

Region of Peel

# Study Area Profile

## Dixie Road Complete Corridor Study

March 2024 – Memorandum



*The findings of this report are based on the scope of work outlined in RFP 2023-304P and does not include evaluation of any other issues beyond that scope of work (unless otherwise stated). Arcadis has performed its services in a manner consistent with the usual standard of care and expertise exercised by members of the transportation profession. No other warranty, expressed or implied, is made. This report is for the exclusive use of the client.*

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# 1 Introduction and Overview

## 1.1 Study Overview

Arcadis was retained to support the Regional Municipality of Peel to develop and recommend a preferred preliminary design on Dixie Road between Lakeshore Road East and Rometown Drive. The intent of the study is to identify and recommend an implementable design solution to enhance the corridor as a complete corridor, following a robust planning, consultation and design process. The study scope includes developing, evaluating, and refining several alternatives and advancing the preferred alternative to 30% preliminary design.

## 1.2 Memo Purpose

This memo is intended to summarize the findings of the existing conditions site investigation, including site context, existing transit and active transportation operations, and key issues, to inform all subsequent study phases.

# 2 Site Context

## 2.1 Mississauga Official Plan Review

In February 2024, the City of Mississauga released a draft of their 2051 Official Plan to the public. Community information sessions on the new draft Official Plan were recently held on February 27 and February 29, 2024. No date has been specified by the City of Mississauga regarding when the 2051 Official Plan will come in effect. It should be noted that all references to the Mississauga Official Plan policies and schedules in this memo are in reference to the most recent office consolidation, dated July 27, 2023.

## 2.2 Land Use & Key Destinations

The study area limits, shown in Exhibit 1, span approximately 1.6 km in length between Lakeshore Road East and Rometown Drive in the southeast end of the City of Mississauga.



Exhibit 1: Study Area Map

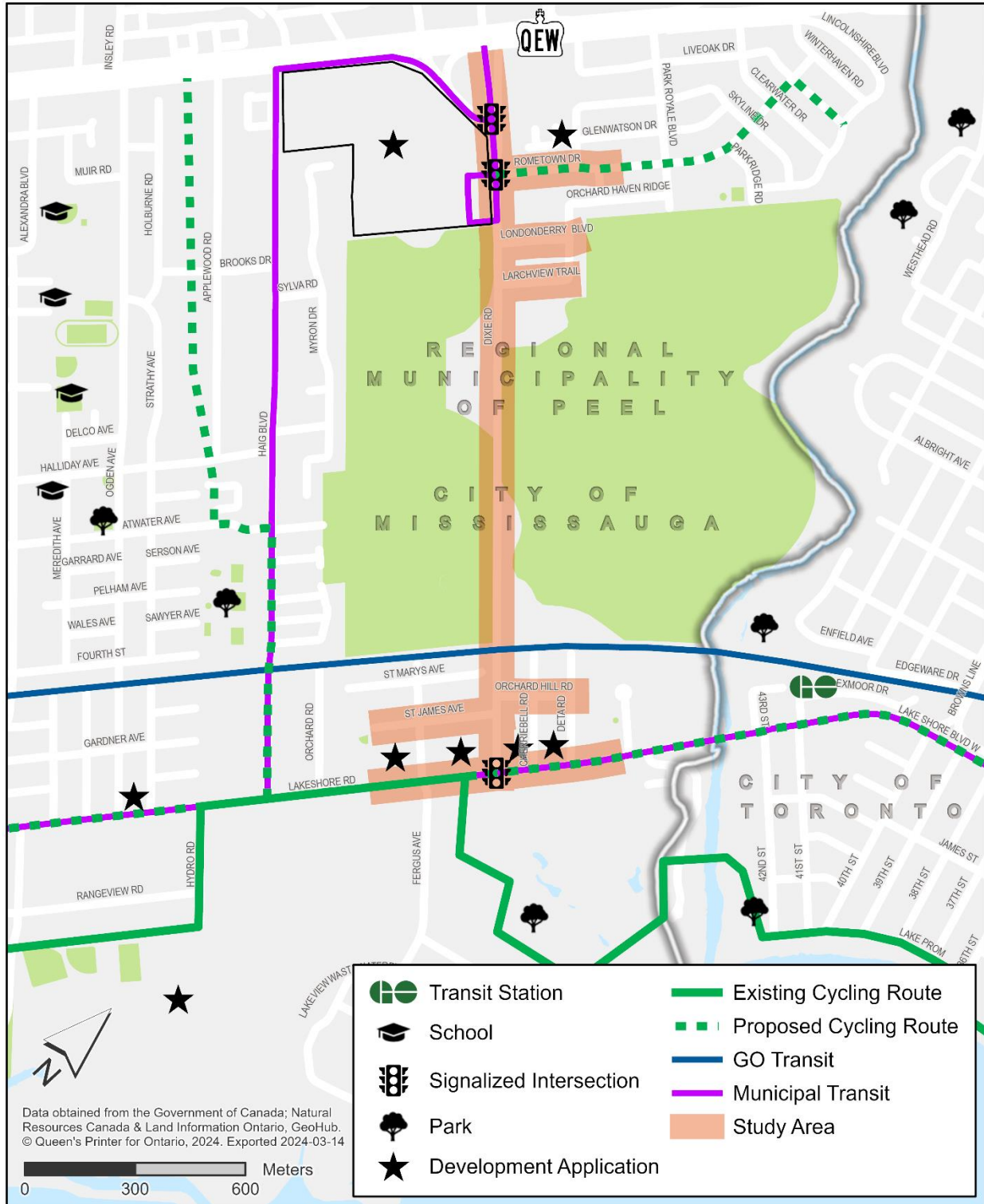


Exhibit 2 illustrates the Mississauga Official Plan Schedule 10 Land Use Designations within the study area. The lands on both sides of Dixie Road are designated private/public open space with residential and mixed uses at the northern and southern ends of the study area.

Exhibit 2: Mississauga Official Plan Schedule 10 Land Use Designations

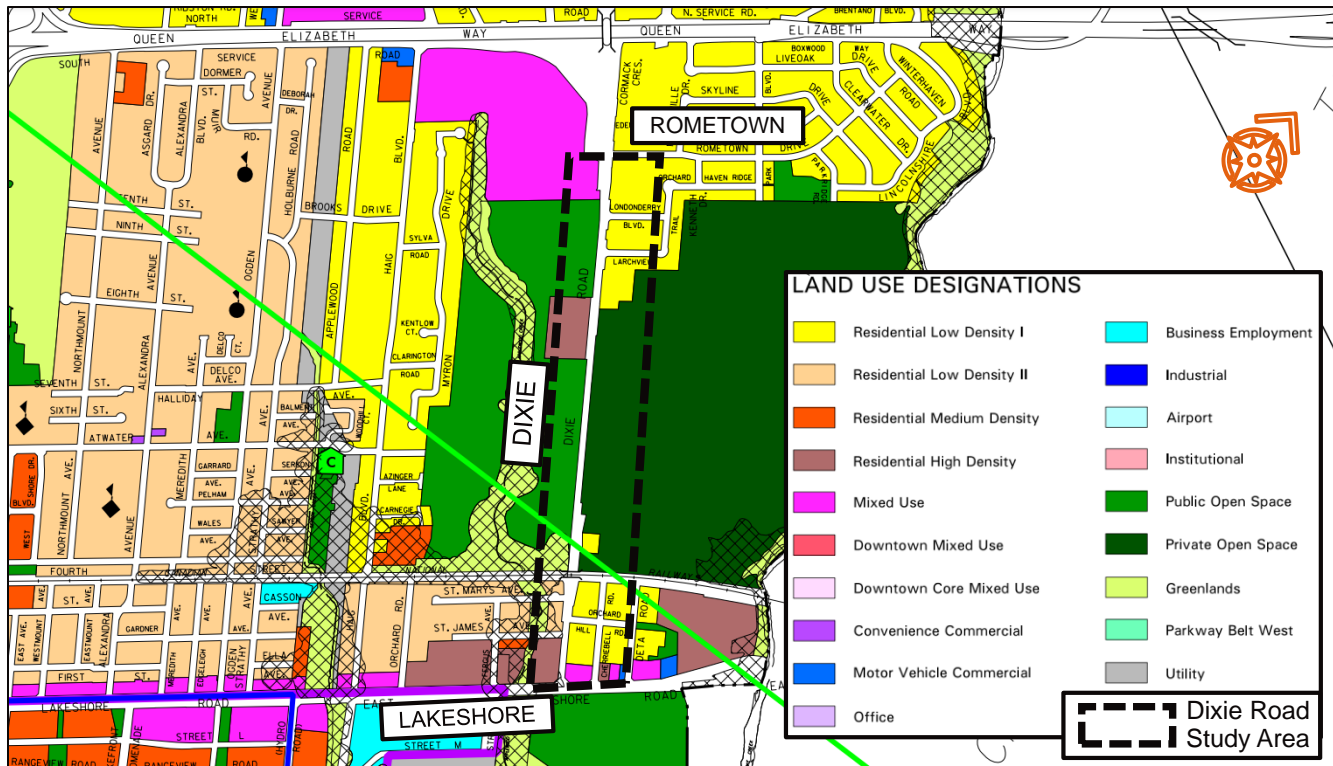


Image Source: Mississauga Official Plan Schedule 10 – Land Use Designations. Retrieved January 2024 from [https://www.mississauga.ca/wp-content/uploads/2023/09/Mississauga-Official-Plan\\_LandUse10\\_MOP\\_Appeals\\_V35.006.pdf](https://www.mississauga.ca/wp-content/uploads/2023/09/Mississauga-Official-Plan_LandUse10_MOP_Appeals_V35.006.pdf)

Multiple major trip generators are located in the study area, including:

- Dixie Outlet Mall (1250 South Service Road);
- Golf courses:
  - Lakeview Golf Course (1190 Dixie Road);
  - Toronto Golf Club (1305 Dixie Road);
- Lakeshore Park (1440 Lakeshore Road East);
- Small Arms Inspection Building (1352 Lakeshore Road East); and
- Numerous existing and proposed residential developments including:
  - Fairways Condo (1400 Dixie Road);
  - Lakeview Village Communities;
  - Exhale Condominium (1381 Lakeshore Road East); and
  - Lakeview DXE Club Condominiums (1345 Lakeshore Road East).

## 2.2.1 Heritage

The following properties along the study area corridor are designated as heritage properties under the Ontario Heritage Act, and illustrated in Exhibit 3:

- Small Arms Inspection Building (1352 Lakeshore Road East); and
- Lakeview Golf Course (1392 Dixie Road).

Exhibit 3: Study Area Map of Heritage Properties



## 2.3 Area Development

### 2.3.1 Lakeview Village

In February 2019, a development application was first made to the City for the former Ontario Power Generation lands located at Lakeshore Road East and Hydro Road. On 177 acres of land, this site, now known as “Lakeview Village” was planned to be redeveloped into a mixed use community for 8,050 residential units, cultural hub/pier, employment and park uses.

Per the 2019 Lakeview Village Traffic Considerations Report, the development is expected to generate 2,676 and 3,223 two-way auto driver trips in the AM and PM peak, respectively.

As a result of the development, some movements at the Dixie Road and Lakeshore Road East intersection are expected to operate above City of Mississauga critical thresholds ( $v/c > 0.85$ , LOS



E) and/or Region of Peel critical thresholds (through or shared through/turning movement  $v/c > 0.90$ , exclusive movement  $v/c > 1.00$ , 95<sup>th</sup> percentile queues that exceed storage length) in 2031 Future Total conditions, including:

- The westbound left turning movement in the AM peak period (LOS F); and
- The westbound through movement in the PM peak period ( $v/c 0.99$ ).

An expected construction start date has not been specified for the development. However, other master plans and studies are currently in progress; the most recent resubmission being the October 2023 Rangeview Development Master Plan for parks, retail, and 5,300 new residential units.

Additionally, in May 2023, an Enhanced Minister's Zoning Order (EMZO) was issued to permit increased density for the Lakeview Village development. This would result in the doubling of the originally approved residential units from 8,050 to 16,000 units. The City of Mississauga is working with the Province to review the EMZO and its impacts to the surrounding area.

## **2.3.2 Dixie Outlet Mall Redevelopment**

### **2.3.2.1 Slate Asset Management Development Application**

In December 2022, Slate Asset Management submitted to the City of Mississauga a development application for the Dixie Outlet Mall site (1250 South Service Road). The proposal includes the development of 7.1 acres of land on the northwest boundaries of Dixie Outlet Mall (east of Haig Boulevard and south of South Service Road). Five residential apartments are planned to be built, adding approximately 1,250 residential units to the site. The proposed development will require demolition of the westernmost portion of the mall, removing 8,600 square metres of retail space.

Exhibit 4 illustrates the extents of the proposed development relative to the existing mall property parcel. The southernmost portion of the mall is owned by Choice Properties; no application for those lands has been made to the City to date.



Exhibit 4: Dixie Outlet Mall Redevelopment Proposal

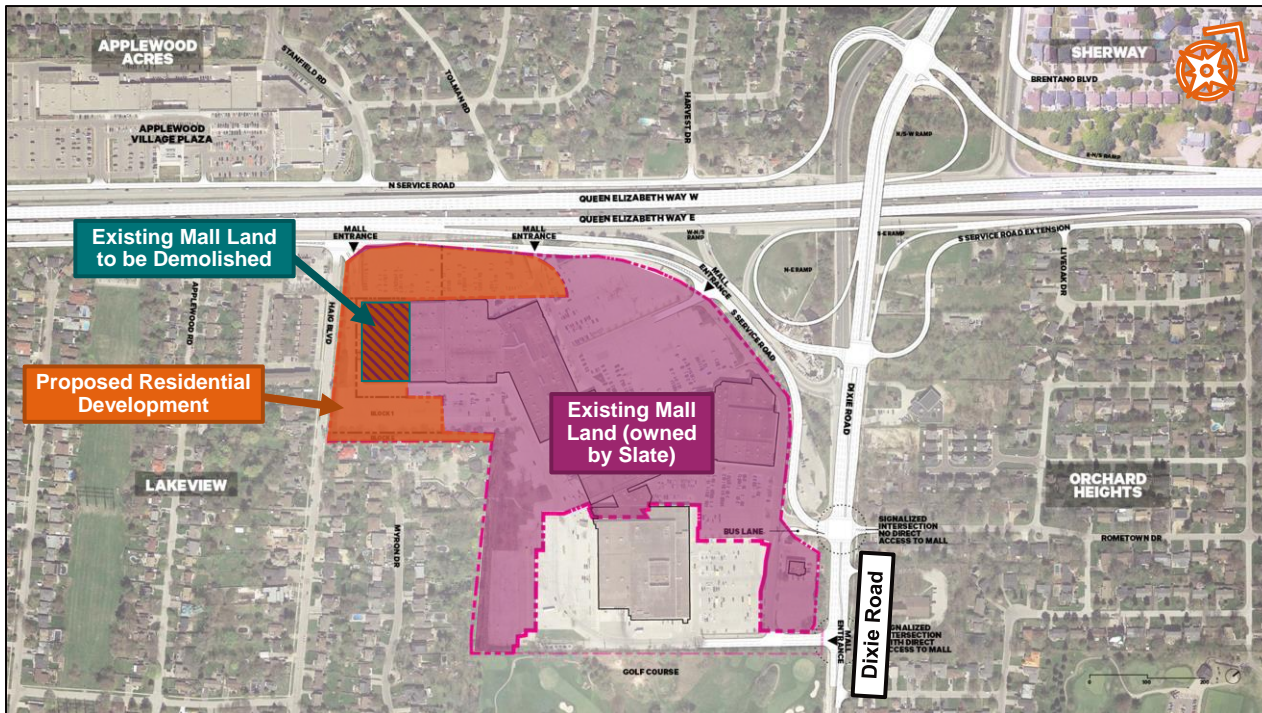


Image Source: Plan Dixie – Dixie Outlet Mall Redevelopment. Retrieved January 2024 from <https://plandixie.ca/>

As per the 2022 LEA Consulting Transportation Impact Study, the development is expected to generate 207 trips (54 inbound, 153 outbound) during the AM peak and remove 27 trips (1 inbound, 26 outbound) during the PM peak.

Select movements at the Dixie Road and Rometown Drive intersection are expected to operate at v/c ratios at or above City of Mississauga critical thresholds ( $v/c > 0.85$ , LOS E) and/or Region of Peel critical thresholds (through or shared through/turning movement  $v/c > 0.90$ , exclusive movement  $v/c > 1.00$ , 95<sup>th</sup> percentile queues that exceed storage length) in 2031 Future Total conditions, including:

- The eastbound left turning movement in the AM and PM peak ( $v/c$  0.94);
- The shared westbound left-through-right movement in the AM and PM peak (LOS E);
- The northbound through movement in the AM peak ( $v/c$  0.91); and
- The southbound through movement in the PM peak ( $v/c$  0.85).

The City of Mississauga is working with the proponent to mitigate these operational impacts for traffic generated from the site.

### 2.3.2.2 Dixie Outlet Mall Policy Review

In response to the development application, the City of Mississauga has initiated a land-use policy review to engage with the community on the future of the entire Dixie Outlet Mall site and to

prepare an Official Plan Amendment (OPA). To date, draft policies have been prepared and presented at a public consultation session on January 29, 2024. Later in the spring, an information report will be brought to the Planning and Development Committee (PDC) and the final policy recommendations to the PDC for approval by the end of the year.

### 2.3.3 Other Developments

Multiple other proposed development sites are adjacent to the study area corridor, as summarized in Exhibit 5. On-going development and changes to land use will be analyzed in the Transportation and Traffic Study for the future horizon year.

*Exhibit 5: Other Developments Adjacent to Dixie Road Study Area*

Address	General Location	Development Details	Status
1407 Lakeshore Road East	Northeast corner of Lakeshore Road East and Cherriebell Road	9-story stacked townhouse: <ul style="list-style-type: none"> <li>• 24 residential units</li> <li>• 139 m2 commercial space</li> </ul>	Site plan in progress; rezoning application withheld
1381 Lakeshore Road East	Northeast corner of Lakeshore Road East and Dixie Road	8 to 15-story residential condominium: <ul style="list-style-type: none"> <li>• 242 residential units</li> <li>• 272 m2 commercial space</li> </ul>	Site plan withheld; rezoning application approved
1345 Lakeshore Road East	Northwest corner of Lakeshore Road East and Dixie Road	8 and 12-story residential condominiums: <ul style="list-style-type: none"> <li>• 478 residential units (total)</li> <li>• 952 m2 commercial space</li> </ul>	Withheld
1303 Lakeshore Road East	Northeast corner of Lakeshore Road East and Fergus Avenue	10-story residential apartment with 153 residential units	Approved
1583 Cormack Crescent	Southeast corner of QEW and Cormack Crescent	19 detached residential dwellings	Withheld
1041 Lakeshore Road East	Northeast corner of Lakeshore Road East and Ogden Avenue	10-story mixed use building with ground floor retail: <ul style="list-style-type: none"> <li>• 166 residential units</li> <li>• 676 m2 commercial space</li> </ul>	Withheld

## 3 Transportation Network

### 3.1 Road Network

#### 3.1.1 Road Classification and Volumes

The Dixie Road corridor consists of a typical three-lane midblock cross-section of two travel lanes with a centre two-way-left-turn lane, and buffered bicycle lanes on both sides. Additionally, a rail underpass is located approximately 125 m north of Orchard Hill Road which services both freight and passenger rail lines for CN, GO, and VIA Rail. The posted speed limit is 50 km/h within the study area limits.

The average annual daily traffic on the corridor in 2017 was approximately 12,800 vehicles per day.<sup>1</sup>

Exhibit 6 illustrates the Region of Peel designation of Dixie Road, which classifies the corridor within the study area as a Suburban Connector. In the Region's 2013 Road Characterization Study, Suburban Connectors are defined as intended to provide "links between commercial retail development hubs and suburban housing", typically exhibiting auto-oriented characteristics including but not limited to:

- Retail malls behind surface parking lots;
- Reverse frontage residential developments;
- Generally moderate pedestrian traffic, with isolated areas of high pedestrian activity; and
- Free-flowing motor vehicle traffic with limited access between major intersections.

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<sup>1</sup> Region of Peel. Retrieved from: <https://data.peelregion.ca/datasets/RegionofPeel::traffic-count-stations/about>  
[www.arcadis.com](http://www.arcadis.com)

Exhibit 6: Region of Peel Road Characterization Study Designation of Dixie Road

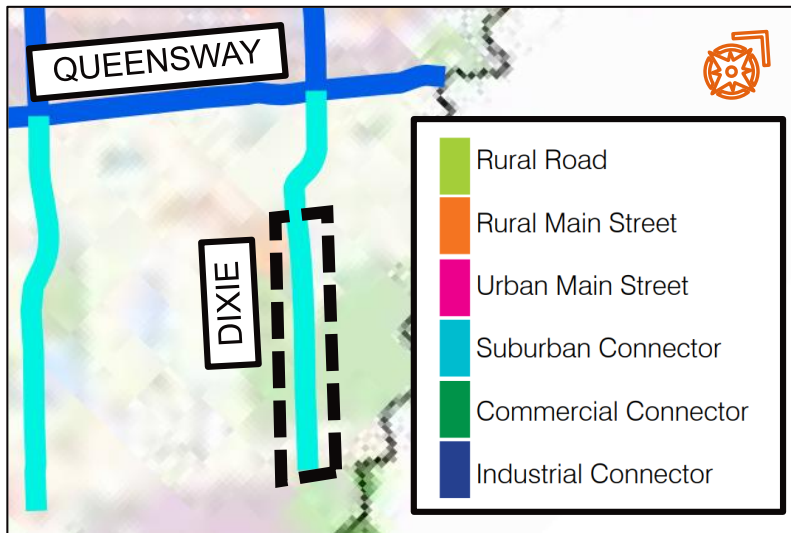


Image Source: Peel Road Characterization Study. Retrieved January 2024 from [https://www.peelregion.ca/pw/transportation/\\_media/road-characterization-study.pdf](https://www.peelregion.ca/pw/transportation/_media/road-characterization-study.pdf)

Schedule 5 of the Mississauga Official Plan (refer to Exhibit 7 below) classifies Dixie Road within the study limits as a Major Collector (Scenic Route). The City of Mississauga Official Plan defines scenic routes as “routes designed to preserve existing woodlands and Greenlands along roadways”. Scenic routes are also designated “to maintain or restore historic scenic nature of roadways.”

Exhibit 7: Mississauga Official Plan Schedule 5

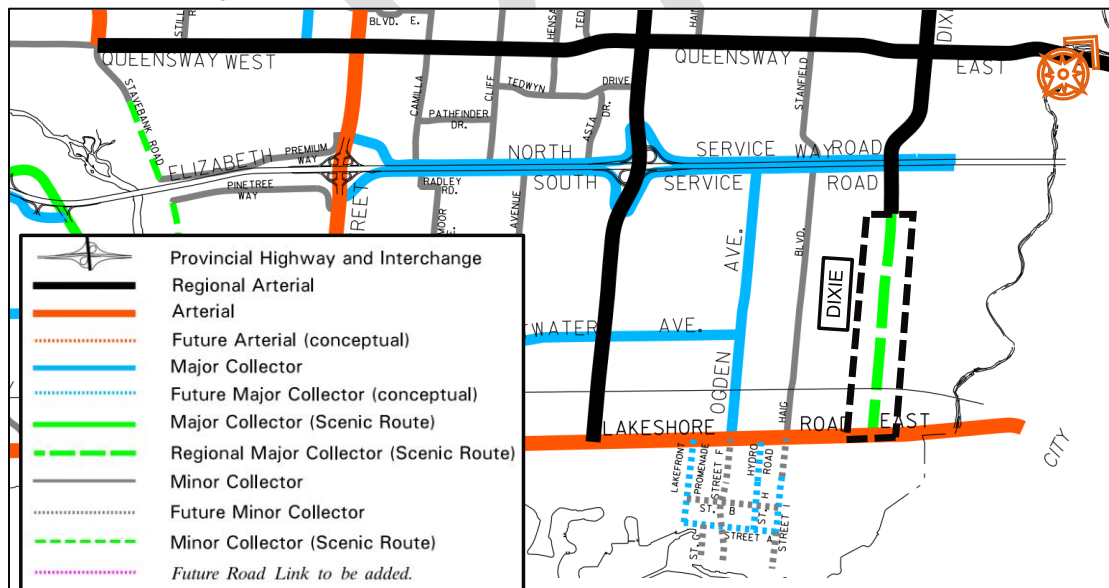


Image Source: Mississauga Official Plan Schedule 5 – Long Term Road Network. Retrieved January 2024 from [https://www.mississauga.ca/wp-content/uploads/2022/12/Mississauga\\_Official\\_Plan\\_Schedule\\_5\\_Long\\_Term\\_Road\\_Network\\_V8\\_V8.004.pdf](https://www.mississauga.ca/wp-content/uploads/2022/12/Mississauga_Official_Plan_Schedule_5_Long_Term_Road_Network_V8_V8.004.pdf)



### 3.1.2 QEW Interchange Configuration Project

Infrastructure improvements are underway on the QEW highway, from east of Cawthra Road to west of Etobicoke Creek. The contract includes a realignment and bridge replacement on Dixie Road over the QEW highway, additional eastbound lanes at the Dixie Road and QEW south ramp, and direct access to an extended South Service Road from the same intersection. Construction of the interchange reconfiguration began in 2022 and is anticipated to be completed in 2026.

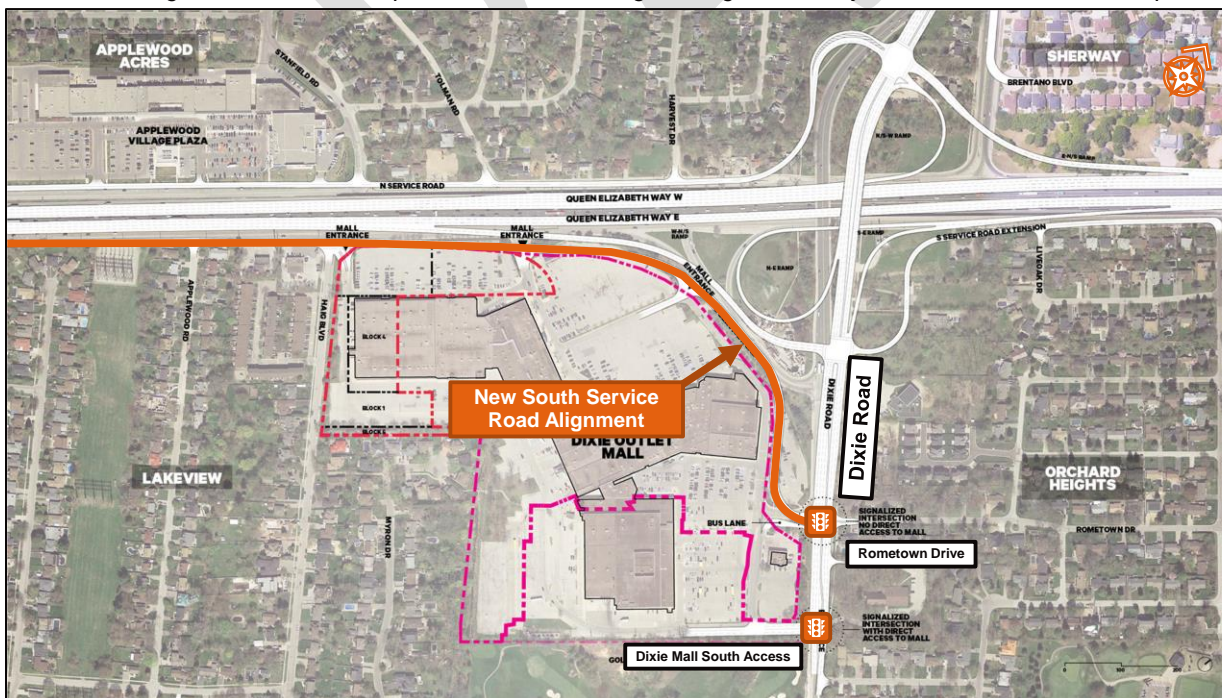
As part of the project, multi-use trails are to be constructed in the following locations:

- The west side of Dixie Road, between the Dixie Mall South Access and Primate Road; and
- The north side of North Service Road, between the QEW / Dixie WB Ramp and Westfield Drive.

The west side multi-use path constructed as part of this project will connect the existing buffered bicycle lanes on Dixie Road south of Rometown Drive to the multi-use path on Dixie Road north of the QEW interchange, creating a continuous 3.22 km cycling facility along the corridor. Bicycle signals will be added at intersections along the new multi-use trail.

Changes specific to the study area include a realignment of South Service Road into the intersection of Dixie Road and Rometown Drive, with a bus lane to be added alongside general traffic lanes on the eastbound approach of the same intersection. Exhibit 8 illustrates changes to the Dixie/QEW interchange, as well as the new South Service Road realignment.

*Exhibit 8: Changes to Dixie Road as part of QEW Interchange Configuration Project and Dixie Mall Redevelopment*



*Image Source: Dixie Mall Redevelopment. Retrieved January 2024 from <https://plandixie.ca/>*

## 3.2 Transit

### 3.2.1 Existing Services

Although there is currently no transit service that directly travels on Dixie Road within the study area, multiple existing transit routes operate in the vicinity of the corridor.

The study area is serviced indirectly by the following adjacent MiWay routes, as illustrated in Exhibit 9:

- Route 4 at Dixie and Rometown;
- Route 5 at Dixie and Rometown and at Dixie and Lakeshore East; and
- Route 23 at Dixie and Lakeshore East.

Additionally, TTC and GO services are accessible via the Long Branch GO station at Lake Shore Boulevard West and Brown's Line, located 850m east of Dixie Road and Lakeshore Road East.

Exhibit 9: MiWay Transit System Map Surrounding Dixie Road



Image Source: MiWay Weekday System Map. Retrieved January 2024 from [https://www.mississauga.ca/wp-content/uploads/sites/6/2023/12/MT-SystemMap\\_Jan8\\_2024\\_Weekday\\_Web.pdf](https://www.mississauga.ca/wp-content/uploads/sites/6/2023/12/MT-SystemMap_Jan8_2024_Weekday_Web.pdf)

### 3.2.2 2041 Regional Transportation Plan Designation

The Metrolinx 2041 Regional Transit Plan identifies the entire Dixie Road / Bramalea corridor from Lakeshore Road East to Bovaird Drive as a future Priority Bus Corridor as part of the frequent rapid transit network in 2041. Priority Bus Corridors are defined to have the following features:

- Enforced HOV lanes or other traffic restrictions;
- Curb-aligned bus right-of-way;

- Queue jump lanes;
- Minimum 10-15 minute all-day service;
- Wider station spacing than conventional bus routes; and
- Signal priority at intersections along the corridor, among other features.

### 3.2.3 Lakeshore Bus Rapid Transit (BRT)

The City of Mississauga has completed the Transit Project Assessment Process (TPAP) and preliminary design for dedicated centre-running BRT lanes on Lakeshore Road spanning two kilometres from Etobicoke Creek to East Avenue. As illustrated in Exhibit 10, the BRT is expected to intersect with Dixie Road, where farside eastbound and westbound stops are located. As part of the preliminary design, 1.5m unidirectional cycle tracks are proposed on both sides of Lakeshore Road.

Exhibit 10: Lakeshore BRT Design at Dixie Road



Image Source: Lakeshore Bus Rapid Transit (BRT) Landscape Plan. Retrieved January 2024 from <https://www.mississauga.ca/projects-and-strategies/environmental-assessments/lakeshore-bus-rapid-transit-brt-study/>

The project's Environmental Project Report has been completed with a TPAP Notice of Completion issued on July 27, 2023. Design drawings are available on the City of Mississauga project web page. No construction timeline announced as of the present.



## 3.3 Active Transportation Network

### 3.3.1 Existing Pedestrian Network

A continuous concrete sidewalk is present on both sides of Dixie Road within the study area. However, sidewalks are absent on most streets intersecting with the corridor, except for the Dixie Outlet Mall access, the south leg of St James Avenue, and both legs of Lakeshore Road East.

At most intersection corners, the curb ramp is aligned with the painted crosswalk, except for the northeast and southeast crossings at Dixie Road and Rometown Drive. Additionally, all pedestrian crossings along the corridor lack accessible pedestrian signals and Tactile Walking Surface Indicators (TWSI). Further detail on sidewalk and pedestrian crossing conditions is documented in Section 4.

### 3.3.2 Existing Cycling Network

In 2013, the Dixie Road and Cawthra Road Bikeway Feasibility Studies were initiated. Building upon this study and subsequent detailed design, the first on-road cycling facilities in the region were implemented on Dixie Road in 2016, changing the existing four-lane cross-section to a three-lane cross-section (two travel lanes with a two-way-left-turn lane) and buffered uni-directional bicycle lanes on each side.

In existing conditions, the bikeway on Dixie Road connects to the Waterfront Trail on the south end of the corridor. In the future, cycling improvements proposed in the Peel Sustainable Transportation Strategy Active Transportation Network (2018) and the City of Mississauga Cycling Master Plan (2018 and currently subject to update) will connect the existing bikeway to several proposed facilities, including the following routes:

- Dixie Road (north of Rometown Drive) – multi-use trail planned to extend to the Brampton border, and currently under construction between the Dixie Mall South Access and Primate Road;
- Rometown Drive – shared facility from Dixie Road to Winterhaven Road; and
- Lakeshore Road West/East – cycle track from Southdown Road to the Toronto Border.

Exhibit 11 and Exhibit 12 illustrate future routes proposed by the City of Mississauga Cycling Master Plan and Peel Sustainable Transportation Strategy Active Transportation Network, respectively, in which the current cycling facility is expected to connect to in the future.



Exhibit 11: City of Mississauga Proposed Long-term Cycling Network Map

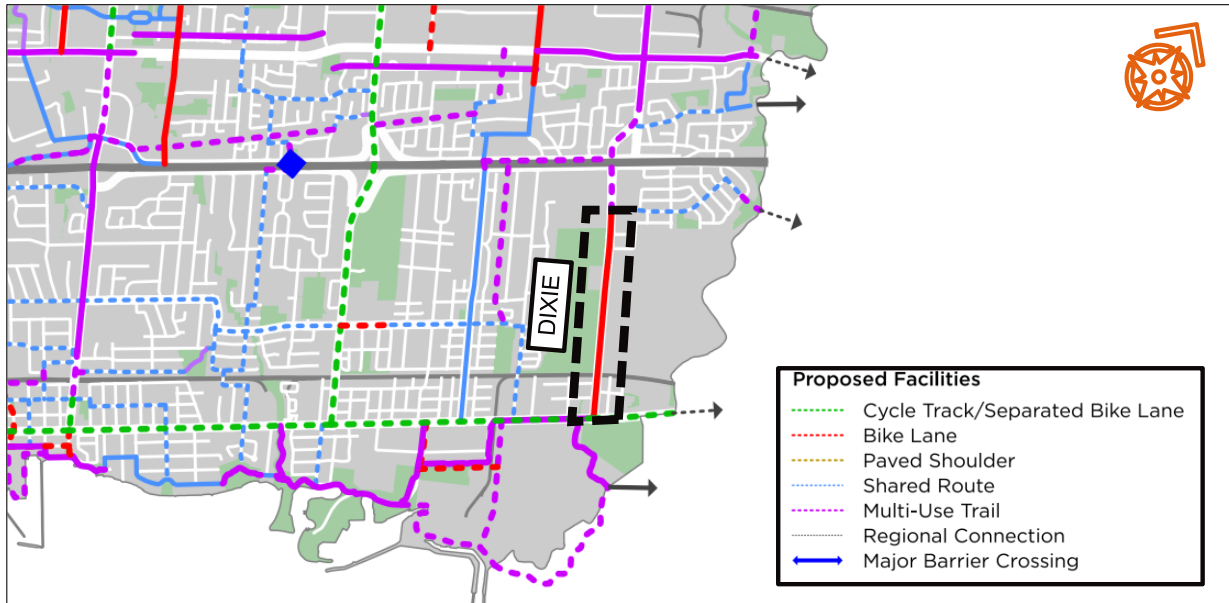


Image Source: Mississauga Cycling Master Plan Cycling Network Map. Retrieved January 2024 from [https://www.mississauga.ca/wp-content/uploads/2020/09/15165727/mississauga\\_cycling\\_master\\_plan\\_2018\\_appendix\\_i.pdf](https://www.mississauga.ca/wp-content/uploads/2020/09/15165727/mississauga_cycling_master_plan_2018_appendix_i.pdf)

Exhibit 12: Peel Region Proposed Long-term Cycling Network Map

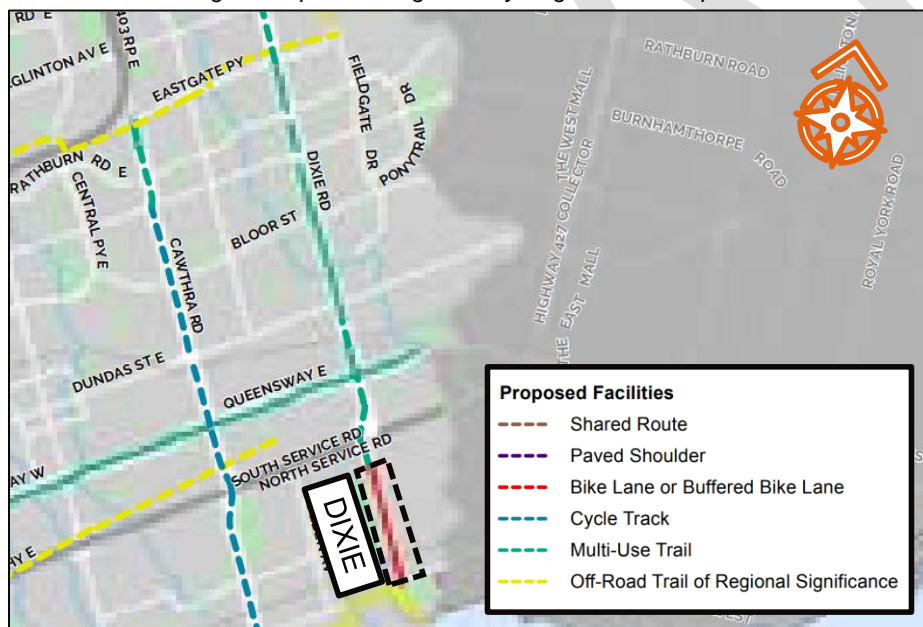


Image Source: Peel Region Proposed Long-term Cycling Network Map. Retrieved January 2024 from <https://peelregion.ca/planning-maps/walkandrollpeel/pdfs/proposed-long-term-cycling-network.pdf>

Note that as part of the QEW Interchange Configuration project, the proposed cycling facility between the Dixie Mall South Access and Primate Road is to be constructed as a multi-use path

on the west side of Dixie Road. In conjunction, a multi-use path will also be constructed on the north side of North Service Road, between the QEW / Dixie WB Ramp and Westfield Drive.

The west side multi-use path on Dixie Road will connect the existing buffered bicycle lanes on Dixie Road south of Rometown Drive to the multi-use path on Dixie Road north of the QEW interchange, creating a continuous 3.22 km cycling facility along the corridor.

## 4 Field Reconnaissance

### 4.1 Overview of Site Visits

Field investigations of the Dixie Road corridor and the surrounding signalized intersections were conducted on January 11<sup>th</sup> and January 25<sup>th</sup>, 2024 to observe and document existing traffic conditions, transportation safety and road user behaviour, and accessibility. The site observations are also used to identify issues and considerations to inform the preliminary design.

The field investigations were scheduled to enable the study team to observe a range of operating (e.g., AM & PM peak, off-peak) and environmental (e.g., daylight and dark) conditions. It is noted that the site investigations took place in January, when it is expected that the volume of pedestrians and cyclists are lower compared to spring, summer, and fall months.

### 4.2 Findings

#### 4.2.1 Overall Site Observations

The following section provides an overall summary of corridor-wide observations, categorized by mode.

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#### General Observations – Walking

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**Facility widths accommodate up to 2 people walking side-by-side**, with some

pinch points observed throughout the corridor.

Photo Location: Dixie, on the west side of Londonderry, looking north



**Facilities are generally in state of good repair**, except for the west side around the rail underpass where poor pavement conditions, damaged or missing railings, and pooling were noted.

Photo Location: Dixie Road, west side adjacent to CN Rail Underpass, looking north



**Desire paths are present along multiple side streets intersecting with the corridor.**

Photo Location: Lakeshore and Dixie southwest corner, looking east



**TWSIs and crosswalk markings are absent at many unsignalized intersections.**

Photo Location: Dixie and Larchview, looking north

## General Observations – Cycling



**Bicycle lane markings are frequently discontinued**, especially at T-intersection locations on the side with no vehicle leg.

Photo Location: Dixie and Fairways Condo Access east sidewalk, looking south





**Poor retroreflection and visibility of bicycle lane markings.**

Photo Location: Dixie ~50 m north of Lakeshore, looking north



**Bicycle lane buffer is missing in some locations, notably around the CN Rail underpass.**

Photo Location: Dixie ~50 m north of CN Rail Underpass, looking south



**It is generally easy to cycle southbound** due to the moderate downhill grade, especially towards the CN Rail Underpass.

Photo Location: Dixie ~50 m north of CN Rail Underpass, looking south



**Cycling facilities are generally in state of good repair, except through the Dixie Mall South Access, where the cyclist path of travel is uneven as it crosses over a decommissioned sidewalk.**

Photo Location: Dixie and Dixie Mall South Access southwest corner, looking north

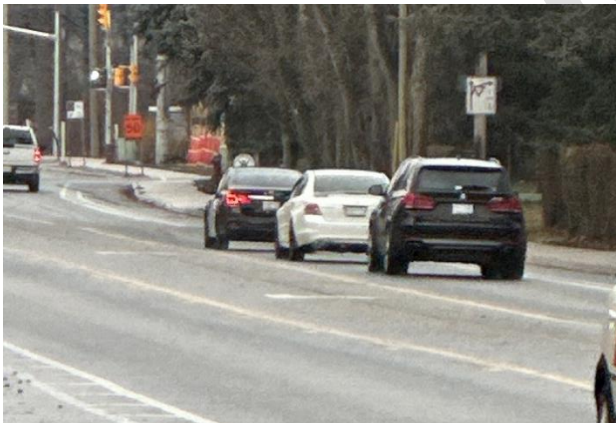


## General Observations – Driving



**Speeding is common.** Based on the on-site speed radar speed sign, a large portion (~70%) of vehicles were observed driving 10-20 km/h over the 50 km/h speed limit.

Photo Location: Dixie ~100 m south of Larchview Trail, looking north



**Tailgating is frequent,** primarily against drivers that comply with the 50 km/h speed limit.

Photo Location: Dixie ~100 m south of Dixie Mall South Access, looking north



**Drivers tend to drive closer to the inner line and distance themselves from the buffer in the presence of cyclists.**

Photo Location: Dixie on east side of Lakeview Golf Course access, looking north



**Frequent permissive turning opportunities corridor-wide.** At all intersections, vehicles travelling in/out of side streets had multiple entering/exiting opportunities during peak hours. However, vehicles exiting side streets would occasionally use the TWLTL to cross Dixie in two stages.

Photo Location: Dixie ~50 m south of Larchview Trail, looking north



Driving facilities are generally in state of good repair, except at the Dixie Mall South Access, where the pre-Dixie Mall Redevelopment bicycle lane tie-in directly straddles the vehicle path of travel.

Photo Location: Dixie and Dixie Mall South Access southwest corner, looking north

### 4.2.2 Detailed Observation Log

The following section provides detailed observations at each study area intersection.

#### Lakeshore Road & Dixie Road (Signalized)



**Geometrics:** The radius at the southbound right approach is large and encourages drivers to encroach the bicycle lane while turning on both red and green indication.  
Photo location: NW corner, looking south



**Geometrics:** Large vehicles are frequently observed on the southbound right approach and can clear the turn with ample space.  
Photo Location: SW corner, looking north





**Pedestrian Activity:** School-aged pedestrians frequently cross the intersection from adjacent MiWay bus stops.

Photo Location: SW corner, looking north



**Pedestrian Activity:** Occasionally, pedestrians will cross the solid “don’t-walk” indication if they miss an opportunity to actuate the pedestrian pushbutton.

Photo Location: NE corner, looking south

**Pedestrian Activity:** Pedestrians boarding/alighting from the eastbound bus stop tend to use the narrower walkway instead of the multi-use path to reach the Lakeshore intersection. Grass condition may suggest that pedestrians walk on the inner side, or fully off the asphalt walkway.

Photo Location: NW corner, looking south;  
SW corner, looking west





**Cycling Activity:** During the PM peak period, two cyclists were observed travelling westbound on Lakeshore. Cyclists continued to use the vehicle right-of-way on Lakeshore Road headed west of the intersection, instead of the Waterfront Trail.

Photo Location: Southwest corner, looking north



**Pedestrian Facilities:** TWSIs are present on the southwest corner, but not on the northwest corner.



**Pedestrian Facilities:** Potential desire path heading northbound into intersection

Photo Location: South side, looking north



**Pedestrian Facilities:** Desire path on southeast side heading westbound into intersection

Photo Location: SE corner, looking east





**Pedestrian Facilities:** No Accessible Pedestrian Signals present on all corners. Standard pushbuttons are used.

Photo Location: SW corner, looking east



**Traffic Observations – AM Peak:** Moderate westbound through traffic with 7-11 car queues that occasionally extend up to Cherriebell Road. Light westbound left turning traffic. All queues clear quickly and in one cycle.

Photo Location: SW corner, looking east



**Traffic Observations – AM Peak:** Light to moderate eastbound traffic. Queues clear in one cycle and eastbound left-turning vehicle queues generally clear before the protected period (green arrow) ends.

Photo Location: SE corner, looking west



**Traffic Observations – AM Peak:** Light southbound traffic. Most vehicles (95%+) in the shared southbound through-right lane turn right. Queues clear in one cycle and all turns are traversed slowly by drivers.

Photo Location: SW corner, looking north



**Traffic Observations – PM Peak:** Moderate to heavy eastbound traffic, with the eastbound left turning storage occasionally exceeded. However, queues clear in one cycle and there are multiple permissive periods where vehicles could turn on green. Vehicles at the back of the queue tend to speed up to complete the turn before the protected period (green arrow) ends.

Photo Location: NE corner, looking west



**Traffic Observations – PM Peak:** Heavy westbound through traffic with queues that extend to the west end of the gas station, but light westbound left turning traffic. However, queues clear quickly and in one cycle.

Photo Location: SW corner, looking east



**Traffic Observations – PM Peak:** Moderate to heavy southbound traffic. Most vehicles (95%+) in the shared southbound through-right lane turn right. Queues clear in one cycle and all turns are traversed slowly by drivers.

Photo Location: ~50 m north of intersection, looking south



**St James Avenue (Unsignalized)**



**Cycling Facilities:** No buffer headed southbound into intersection.

Photo Location: On northwest corner, looking north



**Driver Behaviour:** Southbound right turning drivers obey the bicycle lane markings when turning, and perform their turn slowly.

Photo Location: On southwest corner, looking north



**Motor Vehicle Facilities:** Sightlines facing north are partially obstructed by utility poles, vegetation, and the grade change at the underpass. This requires drivers to encroach the pedestrian right-of-way for a clear sightline.

Photo Location: On eastbound approach, looking north



**Orchard Hill Road (Unsignalized)**



**Pedestrian Facilities:** Southeast sidewalk ends after the curb return.  
Photo Location: Southeast corner, looking east



**Motor Vehicle Facilities:** Sightlines facing north are partially obstructed by large tree and grade change at the underpass, requiring drivers to encroach the pedestrian right-of-way for a clear sightline.  
Photo Location: On westbound approach, looking north



**Motor Vehicle Facilities:** Sightlines facing south are partially obstructed by trees and signage, requiring drivers to encroach the pedestrian right-of-way for a clear sightline.  
Photo Location: On westbound approach, looking south



## Rail Underpass



**Pedestrian Facilities:** Condition on the east side heading into the underpass is generally adequate, but water pools near the railing.

Photo Location: East side, looking south



**Pedestrian Facilities:** Railing on the west side headed into the underpass leading to St. Marys Avenue is bent.

Photo Location: West side ~90 m from underpass, looking north



**Pedestrian Facilities:** Minor cracking is observed on the underpass but no major spalling is present.

Photo Location: East side, looking to the west side of the underpass



**Pedestrian Facilities:** Condition of west sidewalk is poor. Sidewalk is uneven and damaged near the railing.

Photo Location: West side ~45 m from underpass, looking north





**Pedestrian Facilities:** Recently patched sidewalk near the railing on the west side.

Photo Location: West side ~45 m from underpass, looking north



**Pedestrian Facilities:** Sections of railings are missing on the west side, north of the underpass.

Photo Location: West side, adjacent to downstream approach of underpass, looking north



**Pedestrian Facilities:** West side railing section near the underpass is missing, with some pooling.

Photo Location: West side adjacent to underpass, looking north



**Pedestrian Facilities:** Potential water seepage is present in west side retaining wall.

Photo Location: West side, adjacent to downstream approach of underpass, looking south





**Pedestrian Facilities:** Low-hanging branches from trees above retaining wall encroach on right-of-way .

Photo Location: West side, ~50m downstream of underpass, looking north



**Cycling Facilities:** On the west side, debris is noted in the cycling facility.

Photo Location: West side, underneath underpass, looking south



**Cycling Facilities:** Buffer missing on both sides between Orchard Hill Road to the Lakeview Golf Course Access.

Photo Location: West side, ~50m from underpass, looking north



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**Lakeview Golf Course Access (Unsignalized)**

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**Pedestrian Facilities:** West sidewalk narrows south of the intersection.

Photo Location: North side of intersection, looking south



**Motor Vehicle Facilities:** Southbound right turning radius is large.

Photo Location: North side of intersection, looking south

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**Toronto Golf Club Access (Unsignalized)**

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**Cycling Facilities:** Bicycle lane markings are discontinued through intersection.

Photo location: South side of intersection, looking north



**Fairways Condo – 1400 Dixie Road (Unsignalized)**



**Pedestrian Facilities:** No streetlighting is provided on the east side of the intersection.

Photo location: North side of intersection, looking south



**Cycling Activity:** Seniors were commonly spotted around the Fairways Condo area, with some observed to be cycling around the area.

Photo location: ~30 m north of intersection, looking south



**Driver Behaviour:** Eastbound left turning drivers at this intersection have multiple permissive opportunities in all periods. Occasionally, drivers use the TWLTL to cross Dixie Road in two stages.

Photo location: North side of intersection, looking north



**Motor Vehicle Facilities:** Sightlines are generally adequate, but it should be noted that visibility looking south is slightly diminished by a roadway crest.

Photo location: South side of intersection, looking south



### Larchview Trail (Unsignalized)



**Pedestrian Facilities:** Potential desire line on north side of intersection leads into roadway, as there is no crosswalk on Larchview Trail.

Photo Location: North side of intersection, looking south



**Motor Vehicle Facilities:** Sightlines looking south are partially obstructed by vegetation and require drivers to encroach the pedestrian right-of-way for a clear sightline.

Photo Location: On westbound approach, looking south



**Motor Vehicle Facilities:** Sightlines looking north are partially obstructed by vegetation and hydro poles and require drivers to encroach the pedestrian right-of-way for a clear sightline.

Photo Location: On westbound approach, looking north



### Londonderry Boulevard (Unsignalized)



**Motor Vehicle Facilities:** Sightlines looking south are partially obstructed by vegetation and requires drivers to encroach the pedestrian right-of-way for a clear sightline.

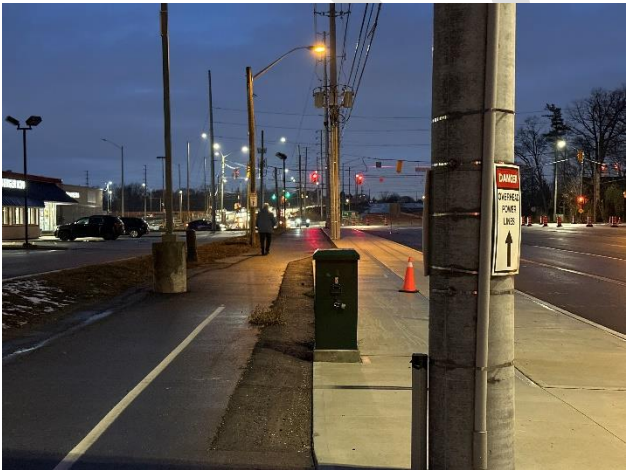
Photo Location: On westbound approach, looking south



Sightlines looking north are partially obstructed by vegetation and requires drivers to encroach the pedestrian right-of-way for a clear sightline.

Photo Location: On westbound approach, looking north

### Dixie Mall South Access (Signalized)



**Pedestrian Activity:** Pedestrians travelling on the northwest side tend to use the multi-use path instead of the concrete sidewalk.

Photo Location: Northwest corner, looking north



**Pedestrian Facilities:** A multi-use path has been installed parallel to the sidewalk on the northwest side of the intersection.

Photo Location: Northwest corner, looking north





**Pedestrian Facilities:** Multiple desire lines from the Dixie Mall parking lot lead to the sidewalk.

Photo Location: Northwest corner, looking south



**Pedestrian Facilities:** Lack of eastbound through traffic and short crossing distance enables pedestrians to cross the east side crosswalk on red hand indication.

Photo Location: Southeast corner, looking north



**Pedestrian Facilities:** At the northeast corner crossing the north crosswalk, the standard pushbutton remains on the traffic mast.

Photo Location: Northeast corner, looking north



**Pedestrian Facilities:** The APS on the southwest corner is located far from the south side crosswalk, and on the same pole as the west side crosswalk APS.

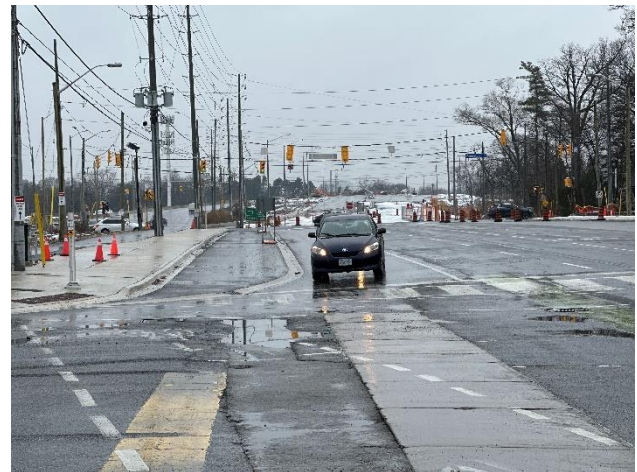
Photo Location: Southwest corner, looking east





**Cycling Facilities:** Facilities on west side required refreshing.

Photo Location: Northwest corner, looking south



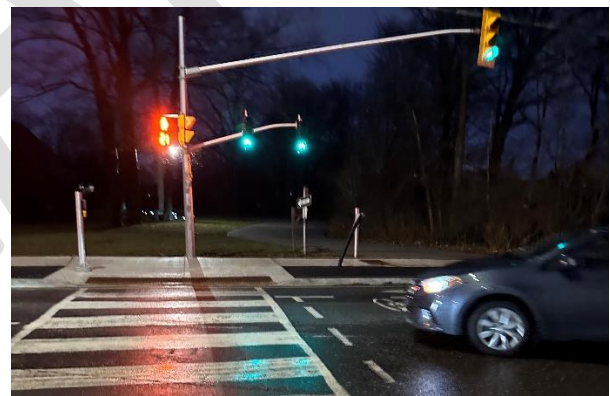
**Driving Behaviour:** Despite the large curb extension, drivers in both general vehicles and MiWay buses perform southbound right turns very aggressively, often not stopping on red or yielding to pedestrians.

Photo Location: Southwest corner, looking north



**Cycling Facilities:** The east side bikeway transition to the multi-use path does not contain a bike box or storage area.

Photo Location: Northeast corner, looking west



**Driving Behaviour:** Eastbound left turning vehicles often do not yield to pedestrians until they reach the median. There are 4 southbound lanes that eastbound pedestrians must traverse to reach the median. Meanwhile, westbound pedestrians must traverse only 2 lanes.

Photo Location: North side crosswalk, crossing east



**Driving Behaviour:** Drivers frequently use the cycling facility tie-in to aggressively overtake slower vehicles.

Photo Location: Southwest corner, looking south



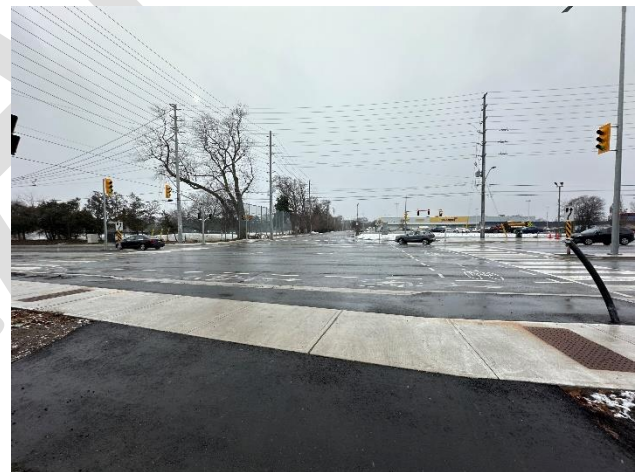
**Driving Behaviour:** Large vehicles turning eastbound left encroach the corner of the cycling facility transition.

Photo Location: Southeast corner, looking north



**Driving Behaviour:** Northbound left turning vehicles tend to encroach median very early, conflicting with southbound left turning traffic into Londonderry.

Photo Location: Southeast corner, looking south



**Motor Vehicle Facilities:** The westbound approach is not signalized, as this leg is signed as a one-way route outbound of the intersection (eastbound traffic only).

Photo Location: East leg, looking west





**Traffic Observations – AM Peak:** Light to moderate northbound traffic. Most vehicles traverse the intersection during green indication and queues are very short (~1-2 cars). No operational issues observed.

Photo Location: Northwest corner, looking south



**Traffic Observations – AM Peak:** Light southbound traffic. No operational issues observed.

Photo Location: Northwest corner, looking north



**Traffic Observations – AM Peak:** Light eastbound traffic. No operational issues observed.

Photo Location: Northwest corner, looking west



**Traffic Observations – PM Peak:** Light northbound traffic, with multiple permissive left turning opportunities. No operational issues observed.

Photo Location: Northwest corner, looking south



**Traffic Observations – PM Peak:** Light eastbound traffic which tends to be evenly distributed among left and right turn lanes. No operational issues observed.

Photo Location: Northeast corner, looking west



**Traffic Observations – PM Peak:** Occasional southbound spillbacks on green indication are observed, but queues clear quickly and in one cycle.

Photo Location: Northwest corner of Rometown Drive, looking south



**Traffic Observations – PM Peak:** Heavy southbound traffic with queues that extend to the south end of Burger King. Little to no southbound left turning traffic. All queues, however, clear in one cycle.

Photo Location: Southeast corner, looking north



**Rometown Drive (Signalized)**

**Note that this intersection is currently in temporary construction conditions, and observations during field reconnaissance may not reflect its final configuration.**



**Pedestrian Facilities:** TWSIs are not aligned with crosswalks.

Photo Location: Southwest corner, looking east



**Pedestrian Facilities:** Southeast sidewalk has recently been widened, with a new depressed curb and TWSI further from the intersection.

Photo Location: Southeast corner, looking south



**Pedestrian Facilities:** West sidewalk has been significantly widened, with a new multi-use path added.

Photo location: Southwest corner, looking south



**Pedestrian Facilities:** There is currently no painted crosswalk on the west leg.

Photo location: Southwest corner, looking north





**Pedestrian Facilities:** TWSIs are currently installed on northeast corner, but not on the southeast corner.

Photo location: Southeast corner, looking north



**Driving Behaviour:** Southbound through vehicles tend to drive over curb extension, or encroach on the leftmost lane to avoid it.

Photo Location: Southwest corner, looking east



**Motor Vehicle Facilities:** The eastbound approach has bus markings painted in, indicating that a future bus lane from the Dixie Mall parking lot is to be added parallel to general traffic lanes. Note that no transit signals have been installed on the traffic masts as of the field reconnaissance date (January 11, 2024).

Photo Location: Southwest corner, looking east



**Motor Vehicle Facilities:** General traffic lanes on the eastbound approach are no longer connected directly to Dixie Mall. This approach is now connected to South Service Road. No lane markings have been implemented as of the field reconnaissance date (January 11, 2024).

Photo Location: Northwest corner, looking north





**Traffic Observations – AM Peak:** Moderate northbound traffic. Queues extend one car length short of the Dixie Mall South Access. Queues clear in one cycle.

Photo Location: Southwest corner, looking east



**Traffic Observations – AM Peak:** Light to moderate southbound traffic. Queues clear in one cycle

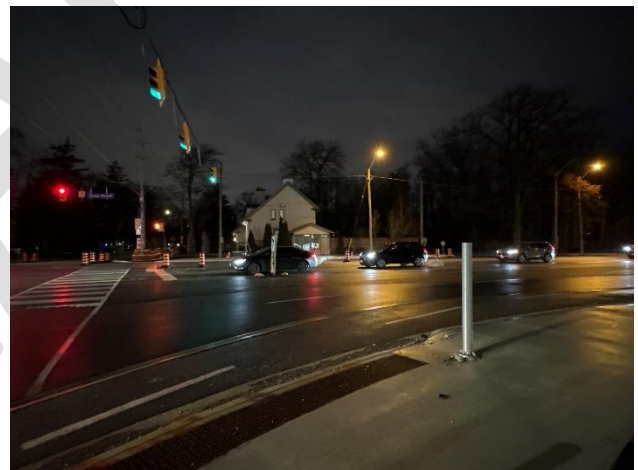
Photo Location: Southeast corner, looking north



**Traffic Observations – AM Peak:** Light eastbound traffic generally composed of MiWay buses. Signal delay is high, as left turning buses must wait a long time before eastbound green indication is received, even with a pedestrian call at the beginning of the cycle.

Photo Location: Southeast corner, looking west

[www.arcadis.com](http://www.arcadis.com)



**Traffic Observations – PM Peak:** Light northbound traffic. No operational issues observed.

Photo Location: Southwest corner, looking east



**Traffic Observations – PM Peak:** Light eastbound traffic which currently uses the bus lane as a temporary access measure. No operational issues observed.

Photo Location: Southwest corner, looking east



**Traffic Observations – PM Peak:** Moderate southbound traffic that mostly uses the left lane (80%), potentially due to Rometown Drive acting as a detour to enter the QEW during construction. Queues clear in one cycle.

Photo Location: Northwest corner, looking north

DRAFT



## 5 Key Issues for Investigation & Next Steps

The following key issues from field reconnaissance are identified as priority items for further investigation and consideration in the development of design options:

- Corridor-wide speeding behaviour of 10-20 km/h over the posted limit. Speeding issue will be further reviewed and analyzed in the **In-Service Road Safety Review**;
- Discontinuity in cycling facilities, notably around intersections;
- Pedestrian facilities at the rail underpass, including missing railings, pooling, hanging obstacles, and uneven sidewalks. It is noted these observations represent a moment in time when the underpass repair work was underway;
- Aggressive vehicular turning and merging movements; and
- The current state of cycling and driving facilities at the Dixie Mall South Access. It is noted this represents a moment in time when the QEW interchange reconfiguration construction was underway.

Additionally, although the Dixie Road corridor is designated as a Scenic Route, the community surrounding the corridor is undergoing significant change from major redevelopment projects along the study area:

- Major investment into transit in the form of the Lakeshore BRT is anticipated on the south end of the corridor, which may result in significant travel mode shifts along the corridor;
- Mixed-use developments on both ends of Dixie Road in the form of Lakeview Village, the Dixie Outlet Mall Redevelopment, and multiple other developments surrounding Lakeshore Road East focus heavily on sustainable modes of travel, reinforcing demand for improved pedestrian and cycling facilities along the study area network; and
- The QEW Interchange Configuration Project is expected to attract new vehicles to the Dixie Road corridor from the significant capacity improvements anticipated in the area.

The tension between the scenic route designation and the pressure from adjacent development, along with the desire to enhance and improve conditions for vulnerable road users is at the crux of option development for this corridor.

These findings and observations from the Study Area Profile memorandum will form the basis for identifying and mitigating key issues for the next phase of this project.