

## Lakeshore Connecting Communities

# Welcome to Public Open House 2



For more information visit **connectlakeshore.ca** 

# What is this study about?

## Purpose











Support all ways of travelling

market

## Objectives



Enhance connections to the waterfront



Moving people safely and efficiently





Preserve the natural environment



- Develop a vision for the Lakeshore Corridor
- Recognize the different character areas
- Connect people to places and move goods to
- Support existing and future land uses
- Establish a plan to make the vision a reality

Create vibrant public spaces



Design for all ages and abilities



Enhance main street features

#### Process





Promote prosperity for local businesses



Improve quality of life



#### The Transportation Master Plan (TMP) will follow Phases 1 and 2 of the Municipal Class Environmental

(Municipal Class Environmental Assessment, 2007)



Integrate transportation and land use





# What we've heard so far

## **Community Engagemen**



Online Website & Survey



Pop Up Events, Stakeholder, 8 Advisory Meetings



Public Open Houses (3 rounds in each character ar



**Direct Mail Notices** 



**Newspaper Notices** 

## Public Open House 1 Key Themes



Create a more welcoming pedestrian environment



Develop higher order rapid transit along Lakeshore Road





peak hours

nt	Phase 1 Online
	More than 300 people participated in the surve per question vary. The survey was comprised
	Best part of Lakeshore Communities
0 Taabaiaal	Green spaces
& rechnical	Best way to improve travelling exper
	Separated cycling paths
rea)	Top concerns for travelling in the La
	於 Walking
	<b>Vehicle speeds</b>
	Transit
	E Long wait times

Improve pedestrian connections and priority

Improve road operations during



Improve conditions for pedestrians and cyclists along the Waterfront Trail



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

## e Survey Results

ey between June and December 2016. The results include a mix of completed and partially completed surveys, meaning number of respondents of 10 questions and took approximately five to ten minutes to complete.





Provide dedicated, separated, and continuous bike lanes



Explore feasibility of an additional crossing of the Credit River



ıy	Top 3 ways	of getting around
	<b>39%</b>	said <b>driving alone</b> is their primary way of getting around every day
Cycle	<b>23%</b>	said <b>walking</b> is their primary way of getting around every day
2% Local Bus	<b>16%</b>	said they use a combination of ways to get around every day
<b>₹</b> ransit		Walking, cycling or driving to transit was the most common combination for getting around



Address safety for all road users







## Lakeshore Road Today



## With <u>limited road capacity</u>, greater reliance on <u>transit, walking, and cycling</u> 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.

# Summary of Phase 1 Problem or Opportunity Statement

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

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.



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

## Lakeshore Road Tomorrow

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



**Employment Growth** 









# History of Transit on Lakeshore Road to Port Credit



Lakeshore Road, looking east through Port Credit, 1910 Source: Heritage Mississauga



#### 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



Long Branch Loop, Port Credit Car making last trip, 1935 Source: City of Toronto Archives



#### Small Arms Loop, 1942 – 1945

Source: Heritage Mississauga

- approximately half a kilometer into what is now Mississauga.
- supporting Canada's war effort.
- Supported 5,500 jobs
- remained to this day.

## Lakeshore Connecting Communities



Single truck double deck car, 1891 Source: City of Toronto Archives

TTC extended streetcar tracks past the Long Branch loop and along private right-of-way Small Arms Loop was westernmost streetcar loop, serving the Small Arms munitions factory

• After the war, Long Branch streetcar line pulled back to its Long Branch terminus. There it has







# Vision & Guiding Principles

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



High quality transit





# 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.

## **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

## Contact Us

## For more information visit us at:



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

## connect.lakeshore@mississauga.ca

## Next Phase





The last round of Open Houses will present the **Evaluation of Alternative** 

(Municipal Class Environmental Assessment, 2007





## Lakeshore Connecting Communities

# **Station 2** Preferred Transit Strategy

MISSISSAUGA

For more information visit **connectlakeshore.ca** 

# **2041 Lakeshore Transit Demand**

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

## **Conventional or** Enhanced Bus Service

Mississauga Road to Winston Churchill Boulevard



**Bus Rapid Transit** (BRT)

**Conventional or Enhanced Bus** Service





Peak Direction Passengers per Hour

## Lakeshore Connecting Communities

#### Mixed Traffic Capacity Range

#### Partially Exclusive Right-of-Way **Capacity Range**

#### 2041 Ridership Range

(peak direction passengers per hour)

The red box indicates the range of potential transit ridership that could be observed along Lakeshore Road in the future (2041) given the transit technology implemented.





![](_page_9_Picture_5.jpeg)

#### **Performance Measures**

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.

ds er to car	Feasible to Implement (Line length, maintenance and storage requirements, vehicle compatibility, operating agreements)	Commendations
	Yes	Not Recommended Existing bus will experience capacity constraints
	Yes	Recommended Interim Solution
5	Yes	Recommended Ultimate Solution (Beyond 2041)
	Yes	Not Recommended Maintenance and storage requirements and constructability issues
5	No	Not Recommended Line length is not practical. Operating agreement and vehicle compatibility issues
	FJS	MISSISSAUGA

# **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**

![](_page_10_Figure_3.jpeg)

## 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.

## **Rapid Transit Coverage**

![](_page_10_Picture_16.jpeg)

![](_page_10_Picture_18.jpeg)

![](_page_11_Figure_0.jpeg)

Local bus between Clarkson GO and Long Branch GO

**Express Bus** between Mississauga Rd and Long Branch GO

![](_page_11_Picture_4.jpeg)

# Express Bus between Mississauga Rd and Long Branch GO

![](_page_11_Picture_7.jpeg)

#### **Express Bus** between Mississauga Rd and Lakeview

![](_page_11_Picture_9.jpeg)

Extend Streetcar from Lakeview to IOL Site (70 Mississauga Road)

![](_page_11_Picture_11.jpeg)

![](_page_11_Picture_12.jpeg)

![](_page_11_Picture_13.jpeg)

![](_page_11_Picture_14.jpeg)

Branded service with limited stops

**Exclusive lanes** between Lakeview and Long Branch

![](_page_11_Picture_17.jpeg)

Branded service with limited stops

**Extend Streetcar** from Long Branch to Lakeview

![](_page_11_Figure_20.jpeg)

Subject to further discussion with City of Toronto

Subject to further discussion with City of Toronto

![](_page_11_Picture_23.jpeg)

![](_page_11_Picture_24.jpeg)

![](_page_12_Picture_0.jpeg)

## 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.

![](_page_12_Picture_6.jpeg)

![](_page_12_Picture_8.jpeg)

![](_page_13_Picture_0.jpeg)

## Lakeshore Connecting Communities

# **Station 3** Credit River Crossing

MISSISSAUGA

For more information visit **connectlakeshore.ca** 

# **Credit River Crossing**

# **Problem or Opportunity**

![](_page_14_Figure_2.jpeg)

![](_page_14_Picture_3.jpeg)

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

![](_page_14_Picture_5.jpeg)

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

![](_page_14_Picture_7.jpeg)

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

## What we've heard so far

![](_page_14_Picture_11.jpeg)

#### Strong support for a new crossing

![](_page_14_Picture_13.jpeg)

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

![](_page_14_Picture_15.jpeg)

**Strong support** for pedestrian and cycling bridge

![](_page_14_Picture_17.jpeg)

Suggestions to widen existing Lakeshore Bridge

![](_page_14_Picture_19.jpeg)

![](_page_14_Picture_22.jpeg)

# **Major Considerations and Potential Impacts**

![](_page_15_Picture_1.jpeg)

Credit River (Area of Natural and Scientific Interest)

![](_page_15_Picture_3.jpeg)

Mississauga Canoe Club

![](_page_15_Picture_5.jpeg)

![](_page_15_Picture_7.jpeg)

![](_page_15_Picture_9.jpeg)

Landscape

Port Credit Lighthouse

![](_page_15_Picture_13.jpeg)

J.C. Saddington Park

![](_page_15_Picture_16.jpeg)

![](_page_15_Picture_17.jpeg)

![](_page_15_Picture_19.jpeg)

J.J. Plaus Park and Snug Harbour

![](_page_15_Picture_22.jpeg)

Port Credit Library and Parking

![](_page_15_Picture_24.jpeg)

Port Credit Memorial Park

![](_page_15_Picture_26.jpeg)

# **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.

![](_page_16_Picture_5.jpeg)

![](_page_16_Picture_6.jpeg)

**Do Nothing** 

**Streetcar on Existing Bridge** 

Mineola Road Extension

**Queen Street Extension** 

**Park Street Extension** 

**High Street Extension** 

## **Draft Evaluation Criteria**

![](_page_16_Picture_14.jpeg)

#### **Transportation Service**

Improve network connectivity

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

![](_page_16_Picture_20.jpeg)

#### **Property Requirements**

![](_page_16_Picture_22.jpeg)

• Minimize impacts to private property Minimize potential land acquisition

![](_page_16_Picture_24.jpeg)

#### **Cultural Heritage & Archaeology**

• Minimize impacts to cultural heritage resources Minimize impacts to archaeological resources

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.

### **Non-vehicular Crossing**

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

![](_page_16_Picture_30.jpeg)

![](_page_16_Picture_31.jpeg)

#### **Do Nothing**

5

Mineola Road Extension

**Queen Street Extension** 

**Park Street Extension** 

**High Street Extension** 

New Bridge on north side of **Existing Lakeshore Road Bridge** 

**Inspiration Port Credit Bridge** 

![](_page_16_Picture_41.jpeg)

#### **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**

![](_page_16_Picture_52.jpeg)

![](_page_16_Picture_53.jpeg)

![](_page_16_Picture_55.jpeg)

![](_page_16_Picture_56.jpeg)

# **Draft Multi-Modal Crossing Evaluation**

Alternative Crossing Locations	Benefits	
<b>Nothing</b>	<ul> <li>No impacts to public or private property</li> </ul>	<ul> <li>Continue to expension</li> <li>Potential for pool</li> <li>No improvement</li> </ul>
Streetcar on Existing Bridge	<ul> <li>Improved transit connection</li> <li>Moves more people per hour due to addition of Streetcar on Existing bridge</li> </ul>	<ul> <li>Continue to expension</li> <li>Potential impact reconstruction</li> </ul>
<b>1</b> Mineola Road Extension	<ul> <li>14% reduction in peak hour traffic on existing bridge</li> <li>Improves east-west network connectivity north of the railway</li> </ul>	<ul> <li>Continue to expension</li> <li>Impact to Credit</li> <li>Potential impact</li> <li>Indian Road</li> </ul>
Queen Street Extension	<ul> <li>17% reduction in peak hour traffic on existing bridge</li> <li>Improves access to the Port Credit GO Station</li> </ul>	<ul> <li>Continue to expense</li> <li>Impact to Credit</li> <li>Impact to Royal of Arena</li> </ul>
<b>Bark Street</b> Extension	<ul> <li>17% reduction in peak hour traffic on existing bridge</li> </ul>	<ul> <li>Continue to expense</li> <li>Impact to Credit</li> <li>Impact to Port Credit</li> <li>Impact to the Do Club</li> </ul>
High Street Extension	<ul> <li>17% reduction in peak hour traffic on existing bridge</li> <li>Improves east-west network connectivity south of the railway</li> </ul>	<ul> <li>Continue to expension</li> <li>Impact to Credit</li> <li>Impact to Port Credit</li> </ul>

## mpacts

erience peak hour congestion or air quality due to increased congestion to network connectivity

erience peak hour congestion to Credit River should bridge need

erience peak hour congestion **River Marshes Wetland Complex** to private properties on Mineola Road and

erience peak hour congestion River Cultural Heritage Landscape Canadian Legion and Port Credit Memorial

erience peak hour congestion River Cultural Heritage Landscape Credit Memorial Park on Rowing Club and Mississauga Canoe

erience peak hour congestion River Cultural Heritage Landscape Credit Memorial Park (divides existing park)

![](_page_17_Picture_12.jpeg)

![](_page_17_Picture_13.jpeg)

#### Place a dot next to the option you prefer

![](_page_17_Picture_15.jpeg)

# **Draft Non-Vehicular Crossing Evaluation**

Alternative Crossing Locations

> Do Nothing

![](_page_18_Picture_3.jpeg)

Mineola Road Extension

![](_page_18_Picture_5.jpeg)

Queen Street Extension

Park Street Extension

![](_page_18_Picture_9.jpeg)

**High Street** Extension

![](_page_18_Picture_11.jpeg)

North of Existing Bridge

![](_page_18_Picture_13.jpeg)

Inspiration **Port Credit** Bridge

- No impacts to p
- Improves east-v north of the railw
- Improves acces Station
- Improves acces west side of the
- Improves east-v south of the raily
- Improves walkin connection on r Road
- Place-making op
  - Improves walkin connection sout

## Benefits

oublic or private property	• •	Continue to expendential for poor No improvement
west network connectivity way	• •	Continue to expe Impact to Credit Potential impact Indian Road
s to the Port Credit GO	• •	Continue to expendent to Credit Impact to Royal Credit Arena
es to key destinations on Credit River	• •	Continue to expendent to Credit Impact to Port Credit and Mississauga
west network connectivity way	• •	Continue to expe Impact to Credit Impact to Port Cr
ng and cycling north side of Lakeshore	•	Continue to expendential impact Potential impact reconstructed Redundant if cyc
pportunity ng and cycling th of Lakeshore Road	• •	Continue to expe Impact to Credit Impact to J.C. Sa

## Impacts

erience peak hour congestion r air quality due to increased congestion to network connectivity

erience peak hour congestion River Marshes Wetland Complex to private properties on Mineola Road and

erience peak hour congestion River Cultural Heritage Landscape Canadian Legion and Port Credit Memorial

erience peak hour congestion River Cultural Heritage Landscape redit Memorial Park, the Don Rowing Club Canoe Club

erience peak hour congestion River Cultural Heritage Landscape redit Memorial Park (divides existing park)

erience peak hour congestion to Credit River should bridge need to be

cling is accommodated on Lakeshore Road

erience peak hour congestion River Cultural Heritage Landscape addington Park and J.J. Plaus Park

![](_page_18_Picture_36.jpeg)

![](_page_18_Picture_37.jpeg)

## Share your ideas!

Place a dot next to the option you prefer

![](_page_18_Picture_40.jpeg)

![](_page_19_Picture_0.jpeg)

## 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.

![](_page_19_Picture_4.jpeg)

![](_page_19_Picture_6.jpeg)

![](_page_20_Picture_0.jpeg)

## Lakeshore Connecting Communities

# Station 4 Alternative Solutions

![](_page_20_Picture_3.jpeg)

For more information visit **connectlakeshore.ca** 

## **Context Sensitive Design**

![](_page_21_Picture_2.jpeg)

#### **Goals Then:**

Auto Mobility

Automobile Safety

#### **Street Design Elements**

#### Sidewalks

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

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

![](_page_21_Picture_17.jpeg)

![](_page_21_Picture_18.jpeg)

The Principles of Corridor Design

#### **Goals Now:**

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

![](_page_21_Picture_27.jpeg)

#### **Bike Facilities**

#### Transit

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

![](_page_21_Picture_33.jpeg)

## Lakeshore Connecting Communities

#### Lakeshore Road Today

- (4) Few street trees & limited space for street furnishings

#### Roadway

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

![](_page_21_Picture_48.jpeg)

#### **Street Trees & Site** Furnishings

• Dedicate space for street trees, landscaping and furnishings

• Design the street for visibility and safety

![](_page_21_Picture_52.jpeg)

![](_page_21_Picture_53.jpeg)

![](_page_21_Picture_54.jpeg)

# **Corridor Segmentation**

![](_page_22_Figure_1.jpeg)

![](_page_22_Picture_5.jpeg)

![](_page_22_Picture_6.jpeg)

# Key Measurements

🔆 Wal	king
	<ul> <li>Continuous sidewalks on both sides of the road</li> <li>Greater separation from vehicle traffic</li> <li>Crosswalks provided on all four legs of the intersection</li> <li>Shorter crossing distances at intersections</li> </ul>
OK	<ul> <li>Less separation from vehicle traffic</li> <li>Narrower sidewalks</li> <li>Longer crossings with more conflict points with turning vehicles</li> </ul>
Very Poor	<ul> <li>No designated pedestrian facility and/or limited or no separation from vehicle traffic.</li> <li>No crosswalks at intersections or long crossing distances without refuge</li> </ul>
	<ul> <li>Continuous cycling facilities on either side of the road</li> <li>Separation from pedestrians and vehicles where volumes and speed are high</li> <li>Cyclists are accommodated at intersections</li> </ul>
OK	<ul> <li>Intersections</li> <li>Less separation from vehicle traffic</li> <li>Greater conflicts at intersections with turning vehicles</li> </ul>
Very Poor	

- No designated cycling facility on high speed, high volume roadway
- No accommodation at intersections

![](_page_23_Picture_4.jpeg)

![](_page_23_Picture_5.jpeg)

![](_page_23_Picture_6.jpeg)

![](_page_23_Picture_7.jpeg)

![](_page_23_Picture_8.jpeg)

![](_page_23_Picture_9.jpeg)

![](_page_23_Picture_10.jpeg)

![](_page_23_Picture_11.jpeg)

People moved per hour per direction

Moves more people

Moves less people

![](_page_23_Picture_15.jpeg)

![](_page_23_Picture_16.jpeg)

A street that is allocated to cars, moving or parked, moves less people per hour compared to a multimodal street

![](_page_23_Picture_19.jpeg)

![](_page_23_Picture_20.jpeg)

![](_page_23_Picture_21.jpeg)

![](_page_23_Picture_22.jpeg)

![](_page_23_Picture_23.jpeg)

![](_page_23_Picture_24.jpeg)

![](_page_23_Picture_25.jpeg)

![](_page_23_Picture_26.jpeg)

![](_page_23_Picture_27.jpeg)

A multimodal street can accommodate cars, public transit, walking and cycling, and moves more people per hour

![](_page_23_Picture_29.jpeg)

![](_page_23_Picture_30.jpeg)

![](_page_23_Picture_31.jpeg)

#### **Public Realm**

(Percentage of total space dedicated to people versus vehicles)

![](_page_23_Picture_34.jpeg)

## P Layby Parking

![](_page_23_Picture_36.jpeg)

Layby parking

Ð

No layby parking

![](_page_23_Picture_39.jpeg)

![](_page_24_Picture_1.jpeg)

![](_page_24_Figure_3.jpeg)

# Segment 2A: Clarkson Village Community

![](_page_25_Figure_1.jpeg)

Key Measurements

**Transit** 

![](_page_25_Picture_4.jpeg)

Walking

Cycling

~
GO

於

Driving

-0-	<u> </u>	-0-	-0

Lay-by Parking

![](_page_25_Picture_11.jpeg)

Capacity (People moved per hour per direction)

![](_page_25_Picture_13.jpeg)

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

![](_page_25_Picture_15.jpeg)

**Tell us what** you think!

Place a dot under the option you prefer

![](_page_25_Figure_19.jpeg)

![](_page_25_Picture_20.jpeg)

![](_page_25_Picture_21.jpeg)

![](_page_26_Figure_1.jpeg)

![](_page_27_Picture_1.jpeg)

![](_page_27_Picture_3.jpeg)

![](_page_28_Figure_1.jpeg)

![](_page_28_Picture_7.jpeg)

![](_page_28_Picture_8.jpeg)

# Segment 3: Lorne Park Neighbou

![](_page_29_Figure_1.jpeg)

rhood	Wittender Christian
- 52.7 PROW	Public Right-of Way
A       A	Varies     4.0 m     6.5 m       Boulevard     Off-street Shared Facility     Blvd
oarated Cycling	Option 3: Off
ood	
ellent	
ngested	
oplicable	
<b>,400</b>	
<b>40%</b>	<b>60%</b>
tion 2	

![](_page_29_Figure_4.jpeg)

![](_page_30_Figure_1.jpeg)

# Segment 4: Port Credit West Neighbourhood

![](_page_31_Figure_1.jpeg)

![](_page_31_Picture_3.jpeg)

-Sueer Sharey (Dulli Sues)
Good
Good
Good
Congested
No 6 spaces to be removed
7,400

![](_page_31_Picture_6.jpeg)

![](_page_31_Picture_7.jpeg)

![](_page_32_Picture_0.jpeg)

![](_page_32_Picture_1.jpeg)

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

![](_page_32_Figure_3.jpeg)

Lanes	4 Lanes
Alternative	Option 1: Do Nothing (4 Lanes + F
Description	<ul> <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>
PRO	<ul> <li>Maintains four lanes on Lakeshore I</li> <li>Maintains lay-by parking</li> </ul>
CON	<ul> <li>No transit service improvements</li> <li>Does not meet goals/objectives of s</li> </ul>

# Segment 5: Port Credit Community

Parking)	Option 2: 4 Lanes (No Parking)
	<ul> <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>
Road	<ul> <li>Separated cycling facility (safe, continuous)</li> <li>Wide sidewalks</li> <li>Maintains four lanes on Lakeshore Road</li> </ul>
study	<ul> <li>Does not maintain lay-by parking</li> <li>Does not maximize opportunity for enhanced public realm (i.e. streetscaping, wider sidewalks)</li> </ul>

## Lakeshore Connecting Communities

![](_page_32_Picture_8.jpeg)

![](_page_32_Picture_9.jpeg)

#### **Option 3: Option 4:** 4 Lanes + Parking (One Side) 2 Lanes + Parking (Both Sides)

<ul> <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>	• • •	H W So T L
<ul> <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>	•	Sepa Very Main Provi
<ul> <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>	•	Does Roac Incre Missi stree

- ligher order transit in mixed traffic Vider sidewalks Separated cycling facility (on or off-street) wo traffic lanes .ay-by parking on both sides
- arated cycling facility (safe, continuous) wide sidewalks ntains lay-by parking on both sides ides higher order transit
- s not maintain four lanes on Lakeshore
- eased traffic volumes on Hurontario Street, issauga Road, and adjacent east-west ets

![](_page_32_Picture_17.jpeg)

![](_page_33_Picture_1.jpeg)

![](_page_33_Picture_3.jpeg)

![](_page_33_Figure_4.jpeg)

![](_page_33_Picture_5.jpeg)

![](_page_34_Figure_1.jpeg)

![](_page_34_Picture_11.jpeg)

![](_page_35_Figure_0.jpeg)

Place a dot under the option you prefer

#### Segment 6: Lakeview West Neighbourhood 30 m Public ROW A and 2.5 m 1.7 m 1.8 m 1.8 m 1.7 m 2.5 m 3.5 m 3.35 m 3.35 m 3.5 m 3.35 m 3.35 m 1.2 2.0 m 2.3 m Public Sdwk General Travel Lane Blvd sumered in Mixed Traffic in Mixed Traffic Travel Lane Bike Lane Travel Lane in Mixed Traffic Sdwk Bike Sdwk Lane **Option 1: Do Nothing (4 Lanes) Option 2: 4 Lanes (No Parking)** Good Very Good OK Good **Very Poor** Excellent Congested Congested **Not Applicable** Not Applicable 6,400 11, 800 **i** 55% **70% 45%** Option 2 **Option 1**

![](_page_35_Picture_5.jpeg)

![](_page_35_Figure_6.jpeg)

![](_page_35_Figure_7.jpeg)

![](_page_35_Picture_8.jpeg)

![](_page_35_Picture_9.jpeg)

![](_page_36_Figure_0.jpeg)

the option you prefer

![](_page_36_Picture_4.jpeg)

![](_page_36_Picture_13.jpeg)

![](_page_36_Picture_14.jpeg)

# Segment 7: Lakeview Employment Area

![](_page_37_Figure_1.jpeg)

#### Key Measurements

**Transit** 

![](_page_37_Picture_4.jpeg)

Walking Environment

![](_page_37_Picture_6.jpeg)

Cycling Environment 00

![](_page_37_Picture_8.jpeg)

![](_page_37_Picture_9.jpeg)

#### Lay-by Parking

**Capacity** (People moved per hour per direction)

![](_page_37_Picture_12.jpeg)

Ρ

![](_page_37_Picture_13.jpeg)

![](_page_37_Picture_14.jpeg)

#### **Tell us what** you think!

Place a dot under the option you prefer

			V	V	
Varies	1.5 m	2.2 m	3.5 m	3.5 m	3.25 m
Blvd	Public Sdwk	Blvd	Buses in Mixed Traffic	General Travel Lane	Centro Left Turr Lane

# Segment 7: Lakeview Employment Area

![](_page_38_Picture_1.jpeg)

Key Measurements

**Transit** 

![](_page_38_Picture_4.jpeg)

Walking Environment

![](_page_38_Picture_6.jpeg)

Cycling Environment

![](_page_38_Picture_8.jpeg)

![](_page_38_Picture_9.jpeg)

#### Lay-by Parking

**Capacity** (People moved per hour per direction)

![](_page_38_Picture_12.jpeg)

Ρ

![](_page_38_Picture_13.jpeg)

## **Tell us what** you think!

Place a dot under the option you prefer

## Lakeshore Connecting Communities

![](_page_38_Figure_17.jpeg)

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

Excellent
-----------

Good

Good

Congested

Not Applicable

10,300

![](_page_38_Picture_25.jpeg)

**45%** 

**Option 4** 

![](_page_38_Picture_28.jpeg)

![](_page_38_Picture_29.jpeg)

![](_page_38_Picture_30.jpeg)

F)

![](_page_38_Picture_31.jpeg)

# **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**

![](_page_39_Picture_4.jpeg)

![](_page_39_Picture_5.jpeg)

At the level of the road Raised physical buffer between 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**

![](_page_39_Picture_12.jpeg)

![](_page_39_Picture_13.jpeg)

#### **Off-Street Separated Bike Lane**

![](_page_39_Picture_17.jpeg)

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

![](_page_39_Picture_20.jpeg)

![](_page_40_Picture_0.jpeg)

## 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.

![](_page_40_Picture_5.jpeg)

![](_page_40_Picture_7.jpeg)