



Lakeshore Connecting Communities

Welcome

to Public Open House 3






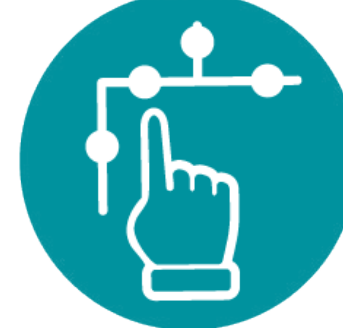


Lakeshore Connecting Communities

Station 1

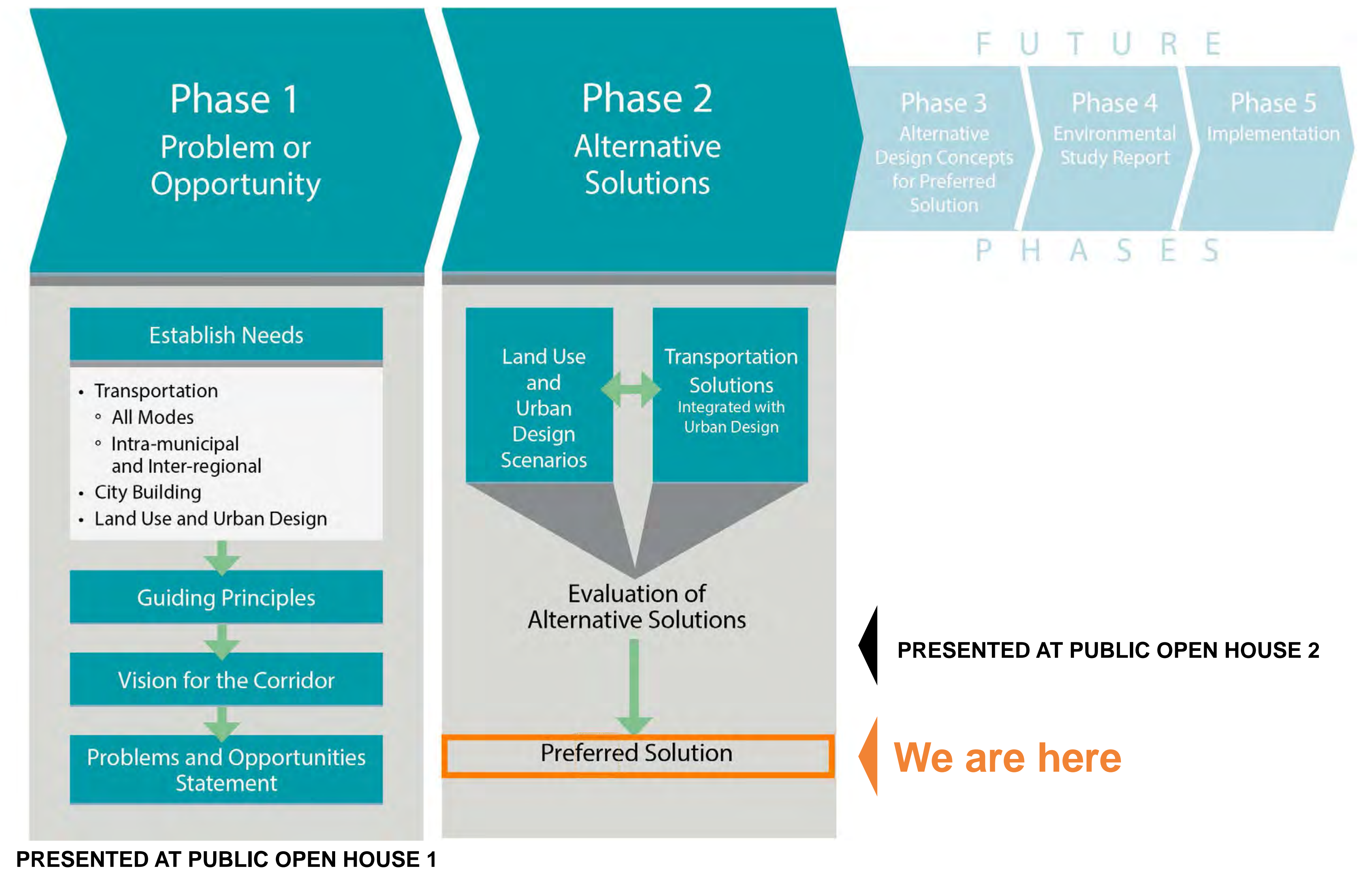
Study Background

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**

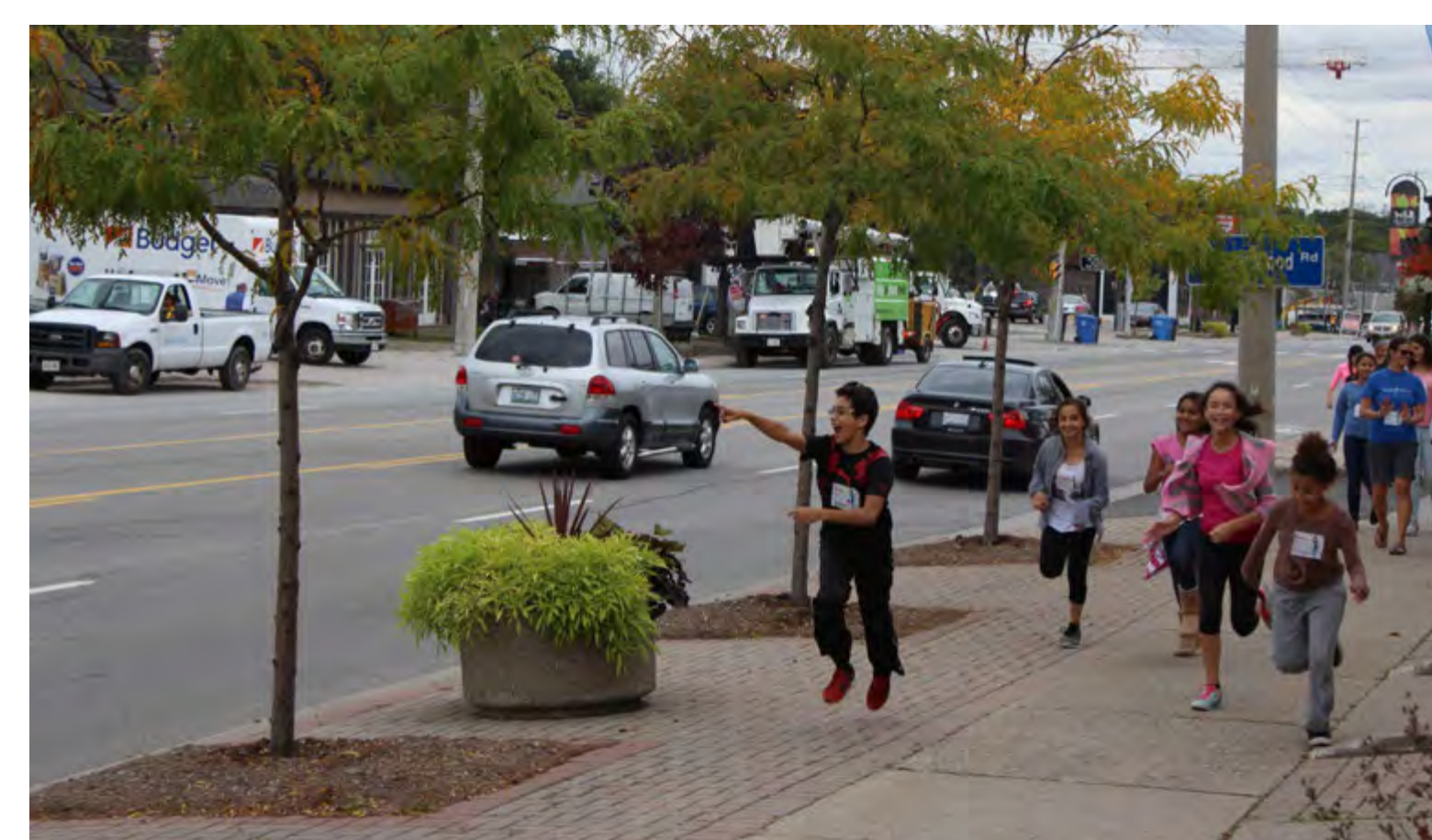
Process



Objectives



Enhance connections to the waterfront



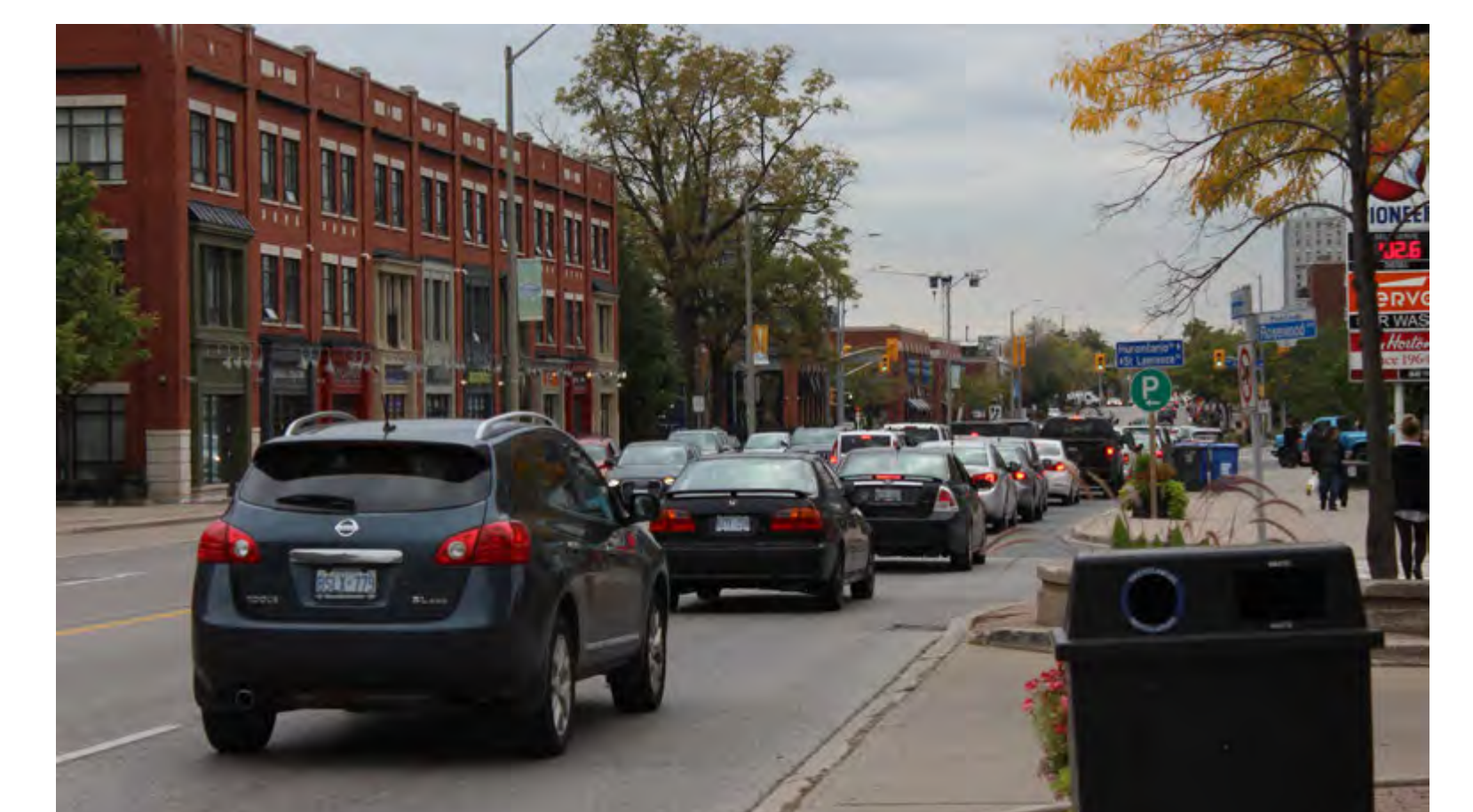
Create vibrant public spaces



Design for all ages and abilities



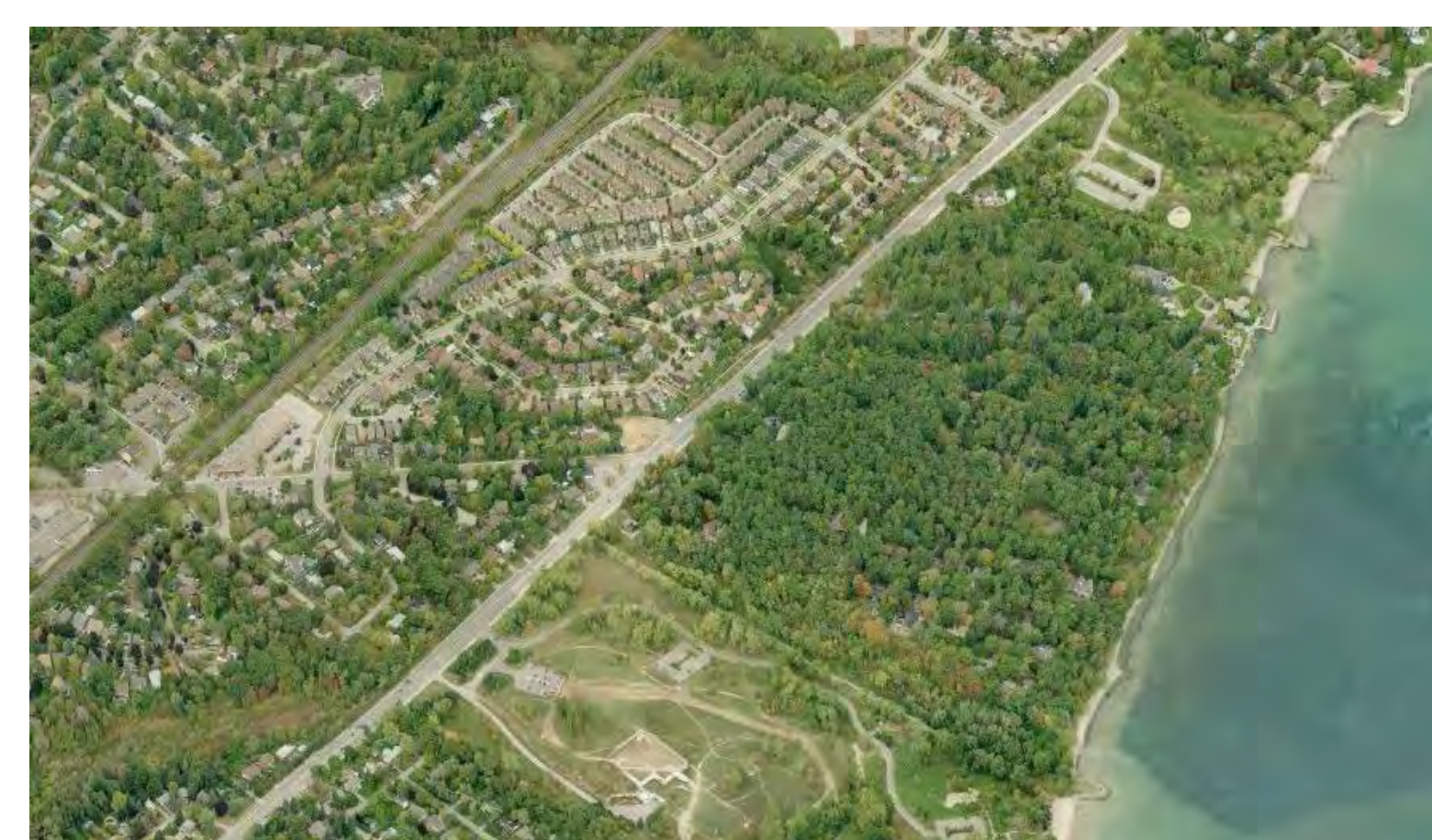
Promote prosperity for local businesses



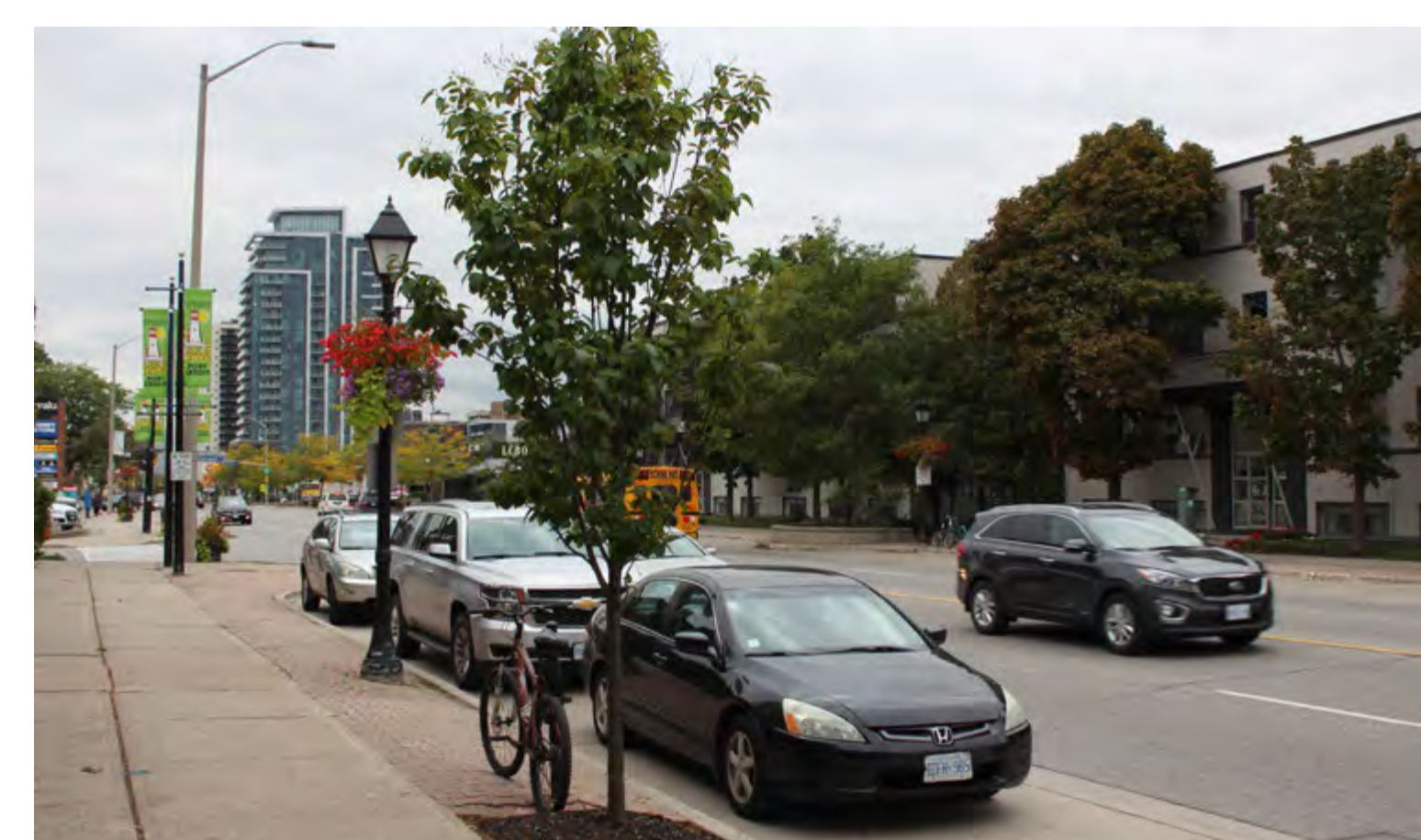
Integrate transportation and land use



Moving people safely and efficiently



Preserve the natural environment



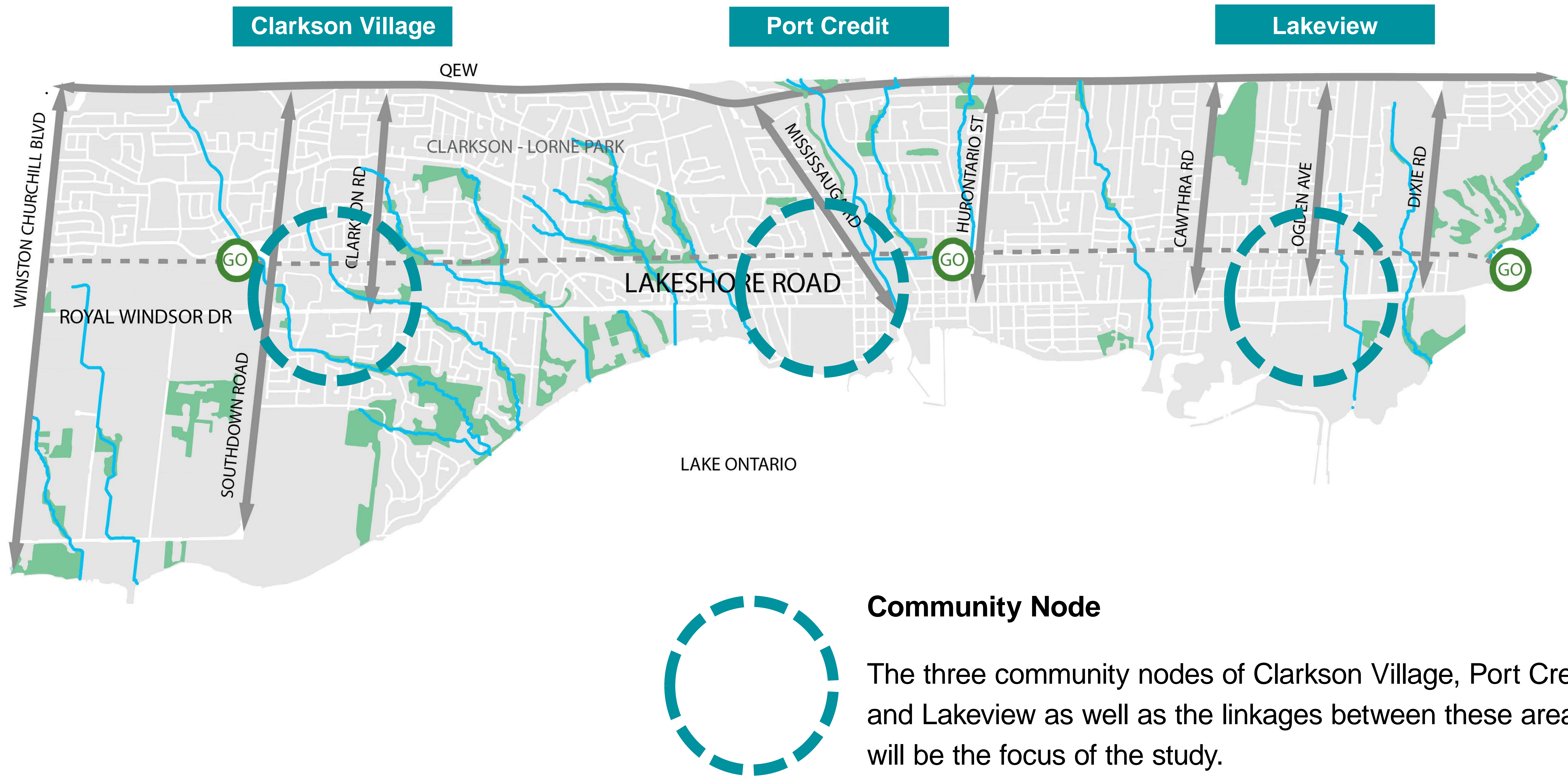
Enhance main street features



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**.

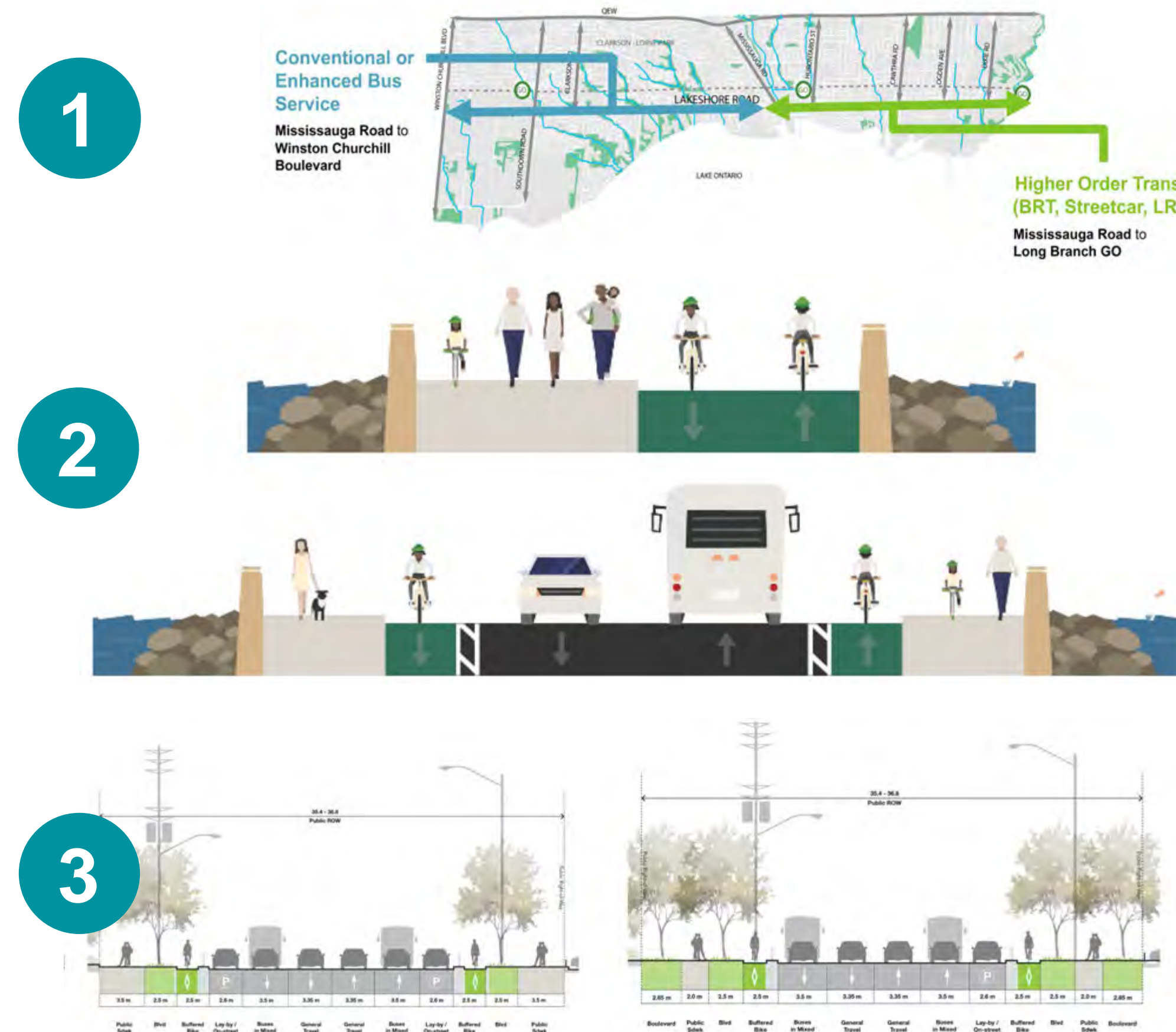
Objectives



Presented at Public Open House 1
(Fall 2016)

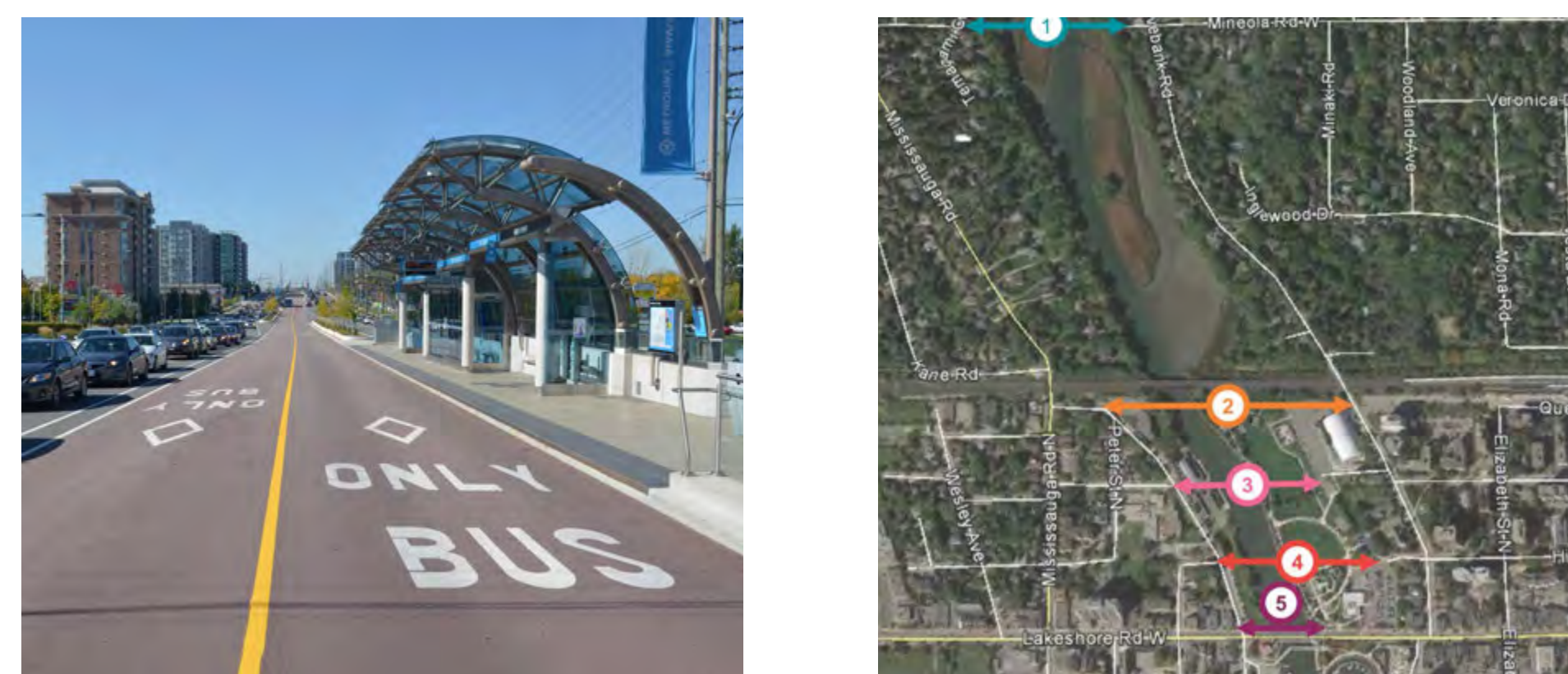
Identify Alternatives

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)

Phase 2

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

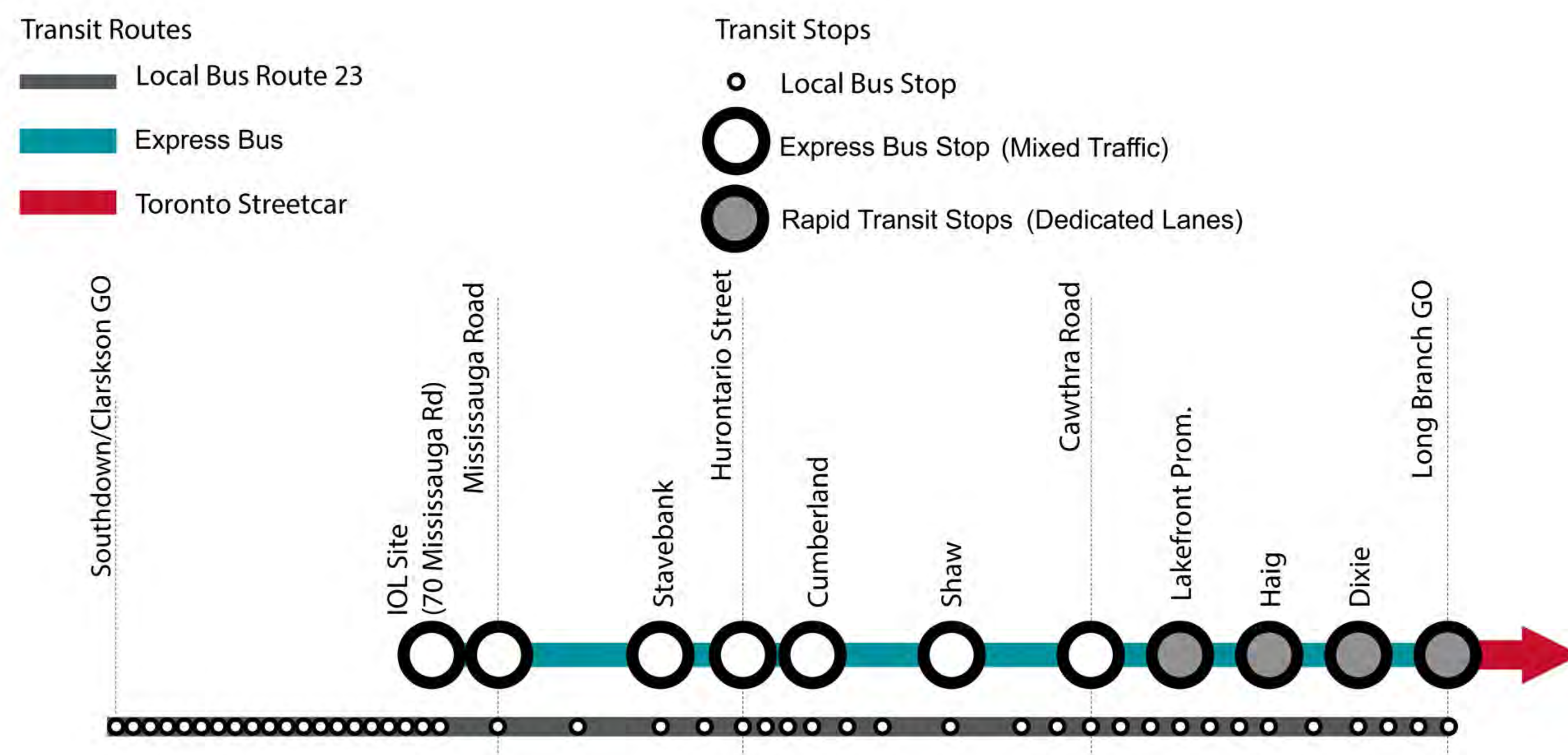
- Express bus in dedicated median transit lanes from East Avenue to Etobicoke Creek. The express bus continues in mixed traffic from East Avenue to 70 Mississauga Road
- Supports efficient movement of people between Lakeview Waterfront Future Development and Long Branch GO Station, which has two-way,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



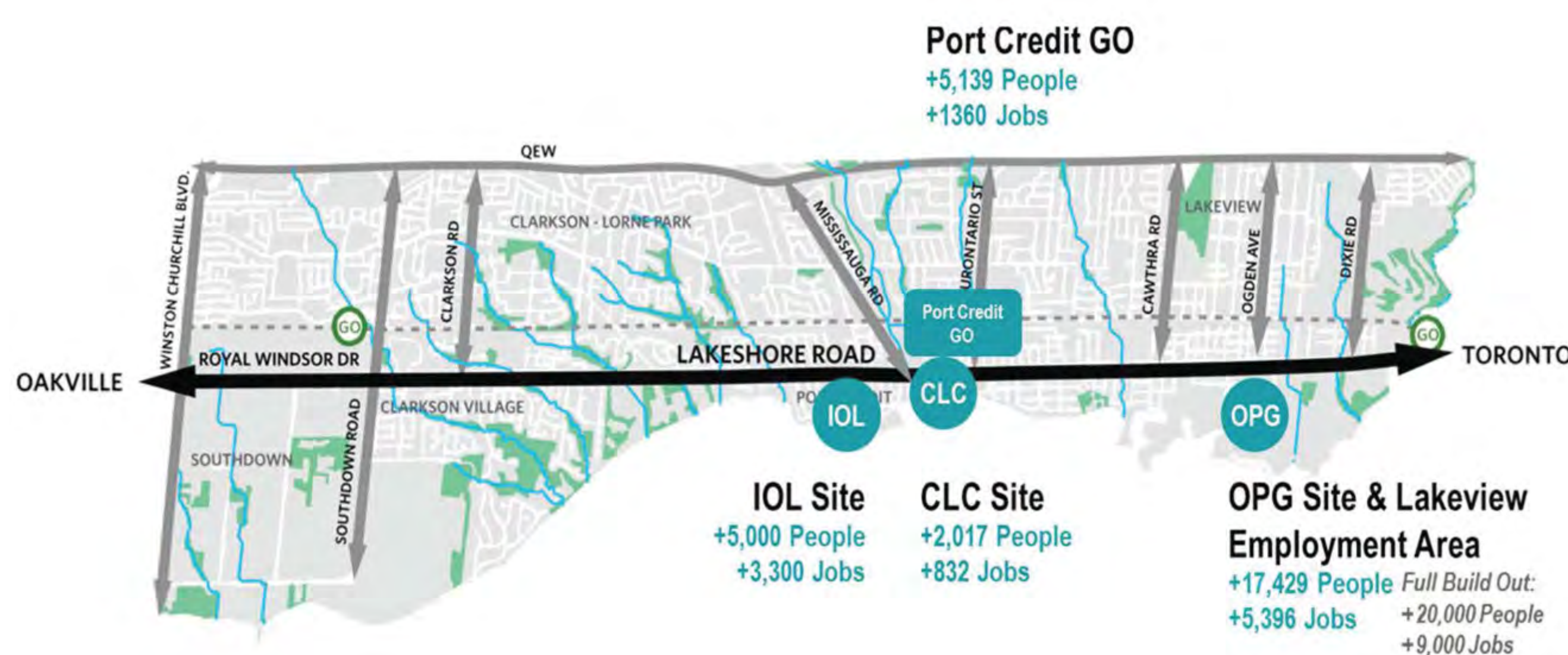
Retain Local Bus Service

- 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.

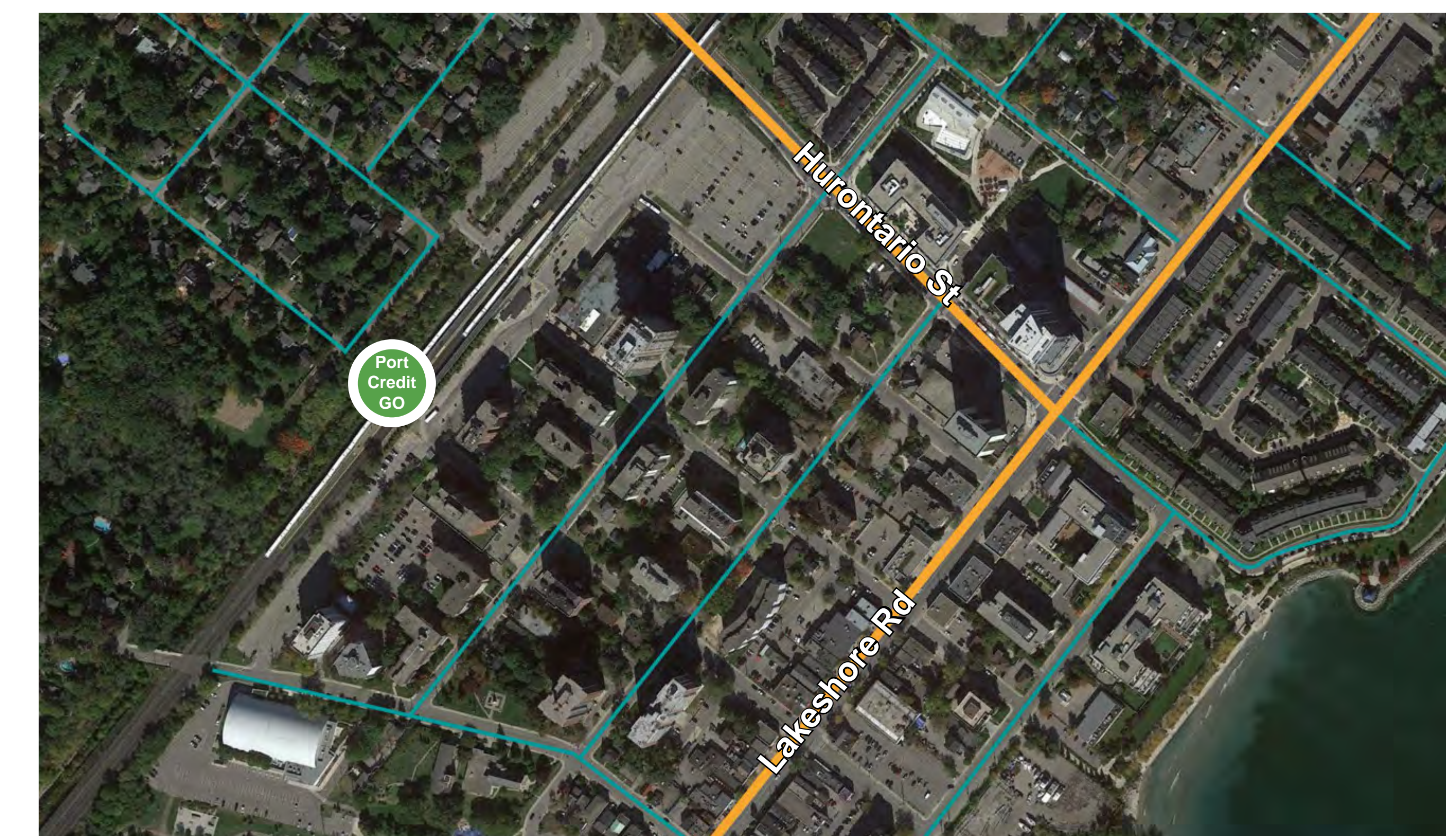
New and Existing Transit Hubs

- 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

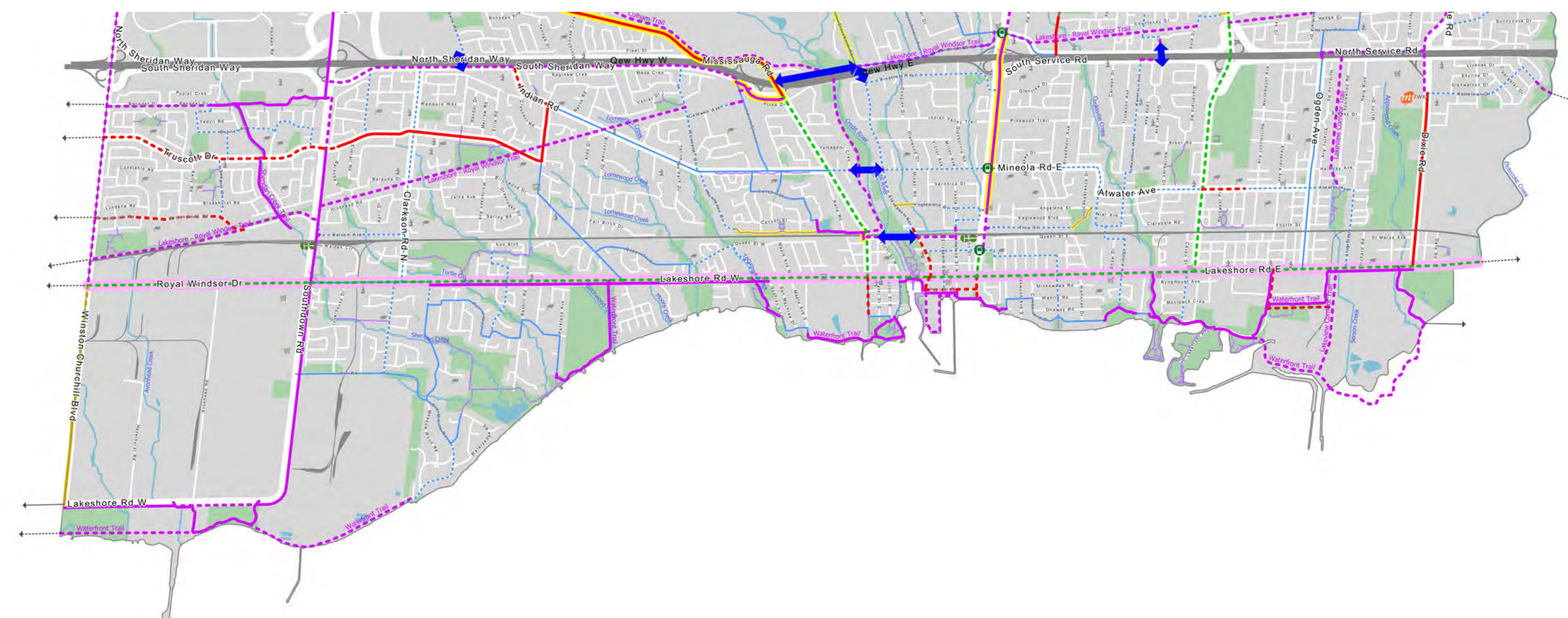


Supporting the Cycling Network

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	Midway 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



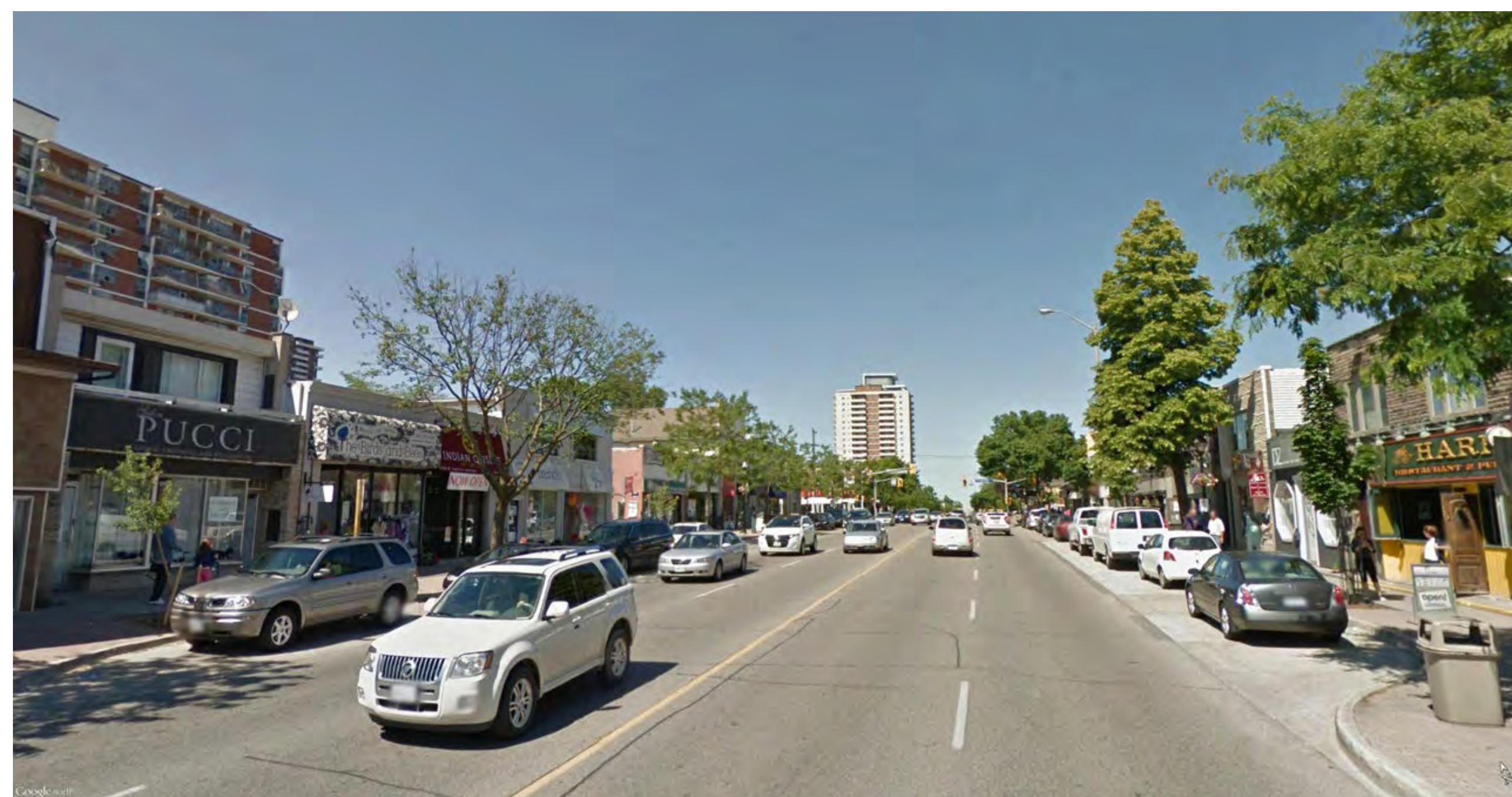
Street medians with greenery

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

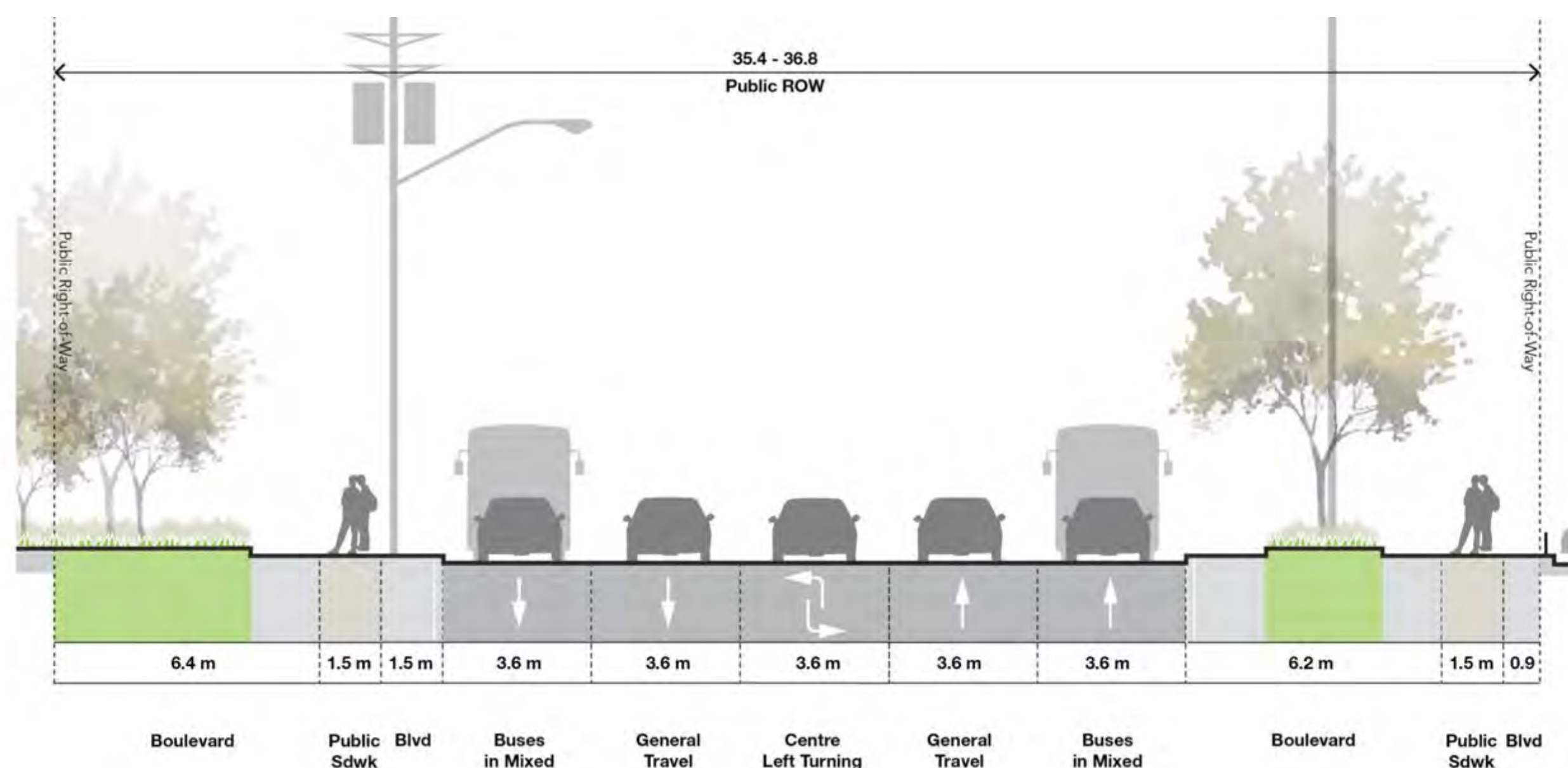
Maintain Four Through-Traffic Lanes

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.



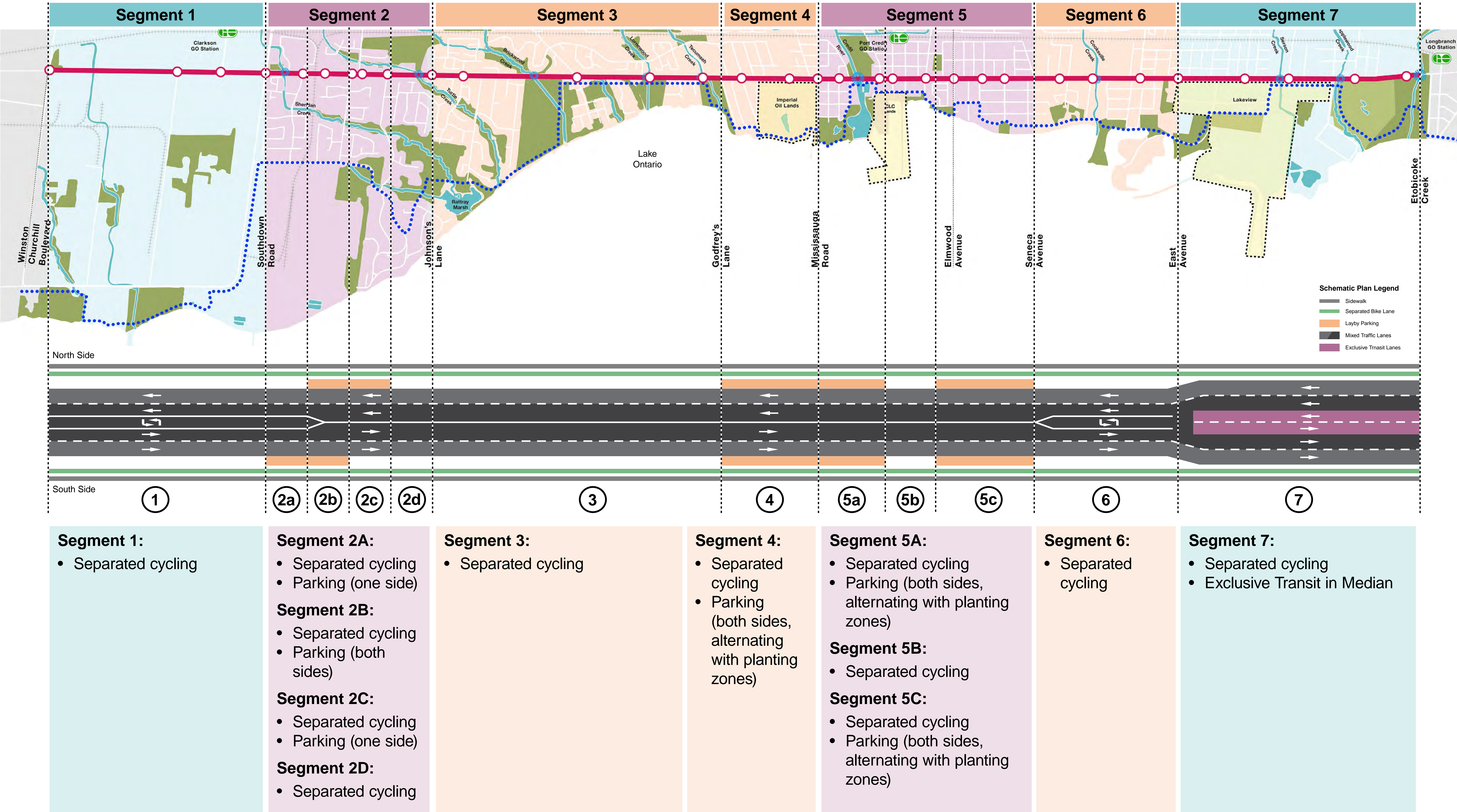
Lakeshore Connecting Communities

Station 3

Conceptual Design

Corridor Design Summary

Study Corridor Map & Preferred Solution



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



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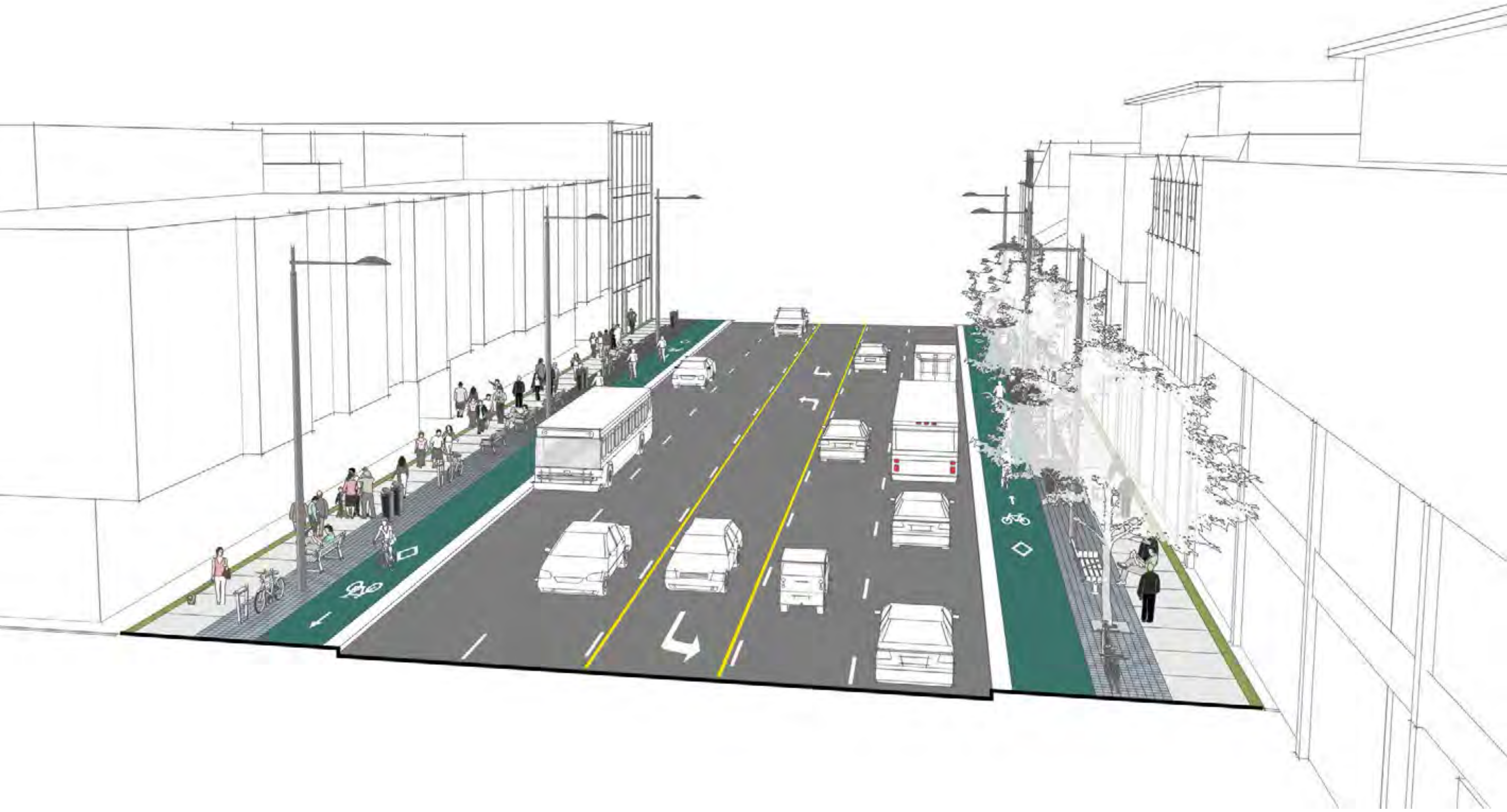
Port Credit Community Node

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

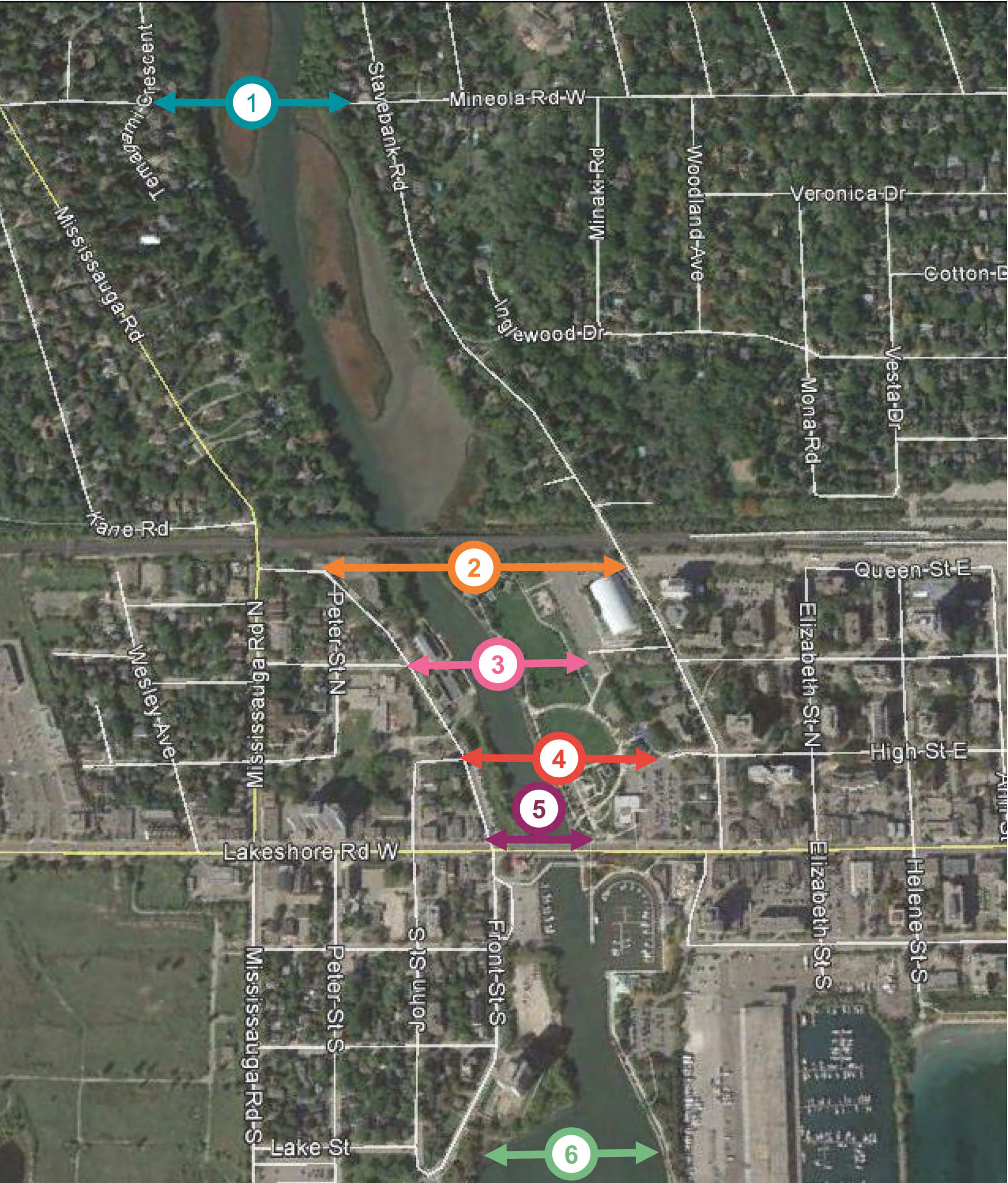
A new active transporation-only crossing of the credit river at location 2 (Queen St) is recommended.

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	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
STRENGTHENING PLACES	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
SUPPORTING PROSPERITY	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
OVERALL EVALUATION	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
RECOMMENDATIONS	NOT RECOMMENDED This alternative presents no improvement to the pedestrian and cyclist level of service.	NOT RECOMMENDED There are limited connections to places of interest at this location. Additionally, this is not an ideal location for place making.	RECOMMENDED 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.	NOT RECOMMENDED This alternative poses impacts to existing land uses.	NOT RECOMMENDED This alternative potentially impacts Port Credit Memorial Park.	NOT RECOMMENDED This alternative results in limited improvement to pedestrian and cyclist connections.	NOT RECOMMENDED 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	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
STRENGTHENING PLACES	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
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OVERALL EVALUATION	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
RECOMMENDATIONS	NOT RECOMMENDED 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.	RECOMMENDED 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.	NOT RECOMMENDED 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.	Carry Forward to be considered at a later time as part of a separate feasibility study. This alternative would impact properties including the Port Credit Arena parking lot and Royal Canadian Legion Branch 82 building.	NOT RECOMMENDED 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.	NOT RECOMMENDED 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

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

connect.lakeshore@mississauga.ca

Get Involved



Join the study mailing list

Next Steps

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

