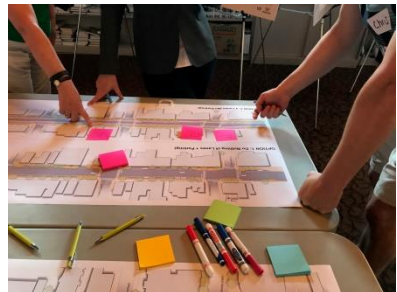
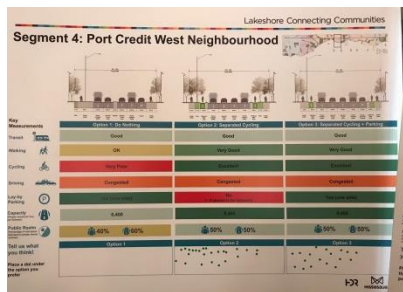




Lakeshore Connecting Communities

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



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PUBLIC INPUT REPORT

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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.

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To learn more about this project or to share your comments for improving transportation for our Lakeshore Communities visit 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



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 #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
1. Support heard for the draft preferred transit strategy: “A Standalone LRT Express Bus System with limited stops in the interim”.	<ul style="list-style-type: none"> • Support for implementing convenient and efficient rapid transit along the Lakeshore. • Differing views on Express Buses or LRT/Streetcar. Express buses are generally preferred over streetcars. • Support for dedicated exclusive lanes for Express Buses particularly at peak travel times. • Streetcars are seen by some as too slow and inflexible noting that slowdowns occur with streetcar breakdowns compared to more flexibility replacing express buses. • 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.
2. Minimize the number of transit stops and provide rest stops in-between to facilitate walking to transit	<ul style="list-style-type: none"> • Support for ensuring expedient transit service by having fewer stops along the route – the fewer the better. • 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. • 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. • Desire for rest areas between transit stops with benches and weather protection (shade and rain/snow). • Improved pedestrian environment is seen as being important for increasing transit usage. • In the Lakeview community, a stop at Ogden Avenue should be considered to facilitate transit for Inspiration Lakeview.
3. Create a more welcoming and connected pedestrian environment	<ul style="list-style-type: none"> • Strong support for implementing sidewalks along Lakeshore Road on all segments. • Strong support for implementing street designs which create a more pedestrian friendly environment along Lakeshore. • Support for keeping cyclists and pedestrians separate with many concerns noted about safety concerns with cyclists

General Themes Frequently Noted	Key Messages Heard
Create a more welcoming and connected pedestrian environment (continued)	<p>riding on the sidewalks.</p> <ul style="list-style-type: none"> • 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. • Improved wayfinding recommended. • Desire for improved pedestrian connection to and along the Waterfront and across the Credit River.
4. Significant support for and on-street separated bike lanes along Lakeshore.	<ul style="list-style-type: none"> • There is significant support for implementing on-street separated bike lanes along Lakeshore. • 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. • There is a strong preference for a raised physical buffer on-street between the vehicles and bike lanes. • Creating protected cycling lanes is seen as having further advantages of moving bikes off sidewalks and making it safer for pedestrians as well. • More bike parking is needed along Lakeshore and at GO Stations. • Would like to see new north-south bike routes.
5. Address existing congestion problems and enhance and support Lakeshore as a local main street.	<ul style="list-style-type: none"> • 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. • Turning movements from Lakeshore were noted to be problematic particularly at Stavebank Road and Hurontario Street. • There are mixed views on on-street parking with some support for restricting peak hour parking through Port Credit to improve traffic flow.
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.	<ul style="list-style-type: none"> • 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. • There is a desire for increasing safe opportunities for crossing the Credit River for pedestrians and cyclists. • 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. • If a crossing is considered, preferences are: <p>Multi-modal : preference for Mineola Road Extension (50%) or Queen Street Extension crossings</p> <p>Non-vehicular: Preference for Queen Street Extension (39%), Mineola Road (25%), or Inspiration Port Credit Bridge (23%) crossings.</p>

General Themes Frequently Noted	Key Messages Heard																						
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.	<ul style="list-style-type: none"> • Street design solutions that support rapid transit were favoured in all segments. • Supported street design elements included measures that would improve the pedestrian environment and separate cycling from pedestrian and vehicles in all Segments. • Mixed views were expressed on layby parking with restricted parking being favoured in some segments in Port Credit Segment. • The specific preference for each segment are described in in Appendix 4 and are as follows: <table border="1" data-bbox="597 615 1414 1234"> <thead> <tr> <th>Segment</th><th>Preference Noted</th></tr> </thead> <tbody> <tr> <td>1</td><td>Clear preference for Option 2 (separated cycling)</td></tr> <tr> <td>2A</td><td>Clear preference for Option 2 (separated cycling and parking)</td></tr> <tr> <td>2B</td><td>Preference for Option 2 (separated cycling and parking)</td></tr> <tr> <td>2C</td><td>Clear preference for Option 2 (separated cycling)</td></tr> <tr> <td>2D</td><td>Clear preference for Option 2 (separated cycling)</td></tr> <tr> <td>3</td><td>Clear preference for Option 2 (separated cycling)</td></tr> <tr> <td>4</td><td>Preference split between Option 2 (38%) and 5 (36%)</td></tr> <tr> <td>5</td><td>Preference for Option 2 (4 lanes no parking) (52%)</td></tr> <tr> <td>6</td><td>Preference for Option 2 (4 lanes no parking) (50%)</td></tr> <tr> <td>7</td><td>Preference for Option 2 (exclusive transit one side and separated cycling – Inspiration Lakeview preferred section)</td></tr> </tbody> </table>	Segment	Preference Noted	1	Clear preference for Option 2 (separated cycling)	2A	Clear preference for Option 2 (separated cycling and parking)	2B	Preference for Option 2 (separated cycling and parking)	2C	Clear preference for Option 2 (separated cycling)	2D	Clear preference for Option 2 (separated cycling)	3	Clear preference for Option 2 (separated cycling)	4	Preference split between Option 2 (38%) and 5 (36%)	5	Preference for Option 2 (4 lanes no parking) (52%)	6	Preference for Option 2 (4 lanes no parking) (50%)	7	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
Create a more welcoming pedestrian environment	<ul style="list-style-type: none"> • Create wider sidewalks and place more benches on Lakeshore. • Slow the traffic on Lakeshore. • Take a more pedestrian friendly lens along Lakeshore for existing and new activities and developments.
Improve pedestrian connections and priority	<ul style="list-style-type: none"> • Better connections between development and roads, cycling, walking and transit. • Plan for transit and cycling as the first priority with good walking.
Improve conditions for pedestrians and cyclists along the Waterfront Trail	<ul style="list-style-type: none"> • Create better pedestrian access to the waterfront. • Implement wayfinding to and along the waterfront i.e. interpretation signage for wildlife and heritage features. • Create continuous walking and bicycle paths. • Preserve natural green areas and trees. • Need to separate pedestrians and cyclists on waterfront trail. Conflicts are dangerous.

Key Themes	Public comments and ideas noted
Provide dedicated, separated and continuous bike lanes along Lakeshore	<ul style="list-style-type: none"> • Implement separated bike lanes. • Ensure that sidewalks and bike lanes have physical separation – raised. • Create more parking for bikes. • 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.
Address safety for all road users	<ul style="list-style-type: none"> • Increase safety for all modes. Safer driving, cycling and skateboarding. • Have more focus on moving people safely. • Implement ways to improve pedestrian safety at crossings. • Promote safety education for cyclists and drivers. • 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.
Develop higher order rapid transit along Lakeshore Road	<ul style="list-style-type: none"> • Support more efficient and frequent transit service. • Increase transit along Lakeshore. • Develop good connections to major transfers to get people out of cars! • Move forward with rapid transit on the Lakeshore – electric buses or trains. • Make transit affordable with affordable transit passes. • 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.
Improve road operations during peak hours	<ul style="list-style-type: none"> • Traffic east-west is a problem and we need to address this now! • Improve overall efficiency of network for all modes. • Implement restrictions with new no left turns in Port Credit during rush hour. • 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. • Improve Stavebank Road and Lakeshore intersection. Consider no left turns at Stavebank.
Treat Lakeshore Road as a local main street and not as a thru way	<ul style="list-style-type: none"> • Enhance and support Lakeshore as a local main street. • Make Clarkson Village a destination instead of the current “corridor”. • Address existing congestion problems - It is getting worse. It affects residents and businesses. • 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. • 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.
Explore feasibility of an additional crossing of the Credit River	<ul style="list-style-type: none"> • 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.



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
Alternative #1 Mineola Road Extension	<ul style="list-style-type: none"> • #1 is best choice because all other choices are too short, they don't go anywhere! Mineola is a "go". • 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 & add to congestion in downtown Port Credit. • Mineola Bridge is the best option. Other alternatives would increase congestion in Port Credit. • Prefer Mineola or Queen Street to get traffic off the Lakeshore (north). • The Mineola Bridge would have a much larger impact on traffic reduction as it would catch commuters for the north, east & west since it incorporates a larger catchment area. • As more & more people move west & 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 & 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. • Left turns should have their own lanes or greater priority during rush hour. • 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. • Option #1 will attempt to keep traffic away from congestion at Mississauga Road and Lakeshore Road. Could encourage use of Queensway a well. • 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.
Alternative #2 Queen Street Extension	<ul style="list-style-type: none"> • 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! • Traffic on Mississauga Rd is already brutal. Traffic study for Mississauga Rd and impact on it. Logical crossing is at the North Service Road. • 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. • Crossing Mississauga to get to Option 2 needs to be thought out with new lights or a bridge. • Prefer Mineola or Queen Street to get traffic off the Lakeshore (north). • If you put a bridge on Queen where would the traffic go once it crossed? Concerned that it will impact dwellings. • Queen Street extension would be the least disruptive to the existing structures and most convenient to the GO Train. • If you connect Queen Street to Mississauga Roads Road it will open up the other side to traffic which would be bad.
Alternative #3 Park Street Extension	<ul style="list-style-type: none"> • Bridges on High Street and Park Street are too close to Lakeshore Road. • Better to separate & bridge the 4km distance to Dundas. • Option #3 would also affect Riverside Public School.

Alternative	Comments about Multi-Modal Crossing Alternatives and Draft Evaluation
Alternative #4 High Street Extension	<ul style="list-style-type: none"> • Bridges on High Street and Park Street are too close to Lakeshore Road. • Better to separate & bridge the 4km distance to Dundas.
Do Nothing	<ul style="list-style-type: none"> • 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. • Don't induce demand by building a car bridge, get people out of their cars! • 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. • Don't like any of these options. Impacting parks + dwellings.
Streetcar on Existing Bridge	<ul style="list-style-type: none"> • 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. • Put the streetcar on the Queen St extension (bridge).
Other comments noted	<ul style="list-style-type: none"> • Do both option #1 and #2 re bridges or even 3 options ... add #6 too! • Build a tunnel instead of a bridge. • Consider twinning the railway bridge with a bridge for cars – like Edmonton. Could include cars, cycling and walking. • Can the underside of the QEW Bridge be used for non-vehicular traffic? (4 commenters also liked this). • 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. • Consider a crossing at The Queensway, west of Trillium. (3 commenters also liked this). • 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 & pedestrians also. A bridge along one of the service roads would be helpful. • Bridge at North Service Road. • 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! • Create a new option (similar to Hamilton roads) with one way into downtown & one way out – synchronize lights to move traffic efficiently. • Add Stavebank Road extension to the north and perhaps run it under the QEW. (1 commenter also liked this). • Need multi-modal bridge north of Lakeshore & pedestrian bridge south of Lakeshore. • Need an alternative crossing for cars to offset quantity of new arrivals with development – min 3000 people. Change South Service Road or new crossing. • 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). • Consider alternate ways for cars to move: west-east (AM); east-west (PM) or peak hours.



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

Comments about the Non-Vehicular Crossing Alternatives and Draft Evaluation
<ul style="list-style-type: none"> • Any of the non-vehicular crossings would be good! Why not do 2 or 3 of them?!? Let's be bold. • Strong need for safe crossing opportunities for pedestrians & cyclists. Please continue to pursue viable options. • Need multi-modal bridge north of Lakeshore & pedestrian bridge south of Lakeshore. • Perhaps a pedestrian bridge can also be added beside the GO Station. • Covered walk path for winter weather. Winter must be looked at. • Need a river crossing at QEW for bikes! • Queen Street crossing for pedestrians and cyclists only! • Pedestrian Bridge on east/west Port Credit Village. • 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. • Another option to consider is to attach a pedestrian/cycling bridge to existing Railway Bridge. Cheaper! • How about running Truscott across the river? • Why not consider vehicular crossing at north service road (in addition to bike and pedestrians). • 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! • Need a bikes only river crossing from Saddington Park to Snug Harbour point. • 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. • Tunnel under Credit River from Lakeshore under marina at Snug Harbour to Port St. East. • 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. • Does 'non-vehicular' mean bicycles are allowed? It's not clear.

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

Additional verbatim comments about the analysis of the Credit River Crossing
<ul style="list-style-type: none"> • River crossings must have raised physical separation between cars and bikes. • Traffic will get worse. Hold construction of new development off until infrastructure for traffic is in place. • 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. • Excited about Credit River crossing as it will make the area more walkable and accessible for transit. • Consider above ground light rapid transit to get across the Credit. • Development of Imperial Oil lands will add hundreds more cars, need to expand Mississauga Road to get cars up to QEW and off Lakeshore. • 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). • Covered bike parking at GO Train Station. • To reduce traffic in/out of GO Station – Charge for GO Station parking. • Charge for parking at the GO Station. • 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

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%
Total	46	132	31	209	100%
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%
Total	39	88	33	160	100%

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.

Lakeshore Connecting Communities

Draft Multi-Modal Crossing Evaluation

Share your ideas! Place a dot next to the option you prefer

Alternative Crossing Locations	Benefits	Impacts
(N) Do Nothing	No impacts to public or private property	Continue to experience peak hour congestion Potential for poor air quality due to increased congestion No improvement to network connectivity
(S) Streetcar on Existing Bridge	Improved transit connection Moves more people per hour due to addition of Streetcar on Existing Bridge	Continue to experience peak hour congestion Potential impact to Credit River should bridge need reconstruction
(1) Mineola Road Extension	14% reduction in peak hour traffic on existing bridge Improves east-west network connectivity north of the railway	Continue to experience peak hour congestion Impact to Credit River Marshes Wetland Complex Potential impact to private properties on Mineola Road and Indian Road
(2) Queen Street Extension	17% reduction in peak hour traffic on existing bridge Improves access to the Port Credit GO Station	Continue to experience peak hour congestion Impact to Credit River Cultural Heritage Landscape Impact to Port Credit Memorial Park
(3) Park Street Extension	17% reduction in peak hour traffic on existing bridge	Continue to experience peak hour congestion Impact to Credit River Cultural Heritage Landscape Impact to Port Credit Memorial Park and Mississauga Cancer Club
(4) High Street Extension	17% reduction in peak hour traffic on existing bridge Improves east-west network connectivity south of the railway	Continue to experience peak hour congestion Impact to Credit River Cultural Heritage Landscape Impact to Port Credit Memorial Park (adjacent existing park)

Lakeshore Connecting Communities

Draft Non-Vehicular Crossing Evaluation

Share your ideas! Place a dot next to the option you prefer

Alternative Crossing Locations	Benefits	Impacts
(N) Do Nothing	No impacts to public or private property	Continue to experience peak hour congestion Potential for poor air quality due to increased congestion No improvement to network connectivity
(1) Mineola Road Extension	Improves east-west network connectivity north of the railway	Continue to experience peak hour congestion Impact to Credit River Marshes Wetland Complex Potential impact to private properties on Mineola Road and Indian Road
(2) Queen Street Extension	Improves access to the Port Credit GO Station	Continue to experience peak hour congestion Impact to Credit River Cultural Heritage Landscape Impact to Royal Canadian Legion and Port Credit Memorial Arena
(3) Park Street Extension	Improves access to key destinations on west side of the Credit River	Continue to experience peak hour congestion Impact to Credit River Cultural Heritage Landscape Impact to Port Credit Memorial Park, the Don Rowing Club and Mississauga Cancer Club
(4) High Street Extension	Improves east-west network connectivity south of the railway	Continue to experience peak hour congestion Impact to Credit River Cultural Heritage Landscape Impact to Port Credit Memorial Park (adjacent existing park)
(5) North of Existing Bridge	Improves walking and cycling connection on north side of Lakeshore Road	Continue to experience peak hour congestion Potential impact to Credit River should bridge need to be reconstructed Redundant if cycling is accommodated on Lakeshore Road
(6) Inspiration Port Credit Bridge	Place-making opportunity Improves walking and cycling connection south of Lakeshore Road	Continue to experience peak hour congestion Impact to Credit River Cultural Heritage Landscape Impact to J.C. Sestinger Park and J.J. Paus Park

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**.

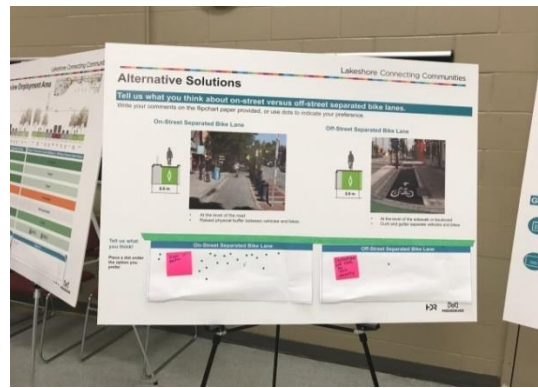
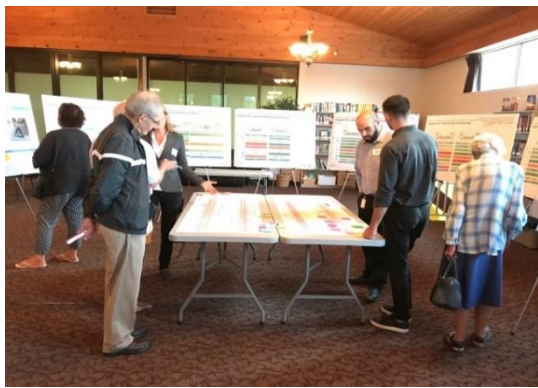


Figure 12 – Map Showing Study Area Segments

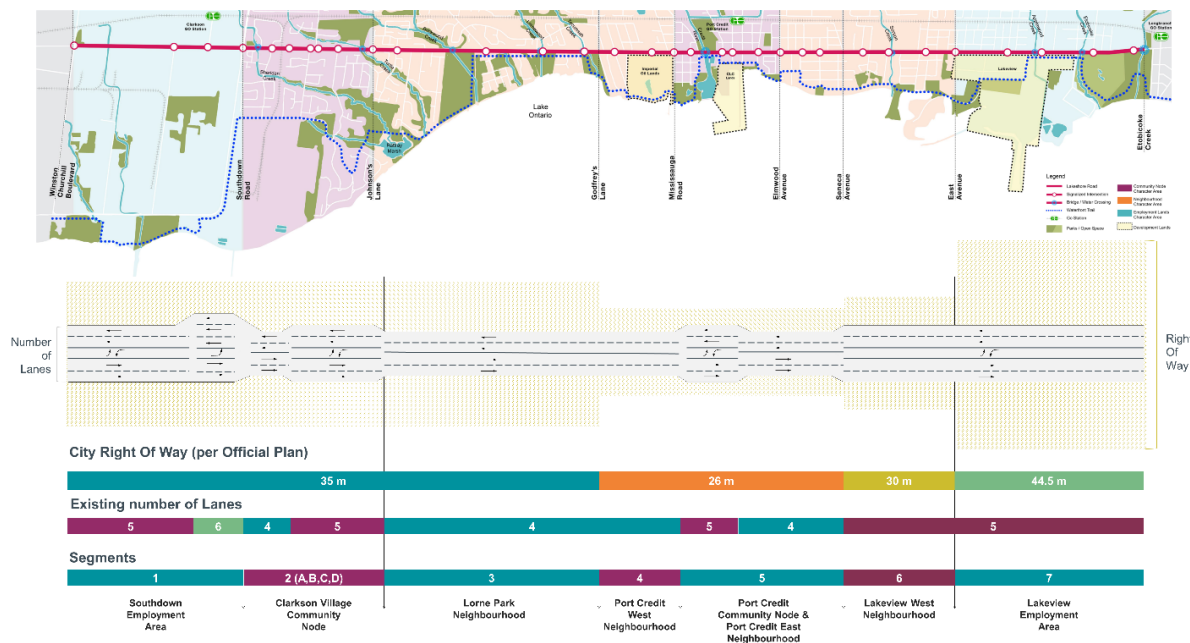


Figure 13 – Verbatim Comments on the Alternative Solutions

Key Measurement	Comments on the Alternative Solutions across the Study Area including Segments 1 through 7
Walking	<ul style="list-style-type: none"> 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. 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. Should implement sidewalks throughout the Lakeshore on all segments.
Cycling	<ul style="list-style-type: none"> 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. Bike lanes need to be protected. Bike lanes should have a raised barrier to prevent “pack” riding. Biking for sport/speed should be prohibited during peak hours Don’t forget to factor in north-south bike routes. Especially safe passage across the QEW. Need protected bike lanes on Mississauga Road. Cars go too fast. Need to keep bikes & pedestrians separated. Contact is inherently dangerous. Need to keep bikes & 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. 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! 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. 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! 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? Bike lanes! Safe way to bike to Clarkson GO Station.
Driving	<ul style="list-style-type: none"> Abolish left turn by adding roundabouts & encourage traffic flow. Get cyclists off the sidewalks. Educate people on the need for consideration. 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 I like the plan to modify the Stavebank intersection so there is a dedicated left turn lane onto Stavebank from Lakeshore.

Key Measurement	Comments on the Alternative Solutions across the Study Area including Segments 1 through 7
Driving	<ul style="list-style-type: none"> • Traffic east-west is a problem. Need to address the problems! • Railway tracks are for travel roads and should be approved for car-travel next to it. • Bike share and car share would be helpful short-term solutions • Use South Service Road expanded with bridge as relief.
Capacity	<ul style="list-style-type: none"> • We need transportation planning which provides single pay for train/bus/bicycle across the study area. • 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. • 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". • Population is aging with less mobility due to age/pain etc. yet assumptions are that cycling will increase. The assumption may therefore be incorrect. • 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 • 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. • Cycling not used as much in winter yet the cycle lanes are dedicate thru-out the year. Therefore wasted lanes. • 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. • Segment 1 does not appear to account for truck volumes related to local businesses.
Transit	<ul style="list-style-type: none"> • Look at the transit transfers and connections serving the Clarkson Crossing Plaza from Inverhouse. Currently have to transfer at the GO Station. • Segment 7 would be best served with public transit on both sides (no option for this yet). • What about GO Train access from west side of Credit River? – Could have parking there – small bridge – to draw traffic away from Lakeshore. • Better connection from Lakeshore to Hospital at using transit. • 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.

Key Measurement	Comments on the Alternative Solutions across the Study Area including Segments 1 through 7
Public Realm	<ul style="list-style-type: none"> • Prefer the options shown that have more green space. • 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). • Require wider sidewalks. Present city standard is too narrow. • Bring Port Credit “village-like” feel all along the Lakeshore. • Implement more public realm ideas in Lakeview. • Make Lakeshore more of a people place. Development shouldn’t overshadow street. • Create more shade respites for better walking along Lakeshore Road. In the summer, there is no shade.
Layby Parking	<ul style="list-style-type: none"> • Seems most of the traffic in Port Credit is passing through, very little is parking. So remove parking and ease the congestion. • Restrict parking in Port Credit during rush hour. • Create new off-street parking areas. • Merchants must have sufficient parking. • No street parking. • 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. • Less parking at GO station would reduce traffic & 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! • Charge for parking at GO Station.

Figure 14 – Other General Verbatim Comments on the Alternative Solutions

Other Comments on the Alternative Solutions
<ul style="list-style-type: none"> • Segment 1 does not appear to account for truck volumes related to local businesses. • Bike share and car share would be helpful short-term solutions • Use South Service Road expanded with bridge as relief. • Bike lanes! Safe way to bike to Clarkson GO Station. • 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. • Need clarification on where motorized wheel chairs & scooters are to travel, i.e. on the road, sidewalk or in the bike lanes. With the aging population, not likely to walk anywhere. • Enforce stopping at red lights for bikes! • There should be more police presence on Lakeshore to prevent drag racing at night. • Good displays and information here! Thank you. • Actual pictures of the existing area and proposal sketches might have been clearer. • Should have put cost estimates for all options - does nobody also think about budget? • 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. • Never should have allowed housing development against railway tracks! • 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.

Figure 15 – Result of Dot-democracy Activity by Segments

Segment 1 Southdown Employment Area	Lakeview	Port Credit	Clarkson	Total	%
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%
Total	17	39	26	82	100%

Segment 2 Clarkson Village Community Node	Lakeview	Port Credit	Clarkson	Total	%
A					
Option 1: Do Nothing	0	0	1	1	1%
Option 2: Separated Cycling + Parking	17	41	22	80	99%
Total	17	41	23	81	100%
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%
Total	17	37	22	76	100%
C					
Option 1: Do Nothing	0	0	0	0	0
Option 2: Separated Cycling	14	33	20	67	100%
Total	14	33	20	67	100%
D					
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%
Total	17	30	23	70	100%

Segment 3 Lorne Park Neighbourhood	Lakeview	Port Credit	Clarkson	Total	%
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%
Total	14	35	24	73	100%

Segment 4 Port Credit West Neighbourhood	Lakeview	Port Credit	Clarkson	Total	%
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%
Total	34	71	33	138	100%

Segment 5 Port Credit Community Node and Port Credit East Neighbourhood	Lakeview	Port Credit	Clarkson	Total	%
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%
Total	43	70	37	150	100%

Segment 6 Lakeview West Neighbourhood	Lakeview	Port Credit	Clarkson	Total	%
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%
Total	36	33	21	90	100%

Segment 7 Lakeview Employment Area	Lakeview	Port Credit	Clarkson	Total	%
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%
Total	37	28	13	78	100%

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

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

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

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 Loblaws 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