

Port Credit Culture Node Review

MOBILITY ELEMENTS

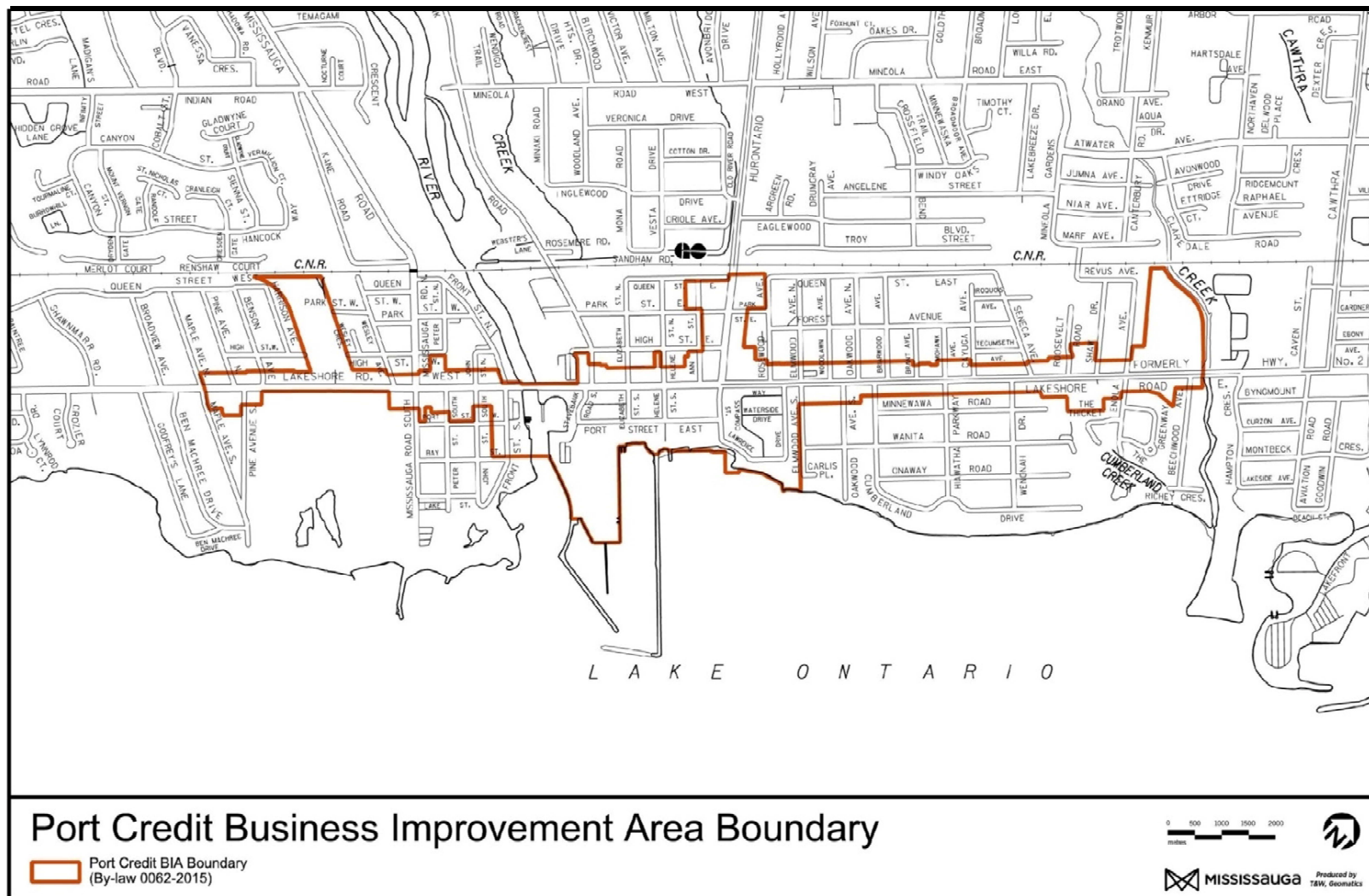


November 9, 2017
TOPCA Town Hall Meeting
LAKESHORE CORRIDOR: GET MOVING!

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Review written by: **Eli Aaron** for Port Credit BIA, August 2017

Culture Node Map



Introduction

- In **2011**, Mississauga City Council designated the Port Credit BIA as the City's first "Culture Node".
- At present, the Culture Node project mainly consists of patios, which occupy the sidewalk between April and October. **This has led to a misconception by many that a culture node is limited to seasonal patios.** The project is currently being evaluated by the City to become a permanent culture node.
- Our Culture Node Review has made 52 recommendations on how to improve the Culture Node
- **This presentation focuses on the MOBILITY recommendations**

People First

The vibrancy of Port Credit is dependent on pedestrians. While all road users must be accommodated, Port Credit should be a district which takes advantage of its place as one of the most popular pedestrian locations in Mississauga and continue to emphasize the importance of people through design.



Lakeshore Rd. E., Port Credit, 2012

Improve the GO Station Connection

- Currently, the most direct pedestrian route from Port Credit GO Station to Lakeshore Road is by walking south on Helene Street. The walk is uninviting, with the roadway occupying the vast majority of the right-of-way. The sidewalks are narrow, there are no street trees, no benches, and no pedestrian lighting.



Helene St. N. looking north from Lakeshore Rd. existing (L) and potential (R)

Creation of a Public Plaza

Removing this rarely used turn lane at St. Lawrence Dr. would allow the sidewalk to be significantly wider, and along with the lane narrowing on St. Lawrence Dr. it would allow for the creation of a public plaza on the southwest corner of the intersection that could be used for a busking location, public art display and a historical plaque.



Distance Between Traffic Signals

Between Hurontario St. and the Credit River, traffic signal spacing on Lakeshore Road varies from 120m to 310m. The most direct route to Lakeshore Rd. from the GO Station does not include a traffic light. In other areas of the Culture Node, traffic lights are spaced as far as 0.5km apart.



Walking directly south to Lakeshore Rd. from Port Credit GO Station leads to an un-signalized intersection



Current traffic signal spacing in relation to the GO Station

Lighting and Benches

The Port Credit Culture Node and area of influence (Lake Ontario to the Metrolinx Rail Corridor) has a population of approximately 12,000 people. There is only 1 City bench in the entire area.

Pedestrian lighting is spaced 50m to 500m apart and the current design does not provide sufficient light.



Port Credit City bench



Existing pedestrian lighting

Widening the Existing Sidewalks

- That the Mississauga Culture Division and Port Credit BIA express their strong support to the Lakeshore Connecting Communities Study Team for widened sidewalks to allow for improved pedestrian flow and dedicated sidewalk patio space within the Port Credit Culture Node



Provide Wide Sidewalks at New Developments

- Work in collaboration with West Village Partners to secure sidewalks wide enough for patios on Lakeshore Road within the project site before construction is expected to commence in the second quarter of 2019, and:
 - That this discussion be coordinated with the Lakeshore Connecting Communities Study as a preferred alternative is selected



Reduce Speeding on Lakeshore Road

- That the Transportation and Works Department, Traffic Safety Department and Lakeshore Connecting Communities Study Team collaborate to produce a comprehensive strategy to reduce speeding on Lakeshore Rd. and that:
 - This strategy include a full analysis of traffic calming measures (physical road alterations to slow vehicles) and operational changes used to slow traffic on major arterial roads in other jurisdictions



Reduce Speed Limit on Lakeshore Road

- That the speed limit on Lakeshore Rd. be lowered from 50km/h to 40km/h between Seneca Ave. and Mississauga Rd. as a pilot program
 - “Your Speed” electronic display signs be installed at major entrances to the reduced speed zone
 - That the Peel Regional Police introduce increased enforcement in the reduced speed zone from the time it is implemented for as long as they see fit



Remove Speed Turn into Library Parking Lot

- That the Transportation and Works Department review the right turn lane from westbound Lakeshore Rd. to the Port Credit Library parking lot for removal based on the following concerns:
 - It encourages motorists to turn at high speeds without yielding to pedestrians
 - The main access to the parking lot is already provided from Stavebank Rd. N.
 - It is an inefficient use of sidewalk space in a high traffic pedestrian area
 - Reduced driveway access where possible is preferred on main streets



North side of Lakeshore Rd., West of Stavebank Rd.

Bicycle Parking

- That a bicycle parking audit be conducted to determine the quantity of bicycle parking required throughout the Culture Node
 - That higher capacity bicycle racks than the existing post-and-ring structures be considered
 - That the audit place additional emphasis on Lakeshore Rd. between The Credit River and Hurontario St.
 - That incorporating art into the design of new bicycle racks be considered, provided it is practical and secure



Smart Parking Away from Lakeshore Road

- That a strategy be developed by the Parking Department to direct drivers to available parking in the frequent event that no spaces are available on Lakeshore Rd.
 - That a “smart parking” system with visible LED signs displaying the number of available public parking spaces in various locations be explored in collaboration with the IT Department

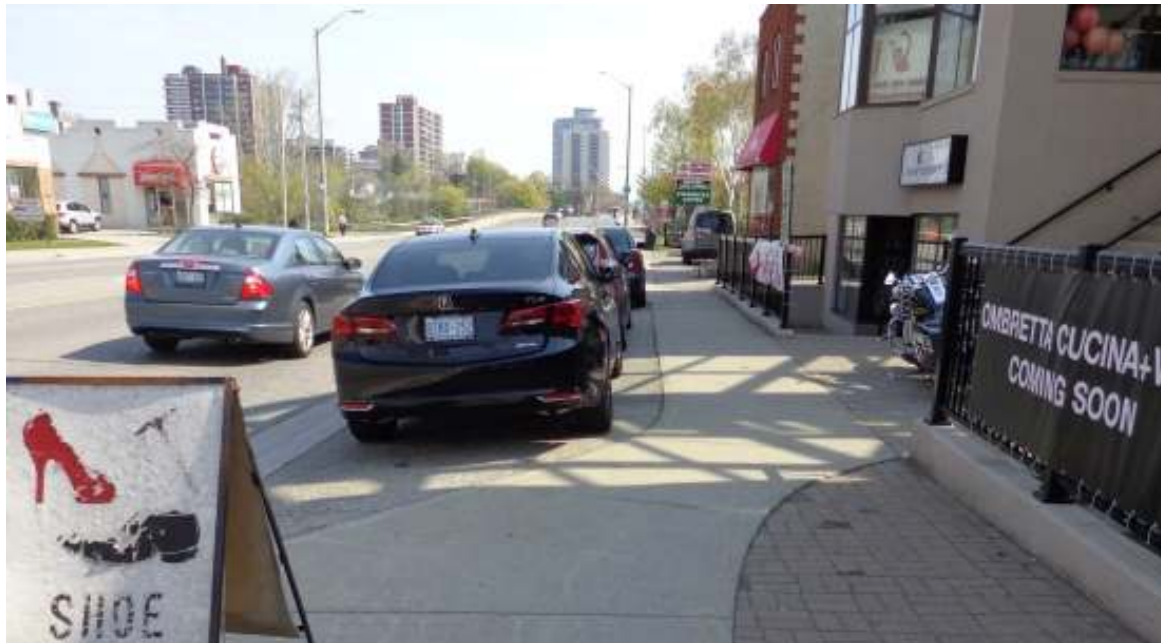


Smart parking system,
Shops at Don Mills

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Boulevard Parking

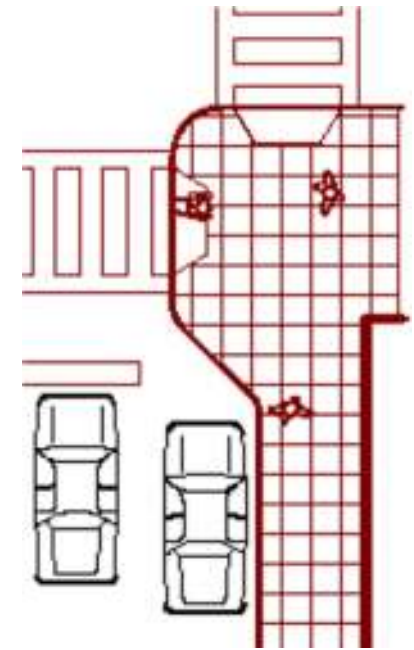
Boulevard parking is flush with the sidewalk. This often leads to cars driving on the sidewalk when they pull into the spaces, or in some cases parking partially on the sidewalk knowingly or unknowingly. The above described situations are common in Port Credit and unsafe in areas with significant pedestrian volumes.



Boulevard parking on the north side of Lakeshore Rd.
W. between Front St. and John St.

Traffic Calming and Side Street Parking

- That the Transportation and Works Department in coordination with the Traffic Safety Department evaluate all intersections on Lakeshore Rd. between Peter St. and Roosevelt Rd. as candidates for bump-outs/ road narrowing and reduced turning radii:
 - Within 9m of non-signalized intersections
 - Within 15m of signalized intersections
- That the Transportation and Works and Traffic Safety Departments consult with the Parking Safety to coordinate with reconfiguring of side street parking



Bump-out diagram

Provide Wayfinding

There are many destinations in Port Credit and there is currently no way for people not familiar with the area to find these locations. The Culture Division and the Port Credit BIA have expressed interest in this initiative.



Potential directional signage



"Info Pillar," Toronto

PCBIA Collaboration with Corridor Studies

- The PCBIA is continuing to collaborate with the **Lakeshore Connecting Communities** Study Team and the City's **Parking Matters** Strategy Team to help produce a comprehensive strategy for the Lakeshore Road Corridor and the Port Credit Culture Node

