



Lakeshore
Connecting
Communities

Public Input Report

Public Open House #1

held November 1, 7 and 8, 2016



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About This Report

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

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To learn more about this project or to share your comments for improving transportation for the Lakeshore Communities visit www.connectlakeshore.ca.



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

1.1. What is this project about?

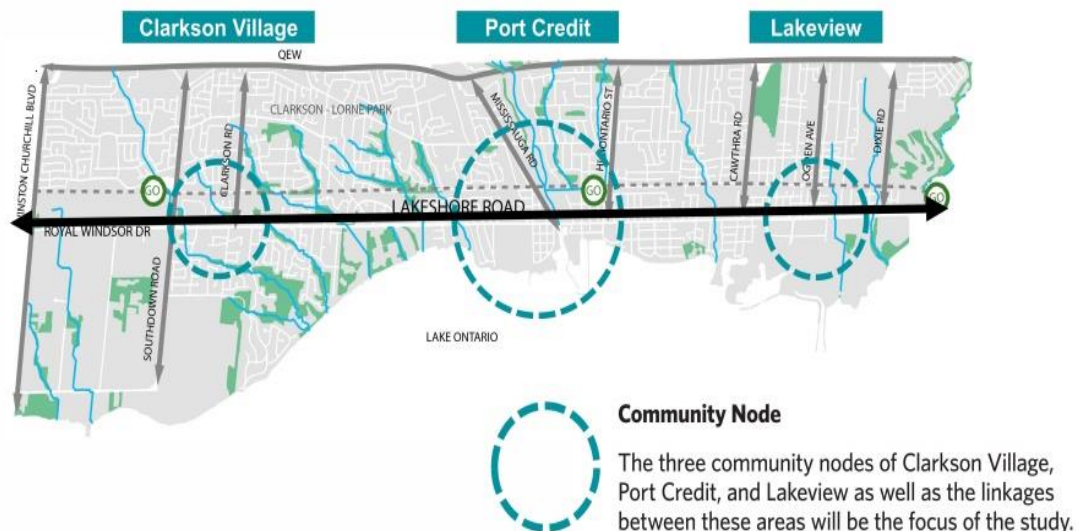
The City of Mississauga is undertaking a Transportation Master Plan - **Lakeshore Connecting Communities** to develop a vision for the Lakeshore Road corridor that recognizes the different character areas and to support all modes of transportation, connect people to places and move goods to market, and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

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

Lakeshore Connecting Communities is about planning for the future of Lakeshore Road. This master plan study will look at how to best connect the communities of Clarkson, Port Credit and Lakeview while preserving and enhancing the unique character and sense of place of each community. The study will build on recent planning studies to develop a design for the Lakeshore Road corridor from building face to building face that supports all modes of transportation, connects people to places, and moves goods to market. The study will also evaluate rapid transit alternatives east of Hurontario Street as well as extending rapid transit into the Port Credit area.

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

Figure 1: Study Area Map



Strategic Analysis Area

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

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

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

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

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

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

The purpose of Public Open House #1 was to:

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

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

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

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



1.4. How was the Open House organized?

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



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

Figure 2: Information Station Topics

Public Open House 1		
Station 1 Background Information	Station 2 Lakeshore Road Today	Station 3 Lakeshore Road Tomorrow
<ul style="list-style-type: none"> What is the study about? What we've heard so far Future vision brainstorming wall map Online survey 	<ul style="list-style-type: none"> Quick facts: daily travel patterns, transit, parking, traffic volumes, safety statistics Existing character Large aerial maps with post it notes to note locations of concern or interest 	<ul style="list-style-type: none"> Planned growth, major re-development sites, and future land use Problem identification and visual preference ('vision') ideas for: walking, cycling, transit, and autos/trucks Putting it all together: Interactive cross-section activity Problem/Opportunity statement
Opportunities to provide input and comments		

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

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

2. GENERAL THEMES NOTED AND KEY MESSAGES HEARD

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

Figure 3 – General Themes Frequently Noted and Key Messages Heard

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

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



9. Coordinate or sync signal timing during peak hours to improve operations.	Residents would like to see better signal timing and timing being coordinated according to time of day and day of week to accommodate pedestrians in a timely manner during off-peak hours. Residents are generally not satisfied with the current timing of traffic signals at various intersections along the corridor.
10. Improve intersection configurations and restrict turning movements during peak hours.	Residents identified that left hand turns along Lakeshore are causing congestion and delays at intersections. There are mixed views as to how to address this including restricting left hand turn lanes, adding turning lanes, and realigning skewed and jogged intersections. Stavebank Road and Clarkson Road were noted as key problem intersections. Turning restrictions are noted as a suggestion for alleviating congestion especially through Port Credit.
11. Explore feasibility of additional crossing of the Credit River.	There appears to be interest in considering an additional crossing of the Credit River. There are mixed views for the location and type of crossing (i.e. for all modes or just walking and cycling). Potential locations noted include: Queensway extension, Mineola Road – Indian Road connection, adjacent the railway corridor, or just north of the existing Lakeshore Road bridge.

3. NEXT STEPS

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

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



Appendix 1

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

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



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


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

Lakeshore Connecting Communities

Draft Problem or Opportunity Statement


With limited road capacity, greater reliance on transit, walking, and cycling is required.

This requires making these ways of travelling more attractive.




Lakeshore Road intersects a unique mix of **established and developing communities**.


Preserving and enhancing each community's character and sense of place is important.



The Lakeshore Communities are expected to grow by approximately 56,000 people and 16,500 jobs by 2041.



Without any improvements to the transportation network in the Lakeshore Communities congestion **will worsen** for all road users.



The existing pedestrian and cycling networks are **discontinuous** and can be better integrated into the overall transportation network.

The existing transit service will require additional capacity in the future and a greater degree of transit priority.

Help define the problem or opportunity statement.

What additional comments do you have?






Figure 4 – Key Future Vision Themes

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

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

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

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



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

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

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

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

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



Auto/Truck

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



Appendix 2

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

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



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

Figure 7 - Roll Plan Comments

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

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

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

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



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



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



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



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



Appendix 3

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

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

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

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

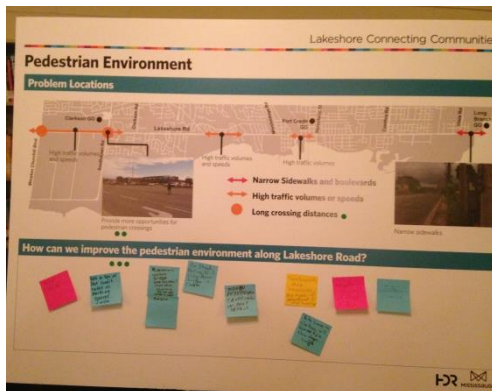


Figure 8 - Post-It Note Comments for Different Ways of Travelling

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

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

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

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



Autos and Trucks /Problem Locations	Southdown (noted by 2 people). • Produce an alternate route. Right now option is only Lakeshore. • Fix the timing of lights at Meadowood and Lakeshore – too long • Need lay by parking in Clarkson to slow down traffic per the Clarkson Village Study.
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**Figure 9 - Comments noted at Station 3 about the potential for considering
A new Credit River Crossing**

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

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

Figure 10 – Result of Dot-mocracy Activity

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

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

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

¹At the Port Credit PIC: Roundabout was suggested as a ‘vision’

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



Appendix 4

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

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



Overall comments and observations from the cross-section activity

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



Frequently noted ideas by each character area:

For Lakeview:

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

For Port Credit:

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

For Clarkson:

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

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

Figure 11 – General observations and comments for the Lakeview Area

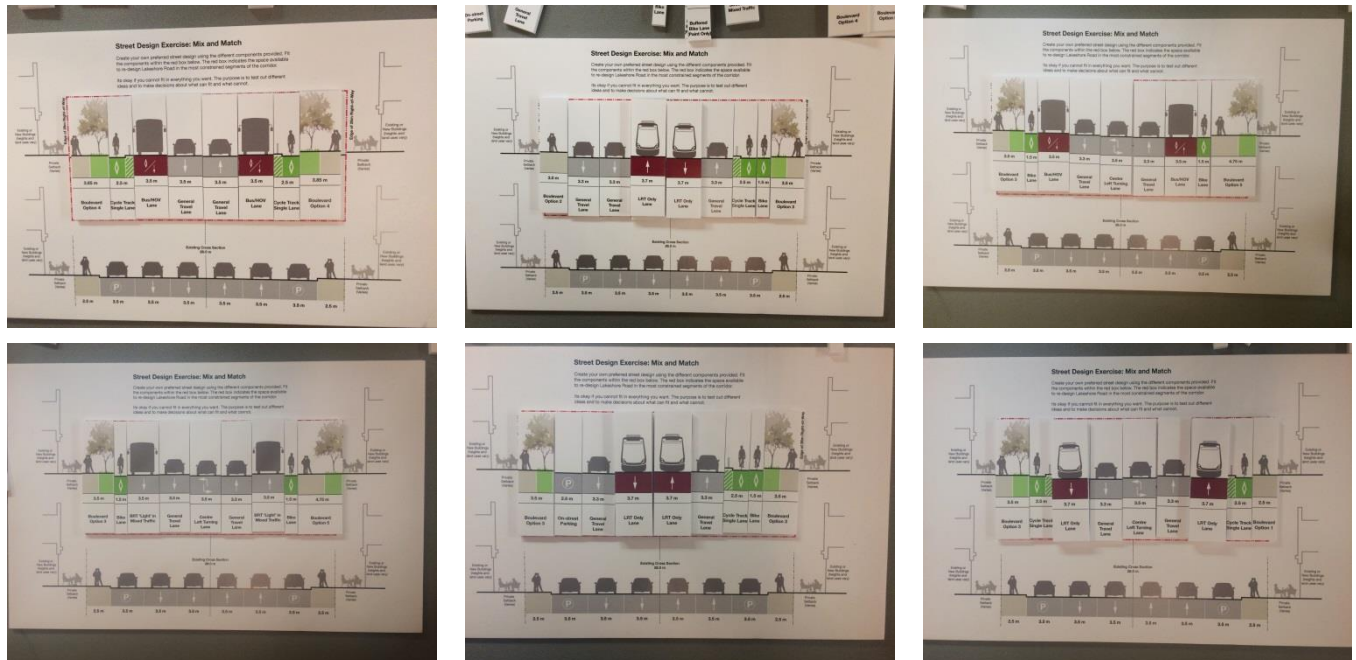
Who participated:	A broad range of attendees completed the mix-and-match activity for the Lakeview Area. These included regular commuters, transit users, recreational cyclists, retired residents and adults with children as well as non-residents who regularly commute through Lakeview along Lakeshore.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

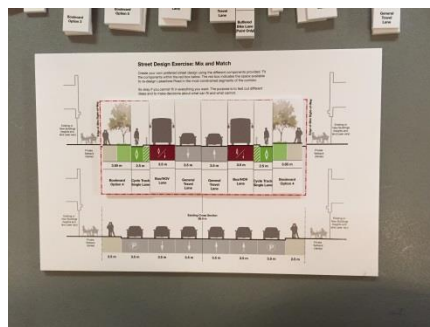
Figure 12 - Record of Mix-and-Match Activity for Lakeview Area



Figure 13 – General observations and comments for the Port Credit Area

Who participated:	A broad range of attendees completed the mix-and-match activity for the Port Credit Area. Congestion over the Credit River Bridge and at Stavebank Road was noted. Several attendees noted a need for an additional crossing of the Credit River to relieve congestion in downtown Port Credit. Residents found that the outdoor cafes that temporarily occupy parking spaces are an important feature of Port Credit and provisions should be made for this type of activity to continue. Placemaking and context sensitivity was important, given the special urban character of Lakeshore in this segment.
Sidewalk Comments:	<ul style="list-style-type: none"> Support for wider sidewalks and boulevard plantings. Support for providing space for outdoor cafes. Some support for treed boulevard on one side of the street in order to fit other streetscape elements (i.e. bike lanes, dedicated turning or transit lanes, etc.).
Cycling Comments:	<ul style="list-style-type: none"> Support for bike lanes. Some requests to have a continuation of the Waterfront Trail along Lakeshore Road, or similar facility to get cyclists off the road.
Roadway Comments:	<ul style="list-style-type: none"> Support for dedicated left turn lanes & some support for prohibiting left turns through Port Credit. A number of attendees noted issues related to queueing behind vehicles making a left turn on Stavebank Road. Support for right-sizing of lanes. Some support for the removal of on-street parking on one or both sides of Lakeshore Road, but maintaining space for outdoor cafes in the summer. Some support for maintaining off-peak parking. Some support for reducing the number of general purpose lanes from 4 to two, with dedicated transit or HOV lanes. Some support for maintaining 4 of general traffic lanes with transit in mixed traffic.
Transit Comments:	<ul style="list-style-type: none"> Support for a phased approach to transit i.e. dedicated bus lanes or peak period dedicated lanes in the short term, with the possibility of long term LRT.

Figure 14 - Record of Mix-and-Match Activity for Port Credit Area



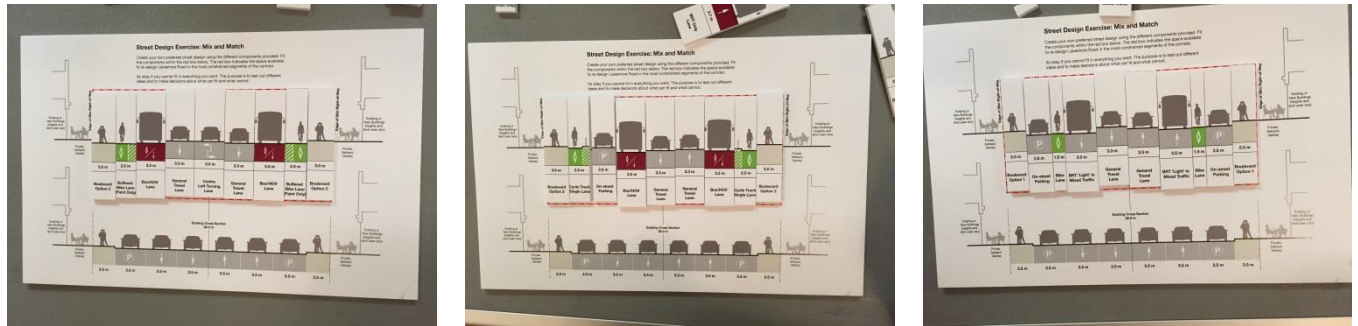
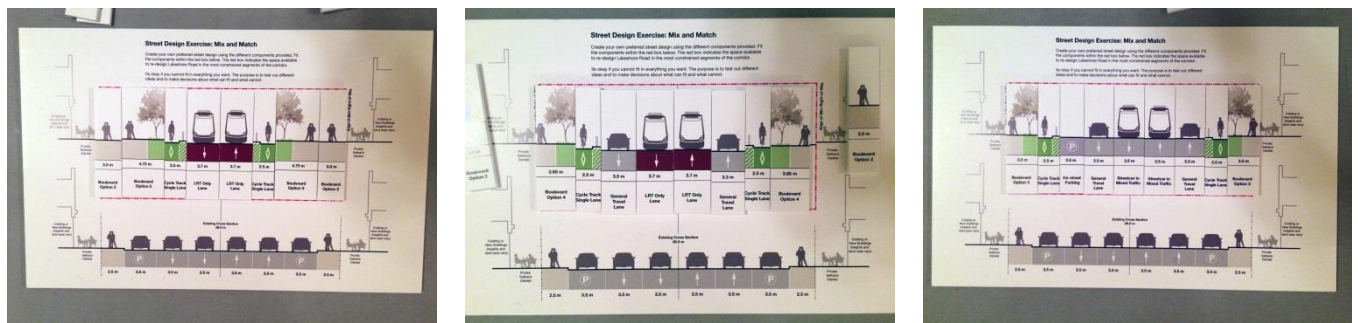


Figure 15 – General observations and comments for the Clarkson Area

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

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



Appendix 5

Comment Forms returned at the Open Houses

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

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



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

11. I have the following comments:

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

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

13. Very pleased to see the study is underway.

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

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

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



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

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

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

19. Hope to solve two major vehicle problems:

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

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

21. Great open house!

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

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

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

25. Very well done – made me think.

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

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



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

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

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

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

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

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

