

City of Mississauga

Corporate Report



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| Date: September 9, 2020 To: Chair and Members of General Committee | Originator's files: MG.23.REP RT.10.ZVAR |
| From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works | Meeting date: September 23, 2020 |

Subject

Speed Limit – Lakeshore Road (Wards 1 and 2)

Recommendation

That a by-law be enacted to amend the Traffic by-law 555-00, as amended, to reduce the posted regulatory speed limit on Lakeshore Road:

1. From 50 km/h to 40 km/h on Lakeshore Road at the following two locations:
 - a. Inverhouse Drive/Walden Circle and a point 150 metres east of Meadow Wood Road; and
 - b. Between Peter Street South and Woodlawn Avenue.
2. From 60 km/h to 50 km/h on Lakeshore Road at the following two locations:
 - a. Between Southdown Road and Inverhouse Drive/Walden Circle; and
 - b. Between a point 150 metres east of Meadow Wood Road and Johnsons Lane,

as outlined in the report from the Commissioner of Transportation and Works, dated September 9, 2020, entitled, "Speed Limit – Lakeshore Road (Wards 1 and 2).

Background

In an effort to address issues related to traffic and pedestrian safety, as well as issues of traffic noise, Councillors Dasko and Ras have requested staff review the feasibility of regulatory speed limit reductions along Lakeshore Road.

Lakeshore Road is a four and five lane arterial roadway, providing a through east-west route for approximately 30,000 vehicles per day. It is the only east-west route south of the Q.E.W. that crosses the Credit River. Stretching from Oakville to Toronto, Lakeshore Road travels through, or is adjacent to, industrial, residential and commercial development, including two business

improvement areas in Port Credit and Clarkson. The majority of Lakeshore Road operates with an existing 50 km/h regulatory speed limit, with portions of the roadway west of the Credit River posted at 60 km/h.

While no on street parking exists on the roadway, there are a number of parking laybys located throughout the corridor.

Comments

The City of Mississauga has identified a speeding problem on many of its roadways and although many programs and initiatives have been implemented to address speeding issues in some areas, the speeding problem persists. The majority of the countermeasures implemented to date have focused on reducing operating speeds and improving road safety within neighbourhoods. Arterial and Major Collector roadways are particularly challenging and require a different set of countermeasures than neighbourhood roadways.

Vision Zero

One of the goals of the City of Mississauga Transportation Master Plan (2019) is to create a transportation network that provides safe conditions for all travellers, advancing Vision Zero by supporting hazard-free travel and striving for zero fatalities and serious injuries.

In a Vision Zero city, risks associated with road safety are to be proactively mitigated through engineering, education, enforcement, empathy, and evaluation (the five 'Es'). One tool for mitigating loss of life and serious injury is speed reduction. Various studies have shown that reduced speeds result in shorter stopping distances, faster reaction times by drivers and reduced severity of injuries should a collision occur. These lower speed limits advance the City's commitment to Vision Zero and delivers on action items outlined in the Transportation Master Plan.

Existing Operating Speeds

A review of recent speed studies conducted at various locations along Lakeshore Road reveals average operating speeds to be consistently in the 64 km/h range in the 50 km/h zones. Operating speeds increase to 68 km/h in the 60 km/h zone.

As previously mentioned above, the current methodology for determining speed limits on arterial and major collector roadways needs to be reassessed through the lens of Vision Zero. Staff is endeavouring to develop a more consistent methodology for determining appropriate speed limits on these roadways. In the interim, staff will conduct evaluations on a one off basis. It is anticipated that a modernized methodology will be developed later this year and reported to Road Safety, and subsequently Council.

Port Credit

The area of Port Credit, specifically between the Credit River and Hurontario Street, attracts a large volume of visitors from outside of the area. There are a number of commercial and patio restaurant establishments that generate a heavy volume of pedestrian activity. Traffic and pedestrian activity is heavily concentrated in this area.

Staff supports Councillor Dasko's request for a reduced speed limit of 40 km/h on Lakeshore Road, between Peter Street and Woodlawn Avenue. A location map is attached as Appendix 2.

Clarkson

The area of Clarkson, specifically between Inverhouse Drive/Walden Circle and Meadow Wood Road is a mainly commercial area, consisting of a number of plazas. While the pedestrian activity is less than that found in Port Credit, there are a significant number of trips generated to and from the area. There is also on-road cycling facilities through the area on Lakeshore Road.

Staff supports Councillor Ras's request for a reduced speed limit of 40 km/h on Lakeshore Road from Inverhouse Drive/Walden Circle and a point 150 metres east of Meadow Wood Road. Additionally, in an effort to moderate speeds entering the Clarkson area, staff are supporting a reduced speed limit of 50km/h west of Clarkson from Southdown Road to Inverhouse Drive/Walden Circle, and east of Clarkson from a point 150 metres east of Meadow Wood Road and Johnsons Lane. A location map is attached as Appendices 3A and 3B.

Lakeshore Connecting Communities Transportation Master Plan

In addition to a reduction in the speed limit through the built up areas of Lakeshore Road, the Lakeshore Connecting Communities Transportation Master Plan recommends a suite of infrastructure improvements for pedestrians, cyclists, transit and drivers. These future improvements will enhance safety along Lakeshore Road and develop a more complete street for all. Speed reduction alone does not satisfy the objectives of Vision Zero, but can be a first step in achieving our City-wide goal.

In conjunction with above recommended speed reductions, staff will be reviewing signal timing and progression along Lakeshore Road. This will ensure that signal timing and operation optimizes traffic volumes while encouraging motorists travel at appropriate speeds.

Additionally, staff will enhance the new 40 km/h speed limits with Speed Awareness Devices that will activate and display a message to motorists approaching at elevated speeds to reinforce the lower speed limit. A total of four signs will be installed at the beginning of each B.I.A. area where speed limits are to be reduced to 40 km/h. Peel Regional Police will be advised of the speed limit reductions and requested to concentrate enforcement efforts in the area.

Financial Impact

Costs for the sign installation can be accommodated by 2020 Operating Budget in cost center 23978. Costs associated with the procurement of Speed Awareness Devices can be accommodated by PN 18199.

Conclusion

The Transportation and Works Department supports lowering the existing regulatory speed limit on Lakeshore Road in the B.I.A. of Clarkson and Port Credit from 50 km/h to 40 km/h, and reducing portions of the existing 60 km/h zones to 50 km/h.

Attachments

Appendix 1: Location Map: Speed Limit – Lakeshore Road (Wards 1 & 2)

Appendix 2: Location Map: Speed Limit – Lakeshore Road – Port Credit (Ward 1)

Appendix 3A: Location Map: Speed Limit – Lakeshore Road – Clarkson (Ward 2)

Appendix 3B: Location Map: Speed Limit – Lakeshore Road – Clarkson (Ward 2)



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Maxwell Gill, C.E.T., Traffic Operations Supervisor