

# McLaughlin Road Corridor Project

Community Meeting #3 (in-person)

June 21, 2022



# Project Timeline and Milestones



# Purpose of Community Meeting #3



Share feedback received at previous Community Meetings



Present proposed changes to McLaughlin Road



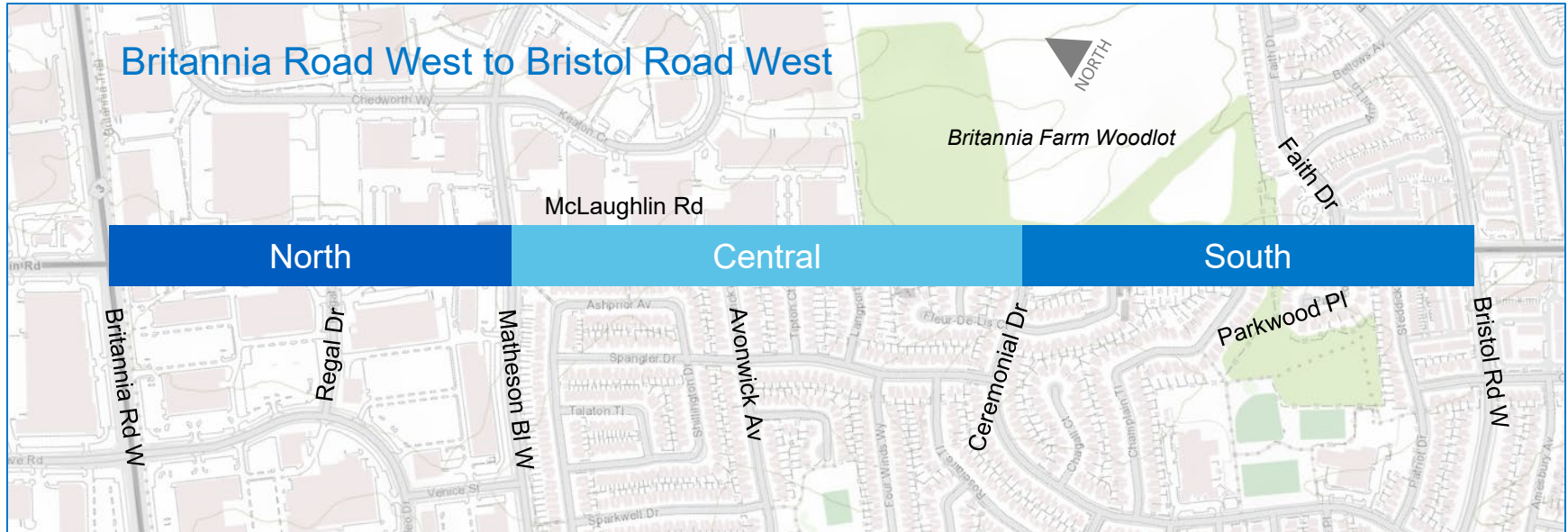
Answer any questions you have about the proposed changes and outline next steps

# 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 without widening vehicle travel lanes
- Implement corridor changes consistent with its designation as a **Scenic Route** in the City's Official Plan, while preserving the Britannia Farm woodlot



# Study Area



# Focus on Road Safety



Adopted by City Council in 2018



**Goal:** Eliminate all fatal and serious injury collisions on city streets

**Action Plan**  
2021

99 actions to advance road safety

# Vision Zero Action Plan (2021)



Actions grouped by the 5 E's of road safety:



**Evaluation:** Tracking and monitoring incidents to improve future conditions



**Engineering:** Prioritizing the safety of vulnerable users through street design



**Enforcement:** Ensuring there are consequences for breaking the rules



**Education:** Learning and following best practices, including outreach and education



**Empathy:** Fostering concern for community members at risk or harmed in travel

# McLaughlin Road Vision Zero Actions



Protected and Dedicated Cycling Facilities



Protected Pedestrian Crossings



Transit Stop Review



Narrower Lanes

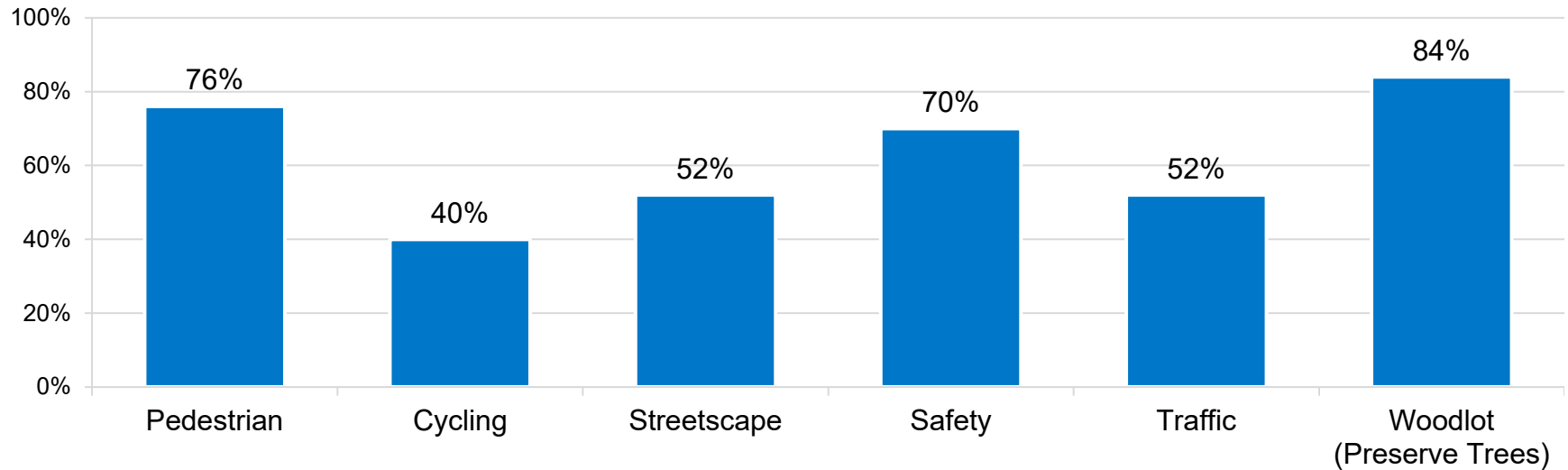


Street Lighting Upgrades

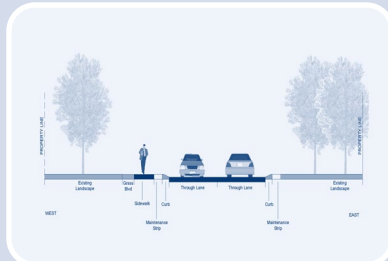


# What We Heard at Community Meeting #1

What are your priorities or goals for enhancing the streetscape features, active transportation and safety along the corridor? (n=50)



# Alternatives Presented at Community Meeting #2

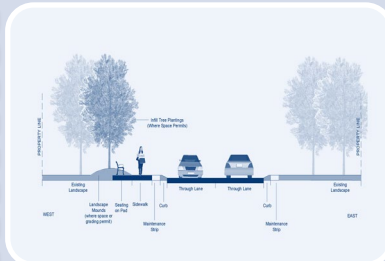


## Do Nothing (Comparison Only)

2 vehicle lanes + centre  
median or lane (where  
existing)

Sidewalk on west side

No dedicated cycling  
facilities



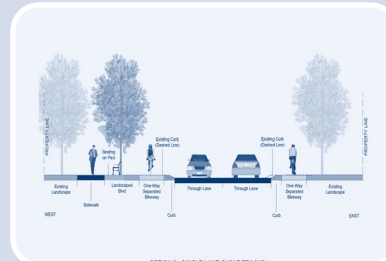
## Alternative 1 Streetscaping Only

2 vehicle lanes + centre  
left-turn lane/median  
(where existing)

Sidewalk on west side

No dedicated cycling  
facilities

Streetscaping



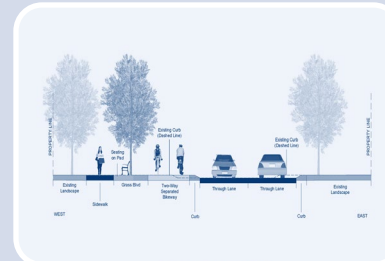
## Alternative 2 One-Way Cycle Tracks, Both Sides

2 narrower vehicle lanes +  
centre left-turn lane/median  
(where existing)

Sidewalk on west side

Dedicated cycling facilities

Streetscaping



## Alternative 3 Two-Way Cycle Track, West Side

2 narrower vehicle lanes +  
centre left-turn lane/median  
(where existing)

Sidewalk on west side

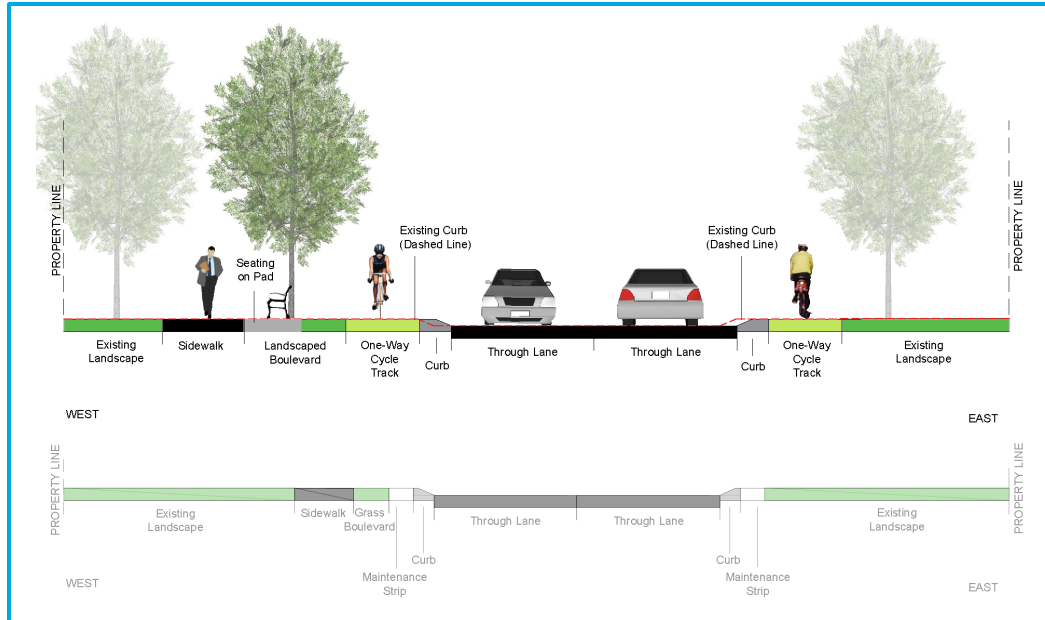
Dedicated cycling facility

Streetscaping

# Evaluation of Alternatives

Criteria	Do Nothing	Alternative 1 Streetscaping Only	Alternative 2 One-Way Cycle Tracks, Both Sides	Alternative 3 Two-Way Cycle Track, West Side
Woodlot/Tree Preservation	Most Preferred	Most Preferred	Preferred	Not Preferred
Pedestrian	Not Preferred	Preferred	Preferred	Preferred
Safety	Not Preferred	Not Preferred	Most Preferred	Preferred
Streetscape	Not Preferred	Most Preferred	Preferred	Preferred
Traffic	Not Preferred	Not Preferred	Not Preferred	Not Preferred
Cycling	Not Preferred	Not Preferred	Most Preferred	Preferred
<b>OVERALL</b>	Not Preferred	Not Preferred	Most Preferred	Preferred

# Alternative 2: One-Way Cycle Tracks



South Section – Ceremonial to Faith/Parkwood



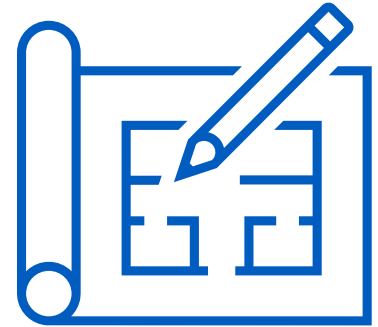
Curbside Cycle Track Example

# What We Heard at Community Meeting #2

- Protect the woodlot
- General support for Alternative 2:
  - Separated cycling facilities and narrower road/travel lanes to improve safety
- Design and implementation details:
  - Impacts to trees, integration with bus stops, status of centre lane, buffer between pedestrians and cyclists, streetscaping treatments, street lighting, snow removal

# Design Approach

- Conceptual level design for preliminary assessment purposes
- Constrained corridor necessitated iterative approach to developing design concept
- Additional detail through 30% design, once concept confirmed

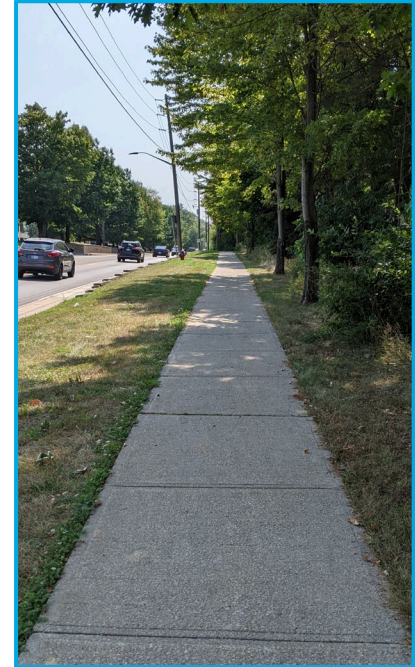


# Design Objectives

- Provide safe, connected cycling facilities
- Improve pedestrian circulation and safety
- Minimize impact to vegetation (trees)
- Minimize hydro pole and utility relocation
- Ensure minimum lane width (3.5 m) to accommodate buses
- Retain vehicle access to abutting properties and turn lanes at signalized intersections

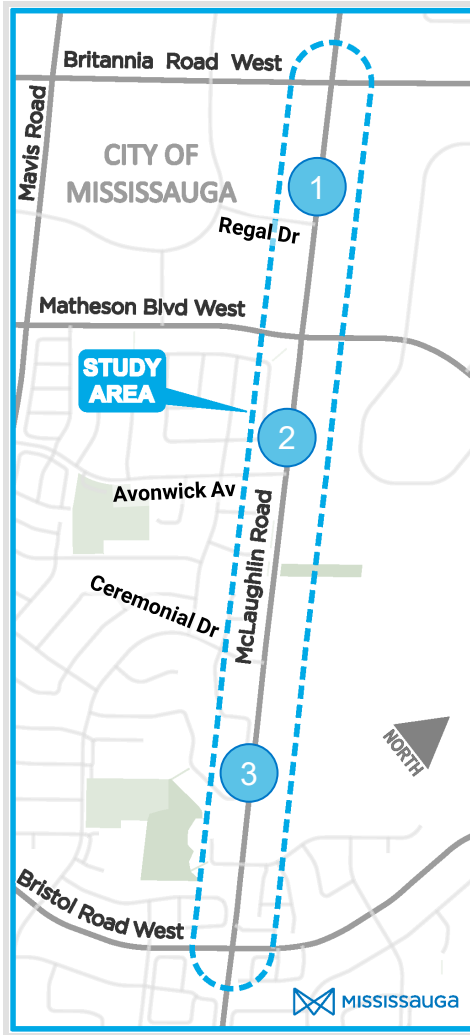
# Tree Assessment

- Inventoried and assessed condition of all trees within road right-of-way. Some already dead or in poor condition.
- Revised (refined) design poses considerably less impact on trees than initial cross-section, particularly on west side
- Approximately a quarter of trees inventoried could be adversely impacted by proposed changes to roadway.  
**None in Britannia Farm woodlot.**
- Continued refinement through 30% design phase could further reduce impact. Replanting opportunities will also be identified through landscape plan.

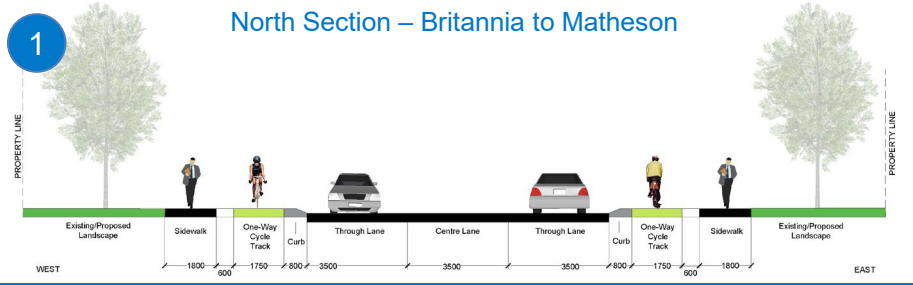




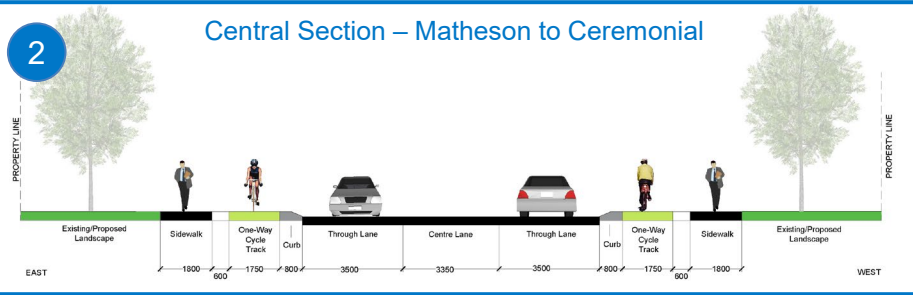
# Revised Cross-Sections



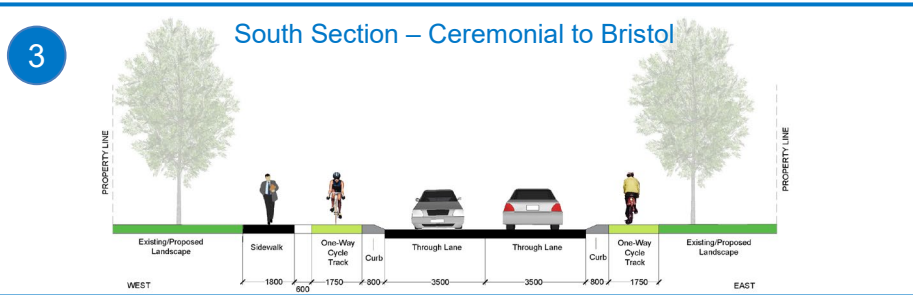
## North Section – Britannia to Matheson



## Central Section – Matheson to Ceremonial



## South Section – Ceremonial to Bristol



# South Section



Image (looking south, south of Ceremonial Drive)



Rendering

# Central Section

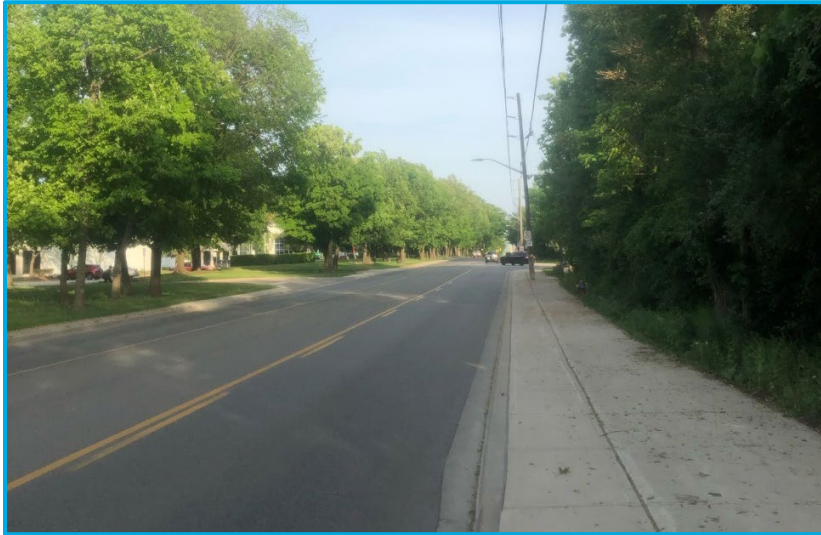


Image (looking south, north of Avonwick Avenue)



Rendering



# North Section

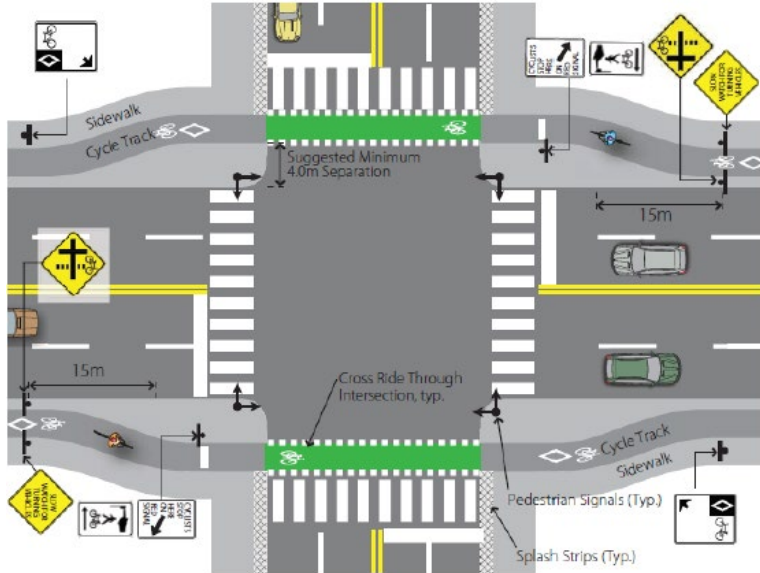


Image (looking south, north of Regal Drive)



Rendering

# Intersection Crossing Treatments

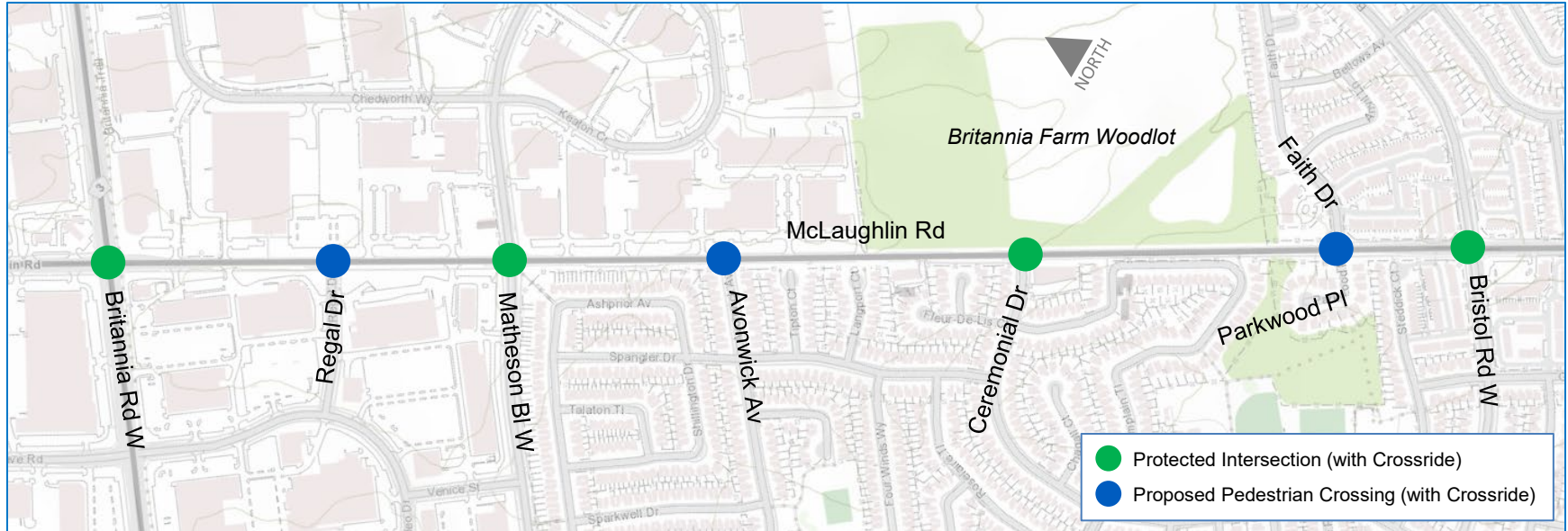


Crossride  
(Source: OTM Book 18)

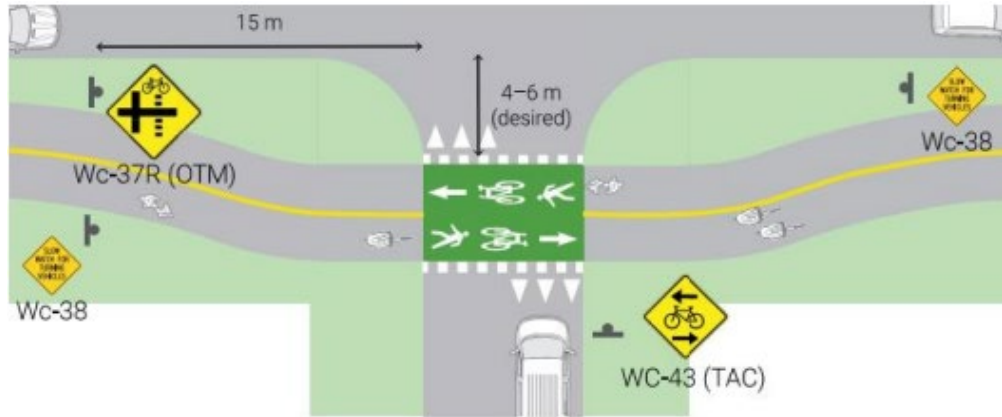


Protected  
(Example)

# Intersection Crossing Treatments



# Commercial Driveway Treatment



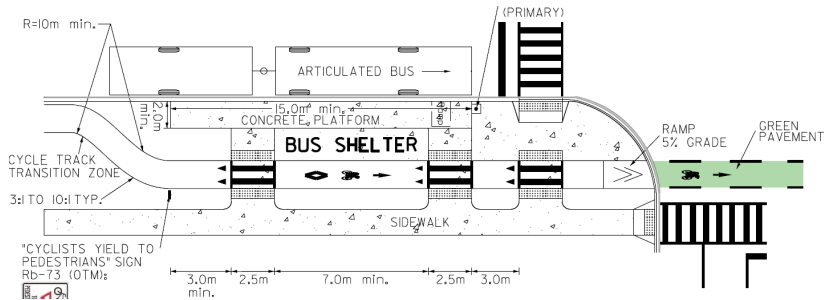
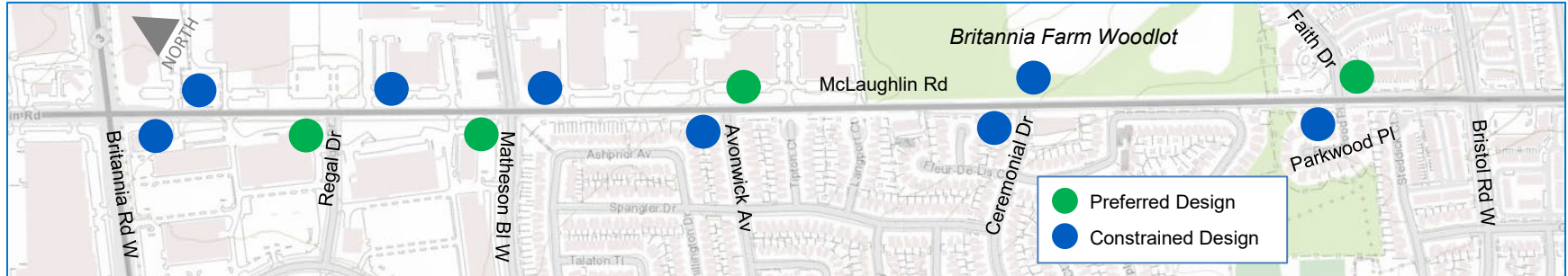
Source: OTM Book 18 (High-Volume Driveway Treatment)



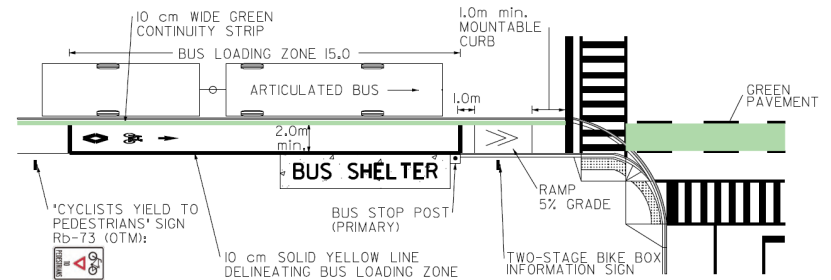
Example: Clark Avenue, Vaughan



# Bus Stop Treatments



Preferred Design

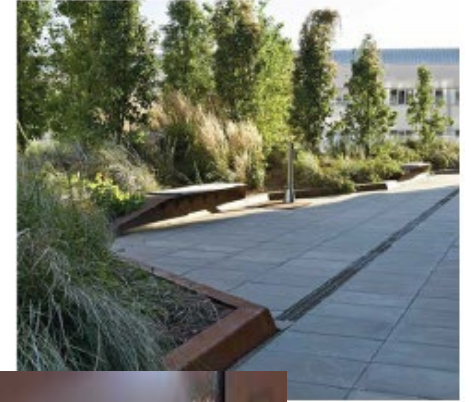


Constrained Design



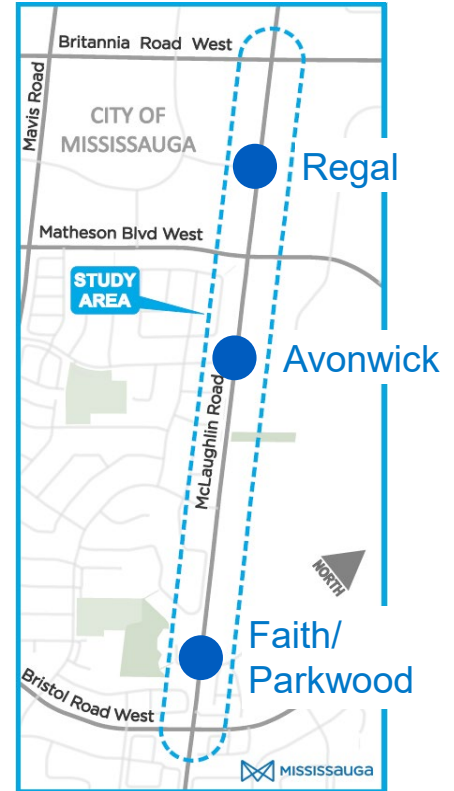
# Streetscaping Treatments

- Street furniture, trees, landscaping, and lighting
- Wider sidewalks
- Decorative street lights
- Replanting opportunities



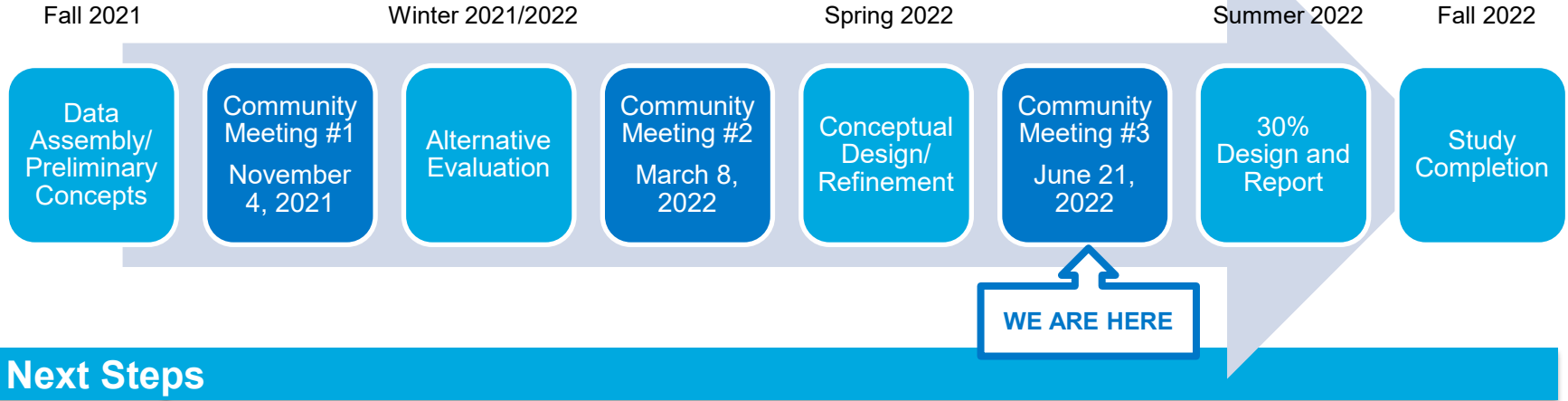
# Other Improvements Being Considered

- Protected pedestrian crossings per City's *Vision Zero Action Plan*
- Northbound right-turn lane at Faith Drive
- Continued traffic signal timing refinements and other safety enhancements at signals



Proposed Protected Pedestrian Crossing Locations

# Project Timeline and Next Steps



Review Feedback from Public



Invite Comment on  
Recommended Changes



Prepare 30% Design



Document Study Findings

# Additional Information/Questions



**Comments received until  
July 12, 2022**



Additional information at:  
[www.mississauga.ca/mclaughlinrd](http://www.mississauga.ca/mclaughlinrd)

Contact our Project Team:



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TDM Coordinator, City of Mississauga

[Jacqueline.Hunter@mississauga.ca](mailto:Jacqueline.Hunter@mississauga.ca)

## Thank you for attending!