



TOPCA 2017 Town Hall & AGM

Lakeshore Connecting Communities

Lakeshore Road Transportation Master Plan and Implementation Strategy

November 9, 2017



Purpose

Develop a vision for the Lakeshore Road corridor that:

- Recognizes the different character areas
- Supports all modes of transportation, connects people to places and moves goods to market
- Supports existing and future land uses as well as establishes an implementation plan to make the vision a reality

General Themes and Key Messages Heard



Cycling

Separate bike lanes along Lakeshore and create a continuous network

Improve conditions for walking and cycling along the Waterfront Trail



Driving

Improve intersection configurations and restrict turning during peak hours

Coordinate or sync signal timing during peak hours

Explore feasibility of additional crossing of the Credit River



Safety

Treat Lakeshore as a local main street and not as a thru way

Address safety for all road users and address speeding



Transit

Develop some form of Rapid transit along Lakeshore Road

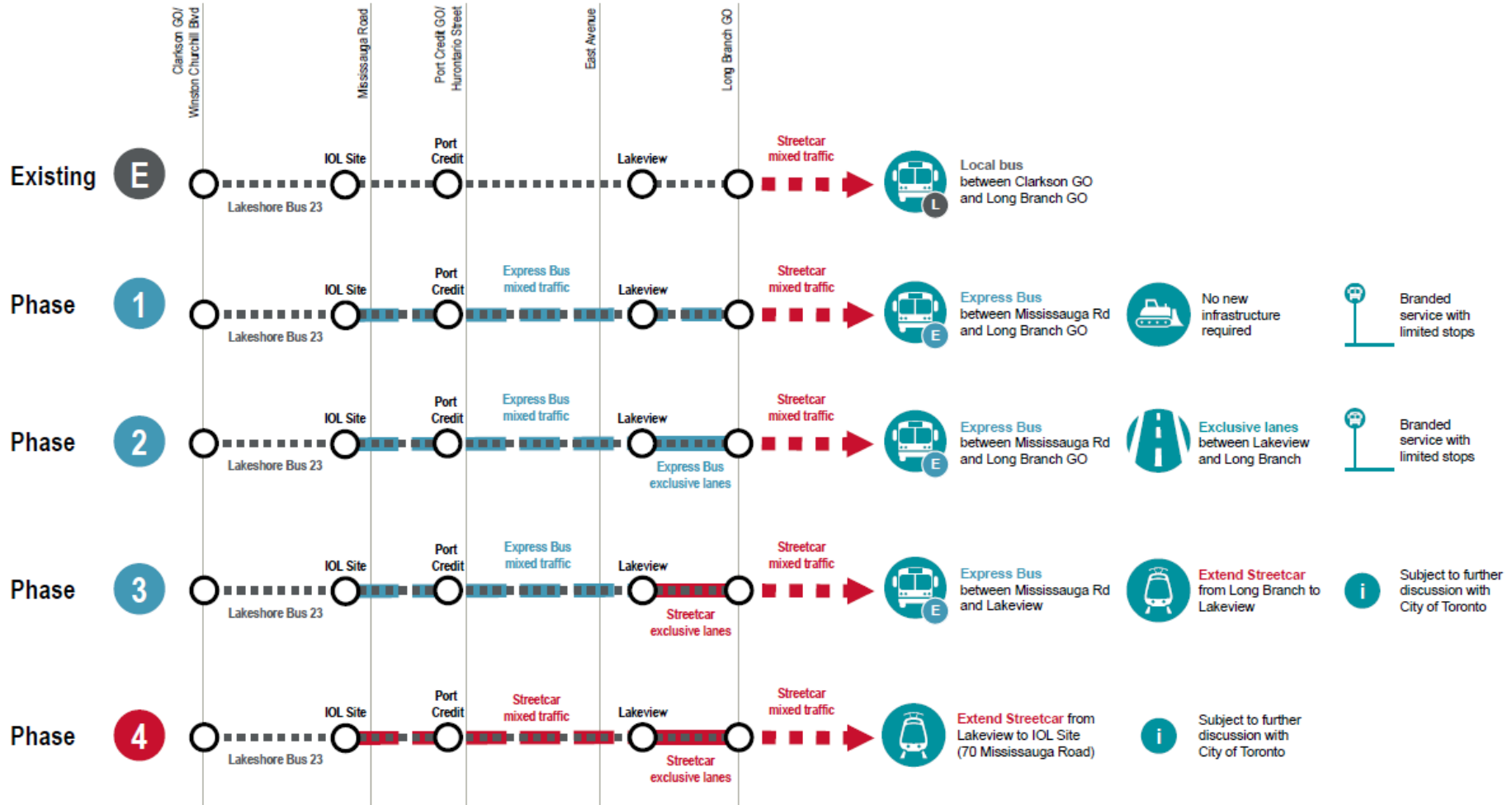


Walking

Improve pedestrian connections and priority, create a more welcoming environment

Lakeshore Transit Plan

Overall Phasing



Input – Lakeshore Transit Plan



- Support heard for the draft preferred transit strategy:

A Standalone Lakeshore Rapid Transit (RT) Express buses/LRT/Streetcars with limited stops in the interim.

Problem/Opportunity



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.

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



Major Considerations and Potential Impacts



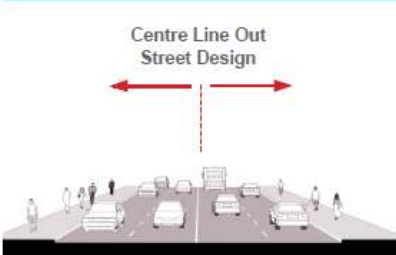
Input – Crossing of the Credit



- There are mixed views on a multi-modal crossing or non-vehicular crossing
- Many comments noted benefits and impacts.

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

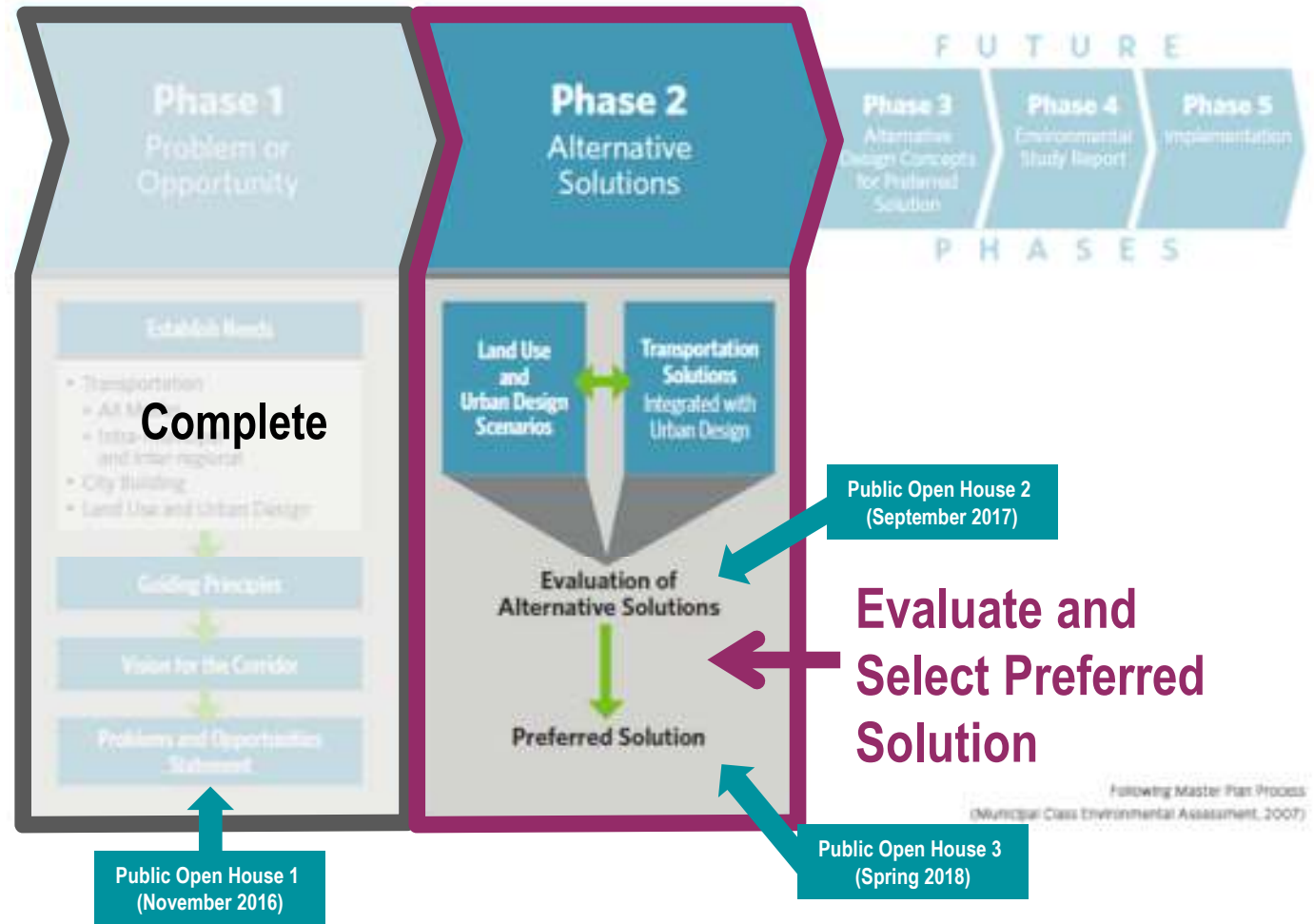


Input – Lakeshore Road Street Design in Port Credit



- Desire for cycling and walking facilities on both sides of the street
- eliminate parking or restrict during peak travel times
- Build a parking facility
- Improving intersections to improve safety
- Left turn lanes problematic

Next Steps





Lakeshore
Connecting
Communities



Online Engagement

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