

MINUTES



LAKEVIEW LOCAL ADVISORY PANEL

THE CORPORATION OF THE CITY OF MISSISSAUGA
www.mississauga.ca/lakeviewportcreditreview

THURSDAY, NOVEMBER 12, 2009

MISSISSAUGA SENIORS CENTRE
1389 Cawthra Road

Members Present

Councillor Corbasson, Chair
Lucy Cameron, Recording Secretary
Junie Ang
Alex Banks
Professor John Danahy
Andre Lill
Jamie Pugh
Raya Shadursky
Mark Tutton
Jim Judge (Alternate, in place of Jim Tovey)

Members Absent

Charles Sousa, MPP
Jim Tovey, Vice-Chair
John McKenna
Bill Logar
Junie Ang

Staff Present

Susan Tanabe, Manager, Community Planning, Policy Division
Karin Phuong, Planner, Community Planning, Policy Division
Steve Barrett, Manager, Transportation Asset Management
Mel Kayama, Transportation Plan Analyst, Transportation Planning
David Marcucci, Manager, Park Planning

Consultant Present

Steve Keen, HDR|iTRANS

1. Overview and Introductions

- Councillor Corbasson introduced the presenters for the Lakeshore Road Transportation Review, including City staff and representative from iTRANS

2. Background & Terms of Reference For Transportation Review

Background

- Staff noted that the iTRANS work for the Port Credit and Lakeview Transportation Review is in a preliminary conceptual stage. Staff are requesting that the panel comment on the preliminary findings.
- Staff indicated that one of the findings of the BMI/Pace Directions Report is that there is a need for transportation improvements in Lakeview and Port Credit. There is a desire for other modes of transportation, including transit, cycling and pedestrians.
- In terms of the Metrolinx Big Move report, the Mississauga section of Lakeshore Road (part of the Waterfront West Rapid Transit) is not one of the transit priorities identified within the first 15 years of the Metrolinx Big Move. This route has not been identified as a priority, and staff do not believe that there are any funding commitments at this time.
- Hurontario corridor is under review given funding commitments; Dundas corridor is under consideration but has not been initiated.
- In 2008, ridership was highest on the Hurontario, Burnhamthorpe and Bloor routes. Lakeshore was rated fifteenth.
- Other ongoing City studies include:
 - Hurontario Higher Order Transit Study
 - Port Credit Mobility Hub Study
 - Lakeshore Road Urban Design Review
 - Lakeview and Port Credit District Policies Review
- For the purposes of this District Plan it is assumed that higher order transit will not be in place. However, the district plan is generally reviewed every 5 years, and higher order transit is considered as a long term option so that it is not precluded as a mode of transportation.

Terms of Reference (Presentation by iTRANS)

iTRANS staff are looking at all modes of transportation, and providing input and background into the preparation of the Official Plan policies for the Lakeview and Port Credit Districts.

Work Program – consists of three phases, including an:

1. Analysis of data, which is complete;
2. Identification and evaluation of issues is currently underway; and,
3. Conceptual design drawings.

Main Steps –

- Identify opportunities and constraints and critical corridor segments
- Identify right-of-way requirements for each mode
- Review range of options at critical segments
- Establish short list of options at critical segments (iTRANS working on this part of the process)
- Address portions of corridor with wider right of ways
- Evaluation
- Develop plan drawings and report

3. Review Existing Conditions

Staff from iTRANS indicated that the analysis is to review the section of Lakeshore Road from Shawnmarr to the east City boundary (through Port Credit and Lakeview), and to date the analysis shows that there are segments along the Lakeshore Road which pose constraints.

Traffic Generation and Volumes

In 2006, the majority of traffic at the point just east of Cawthra originated in west Mississauga (76%), and 21% originated in Oakville. Little change is projected to 2031, with 20% from Oakville, 75% from Mississauga, and a slight increase by 1% from Milton, from 2% to 3% by 2031.

Travel patterns are projected by looking at land use maps today and in the future; and accounting for known changes in service, such as the increase in GO. People are travelling through the corridor to destinations in Mississauga (50%); Etobicoke (23%); and Downtown Toronto (12%).

In the future, the Mississauga destinations are projected to increase to 59% while downtown travel to Toronto is anticipated to reduce to 6%.

Graphics were presented showing that over the past 10 years corridor volumes have remained quite steady e.g. approximately 20,000 vehicles in the segment east of Deta Road.

In terms of safety issues, iTRANS reviewed collision data, and found that the intersections with Hurontario, Stavebank and Mississauga Road have the highest incidents of accidents. Improvements have been made since the data was collected e.g. at Hurontario Road the channelized movement westbound Lakeshore Road to northbound Hurontario Street was removed.

Right of Way Analysis

West of Hurontario, the minimum right-of way width on Lakeshore is only 26.2 m wide.

East of Hurontario, the right-of-way width increases slightly to 26.8 m to Seneca, then increases further to 31.4 to Cawthra for about 1.0 km, and then narrows again to 26.2 m.

East of Greaves the right of way is very wide at 44.5 m, and then it narrows to 26.2 m from Fergus to Deta.

In Lakeview, the areas with 26.2 m right-of-ways are constricted, but there are some opportunities to expand the right-of-way. In Port Credit, sections with narrow right-of-ways of 26.2 and 26.8 m are most constricted with little or no opportunity to expand.

In terms of looking at cross sections, the 26.8 m sections will drive the options to be considered. iTRANS considered an LRT route as an option, to go to the Port Credit GO Station.

4. Transportation Options/Cross Section Analysis

The ideal cross section e.g. in mid-block that would accommodate cars, buses, LRT, pedestrians and cyclists would be 41.2 metres wide, and consist of: 5.6 m sidewalk; 2.7 m parking lane; 1.5 m bicycle lane, 3.35 m through traffic lanes; LRT in its own right of way in the centre at 7.2 m wide. At intersections the right of way would be 38.55 m.

Transportation Options

Four Major Options are under review, with variations within depending on number of lanes, parking options and dedicated versus non-dedicated bicycle lanes and dedicated or non-dedicated transit:

1. Status quo
2. Buses in Mixed Traffic – short to medium term options – with bicycle lanes and/or on street parking
3. Dedicated LRT in centre - with dedicated or non-dedicated bike lanes, one or two traffic lanes
4. Operational LRT variances - with mixed traffic, centre stop platform, staggered stops or a one way LRT operation

All options are under consideration even though the LRT is not likely to be implemented in the short term.

Dedicated bus lanes (i.e. bus rapid transit) were not considered as they require more right of way than a LRT.

Review of Options

The options are being assessed using a number of criteria, including: effect on traffic operations, bicycles, pedestrians, transit operations, streetscape, on street parking, and an overall rating.

A number of options appear to be unworkable, including those with staggered stops as well as options that include the LRT in dedicated lanes, along with bike lanes and curb lanes, in the latter case because of right of way limitations along portions of the route.

The options that appear to work best include mixed traffic LRT operations with bike lanes and bay parking. An example of an existing project under consideration by Transit City in Toronto is for a mixing of the LRT with traffic on Jane Street north of Bloor Street.

A question was raised as to whether the cheapest solution would be to extend the existing streetcar from Brown's Line west, in mixed traffic over the most restricted part with the balance as an LRT.

The short listed or preferred options will be reviewed in greater depth.

Questions/Comments from Committee members

How will the vision be implemented?

It will be addressed in the Official Plan. For instance, in the Queenscorp case, staff wanted to ensure that the right of way was protected as part of the review of the application.

A concern was expressed about safety for bicycling, given the high traffic volume and speed on Lakeshore.

Staff noted that compromises may be made when accommodating bicycles, for example, sidewalks will be narrower. It was suggested that traffic speed should be reduced if the area develops into an intense node.

A member suggested that staff consider designing the bicycle lane adjacent to the sidewalk and away from traffic. Another suggestion was to consider the use of a bicycle lane along Lakeshore Road for local travel, including shopping trips, school trips, and not just commuter travel.

Another member suggested that examples from other jurisdictions could be drawn upon, such as in Montreal where operations vary along a corridor responding to narrower and wider right of ways, and the use/function of the right of ways. The Copenhagen model was raised, where bike traffic moves very well. The biggest issue is at bus stops and right turns at intersections which can cause problems.

5. Additional Panel Comments/Summary/Next Steps

Criminal Record Search - forms have been revised and now six police stations are available. Everyone is required to provide a search. Those who have not provided completed forms are asked to bring the completed forms to the January 14, 2010 meeting.

October 8th meeting minutes – no comments from panel members.

On November 16, 2009, a session will be held from 7:00 to 9:00 p.m. at the Civic Centre to discuss the use of planning tools including community improvement plans, bonus zoning, and community infrastructure impact studies. Panel members are encouraged to attend the session.

6. Other Matters

- **Next Meeting** – the December meeting of the panel is cancelled. The next meeting will be held on January 14, 2010. A presentation of the Legacy Project by the Lakeview Ratepayers Association will be made at this meeting. In addition, a presentation will also be made on the City's future directions in community services for the planning of library, recreation, and parks and natural areas.