

Appendix B

Workshop Materials

PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN



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Public Event 1

Community Workshops

Nov. 24 &
Dec. 3, 2016



Welcome

Workshop Purpose

We're looking to you for ideas and insights to help guide future transportation infrastructure planning in the Park Lawn Lake Shore area. The City is carrying out a Transportation Master Plan (TMP) and is seeking your feedback on how to improve area transportation conditions.

Goals

1. Convene many community members and stakeholder organizations
2. Listen and receive information early in the study process
3. Generate list of issues and suggestions from firsthand experience
4. Hold an interactive meeting
5. Introduce the project and areas of focus, the Environmental Assessment (EA) and TMP process, plus related area projects and connections to the TMP, including the consultation process



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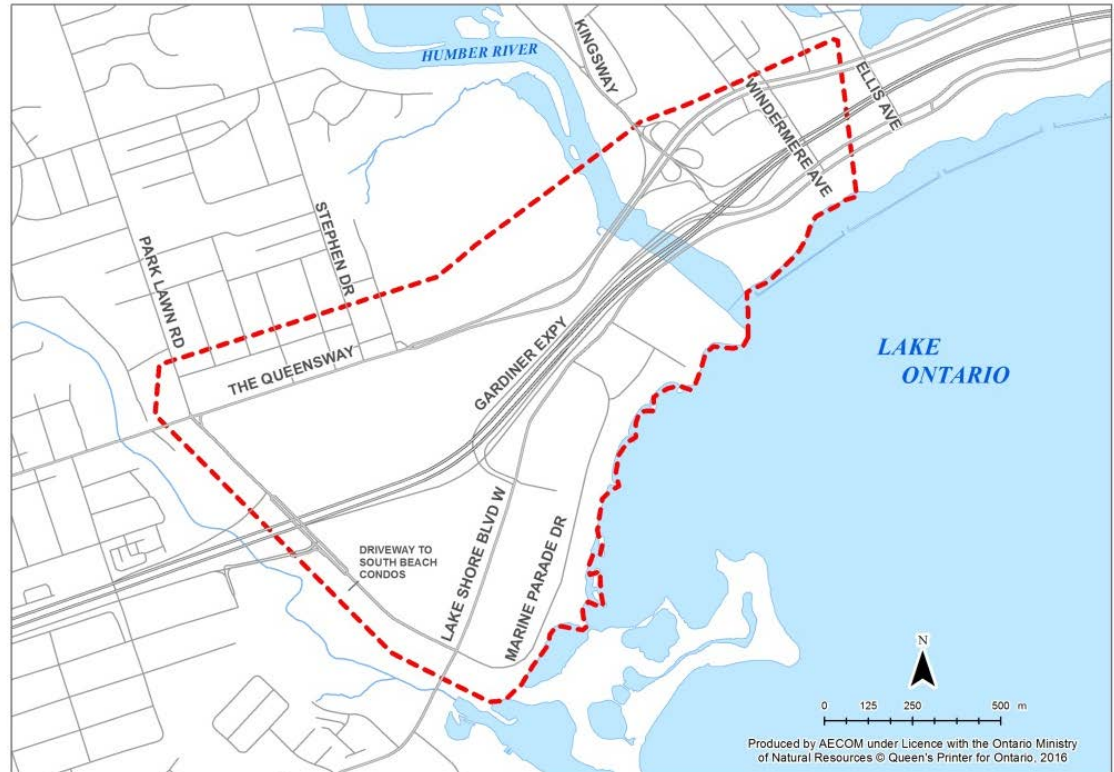
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DESIGN

Study Area

Study Purpose

The City's study will identify changes needed to improve transportation options for all users. It will **guide** future infrastructure planning through a cohesive multi-modal transportation plan, bringing together:

- previously planned and approved infrastructure projects;
- approved, unbuilt development; and
- the needs of the people who live, work, visit and pass through the area.



Primary Study Area Limits (as shown in above map):

- Park Lawn Road, The Queensway, Windermere Avenue, and Lake Ontario

Secondary Study Area Limits (not shown in above map):

- For the traffic modelling assessment, a broader study area is being reviewed including development areas west of Park Lawn Road

TMP Study Process

- Transportation Master Plans are an approved Provincial process to address infrastructure planning projects under the Environmental Assessment Act
- It creates a framework for planning a range of infrastructure projects that may be implemented over a period of time
- Public stakeholder consultation is a key component
- Larger infrastructure recommendations will require further study by completing Phases 3 and 4 of the Environmental Assessment process

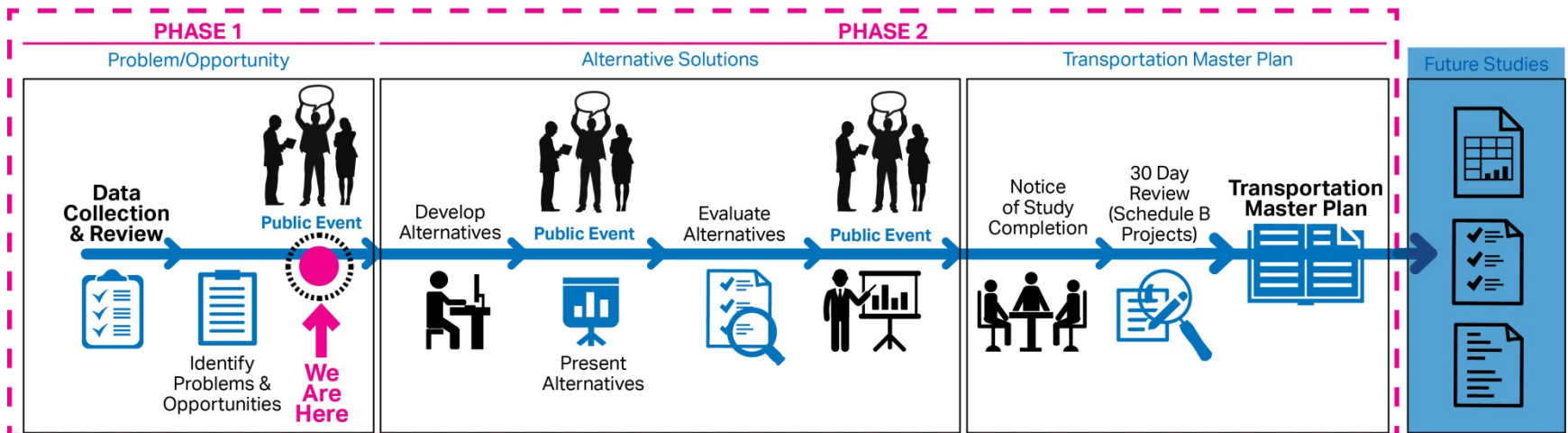
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STAGE 1

STAGE 2



What Did We Hear ?

Summary of Comments from Oct. 5 Stakeholder Workshop

- What does the City need to know about transportation in the Park Lawn Lake Shore area?
- What transportation improvements could be considered?

ROAD NETWORK

- New turning lanes at Park Lawn and Lake Shore are working well
- Change property access points to improve safety
- Create a new link across the Gardiner Expressway
- Improve access to the Gardiner Expressway, through revisions to the existing on- and off-ramps, and/or by providing new connections
- Improve access to the Ontario Food Terminal
- Widen Lake Shore Boulevard over the Humber River; reduce 'choke points' across the Humber River
- Create layby areas for trucks (for loading / unloading)
- Restrict Park Lawn Road to local traffic only
- Improve synchronization of traffic lights

TRANSIT

- Concern expressed regarding provision of parking and public transit to meet projected usage for the Christie's Site
- Support for a new GO Station to service the study area while maintaining Mimico GO Station
- Create a new streetcar line on the Queensway
- Suggestions for revisions to existing bus routes and access to the Humber Loop
- Improve service frequency; create an integrated fare structure
- Look at micro-transit options and express routes to improve local service
- Suggestions for new LRT route alignments
- Consider other locations for a new transit hub or transit loop

ACTIVE TRANSPORTATION

- Improve connections to the Humber Loop for pedestrians and cyclists
- Create a continuous east-west bike lane along Lake Shore Boulevard
- Create separated paths for cycling to reduce congestion on trails and pathways

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Other comments received were related to:

- Timeline for improvements
- Past and future development decisions / continued population growth
- Land use scenarios for the former Mr. Christie's Site
- Potential loss of green space
- loss of business due to construction or dedicated Light Rail Transit (LRT), or dedicated right-of-way restrictions
- Legion Road extension and its efficacy
- Data that will inform this Study
- Cost comparisons of various solutions

Note: A detailed summary of the input received is provided on the resource table and on the study website.

Problem and Opportunity Statement

The Park Lawn Road and Lake Shore Boulevard West area has limited options to connect to surrounding areas. In combination with significant growth, increased demands are placed on the transportation network.

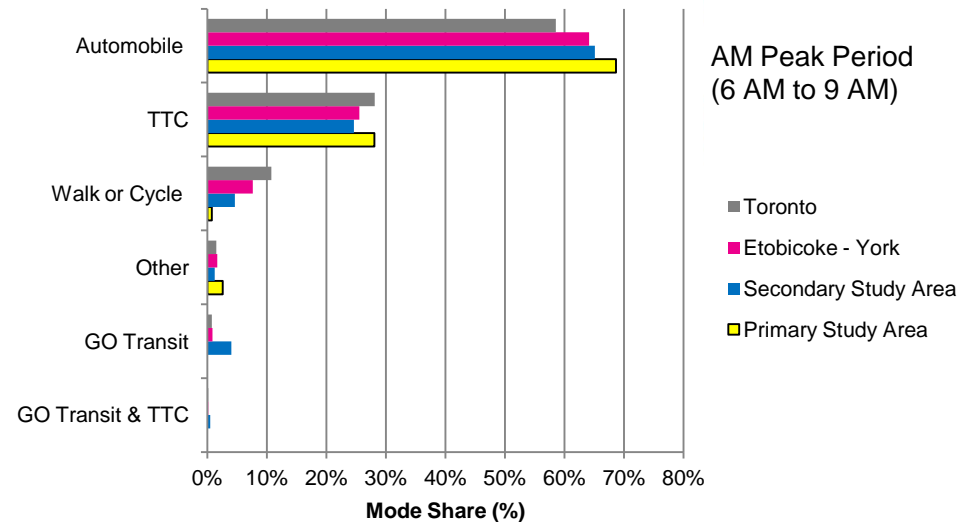
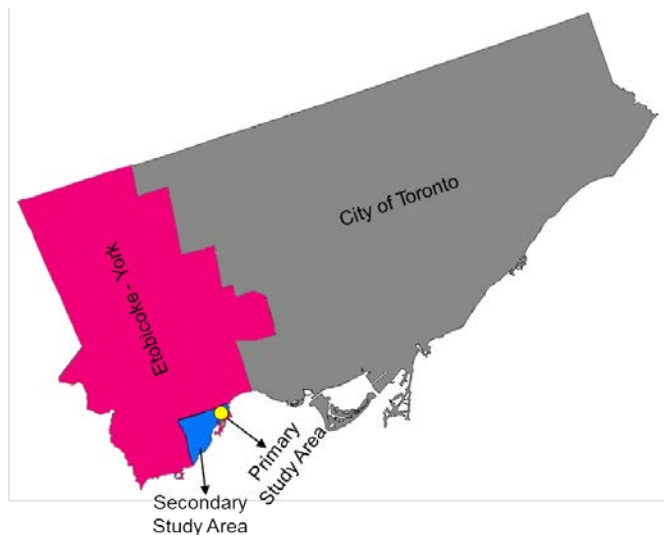
An integrated approach is required to meet the existing and future needs of a diverse range of users by providing:

- New connections and better access to roads, transit, and pathways;
- Additional safe and convenient crossings of physical barriers;
- Planning for investment in public transit, pedestrian, and cycling networks; and
- High quality streetscape design

Existing Conditions – Travel Characteristics

Transportation Tomorrow Survey (TTS) 2011

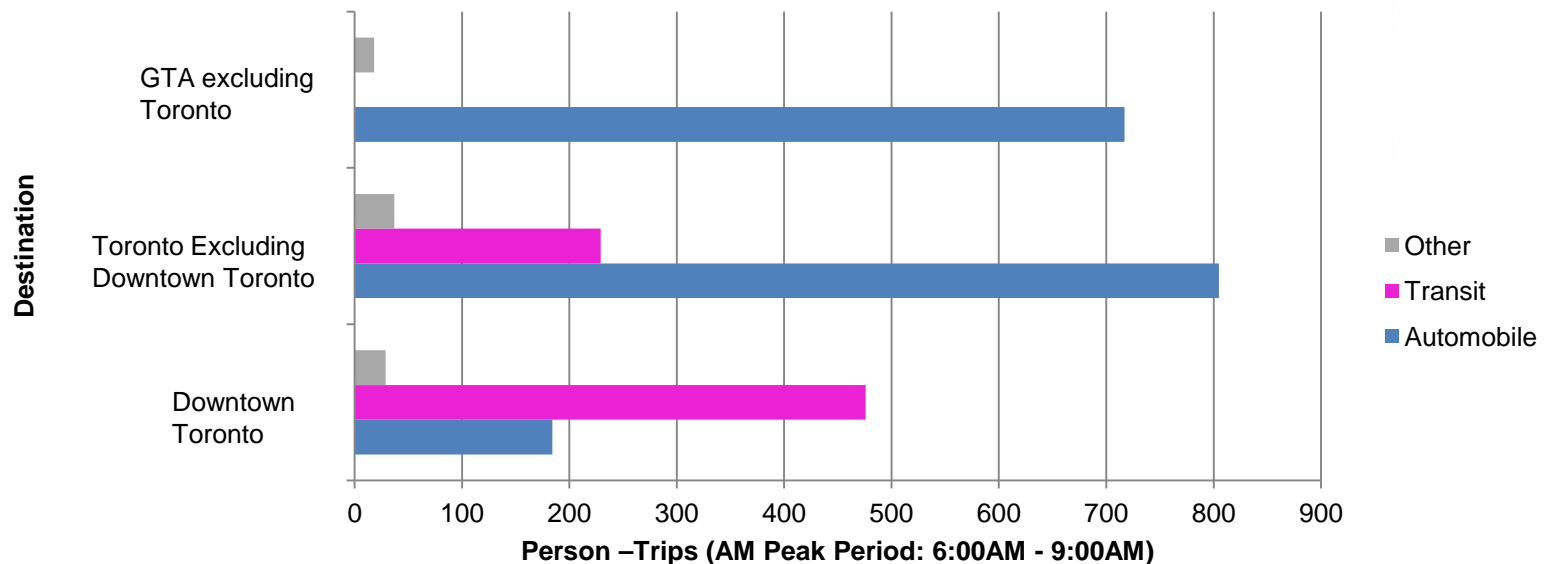
- The TTS is a household travel survey conducted in the Greater Toronto Area and Hamilton (GTAH) every 5 years;



- The automobile is the dominant mode of travel from the Primary and Secondary Study Areas (69% and 65%) to other locations; slightly higher than Etobicoke-York District (64%) and City of Toronto (59%).
- The percentage of people per “Zone” that uses GO Transit is relatively higher for the Secondary Study Area (4%) in comparison to the other zones (0%, 1% and 1%).
- A lower percentage of people (1%) choose to walk or cycle from the Primary Study Area than from the other zones (5%, 8%, and 11%).

Existing Conditions – Travel Characteristics

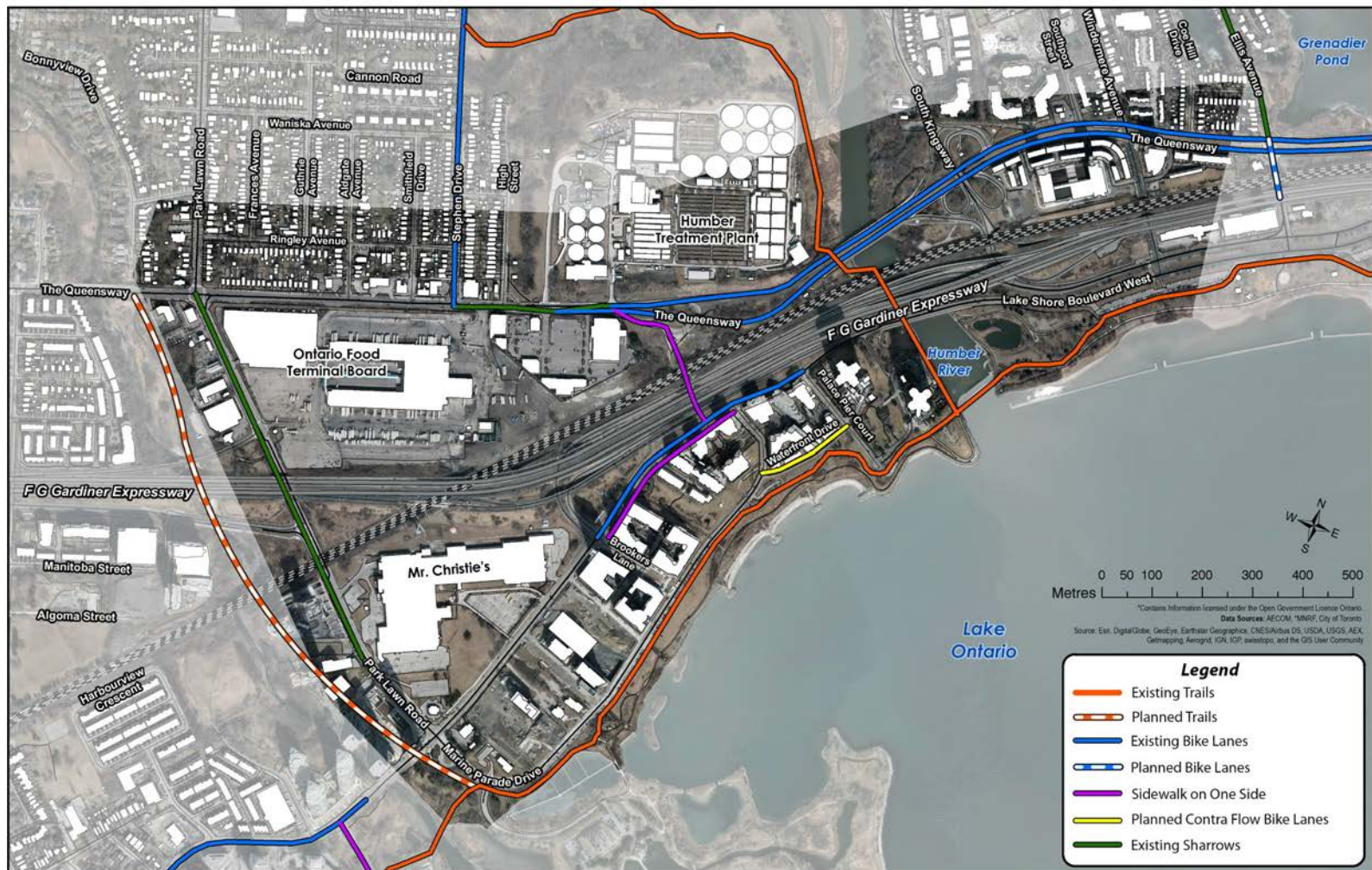
TTS 2011 – Person-Trips Starting in the Primary Study Area and Ending in the Downtown, the City of Toronto, and the rest of the GTA



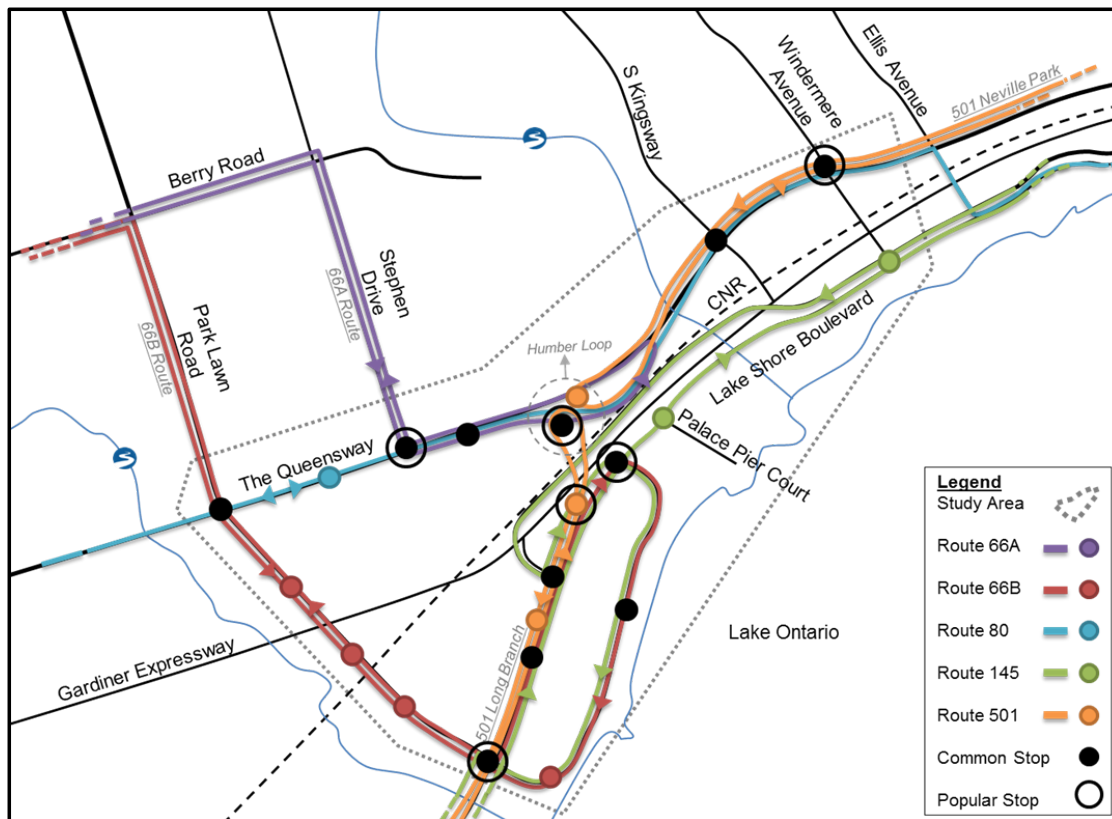
- The majority of all person-trips (71%) that start in the Primary Study Area stay within the City of Toronto and approximately one quarter (27%) end in Downtown Toronto.
- The majority of person-trips (69%) that start in the Primary Study Area and end in Downtown Toronto are made using transit services.
- Unlike person-trips to Downtown Toronto, the majority of person-trips (84%) made to other parts of the City and GTA as a whole are made using automobiles.

Existing Conditions – Active Transportation

This map identified trails and cycling infrastructure that are present within the study area, as well as studies and projects that are planned and approved as per the City's Cycling Network Plan.



Existing Conditions – TTC Routes/Ridership



“Popular Stops” have more than 40 boarding and alighting passengers every peak period

Within Primary Study Area:

- Bus route #66B has the highest hourly ridership in the PM peak period
- Bus route #145 is an express service providing eastbound service only in the AM peak period and westbound service only in the PM peak period.
- Bus route #80 has higher ridership in the westbound direction in the AM peak period and a higher ridership in the eastbound direction in the PM peak period
- Bus route #66A has higher ridership travelling southbound (i.e., towards Humber Loop) in the AM peak period
- Bus route #66B has higher ridership travelling northbound in the AM peak period
- Streetcar route #501 is formed of two service loops, the Neville Park Loop (east) service, and the Long Branch GO Station (west) service, that meet at the Humber Loop

Park Lawn GO Station

Metrolinx Recommendations:

- Metrolinx prepared an Initial Business Case for Park Lawn GO Station – however the station was not recommended as part of the 10-year RER Station Plan due to a physically constrained site, construction challenges and potentially negative impacts on GO operations.
- Metrolinx Board (June 28, 2016) approved 6 new SmartTrack stations on the Stouffville/Lakeshore East and Kitchener GO Corridors, and 2 new Regional Express Rail (RER) Stations on the Barrie GO Corridor in the City of Toronto.
- Metrolinx Board recommended advising City of Toronto that Metrolinx will continue to collaborate to improve the strategic, economic, financial and operations cases for Park Lawn and bring it forward for future consideration.

**GO
RER**

will reduce travel times and give people more ways to get where they want to go with:



Trains
every
15
Minutes



Service
in **both**
Directions



More
all-day
Service



Faster
electric
trains



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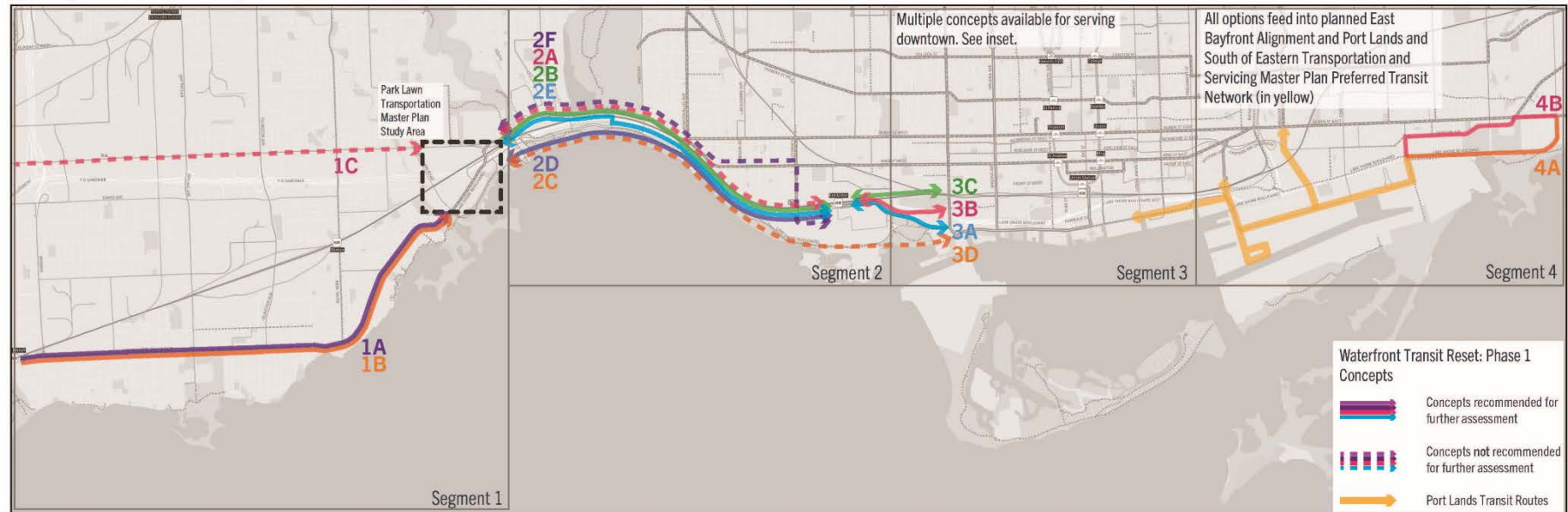
Waterfront Transit “Reset”

The Waterfront Transit “Reset” is a partnership between the City, TTC, and Waterfront Toronto to improve transit across a large portion of the City’s waterfront:

- A Phase 1 study was completed earlier this year;
- Council direction was received in July 2016 to proceed to a Phase 2 study, where:
 - Recommended alignment alternatives from Phase 1 will be further evaluated/refined, and;
 - The objective is to establish a preferred network solution.
- Results of Phase 2 will be reported to Council in Q2 2017.

We are working closely to coordinate the TMP with this study, sharing key findings and opportunities to ensure a compatible transportation solution.

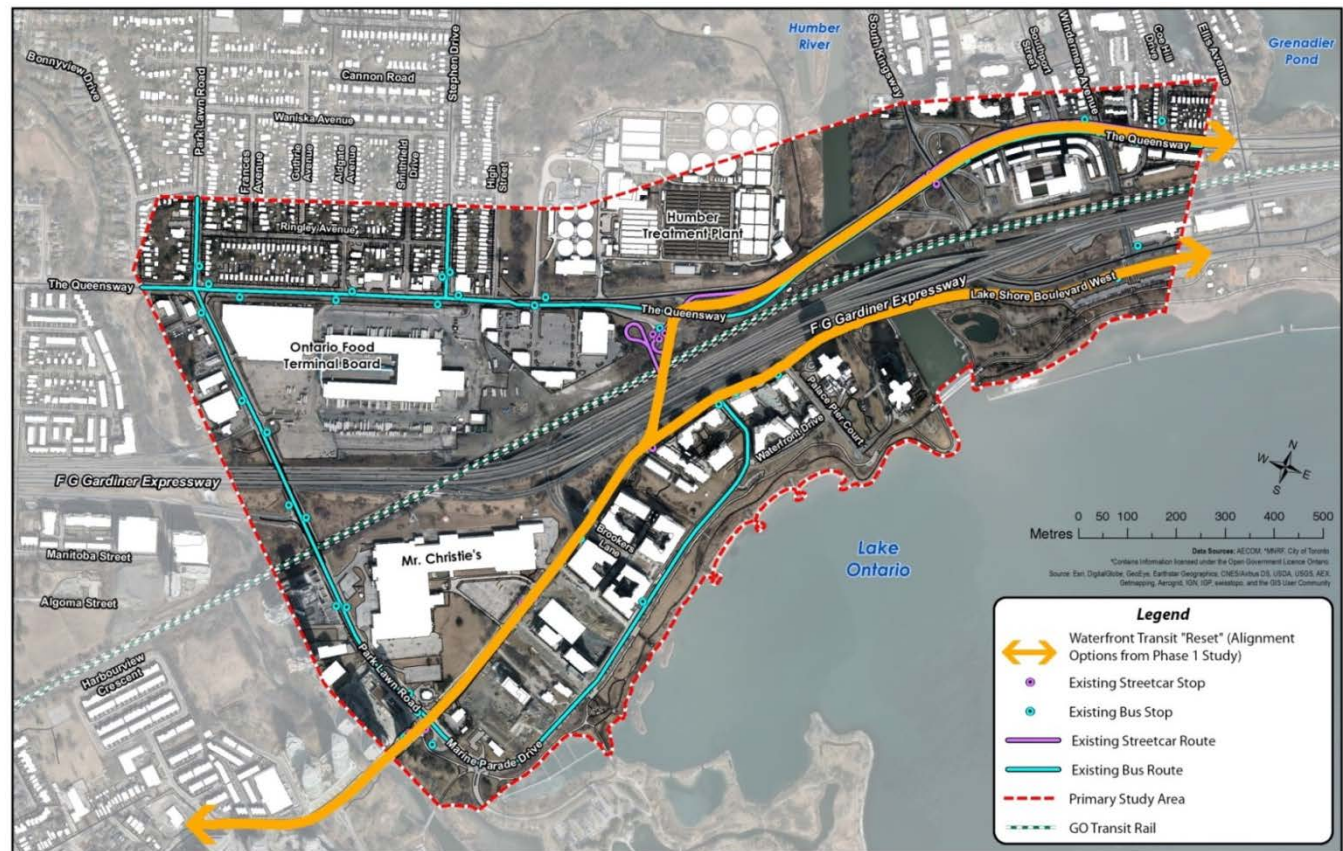
Conceptual Plan: Concepts and Screening Results for Waterfront Transit ‘Reset’ Phase 1



Waterfront Transit “Reset” – Light Rail Transit

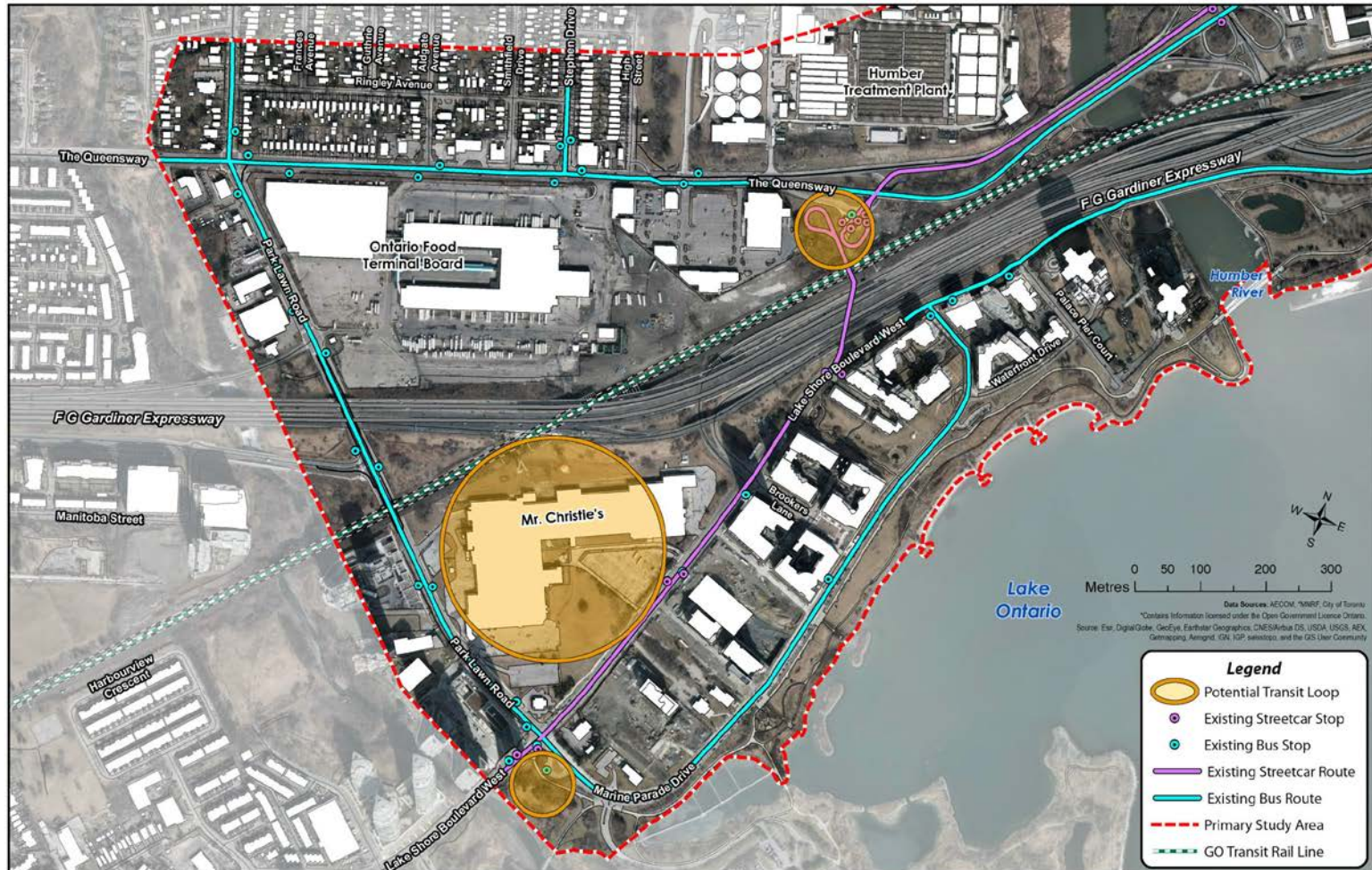
This map identifies the potential alignments through the study area determined at the conclusion of the Phase 1 Waterfront Transit “Reset” Study.

- Lake Shore Boulevard is the only potential alignment west of the Humber Loop.
- East of the Humber River Loop, two alternative alignments will be evaluated:
 1. Using the existing Queensway streetcar loop, and
 2. A new alignment on Lake Shore Boulevard West.
- The preferred network solution will be recommended in Phase 2 of that Study.



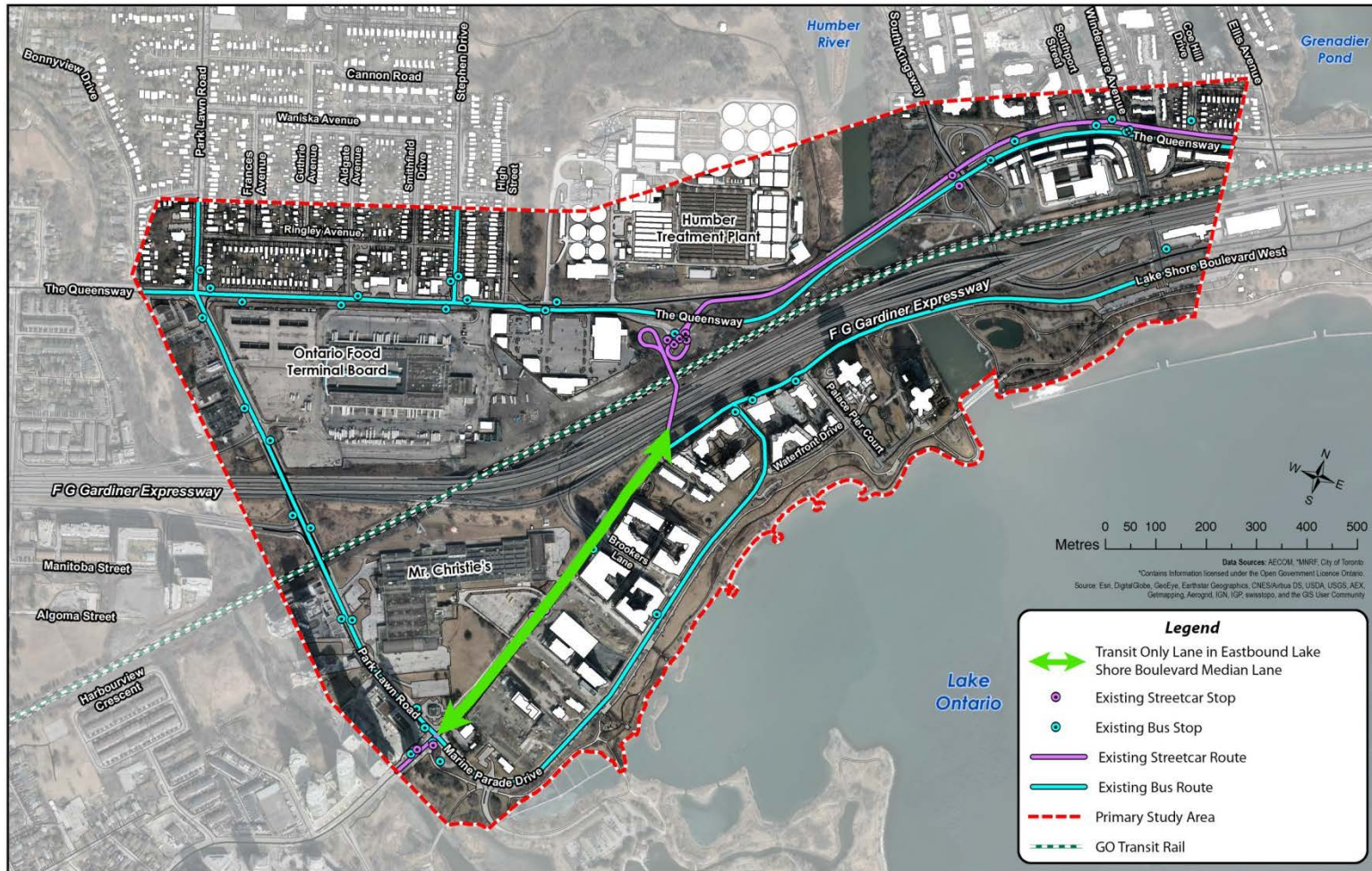
TTC – Potential Transit Loop Locations

Several locations are currently being assessed for a future potential transit loop, including the existing Humber Loop location, the former Mr. Christie Site, and the bus loop that currently exists at the intersection of Park Lawn Road and Lake Shore Boulevard West. Other locations may also be considered.



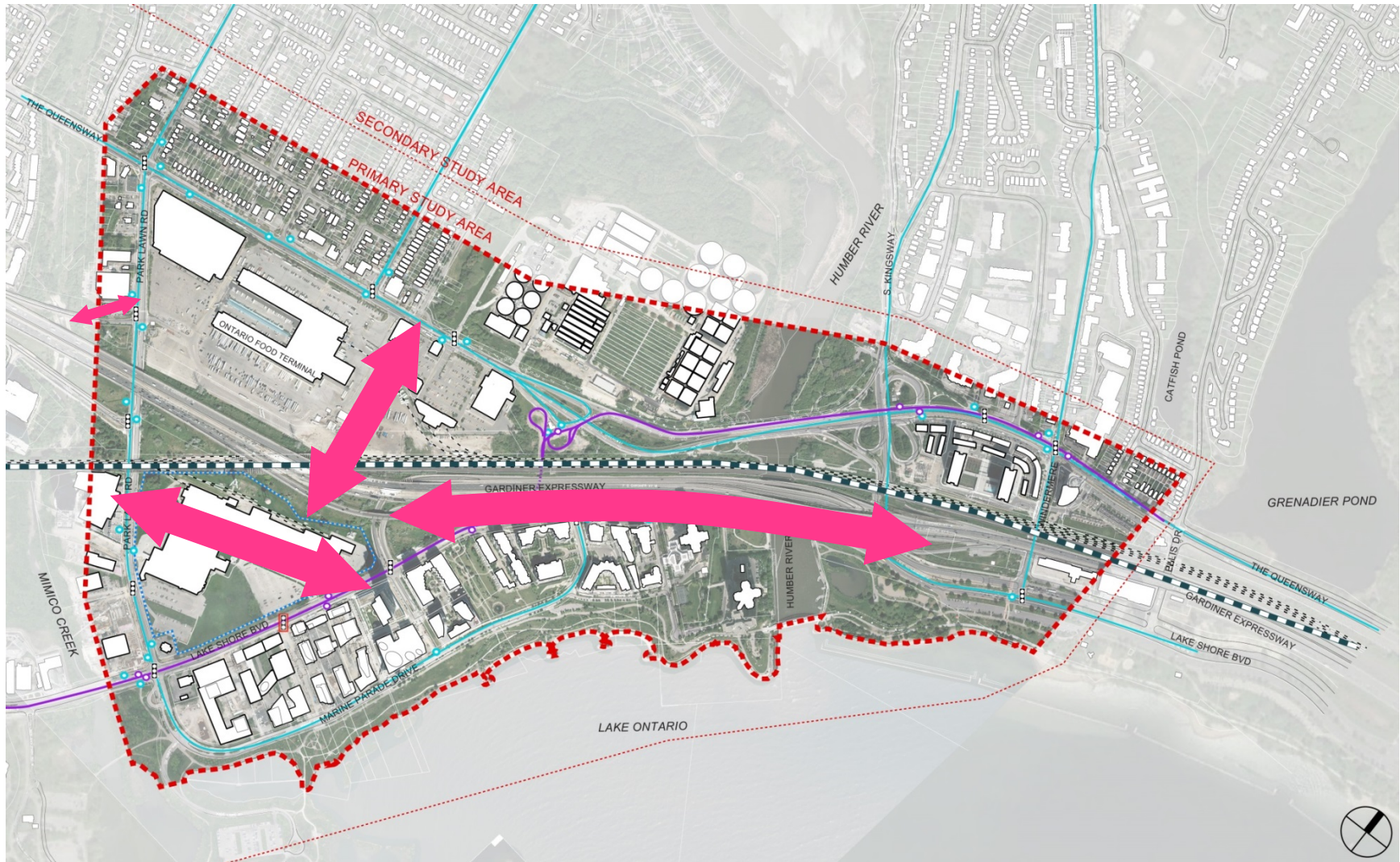
Transit Only Lane on Lake Shore Boulevard

Potential transit improvements in the area could include the introduction of a morning peak-period, transit only lane (e.g. physically protected with barrier curbs) in the eastbound direction on Lake Shore Boulevard, between Park Lawn Road and the Humber Loop. Other transit improvements will be considered as part of the TMP and Waterfront Reset studies.



Potential Road Network Improvements

Potential new road network connections and opportunities to reduce congestion are being reviewed as part of this study.



Study Timelines & Next Steps

STEP 1 – 2016	STEP 2 – 2017	STEP 3 – 2017/2018
Communications and Planning	Stakeholder Meetings	Stakeholder Meetings
Stakeholder Meetings	Public Event 2	Notice of Study Completion
Public Event 1	Public Event 3	30 Day Review Period



- **Review and consider comments received at and following Public Event #1**
- **Develop alternative solutions and evaluation criteria**
- **Hold Public Event #2 to present the alternative solutions**
- **Evaluate alternatives**
- **Present recommendations at Public Event #3**
- **Notice of Study Completion**
- **30 Day Review Period**

How can you continue to Participate?

We'll Keep You Posted!

Please sign up for the project email list to receive updates. You can also check the website www.toronto.ca/parklawnlakeshore to see the most recent information.

Comment Box

Please complete a comment sheet and place it in the box provided **or** submit written comments via email, mail and/or fax to the following study team member:

Robyn Shyllit

Sr. Public Consultation Coordinator
Public Consultation Unit
City of Toronto – Metro Hall
55 John Street, 19th Floor,
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Public Event 1

Community Workshops

Nov. 24 &
Dec. 3, 2016



Welcome

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5. Introduce the project and areas of focus, the Environmental Assessment (EA) and TMP process, plus related area projects and connections to the TMP, including the consultation process



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Agenda – November 24

- 6:30 – Registration / Open House
- 7:00 – Introduction and Code of Conduct
- 7:10 – Presentation
- 7:25 – Q&A
- 7:40 – Workshop Description
- 7:45 – Table Discussions
- 8:30 – Report Back
- 8:55 – Wrap Up and Next Steps
- 9:00 – Meeting Adjourns



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Agenda – December 3

- 2:00 – Registration / Open House
- 2:30 – Introduction and Code of Conduct
- 2:40 – Presentation
- 2:55 – Q&A
- 3:10 – Workshop Description
- 3:15 – Table Discussions
- 4:00 – Report Back
- 4:25 – Wrap Up and Next Steps
- 4:30 – Meeting Adjourns



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Workshop Questions

1. **What do you like** about transportation in the study area?
Is there anything you think works well and should be maintained?
2. What transportation-related **barriers and challenges** do you experience within the study area?
3. If you could make a few big changes in the study area, what would they be?
4. How do you want to see transportation improvements prioritized?



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Code of Conduct

DO	DO NOT
Stick to the agenda	Dominate the discussion
Participate in the discussion	Swear, yell, name call, or use the word 'liar'
Respect differing opinions	Interrupt or cut people off
Be courteous	Make personal attacks
Listen to others	Make derogatory comments based on gender, race, ethnicity, religion, age, sexual orientation or disability
Speak one at a time	Monopolize the agenda
Back up your facts	
Enter and leave the room quietly	
Set cell phones to silent	
Take private discussions outside	



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Code of Conduct

We welcome and encourage your participation. To ensure that everyone has the opportunity to participate fairly, please respect the Code of Conduct.

All individuals conducting business and attending meetings with the City of Toronto are expected to comply with the [Human Rights and Harassment Policy](#). No form of discrimination or harassment is tolerated, ignored or condoned.

In the event of non-compliance with the Human Rights and Harassment Policy, you may be asked to leave the meeting immediately.



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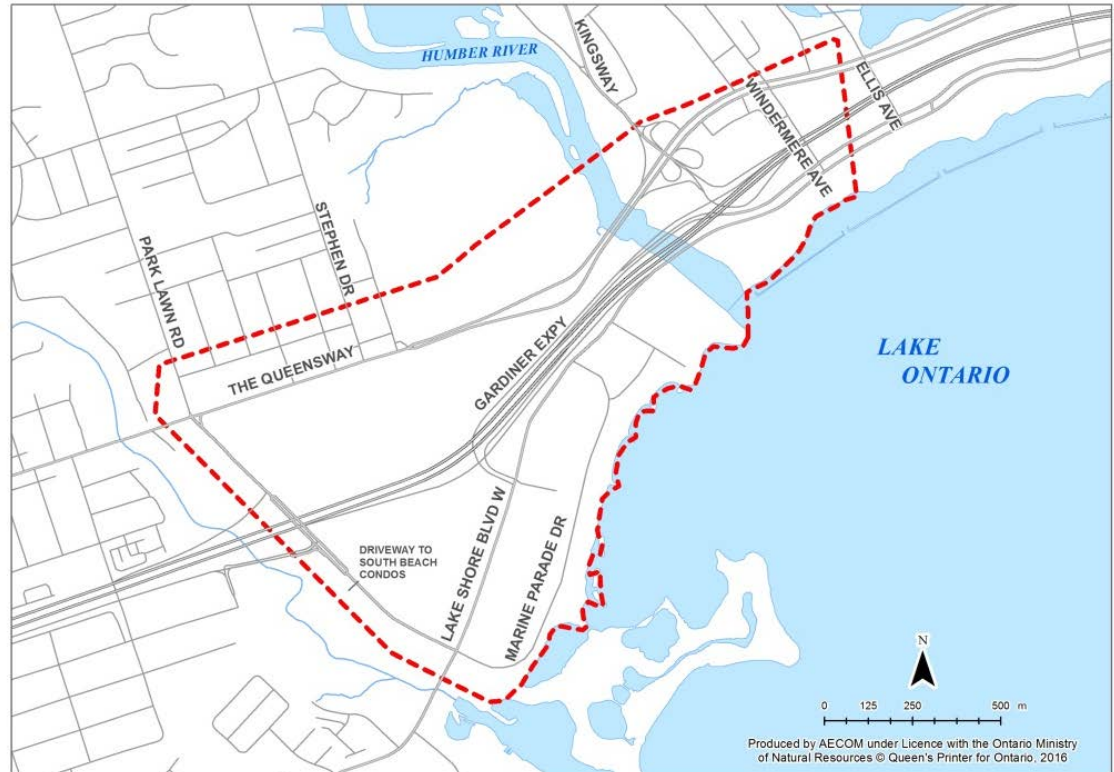
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Study Area

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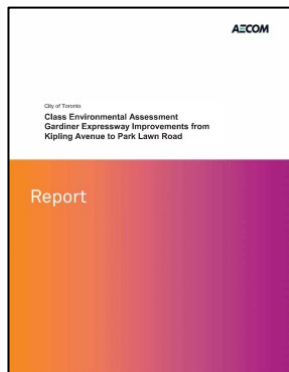
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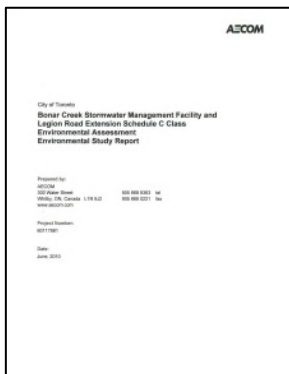
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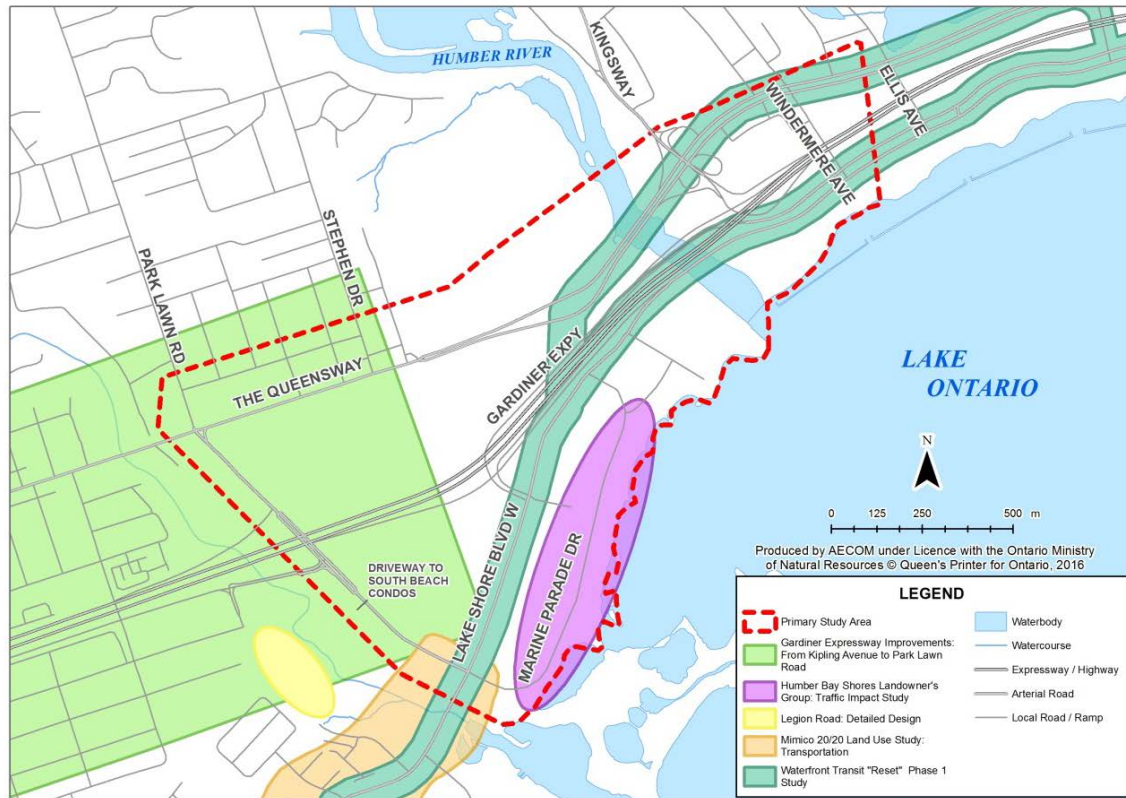
Area Studies that Influence this TMP



Gardiner Expressway Improvements from Kipling to Park Lawn EA



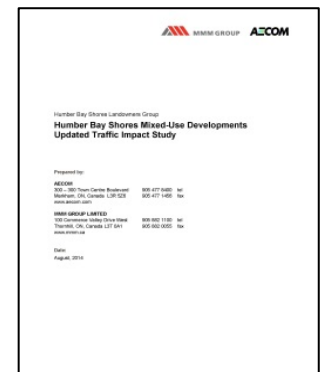
Legion Road Extension EA



Mimico 20/20 Final Report



Road Toll Report



Humber Bay Shores Mixed-Use Developments Updated TIS



Waterfront Transit Reset Phase 1 Network Vision

TMP Study Process

- Transportation Master Plans are an approved Provincial process to address infrastructure planning projects under the Environmental Assessment Act
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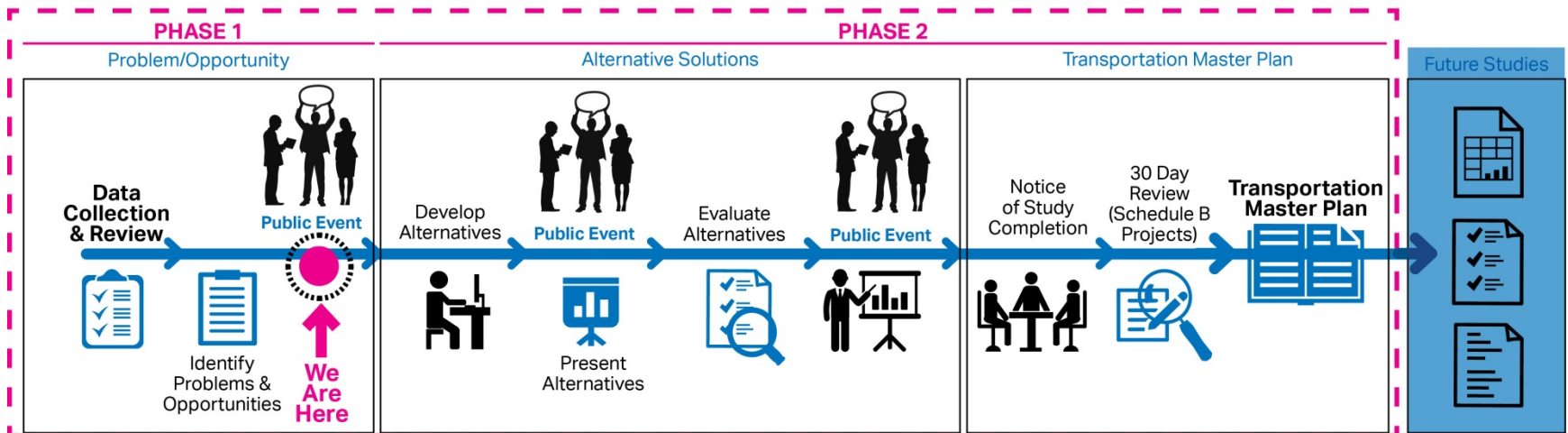
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STAGE 1

STAGE 2



What Did We Hear ?

Summary of Comments from Oct. 5 Stakeholder Workshop

- What does the City need to know about transportation in the Park Lawn / Lake Shore area?
- What transportation improvements could be considered?

ROAD NETWORK

- Improve access to the Gardiner Expressway, Ontario Food Terminal, and other properties
- Create new connections across the Gardiner Expressway and reduce 'choke points' across the Humber River
- New turning lanes at Park Lawn and Lake Shore are working well; signal synchronization needs improvement

TRANSIT

- Support for a new GO Station to service the study area while maintaining Mimico GO Station
- Create a new streetcar line LRT routes; optimize/add bus routes
- Consider other locations for a new transit hub / transit loop, or improve existing Humber Loop (i.e., access for cyclists and pedestrians)
- Improve service frequency; create an integrated fare structure

ACTIVE TRANSPORTATION

- Create a continuous east-west bike lane along Lake Shore Boulevard West
- Create separate cycle paths to reduce congestion on trails and pathways

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HIGH QUALITY STREETSCAPE DESIGN

OTHER COMMENTS:

- Concern related to potential construction timing and impacts
- Development concerns
- Parking

Note: A detailed summary of the input received is provided on the resource table and on the study website.

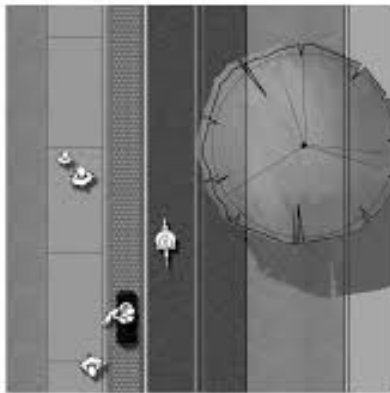
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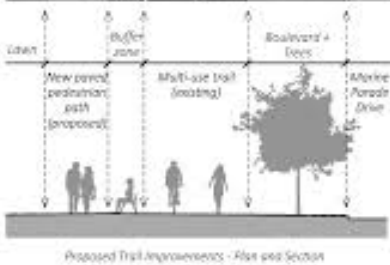
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- High quality streetscape design.

Study Elements



Source: Google - Cardiff UK - City Centre



Source: Google - Vancouver - Dunsmuir Bike Lanes

- Pedestrians
- Cyclists
- Transit
- Passenger Vehicles and Trucks
- Streetscape Design
- Specialist Studies, including:
 - Natural Environment
 - Cultural Heritage
 - Archaeological Assessment



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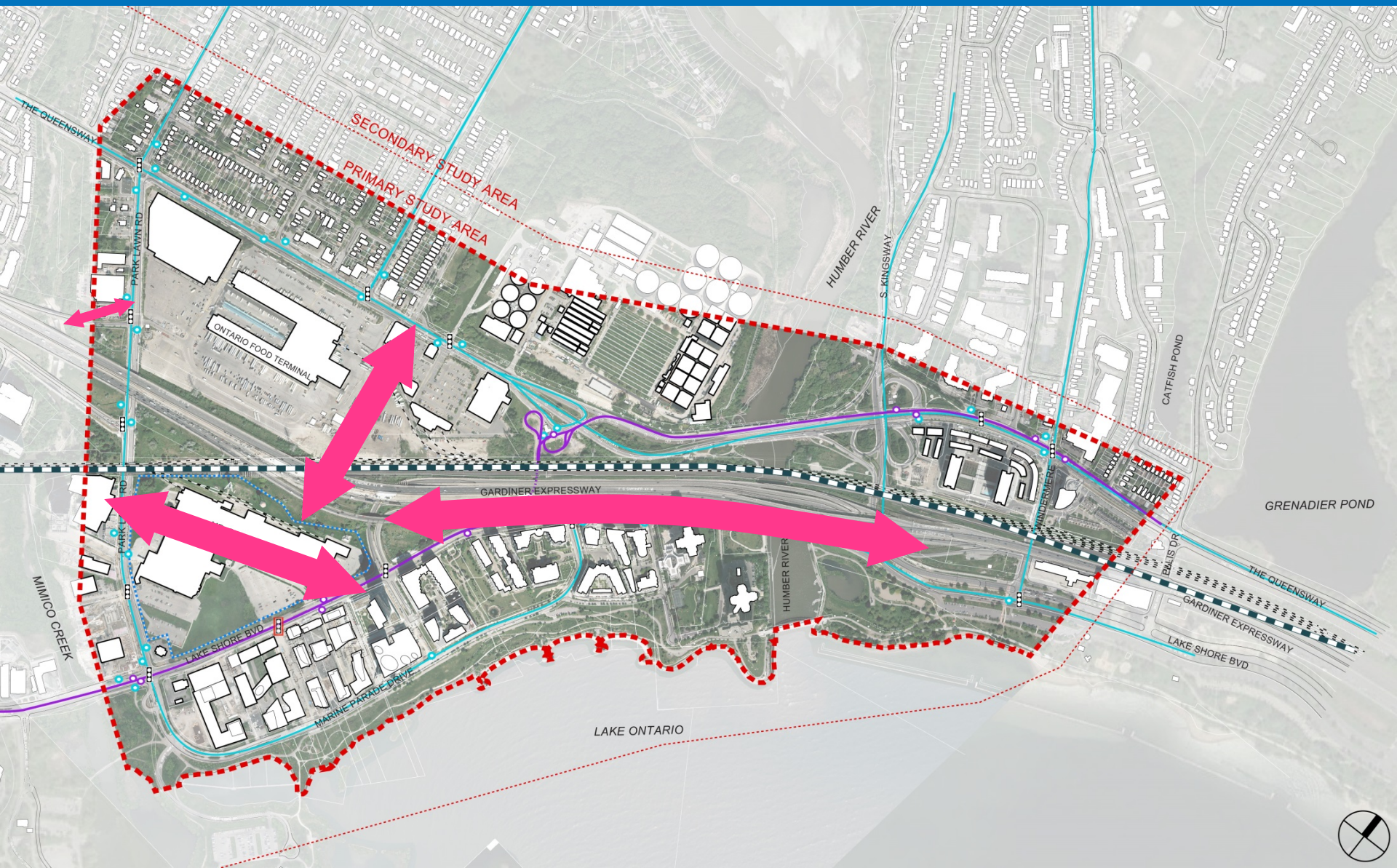


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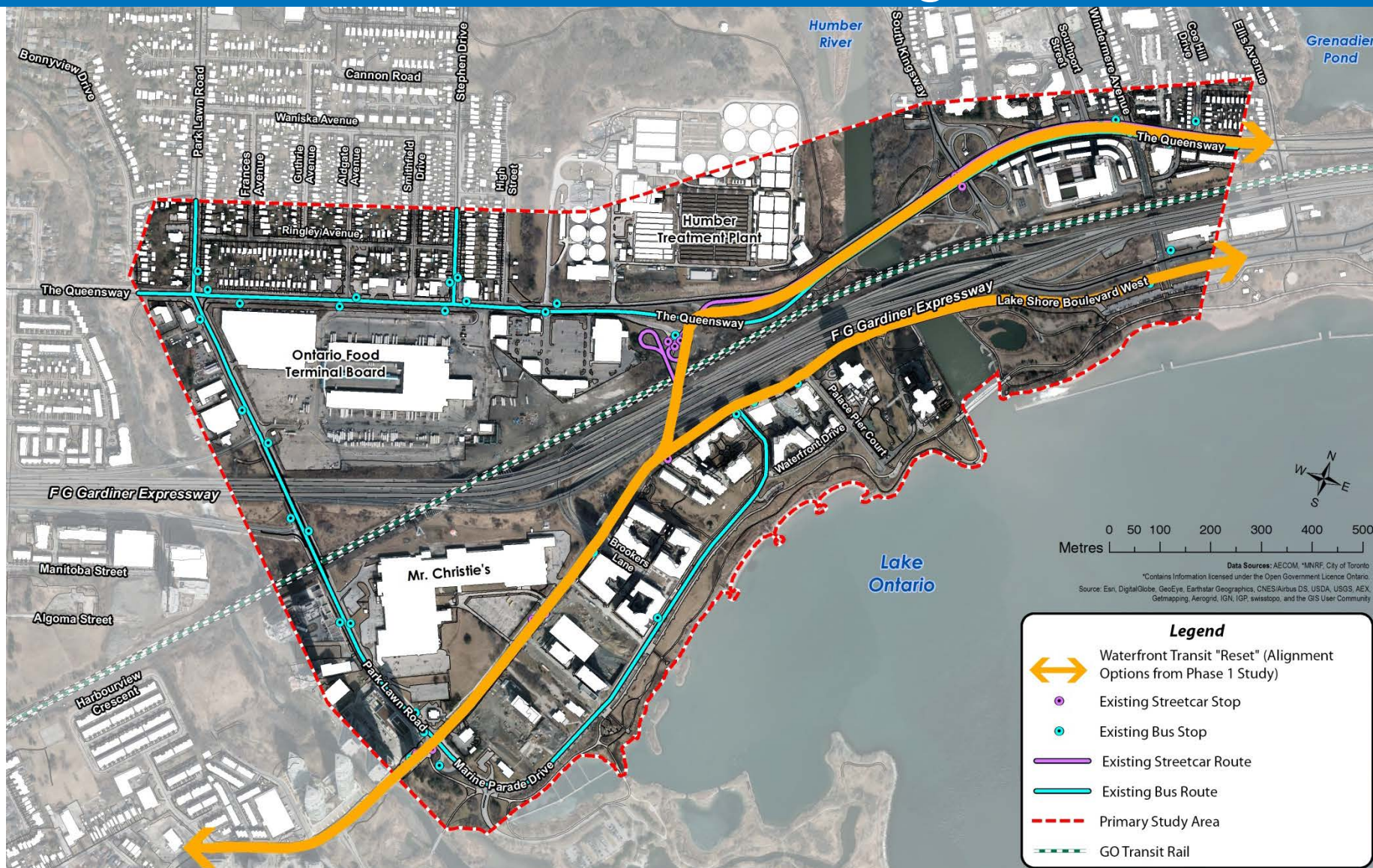


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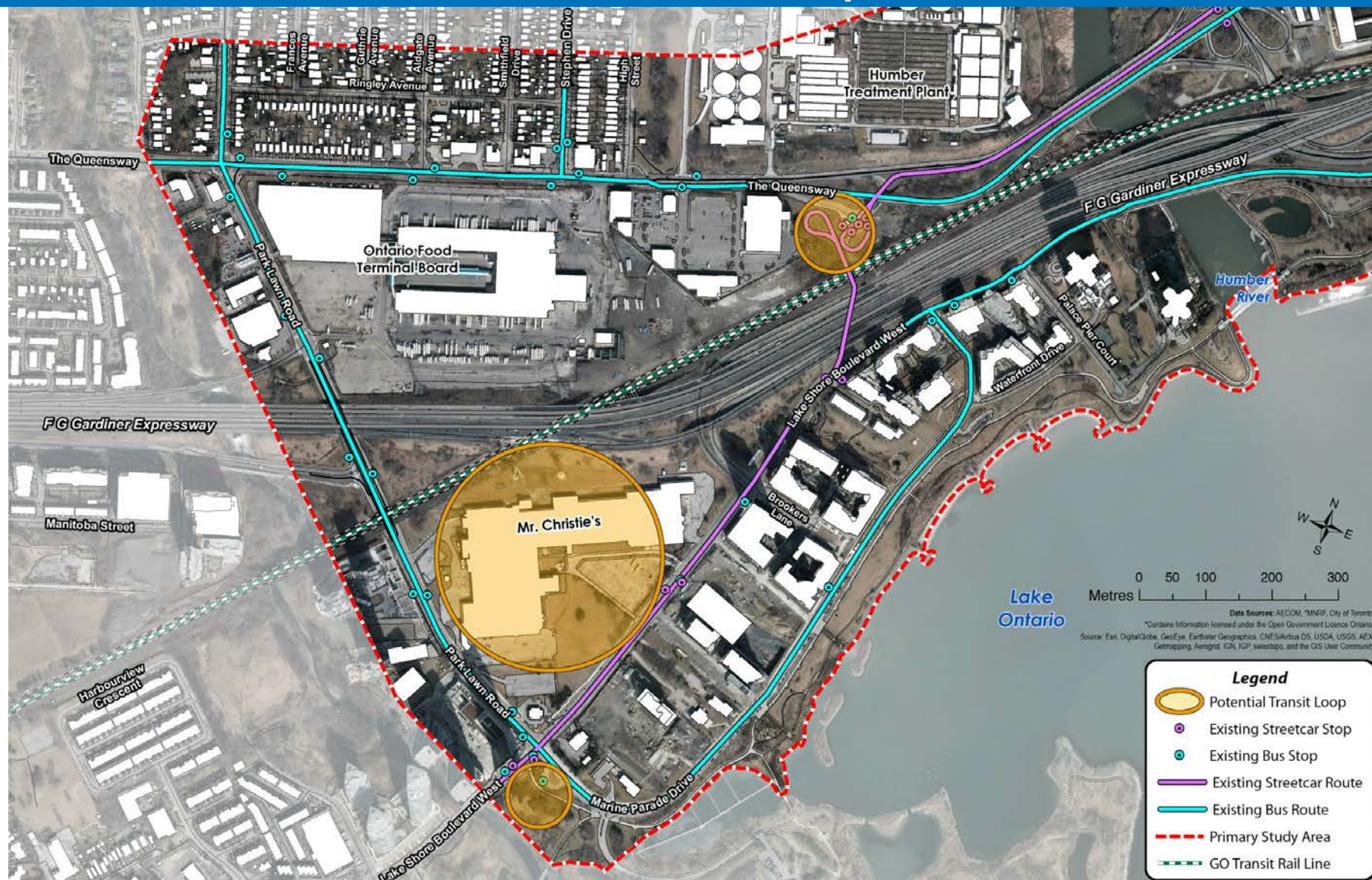
Potential Road Network Improvements



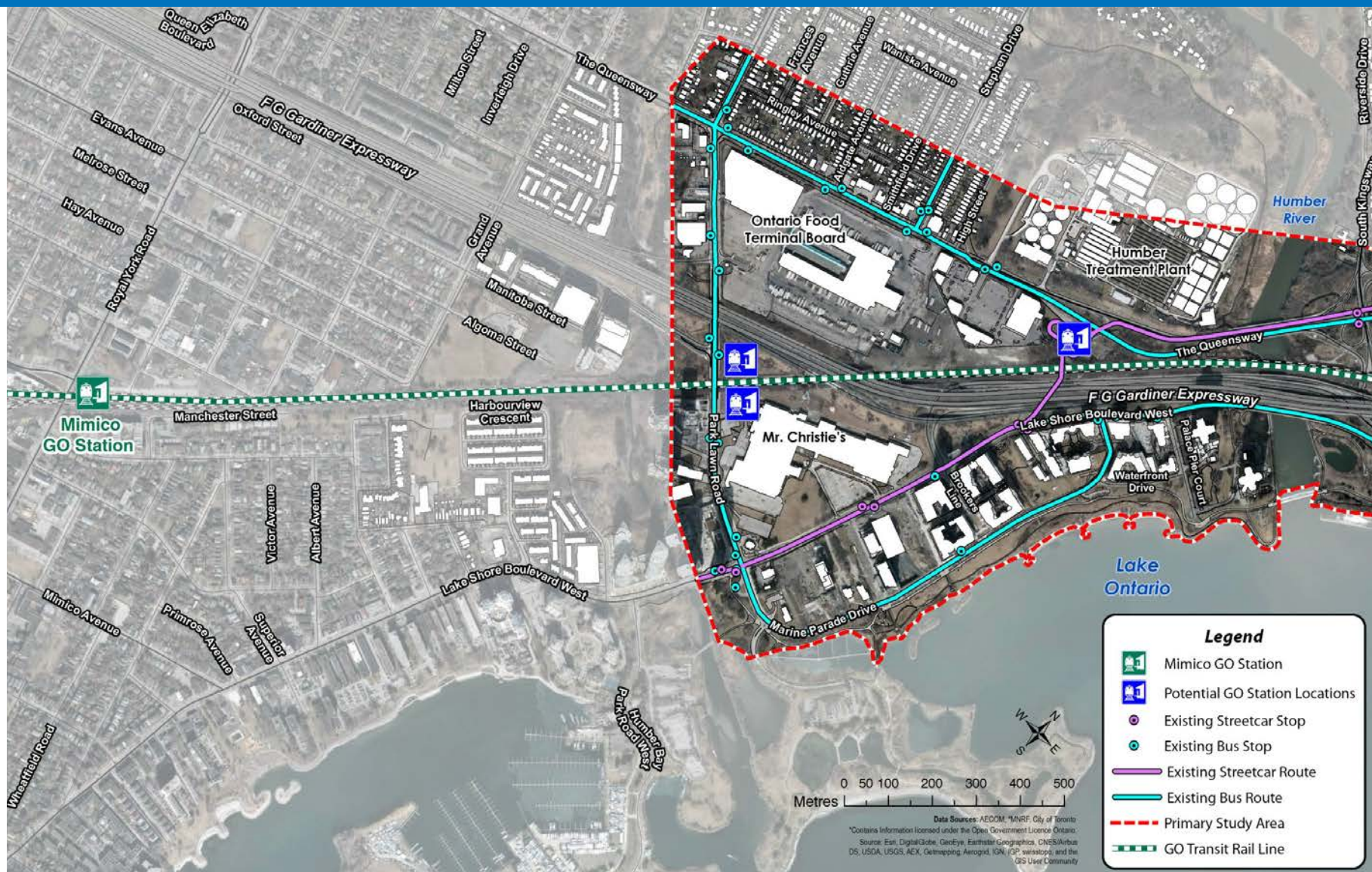
Waterfront Transit “Reset” – Light Rail Transit



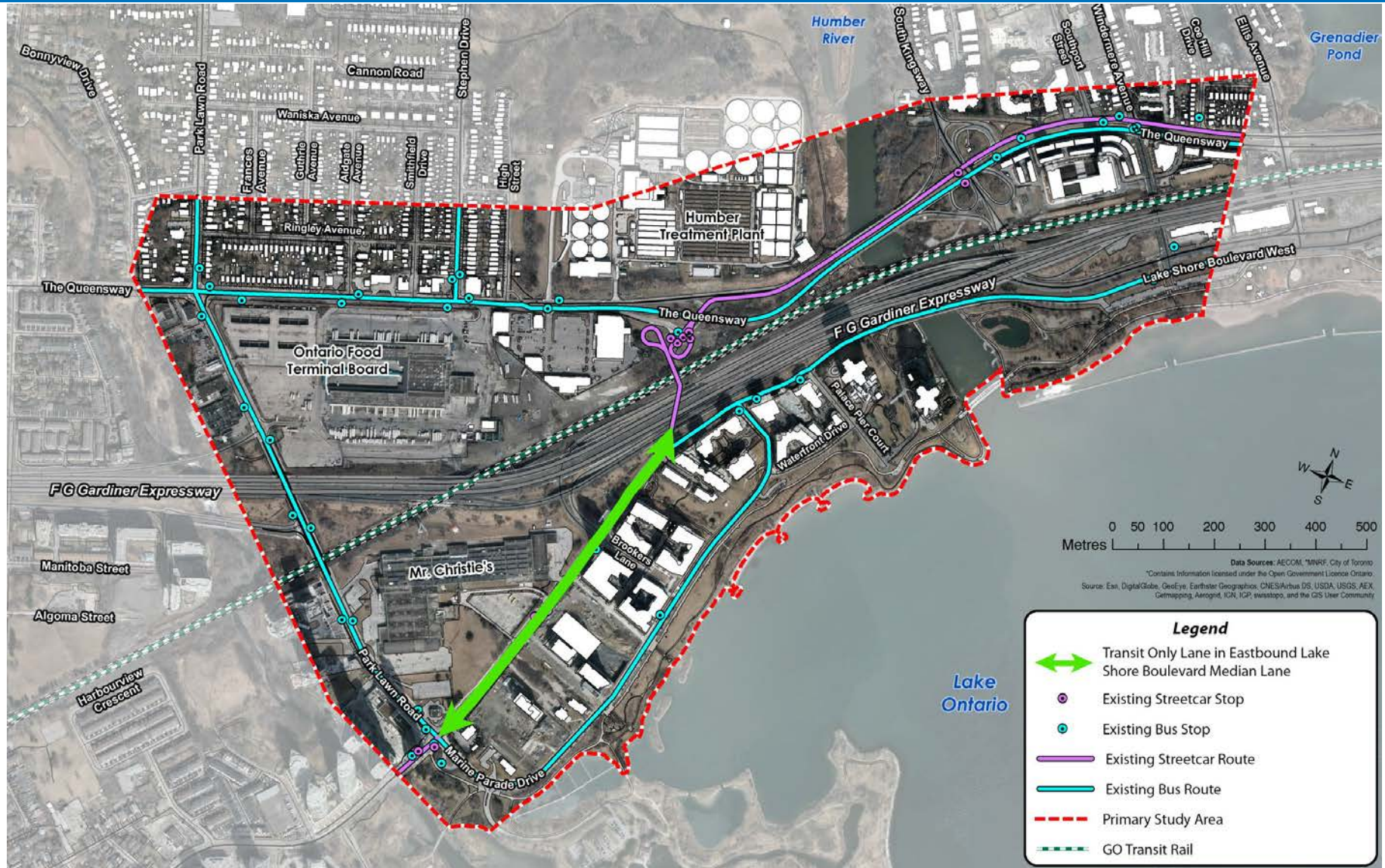
TTC – Potential Transit Loop Locations



Potential GO Station Locations



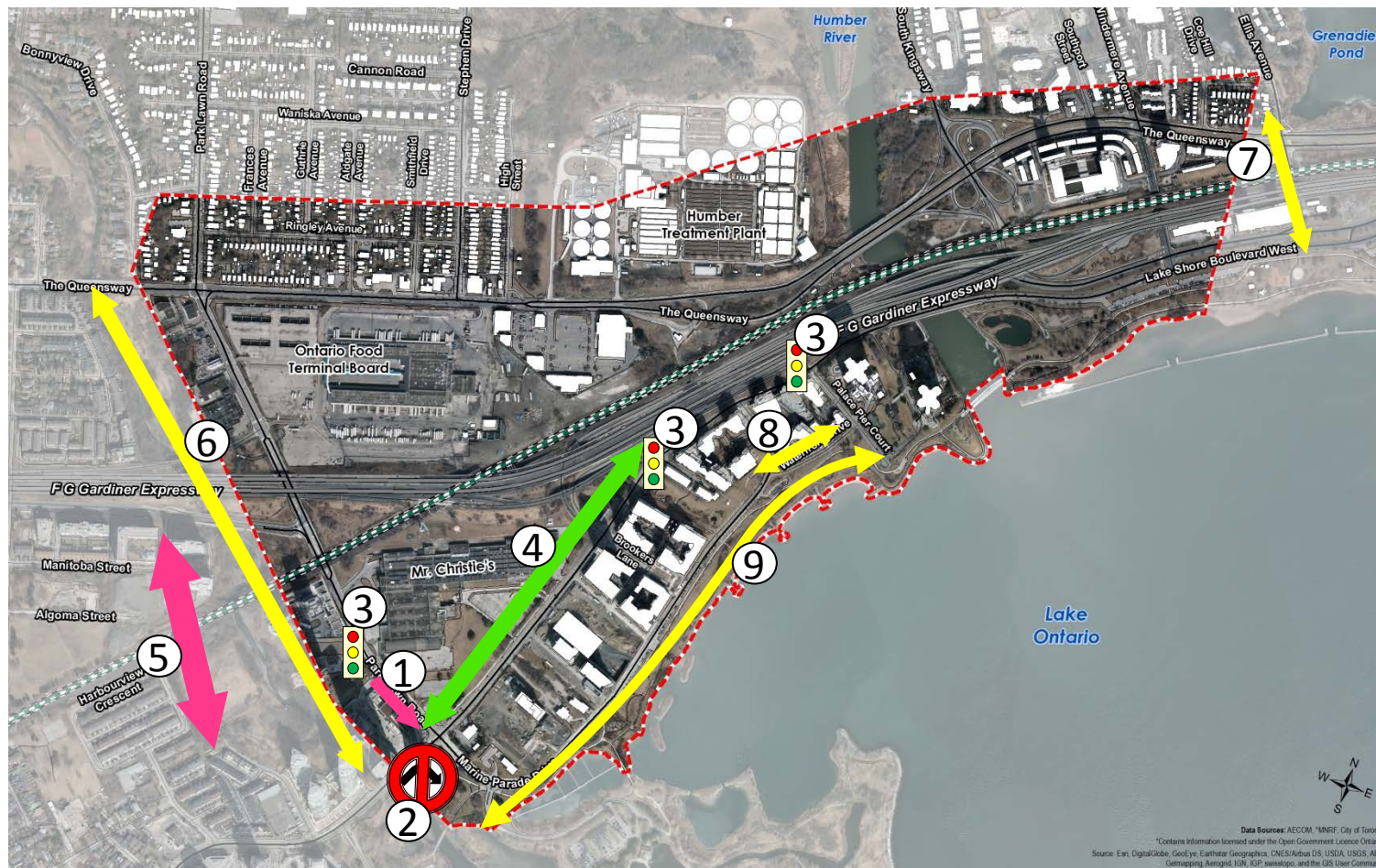
Transit Only Lane on Lake Shore Boulevard



Accomplishments & Committed Projects

This map identifies projects completed within the last 10 years, as well as committed projects that are approved for implementation. The projects include:

1. Improvements to intersection geometry
2. Restricted right-turn
3. Signals at three locations
4. Transit only lane
5. Legion Road extension
6. Multi-use trail
7. Ellis Avenue bike lane
8. Contra flow bike lane
9. Humber Bay Shore trail improvements



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Public Consultation

Goals

- Ensure appropriate and accessible opportunities to voice concerns, ask questions, and raise comments
- Undertake a transparent consultation process
- Engage local stakeholder groups to inform planning and decision-making
- Fulfill requirements of Municipal Class Environmental Assessment process (Phase 1 and 2)



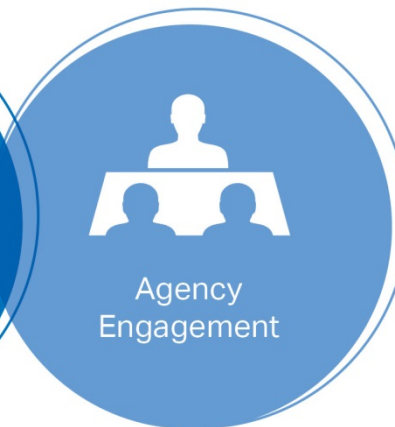
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Q & A

- Questions & Clarifications...



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Today's Workshop

- Tables of 8 +1 facilitator per group
- Discuss 4 Topics
- **Draw on the maps AND fill in your comment book**
- Report back: group facilitator/selected presenter to give summary of group discussion (~1 minute/table)
- Raise red card if you need an expert or extra materials



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STREETSCAPE
DESIGN

Today's Workshop

70 minutes	Discussion Question
7:45 20 minutes	<ol style="list-style-type: none"> 1. What do you like about transportation in the study area? Is there anything you think works well and should be maintained? 2. What transportation-related barriers and challenges do you experience within the study area?
8:05 20 minutes	<ol style="list-style-type: none"> 3. If you could make a few big changes in the study area, what would they be? 4. How do you want to see transportation improvements prioritized?
8:25 5 minutes	Review ideas
8:30 25 minutes	Report Back
9:00	Workshop Adjourns



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THANK YOU !

PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN

Community Workshop 1
November 24 and December 3, 2016

Comment Form

Introduction

The Park Lawn Lake Shore Transportation Master Plan will provide the first step in a multi-year process to evaluate solutions to create more transportation options in the Park Lawn Lake Shore area including:

- ✓ New connections and better access to roads, transit, and pathways
- ✓ Additional safe and convenient crossings of physical barriers
- ✓ Planning for investment in roads, public transit, pedestrian, and cycling networks
- ✓ High quality streetscape design

Instructions

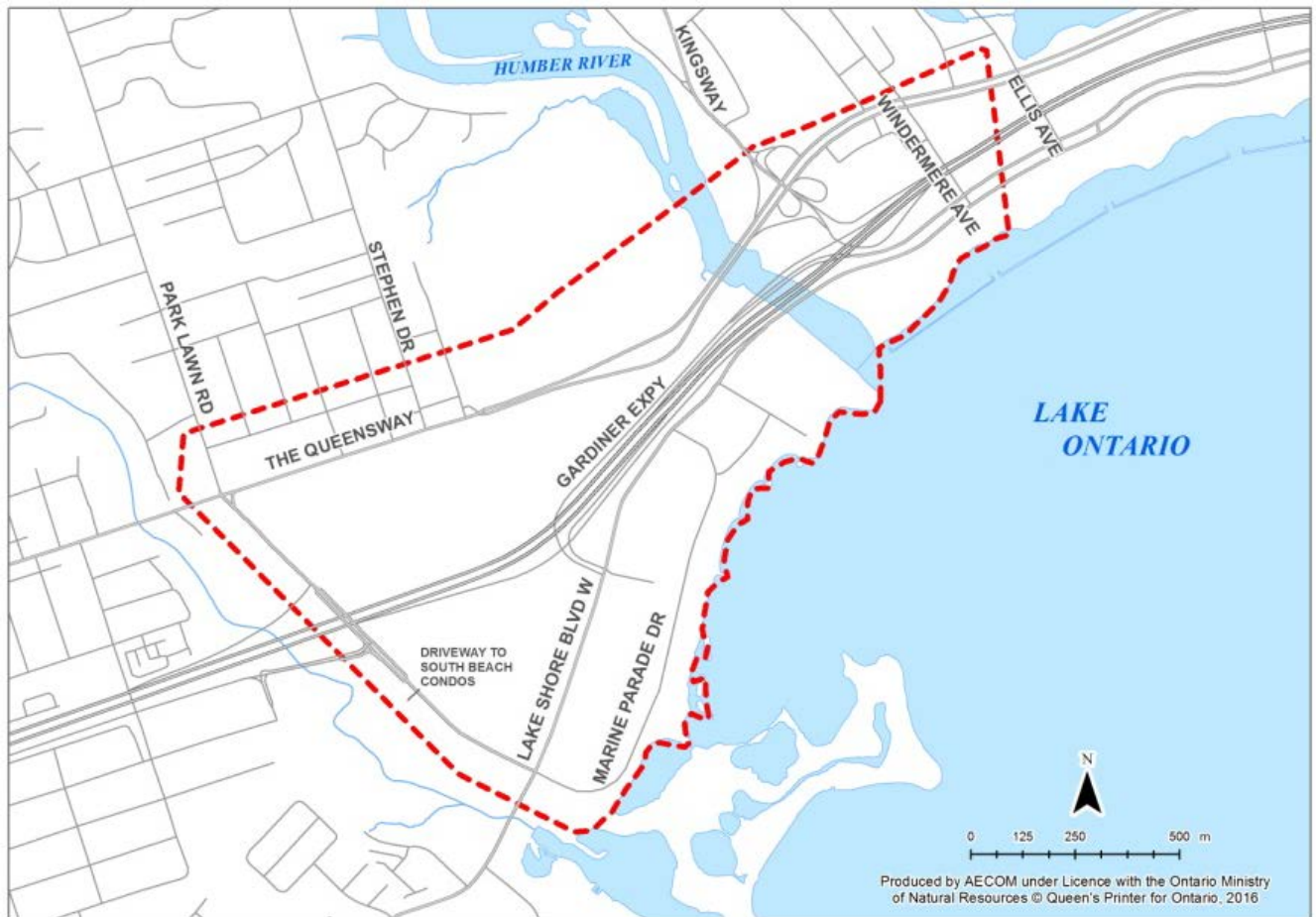
Please respond to this comment form to describe your transportation challenges, priorities and interests in the Study Area.

Space is provided at the end to write additional comments.

This comment form is also available on the project website
www.toronto.ca/parklawnlakeshore and can be submitted electronically.

STUDY AREA

The Study Area for the Park Lawn Lake Share Master Plan is focused in the area between Ellis Avenue, Park Lawn Road, The Queensway, and Lake Ontario, and accounts for movement through this area.



1. What do you like about transportation in the study area?
Is there anything you think works well and should be maintained?

2. What transportation-related barriers and challenges do you experience within the study area?

Read each of the statements below and indicate your level of agreement by placing an 'x' in the box that best represents your opinion.

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT SURE
The trails/sidewalks/walkways are not continuous, making <u>walking</u> difficult						
The trails/sidewalks/walkways are not continuous, making <u>cycling</u> difficult						
Safety is a concern for pedestrians						
Safety is a concern for cyclists						
Safety is a concern for vehicles						
It is too far to walk to the Humber Loop						
Public transit is difficult to access						
There are not enough public transit options						
Signals at intersections are poorly timed						
There is congestion on Park Lawn Road						
There is congestion on Lake Shore Boulevard West						
There is congestion on The Queensway						
Traffic flow on the Gardiner Expressway directly impacts congestion in the study area						
It is hard to find parking						
Construction causes noise disruptions						
Construction causes congestion						
Construction causes maintenance issues along roads and sidewalks						

3. If you could make a few big changes in the study area, what would they be?*Select your **top 5** choices by marking an "x" in the box beside only 5 of the options below.*

Active Transportation (Walking and Cycling)	
	Create more connections for pedestrians and cyclists to cross the Gardiner Expressway.
	Improve access to transit for pedestrians and cyclists.
	Improve existing, and create new cycling infrastructure including bike lanes, quiet street routes, and trails.
Public Transportation	
	Create a new transit hub for the Park Lawn / Lake Shore Area, including GO Transit.
	Revitalize and enhance the existing Humber Loop as the primary transit hub.
	Create transit only, or transit priority traffic lanes.
Vehicle Movement and Road Network	
	Improve signal timing at existing intersections.
	Create more signalized intersections.
	Widen existing roads to increase vehicle travel capacity.
	Create new connections for vehicles to access the Gardiner Expressway.
	Create new connections between Lake Shore Boulevard West and The Queensway.
	Create more parking spaces.
Other	

4. How do you want to see transportation improvements prioritized?*Please rank each of your priorities from 1 to 5, use each number once.**1 = top priority, 2 = 2nd priority, 3 = 3rd priority, 4 = 4th priority, 5 = lowest priority*

	Active Transportation to improve walking and cycling accessibility and connections.
	Public Transit to improve service and accessibility.
	Vehicle Movement and Road network to improve vehicle traffic flow.
	Safety improvements for pedestrians, cyclists, and motorists.
	Enhanced aesthetics and streetscaping.
	Other (please specify):

ABOUT YOU

5. How do you typically travel in the study area? (select all that apply)

- ☐ Walk
- ☐ Cycle
- ☐ Drive
- ☐ TTC
- ☐ GO Transit
- ☐ Taxi / rideshare
- ☐ Auto passenger
- ☐ Other (please specify):_____

6. When do you experience traffic congestion the most in the study area? (select all that apply)

- ☐ Weekday – AM rush hour
- ☐ Weekday – PM rush hour
- ☐ Saturday – AM
- ☐ Saturday – PM
- ☐ Sunday – AM
- ☐ Sunday – PM
- ☐ Other (please specify):_____

7. Does traffic congestion impact when you travel in the study area? (choose one)

- ☐ Yes - I avoid travelling during rush hour
- ☐ Sometimes - I avoid travelling during rush hour when I can
- ☐ No - I do not change my travel plans based on traffic congestion
- ☐ Not sure
- ☐ Other (please specify):_____

Additional Comments

8. Are there any other comments or suggestions you would like to share?

ABOUT THE PUBLIC EVENT

How did you hear about today's event?

☐ Flyer in the mail ☐ Project Website ☐ From a local organization
☐ Walk-by ☐ My Councillor ☐ Other: _____

What did you think of today's event? What worked? What could be improved?

CONTACT INFORMATION (OPTIONAL)

Name: _____

Email: _____ Phone: _____

Contact information will be used to contact you about this Study. Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Thank you for your participation!

Please submit your comment form at the registration table or send in your comments by December 9, 2016 using one of the following options:

Online form: www.toronto.ca/parklawnlakeshore

Email: rshyllit@toronto.ca

Phone: 416-392-3358

"Park Lawn Lake Shore TMP"

c/o R. Shyllit

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