



# Lakeshore Connecting Communities

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



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## PUBLIC INPUT REPORT

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## 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.

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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](http://connectlakeshore.ca).



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

### 1.1. What is this project about?

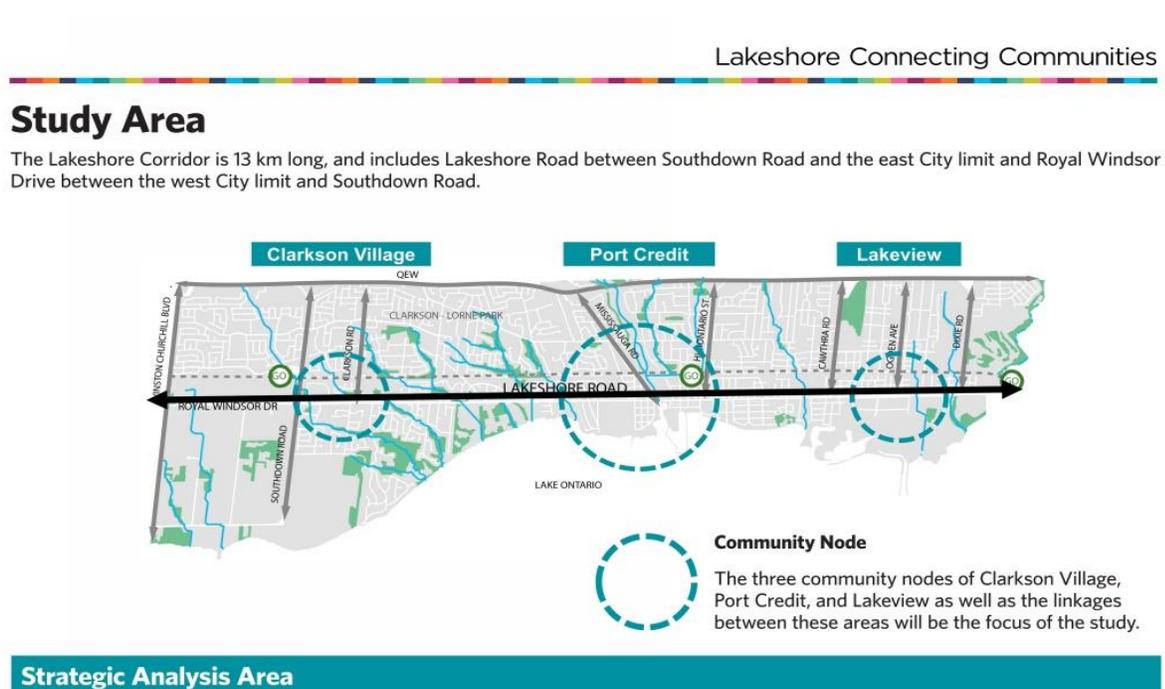
The City of Mississauga is undertaking a Transportation Master Plan - **Lakeshore Connecting Communities** to develop a vision for the Lakeshore Road corridor that recognizes the different character areas and to support all modes of transportation, connect people to places and move goods to market, and 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**

<b>General Themes Frequently Noted</b>	<b>Key Messages Heard</b>
<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

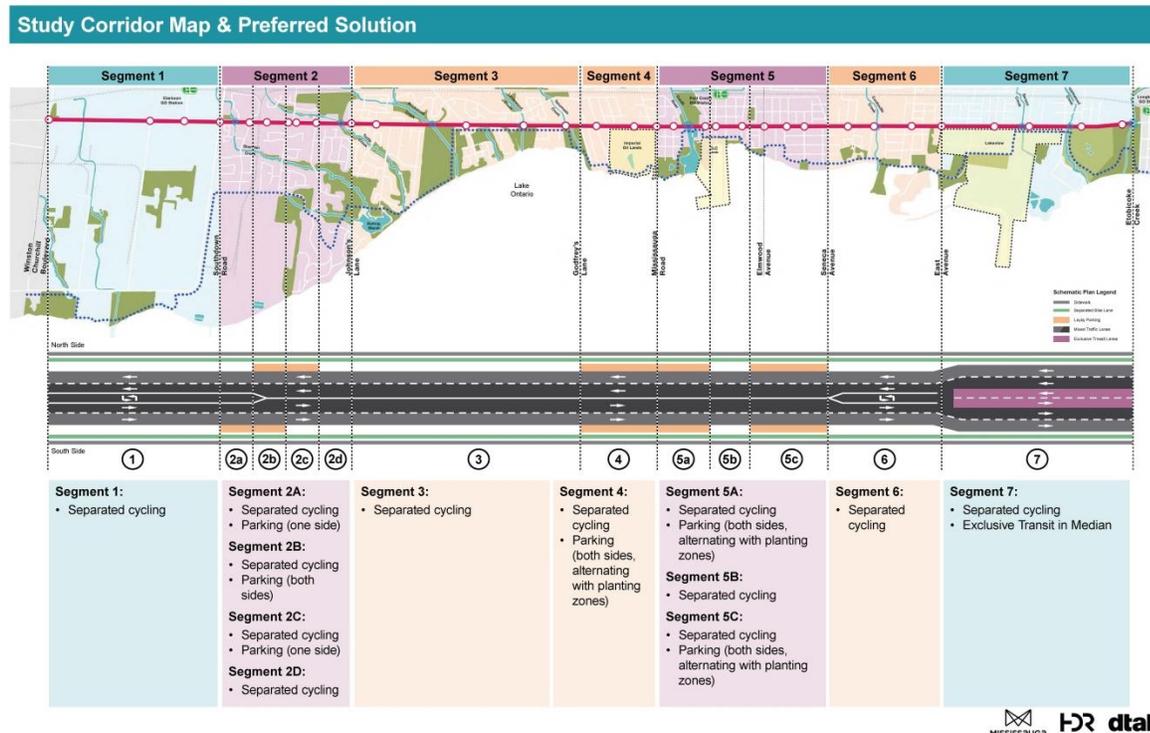
### Detailed Public Input on Conceptual Design (Station 3)

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 were 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 signs/ 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

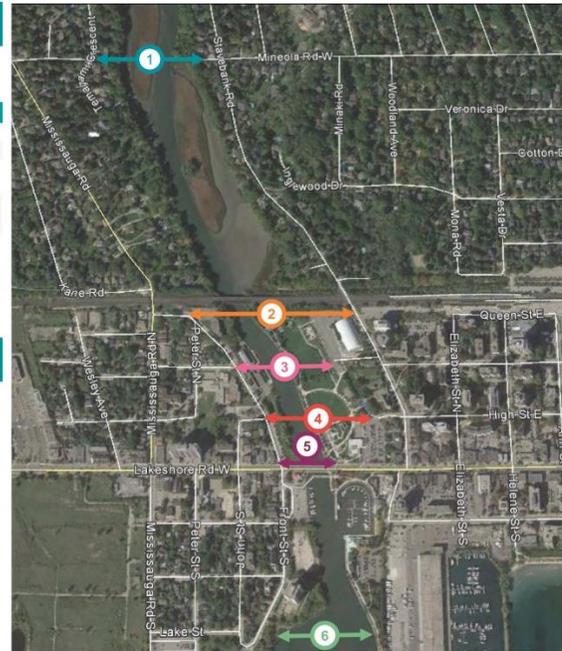
Lakeshore Connecting Communities

## 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	0	1	2	2	2	2	2	
SUPPORTING PROSPERITY	1	1	2	2	2	2	2	
OVERALL EVALUATION	0	1	2	2	2	2	2	
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.	NOT RECOMMENDED



### 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	0	1	1	1	1	1	
SUPPORTING PROSPERITY	1	1	1	1	1	1	
OVERALL EVALUATION	0	1	1	1	1	1	
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 alternative due to the limited impacts on cultural heritage, environment, and the natural environment. Introducing higher order transit to the existing bridge addresses the cost of construction of a new crossing, which also streamlines roadway conversions 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.	NOT RECOMMENDED

**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?

