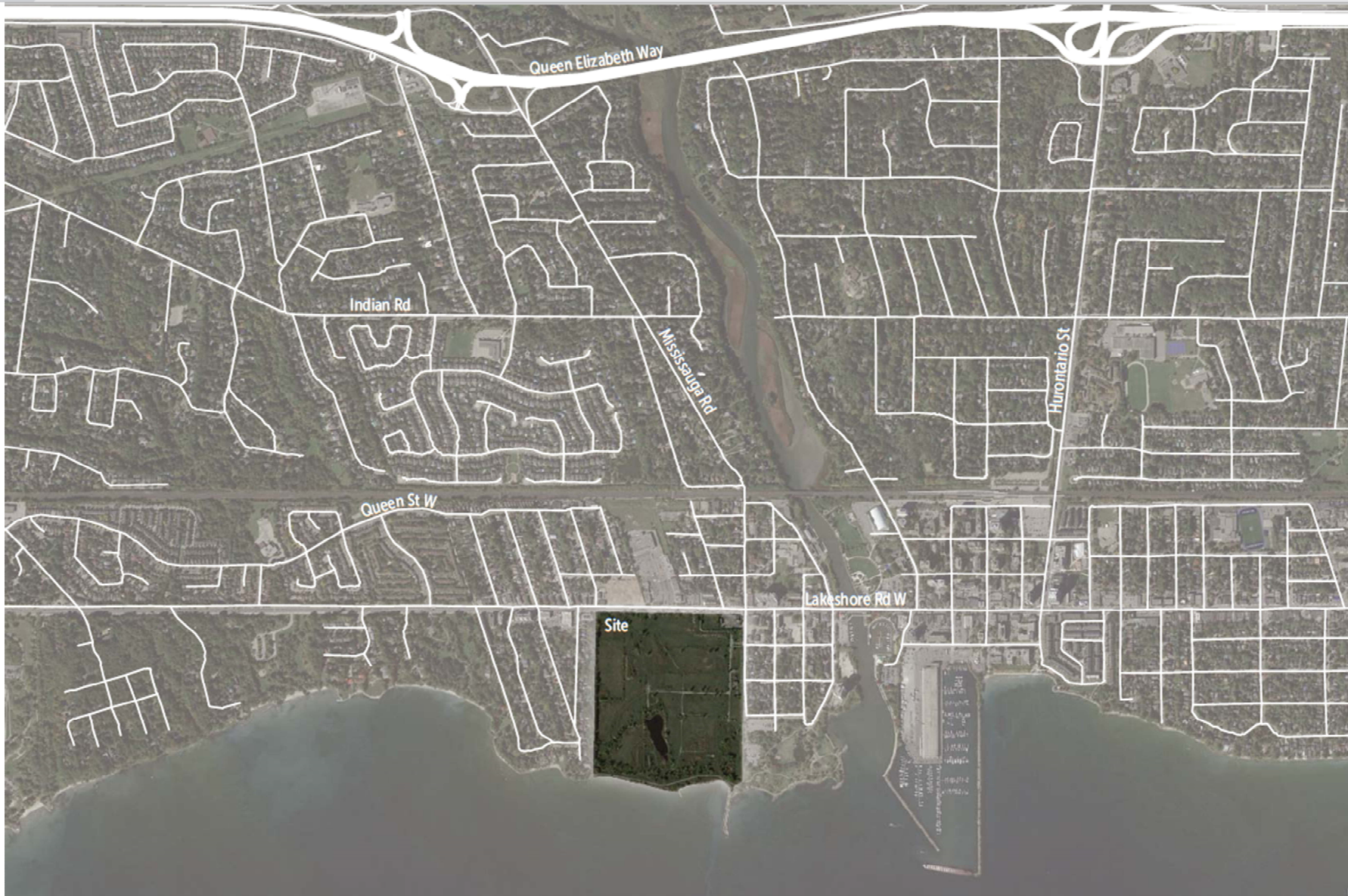




West Village Mobility & Integration

PRESENTED TO
TOPCA Town Hall
November 9, 2017

Port Credit



West Village + Mobility



- *A Walkable Community*
- *A Complete Community*
- *A Sustainable Community*



Mobility



Inspiration to Think Differently



New Road, Brighton, U.K.



Inspiration to Think Differently



Slovenska Blvd,
Ljubljana, Slovenia



Inspiration to Think Differently



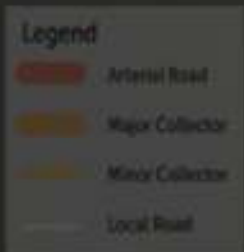
Bell Street,
Seattle, United States

What we have heard



- On-site concerns
 - Accommodate travel demands and parking
- Concerns outside site
 - Congestion on Lakeshore
 - Protect existing neighbourhoods
 - Improve pedestrian and cycling facilities

Transportation Integration



Site

- Parking
- Traffic
- Transit
- Cycling
- Walking

Impacts on Neighbourhoods



Context: Changes in Travel Patterns

Focus on multimodal travel

- Mississauga Strategic Plan
- Mississauga Official Plan
- Port Credit Local Area Plan
- Inspiration Port Credit Framework

Decreased future reliance on private cars



9.0 MULTI-MODAL CITY

Integral to Port Credit is the transportation system which includes: transit, vehicular, active transportation (e.g. walking and cycling) and rail.



Proposed Site Design

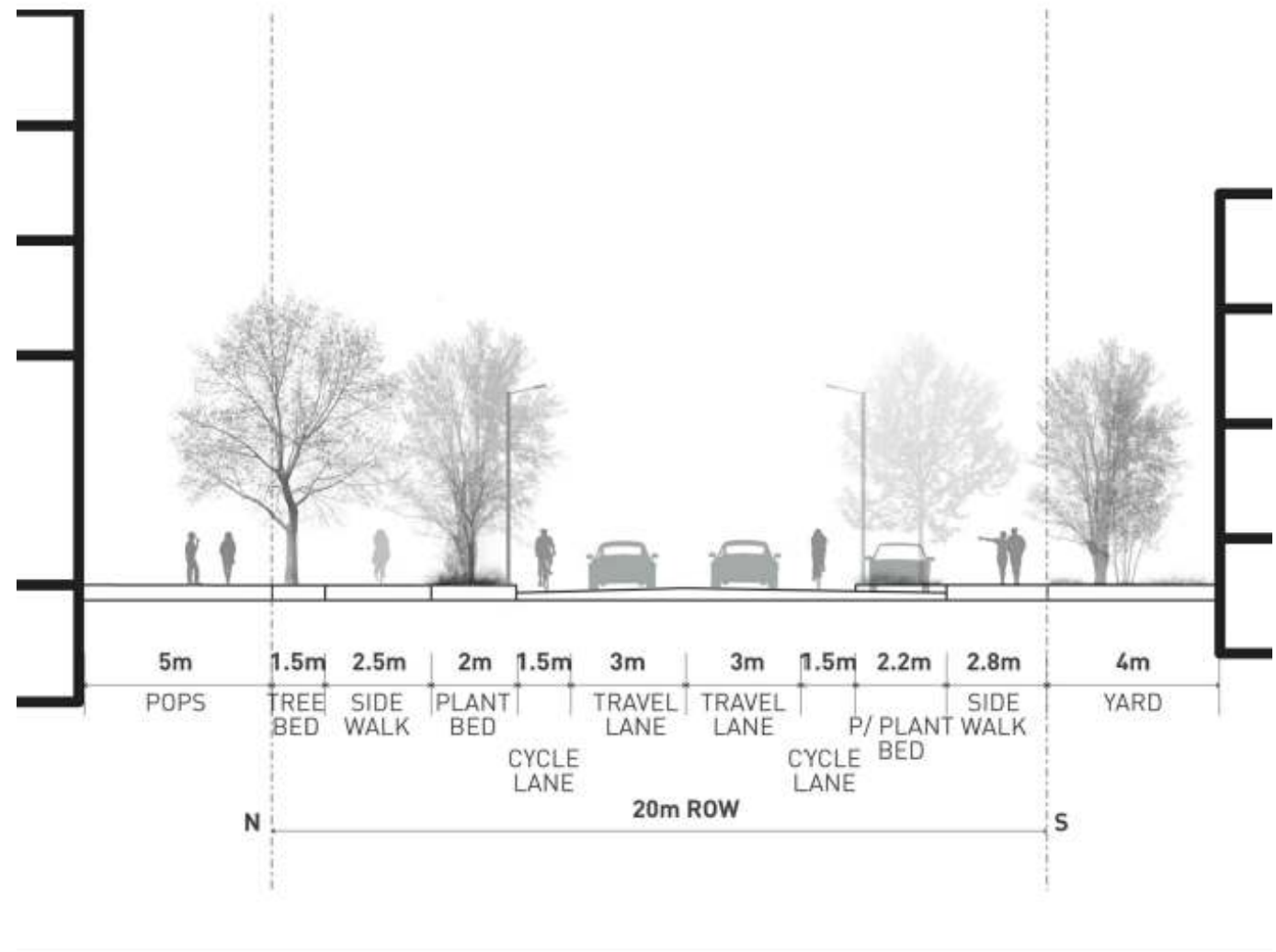
- Narrower streets
- Provision for transit
- Cycling facilities
- Pedestrian facilities
- Parking predominantly below ground



Typical road cross-section



- Narrower traffic lanes than City standard
- Guidance from City's Official Plan
- Different approach
- Pedestrian and cycling focus



Port Street West Concept Cross-Section

Cycling

- Bike lanes and paths through site
- Connections to Waterfront Trail
- 5-10 minute cycle to GO Station
- Bike Parking for residents, workers and visitors
- Bike repair stations



LEGEND

0 50 100 m



- Existing Off-Road Multi-Use Trail
- Existing On-Road Shared Use Lane
- Existing Boulevard Trail
- Planned On-Road Shared Use Trail
- Proposed Off-Road Multi Use Trail
- Proposed On-Road Bike Lane Route
- Proposed Boulevard Trail



Note: The incorporation of a bike lane along Lakeshore Road East is subject to findings of the Lakeshore Connecting Communities Study.

Walking

- Sidewalks and connections throughout site
- Opportunity for walking trips
- 20-25 minute walk to GO Station
- A complete community
 - walk to shops
 - walk to work
 - walk to recreation



Figure 3

Pedestrian Network

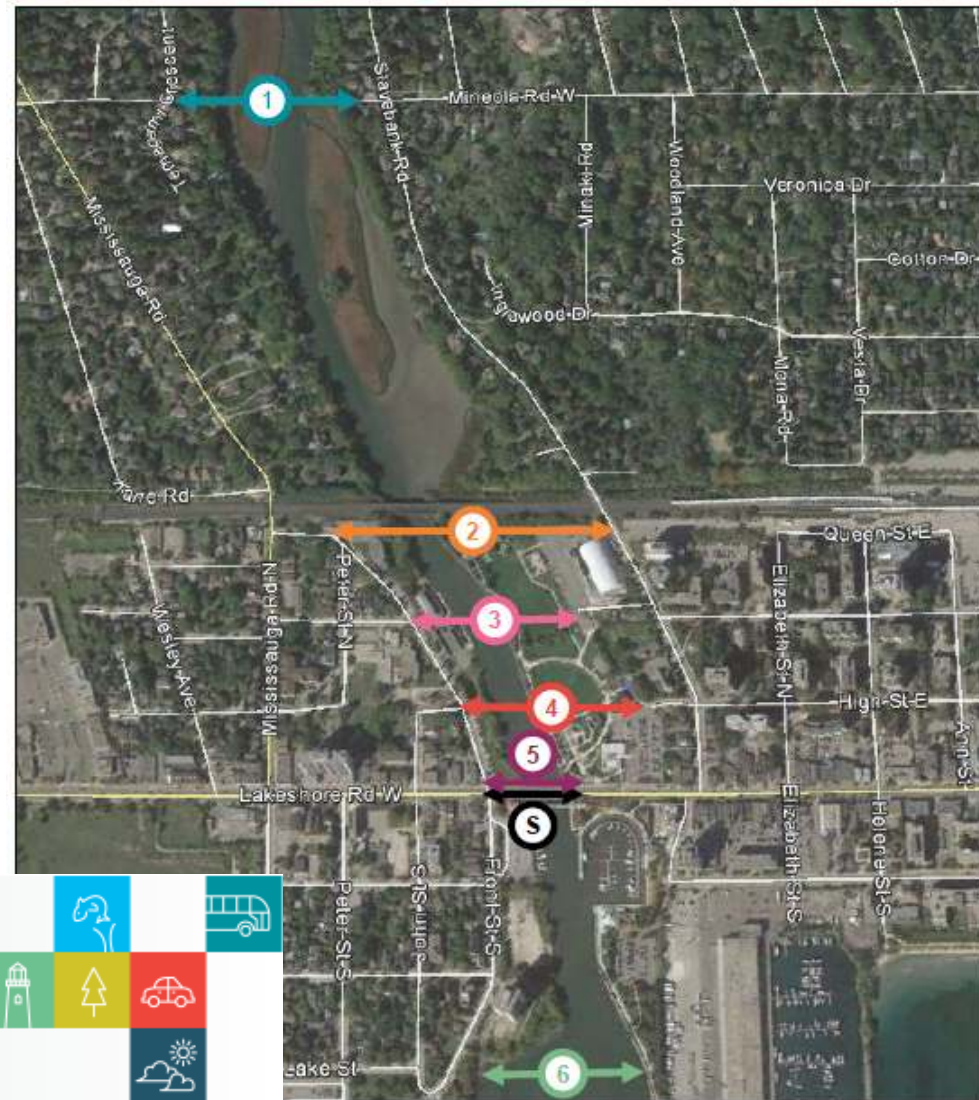
LEGEND

- Sidewalk
- Walking path
- Pedestrian Connection

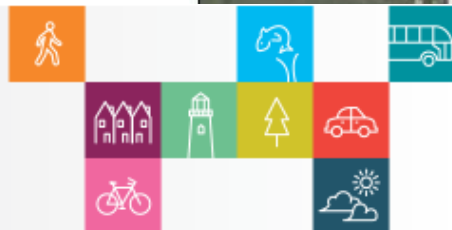
City's Lakeshore Study – Credit River

- Multiple alternatives for Credit River crossing
- Multi-modal or non-vehicular
- No preferred alternative presented

Alternative Crossing Locations



Lakeshore
Connecting
Communities





- Reduced parking – transit supportive
- Approximately 20-25% reduction versus City's Zoning By-law
- Car share vehicles on site as alternative to owning a vehicle
- Below grade parking for improved urban design
- On-street parking where appropriate

Transit Context



Metrolinx, Mobility Hub Guidelines, September 2011



Regional

Mobility Hubs significant for supporting transit use and regional connectivity



Hurontario LRT brings rapid transit to Port Credit, linking to Downtown Mississauga and Brampton in 2022



Local

Existing bus routes on Lakeshore Road and Mississauga Road link to Port Credit GO

Metrolinx Plan for Port Credit GO – significant ridership increase – supported by improved local transit

Transit and Shuttles



- Shuttle to connect site to GO Station (and to Hurontario LRT)
- Site design accommodates transit
- Incentives e.g. Presto cards
- Transit Information Screens to make transit use easier



Combination of Measures to Reduce Car Traffic



- Mix of uses on-site
- Walkable site
- Reduced Parking
- Car-share spaces
- Bicycle share program
- Bike facilities on streets
- Extend Mi-Way transit onto and through site
- Real-time transit information
- Shuttle to Port Credit GO Station
- Transportation Management Association (Smart Commute)



Integration

- Impacts on Neighbourhoods
- Traffic Calming
- Municipal streets through site
- Multiple connections
- Cycling and pedestrian connections
- Mix of uses for synergy – residential, office, commercial, community



Jurisdiction



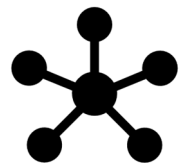
City responsibility (West Village can recommend):

- Operations on Lakeshore and City streets
- Mi-Way transit operation
- New signals and intersection improvements
- Traffic calming and parking restrictions



West Village can provide input to:

- Site's internal transportation network and connections to the surrounding community
- Transportation demand management measures for site



Next Steps



- Comments from City
- Further consultation with residents
- Review potential changes and improvements

Thank you



- end