

PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN

Public Consultation Report – Phase 1

January 2017

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1. Introduction

The Park Lawn Lake Shore Transportation Master Plan Study will provide the first step in a multi-year process to evaluate solutions that 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 public transit, pedestrian, and cycling networks
- High quality streetscape design

The Study will follow Phases 1 and 2 of the [Municipal Class Environmental Assessment Act](#) (EA) regulated by the Province of Ontario described below:

- Phase 1: Identify the transportation problems and opportunities in the Park Lawn Lake Shore area
- Phase 2: Develop, evaluate and recommend alternatives to address the identified problems and opportunities.

Once completed, the TMP will recommend a series of transportation projects, initiatives and policies to support the Park Lawn Lake Shore Area. Depending on the scale of projects identified, some will require further study continuing additional phases in the Environmental Assessment.

This report summarizes Phase 1 public consultation activities and feedback from September to December 2016, including Community Workshop #1.

2. Notification

Public, stakeholder, and agency notification is an important component of the Park Lawn Lake Shore Transportation Master Plan to keep stakeholders informed about the Study and solicit their input. A project website (www.toronto.ca/parklawnlakeshore) was developed in September 2016 including sections on the Study Overview, Study Area, Frequently Asked Questions, and how to Get Involved. As part of the website, a project email list was launched for anyone to sign-up to receive updates and information about public consultation milestones.

A Notice of Commencement and invitation to Community Workshop 1 was issued the week of November 10, 2016 through:

- Advertisements published in Bloor West Villager and York Guardian community newspapers
- Flyer delivery to 25,563 residents and businesses in the study area
- Posting on the project website
- Email to local Businesses and Business Improvement Areas: ShoptheQueensway Business Improvement Area, Mimico by the Lake Business Improvement Area, Mimico Village Business Improvement Area, South Etobicoke Industrial Employers Association, Lake Shore Village Business Improvement Area, Ontario Food Terminal, First Capital Realty, Fiera Properties

- Email to local Resident and Ratepayer Associations: Humber Bay Shores Condo Association, Mimico Residents Association, Mystic Point Residents Association, Swansea Area Ratepayers Association, Lake Shore Planning Council, Mimico Lake Shore Community Network, Our Place Initiative, South Etobicoke Transit Action Committee, Ward 6 Community Action Team, Citizens Concerned about the Future of Etobicoke Waterfront, Etobicoke South Cycling Committee
- Email to local community groups and institutions: LAMP Community Health Centre, Lake Shore Arts, Storefront Humber Inc, Humber College
- Email, letter, and flyer sent to First Nations
- Email to all agencies and utility companies
- Notification sent to City Councillors in Wards 5, 6 and 13

>> *Appendix A includes a record of all print notices. The time of the December 3 workshop was amended after the notice was first issued to account for local road closures, and was re-issued to local stakeholder groups and the project email list.*

3. Overview of Consultation Activities

This section describes consultation activities that took place during Phase 1 consultation.

3.1 First Nations Community Consultation

The Notice of Commencement and invitation to Community Workshop 1 was sent to First Nations on the Public Consultation Unit's contact list via registered mail.

3.2 Agency Consultation

The Notice of Commencement and invitation to Community Workshop 1 was sent on December 2, 2016 to all relevant agencies and utilities to inform them of the project. A total of 5 agencies corresponded with the project team through this process, and all comments were received, recorded, and a response was provided to each comment.

3.3 Stakeholder Workshop

On October 5, 2016, local stakeholder organizations, including residents groups, community associations, non-profit organizations and Business Improvement Areas (BIA) in the Park Lawn Lake Shore area were invited to meet with the Project Team, learn about the Study, share information, and discuss potential transportation improvements in advance of public meetings.

A report including a listing of invited organizations, summary of what was heard in this workshop, and a record of all presentation materials can be viewed on the Study website: www.toronto.ca/parklawnlakeshore under the *Have Your Say* tab.

3.4 Affected Properties

Improvements identified in the study potentially affect owners of large parcels of land. The City held individual meetings with potentially affected property owners on the following dates:

- Ontario Food Terminal, August 9, 2016
- Fiera Properties, October 11, 2016
- First Capital Realty, October 24, 2016

3.5 Presentation at LAMP Community Health Centre

The Project Team was invited to present at LAMP Community Health Centre's Annual General Meeting on September 15, 2016 to introduce the Study, and respond to comments and questions.

The meeting was held at Humber College from 7:00 - 8:30pm and was attended by approximately 50 community members. Metrolinx also presented as part of the same panel. A total of 8 verbal questions were received at the event.

3.6 One Window Contact

Stakeholders and members of the public were invited to ask questions and submit comments via phone, email, fax, or written letter. A total of 38 communications were received via email and phone.

3.7 Community Workshop 1

Community Workshop 1 was held at the Assembly Hall at 1 Colonel Samuel Smith Park Drive on Thursday November 24, 2016 from 6:30 – 9pm, and on Saturday December 3, 2016 from 2 – 4:30pm. The same information was presented on both dates. The meeting format included a drop-in centre with display panels for the first 30 minutes, followed by a presentation, question and answer period, and facilitated table discussions.

During the table discussions, participants sat at round tables with up to eight guests, and one facilitator from the City of Toronto or the City's consultant AECOM. The facilitators guided participants through discussion questions to receive feedback from everyone.

The purpose of the Community Workshop was to:

1. Convene many community members and stakeholder organizations
2. Listen and receive information early in the study process
3. Generate a 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 Transportation Master Plan (TMP) process, plus related area projects

The display panels and presentation included the following information:

1. Workshop purpose
2. Event Agenda
3. Discussion Questions
4. Code of Conduct
5. Study Area
6. Related Area Studies
7. Study Process
8. What was heard at Stakeholder Workshop 1
9. Problem Opportunity Statement
10. Existing Traffic Conditions
11. Existing Travel Characteristics
12. Existing TTC Routes
13. Park Lawn Go Station overview

14. Study Elements
15. Potential Road Network Improvements
16. Potential Waterfront Transit Reset alignment
17. Potential Transit Only Lane
18. Potential Transit Loop Locations
19. Accomplishments and Committed Projects
20. Study Timeline and Next Steps
21. Public Consultation Goals
22. Workshop Outline
23. Contact Information

Copies of the display material, online comment form, and the presentation were made available on the project website www.toronto.ca/parklawnlakeshore in advance of the meeting date.

Community Workshop 1 was attended by approximately 130 participants total, including 80 on November 24, 2016, and 50 on December 3, 2016. Various opportunities were provided to comment through conversations with staff, a question and answer period, facilitated table discussions, comment form, and via one window contact throughout the duration of the comment period that concluded on December 9, 2016.

>> Appendix B includes a record of the workshop materials, including panels, presentation, and comment form used in the workshops.

4. Feedback Summary

4.1 First Nations

A response was received from the Hiawatha First Nation on January 3, 2017 noting that the Study has little, if any, impact on Hiawatha First Nation's traditional territory and/or rights, and requesting that the City contact the Hiawatha First Nation if archaeological artifacts are found.

A response was received from Curve Lake First Nation on January 10, 2017 noting that the Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to Traditional, Aboriginal and Treaty Rights, and requesting that the City contact the First Nation if archaeological artifacts are found.

A response was received from Mississauga's of the New Credit First Nation (MNCFN) on January 12, 2017 noting that the study has low level concern, and to keep the First Nation informed of any changes. Additionally, MNCFN expressed interest in First Nations history, stories and artwork being included in the streetscape design.

4.2 Agencies

Agency comments included responses from: Metrolinx, Toronto Region and Conservation Authority, Toronto Fire Services, Enbridge Gas, Ministry of Natural Resources and Forestry, Ministry of Environment and Climate Change, and Infrastructure Ontario. The Project Team received, recorded, and responded to all correspondence.

4.3 Stakeholder Workshop

A report summarizing what was heard in the stakeholder workshop can be viewed on the Study website: www.toronto.ca/parklawnlakeshore under the *Have Your Say* tab. Information gathered through the stakeholder workshop was used to inform the challenges and ideas for improvements presented at Community Workshop 1.

4.4 Affected Properties

Land owners at the Ontario Food Terminal, Fiera Properties, and First Capital Realty shared comments and questions related to:

- requests to be informed throughout the study process
- traffic modelling and future land use
- redevelopment potential
- potential property and operational impacts
- suggestions for transportation improvements

4.5 LAMP Annual General Meeting

A total of 8 questions and comments were received at LAMP Community Health Centre's Annual General Meeting as summarized below:

- Questions regarding:
 - Other City policies
 - City transportation planning

- Subway routes to downtown
- How to alleviate traffic in the Study Area
- Future location of the Humber Loop
- Timeline for improvements
- Funding for transportation infrastructure improvements
- Comments regarding:
 - Metrolinx's 10 year plan for new station locations
 - Population increases and residential development

4.6 One Window Contact.

A total of 38 comments and questions were received via email and phone summarized below:

- Suggestions about:
 - reducing traffic on the Gardiner Expressway
 - modifications to on and off ramps to access the Gardiner Expressway
 - roadway changes at Palace Pier
 - roadway changes at Brookers Lane
 - changes to turning lanes
 - streetcar routing and right-of-way suggestions
 - relocation of the Humber Loop
 - improving public transit through Express Buses, routing changes, adding a GO Station, and changes to the 501 streetcar route
 - continuous cycling routes
 - roadway improvements outside of the Study Area
- Questions about:
 - public consultation events and information
 - information and meeting requests
 - boundaries of the Study Area
 - coordination with the Waterfront Reset Study
- Concerns about:
 - population density and ongoing residential development
 - safety for pedestrians accessing the Humber Loop
 - Metrolinx not including Park Lawn GO Station in its 10 year plan
 - the study timeline
 - traffic in the Study Area
 - public transit service
 - public transit accessibility

4.7 Community Workshop 1

Feedback was received through Community Workshop 1 via facilitated table conversations at in-person workshop events, and responses to a comment form.

4.7.1 Facilitated Table Conversations

The main themes that emerged during discussions recorded by table facilitators at the community workshops held on November 24 and December 3, 2016 are described below. Table discussions focused on four questions, with all participants encouraged to share ideas. Participants could also submit written feedback via written or online comment form, summarized in Section 4.7.2

>> Appendix C includes a record of all comments drawn on table maps during facilitated table conversations at the workshop events.

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

During table discussions, participants described the following transportation facilities that they like, think work well, or should be maintained in the Study Area.

- Active Transit
 - access to trails, parks, and Lake Ontario for pedestrians and cyclists
- Road Network
 - access to Gardiner Expressway and highway system
 - the Legion Road extension
 - access to Mississauga
 - improvements to support vehicle flow: new turning lanes, reopening of the Gardiner, and signal timing
- Public transit
 - variety of options available: bus to Subway, streetcar to downtown, or GO Transit
 - good off-peak options
 - 66 Bus route, and direct access to Old Mill Station
 - Mimico GO Station access
 - 501 streetcar to get downtown, with good frequency with 10 minute service
- Other
 - Access to Pearson International Airport
 - the Ontario Food Terminal

Question 2: What transportation related barriers and challenges do you experience within the study area?

During table discussions, participants described the following transportation barriers and challenges they experience in the Study Area.

- Public Transit
 - General
 - Service is inconsistent and unreliable
 - Too far to walk to Humber Loop
 - Too far to access Mimico GO Station
 - Poor access to Subway
 - Too long to travel downtown

- Humber Loop
 - Unsafe with poor accessibility
 - Difficult to access from south using informal walkway that is not wide enough for users to pass each other or use mobility devices, and is not well maintained or well lit
- Bus Routes and Streetcar Service
 - Bus service is impacted by vehicle congestion and delayed when there are collisions on major routes
 - Bus service is infrequent
 - Short-turn streetcars add travel time and pose challenges for seniors and people with mobility issues to disembark and board
 - Long travel-time to downtown during peak hours
 - Express bus is too expensive
- Road Network
 - General
 - Lack of alternative routes available
 - Road speeds are too high
 - Signals are not well timed
 - Congestion impacts travel time to downtown
 - Queensway
 - Locations of congestion
 - Marine Parade Drive
 - Dangerous left-turns from Marine Parade Drive onto Lake Shore Blvd West
 - High number of developments causing congestion on Marine Parade Drive
 - Lake Shore Boulevard West
 - Traffic bottleneck where Lake Shore Blvd narrows to one lane at Humber Bridge
 - Pinchpoint at Palace Pier
 - Congestion at location of streetcar platform on Westside of Park Lawn
 - Signal timing issues
 - Park Lawn Road
 - Pedestrian safety concerns at Queensway, Ontario Food Terminal exits, Tim Hortons/Starbucks entry, and Lake Shore
 - Advanced green lights need to be longer, and extend turning banks
 - Speed of cars turning right when travelling south at Lake Shore
 - Gardiner Expressway
 - Traffic backs up frequently
 - Difficult to travel westbound from Park Lawn
 - Sobey's Plaza
 - Difficult to access
- Active Transportation
 - Cyclists travel too fast on Martin Goodman Trail and Humber Bridge posing safety issues for pedestrians
 - Cycling facilities are discontinuous
 - Sidewalks are poorly maintained and discontinuous
 - lack of maintenance under bridges
 - Inadequate lighting on walkways and under bridges poses safety concerns
 - Jay-walking poses safety concerns, due to lack of traffic signals for pedestrian crossing
- Heavy Vehicles
 - Line up at Tim Hortons on Park Lawn blocks road access, and causes safety concerns
 - High volume of trucks travelling to the Ontario Food Terminal blocks roadway

- General Feedback
 - The TMP Study is taking place too late after development has already taken place
 - Some road users reported travelling west to avoid traffic on more direct routes to downtown
 - Comments that the Study Area should be expanded further west
 - Concerns regarding road tolls creating more traffic moving vehicles off the Gardiner Expressway and onto local roads
 - Concerns regarding flow through and non-local traffic using roads in the Study Area to avoid traffic on the Gardiner Expressway and/or Lake Shore Blvd West
 - Requests to prohibit new development and density in the Study Area
 - Comments regarding TTC fares and posting of TTC schedules
 - Concern regarding cost of improvements of Legion Road extension

Question 3: If you could make a few big changes in the study area what would they be?

During the table discussions, participants described the following changes they would like to make in the Study Area.

- Intersection and Road Network Improvements
 - Marine Parade Drive
 - Add crosswalks to north and south side of Waterfront Drive at Marine Parade Drive, and widen sidewalks on southside
 - Add an advanced green light to travel eastbound on Lake Shore Boulevard West, at Marine Parade Drive
 - Make Marine Parade Drive one-way westbound
 - Add roads connecting Marine Parade Drive to Lake Shore
 - Lake Shore Boulevard West
 - Maintain 2 lanes on Lake Shore through study area
 - Add separate turning lanes to access condos
 - Add signage for vehicles accessing condos not to block roadways or intersections
 - Lake Shore eastbound at Brooker's Lane should be 2 lanes
 - Add no left-turn restrictions to Lake Shore Blvd
 - Add lay-by parking to Lake Shore Blvd for business deliveries
 - Add traffic information signage to Lake Shore
 - Add lights to cross Marine Parade Drive
 - Add connection from South Kingsway to Lake Shore
 - General
 - Limit increases to travel lanes
 - Add reflectors to roadway for vehicles to stay in their lane
 - Park Lawn Road
 - Close Park Lawn southbound between 7am-9am
 - Gardiner Expressway
 - Merge lanes onto the Gardiner should start further west
 - Add exit ramp to Park Lawn
 - Create an off-ramp from the collector lanes to join the Lake Shore
 - Add a double left-turn lane from Park Lawn to the Gardiner
 - Add Gardiner off-ramp at Park Lawn Rd
 - The Queensway
 - Add space to left-turn lane to the Queensway at Park Lawn

- Add more connections north and south between the Queensway and Lake Shore
 - Other
 - Add a new bridge over rail line at Grand Avenue for north/south access
- Active Transportation
 - Create complete streets that are safe for all road users
 - Improve access to Humber Loop, add lighting, and security cameras
 - Protect access to Lake Ontario for everyone, and improve accessibility
 - Add physically separated cycling facilities, and create more separation for cyclists from pedestrians
 - Create high and low speed cycling trails
 - Improve sidewalk along Lake Shore Boulevard West
 - Move high-speed cyclists to Lake Shore
 - Add more lighting to all roads to increase pedestrian safety
 - Better designate cycling paths on the Humber Bridge
 - Improve signage and markings
 - Create a pedestrian walkway to Mimico GO Station from Park Lawn and Lake Shore
- Public Transit
 - Improve transit service overall, and increase frequency
 - Allow buses to access Humber Loop through streetcar tunnel to increase service frequency
 - Add a new GO Station to service increased population
 - Improve pedestrian connections and sidewalk access to Humber Loop including a wider pathway, lighting, and better accessibility
 - Extend 76 Royal York Bus south to service Humber Bay Shores
 - Make 145 bus a regular route to downtown
 - Reduce short-turns on 501 route
 - Make transit more affordable
 - Add more bus routes to connect subway stations
 - Add/modify bus route to connect to Jane Station so that users can access elevators (no elevators at Old Mill Station)
 - Add an LRT along the Lake Shore, with express stops to Exhibition and Union
 - Add dedicated transit lanes along the Lake Shore
 - Add more direct/express routes to downtown
 - Add more buses to Park Lawn
 - Add streetcar service west of Humber Loop to travel to Sherway Gardens
 - Double the frequency of streetcars during rush hour
 - Add shuttle/express routes to Mimico GO Station
 - Add ferry route to downtown
- Location of Humber Loop and Transit Hub
 - Keep existing location, improve existing facilities, and integrate with GO Transit
 - Add parking to Humber Loop
 - Relocate to Christie's site and integrate with GO Transit
 - Relocate to Legion Road and integrate with GO Transit
- Additional Comments
 - Restrict incoming traffic from vehicles travelling through the area
 - Improve pavement markings for all modes of travel
 - Add water taxi service to downtown

Question 4: How do you want to see transportation improvements prioritized?

During the table discussions, participant responses strongly expressed that a first priority should be on improvements to public transit including locating a GO Station in the Study Area, improving TTC access and service frequency, express service, and transit priority lanes.

Conversations on second priority were shared between improved vehicle movement and road network, and improvements for active transportation such as sidewalks and bikes lanes. In some cases, second priority was also supportive of public transit.

The third priority recorded in table discussions focused on safety improvements such as separated bike lanes, improved accessibility for pedestrians, and traffic calming measures.

4.7.2 Comment Forms

The comment form was available from November 21 – December 9, 2016. Respondents could submit comments online or hand written. They were not required to answer all questions. A total of 415 comments were received, as summarized below.

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

The following comments summarize the 362 responses about what transportation facilities respondents like, think work well, or should be maintained in the study area:

- General
 - Good transportation options for cars, bikes, public transit and walking
 - Access to nearby shopping
 - Do not like anything, transportation is insufficient

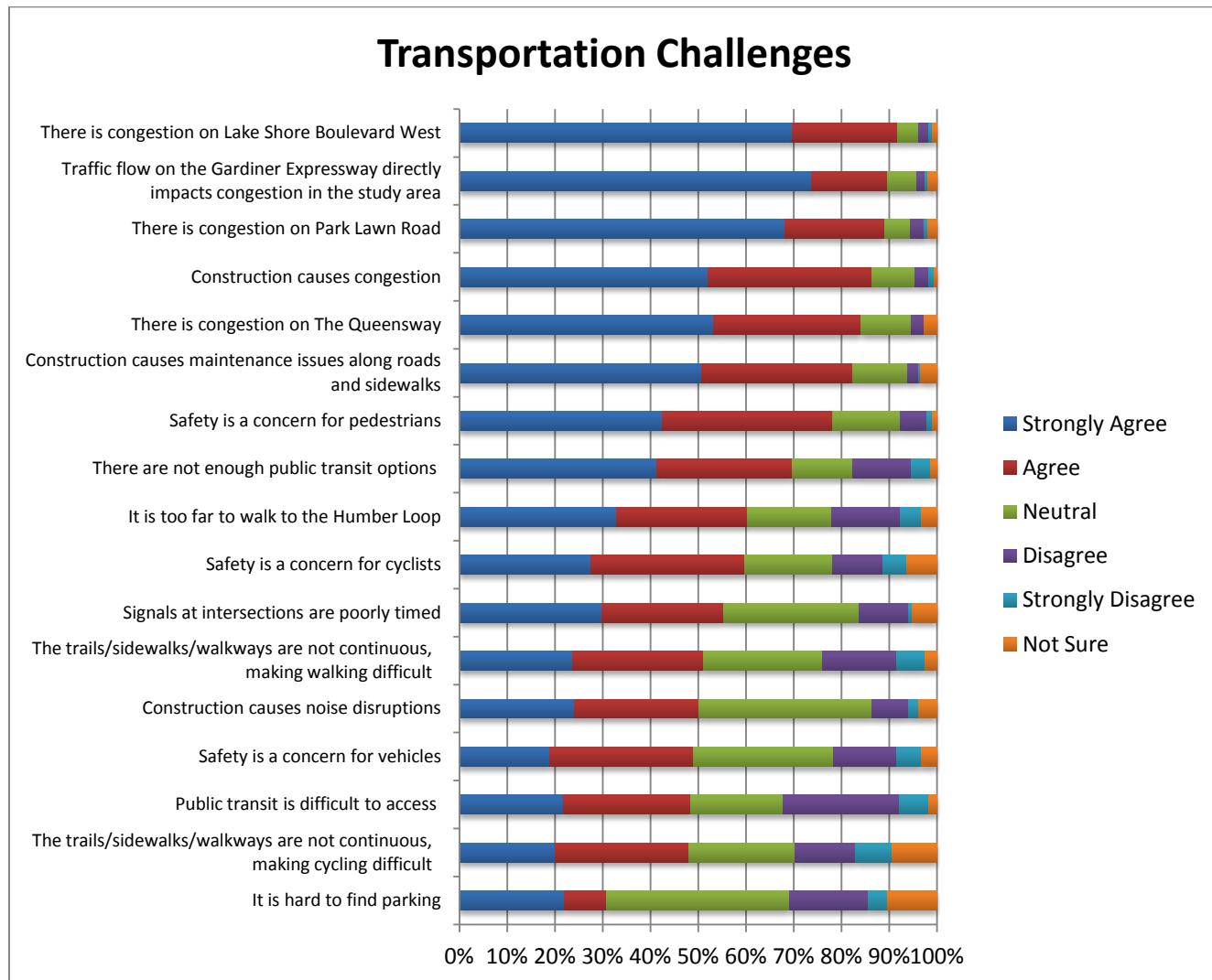
- Active Transportation
 - Cycling routes
 - Access to Lake Ontario, trails, and natural parks
 - Bridge over Humber River
 - Traffic light at streetcar tunnel allows pedestrians to cross

- Public Transit
 - Variety of TTC routes available (145 Express bus, 501 Queen streetcar, 80 Queensway bus, 77 Runnymede bus, 66 Prince Edward bus)
 - Access to Mimico GO Station
 - Dedicated streetcar right-of-way on the Queensway
 - Humber Loop location should be maintained as a transit hub

- Road Network
 - Access to Gardiner Expressway on/off ramps
 - Widening of the north side of the intersection at Park Lawn and Lake Shore
 - Traffic light at Palace Pier and Lake Shore Blvd West
 - Double left-turn lanes at Park Lawn
 - Right-turn lanes at Park Lawn

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

A total of 410 responses were received to Question 2. Respondents used a scale to indicate agreement with transportation related barriers and challenges identified in each of the following statements, as indicated in the table below:



70% to 92% of respondents strongly agreed or agreed with the following challenges experienced:

- 1) 92% - There is congestion on Lake Shore Boulevard West
- 2) 90% - Traffic flow on the Gardiner Expressway directly impacts congestion in the study area
- 3) 90% - There is congestion on Park Lawn Road
- 4) 86% - Construction causes congestion
- 5) 84% - There is congestion on The Queensway
- 6) 82% - Construction causes maintenance issues along roads and sidewalks
- 7) 78% - Safety is a concern for pedestrians
- 8) 70% - There are not enough public transit options

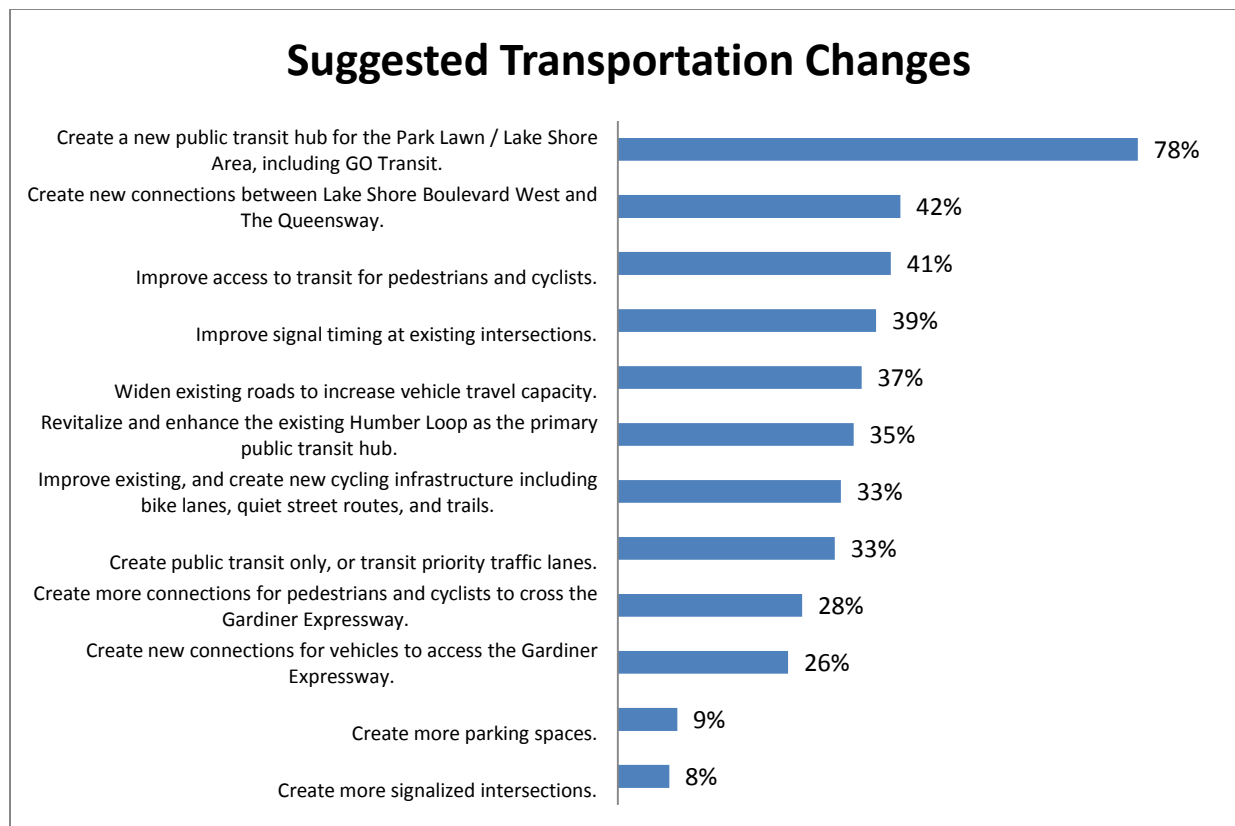
48% to 60% of respondents strongly agreed or agreed with the following challenges experienced:

- 9) 60% - It is too far to walk to the Humber Loop
- 10) 60% - Safety is a concern for cyclists
- 11) 55% - Signals at intersections are poorly timed
- 12) 51% - The trails/sidewalks/walkways are not continuous, making walking difficult
- 13) 50% - Construction causes noise disruptions
- 14) 49% - Safety is a concern for vehicles
- 15) 48% - Public transit is difficult to access
- 16) 48% - The trails/sidewalks/walkways are not continuous, making cycling difficult

28% of respondents strongly agreed or agreed that it is hard to find parking in the study area.

Question 3: If you could make a few big changes in the study area, what would they be?

A total of 415 responses were received to question 3. Respondents were asked to select the top 5 changes they would like to make in the study area, and were also given a choice to select an "other" change. The top 5 changes respondents selected are described in the table below in order of percent who indicated they would like to make each change:



The top 5 changes respondents selected are listed below in order of percent who indicated they would like to make this change:

- 1) 78% - Create a new public transit hub for the Park Lawn / Lake Shore Area, including GO Transit.
- 2) 42% - Create new connections between Lake Shore Boulevard West and The Queensway.
- 3) 41% - Improve access to transit for pedestrians and cyclists.
- 4) 39% - Improve signal timing at existing intersections.
- 5) 37% - Widen existing roads to increase vehicle travel capacity.

The remaining changes respondents selected are listed below in order of percent who indicated they would like to make this change:

- 6) 35% - Revitalize and enhance the existing Humber Loop as the primary public transit hub.
- 7) 33% - Improve existing, and create new cycling infrastructure including bike lanes, quiet street routes, and trails.
- 8) 33% - Create public transit only, or transit priority traffic lanes.
- 9) 28% - Create more connections for pedestrians and cyclists to cross the Gardiner Expressway.
- 10) 26% - Create new connections for vehicles to access the Gardiner Expressway.
- 11) 9% - Create more parking spaces.
- 12) 8% - Create more signalized intersections.

Respondents were given the option to select an “other” change for the study area, summarized under the categories of feedback provided below:

- Restrictions
 - Restrict access to/from the Gardiner Expressway from Park Lawn
 - Restrict non-local vehicles and through traffic from using Marine Parade Drive
 - Restrict eastbound left-turns onto Lake Shore for vehicles exiting properties at the northwest corner of Park Lawn and Lake Shore
 - Restrict left-turns for vehicles exiting the Sobey's plaza
 - Close Gardiner Expressway on/off ramps during morning and evening rush hours
 - Remove and restrict parking where it causes congestion
 - Make Marine Parade Drive one-way westbound
- Road Network
 - Increase time for left-turn signals
 - Increase left-turn bank to Queensway from Park Lawn to hold 8 cars
 - Widen Lake Shore Blvd from 1 lane to 2 lanes where it cross the Humber River
 - Add entrances and exits to Sobey's plaza and Ontario Food Terminal
 - Stop left turns from the Sobey's plaza during rush hours, increase signal times for turning vehicles exiting, and add pedestrian island on Queensway for safer crossing
 - Add right-turn only, and left-turn only movements on the Lake Shore to minimize cars crossing multiple lanes
 - Widen Palace Pier to 3 lanes
 - Reduce the number of traffic signals along the Lake Shore between Park Lawn and Ellis Avenue
 - Add turning and traffic flow arrows to roadway and major intersections
 - Install a traffic light at the Tim Horton's plaza on Park Lawn
 - Add HOV lanes

- Public Transit
 - Fix traffic signal for pedestrians to cross Lake Shore to access Humber Loop to eliminate red lights when no streetcars are turning
 - Increase service on all routes
 - Increase 145 Express bus service during off-peak times and on weekends
 - Increase service on the 66 Prince Edward Bus and reverse travel direction through Marine Parade Drive
 - Eliminate split in 501 streetcar route
 - Create a water ferry route to downtown
 - Remove streetcars
- Active Transportation
 - Add safety islands in the middle of wide roads for pedestrians
 - Create a continuous walkway on both sides of the Queensway, west of Windemere
 - Improve sidewalks along the Lake Shore
 - Add more signage for cyclists using the Waterfront Trail to slow down and share space with pedestrians
 - Add bike-share facilities
 - Increase crossing times for pedestrians
 - Improve access to Lake Ontario for pedestrians travelling south across the Queensway
 - Encourage people to use more active transit options
- Urban Design
 - Add more bus shelters for pedestrians to use during inclement weather
 - Beautify the area
- Other
 - Stop all new development and limit density increases
 - Add car share programs
 - Add handicapped parking spaces

Question 4: How do you want to see transportation improvements prioritized?

A total of 382 responses were received to Question 4. Respondents were asked to rank prioritization of transit improvements from one to five, with one being highest priority and five being lowest priority, and were also given the option to select an "other" priority.

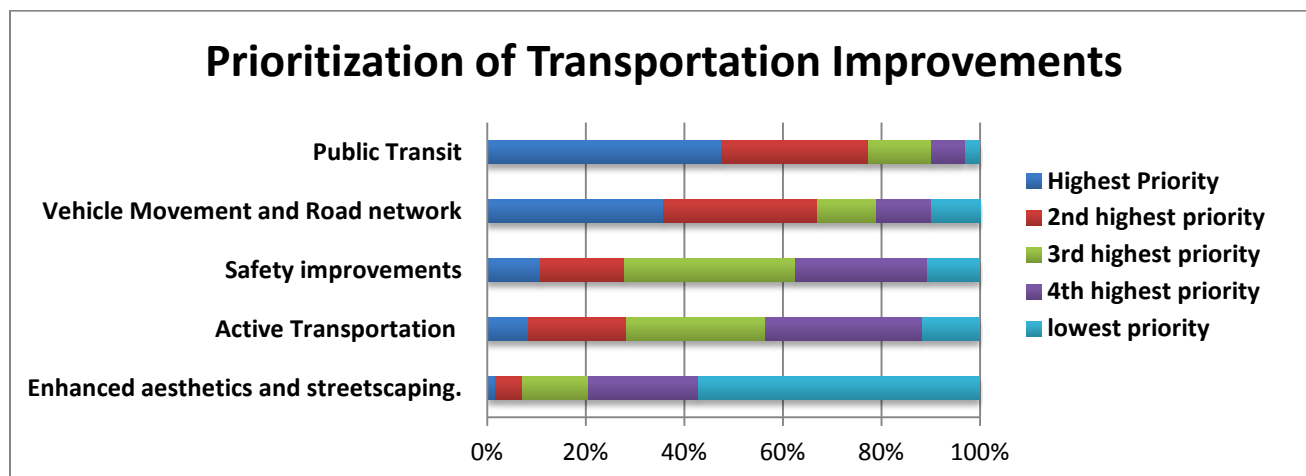
Public transit received top prioritization from respondents, with highest priority selected by 47.6% of respondents, and 29.8% who ranked it as a second priority.

Vehicle movement was prioritized second, with highest priority selected by 35.8% of respondents, and 31.3% who ranked it as a second priority.

Safety Improvements and Active Transportation received similar cumulative prioritizations, with highest priority for Safety Improvements selected by 10.9% of respondents and 16.9% who ranked it as a second priority, and highest priority for Active Transportation Improvements selected by 8.5% of respondents and 19.8% who ranked it as a second priority.

Enhanced Aesthetics received the lowest prioritization, ranked as lowest priority by 57% of respondents.

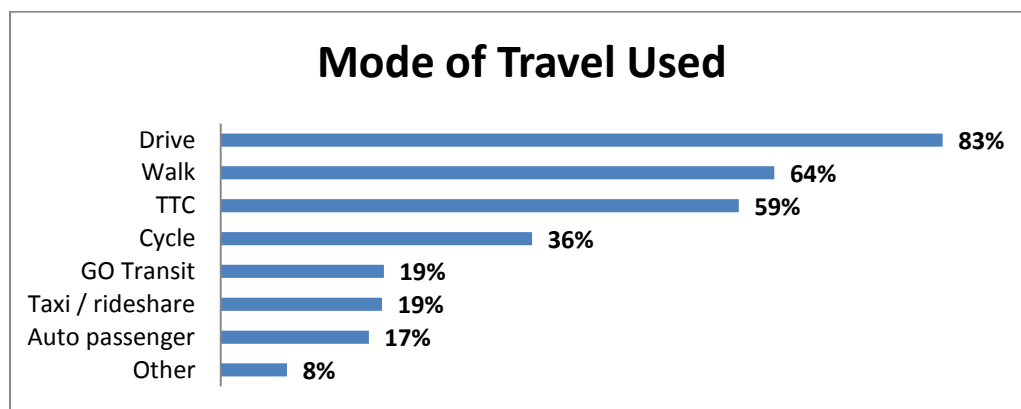
The table below summarizes how respondents prioritized improvements.



Other priorities listed by respondents are included in the changes suggested in Question 3.

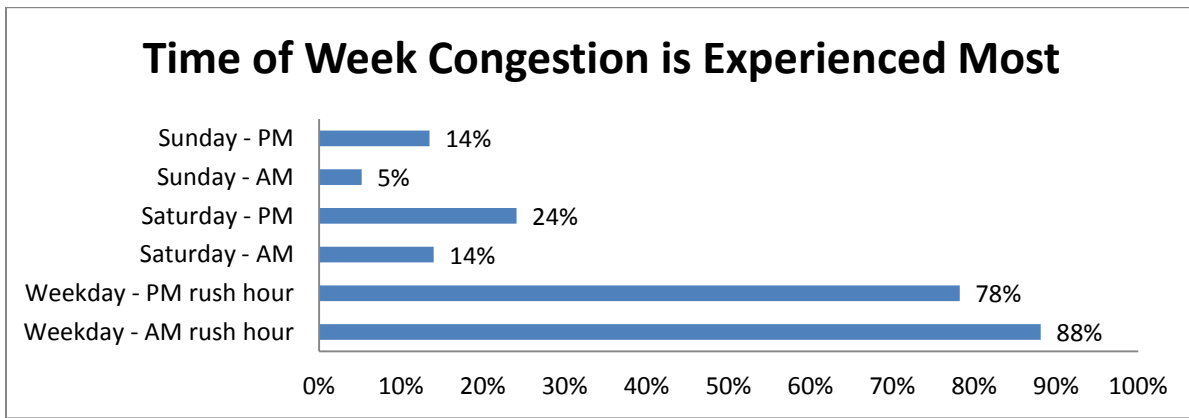
Question 5: How do you typically travel in the study area?

A total of 406 responses were received to Question 5. 83% of respondents identified that they typically travel via driving in the study area, followed by 64% who walk, and 59% who use the TTC, as illustrated in the graph below:



Question 6: When do you experience traffic congestion the most in the study area?

A total of 400 responses were received to Question 6. 88% of respondents indicated that the most congestion is experienced during the weekday morning rush hour, followed by 78% who indicated the most congestion is experienced during the weekday evening rush hour. On the weekend, Saturday afternoon was indicated to have highest congestion in the study area, selected by 24% of respondents.

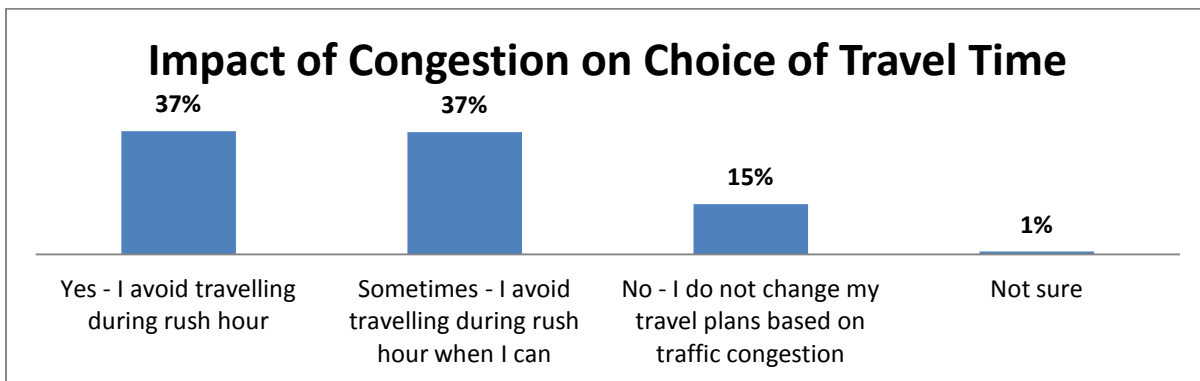


Respondents provided additional feedback on when congestion is experienced as summarized below:

- During construction on the Gardiner Expressway
- During marathons, races, parades, or other special events causing road closures
- When there is an accident on the Gardiner Expressway
- When there is an event at the BMO Field
- During the summer months

Question 7: Does traffic congestion impact when you travel in the study area?

37% of respondents indicated that traffic congestion impacts when they travel in the study area, or that they avoid travelling during rush hour when they can. 15% of respondents indicated that they do not change travel plans based on congestion.



Question 8: Additional Feedback

Respondents were able to provide additional comments at the end of the comment form. Key themes from these comments included strong support for improvements to public transit service and active transportation facilities, suggestions about locations of road network improvements and changes to turning lanes, and comments about where safety improvements could be made.

Respondents expressed concerns regarding the Transportation Master Plan study timeline, boundaries of the study area, impacts of continued residential development, potential impacts of road tolls, and how public comments will be used to inform the study.

Comments outside the scope of the Transportation Plan included requests to restrict future residential development, and expressed what amenities are needed in the area such as schools, community centres, libraries, and child care.

5.0 Next Steps

The Project Team will develop alternative solutions and evaluation criteria based on consideration of data collection, related area projects, technical study requirements and comments received via public and stakeholder feedback. The alternative solutions and evaluation criteria will be presented at the next phase of public events that will take place in 2017.