



# Lakeshore Connecting Communities

## Public Input Report Public Open House #1 held November 1, 7 and 8, 2016



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## PUBLIC INPUT REPORT

### Public Open House #1 held November 1, 7 and 8, 2016

## About This Report

The City of Mississauga held Public Open House #1 for Lakeshore Connecting Communities Transportation Master Plan Study on November 1 (Lakeview), November 7 (Port Credit) and November 8 (Clarkson). This report prepared by the independent Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company together with HDR Corporation provides a summary of the public input that resulted from the public open houses. The report describes general themes and key messages frequently heard. The appendices include the verbatim public input from the Open House and written comments.

## Contents

<b>1. ABOUT LAKESHORE CONNECTING COMMUNITIES AND PUBLIC OPEN HOUSE #1</b>	2
1.1. What is this project about	2
1.2. What was the purpose of the Public Open House?	3
1.3. How did the community learn about the Public Open House?	3
1.4. How was the Open House organized?	4
<b>2. GENERAL THEMES NOTED AND KEY MESSAGES HEARD</b>	5
<b>3. NEXT STEPS</b>	7
<b>Appendices – Detailed Station Description and Verbatim Public Input</b>	
Appendix 1 Background, Context, Vision and Problem Opportunity Statement (Station 1)	8
Appendix 2 Existing Challenges and Opportunites (Station 2)	15
Appendix 3 Ideas for improving different Ways of Travelling in the Lakeshore Corridor (Station 3)	23
Appendix 4 Putting it all together: Interactive cross-section activity (Station 3)	31
Appendix 5 Written Comment Forms submitted at the Open Houses	39

To learn more about this project or to share your comments for improving transportation for the Lakeshore Communities visit [www.connectlakeshore.ca](http://www.connectlakeshore.ca).



## 1. ABOUT LAKESHORE CONNECTING COMMUNITIES AND PUBLIC OPEN HOUSE #1

### 1.1. What is this project about?

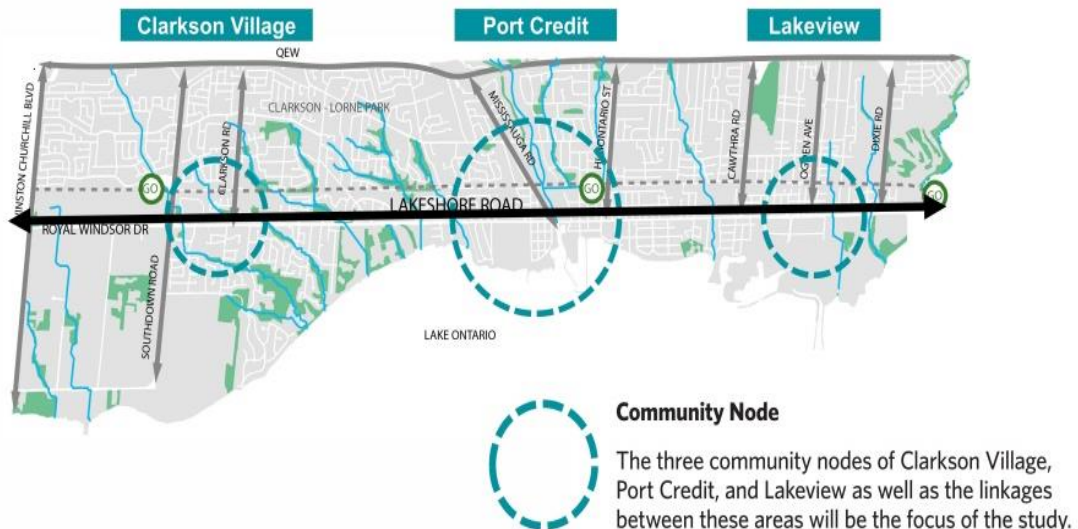
The City of Mississauga is undertaking a Transportation Master Plan - **Lakeshore Connecting Communities** to develop a vision for the Lakeshore Road corridor that recognizes the different character areas and to support all modes of transportation, connect people to places and move goods to market, and support existing and future land uses as well as establish an implementation plan to make the vision a reality.

A Transportation Master Plan (TMP) is the City's blueprint for addressing the transportation and mobility needs of those living and working in the Lakeshore communities over the next 25 years. Lakeshore Connecting Communities will guide the planning and investing in the transportation network in the Lakeshore Corridor, including decisions about optimizing roadways, improving transit, and enhancing cycling and walking connections.

Lakeshore Connecting Communities is about planning for the future of Lakeshore Road. This master plan study will look 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 will build on recent planning studies to develop a design for the Lakeshore Road corridor from building face to building face that supports all modes of transportation, connects people to places, and moves goods to market. The study will also evaluate rapid transit alternatives east of Hurontario Street as well as extending rapid transit into the Port Credit area.

The study will deliver a transportation study and conceptual design for Lakeshore Road between Southdown Road and the east City limit and Royal Windsor Drive between the west City limit and Southdown Road.

**Figure 1: Study Area Map**



### Strategic Analysis Area

Although the focus of the study will be the Lakeshore Road corridor, the analysis of transportation conditions will be completed in the context of a wider study area, from the QEW to Lake Ontario and from the east City limit to the west City limit.

## 1.2. What was the purpose of Public Open House #1?

Public Engagement is important for developing a vision and determining future directions to meet the needs in the community. Opportunities for public input will occur throughout the Study. The City of Mississauga web page will be used to update residents and community stakeholders on study progress and how input can be provided. To share information about the study and to engage residents and community stakeholders in discussions about the Lakeshore Corridor, three Public Open Houses were held in November 2016 in different locations within the character areas. Meetings were held:

November 1 at Mississauga Seniors' Centre, 1389 Cawthra Road from 5:30 to 8:30 p.m.

November 7 at Clarke Memorial Hall, 161 Lakeshore Road West from 5:30 to 8:30 p.m.

November 8 at Chartwell Baptist Church, 1880 Lakeshore Road West from 5:30 to 8:30 p.m.

The purpose of Public Open House #1 was to:

- Describe the problem and opportunity.
- Summarize the technical work completed to date.
- Identify opportunities and challenges for travelling in the Lakeshore Communities.
- Help to develop a vision for Lakeshore Road in Mississauga by providing input on options for improving how people get around including walking, cycling, transit and driving.
- Discuss next steps.

## 1.3. How did the community learn about the Public Open House?

Notice for the November 2016 public open houses was provided through the following:

- Newspaper advertisements:
  - Mississauga News on Thursday October 20<sup>th</sup> and Thursday October 27<sup>th</sup>.
- Mailed and emailed notices:
  - Distribution of unaddressed mail notices via Canada Post Neighbourhood Mail to all the properties between the Lakeshore GO rail line and Lake Ontario within the City of Mississauga (week of October 24, 2016).
  - Distribution by email to project stakeholders and individuals who signed up for the mailing list (week of October 17 and October 24, 2016).
- Social Media:
  - Posted on the City of Mississauga's Facebook and Twitter accounts (week of October 17, 2016).
- Web-site:
  - Posted on the Project Study Web Site – [www.connectlakeshore.ca](http://www.connectlakeshore.ca), starting the week of October 24, 2016.
- Screensavers and signage:
  - Posted on City of Mississauga Library Computer screensavers (week of October 17, 2016)
  - Posted on the City of Mississauga digital sign boards at Celebration Square and the Port Credit Library (week of October 17, 2016).



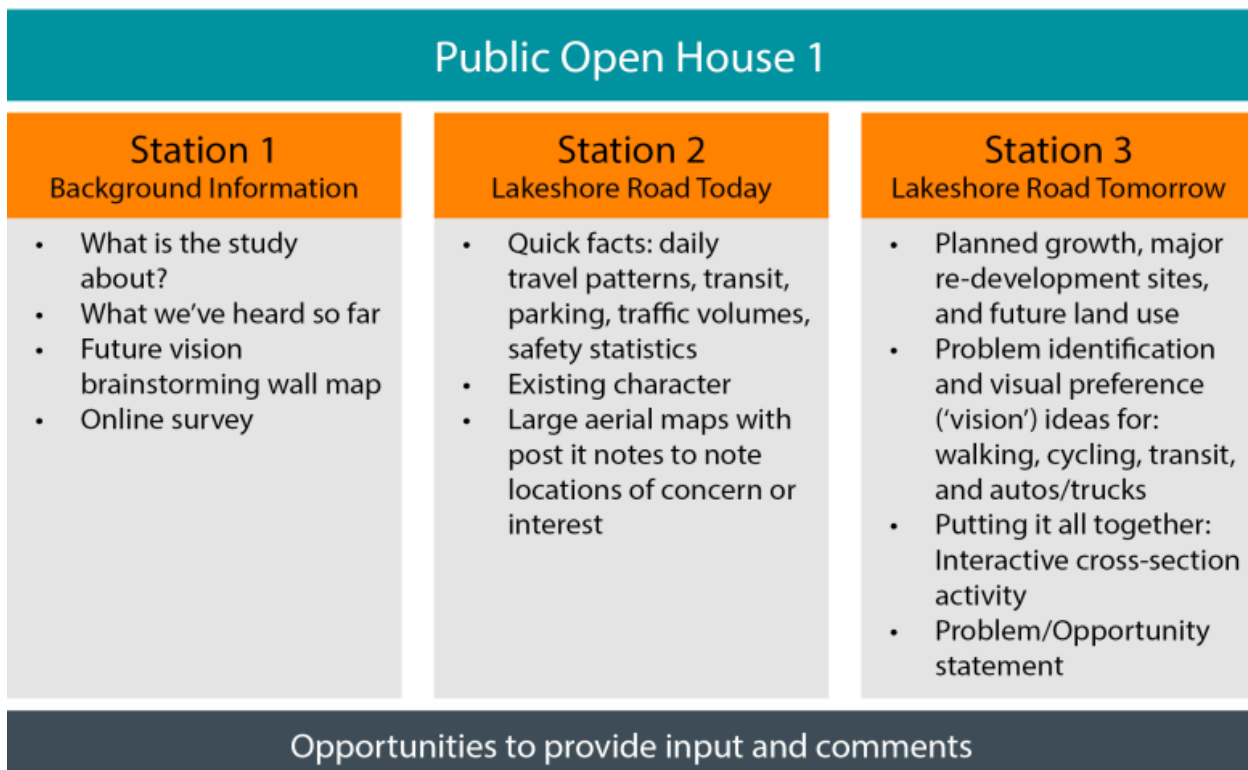
### 1.4. How was the Open House organized?

The Open House provided the opportunity for community members to drop-in anytime from 5:30 p.m. to 8:30 p.m. and visit three interactive information stations where information was displayed and the Project Team was available to discuss the study. The format for the Open House maximized opportunities for individuals to review the information and provide ideas and input on the future vision, challenges being experienced and opportunities for improving the different ways of travelling in the Lakeshore Communities.



The three Open Houses were attended by approximately 240 people as noted from the sign-in sheets. The staggered time from 5:30 p.m. to 8:30 p.m. was intended to provide the opportunity for residents to attend on their way home from work and in the early evening and to do so at their own pace. Some participated for shorter periods of time (under an hour) and others stayed for much longer with some attending for several hours. The interactive open house was noted to be an effective way of ensuring that individuals could learn about the issues that concerned them and discuss these directly with the Project Team. It provided everyone who attended with an opportunity to participate. At each station, community members were encouraged to write comments and ideas on flipchart paper and post-it notes. A description of the Information Station Topics is included in **Figure 2**.

**Figure 2: Information Station Topics**



The detailed description of each station and verbatim public input received is included in Appendices 1 through 4 of this report. To augment the input received at the stations, a comment form was provided. Twenty-nine (29) comment forms were completed at the Open House. Written comments are included in Appendix 5.

The format chosen for Open House #1 meant that community members were able to speak for some time with the Project Team to pose questions, share their concerns and review issues, pose follow-up questions and provide suggestions and other comments. At times it was relatively busy and patience was exhibited by community members as they waited to ensure that the Project Team could move around and between stations to answer inquiries and provide information. Many residents commented that they liked the format of the meeting. They also liked the high quality of the displays and materials used at the stations which enabled them to understand the project and participate by providing input.

## 2. GENERAL THEMES NOTED AND KEY MESSAGES HEARD

There is significant community interest in the Lakeshore Connecting Communities study. The community members who attended the November Public Open Houses had many comments about the existing transportation conditions, future considerations and importance of creating more opportunities for walking, cycling and transit use within the study area connecting each character area to other areas of the City. **Figure 3** is a high-level synthesis prepared by the Community Engagement Facilitator on the key messages heard pertaining to each of the frequently noted general themes. The numbering is for reference purposes and does not signify order of importance. Given the overwhelming input received, it is important that this synthesis of key messages heard be reviewed together with the verbatim detailed comments provided by the public at each of the three Stations, found in Appendices 1 through 4. Written comments received are included in their entirety in Appendix 5.

**Figure 3 – General Themes Frequently Noted and Key Messages Heard**

General Themes Frequently Noted	Key Messages Heard
<p><b>1. Treat Lakeshore as a local mainstreet and not as a thru way.</b></p>	<p>The land use and urban design desired is that of a walkable village like commercial atmosphere. It is important to residents that the communities maintain their heritage, character, and “unhurried” atmosphere.</p>
<p><b>2. Address safety for all road users.</b></p>	<p>Safety is of concern to residents with many ideas being suggested for improving safety for pedestrians, cyclists, transit users, and autos and trucks. Some of the ideas which are further elaborated in other key messages include: lowering speed limits, providing safe crossings, separating pedestrians, cyclists, and autos/trucks.</p>
<p><b>3. Create a more welcoming pedestrian environment</b></p>	<p>Wider sidewalks, places to sit, green infrastructure, street trees, public art, place making and more attention to walkability are noted as key ways to improve the pedestrian environment. More focus is needed on pedestrian comfort including no bike lock-up at benches, better placement of garbage receptacles and improved sidewalk conditions.</p>



<b>4. Improve pedestrian connections and priority</b>	Ideas include better pedestrian connectivity across Lakeshore Road, across the Credit River, and increased time to cross the road. Review of policies for placement of patios is suggested to avoid obstruction of pedestrian movement in areas where the patio extends to the street edge. Some residents suggest reviewing the removal of on-street parking from Lakeshore Road if it could be provided on side streets and behind commercial buildings so that this space could be used for cycling facilities or wider sidewalks and patios.
<b>5. Dedicate and separate bike lanes along Lakeshore and create a continuous network along Lakeshore from Oakville to Toronto.</b>	Dedicated, separated and protected bike lanes along Lakeshore are noted as a preferred approach for developing a safe continuous network of cycling facilities. There is interest in considering on-road protected cycle tracks to improve the cycling facilities along Lakeshore Road. There is some support for multi-use paths and raised cycle tracks. There was little to no support noted for on-road buffered bike lanes or shared use lanes (i.e. “sharrows”). The area along Lakeshore from Dixie Road to Long Branch GO Station was noted to be a critical missing link in the Lakeshore Road cycling route.
<b>6. Improve conditions for walking and cycling along the Waterfront Trail.</b>	The Waterfront Trail is valued as an important recreational active transportation destination. There is concern that in the absence of better cycling facilities in the Lakeshore, that The Waterfront Trail is being used by commuting and fast riding cyclists which are a safety concern to pedestrians sharing the trail. P-gates on the Waterfront Trail are consistently noted as a barrier to travel for cyclists and pedestrians and should be removed.
<b>7. Develop some form of higher order rapid transit along Lakeshore Road.</b>	There is interest in and support for developing rapid transit along Lakeshore Road between Port Credit and Toronto and improved transit service west of Port Credit extending to Oakville. There appears to be strong interest in BRT ‘Light’, LRT in an exclusive ROW, and streetcar in mixed traffic. There appears to be less support for bus/HOV lanes or bus only lanes. Some residents have concerns about the impact of removing general purpose travel lanes from Lakeshore Road for transit.
<b>8. Address concerns about speeding on Lakeshore Road and through neighbourhoods particularly those areas adjacent to GO Stations.</b>	Residents are concerned with speeding along Lakeshore Road noting that the speed limit could be lowered to be made consistent throughout the corridor. Concerns are also noted about speeding which is occurring through neighbourhoods by drivers trying to avoid traffic on Lakeshore Road. These concerns are most frequently noted near GO Stations and around congested segments and intersections along Lakeshore Road.



**9. Coordinate or sync signal timing during peak hours to improve operations.**

Residents would like to see better signal timing and timing being coordinated according to time of day and day of week to accommodate pedestrians in a timely manner during off-peak hours. Residents are generally not satisfied with the current timing of traffic signals at various intersections along the corridor.

**10. Improve intersection configurations and restrict turning movements during peak hours.**

Residents identified that left hand turns along Lakeshore are causing congestion and delays at intersections. There are mixed views as to how to address this including restricting left hand turn lanes, adding turning lanes, and realigning skewed and jogged intersections. Stavebank Road and Clarkson Road were noted as key problem intersections. Turning restrictions are noted as a suggestion for alleviating congestion especially through Port Credit.

**11. Explore feasibility of additional crossing of the Credit River.**

There appears to be interest in considering an additional crossing of the Credit River. There are mixed views for the location and type of crossing (i.e. for all modes or just walking and cycling). Potential locations noted include: Queensway extension, Mineola Road – Indian Road connection, adjacent the railway corridor, or just north of the existing Lakeshore Road bridge.

### **3. NEXT STEPS**

The comments received through Public Open House #1 are being considered for phase one for Lakeshore Connecting Communities by the Project Team together with other public input received through the Lakeshore Connecting Communities Survey, at pop-up workshops and stakeholder meetings and will inform the project as it moves forward. Public input is being used to develop guiding principles, future vision and to refine the draft problem/opportunity statement including transportation challenges being experienced, opportunities for addressing these issues, and how these ideas can support city building and land use/urban design needs.

In the next phase of the study, phase two, the Project Team will develop alternative solutions to address the problem and opportunities identified in phase one. Alternative solutions will be explored and evaluated to develop a preferred solution. The preferred solution will be specific to the different character areas along the corridor and will integrate transportation solutions with land use and urban design scenarios. The project team will present potential solutions for the corridor, their evaluation, and the preferred solution at the next public open house.





## Appendix 1

### Detailed Public Input on the Background, Planning Context, Vision and Problem Opportunity Statement (Station 1)

Station 1 provided information on the Background and Planning Context for Lakeshore Connecting Communities. Community members were presented with information on display panels including: the study purpose, process, objectives, and a description of the study area. A summary of what has been heard through initial public consultation (online survey and pop-up kiosks) was also presented including what the top concerns for walking, cycling, taking transit, and driving were. In addition to background information displayed on panels, a future vision brainstorming wall map was provided for attendees to share their ideas about the future vision for the Lakeshore Communities and how to improve travelling in the area. The same brainstorming map was brought to each public open house so that a collective vision could be established after the open houses. The online survey was also available on iPads at Station 1 and attendees were encouraged to take the survey in person or given a bookmark with a link to the website so they could complete it at home on their own time.



The draft problem and opportunity statement was also presented and attendees were asked to place post-it notes indicating any additional comments they had pertaining to the problem/opportunity statement.





The detailed verbatim comments for Station 1 based on the input provided by the public using post-it notes and comments on large sheets of paper is included in **Figures 4, 5 and 6**.

Lakeshore Connecting Communities

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### Draft Problem or Opportunity Statement

**With limited road capacity, greater reliance on transit, walking, and cycling is required.  
This requires making these ways of travelling more attractive.**

 <p style="font-size: 8px; margin: 5px 0;">Lakeshore Road intersects a unique mix of <b>established and developing communities</b>.</p> <p style="font-size: 8px; margin: 5px 0;">Preserving and enhancing each community's character and sense of place is important.</p>	 <p style="font-size: 8px; margin: 5px 0;">The Lakeshore Communities are expected to grow by approximately 56,000 people and 16,500 jobs by 2041.</p>	 <p style="font-size: 8px; margin: 5px 0;">Without any improvements to the transportation network in the Lakeshore Communities congestion will <b>worsen</b> for all road users.</p>	 <p style="font-size: 8px; margin: 5px 0;">The existing pedestrian and cycling networks are <b>discontinuous</b> and can be better integrated into the overall transportation network.</p> <p style="font-size: 8px; margin: 5px 0;">The existing transit service will require <b>additional capacity</b> in the future and a <b>greater degree of transit priority</b>.</p>
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**Help define the problem or opportunity statement.**  
What additional comments do you have?




Figure 4 – Key Future Vision Themes

Key Future Vision Themes						
Lakeshore as a local mainstreet and not as a thru way	More welcoming pedestrian environment	Walkable commercial areas with village like atmosphere and boutiques and shops	Stronger focus on all ways of travelling (multi-modal)	Dedicated and separated bike lanes along Lakeshore	Better coordinated transit and increased transit service	Roadway and Operational conditions, left hand turns and parking

Figure 5– Future Vision Detailed Ideas and Problem and Opportunity Statement

Future Vision Theme	Ideas noted
Lakeshore as a local main street and not as a thru way	<ul style="list-style-type: none"> <li>• Main Street and Village feel: small town shopping areas that people access by foot. Make it more destination oriented and less thru way.</li> <li>• Reduce speed limit. Slow down traffic in the three villages.</li> <li>• Get more traffic off the roads.</li> <li>• Consider an island in the middle of Lakeshore Road in the wider sections.</li> <li>• Discourage driving and encourage other ways to travel (use parking policies, more transit service into parks and areas where people want to go). Improve non-car ways of travelling to enable those without a car to have greater access to services and shopping.</li> </ul>
More welcoming pedestrian environment	<ul style="list-style-type: none"> <li>• Make the community more walkable and bike-friendly.</li> <li>• Wider sidewalks.</li> <li>• Better sidewalks to get to GO Transit.</li> <li>• Tree lined streets - Plant trees along the lakeshore.</li> <li>• More pedestrian connections across Lakeshore.</li> <li>• Make Lakeshore more attractive and environmentally friendly.</li> <li>• Deal with outdoor smoking. We need somewhere to walk along the street where we don't have to breathe in the cigarette smoke from patios and store patrons. Difficult to breathe at events due to smoking on Lakeshore. Narrow sidewalk areas are worse.</li> <li>• Fountains and representational art that pays more than lip service to aboriginal origins and presence.</li> <li>• Improve overall character and attraction for pedestrians. Attract pedestrians to the street.</li> <li>• Make Port Credit pedestrian only (between Highway 10 (Hurontario Street) and Credit River).</li> <li>• Pedestrianize Lakeshore through Port Credit business area and divert the main traffic flow to Port Street between Stavebank Road and Hurontario Street. The City should consider providing washroom facilities. European cities have recognized the need for many years. Be ready for our new aging population!</li> </ul>



Walkable commercial areas with village like atmosphere and boutiques and shops	<ul style="list-style-type: none"> <li>• Maintain village feeling and charm in the communities.</li> <li>• More focus on encouraging village feel – small town shopping areas that people access by foot.</li> <li>• More walkable, bikable, shopable and sittable.</li> <li>• Recreate a village with a variety of stores and activities.</li> <li>• Developments with design that respects the village character and ambiance of the Lakeshore Communities.</li> <li>• Good jobs that we can walk and cycle to.</li> <li>• More work on storefronts: colour awnings and fewer ads covering windows.</li> <li>• More attention to aesthetics of buildings and signage.</li> <li>• Encourage mixed use and local shops and discourage big box stores, large format chain stores and malls.</li> <li>• More waterfront restaurants.</li> <li>• More patios. Better policies to permit patios without having them occupy space and create impediments for pedestrians.</li> <li>• Maintain and increase parking in proximity to shops.</li> <li>• More green spaces.</li> <li>• Keep public spaces for public use.</li> </ul>
Stronger focus on all ways of travelling (multi-modal)	<ul style="list-style-type: none"> <li>• Make it safer for all road users.</li> <li>• Facilitate travel for all vehicles, pedestrians, cyclists and transit that connects and has public realm and activities around.</li> <li>• Order of priorities for lakeshore: pedestrians, cyclists, mass transit and HOV lanes.</li> <li>• Would like to see mixed transit/car lanes in the middle two lanes.</li> <li>• Most people coming to the lakeshore parks and businesses live further north. The study needs to include how they get to lakeshore or further south (closer to lake).</li> <li>• A different approach to transit/cycling should be applied to the area west of Port Credit, and in Port Credit to the east. This is due to differing population densities in the areas.</li> </ul>
Dedicated and separated bike lanes along Lakeshore	<ul style="list-style-type: none"> <li>• Implement separated bike lanes (frequently noted).</li> <li>• Put in proper cycling lanes and stop people from riding on the sidewalks.</li> <li>• Enforce rules and regulations for cyclists and car drivers.</li> <li>• Need separate bike and pedestrian paths or lanes through St. Lawrence Park in Port Credit. Situation on busy days is nothing short of dangerous. Same thing applies in park at foot of Mississauga Road, west of river.</li> <li>• Lots of people ride bikes on side streets from Cawthra to the Credit River. Need to create better cycling conditions on the Lakeshore with connections to sidestreets.</li> <li>• Parked cars along Lakeshore make it less comfortable and inviting to ride bike in the area.</li> </ul>
Better coordinated transit and increased transit service:	<ul style="list-style-type: none"> <li>• Want to see excellent transit and connections to transit throughout the Lakeshore Communities.</li> <li>• More frequent bus service</li> <li>• Mass rapid transit</li> <li>• One mode of transit from Lakeshore east to west (end to end).</li> </ul>



Better coordinated transit and increased transit service:	<ul style="list-style-type: none"> <li>• Special senior rates (suggesting \$1.00 per ride) and service extended to the Refinery.</li> <li>• Transit service into the parks with restricted parking.</li> <li>• Bring back the Port Credit Railway to move more people.</li> </ul>
Roadway and Operational conditions, left hand turns and parking:	<ul style="list-style-type: none"> <li>• Improve Stavebank Road and Lakeshore intersection. No left turns at Stavebank.</li> <li>• No left turns in Port Credit during rush hour</li> <li>• Eliminate bottlenecks by making special times when left hand turn lanes are not allowed.</li> <li>• Motorcycles should be monitored for noise. Better assignment of where motorcycles should ride.</li> <li>• Port Street should not become another main street like Lakeshore.</li> <li>• Address increase in large truck traffic with excessive speeding and noise by finding other routes and speed abatement.</li> <li>• It is hard to find a parking spot along Lakeshore by driving unless you are lucky. Pulling into a parking space (parallel) in this area often disrupts traffic. Thank goodness for the left turn lanes along this part of the road.</li> <li>• Move planters in Port Credit so cars are easier to see when making a right turn from cross streets onto Lakeshore.</li> <li>• Take out layby on one side of the street and provide left hand turn lanes.</li> <li>• How will the four seasons of the year be accommodated?</li> <li>• Add more underground parking and reduce onstreet parking.</li> <li>• Make signage obvious where parking is. In Port Credit the issue of traffic is compounded by the fact that finding parking is difficult so traffic continues to circle and circle to find parking which just adds to the traffic problem.</li> <li>• Put more parking near Credit River – Lakeshore bridge.</li> </ul>

**Figure 6 – Ideas noted at different Stations for Different Ways of Travelling**

Way of Travelling	Future Vision Ideas by way of Travelling
Pedestrian	<p>Improve safety:</p> <ul style="list-style-type: none"> <li>• Better walking conditions/pavement on lakeshore. Impacts of poor sidewalks have caused serious falls. Three people of my family – one resulted in broken kneecap</li> <li>• Additional crossing at Hurontario is a good idea.</li> <li>• Extra enforcement – jaywalking on Lakeshore.</li> </ul> <p>Places to sit and rest:</p> <ul style="list-style-type: none"> <li>• Places to sit and rest. Time spent outdoors is beneficial – not everyone has a balcony or garden.</li> <li>• Would like bench outside of MPP office put back. Can the City help get this done?</li> </ul> <p>Plant trees:</p> <ul style="list-style-type: none"> <li>• Trees are needed for their environmental benefits, visual attraction and shade for pedestrians in the summer.</li> <li>• Please do not plant trees in pots that are too small to support their long-term growth (wasting money in the process). Give them the space they need to flourish. Cover soil with groundcover (native) – absolutely no fake grass</li> </ul> <p>Eliminate impediments for pedestrians along Lakeshore:</p> <ul style="list-style-type: none"> <li>• Eliminate on street parking from Port Credit bridge to Cawthra in favor of improved pedestrian walkways</li> </ul>



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Pedestrian	<ul style="list-style-type: none"> <li>• Eliminate summer outside patios that take up sidewalk space – they are too easy to trip on.</li> <li>• Keep outside patios – they add charm sense of community, well used.</li> <li>• But difficult to navigate around with the stroller or wheelchair.</li> <li>• Consider “overhead” walking/bicycle paths at i.e., from library across to Saddington area especially for all the events we have.</li> <li>• Motion sensor lighting for trail path so people can walk past 4:30 pm at night in the winter.</li> <li>• Maintain paving of waterfront trail through Clarkson/Lorne Park.</li> <li>• Benches where the bicycles are parked.</li> <li>• Street lighting offers visually impaired more community accessibility.</li> <li>• Remove all `P` gates on Waterfront Trail – they are a safety hazard for walkers.</li> <li>• More seating – roadside.</li> <li>• Separate trails for bikes and pedestrians in Saddington Park and St. Lawrence Park.</li> <li>• Big safety issues – pedestrians are oblivious to bikes (and bikes to pedestrians).</li> <li>• Improve washrooms in waterfront parks. There are no toilet seats! Sitting on this steel bowl is highly uncomfortable and unsanitary.</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Rules need to be applied to cyclists. Cyclists should obey rules of traffic road! All bike owners on the road should obey the rules of the road (noted by 6 people).</li> <li>• Bicycle lanes are needed on Lakeshore Road east to get bikes off the sidewalk and away from the pedestrian walking their dogs and children!</li> <li>• Need more separated bike lanes. Safe bike lanes. (noted by 9 people).</li> <li>• Prefer protected cycle tracks.</li> <li>• Need to have dedicated/safe bike travel to GO stations (noted by 5 people).</li> <li>• Make cycle crossing more visible by painting a lane green. Give bikes priority right-of-way. Speed bumps for cars with yield/stop signs.</li> <li>• Dedicated bike lanes on lakeshore would be great. Lakeshore is wider than necessary – keep four lanes and two bike lanes in the same right-of-way.</li> <li>• Lakeshore road – very bumpy for cycling, can't stay near curb.</li> <li>• Reduced speed limit to allow cyclists and pedestrian safety.</li> <li>• Keep cyclists off major roads.</li> <li>• Bike path is convoluted if using bikes. Can a parallel/straight route be found <u>not on</u> the Lakeshore?</li> <li>• Don't like idea of dedicated bike lanes on Lakeshore.</li> <li>• Design team needs to ride the whole length of the trail to see what it is like for users.</li> <li>• We need a bike lane on Lakeshore Road east ASAP. People ride bikes on the sidewalk to Long Branch GO station with no consideration of pedestrians.</li> <li>• Like colorful bike lanes.</li> <li>• Remove `P` gates from Waterfront Trail. They are a safety hazard for cyclists. Give cyclists the right-of-way. Speed bumps and yield/stop signs for cars. Paint cycle path crossings green to alert cars. Make cars stop at existing speed bumps where trail crosses the sidestreets that intersect trail. There are significantly more bikes than cars. Remove large decorative rocks beside bike trail. These are a safety hazard (noted by 4 people).</li> <li>• Widen the existing car lanes over the bridge that crosses the Credit River by adding a bike lane, and moving the sidewalk over. Currently, cyclists are unsafe on the narrow bridge roadway, and competing with pedestrians on the bridge sidewalk</li> <li>• Safe walking with bicycles. They should have some method to say they are coming behind you at top speed!</li> <li>• Leave bike lanes by the lake as it is. Maintain the Waterfront Trail all year round for the cyclist so no bike lanes needed on lakeshore.</li> <li>• Cars have paid for the road system (two licenses and gas taxes). Cyclists need to start paying before demanding things.</li> <li>• Lakeshore road is not safe for average bike.</li> <li>• Bike parking every block (converted) to promote biking to shop.</li> </ul>

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Cycling	<ul style="list-style-type: none"> <li>• Cycling good for business, access to parks.</li> <li>• Separate bike lanes Southdown to Etobicoke.</li> <li>• Have rental bike stations in the lakeshore communities like Toronto bike share/bixi.</li> <li>• If you have a dedicated cycle lane make it in conjunction with the travel lane. No stop at all sidestreets.</li> <li>• Add bike parking in Port Credit downtown area.</li> <li>• Add fill/make a blocking/bike path plans behind dollar store.</li> <li>• Paint road crossings green for higher visibility.</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• Public transit must be safe, clean, prompt and available to all working people, day or night. It does not need to pay for itself. It is a method of getting workers to their jobs efficiently so they can pay their taxes and not stress city livability with excess cars, expensive over wide roads or a patchwork of inefficient methods of moving large numbers of folks around. You can't have it both ways: provide good public transportation for the least affluent amongst us to seemingly get around, or settle for a city clogged with dirt, crumbling tarmac, dying trees, road rage and squashed pedestrians. We can do better than that. Use the saved lane space and plant native species trees to clear the air, provide shade and sustained what little wildlife we have left. (I agree completely with these comments above.</li> <li>• I don't support a streetcar in mixed traffic. It is so dangerous for pedestrians. Have you traveled on Queen/King in Toronto? It is also so inefficient and slow. It takes one to one and a half hours to go from Long Branch to Yonge and Queen.</li> <li>• Fairways condo – 400+ people mostly seniors. No access no transit. Would like to see a bus up Cawthra on Sundays.</li> <li>• Bus route – going up/down Ogden - allow people to take pedestrian overpass to Applewood Mall. To have bus going directly up Dixie would remove the ability to get to that mall</li> <li>• Consider bus that travels over traffic. See Chinese prototype.</li> <li>• Any way to “right size” buses to better reflect demand/usage by time of day?</li> <li>• Buses that pollute less/more energy-efficient. It's disgusting walking alongside them... smog... yuck... exhaust into my face</li> <li>• Bus lane should go as far as the Refinery.</li> <li>• People need to park before taking rapid transit. Where do you park if not on the streets?</li> </ul>
Auto/Truck	<ul style="list-style-type: none"> <li>• Stop pushing overflow traffic through neighborhoods. This is not a solution to gridlock.</li> <li>• Do not reduce the number of lanes through Port Credit!! Prohibit left turns during rush hour.</li> <li>• Any restriction on Lakeshore from the Humber loop to Winston Churchill Blvd will restrict emergency services (police, fire, ambulance).</li> <li>• Everyone knows that coming east on Lakeshore, the traffic jams up well before Mississauga road and it is a creep/crawl to get to Hurontario. It can happen in the rush hour and if traffic is detoured off the QEW. The cause is usually at Stavebank where cars turn left and block the lane. Horrible situation. Try and advance green light going east on Stavebank so left turning vehicles can clear the intersection.</li> <li>• With less congestion drivers are less liable to drive over the limit.</li> <li>• More effective use of turn lanes. Stavebank, Mississauga Road – neither support flow. Right number and placement of traffic lights.</li> <li>• Need to fix Lakeshore and Stavebank intersection – dangerous, confused (noted by 7 people).</li> <li>• No left turn on Stavebank (noted by 9 people).</li> <li>• Have only advanced green for any left turns. More dedicated left turn lanes (or no left turn permitted) (noted by 3 people).</li> <li>• Question – make lakeshore one way (westbound)?</li> <li>• Enforce speed limits everywhere.</li> <li>• Limit left turns but provide alternative solutions.</li> </ul>



## Auto/Truck

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- Reduce cars on Lakeshore.
  - Consider rerouting cars, in the summer, weekends only off of Lakeshore, between Stavebank and Helene Streets to allow pedestrian/cycling/extended patios/music...summer fun.
  - Build a parking garage – take the parking off of Lakeshore.
  - Northeast section of Ogden and Lakeshore needs right-hand turning lane.
  - Coordinate signal timing's of the tracks to Lakeshore at Hurontario.
  - More parking at Port Credit GO Station (noted by 3 people).
  - Need a traffic relief outlet. Build the north service road across the Credit River! It's a missing link
  - Prohibit noisy motorcycles from roaring down Lakeshore road through Port Credit. By-law firm max 70 dba noise level.
  - Parking zones so that those who visit or live outside of Port Credit proper can park. That would allow them to shop along the Lakeshore and walk within the village, otherwise it makes more sense to drive to other areas that provide parking to shops and services.
  - Two lane the lakeshore.
  - Consider reduced speed limits in certain areas. Must take a context-sensitive approach.
  - Newly timed lights are helping to speed cars, but it takes a very long time for pedestrians to get a cross signal after pressing the button.
  - The Clarkson Road north/south lack of alignment is a major potential accident in the middle of the road.
  - Need a right turn lane from Clarkson road south, northbound to Lakeshore Road East – eastbound.
  - Lakeshore could be expanded slightly to the south.
  - Work within the Clarkson plan – try to reduce traffic turning in/pulling out every 50 metres. Also reduce speed on the Lakeshore in Clarkson
  - Prevent trucks from using Southdown Road from the QEW. Should use Winston Churchill and Lakeshore where most industries are located.
  - No left turns during rush hour in Port Credit. How would you get to go train from Lakeshore?
  - Eliminate the short leg on Clarkson Road and Lakeshore! Traffic lights so close together are dangerous (noted by 2 people).
  - Port Street to become quiet zone for bikes.
  - Difficult to get into Shoppers at Cawthra.
  - Lights at Hampton and Johnson. Once condos go in – difficult to get in and out. Come out of mall – don't feel safe.
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## Appendix 2

### Detailed Public Input on Lakeshore Road Today: Existing Challenges and Opportunities (Station 2)

At station 2, quick facts about the study area were presented on display panels. Information pertaining to daily travel patterns, transit service, parking, traffic volumes, cycling/walking facilities, safety statistics, and a description of the existing character of each area along the Lakeshore Corridor was presented. Large aerial maps of the Lakeshore Corridor were displayed on a series of tables and attendees were asked to write directly on the large maps of the study area to identify specific areas of concern or leave a post-it note for more general consideration. This station also provided the opportunity for members of the community to ask specific questions about traffic operations, safety conditions and allowed the Project Team to learn about the study area from the public's firsthand experience.



This station was very popular at all three of the Public Open Houses and there was much interest in looking at the aerial plans and noting ideas for improvement in the study area. The customized comments for Station 2 based on the input provide by the public using post-it notes and comments on the Aerial Roll Plans are included verbatim in **Figure 7**.

**Figure 7 - Roll Plan Comments**

Cross-street or reference	Comment
<b>1</b> <b>Royal Windsor Drive at Avonhead Road</b>	<ul style="list-style-type: none"> <li>• Add protected bike lanes (raised or with bollards) in industrial corridor</li> <li>• Add separated bike lanes from Southdown Road to Etobicoke Creek</li> <li>• The waterfront trail is not for commuting</li> <li>• Use traffic sensing controls on Avonhead Road to avoid unnecessary delays on Royal Windsor Drive</li> <li>• Improve public realm and cycling infrastructure</li> <li>• Provide screening over outdoor bicycle storage</li> <li>• Improve/add Landscaping</li> </ul>
<b>2</b> <b>Lakeshore Road West at Southdown Road</b>	<ul style="list-style-type: none"> <li>• Remove right-turn channelization it is dangerous for pedestrians</li> <li>• Add transit service on Southdown Road south of Lakeshore Road with stops in the employment areas</li> <li>• Add separated bike trails along roads</li> <li>• Install a roundabout at Lakeshore Road and Southdown Road               <ul style="list-style-type: none"> <li>– Not a good idea</li> <li>– Good idea</li> <li>– Can trucks/semis navigate a roundabout?</li> </ul> </li> </ul>
<b>3</b> <b>Lakeshore Road West at Walden Circle/Inverhouse Drive</b>	<ul style="list-style-type: none"> <li>• Potential for walking trail and future extension if rail is decommissioned</li> <li>• Too long a wait for green light for north/south at Inverhouse Drive</li> <li>• Left turn at Inverhouse Drive is needed</li> <li>• Bridge is a constriction to adding lanes to Lakeshore Road</li> <li>• Maintain community charm and village feel</li> </ul>





4	<b>Lakeshore Road West between Walden Circle and Clarkson Road S</b>	<ul style="list-style-type: none"> <li>Cars going to the GO Station speed through residential streets like Hindhead Road and Balsam Avenue</li> <li>Sync timing of traffic signals through Clarkson</li> </ul>
5	<b>Lakeshore Road West between Clarkson Road South and Clarkson Road North</b>	<ul style="list-style-type: none"> <li>Realign Clarkson Road North/South intersection</li> <li>The sidewalk on Lakeshore in front of the CIBC has planters, etc. that hide westbound traffic from being seen by vehicles southbound on Clarkson Road South, heading into the intersection</li> <li>The turn lane in the middle of Lakeshore Road between Clarkson Road South and Clarkson Road North is short and is used by both eastbound and westbound traffic – a hazard leading to head-on collisions <ul style="list-style-type: none"> <li>Yes – this is horrendous, a real priority</li> </ul> </li> <li>Add a right turn lane northbound on Clarkson Road South to Lakeshore Road eastbound</li> <li>Coordinate two sets of lights – too close together</li> <li>Both lights east of Tim Hortons southbound coordinated – same red/green together</li> <li>Two sets of lights so close together, sometimes drivers focus on the further one and miss the closer light has changed</li> </ul>
6	<b>Lakeshore Road West at Meadow Wood Road</b>	<ul style="list-style-type: none"> <li>New residential development (condo) 300+ more vehicles</li> <li>During lane closures in 2015? Re: Van Dyke Development Infrastructure (I believe), traffic flowed just fine, 1 lane each way</li> <li>A road diet is feasible with one lane each way and a center turning lane</li> <li>Need separated bike lane through Clarkson to encourage local shopping</li> </ul>
7	<b>Lakeshore Road West at Johnson's Lane</b>	<ul style="list-style-type: none"> <li>Reduce speed limit through here</li> </ul>
8	<b>Lakeshore Road West at Silver Birch Trail</b>	<ul style="list-style-type: none"> <li>Light from Silver Birch Trail to Lakeshore Road is too long <ul style="list-style-type: none"> <li>Agreed</li> </ul> </li> <li>Traffic is too fast on these southbound and northbound streets</li> </ul>
9	<b>Lakeshore Road West at Porcupine Avenue</b>	<ul style="list-style-type: none"> <li>Reduce speed limit from 50 to 40 km/hr, Porcupine/Owenwood contour Bexhill (school)</li> </ul>
10	<b>Lakeshore Road West at Owenwood Drive</b>	<ul style="list-style-type: none"> <li>Pavement of cycling trail along Lakeshore Road is in bad shape and causes bikes to use roadway</li> </ul>
11	<b>Lakeshore Road West between Owenwood Drive and Lorne Park Road/Tennyson Avenue</b>	<ul style="list-style-type: none"> <li>Bike lanes need better marking along Lakeshore Road <ul style="list-style-type: none"> <li>No sharrows – add separated bike lanes</li> </ul> </li> <li>Better marked bike lanes on Lakeshore Road on these open areas versus using asphalt portion of sidewalk</li> </ul>
12	<b>Lakeshore Road West at Lorne Park Road</b>	<ul style="list-style-type: none"> <li>Light at Lorne Park Road and Lakeshore Road making a left hand turn. Light cycle takes more than 2 minutes; far too long</li> </ul>
13	<b>Lakeshore Road West at Whittier Crescent</b>	<ul style="list-style-type: none"> <li>Reduce speed to 50 km/h all along Lakeshore Road</li> <li>Keep constant speed here, not 50/60/50, different on opposite sides of road</li> </ul>
14	<b>Lakeshore Road West at Ibar Way</b>	<ul style="list-style-type: none"> <li>Opportunity for dedicated bicycle lanes along Lakeshore Road</li> <li>Traffic speeding at 70 km/h along this section, how can pedestrians safely cross this section of Lakeshore Road?</li> </ul>
15	<b>Lakeshore Road West at Balboa Drive</b>	<ul style="list-style-type: none"> <li>The intersection at Balboa Drive is large and dangerous to cross, would like to see this intersection changed to a more traditional configuration.</li> <li>Proper bike lanes (separated), lose lay-by parking</li> <li>Add/improve way-finding</li> <li>More speed enforcement</li> <li>Speed bumps or stop sign to reduce traffic/speeding</li> </ul>

16 Lakeshore Road West at Godfrey's Lane	<ul style="list-style-type: none"> <li>• Need separated bike lanes all along Lakeshore with barriers</li> </ul>
17 Lakeshore Road West at Maple Avenue North	<ul style="list-style-type: none"> <li>• All residential roads should be limited to 40 km/h</li> <li>• Consider removing lay by parking lanes at the medical building at Maple Avenue and landscaping this area. These lanes are seldom used</li> <li>• Connection to multi-use trails needed</li> </ul>
18 Lakeshore Road West at Benson Avenue	<ul style="list-style-type: none"> <li>• Future traffic light sensor for required access versus two red lights especially post-development</li> <li>• Stop drivers from parking on side of road, use area for dedicated bike lanes all along Lakeshore Road</li> <li>• Angled lots are part of the identify of this area, celebrate this</li> </ul>
19 Lakeshore Road West between Wesley Avenue and Benson Avenue	<ul style="list-style-type: none"> <li>• Speeding an issue</li> <li>• Car jockeys from the dealership shortcut/speed along Queen West and Wesley Avenue – this is dangerous for children</li> <li>• Slow traffic cutting through Wesley Avenue to get to Lakeshore Road</li> <li>• Add pedestrian/cycle access to Loblaw's Plaza to encourage walking/cycling instead of driving on Lakeshore Road with connection to High Street</li> <li>• Add pedestrian and bicycle access to the Loblaw's Plaza to get more cars off the road</li> <li>• No access from Mississauga Road South into Imperial Lands for vehicular traffic, only pedestrian</li> <li>• Good access from Lakefront from here, parkland/natural area</li> <li>• Could we all have access to this space (IOL lands) and not just the condo that will undoubtedly go up here?</li> <li>• Need to lengthen the timing of the light entering/exiting Credit Landing on the weekends</li> </ul>
20 Lakeshore Road West of Wesley Avenue	<ul style="list-style-type: none"> <li>• Do not allow vehicles to be parked on this side of the road (forces cyclists to ride on the sidewalk or on a busy road)</li> </ul>
21 Lakeshore Road West at Mississauga Road	<ul style="list-style-type: none"> <li>• Westbound turn lane from southbound Mississauga Road does not work. Need to rework turn lanes to prevent Wesley Avenue from becoming the west service road</li> <li>• Pedestrian crossing time is not sufficient, especially for seniors (east side especially)</li> <li>• Terrible intersection, unclear where everyone goes – trying to accomplish too much</li> <li>• Mississauga Road South should be 1 lane left, 1 lane right, and 1 lane through. Reduces back-up on Mississauga Road</li> <li>• Add sidewalk on Mississauga Road and Bay Street</li> </ul>
22 Lakeshore Road West at John Street	<ul style="list-style-type: none"> <li>• Move the traffic light from John Street to Front Street. This is where pedestrians are crossing consistently <ul style="list-style-type: none"> <li>– Agreed Front Street is the link to the waterfront or complete the pedestrian path under the bridge</li> </ul> </li> <li>• Move traffic light eastward from John Street to Front Street. This will be safer for pedestrian traffic in front of Starbucks and manage cars southbound on Front Street going east on Lakeshore Road</li> </ul>
23 Lakeshore Road West at Front Street	<ul style="list-style-type: none"> <li>• Restrict left turns to Front Street South during PM rush hours</li> <li>• Summer traffic is too much. Narrow street plus add bikes on the road</li> <li>• Find more vehicular and pedestrian crossings. Bridge is a bottleneck</li> <li>• No left turn onto Front Street from Lakeshore Road westbound. Use John Street turn lane</li> <li>• No left turns or at least timed left turn only light</li> </ul>

<p><b>24 Lakeshore Road between Front Street and Stavebank Road</b></p>	<ul style="list-style-type: none"> <li>• Bridge causes huge bottleneck, needs more lanes <ul style="list-style-type: none"> <li>– No, do not widen ever, solve problem don't enable</li> <li>– But people going east on Lakeshore Road need to access Port Credit GO via Stavebank Road and Elizabeth Street</li> </ul> </li> <li>• Keep Canada Lands Corporation development in mind</li> <li>• Improve intersection configuration</li> <li>• Need pedestrian walkway under bridge – west side</li> <li>• Save lives, add a crossing under Lakeshore Bridge on west side</li> <li>• Bridge needs widening to accommodate cyclists and pedestrians</li> <li>• I like this playground</li> <li>• GO Access and Port Credit S.S. access via a pedestrian/cycle bridge adjacent to existing rail bridge</li> <li>• Yes, Pedestrian/cycling bridge</li> <li>• Get more cars off the road that commute to the GO Station; build a pedestrian/cycling bridge alongside the CN Credit River bridge. This could connect to the cycle path along Kane and the Mattamy subdivision</li> <li>• Cross bridge here for another people-way across the river (points to CN rail bridge)</li> <li>• Have a pedestrian cycling bridge linking Indian Road and Mineola</li> </ul>
<p><b>25 Lakeshore Road East at Stavebank Road</b></p>	<ul style="list-style-type: none"> <li>• No left turns from Stavebank South. No right on red either way. Remove pedestrian crossings on west side, only cross on east side.</li> <li>• Get rid of left hand turns at Stavebank when headed east</li> <li>• Left turn here is biggest cause of congestion</li> <li>• No left ever</li> <li>• Should be no left east and west from Lakeshore</li> <li>• No left turns ever in Port Credit</li> <li>• Good move to relocate bank and adjust corner. <ul style="list-style-type: none"> <li>– Yes, move the bank</li> </ul> </li> <li>• No left turns along Lakeshore in Port Credit</li> <li>• At Stavebank Road and Lakeshore Road, need turn light in both directions</li> <li>• Pilot: no left turns onto Stavebank, Elizabeth, or Front</li> <li>• No left turns at Stavebank and Elizabeth</li> <li>• Create another route to cross the Credit River south of QEW</li> <li>• Ban right-turn on red, coming southbound on Stavebank</li> <li>• There should be no left turn on Lakeshore eastbound at Stavebank</li> <li>• Complete the north service road across the Credit River to give some traffic relief to Lakeshore Road</li> <li>• Keep space for summer patios</li> <li>• No turns onto Stavebank from Lakeshore in any way, north or south</li> <li>• Restrict left lane during PM Peak Hours at Stavebank. <ul style="list-style-type: none"> <li>– I agree, even after junction is straightened</li> </ul> </li> <li>• Should put in a left turn going eastbound, unsafe intersection, needs to be straightened.</li> <li>• Terrible bottleneck for eastbound traffic <ul style="list-style-type: none"> <li>– Seconded that</li> </ul> </li> <li>• Straighten Stavebank Road if possible</li> </ul>
<p><b>26 Lakeshore Road East at Elizabeth Street</b></p>	<ul style="list-style-type: none"> <li>• Enforce no left turns during rush hour</li> <li>• Remove parking on one side to gain width for bike lanes</li> <li>• Bus stop in front of No Frills on the south side of Lakeshore</li> </ul>



<p><b>Lakeshore Road East at Elizabeth Street</b></p>	<p>blocks traffic for cars going Eastbound. At times, two bus at once. Move the bus stop?</p> <ul style="list-style-type: none"> <li>• Why not pedestrianize Lakeshore Road through Port Credit Business sector and divert to underutilized Port Street between Stavebank Road and Hurontario Street?</li> <li>• Close Stavebank Road at Lakeshore Road</li> <li>• Patios in parking spots force people to walk in areas not wide enough – add people smoking and you can't get through especially wheelchairs and strollers</li> <li>• Move all flower areas back as not to impede drivers sight as a result having to block crosswalks</li> </ul>
<p><b>27 Lakeshore Road East at Helene Street</b></p>	<ul style="list-style-type: none"> <li>• Good addition of stop sign, otherwise drag race street</li> <li>• Gates are a safety hazard on Helene Street South</li> <li>• Pedestrian/cyclist conflicts, need separated trail</li> <li>• Increased parking fees will drive people away from Port Credit</li> <li>• I live at High Street and Helene Street in a small condo building. It is quiet, the drivers, pedestrians, and bus drivers are very polite. They stop fully and at all stop signs in an unhurried manner. I hope this small town, unhurried atmosphere continues</li> <li>• Better signage for parking (arrow signalling east)</li> <li>• Try European style where sidewalks are wide and straight through</li> <li>• Road diet one lane each way with predictable left turns, centre turn lane</li> <li>• Need another pedestrian crossing of Lakeshore Road between Hurontario Street and Elizabeth Street</li> <li>• During summer, re-route traffic on weekends to allow pedestrian and people on the road, from Stavebank Road to Helene Street</li> </ul>
<p><b>28 Lakeshore Road East at Ann Street</b></p>	<ul style="list-style-type: none"> <li>• Drivers do not always stop at intersection of Ann Street and High Street, especially at night. If southbound buses could turn on the street parallel to the rail tracks rather than come down to Lakeshore Road than go north on Ann Street, it might save on congestion</li> <li>• Need dedicated LRT type transit for east-west <ul style="list-style-type: none"> <li>– Cannot imagine an LRT on Lakeshore – no room. Perhaps install extra tracks parallel to GO/VIA lines with stops build in between the GO Stops</li> </ul> </li> <li>• Clean up Port Credit streets/sidewalks. Very dirty with bars and restaurants</li> <li>• Create safe walkways in the back lanes of the shops</li> <li>• Horribly inconsistent sidewalk design...improve this but keep the concrete planters, areas to sit and enjoy</li> <li>• The GO Train Station is pretty cool</li> </ul>
<p><b>29 Lakeshore Road East at Hurontario Street</b></p>	<ul style="list-style-type: none"> <li>• Cycle lanes east and west of Hurontario Street</li> <li>• Water City planters at non peak traffic hours. Truck blocks right lane</li> <li>• Left turn required on Helene Street for access to GO Station pick-up, drop-off, and west lot parking</li> <li>• Hurontario Street is too busy, needs to be slowed down – feels like Route 5 and Route 10 in Cooksville</li> <li>• Advanced green on southbound Hurontario Street for left turn (eastbound) on Lakeshore Road</li> <li>• Stop sign at Port Street (Southbound) and St. Lawrence Street needs to be more visible. Many don't see the sign and blow through the intersection</li> </ul>



<p><b>30 Lakeshore Road East at Rosewood Avenue</b></p>	<ul style="list-style-type: none"> <li>• Pedestrian walk signal should show when traffic signal is green. Currently, button has to be pressed to show walk signal. Sometimes a pedestrian gets to the intersection and walk signal does not show even though the signal is green</li> <li>• No left turns from Hurontario Street to Cawthra Road unless with dedicated left turn lanes and traffic lights</li> </ul>
<p><b>31 Lakeshore Road East at Elmwood Avenue</b></p>	<ul style="list-style-type: none"> <li>• Why traffic signal instead of a pedestrian crossing?</li> </ul>
<p><b>32 Lakeshore Road East between Elmwood Avenue and Woodlawn Avenue</b></p>	<ul style="list-style-type: none"> <li>• These parking lots break up the street building frontage and discourage walkers</li> <li>• Incentives to complete the frontage here and hide/eliminate the parking</li> <li>• Too much through traffic</li> <li>• Pedestrian buttons are useless! Cars have too much priority at all intersections, make the buttons work on pedestrian buttons</li> </ul>
<p><b>33 Lakeshore Road East at Cumberland Drive</b></p>	<ul style="list-style-type: none"> <li>• Don't give up a lane on lakeshore Road to LRT/bikes at cost to cars <ul style="list-style-type: none"> <li>– Why keep a lane for cars at cost to bikes?</li> </ul> </li> </ul>
<p><b>34 Lakeshore Road East at Briarwood Avenue</b></p>	<ul style="list-style-type: none"> <li>• Right lane an option, drivers avoid due to bicycles and buses – apparently bicycles don't want to use bicycle path that runs parallel to Lakeshore</li> <li>• Make transit run maximum length of route for latest service – encourage people who have been drinking not to drive since they can get to and from their destination</li> </ul>
<p><b>35 Lakeshore Road East at Mohawk Avenue</b></p>	<ul style="list-style-type: none"> <li>• Keep the alleys/service lanes clean, well-lit, and safe. Encourage pedestrians and cyclists to use them</li> <li>• Lakeshore Road can't accommodate congestion from QEW. Create alternate route north of QEW</li> <li>• Reduce speed limit on Lakeshore Road, specifically between Cumberland Drive and Hiawatha Parkway</li> <li>• Sync Lakeshore Road traffic lights – come on, they've sent people to the moon <ul style="list-style-type: none"> <li>– But only during rush hour (7:30 am – 8 pm)</li> </ul> </li> </ul>
<p><b>36 Lakeshore Road East at Wenonah Drive</b></p>	<ul style="list-style-type: none"> <li>• Add stop lights at Wenonah Drive for pedestrians</li> <li>• No left turn from Wenonah Drive to Lakeshore Road</li> <li>• Accommodate school time traffic for St. James school morning and afternoon, out of area drop-off and pick ups</li> </ul>
<p><b>37 Lakeshore Road East at Seneca Avenue</b></p>	<ul style="list-style-type: none"> <li>• Traffic lights needed at Seneca Avenue. Huge amount of traffic in AM and evenings travel through to Mentor College</li> <li>• At Seneca Avenue and Tecumseth Avenue, cars cutting through neighbourhood to beat traffic turn onto Seneca Avenue and cutover on Tecumseth Avenue at a higher than average rate of speed – danger to pedestrians and children</li> <li>• At Seneca Avenue and Tecumseth Avenue, increasing street parking affects residents, need a parking garage in Port Credit Area</li> <li>• Have defined cycling on road. Prefer separate lane</li> <li>• Islands obstruct traffic</li> <li>• Too much through traffic</li> <li>• People drive way too fast around this turn</li> <li>• Add gateway feature</li> </ul>
<p><b>38 Lakeshore Road East at Shaw Drive</b></p>	<ul style="list-style-type: none"> <li>• Slow down traffic on Lakeshore Road</li> <li>• Move as much public parking to side streets/behind stores (get off Lakeshore Road)</li> <li>• Make use of train tracks (they're already running east-west), would cost way less</li> </ul>



<b>39 Lakeshore Road East at Enola Avenue</b>	<ul style="list-style-type: none"> <li>As retail increases on north side of Lakeshore Road – we need to ensure seniors and young people can cross safely. Slow traffic down, warnings of pedestrian crossings</li> <li>Remove P-gates and rocks on waterfront trail by Adamson Estate. Safety hazards, cars have multiple speed bumps anyway</li> </ul>
<b>40 Lakeshore Road East at of Beechwood Avenue</b>	<ul style="list-style-type: none"> <li>Needs good landscaping, places to sit to foster community</li> <li>Four traffic signals in six blocks</li> </ul>
<b>41 Lakeshore Road East between Beechwood Avenue and Hampton Crescent</b>	<ul style="list-style-type: none"> <li>Sync timing of new traffic signals</li> <li>Access to Trinity – lights need to be turn and go/stop</li> <li>Make Beechwood Avenue light pad trigger from Beechwood Avenue</li> <li>Bridge over creek; bad street lights, lack of light</li> <li>No lights by bridge, recent pedestrian fatality</li> <li>Fix new light at Beechwood Avenue, between 11 pm – 6 am, light should turn ASAP when triggered by pad. At rush hour, sync Lakeshore lights</li> <li>More creek crossings</li> <li>This map outdated, new traffic lights exist at Trinity Developments Plaza and at Hampton Crescent/McDonalds plaza. These are slowing traffic and increasing congestion too</li> </ul>
<b>42 Lakeshore Road East at Hampton Crescent</b>	<ul style="list-style-type: none"> <li>Poor intersection at an angle and will get very congested when townhomes completed, needs to be widened at mall</li> <li>How are traffic lights synchronized? How are timed and “trip” lights coordinated? How are Peel Region and City of Mississauga intersections synchronized? Needs better walking connections, wider sidewalks. More pedestrian crossings</li> <li>Encourage development of cafes, retail frontage, and more pedestrian friendly amenities (on both sides). Parking at strip mall should be re-developed (wasteland)</li> </ul>
<b>43 Lakeshore Road East at Aviation Road</b>	<ul style="list-style-type: none"> <li>No left turn is needed</li> <li>This area is challenging for entrance/exit at McDonalds end of parking lot, cut through to Caven Street?</li> <li>Right turn only out of McDonalds parking lot</li> </ul>
<b>44 Lakeshore Road East at Cawthra Road</b>	<ul style="list-style-type: none"> <li>Add Sunday bus service on Cawthra Road</li> <li>Add buses on Cawthra Road coming from Lakeshore Road</li> <li>Not bike friendly</li> <li>Allow pedestrian crossing on both east and west sides</li> <li>Sync all traffic lights from Cawthra Road west toward Etobicoke</li> </ul>
<b>45 Lakeshore Road East at Greaves Avenue</b>	<ul style="list-style-type: none"> <li>Green naturalized cemetery parkette</li> </ul>
<b>46 Lakeshore Road East at Westmount Avenue</b>	<ul style="list-style-type: none"> <li>Continuous cycle track please</li> </ul>
<b>47 Lakeshore Road East at Lakefront Promenade</b>	<ul style="list-style-type: none"> <li>Give cyclists right of way at crossings, remove P gates, paint crossings green for visibility, give cars stop/yield signs with the existing speed bumps</li> <li>Alphabet on trail by baseball diamonds in dreadful condition</li> <li>Public art in bike lanes from local community</li> <li>Aboriginal art, Mississaugas of the New Credit on bike lanes</li> <li>Bike lanes, traffic lights (raised)</li> </ul>
<b>48 Lakeshore Road East at Ogden Avenue</b>	<ul style="list-style-type: none"> <li>Add right turn lane</li> <li>Bus stop closer to Lakeshore Road to prevent people crossing Ogden prior to Lakeshore Road</li> <li>Speed on Ogden Avenue before rail road crossing</li> </ul>



49 Lakeshore Road East east of Strathy Avenue	<ul style="list-style-type: none"> <li>Remove hazardous “P” gates on cycling trail. Give cyclists priority. Stop signs and speed bumps for cars</li> <li>Ensure sidewalks wide enough for café use during summer and green space to soften buildings</li> </ul>
50 Lakeshore Road East at Hydro Road	<ul style="list-style-type: none"> <li>Remove double P Gates at railway track by Hydro Road, safety hazard</li> </ul>
51 Lakeshore Road East at Haig Boulevard	<ul style="list-style-type: none"> <li>Separated bike lane from Haig Boulevard to Long Branch GO Station</li> </ul>
52 Lakeshore Road East west of Fergus Avenue	<ul style="list-style-type: none"> <li>Request good public realm and streetscaping when developing/redeveloping. Mixed uses are good</li> </ul>
53 Lakeshore Road East at Dixie Road	<ul style="list-style-type: none"> <li>Consider roundabout here</li> <li>Provide a safe bike lane on Lakeshore Road</li> <li>Is there any way to slow cyclists down/make them share the trail on the waterfront trail (i.e. speed bumps)</li> <li>Why with all the increased density, did they make Dixie Road one lane each way from Lakeshore Road to Rometown Drive?</li> </ul>
54 Lakeshore Road East between Dixie Road and Cherriebell Road	<ul style="list-style-type: none"> <li>Dixie Road turn to Lakeshore: bike lane southbound dotted line (just installed)</li> <li>Continue trail along Lakeshore Road and improve streetscape</li> </ul>
55 Lakeshore Road East between Cherriebell Road and Deta Road	<ul style="list-style-type: none"> <li>Why is Dixie Road between QEW and Lakeshore Road showing a sign stating the newly paved road is Veterans Remembrance Highway? A Highway is 100 km/h</li> <li>Stop through traffic from speeding up and down Cherriebell Road to beat lights at Lakeshore Road</li> <li>Dixie Road to Long Branch GO Station is a critical missing link in the Lakeshore Road cycling route</li> </ul>
56 Lakeshore Road East near Long Branch	<ul style="list-style-type: none"> <li>Bikes ride on sidewalk in this area, bike lanes needed <ul style="list-style-type: none"> <li>Absolutely agree.</li> </ul> </li> <li>At Long Branch loop, Lakeshore 23 bus needs more service in late evening (more than every 40 minutes). Needs to be timed to meet late night GO Trains. Safety issue</li> <li>Ask Metrolinx to add more parking near GO Stations</li> </ul>



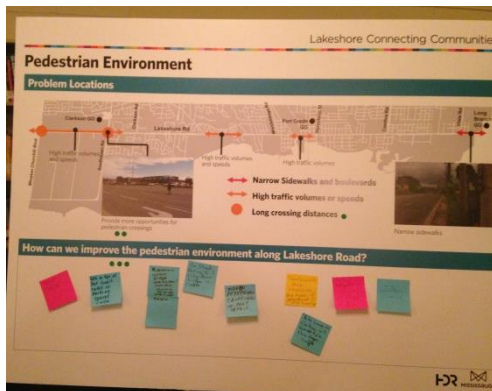
## Appendix 3

### Detailed Public Input on Lakeshore Tomorrow: Ideas for improving different Ways of Travelling in the Lakeshore Corridor (Station 3)

Station 3 was subdivided into mini-stations each based on the different ways of travelling in the Lakeshore Corridor and the different users (i.e. pedestrians, cyclists, transit, and autos/trucks). An introductory panel was provided that explained the future growth expected for the Lakeshore Corridor and how this translates to potential future transit service types that could be supported based on the planned growth.

For each mini-station attendees were presented with problems or issues identified by the project team and were asked to place sticky notes with ideas for improving the current situation. After identifying the problems and potential solutions, several “vision” photos or ideas for future possibilities along the Lakeshore Corridor were presented with a brief description for each and the attendees were asked to vote using green dots on their preference amongst the differing options.

Public input recorded on post-it notes for different ways of travelling is included in **Figure 8**. Comments noted at Station 3 about the potential for considering a new Credit River Crossing are included in **Figure 9**. The results of the dot-mocracy activity are included in **Figure 10**.





**Figure 8 - Post-It Note Comments for Different Ways of Travelling**

Way of Travelling	Verbatim Comment on Post-It Notes
Walking and ideas for the Pedestrian Environment	<ul style="list-style-type: none"> <li>• More pedestrian crossings are needed.</li> <li>• Improve streetscaping and public realm.</li> <li>• More street trees, benches, transit shelters needed.</li> <li>• Keep the traffic speeds down through streetscaping at road edges and extending out corners.</li> <li>• Slow down – Lakeview speeds are 60 kph and are often 80 kph.</li> <li>• Narrow the lanes.</li> <li>• Wider sidewalks on Highway No. 10 south of Eaglewood Avenue to Lakeshore.</li> <li>• Pedestrian bridges.</li> <li>• Low impact development and more greenery.</li> <li>• How about a multi-use path extension under the GO tracks on Highway No. 10 near the Petrocan Station extending south to the road east of the townhouses (same road as the outdoor swimming pool (similar to the underpass at QEW and Highway No. 10 by the Police Station.)</li> <li>• Provide micro-parks where you can sit, rest, chat and have a coffee.</li> <li>• No bikes on sidewalks – this is very dangerous.</li> <li>• Riding a bike on Lakeshore is also very dangerous particularly for youth and seniors.</li> <li>• Consider mid-road islands for pedestrian safety, to make more attractive and to slow traffic.</li> <li>• Extend bike lane from the Canada Trail along to Long Branch GO Station (Lake side of road).</li> <li>• Really like the idea of adding public art – great idea – art makes things more colourful and lively.</li> <li>• Traffic lights with stops on all sides to allow pedestrians to cross in any direction.</li> <li>• More traffic lights along Lakeshore Road to allow pedestrians to cross.</li> <li>• Enforce speed limit.</li> <li>• Fix the sidewalks – make them pedestrian friendly.</li> <li>• Move traffic light from John to Front Street. This is where pedestrians are attempting to cross.</li> <li>• No crossing on west side of Stavebank at Lakeshore. No right on red for cars at this intersection to protect pedestrians.</li> <li>• The lack of benches (seating) on Lakeshore prevents seniors from shopping locally.</li> <li>• Keep adult cyclists off sidewalks.</li> <li>• We need a grocery store so that we don't have to drive to one – more grocery stores within walking distance in each of the three communities.</li> <li>• Real sidewalks.</li> <li>• Extend the timing for the walk signal.</li> <li>• Improve sidewalks where it makes sense.</li> <li>• Apart from safety features a pedestrian environment should have lots of curb appeal, seats, trees, flowers. I would like to see it all along Lakeshore. It makes the street feel welcoming.</li> <li>• Pedestrian signal only works if the walker gets to the intersection before light turns green (button pushed). Pedestrian signal should always be active when light is green.</li> <li>• Not a fan of Port Credit cafes/patios in parking spaces – ugly.</li> <li>• More trees.</li> <li>• Pedestrian walkway bridges over the traffic – make them charming so as to be visual eyesore.</li> <li>• Sidewalk pavement is hazardous – use 1 type of pavement and maintain it.</li> <li>• Need pedestrian crossings in Port Credit and wider sidewalks.</li> </ul>

Walking and ideas for the Pedestrian Environment	<ul style="list-style-type: none"> <li>• On street parking will slow down the traffic in Clarkson.</li> <li>• Bike lanes in Clarkson will narrow roads and slow down traffic.</li> <li>• Wide sidewalks are needed on south side of Royal Windsor.</li> <li>• I feel safer at a pedestrian crossing where there is a centre median.</li> <li>• Concerned about pedestrian safety and conflicts with cyclists.</li> <li>• Like all of the ideas. Would like to see layby parking in Clarkson like in Port Credit.</li> </ul> <p>So where will people park if you take away parking.</p>
Cycling	<ul style="list-style-type: none"> <li>• Physical buffers could be moveable beautiful planters.</li> <li>• Keep cyclists and pedestrians separate / safety hazard in busy areas.</li> <li>• Planters really work at separating the car traffic from the bike lanes. It is more visual for drivers and becomes noticeable.</li> <li>• Create cycle lanes on Lakeshore. Utilitarian cyclists don't use waterfront trail.</li> <li>• Keep cyclists off major roads. Why are cyclists on Lakeshore when the City built and maintains a bicycle path?</li> <li>• Provide cycling facilities along Lakeshore. Trail is awesome but it is not good for utility trips – i.e. home to GO Station.</li> <li>• Allow bikes to have right of way at local road/driveway crossings.</li> <li>• Better maintenance of cycling trail – asphalt surface.</li> <li>• Remove rocks and “P” gates from Waterfront Trail. These are a safety hazard (noted by two people).</li> <li>• Complete Waterfront Trail to keep bikes off Lakeshore Road – too dangerous.</li> <li>• Expand Waterfront Trail and separate cycling from pedestrian lanes.</li> <li>• The Waterfront Trail is not a cycling option for community. Lakeshore Road needs cycling lanes.</li> <li>• Keep Waterfront trail separated from Lakeshore.</li> <li>• Give bikes the right of way– Paint crossings green for visibility. Make cars stop/yield at exiting speed bumps.</li> <li>• Better signage of shared use areas.</li> <li>• Keeping roads clear of debris so fewer bike accidents occur.</li> <li>• Multi-use paths are dangerous through Port Credit – too many pedestrians don't pay attention and this becomes a safety hazard.</li> <li>• I prefer dedicated wide bike and pedestrian paths not on the road. The road is for cars, buses, trucks and there is no room for bike lanes.</li> <li>• Dedicated bike lane on both sides.</li> <li>• Bike lanes on east and west of GO – raised cycle tracks.</li> <li>• Widen bike lanes – only one lane per road. Bike ride shares widened lane (travel in both directions on some bike lanes).</li> <li>• Bike lanes on Haig = flat/less cars/safe. Bike lanes on Dixie and less one lane of car traffic. If you ride, you will take Haig and over walk bridge = no cars.</li> <li>• Bike lanes make for predictability.</li> <li>• Speed bumps could be built to slow down the cyclists who use the paths as a raceway track.</li> <li>• Bicycles need bells. They go at top speeds and run you down.</li> <li>• Dedicated bike lanes on Lakeshore (noted by 7 people).</li> <li>• Need separated bike lanes – not sharrows – all the way (noted by 5 people).</li> <li>• Do not narrow lanes or give up lanes on Lakeshore.</li> <li>• Posts shown are not necessary (noted by 2 people)</li> <li>• Posts are an eyesore – prefer raised cycle tracks (noted by 2 people).</li> <li>• Have a Lakeshore bike rental station/system like Toronto Bikeshare/Bixi (noted by six people).</li> <li>• Move traffic lights from John Street to Front Street (at Credit River) on Lakeshore Road (noted by 2 people).</li> <li>• Right now it is a hodge podge (noted by 2 people).</li> <li>• Education for all roads users is very important.</li> </ul>



Cycling	<ul style="list-style-type: none"> <li>• Don't like any of the ideas shown – maintain the status quo.</li> <li>• Mixed cycling and walking is not safe for the visually impaired.</li> <li>• Separated cycling would prevent cyclists turning into auto lanes.</li> <li>• If you want people to use bikes then they need a place to park them so they don't have to walk too far to the store or shop and the bike is safe.</li> <li>• Without narrowing of lanes, the situation would be too dangerous for on road not shared use by bikes and cars.</li> <li>• Cycling lanes on Lakeshore is a fabulous idea – it is a popular route (noted by 2 people).</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• Make laybys with bus stops so the bus doesn't stop traffic when it stops.</li> <li>• How's it working on Eastgate? Waste of \$\$.</li> <li>• Use a combination of BRT "light" and as feasible in exclusive ROW.</li> <li>• Separate streetcar traffic from cars with barriers.</li> <li>• Coordinate connections. Ensure sure Hurontario routes all come to Lakeshore.</li> <li>• LRT extension Port Credit to Long Branch dedicated bus lanes between a 6-9am, 4-7pm. Run transit frequently at five minute service frequency.</li> <li>• Coordinate bus schedules to meet late night GO Trains.</li> <li>• Coordinate bus/GO Train connections.</li> <li>• Relocate bus stop on Lakeshore Southside by No-Frills. Bus blocks traffic. Sometimes to buses out of time show up.</li> <li>• Use Port Street to get buses off Lakeshore to do their loop for from Hurontario to Ann to GO Station to Elizabeth to Lakeshore to Hurontario North. Buses crisscross Lakeshore causing havoc.</li> <li>• More parking near GO station's. Improve transit service with new demand/growth.</li> <li>• LRT to Cawthra and a new GO Station at Cawthra could work well.</li> <li>• Agree. Improve use of car train tracks (add a pedestrian stop at Cawthra).</li> <li>• Add fourth line to existing train corridor to increase stops.</li> <li>• Lane reductions for bike. Frequent <u>small</u> buses.</li> <li>• LRT/streetcar from East to Cawthra only.</li> <li>• No room for LRT in downtown Port Credit. What express lane ends there are buses cutting across three lanes of traffic to get to stops on the right. Looks pretty - doesn't always work</li> <li>• Bus HOV and HOT \$</li> <li>• Bad example, this Hamilton Road (King Street) is four lanes one direction. Lakeshore is <u>not</u>.</li> <li>• <u>Bus</u> in mixed traffic. Do not give up a Lane on Lakeshore (nightmare).</li> <li>• Why isn't the current transit (bus, no dedicated lanes) and option? Because it doesn't help anyone.</li> <li>• Greater ease of access from Lakeshore onto Stavebank is very important because it access to the arena and port credit West parking lot.</li> <li>• Can Mississauga transit install at every stop a dynamic LED weatherproof sign that will inform patrons as to when the next bus will arrive? It should show time of day, bus number and expected arrival time</li> <li>• Use technology. Time traffic lights to keep buses moving.</li> <li>• How is this integrated with road diet and turn restrictions?</li> <li>• I'm okay with that. Lakeshore is at Highway 2 anymore. Limit the number of stops and finished at Cawthra or Hurontario.</li> <li>• How does 120 pass/hour and 15 minutes headway "support higher order transit"? Where are the forecasts?</li> <li>• Car population growth supports express bus service between Clarkson GO and Long Branch?</li> <li>• No new GO Stations are needed along Lakeshore West.</li> <li>• 15 minute bus service. GO Station at Cawthra.</li> <li>• Will Railroad require closure of all level crossings, and put more pressure on Lakeshore?</li> <li>• Synchronized traffic lights. No left turns.</li> <li>• <u>No</u> LRT. More buses.</li> </ul>



Transit	<ul style="list-style-type: none"> <li>• Presto and hop-on hop-off for local shopping.</li> <li>• Do not put LRT on Lakeshore Road (crazy). Improve movement on current tracks.</li> <li>• LRT on Lakeshore Road, from Etobicoke to Hurontario, limited on – street parking and left turns</li> <li>• New transit on existing rail lines. Keep Lakeshore as is.</li> <li>• GO Transit should not offer free parking which discourages use of public transit</li> <li>• It's about frequency not speed.</li> <li>• Buses that go <u>over</u> the cars (see China).</li> <li>• Maybe the 23 should go to Royal Windsor.</li> <li>• Maybe an express Clarkson GO to Port Credit and vice versa?</li> <li>• People will not get on the bus unless they can catch it where they live.</li> <li>• <u>Widen search.</u></li> <li>• People will not use a bus if they leave home and a car.</li> <li>• Do not want streetcars. Streetcars are unsightly.</li> <li>• Keep four general lanes. Widen Lakeshore for bus lanes.</li> <li>• Don't like this option - same reasons as LRT.</li> <li>• Don't like this option - one less Lane for cars.</li> </ul>
Autos and Trucks /Problem Locations	<ul style="list-style-type: none"> <li>• Two sets of lights too close together but not working together causes' confusion. Reduced speed limit. Longer left turn lane.</li> <li>• The bus loop from Lakeshore to GO Station and back down creates traffic backups as buses line up at No-frills – use Port Street for buses and Lakeshore for auto's</li> <li>• Close Stavebank at Lakeshore.</li> <li>• Add left turn lane. Pilot idea. No left turns either way on Stavebank, Front or Elizabeth.</li> <li>• Ban all left turns <ul style="list-style-type: none"> <li>– No left turns in Port Credit.</li> <li>– No left turn at Stavebank (noted by 6 people).</li> <li>– No left turn at Stavebank only due to unique jagged design of intersection.</li> <li>– Left turn required for access to go drop off, pick up and west parking lot please.</li> </ul> </li> <li>• Do not reduce lanes through Port Credit and prohibit turns during rush hour</li> <li>• Need a commuter cycling lane.</li> <li>• The lakeshore diet with MTO's plans to expand QEW capacity, which will reduce overflow on Lakeshore.</li> <li>• Join the 21<sup>st</sup> century, use of technology!</li> <li>• On street parking reductions – make the spaces handicapped/accessible and drop-off/pickup only.</li> <li>• Perhaps a dedicated left light at Clarkson road for traffic from west.</li> <li>• Advanced left hand turn signals eastbound at Elizabeth and Ann streets for traffic heading to GO Station.</li> <li>• Do not reduce number of lanes. Please no!!</li> <li>• Make allowances for parking.</li> <li>• Port street east between Stavebank and Hurontario seems to become a main street with (a) motorcycles speeding, (b) trucks using it as an alternate route to lakeshore, (c) muscle cars.</li> <li>• Move/create an emergency feedback route north of QEW. Not Lakeshore (also deals with blocks on highway).</li> <li>• Why not put lights in here?</li> <li>• Another way to cross the credit or will only get worse. Accessed to GO train west of Credit River</li> <li>• Have trucks use Winston Churchill to get to Lakeshore and bottom of</li> </ul>



Autos and Trucks	Southdown (noted by 2 people).
/Problem Locations	<ul style="list-style-type: none"> <li>• Produce an alternate route. Right now option is only Lakeshore.</li> <li>• Fix the timing of lights at Meadowood and Lakeshore – too long</li> <li>• Need lay by parking in Clarkson to slow down traffic per the Clarkson Village Study.</li> </ul>

**Figure 9 - Comments noted at Station 3 about the potential for considering  
A new Credit River Crossing**

<b>Comments and Input received New Credit River Crossing</b>	
<ul style="list-style-type: none"> <li>• There needs to be a secondary auto bridge across the credit river. The next one up is a 400 series highway (QEW) and then a city road (Dundas). A lot of traffic is funneled to the lakeshore bridge because of lack of alternatives.</li> <li>• Build an auto bridge over the lake. We need greater cars/bike access over the river</li> <li>• Would a pedestrian bridge be more used at Mineola?</li> <li>• New Credit River crossing is needed – great idea.</li> <li>• Connect Stavebank north of QEW with Stavebank Road south of QEW with a pedestrian/cycling bridge.</li> <li>• Great idea.</li> <li>• Absolutely needed. Build a bridge just north of current one for cars.</li> <li>• Absolutely.</li> <li>• Connect the Queensway across the Credit River so Lakeshore can be a complete street.</li> <li>• Support walkway/pedestrian/bike path. Thoroughly agree with a crossing for pedestrian and bike traffic (noted by 5 people).</li> <li>• Finish the Queensway to the Highway 403 (noted by 2 people).</li> <li>• Also vehicular crossing is needed. Pedestrian and cycling and vehicular and transit – all modes.</li> <li>• Totally agree.</li> <li>• Yes, a good idea.</li> <li>• How about a crossing at Queensway to lighten the load on Lakeshore when QEW is under stress.</li> <li>• Perfect – crossing is needed.</li> <li>• Too far north for pedestrians – no point.</li> <li>• Bikeway/pedestrian way north of Lakeshore not by QEW.</li> <li>• Consider a bridge/crossover at GO tracks north end of Confederation Park.</li> <li>• Another road bridge over the Credit River i.e. Queen Street.</li> <li>• Think future uses for it.</li> <li>• Cycling bridge at QEW to where? Cyclists /pedestrians need to connect to the GO. Put bridge at trestle in Port Credit not beside a highway (noted by 2 people).</li> <li>• Not sure how a QEW bridge would divert traffic – too far away. Widen Lakeshore Bridge.</li> <li>• Connecting Mississauga Road to the east side of the QEW is a great option for cyclists but not useful for pedestrians.</li> <li>• A walking/pedestrian bridge is more valuable to go alongside the CN Bridge, so more people would walk/bike to the Port Credit GO Station. It could connect with cycling path on the south side of Kane Road and the Mattamy subdivision (noted by 3 people).</li> <li>• Stupid location for a crossing (noted by 5 people)</li> <li>• Make a very limited car crossing like at Unwin Ave or Sewells Road/Old Finch near the Toronto Zoo.</li> <li>• A walking and cycling crossing is not a good solution (noted by 7 people).</li> <li>• A walking and cycling crossing is a good solution (noted by 2 people).</li> <li>• Additional vehicle crossings of the Credit River were clearly intended such as Blythe Road/Queensway and Indian Road/Mineola. Can these be reconsidered in order to reduce congestion on Lakeshore?</li> <li>• Walking and cycling bridge to connect Indian Road and Mineola. Better traffic to GO Station, library and shopping and takes bikes off Lakeshore (noted by 2 people).</li> <li>• Bridge road not wide enough to accommodate cars and cyclists. Bridge sidewalk is not wide enough to accommodate pedestrians and cyclists.</li> <li>• Extend Queensway roadway over the Credit River for cars.</li> <li>• Great idea about a Credit River crossing at Dundas at Queensway.</li> <li>• Great idea.</li> <li>• Connect North Service Road for vehicles (noted by 4 people).</li> <li>• Adding to the existing railway bridges is a quick fix for a pedestrian crossing (noted by 2 people).</li> </ul>	

- Why not put the pedestrian/bike crossing just north of the existing Lakeshore Bridge. Proposed crossing near QEW won't be used as much.
- Not at the QEW – unless for autos, to connect the service roads to cross the Credit River.
- Can something creative be done to have transit go over/above the rest of the traffic at the bridge?
- Extend the Queensway West.
- Need crossing (like the green circle)
- Crossing over the Credit at Port Credit Arena.
- Yes to new crossing.
- The issue is and will continue to be commuters working to the west. We need another road crossing east/west.
- Extend south or north service road over Credit River.
- Definitely needed.
- Extend the Queensway over the River.

Figure 10 – Result of Dot-mocracy Activity

Pedestrian Environment	Lakeview	Port Credit	Clarkson	Total	%
Green infrastructure/street trees	20	33	22	75	26%
Sidewalks	16	29	10	55	19%
Public art (vibrant spaces)	11	30	13	54	19%
Street furniture	11	23	12	46	16%
Street lighting	5	20	9	34	12%
Curb extensions/bulbouts	4	12	6	22	8%
<b>Total</b>	<b>67</b>	<b>147</b>	<b>72</b>	<b>286</b>	<b>100%</b>

Cycling Facilities	Lakeview	Port Credit	Clarkson	Total	%
Protected cycle tracks	5	50	7	62	32%
Multi-use path	22	13	12	47	25%
Raised cycle tracks	11	27	5	43	23%
Conventional bike lanes	6	8	12	26	14%
Buffered bike lanes	2	4	4	10	5%
Shared use lanes “sharrows”	0	1	2	3	2%
<b>Total</b>	<b>46</b>	<b>103</b>	<b>42</b>	<b>191</b>	<b>100%</b>

Autos/Trucks	Lakeview	Port Credit	Clarkson	Total	%
Continued signal timing improvements	7	43	17	67	35%
Right or left turn restrictions	11	35	16	62	32%
Right-sizing lanes	10	13	10	33	17%
Lane reductions	2	15	2	19	10%
Roundabouts <sup>1</sup>	-	11	-	11	6%
<b>Total</b>	<b>30</b>	<b>117</b>	<b>45</b>	<b>192</b>	<b>100%</b>

<sup>1</sup>At the Port Credit PIC: Roundabout was suggested as a ‘vision’

<b>Transit</b>	<b>Lakeview</b>	<b>Port Credit</b>	<b>Clarkson</b>	<b>Total</b>	<b>%</b>
BRT 'Light'	11	7	10	28	29%
LRT in exclusive ROW	9	12	5	26	27%
Streetcar in Mixed Traffic	7	8	6	21	22%
BRT in exclusive ROW	3	4	6	13	13%
Bus/HOV Lane	0	4	2	6	6%
Bus Only Lane	2	1	0	3	3%
<b>Total</b>	<b>32</b>	<b>36</b>	<b>29</b>	<b>97</b>	<b>100%</b>



## Appendix 4

### Detailed Public Input on Lakeshore Tomorrow: Putting it all together: interactive cross-section activity (Station 3)

To assist the public in visualizing how the various elements that make up a street are combined, Project Team members lead an interactive activity wherein members of the public could use blocks and puzzle pieces to create different cross-sections for Lakeshore Road. Each individual was able to create their preferred cross-section using different right-of-way elements at different sizes, including: landscaped boulevards, sidewalks, bike lanes, general travel lanes, and dedicated transit lanes (BRT, LRT, etc.). The activity was designed to show that in constrained segments of Lakeshore Road trade-offs will need to be made amongst different users to create a multi-modal street. Photos of the activity are shown on this page.



#### Overall comments and observations from the cross-section activity

- Dedicated and protected bike lanes along Lakeshore were favoured.
- Bike lanes are seen to be important to connect all three character areas and to have continuity along Lakeshore Road.
- All wanted to see left hand turn lanes and rightsizing of lanes.
- In the Lakeview and Clarkson areas, results seem to be similar.
- Clarkson had less preference for an LRT than Lakeview. Port Credit more concerned with larger sidewalks for outdoor cafes
- Port Credit had concerns with lane reductions
- On street parking may not be as much of a concern as people originally expected it to be. Some preference for maintaining off-peak parking.



#### Frequently noted ideas by each character area:

##### For Lakeview:

- Support for dedicated protected bike lanes.
- Support for wider sidewalks and boulevards (with plantings) but not at the expense of protected bike lanes.
- Support for removal of on street parking but maintaining off-peak parking.
- Would like to see a phased approach to transit (short term dedicated bus lanes with possibility of LRT in the future).
- There is some support for reducing number of general purpose lanes from four to two for dedicated transit or HOV lanes.
- Support for dedicated left turn lanes and right-sizing of all lanes.





**For Port Credit:**

- Support for dedicated protected bike lanes.
- Support for wider sidewalks and providing space for outdoor cafes.
- Some support for treed boulevard on one side of the street in order to fit other streetscape elements.
- Support for dedicated left turn lanes & some support for prohibiting left turns through Port Credit. A number of attendees noted issues related to queuing behind vehicles making a left turn on Stavebank Road. Support for right-sizing of lanes.
- Some support for the removal of on-street parking on one or both sides of Lakeshore Road with some support for maintaining off-peak parking.
- Mixed support with respect to maintaining four lanes of general purpose travel or converting one lane in each direction to a dedicated transit or HOV lane.
- Support for a phased approach to transit.

**For Clarkson:**

- Support for dedicated protected bike lanes.
- Support for wider sidewalks and boulevards (with plantings) but not at the expense of protected bike lanes.
- Support for removing on street parking but maintaining off-peak parking.
- Support for a phased approach to transit (short term dedicated bus lanes with possibility of LRT in the future), some support for reducing number of general purpose lanes from four to two for dedicated transit or HOV lanes.
- Support for dedicated left turn lanes and right-sizing of all lanes.
- Less overall desire for an LRT in Clarkson.

General observations and comments for the Station 3 Cross-section activity for the three communities are included in **Figures 11, 13 and 15**. These include the Photos of the cross-sections developed for each area included in **Figures 12, 14 and 16**.

**Figure 11 – General observations and comments for the Lakeview Area**

Who participated:	A broad range of attendees completed the mix-and-match activity for the Lakeview Area. These included regular commuters, transit users, recreational cyclists, retired residents and adults with children as well as non-residents who regularly commute through Lakeview along Lakeshore. Residents noted that the speed of traffic in the Lakeview area is currently not conducive to cycling on Lakeshore Road.
Sidewalk Comments:	<ul style="list-style-type: none"> <li>• Support for wider sidewalks and boulevard plantings, but generally not at the expense of a protected bike lane.</li> <li>• Support for a wider landscaped boulevard on the south side, in the Lakeview portion of the study area, where the ROW is wider.</li> </ul>
Cycling Comments:	<ul style="list-style-type: none"> <li>• Support for bike lanes with notable support for protected bike lanes</li> <li>• Some requests to have a continuation of the Waterfront Trail along Lakeshore Road, or similar facility to get cyclists off the road.</li> </ul>
Roadway Comments:	<ul style="list-style-type: none"> <li>• Support for dedicated left turn lanes.</li> <li>• Support for right-sizing of lanes.</li> <li>• Some support for the removal of on-street parking on one or both sides of Lakeshore Road.</li> <li>• Some support for maintaining off-peak parking.</li> <li>• Some support for reducing the number of general purpose lanes from 4 to two, with dedicated transit or HOV lanes.</li> </ul>
Transit Comments:	<ul style="list-style-type: none"> <li>• Support for a phased approach to transit i.e. dedicated bus lanes or peak period dedicated lanes in the short term, with the possibility of long term LRT.</li> </ul>

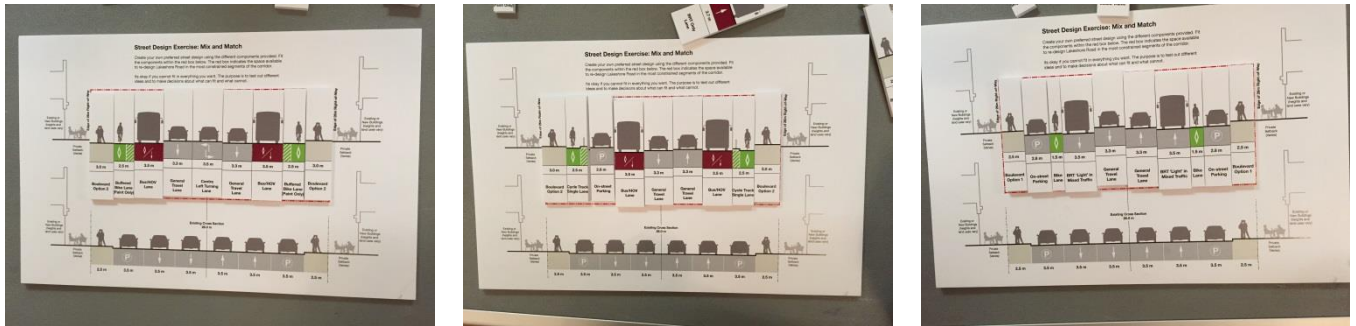








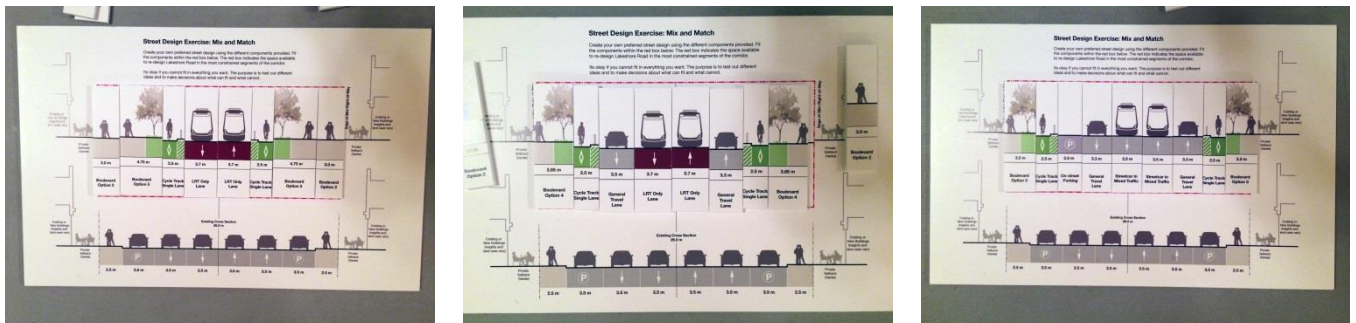




**Figure 15 – General observations and comments for the Clarkson Area**

<p>Who participated:</p>	<p>A broad range of attendees completed the mix-and-match activity for the Clarkson Area. Several attendees noted the need to reduce traffic speeds through Clarkson, noting that the presence of the layby parking is intended to serve that purpose. Safety was noted several times, along with more greening and the limiting of certain vehicular movements.</p>
<p>Sidewalk Comments:</p>	<ul style="list-style-type: none"> <li>• Support for wider sidewalks and boulevard plantings, but generally not at the expense of a protected bike lane.</li> </ul>
<p>Cycling Comments:</p>	<ul style="list-style-type: none"> <li>• Support for bike lanes with notable support for protected bike lanes</li> <li>• Some requests to have a continuation of the Waterfront Trail along Lakeshore Road, or similar facility to get cyclists off the road.</li> </ul>
<p>Roadway Comments:</p>	<ul style="list-style-type: none"> <li>• Support for dedicated left turn lanes.</li> <li>• Support for right-sizing of lanes.</li> <li>• Some support for the removal of on-street parking on one or both sides of Lakeshore Road.</li> <li>• Some support for maintaining off-peak parking.</li> <li>• Some support for reducing the number of general purpose lanes from 4 to two, with dedicated transit or HOV lanes.</li> </ul>
<p>Transit Comments:</p>	<ul style="list-style-type: none"> <li>• Support for a phased approach to transit i.e. dedicated bus lanes or peak period dedicated lanes in the short term, with the possibility of long term LRT.</li> <li>• There was less overall desire for an LRT in Clarkson than in Lakeview and Port Credit, due to the current streetscape west of Southdown, which does not currently exist as a destination for transit users.</li> </ul>

**Figure 16- Record of Mix-and-Match Activity for Clarkson Area**





## Appendix 5

### Comment Forms returned at the Open Houses

Comment Forms were provided to the public at each of three Public Open Houses. Forms were available at the Welcome Table and at each of the Information Stations. Everyone who attended was encouraged to provide their written comments, questions and suggestions. Twenty-nine (29) Written Comment Forms were returned. For the following, where specific names and addresses were provided these have been omitted from this report. The original Comment Forms are being reviewed by the Project Team. Each number corresponds to an individual's response. These are verbatim.

1. Thank you for presentation – it was interactive for my children and me. It was a good venue to give input. I liked being able to play with the streetscape options and found this helpful.
2. Very good presentation. The problems are large, but we have to start somewhere. Good luck to us all!
3. Would have liked a short presentation of the vision. Perhaps a tour guide who can take a small group around the room to give an overview and answer questions. More efficient and interesting than having to read everything.
4. I have left my comment on ravines boards, maps and pieces of paper, but thank you for providing all of this information to the public and for providing us with the opportunity to comment.
5. Demolish old, two-story and smaller derelict looking storefronts and replace with midrise apartment buildings (intensify so that mass transit is more realistic) with retail and commercial at road level. We should celebrate the rich history of Lakeview (airport, rifle manufacturing, etc.) with plaques, gazebos, and small buildings with historical items inside with staff? Or self-guided?
6. The intersection at Hampton and Lakeshore going north on Hampton to Shoppers Mall is on an angle and not safe. Also the section coming out of the mall needs to be widened before townhouses are furnished as it will cause a lot of congestion.
7. I like that the actual community users are being consulted. Hopefully our ideas and concerns will be considered in any action taken.
8. Restrict left turns eastbound along Lakeshore at all times.
9. This is an excellent time to make a big move (pardon the pun)! I would love to see a bold vision for Lakeshore with a strong emphasis on the public realm. Sidewalks, cycle trails – reduced speed and lanes.
10. My comments are as follows:
  - Corridor needs to be planned in a holistic manner with less fragmentation
  - Integration of communities along the Lakeshore corridor
  - Need community features to improve the vibrancy of neighborhoods
  - Transit to help alleviate East/West traffic congestion





- Reassess the number of stops in the area, more fluidity, sustainability
- there should be parking areas if there is to be reliable/consistent transit
- LRT not worth the money, when things go wrong they go wrong
- Buses offer flexibility, bus stop at particular places – safer
- Cycling needs to be consistent, needs rules for cyclists
- How to change behavior of bikers
- More connecting with pedestrians
- Make sure change behaviors of road users
- Vibration issue for transit
- Bus system would be quicker to implement than LRT system

11. I have the following comments:

- Safety at intersections
- A long wait for traffic
- Have a centralized display board
- Bridge at Hurontario/Mississauga road is unsafe for pedestrians in summer when there are high volumes of pedestrians (requires more crossings)
- Continuous sidewalks, more street furniture (garbage cans, etc.)
- Sidewalks/benches/landscaping
- I go into the right side into the bike lane when making a right turn. Do not like raised cycle track
- Conventional bike lane is preferable choice
- Increase in frequency of routes
- One lane in each direction is not preferable
- Lane direction, road, left turns are no
- Good idea for new Credit River Crossing but needs to be a drivable crossing
- The biggest problem is the volume of cars going into the GO Station and parking at the GO Stations.
- Agree with the problem/opportunity statement, more frequent and on schedule

12. Bus drivers are not following schedule times. 103 Gateway Express will sit in the out of service area at Brampton terminal. I don't know if drivers are allowed to take a break at both ends of the run. Leaving late throws the whole route into trouble.

13. Very pleased to see the study is underway.

14. Lakeshore congestion will get worse quickly as new developments are occupied. Study must be given high priority. The Hydro lands development should not be allowed to continue until it is synchronized with the traffic congestion solutions.

15. Attention to bicycle/pedestrian concerns is laudable but the reality is it we are a nation of car drivers and traffic issues must take priority. Public transit will only be a partial solution. We need it together with improved accommodation of car traffic.

16. Limited crossing of Credit River forces traffic into Lakeshore. The originally planned other crossing such as Indian Road – Mineola should be reconsidered.



17. My huge concern regarding all these ideas for the Lakeshore corridor is that 100's more homes are being built, thus accommodating 100's more people and cars. Infrastructure can't accommodate them now and to connect to buses along Lakeshore, there are no buses south of Lakeshore to carry passengers to take a Lakeshore connection. There used to be a bus service south of the Lakeshore in the Meadowood Rattray area. It is long gone. Also, there are no bus routes in any areas south of the Lakeshore to connect to anything. One must drive. So how are residents south or north in the Clarkson, Lorne Park area supposed to connect with the corridor?

There are 100's more residents expected in Clarkson and Lorne Park. I shudder to think of how they are going to move around because it's bad now.

18. Too much through traffic in Port Credit neighborhood. In the area around Hurontario to Seneca south of tracks the issues are huge.

19. Hope to solve two major vehicle problems:

- New housing by SDM – do owners all need to come out onto the roadway by SDM – it would be great to have them all turn left to go to Cawthra. Hurontario (Highway No. 10) has too much speeding traffic as is.
- When No-Frills is gone – more parking is definitely needed if we want to keep businesses open in Port Credit. Make church parking exceptions on meters along Stavebank and improve the streetlighting.

20. Clarkson Road North – requires a centre lane north to the RXR. This would allow cars travelling southbound to have safe left turns into sport fields and for cars travelling northbound to have safe onto the Fellen intersection at Lakeshore. This intersection should be marginally widened and the traffic signals adjusted to improve traffic flow.

21. Great open house!

22. A clear presentation and good opportunity to meet the planning staff. I feel that you need to look at the demographics of the various areas being highlighted, as transit accommodations and the needs vary tremendously! Could an UBER type small bus be utilized to transport those who can't walk or cycle to the Lakeshore to get to the LRT line (i.e. then into either Go Station)? UBER could provide more trips at times when needed. Would soon learn when popular and regular trips for Toronto example being taken by particular groups (i.e. seniors Wednesday afternoon, theatre matinees).

23. Flyer for this event stated "meeting" from 5:30 PM to 8:30 PM. In future, advising public it is a drop-in event may increase attendance.

24. Lakeshore Road to be widened to six lanes all the way from West Churchill to Browns Line to accommodate all types of traffic, and pedestrians and all types of buses.

25. Very well done – made me think.

26. A good time to assess the traffic situation as the population of Mississauga continues to grow. GO Train service is a wonderful mode of travel, especially for travel to Toronto now that the highways are so crowded.

27. Why not lease land along the Hydro corridor for bike lanes and walking lanes?



What is planned for Southdown Road re: bike lanes? Can one side of Lakeshore be used for bikes (both ways) and the other side for walking?

The express bus(s) seem to be a waste as the only bottleneck seems to be Port Credit – and I am not sure how you're going to improve that problem.

We definitely need more roads across the Credit River (Queensway, South Service Road – even an extra lane on the QEW as a service road – no access on/off QEW).

Use the GO Train as your major thoroughfare (not a bus)

Electric bikes are coming – has thought been given to them? (They go faster)

28. The improvements for traffic are necessary. A physically separate lane for bicycles is best. At present it is green for most of Lakeshore through Clarkson to Port Credit - try to keep it that way. Cheers for another bridge.
29. The patios on Port Credit are very important to the community. Transit planning scenarios should make sure to include space for this.



# Station 2 Roll Plan Summary Map

## Southdown Employment Area

- Add protected bike lanes (raised or with bollards) in industrial corridor
- Use traffic sensing controls on Avonhead Road
- Improve public realm and cycling infrastructure
- Provide screening over outdoor bicycle storage
- Remove right-turn channelization at Southdown Road
- Add transit service on Southdown Road south of Lakeshore Road
- Install a roundabout at Lakeshore Road and Southdown Road

## Lorne Park Neighbourhood

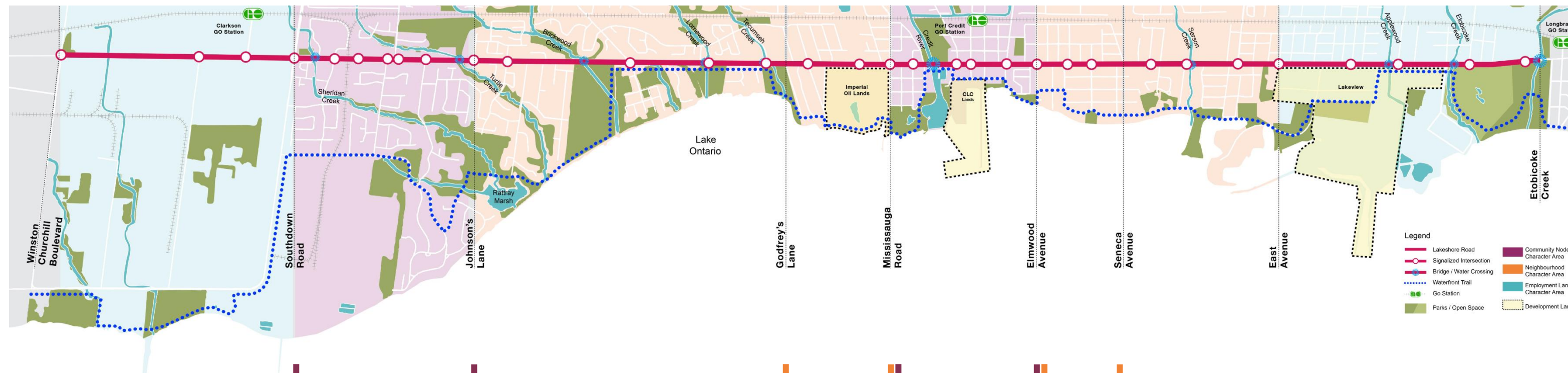
- Traffic is too fast on these southbound and northbound streets
- Reduce speed limit from 50 to 40 km/hr
- Pavement of cycling trail along Lakeshore Road is in bad shape
- Bike lanes need better marking along Lakeshore Road (add bike lanes)
- Reduce speed to 50 km/h all along Lakeshore Road, keep it consistent
- The intersection at Balboa Drive is large and dangerous to cross
- Proper bike lanes (separated), lose lay-by parking

## Lakeview Neighbourhood

- Traffic lights needed at Seneca Avenue.
- Have defined cycling on road.
- Move as much public parking to side streets/behind stores (get off Lakeshore Road)
- Ensure seniors and young people can cross safely. Needs good landscaping, places to sit to foster community
- Four traffic signals in six blocks
- Sync timing of new traffic signals
- No lights by bridge, recent pedestrian fatality
- More creek crossings
- Encourage development of cafes, retail frontage, and more pedestrian friendly amenities (on both sides). Parking at strip mall should be re-developed (wasteland)
- Lakeshore Road at Aviation Road is challenging for entrance/exit at McDonalds end of parking lot
- Add Sunday bus service on Cawthra Road
- Allow pedestrian crossing on both east and west sides at Lakeshore Road and Cawthra Road
- Sync all traffic lights from Cawthra Road west toward Etobicoke

## Lakeview Employment Area

- Add raised bike lanes, Dixie Road to Long Branch GO Station is a critical missing link in the Lakeshore Road cycling route
- Add right turn lane at Ogden Avenue and move bus stop closer to intersection
- Remove "P" gates on cycling trail
- Consider roundabout at Dixie Road
- Improve streetscaping
- At Long Branch loop, Lakeshore 23 bus needs more service in late evening



## Clarkson Village Community Node

- Potential for walking trail and future extension if rail is decommissioned
- Too long a wait for green light for north/south at Inverhouse Drive
- Left turn at Inverhouse Drive is needed
- Bridge is a constriction to adding lanes to Lakeshore Road
- Maintain community charm and village feel
- Cars going to the GO Station speed through residential streets like Hindhead Road and Balsam Avenue
- Sync timing of traffic signals through Clarkson Village
- Realign Clarkson Road North/South intersection
- The turn lane in the middle of Lakeshore Road between Clarkson Road South and Clarkson Road North is short and is used by both eastbound and westbound traffic
- Add a right turn lane northbound on Clarkson Road South to Lakeshore Road eastbound
- Need separated bike lane through Clarkson to encourage local shopping
- Reduce speed limit

## Port Credit Neighbourhood (West)

- All residential roads should be limited to 40 km/h
- Consider removing lay by parking lanes
- Connection to multi-use trails needed
- Stop drivers from parking on side of road, use area for dedicated bike lanes
- Speeding an issue
- Add pedestrian/cycle access to Loblaws Plaza to encourage walking/cycling instead of driving on Lakeshore Road with connection to High Street
- Need to lengthen the timing of the light entering/exiting Credit Landing on the weekends
- Do not allow vehicles to be parked on this side of the road (forces cyclists to ride on the sidewalk or on a busy road)

## Port Credit Community Node

- Westbound turn lane from southbound Mississauga Road does not work. Need to rework turn lanes to prevent Wesley Avenue from becoming the west service road
- Mississauga Road South should be 1 lane left, 1 lane right, and 1 lane through. Reduces back-up on Mississauga Road
- Move the traffic light from John Street to Front Street.
- Restrict left turns to Front Street South during PM rush hours
- Bridge causes huge bottleneck, needs more lanes or build/widen just for pedestrians/cycling
- Need pedestrian walkway under bridge – west side
- Have a pedestrian cycling bridge linking Indian Road and Mineola
- Realign Stavebank Road and restrict left turns
- Remove parking on one side to gain width for bike lanes
- Pedestrianize Lakeshore Road through Port Credit Business sector and divert to underutilized Port Street between Stavebank Road and Hurontario Street.
- Road diet one lane each way with predictable left turns, centre turn lane
- Need another pedestrian crossing of Lakeshore Road between Hurontario Street and Elizabeth Street
- Need dedicated LRT type transit for east-west
- Left turn required on Helene Street for access to GO Station
- Hurontario Street is too busy, needs to be slowed down
- North-south pedestrian crossing time at Mississauga Road (East side) is not sufficient.

## Port Credit Neighbourhood (East)

- Parking lots between Elmwood and Woodlawn Avenue break up the street building frontage and discourage walkers. Consider incentives to complete the frontage here and hide/eliminate the parking
- Make transit run maximum length of route for latest service – encourage people who have been drinking not to drive since they can get to and from their destination
- Keep the alleys/service lanes clean, well-lit, and safe. Encourage pedestrians and cyclists to use them
- Lakeshore Road can't accommodate congestion from QEW. Create alternate route north of QEW
- Reduce speed limit on Lakeshore Road, specifically between Cumberland Drive and Hiawatha Parkway
- Add stop lights at Wenonah Drive for pedestrians
- No left turn from Wenonah Drive to Lakeshore Road
- No left turns from Hurontario Street to Cawthra Road unless with dedicated left turn lanes and traffic lights

# Key Themes

1. There was support for continuous separated bike lanes along Lakeshore Road from Oakville to Toronto. It was generally noted that the Waterfront Trail is not for commuting and fast riding cyclists present a safety concern to pedestrians sharing the trail. Dixie Road to Long Branch GO Station was noted as a critical missing link in the Lakeshore Road cycling route.
2. Residents were generally not satisfied with the current timing of traffic signals at various intersections along the corridor and would like to see them coordinated (or synced) during peak hours to improve operations. Residents also expressed support for signals being timed according to time of day and day of week to accommodate pedestrians in a timely manner during off-peak hours.
3. Residents were concerned with speeding along Lakeshore Road noting that the speed limit could be lowered to be made consistent throughout the corridor. Furthermore, concerns regarding speeding through neighbourhoods to avoid traffic on Lakeshore Road were also noted. These concerns were most frequently noted near GO Stations and around congested segments and intersections along Lakeshore Road.
4. Intersection configurations were frequently noted as being inadequate to deal with the traffic turning at intersections. Residents would like to see turning lanes added, skewed and jogged intersections realigned (i.e. Stavebank Road and Clarkson Road), and more intuitive layouts that work for pedestrians, cyclists, and motorists.
5. Sidewalks and cycling trails were noted as being in poor condition and the lack of continuous/consistent design was also mentioned.
6. There was generally support for removing on-street parking from Lakeshore Road if it could be provided on side streets and behind commercial buildings so that this space could be used for cycling facilities or wider sidewalks and patios.
7. There was support for improved pedestrian connections and priority. Specifically, residents would like to see better pedestrian connectivity across Lakeshore Road, across the Credit River, and increased time to cross the road.
8. Turning restrictions were touted as an effective way to improve congestion especially through Port Credit.
9. It was important to residents that the communities maintain their heritage, character, and "unhurried" atmosphere.
10. There was support for rapid transit along Lakeshore Road between Port Credit and Toronto and improved transit service west of Port Credit extending all the way to Oakville. However, there were concerns around removing general purpose travel lanes from Lakeshore Road for transit.
11. P-gates on the Waterfront Trail were consistently noted as a barrier to travel for cyclists and should be removed.
12. Improvements to the public realm including: street art and landscaping were supported.



# Lakeshore Connecting Communities

## PUBLIC INPUT REPORT

### Public Open House #2 held September 20, 26 and 27, 2017

## About This Report

The City of Mississauga held Public Open House #2 for Lakeshore Connecting Communities Transportation Master Plan Study on September 20 (Port Credit), September 26 (Lakeview), and September 27 (Clarkson). This report prepared by the independent Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company together with HDR Corporation provides a summary of the public input that resulted from the public open houses. The report describes general themes and key messages frequently heard. The appendices include the verbatim public input from the Open Houses and written comments.

## Contents

<b>1. ABOUT LAKESHORE CONNECTING COMMUNITIES AND PUBLIC OPEN HOUSE #2</b>	<b>2</b>
1.1. What is this project about? .....	2
1.2. What was the purpose of Public Open House #1? .....	3
1.3. How did the community learn about the Public Open House? .....	3
1.4. How was the Open House organized?.....	4
<b>2. GENERAL THEMES NOTED AND KEY MESSAGES HEARD</b>	<b>5</b>
<b>3. NEXT STEPS</b> .....	<b>8</b>

## Appendices – Detailed Station Description and Verbatim Public Input

Appendix 1 Background, Context, Vision and Problem Opportunity Statement (Station 1).....	9
Appendix 2 Preferred Transit Strategy (Station 2).....	12
Appendix 3 Credit River Crossing (Station 3) .....	14
Appendix 4 Alternatives Solutions (Station 4) .....	19
Appendix 5 Written Comment Form submitted at the Open Houses.....	27

To learn more about this project or to share your comments for improving transportation for our Lakeshore Communities visit [connectlakeshore.ca](http://connectlakeshore.ca).



## 1. ABOUT LAKESHORE CONNECTING COMMUNITIES AND PUBLIC OPEN HOUSE #2

### 1.1. What is this project about?

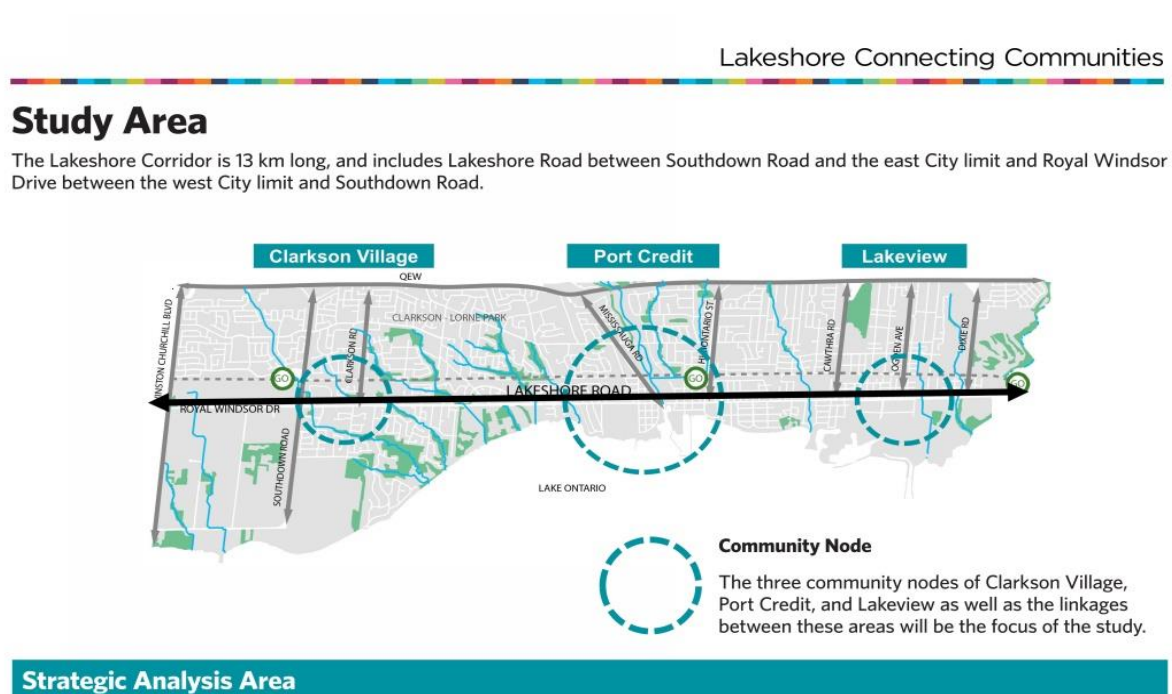
The City of Mississauga is undertaking a Transportation Master Plan - **Lakeshore Connecting Communities** to develop a vision for the Lakeshore Road corridor that recognizes the different character areas and to support all modes of transportation, connect people to places and move goods to market, and support existing and future land uses as well as establish an implementation plan to make the vision a reality.

A Transportation Master Plan (TMP) is the City's blueprint for addressing the transportation and mobility needs of those living and working in the Lakeshore communities over the next 25 years. Lakeshore Connecting Communities will guide the planning and investing in the transportation network in the Lakeshore Corridor, including decisions about optimizing roadways, improving transit, and enhancing cycling and walking connections.

Lakeshore Connecting Communities is about planning for the future of Lakeshore Road. This master plan study will look 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 will build on recent planning studies to develop a design for the Lakeshore Road corridor from building face to building face that supports all modes of transportation, connects people to places, and moves goods to market. The study will also evaluate rapid transit alternatives east of Hurontario Street as well as extending rapid transit into the Port Credit area.

The study will deliver a transportation study and conceptual design for Lakeshore Road between Southdown Road and the east City limit and Royal Windsor Drive between the west City limit and Southdown Road.

**Figure 1: Study Area Map**



Although the focus of the study will be the Lakeshore Road corridor, the analysis of transportation conditions will be completed in the context of a wider study area, from the QEW to Lake Ontario and from the east City limit to the west City limit.

## 1.2. What was the purpose of Public Open House #2?

Public Engagement is important for developing a vision and determining future directions to meet the needs in the community. Opportunities for public input will occur throughout the Study. The City of Mississauga web page will be used to update residents and community stakeholders on study progress and how input can be provided. To share information about the study and to engage residents and community stakeholders in discussions about the Lakeshore Corridor, three Public Open Houses were held in September 2017 in different locations within the character areas. Meetings were held:

September 20 at Clarke Memorial Hall, 161 Lakeshore Road West from 5:30 to 8:30 p.m.

September 26 at Mississauga Seniors' Centre, 1389 Cawthra Road from 5:30 to 8:30 p.m.

September 27 at Chartwell Baptist Church, 1880 Lakeshore Road West from 5:30 to 8:30 p.m.

The purpose of Public Open House #2 was to:

- Describe the preferred transit strategy for the Lakeshore Communities.
- Present the analysis of an additional crossing of the Credit River.
- Describe alternative street designs for Lakeshore Road and Royal Windsor Drive.
- Summarize the technical work completed to date.
- Discuss next steps.

## 1.3. How did the community learn about the Public Open House?

Notice for the September 2017 public open houses was provided through the following:

- Newspaper advertisements:
  - Mississauga News on September 7, 2017 and September 14, 2017.
- Mailed and emailed notices:
  - Distribution of unaddressed mail notices via Canada Post Neighbourhood Mail to all the properties between the Lakeshore GO rail line and Lake Ontario within the City of Mississauga (sent out September 7, 2017).
  - Distribution to by email to project stakeholders and individuals who signed up for the mailing list (week of September 11, 2017).
- Social Media:
  - Posted on the City of Mississauga's Facebook and Twitter accounts (weeks of September 4, 2017, September 11, 2017, September 18, 2017 and the week of September 25, 2017).
- Web-site:
  - Posted on the Project Study Web Site – [www. connectlakeshore.ca](http://www.connectlakeshore.ca), starting the (week of September 4, 2017).
- Screensavers and signage:
  - Posted on City of Mississauga Library Computer screensavers (week of September 11, 2017).
  - Posted on the City of Mississauga digital sign boards at Celebration Square and the Port Credit Library (week of September 11, 2017).





### 1.4. How was the Open House organized?

The Open House provided the opportunity for community members to drop-in anytime from 5:30 p.m. to 8:30 p.m. and visit four interactive information stations where information was displayed and the Project Team was available to discuss the study. The format for the Open House maximized opportunities for individuals to review the information and provide ideas and input on the preferred transit strategy, analysis of an additional crossing of the Credit River and alternative street designs for Lakeshore Road and Royal Windsor Drive.



The three Open Houses were attended by over 225 people as noted from the sign-in sheets. The staggered time from 5:30 p.m. to 8:30 p.m. was intended to provide the opportunity for residents to attend on their way home from work and in the early evening and to do so at their own pace. Some participated for shorter periods of time (under an hour) and others stayed for much longer with some attending for several hours. The interactive open house was noted to be an effective way of ensuring that individuals could learn about the issues that concerned them and discuss these directly with the Project Team. It provided everyone who attended with opportunity to participate. At each station, community members were encouraged to write comments and ideas on flipchart paper and post-it notes. Display panels also provided the opportunity for the placing of green dots to signify a preference when different options were shown. A description of the Information Station Topics is included in **Figure 2**.



**Figure 2: Information Station Topics**

Public Open House #2 Station Topics			
Station 1	Station 2	Station 3	Station 4
Background, Planning Context, Vision and Problem Opportunity Statement	Preferred Transit Strategy and Phasing	Analysis of additional crossing of the Credit River	Alternative Street Designs and Solutions

The detailed description of each station and verbatim public input received is included in Appendices 1 through 5 of this report. To augment the input received at the stations, a comment form was provided at the Open Houses. Twenty-two (22) written comments were received and are included in Appendix 5.

The format chosen for Open House #2 meant that community members were able to speak for some time with the Project Team to pose questions, share their concerns and review issues, pose follow-up questions and provide suggestions and other comments. Many residents commented that they liked the format of the meeting. They also liked the high quality of the displays and materials used at the stations which enabled them to understand the project and participate by providing input.



## 2. GENERAL THEMES NOTED AND KEY MESSAGES HEARD

There is significant community interest in Lakeshore Connecting Communities. The community members who attended the September Public Open Houses had many comments about the existing congestion along Lakeshore, concerns about safety whether walking, cycling or driving and the overall need to create a coordinated plan for increasing transit and improving the public realm in all three character areas – Clarkson, Lakeview and Port Credit. There were lots of ideas for how to improve the capacity and through movements along Lakeshore with specific interest in reducing on street parking during peak hours and addressing changes to restrict left turns particularly at Stavebank Road and Hurontario Street. Community members value the village like atmosphere and expressed concerns about the impact of new development on the existing travelling conditions along Lakeshore. Concerns were noted about the impact of traffic congestion along the QEW and how this impacts north-south routes with drivers moving to Lakeshore Road.

There is widespread support for implementing convenient and efficient rapid transit along Lakeshore Road connecting to the GO Stations and better cycling and walking infrastructure throughout. Strong support was heard for the draft preferred interim transit strategy: “A *Standalone Lakeshore Rapid Transit (RT) Express Bus System with limited stops in the interim*” with “*the preferred ultimate strategy of extension of Toronto’s street car system*”.

Generally community members agree that the number of stops should be minimized to provide for expedient transit service. Support was noted for additional transit connections down to Lakeshore from areas in the study area but outside of the identified 800 metre walking distance. There is also support for a frequent and direct connection with the TTC and upcoming planned LRT. Rest stops between transit stops which include benches and weather protection (shade and rain/snow) together with an improved pedestrian environment are seen as being important for enabling residents to take transit.

With respect to the consideration of streetcars vs. express buses, express buses are generally preferred over streetcars. Community members identified a number of benefits of having express buses which are seen to have more flexibility, to not necessitate overhead wires or streetcar tracks which are viewed by many as being an impediment for pedestrians and cyclists, and are considered less costly to maintain. It was noted that dedicated exclusive lanes for Express Buses will be needed particularly at peak times so that buses are not stuck in mixed traffic.

There is strong interest in ensuring that solutions focus on moving people safely, slow the traffic on Lakeshore, and increase transit and cycling as a top priority. There were suggestions that no lane widenings occur in response to other suggestions that lane widenings be provided. There is significant support for separated on-street bike lanes along the Lakeshore. Cycling on the sidewalks today continues to be a problem which impacts pedestrian safety. Community members would like to see improvements to create a more welcoming pedestrian environment including wider sidewalks, places to sit, more greenery, better wayfinding, connection to the Waterfront and separation of walkers from other users.

There are mixed views about pursuing options for a multi-modal crossing of the Credit River. If a crossing were pursued there is preference to consider a multi-modal crossing at Mineola Road or Queen Street. These two potential alternatives were viewed to have the potential to move vehicles off Lakeshore and are closer to the QEW. Community members would like to see one or more non-vehicular crossings with one closer to the waterfront and another north of Lakeshore. Other ideas for new roads include the potential for creating more parallel service roads to the QEW. It was noted that housing has been developed up against the QEW which may negate the opportunity to create more east-west routes in close proximity to the highway.

Other key themes noted included the need to deal with the congestion now and for the city to build transportation infrastructure as soon as possible. Several community members noted concerns



about continuing development that is occurring in the absence of improved transportation which they indicate further exacerbates the congestion and reliance on the auto.

Ideas for improving walking and cycling connections to GO Stations, views about implementing paid parking at GO Station and providing for bicycle parking were also identified. It should be noted that while there is significant support for improving cycling, there are some residents who question the focus on cycling and cite an aging population and winter conditions as being deterrents to realizing a shift from driving to cycling. These residents want to ensure that the road capacity issues are dealt with so as to create a safe and efficient movement for all modes through the Lakeshore.

**Figure 3** is a high-level synthesis prepared by the Community Engagement Facilitator on the key messages heard pertaining to each of the frequently noted general themes. Given the overwhelming input received, it is important that this synthesis of key messages heard be reviewed together with the verbatim detailed comments provided by the public at each of the four Stations, found in Appendices 1 through 4 and written comments in Appendix 5.

**Figure 3 – General Themes Frequently Noted and Key Messages Heard**

General Themes Frequently Noted	Key Messages Heard
<p><b>1. Support heard for the draft preferred transit strategy: “A Standalone LRT Express Bus System with limited stops in the interim”.</b></p>	<ul style="list-style-type: none"> <li>• Support for implementing convenient and efficient rapid transit along the Lakeshore.</li> <li>• Differing views on Express Buses or LRT/Streetcar. Express buses are generally preferred over streetcars.</li> <li>• Support for dedicated exclusive lanes for Express Buses particularly at peak travel times.</li> <li>• Streetcars are seen by some as too slow and inflexible noting that slowdowns occur with streetcar breakdowns compared to more flexibility replacing express buses.</li> <li>• There is a negative perception of putting tracks on the Lakeshore with concerns expressed about impact to pedestrians and cyclists and higher costs to maintain.</li> </ul>
<p><b>2. Minimize the number of transit stops and provide rest stops in-between to facilitate walking to transit</b></p>	<ul style="list-style-type: none"> <li>• Support for ensuring expedient transit service by having fewer stops along the route – the fewer the better.</li> <li>• It was further noted that the transit service should provide good connections and stops should be planned to integrate with north-south buses, connectivity to the GO Stations and transfer points. Support was noted for a frequent and direct connection with the TTC and the upcoming planned LRT.</li> <li>• Additional transit connections down to the Lakeshore from areas in the study area but outside of the 800 metre walking distance were noted to be needed.</li> <li>• Desire for rest areas between transit stops with benches and weather protection (shade and rain/snow).</li> <li>• Improved pedestrian environment is seen as being important for increasing transit usage.</li> <li>• In the Lakeview community, a stop at Ogden Avenue should be considered to facilitate transit for Inspiration Lakeview.</li> </ul>
<p><b>3. Create a more welcoming and connected pedestrian environment</b></p>	<ul style="list-style-type: none"> <li>• Strong support for implementing sidewalks along Lakeshore Road on all segments.</li> <li>• Strong support for implementing street designs which create a more pedestrian friendly environment along Lakeshore.</li> <li>• Support for keeping cyclists and pedestrians separate with many concerns noted about safety concerns with cyclists</li> </ul>

General Themes Frequently Noted	Key Messages Heard
<p><b>Create a more welcoming and connected pedestrian environment (continued)</b></p>	<p>riding on the sidewalks.</p> <ul style="list-style-type: none"> <li>• Create more shade respites for better walking along Lakeshore Road. Wider sidewalks, benches and weather protection are seen as important for creating a safer and more appealing environment for walking.</li> <li>• Improved wayfinding recommended.</li> <li>• Desire for improved pedestrian connection to and along the Waterfront and across the Credit River.</li> </ul>
<p><b>4. Significant support for and on-street separated bike lanes along Lakeshore.</b></p>	<ul style="list-style-type: none"> <li>• There is significant support for implementing on-street separated bike lanes along Lakeshore.</li> <li>• Dedicated and protected bike lanes along Lakeshore Road were favoured in all segments (1 – 7). At Station 4, over 90% indicated that separated on-street bike lanes were preferred over off-street bike lanes.</li> <li>• There is a strong preference for a raised physical buffer on-street between the vehicles and bike lanes.</li> <li>• Creating protected cycling lanes is seen as having further advantages of moving bikes off sidewalks and making it safer for pedestrians as well.</li> <li>• More bike parking is needed along Lakeshore and at GO Stations.</li> <li>• Would like to see new north-south bike routes.</li> </ul>
<p><b>5. Address existing congestion problems and enhance and support Lakeshore as a local main street.</b></p>	<ul style="list-style-type: none"> <li>• There is concern that congestion is worsening, that there are safety issues at crossings, and conflicts between users (i.e. cyclists and pedestrians on sidewalks) that need to be addressed in the near term.</li> <li>• Turning movements from Lakeshore were noted to be problematic particularly at Stavebank Road and Hurontario Street.</li> <li>• There are mixed views on on-street parking with some support for restricting peak hour parking through Port Credit to improve traffic flow.</li> </ul>
<p><b>6. There are mixed views on whether a multi-modal crossing or non-vehicular crossing would be feasible and address transportation needs. Desire noted for increasing safe opportunities for crossing the Credit River for pedestrians and cyclists.</b></p>	<ul style="list-style-type: none"> <li>• There are mixed views on whether a multi-modal crossing or non-vehicular crossing would be feasible and address transportation needs. Many comments noted about benefits and impacts.</li> <li>• There is a desire for increasing safe opportunities for crossing the Credit River for pedestrians and cyclists.</li> <li>• Concerns were noted about the impact of slowdowns on the QEW and diversion of traffic onto Mississauga Road to Lakeshore for continued trips east and west. Suggestion also included service roads abutting the QEW.</li> <li>• If a crossing is considered, preferences are:</li> </ul> <p><b>Multi-modal</b> : preference for Mineola Road Extension (50%) or Queen Street Extension crossings</p> <p><b>Non-vehicular</b>: Preference for Queen Street Extension (39%), Mineola Road (25%), or Inspiration Port Credit Bridge (23%) crossings.</p>



General Themes Frequently Noted	Key Messages Heard																						
<p><b>7. Desire for street design solutions that support rapid transit, separated on-street bike lanes and wider sidewalks for pedestrians while enhancing the village like quality of Lakeshore communities.</b></p>	<ul style="list-style-type: none"> <li>• Street design solutions that support rapid transit were favoured in all segments.</li> <li>• Supported street design elements included measures that would improve the pedestrian environment and separate cycling from pedestrian and vehicles in all Segments.</li> <li>• Mixed views were expressed on layby parking with restricted parking being favoured in some segments in Port Credit Segment.</li> <li>• The specific preference for each segment are described in in Appendix 4 and are as follows:</li> </ul> <table border="1" data-bbox="602 617 1414 1234"> <thead> <tr> <th data-bbox="602 617 753 653">Segment</th> <th data-bbox="764 617 1414 653">Preference Noted</th> </tr> </thead> <tbody> <tr> <td data-bbox="602 653 753 688"><b>1</b></td> <td data-bbox="764 653 1414 688">Clear preference for Option 2 (separated cycling)</td> </tr> <tr> <td data-bbox="602 688 753 753"><b>2A</b></td> <td data-bbox="764 688 1414 753">Clear preference for Option 2 (separated cycling and parking)</td> </tr> <tr> <td data-bbox="602 753 753 819"><b>2B</b></td> <td data-bbox="764 753 1414 819">Preference for Option 2 (separated cycling and parking)</td> </tr> <tr> <td data-bbox="602 819 753 854"><b>2C</b></td> <td data-bbox="764 819 1414 854">Clear preference for Option 2 (separated cycling)</td> </tr> <tr> <td data-bbox="602 854 753 890"><b>2D</b></td> <td data-bbox="764 854 1414 890">Clear preference for Option 2 (separated cycling)</td> </tr> <tr> <td data-bbox="602 890 753 926"><b>3</b></td> <td data-bbox="764 890 1414 926">Clear preference for Option 2 (separated cycling)</td> </tr> <tr> <td data-bbox="602 926 753 991"><b>4</b></td> <td data-bbox="764 926 1414 991">Preference split between Option 2 (38%) and 5 (36%)</td> </tr> <tr> <td data-bbox="602 991 753 1056"><b>5</b></td> <td data-bbox="764 991 1414 1056">Preference for Option 2 (4 lanes no parking) (52%)</td> </tr> <tr> <td data-bbox="602 1056 753 1121"><b>6</b></td> <td data-bbox="764 1056 1414 1121">Preference for Option 2 (4 lanes no parking) (50%)</td> </tr> <tr> <td data-bbox="602 1121 753 1234"><b>7</b></td> <td data-bbox="764 1121 1414 1234">Preference for Option 2 (exclusive transit one side and separated cycling – Inspiration Lakeview preferred section)</td> </tr> </tbody> </table>	Segment	Preference Noted	<b>1</b>	Clear preference for Option 2 (separated cycling)	<b>2A</b>	Clear preference for Option 2 (separated cycling and parking)	<b>2B</b>	Preference for Option 2 (separated cycling and parking)	<b>2C</b>	Clear preference for Option 2 (separated cycling)	<b>2D</b>	Clear preference for Option 2 (separated cycling)	<b>3</b>	Clear preference for Option 2 (separated cycling)	<b>4</b>	Preference split between Option 2 (38%) and 5 (36%)	<b>5</b>	Preference for Option 2 (4 lanes no parking) (52%)	<b>6</b>	Preference for Option 2 (4 lanes no parking) (50%)	<b>7</b>	Preference for Option 2 (exclusive transit one side and separated cycling – Inspiration Lakeview preferred section)
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### 3. NEXT STEPS

The comments received through Public Open House #2 are being considered by the Project Team together with other public input received and will inform the project as it moves forward. Public input is being used to inform the evaluation of alternative solutions, including: transit networks, additional Credit River Crossings, and typical cross-sections for each unique segment of the Lakeshore Road corridor.

In the next phase of the study, the Project Team will complete the evaluation of alternatives and select a preferred solution. The preferred solution will then be reflected in the corridor design for Lakeshore Road. The preferred solution and the corridor design of the Lakeshore Road corridor will be presented at the next Public Open House.



# Appendix 1

## Detailed Public Input on the Background, Planning Context, Vision and Problem Opportunity Statement (Station 1)

Station 1 provided information on the Background and Planning Context for Lakeshore Connecting Communities and Future Vision and Guiding Principles established through phase one of the project with public input. Community members were presented with information on display panels including: the study purpose, process, objectives, travel characteristics and the history of transit on Lakeshore to Port Credit.

A summary of what has been heard from the community engagement (online survey, pop-up kiosks and Public Open House #1) was also presented including key themes and a summary of the Problem and Opportunity Statement.

A future vision and guiding principles brainstorming wall map was placed on a table for attendees to share further ideas about the future vision for the Lakeshore Communities.

The detailed verbatim comments for Station 1 based on the input provided by the public using post-it notes and comments on large sheets of paper is included in **Figures 4 and 5**. The photos to the right are representative of the activities at Station 1.



**Figure 4 – Verbatim Public Input on Future Vision Ideas and Guiding Principles**

Key Themes	Public comments and ideas noted
<b>Create a more welcoming pedestrian environment</b>	<ul style="list-style-type: none"> <li>• Create wider sidewalks and place more benches on Lakeshore.</li> <li>• Slow the traffic on Lakeshore.</li> <li>• Take a more pedestrian friendly lens along Lakeshore for existing and new activities and developments.</li> </ul>
<b>Improve pedestrian connections and priority</b>	<ul style="list-style-type: none"> <li>• Better connections between development and roads, cycling, walking and transit.</li> <li>• Plan for transit and cycling as the first priority with good walking.</li> </ul>
<b>Improve conditions for pedestrians and cyclists along the Waterfront Trail</b>	<ul style="list-style-type: none"> <li>• Create better pedestrian access to the waterfront.</li> <li>• Implement wayfinding to and along the waterfront i.e. interpretation signage for wildlife and heritage features.</li> <li>• Create continuous walking and bicycle paths.</li> <li>• Preserve natural green areas and trees.</li> <li>• Need to separate pedestrians and cyclists on waterfront trail. Conflicts are dangerous.</li> </ul>



Key Themes	Public comments and ideas noted
<b>Provide dedicated, separated and continuous bike lanes along Lakeshore</b>	<ul style="list-style-type: none"> <li>• Implement separated bike lanes.</li> <li>• Ensure that sidewalks and bike lanes have physical separation – raised.</li> <li>• Create more parking for bikes.</li> <li>• Important to consider and ask what you want to accomplish with the cycle lanes: are you creating a road for racing cyclists or, encouraging local residents to ride bikes within the immediate community to support local businesses.</li> </ul>
<b>Address safety for all road users</b>	<ul style="list-style-type: none"> <li>• Increase safety for all modes. Safer driving, cycling and skateboarding.</li> <li>• Have more focus on moving people safely.</li> <li>• Implement ways to improve pedestrian safety at crossings.</li> <li>• Promote safety education for cyclists and drivers.</li> <li>• Create more understanding of the dangers with cyclists who go too fast, have no bells and ride on sidewalks. Cyclists must give way to walkers. Ticket cyclists who break the law.</li> </ul>
<b>Develop higher order rapid transit along Lakeshore Road</b>	<ul style="list-style-type: none"> <li>• Support more efficient and frequent transit service.</li> <li>• Increase transit along Lakeshore.</li> <li>• Develop good connections to major transfers to get people out of cars!</li> <li>• Move forward with rapid transit on the Lakeshore – electric buses or trains.</li> <li>• Make transit affordable with affordable transit passes.</li> <li>• Please do not put rapid transit on Lakeshore Road. It is a mistake and we will all pay for. Try harder to work with Metrolinx to improve usage of existing trains.</li> </ul>
<b>Improve road operations during peak hours</b>	<ul style="list-style-type: none"> <li>• Traffic east-west is a problem and we need to address this now!</li> <li>• Improve overall efficiency of network for all modes.</li> <li>• Implement restrictions with new no left turns in Port Credit during rush hour.</li> <li>• There needs to be consideration for those residents who only have one exit from their street. In some situations, the lights are the only thing that enables these residents to exit their streets.</li> <li>• Improve Stavebank Road and Lakeshore intersection. Consider no left turns at Stavebank.</li> </ul>
<b>Treat Lakeshore Road as a local main street and not as a thru way</b>	<ul style="list-style-type: none"> <li>• Enhance and support Lakeshore as a local main street.</li> <li>• Make Clarkson Village a destination instead of the current “corridor”.</li> <li>• Address existing congestion problems - It is getting worse. It affects residents and businesses.</li> <li>• Deal with issues pertaining to QEW. Much of traffic on Lakeshore is because of QEW problems. Give these commuters a different alternative to issues on the QEW that does not rely on travelling on Lakeshore Road.</li> <li>• Improve travel along Lakeshore Road. Lakeshore is a thru way for those of us who live here. We need to be able to move along it efficiently by car.</li> </ul>
<b>Explore feasibility of an additional crossing of the Credit River</b>	<ul style="list-style-type: none"> <li>• Improve traffic flow over the Credit River. With an additional crossing over the Credit, the Lakeshore could be transformed similar to Queens Quay in Toronto.</li> </ul>



**Figure 5 – Other verbatim comments noted at Station 1****Other verbatim comments noted at Station 1**

- Fix what we have, fix the holes – repave the Lakeshore.
- Who says 94% want to shift to bike/walk? Many will still require cars.
- Provide incentives for zero emission transport. The City could require new developments to have a zero carbon footprint.
- Promote that “what is good for cycling is good for everyone in the community” – street life, safety, culture. Don’t just go with majority rule, which may not reflect needs of future and those moving here – do what is right and take cues from successful international examples!
- Ongoing concern about roads not being built and new development keeps coming. Lived here 60 plus years back when Southdown Road was a dirt road. – could/should have built an east-west road along the Railway tracks. From Clarkson to Oakville there are now houses up against tracks!
- Consider a monorail.
- Ensure that rental units and affordable housing are preserved and maintained as the communities grow and transform. The new condominiums are good but we need to ensure that people can live in the area.
- Create less paved surface for site plans for new development. Enhance water drainage by reducing paved areas in existing and new developments along Lakeshore.
- A key goal should be to reduce noise pollution. Would like to see less mechanized equipment used.
- Work with large employers and land developers to review work commuting times. Could have educational possibilities.
- Enforce by-laws that require dogs to be on leash along streets and in parks and poop and scoop by dog owners.
- With the new subdivision – south of Indian Rd there is only one exit and everybody has to exit onto Indian Road so Mississauga Road gets clogged.
- East-West Traffic should be kept along the rail lines away from the subdivisions. This should have occurred before development was allowed adjacent to the rail lines i.e. before the Watercolours development. Right now Watercolours has only one exit north of the subdivision to Indian Road and now people to go south to either Port Credit or Clarkson. It’s a roundabout way and disturbs local people unnecessarily.
- North and south of the railway tracks was open land but developers have bought and built right up against the tracks. So now we have a problem traffic wise. Developers come and go but, residents will live in the area afterwards dealing with what was built. It makes a peaceful area into a place that is disrupted – and we’re not thanking the planners for this. Planners are supposed to be educated to know the impact on the people they leave behind.



## Appendix 2

### Detailed Public Input on the Preferred Transit Strategy (Station 2)

At Station 2, information on the 2041 Lakeshore travel demand, the rapid transit networks (including streetcar and buses) that were considered, draft rapid transit stop locations and the preferred transit strategy and phasing were presented on display panels. This station provided the opportunity for members of the community to provide their input on the preferred transit strategy and phasing. Members of the community were also able to ask specific questions about the rapid transit alternatives and allowed the Project Team to learn about the public's ideas for improving transit in the study area. The photos shown below are representative of the interest and activities undertaken at Station 2. Verbatim comments noted at Station 2 are included in **Figures 6 and 7**.



**Figure 6 – Verbatim Comments on the Preferred Transit Strategy and Phasing**

#### Comments on the Preferred Transit Strategy and Phasing

- Like option for rapid transit but not a streetcar. Too many concerns about the tracks.
- I like the streetcar option. Extend it to Southdown and maybe further to Winston Churchill.
- Like the idea of a streetcar connecting Lakeshore.
- Consider taking the proposed Lakeshore streetcar extension to the Imperial Oil lands via Port Street. We could build a new streetcar and pedestrian and cycling bridge across the harbour.
- A streetcar seems too slow and “inflexible” – question how well they work along Lakeshore through Long Branch.
- No streetcars!!
- Streetcars are too slow. The tracks are a pedestrian hazard and motorcycle/scooter hazard.
- No street cars.
- No streetcar tracks!
- Important to consider the consequences of more back-ups and logjams from streetcars when they break down. Buses would be better as they could maneuver and get around a break down.
- Like bus options.
- Prefer use of electric buses over streetcars. Streetcar rails require high maintenance. This would result in more noise from rails. Rail upgrades take very long.
- Support surface electric buses only. Road repairs are always ongoing with street car rails. Rails last 20 years, around as much as time as the road surface. Added cost of having to replace streetcar rails and tracks.
- Less noise + environmental impact with electric bus vs. LRT

### Comments on the Preferred Transit Strategy and Phasing

- Express bus without exclusive lanes offers flexibility over streetcar. Don't support streetcar as the tracks will make it a bumpier drive and could affect car tires. Not great to cross on foot or navigate on bike.
- Would support dedicated rapid bus lanes.
- Support dedicated bus lanes during peak travel times – in the morning and work time rush.
- Express bus sounds good, but it will only be as fast as traffic allows unless there are exclusive lanes.
- Need to know more about how express lanes could be fit in. How would this affect cars and bikes?
- The Lakeshore cannot handle more traffic – LRT or not.
- Need to have four lanes for cars.
- I like the ideas of separate (or safer or better) bicycle lanes, and improved bicycle access to the GO station as part of the transit strategy.
- Need safer way to ride bike to Port Credit and Clarkson GO Stations. Also, need more bike parking at the Stations.
- We need a way to safely bicycle to the Port Credit GO Station from the west.
- More frequent GO Service.
- A major slow-down occurs with cars turning left (north) on Stavebank Road from eastbound Lakeshore – fixing that problem alone (i.e. no left turns) would help traffic flow enormously!
- No left turns in Port Credit. No left turns at Stavebank and Elizabeth travelling east and west.
- Intra-system compatibility is essential.
- Transit option #3 is the best one: we need two crossings over the Port Credit River. The Queensway is the only access way to Highway 403.

**Figure 7- Verbatim Comments on the Draft Transit Stop Locations**

### Comments on the on the Draft Transit Stop Locations

- Every transfer adds 5 minutes to the commute. Would like to see either streetcar or bus only to the end rather than Imperial Oil Lands Interchange/transfer point.
- The fewer stops the better.
- Increase travel time with few stops along the route.
- Fewer transfers.
- More stops required on LRT route south of QEW. Currently no safe crossing for pedestrians.
- Would like to see fewer rapid transit stops to increase the speed of route. We don't want to create a "milk run". We can walk an extra block. Provide seating and shading at stops.
- More frequent electric buses. Connect to Kipling subway.
- More information on where the transfer points are going to be would be helpful. 400 metres to LRT.
- Start with 123 express buses from Port Credit GO Station to Humber College Lakeshore Campus in Toronto, and then when the Imperial Oil Lands are developed, extend west.
- There is no bus service in Clarkson, between Lakeshore Road and the lake. For people to use public transit on Lakeshore – they need bus service to get there.
- Need better service today on the Number 23 with 10 to 15 minute headway 7 days a week.
- Like to have end to end option with through movement. Can walk from different stops to access different services.
- Consider bus on South Sheridan Way West Mississauga as this area is underserved.

## Appendix 3

### Detailed Public Input on analysis of an additional crossing of the Credit River (Station 3)

At Station 3, information was presented on the analysis of an additional crossing of the Credit River. This included the types of alternative crossings considered (multi-modal crossing and non-vehicular crossing), draft evaluation criteria, alternative crossing locations and the draft evaluation for each type of crossing. For each of the different types of crossings (multi-modal and non-vehicular), a display was presented for public input which identified benefits and impacts for each of the alternative crossing locations. This provided the opportunity for members of the community to place a dot next to the option which they preferred, to provide general comments on post-it notes and to discuss their comments with the Project Team. The photos shown below are representative of the interest and activities undertaken at Station 3. Verbatim comments noted at Station 3 are included in **Figure 8, 9 and 10**. The results of the dot-democracy activity for both types of crossings are included in **Figure 11**.



**Figure 8 – Verbatim Comments on Multi-Modal Crossing Alternatives and Draft Evaluation**

Alternative	Comments about Multi-Modal Crossing Alternatives and Draft Evaluation
<b>Alternative #1 Mineola Road Extension</b>	<ul style="list-style-type: none"> <li>• #1 is best choice because all other choices are too short, they don't go anywhere! Mineola is a "go".</li> <li>• The issue is that other than Mineola Rd, none of these roads go very far. Cars will get over the bridge but, will still get forced down to Lakeshore &amp; add to congestion in downtown Port Credit.</li> <li>• Mineola Bridge is the best option. Other alternatives would increase congestion in Port Credit.</li> <li>• Prefer Mineola or Queen Street to get traffic off the Lakeshore (north).</li> <li>• The Mineola Bridge would have a much larger impact on traffic reduction as it would catch commuters for the north, east &amp; west since it incorporates a larger catchment area.</li> <li>• As more &amp; more people move west &amp; drive east, congestion will continue to grow. One of the big issues is when there is an accident on the QEW, all of the traffic gets diverted to Lakeshore Rd. QEW between Erin Mills &amp; Hurontario Street is a bottleneck as drivers slow down through this area. This is a bad situation when the weather is nice but, as soon as it turns bad an accident is almost assured. Straightening this will help.</li> <li>• Left turns should have their own lanes or greater priority during rush hour.</li> <li>• Mineola Rd extension would link up the other South Service Roads and QEW "accident" traffic could divert here. People not wanting to go through Port Credit could use this.</li> <li>• Option #1 will attempt to keep traffic away from congestion at Mississauga Road and Lakeshore Road. Could encourage use of Queensway a well.</li> <li>• Given the increased population density when the Imperial Oil Lands are developed, traffic needs to be diverted away from Mississauga Road before it gets to the least disruption areas on either side of the river.</li> </ul>
<b>Alternative #2 Queen Street Extension</b>	<ul style="list-style-type: none"> <li>• Extending Queen Street puts a high volume of cars through an area that is residential with small children in the park and waiting for the school bus at the side of the road dangerous!</li> <li>• Traffic on Mississauga Rd is already brutal. Traffic study for Mississauga Rd and impact on it. Logical crossing is at the North Service Road.</li> <li>• Option #2 will be the most expensive option (I assume) due to the length needed for bridge but, this will keep the flow of traffic out of centre of Port Credit and keep it near existing GO Train infrastructure.</li> <li>• Crossing Mississauga to get to Option 2 needs to be thought out with new lights or a bridge.</li> <li>• Prefer Mineola or Queen Street to get traffic off the Lakeshore (north).</li> <li>• If you put a bridge on Queen where would the traffic go once it crossed? Concerned that it will impact dwellings.</li> <li>• Queen Street extension would be the least disruptive to the existing structures and most convenient to the GO Train.</li> <li>• If you connect Queen Street to Mississauga Roads Road it will open up the other side to traffic which would be bad.</li> </ul>
<b>Alternative #3 Park Street Extension</b>	<ul style="list-style-type: none"> <li>• Bridges on High Street and Park Street are too close to Lakeshore Road.</li> <li>• Better to separate &amp; bridge the 4km distance to Dundas.</li> <li>• Option #3 would also affect Riverside Public School.</li> </ul>



Alternative	Comments about Multi-Modal Crossing Alternatives and Draft Evaluation
<b>Alternative #4 High Street Extension</b>	<ul style="list-style-type: none"> <li>• Bridges on High Street and Park Street are too close to Lakeshore Road.</li> <li>• Better to separate &amp; bridge the 4km distance to Dundas.</li> </ul>
<b>Do Nothing</b>	<ul style="list-style-type: none"> <li>• Forget a car bridge. None of the potential points connect significant concentrations of people. What it does is make it easier for Lorne Park residents to get to the Port Credit GO Station = not worth it.</li> <li>• Don't induce demand by building a car bridge, get people out of their cars!</li> <li>• I don't agree with the impacts listed under the "do nothing" option. I believe the benefits (no physical environmental impact) are great enough to find solutions for the impact points proposed.</li> <li>• Don't like any of these options. Impacting parks + dwellings.</li> </ul>
<b>Streetcar on Existing Bridge</b>	<ul style="list-style-type: none"> <li>• Even if you find a way to widen the bridge, you will still have a bottleneck through the village as there is no way to widen through there.</li> <li>• Put the streetcar on the Queen St extension (bridge).</li> </ul>
<b>Other comments noted</b>	<ul style="list-style-type: none"> <li>• Do both option #1 and #2 re bridges or even 3 options ... add #6 too!</li> <li>• Build a tunnel instead of a bridge.</li> <li>• Consider twinning the railway bridge with a bridge for cars – like Edmonton. Could include cars, cycling and walking.</li> <li>• Can the underside of the QEW Bridge be used for non-vehicular traffic? (4 commenters also liked this).</li> <li>• Consider a crossing using the South Service Road for cars. (3 commenters liked this). This could alleviate traffic on Lakeshore and provide for an alternative route when there are problems on the QEW.</li> <li>• Consider a crossing at The Queensway, west of Trillium. (3 commenters also liked this).</li> <li>• Consider a vehicle (road) bridge immediately south of the railway bridge. This would link the Legion area to the GO station area. Bridge should accommodate cyclists &amp; pedestrians also. A bridge along one of the service roads would be helpful.</li> <li>• Bridge at North Service Road.</li> <li>• A second bridge crossing should direct people directly to the most populated/congested pocket above Lakeshore. Feeder roads east and west for Queen St crossing and Port Credit bypass adjacent to rail route. 40 years overdue!</li> <li>• Create a new option (similar to Hamilton roads) with one way into downtown &amp; one way out – synchronize lights to move traffic efficiently.</li> <li>• Add Stavebank Road extension to the north and perhaps run it under the QEW. (1 commenter also liked this).</li> <li>• Need multi-modal bridge north of Lakeshore &amp; pedestrian bridge south of Lakeshore.</li> <li>• Need an alternative crossing for cars to offset quantity of new arrivals with development – min 3000 people. Change South Service Road or new crossing.</li> <li>• Make the Lakeshore - 1 way west, Dundas - 1 way east, South Service Road – one way east, North Service Road – 1 way west. Build bridge over Credit River (service roads).</li> <li>• Consider alternate ways for cars to move: west-east (AM); east-west (PM) or peak hours.</li> </ul>



**Figure 9 – Verbatim Comments about Non-Vehicular Crossing Alternatives and Draft Evaluation**

<b>Comments about the Non-Vehicular Crossing Alternatives and Draft Evaluation</b>
<ul style="list-style-type: none"> <li>• Any of the non-vehicular crossings would be good! Why not do 2 or 3 of them?!? Let's be bold.</li> <li>• Strong need for safe crossing opportunities for pedestrians &amp; cyclists. Please continue to pursue viable options.</li> <li>• Need multi-modal bridge north of Lakeshore &amp; pedestrian bridge south of Lakeshore.</li> <li>• Perhaps a pedestrian bridge can also be added beside the GO Station.</li> <li>• Covered walk path for winter weather. Winter must be looked at.</li> <li>• Need a river crossing at QEW for bikes!</li> <li>• Queen Street crossing for pedestrians and cyclists only!</li> <li>• Pedestrian Bridge on east/west Port Credit Village.</li> <li>• Strongly support pedestrian/cycling bridge just south of tracks, flowing right into GO/LRT Station from west of river! Build it now – cheapest option available right away.</li> <li>• Another option to consider is to attach a pedestrian/cycling bridge to existing Railway Bridge. Cheaper!</li> <li>• How about running Truscott across the river?</li> <li>• Why not consider vehicular crossing at north service road (in addition to bike and pedestrians).</li> <li>• I have great concerns with putting more vehicles on the road. Prefer Option #6 as the new development on the Imperial Oil Land plans to use Lake Street as an exit point for their development. There has been little consideration for the impact on the existing community or pedestrian traffic to the greatly used J.C. Saddington Park!</li> <li>• Need a bikes only river crossing from Saddington Park to Snug Harbour point.</li> <li>• Like Option 6. This area is being developed with new housing on Imperial Oil lands. Also allows for new transit pathway with least resident disruption.</li> <li>• Tunnel under Credit River from Lakeshore under marina at Snug Harbour to Port St. East.</li> <li>• Plan for driverless electric shuttles through new Imperial Oil Lands development and have Option 6 work for small electric vehicles and pedestrians. Consider a Monorail.</li> <li>• Does 'non-vehicular' mean bicycles are allowed? It's not clear.</li> </ul>

**Figure 10 - Additional verbatim comments about the analysis of the Credit River Crossing**

<b>Additional verbatim comments about the analysis of the Credit River Crossing</b>
<ul style="list-style-type: none"> <li>• River crossings must have raised physical separation between cars and bikes.</li> <li>• Traffic will get worse. Hold construction of new development off until infrastructure for traffic is in place.</li> <li>• I would like to see the professionals/experts make some decisions. Had they not yielded to the opposition to the Mineola Crossing of the Credit River many years ago, I do not feel that the Lakeshore Rd would be as busy as it is now.</li> <li>• Excited about Credit River crossing as it will make the area more walkable and accessible for transit.</li> <li>• Consider above ground light rapid transit to get across the Credit.</li> <li>• Development of Imperial Oil lands will add hundreds more cars, need to expand Mississauga Road to get cars up to QEW and off Lakeshore.</li> <li>• Fix Stavebank Road (at Lakeshore) intersection (i.e. no left turns) – will help traffic flow greatly! No left turns or any turns on Lakeshore (Stavebank Road to Helene St).</li> <li>• Covered bike parking at GO Train Station.</li> <li>• To reduce traffic in/out of GO Station – Charge for GO Station parking.</li> <li>• Charge for parking at the GO Station.</li> <li>• Put a bus-bay where old No Frills is to eliminate huge backlog every time the bus stops. Remove left turn options – or create dedicated turn lane. Time traffic lights to prevent constant</li> </ul>

**Additional verbatim comments about the analysis of the Credit River Crossing**

stop-and-go. Increase right turn lane length at Mississauga Rd. where it meets Lakeshore Road to prevent backlog to the trestle!

- Support Recommendation! The design of a future bridge should honour the heritage of the area and First Nations.
- Mississauga is a mess already. More traffic and more apartments are decisions made by idiots to please a small group of greedy individuals and firms.

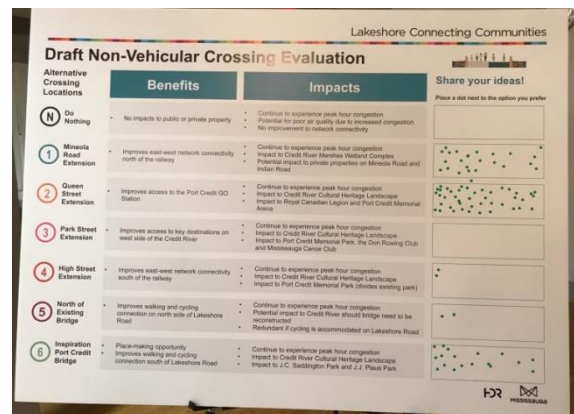
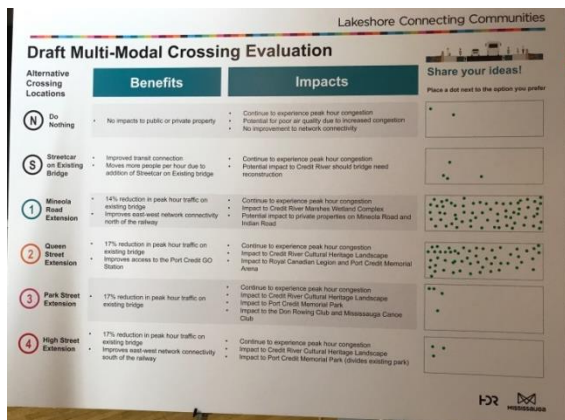
**Figure 11 – Result of Dot-democracy Activity**

Multi-Modal (Vehicular Crossing)	Lakeview	Port Credit	Clarkson	Total	%
Do Nothing	5	2	0	7	3%
Streetcar on Existing Bridge	1	4	1	6	3%
1 - Mineola	22	66	17	105	50%
2 - Queen	12	53	6	71	34%
3 - Park	5	4	2	11	5%
4 - High	1	3	5	9	4%
<b>Total</b>	<b>46</b>	<b>132</b>	<b>31</b>	<b>209</b>	<b>100%</b>

AT Only (Non-Vehicular Crossing)	Lakeview	Port Credit	Clarkson	Total	%
Do Nothing	2	0	0	2	1%
1 - Mineola	8	23	9	40	25%
2 - Queen	13	43	6	62	39%
3 - Park	1	0	1	2	1%
4 - High	0	2	4	6	4%
5 - North of Existing Bridge	7	2	3	12	8%
6 - Inspiration Port Credit	8	18	10	36	23%
<b>Total</b>	<b>39</b>	<b>88</b>	<b>33</b>	<b>160</b>	<b>100%</b>

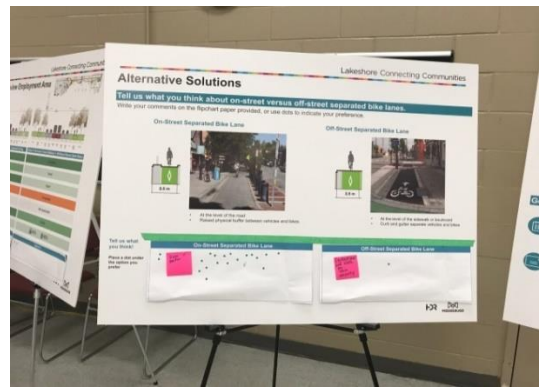
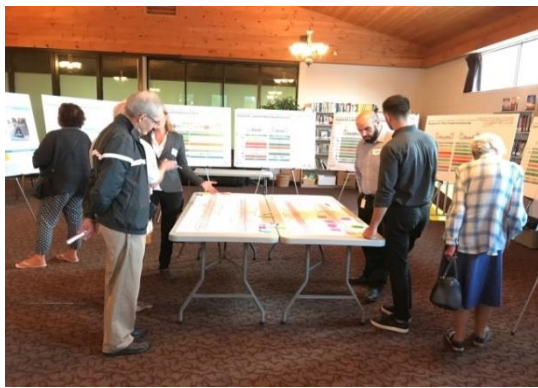
Note: at each of the three locations for Public Open House #2, a display was presented with the draft evaluation benefits and impacts for each of the considered alternatives. Members of the community were able to identify which they preferred by placing a dot in the box beside the alternative. The photos shown below are from one of the meetings and are representative of the activity undertaken. The dot-democracy tables include the dots placed at all three locations. To view the benefit and impacts, these are available on the project website at [connectlakeshore.ca](http://connectlakeshore.ca).



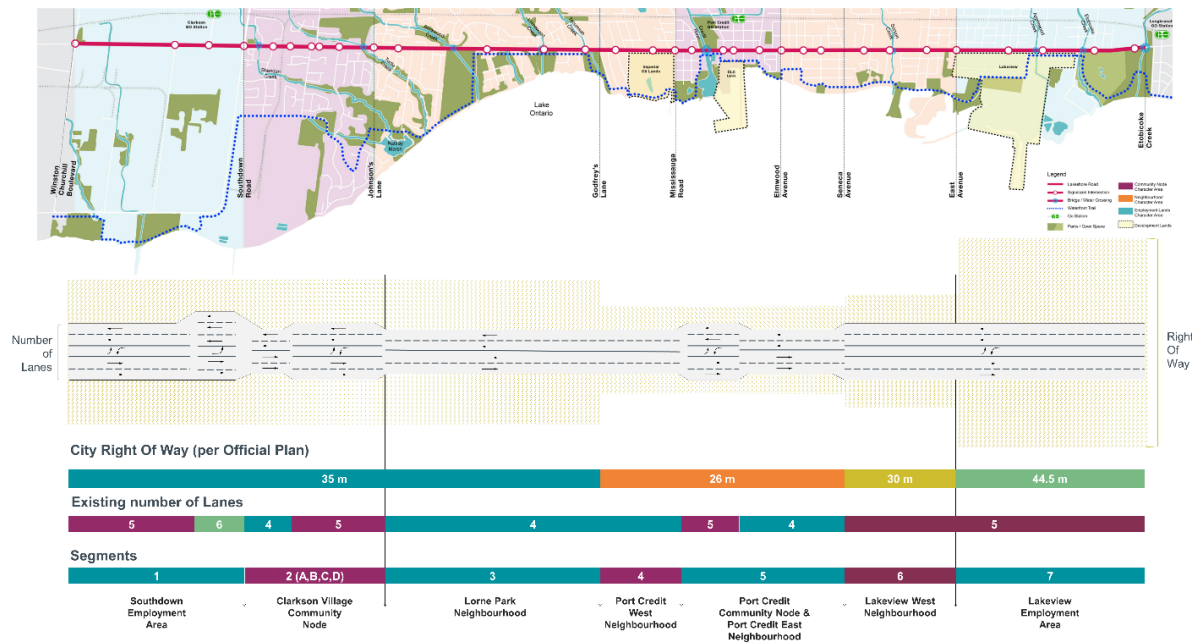
## Appendix 4

### Detailed Public Input on alternative street designs for Lakeshore Road and Royal Windsor Drive (Station 4)

At Station 4, information on the Principles of Corridor Design including Context Sensitive Design and Street Design Elements were presented along with Key Measurements for improving walking, cycling, driving, capacity, transit, public realm and layby parking. Given the length of Lakeshore Road, the study areas was organized in seven segment areas and alternative street design solutions were presented for each segment as shown on the map at **Figure 12**. The draft evaluation for each of these was shown and community members were able to comment on post-it notes, flipchart paper and to place dots on the displays to show their preferences. A further display asked about comment about on-street versus off-street separated bike lanes. The photos shown below are representative of the interest and activities undertaken at Station 4. Verbatim comments noted at Station 4 are included in **Figures 13, and 14**. Results of the dot-democracy are in **Figure 15**. Members of the community were also able to view an aerial plan for the Port Credit Segments and provide comments directly on the maps provided. These comments are in **Figure 16**.



**Figure 12 – Map Showing Study Area Segments**





**Figure 13 – Verbatim Comments on the Alternative Solutions**

<b>Key Measurement</b>	<b>Comments on the Alternative Solutions across the Study Area including Segments 1 through 7</b>
<b>Walking</b>	<ul style="list-style-type: none"> <li>• It is important to separate sidewalks from side lane. You only need 1 reckless cyclist or one absent minded pedestrian to create a situation that is unsafe and dangerous.</li> <li>• Lakeshore and Mississauga Rd needs to have safer pedestrian crossing. There is too much congestion in the immediate area and it is difficult to cross, particularly with small children.</li> <li>• Should implement sidewalks throughout the Lakeshore on all segments.</li> </ul>
<b>Cycling</b>	<ul style="list-style-type: none"> <li>• Need protected bike lanes on Lakeshore from Oakville border to Long Branch. Thank You. Road bikes cannot safely co-exist with pedestrians on the waterfront trail.</li> <li>• Bike lanes need to be protected.</li> <li>• Bike lanes should have a raised barrier to prevent “pack” riding. Biking for sport/speed should be prohibited during peak hours</li> <li>• Don’t forget to factor in north-south bike routes. Especially safe passage across the QEW.</li> <li>• Need protected bike lanes on Mississauga Road. Cars go too fast.</li> <li>• Need to keep bikes &amp; pedestrians separated. Contact is inherently dangerous. Need to keep bikes &amp; cars separated. Provide adequate bike parking in Port Credit. Need separated bike lanes on Mississauga Rd. Eliminate on street parking in Port Credit. Eliminate left turns through Port Credit.</li> <li>• On wide areas of Lakeshore paint in the bike lanes now! The road is wide enough to accommodate everybody. Make it safe to ride on the Lakeshore. Thank you!</li> <li>• Waterfront Trail is beautiful but disaster waiting to happen mixing bikes with stroller, dogs on leashes, kids, etc. Lakeshore is faster but you take your life in your hands on a bike with potholes, sewer grates, inattentive drivers, construction. Please provide safe, convenient options for bikes.</li> <li>• Need much separated roads for: E. bikes, bikes, professional bikers, handicap bikes, three wheelers, pedestrians (walkways – separate), mini-mini care, Vespa’s, and any other vehicle coming down the pipe! Good luck!</li> <li>• The existing walk/cycle trail on the south side of Lakeshore does not make directionality clear. Can cyclists travel in either direction? Make dotted line ..... Down the middle?</li> <li>• Bike lanes! Safe way to bike to Clarkson GO Station.</li> </ul>
<b>Driving</b>	<ul style="list-style-type: none"> <li>• Abolish left turn by adding roundabouts &amp; encourage traffic flow. Get cyclists off the sidewalks. Educate people on the need for consideration.</li> <li>• We need a new east-west road along the QEW. For car traffic and along the railway-track. Stop building against the railway tracks. Build a road there and leave people alone. For local traffic people are disturbed by trains running along their back-yards run east-west roads there. East-west car traffic should be along the railway not in a subdivision</li> <li>• I like the plan to modify the Stavebank intersection so there is a dedicated left turn lane onto Stavebank from Lakeshore.</li> </ul>

Key Measurement	Comments on the Alternative Solutions across the Study Area including Segments 1 through 7
<b>Driving</b>	<ul style="list-style-type: none"> <li>• Traffic east-west is a problem. Need to address the problems!</li> <li>• Railway tracks are for travel roads and should be approved for car-travel next to it.</li> <li>• Bike share and car share would be helpful short-term solutions</li> <li>• Use South Service Road expanded with bridge as relief.</li> </ul>
<b>Capacity</b>	<ul style="list-style-type: none"> <li>• We need transportation planning which provides single pay for train/bus/bicycle across the study area.</li> <li>• Move forward with the options in Port Credit that separate walkers from bikers and from vehicles. It is very appealing and will increase flow (capacity) with no confusion to people visiting Port Credit.</li> <li>• Why is there so much emphasis on bicycle/pedestrian lanes with Canada's seven months of winter. Our summers are wonderful; but short! Too many people are paid tax payers money to "play".</li> <li>• Population is aging with less mobility due to age/pain etc. yet assumptions are that cycling will increase. The assumption may therefore be incorrect.</li> <li>• This is not going to be a place only for seniors. Many young families are and will be moving into the area. We need to have a wonderful place for walking and cycling. Activity is good for well-being. We need trees to beautify our area and for oxygen. I am a daily athlete walker but must stay off of Lakeshore due to exhaust as well as drivers not paying attention to pedestrian crossings</li> <li>• What are the ages of the population that you expect to travel by bike to work, shopping, etc.? It is very unrealistic to plan everything around a bike path. Yes, for certain areas for some people but not to the extent that is shown. It is not in Canadians blood to bike in the winter every day.</li> <li>• Cycling not used as much in winter yet the cycle lanes are dedicate thru-out the year. Therefore wasted lanes.</li> <li>• I think many people need "help" to get out of their cars. Taking out on-street parking and/or adding bike lanes and/or widening sidewalks and/or planting trees will "help" people. The people who have studied these things need to make a good decision / even if they are painful for those who like the status quo), and then act on them.</li> <li>• Segment 1 does not appear to account for truck volumes related to local businesses.</li> </ul>
<b>Transit</b>	<ul style="list-style-type: none"> <li>• Look at the transit transfers and connections serving the Clarkson Crossing Plaza from Inverhouse. Currently have to transfer at the GO Station.</li> <li>• Segment 7 would be best served with public transit on both sides (no option for this yet).</li> <li>• What about GO Train access from west side of Credit River? – Could have parking there – small bridge – to draw traffic away from Lakeshore.</li> <li>• Better connection from Lakeshore to Hospital at using transit.</li> <li>• Ensure TTC Streetways go into new Lakeshore Development. Province should force TTC to move to standard group over time! Need Bus laybys all along Lakeshore Road – Winston Churchill to Long Branch. Stop putting in more traffic lights at developments. In Port Credit stop left turns. Traffic turns might, might, might and cross at 90 degrees at light.</li> </ul>



Key Measurement	Comments on the Alternative Solutions across the Study Area including Segments 1 through 7
Public Realm	<ul style="list-style-type: none"> <li>• Prefer the options shown that have more green space.</li> <li>• Port Credit has established such a wonderful atmosphere with the patios and live music in the core. Keep the patios next to the restaurants (not across the sidewalk / bike lane).</li> <li>• Require wider sidewalks. Present city standard is too narrow.</li> <li>• Bring Port Credit “village-like” feel all along the Lakeshore.</li> <li>• Implement more public realm ideas in Lakeview.</li> <li>• Make Lakeshore more of a people place. Development shouldn’t overshadow street.</li> <li>• Create more shade respites for better walking along Lakeshore Road. In the summer, there is no shade.</li> </ul>
Layby Parking	<ul style="list-style-type: none"> <li>• Seems most of the traffic in Port Credit is passing through, very little is parking. So remove parking and ease the congestion.</li> <li>• Restrict parking in Port Credit during rush hour.</li> <li>• Create new off-street parking areas.</li> <li>• Merchants must have sufficient parking.</li> <li>• No street parking.</li> <li>• No street parking and no more one storey shops/commercial strips with parking out front. Redevelop whole area which will help small businesses. Would like to see Clarkson become like Bloor Street West or Danforth (Greektown) in Toronto.</li> <li>• Less parking at GO station would reduce traffic &amp; encourage use of public transit. Another commenter noted that in their experience that is not what happened at the Clarkson GO Station where instead people parked up on the grass!</li> <li>• Charge for parking at GO Station.</li> </ul>

**Figure 14 – Other General Verbatim Comments on the Alternative Solutions**

Other Comments on the Alternative Solutions
<ul style="list-style-type: none"> <li>• Segment 1 does not appear to account for truck volumes related to local businesses.</li> <li>• Bike share and car share would be helpful short-term solutions</li> <li>• Use South Service Road expanded with bridge as relief.</li> <li>• Bike lanes! Safe way to bike to Clarkson GO Station.</li> <li>• There is too much shortcutting on Wesley Avenue West and Mississauga Road. The city should implement speed bumps or other traffic calming measures to protect families.</li> <li>• Need clarification on where motorized wheel chairs &amp; scooters are to travel, i.e. on the road, sidewalk or in the bike lanes. With the aging population, not likely to walk anywhere.</li> <li>• Enforce stopping at red lights for bikes!</li> <li>• There should be more police presence on Lakeshore to prevent drag racing at night.</li> <li>• Good displays and information here! Thank you.</li> <li>• Actual pictures of the existing area and proposal sketches might have been clearer.</li> <li>• Should have put cost estimates for all options - does nobody also think about budget?</li> <li>• Development on Texaco property will create more congestion - most mornings and evenings. I can’t make a left turn onto Lakeshore from my street because of traffic.</li> <li>• Never should have allowed housing development against railway tracks!</li> <li>• I refuse to drive in Port Credit on the weekends due to bike riders not obeying traffic rules and using an entire lane of traffic.</li> </ul>

Figure 15 – Result of Dot-democracy Activity by Segments

<b>Segment 1 Southdown Employment Area</b>	<b>Lakeview</b>	<b>Port Credit</b>	<b>Clarkson</b>	<b>Total</b>	<b>%</b>
Option 1: Do Nothing	0	0	0	0	0
Option 2: Separated Cycling	14	36	22	72	82%
Option 3: Off-Street Shared (One Side)	3	3	4	10	12%
<b>Total</b>	<b>17</b>	<b>39</b>	<b>26</b>	<b>82</b>	<b>100%</b>

<b>Segment 2 Clarkson Village Community Node</b>	<b>Lakeview</b>	<b>Port Credit</b>	<b>Clarkson</b>	<b>Total</b>	<b>%</b>
<b>A</b>					
Option 1: Do Nothing	0	0	1	1	1%
Option 2: Separated Cycling + Parking	17	41	22	80	99%
<b>Total</b>	<b>17</b>	<b>41</b>	<b>23</b>	<b>81</b>	<b>100%</b>
<b>B</b>					
Option 1: Do Nothing	0	0	1	1	1%
Option 2: Separated Cycling + Parking	13	32	15	60	79%
Option 3: Separated Cycling + Parking (One Side)	4	5	6	15	20%
<b>Total</b>	<b>17</b>	<b>37</b>	<b>22</b>	<b>76</b>	<b>100%</b>
<b>C</b>					
Option 1: Do Nothing	0	0	0	0	0
Option 2: Separated Cycling	14	33	20	67	100%
<b>Total</b>	<b>14</b>	<b>33</b>	<b>20</b>	<b>67</b>	<b>100%</b>
<b>D</b>					
Option 1: Do Nothing	0	0	1	1	1%
Option 2: Separated Cycling	14	28	17	59	84%
Option 3: Off-Street Shared (Both Sides)	3	2	5	10	14%
<b>Total</b>	<b>17</b>	<b>30</b>	<b>23</b>	<b>70</b>	<b>100%</b>

<b>Segment 3 Lorne Park Neighbourhood</b>	<b>Lakeview</b>	<b>Port Credit</b>	<b>Clarkson</b>	<b>Total</b>	<b>%</b>
Option 1: Do Nothing	0	0	0	0	0
Option 2: Separated Cycling	13	33	21	67	92%
Option 3: Off-Street Shared (Both Sides)	1	2	3	6	8%
<b>Total</b>	<b>14</b>	<b>35</b>	<b>24</b>	<b>73</b>	<b>100%</b>

<b>Segment 4 Port Credit West Neighbourhood</b>	<b>Lakeview</b>	<b>Port Credit</b>	<b>Clarkson</b>	<b>Total</b>	<b>%</b>
Option 1: Do Nothing	0	0	0	0	0
Option 2: Separated Cycling	14	25	13	52	38%
Option 3: Separated Cycling + Parking	8	19	4	31	22%
Option 4: Off-Street Shared (One Side)	1	3	1	5	4%
Option 5: Off-Street Shared (Both Sides)	11	24	15	50	36%
<b>Total</b>	<b>34</b>	<b>71</b>	<b>33</b>	<b>138</b>	<b>100%</b>

<b>Segment 5 Port Credit Community Node and Port Credit East Neighbourhood</b>	<b>Lakeview</b>	<b>Port Credit</b>	<b>Clarkson</b>	<b>Total</b>	<b>%</b>
Option 1: Do Nothing (4 Lanes + Parking)	1	3	0	4	3%
Option 2: 4 Lanes (No Parking)	25	37	16	78	52%
Option 3: 4 Lanes + Parking (One Side)	10	25	8	43	29%
Option 4: 2 Lanes + Parking (Both Sides)	7	5	13	25	17%
<b>Total</b>	<b>43</b>	<b>70</b>	<b>37</b>	<b>150</b>	<b>100%</b>

<b>Segment 6 Lakeview West Neighbourhood</b>	<b>Lakeview</b>	<b>Port Credit</b>	<b>Clarkson</b>	<b>Total</b>	<b>%</b>
Option 1: Do Nothing	0	0	2	2	2%
Option 2: 4 Lanes (No Parking)	15	17	13	45	50%
Option 3: 4 Lanes + Parking (One Side)	11	10	2	23	26%
Option 4: 2 Lanes + Parking (Both Sides)	10	6	4	20	22%
<b>Total</b>	<b>36</b>	<b>33</b>	<b>21</b>	<b>90</b>	<b>100%</b>

<b>Segment 7 Lakeview Employment Area</b>	<b>Lakeview</b>	<b>Port Credit</b>	<b>Clarkson</b>	<b>Total</b>	<b>%</b>
Option 1: Do Nothing	3	0	0	3	4%
Option 2: Exclusive Transit (One Side) + Separated Cycling	18	23	7	48	62%
Option 3: Exclusive Transit (Median) + Separated Cycling	14	4	3	21	27%
Option 4: Exclusive Transit (Median) + Off-Street Shared (Both Sides)	2	1	3	6	8%
<b>Total</b>	<b>37</b>	<b>28</b>	<b>13</b>	<b>78</b>	<b>100%</b>

<b>On/Off-Street Bike Lanes</b>	<b>Lakeview</b>	<b>Port Credit</b>	<b>Clarkson</b>	<b>Total</b>	<b>%</b>
On-Street Separated Bike Lane	20	36	16	72	91%
Off-Street Separated Bike Lane	1	3	3	7	9%
<b>Total</b>	<b>21</b>	<b>39</b>	<b>19</b>	<b>79</b>	<b>100%</b>

The comments on the alternative street designs for the Port Credit Community Node (Segment 5) between Stavebank Road and Hurontario Street provided by the public using post-it notes and comments on the Aerial Roll Plan are included verbatim in **Figure 16**. The photos shown below are representative of the interest and activities undertaken at Station 4.



**Figure 16 – Alternative Street Designs for Segment 5**

Option	Verbatim comments on Aerial Plan
<b>Option 1 Do Nothing</b>	<ul style="list-style-type: none"> <li>No Comments noted.</li> </ul>
<b>Option 2 4 Lanes (No Parking)</b>	<ul style="list-style-type: none"> <li>Eliminate Stavebank Road (north and south), make it a pedestrian mall.</li> <li>Add on-street parking in curb lane.</li> <li>Use Port and High Street.</li> <li>Make one lane each way and have a centre turn lane.</li> <li>Restrict left turns between Hurontario Street and Stavebank Road.</li> <li>Prefer no parking on Lakeshore Road, need more space for pedestrians and cyclists.</li> <li>LRT on Hurontario Street should terminate at QEW, no LRT south of QEW.</li> <li>On-street parking is not important, represents a small component.</li> <li>Lakeshore Road/Hurontario St Intersection: Straighten pedestrian crossing and keep refuge island.</li> <li>Block off Lakeshore Road between Stavebank Road and Hurontario Street - make a walking village area.</li> <li>Keep patios next to the restaurants and divert the sidewalk around them.</li> <li>Like to keep some parking.</li> </ul>
<b>Option 3 4 Lanes + Parking (One Side)</b>	<ul style="list-style-type: none"> <li>If parking is to be on north side, keep south side more of a cycle and walk boulevard that transitions into lakefront/green living room (based on intensity of uses).</li> <li>Where there is higher density (stacked towns, condos) or zoning to accommodate density, have parking on that side (maintain existing community).</li> </ul>
<b>Option 4 2 Lanes + Parking (Both Sides)</b>	<ul style="list-style-type: none"> <li>Have stacked parking in Library lot.</li> <li>Parking is available but people don't know.</li> <li>On-street parking on Lakeshore is not important.</li> <li>No left turns at Stavebank Road or Hurontario St.</li> <li>No left turns at Stavebank Road, circle back from right at Elizabeth St</li> </ul>

Option	Verbatim comments on Aerial Plan
<b>Option 4 (continued)</b> <b>2 Lanes + Parking (Both Sides)</b>	<p>(noted twice).</p> <ul style="list-style-type: none"><li>• No left turns on Lakeshore Road, make people go around the block.</li><li>• City has not invested in parking.</li><li>• Consider an option with 2 lanes and no parking.</li><li>• Build bridge wide enough for sidewalk and separation from lanes and snow plowing (i.e. Cooksville Creek bridge sidewalk).</li><li>• Only 1 transit stop in a bay.</li><li>• Consider off-peak parking and dedicated transit during peak.</li><li>• Build parking garage on old No Frills side and replace street parking with bike lanes.</li><li>• Build parking facility rather than having parking on both sides of the road.</li><li>• Do not reduce Lakeshore to one lane each way, crazy idea.</li></ul>



## Appendix 5

### Comment Forms returned at the Open Houses

Comment Forms were provided to the public at each of three Public Open Houses. Forms were available at the Welcome Table and at each of the Information Stations. Everyone who attended was encouraged to provide their written comments, questions and suggestions. Twenty-two (22) Written Comment Forms were submitted at and subsequent to the Open House. For the following, where specific names and addresses were provided these have been omitted from this report. The original Comment Forms are being reviewed by the Project Team. Each number corresponds to an individual's response. These are verbatim.

1. On street separated bike lanes much better. As much greenery as possible in walking areas. Transit (LRT) as soon as practical. Thank you for a splendid presentation.
2. Need to have barriers between cars and pedestrians at bridges. There is nowhere to go if a car jumps the sidewalk! For walkability on Lakeshore we need places to sit & small parkettes where we can get away from the traffic.
3. In Port Credit (Segment 5), what about considering restriction on parking during peak hour but permitting on street parking during off peak hours to accommodate the through movement during peak hours?
4. Traffic study should be done in Sept-June because of school traffic not June July August when school out.
5. My comments are as follows:
  - Where do electric wheelchairs and scooters travel?
  - Turn lane thru Clarkson village should stay as it.
  - No trees from Meadow Wood Rd to Clarkson Rd and even beyond to Southdown.
6. Please keep bikes & pedestrians separate I almost got knocked over by a cyclist on the sidewalk today! I support a bridge at Queen Street only for pedestrians and cyclists; otherwise it will impact people living next to the Port Credit GO Station. Cars do not have a through road in this location.
7. Glad to see that you are considering separated bike lanes. The lack of bike lanes currently is causing many cyclists to ride on the sidewalks, which is quite dangerous for pedestrians. Also, I strongly believe we need another bridge for all types of traffic (transit + private vehicles) north of Lakeshore Road.
8. I'm absolutely opposed to any new vehicle crossing over the Credit River for the following reasons:
  - We should not be accommodating commuters who take Lakeshore when QEW is too congested. These people should be encouraged to use the GO Train (I did it for 30 years).
  - The idea of a vehicle bridge seems totally counter to our modern day sentiment to de-emphasize the car in favour of train + biking and walking.
  - The Credit River ecosystem should not be disrupted for such a meagre objective.
  - A multi-million dollar bridge to achieve 15% congestion reduction is a disgusting waste of taxpayer dollars.
  - Mature communities on both sides of the river will be turned into expressways.





- We need to devote our time, energy and dollars to give people quality transit that will stop them from using their cars.
9. Need more parking at Port Credit GO station – this should be a top priority.
10. My comments are:
- Station 4 – there is a need for a left turn lane from the Credit River on Senaca Avenue.
  - Reroute Bus 23 – down Inverhouse and across Bona Mede and up Southdown. Both ways! No bus service for Dominion and Canadian Tire.
11. I was very concerned to hear that the environmental assessment of the project is not running simultaneously with the study. Aside from transit improvement it is important to be an environmental leader. Please offer future transit options or possibilities. Elon Musk could be an amazing investor or innovator.
12. Good luck in your eventual decision. Keep in mind the future of families living here eventually.
13. Consistency of bike lanes is important. Since separated lanes are available across the corridor they are best option so that switching sides is unnecessary.
14. You have already totally ruined movement in the Mineola area. Your proposed plans for Hurontario Street will further destroy peoples qualify of life. You keep adding overloads to an already overtaxed infrastructure. We can't move! You people are clearly stupid and have no idea what you are doing and you do not live here. Go home and take your crap with you.
15. I have a property on the Lakeshore. Safety of pedestrians and cyclists is best served with separate lanes, especially where there is significant change in elevations around Jack Darling Park. North-south passages for cyclists not shown but vitally important crossing the QEW.
16. Current situation with bikes on Lakeshore is stressful for drivers and cyclists. It is up to the City to take leadership, be innovative and follow through with action – please!
17. The information at the meeting last night was very well presented and I'm so happy to see these changes being made. When I was talking to my husband about the changes at home he mentioned one area that I didn't see covered on the maps and that is the "dead zone" north of the Loblaw's store where Queen Street should continue through between Lorne Park Rd and Mississauga Road. When there is terrible traffic or an accident that blocks up Lakeshore this would also be a great alternative to get from West to East/East to West.

On the train this morning I was speaking with two neighbours (also Port Credit residents) and both wanted to know why we have level rail crossings in Canada. One was born and raised in India and her comment made me laugh "even in the poorest village in India you would not find a railway line coming straight through a community. It would be off in the distance and all places where it meets roads in a city have safe underpasses." There is enough rail traffic now to warrant putting underpasses at the Clarkson and Lorne Park Road crossings, is there not? Especially Lorne Park, with all the high school kids in that area.

Thank you again for the work you do. It will be a mess to live through these changes but in the end it will be worth it.



18. As a cyclist I was very encouraged to see the dedicated bike lanes throughout the plans presented. I cannot stress strongly enough the importance of not going to shared right of way with pedestrians as this is dangerous for both pedestrians and cyclists. I am truly amazed how oblivious many pedestrians are to the fact that the current shared paths are shared as I am constantly coming across groups standing across the entire path or people walking their dogs on leashes that cross the path.

Cycling will continue to grow as the population ages. I am constantly amazed at the number of seniors that ride bikes during the day (I am over 60). It is a good exercise that is easier on the joints. The more I ride, the more I am starting to use the bike for errands instead of driving. Unfortunately, the current state of available bike lanes along Lakeshore is poor to non-existent. The sooner work can begin to fix this, the better the entire community will be.

19. I was able to attend the meeting that was held on Sept 20 at Clarke Memorial Hall. I appreciated the opportunity to provide input on the different ideas. Since the meeting I thought about a couple of other things.

1) At Intersection of Lakeshore Rd and Mississauga Road. The timing of the traffic lights for traffic turning left off of Mississauga Road onto Lakeshore is problematic. The lanes at the intersection are currently set up so that there are 2 lanes for turning left and the right most lanes is for turning right onto Lakeshore or going straight. There are several problems with the lights.

1. The length of time for the left turn arrow is very short, most times only 2 or 3 cars in each lane can actually make the turn before the light turns yellow and/or red. The result of this is that traffic often backs up along Mississauga Road. If there are a lot of cars waiting at the intersection people who are familiar with the intersection will use the right most lane to go straight through the intersection and then use Port Street to access Peter, John, or Front Streets, turning right onto Lakeshore from these streets instead of waiting to make the left turn at the Mississauga and Lakeshore intersection. If traffic is really backed up people wanting to turn right off of Mississauga Rd at Lakeshore will use Queen, Park or High Streets to access Wesley Avenue and then turn right onto Lakeshore from Wesley rather than waiting to do so at the Mississauga and Lakeshore intersection. If traffic is really backed up people will get onto Kane Rd via .Indian Rd rejoining Mississauga Rd further down, trying to save themselves a bit of time that way.

2. A lot of people don't realize that the middle lane is a left turn lane, so sometimes this lane can't be used during the left turn arrow because the driver at the front of the line doesn't realize that the left turn arrow applies to the middle lane. Other drivers will often honk at the person waiting at the front of the line which may jolt them into realizing that they have a left turn arrow and shouldn't be standing still. But then the person has to figure out how to get out of the way given that they don't want to turn left but are in a left turn lane. By the time this confusion is sorted out the light has usually turned yellow and/or red.

2). Additional crossing over the Credit River to alleviate congestion.

Having thought more about this issue I am not sure that any of the proposed crossings would make a meaningful difference. Of the proposed crossings the ones on Mineola or Queen Street would have the least impact upon the cluster of facilities along the banks of the Credit River that are well utilized by the community.

More generally, Lakeshore going east gets particularly backed up with the QEW going east is very congested and people seek to escape. A big part of the solution would be to manage congestion on the QEW. One thing that seems obvious, but is not part of the Lakeshore Connects mandate, but should be considered for the future is to see if it would



be possible to extend the Queensway West. This could potentially be done by having Queensway cross over the Credit River along the border between the expand along the border between the Credit Valley Gold and Country Club and the Mississauga Golf and Country Club. Whether the Queensway would connect to Mississauga Road, Dundas or go all the way to Erin Mills is something that would have to be figured out.

Some reasons to do this. The Queensway is a major East West thorough fare in the community providing access to the Trillium site of the Mississauga Hospital, the Etobicoke site of the Mississauga Hospital, Sherway Gardens and the surrounding shopping area, all the shopping along Queensway east of Sherway including Ikea. It provides another way to get to the Kipling subway station. It would provide easier access to the Huron Park Recreation Centre for people south of the QEW. It connects to Royal York Blvd which connects to the Etobicoke School for the Arts which some high school students in Mississauga go to. Queensway is often a good alternative to both the QEW and Lakeshore in terms of traffic flow and congestion and the sooner people can get onto it the easier things are for them. Right now you have to travel on the QEW to Hurontario before you can exit and drive north to the Queensway. The Queensway goes all the way into Toronto, terminating near St Joseph's Hospital where it connects with the streetcars on King and Queen Streets. Also, be aware that at the south end of Sheridan mall the space that used to be a Target store has been empty for years and provides a lot of space that could maybe be used as a transit hub. There haven't been any indications that this vast space is going to be used for retail purposes any time soon.

Thank you for providing the opportunity to provide input and for holding so many meetings where people can give their input.

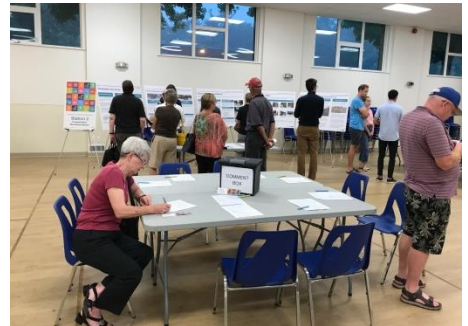
20. I recently attend the open house and have the following comment. Currently there are only two proposed transit stops serving in the Lakeview District at Haig Blvd and Lakefront Promenade. Based on the proposed Inspiration Lakeview Plan the main street bisecting this new community will be Ogden Ave therefore a transit stop should also be proposed at this intersection. Both Haigh Blvd and Lakefront Promenade are at the perimeter of this new community and the two arterials Cawthra Rd and Dixie Rd are significant walking distances to the centre of this newly planned community.
21. What was the reason or rationale for not considering a stop at Ogden Ave in the initial transit plan as presented at the PIC?
22. Surprised that I didn't see this (provided photo of location of bridge on the north side of the QEW) as an option – it splits the distance between municipal road bridges spanning the Credit (i.e. 4km between Dundas Bridge and Lakeshore bridge)  
- Bridge Mississauga Rd. with north Stavebank and Premium Way, great bypass for traffic re-routing from QEW





# Lakeshore Connecting Communities

## Public Input Report Public Open House #3 held July 12, 16 and 24, 2018



# Lakeshore Connecting Communities

## PUBLIC INPUT REPORT

### Public Open House #3 held July 12, 16 and 24, 2018

## About This Report

The City of Mississauga held Public Open House #3 for Lakeshore Connecting Communities Transportation Master Plan Study on July 12 (Lakeview), July 16 (Port Credit), and July 24, 2018 (Clarkson). This report prepared by the independent Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company together with HDR Corporation provides a summary of the public input that resulted from the public open houses. The report describes general themes and key messages frequently heard. The appendices include the verbatim public input from the Open Houses and written comments.

## Contents

<b>1. About Lakeshore Connecting Communities and Public Open House #3</b>	2
1.1. What is this project about?	2
1.2. What was the purpose of Public Open House #3?	3
1.3. How did the community learn about the Public Open House?	3
1.4. How was the Open House organized?	4
<b>2. General Themes Noted and Key Messages Heard</b>	5
<b>3. Next Steps</b>	8
<b>Appendices – Detailed Station Description and Verbatim Public Input</b>	
Appendix 1 Transportation Recommendations (Station 2)	9
Appendix 2 Conceptual Design (Station 3)	13
Appendix 3 Credit River Crossing Recommendations (Station 4)	18
Appendix 4 Written Comment Forms from Open House	20
Appendix 5 Written Comments received by August 9, 2018	29

To learn more about this project or to share your comments for improving transportation for our Lakeshore Communities visit [connectlakeshore.ca](http://connectlakeshore.ca).



# 1. ABOUT LAKESHORE CONNECTING COMMUNITIES AND PUBLIC OPEN HOUSE #3

## 1.1. What is this project about?

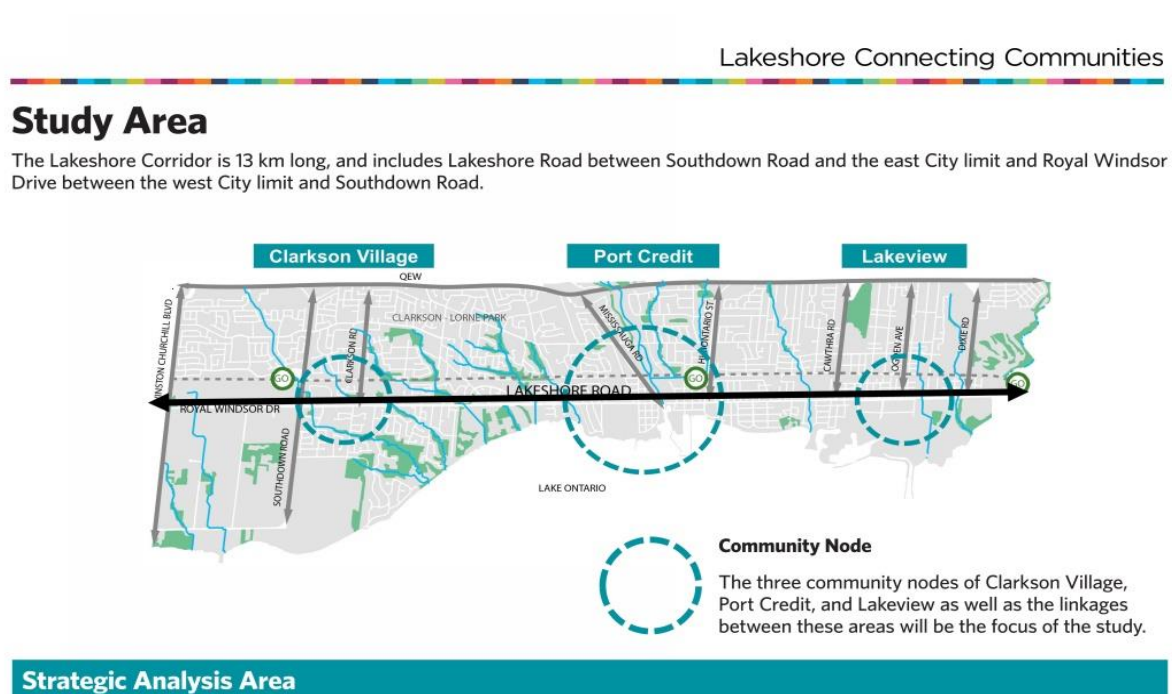
The City of Mississauga is undertaking a Transportation Master Plan - **Lakeshore Connecting Communities** to develop a vision for the Lakeshore Road corridor that recognizes the different character areas and to support all modes of transportation, connect people to places and move goods to market, and support existing and future land uses as well as establish an implementation plan to make the vision a reality.

A Transportation Master Plan (TMP) is the City's blueprint for addressing the transportation and mobility needs of those living and working in the Lakeshore communities over the next 25 years. Lakeshore Connecting Communities will guide the planning and investing in the transportation network in the Lakeshore Corridor, including decisions about optimizing roadways, improving transit, and enhancing cycling and walking connections.

Lakeshore Connecting Communities is about planning for the future of Lakeshore Road. This master plan study will look 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 will build on recent planning studies to develop a design for the Lakeshore Road corridor from building face to building face that supports all modes of transportation, connects people to places, and moves goods to market. The study will also evaluate rapid transit alternatives east of Hurontario Street as well as extending rapid transit into the Port Credit area.

The study will deliver a transportation study and conceptual design for Lakeshore Road between Southdown Road and the east City limit and Royal Windsor Drive between the west City limit and Southdown Road.

**Figure 1: Study Area Map**



### Strategic Analysis Area

Although the focus of the study will be the Lakeshore Road corridor, the analysis of transportation conditions will be completed in the context of a wider study area, from the QEW to Lake Ontario and from the east City limit to the west City limit.

## 1.2. What was the purpose of Public Open House #3?

Public Engagement is important for developing a vision and determining future directions to meet the needs in the community. Opportunities for public input have been occurring throughout the Study. The City of Mississauga web page is being used to update residents and community stakeholders on study progress and how input can be provided. To share information about the study recommendations and to engage residents and community stakeholders in discussions about the Lakeshore Corridor, three Public Open Houses were held in July 2018 in different locations within the character areas. Meetings were held:

July 12 at Mississauga Seniors' Centre, 1389 Cawthra Road, Lakeview from 6:30 to 8:30 p.m.

July 16 at First United Church, 151 Lakeshore Road West, Port Credit from 6:30 to 8:30 p.m.

July 24 at Christ Church, UCC, 1700 Mazo Crescent, Clarkson from 6:30 to 8:30 p.m.

The purpose of Public Open House #3 was to describe the proposed study recommendations and provide input on:

- Phased approach to rapid transit.
- Cycling and pedestrian network improvements.
- Conceptual design and public realm enhancements
- Credit River crossing recommendations
- Discuss next steps.

## 1.3. How did the community learn about the Public Open House?

Notice for the July 2018 public open houses was provided through the following:

- Newspaper advertisements:
  - Mississauga News (June 28, 2018 and July 5, 2018).
- Mailed and emailed notices:
  - Distribution of unaddressed mail notices via Canada Post Neighbourhood Mail to all the properties between the Lakeshore GO rail line and Lake Ontario within the City of Mississauga (sent out June 28, 2018).
  - Distribution to by email to project stakeholders and individuals who signed up for the mailing list (week of June 25 and July 2, 2018).
- Social Media:
  - Posted on the City of Mississauga's Facebook and Twitter accounts (June 28, July 5, July 15, July 16, July 23, July 24, 2018).
- Web-site:
  - Posted on the Project Study Web Site – [www. connectlakeshore.ca](http://www.connectlakeshore.ca) (starting the week of June 20, 2018).
- Screensavers and signage:
  - Posted on City of Mississauga Library Computer screensavers (July 5 to July 25, 2018).
  - Posted on the City of Mississauga digital sign boards at Celebration Square and the Port Credit Library (July 5 to July 25, 2018).
- Media Advisory /City Hall Press Releases (sent on June 28, 2018).



## 1.4. How was the Open House organized?

The Open House provided the opportunity for community members to drop-in anytime from 6:30 p.m. to 8:30 p.m. and visit four interactive information stations where information was displayed and the Project Team was available to discuss the study. The format for the Open House maximized opportunities for individuals to review the information and provide ideas and input on the recommendations.

The three Open Houses were attended by over 220 people as noted from the sign-in sheets. The staggered time from 6:30 p.m. to 8:30 p.m. was intended to provide the opportunity for residents to attend on their way home from work and in the early evening and to do so at their own pace. Some participated for shorter periods of time (under an hour) and others stayed for much longer with some attending for several hours. The interactive open house was noted to be an effective way of ensuring that individuals could learn about the issues that concerned them and discuss these directly with the Project Team. It provided everyone who attended with opportunity to participate. At each station, community members were encouraged to write comments and ideas on flipchart paper and post-it notes. A description of the Information Station Topics is included in **Figure 2**.



**Figure 2: Information Station Topics**

Public Open House #3 Station Topics			
Station 1	Station 2	Station 3	Station 4
Study Background	Transportation Recommendations	Conceptual Design	Credit River Crossing Recommendation

At Station 1, community members were able to review display material outlining the study area, study purpose, how we got here including information presented at Public Open Houses #1 in the Fall 2016) and Public Open Houses #2 in the Fall 2017, community consultation milestones undertaken and key themes from the feedback received. Station 1 provided important background for the Transportation Recommendations, Conceptual Design and Credit River Crossing Recommendation that were shown at Stations 2, 3 and 4.



At Stations 2, 3 and 4 the public provided input on the recommendations using post-it notes and comments on large sheets of paper. The detailed verbatim public input received is included in Appendices 1 through 3 of this report. To augment the input received at the stations, a comment form was provided at the Open Houses. Fifty-three (53) written comments were received and are included in Appendix 4. An additional seven (7) comment were provided by email following the meeting and are included in Appendix 5.

The format chosen for Open House #3 meant that community members were able to speak for some time with the Project Team to pose questions about the recommendations, share their concerns and review issues, pose follow-up questions and provide suggestions and other comments. Many residents commented that they liked the format of the meeting. They also liked the high quality of the displays and materials used at the stations which enabled them to understand the project and participate by providing input.

## **2. GENERAL THEMES NOTED AND KEY MESSAGES HEARD**

There is significant community interest in the Lakeshore Connecting Communities study. The community members who attended the July Public Open Houses are supportive of the recommendations being put forward. There is widespread support for implementing convenient and efficient rapid transit along Lakeshore Road connecting to the GO Stations and better cycling and walking infrastructure throughout. We also heard the need for additional transit connections down to Lakeshore from areas in the Lakeshore Connecting Communities study area but outside of the identified 800m walking distance

There is strong interest in ensuring that solutions focus on moving people safely, slow the traffic on Lakeshore, and increasing transit and cycling as a top priority. There is significant support for separated cycling lanes and for recommendations that improve pedestrian access and movement. The village like quality of Port Credit, Clarkson and Lakeview continue to be valued with much interest in improving the streetscape and enhancing public spaces. Community members would like to see improvements to create a more welcoming pedestrian environment including wider sidewalks, places to sit, more greenery, better wayfinding and safer pedestrian access and movements. We also heard that no lane widenings should be undertaken.

It should be noted that while there is significant support for improving cycling, there are some residents who question the focus on cycling and cite an aging population and winter conditions as being deterrents to realizing a shift from driving to cycling. These residents want to ensure that the road capacity issues are dealt with so as to create a safe and efficient movement for all modes through the Lakeshore.

There were lots of ideas for how to improve the capacity and through movements along Lakeshore with specific interest in reducing on street parking and addressing changes to restrict left turns particularly at Stavebank Road and Hurontario Street.

There continue to be mixed views about pursuing options for a multi-modal crossing of the Credit River. There is general agreement that additional road crossings of the Credit River may be needed but mixed views on the location and whether it should be for pedestrians and cyclists or for a full crossing for all modes. Many would like to see the study advanced so as to better understand the issues and potential for future connections.

A key theme that emerged is the 'lag time' between developing a plan and prioritization for implementing the recommendations. Community members have significant concerns about the pace and timing for implementing the recommendations citing concerns about the impact of planned growth, fears that congestion will continue to worsen, and increasing safety issues for pedestrians and cyclists without prioritization of transit and infrastructure spending in the shorter term.



**Figure 3** is a high-level synthesis prepared by the Community Engagement Facilitator on the key messages heard pertaining to each of the frequently noted general themes. Given the overwhelming input received, it is important that this synthesis of key messages heard be reviewed together with the verbatim detailed comments provided by the public at the Stations, found in Appendices 1 through 3 and written comments in Appendices 4 and 5.

**Figure 3 – General Themes Frequently Noted and Key Messages Heard**

General Themes Frequently Noted	Key Messages Heard
<p><b>1. Concern that development is outpacing implementation of critical infrastructure like transit. Improved transit is required as soon as possible.</b></p>	<ul style="list-style-type: none"> <li>• Transit recommendations are excellent but what is planned is coming way too late -. 2041 is too late.</li> <li>• Good plans but city needs to prioritize transit for near future investments. Over 20,000 plus new residents are moving to this study area in the next 5 to 10 years and without proper transit – the city can't expect to meet goals/principles or multi-modal connectivity, sustainability, or age-friendly. Need to have integrated transit as soon as possible.</li> <li>• Public transit should be a priority. Implement Express Bus Lanes in the Curb Lane sooner than “within the next 10 years”.</li> <li>• Improvements are needed when development occur e.g. changes to Mississauga Road at Lakeshore are essential before approval of Imperial Oil Lands Development.</li> <li>• Efficient rapid transit need to be implemented along the Lakeshore in the short term. Need transit in place before development. Our traffic is so bad now; there is significant congestion through Port Credit for example, safety issues, which will be exacerbated in the absence of transit.</li> <li>• Additional transit connections down to Lakeshore from areas in the Lakeshore Connecting Communities study area but outside of the identified 800m walking distance were suggested.</li> </ul>
<p><b>2. Interest in timing, funding, and implementation of the long term plan. Would like to see interim and shorter term plans to address current issues.</b></p>	<ul style="list-style-type: none"> <li>• Concern was noted about the timelines for the completion of the targeted initiatives with general agreement that these are not aggressive enough for the Port Credit area of Lakeshore in particular. The volumes of pedestrians, bicyclists, and motor vehicles in this area increase dramatically year over year.</li> <li>• Given the extensive growth planned and occurring, the implementation of transit to support the efficient movement of people between Lakeview Waterfront Future Development and Long Branch GO Station, needs to be improved in the shorter term – well before 2041.</li> <li>• Cycling infrastructure needs to start now. More immediate demand for safety improvement than within ten years.</li> <li>• Better transit is needed now for seniors and youth.</li> <li>• City should consider having transit shuttles to get to and from the GO Stations from key destinations along the Lakeshore Corridor and to and from new development areas.</li> <li>• Repair payment conditions to address current potholes and sewer grates which make cycling extremely dangerous.</li> <li>• Consider speeding up the study of additional vehicular river crossing north of Lakeshore as a “relief line: to reduce Lakeshore congestion.</li> </ul>

General Themes Frequently Noted	Key Messages Heard
<p><b>3. Traffic congestion is worsening and operational improvements and new connections are needed. For example, ban left turns at Stavebank Road, eliminate jog at Clarkson Road, additional crossing(s) of the Credit River, and signal timing coordination</b></p>	<ul style="list-style-type: none"> <li>• There should be no left turns on Lakeshore unless the left turn lane is available at all times.</li> <li>• Ban left hand turns at Stavebank.</li> <li>• Eliminate the jog at Clarkson Road.</li> <li>• Layby parking for buses is essential as it slows other traffic and backs it up.</li> <li>• Coordinate traffic lights for smoother movement.</li> <li>• Develop a plan for an additional crossing of the Credit River to relieve congestion.</li> <li>• Implement operational improvement including signal timing.</li> <li>• Along some parts of the corridor, drivers speed up between congested areas. Plan for traffic calming measures in areas along the Lakeshore Corridor where speeding is dangerous e.g. reducing speed limit, adding more speed information devices and zero tolerance enforcement.</li> </ul>
<p><b>4. Network approach is needed to address traffic congestion along the Corridor. New connections across the Credit River north of the study area should be considered as well as improvements to the QEW</b></p>	<ul style="list-style-type: none"> <li>• Any improvements to QEW crossing of Credit River will have major improvement in reducing overflow traffic southbound at Mississauga Road and Lakeshore, when QEW east is blocked. Currently traffic issues require motorists to drop down to Lakeshore to cross the Credit River. Keep this traffic out of Port Credit and provide a better crossing.</li> <li>• Desire for improved pedestrian connection to and along the Waterfront and across the Credit River.</li> <li>• Replace the Lakeshore Bridge with a single, pedestrian and cycling and transit bridge, plus the rail and river mouth pedestrian crossings.</li> </ul>
<p><b>5. Significant support for dedicated, separated bike lanes along Lakeshore with implementation to be begin in the short term.</b></p>	<ul style="list-style-type: none"> <li>• Strong support for the proposed Cycling Network.</li> <li>• Dedicated, separated and continuous bike lanes between Winston Churchill Boulevard and the Etobicoke Creek are important for implementation in the short terms. Cycling lanes need to be physically protected from car lane.</li> <li>• Bike lanes should be big enough so slower cyclists can feel comfortable and faster ones can pass by.</li> <li>• Implement intersection safety measures for cyclists e.g. left turn bike boxes and crossrides.</li> <li>• Implement cycling comfort details e.g. foot land/lean at intersections, crossing light buttons closer to the street, tilted garbage, easy ways to pullover at rest areas.</li> <li>• Winter maintenance of bike lanes and sidewalks needs to be reliable and prioritized.</li> <li>• Keep cyclists off the sidewalks!</li> <li>• Make sure that all of the bike lanes are clear of posts for lights, stop signs and boxes for newspapers, garbage, etc. keep all posts and receptacles aligned.</li> <li>• Promote public information about cycling and driving near cyclists.</li> </ul>



General Themes Frequently Noted	Key Messages Heard
<p><b>6. Significant support for enhanced public space and safer pedestrian access and movement along Lakeshore.</b></p>	<ul style="list-style-type: none"> <li>• Enhanced Pedestrian Space recommendations are important and lovely.</li> <li>• Strong support for recommendations for pedestrianization e.g., wider sidewalks, streetscaping, seating areas, trees, etc.</li> <li>• Like the idea of adding colour, public art, unique features.</li> <li>• People should feel comfortable to linger and stay a while.</li> <li>• Ensure that seating is placed at public transit stops.</li> <li>• Improve pedestrian areas/rest features at crossings.</li> <li>• Incorporate public art on intersection crossing for place making, public realm and safety.</li> <li>• Incorporate safety measures for elderly and visually impaired.</li> <li>• Work with stores to clean up in front of their stores e.g. litter, cigarette butts, etc.</li> </ul>
<p><b>7. Support for balancing competing transportation needs in the Corridor – maintaining vehicular capacity, support goods movement, maintaining some on-street parking, improving transit, adding bike lanes, and improved streetscape. There isn't support for widening of Lakeshore.</b></p>	<ul style="list-style-type: none"> <li>• There is concern that congestion is worsening, that there are safety issues at crossings, and conflicts between users (e.g. cyclists and pedestrians on sidewalks) that need to be addressed in the near term.</li> <li>• There are mixed views on on-street parking with some support for restricting peak hour parking through Port Credit to improve traffic flow.</li> <li>• Other residents indicate that parking is in short supply on weekends and evenings when there are many tourists who travel to Port Credit as a destination for the festivals, the restaurants, for the Harbour, to see the Lighthouse, for weddings, graduations, etc. and that more accessible, economical parking is needed to support these activities.</li> <li>• Plan for goods movement along Lakeshore with increase in deliveries to stores and homes.</li> <li>• There is no support for lane widenings with the view that improvements can be undertaken within the existing right-of-way.</li> </ul>

### 3. NEXT STEPS

The comments received through Public Open House #3 are being considered by the Project Team together with other public input received and will inform the final phases of the project. Public input is being used to refine the proposed improvements to the Study Corridor and shape the final recommendations.

In the next and final phase of the study, the Project Team will finalize and document the conceptual design and study recommendations in a Draft Transportation Master Plan (TMP) Report. A Notice of Completion will be issued and the Draft TMP Report will be posted to the project website for a 30 day review period. Once the Draft TMP Report is finalized it will be presented to the City's General Committee for endorsement. Should the Final TMP Report be endorsed, the study will progress to the next level of planning and design subject to funding.



## Appendix 1

### Detailed Public Input on the Transportation Recommendations (Station 2)

At Station 2, Transportation Recommendations were presented on display panels. These included a phased approach to transit, retaining local bus service, future transit stops, integration of transportation and land use including new and existing transit hubs and pedestrian connections, supporting the cycling network, accommodating people movement and access and enhanced pedestrian space. This station provided the opportunity for members of the community to provide their input on the preferred transportation recommendations and phasing. The photos shown below are representative of the interest and activities undertaken at Station 2. Verbatim comments noted at Station 2 are included in **Figures 4, 5, 6 and 7.**



**Figure 4 – Verbatim Comments on the Phased Approach to Transit**

#### Comments on the Phased Approach to Transit

- It's coming way too late. Great transit plan but it needs to happen sooner. Congestion will worsen.
- Move forward with transit more expeditiously – implement sooner.
- Need to have integrated transit as soon as possible.
- Need transit in place before development.
- Speed it up – I would like to see some of your great ideas before I die!
- Ways to speed up transit e.g. off-board payment, roll-on and roll-off platforms.
- Consider bus access into Lakeview Development and Lakefront Promenade, either a direct bus branch or a shuttle bus connecting the community to the on-street rapid transit stops in the shorter term.
- We need transit now not in ten years.
- Enhance transit from Winston Churchill and Clarkson GO to Port Credit and Long Branch; include Royal Windsor Drive in Sidewalk and Cycle Infrastructure Enhancements as well as rapid (less stops) Transit Routes.
- In favour of extending extension of TTC/Streetcar or LRT through Mississauga from Long Branch to Port Credit (even Clarkson) sooner than beyond 2041.
- Consider changing lane directions to accommodate increased traffic flow east and west e.g. Jarvis Street in Toronto with flexibility to address game days into Toronto in the evening.
- We need a bus that would connect Dixie Mall to Long Branch lop and GO Trains and TTC.
- Consider TRAM system along Lakeshore between Long Branch to Port Credit – connect with the future Port Credit link up Highway No. 10.

### Comments on the Phased Approach to Transit

- Run the proposed express bus to Humber College Lakeshore Campus (Kipling and Lakeshore) rather than just to Long Branch. This will encourage staff and students from Mississauga to use transit (two people).
- Run TRAM system along Centre of Lakeshore Road.
- Use buses instead of streetcars. They have more flexibility and they are safer for riders in that they pull over to the curb.
- An added benefit to buses is that they allow for continuous traffic flow while they are stopped. Many drivers will not pass a stopped streetcar even when the doors are closed. If streetcars are inevitable, have them in the curb lane as riders do not need to cross a traffic lane and entry/exit will be easier and safer.
- 1400 Dixie- Condos (300 plus units) transit required – north to south route between Lakeshore and Dixie Mall. Concern with centre lane intended for turns only being used as passing lane – potential for accidents.
- How does one get to the Port Credit GO Station on transit? As a senior, walking is not an option. Bus routes must be kept.
- What about considering free shuttle buses? – BIA could sponsor these.
- Minimizing the # of transit stops means that those who use transit will have to walk further. If you want people to use transit, then you have to make it easy for them to get to stops, not harder.
- For transit to be effective it needs a right-of-way. The most feasible route is an elevated track e.g. Monorail as road widening and subways are cost prohibitive.
- Offer free shuttles during designated times to Port Credit GO Station e.g. 6 to 8 a.m. and 4 to 6 p.m. – especially for aging population with less money to spend and physical limitations.
- Perhaps a designed shuttle bus (as in above idea) from the new Imperial development to the GO Station or Hurontario LRT for free preferably – like the IKEA shuttle from the Kipling TTC Station.

**Figure 5- Verbatim Comments on Supporting the Cycling Network Recommendations**

### Comments on the Supporting the Cycling Network Recommendations

- Cycling lanes need to be physically protected from car lane so riders' e.g. young riders do not get flipped into traffic.
- I like how you are encouraging cycling with dedicated bike lanes.
- Implement cycling network sooner – we need this now!
- Separated lanes are important.
- Bicycles are not cars and a dedicated space is needed.
- Please take into account unique needs of cyclists regarding momentum and protection.
- Implement safety measure at intersections (soon please).
- You really can't have bus stops that sit on a bike lane. Either bus bay or alternate options.
- Dealing with cars making right hand turns and cyclists driving through – dedicated lights for cyclists and driver and all ways crosswalks for pedestrians like Dundas Square. Reduce each direction.
- Eliminate dumb lawyer sign which says which says at every intersection "cyclists stop, dismount and walk across the roadway" no cyclist would do this anyway.
- Make sure stop sign on side streets is before the cycle lane. Current format is very dangerous as cars plan on stopping beyond the bike lane and are often surprised.
- Consider actual bike lanes through Lakeview and Port Credit West Village on main streets.
- Implement cycling comfort details e.g. foot land/lean at intersections, crossing light buttons closer to the street, tilted garbage, easy ways to pullover at rest areas.
- We need a painted bike lane on Clarkson Road (remove the brick medians/cars avoid driving on bricks, so clip cyclists!). It is more dangerous for cyclists than you may realize.
- Winter maintenance of bike lanes and sidewalks need to be reliable and prioritized to

### Comments on the Supporting the Cycling Network Recommendations

- encourage more and safer use in winter.
- Currently potholes and sewer grates make cycling extremely dangerous.
- Cyclists should have license plates = accountability.
- Enforce single filing of cycling lanes.
- Should have to follow street lights. Follow rules of the road.
- Bike lanes big enough so slower cyclists can feel comfortable and faster ones can pass by.
- Please do a public information campaign about cycling and driving near cyclists e.g. cyclists should take a lane at red lights rather than filter up to the light on right. Cyclists need space. Check before opening doors. Do not park or cross into bike lanes.
- Cyclists need to follow the rules of the highway if they want to be on the highway. No bike lanes. Use Waterfront Trail.
- Please remove dangerous P gates on the Waterfront Trail. They cause more safety issues than they solve.
- I disagree – keep the P gates – they are here for your safety.
- Keep cyclists off the sidewalks!
- When are cyclists going to need to pass a road test and pay for a license (not \$10.00) so they are informed of the traffic rules and that they are required to obey them.
- License to drive and license for the bike to help pay for all of the roadways being allotted to them. Cyclists should also be required to have insurance – same as cars, etc.

**Figure 6- Verbatim Comments on Enhanced Pedestrian Space Recommendations**

### Comments on Enhanced Pedestrian Space Recommendations

- Ensure that there are areas of pedestrianization and seating for public transit travellers.
- Street furniture sounds lovely. Re: from Enhanced Pedestrian Space Poster Board, vibrant and colourful street furniture, some with shade. Toronto's Sugar Beach is a lovely idea/place.
- Pedestrian street and boulevard is lovely.
- Want to see pedestrianization.
- I am happy to see wider pedestrian areas and a friendlier streetscape.
- Incorporate public art on intersection crossing for place making, public realm and safety.
- Anything that makes people want to linger and populate public space.
- Do something to eliminate bicycles on the sidewalks. Should also eliminate bicycles on the road which have a bike lanes right beside them.
- Consider pedestrian crossway of Credit River along train tracks subject to safety face.
- Incorporate safety measures for elderly and visually impaired pedestrians.
- In Port Credit, more pedestrian ways to get across the street to get across the river as needed.
- The "space" is not needed on Lakeshore. People sitting around littering and smoking. Go to parks or restaurants and sit around.
- Enforce smoking at doors, create by-laws for littering cigarette butts. I don't take my guests to the Lakeshore because of the litter.
- Get the stores to clean up in front of their stores. The cigarette butts are terrible and gross. No pride. I agree about the cigarette butts. Terrible eyesore. Business should have to sweep daily. Or just ban smoking.
- Make the marina a public market, shops and food.
- Make cyclist obey traffic laws – like stop lights.

**Figure 7- Verbatim Comments on Accommodating People Movement and Access Recommendations**

**Comments on Accommodating People Movement and Access Recommendations**

**About Left Turns and Access:**

- Prohibit turn lanes on Lakeshore.
- No left-hand turns on Lakeshore unless dedicated (lane).
- Limit/ban left turns at Stavebank and Lakeshore.
- Stop left turns on Stavebank, Elizabeth and Helene (both ways). Need to modernize expectations on how we cut Lakeshore.
- No left turns permitted at Stavebank (rather have middle turn lane).
- If there is no dedicated left turn lane at Stavebank, restrict turns every day all day.
- No left turns through Port Credit if there is no turn lane with advanced green.
- Don't allow left turns between Mississauga Rd and Hurontario Street.
- No left turn from Front St to Lakeshore. Dangerous for pedestrians.
- Straighten out Clarkson Road sooner! Similar to Stavebank.
- No left turns from Mississauga road to Elmwood.
- No left turns OR (have) middle turn lane.
- No left turns, turn right and circle round going across at Elizabeth or Helene.

**About Parking:**

- Port Credit is a destination not just an area to pass through. We are already short of parking. People come for the festivals, the restaurants, to see the Lighthouse, (and take pictures there), for weddings, graduations, use the area in the harbour. People bring their children to see the water and the wildlife. We need more parking not less.
- What parking in the core of Port Credit.
- To charge for parking on Sundays if ridiculous. You would think the city would want to 'enhance' the experience and help shops, and then discourage, does the city need the money that badly?
- Free parking for designated ties will encourage use.
- I am okay with getting rid of the Lakeshore street parking in Port Credit.
- How do you expand the bridge over the Credit River (to avoid the Port Credit) bottleneck?
- Replace the Lakeshore Bridge with a single, pedestrian and cycling and transit bridge, plus the rail and river mouth pedestrian crossings.



## Appendix 2

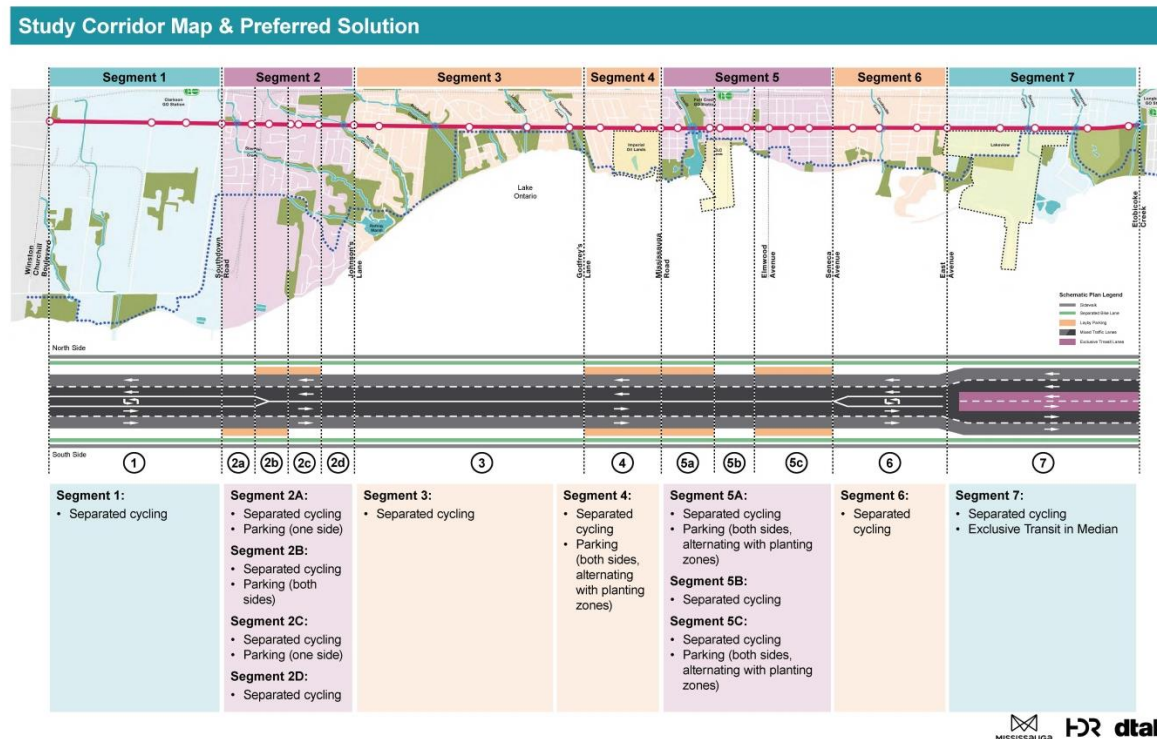
### Detailed Public Input on Conceptual Design (Station 3)

At Station 3, the Corridor Design Summary and Public Realm Recommendations were presented on displays and on aerial plans. Given the length of Lakeshore Road, the study areas was organized in seven segment areas and street design solutions were presented for each segment as shown on the map at **Figure 8**. Community members were able to comment on post-it notes, flipchart paper and to write directly on the aerial roll plans. The photos shown below are representative of the interest and activities undertaken at Station 3. Verbatim comments noted at Station 3 are included in **Figure 9**.



Figure 8 – Map Showing Study Area Segments and Conceptual Design

## Corridor Design Summary



## Figure 9 – Comments on Roll Plans

### Segment 1: Winston Churchill Drive to Southdown Rd

Intersection	Location	Comments
Entire segment	n/a	What types of trees will be planted? Choose ones that benefit the streetscape (help with noise pollution etc.)

### Segment 2: Southdown Rd to Johnson's Lane

Intersection	Location	Comments
Southdown Rd	West of	Where do bikes go when bus is in the bike lane? Into traffic? Wait like cars do?
Clarkson Rd	On	Straighten Clarkson Rd!
Clarkson Road/ GO Access Rd	East of	I am loving the continuous separated protected bike lane from Oakville to Etobicoke!
Clarkson Road South	West of	I don't think people will use on street parking in front of Mc Donalds
Clarkson Road South	West of	I would rather see the maintenance of the continuous left turn lane and do away with on street parking through Clarkson
Johnson's Lane	At	Roundabout! Get rid of Traffic Lights
Johnson's Lane	At	(In response to Roundabout comment left by another individual) Great! That will slow things down even more!
Walden Circle	Intersection	Advanced green turning left off Lakeshore to Walden Circle and Inverhouse
Clarkson Road N and Clarkson Road S	Between	Redirect Clarkson Road S to meet Clarkson Road North
Clarkson Road N	East of	Extend median further east to limit turns across lanes
Meadowood Rd and Clarkson Rd	On	Widening at Meadowood and Clarkson intersections so left turning traffic (onto Lakeshore) doesn't hold up right turns
Johnson's Lane	West of	Which lawyer dreamed up signs which say "cyclists dismount walk across road" No cyclist would ever do this!

### Segment 3: Johnson's Lane to Shawnmarr Road

Intersection	Location	Comments
Silver Birch Trail	East of	Protect cyclists from vehicles turning right by stoppings cars behind bikes
Ibar Way	West of	Move (Waterfront) Bike Trail signs from Ibar to Shawnmarr
Ibar Way	On	Sightline issues with trees when making a left turn (onto Lakeshore Rd)
Tecumseh Creek	Across from	Rather have bus layby here
Lorne Park Road and Tennyson Avenue	East of	Support Cycle Tracks and separated by delineation
Lorne Park	n/a	Improve speed limit sighs/ monitor and enforce speed limits through Lorne Park
Tannyson Avenue	West of	Very long signal cycle time. Long wait for green on Lorne Park Rd. Detector in road sometimes does not detect vehicle.

Intersection	Location	Comments
Ibar Way	West of	Add EBL turn lanes
Entire segment		Consider only doing one side of the road but do the whole system (if money is limited or if it will take too long)

#### Segment 4: Godfrey's Lane to Mississauga Road

Intersection	Location	Comments
Godfrey's Lane	At Intersection	Bridges cannot carry another 20,000 motor vehicles
Godfrey's Lane	n/a	Concern cyclists too close to pedestrians
Maple Avenue and Ben Machree Drive	Between	Lakeshore area around Timothy's - Landscaping "inviting"
Ben Machree Drive and Broadview Avenue	Between	Square at Port Street is underused due to condo rules for patio
Maple Avenue	East of	Prohibit left turns on Lakeshore; Turn right and circle around
Pine Avenue North	East of	No parking on Lakeshore. There are patios there anyways
Pine Avenue South	At	Stavebank all day advance green
Mississauga Road	East of	Make Hurontario intersections safer for pedestrians (eg. Signal phasing, tight corner radii)
Pine Avenue	East of	Consider traffic calming as Queen St onto Benson
Pine Avenue	East of	(Lakeshore Rd) is becoming a raceway and will be worse once the stoplights are put in
Pine Avenue	East of	Stoplights
Wesley Avenue	West of	Add stop signs on Wesley Ave (and eat each intersection north of Lakeshore)
Wesley Avenue	West of	No right turns off of Mississauga Rd on to side streets to get to Wesley are to bypass Mississauga Rd
Mississauga Road	On	Original configuration at Mississauga Rd; Remove dual left turn lane and revert back to original configuration
Mississauga Road	On	Left turn phase (SBL) is too short

#### Segment 5: Mississauga Road to Seneca Avenue

Intersection	Location	Comments
Credit River	East of	No lefthand turns on Lakeshore unless dedicated (lane)
Stavebank Road	West of	If there is no dedicated left turn lane at Stavebank, restrict all times (Agreed by 5 other people)
Stavebank Road	West of	No left turns through Port Credit if there is no turn lane with advanced green
Elizabeth St and Helene St	Between	Protect cyclists at intersections when traffic turning right
Hurontario St	West of	Connect Hurontario LRT to Lakeshore Rd E
Hurontario St	East of	Continued separated bike lanes on Hurontario?
Hurontario Street	At Intersection	Pedestrian friendly areas for crossing Lakeshore: Seating, shade (trees)

Intersection	Location	Comments
Peter Street	East of	No left turns from Mississauga road to Elmwood
John Street and Front Street	Between	Tunnel start at John Street south; End Hurontario
Front Street	At	No left turn from Front St to Lakeshore. Not safe (also dangerous for pedestrian crossings)
Credit River	At	Sidewalk too narrow at bridges
Stavebank Road	West of	Local public streets: Pavement too wide. Add bike lanes and parking
Stavebank Road	West of	No left turns permitted between Mississauga Rd and Hurontario St
Stavebank Road	West of	Stop left turns on Stavebank, Elizabeth and Helene (both ways) Need to modernize expectations on how we cut Lakeshore
Stavebank Road	West of	No left turns permitted at Stavebank (rather have middle turn lane)
Stavebank Road	West of	Stavebank <ul style="list-style-type: none"> <li>- Was T intersection</li> <li>- No south leg</li> <li>- Why not remove south leg and reinstate old public square!</li> </ul>
Stavebank Road	East of	I live on Stavebank Rd. I recommend an advance green all day at Lakeshore and Stavebank Rd <i>eastbound</i> and west bound
Stavebank Road	East of	Should be no left turns (east bound) at Stavebank
Stavebank Road	East of	No left turns OR (have) middle turn lane
Stavebank Road	East of	MIDDLE LANE
Stavebank Road	East of	No left turns, turn right and circle round going across at Elizabeth or Helene
Elizabeth Street and Helene Street	Between	Bus Laybys required through downtown Port Credit
Elizabeth Street	East of	Why are you cutting into the bike lane with a bus? Create a bus bay
Helene Street	East of	Wider sidewalks through Port Credit and other business areas
Hurontario Street/St Lawrence Dr	West of / Westbound Intersection	Add trees here
Hurontario Street/St Lawrence Dr	West of/ Eastbound Intersection	Move bike lanes to Port Street (From Stavebank to Hurontario)
Hurontario Street/St Lawrence Dr	East of/ Westbound Intersection	Add trees Here
Hurontario Street/St Lawrence Dr	East of/ Eastbound Intersection	
Mohawk Avenue	At	Please see image
Seneca Avenue	East of	Integrate bus & GO + Subway; we need to go places crossing city boundaries irrelevant
Seneca Avenue	East of	More bus stops

Intersection	Location	Comments
		More frequent service e.g. Every 5 minutes or people won't use
John Street	On	Consider left turns only at every other intersection
Front Street	On	Move traffic from John St to Front St
Front Street	Intersection	Eliminate left turn at Front Street
Stavebank Road	Intersection	Eliminate left turn lane at Stavebank Rd in afternoon 4-7PM
Stavebank Road	On	Eliminate all turns at Stavebank (R + L)
Stavebank Road	West of	Line up crosswalk at corner
Stavebank Road	On	Consider one way: Stavebank Rd N runs south only, Stavebank Rd S runs north only

#### Segment 6: Seneca Avenue to Cawthra Road

Intersection	Location	Comments
Cawthra Road	East of	Transit platform at Cawthra?
Cooksville Creek	At	Wider sidewalk at Cooksville Creek South Side
Hampton Crescent/ Lagoon Street	East of	One way streets like Oakville and Toronto

#### Segment 7: Cawthra Road to Etobicoke Creek

Intersection	Location	Comments
Project Limit	East of	Connect Bike Lanes to long branch and coordinate transit
Project Limit	East of	More bike friendly areas on arriving at Long branch
Dixie Road	West of	Small arms building (on south side of Lakeshore Road)
Orchard Road	East of	Look forward to tram system down the centre of Lakeshore soon than later!
Haig Boulevard	East of	In our experience, buses don't clog up traffic on Lakeshore (seems?)
Ogden Avenue	East of	If route 5 continues on Ogden, create a right hand turning lane and restore the bus shelter (that was removed)
East Avenue	East of	Businesses require turning access
Westmount Ave	East of	Need turning accesses
Orchard Road	West of	If train is down the centre, how do people get on/off without disrupting traffic?
Orchard Road	East of	Look forward to tram system down the centre of Lakeshore sooner other than later
Dixie Road	West of	Will this (dedicated bus lanes) reduce bike lanes on South Side?
Dixie Road	East of	NO ROUNDABOUTS! (Followed by another person adding) WHY NOT!

#### Other general comments noted on roll plans include the following:

- Provide design competition opportunities for rest stops to avoid homogenous/colour be anywhere. Strive to boost Port Credit's identity
- Second bridge south of GO Rails
- Cycling lane is extra cost for the city – (biking) just for four months
- Will there be any barriers between cyclists/pedestrians and vehicles?



# Appendix 3

## Detailed Public Input on Credit River Crossing Recommendations (Station 4)

At Station 4, information was presented on Credit River Crossing Recommendations. The recommendations and map are shown at **Figure 10**. Community members were able to comment on post-it notes and flipchart paper. The photos shown below are representative of the interest and activities undertaken at Station 4. Verbatim comments noted at Station 4 are included in **Figure 11**.



Figure 10 – Map Showing Study Area Credit River Crossing Recommendations

Lakeshore Connecting Communities

## Credit River Crossing Recommendation

### Active Transportation Crossing

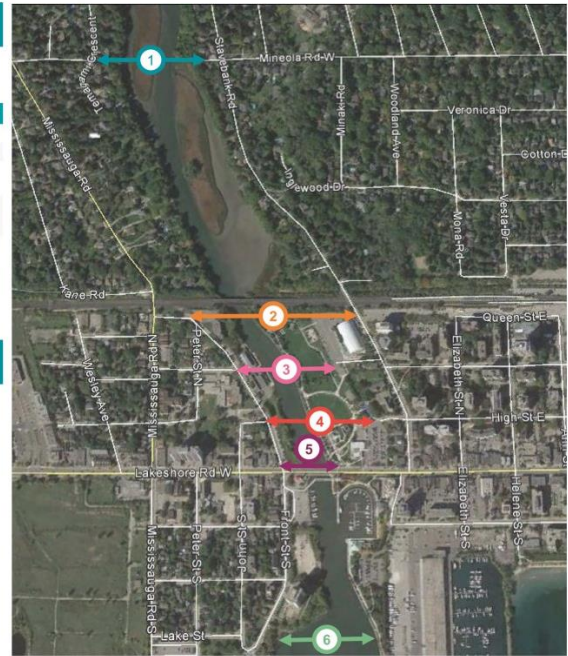
A new active transportation-only crossing of the credit river at location 2 (Queen St) is recommended.

Criteria	N - BAU - Do Nothing	1. Mineola Road	2. Queen Street	3. Park Street	4. High Street	5. North of Existing Lakeshore Bridge	6. Inauguration Port Credit Bridge
STRENGTHENING PLACES	○	●	●	●	●	●	●
SUPPORTING PROSPERITY	○	●	●	●	●	●	●
OVERALL EVALUATION	○	●	●	●	●	●	●
RECOMMENDATIONS	NOT RECOMMENDED This alternative prevents no improvement to the pedestrian and cyclist level of service.	NOT RECOMMENDED There are limited connections to places of interest at this location. Additionally, this is not an ideal location for placemaking.	RECOMMENDED The implementation of a new crossing including extending from Queen St to the most potential opportunity for connectivity, including access to Port Credit GO Station.	NOT RECOMMENDED This alternative poses impacts to existing land uses.	NOT RECOMMENDED This alternative potentially impacts Port Credit Memorial Park.	NOT RECOMMENDED This alternative results in limited improvement to pedestrian and cyclist connections.	NOT RECOMMENDED This alternative provides limited opportunity for connections south of Lakeshore Road.

### Multi-modal Crossing

A new multi-modal crossing (i.e. auto crossing) of the Credit River is to be considered at a later time as part of a feasibility study

Criteria	N - BAU - Do Nothing	1. Streetcar on Existing Bridge	2. Mineola Road Extension	3. Queen Street Extension	4. Park Street Extension	5. High Street Extension
STRENGTHENING PLACES	○	●	●	●	●	●
SUPPORTING PROSPERITY	○	●	●	●	●	●
OVERALL EVALUATION	○	●	●	●	●	●
RECOMMENDATIONS	NOT RECOMMENDED This alternative is not sustainable to support future population. Peak hour congestion issues are not addressed, and increased congestion poses a threat to air quality.	RECOMMENDED Based on the high level of interest, introduction of a streetcar on the existing Lakeshore Bridge is the most sustainable and low-impact alternative. This alternative also provides a natural environment. Introducing higher order transit to the existing bridge addresses the cost of construction of a new crossing, which also addressing roadway connectivity for all modes and transit use.	NOT RECOMMENDED This alternative presents minimal improvement to multi-modal network connectivity. Permanent property impacts to residential areas would also result from the implementation of this alternative.	CARRY FORWARD TO BE CONSIDERED AT A LATER TIME AS PART OF A FEASIBILITY STUDY This alternative would impact properties including the Port Credit area serving the one Royal Canadian Legion in north of town.	NOT RECOMMENDED This alternative is incompatible with City Planning Policy and generally impacts community programming in Port Credit Memorial Park, South of town.	NOT RECOMMENDED This alternative is not compatible with City Planning Policy and disrupts existing spaces for placemaking.



**Figure 11 – Verbatim Comments on Credit River Crossing Recommendations**

<b>Comments on the Credit River Crossing Recommendations</b>
<ul style="list-style-type: none"> <li>• Consider renovating/expanding the existing bridge on the south side of Lakeshore Road at the Credit River to allow through traffic and reduce congestion. Separate pedestrian and active transportation.</li> <li>• @Stavebank diverts traffic south along Port Street to Helene. Issues on Lakeshore Road BIA restaurants and outdoor patios. This will be an issue that will need to be addressed.</li> <li>• Consider adding wayfinding @ various cultural nodes, building, waterfront Trail, and small arms Miss 1<sup>st</sup> Aerodrome. Later add signal lighting for cyclists.</li> <li>• The suggestions will only minimally address vehicular traffic we need an additional bridge across the Credit.</li> <li>• Public transportation is fine but to get from my address Port Street East to Sheridan Mall ten minutes by car. 45 minutes by GO by public transportation. Also carrying four bags of grocery not feasible. Closing No Frills was a big mistake. We love to walk but need car for 3 to 4 x a week.</li> <li>• Car/bike/pedestrian bridge on top of train crossing (over river).</li> <li>• Expand bridge over river! Cars are not going away. Have bikers and pedestrians have a “walk” bridge –no brainer.</li> <li>• Probably number 2 works best to connect into GO, which creates issues on Lakeshore with Left Turn.</li> <li>• Nice plans, but does not address daily. East-west traffic from Burlington/Oakville through this corridor. Needs solutions for QEW and additional/possible crossings of Credit River.</li> <li>• Pollution also a problem and electric vehicles would help.</li> <li>• #2 is great! For added GO Train access for the neighbourhoods of Mississauga Road.</li> <li>• We need another road over the river! Cars across bridge. We have winter. Only die hard bikers will be using the proposed shared crossings over the river.</li> <li>• We need two new bridges over the Credit River. One south of the rail tracks and one around the Queensway.</li> <li>• Connect North or South Service Road – go over the Credit River.</li> <li>• Free Bus Shuttle to encourage use.</li> <li>• Bridge South Service Road over River.</li> <li>• Fantastic! #2 Option sings. Multiple objectives met. Get to GO. Kids to Riverside Public School. Legion will be part of the central quadrangle.</li> <li>• Double decker road/bridge</li> <li>• Widen road</li> <li>• Connection for QEW. Active Transportation bridge at Hydro Corridor.</li> <li>• Continue Port Street to new bridge across to Front Street on other side of river.</li> <li>• Outside of the study area but, something needs to be considered for the Queensway</li> </ul>

## Appendix 4

### Comment Forms returned at the Open Houses

Comment Forms were provided to the public at each of three Public Open Houses. Forms were available at the Welcome Table and at each of the Information Stations. Everyone who attended was encouraged to provide their written comments, questions and suggestions. Fifty-three (53) Written Comment Forms were submitted at and subsequent to the Open House. For the following, where specific names and addresses were provided these have been omitted from this report. The original Comment Forms are being reviewed by the Project Team. Each number corresponds to an individual's response. These are verbatim



1. Transit infrastructure coming way too late. 2041 is too late. Good plans but city needs to prioritize transit for near future investments. Over 20,000 plus new residents are moving to this study area in the next 5 to 10 years and without proper transit – can't expect to meet goals/principles or multi-modal connectivity, sustainability, or age-friendly.

Separated bike lanes on Lakeshore are a must – so I like this. Separated bike lanes on Hurontario would be great too.

Consider bike lanes though Lakeview and Port Credit West Village on main streets – would help make Lakefront more accessible, feel safer and better connectivity for bikers on Lakeshore.

Consider fun road paintings for intersections and, or bike stopping areas and incorporate public art.

Consider winter maintenance of bike lanes and sidewalks with snow being cleared quickly and reliably to promote winter usage in winter and ensure safety (age-friendly). In Scandinavia everyone bikes/walks in winter largely because maintenance of pedestrian/cyclist infrastructure is prioritized.

2. Well laid out presentation. Traffic has become a major headache due in part to the increased density of new housing.
3. No left turns on Lakeshore unless the left turn lane is available at all times.
4. Layby parking for buses is essential as it slows other traffic and backs it up.

Left turn lanes around Stavebank don't work. Ban left turn lanes at Stavebank at minimum and force traffic to make three rights.



Create one-way road traffic in Port Credit Village off Lakeshore. This plan does nothing in consideration of additional auto traffic due to West Village Development and reduced auto traffic flow due to LRT.

GO Transit is still a vital link to living in Mississauga as many work in Toronto – rapid access to GO Train from Lorne Park Road to GO Train and from Cawthra to GO Train a priority. In reality most people work and therefore are not home or in the Mississauga area during the day. Access to work transit therefore becomes an equal priority to the pleasure weekend facilities considered here. Likewise bikes and sidewalks are really used for small portion of year due to weather. There needs to be more balance towards work access.

5. I like the emphasis on cycling and pedestrians. The one issue remaining is the bottleneck of the Credit River Bridge. I don't think a pedestrian/cycling bridge at Queen Street will help that bottleneck. Someone commented on the map that if there is no left turn lane at Stavebank, then there should be no left turns allowed at any time. That helps a bit but there is no left turn lane at Elizabeth or Helen either. Port Street is quite wide. Is there any way of directing traffic there (and then left on Elizabeth Street)? I'd be in favour of a left turn lane at Elizabeth and restricted turning at the other streets. I assume that there is not enough land.

I am fortunate that I am close enough and usually walk to this area.

I appreciate that you are consulting and keeping us informed.

6. Have a dedicated two way bike lane on the south side of Lakeshore. Incorporate the Outer Point Trail. Much safer for cyclists.
7. I am very concerned about the (band-aid) approach to transit along the Lakeshore. There are 30,000 plus people moving here over the next 10 years. Our traffic is so bad now it can take me one and half hours to get through Port Credit in the morning (now). Even if you can get half of the 30,000 to take transit or bike the traffic on Lakeshore will still have 15,000 cars on it daily. The city must get the transit fixed prior to all the development being built.

Also Clarkson Road needs to be straightened soon – like Stavebank.

8. Looks good!
9. I am loving the separated bike lanes on Lakeshore. When will this be implemented? Clarkson Road remains a problem. The brick median results in cars clipping cyclists. Please remove bricks, replace with asphalt, and then painted bike lane – much safer. Same thing for Indian Road. Connection for bikes across Credit River is great, but how do bikes safely cross the QEW at Mississauga Road to access that new bridge? There need to be a good link that doesn't involve the massive traffic on South Service Road during peak times. Thanks for all your very hard work.
10. I cannot see how the traffic will be handled when the two new housing and retail projects (Westside and Lakeview) come to completion as there is no room to expand the roadway. It looks like you will be using any extra room for bike paths? I feel a larger bridge will be needed over the Credit River.
11. Admirable job accommodating multiple objectives. Traffic flow (i.e. light coordination) will be essential to success of the project.



12. There is too much congestion on Lakeshore in Port Credit. Bicycles and buses have taken over the right hand lane leaving most traffic to use left lane and wait for left turning vehicles. Buses looping from Lakeshore to GO Station should be doing this on Front Street turning left at Rabba Foods and crossing traffic to load at old NO Frills and then crossing traffic again to turn north on Hurontario isn't right when there is an abundance of space on Front Street leave Lakeshore for other vehicles.

The idea of a bridge across the Credit River south of the rail tracks is adding more traffic by using side streets as a thoroughfare in an area already congested with bus and tenant traffic. Towers are planned at GO Station, next to Vimy Monument and behind Skinner and Middlebrook. This will only add to traffic issues in the area.

Getting the bicycles off Lakeshore would add to a solution. I have a bicycle. I use the bicycle path.

13. My comments are about the proposed enhanced pedestrian space in Port Credit. Prohibit restaurants from building their patios out to street level pedestrian walkways. Have at rear of the building surrounded by off-street parking and trees.
14. The photos used in the displays are very pretty but they do not show the picture of the road in December, January, February, March when it is not as shown. Snowbanks, ice slush and salt present a much different situation.

We know that the population of Lakeview (now about 19,000) will double even more. The new construction of Cawthra south of Atwater will add many more thousands of people who will go to Lakeshore Road for shopping.

Anyway, good old Highway No. 1 is consigned to history something like Highway No. 5 through Oakville and west is no longer a highway. Something more is needed to serve the Western GTHA. Thanks.

15. I am concerned about parking being taken away in the Port Credit area on Lakeshore for various reasons. Quick stops into stores will not happen if parking is only allotted to Library, etc. Seniors who aren't in wheelchairs with limited walking ability won't be able to access stores easily either.

Stavebank issue doesn't look like its being resolved. Everyone turning is blocking traffic over the bridge. Traffic is tough now even over the last few years and they are proposing more high buildings with thousands of people right at Mississauga Road area with there being only a two lane road. Lakeshore traffic will be a standstill when that happens. This area is not built to accommodate all these people as we are literally as south as we can go on the lake.

I am very puzzled with the city narrowing lanes on Dixie from four to two lanes at Lakeshore with this area also growing with more development expected.

16. Make sure that all of the bike lanes are clear of posts for lights, stop signs and boxes for newspapers, garbage, etc. keep all posts and receptacles aligned. Inspiration Lakeview and the Lakeshore are all new and should be designed like Rotterdam where all garbage receptacles are under the streets and sidewalks. No garbage cans, no organic boxes, or grass/leaf containers on any sidewalks or roadways – therefore no noisy trucks.



Bicycle paths tend to be raised by tree roots and cause buckling. Careful of what is planted and height of bike paths! Maybe fast cyclists, the spandex boys, should continue on the road in some safer areas. Otherwise, maximum cycling speeds limits should be set at a reasonable commute pace s in Europe. Cycle paths are not for racing. Easy access for bicycles on buses, LRT, streetcars, etc. Just walk on. Buses – should not have to pull forward and away from walkways. They are dangerous when moving into traffic.

17. Public transit should be a priority as there are infill on Haig and Cawthra on Lakeview. It would be a good selling point for people coming into the neighbourhood. Seniors in Lakeview need to get to the Cawthra Seniors Centre should not have to go to Port Credit first. Streets in Port Credit should not have left turning lane on Lakeshore; it will help with traffic along lakeshore.
18. A bus going down Dixie past 1400 to loop would be great as soon as possible. Many people live in this area do not drive anymore, therefore a bus service would be great with senior rates.
19. So very happy to hear transit has been approved for Dixie Road south of Dixie Outlet Mall. It is my understanding it will go south to Lakeshore and then will go east on Lakeshore to the Long Branch Loop. Would like to see this take place by 2018 year end or the early part of 2019. Thank you.
20. Want: New bridge across the river from Port Street over to Front Street to carry traffic around the Port Credit Commercial area; more dedicated bike lanes; bike rental stations; car sharing stations.
21. The Credit Reserve and the people living along Mineola Road West will not go for a bridge along this street. Good luck. We will be raising this up at the city election.
22. We need shelters at all transit stops.
23. The emphasis seems to be cyclists and pedestrians. Currently, the worst problem is vehicular congestion on Lakeshore, when there has been an accident on the QEW or problem with GO Trains. This past weekend, Ribfest highlighted the problem with parking. People park wherever they want. They pay no attention to private property. No regard for parking that businesses need for their clients.  
  
The solution needs to get traffic away from Lakeshore. Right now, if here is a problem between Mississauga Road and Highway 10, there is no way to get north of the QEW! It can take a half hour to travel ten blocks.
24. With the major influx of new people coming into the area, it is essential that this development can alleviate major traffic jams on all arteries. Do not end up like Toronto.
25. As a taxpayer in Mississauga, I would like consideration given to ensure bus routes along Lakeshore, especially considering the extensive expansion of the new subdivision across from Loblaws that they route the buses to the GO Station allowing options and convenience to riders.



26. Traffic on Lakeshore: take out designated bike lanes, make a total of 5 traffic lanes with the centre lane having the ability to change directions either way according to high traffic times – use overhead lights to indicate traffic direction. Regarding the Credit River Bridge and pedestrian traffic – route the pedestrian traffic to the south side and over the walk south of the bridge. That way the Credit River Bridge can accommodate 5 lanes of traffic. Parking can be accommodated in side streets or in a parking garage.

27. In the Port Credit “core” from Credit River to Hurontario, sidewalks are already narrow. Putting bike lanes will make walking more difficult with even narrower sidewalks – especially in winter.

Has there been consideration of re-routing bike lanes south of Port Street? I don't think bike lanes on Lakeshore between Credit River and Hurontario is a good idea. There is way too much pedestrian traffic along that strip and bikes and pedestrians intermingling might be problematic. I am all for bike lanes – but not in the “core” pedestrian area.

If people want to cycle to the “core”, there will be no room to park bikes anyway – so why not route the bikes one block south and provide bicycle parking area, etc. This would keep the “pedestrian” walkways as is the core and provide space for people – not bicycle traffic.

28. There should be some accountability of these Bars on Lakeshore, which should mandate them to sweep the never-ending cigarette butts on the sidewalk. Should be more attention and or bylaws on how late the music/bands can play after 11 p.m.

29. To keep the “village” sense – new buildings should have a height restriction of 10 to 15 storeys.

Trim city spending – simplify the bike lanes. I do not see the need for a raised bike path.

After October, there may be 1 to 2 cyclists and how is this path useful?

What is the affordability for housing – after Port Credit is transformed?

30. Free bus shuttle service as incentive during certain times – GO Station to Port Credit. Elevated monorail for example. Really make buses accessible to encourage use as winter months cause less use.

31. I feel a lot of time has gone into the display, but it is all very confusing as your and only raising people's suggestions. Doesn't appear that a decision will be made any time soon. What is the timeline? I feel that the flow of traffic is far more important than bike lanes. We have the waterfront trail for cyclists. No bike lanes are required.

32. Traffic lights at Front and Lakeshore.

Signalized or not – doesn't matter. No left turns off Lakeshore between the Credit River and Hurontario. Go around the block. They are a small detour.

33. At the moment it takes 30 minutes from Pine to Highway 10. Coordinate traffic lights for smoother movement. Instead of a bus, do an LRT from Long Branch from Clarkson of streetcars. If you have pedestrian bridges across the Credit they have to be accessible. This procedure is being shared too late. The city knew a long time ago the development would happen- be proactive. By the time this is being implemented I will be in a nursing home or dead. Too bad I won't see any of this.



34. Based on the current geography condition limit – two lanes on each direction on the Lakeshore. Cyclist's line is not recommended which will make the traffic even worse. Highly recommend to provide last mile shuttle bus solution to GO Stations. To add more bridges on the north side of Lakeshore is not recommended neither then Mississauga Road to Lakeshore area would become bottlenecks to traffic. Currently Lakeshore traffic has been very heavy already especially during rush hours. Building smart parking on both sides of Credit River may help relieve some traffic loads. Thank you for your consideration.
35. New developments – do not require minimum parking. This only adds cars to a congested area. Encourage residents to use active transportation and transit. High additional cost for second parking spot. Consider shuttle services from new development to bus and GO Station hubs. New residential developments to require bike parking. New business developments to require bike parking lockups and showers.

Cycling – all bike lanes should not only be separated, but also protected with buffers. Also buffer areas between parking bays and bike lane to prevent dooring. Provide cycling signals at all.

Signalized intersections - Use advance phase for cycling and pedestrian signals to give them head start into intersection and to be visible to drivers before they start to move. Mark bike lanes across entrances and driveways with different material and pavement markings to tell drivers they are crossing a bike lane.

Parking – do not encourage parking on Lakeshore. Use side streets and pay parking. Use parking spaces to add boulevards and make them people friendly with patios, furniture, planters, trees, etc.

36. I don't understand the rationale for expensive bike lanes. The stated objective is to convert drivers to cyclists. But nowhere we go by car is within cycling range. These will be cycling lanes to nowhere. Few people work within cycle distance of home (unlike downtown Toronto).

We need a new automotive bridge over the Credit. I understand the Conservation Authority, cost and linkages issues but the current Lakeshore Bridge will not support 7,500 new residents in Port Credit (plus Clarkson and Lakeview expansion).

We will need traffic calming on Port Street and St. Lawrence Street as we are already seeing traffic being diverted off Lakeshore by congestion. Likely necessary elsewhere.

37. This plan is great in almost all aspects and I agree with most of the features suggested in the streetscape/transport modal plans. Bike lanes while novel and fascinating to look at, are often impractical, hazardous and cost unnecessary amounts of money when implemented in the lowest cost form – and that is something like just painting Sharrows, separation lanes, very low/invisible concrete barriers and paints merely highlighting “bike lanes”. This transport plan actually addresses all of the issues regarding cycling along Lakeshore Road. Retaining an existing number of general purpose lanes while converting surplus parking lanes into spaces for events such as parking day is a sign of encouraging for a city that is already urbanizing.

There are a few things that keep me perplexed when it comes to additional “active transportation” and “multi-modal” accesses aside from the wording itself. Compared to Toronto and other cities with abundant ravines/rivers/highways, Mississauga lacks such crossings. The city should not limit to just one or two crossings when there are numerous



broken segments along the Credit River land and other barriers such as QEW, railways, 401, 403, 410. The city should incorporate most if not all alternatives; just prioritize in terms of access and potential. This should be done just based on nostalgic values and the idea of war on cars. This also then leads to parks spaces/recreational areas. Mississauga should be lauded for its abundant parks and cycling master plan, but if it can't maintain all of its properties sufficiently, why does the city own so much land/properties? The City can recoup portion of its expenditure by leasing/selling excess infrastructure/properties to general/community interest and developers/private owners can partake in exchange for maintaining such properties of such significance such as becoming stewards for parks/cultural institutions/other recreational properties. The city should not miss the opportunity of rationalizing its management of city-owned infrastructure/properties and building missing transportation links in short term.

Other initiatives that Mississauga can encourage:

- “Tactical interventionism” in light traffic areas, created and maintained by local residents.
- Allowing more streets and roads (excluding vital arteries) to be used for public events with fewer restrictions.

38. Like the idea of keeping the atmosphere in Port Credit. Unfortunately, planning permission is being approved years ahead of infrastructure changes. The issue is already bad as far as traffic/people congestion in Port Credit is concerned and clearly going to get worse over the next few years – before anything can be put in place. Let's try and change this philosophy.

Like the guarded bike lanes and solutions to the scary parts of the Waterfront Trail.

Suggestion of Stavebank west to east left turn signal on all the time is good. Eases the issues across the bridge and frustration when expediting turn signal but the timing is wrong.

Another bridge clearly is required – even if it helps the QEW traffic bottleneck. Currently traffic issues require motorists to drop down to Lakeshore to cross the Credit River. Keep this traffic out of Port Credit and provide a better crossing.

Encourage people to take transit – do not reduce the number of stops! And provide bus shelters at all spots. I've almost gotten drowned and sunstroke just trying to get the bus from home.

39. The efforts put forth thus far for his courageous undertaking had been interesting and to a large extent somewhat outrageous. I have been following this project and amazed and even a bit shocked to see so many people on project team. The Mississauga taxpayers are the ones who have to sponsor involving the salaries of these people.

The reason why this is a concern is because it seems as if a small group's voice are being propelled and being given prominence. The introduction of dedicated bicycle lanes for example is completely overvalued.

Myself and a few acquaintances have monitored the proposed and existing bicycle routes since the previous showing in the fall of 2017.

I can count on my one hand the number of bicycles during rush hours and during the day.



To summarize the cost involved to erect these dedicated bicycle lanes, and the maintenance thereof is considered without any real analysis of how many people are even using the current “white elephant” bicycle lanes. A real feasibility study of actual users has to be conducted and it will show that there is no justification for the cost involved. Thank you.

40. My issue is with getting to the Lakeshore Corridor. Bus transportation only operates during the week. It is not synced with the GO Train.
41. Thank you – please send any additional information or updates on next meeting.
42. Encouraged by the developments being planned. As new residents in the area, we are looking forward to exploring the many projects that you have planned. Thanks for all your work.
43. The proposed restrictions on left turns (Southdown to Johnson) will undoubtedly affect local business and should be declared well in advance of implementation with plans for U-Turns or alternatives.
44. We are adding 56,000 people south of the QEW and this plan to add bike lanes and wider sidewalks!! How do people get around in winter when cycling is not an option. How do we help seniors who cannot bike or walk to do their shopping and groceries?

This plan will create huge congestion problems and make Port Credit and are unlivable. 56,000 people is a mid-sized town and our City Manager is on record as saying that there is no money for any of this and that Lakeshore is not a priority for another fifteen (15) years. 56,000 people and no more roads!

45. Any improvements to QEW crossing of Credit River will have major improvement in reducing overflow traffic southbound at Mississauga Road and Lakeshore, when QEW east is blocked.

Improvements to Mississauga Road at Lakeshore are essential before approval of Imperial Oil Lands Development.

46. I am concerned that much/most traffic crossing the Credit at Lakeshore is not local and is cars avoiding QEW traffic, thus why not consider a bridge north of QEW at Golf Course. Lots of green space to use and we shouldn't assume everyone is trying to get to Port Credit.
47. Access point from QEW westbound to 403 Northbound would reduce significant traffic travelling through Port Credit/Lakeshore to get to areas north of 403 at Hurontario to Cawthra.
48. Traffic is increasing on Lorne Park Road and other arterial roads to QEW.
49. All businesses should have sidewalk access e.g. Shoppers Drug Mart/MacDonald's at east end/Loblaw's Plaza near west end to encourage walking. Would more bike racks encourage more cycling? – Maybe.



50. Still no provision for cars turning left from Lakeshore eastbound to Stavebank?! Until this bottleneck is worked out traffic will continue to back up past Mississauga Road at peak times. Way do we not encourage visitors to Port Credit to park on the fringes e.g. Saddington Park/Lakefront Promenade)? They would be more willing to do this if a shuttle (frequent and free) could ferry them in and out of the area without fighting traffic or parking wars. Just might have an impact on congestion crossing the Credit River Bridge.
51. What seems to be absent from the Master Plan is provision for the efficient movement of goods on trucks. With growing population, the need to distribute merchandise will grow in a parallel fashion. Please consider prioritized truck corridors as follows:
- North and south between Dundas Street, the Queensway and Lakeshore, particularly through the industrial areas;
  - East-west for both local and through distribution (e.g. Queensway, east of Hurontario Street) that will be available 24 hours per day;
  - Potentially dedicated truck only corridors to relieve congestion on other roads during peak hours; and
  - Use MiWay Transitway by trucks during off peak hours.

We must accept that truck traffic will need to increase as our community's population grows. By integrating prioritized or privileged or dedicated routes within the Plan, congestion can more easily be managed on the major commuter routes.

52. Consider speeding up the study of additional vehicular river crossing north of Lakeshore as a "relief line: to reduce Lakeshore congestion.

Incorporate pedestrian safety measures for elderly and disabled residents including the visually impaired.

53. Link up with CVC who have a major LID initiative for the industrial area north of Lakeshore, west of Southdown Road to assist in your mutual efforts of shoehorning LID techniques along a main arterial.

The proposed elevated curb for bicycling infrastructure makes a lot of sense.

How many catchbasins have to be relocated by narrowing up traffic lanes and (presumably) raising the curb for the bicycle lanes? Cost in your design whether the catchbasins can be left where they are and an additional grate be used for the bicycle lane and stormwater runoff from the new repositioned curb flow to the exiting location.

Overall looks like a well thought through, new but pragmatic design. Consider adding a standalone cycling bridge on north side of the Credit River Bridge to provide continuity of cycling, if the present bridge does not accommodate a cycling lane on the north, in addition to the proposed new pedestrian/cycling bridge across the river at Queen Street. Will the new pedestrian bridge be an 80 metre or larger span bridge to fully span the river, without a pier in the middle of the Credit River, which is not preferred?





## Appendix 5

### Comment Forms/Emails forwarded after the Open Houses

Additional comments received by the Project Team by August 9, 2018 are included in this report section. Seven (7) comments were received. For the following, where specific names and addresses were provided these have been omitted from this report. Each number corresponds to an individual's response. These are verbatim.

1. Thanks for the info re posting the info online. Please let me know when it gets posted and I will definitely review it. I did check the bus times for the Route 14. The last bus leaving Port Credit for Clarkson is 10:15pm. The 2 earlier buses leave Port Credit at 8:15 and 9:30pm. Service is only every 45 minutes. The same applies to Route 29. It only runs every 45 minutes at that time of night. Based on the poor service, visual impairment and not wanting to travel that far alone at night, I will not be able to attend the meeting in person. It's too bad the Clarkson Community Centre wasn't available, but that's life. If it's OK, I can contact you about my thoughts or suggestions re the info to be discussed after the info is posted. Thanks again.
2. I visited the Public Open House Tuesday night, and attended the previous one last fall as well. I went away disappointed. I hope we aren't paying the consultants much, because their recommendations are pretty lame. To solve the traffic congestion on the Credit River Bridge they basically have two recommendations:
  1. Build a bridge north of Lakeshore for pedestrians and cyclists in the future
  2. Add a streetcar line to the existing bridge, some day Really? I don't see that helping.

Council has to bite the bullet and make a bold move, such as expanding or twinning the bridge – I don't know what, but something big needs to be done. Not just applying band-aids. Where will the money come from? Maybe add a special assessment to the property tax bill of all city residents south of the QEW. I appreciate it's a big problem, and most solutions will be expensive and disruptive, but Council needs to have the vision and commitment to build for the future of the city.

3. Great Open House on Monday, the plan presented would be a significant improvement over the current state of Lakeshore. I will share the information and provide you with our feedback. I also have a few questions:
  - What is the process for new street furniture and who will fund it? This is more detailed than the study will get in to, but I will try and inquire internally to find out what this process may be.
  - At which intersections will left turns be prohibited? We are working on this analysis currently – any recommendations will be included in our final report (estimated to come out Q1 2019)
  - How does the plan combat speeding/ will travel lanes be narrowed? We are proposing narrowing travel lanes through the Port Credit area. We are also proposing a consistent speed limit of 50km/h over the entire corridor (which would reduce the speed limit between Port Credit and Clarkson)
  - Does traffic modelling suggest that congestion will increase to the point that the reliability of improved transit will be significantly affected? Our consultants are currently completing an analysis of the corridor that will include provision of transit signal priority to improve reliability of transit in the corridor. This would enable buses to either call a green phase earlier (if they were approaching a red light) or extend a green light to enable them to pass through the intersection before it turns red.



4. Good Afternoon, Overall I am pleased with the proposed plan for the Lakeshore Corridor given the many constraints inherent in such a project. Following are some comments:
- I was very impressed and pleased to see that there will be a dedicated bicycle lane on both sides of the road along the entire corridor. This is a huge shift from the usual way of doing business and will actually make using your bike on Lakeshore an option that doesn't involve taking your life in your hands.

In terms of implementing this safely in the future, I think it will be crucial to have the markings in the bike lanes and the process for navigating transit stops, and left turns consistent along the entire length of the corridor. If this varies from along the corridor it creates uncertainty, people will give up trying to understand and will just try to do what they think is best, which will mean that people will always be on edge, not knowing what to expect. This could discourage bike use.

Maybe a public education campaign along with information on the City of Mississauga website about the rules of the road applicable to the bike lanes will be necessary.

- The issue of left turns at Stavebank and Lakeshore Road will always be a thorny issue with a certain proportion of people being unhappy no matter what is decided. When I was at the open house at Christ Church there were several people who were adamant that a left turn should never under any circumstances be allowed at this intersection. While I myself have experienced frustration when I have gotten stuck waiting at this left hand turn, an important point is that people are turning left for a reason, they are trying to access things like the Port Credit Go Station and the Port Credit area. Also, that turn is the only access point from Lakeshore into Mineola West for residents of that neighbourhood. You can potentially access Stavebank in a more round about manner by going south of Lakeshore and making a series of left hand turns so that you can drive north on Elizabeth or Helene Streets and eventually make your way over to Stavebank. However, this potentially creates other problems. Finally, the need to keep traffic moving on Lakeshore needs to be balanced against the reasonable expectation of residents of Mineola West to be able to access where they live from Lakeshore. Otherwise their only other way to directly access streets in that neighbourhood is from Hurontario.

I am also very pleased that construction is already in progress to realign the Stavebank and Lakeshore intersection. While it will not eliminate the problem with left hand turns, it will make things easier because the intersection will be less of a complicated nightmare to navigate if you are turning left in either direction or right onto Lakeshore from Stavebank.

I also saw that lights with a left turn arrow were installed at this intersection in the eastbound direction; I will be curious to see what impact this has.

I appreciate that actions is already being taken to improve this highly problematic intersection.

- I understood from the materials that an additional bridge crossing would be best located at Queen Street. I can understand how this location would have less impact on the Port Credit arena and Port Memorial Park.

The materials indicated that the crossing would initially be for non-vehicular traffic with future consideration being given as to whether or not to include vehicular traffic. It is important to realize though that access to this crossing from Mississauga Road



would be very problematic, whether on foot, on a bike or in a car. The intersection of Mississauga Road and Queen Street is currently very awkward in terms of turning left onto Queen Street because the proximity of the intersection to the bridge for the railway tracks and the proximity to the intersection of Mississauga Road and Kane. Also, sidewalk access along Mississauga Road north of the railway tracks is poor, located only on the west side of the road, and it is not generally a safe feeling place to be a pedestrian.

Giving vehicles access over the river on to Stavebank would result in additional challenges along Stavebank Road. Stavebank is a relatively narrow road with no sidewalks. There is also some amount of pedestrian traffic on the road because people walk along Stavebank to get to the arena, library, park Go station and Lakeshore, or just simply to go for a walk. In addition, there is a walking path that connects from the end of Inglewood to Stavebank that a lot of people use to get to Stavebank. Currently there is only mainly local traffic on Stavebank, people who are familiar with the road and the pedestrians. Additional traffic coming onto Stavebank from a Queen Street would probably travel north to Mineola Road West, increasing traffic along a stretch of Stavebank that is not currently structured for a lot of traffic.

Thank-you for the opportunity to contribute to this process.

5. Good evening. Thank you for sending the information regarding Lakeshore Connecting Communities. It is unfortunate we have not been able to attend any of the public meetings as our travel schedules have prevented us from doing so. If I may please ask a question that is very important to me and my family. What is being done to address the speed of traffic along Lakeshore (especially from the east edge of the Port Credit commercial area and through to east of Cawthra). I ask this for the following reasons.
  - While pedestrians should cross at signals, the reality is they don't. Considering that it seems there will continue to be 5 lanes of traffic, unless there is speed calming or more on demand crosswalk signals available, I am concerned for public safety.
  - Lakeshore presently seems to be used as a commuting thoroughfare and the speed of many vehicles through this area is alarming to say the least. It is not uncommon to see vehicles travelling at 70kph or more along the stretch noted above. This is dangerous and poses an issue to those entering Lakeshore by vehicles, to cyclists, and to pedestrians.
  - Related to above, what can be done to curtail red light runners . . . I am not speaking about people "rushing" through cautions, I am talking about drivers speeding through traffic signals completely turned red. I live on Beechwood Avenue, and I must say there is rarely a day that goes by where we do not see a vehicle proceed through a complete red light. I have also seen this at other signals along Lakeshore while driving.

Are there traffic calming measures that can be put into place? Can the speed in this stretch be reduced to 40 kph so speeding above this rate is lowered? Can there be more speed information devices installed? Can there be a "zero tolerance" speed zone enforced? To be honest, the stretch where we live is a complete raceway during many periods of the day and I have had drivers honk at me, cut me off, yell at me, give me the finger, and ride my rear bumper flashing their lights while I travel the posted 50kph rate. When this occurs and regularly, there is something not quite



right here.

Many thanks and I look forward to hearing from someone studying this.

6. As a pedestrian, long time transit rider, cyclist and driver, I feel all modes of transportation are necessary (and sometimes necessary evils). Therefore I look at this initiative as a great opportunity to get our city working effectively and interactively for the future, which is pretty much right now. With that spirit, I wanted to pass on my thoughts and perspectives. A great deal of good work has been done.

Timelines. I have some concern that the timelines for the completion of the targeted initiatives may not be aggressive enough for Port Credit which is where I live (Lakeshore & Hurontario). Port Credit “tourists” increase exponentially each year (particularly in the summer months). Additional building projects and the transit enhancements will further impact the number of “tourists” a great deal. We have lived here for 16 years. Over the past 5 - 8 years, it seems the volumes of pedestrians, bicyclists, and motor vehicles in this area increase dramatically year over year.

Port Credit Village proposed changes. I feel that the plans may be too ambitious in terms of trying to satisfy too many stakeholders: 4 lanes of traffic and left turn lanes, pedestrian sidewalks, greenbelt area (can be used by outdoor patios) plus two lane for east west bike lanes may provide for crowding and collisions, particularly on days when high profile events are happening during the warmer seasons. I hope there is a Plan B for bike lanes to reroute onto Stavebank, Port Street, and St. Lawrence and/or move the outdoor patios towards Port Street. Current venues with outdoor patios could incorporate roof top patios (like Roc n docs) and/or open windows, or sliding windows to bring the outdoors into the restaurant. Since the outdoor patios have been constructed on the sidewalks, I find myself avoiding walking along Lakeshore, favouring Port Street to get across the way. It's not as enjoyable due to crowding, slow pace walking, changing path materials and noise. By bypassing the town, I also bypass opportunities to spend money in town (unless I target a shop or venue specifically). I believe Port Credit is actually losing out on business because of the current set up.

Bike Lanes. I favour the protected bike lanes or separated bike lanes. I saw what I believe to be a good model on Lakeshore, near Royal York. Bike lanes are on the south side, for both easterly and westerly riders. It's simple and everyone knows what is expected of themselves and others. In terms of the bicycle icons (without solid lines), I like them on the sides of the less traveled roads - to serve as a reminder to look out for bikes. The designated bike lanes beside the curb that are not protected seem to be disregarded from what I can tell. One example I have is, at Dixie and Lakeshore, the lane is used as right hand turn lanes for by drivers of vehicles. That makes me very nervous because even if I'm correctly positioned, cars behind me block my view of a potential cyclist.

Education and Information. To get everyone to get to where they need to go, without 'colliding' with the other, we need to ensure all aspects of the road travelled is considered and then get everyone on the same page. Rules of the road. Communicate and Inform. For drivers, there needs to be uniformity in signage for cyclists and we need to know what to do when we see one sign and the other. On our sidewalks, there is also confusion on right of way. What is required of a cyclists or pedestrian sharing the sideway or party. Bikes are on the sidewalks and pathways in an entitled way like I've never seen. And few have bells to ring to alert pedestrians (and pedestrians with dogs on a leash, pushing a stroller, or leading small children) that they are coming closely past them on the sidewalks or bike paths). Where are bikes supposed to be? My perspective is that a bike is supposed to be on the road and if riding on a sidewalk defers to pedestrians. But that has changed.



It's quite evident around St. Lawrence Park where I walk my dog. When bikes are on the roads, it is my understanding that they need to be signaling their intention to change direction. But less than 1% of cyclists signal their intentions if they are on the road. In terms of club riders who group together across a car lane, how does it work when acceleration and deceleration is so different between bikes and cars. It's not in passing them via the left lane, it's about catching up with them at lights, or having the pass through you at a light and not knowing when it's okay to go. So after the education and information. Enforcement.

We may need to make some tough decisions to keep people safe as well, like reducing traffic speeds where cohabitation is greatest.

Thanks for listening.

7. We are property owners in the Lakeview Area and would like to confirm the proposed ROW width required to accommodate the dedicated transitway in Segments 6 and 7 and if a road widening will be required. In addition, if a road widening is required is the strategy to take equal dedications on both sides of Lakeshore Road?

