

McLaughlin Road Corridor Project

Community Meeting #1 (VIRTUAL)

November 4, 2021



Purpose of Community Meeting #1



Introduce study purpose and existing conditions



Hear your thoughts on the potential opportunities for improvements for all road users



Present the study timeline, next steps and how to stay engaged

Background

2013 – 2016: (Previous EA) McLaughlin Road Improvements Project

February 2016: (resolution from Council) Project withdrawn

Present Day: Study to improve the Scenic Route section of McLaughlin Road from Bristol Road West to Britannia Road West (no vehicular lane widening)

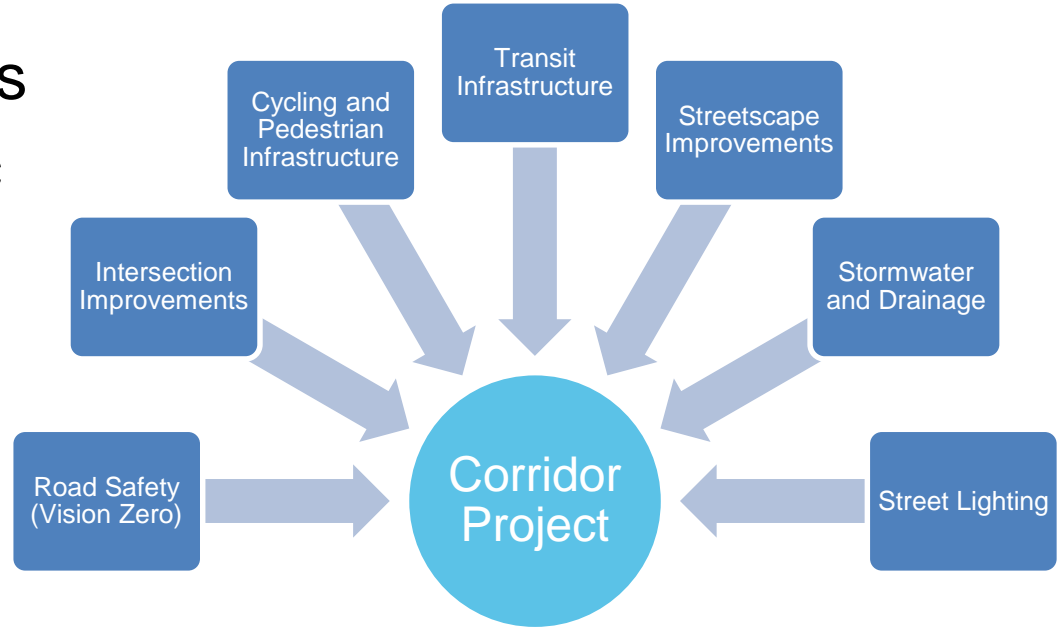
What is the McLaughlin Road Corridor Project?

- Create a complete street that is safe for all road users, including pedestrians, cyclists, transit users, and motorists
- Implement corridor improvements consistent with its designation as a *Scenic Route* in the City's Official Plan



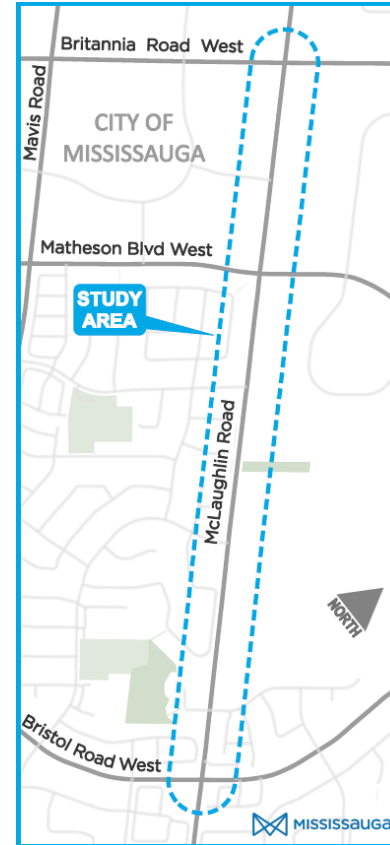
Project Scope

- Corridor improvements
- Properties of a Scenic Route
- Preserves the adjacent wood lot
- No vehicular lane widening



Study Area

- McLaughlin Road
Britannia Road West
to Bristol Road West



Existing Conditions

Study Area Characteristics



2.2 km long north-south Major Collector roadway



50 and 60 km/h posted speed limit



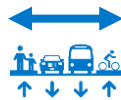
2 travel lanes (one per direction), with turning lanes



Urban cross-section (curb and gutter)



Land use includes low density residential and employment lands, with some commercial uses and woodlot along east side between Bristol and Matheson



26m and 30m Official Plan Right-of-Way Width Designation



Scenic Route designation between Bristol Road and Matheson Boulevard



MiWay Route 66



Street lighting (both sides, west side only near woodlot)



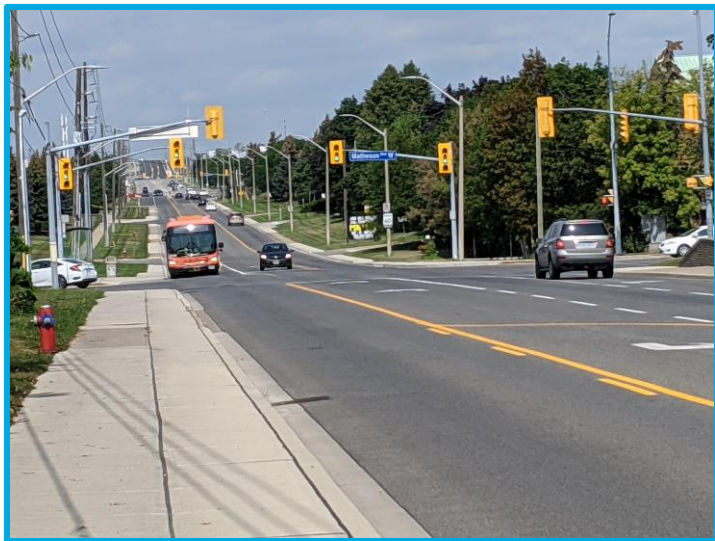
Cycling facilities do not exist



Sidewalks (on both sides)

Existing Conditions

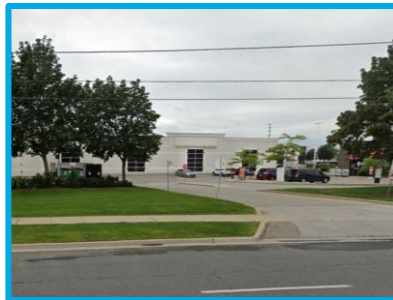
Traffic Control



-  Signalized Intersection
-  Unsignalized Intersection

Existing Conditions

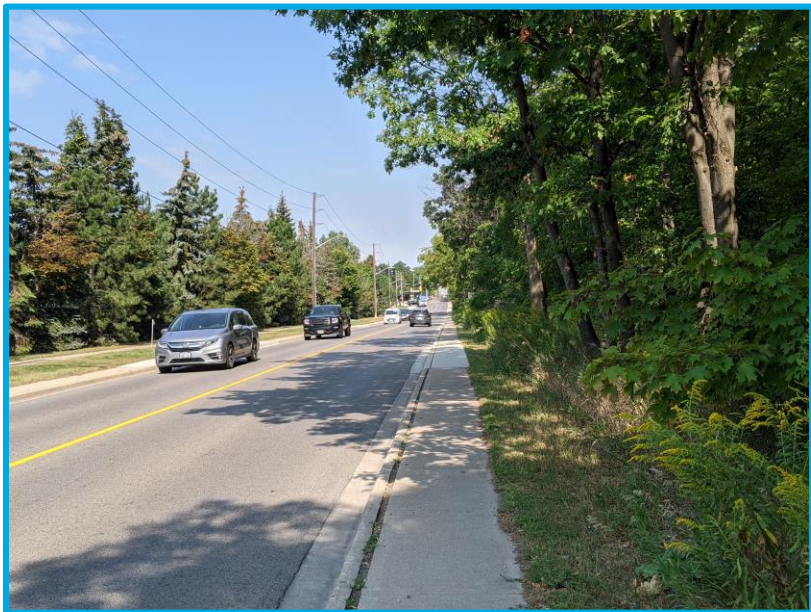
Land Use and Access



Source: Google Street View

Existing Conditions

Britannia Farm Woodlot

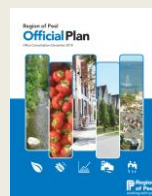


Planning Policy and Context

Provincial Plans



Regional Plans



Municipal Plans



What does *Scenic Route* designation mean?

Per Section 8.3.1.4 of Official Plan:

- Maintenance or improvements must reinforce or enhance the “scenic route qualities” of the roadway
- If major modifications will adversely impact these qualities, an amendment to the Official Plan is required
- Standard road improvements and maintenance are permitted without requiring an amendment



Road Safety

Vision Zero

- Principles:
 - Prioritize the safety and access of our most vulnerable road users
 - Eliminate all serious injury and fatal collisions
 - Everyone has a role to play in keeping each other safe on our network
- Zero = No loss of life or serious injury is acceptable in Mississauga



Road Safety

Potential Vision Zero Improvements



Improve safety at intersections



New cycling facilities and separate from through traffic



Support vulnerable users and update accessibility features



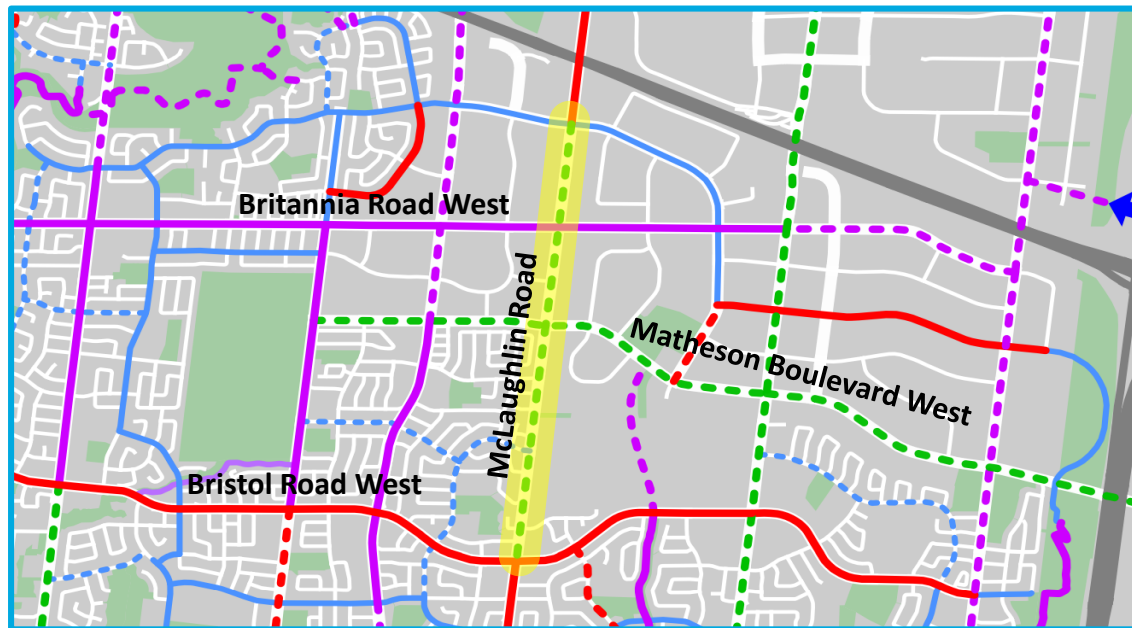
Consider new pedestrian crossing(s)



What are your thoughts of safety improvements?

Cycling

Mississauga Cycling Master Plan (2018)



Existing Facilities

- Bike Lane
- Paved Shoulder
- Shared Route
- Multi-Use Trail
- Connecting Trail
- Regional Connection

Proposed Facilities

- Cycle Track/Separated Bike Lane
- Bike Lane
- Paved Shoulder
- Shared Route
- Multi-Use Trail
- Regional Connection
- Major Barrier Crossing

McLaughlin Road identified as a Primary On-Road Cycling Route

Cycling

Potential Facility Types

Cycle Tracks



Cycle Track Separated by Mountable Curb and Parking Lane, Waterloo

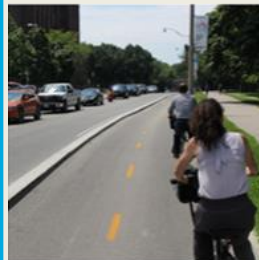


Cycle Track Separated by Barrier Curb, Ottawa

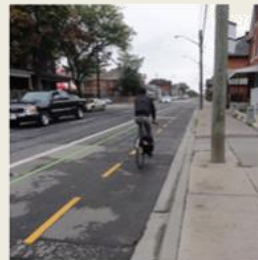


Cycle Track Separated by Mountable Curb, East Gwillimbury

Separated Bike Lanes



Two-Way Bicycle Lane Separated by Cast-in-place Concrete Curb, Toronto



Two-Way Bicycle Lane Separated by Flex Bollards, Hamilton



Bicycle Lane Separated by Flex Bollards and Planters, Toronto

Source: Alta

Source: OTM Book 18

Cycling

Potential Intersection Treatments



Unsignalized and signalized crossroads



Green pavement markings



Protected mid-block crossings



Fully protected intersections



Recessed crossings



Reduced corner radii to slow down turning traffic



Removal of channelized right turn lanes



Pavement markings and geometry at driveways to slow traffic and improve visibility of cycling facilities, particularly multi-use trails



Two-stage left turn bike boxes



Pavement markings through intersections

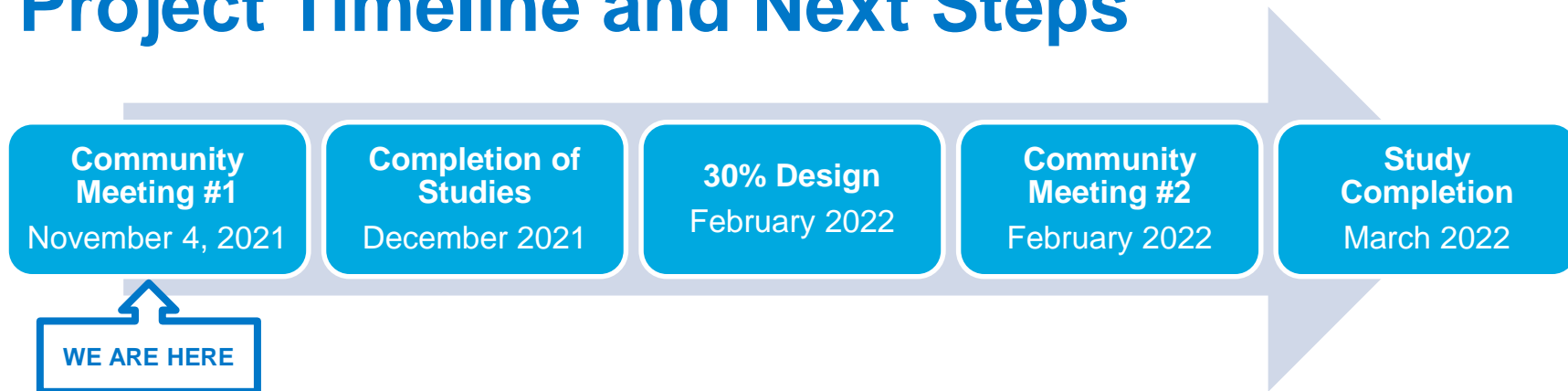
Source: Mississauga Cycling Master Plan, 2018

Environmental and Engineering Studies

- Transportation and Traffic Analysis
- Safety Performance Assessment
- Archaeological Assessment
- Tree Inventory and Restoration Plan
- Streetscape Plan
- Illumination Assessment
- Geotechnical and Pavement Investigation
- Environmental Site Assessment



Project Timeline and Next Steps



Next Steps



Review Feedback from Public



Community Meeting #2



Develop and Evaluate Alternatives



Document Study Findings

Additional Information/Questions



Review material and provide comments:

<https://www.mississauga.ca/mclaughlinrd>



Material is available from
November 4 to November 25, 2021



Call 311

Contact our Project Team:

Jacqueline Hunter

TDM Coordinator, City of Mississauga

Jacqueline.Hunter@mississauga.ca



Gene Chartier, M.A.Sc., P. Eng., FITE

Vice President and Chief Development Officer,
Paradigm Transportation Solutions Limited

gchartier@ptsl.com



Thank you for attending!