



Lakeshore Transportation Studies

Welcome to Virtual Open House #1 Live Meeting
September 28, 2021

Welcome and Introductions

Thank you for attending this virtual public meeting

Councillors Present:

- Stephen Dasko, Ward 1
- Karen Ras, Ward 2

Independent Facilitator:

- Sue Cumming, Cumming+Company

Presenters:

- Gino Dela Cruz, City of Mississauga Project Manager (gino.delacruz@mississauga.ca)
- Nico Malfara, HDR Project Manager (nico.malfara@hdrinc.com)

Land Acknowledgement

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty Lands and Traditional Territory of the Mississaugas of the Credit First Nation, Haudenosaunee and the Huron-Wendat First Nation. We recognize the ancestors of these peoples as the inhabitants of these lands since time immemorial.

The City of Mississauga is home to First Nations, Métis and Inuit peoples.

Purpose of the Meeting

The purpose of this virtual public meeting is to:



Share information on the Lakeshore Transportation Studies



Provide an overview of the scope and timeline for the three infrastructure projects



Respond to questions

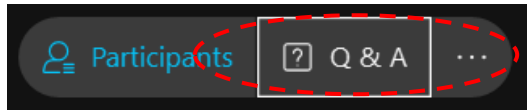
Format for the Meeting

The project team will provide a presentation live followed by a question-and-answer period.

You can ask questions or provide comments by typing these into the "Q & A" and the Independent Facilitator will read out the questions for the project team to respond to.

Your name will not be read aloud when questions are asked.

Time permitting, we may be able to have you raise your hand to ask your question.



Project Website

Following this meeting, you are encouraged to visit the project website mississauga.ca/lakeshore-transportation to review the materials and provide input about each project, available until **September 30, 2021**.

The presentation portion of tonight's meeting will also be posted on the project website.

Public input received through this virtual meeting will be included in a feedback report that will also be posted on the project website.

Introduction

The Lakeshore Transportation Studies include three infrastructure projects in the Lakeview, Port Credit and Clarkson communities that build from the 2019 Lakeshore Connecting Communities Transportation Master Plan.

Lakeshore Bus Rapid Transit (BRT) Study

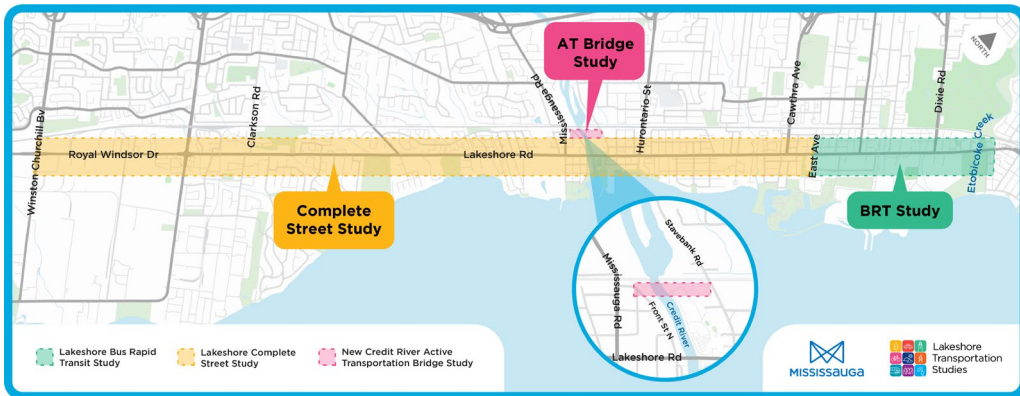
Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08.

Lakeshore Complete Street Study

Schedule C Class EA Study under the Municipal Class Environmental Assessment process (October 2000, as amended in 2007, 2011 and 2015).

New Credit River Active Transportation Bridge Study

Schedule B Class EA Study under the Municipal Class Environmental Assessment process (October 2000, as amended in 2007, 2011 and 2015).



Technical Studies Underway

We are completing studies to identify the baseline conditions, determine any potential for impacts and propose measures to mitigate potential negative impacts. The studies to be conducted by the project team are identified below.



Climate Change
and Sustainability



Air Quality



Noise and Vibration



Natural Environment



Traffic and
Transportation



Cultural Heritage



Socioeconomic and
Land Use



Archaeology

Study Process and Timeline

Each project requires a specific type of environmental review.

Spring 2021

Lakeshore Bus Rapid Transit (BRT) Study

Part A: Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08.*

Background Review & Pre-TPAP Studies

- Assess Existing Conditions
- ★ Public Open House #1 (Sept 2021) - [We are here](#)

Fall 2021

Preliminary Design & TPAP

- Issue Notice of TPAP Commencement
- Public Open House #2
- Complete Environmental Project Report (EPR)
- Issue Notice of TPAP Completion

Spring 2022

Project Completion

- 30 Day Public Review of EPR
- 35 Day Minister Review and Decision
- Submit Statement of Completion

Fall 2022

This project has received funding through the Investing in Canada Infrastructure Program (ICIP) and will have an expedited timeline for development. For more information about the funding granted to the City of Mississauga through the ICIP, please read the news release issued by the City in January 2021.

Lakeshore Complete Street Study

Part B: Schedule C Class EA Study under the Municipal Class Environmental Assessment process (October 2000, as amended in 2007, 2011 and 2015).

Phase 1 - Problem or Opportunity

- Assess Existing Conditions
- ★ Public Open House #1 (Sept 2021) - [We are here](#)

Phase 2 - Alternative Solutions

- Identify Alternative Solutions
- Evaluate Alternative Solutions
- Public Open House #2
- Select Preferred Solution

Phase 3 - Alternative Design Concepts for Proposed Solution

- Identify Design Concepts for Preferred Solution
- Evaluate Alternative Design Concepts
- Public Open House #3 (Summer 2022)
- Select Preferred Design Concept

Phase 4 - Environmental Study Report (ESR)

- Finalize Preferred Design Concept
- Complete Environmental Study Report (ESR)
- 30 Day Public Review Period
- Issue Notice of Completion

New Credit River Active Transportation Bridge Study

Part C: Schedule B Class EA Study under the Municipal Class Environmental Assessment process (October 2000, as amended in 2007, 2011 and 2015).

Phase 1 - Problem or Opportunity

- Assess Existing Conditions
- ★ Public Open House #1 (Sept 2021) - [We are here](#)

Phase 2 - Alternative Solutions

- Identify Alternative Solutions
- Evaluate Alternative Solutions
- Public Open House #2
- Select Preferred Solution
- Finalize Preliminary Design
- Document in Project File
- Issue Notice of Completion

What We Heard at the 2019 Lakeshore Connecting Community Study

The 2019 Lakeshore Connecting Communities Study undertook a comprehensive public and stakeholder consultation and engagement plan.

Consultation Activities:

- 3 rounds of Public Open Houses
- 4 pop-up Workshops
- 2 Walkability Audits
- 1 Business Community Workshop
- Website and online survey

Common Themes Heard:

- More welcoming pedestrian environment
- Address concerns about speeding
- Develop higher order rapid transit
- Improve pedestrian connections and priority
- Coordinate signal timing to improve operations
- Improve intersection configurations
- Improve conditions for walking/cycling the Waterfront Trail
- Explore feasibility of additional Credit River crossing
- Separate bike lanes and create a continuous network

Existing and Future Context





Planning Context

All relevant plans and policies were reviewed to inform the background review for the Lakeshore Transportation Studies. The key documents reviewed are highlighted below:





Federal and Provincial Plans

-  2014 Provincial Policy Statement
-  A Place to Grow



Regional Plans

-  Region of Peel Official Plan
-  Sustainable Transportation Strategy
-  Let's Move Peel | Long Range Transportation Study
-  Sustainable Transportation Strategy | Active Transportation Implementation Plan

Municipal Plans

-  Mississauga Official Plan | Inspirational Lakeview Master Plan
-  Mississauga Transportation Master Plan
-  MiWay Five Year Transit Service Plan
-  Mississauga Cycling Master Plan

Metrolinx Plans

-  GO Rail Station Access Plan
-  2041 Regional Transportation Plan

Problem and/or Opportunity Statement

The Lakeshore Transportation Studies adopts the Problem and Opportunity Statement set out in the 2019 Lakeshore Connecting Communities TMP as follows:



Lakeshore Road intersects a mix of established and developing communities. Preserving and enhancing the community's character and sense of place is important.



By 2041, the Lakeshore Communities will grow by approximately 56,000 people and 16,500 jobs. Without any improvements to the transportation network in the Lakeshore Communities congestion will worsen for all road users.

The existing pedestrian and cycling network are discontinuous and can be better integrated into the overall network. The existing transit service will require additional capacity in the future and a greater degree of transit priority.



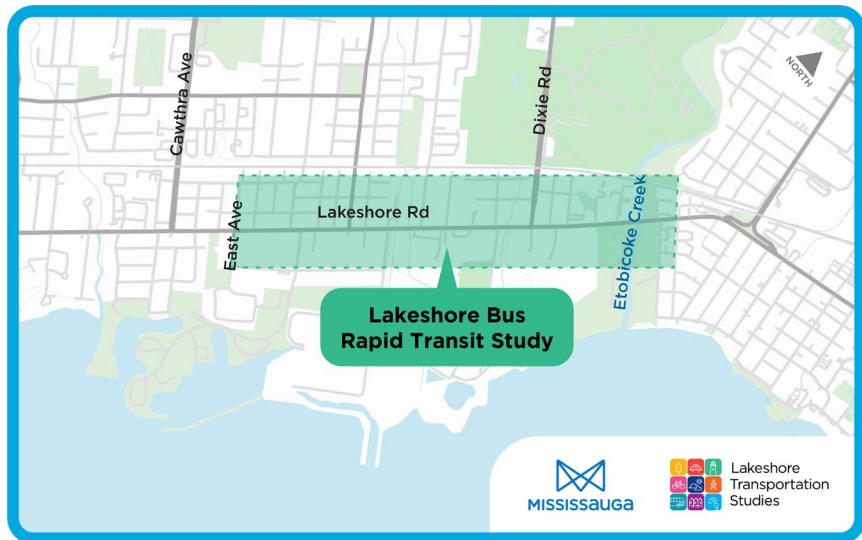
With limited road capacity, greater reliance on transit, walking, and cycling is required. This requires making these methods of travelling more attractive.

Lakeshore Bus Rapid Transit Study

Lakeshore Bus Rapid Transit Study

As part of the Lakeshore Transportation Studies, the City of Mississauga is developing the preliminary design and completing the Transit Project Assessment Process (TPAP) for the Lakeshore Bus Rapid Transit Project (BRT). A TPAP is an expedited Environmental Assessment process in which the environmental effects of the project are analyzed.

The Lakeshore BRT is planned to extend for two kilometres along Lakeshore Road from the Etobicoke Creek to East Avenue.



Lakeshore Bus Rapid Transit Study

The following recommendations from the 2019 Lakeshore Connecting Communities Transportation Master Plan (TMP) for the 2 km section of Lakeshore Road from the Etobicoke Creek to East Avenue are being carried forward for the Lakeshore BRT Study:

Phase 1

Problem And/or Opportunity Statement

The Lakeshore Transportation Studies adopts the Problem and Opportunity Statement set out in the 2019 Lakeshore Connecting Communities TMP.

Phase 2

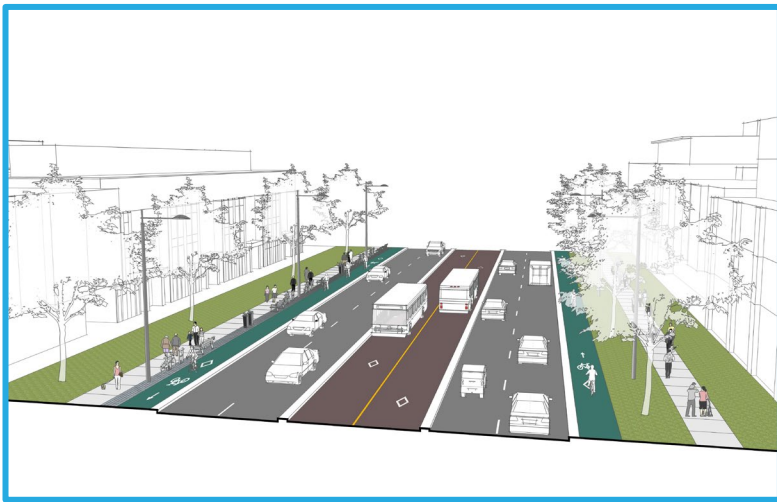
Alternative Solutions

Centre-running BRT was the preferred transit network solution.

Four alternative cross-section options were identified, and the preferred option selected was centre-running BRT with separated bike lanes on both sides.

Lakeshore Bus Rapid Transit Study

The preferred cross-section will be applied to the corridor to inform the preliminary design and completion of the Transit Project Assessment Process (TPAP). The design will feature:



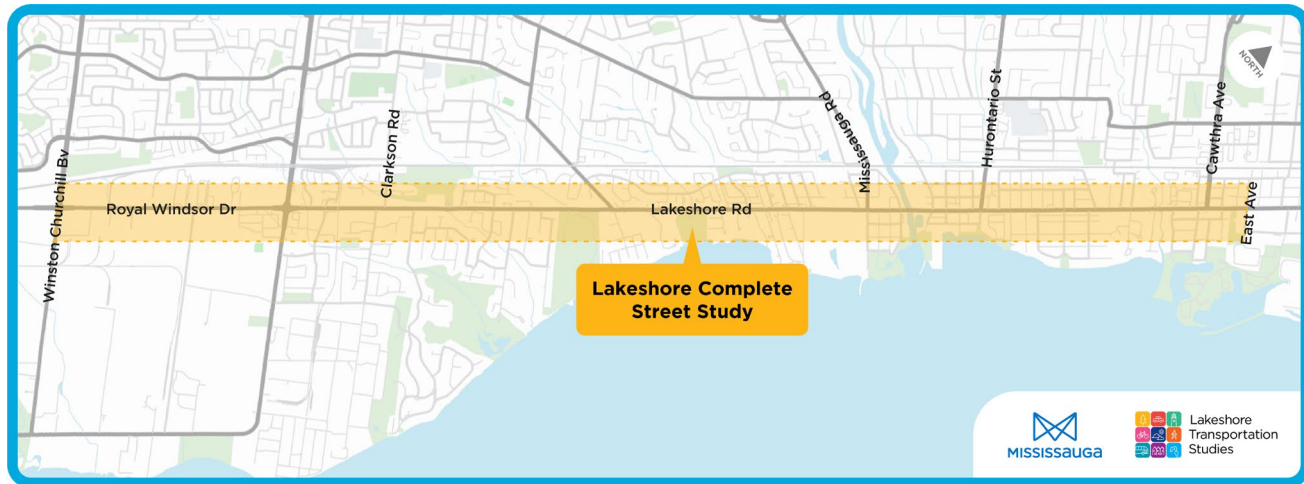
- Separated bike lanes and generous sidewalks
- New centre-running BRT lanes
- New express bus stops in the centre of the street
- Maintain curbside local transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Left turn lanes at signalized intersections

Lakeshore Complete Street Study

Lakeshore Complete Street Study

As part of the Lakeshore Transportation Studies, the City is developing the preliminary design and completing the Schedule C Class Environmental Assessment (EA) for Lakeshore Road and Royal Windsor Drive.

This study will consider a 'Complete Street' approach to improve the experience for people travelling along the Lakeshore corridor from East Avenue to the Oakville border.



Lakeshore Complete Street Study

Phase 1

Problem And/or Opportunity Statement

The Lakeshore Transportation Studies adopts the Problem and Opportunity Statement set out in the 2019 Lakeshore Connecting Communities TMP.

★ Phase 2

Alternative Solutions ★ We Are Here

The Lakeshore Transportation Studies adopts the preferred transit solution for the section of Lakeshore Road and Royal Windsor Drive from Godfrey's Lane to Winston Churchill Boulevard.

How ever, additional transit solutions will be considered for the section from Godfrey's Lane to East Avenue in response to changing context (i.e. COVID-19) and stakeholder comments.

Phase 3

Alternative Design Concepts

The Lakeshore Transportation Studies adopts the preferred design concepts for the section of Lakeshore Road and Royal Windsor Drive from Godfrey's Lane to Winston Churchill Boulevard (similar to Phase 2).

How ever, additional design concepts will be considered for the section from Godfrey's Lane to East Avenue.

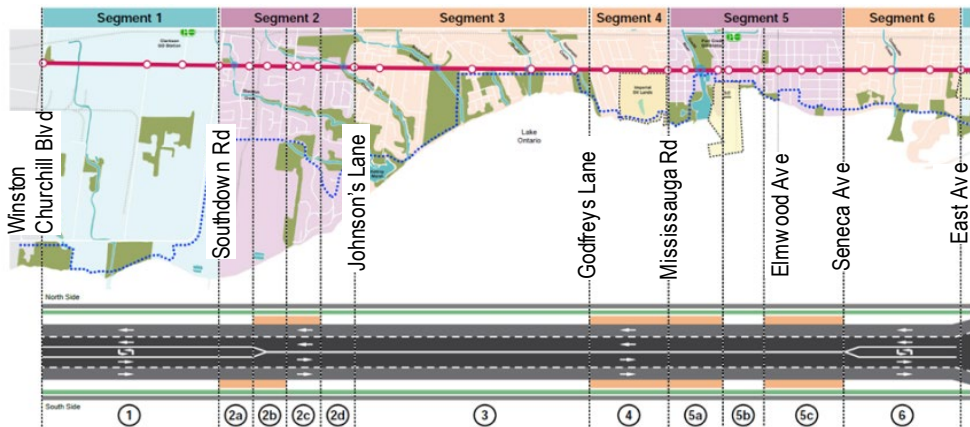
Phase 4

Environmental Study Report

The Lakeshore Transportation Studies will document the preferred design, impacts, and proposed mitigation measured in the Environmental Study Report (ESR).

Lakeshore Complete Street Study

The 2019 Lakeshore Connecting Communities Study (Phase 1 and 2 of Transportation Master Plan Process) recommended the following preferred solution for the section of Lakeshore Road and Royal Windsor Drive from East Avenue to Winston Churchill Boulevard.



Preferred transit solution and cross-section for this section (Segments 1 to 3) to be carried forward from 2019 Lakeshore Connecting Communities Study

Preferred transit solution and cross-section for this section (Segments 4 to 6) to be studied through this project

Alternative Transit Solutions (Phase 2)

Alternative 1: Mixed Traffic



- Buses run in mixed traffic
- Potential for transit signal priority at intersections

Alternative 2: Transit-only Lane



- Convert two existing lanes to transit only lanes
- One lane in each direction for general-purpose traffic

Alternative 3: HOV/Transit Lane



- Convert two existing lanes to high-occupancy vehicle (HOV) lanes
- One lane in each direction for general-purpose traffic

Evaluation Criteria

The following criteria will be used to evaluate alternative solutions and alternative design concepts for the Lakeshore Complete Street Study:



Mobility

- City Policy Alignment
- Walking/ cycling, transit and driving experience
- Equity



Quality of Place and Prosperity

- Public Realm
- Cultural Environment
- Programming and retail activity
- Resilience and Sustainability



Environment

- Terrestrial Habitat/ Wildlife
- Air Quality
- Soil Quality
- Water Quality



Public Health and Safety

- Public Health
- Safety



Affordability

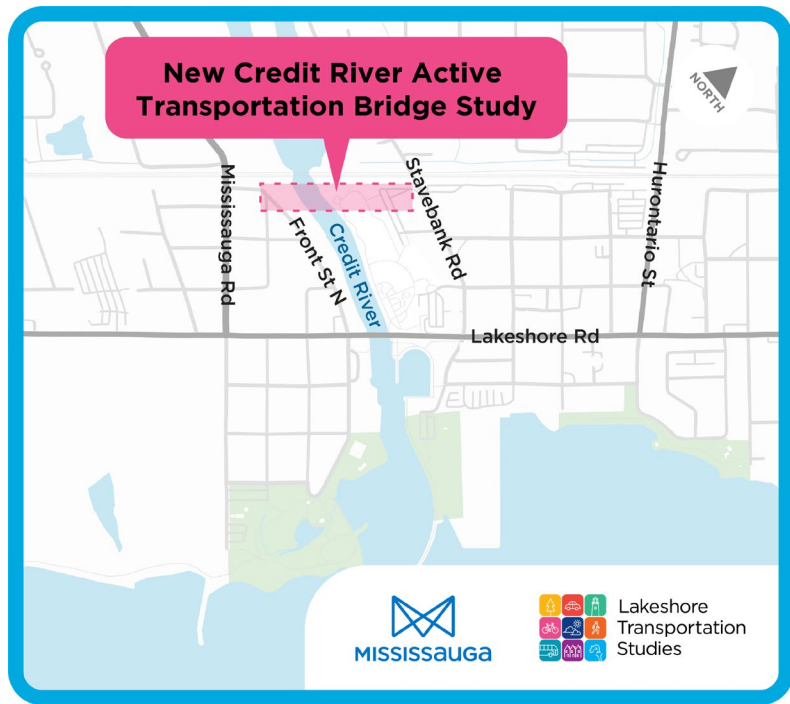
- Capital Cost
- Operational Cost
- Construction Complexity

New Credit River Active Transportation Bridge Study

New Credit River Active Transportation Bridge Study

As part of the Lakeshore Transportation Studies, the City is developing the preliminary design and completing the Schedule B Class EA for a new active transportation bridge over the Credit River north of Lakeshore Road.

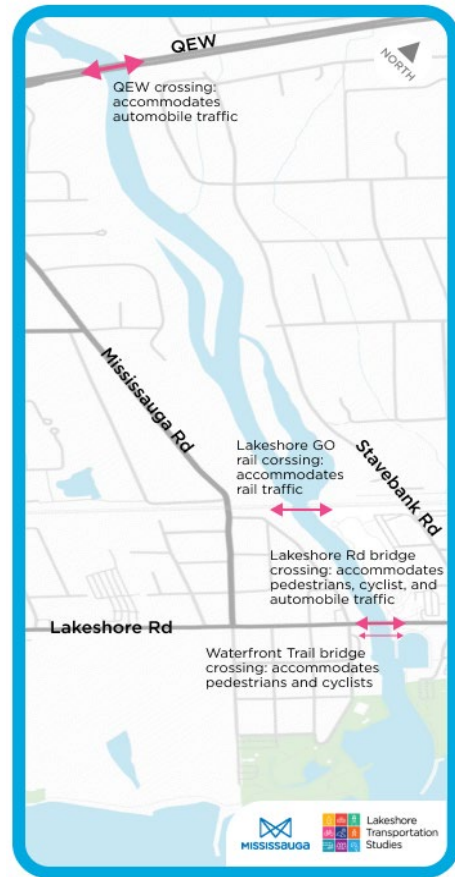
This bridge will enhance mobility across the river for people walking, rolling, and cycling.



New Credit River Active Transportation Bridge Study

Existing Crossings

The 2019 TMP identified that the existing Lakeshore Road Crossing **will become congested by 2041** and a new crossing may improve traffic operations and provide new connection to fill a gap in the transportation network across the Credit River between Dundas Street and Lakeshore Road.



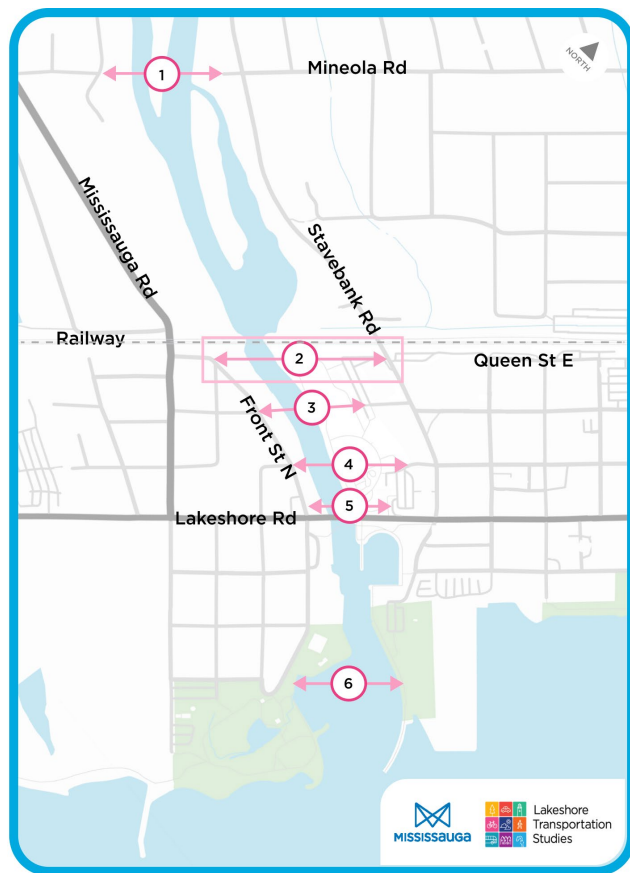
New Credit River Active Transportation Bridge Study

New Crossing Options

The 2019 TMP examined six (6) bridge locations and determined that an **active transportation only crossing** of the Credit River connecting Front Street and Stavebank Road was the preferred option. Alternative multi-modal crossings were considered but not carried forward from the TMP.

Active Transportation Crossing Locations:

- N Do nothing
- 1 Mineola Road
- ★ 2 **Queen Street** (preferred location)
- 3 Park Street
- 4 High Street
- 5 North of Existing Lakeshore Bridge
- 6 Inspiration Port Credit Bridge



New Credit River Active Transportation Bridge Study

Phase 1

Problem and/or Opportunity Statement

The Lakeshore Transportation Studies adopts the Problem and Opportunity Statement set out in the 2019 Lakeshore Connecting Communities TMP.

Phase 2

Alternative Solutions ★ We Are Here

Alternative bridge crossing were identified and evaluated, and a preferred solution was selected as part of the 2019 TMP.

Alternative design solution will be identified and evaluated as part of the New Credit River Active Transportation Bridge Study.

Alternative Bridge Design Solutions (Phase 2)

Alternative 1: Conventional Bridge



Alternative 2: Expand GO Bridge



Alternative 3: Truss Bridge



Alternative 4: Signature Bridge



Pros

- Less costly

- Avoids the need for in-water piers
- Less costly

- Avoids the need for in-water piers

- Visually appealing
- Avoids the need for in-water piers

Cons

- Environmental impacts from in-water piers
- Not as visually appealing

- Requires coordination with Metrolinx
- Not as visually appealing

- Requires large staging area
- Not as visually appealing

- More costly
- Complex bridge design and construction

Evaluation Criteria

The following criteria will be used to evaluate alternative design solutions for the New Credit River Active Transportation Bridge Study:



Mobility

- Walking/ cycling, transit and driving experience
- Equity



Quality of Place and Prosperity

- Public Realm
- Cultural Environment
- Programming and retail activity
- Resilience and Sustainability



Environment

- Terrestrial Habitat/ Wildlife
- Air Quality
- Soil Quality
- Water Quality



Public Health and Safety

- Public Health
- Safety



Affordability

- Capital Cost
- Operational Cost
- Construction Complexity

Thank you for listening



Please share your questions about the Lakeshore Transportation Studies in the “Q & A” section.



You can also submit comments after the meeting on the project website [**mississauga.ca/lakeshore-transportation**](https://mississauga.ca/lakeshore-transportation)



Or contact the project manager:
Gino Dela Cruz, City of Mississauga (gino.delacruz@mississauga.ca)

We look forward to your input!