

The following summarizes meetings with the Technical Advisory Committee (TAC) and individual agencies throughout the duration of the Lakeshore Connecting Communities Study. Key correspondence and meeting minutes are included in this appendix. Records of all correspondence and meetings are documented in the City of Mississauga's project file.

Technical Advisory Committee (TAC) Meetings:

- TAC Meeting 1: October 6, 2016
- TAC Meeting 2: September 7, 2017
- TAC Meeting 3: September 21, 2018

Core Team Meetings:

- Core Team Meeting 1: January 22, 2016
- Core Team Meeting 2: September 22, 2016
- Core Team Meeting 3: March 9, 2017
- Core Team Meeting 4: July 19, 2017
- Core Team Meeting 5: August 22, 2017
- Core Team Meeting 6: February 14, 2018

Stakeholder Meetings:

- MiWay Meeting 1: April 14, 2016
- Parking Group Meeting: August 16, 2017
- City of Toronto Meeting 1: June 12, 2017
- MiWay Meeting 2: March 7, 2018
- MiWay Meeting 3: August 17, 2018

Steering Committee Meetings:

- Steering Committee Meeting 1: June 23, 2016
- Steering Committee Meeting 2: April 18, 2017
- Steering Committee Meeting 3: August 10, 2017
- Steering Committee Meeting 4: January 7, 2019



Meeting Notes

Project: **Lakeshore Connecting Communities**
Lakeshore Road Transportation Master Plan (TMP) and Implementation Strategy

Subject: Technical Advisory Committee (TAC) Meeting 1

Date: Thursday, October 06, 2016

Location: 300 City Centre Drive - Committee Room B

Attendees: Andy Bate (City of Mississauga) Brad Bass (Environmental Action Committee)
Daniel Ennamorato (City of Mississauga) Carol-Ann Chafe (Accessibility Advisory Committee)
Domenic Galati (City of Mississauga) Gino Dela Cruz (Peel Region)
Leslie Green (City of Mississauga) Naz Husain (Accessibility Advisory Committee)
Dominic Ho (City of Mississauga) Martin Keen (Metrolinx)
Eva Kliwer (City of Mississauga) Liam Marray (Credit Valley Conservation)
Keisha McIntosh-Siung (City of Mississauga) Cameron McCuaig (Heritage Advisory Committee)
Bryan Mulligan (City of Mississauga) Lin Rogers (City of Oakville)
Sarah Piett (City of Mississauga) Stephanie Simard (TTC)
Meaghan Popadynetz (City of Mississauga)
Lorenzo Ruffini (City of Mississauga)

Project Team:

Sue Cumming (Cumming+Company)
Tara Erwin (HDR)
Tyrone Gan (HDR)
Nico Malfara (HDR)
Susan Tanabe (City of Mississauga)
Mark Vandersluis (City of Mississauga)

The objectives of the meeting were to:

- Provide context for the study, including: background, scope, and objectives.
- Summarize the key messages of the initial public and stakeholder consultation.
- Present the opportunities and constraints for the corridor.
- Present the preliminary findings of the needs assessment.
- Discuss preliminary findings, and next steps.

The following notes have been prepared to summarize the key topics and action items of the discussion from the Technical Advisory Committee Meeting:

Topic

Action

1 Pedestrian Needs Assessment

Question posed to TAC: What pedestrian improvements do you support to improve the level of service?

Comments noted:

- i. The City of Mississauga 2015 Facility Accessibility Design Standards and Accessibility for Ontarians with Disabilities Act's (AODA) Accessibility Standards for the Design of Public Spaces (O. Reg. 413/12) should be used for the project.
- ii. Lighting is important for pedestrian safety and comfort. Outdoor lighting at entrances, along frequently used access routes and at frequently used outdoor amenities would also improve accessibility.
- iii. Placement of pedestrian detectors (i.e. pushbuttons) should be within easy reach of pedestrians who are intending to use crosswalks and make it obvious which pushbutton is associated with each crosswalk.
- iv. Garbage cans are often placed in front of pushbutton detectors.
- v. Pedestrian Level of Service (LOS) should also consider accessibility issues such as protruding and overhead objects. HDR noted that although the current methodology does not account for protruding and overhead objects it does take into consideration the preferred minimum width for accessible routes.
- vi. Tactile pavement is needed to improve accessibility along Lakeshore Road.
- vii. Should increase urban forest by adding more street trees.
- viii. Winter maintenance can be a challenge.
- ix. In order to promote walking as an alternative primary mode of transportation, the walking environment should be vibrant and interesting with interesting destinations along the corridor.
- x. Wide sidewalks and boulevards are preferred; however, this must be balanced with right-of-way constraints/availability. Other factors to consider with respect to pedestrian facilities are grading, constructability, utility coordination, snow removal and maintenance.
- xi. It was noted that curb extensions for pedestrians could assist in providing additional space for transit amenities such as shelters. It was also noted that slower transit vehicle operating speeds are not of concern as transit vehicles on Lakeshore Road already operate at a lower speed than general traffic and would improve overall safety. It was also noted that curb extensions and changes to curb radii should be considered with caution as they may negatively impact transit operations (i.e. buses may not be able to navigate tight turning radii).
- xii. It was noted that opportunities to close portions of Lakeshore Road to traffic for special events and promote vibrancy could be one way to encourage walking.
- xiii. The study should look into pedestrian wait times at intersections during the peak periods and off-peak hours. Opportunities to minimize unnecessary wait times during off-peak hours should be investigated.
- xiv. Opportunities to minimize the distance that a pedestrian must walk to cross the street between intersections should also be considered. Making areas where waiting occurs more interesting and visually appealing could be a way to encourage more walking and minimize perceived waiting time. An example of good practice for pedestrian refuge was noted on Burnhamthorpe Road where there is a large planted median which acts as a pedestrian refuge at intersections.
- xv. It was noted that the pedestrian network should be considered holistically and not solely on Lakeshore Road. Side streets connecting to Lakeshore Road should also be considered.
- xvi. High speeds and right turns on reds were noted as major barriers to improving the pedestrian level of service on Lakeshore Road.

HDR
(Item 2
xiii)

2 Cycling Needs Assessment

Question posed to TAC: What cycling improvements do you support to improve the level of service?

Comments noted:

- i. The priority should be on ensuring facilities are present and then focus on enhancing them. Filling in cycling network gaps is essential.
- ii. Off-street cycling paths were noted as most preferred for safety; however, on-street facilities are also preferred if a physical buffer is present.
- iii. Planning for cycling facilities should provide for different types of cyclists. For example: Port Credit area would require enhanced facilities, whereas Royal Windsor Drive has a utilitarian cycling function.
- iv. Separating cyclist and vehicles with designated facilities is preferred where possible from an emergency services perspective.
- v. The ultimate facility type (on-road versus off-road) may be determined by what is possible given the right-of-way availability and space.
- vi. More direct and dedicated cycling routes to GO Stations are required and that more people are expected to cycle to the GO Stations in the future once regional express rail (RER) is implemented due to parking supply constraints.
- vii. Consideration should be given to bike parking along Lakeshore Road and at major destinations. More bike lock-up facilities are required. Currently bikes are often locked up at seating which creates accessibility issues.
- viii. Consideration should also be given to the design of the facilities and coordination with utilities and roadwork. For example, minimize placing sewer grates in bike travelling lane.
- ix. Need to recognize and address the issues that result from bike lanes including taking away parking.
- x. How cycling facilities can be maintained needs to be better accounted for in the planning of different types of infrastructure.
- xi. It was noted that all road users' needs should be balanced and there is work to be done to explain the benefits of bike facilities to the general travelling public.
- xii. Peel Region noted that a cycle route is planned for Dixie Road from the QEW to Lakeshore Road. There are also long term plans for a cycling route on Cawthra Road as well as plans for implementing protected intersections. Peel Region will be coordinating this work in conjunction with other major construction projects on the same roads.
- xiii. It was noted that the project team should look to the Hurontario Street LRT detail design for guidance on cycling facility design and accommodation.
- xiv. Royal Windsor Drive west of Winston Churchill Boulevard in Oakville currently has a buffered (painted) on-road bike lane.

HDR
(Item 3
xiv)

3 Auto/Truck Needs Assessment

Question posed to TAC: Would you support a road diet on Lakeshore Road between Hurontario Street and the Etobicoke Creek for transit, active transportation and streetscaping improvements?

Comments noted:

- i. It was noted that the term "road diet" carries a negative connotation and the reduction in lanes would be better referenced as a "balanced meal" approach such that all modes of transport are balanced.
- ii. A "road diet" is a viable alternative as long as alternative transportation options (such as rapid transit) are provided.

- iii. A “road diet” should/could be considered only in areas where there are major destinations such as the three character areas (Port Credit, Lakeview, and Clarkson) community nodes. HDR
(Item 4
iv)
- iv. Traffic infiltration to surrounding neighbourhoods should be considered and quantified.
- v. It was noted that traffic signal optimization was not accounted for in the future auto screenline capacity analysis (i.e. capacity of existing roads were not increased to account for increases in capacity that traffic signal optimization would provide). HDR noted that traffic signal optimization and its benefits would be considered later in the study.
- vi. Reversible travel lanes were not considered as an alternative to increase capacity on Lakeshore Road as the difference in eastbound and westbound traffic volumes is not great enough to operate an effective reversible lane. Furthermore, operational considerations such as provision of left turn lanes are a major obstacle to implementation.
- vii. HDR to report on the percentage of auto traffic diverted to transit due to the “road diet” option. HDR
(Item 4
vii)
- viii. Conversion of Lakeshore Road to a one-way street was not considered as an alternative to increasing capacity on Lakeshore Road as there are too many gaps in the east-west road network for it to be effective and there are no other parallel continuous roads in the vicinity of Lakeshore Road to operate in the opposing direction.
- ix. It was noted that person throughput and person delay should be used to quantify capacity and demand on Lakeshore Road versus vehicle throughput and vehicle delay.
- x. It was noted that the impacts of climate change (i.e. increasing price of carbon) should be considered in future traffic projections as there is potential for fewer trips by automobiles.

4 Transit Needs Assessment

Questions posed to TAC: What transit improvements are required for Lakeshore Road? What form of transit do you envision for Lakeshore Road in the long term? What do you see as the role and function for Lakeshore rapid transit (i.e. local, rapid, coverage, or express)?

Comments noted:

- i. It was noted that based on results of early transportation modelling and rapid transit assessment, the majority of transit users on Lakeshore Road are local users accessing local destinations. The need for rapid transit is less prevalent given this trend.
- ii. It was noted that the Lakeshore West GO Train line has strong appeal to Mississauga commuters given its service span and frequency. It was suggested that if there are no improvements to other GO Train lines in Mississauga then the Lakeshore GO line will continue to attract many riders.
- iii. Metrolinx noted that existing GO Station catchment areas will change in the future with the implementation of RER.
- iv. The idea of flexible transit was discussed. It was noted that it would be beneficial to have rapid transit during periods when more movement is required and less during times of lower demand.
- v. It was noted that the City should look to acquire additional right-of-way through development applications to accommodate planned improvements for active transportation and transit.
- vi. HDR to investigate in more detail the option of removing two lanes of traffic on Lakeshore Road between Hurontario Street and the Etobicoke Creek for transit. HDR
(Item 5
vi)



5 New Crossing of the Credit River

Questions posed to TAC: Would you support a new crossing of the Credit River in the Port Credit area? Should it support all modes or just active ones? What benefits would it need to provide? What are the socio-economic and environmental impacts? Can they be mitigated?

Comments noted:

- i. The Credit Valley Conservation (CVC) noted that a new crossing would have significant environmental impacts especially to the Credit River which is considered Mississauga's most significant natural resource.
- ii. What is really gained given the cost to the environment and other impacts?
- iii. Can it be done? What are the trade-offs?
- iv. Would it make it possible for more people to access the GO stations (i.e. improving access to transit) and managing traffic demand? If the bridge wouldn't achieve this goal then it shouldn't be considered.
- v. It was noted that should a crossing be considered it should be as small as possible and accommodate active modes only to minimize impacts.
- vi. HDR to consider impacts to local road network of a bridge crossing.
- vii. There are mixed views about whether a new crossing of the Credit should be considered. An Environmental Assessment Study would be required if it were to be studied. There may be some support for the consideration of a bridge through an Environmental Assessment if the bridge was for active transportation modes.

HDR
(Item 6
vi)

6 Alternative Lakeshore Road Alignment

Question posed to TAC: What are your thoughts on an alternative Lakeshore Road alignment?

Comments noted:

- i. HDR presented an idea to re-align Lakeshore Road to the south to serve Inspiration Lakeview site with potential rapid transit without the need for a "loop" as identified in the Inspiration Lakeview Master Plan.
- ii. It was noted that the work done for the Inspiration Lakeview project noted that a transit "loop" was ultimately preferred to support the future development pattern established for the area. It was noted that the technology of transit was not decided during the master plan process and could vary based on recommendations from the Lakeshore Connecting Communities study.
- iii. It was noted that it would be challenging to realign Lakeshore and impacts would be expected.

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by





Meeting Minutes

Project:	Lakeshore Connecting Communities Lakeshore Road Transportation Master Plan (TMP) and Implementation Strategy	
Subject:	Technical Advisory Committee Meeting 2	
Date:	Thursday, September 07, 2017	
Location:	300 City Centre Drive - Committee Room A	
Attendees:	Al Sousa (City of Mississauga) Bryan Mulligan (City of Mississauga) Cameron McCuaig (Heritage Advisory Committee) Doug Deveau (City of Mississauga) Keisha McIntosh-Siung (City of Mississauga) Kristin Demasi (Metrolinx) Liam Marray (Credit Valley Conservation) Lorenzo Ruffini (City of Mississauga) Meaghan Popadynetz (City of Mississauga)	Richard Beck (City of Toronto) Romas Juknevicus (City of Mississauga) Sabina Mery (MTO) Sarah Piett (City of Mississauga) Stephanie Simard (TTC) Mark Vandersluis (City of Mississauga) Susan Tanabe (City of Mississauga) Tyrone Gan (HDR) Tara Erwin (HDR) Nico Malfara (HDR)

<i>Topic</i>	<i>Action by</i>
<p>1 <u>Introductions</u></p> <p>i. Brief introductions of all attendees were had.</p>	
<p>2 <u>Study Status</u></p> <p>i. HDR noted that the project is currently in Phase 2 of the EA Process and the Project Team is reviewing alternative solutions to be presented to the Public at Open House 2.</p> <p>ii. HDR presented a brief summary of the extensive consultation along the corridor to-date.</p> <p>ii. The Project Team has had ongoing discussions with the City of Toronto regarding integration of transit between Mississauga and Toronto.</p> <p>✓. The Project Team consulted with Metrolinx. It was noted that any form of Lakeshore Rapid Transit would be complimentary to planned GO Regional Express Rail.</p>	
<p>3 <u>Preferred Transit Strategy</u></p> <p>i. HDR presented the six alternative transit network solutions considered</p> <p>ii. HDR recommended BRT (Scenario 3A) as the preferred interim transit network solution</p> <p>ii. HDR recommended an extension of the Waterfront West LRT (WWLRT) into Mississauga (Scenario 6) as the preferred ultimate transit network solution is. This Preferred ultimate transit network solution is subject to further discussion with the City of Toronto and Metrolinx.</p> <p>✓. HDR Presented updated Transit Ridership Forecasts for the six alternatives, including sensitivity tests that were completed.</p> <p>✓. HDR noted that 27 km/hr was assumed for rapid transit speed along Lakeshore Road and sensitivity tests were completed using 19 km/hr at the request of the City of Toronto. Stephanie Simard (TTC) noted that the City of Toronto</p>	

Waterfront Transit Reset Study has run tests using 12 km/hr in mixed traffic segments of Lake Shore Boulevard.

- i. HDR recommended a five phase approach to transit improvements along Lakeshore Road. The phases evolve from the interim solution to the ultimate solution and are dependent on a variety of circumstances; therefore, no timing for improvements was been presented.
- ii. The Project Team noted that there have been initial discussions with the traffic consultants for the 70 Mississauga Road development application to consider opportunities to incorporate higher order transit into the development application that are concurrent with the recommendations of the Lakeshore Connecting Communities study.
- ii. The Project Team presented the rapid transit forecasting and noted that the transit demand west of Mississauga Road doesn't justify higher order transit to Winston Churchill Boulevard. There is a significant drop in forecasted ridership past Mississauga Road.
- κ. Stephanie Simard (TTC) noted concerns regarding future fleet requirements and service reliability on the existing 501 Streetcar route and the impacts extending the line would have on the overall route. It was also noted that these concerns could be overcome and continued discussion with the TTC and the City of Toronto are required.
- κ. Kristin Demasi (Metrolinx) inquired about the assumptions for scenarios with fare integration modelled. HDR noted that scenarios with fare integration were tested to observe the higher end of potential ridership where no additional fare is required to ride to/from Toronto or Mississauga. Although this is conservatively optimistic it provides a high end estimate of ridership which may be realized in the future (pre or post 2041) should an integrated fare system be implemented. Scenarios without fare integration assumed the current fare structure which assume that a rider has to pay an additional fare to transfer to/from Toronto or Mississauga.
- i. The project team will consider major infrastructure improvements required to implement the preferred ultimate transit solution during the next phases of the project (i.e. bridge requirements to accommodate streetcar/LRT).

4 Credit River Crossing

- i. **Liam Marray (Credit Valley Conservation) noted that the Draft Evaluation Criteria presented must include all elements of impacts to the Natural Environment, including but not limited to: erosion, floodplains, and slope stability.** HDR (4 i)
- ii. HDR presented the significant constraints at all of the potential crossing locations.
- ii. HDR recommended that no new crossing is the preferred multi-modal solution; however, HDR recommended a new crossing at Queen Street as the preferred active transportation only (or non-vehicular) crossing.
- ∇. HDR noted that widening the existing bridge is not recommended as there is limited opportunity to widen Lakeshore Road upstream and downstream of the existing bridge and it would have significant impacts.
- ∇. Doug Deveau (City of Mississauga) noted that Emergency Services have concerns regarding traffic operations during peak hours over the existing bridge.
- i. It was noted that the elevation of the Queen Street extension site may influence where the connection is located. The City of Mississauga noted that Parks and Forestry Department would be need to be involved in any conceptual design to ensure connections to the existing and planned trail system.
- ii. HDR noted that a traffic analysis has been conducted to justify that the transportation improvements of an additional vehicle crossing do not outweigh



the negative social, cultural, and natural environmental effects. It was also noted that an additional vehicle crossing would not support the City's multimodal vision/goals for the Lakeshore Communities.

- ii. Sarah Piett (City of Mississauga) noted that the City's Natural Heritage and Urban Forest Strategy (NH&UFS) and the City's annual Natural Areas Survey (NAS) factsheets should be reviewed to avoid impacts to the natural features, and consider opportunities to tie development into the existing disturbed/manicured areas. Further review of the environmental impacts of proposed/preferred routes is encouraged based on the above-noted studies.

5 Alternative Solutions

- i. Stephanie Simard (TTC) noted that the TTC is not supportive of streetcars running in bi-directional side transitways located along one side of a street corridor (similar to Queen Quay Boulevard).
- i. Stephanie Simard (TTC) to share staff report to TTC Board regarding the importance of Streetcars in the TTC's Integrated Transit Network and lessons learned from their implementation and operation.**
- ii. The Project Team noted that the alternative solutions presented were developed to fit within the existing right-of-way allowance.
- v. HDR noted that the traffic analysis indicated that many of the trips across the Credit River come to/from Hurontario Street and Mississauga Road contrary to the idea that most trips are through trips to/from east and west parts of the Corridor.
- v. The Project Team noted the target goal of attaining a 60% pavement to 40% public realm ratio for each cross-section.
- ii. The Project team conducted a draft factual evaluation of the alternative solutions; however, a preferred alternative has not yet been recommended. The Project Team is presenting the alternatives to the Public and Stakeholders to get their input and feedback before making a recommendation.
- ii. Meaghan Popadynetz (City of Mississauga) noted that the City of Mississauga would like to maintain the seasonal patio program in Port Credit as it is an important cultural node. It was noted that the alternatives should give consideration to providing right-of-way space for cultural activities such as permanent or seasonal patios within the public realm.
- ii. The Project Team noted and the TAC agreed that the key goal/need for the project is to divert drivers to transit and increase the transit mode share.
- x. The Project Team noted that the alternatives presented provide an opportunity to maintain the village character in Port Credit and enhance/support other modes of transportation other than driving.
- x. The TAC noted that opportunities to improve safety should be considered, including an analysis of the exposure of pedestrians and cyclists to vehicles. The project team noted that the Multi-Modal Level of Service (MMLoS) criteria being considered has considered all road users from a comfort and safety perspective.
- i. The TAC noted that opportunities to promote parking at surrounding parking lots away from Lakeshore Road should be considered such that people can be shuttled by transit to the Waterfront for special events to ease the demand and need for parking along and near Lakeshore Road.

TTC (5 ii) - complete

6 Discussion and Next Steps

- i. The Project Team will circulate the presentation with all alternative cross-sections for each segment of the Corridor for the TAC's review and comment
- ii. Public Open houses are being held at the end of September one in each community
 - a. Sept 20 – Port Credit
 - b. Sept 26 – Lakeview
 - c. Sept 27- Clarkson



If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by





Meeting Summary

Project:	Lakeshore Connecting Communities	
Subject:	Technical Advisory Committee (TAC) Meeting #3	
Date:	Friday, September 21, 2018	
Location:	300 City Centre Drive (Mississauga Civic Centre - Committee Room E)	
Attendees:	Al Sousa (Mississauga) Andy Bate (Mississauga) Anna Melikian (Mississauga) Annette Lister (TRCA) Bob Demik (Region of Peel) Carol-Ann Chafe (MAAC) Javed Khan (Mississauga)	Joanne Phoenix (Oakville Transit) Karen Crouse (Mississauga) Mark Covert (Town of Oakville) Meaghan Popadynetz (Mississauga) Scott Haskill (TTC) Scott Kennelly (Region of Peel) Steve Czajka (Mississauga)

	<i>Topic</i>	<i>Action By</i>
1	<p><u>Town of Oakville and Oakville Transit</u></p> <p>Oakville Transit expressed interest in aligning their bus stop locations with MiWay's along Royal Windsor Drive between Winston Churchill Boulevard and Southdown Road.</p> <p>Oakville Transit also expressed interest in timing for implementation of the proposed improvements and if any phasing has been establish with respect to the east or west side of the corridor.</p> <p>Town of Oakville was interested in coordinating cycling connections at the border and having 1 consistent facility between municipalities.</p>	
2	<p><u>Region of Peel (Waste Management)</u></p> <p>Region of Peel (Waste Management) expressed concerns about impact of proposed improvements on their services (i.e. adequate space for bins and carts at pick-up locations). They also expressed interest in timing for implementation of the proposed improvements.</p> <p>HDR to add a future commitment to the final report to develop a curbside management plan that considers garbage pickup and drop off in constrained areas where bins in the back or side of buildings are not available.</p> <p>Region of Peel noted that they would consider evening pick up in order to avoid conflicts with higher levels of pedestrian/cyclist activity during the day. They noted that a contractor currently has a contract for the Port Credit BIA and collects between 10 am and 1 pm. A separate residential contract collects from 7 am to 7 pm.</p>	HDR
3	<p><u>City of Mississauga (Traffic Management)</u></p>	HDR



	<i>Topic</i>	<i>Action By</i>
	<p>City of Mississauga (Traffic Management) noted that they would like to confirm that the roadway geometrics are sufficient to accommodate their infrastructure. HDR to add this as a future commitment during detailed design.</p>	
	<p>HDR to confirm that dual left turn radii from Southdown Road to Lakeshore Road is sufficient.</p>	HDR
	<p>City of Mississauga (Traffic Management) also noted that future phases of the project should consider signal timing at intersections and the need for two-stage pedestrian crossings in the segment with median dedicated transit lanes.</p>	
4	<p><u>TTC</u></p> <p>TTC noted their support to have MiWay buses serve Humber College rather than terminate at Long Branch GO. Coordination of service at the terminal bus loop (Colonel Samuel Smith Park Dr) would be required.</p>	
5	<p><u>TRCA</u></p> <p>TRCA expressed interest in timing for implementation of the proposed improvements and if any thought had been given to timing of future phases of the study including a TPAP.</p>	

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these notes.

Prepared by





Meeting Minutes

Project: Lakeshore Road Transportation Master Plan (TMP) and Implementation Strategy

Subject: Initial Core Team Meeting No. 1

Date: Friday, January 22, 2016

Location: Committee Room B - Civic Centre 2nd Floor

Attendees: Mark Vandersluis (Transportation & Infrastructure Planning)
Susan Tanabe (Transportation & Infrastructure Planning)
Norbert Orzel (Transportation & Infrastructure Planning)
Leslie Green (Transportation & Infrastructure Planning)
Steve Barrett (Transportation & Infrastructure Planning)
Dominic Ho (Transit MiWay)
Ben Phillips (Development and Design)
Yang Huang (Development and Design)
Eva Kliwer (Policy Planning)
Ruth Marland (Strategic Community Initiatives)
Jane Darragh (Parks and Forestry)
Laurel Schut (Communications)
Catherine Monast (Communications)
Cynthia Ulba (Communications)
Tyrone Gan (HDR)
Nico Malfara (HDR)
Brent Raymond (DTAH)
Tanya Brown (DTAH)

The following minutes have been prepared to summarize the discussion and key action items from the Initial Core Team Meeting with respect to the Lakeshore Road TMP and Implementation Strategy.

Topic	Action by
1 Introductions	
2 Study Expectations	
<ul style="list-style-type: none"> Mark Vandersluis reviewed the study goals and objectives. 	
3 Key Issues	
3.1 Study Area	
<ul style="list-style-type: none"> Tyrone Gan discussed the role of Lakeshore Rd and the potential to serve short trips (< 1 km). Majority of trips are internal to Mississauga. 	
3.2 Integration with recent Local Area Plans	
<ul style="list-style-type: none"> City Staff noted that Inspiration Port Credit and Inspiration Lakeview are distinct from the Local Area Plans for these communities. City Staff noted that the Lakeview Waterfront Connection is also an important plan to consider for this project and should be added to list of planning documents. 	HDR



Topic	Action by
3.3 Traffic Trends <ul style="list-style-type: none">Tyrone Gan discussed existing traffic volumes on Lakeshore Rd and significance of local travel versus regional.Brent Raymond noted that existing 24-hour (daily) traffic patterns should be explored.	
3.4 Narrow ROW on Lakeshore Road <ul style="list-style-type: none">Brent Raymond discussed the complexities involved in accommodating many modes in a constrained ROW; tradeoffs will need to be made. Context sensitive design entails different cross-sections for different segments of the corridor or character areas.	
3.5 Planned Transit <ul style="list-style-type: none">Tyrone Gan discussed the role of transit on Lakeshore Rd (local versus commuter).City Staff noted that the needs assessment should confirm a need for rapid transit on Lakeshore Road given Metrolinx proposed Regional Express Rail (RER).City Staff inquired whether the Lakeshore Rd TMP will precede planning work for the Waterfront West Rapid Transit proposed by the City of Toronto. Tyrone Gan noted that Lakeshore Rd TMP will most likely lead the City of Toronto's work.	
3.6 Cycling Plan <ul style="list-style-type: none">Discussed the need for cycling on Lakeshore Rd.Brent Raymond noted that it will be challenging to accommodate cycling, transit, and auto facilities in constrained ROW sections; tradeoffs will need to be made.City Staff noted that Lakeshore Rd is used by cyclists (usually in large packs) currently and see Lakeshore Rd having a commuter function for cycling in the future.City Staff noted that on-street parking may need to be reconfigured to accommodate cycling facilities if necessary. The Port Credit and Lakeview Parking Strategy should be reviewed in detail for this project.	
4 Visioning <ul style="list-style-type: none">Tyrone Gan noted that a vision should be established at the corridor and character area level.City Staff noted that it is critical to consider existing and future residents when establishing the vision.Susan Tanabe noted that the Mobility Hub has strong support from the City and should inform the project.City Staff noted that the QEW EA should be included as a background planning document.	HDR
5 Coordination with Other Studies <ul style="list-style-type: none">Tyrone Gan discussed other studies that may influence the project.City Staff to review and comment on list of background studies and list any omissions.	City Staff



<i>Topic</i>	<i>Action by</i>
<p>6 Communications and Consultation Strategy</p> <ul style="list-style-type: none"> HDR requested that City Staff review the long list of Stakeholders and identify any errors or omissions. City Staff noted that the consultation strategy should be specific and focused as to minimize “Stakeholder Fatigue” experienced by members of the public. Repetition should be avoided through coordination with other past and ongoing public meetings. Communications Department to forward HDR previous consultation materials for the study area. Susan Tanabe noted that transit can be used as a unique theme during consultation which past studies have had less focus on. HDR to circulate the Communication and Consultation Strategy for City Staff review. Mark Vandersluis to set up a working meeting between City Staff and HDR to discuss the plan in detail. 	<p>City Staff</p> <p>Communications</p> <p>HDR</p> <p>Mark Vandersluis</p>
<p>7 Study Schedule</p> <ul style="list-style-type: none"> City Staff noted that planning for the PICs should begin as early as possible to coordinate schedules with Councilors and the Mayor. City Staff to begin tentatively booking locations for the PICs. Earliest time to hold first PIC is end of May or June to avoid overlap with Dundas Street PIC at the end of April. City Staff noted successful past experience using Saturday mornings for PICs/workshops. Visioning is on the critical path to move the study forward at this time. 	<p>City Staff</p>
<p>8 Scope of Study and Work Plan</p> <p>Travel Demand Modelling</p> <ul style="list-style-type: none"> HDR noted that the GTAModel V4.0 has been installed. City Staff to confirm inputs to model, such as population and employment forecasts, and land use assumptions to develop future scenarios. Coordination with the Dundas Street modelling team will begin on Thursday, January 28, 2016. <p>Utility Coordination</p> <ul style="list-style-type: none"> City Staff noted that utilities should be considered early on for the ultimate reconfiguration of Lakeshore Road for feasibility and implementation purposes. Brent Raymond noted that interim designs may be cosmetic in nature (i.e. pavement markings, lane re-assignment) and would not require any utility relocation. <p>Network Planning</p> <ul style="list-style-type: none"> Discussed the importance of network planning (i.e. considering alternative/parallel routes) and making better use of existing infrastructure. 	<p>City Staff</p>
<p>9 Data Requests</p> <ul style="list-style-type: none"> City Staff to provide data to HDR as soon as possible. 	<p>City Staff</p>



<i>Topic</i>	<i>Action by</i>
10 Next Steps	
Communications and Consultation Strategy	
<ul style="list-style-type: none"> HDR to circulate Communications Plan and Stakeholder Sensitivity Analysis (SSA) 	HDR
<ul style="list-style-type: none"> Mark Vandersluis to set up meeting between HDR and City Staff regarding Communications and Consultation Strategy. 	Mark Vandersluis
<ul style="list-style-type: none"> Mark Vandersluis to set up meeting between HDR and City Staff regarding Local Area Plans. 	
Existing Conditions	
<ul style="list-style-type: none"> Susan Tanabe noted that in order to facilitate good discussion at visioning sessions, some information about existing conditions should be presented. 	
Agency Consultation	
<ul style="list-style-type: none"> Project Team should begin discussions with Metrolinx regarding planning for future stations (i.e. Winston Churchill) and RER. 	

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by



Meeting Minutes

Project: **Lakeshore Connecting Communities**
Lakeshore Road Transportation Master Plan (TMP) and Implementation Strategy

Subject: Core Team Meeting No. 2

Date: Thursday, September 22, 2016

Location: Ontario Room – 201 City Centre Drive, 8th floor

<p>Attendees: Mark Vandersluis (City of Mississauga) Susan Tanabe (City of Mississauga) Norbert Orzel (City of Mississauga) Leslie Green (City of Mississauga) Steve Barrett (City of Mississauga) Dominic Ho (City of Mississauga) Ben Phillips (City of Mississauga) Yang Huang (City of Mississauga) Eva Kliwer (City of Mississauga)</p>	<p>Ruth Marland (City of Mississauga) Jane Darragh (City of Mississauga) Catherine Monast (City of Mississauga) Matthew Williams (City of Mississauga) Tyrone Gan (HDR) Tara Erwin (HDR) Nico Malfara (HDR) Sue Cumming (Cumming+Company)</p>
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Topic

Action By

1 Introductions

- i. Roundtable introductions

2 Study Update

- | | |
|--|---|
| <ul style="list-style-type: none"> i. Future Planning Context Report completed and circulated. ii. Project team met with MiWay to discuss transit opportunities/constraints. iii. Notice of study commencement was sent in June and concurrently launched website and survey. iv. Held first Steering Committee Meeting. v. HDR has revised Draft Existing Condition Report. vi. Mark Vandersluis to circulate revised version to Core Team for final review. vii. Project team has been coordinating modelling work with Dundas Connects team (AECOM). viii. Existing VISSIM microsimulation model is complete. ix. Hosted a series of pop up events in the summer and received a positive response. | <p>HDR
(Item 2 v)

Mark V
(Item 2 vi)</p> |
|--|---|

3 Opportunities and Constraints

Study Schedule

- i. HDR received the existing calibrated model files and future year networks in August 2016 from the Dundas Connects (AECOM) team. The delay in receiving this information has impacted the overall project schedule. As a result of the project delay, the first PIC has shifted from April to November.
- ii. Project team has focused on Phase 1 of the EA process to date.

Consultation

- | | |
|---|--|
| <ul style="list-style-type: none"> iii. Four (4) pop up consultation events held to date (Clarkson GO, Port Credit GO, Lakeview, and Clarkson). One more pop up event to be held in Port Credit area. Survey responses spiked after the pop up events, and will stay open until the end of the year. | <p>Sue
Cumming
(Item 3 iv)</p> |
|---|--|

- iv. The most noted comments from the pop ups were related to parking, cycling, conflicts, delays, and improving connections.
- v. Upcoming consultation events include: Business community workshop on October 6, PICs on Nov 1, 7, 8 – interactive station format
- vi. Sue Cumming will provide a summary of the key messages from all consultation events to help to inform the vision.

4 Needs and Opportunities

- i. City staff questioned the level of service ratings for pedestrian facilities in locations where the land use is such that it is not conducive to a “good” walking environment. For example, LOS F in Southdown Employment Area. HDR noted that although the surrounding land use may not relate to an enhanced pedestrian environment the LOS can be improved by increasing the separation between pedestrians and vehicle traffic in these locations. HDR (Item 4 ii)
- ii. City staff questioned the level of service ratings for bi-directional cycling facilities. It was noted that although one side of the road may not have any dedicated facility, if a bi-direction facility is present on one side of the road, the LOS should apply to both sides of the street. HDR committed to investigating this in more detail and considered reporting the LOS by direction of travel versus side of the road.
- iii. City staff inquired as to how pedestrian and cycling connectivity could be analyzed similar to the LOS for intersections and segments. HDR will be considering this as part of the study by investigating the pedestrian and cycling networks and identifying major gaps.
- iv. HDR noted that to complement HCM analysis, VISSIM microsimulation modelling has also been used to verify existing operations where necessary.
- v. City staff noted HDR should refer to the Lakeview and Port Credit Parking Strategy to compare results of parking survey. HDR (Item 4 v)
- vi. Norbert Orzel requested that HDR prepare a comparison plot of Business As Usual (BAU) to LRT scenario to see difference in ridership. HDR (Item 4 vi)
- vii. HDR explained that BRT ‘light’ has similar characteristics to VIVA (operating in mixed traffic) in York Region and Brampton Zum (i.e. queue jump lanes, extending right-turn lanes, branded stations with off-board payment), and transit signal priority). HDR (Item 4 viii)
- viii. HDR to confirm capacity for BRT that was used in modelling.

5 Summary

- i. Transit has a key role to support planning goals.
 - ii. Lakeshore is a multimodal corridor connecting with other key transit services
 - iii. Lakeshore is recognized as a higher order transit corridor in the OP from Port Credit (Huronario Street) to the east City limit.
 - iv. HDR noted that there are no current significant operational issues with existing bus service on Lakeshore Road, but improvements GO station access are required.
 - v. HDR noted transit options to test further
 - a. Enhance bus service
 - b. BRT ‘light’ from Port Credit to Long Branch
 - c. LRT in mixed traffic (i.e. Streetcar)
 - vi. The City noted that modest opportunities to tweak on-street parking are available if additional ROW is required to achieve planning goals.
-

Next Steps

- vii. Test alternative transit options noted in item 5 v
- viii. Prepare guiding principles and vision of the corridor
- ix. Finalize the problem and opportunity statement
- x. City to provide insight on the Clarkson GO station redevelopment
- xi. Upcoming stakeholder and public consultation: TAC, Business Community Workshop, PICs.

City of
Mississauga
(Item 5 x)

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by



Meeting Minutes

Project: **Lakeshore Connecting Communities**
Lakeshore Road Transportation Master Plan (TMP) and Implementation Strategy

Subject: Core Team Meeting No. 3

Date: Thursday, March 09, 2017

Location: Brenda Sakauye Room – 201 City Centre Drive, 8th floor

Attendees:	Mark Vandersluis (City of Mississauga)	Matthew Williams (City of Mississauga)
	Susan Tanabe (City of Mississauga)	Karen Crouse (City of Mississauga)
	Norbert Orzel (City of Mississauga)	Keisha McIntosh-Siung (City of Mississauga)
	Leslie Green (City of Mississauga)	Romas Juknevicus (City of Mississauga)
	Dominic Ho (City of Mississauga)	Tyrone Gan (HDR)
	Ben Phillips (City of Mississauga)	Nico Malfara (HDR)
	Yang Huang (City of Mississauga)	Rhys Wolff (HDR)
	Jane Darragh (City of Mississauga)	

Topic	Action By
1 HLRT Extension Vehicle Capacity Assumptions <ul style="list-style-type: none"> i. Norbert Orzel questioned the difference in vehicle capacity assumptions between “WWLRT Extension” and “HLRT Extension” scenarios which had 250 versus 500 total vehicle capacities, respectively. ii. HDR to perform a sensitivity test with the “HLRT Extension” scenario #7 (“Small L”) to assess the impact on ridership. 	HDR
2 HLRT Extension <ul style="list-style-type: none"> i. Matthew Williams noted that the HLRT team would be interested in understanding the relative importance of extending the HLRT to Lakeshore Road and if that extension should indeed be protected for. ii. HDR to test extending the HLRT to Mississauga Road – IOL Site (“J Configuration”) to determine impact on HLRT ridership. 	HDR
3 Lakeshore Road Re-alignment through Lakeview <ul style="list-style-type: none"> i. It was noted that an Official Plan Amendment (OPA) will be coming forward in September for the Lakeview Site. The OPA will not specify a technology or route for higher order transit on the site. ii. It was noted that a high level feasibility/functional review of the re-alignment from a transportation and socio-economic perspective be conducted to determine if it should be considered any further. iii. Dominic Ho noted that re-aligning the higher order transit corridor only and not the physical road could be another option to be considered; however, this would require significant transit priority to achieve the same benefits of the full road re-alignment. iv. The City to discuss internally a strategy for preparing a high level feasibility/functional review of the re-alignment. 	Mississauga
4 IOL Site <ul style="list-style-type: none"> i. Proponents for the site will present a concept to City staff on March 9, 2017. ii. The City to share any materials or findings from the presentation with HDR to inform future work and to comment on requirements for potential Lakeshore Road Higher Order Transit. 	Mississauga

<i>Topic</i>	<i>Action By</i>
<p>5 Additional Crossing of the Credit River</p> <ul style="list-style-type: none"> i. The City noted that they would like to come to a final decision on the need and justification for an additional crossing of the Credit River. ii. A high level assessment, including: transportation, natural and socio-economic environments should be considered. Potential crossing locations noted were: High Street, Park Street, and Queen Street. Widening the existing bridge for non-auto based modes should also be considered. iii. HDR to package previous findings on the additional crossing of the Credit River for presentation at the Steering Committee Meeting on April 18, 2017. 	HDR
<p>6 External/Internal Meetings</p> <ul style="list-style-type: none"> i. The City to organize a meeting with the City of Toronto and Metrolinx as soon as possible to discuss findings of the Rapid Transit Needs Assessment work. ii. HDR to prepare Draft Steering Committee Meeting Presentation and provide to the City for review at least 2 weeks prior to the meeting. 	Mississauga
<p>7 Other</p> <ul style="list-style-type: none"> i. HDR to consider impact on Dundas Street and Mississauga Transitway ridership for various scenarios. ii. It was noted that Dundas Connects is recommending BRT for Dundas Street in the ultimate scenario and will present to the public on April 12, 2017. 	HDR

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Minutes prepared by





Meeting Minutes

Project: **Lakeshore Connecting Communities**
Lakeshore Road Transportation Master Plan (TMP) and Implementation Strategy

Subject: Core Team Meeting No. 4

Date: Wednesday, July 19, 2017

Location: Ontario Room – 201 City Centre Drive, 8th floor

Attendees:	Yang Huang (City of Mississauga)	Leslie Green (City of Mississauga)
	Jane Darragh (City of Mississauga)	Susan Tanabe (City of Mississauga)
	Karen Crouse (City of Mississauga)	Mark Vandersluis (City of Mississauga)
	Romas Juknevicus (City of Mississauga)	Tyrone Gan (HDR)

Topic	Action By
<p>1 Recap of Prior Meetings</p> <ul style="list-style-type: none"> i. Core team meeting, steering committee meeting, meeting with Metrolinx and meeting with City of Toronto – Waterfront Transit Reset project team 	
<p>2 Proposed Transit Technology</p> <ul style="list-style-type: none"> i. Tyrone Gan noted that HDR is leaning towards recommending an extension of Toronto’s Lakeshore streetcar service towards Port Credit ii. Yang Huang mentioned that the Dundas Connects project seems to come to the opposite conclusion in recommending BRT over LRT – and saying that BRT can support the same level of development as rail based service. He questioned whether it makes sense for the City to hold two opposite viewpoints on the two different corridors. iii. Items noted to account for the difference in context between the two studies: Extension of an existing rail service (Lakeshore) vs. a brand new one (Dundas), historical context of rail based service along Lakeshore, difference in implementing rapid transit along the whole corridor (Dundas) vs. half of the corridor (Lakeshore) iv. City to look into whether we have any more historical images of streetcar service into Port Credit 	Mississauga
<p>3 Phasing for Transit Technology Implementation</p> <ul style="list-style-type: none"> i. The extension of the transit service would occur in three phases: <ul style="list-style-type: none"> 1) Extension from the existing turnaround at Long Branch to the future Lakeview site – streetcar turnaround to be implemented on-site 2) Extension from Lakeview to Hurontario – streetcar turnaround TBD 3) Extension from Hurontario to the 70 Mississauga Road site – streetcar turnaround to be implemented on site ii. The first phase for the streetcar extension would be a quick win in implementation as that extension is modest in length (~2km), addresses the issue of the border crossing and provides direct transit access to residents / businesses of the Lakeview development. 	



Topic	Action By
<p>4 70 Mississauga Road S. (IOL) Site</p> <ul style="list-style-type: none">i. A question was raised as to if we need to ask for more ROW west of Mississauga Road as part of the 70 Mississauga Rd. S. development. It was pointed out that we can only ask for more ROW to accommodate dedicated transit lanes and for intersection widening.ii. At this point in the study and moving forward we are working under the assumption that the recommendations for the corridor will be fit into the existing Official Plan ROWiii. That being said – there may be requirements which will enable the streetcar to turn into and out of the site.iv. HDR to produce preliminary design sketch for transit turnaround for the site	HDR
<p>5 Median Running vs. Curbside Running Transit</p> <ul style="list-style-type: none">i. Tyrone presented a comparison of median vs curbside transit. He noted that their recommendation is leaning towards curbside running transit.ii. A question was asked as to why curbside is more preferred for Lakeshore Roadiii. Tyrone indicated that in this case, curbside is more preferred as it saves you space as compared to median running transit (having the transit stop on the sidewalk as opposed to the median saves space – as well median running transit requires median stops, limiting the number of stops possible along the corridor due to ROW limitations at intersections)	
<p>6 Benefits of Streetcar Extension</p> <ul style="list-style-type: none">i. Karen Crouse mentioned concerns regarding the small change in mode shift associated with the transit options. If we spend money to build / extend the streetcar service, one would expect a larger shift in mode from auto to transitii. Tyrone mentioned that the model likely provides a conservative estimate with respect to modal shift. It is possible to dive deeper into altering some of the model parameters with the goal of providing a model shift that is higher and likely more realistic reflecting the transit improvement – but would require a lot more time.iii. Additionally, it can be shown by our other modelling work on additional crossings of the Credit River that there is latent auto-based demand for capacity on Lakeshore Road. Thus when some of the existing auto users instead choose to use transit, the auto based capacity that this opens up is immediately taken up by auto users who wouldn't have used Lakeshore Road before thus keeping the auto mode share relatively high.iv. Finally, the transit technology decision is also based upon city-building principles and quality of services (transit service, cycling infrastructure, pedestrian realm).v. Moving forward we should frame the discussion as moving more people, not necessarily moving more cars.	



Topic	Action By
7 Port Credit Road Network – Alternative Solutions	
i. Leslie Green had concerns regarding future year queueing on High Street after construction of parking structure by Metrolinx at Port Credit GO. City of Mississauga to look into TIS for this project	Mississauga
ii. Need to have enough storage available for turning lanes if we are diverting traffic	
iii. Concerns about too much congestion – while some congestion is okay, too much congestion is a safety issue as auto drivers become more aggressive	
iv. City of Mississauga to set up a meeting with Parking group at the City to discuss removing street parking in Port Credit	Mississauga
v. Karen noted that there recently was a temporary closure of one lane on Lakeshore Road west of the Credit River and it caused a significant amount of congestion. It was discussed that perhaps a pilot project could be done for the preferred alternative road network solution to determine the real life impact before permanent implementation.	
vi. HDR to provide slides from the meeting for the core team to review	HDR



Meeting Minutes

Project:	Lakeshore Connecting Communities	
Subject:	Core Team Meeting 5	
Date:	Tuesday, August 22, 2017	
Location:	201 City Centre Drive, Mississauga, ON	
Attendees:	Yang Huang (City of Mississauga) Jane Darragh (City of Mississauga) Romas Juknevicus (City of Mississauga) Leslie Green (City of Mississauga) Norbert Orzel (City of Mississauga) Ben Phillips (City of Mississauga) Domenic Ho (City of Mississauga)	Susan Tanabe (City of Mississauga) Mark Vandersluis (City of Mississauga) Tyrone Gan (HDR) Tara Erwin (HDR) Brent Raymond (DTAH) Tanya Brown (DTAH)

	Topic	Action By
1	Study Status Update <ul style="list-style-type: none"> i. Review of core team meeting outcomes from July 19, 2017 ii. Direction from steering committee on Aug 10, 2017 <ul style="list-style-type: none"> o Exploring IOL site as a transit hub o City is developing its vision of the IOL lands to facilitate internal discussion o i.e. moving density further north on the site 	
2	Preferred Transit Strategy <ul style="list-style-type: none"> i. In the right range to consider rail transit for the future ii. Detailed the Phasing strategy from Phase 1 to Phase 5 iii. No target year, it is dependent on IOL development timing iv. Peak volume in 2041 is crossing the credit river of which approximately 40% goes north v. Target is that 40% of the ROW will be for non-vehicular use <ul style="list-style-type: none"> o Street tree planting, outdoor cafes, accommodate pedestrians vi. How many parking spaces do you have, how many do you need? Parking team at the City want to find replacement parking for every spot lost. Parking strategy suggests there will be a higher demand for parking in the future vii. Service delivery and accessibility needs to be integrated into this plan if we remove parking viii. With the left turn option you can't accommodate shelters at intersections ix. HDR to share traffic analysis details of the alternatives x. HDR to provide evaluation details on how we arrive at the pies xi. Alternative 4 is an option that should get serious consideration xii. Alternative 3 is not as forward thinking xiii. LOS for autos is based on the synchro analysis, VISSUM will be implemented for the final 	HDR (2ix & 2x)
3	Recommended Corridor Design <ul style="list-style-type: none"> i. Stops need to be far side to accommodate future street car option 	



- ii. Car storage impacts on operations need to be considered or each option
- iii. Need to consider reliability especially in the three lane section
- iv. Idea is to prioritize pedestrians, streetscaping, and cyclists in Port Credit
- v. What is the consideration for emergency vehicles
- vi. It is about vehicular movement including safety
- vii. There is a need to shift the culture towards pedestrians and cyclists
- viii. Core Team pleased to see plenty of trees but we will need to deal with utilities and expectations of the public for actual tree planting opportunities
- ix. HDR to separate transportation evaluation to consider pedestrians and cyclists separately from other modes
- x. Core Team recommended only showing the evaluation at the open house and not recommending a preferred solution

4 **Credit River Crossing**

- i. Reorienting pedestrian bridge on the south side but not an expansion of the facility
- ii. Need to message the increase in cycling and pedestrians accessing the GO Station as a benefit to Metrolinx
- iii. Port Credit GO Station is one of the highest walked-to stations as studied by Metrolinx
- iv. **HDR to share the traffic data in a synthesized format** **HDR (2iv & 2v)**
- v. **HDR to quantify the magnitude of improved travel time due to the additional crossing**
- vi. Does the City want to encourage car traffic through Port Credit?

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by





Meeting Minutes

Project: Lakeshore Connecting Communities

Subject: Core Team Meeting 6

Date: Wednesday, February 14, 2018

Location: 201 City Centre Drive, Mississauga, ON

Core Team Meeting 6 was a working group meeting to discuss the preferred cross-section for the Port Credit area on Lakeshore Road between Godfrey's Lane and Seneca Avenue. The meeting followed the following structure:

- Review guiding principles and vision for the study (goals and objectives)
- Gain an understanding of the competing interests in the Port Credit area, including reviewing comments received from various City departments, and presenting a recommended cross-section to accommodate all the City's comments and corridor needs (although not feasible within 26 m).
- Develop two feasible cross-sections:
 - One with layby parking
 - One without layby parking
- Within the Port Credit area determine locations where layby parking should be maintained and where it should be removed.

As a result of the discussions during the meeting, the following decisions were made:

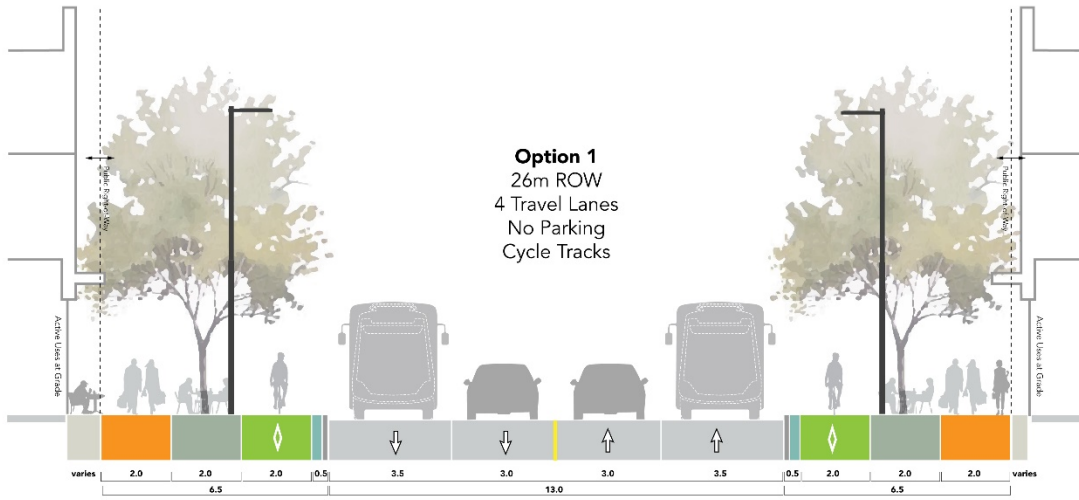
1. The value (replacement capital cost and lost revenue) from any removal of layby parking should be clearly communicated through the Lakeshore Connecting Communities study to City Council.
2. City confirmed minimum general purpose travel lane widths in separate email correspondence following the meeting on February 16, 2018.
3. The tree zone could be implemented using soil cells or bridging as is currently being done in the City of Toronto.
4. Due to the nature of the ultimate improvements, a full road reconstruction would be required; therefore, a common utility trench would be required to consolidate underground utilities. Coordination with private utility companies to be completed during next phases of the project (i.e. Phase 3 and 4 of the EA process) and during detailed design.
5. It was agreed that the study will move forward with the following recommendations:
 - a. A cross-section for Segment 5 between Stavebank Road and Hurontario Street with no layby parking, subject to the capital replacement cost and revenue stream loss from removing this parking being clearly and directly communicated to City Council during the decision-making process. The rationale for removing layby parking in this section is to support place-making objectives, prioritize

active transportation and because publicly shared off-street parking alternatives exist in the area, including: Municipal Lots, Port Credit GO Station, and private lots. However, it is recognized that existing studies and modeling show that these parking facilities will be fully utilized in the study time horizon of 2041 due to all the intensification coming on-stream in Port Credit and as a result, the need for additional public, shared parking facilities will be exacerbated if 59 on-street layby parking spaces are removed. As such, it is critical that the financial implications of these parking spaces being removed be considered.

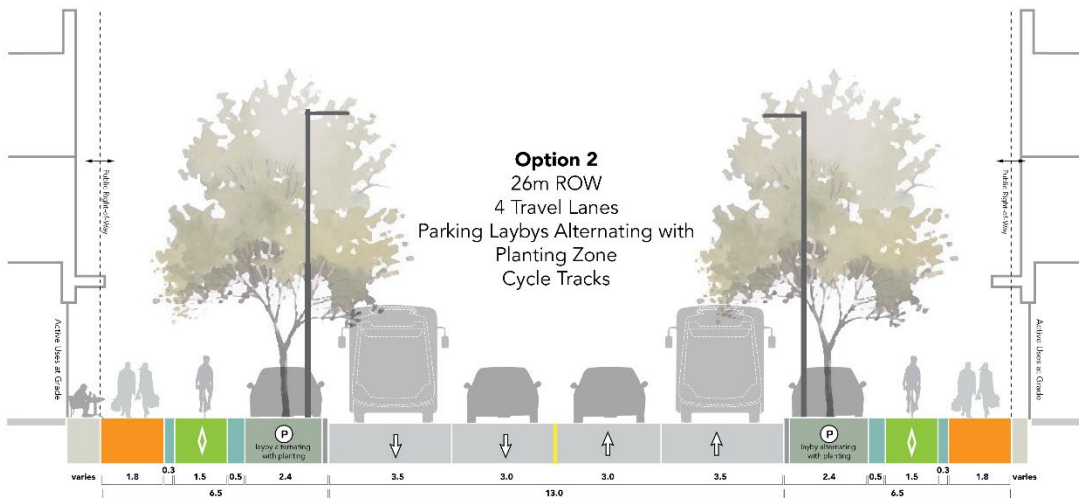
- b. A recommended cross-section for Segment 4 (Godfrey's Lane to Mississauga Road) and Segment 5 between Hurontario Street and Seneca Avenue and between Mississauga Road and Front Street should maintain some layby parking. The rationale for maintaining some layby parking in this section is to provide parking for businesses where fewer alternative offsite lots exist and there are fewer demands in the cross-section from a place-making and cultural programming perspective. The number of street trees will be maximized to the greatest extent possible in this section.
 - c. The location of layby parking (i.e. on the north side or south side) will not be explicitly depicted on future plan drawings (i.e. for Public Open House 3); however, proof of concept that parking can be accommodated and the number of spaces removed/maintained will be indicated on the drawings. Exact location of parking (on north of south side) will be subject to design during Phase 3 and 4 of the EA process.
6. Notwithstanding the current recommended cross-section for Option 2 (Segment 4 – Godfrey's Lane to Mississauga Road and Segment 5 between Hurontario Street and Seneca Avenue and between Mississauga Road and Front Street), any detailed design work that is undertaken for future studies should review ways to allow for an expanded buffer zone between the 1.5m cycle lane and layby parking and between the 1.5m cycle lane and the sidewalk.

The following revised cross-sections were prepared following the meeting as a result of the decisions/discussion above and are to be used moving forward for conceptual design. The cross-section elements were developed to work within a 6.5m curb-to-property line boulevard, and to fit consistently in both crosssections for comparative purposes only. Final design and dimensions will be determined in the following phases of the project:

1. The recommended cross-section ("option 1") for Segment 5 between Stavebank Road and Hurontario Street (Alternative Solutions Report Segment 5 Option 2 Revised):



- The recommended cross-section for Segment 4 (Godfrey’s Lane to Mississauga Road) and Segment 5 between Hurontario Street and Seneca Avenue and between Mississauga Road and Front Street (Alternative Solutions Report Segment 4 Option 3 Revised and Segment 5 Option 2 Revised):



The following action items arose from the meeting:

- HDR to investigate major utility projects in the City’s Ten Year Capital Budget. City (Mark) to provide HDR the Ten Year Capital Budget.



2. HDR to provide City and MiWay with configuration of cycle track at bus stops for review and comment.
3. HDR to revise alternative solutions report to reflect the decisions made above once these minutes are confirmed by the City.
4. HDR to develop cross-section for the Credit River Crossing consistent with the refined recommended cross-section.

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by





Meeting Minutes

Project: Lakeshore Connecting Communities

Subject: MiWay Meeting No. 1

Date: Thursday, April 14, 2016

Location: 3484 Semenyk Court, Dundas Room

Attendees: Mark VanderSluis (City of Mississauga) Steve MacRae (MiWay)
Tyrone Gan (HDR) Brian Harvey (MiWay)
Nico Malfara (HDR) Igor Pejic (MiWay)
Tony Coccia (MiWay)
Bryan MacMillan (MiWay)

Topic

- 1 Existing transit services on Lakeshore and connections with GO Transit
 - 1.1 Route 23 (Lakeshore) is the main route serving the study corridor, with Route 5 (Dixie) overlapping between Ogden Ave and Long Branch GO Station. The 45 (Winston Churchill) provides service to the west end of the study corridor between Winston Churchill Blvd and Southdown Road along Royal Windsor Dr.
 - 1.2 Route 23 is a stable route which has not changed significantly over the past 30 years.
- 2 Existing transit infrastructure on Lakeshore – bus stops, bus bays, shelters, transfer points, etc.
 - 2.1 Mix of stops with and without shelters. Both on-street and bus bays.
 - 2.2 Bus bays were inherited from the time when Lakeshore Road was a Provincial Highway
 - 2.3 MiWay is slowly eliminating bus bays where possible in favour of on-street stops. 60' buses are larger than the existing bus bays.
- 3 Existing transit ridership (including on/offers by bus stop), origin-destination patterns
 - 3.1 Ridership has been stable overtime (currently ~4404 passengers per day).
 - 3.2 Majority of on and offs occur at GO Stations which are also terminal locations for connections to other MiWay bus routes.
 - 3.3 High pedestrian volumes are noted at Elizabeth St
 - 3.4 Commuters will use Route 23 to access Long Branch GO Station to avoid paying higher fares at Port Credit.
- 4 Major transit generators
 - 4.1 GO Stations
 - 4.2 Port Credit Area (Stavebank Rd, Elizabeth St and Port St stops)
 - 4.3 Lakeshore Rd between Cawthra Rd and Ogden Ave (Beer store)
- 5 Existing operational issues for transit on Lakeshore that affect travel time and schedule reliability
 - 5.1 Traffic congestion doesn't vary; therefore, schedules are able to factor in this added delay and buses run on time. A minor problem in less congested sections of Lakeshore Road is buses running ahead of schedule due to low boarding/alighting in between GO Stations.
 - 5.2 Buses operate slowly between Mississauga Rd and Cawthra Rd and between Ogden Ave to Dixie Rd due to typical traffic congestion. Service is most reliable during off peak hours.
 - 5.3 Difficult to make left turn from Lakeshore Rd to Ann St in order to access Port Credit GO Station. This is the single biggest cause of reliability issues. Potential safety concerns at this intersection as well.



- 6 Bus stops (typical standards, interface with sidewalks and cycling infrastructure, near-side vs. far-side stops, laybys vs. continuous lane)
 - 6.1 Prefer bus stops in continuous lane versus laybys unless at a terminal location
 - 6.2 Prefer near-side stops for safety. From a scheduling perspective, prefer far-side stops.
 - 6.3 Prefer to have any cycling facility run behind the bus stops.

- 7 Transit priority measures (preferences)
 - 7.1 Traffic signals are being replaced and upgraded to allow for transit signal priority. However, not an immediate priority and reliability is not a major issue at the moment.

- 8 Planned transit service and infrastructure improvements on Lakeshore
 - 8.1 Defer to MiWay Five Service Plan (2016-2020).
 - 8.2 2019: Improved service frequency to Route 23
 - 8.3 2020: Route 5 (Dixie) and Route 8 (Cawthra) will revise routing. Route 5 will remain on Dixie and be removed from Ogden. Route 8 will run along Cawthra and Lakeshore and be removed from Atwater/Mineola.
 - 8.4 Within next few weeks MiWay will be performing bus stop rationalization for Lakeshore Road.

- 9 Connections with Hurontario LRT
 - 9.1 Route 19 frequency reduced to 10-15 minute frequency with introduction of LRT

- 10 Transit service for Inspiration Lakeview
 - 10.1 MiWay not receptive to having Lakeshore bus or future Lakeshore transit deviate from route to service new Lakeview community.
 - 10.2 Defer to comments made during Inspiration Lakeview planning.

- 11 MiWay vision for high order transit on Lakeshore
 - 11.1 No long term plans for higher order transit on Lakeshore Rd

- 12 General Notes
 - 12.1 MiWay uses a typical walking distance of 400m for local stops and 1km – 1.2km for express stops
 - 12.2 Modal penetration: 8 – 10% (to provide service to an area)
 - 12.3 Preference to remove on-street parking if required
 - 12.4 For safety reasons, MiWay would prefer bike lane separated from street preferably behind parking
 - 12.5 Preferred lane width is 3.5 m (min is 3.3 m) either curb or turn lane

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by





Meeting Minutes

Project:	Lakeshore Connecting Communities	
Subject:	Parking Group Meeting 1	
Date:	Wednesday, August 16, 2017	
Location:	201 City Centre Drive, Mississauga, ON	
Attendees:	Susan Tanabe (City of Mississauga) Mark VanderSluis (City of Mississauga) Nico Malfara (HDR)	Jamie Brown (City of Mississauga) Hamish Campbell (City of Mississauga)

	Topic	Action By
1	<p>Lakeshore Connecting Communities Background Information</p> <ul style="list-style-type: none"> i. Project team outlined status of project as follows: <ul style="list-style-type: none"> a. Preferred rapid transit solution for Lakeshore Road between Mississauga Road and the Etobicoke Creek to take a phased approach over time (beginning with express buses and ultimately extending the City of Toronto Streetcar into Mississauga). b. Alternative cross-sections for Lakeshore Road are being considered; however, a preferred solution has not been selected at this time (they will be presented at POH2 in September 2017). Alternative cross-sections include removing all on-street layby parking in Port Credit and maintaining on-street layby parking (by removing one through lane in each direction on Lakeshore Road). c. Parking Group requested that the Project Team (HDR) quantify the +/- change in parking supply for each alternative cross-section when presenting options at POH2. 	HDR (1ic)
2	<p>Other General Discussion/Input</p> <ul style="list-style-type: none"> i. Parking group is in the midst of completing a parking master plan for the entire City. ii. Parking group noted that they must plan for future (2031) vehicular modal split of 50% that require parking. iii. Plans for a parking structure in Port Credit are underway. Parking group noted that this new supply would not replace any parking that is displaced from Lakeshore Road as part of the Lakeshore Connecting Communities Study and there is limited opportunity to include additional parking in the structure above what is already allocated. iv. Parking group requested that any on-street layby parking displaced on Lakeshore Road as part of the Lakeshore Connecting Communities project be replaced 1:1 elsewhere with recommendations and strategies for replacement. v. Parking group noted that the public should be made aware of the costs associated with moving parking off-street (i.e. cost of structures, etc.) vi. Project Team noted that the IOL Development provides an 	



opportunity to incorporate shared parking solutions to replaced displaced layby parking from Lakeshore Road. Parking group noted difficulties securing parking within the development. Opportunities to provide shared parking solutions on re-development sites such as CLC/1 Port Street should also be considered.

vii. **City of Mississauga to discuss internally with City Planning Division in regards to shared parking opportunities within 70 Mississauga Road development (IOL Lands).**

viii. The Parking group noted their willingness to develop shared parking solutions with private sector and shift away from building surface lots (instead build structured or shared opportunities)

**City of
Mississauga
(2vii)**

From: [Wolff, Rhys](#)
To: David.Brutto@toronto.ca
Cc: [Mark Vandersluis <Mark.Vandersluis@mississauga.ca>](mailto:Mark.Vandersluis@mississauga.ca); [Gan, Tyrone](#); [Matthew Austin \(maustin3@toronto.ca\)](mailto:Matthew.Austin@toronto.ca); [Malfara, Nico](#); ["Norbert.Orzel@mississauga.ca"](mailto:Norbert.Orzel@mississauga.ca); [Susan Tanabe](#)
Subject: Lake Shore transit planning meeting discussion and actions
Date: Tuesday, June 13, 2017 5:35:05 PM
Attachments: [image001.png](#)

Hello David,

This is a summary of our meeting yesterday (June 12th). Please can you forward to the rest of the City of Toronto's team (as I don't have everyone's address) and let me know if you think there are any details that are missing or inaccurate:

Meeting discussion:

- The land use in the two models is likely the same for Toronto, but Mississauga has updated their land use assumptions (especially for the Lakeview development) which may mean the Mississauga model is generating additional demand in the Lakeshore corridor (estimated about 20%).
- In future, City of Toronto is assuming no dedicated LRT right of way on Lake Shore west of Park Lawn by 2041, though it may happen beyond 2041. Enhancements planned include:
 - Extension of the dedicated right of way from Humber (existing) to Park Lawn
 - Corridor enhancements including signal timings, parking restrictions, platform adjustments, left-turn lane restrictions and improvements at intersections (such as Kipling/Lake Shore).
- City of Toronto assumed 19 km/h speed on Lake Shore (similar to existing), 25 km/h on Queensway and 130 vehicle capacity. In the Mississauga model, HDR assumed 27 km/h on the whole corridor (following the 501 streetcar alignment), 5 minute headway and either 110 or 250 vehicle capacity. It was noted that 250 is the LFLRV crush load, so 130 would be more consistent with other network capacity assumptions.
- City of Toronto also assumed the express bus service on Kipling between Lake Shore and the subway (introduced in 2016) to run with 5 minute headway in future. This route was not included in the Mississauga model.
- HDR did multiple runs with the Mississauga model assuming variations on LRT service from downtown Toronto to Port Credit or Mississauga Road, as well as LRT systems with a disconnect and required transfer at Long Branch.
- Both models assume the current fare system and boundaries are in place; however, in the Mississauga runs with integrated service there is no fare penalty at the Mississauga border, increasing the attractiveness of the connection.
- City of Toronto distributed OD plots showing the demand from southwest Etobicoke according to the 2011 TTS. HDR will provide select link transit plots done at Etobicoke Creek for comparison.
- Other future considerations for enhancing connectivity in the Lakeshore corridor (not included in modelling work to date) include:
 - a potential GO station at Park Lawn and whether this would compete with the LRT for demand to downtown (the station is not included in existing models). The Lakeshore

GO line could be capacity constrained in future meaning that the LRT would help to relieve the demand.

- A MiWay connection (potentially by bus extending the Lakeshore route) to Kipling/Humber College
- Enhancing/relocating the streetcar loop at Kipling and Lake Shore, and/or moving the Long Branch streetcar/bus loop closer to the GO station

Actions:

- HDR will provide Mississauga land use numbers for 2041 to the City of Toronto for the traffic zones in the Lakeshore corridor
- HDR will provide select link plots for earlier-run scenarios with and without integrated Toronto-Mississauga service at Long Branch to the City of Toronto
- HDR will coordinate with City of Toronto modellers on understanding the assumptions made for the Kipling express bus service coding
- City of Toronto and City of Mississauga will exchange information on their respective consultation events
- HDR will carry out a test run with the Kipling bus, reduced speed and 130 vehicle capacity on Lake Shore Blvd to see the impact on ridership for the with and without transfer at Long Branch scenarios
- City of Toronto will carry out a test run with the Mississauga land use numbers

Best regards,

Rhys Wolff, P.Eng.

Senior Transportation Engineer | Project Manager



HDR

255 Adelaide Street West
Toronto, ON M5H 1X9

T 647.777.4958

rhys.wolff@hdrinc.com



Meeting Minutes

Project: Lakeshore Connecting Communities

Subject: MiWay Meeting 2

Date: Friday, March 09, 2018

Location: Semenyk Hurontario Room (MiWay)

The following was presented at the MiWay Meeting 2 on March 9, 2018:

1. Transit service recommendations
 - a. Interim solution
 - b. Ultimate solution
 - c. Phasing and implementation strategy
2. Transit stop locations
3. Transit stop configurations

A summary of the meeting discussion is provided as follows:

1. MiWay indicated their preference for having continuous express service between Clarkson GO and Long Branch GO.
2. MiWay noted that the interim transit solution should be revised to show express service between Clarkson GO and Long Branch GO.
3. MiWay commented that the interim transit solution should be re-labeled from BRT to Express Bus.
4. MiWay to provide more detailed comments on interim and ultimate transit solutions as well as phasing strategy.
5. MiWay noted that the Lakeshore Connecting Communities study should show at a conceptual level how a transit terminal (that can accommodate bus or streetcars) can be accommodated on the 70 Mississauga Road site (or suitable alternative). The transit hub should be large enough to accommodate future number of transit bays per the proposed increased transit service and include ancillary facilities (bathrooms, etc.).
6. HDR requests that MiWay provide future number of transit bays to be provided at a proposed terminal on the 70 Mississauga Road site (or suitable alternative).
7. MiWay noted that they are moving away from have on-street transit turnarounds and they would prefer not to use the local road network (especially residential roads).
8. MiWay to provide direction regarding location of future transit stops. HDR provided two options to consider (east of Mississauga Road). MiWay to provide exact stop locations for entire corridor and direction with respect to maintaining or abandoning local service.
9. MiWay to provide confirmation of the boulevard transit stop configuration presented at the meeting (as per City of Mississauga) standards. Median transit stop configuration was not presented but will be based on City of Toronto standards for protection of extension of the streetcar service.



Project team action items are as follows:

1. Consider revising transit solution to show express service between Clarkson GO and Long Branch GO.
2. Re-label interim transit solution from BRT to express bus service.
3. Provide more details at a conceptual level, regarding how a transit terminal (that can accommodate bus or streetcars) can be accommodated on the 70 Mississauga Road site (or suitable alternative).

MiWay action items are as follows:

1. MiWay to provide more detailed comments on interim and ultimate transit solutions as well as phasing strategy.
2. MiWay to provide future number of transit bays to be provided at a proposed terminal on the 70 Mississauga Road site (or suitable alternative).
3. MiWay to provide exact stop locations for entire corridor and direction with respect to maintaining or abandoning local service.
4. MiWay to provide confirmation of the boulevard transit stop configuration presented at the meeting (as per City of Mississauga) standards.

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by



From: [Alana Tyers](#)
To: [Mark Vandersluis](#); [Alice Ho](#); [Ji-Yeon Lee](#); [Dana Glofcheskie](#); [Yvonne Gwyn](#); [Sophia Saedi Khameneh](#)
Cc: [Gan, Tyrone](#); [Tanya Brown](#); [Brent Raymond](#); [Susan Tanabe](#); [Erwin, Tara](#); [Malfara, Nico](#)
Subject: RE: Lakeshore Connecting Communities - Transit Stop and Infrastructure Placement in Corridor
Date: Wednesday, August 29, 2018 3:11:09 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Mark,

MiWay has reviewed and provided additional comments/confirmation with regards to the placement of our existing stops along Lakeshore Blvd. As indicated in your minutes below, MiWay requests that the Lakeshore Corridor drawings be revised to:

- Clearly indicate the proposed location of all MiWay local stops, including bus stop pads and shelters at each stop location as per MiWay's Standard Drawings:
<http://www.mississauga.ca/file/COM/2250040.pdf>. (To encourage transit use, and ensure enhanced customer amenities, shelters shall be protected for at all MiWay local stops along Lakeshore Blvd.)
- Include note: "Exact location of stops and shelters are subject to change. Property may be required to accommodate transit shelters. To be confirmed during detailed design."
- Include MiWay's requirement for a 15m clearance with concrete passenger landing pad to provide safe access for passengers existing from the back doors of a 40ft, and 60ft, bus. The hard surface passenger landing pad is to connect with proposed sidewalk/pedestrian linkage and be illustrated on all drawings. All proposed trees and/or any other street furniture are to be removed from within this 15 metre clearance.

Standard Transit Drawings: The applicant is advised that MiWay's standard drawings are available on-line as part of the Standard Drawings Manual for the Transportation and Works Department, City of Mississauga. Use link: <http://www.mississauga.ca/portal/business/transit>

All proposed express stops along the corridor should be placed at the near side location (exact locations confirmed in Map Roll up); however, in order to provide for future transit priority improvements, such as TSP, MiWay is requesting that protection for a far side stop at each of the express stop locations be included as part of the corridor plan.

The updated Lakeshore Roll Up drawings have been updated and uploaded on the project team site.

Should you have any questions or concerns, please do let me know.

Thank you,

Alana



Alana Tyers, MCIP, RPP

Team Leader, Transit Planning
Business Development – Service Development
T 905-615-3200 ext.3812
alana.tyers@mississauga.ca | miway.ca

[City of Mississauga](http://CityofMississauga.ca) | Transportation & Works Department
Transit Division

From: Mark Vandersluis
Sent: 2018/08/21 4:00 PM
To: Alice Ho; Ji-Yeon Lee; Alana Tyers; Dana Glofcheskie; Yvonne Gwyn; Sophia Saedi Khameneh
Cc: Gan, Tyrone; Tanya Brown; Brent Raymond; Susan Tanabe; Erwin, Tara; Malfara, Nico
Subject: RE: Lakeshore Connecting Communities - Transit Stop and Infrastructure Placement in Corridor

Hi Alice and Alana,
Further to my email yesterday, please find attached the travel time benefit at express stops due to TSP that HDR has prepared. Please let me know if you have any questions.

Thanks,
Mark

From: Mark Vandersluis
Sent: 2018/08/20 1:55 PM
To: Alice Ho; Ji-Yeon Lee; Alana Tyers; Dana Glofcheskie; Yvonne Gwyn; Sophia Saedi Khameneh
Cc: 'Gan, Tyrone'; 'Tanya Brown'; 'Brent Raymond'; Susan Tanabe; Erwin, Tara; Malfara, Nico
Subject: Lakeshore Connecting Communities - Transit Stop and Infrastructure Placement in Corridor

Hi Alice and Alana,

Please find the scanned roll plan from last Friday's meeting at the below link:

<http://projects.mississauga.ca/sites/96/Shared%20Documents/Aug%2017%20-%20MiWay%20Meeting>

Action items from the meeting are as follows:

- **MiWay** to provide final direction on the location of stops (including a review midblock locations and other locations with question marks)
- DTAH to add note to drawing regarding shelters
 - i. **MiWay** to confirm wording "Location of stops and shelters are subject to change. Property may be required to accommodate transit shelters. To be confirmed during detailed design."
- DTAH to revise plans to reflect MiWay typical bus stop standard drawing with stops adjacent to stop bar, 15 m clearance, and shelter shown.

HDR to add recommendation to final report for City to investigate a pedestrian crossing at Front Street.

- Mark to request bus stop shelter on private ROW as part of 70 Mississauga Road development.
- HDR to send MiWay travel time benefit at express stops (where TSP implemented) for AM, PM peak hour in EB and WB direction.

Thanks,
Mark



Mark VanderSluis, P.Eng.

Project Leader, Transportation Planning

T 905-615-3200 ext.4160

mark.vandersluis@mississauga.ca

[City of Mississauga](#)

Please consider the environment before printing.

Meeting Agenda

Meeting Purpose: Lakeshore Connecting Communities – Steering Committee Meeting

Chairperson: Mark VanderSluis

Agenda Items:

Item	Subject:	PMR	Time	Action Required	Comments/Objectives:
1	Introduction	Susan	5 mins	For Information	
2	Project Update and Presentation	Mark	20 mins	For Information	Project background, tasks completed, stakeholder consultation and project timelines to be presented.
3	Discussion and Follow-up Questions	All	45 mins	For Discussion	
4	Wrap-up and Next Steps	Mark	5 mins		

Meeting Invitees:

City Manager's Department	Community Services Department	Corporate Services Department	Planning & Building Department	Transportation & Works Department
	Laura Piette		Susan Burt Lesley Pavan Andrew Whittemore	Andy Harvey Geoff Marinoff Helen Noehammer Norbert Orzel Susan Tanabe Mark VanderSluis

Next Meeting Date: Yet to be decided.



Meeting Minutes

Project:	Lakeshore Connecting Communities	
Subject:	Steering Committee Meeting No. 2	
Date:	Tuesday, April 18, 2017	
Location:	201 City Centre Drive – 8 th Floor, Superior Room	
Attendees:	Helen Noehammer (Transportation and Infrastructure Planning) Geoff Marinoff (Mississauga Transit) Andy Harvey (Engineering and Construction) Lesley Pavan (Development and Design) Eric Lucic (Parks and Forestry) Abdul Shaikh (Hurontario LRT)	Mark Vandersluis (City of Mississauga) Susan Tanabe (City of Mississauga) Tyrone Gan (HDR) Nico Malfara (HDR)

	<i>Topic</i>	<i>Action by</i>
1	New Credit River Crossing	
	i. Steering Committee requested that an analysis be completed to determine where the crossing should be located on a north-south axis (between the QEW and Lake Ontario) to maximize diversion from Lakeshore Road crossing.	HDR
	ii. Steering Committee requested that new Credit River crossing options continue to be considered with more detailed traffic operations evaluated. HDR to document results of high level evaluation.	HDR
2	Traffic Lanes on Lakeshore Road	
	i. Steering Committee requested that in conjunction with more detailed analysis of new Credit River Crossing, options for reducing the number of lanes on Lakeshore Road also continue to be considered.	HDR
3	Rapid Transit Needs Assessment	
	i. Steering Committee requested that more sensitivity testing on impact of different fare policies (i.e. Metrolinx fare integration) be completed to determine if potential less expensive short distance GO train trips compete with proposed rapid transit on Lakeshore Road.	HDR
	ii. It was noted that the Hurontario LRT will terminate at Park Street (i.e. the future Port Credit GO Station stop) in a tunnel. A future southerly extension would have to come back to street level at Lakeshore Road; however, challenges exist in having a terminal stop at Lakeshore Road due to grade issues. HDR to request from Hurontario LRT team drawings to assist in evaluating potential options for extension.	HDR
	iii. Steering Committee requested that options to extend the Hurontario LRT southerly to Lakeshore Road continue to be considered. Furthermore, the Steering Committee also agreed that options to extend the Waterfront West LRT from Toronto to Port Credit continue to be considered.	



4 Lakeshore Road Re-alignment

- i. Steering Committee was not supportive of Options 2 – 4. City of Mississauga to share findings from the Lakeshore Road TMP study with the Inspiration Lakeview team to inform their Official Plan Amendment (OPA).

5 Additional Input

- i. Steering Committee noted that the project team should be prepared to explain assumptions related to Regional Express Rail (RER) for the Milton GO Line.
- ii. It was noted that the impact of RER potential road closures at existing at-grade rail crossings should be considered and discussed with Metrolinx.
- iii. It was noted that Long Branch GO Station could make an attractive gateway mobility hub given its potential to combine connections between GO rail, MiWay, and TTC services.
- iv. It was noted that to come to a consensus on ultimate recommendation for rapid transit on Lakeshore Road, the project should be elevated on both the City of Mississauga and City of Toronto levels to Metrolinx for a larger regional transit discussion.

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by





Meeting Minutes

Project:	Lakeshore Connecting Communities	
Subject:	Steering Committee Meeting 3	
Date:	Thursday, August 10, 2017	
Location:	201 City Centre Drive, Mississauga, ON	
Attendees:	Helen Noehammer (Transportation and Infrastructure Planning) Geoff Marinoff (Mississauga Transit) Andy Harvey (Engineering and Construction) Joe Perrotta (Hurontario LRT) Karen Crouse (Policy Planning)	Mark Vandersluis ((Transportation and Infrastructure Planning) Susan Tanabe ((Transportation and Infrastructure Planning) Tyrone Gan (HDR) Nico Malfara (HDR)

	Topic	Action By
1	70 Mississauga Road (IOL Site) Development <ul style="list-style-type: none"> i. Steering Committee noted that a transit hub (i.e. potential streetcar turnaround, bus loop, or enhanced transit stop/station) to anchor the Lakeshore Road Rapid Transit should be protected for within the site. ii. HDR recommended a transit turnaround within the site such that it supports transit oriented development site rather than a compact footprint. 	
2	Coordination with City of Toronto <ul style="list-style-type: none"> i. Steering Committee noted that the operating agreement between TTC and MiWay would present potential challenges for running transit service across municipal boundaries. ii. Steering Committee noted that increasing the line length and number of vehicles on the existing TTC streetcar route would require additional capacity at existing TTC maintenance and storage facilities (MSF) or a completely new MSF within the City of Mississauga. iii. It was noted that new development sites such as Inspiration Lakeview and 70 Mississauga Road (IOL Site) present potential opportunities to locate a MSF or other transit facilities if needed. iv. City of Mississauga to coordinate a meeting with the City of Toronto between senior management to discuss potential long term transit strategy for operating the future Waterfront West LRT into Mississauga. 	City of Mississauga (2iv)
3	Coordination with Metrolinx <ul style="list-style-type: none"> i. Steering Committee concerned that Lakeshore Road Rapid Transit in Mississauga is not a high priority for Metrolinx. It would be difficult to gain support for the project as it may directly compete with planned RER on the Lakeshore West GO Line (although the Lakeshore Connecting Communities project has found that the Lakeshore Road Rapid Transit Line would be complementary during peak hours). ii. HLRT consultations are planned for October or November of 2017. 	



4

Implementation/Phasing

- i. Steering Committee noted that the Inspiration Lakeview, 1 Port Street, and 70 Mississauga Road (IOL Site) are the only re-development lands along the Lakeshore Road corridor. There are no plans for redevelopment west of East Avenue (i.e. in constrained ROW segment) to provide opportunities for additional ROW.
- ii. Steering Committee decided that a new first phase of implementation should be a BRT connecting Long Branch Station to Lakeview in dedicated median lanes and in mixed traffic to 70 Mississauga Road (IOL Site) terminating at a transit anchor hub within the site. Additionally local service would be layered on top of the express service.
- iii. Steering Committee also agreed that a final phase of implementation would be extending the City of Toronto's Lakeshore streetcar service into Mississauga (along the BRTs alignment) subject to further discussion and agreements with the City of Toronto

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by





Meeting Minutes

Project:	Lakeshore Connecting Communities	
Subject:	Steering Committee (SC) Meeting 4	
Date:	Monday, January 07, 2019	
Location:	201 City Centre Drive, Mississauga, Ontario (Superior Room – 8 th Floor)	
Attendees:	Mark VanderSluis Susan Tanabe Tyrone Gan (HDR) Nico Malfara (HDR) Helen Noehammer Geoff Marinoff	Andy Harvey Jason Bevan Lesley Pavan Jodi Robillos Joe Perrotta

Topic	Action By
1 General Comments on Executive Summary of Draft TMP Report	
i. SC noted concerns with the proposed tree corridor and amount of soil volumes for tree roots where soil cells are proposed. It was also noted that the amount of soil volume for the tree roots will also need to be confirmed during subsequent phases of the Study. HDR noted the comment and will revise cross sections to show smaller tree canopy to manage expectations for ultimate tree size.	HDR
ii. SC noted that in order to establish an unencumbered tree planting zone along the Study Corridor, consultation with the individual utility companies to locate and finance a common utility trench outside of the tree corridor is recommended prior to commencing detailed design.	
iii. SC asked if the existing Lakeshore Road Bridge crossing of the Credit River would have to be reconstructed to accommodate the preferred cross section. HDR confirmed that the bridge would have to be widened and rehabilitated; however, this is to be confirmed during the next phase of the Study (i.e. an EA) as the structural assessment was completed at the TMP level (i.e. not as detailed as the EA assessment).	
iv. SC suggested that a Schedule 'C' Municipal Class Environmental Assessment (EA) for a new crossing of the Credit River linking the east and west side of the River south of the existing railway crossing generally to connect the Front St and Queen St right-of-ways be completed before a 2041 time horizon. Although the TMP recommended an active transportation only crossing at this location, SC noted that the future EA should also consider both an active transportation and vehicular crossing at this location in order to coordinate any potential improvements. HDR to revise in report.	HDR
v. SC noted that Phase 1 implementation description should be revised to read, "New transit stop infrastructure (i.e. bus shelters) would be required to implement this phase; however, no new major transportation infrastructure would be required (i.e. road widening or re-construction)." HDR to revise in report.	HDR
vi. SC requested that a future commitment be added stating that "the newly reconstructed Etobicoke Creek Bridge should be reviewed during future phases of design in coordination with the City of Toronto and TRCA to determine if the bridge can accommodate dedicated transit lanes should they be extended to the Long Branch GO Station in the future." HDR to revise in report.	HDR



<i>Topic</i>	<i>Action By</i>
vii. SC noted concerns with the preliminary capital cost estimate, citing that it seemed lower than expected. It was suggested that the draft preliminary cost estimate would represent a “value engineering” estimate and price premiums for enhanced features such as public art, streetscaping, common utility trench, etc would be included as separate line items. HDR to review draft preliminary cost estimate and confirm assumptions and revisit with project team.	HDR
2 Decision Points for Discussion	
i. Parking: SC gave direction to not include cost for replacement or lost revenue in the final report; however, the fact that revenue is being lost due to the loss of parking should be noted in the report.	
ii. Post 2041 Streetcar Extension: SC noted to maintain existing messaging regarding timing and implementation for streetcar extension; however, the City is to develop an internal issues list for the streetcar extension moving forward.	
iii. Road Construction Phasing / Timing: HDR to develop a table that illustrates people moving capacity and capital cost estimate by phase of the project to inform the reconstruction program. Mark to share existing Lakeshore Road rehabilitation schedule with HDR to inform phasing/timing.	HDR Mark
3 Other Items	
i. SC noted that the Mayor should be briefed prior to General Committee	Mark
ii. SC noted that local ward councilors should be briefed	Mark
iii. The City is to reach out to Metrolinx regarding potential partnering on future studies following approval of 2019 budget	Mark

If there are any errors or omissions, please advise nico.malfara@hdrinc.com within ten business days of the issuance of these minutes.

Minutes prepared by

