue

Lakeshore Road & Briarwood Avenue

## Existing Character

### Character Area 1:

Industrial Strip	Commercial Strip
<ul style="list-style-type: none"> <li>1 to 2-storey industrial / large-scale commercial</li> </ul>	<ul style="list-style-type: none"> <li>1 to 2-storey commercial</li> <li>North side strip retail with front parking lots</li> <li>South side retail complex back-lotted onto Lakeshore Road, with a false frontage along the road</li> </ul>



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	Outer Village Core	Village Core	East Village Gateway
<ul style="list-style-type: none"> <li>1-3 storey townhouses</li> <li>Mid-rise towers with large landscaped setbacks</li> <li>Community park on the north-east corner of Lakeshore Road and Southdown Road</li> </ul>	<ul style="list-style-type: none"> <li>1-3 storey strip commercial / mixed-use with front parking lots</li> <li>One mid-rise residential tower with landscaped setback near the west edge of the segment</li> </ul>	<ul style="list-style-type: none"> <li>North 1-2 storey mixed-use</li> <li>South commercial strip retail with front parking lots and wide driveways</li> </ul>	<ul style="list-style-type: none"> <li>Primarily recreational / green space</li> <li>Some 1-2 storey commercial buildings with wide landscaped setbacks</li> <li>Future residential community 2-6 storeys.</li> </ul>



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.

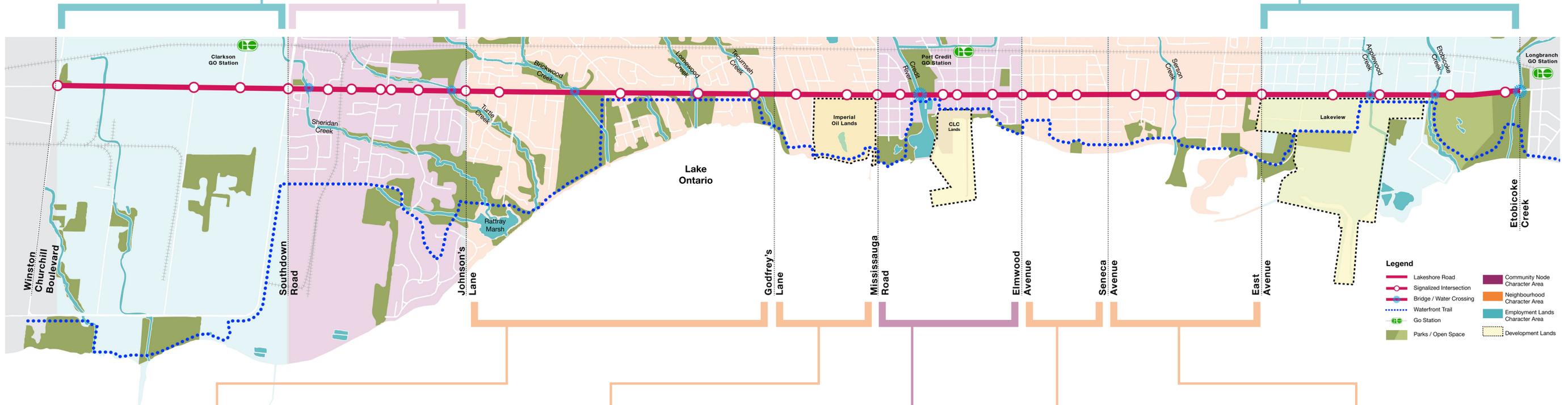
### Character Area 8:

Lakeview Development Lands	East Boundary
<ul style="list-style-type: none"> <li>1-3 storey mixed use properties with front parking</li> <li>Some 6-7 storey mid-rise residential towers east of Orchard Road with some detached houses</li> </ul>	<ul style="list-style-type: none"> <li>1-2 storey residential on north side</li> <li>1 storey commercial properties with front parking and several mid-rise towers with large landscaped setbacks on north side</li> <li>Arsenal Lands, Marie Curtis Park on south side</li> </ul>



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
<ul style="list-style-type: none"> <li>Recreational / parkland on south side</li> <li>Primarily back-lotted neighbourhoods with landscaped buffers.</li> <li>Some 1-2 storey residential facing Lakeshore Road</li> </ul>



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	Imperial Oil Lands
<ul style="list-style-type: none"> <li>North side 1-3 storey mixed-use and commercial buildings with front parking</li> <li>South side 5-7 storey residential mid-rise buildings and some 1-3 storey commercial buildings</li> </ul>	<ul style="list-style-type: none"> <li>North side 1-2 storey commercial properties and 1-3 storey townhouse residential buildings</li> <li>South side Imperial Oil Lands / brownfield development site</li> </ul>



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
<ul style="list-style-type: none"> <li>East of Credit river 1-3 storey mixed-use</li> <li>West of Credit River 3-4 storey midrise residential, some 1-3 storey commercial strips with front parking lots.</li> <li>Some 20+ storey high-rise residential towers with ground floor retail and landscaped setbacks</li> </ul>



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
<ul style="list-style-type: none"> <li>3-4 storey residential and 1-2 storey mixed-use</li> </ul>



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
<ul style="list-style-type: none"> <li>North side between Seneca Avenue and Shaw Drive, are 7-8 storey mid-rise residential buildings with wide landscaped setbacks</li> <li>Between Shaw Drive and Enola Avenue are 1 storey commercial units with front parking</li> </ul>



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

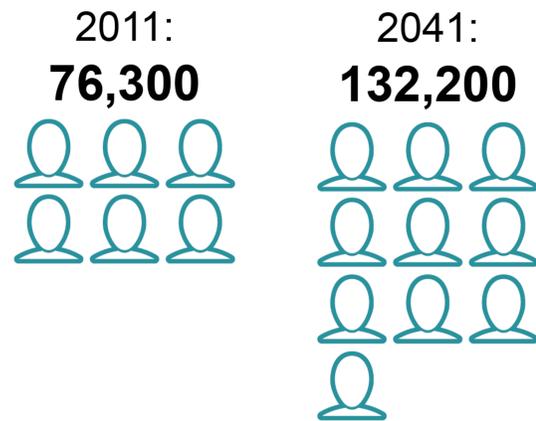
## Lakeshore Road Tomorrow

# Lakeshore Road Tomorrow

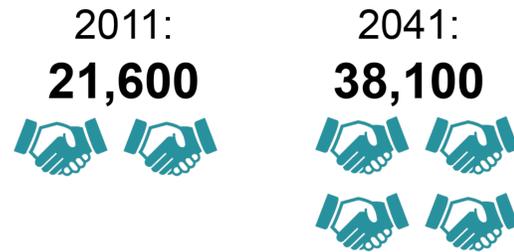
## Planned Growth

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

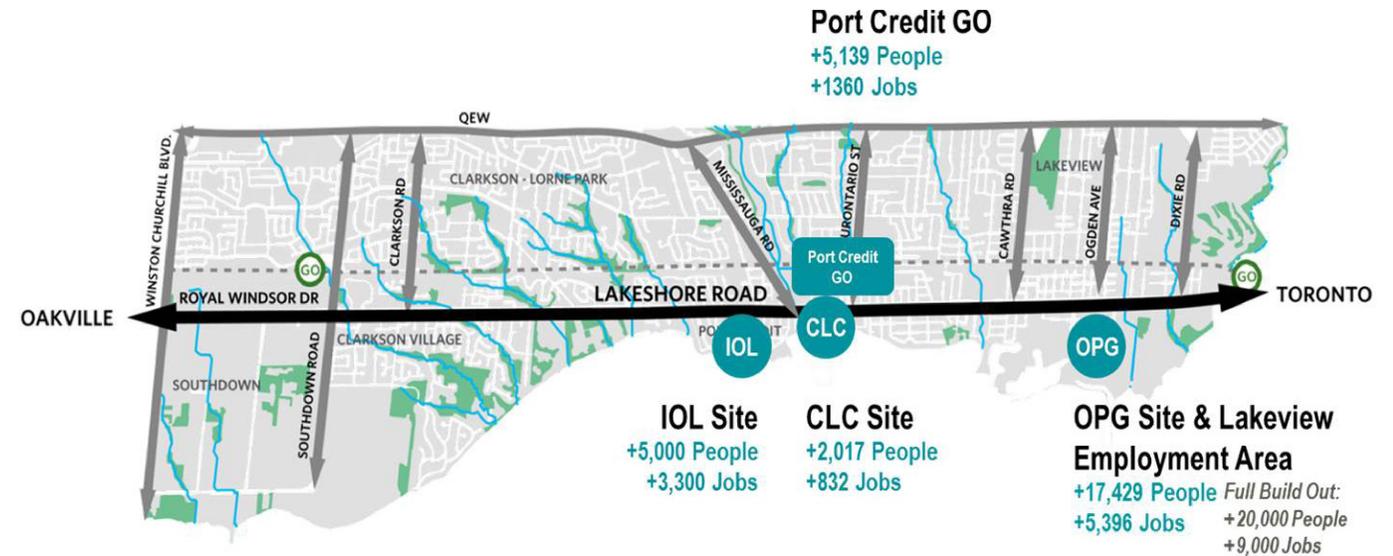
### Population Growth



### Employment Growth



## Planned Growth



Source: City of Mississauga, 2015

## Future Land Use & Transportation

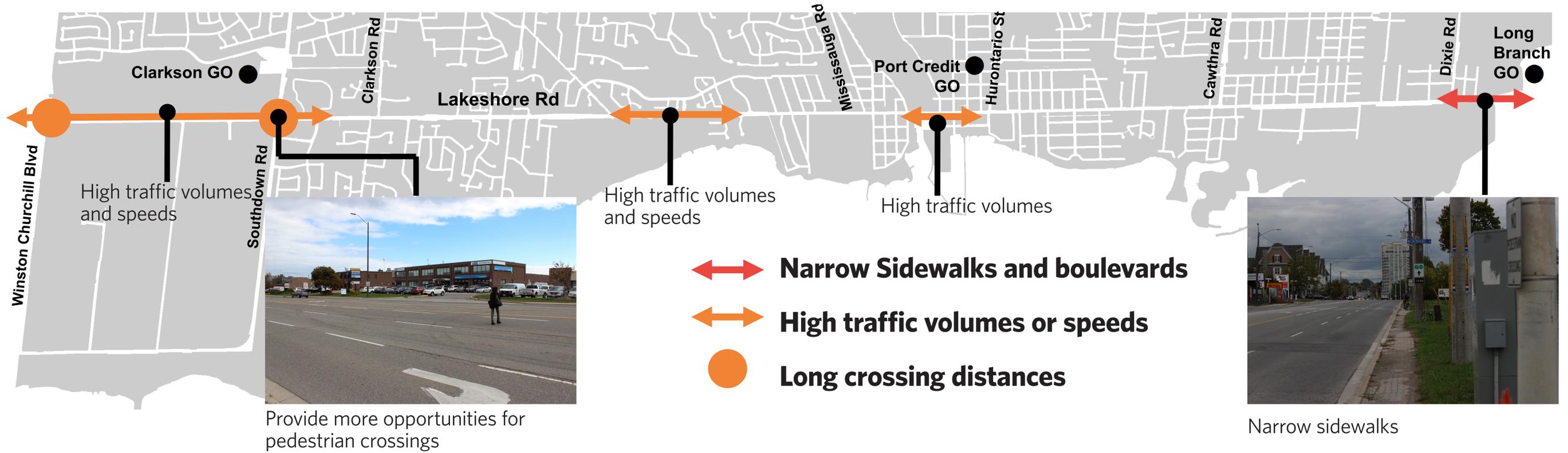
Transit Service Type	Suggested Minimum Density to Support Transit
<b>Basic Transit</b> (One bus every 20-30 minutes)	50 people and jobs per hectare
<b>Frequent Transit</b> (One bus every 10-15 minutes)	80 people and jobs per hectare
<b>Very Frequent Transit</b> (One bus every 5 minutes)	100 people and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

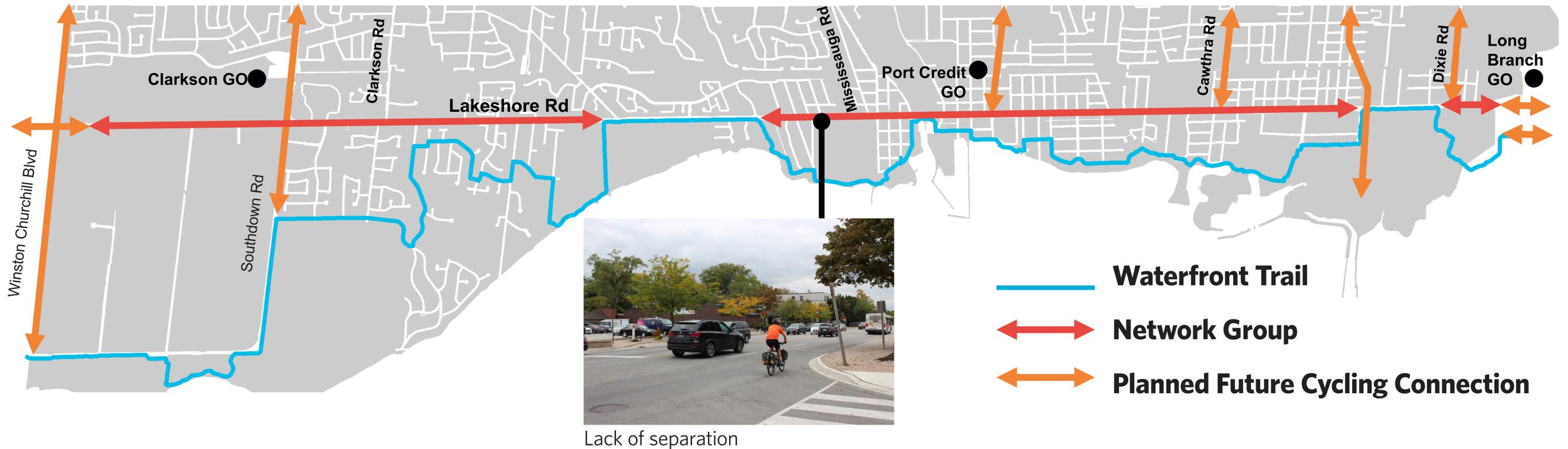
## Public Art (Vibrant Spaces)

- 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

35 m

26 m

44.5 m



- ✗ 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'



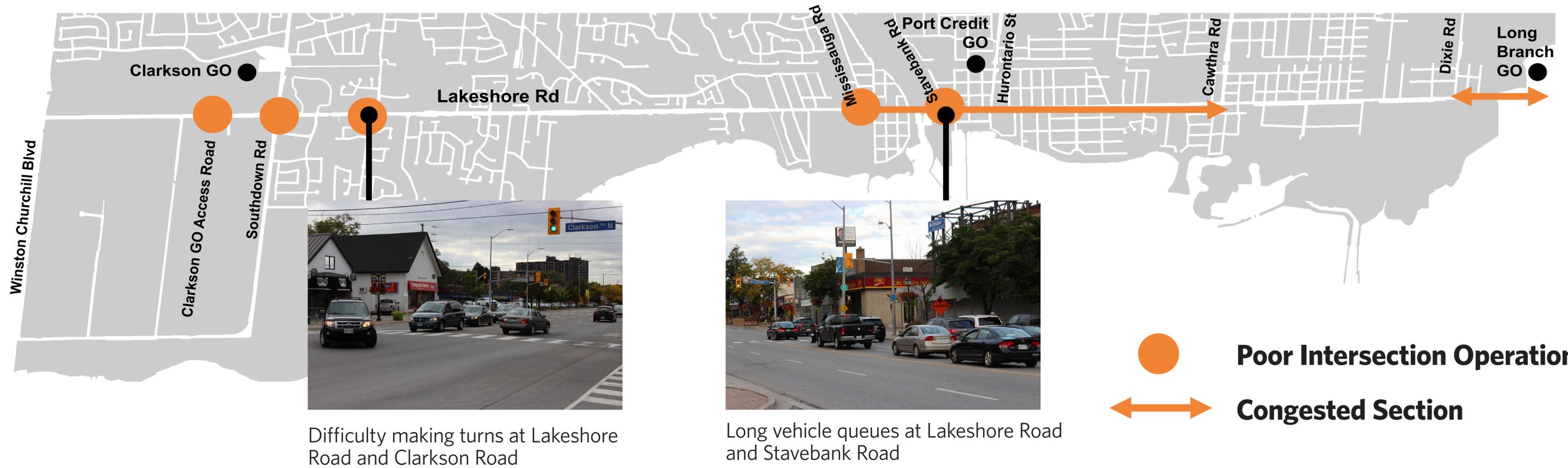
Exclusive BRT



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

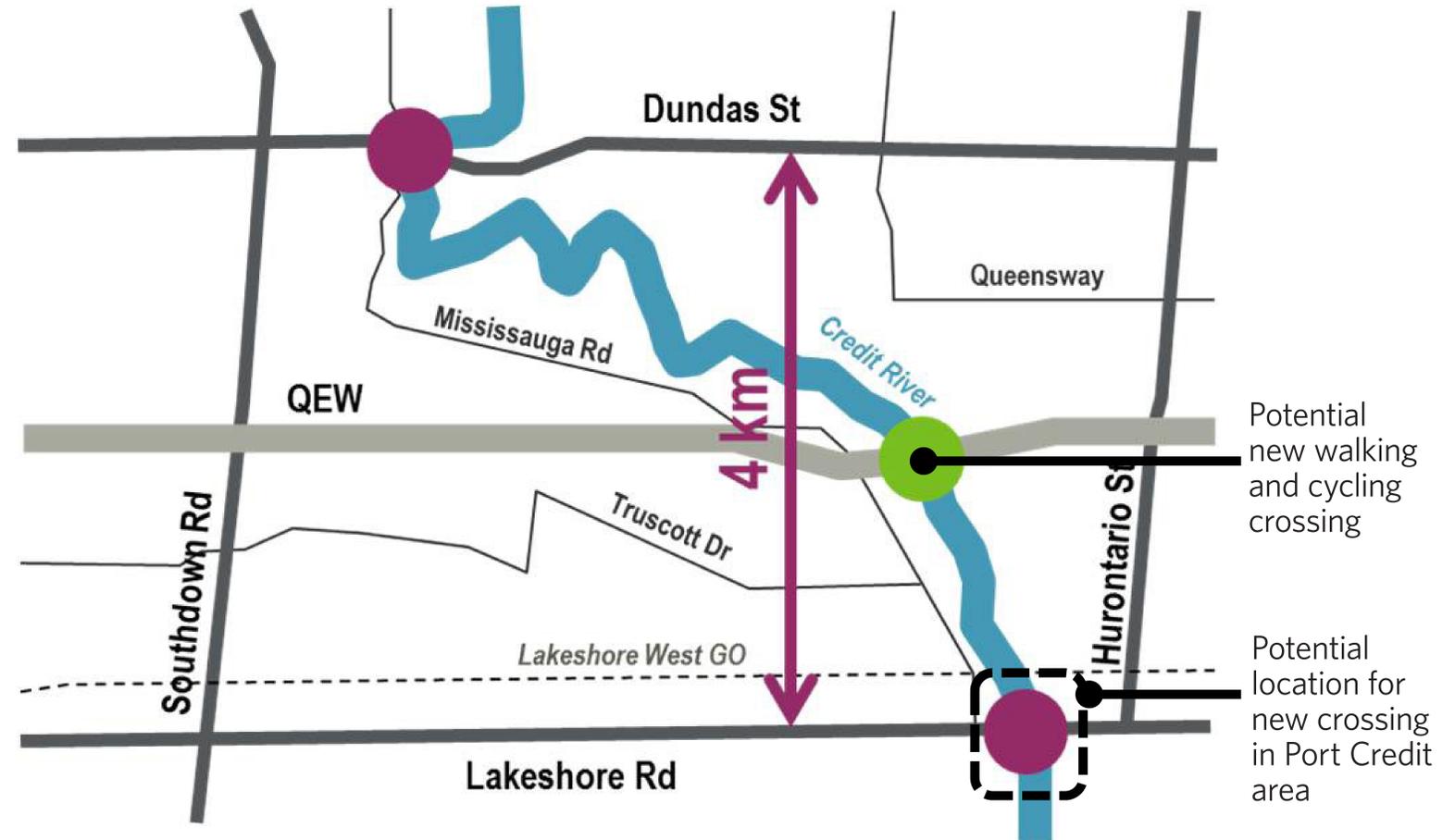
# New Credit River Crossing

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?**

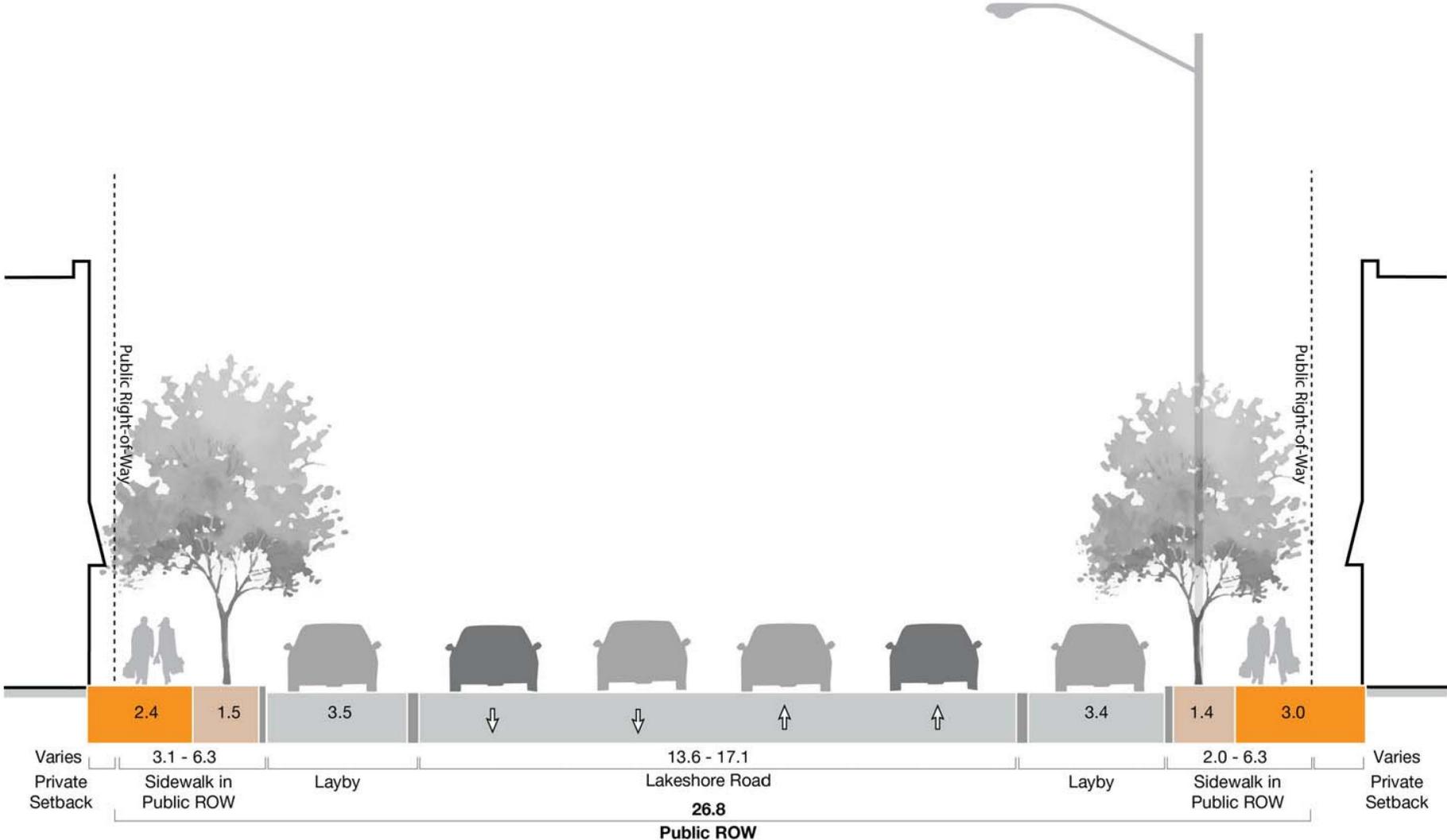
# Putting it all together

## 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](http://www.connectlakeshore.ca)**

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

**[connect.lakeshore@mississauga.ca](mailto: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

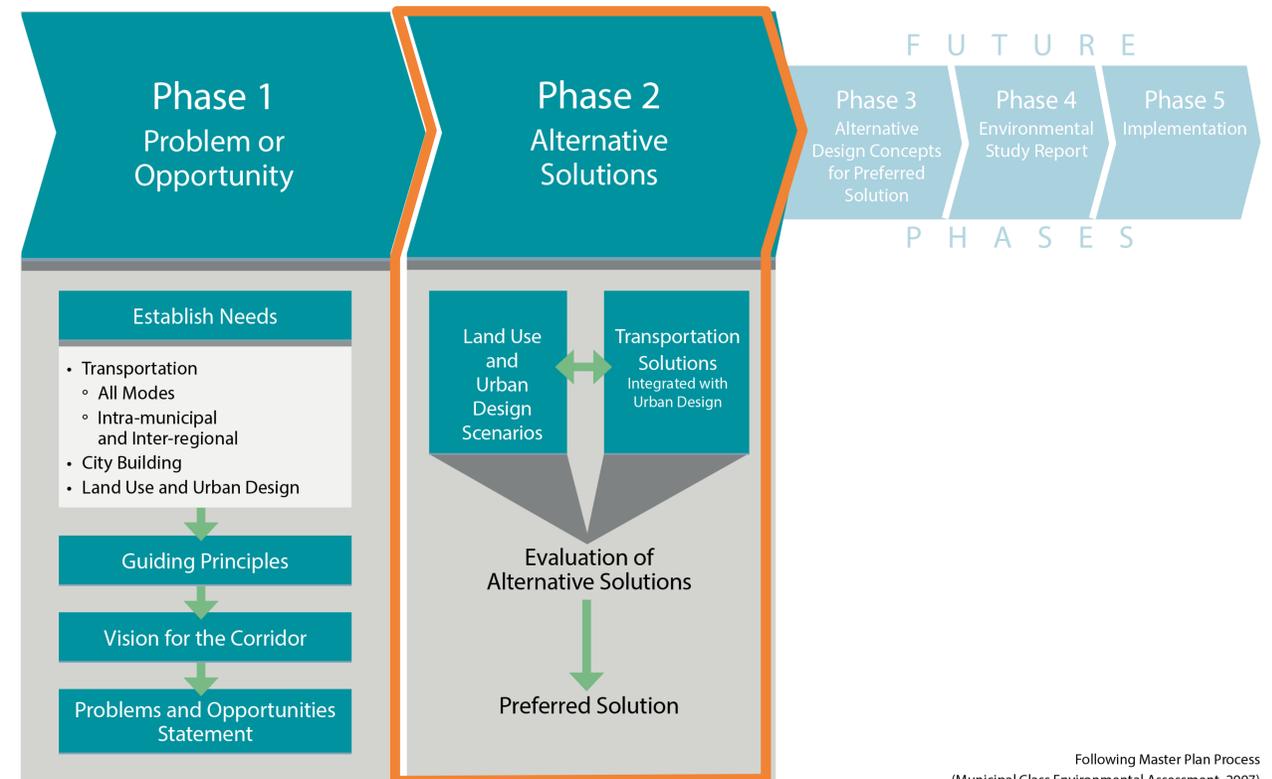


### Complete the Online Survey



### Join the study mailing list

## Next Phase



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



Lakeshore Connecting Communities

# Welcome

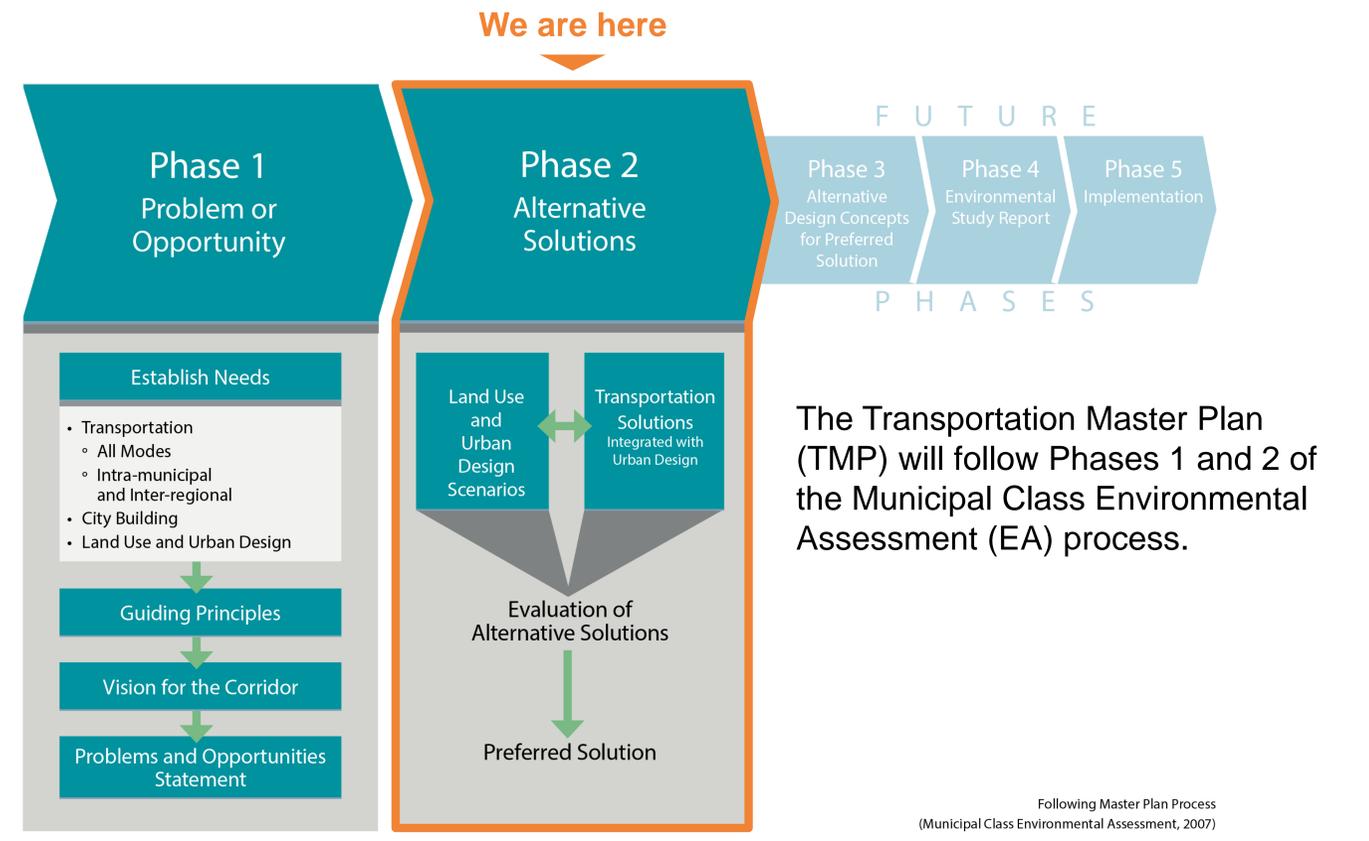
## to Public Open House 2

# 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 goods to market**
-  Support existing and future **land uses**
-  Establish a **plan** to make the **vision a reality**

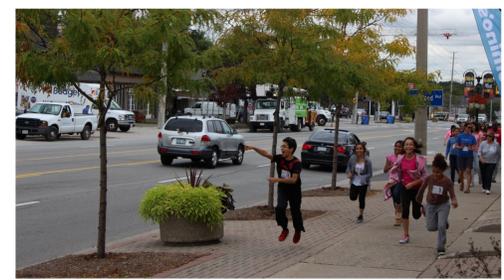
## Process



## 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

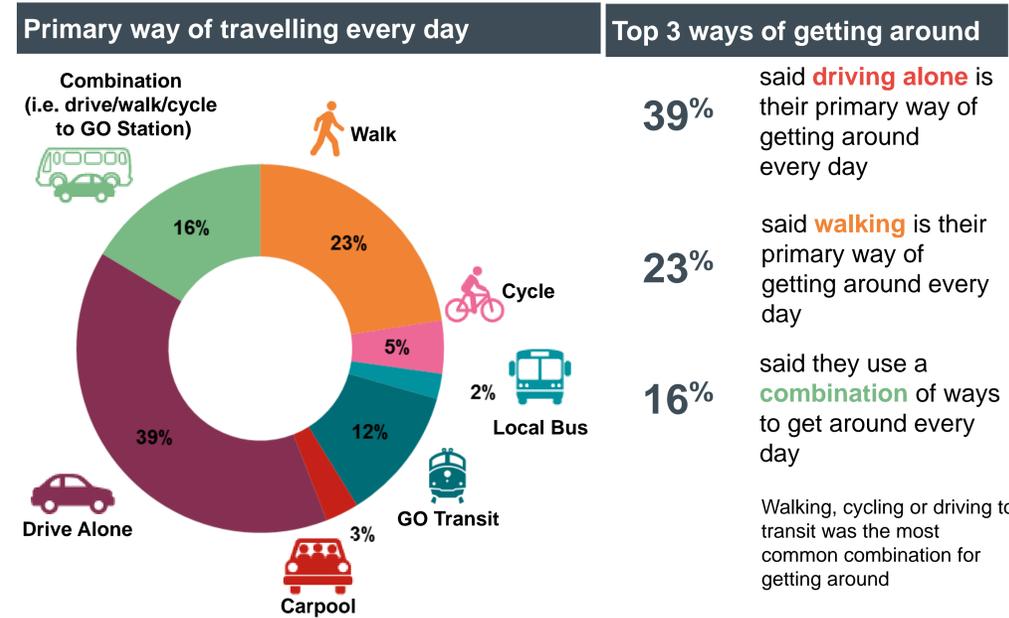
# What we've heard so far

## Community Engagement

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

## Phase 1 Online Survey Results

More than 300 people participated in the survey between June and December 2016. The results include a mix of completed and partially completed surveys, meaning number of respondents per question vary. The survey was comprised of 10 questions and took approximately five to ten minutes to complete.



## Public Open House 1 Key Themes



Create a more welcoming pedestrian environment



Improve pedestrian connections and priority



Improve conditions for pedestrians and cyclists along the Waterfront Trail



Provide dedicated, separated, and continuous bike lanes



Address safety for all road users



Develop higher order rapid transit along Lakeshore Road



Improve road operations during peak hours



Treat Lakeshore Road as a local mainstreet and not as a thru way



Explore feasibility of an additional crossing of the Credit River

# Summary of Phase 1 Problem or Opportunity Statement

## Lakeshore Road Today

How people get around today:

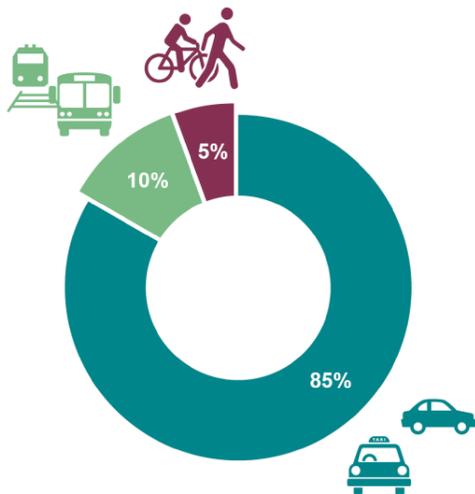
**150,000**

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

**94%**

of daily trips could be made by walking or biking (i.e. are between 1 and 5 km) but are currently not.

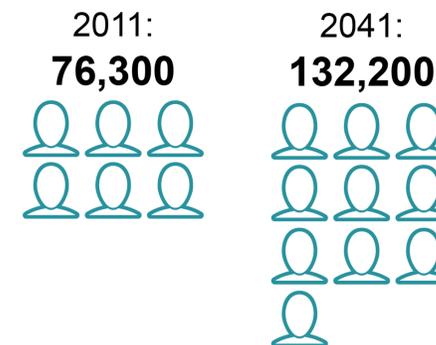
There is an opportunity to shift these trips to walking and cycling by providing safe, continuous walking and cycling routes along Lakeshore Road .



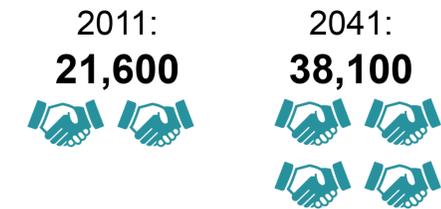
## Lakeshore Road Tomorrow

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

### Population Growth



### Employment Growth



**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**.

# History of Transit on Lakeshore Road to Port Credit



**Lakeshore Road, looking east through Port Credit, 1910**

Source: Heritage Mississauga



**Long Branch Loop, Port Credit Car making last trip, 1935**

Source: City of Toronto Archives



**Single truck double deck car, 1891**

Source: City of Toronto Archives



**Radial Car, 1916**

Source: Lakeview: Journey from Yesterday, Kathleen A. Hicks

- By the end of the 19th century, rail service connected Port Credit with Long Branch, New Toronto, and Mimico



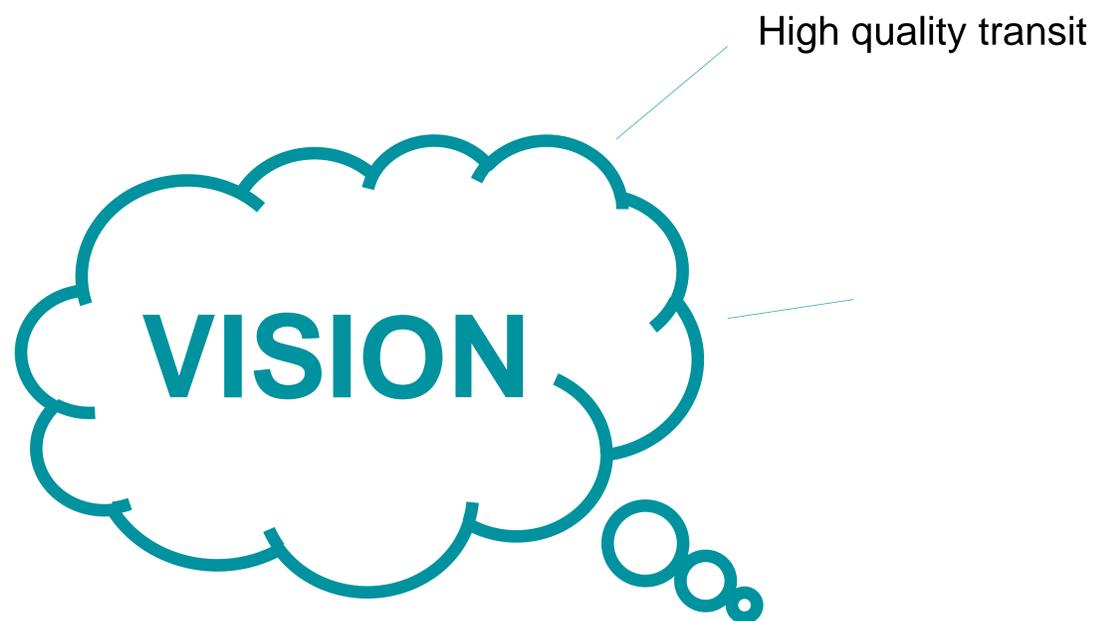
**Small Arms Loop, 1942 – 1945**

Source: Heritage Mississauga

- TTC extended streetcar tracks past the Long Branch loop and along private right-of-way approximately half a kilometer into what is now Mississauga.
- Small Arms Loop was westernmost streetcar loop, serving the Small Arms munitions factory supporting Canada's war effort.
- Supported 5,500 jobs
- After the war, Long Branch streetcar line pulled back to its Long Branch terminus. There it has remained to this day.

# Vision & Guiding Principles

Help us define the **vision and guiding principles** for the project by writing key words around the thought bubble.



# 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 **October 13, 2017**.

## Contact Us

For more information visit us at:



**[www.connectlakeshore.ca](http://www.connectlakeshore.ca)**

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

**[connect.lakeshore@mississauga.ca](mailto:connect.lakeshore@mississauga.ca)**

## Get Involved



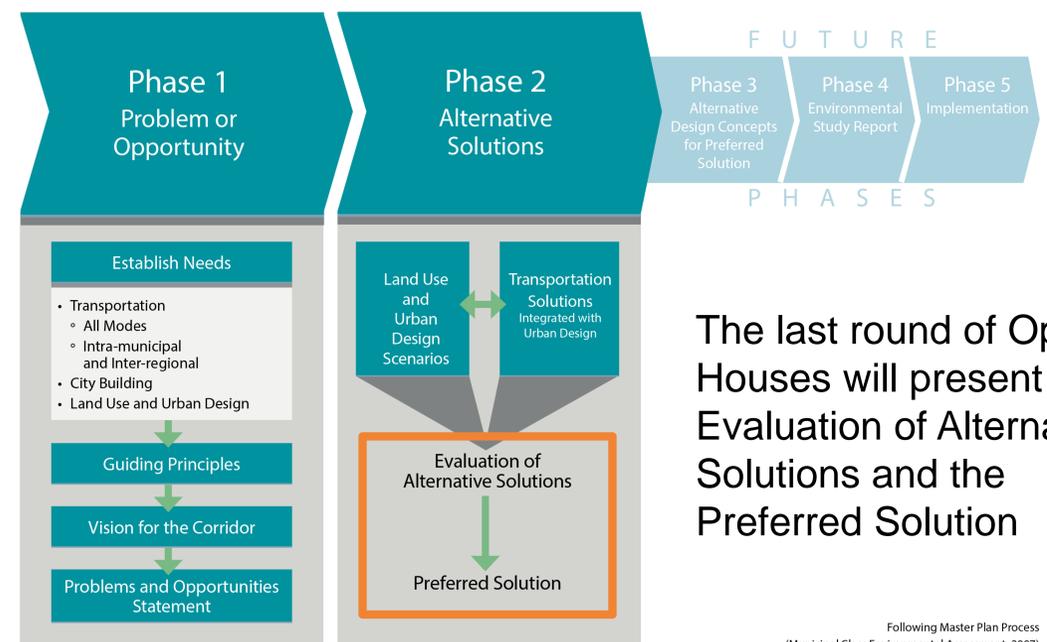
### Round 2 Public Open Houses

September 20: Port Credit – Clarke Memorial Hall  
September 26 : Lakeview – Mississauga Senior’s Centre  
September 27 : Clarkson Village – Chartwell Baptist Church



**Join the study mailing list**

## Next Phase



The last round of Open Houses will present the Evaluation of Alternative Solutions and the Preferred Solution

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



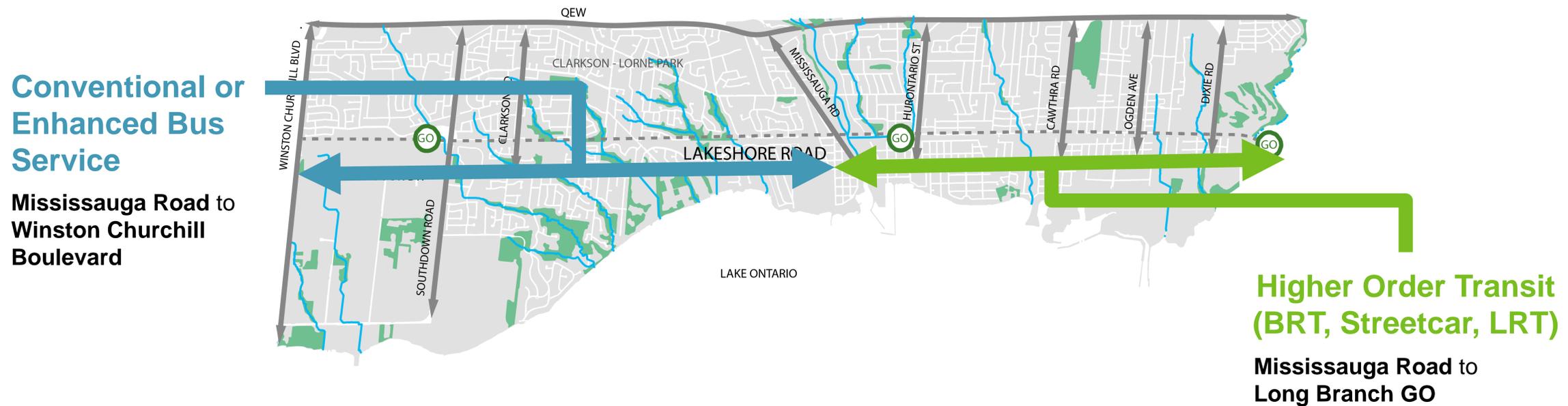
Lakeshore Connecting Communities

# Station 2

## Preferred Transit Strategy

# 2041 Lakeshore Transit Demand

There are different transit needs along the corridor based on ridership forecasts, and projected population and employment growth.



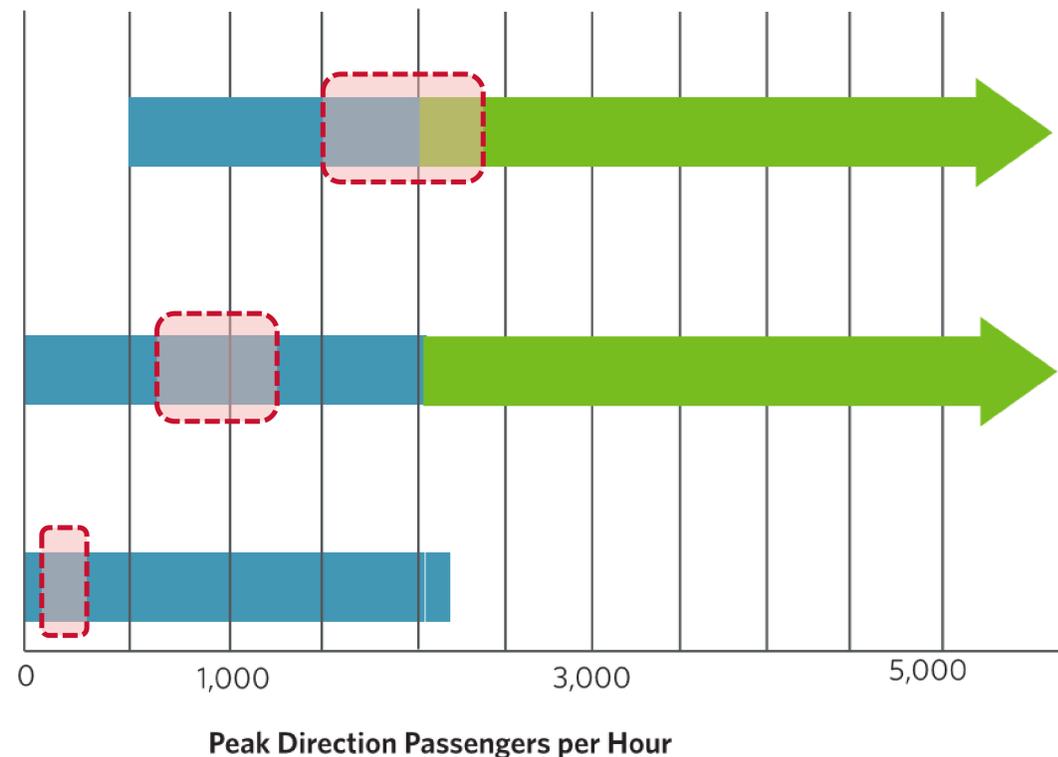
Light Rail Transit (LRT) or Streetcar



Bus Rapid Transit (BRT)



Conventional or Enhanced Bus Service



# Rapid Transit Networks Considered

					Performance Measures				Comments & Findings (Recommendations)						
					Peak Hour Ridership (peak point peak direction passenger per hour)	Avoids Transfer to HLRT (Yes or No)	Avoids Transfer to Streetcar (Yes or No)	Feasible to Implement (Line length, maintenance and storage requirements, vehicle compatibility, operating agreements)							
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;"><b>1</b></div> <div style="margin-bottom: 10px;"><b>2</b></div> <div style="margin-bottom: 10px;"><b>3</b></div> <div style="margin-bottom: 10px;"><b>4</b></div> <div><b>5</b></div> </div>	Business as Usual (BAU)	Clarkson GO/ Winston Churchill Boulevard	Mississauga Road	Port Credit GO/ Hurontario Street	East Avenue	Long Branch GO	Lakeshore Bus 23	HLRT	TTC Streetcar	200	No 100 m walk	No	Yes	Not Recommended Existing bus will experience capacity constraints	
	Standalone Lakeshore Rapid Transit (RT)	Clarkson GO/ Winston Churchill Boulevard	Mississauga Road	Port Credit GO/ Hurontario Street	East Avenue	Long Branch GO	Lakeshore Bus 23	HLRT	Lakeshore RT (BRT/Streetcar/LRT)	TTC Streetcar	650 - 1200	No 250 m walk	No	Yes	Recommended Interim Solution
	Toronto (TTC) Streetcar Extension	Clarkson GO/ Winston Churchill Boulevard	Mississauga Road	Port Credit GO/ Hurontario Street	East Avenue	Long Branch GO	Lakeshore Bus 23	HLRT	TTC Streetcar	TTC Streetcar	1700 - 2300	No 250 m walk	Yes	Yes	Recommended Ultimate Solution (Beyond 2041)
	Hurontario LRT (HLRT) Extension	Clarkson GO/ Winston Churchill Boulevard	Mississauga Road	Port Credit GO/ Hurontario Street	East Avenue	Long Branch GO	Lakeshore Bus 23	HLRT	HLRT	TTC Streetcar	1500 - 2200	Yes	No	Yes	Not Recommended Maintenance and storage requirements and constructability issues
	Hurontario LRT (HLRT) Extension into Toronto	Clarkson GO/ Winston Churchill Boulevard	Mississauga Road	Port Credit GO/ Hurontario Street	East Avenue	Long Branch GO	Lakeshore Bus 23	HLRT	HLRT	HLRT	4600	Yes	Yes	No	Not Recommended Line length is not practical. Operating agreement and vehicle compatibility issues

Lower Performing ← Higher Performing

Darker shaded box indicates a higher performing alternative. Lighter shaded box indicates a lower performing alternative. Higher performing alternatives were recommended as the preferred solutions.

**T** Terminal Station Transfer Required

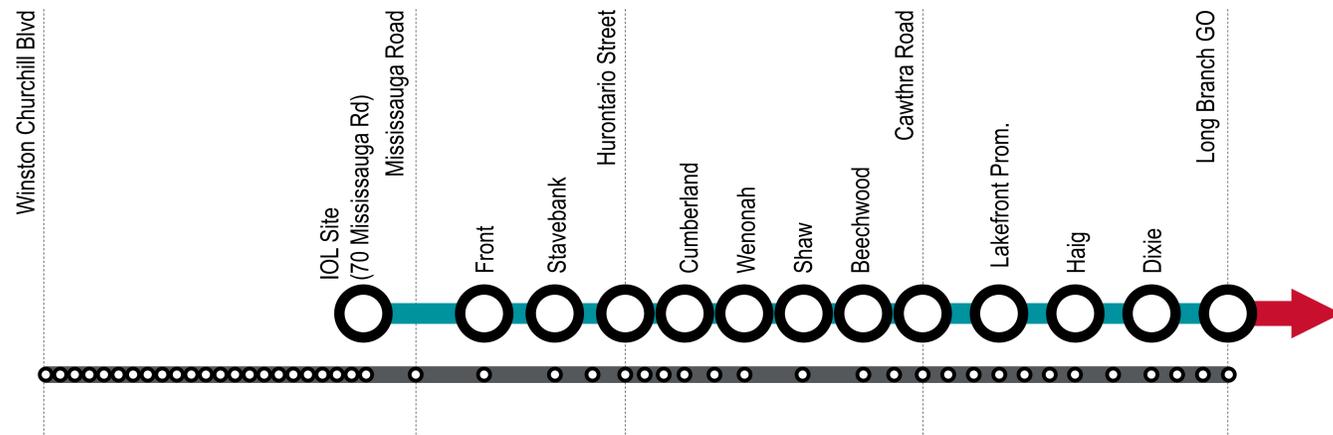
# Draft Transit Stop Locations

Existing bus stops will be maintained for local service and are subject to change with MiWay service improvements.

## Future Rapid Transit Stops

- Transit Routes**
- Local Bus Route 23
  - Rapid Transit (Express Bus, Streetcar)
  - Toronto Streetcar

- Transit Stops**
- Local Bus Stop
  - Rapid Transit Station/Stop



## Rapid Transit Coverage

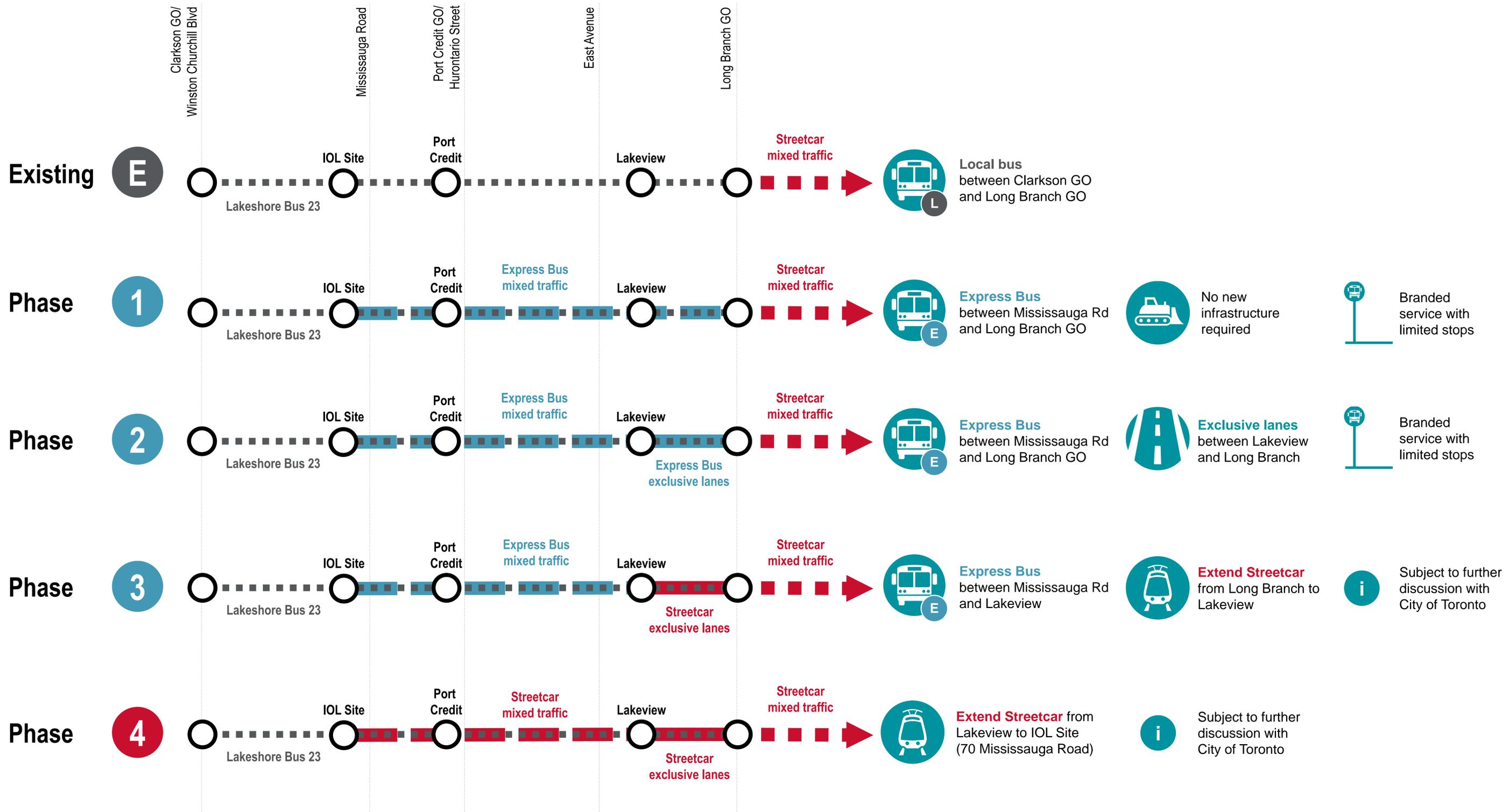
- Existing Local Bus Stop
- Future Rapid Transit Station/Stop
- Existing 400 m walk to transit stop
- Future 800 m walk to transit stop



## Tell us what you think about the proposed transit stop locations!

Write your comments in the space below, on flipchart paper provided, or use post-it notes to indicate your views.

# Preferred Transit Strategy and Phasing





# Preferred Transit Strategy and Phasing

**Tell us what you think about the proposed transit strategy and phasing!**

Write your comments in the space below, on flipchart paper provided, or use post-it notes to indicate your views.



Lakeshore Connecting Communities

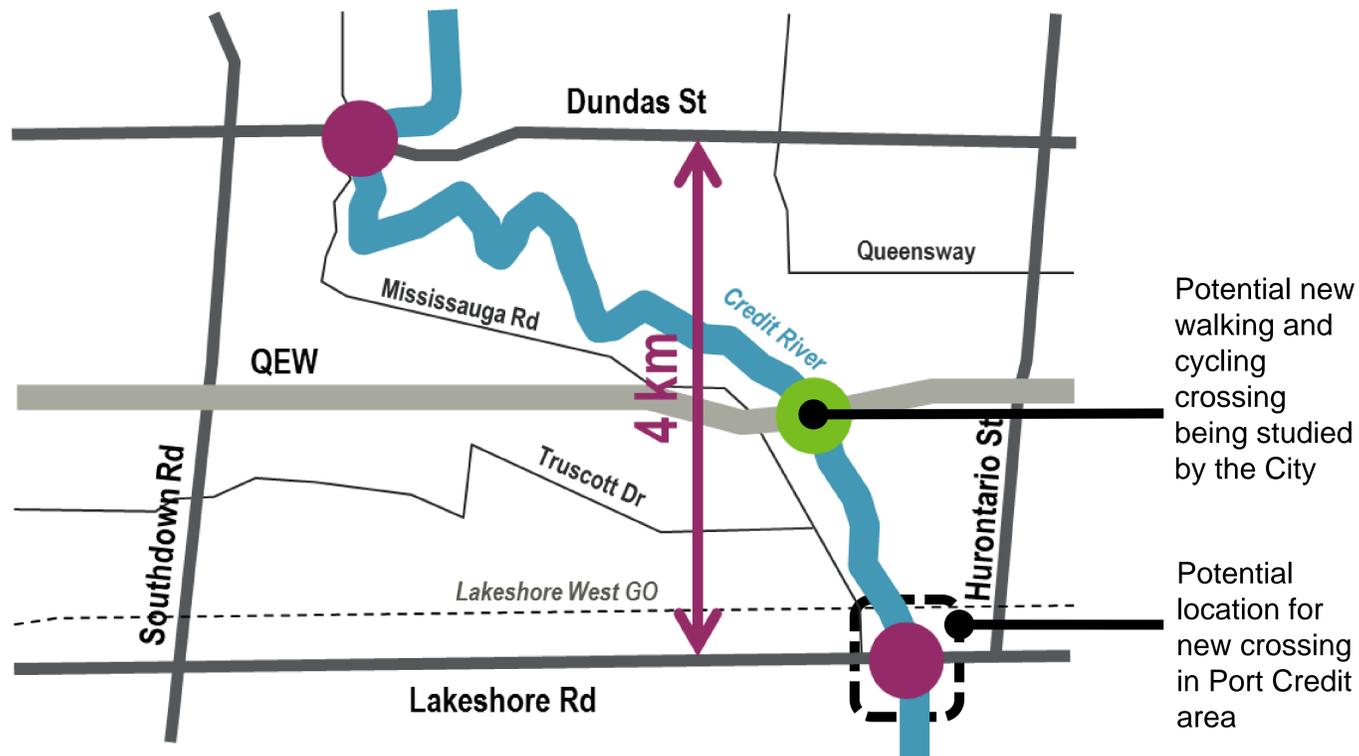
# Station 3

## Credit River Crossing

# Credit River Crossing

## Problem or Opportunity

## What we've heard so far



Strong support for a new crossing



Consider using new crossing to **provide connections to Port Credit GO Station**



Strong support for pedestrian and cycling bridge



Suggestions to **widen** existing Lakeshore Bridge



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

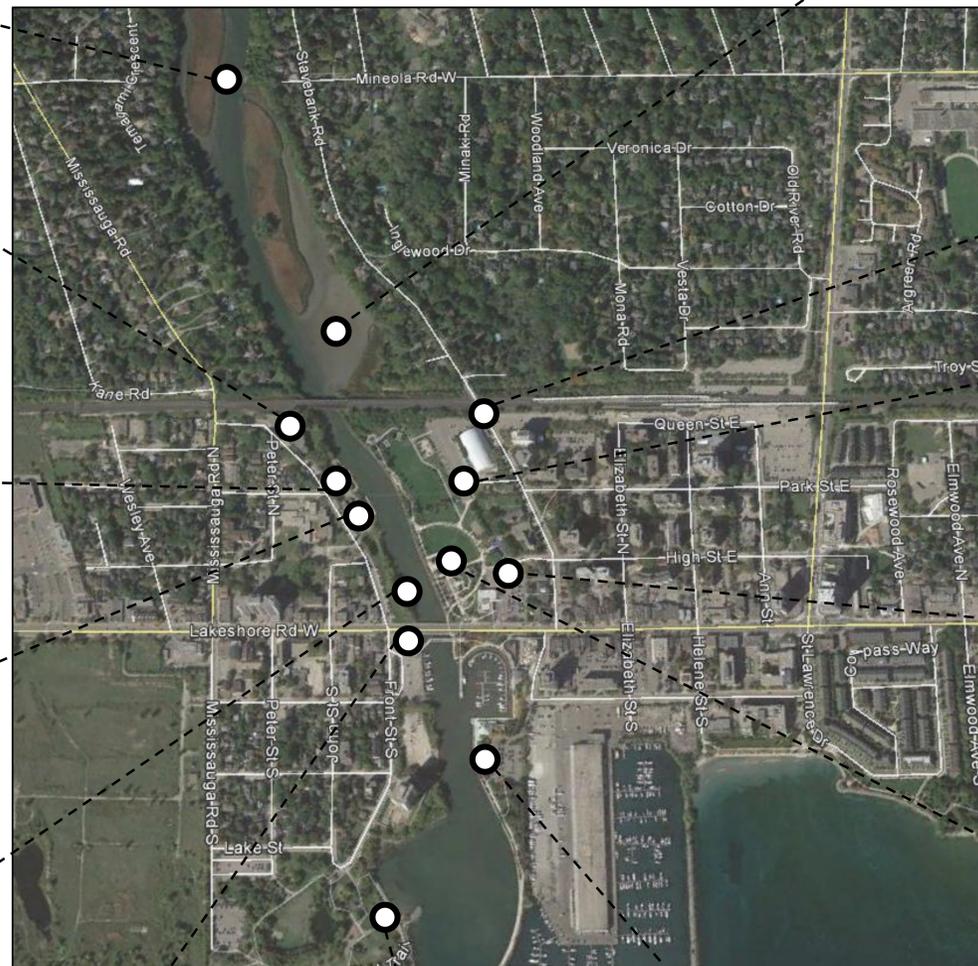


Lakeshore Road is the **only crossing** of the Credit River south of the **Lakeshore GO Rail corridor**.



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

# Major Considerations and Potential Impacts



Credit River (Area of Natural and Scientific Interest)



Credit River Marshes Wetland Complex



Stavebank Road At-grade Rail Crossing



Royal Canadian Legion



Port Credit Arena and Parking



Mississauga Canoe Club



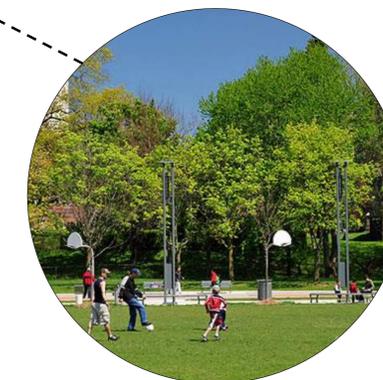
Port Credit Library and Parking



The Don Rowing Club



Credit River Cultural Heritage Landscape



Port Credit Memorial Park



Port Credit Lighthouse



J.C. Saddington Park



J.J. Plaus Park and Snug Harbour

# Alternative Crossings Considered

## Types of Crossings Considered

These cross-sections are for illustrative purposes and are not intended to represent the final design and form of a potential crossing.

### Multi-Modal Crossing

This type of crossing accommodates all ways of travelling, including: walking, cycling, transit, and driving.



### Non-vehicular Crossing

This type of crossing accommodates non-vehicular ways of travelling, including: walking, and cycling only.



- (N)** Do Nothing
- (S)** Streetcar on Existing Bridge
- (1)** Mineola Road Extension
- (2)** Queen Street Extension
- (3)** Park Street Extension
- (4)** High Street Extension

- (N)** Do Nothing
- (1)** Mineola Road Extension
- (2)** Queen Street Extension
- (3)** Park Street Extension
- (4)** High Street Extension
- (5)** New Bridge on north side of Existing Lakeshore Road Bridge
- (6)** Inspiration Port Credit Bridge

## Draft Evaluation Criteria

**Transportation Service**

- Improve network connectivity
- Improve traffic operations (reduce congestion)
- Divert traffic from existing bridge
- Improve accessibility

**Property Requirements**

- Minimize impacts to private property
- Minimize potential land acquisition

**Cultural Heritage & Archaeology**

- Minimize impacts to cultural heritage resources
- Minimize impacts to archaeological resources

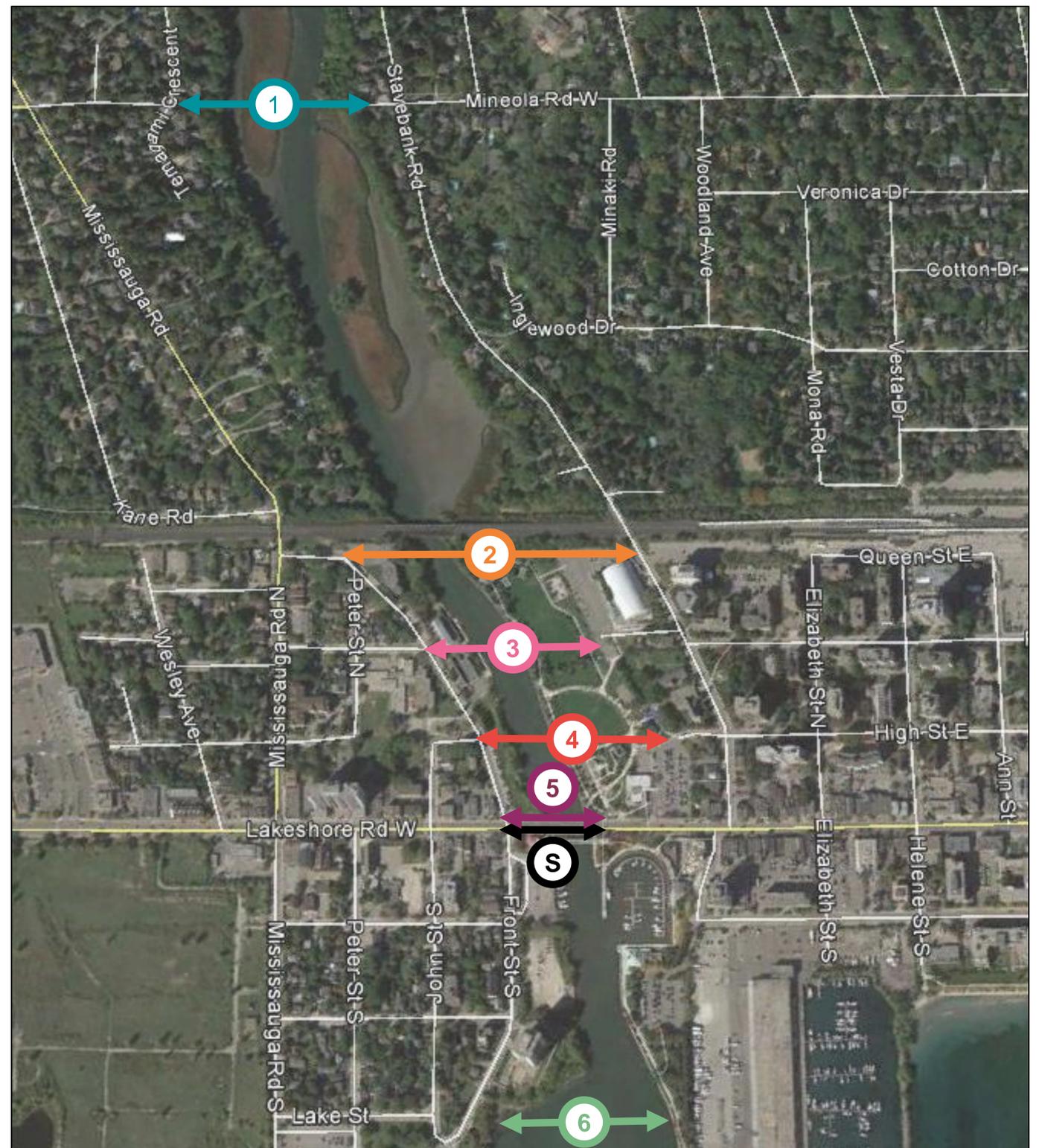
**Socio-Economic Environment**

- Minimize impacts from noise, vibration, and construction
- Improve land use and community cohesiveness
- Improve quality of life

**Natural Environment**

- Minimize impacts to the natural environment, including: surface and ground water impacts, erosion, and impacts to wildlife, vegetation, air quality, open space, and tree canopy.

## Alternative Crossing Locations



Technical aspects, construction complexity, and implementation (i.e. cost) will be considered on alternatives carried forward for detailed assessment in the next phase of the study.

# Draft Multi-Modal Crossing Evaluation



**Share your ideas!**

Place a dot next to the option you prefer

**Alternative Crossing Locations**

## Benefits

## Impacts

**N** Do Nothing

- No impacts to public or private property

- Continue to experience peak hour congestion
- Potential for poor air quality due to increased congestion
- No improvement to network connectivity

**S** Streetcar on Existing Bridge

- Improved transit connection
- Moves more people per hour due to addition of Streetcar on Existing bridge

- Continue to experience peak hour congestion
- Potential impact to Credit River should bridge need reconstruction

**1** Mineola Road Extension

- 14% reduction in peak hour traffic on existing bridge
- Improves east-west network connectivity north of the railway

- Continue to experience peak hour congestion
- Impact to Credit River Marshes Wetland Complex
- Potential impact to private properties on Mineola Road and Indian Road

**2** Queen Street Extension

- 17% reduction in peak hour traffic on existing bridge
- Improves access to the Port Credit GO Station

- Continue to experience peak hour congestion
- Impact to Credit River Cultural Heritage Landscape
- Impact to Royal Canadian Legion and Port Credit Memorial Arena

**3** Park Street Extension

- 17% reduction in peak hour traffic on existing bridge

- Continue to experience peak hour congestion
- Impact to Credit River Cultural Heritage Landscape
- Impact to Port Credit Memorial Park
- Impact to the Don Rowing Club and Mississauga Canoe Club

**4** High Street Extension

- 17% reduction in peak hour traffic on existing bridge
- Improves east-west network connectivity south of the railway

- Continue to experience peak hour congestion
- Impact to Credit River Cultural Heritage Landscape
- Impact to Port Credit Memorial Park (divides existing park)

# Draft Non-Vehicular Crossing Evaluation



## Alternative Crossing Locations

	Benefits	Impacts
<b>N</b> Do Nothing	<ul style="list-style-type: none"> <li>No impacts to public or private property</li> </ul>	<ul style="list-style-type: none"> <li>Continue to experience peak hour congestion</li> <li>Potential for poor air quality due to increased congestion</li> <li>No improvement to network connectivity</li> </ul>
<b>1</b> Mineola Road Extension	<ul style="list-style-type: none"> <li>Improves east-west network connectivity north of the railway</li> </ul>	<ul style="list-style-type: none"> <li>Continue to experience peak hour congestion</li> <li>Impact to Credit River Marshes Wetland Complex</li> <li>Potential impact to private properties on Mineola Road and Indian Road</li> </ul>
<b>2</b> Queen Street Extension	<ul style="list-style-type: none"> <li>Improves access to the Port Credit GO Station</li> </ul>	<ul style="list-style-type: none"> <li>Continue to experience peak hour congestion</li> <li>Impact to Credit River Cultural Heritage Landscape</li> <li>Impact to Royal Canadian Legion and Port Credit Memorial Arena</li> </ul>
<b>3</b> Park Street Extension	<ul style="list-style-type: none"> <li>Improves access to key destinations on west side of the Credit River</li> </ul>	<ul style="list-style-type: none"> <li>Continue to experience peak hour congestion</li> <li>Impact to Credit River Cultural Heritage Landscape</li> <li>Impact to Port Credit Memorial Park, the Don Rowing Club and Mississauga Canoe Club</li> </ul>
<b>4</b> High Street Extension	<ul style="list-style-type: none"> <li>Improves east-west network connectivity south of the railway</li> </ul>	<ul style="list-style-type: none"> <li>Continue to experience peak hour congestion</li> <li>Impact to Credit River Cultural Heritage Landscape</li> <li>Impact to Port Credit Memorial Park (divides existing park)</li> </ul>
<b>5</b> North of Existing Bridge	<ul style="list-style-type: none"> <li>Improves walking and cycling connection on north side of Lakeshore Road</li> </ul>	<ul style="list-style-type: none"> <li>Continue to experience peak hour congestion</li> <li>Potential impact to Credit River should bridge need to be reconstructed</li> <li>Redundant if cycling is accommodated on Lakeshore Road</li> </ul>
<b>6</b> Inspiration Port Credit Bridge	<ul style="list-style-type: none"> <li>Place-making opportunity</li> <li>Improves walking and cycling connection south of Lakeshore Road</li> </ul>	<ul style="list-style-type: none"> <li>Continue to experience peak hour congestion</li> <li>Impact to Credit River Cultural Heritage Landscape</li> <li>Impact to J.C. Saddington Park and J.J. Plaus Park</li> </ul>

## Share your ideas!

Place a dot next to the option you prefer



# Credit River Crossing

**Tell us what you think about the analysis of a Credit River Crossing!**

Write your comments in the space below, on flipchart paper provided, or use post-it notes to indicate your views.



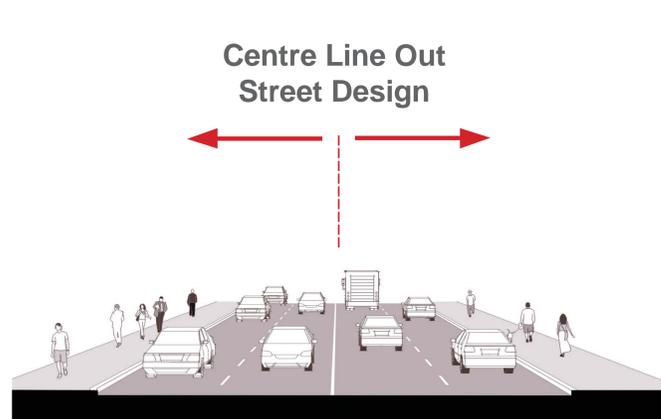
Lakeshore Connecting Communities

# Station 4

## Alternative Solutions

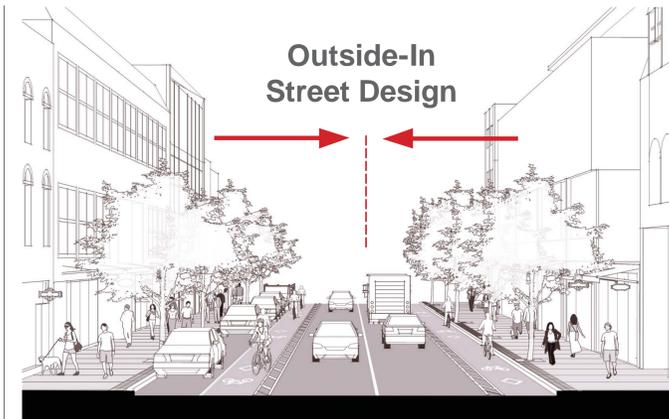
# The Principles of Corridor Design

## Context Sensitive Design



### Goals Then:

- Auto Mobility
- Automobile Safety



### Goals Now:

- Multi-modal Mobility + Access
- Public Health & Safety
- Economic Development
- Environmental Quality
- Livability / Quality of Life
- Equity

## Lakeshore Road Today



### The Public Right-of-Way

- ① Wide roadway with no dedicated space for transit or bikes
- ② Continuous parking on both sides of the roadway
- ③ Narrow sidewalks with small / non-existent setbacks
- ④ Few street trees & limited space for street furnishings

## Street Design Elements

### Sidewalks

- Design accessible sidewalks with clear, unobstructed continuous paths
- Design safe crossings
- Design sidewalks as a public space to be inhabited



### Bike Facilities

- Context-appropriate design
- Design for the present and future
- Visible, intuitive cycling facilities
- Supply adequate bike parking
- Design bike-friendly curbside conditions



### Transit

- Make connections safe, convenient and seamless
- Contribute to overall transit network
- Design visible, safe and convenient stops
- Design a universally accessible system



### Roadway

- Design streets to accommodate multi-modal transportation
- Consider the safety of all road users
- Design for context appropriate target speed and reliable travel

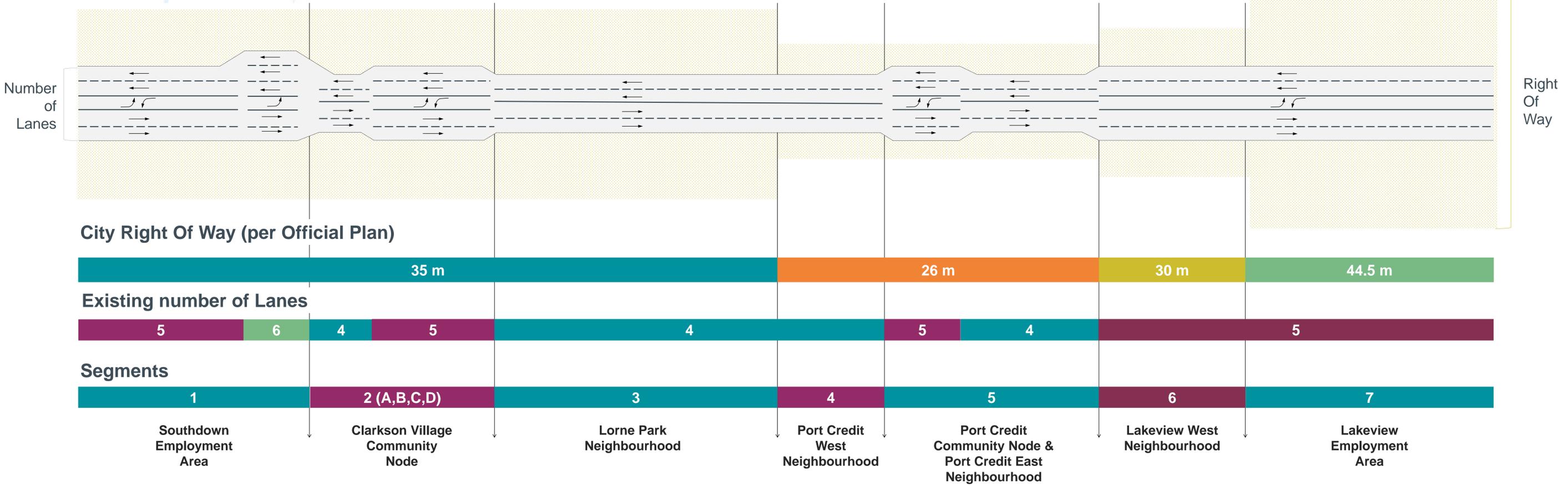
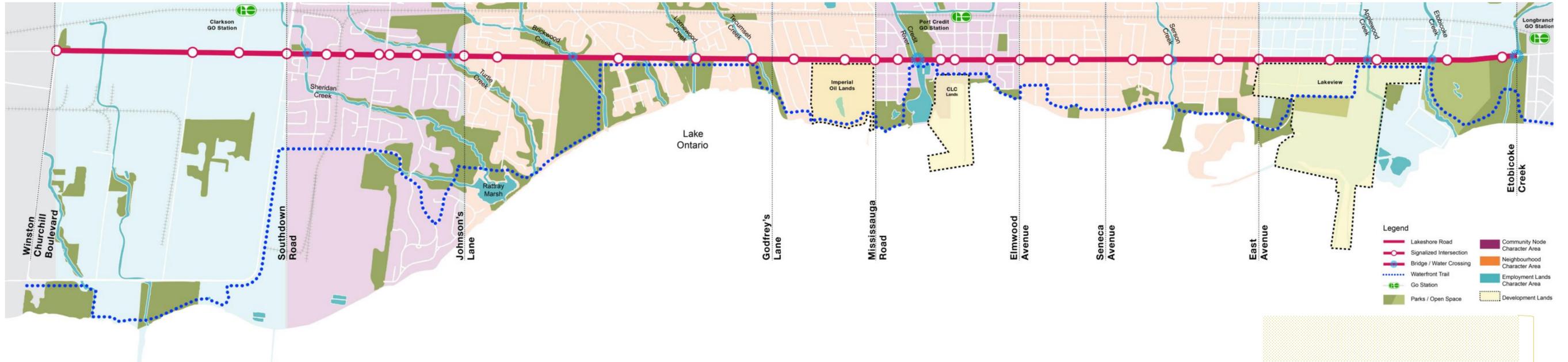


### Street Trees & Site Furnishings

- Dedicate space for street trees, landscaping and furnishings
- Design the street for visibility and safety



# Corridor Segmentation



# Key Measurements

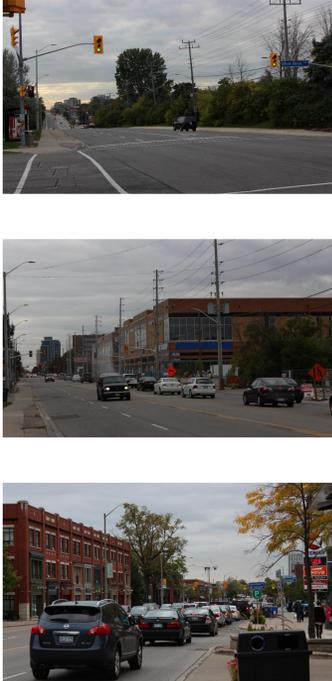
## Walking

- Excellent**
  - Continuous sidewalks on both sides of the road
  - Greater separation from vehicle traffic
  - Crosswalks provided on all four legs of the intersection
  - Shorter crossing distances at intersections
- OK**
  - Less separation from vehicle traffic
  - Narrower sidewalks
  - Longer crossings with more conflict points with turning vehicles
- Very Poor**
  - No designated pedestrian facility and/or limited or no separation from vehicle traffic.
  - No crosswalks at intersections or long crossing distances without refuge



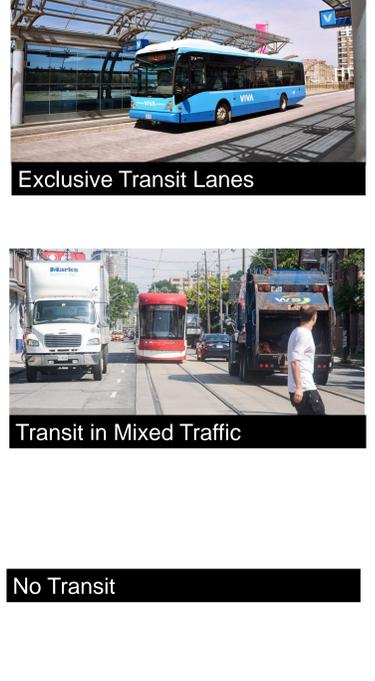
## Driving

- Not Congested**
  - Road or intersection is not congested
  - Traffic moves very well
- Becoming Congested**
  - Some congestion
  - Traffic moves
- Congested**
  - Congested road or intersection
  - High travel delays



## Transit

- Excellent**
  - Exclusive Transit Lanes
- OK**
  - Transit in Mixed Traffic
- Very Poor**
  - No Transit



## Cycling

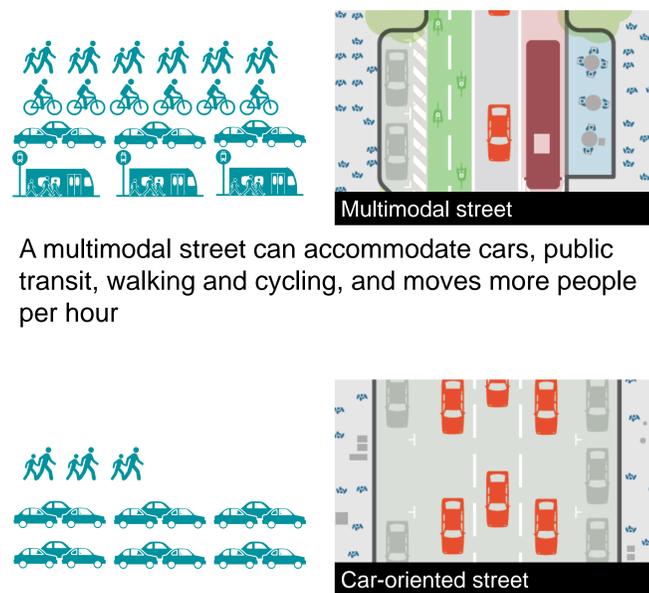
- Excellent**
  - Continuous cycling facilities on either side of the road
  - Separation from pedestrians and vehicles where volumes and speed are high
  - Cyclists are accommodated at intersections
- OK**
  - Less separation from vehicle traffic
  - Greater conflicts at intersections with turning vehicles
- Very Poor**
  - No designated cycling facility on high speed, high volume roadway
  - No accommodation at intersections



## Capacity

People moved per hour per direction

- Moves more people**
  - Multimodal street: A multimodal street can accommodate cars, public transit, walking and cycling, and moves more people per hour.
- Moves less people**
  - Car-oriented street: A street that is allocated to cars, moving or parked, moves less people per hour compared to a multimodal street.



## Public Realm

(Percentage of total space dedicated to people versus vehicles)

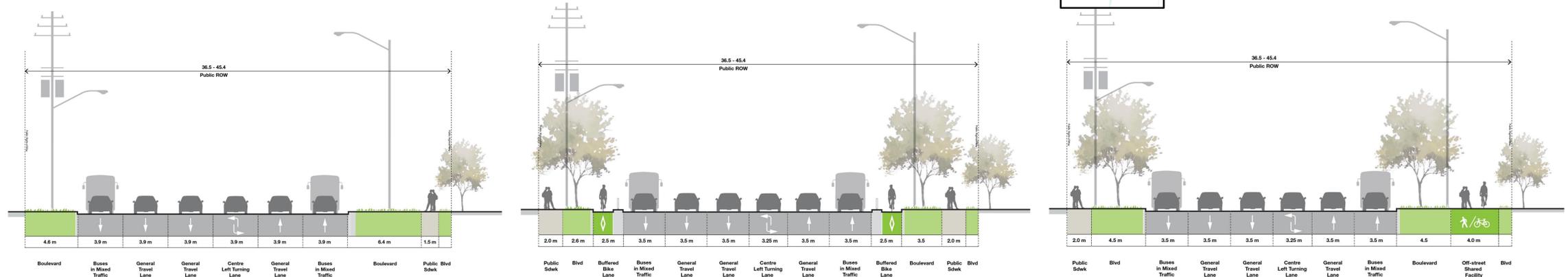
- Excellent**
  - More space for people (40% to 60%)
- OK**
  - 40% to 60%
- Very Poor**
  - Less space for people



## Layby Parking

- Yes** Layby parking
- No** No layby parking

# Segment 1: Southdown Employment Area



## Key Measurements

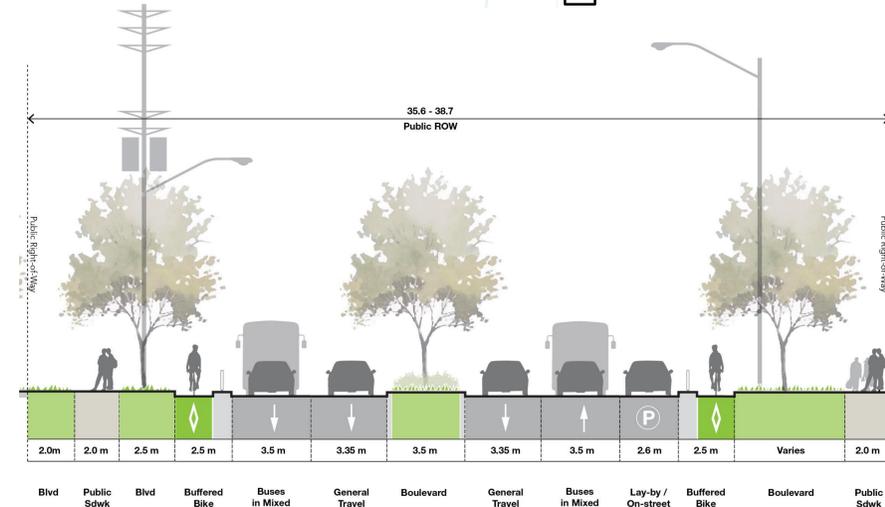
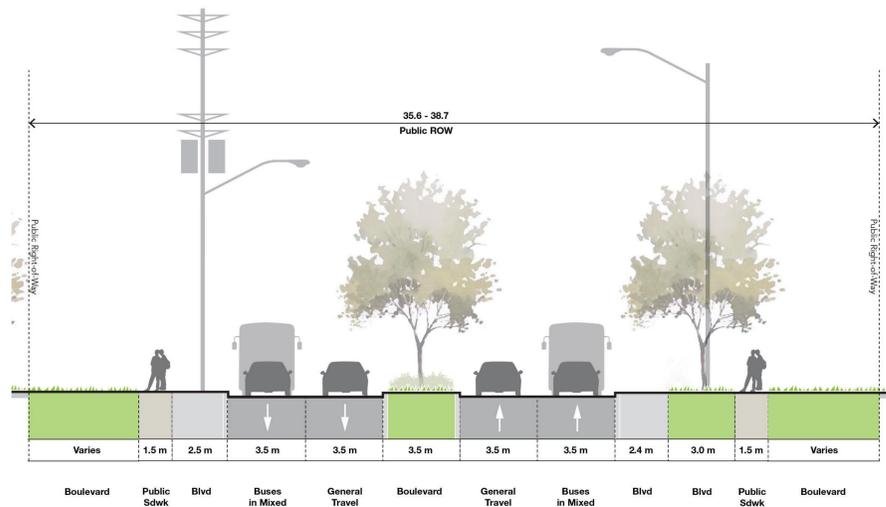
- Transit**
- Walking**
- Cycling**
- Driving**
- Lay-by Parking**
- Capacity** (People moved per hour Per direction)
- Public Realm** (Percentage of total space dedicated to people versus vehicles)

	Option 1: Do Nothing	Option 2: Separated Cycling	Option 3: Off-Street Shared (One Side)
<b>Transit</b>	Good	Good	Good
<b>Walking</b>	Poor	Good	Good
<b>Cycling</b>	Very Poor	Excellent	OK
<b>Driving</b>	Congested	Congested	Congested
<b>Lay-by Parking</b>	Not Applicable	Not Applicable	Not Applicable
<b>Capacity</b>	6,400	9,800	6,800 – 9,400
<b>Public Realm</b>	35% (People) / 65% (Vehicles)	40% (People) / 60% (Vehicles)	40% (People) / 60% (Vehicles)

## Tell us what you think!

Place a dot under the option you prefer

# Segment 2A: Clarkson Village Community



## Key Measurements

Transit

Walking

Cycling

Driving

Lay-by Parking

Capacity   
(People moved per hour per direction)

Public Realm   
(Percentage of total space dedicated to people versus vehicles)

Tell us what you think!

Place a dot under the option you prefer

### Option 1: Do Nothing

Good

Poor

Very poor

Congested

No

6,400

60% 40%

### Option 1

### Option 2: Separated Cycling + Parking

Good

Very Good

Excellent

Congested

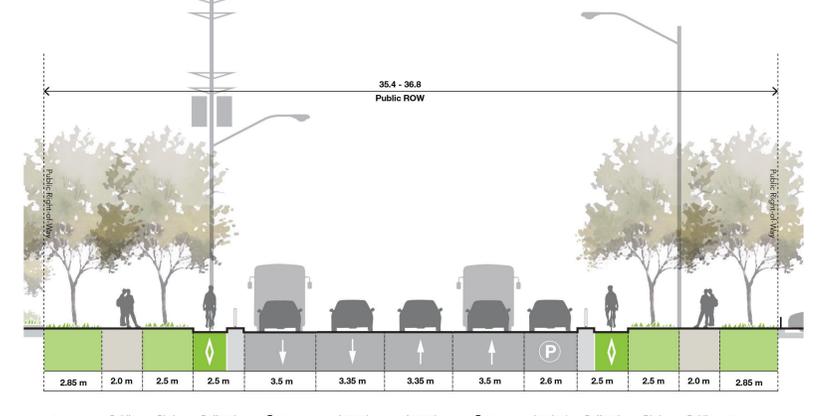
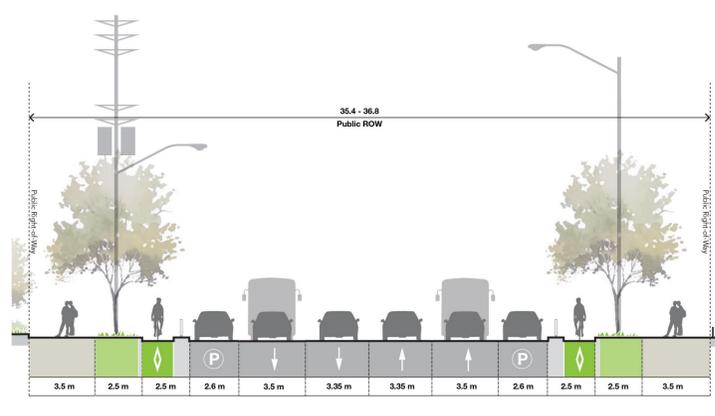
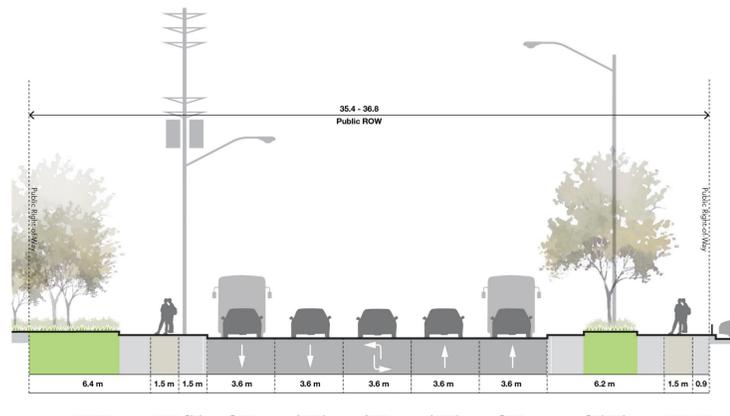
Yes (one side)

9,400

50% 50%

### Option 2

# Segment 2B: Clarkson Village Community



## Key Measurements

- Transit**
- Walking**
- Cycling**
- Congestion**
- Lay-by Parking**
- Capacity**   
(People moved per hour per direction)
- Public Realm**   
(Percentage of total space dedicated to people versus vehicles)

### Option 1: Do Nothing

Transit	Good
Walking	OK
Cycling	Very Poor
Congestion	Congested
Lay-by Parking	No
Capacity	6,400
Public Realm	50%  50%

### Option 2: Separated Cycling + Parking

Transit	Good
Walking	Very Good
Cycling	Excellent
Congestion	Congested
Lay-by Parking	Yes (both sides)
Capacity	11,000
Public Realm	50%  50%

### Option 3: Separated Cycling + Parking (One Side)

Transit	Good
Walking	Very Good
Cycling	Excellent
Congestion	Congested
Lay-by Parking	Yes (one side)
Capacity	9,400
Public Realm	55%  45%

Tell us what you think!

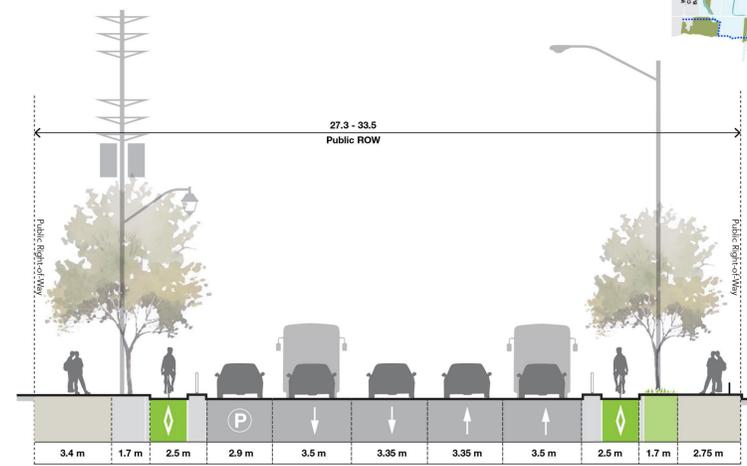
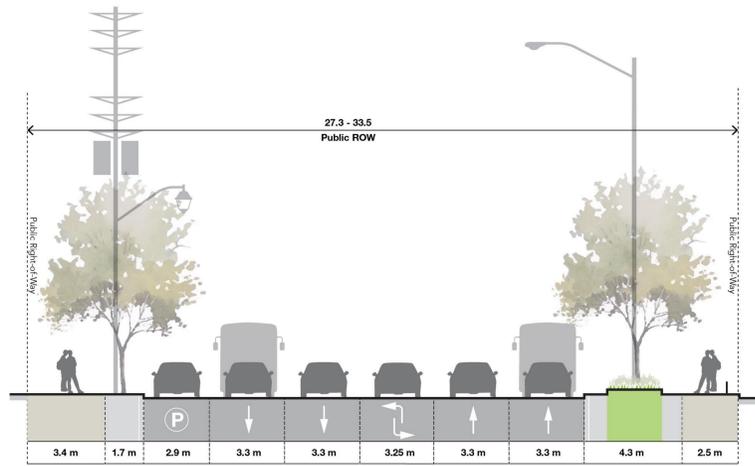
**Option 1**

**Option 2**

**Option 3**

Place a dot under the option you prefer

# Segment 2C: Clarkson Village Community



## Key Measurements

- Transit**
- Walking**
- Cycling**
- Congestion**
- Lay-by Parking**
- Capacity** (People moved per hour per direction)
- Public Realm** (Percentage of total space dedicated to people versus vehicles)

### Option 1: Do Nothing

Good

Good

Very Poor

Congested

Yes

6,800

30% 70%

### Option 1

### Option 2: Separated Cycling

Good

Very Good

Excellent

Congested

Yes (one side)

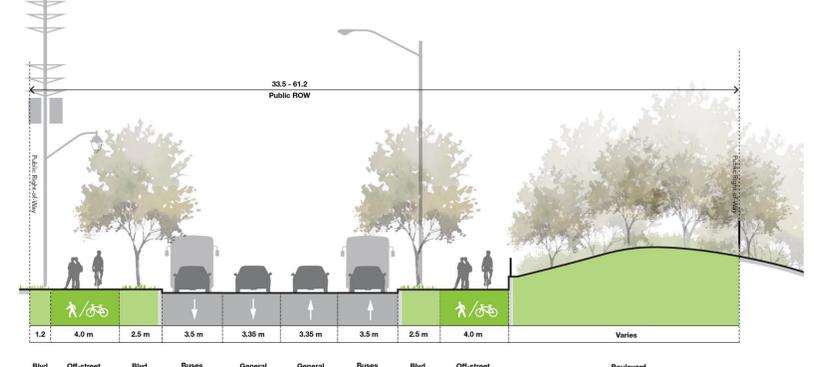
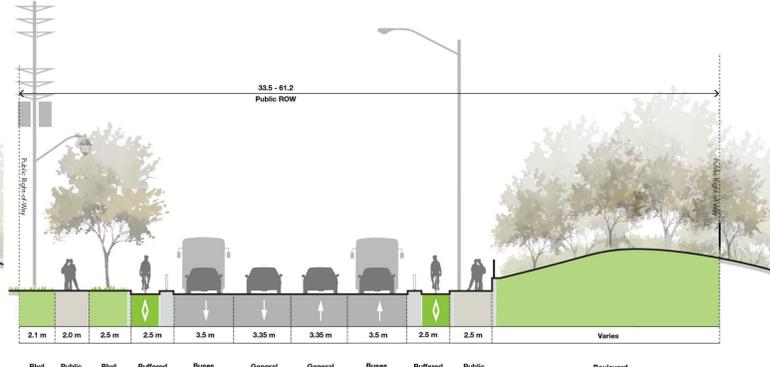
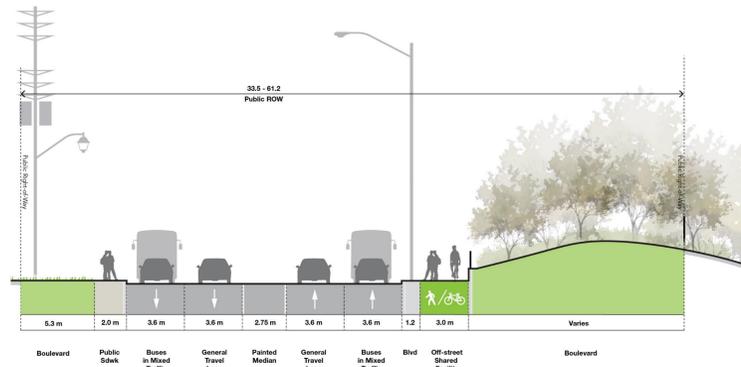
9,400

40% 60%

### Option 2

**Tell us what you think!**  
Place a dot under the option you prefer

# Segment 2D: Clarkson Village Community



## Key Measurements

- Transit**
- Walking**
- Cycling**
- Driving**
- Lay-by Parking**
- Capacity** (People moved per hour per direction)
- Public Realm** (Percentage of total space dedicated to people versus vehicles)

### Option 1: Do Nothing

Good

Poor

OK

Congested

Not Applicable

6,400 – 7,400

50% 50%

### Option 1

### Option 2: Separated Cycling

Good

Good

Excellent

Congested

Not Applicable

9,400

60% 40%

### Option 2

### Option 3: Off-Street Shared (Both Sides)

Good

Good

Good

Congested

Not Applicable

7,400

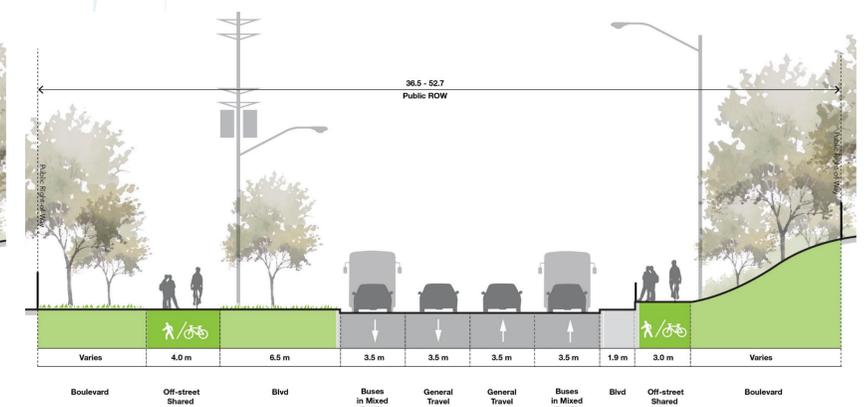
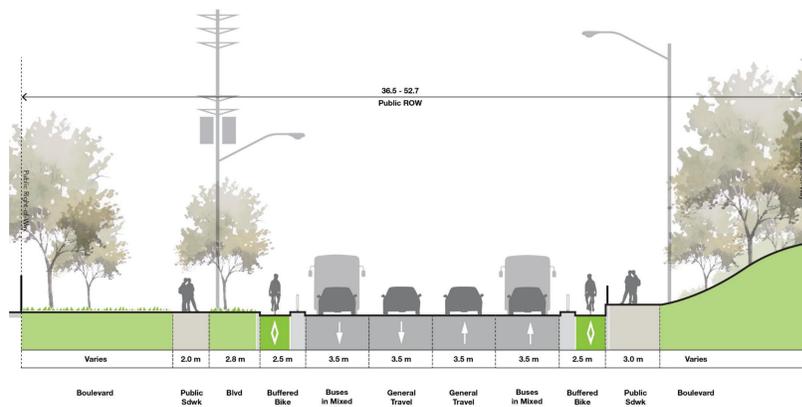
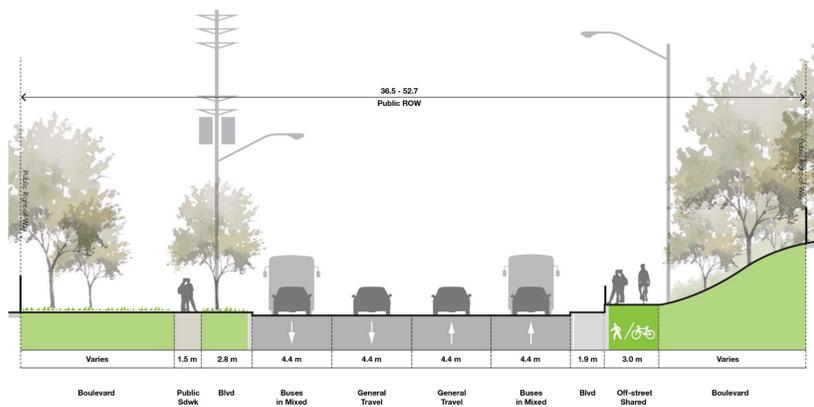
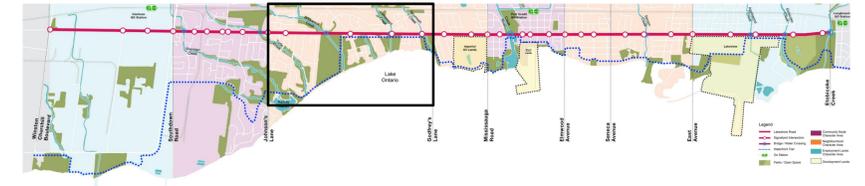
60% 40%

### Option 3

## Tell us what you think!

Place a dot under the option you prefer

# Segment 3: Lorne Park Neighbourhood



## Key Measurements

- Transit**
- Walking**
- Cycling**
- Driving**
- Lay-by Parking**
- Capacity** (People moved per hour per direction)
- Public Realm** (Percentage of total space dedicated to people versus vehicles)

### Option 1: Do Nothing

Transit	Good
Walking	Poor
Cycling	OK
Driving	Not Congested
Lay-by Parking	Not Applicable
Capacity	6,400 – 7,400
Public Realm	50% (People) / 50% (Vehicles)

### Option 2: Separated Cycling

Transit	Good
Walking	Good
Cycling	Excellent
Driving	Not Congested
Lay-by Parking	Not Applicable
Capacity	9,400
Public Realm	60% (People) / 40% (Vehicles)

### Option 3: Off-Street Shared (Both Sides)

Transit	Good
Walking	Good
Cycling	Good
Driving	Not Congested
Lay-by Parking	Not Applicable
Capacity	7,400
Public Realm	60% (People) / 40% (Vehicles)

## Tell us what you think!

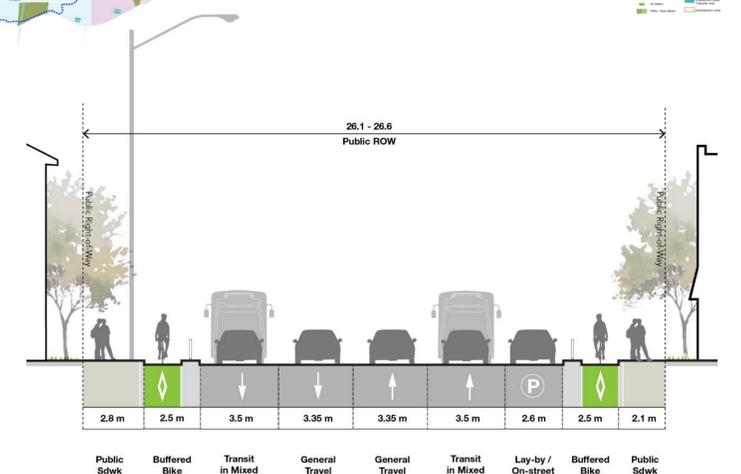
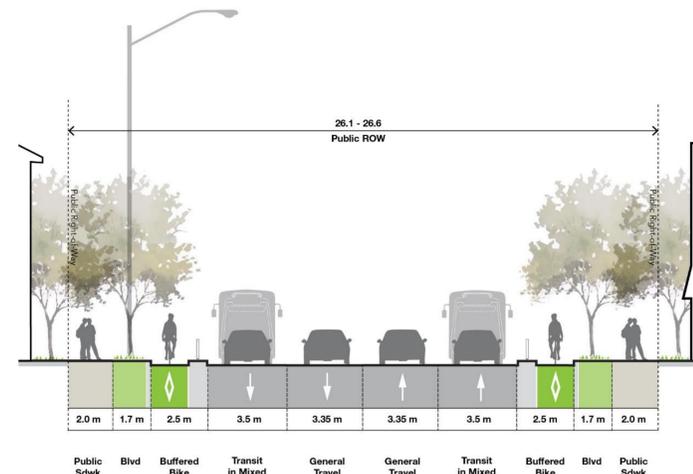
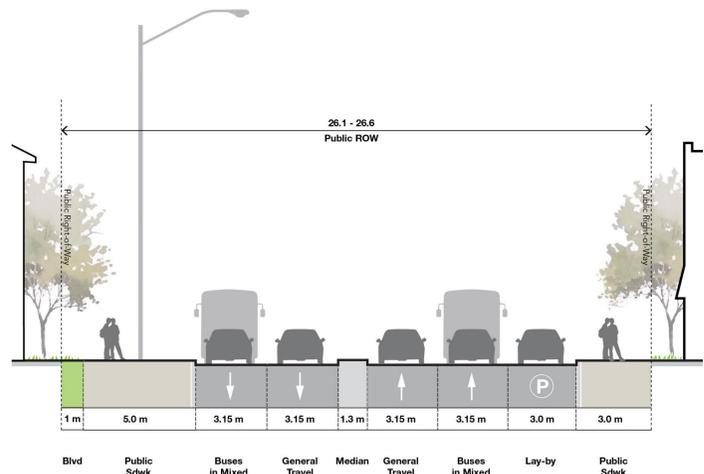
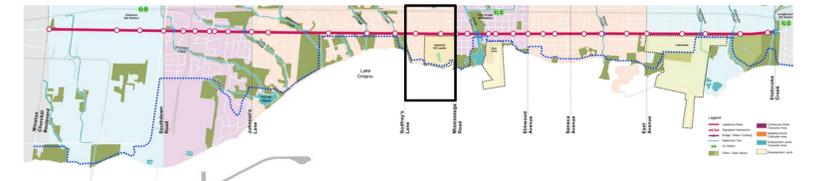
Place a dot under the option you prefer

Option 1

Option 2

Option 3

# Segment 4: Port Credit West Neighbourhood

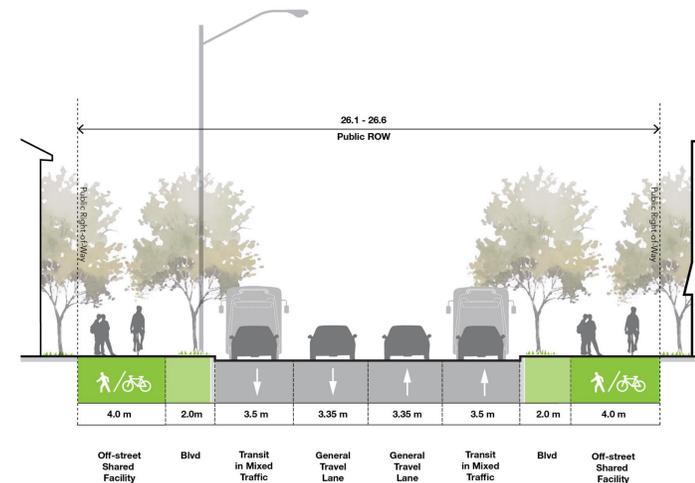
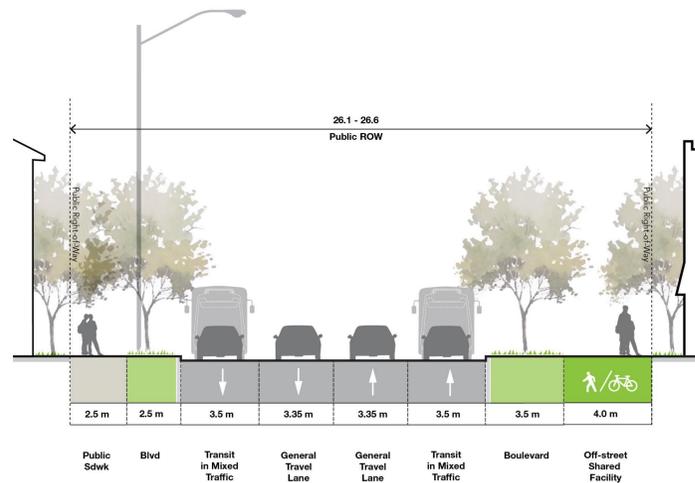
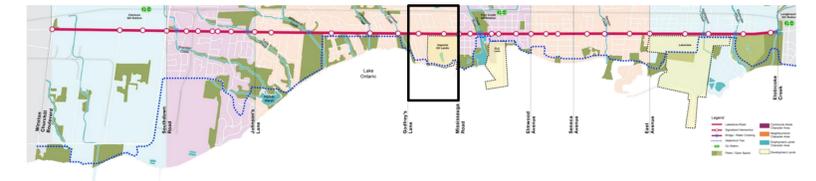


## Key Measurements

- Transit**
- Walking**
- Cycling**
- Driving**
- Lay-by Parking**
- Capacity**   
(People moved per hour per direction)
- Public Realm**   
(Percentage of total space dedicated to people versus vehicles)

	Option 1: Do Nothing	Option 2: Separated Cycling	Option 3: Separated Cycling + Parking
<b>Transit</b>	Good	Good	Good
<b>Walking</b>	OK	Very Good	Very Good
<b>Cycling</b>	Very Poor	Excellent	Excellent
<b>Driving</b>	Congested	Congested	Congested
<b>Lay-by Parking</b>	Yes (one side)	No (~ 6 spaces to be removed)	Yes (one side)
<b>Capacity</b>	6,400	9,400	9,400
<b>Public Realm</b>	40% (People) / 60% (Vehicles)	50% (People) / 50% (Vehicles)	50% (People) / 50% (Vehicles)
<b>Tell us what you think!</b>	Option 1	Option 2	Option 3
<b>Place a dot under the option you prefer</b>			

# Segment 4: Port Credit West Neighbourhood



## Key Measurements

- Transit**
- Walking**
- Cycling**
- Driving**
- Lay-by Parking**
- Capacity**   
(People moved per hour per direction)
- Public Realm**   
(Percentage of total space dedicated to people versus vehicles)

	Option 4: Off-Street Shared (One Side)	Option 5: Off-Street Shared (Both Sides)
Transit	Good	Good
Walking	Good	Good
Cycling	OK	Good
Driving	Congested	Congested
Lay-by Parking	No (~ 6 spaces to be removed)	No (~ 6 spaces to be removed)
Capacity	6,400 – 7,400	7,400
Public Realm	50%  50%	50%  50%

## Tell us what you think!

Place a dot under the option you prefer

Option 4	Option 5

# Segment 5: Port Credit Community

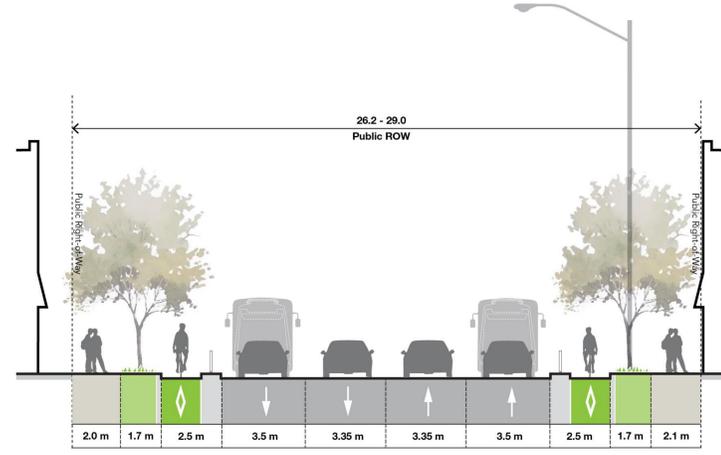
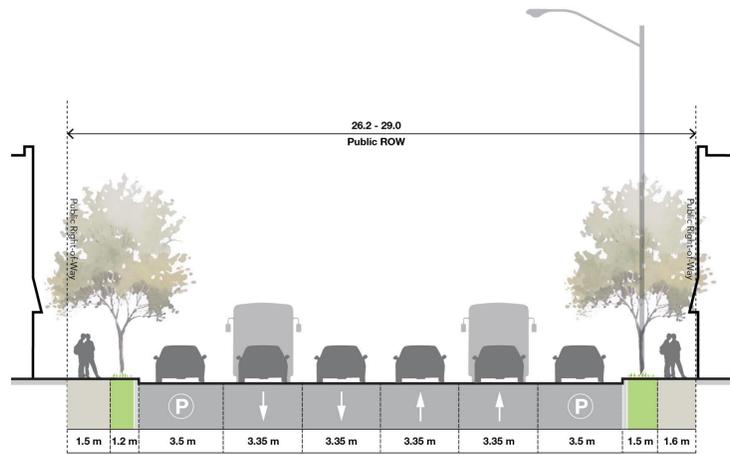


Review the roll plans and provide comments on the layout of the alternatives between Stavebank Road and Hurontario Street.



Alternative	Option 1: Do Nothing (4 Lanes + Parking)	Option 2: 4 Lanes (No Parking)	Option 3: 4 Lanes + Parking (One Side)	Option 4: 2 Lanes + Parking (Both Sides)
<b>Description</b>	<ul style="list-style-type: none"> <li>Local bus in mixed traffic</li> <li>Narrow sidewalks</li> <li>No cycling facility</li> <li>Four traffic lanes</li> <li>Lay-by parking</li> </ul>	<ul style="list-style-type: none"> <li>Higher order transit in mixed traffic</li> <li>Wider sidewalks</li> <li>Separated cycling facility (on or off-street)</li> <li>Four traffic lanes</li> <li>No lay-by parking</li> </ul>	<ul style="list-style-type: none"> <li>Higher order transit in mixed traffic</li> <li>Wider sidewalks</li> <li>Separated cycling facility (on or off-street)</li> <li>Four traffic lanes</li> <li>Lay-by parking on one side</li> </ul>	<ul style="list-style-type: none"> <li>Higher order transit in mixed traffic</li> <li>Wider sidewalks</li> <li>Separated cycling facility (on or off-street)</li> <li>Two traffic lanes</li> <li>Lay-by parking on both sides</li> </ul>
<b>PRO</b>	<ul style="list-style-type: none"> <li>Maintains four lanes on Lakeshore Road</li> <li>Maintains lay-by parking</li> </ul>	<ul style="list-style-type: none"> <li>Separated cycling facility (safe, continuous)</li> <li>Wide sidewalks</li> <li>Maintains four lanes on Lakeshore Road</li> </ul>	<ul style="list-style-type: none"> <li>Separated cycling facility (safe, continuous)</li> <li>Wide sidewalks</li> <li>Maintains lay-by parking on one side</li> <li>Provides higher order transit</li> <li>Maintains four lanes on Lakeshore Road</li> </ul>	<ul style="list-style-type: none"> <li>Separated cycling facility (safe, continuous)</li> <li>Very wide sidewalks</li> <li>Maintains lay-by parking on both sides</li> <li>Provides higher order transit</li> </ul>
<b>CON</b>	<ul style="list-style-type: none"> <li>No transit service improvements</li> <li>Does not meet goals/objectives of study</li> </ul>	<ul style="list-style-type: none"> <li>Does not maintain lay-by parking</li> <li>Does not maximize opportunity for enhanced public realm (i.e. streetscaping, wider sidewalks)</li> </ul>	<ul style="list-style-type: none"> <li>Does not maintain lay-by parking on both sides of the street</li> <li>Does not maximize opportunity for enhanced public realm (i.e. streetscaping, wider sidewalks)</li> </ul>	<ul style="list-style-type: none"> <li>Does not maintain four lanes on Lakeshore Road</li> <li>Increased traffic volumes on Hurontario Street, Mississauga Road, and adjacent east-west streets</li> </ul>

# Segment 5: Port Credit Community



## Key Measurements

Transit

Walking

Cycling

Driving

Lay-by Parking

Capacity   
(People moved per hour per direction)

Public Realm   
(Percentage of total space dedicated to people versus vehicles)

Tell us what you think!

Place a dot under the option you prefer

### Option 1: Do Nothing (4 Lanes)

Good

OK

Very Poor

Congested

Yes

6,400

20% 80%

### Option 1

### Option 2: 4 Lanes (No Parking)

Very Good

Very Good

Excellent

Congested

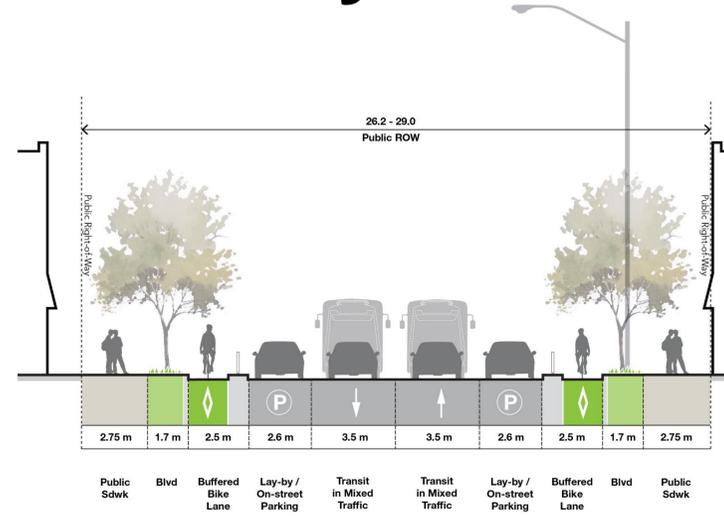
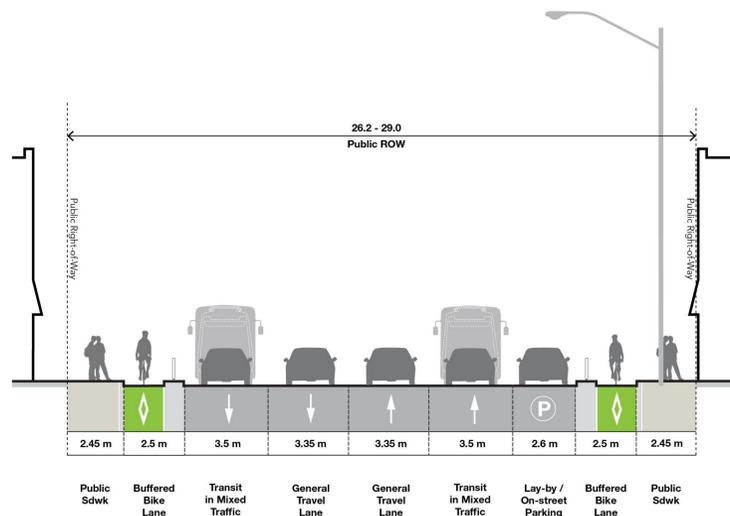
No  
(~ 211 spaces to be removed)

11,800

50% 50%

### Option 2

# Segment 5: Port Credit Community



## Key Measurements

- Transit**
- Walking**
- Cycling**
- Driving**
- Lay-by Parking**
- Capacity** (People moved per hour per direction)
- Public Realm** (Percentage of total space dedicated to people versus vehicles)

### Option 3: 4 Lanes + Parking (One Side)

Very Good

Very Good

Excellent

Congested

Yes (one side)  
(~100 spaced to be removed)

11,800

40% 60%

### Option 3

### Option 4: 2 Lanes + Parking (Both Sides)

Very Good

Very Good

Excellent

Congested

Yes (both sides)

10,700

50% 50%

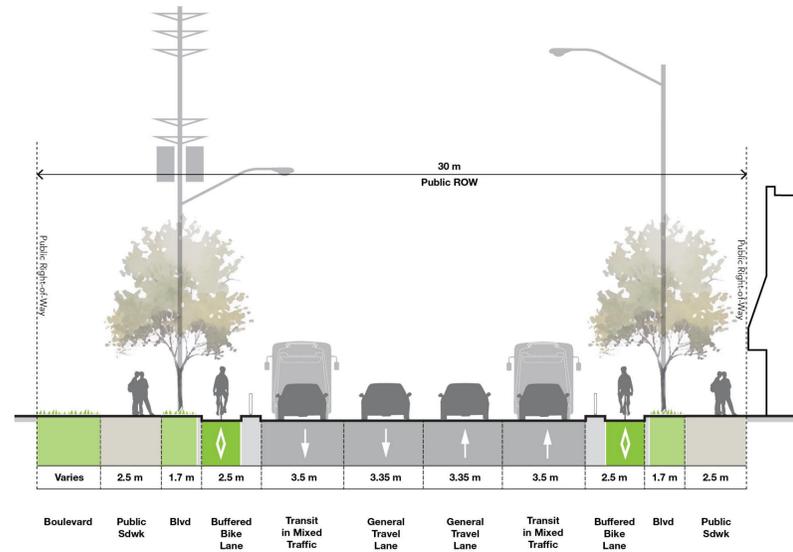
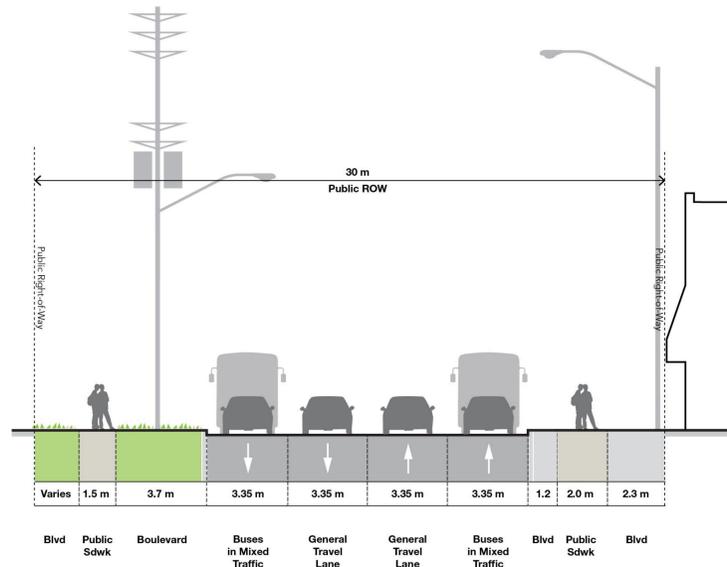
### Option 4

Tell us what you think!

Place a dot under the option you prefer

# Segment 6: Lakeview West Neighbourhood

(Dependent on preferred solution from Segment 5)



## Key Measurements

- Transit**
- Walking**
- Cycling**
- Driving**
- Lay-by Parking**
- Capacity** (People moved per hour per direction)
- Public Realm** (Percentage of total space dedicated to people versus vehicles)

### Option 1: Do Nothing (4 Lanes)

Transit	Good
Walking	OK
Cycling	Very Poor
Driving	Congested
Lay-by Parking	Not Applicable
Capacity	6,400
Public Realm	30% (People) / 70% (Vehicles)

### Option 2: 4 Lanes (No Parking)

Transit	Very Good
Walking	Good
Cycling	Excellent
Driving	Congested
Lay-by Parking	Not Applicable
Capacity	11,800
Public Realm	55% (People) / 45% (Vehicles)

## Tell us what you think!

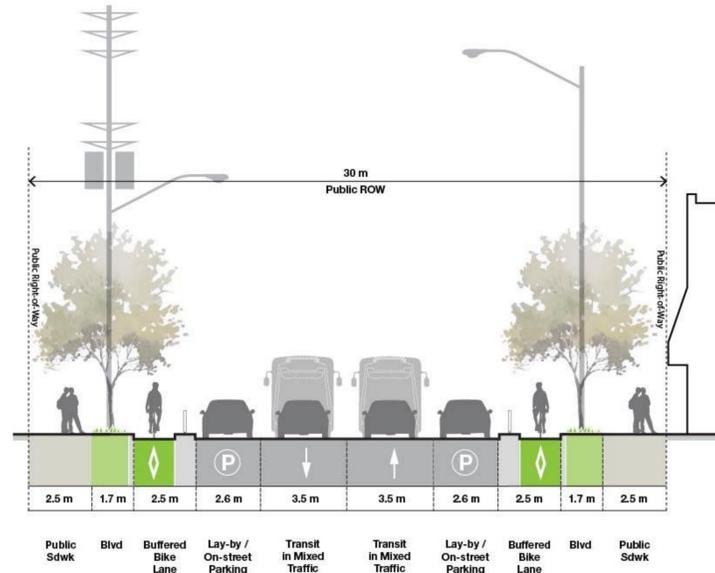
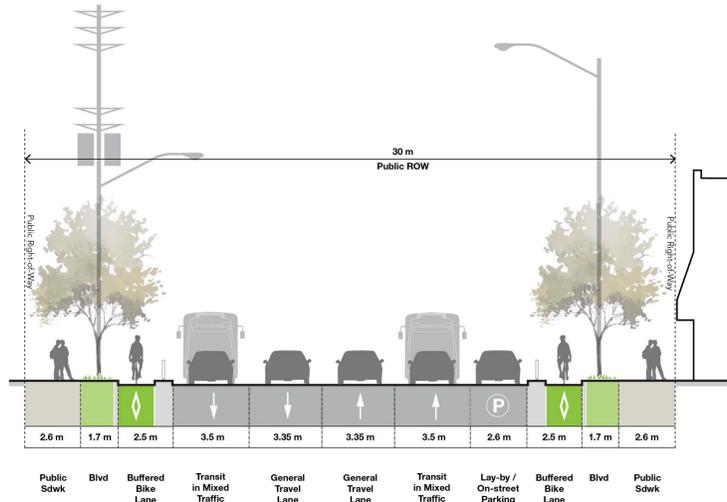
Place a dot under the option you prefer

**Option 1**

**Option 2**

# Segment 6: Lakeview West Neighbourhood

(Dependent on preferred solution from Segment 5)



## Key Measurements

Transit

Walking

Cycling

Driving

Lay-by Parking

Capacity (People moved per hour per direction)

Public Realm (Percentage of total space dedicated to people versus vehicles)

Tell us what you think!

Place a dot under the option you prefer

### Option 3: 4 Lanes + Parking (One Side)

Very Good

Very Good

Excellent

Congested

Yes (one side)

11,800

45% 55%

### Option 3

### Option 4: 2 Lanes + Parking (Both Sides)

Very Good

Very Good

Excellent

Congested

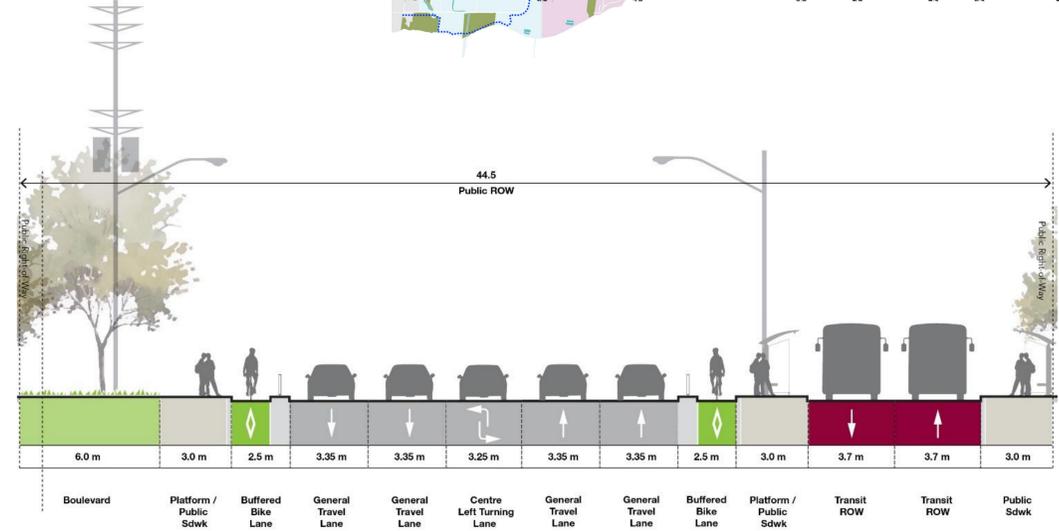
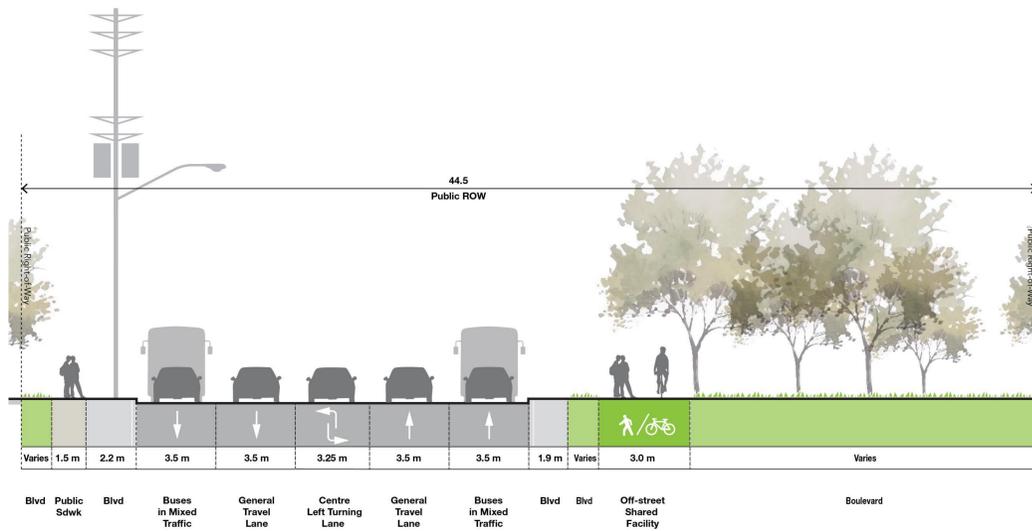
Yes (both sides)

10,700

50% 50%

### Option 4

# Segment 7: Lakeview Employment Area



## Key Measurements

- Transit**
- Walking Environment**
- Cycling Environment**
- Congestion**
- Lay-by Parking**
- Capacity** (People moved per hour per direction)
- Public Realm** (Percentage of total space dedicated to people versus vehicles)

	Option 1: Do Nothing	Option 2: Exclusive Transit (One Side) + Separated Cycling
Transit	Good	Excellent
Walking Environment	OK	Very Good
Cycling Environment	OK	Excellent
Congestion	Congested	Congested
Lay-by Parking	Not Applicable	Not Applicable
Capacity	6,400 – 7,900	11,800
Public Realm	60%  40%	50%  50%

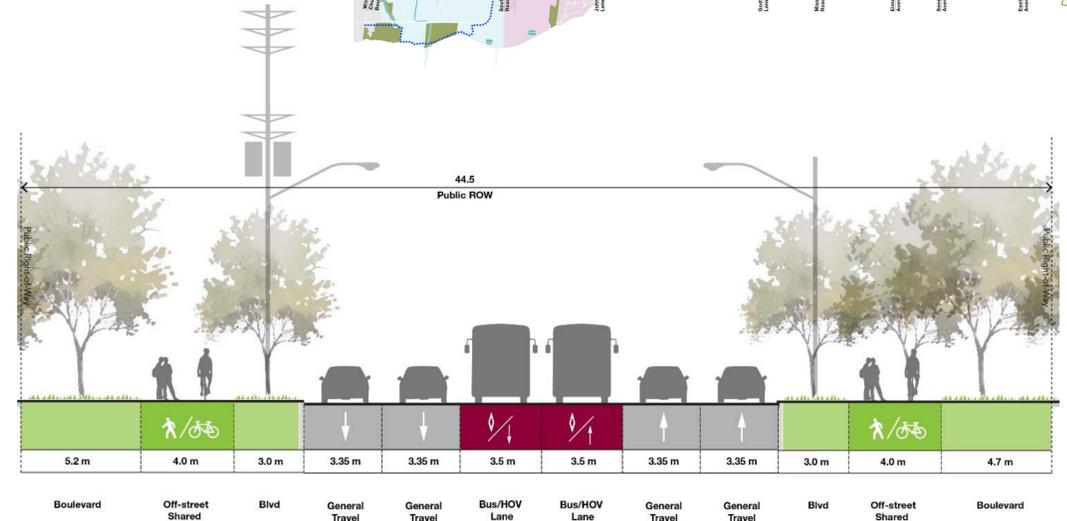
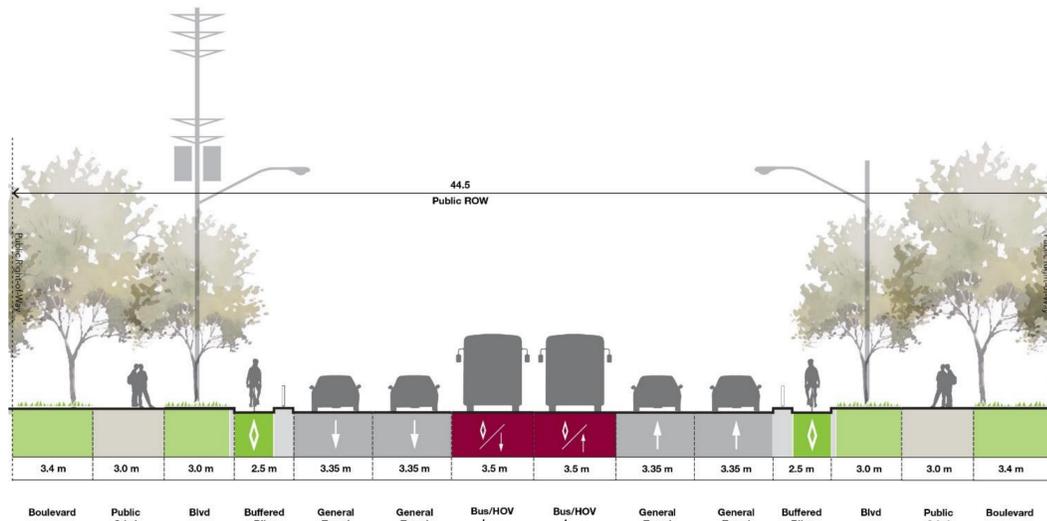
## Tell us what you think!

Place a dot under the option you prefer

**Option 1**

**Option 2**

# Segment 7: Lakeview Employment Area



## Key Measurements

- Transit**
- Walking Environment**
- Cycling Environment**
- Congestion**
- Lay-by Parking**
- Capacity** (People moved per hour per direction)
- Public Realm** (Percentage of total space dedicated to people versus vehicles)

### Option 3: Exclusive Transit (Median) + Separated Cycling

Transit	Excellent
Walking Environment	Very Good
Cycling Environment	Excellent
Congestion	Congested
Lay-by Parking	Not Applicable
Capacity	11,800
Public Realm	50%  50%

### Option 4: Exclusive Transit (Median) + Off-Street Shared (Both Sides)

Transit	Excellent
Walking Environment	Good
Cycling Environment	Good
Congestion	Congested
Lay-by Parking	Not Applicable
Capacity	10,300
Public Realm	55%  45%

## Tell us what you think!

Place a dot under the option you prefer

**Option 3**

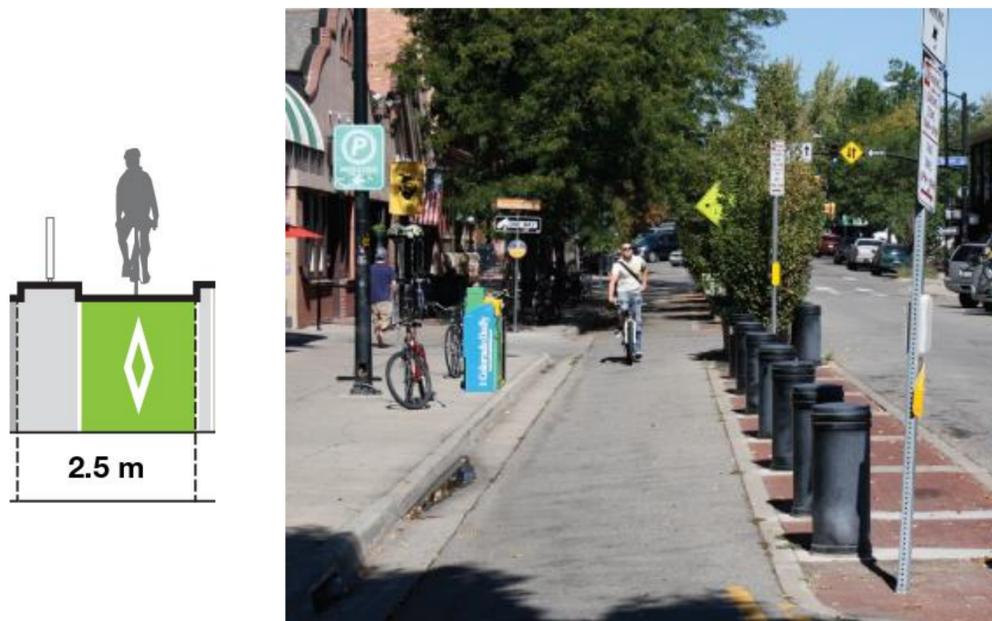
**Option 4**

# Alternative Solutions

**Tell us what you think about on-street versus off-street separated bike lanes.**

Write your comments on the flipchart paper provided, or use dots to indicate your preference.

## On-Street Separated Bike Lane



- At the level of the road
- Raised physical buffer between vehicles and bikes

## Off-Street Separated Bike Lane



- At the level of the sidewalk or boulevard
- Curb and gutter separate vehicles and bikes

**Tell us what you think!**

Place a dot under the option you prefer

On-Street Separated Bike Lane

Off-Street Separated Bike Lane



# Alternative Solutions

**Tell us what you think about the alternative solutions considered!**

Write your comments in the space below, on flipchart paper provided, or use post-it notes to indicate your views.



Lakeshore Connecting Communities

# Welcome

## to Public Open House 3



Lakeshore Connecting Communities

# Station 1

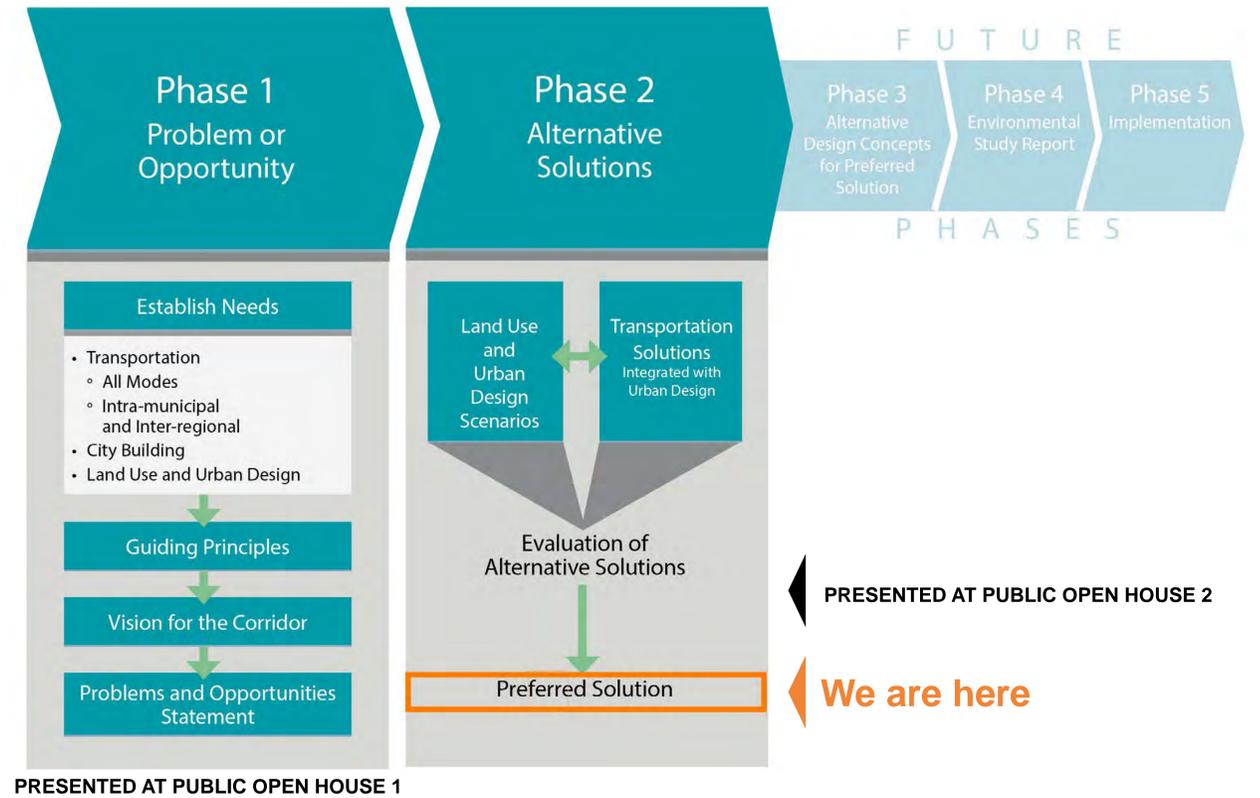
## Study Background

# 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



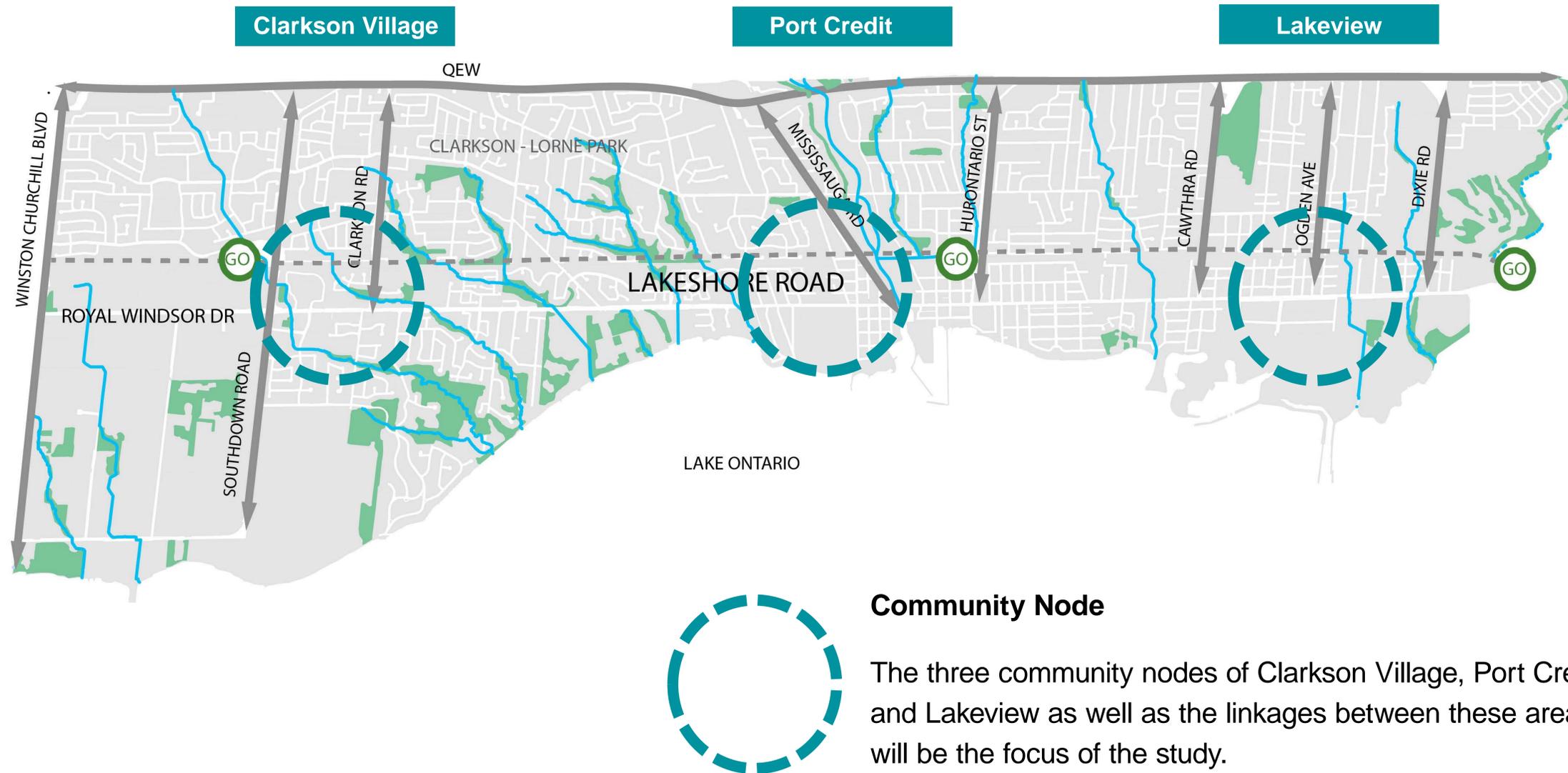
Enhance main street features



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



2 Rounds of Public Open Houses



4 Pop Up Events



300+ Public Comments



Online Website and Survey



Direct Mail Notices



Newspaper Notices

## Public Open House 2 : Key Themes



Significant support for separated bike lanes



Support for dedicated exclusive lanes for rapid transit



Create a more welcoming and connected pedestrian environment



Mixed views on whether a multi-modal crossing or non vehicular crossing would be feasible and address transportation needs. Desire for providing safe crossing of the Credit River for pedestrians and cyclists



Address existing congestion problems and enhance and support Lakeshore as a local main street



Minimize the number of transit stops and provide rest stops in-between to facilitate walking to transit



Desire for street design that supports rapid transit, separated bike lanes and wider sidewalks while enhancing the village life quality of the Lakeshore Communities

# How We Got Here

## Phase 1

### Problem or Opportunity

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



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



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



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**.

### Objectives

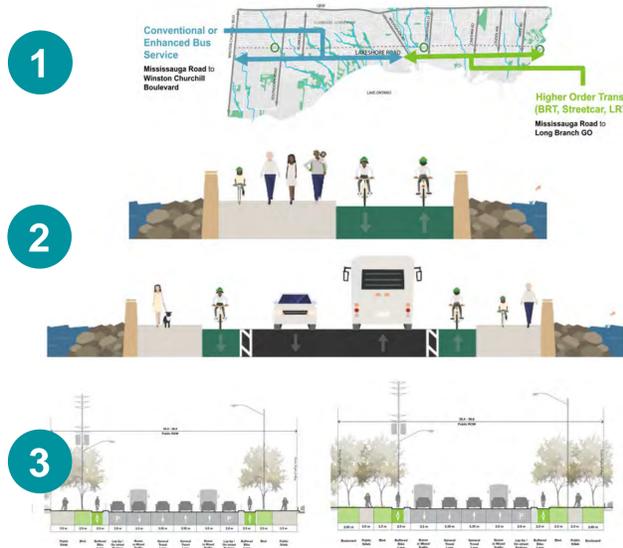


Presented at Public Open House 1 (Fall 2016)

## Phase 2

### Identify Alternatives

1. Transit Solutions
2. Credit River Crossing
3. Cross Sections



### Evaluation of Alternatives

The benefits and impacts of the alternatives were considered, as well as their ability to address the opportunities and challenges identified for Lakeshore Road.



Presented at Public Open House 2 (Fall 2017)

### Staff and Stakeholder Input

Following Open House 2, staff and stakeholder input was used to refine the preferred alternatives

### Preferred Alternative

- Phased approach to transit
- Maintain existing number of lanes
- Separated cycling facilities
- Wide sidewalks + streetscape
- Changes to layby parking
- New active transportation crossing and further study of feasibility for a new auto crossing

Presented at Public Open House 3 (Summer 2018)

We are Here

### What is Next?

Final Report



Lakeshore Connecting Communities

# Station 2

## Transportation Recommendations

# Phased Approach to Transit



## PHASE 1 - Interim\* Implement an Express Bus in Curb Lane

- Express stops between Long Branch GO Station and 70 Mississauga Road (proposed future transit terminal)
- Transit priority measures include transit signal priority and far-side bus stops

\*Within the next 10 years

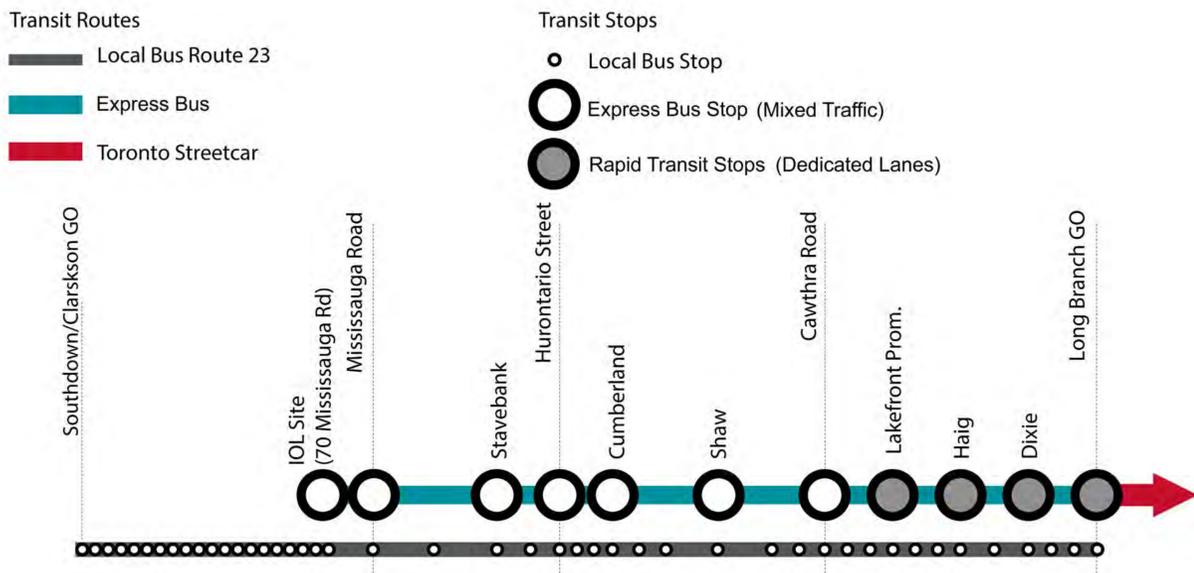
## PHASE 2 - BY 2041 Express Bus in Median Transit Lanes at East End of Corridor

- Express bus in dedicated median transit lanes from East Avenue to Etobicoke Creek. The express bus continues in mixed traffic from East Avenue to 70 Mississauga Road
- Supports efficient movement of people between Lakeview Waterfront Future Development and Long Branch GO Station, which has two-way, all-day service on the Lakeshore West GO line

## PHASE 3 - BEYOND 2041 Protection for Extension of Streetcar

- Protect for the extension of the TTC streetcar into Mississauga from the Long Branch GO Station, subject to discussions with the City of Toronto

## Future Transit Stops (Phase 2 - 2041)



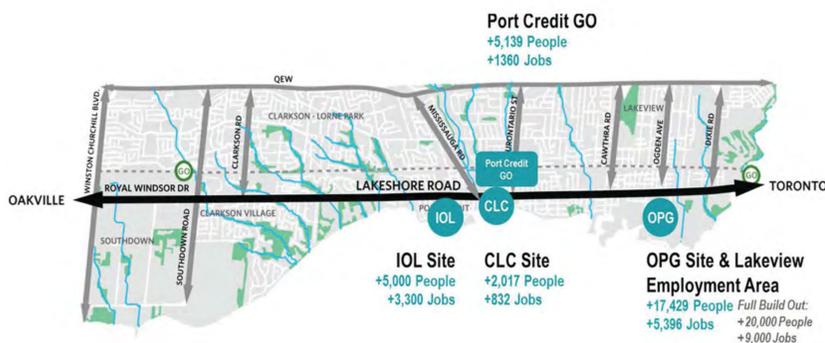
## Retain Local Bus Service

- Existing local service (Route 23) will be maintained to complement express bus service between Clarkson GO Station and Long Branch GO Station, via Port Credit GO Station.

# Transportation and Land Use

## A Symbiotic Relationship

- Integrate transportation and land use
- Address future population and employment growth by 2041
- Support major development areas (70 Mississauga Road, 1 Port Street, Port Credit GO Station, Lakeview Waterfront Future Development area)
- Provide higher-order transit (higher frequency and greater degree of priority than local transit) to move people within the corridor and to connections at GO Stations and Hurontario LRT



The study area is expected to grow by approximately 56,000 people and 16,500 jobs between 2011 and 2041. The above figure shows the location of the major-redevelopment areas in the Lakeshore Communities. Source: City of Mississauga, 2015.

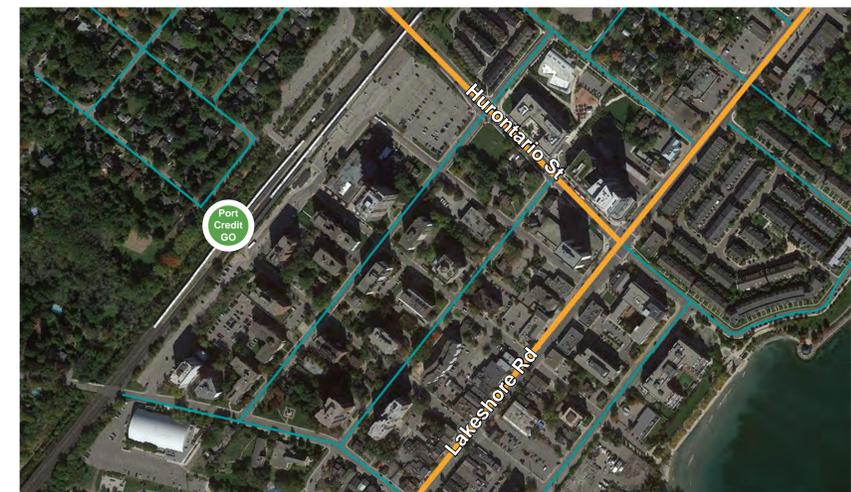
## New and Existing Transit Hubs

- Transit hubs exist at the Clarkson, Port Credit, and Long Branch GO Stations. The local bus service will continue to directly service these three hubs
- The express bus will be anchored between the Long Branch GO Station and a new transit hub on the site of the future development at 70 Mississauga Road by 2041
- This new transit hub will help achieve the transit usage objectives for that site and facilitate the movement of people between the west side of the Credit River and the east side via transit



## Pedestrian Connections

- To promote transit usage on the express bus and adjacent rapid transit lines, it is recommended that the pedestrian connections on the fine grain street networks in major development areas be designed to enhance the pedestrian experience to create safe, interesting, and direct walking links to express bus stops

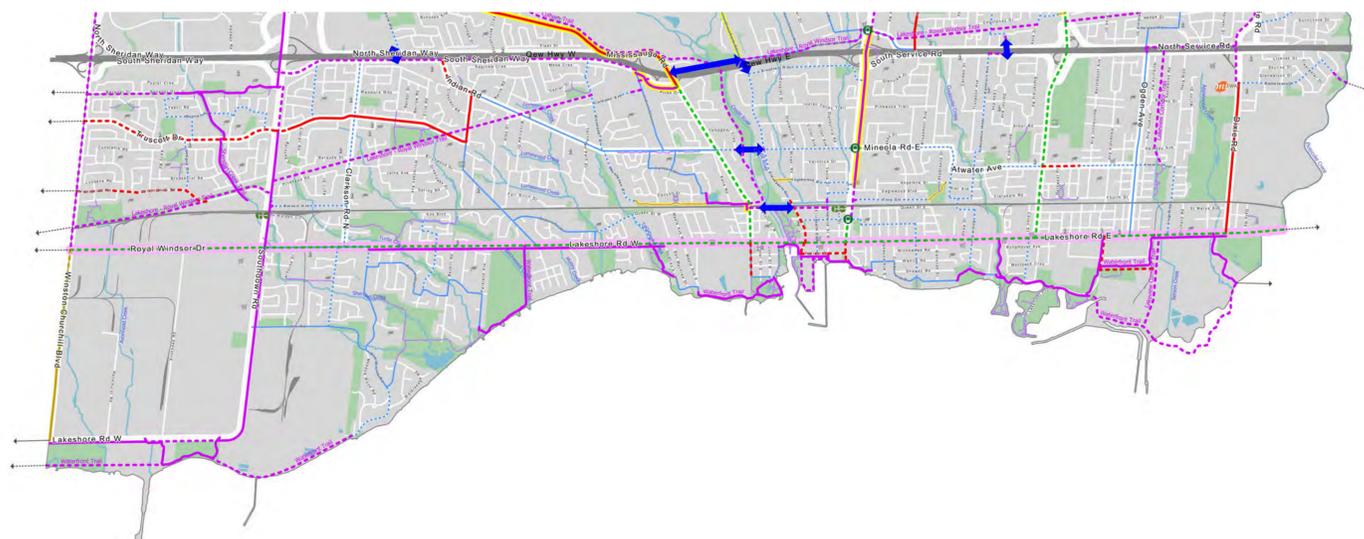


# Supporting the Cycling Network

The recommended cycling facilities have been designed for all ages and abilities, will improve the quality of life for residents, enhance connections to the waterfront, and promote prosperity for local businesses.

## Draft Cycling Network

- Proposed separated bike lanes form the backbone to the east-west cycling network in southern Mississauga (see the City's Draft 2018 Cycling Master Plan) and improves access to the Waterfront by providing a safe link to the Waterfront Trail and adjoining north-south links.



Draft Cycling Network (March 2018)  
Mississauga Cycling Master Plan Update

Existing Facilities	Proposed Facilities	Transit	Other
Bike Lane	Bike Lane	MiWay Terminal	Community Centre
Paved Shoulder	Paved Shoulder	Transitway Station	Cultural Centre
Shared Route	Shared Route	GO Transit Station	School
Multi-Use Trail	Multi-Use Trail	Future Hurontario LRT Station	Shopping Mall
Park Trail or Minor Connection	Cycle Track/Sep. Bike Lane		Grocery Store
Regional Connection	Regional Connection		Place of Religious Assembly
Multi-Use Trail (Unpaved)	Major Barrier Crossing		
Major Corridor Study	Corridor Upgrade		

Created by: Fred Sandoval  
Created on: 16 March 2018  
Base Source: Peel Open Data 2017

## Dedicated, separated, and continuous bike lanes

- Recommendation for dedicated and continuous bike lanes between Winston Churchill Boulevard and the Etobicoke Creek are separated from vehicular traffic



## Left Turn Bike Boxes

- Bike boxes proposed for cyclists to make a two-stage left turn at signalized intersections from curbside cycling facility
- Where are they located?
  - Silver Birch Trail
  - Lorne Park Road
  - Shawnmar Road
  - Winston Churchill Boulevard
  - Walden Circle



## Crossrides

- Crossrides are pavement markings provided to indicate the intended path for cyclists and delineate a crossing space separated from vehicles and pedestrians



# Enhanced Pedestrian Space

To create a vibrant public space and enhance main street features, the Study Corridor has been designed to prioritize the pedestrian. Pedestrian facilities were designed to maximize: the width of sidewalks, number of street trees, and space for street furniture, lighting, and wayfinding.

## Enhance Main Street Features

Sidewalk



Street furniture, trees, and lighting along sidewalks



Wide sidewalks

Lighting



Light Fixture



Consistent light posts contribute to a safe pedestrian space

Parking



Maintain layby parking



Layby parking can be converted to patio space

Street Furniture



Constant street furniture between transit stops



Vibrant and colourful street furniture

Wayfinding



Clear wayfinding throughout Lakeshore Road



Consistent wayfinding throughout Lakeshore Road

Street Trees



Trees lining the sidewalk act as a buffer from vehicular traffic



Street medians with greenery

In the traditional main street areas along the Study Corridor, such as in Clarkson and Port Credit, the street was designed to improve safety with narrower traffic lanes and frequent well designed pedestrian crossings. To support the vibrancy of these areas, the street design was developed with cultural programming in mind and the ability to be flexible to the changing needs of the street over time.

# Accommodating People Movement and Access

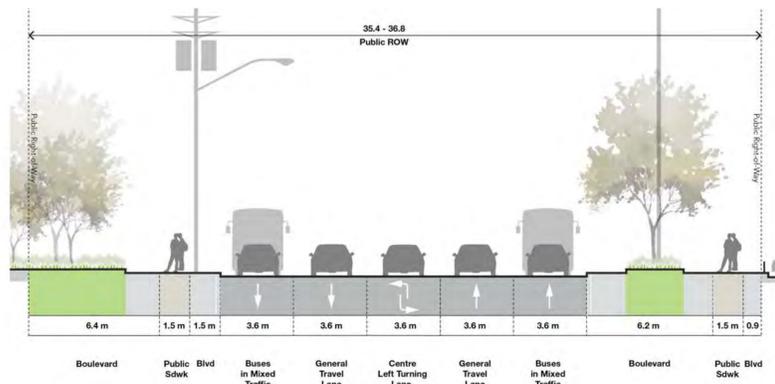
## Maintain Four Through-Traffic Lanes

Moving people safely and efficiently and promoting prosperity for local businesses are objectives of the study.



Lakeshore Road currently has 4 general purpose through-traffic lanes that will be maintained.

- Four (4) general purpose through-traffic lanes (2 eastbound, 2 westbound) will be maintained along the Study Corridor.
- Turn lanes will be provided at key intersections to accommodate left turns and U-turns (where the median exists).



All of the potential alternatives along the corridor will maintain four (4) general purpose through-traffic lanes.

## Layby Parking and Pick-Up and Drop-Off

Layby parking on Lakeshore Road in Clarkson, Port Credit and Lakeview is important to support business and allow for accessible pick-up and drop-off locations.



Current layby parking along Lakeshore Road

- Layby parking spaces are provided along Lakeshore Road and can be used for temporary paid parking in the interim. Refer to the roll plans at Station 3 for the exact location of layby parking.
- As transportation technology and curbside activity changes, the layby parking may become short term pick-up and drop-off locations for ridesharing, shared autonomous vehicles, or converted to patio space for cultural use.

## Access Management

In the section between East Avenue and the Etobicoke Creek, intersections will permit left turns and U-turns to provide access to properties.



A typical accessway currently existing on Lakeshore Road

- It is recommended that the City secure opportunities to consolidate driveway accesses onto Lakeshore Road and provide access from north-south side streets intersecting Lakeshore Road.
- Special attention should be given to the driveway accesses between Cawthra Road and Dixie Road where continuous curb cuts are currently provided and two or more driveways are closely spaced.
- Driveways should be consolidated if possible or delineated with ramps up to the sidewalk and the separated bike lane to enhance pedestrian and cyclist safety.



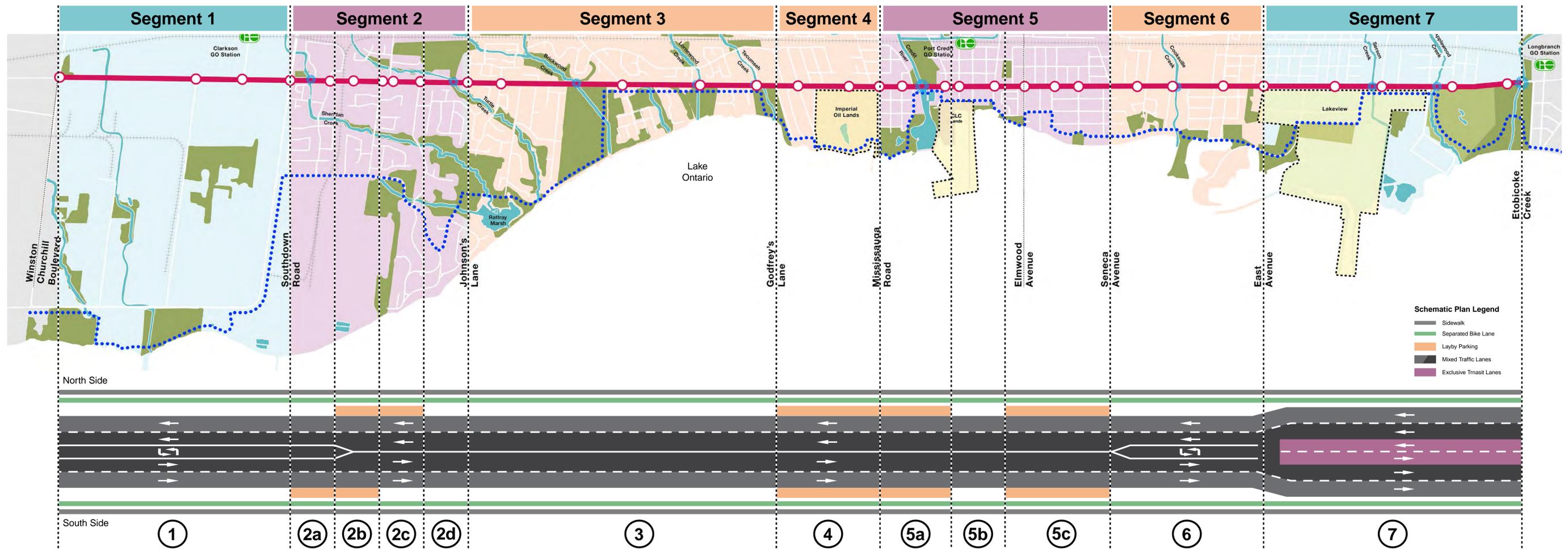
Lakeshore Connecting Communities

# Station 3

## Conceptual Design

# Corridor Design Summary

## Study Corridor Map & Preferred Solution



**Segment 1:**

- Separated cycling

**Segment 2A:**

- Separated cycling
- Parking (one side)

**Segment 2B:**

- Separated cycling
- Parking (both sides)

**Segment 2C:**

- Separated cycling
- Parking (one side)

**Segment 2D:**

- Separated cycling

**Segment 3:**

- Separated cycling

**Segment 4:**

- Separated cycling
- Parking (both sides, alternating with planting zones)

**Segment 5A:**

- Separated cycling
- Parking (both sides, alternating with planting zones)

**Segment 5B:**

- Separated cycling

**Segment 5C:**

- Separated cycling
- Parking (both sides, alternating with planting zones)

**Segment 6:**

- Separated cycling

**Segment 7:**

- Separated cycling
- Exclusive Transit in Median

# Public Realm Recommendations

## Segments 1 & 2A



*\* Built form shown for illustrative purposes only.*

### Southdown Employment Area & Clarkson West Village Gateway Area

Recommendations for the two segments at the western limit of the study area are primarily focused on increasing level of service and safety for cyclists and pedestrians with minimal impacts to the existing 5 lane cross-section of the roadway for vehicular users including:

- New continuous, separated bike lanes on both sides of the roadway
- Generous sidewalks and treed boulevards on both sides of the roadway
- Maintain curbside transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Maintain continuous two-way-centre-left-turn-lane

## Segment 2B



*\* Built form shown for illustrative purposes only.*

### Clarkson Outer Village Core Area

Recommendations for this segment aim to create a more pedestrian-friendly environment, to introduce new safe cycling facilities and maintain the vehicular capacity of the road including as follows:

- New continuous, separated bike lanes on both sides of the roadway
- Generous sidewalks and treed boulevards on both sides of the roadway
- Maintain curbside transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Maintain layby parking on both sides of roadway
- Maintain central median with left turn lanes at signalized intersections

## Segment 2C



*\* Built form shown for illustrative purposes only.*

### Clarkson Village Core Area

The Village Core is the 'main street' of Clarkson Village, with an existing vibrant and animated street edge and a pedestrian-friendly streetscape. Recommendations for the public realm in this segment aim to enhance the pedestrian experience, while introducing safe cycling facilities and maintaining road capacity for vehicle users.

- New continuous, separated bike lanes on both sides of the roadway
- Generous sidewalks and treed boulevards on both sides of the roadway
- Maintain curbside transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Layby parking on north side of the roadway
- Left turn lanes at signalized intersections

# Public Realm Recommendations

## Segment 2D & 3



\* Built form shown for illustrative purposes only.

### Clarkson East Village Gateway Area & Lorne Park Neighbourhood

Through these segments, Lakeshore Road primarily functions as a link between Clarkson Village and Port Credit as most properties are back-facing with very few intersecting streets. Recommendations aim to improve safety and connectivity for cyclists and pedestrians while maintaining the vehicular capacity of the roadway including:

- New continuous, separated bike lanes on both sides of the roadway
- Generous sidewalks and treed boulevards on both sides of the roadway
- Maintain curbside transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Left turn lanes at signalized intersections

## Segments 4, 5A & 5C



\* Built form shown for illustrative purposes only.

### Port Credit West Neighbourhood & Port Credit East Neighbourhood

These segments represent the outer neighbourhoods of Port Credit and recommendations aim to create a safe, continuous connection for cyclists while maintaining the existing animated and vibrant street life for pedestrians, and balancing the need for on-street parking and vehicular access.

- New continuous, separated bike lanes on both sides of the roadway
- Generous sidewalks and treed boulevards on both sides of the roadway
- Maintain curbside transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Layby parking alternating with treed boulevards on both sides of the roadway
- Left turn lanes at signalized intersections

## Segment 5B



\* Built form shown for illustrative purposes only.

### Port Credit Community Node

This segment at the core of Port Credit is a more traditional neighbourhood main street and one of the most active neighborhoods with the narrowest right-of-way in the entire study area. Recommendations aim to foster the existing vibrant street life by creating a safe, continuous connection for cyclists and providing wide, flexible space for pedestrians including:

- New continuous, separated bike lanes on both sides of the roadway
- Generous sidewalks and treed boulevards on both sides of the roadway
- Maintain curbside transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Left turn lanes at signalized intersections

# Public Realm Recommendations

## Segment 6



*\* Built form shown for illustrative purposes only.*

### Lakeview Neighbourhood West

Recommendations for this segment will include the provision of a continuous, safe cycling route and improved pedestrian facilities and provide a continuation of vehicular facilities between Port Credit neighborhood with the emerging Lakeview community.

- New continuous, separated bike lanes on both sides of the roadway
- Generous sidewalks and treed boulevards on both sides of the roadway
- Maintain curbside transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Maintain continuous two-way-centre-left-turn-lane

## Segment 7



*\* Built form shown for illustrative purposes only.*

### Lakeview Neighbourhood / Lakeview Waterfront Major Node

Recommendations for this segment will follow the vision set forth in the Inspiration Lakeview Master Plan by introducing a dedicated rapid transit route, separated bike lanes and improved sidewalks to increase the level of service for all users, while maintaining the current travel lanes available to vehicle users.

- New continuous, separated bike lanes on both sides of the roadway
- Generous sidewalks and treed boulevards on both sides of the roadway
- New dedicated transit lanes in the centre of the roadway with median express bus stops
- Maintain curbside local transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Left turn lanes at signalized intersections (u-turns permitted)



Lakeshore Connecting Communities

# Station 4

## Credit River Crossing Recommendation

# Credit River Crossing Recommendation

## Active Transportation Crossing

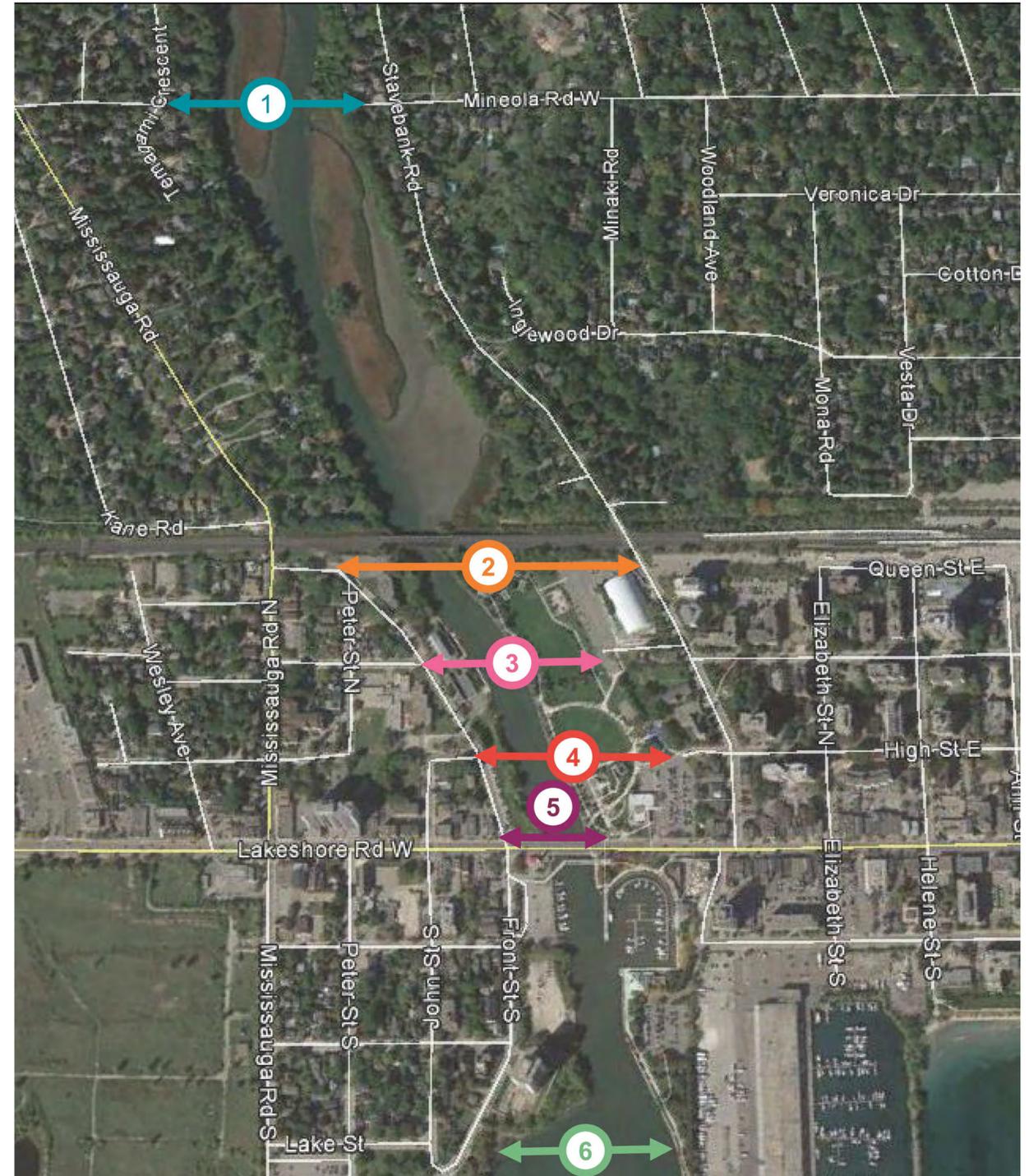
A new active transportation-only crossing of the credit river at location 2 (Queen St) is recommended.

Criteria	N. BAU - Do Nothing	1. Mineola Road	2. Queen Street	3. Park Street	4. High Street	5. North of Existing Lakeshore Bridge	6. Inspiration Port Credit Bridge
SERVING PEOPLE							
STRENGTHENING PLACES							
SUPPORTING PROSPERITY							
OVERALL EVALUATION							
RECOMMENDATIONS	<b>NOT RECOMMENDED</b> This alternative presents no improvement to the pedestrian and cyclist level of service.	<b>NOT RECOMMENDED</b> There are limited connections to places of interest at this location. Additionally, this is not an ideal location for place making.	<b>RECOMMENDED</b> The implementation of a non-vehicular crossing extending from Queen St is the most preferred alternative due to the opportunities for connectivity, including access to Port Credit GO Station.	<b>NOT RECOMMENDED</b> This alternative poses impacts to existing land uses.	<b>NOT RECOMMENDED</b> This alternative potentially impacts Port Credit Memorial Park.	<b>NOT RECOMMENDED</b> This alternative results in limited improvement to pedestrian and cyclist connections.	<b>NOT RECOMMENDED</b> This alternative provides limited opportunity for connections south of Lakeshore Road.

## Multi-modal Crossing

A new multi-modal crossing (i.e. auto crossing) of the Credit River is to be considered at a later time as part of a feasibility study

Criteria	N	S	1	2	3	4
	BAU - Do Nothing	Streetcar on Existing Bridge	Mineola Road Extension	Queen Street Extension	Park Street Extension	High Street Extension
SERVING PEOPLE						
STRENGTHENING PLACES						
SUPPORTING PROSPERITY						
OVERALL EVALUATION						
RECOMMENDATIONS	<b>NOT RECOMMENDED</b> This alternative is not sustainable to support future population. Peak hour congestion issues are not addressed, and increased congestion poses a threat to air quality.	<b>RECOMMENDED</b> Based on the high level evaluation, introduction of a streetcar on the existing Lakeshore Rd bridge is the most preferred alternative due to the limited impacts on cultural heritage, archaeology, and the natural environment. Introducing higher order transit on the existing bridge eliminates the cost of constructing a new crossing, while also promoting network connectivity for all modes and transit use.	<b>NOT RECOMMENDED</b> This alternative presents minimal improvement to multi-modal network connectivity. Permanent property impacts to residential areas would also result from the implementation of this alternative.	<b>Carry Forward to be considered at a later time as part of a separate feasibility study.</b> This alternative would impact properties including the Port Credit Arena parking lot and Royal Canadian Legion Branch 82 building.	<b>NOT RECOMMENDED</b> This alternative is incompatible with City Planning Policy and potentially impacts community programming in Port Credit Memorial Park, tourist destinations, Mississauga Canoe Club, and Don Rowing Club of Mississauga.	<b>NOT RECOMMENDED</b> This alternative is not compatible with City Planning Policy and disrupts existing spaces for place making.



# 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 **August 9, 2018**.

## Contact Us

For more information visit us at:



[www.connectlakeshore.ca](http://www.connectlakeshore.ca)

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

[connect.lakeshore@mississauga.ca](mailto:connect.lakeshore@mississauga.ca)

## Get Involved



Join the study mailing list

## Next Steps

- Presentation to Council (Q1 2019)
- Final Report
- Future Phases

