

# Station 2 Roll Plan Summary Map

## Southdown Employment Area

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

## Lorne Park Neighbourhood

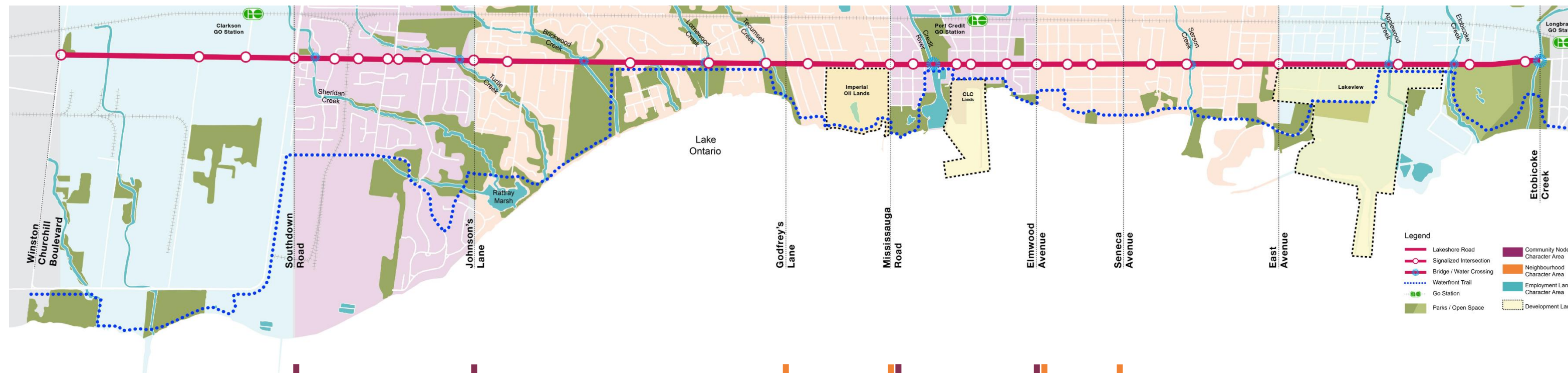
- Traffic is too fast on these southbound and northbound streets
- Reduce speed limit from 50 to 40 km/hr
- Pavement of cycling trail along Lakeshore Road is in bad shape
- Bike lanes need better marking along Lakeshore Road (add bike lanes)
- Reduce speed to 50 km/h all along Lakeshore Road, keep it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

## Lakeview Neighbourhood

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

## Lakeview Employment Area

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



## Clarkson Village Community Node

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

## Port Credit Neighbourhood (West)

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

## Port Credit Community Node

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

## Port Credit Neighbourhood (East)

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

# Key Themes

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