Challenge:
Balancing parking needs with those of other modes
The need for on-street parking is often determined by the context of adjacent land use. Removal or reduction of on-street parking is often perceived as a burden to business and property owners.

Solution:
Design parking to support local business and enhance pedestrian safety
When messaging the change in parking to staff, businesses, politicians, and the public it is important to have a thorough understanding of curbside activities, and available alternatives.

Potential co-benefits of rightsizing and repurposing on-street parking include opportunities for landscaping and stormwater management. On-street parking can also serve as a buffer from traffic for pedestrians and cyclists, act as traffic calming measure, and reduce the crossing distance for pedestrians at curb extensions.

Promoting prosperity for local businesses as well as designing for all ages and abilities were guiding principles of the Study. Layby parking was found to be highly utilized in the Port Credit area during most time periods and was identified as an important feature in the area. With limited ability to increase road capacity, greater reliance on transit, walking, and cycling was required; therefore, a reduction in layby parking allowed for reallocation of road space to other modes.

However, due to the utilization of layby parking and the projected future need for an increased supply in the area, the corridor design allowed for some layby parking to be maintained (i.e. parking was right-sized). Since existing layby parking was unorganized and not clearly defined, there were opportunities for improvements.

Developing the preferred cross-section was challenging and took careful coordination between internal City departments to come to a consensus. Although not every department was able to achieve their desired standards; compromises were made in the public’s interest to develop a street that worked for the most people.

Trade-offs between transit, cycling, parking, travel lanes, and pedestrian amenities were made in order to support all users in a constrained corridor where the existing right-of-way could not be widened.

The key to the success of this study was the ability to right-size layby parking to accommodate separated bike lanes, wider sidewalks, and enhanced streetscaping.

Areas where off-street parking were abundant were identified to justify reduced on-street parking supply and existing unorganized layby parking was clearly defined with planted bump-outs.

Some layby parking was maintained to support street-related retail and also to provide accessible pick-up/drop off locations and space for future autonomous vehicle waiting areas.

The design of the layby spaces were flexible enough such that they can be used as temporary patios in the summer for businesses – a defining cultural attraction in the area.
LAKESHORE CONNECTING COMMUNITIES: LAKESHORE ROAD TRANSPORTATION MASTER PLAN AND IMPLEMENTATION STRATEGY
Mississauga, Ontario, Canada

Lakeshore Connecting Communities was about planning for the future of Lakeshore Road. This master plan study looked at how to best connect the communities of Clarkson, Port Credit and Lakeview while preserving and enhancing the unique character and sense of place of each community. The study built on recent planning studies to develop a design for the Lakeshore Road corridor from building face to building face that supported all modes of transportation, connected people to places, and moved goods to market. The study also evaluated rapid transit alternatives east of Hurontario Street.

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Nico is a passionate city-builder whose focus has been on improving the quality of life for people by planning and designing complete streets. Nico received his Master of Civil Engineering specialized in Transportation Planning and Engineering from the University of Toronto, and currently works for HDR in Toronto, Ontario.