

PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN

Stakeholder Workshop

Additional Feedback Received – Maps and Comment Forms

October 5, 2016

The following notes describe comments received that were written/drawn on maps by workshop participants.

MAP 1

- 66 Prince Edward join current split routes in one larger loop → double service frequency
- [Add] collector lane off ramp to existing Lake Shore Blvd W. exit
- Westbound Lakeshore off-ramp extension to Park Lawn
- Need to pave underpass for bus traffic [under Gardiner]. Additional benefit of better connection when 501 Long Branch is running buses instead
- [create] transit hub [at Park Lawn and Lake Shore on Christie's site]. Underground loop to preserve development air rights and reduce acquisition costs, all weather enclosed transfers, north side side-by-side alignment facilitates better turning movements for vehicles
- Lay-by parking??? None for truck deliveries
- Legion Road extension??\$\$ for whom
- Humber River Bridge remain same? Or traffic accommodated??\$\$

MAP 2

- [at Lake Shore Blvd W and Park Lawn] LRT to Lakeview, Hamilton, Burlington
 - o Go, TTC, Cyclist, Pedestrian POD
 - o Don't take Parkland to turn streetcars
- Enhance streetcar underpass to better accommodate pedestrians and buses [at Humber Loop]
- Underpass opportunity [at Brookers Lane] as alternative to Legion Road
- Bike lanes required [on Queensway]

MAP 3

- Separated LRT to Mississauga
- Bike lane along the Queensway, better use of Blvd, Queensway direct EW route through Etobicoke
- North new off ramp [from Gardiner] to Park Lawn
- New ramp merge [west of Park Lawn] to Gardiner
- Transit Hub [at existing Humber Loop]

- Pedestrian access [across Gardiner] from Park Lawn to new Go transit platform north of Gardiner
- Future Queensway LRT
- New west Waterfront LRT
- Pedestrian access tunnel
 - [under Gardiner connects south to Lake Shore Blvd, east of Brookers Lane]
 - [from Marine Parade Drive north to Transit Hub]
 - [from Palace Pier north to Transit Hub]
- King and Queen streetcar [along Queensway]
- New tunnel for car, bike, pedestrian access to Humber Loop and Sobeys, Transit Node
- Continuous east-west bike lane along Lake Shore
 - serves fast and commuter cyclists
 - bike lane across Humber (along Lake Shore)
 - will connect with Martin Goodman Trail
 - more direct routes = good commuter cyclists

Comment Forms

The following comments were received by workshop participants via comment form.

- Hot buttons for the Community
 - loss of green space
 - business interruption
 - building businesses that may have to be torn down if Lakeshore LRT is proposed solution vs. Queensway, people don't agree
 - decision must reflect service to the most people
 - how long will it take before the community sees improvement
- Don't take the parkland to build the streetcar loop. Park Lawn to Humber Loop is very dangerous for cyclists on the Queensway. We need to improve options to help and encourage people to get out of their cars. Is Legion Road still the best option now that the former Christie site is available? TTC streetcar underpass should be enhanced to accommodate pedestrians and buses.
- A further reason for not relocating the Humber Loop to the southwest corner of Park Lawn and Lake Shore: not only would it sacrifice a valuable chunk of parkland. It would result in streetcars turning left from travelling west on Lake Shore to heading south into the loop (off Marine Parade Drive). Slow moving streetcars making these left turns would aggravate the congestion and delays at the Park Lawn Lake Shore intersection. One thing that seems to be working well is the new turning lanes at the Lake Shore Park Lawn intersection. One new problem: vehicles exiting the new mixed-use development at 2200 Lake Shore Blvd and turning left to travel east on LakeShore. Accidents have resulted. Such turn lanes should be prohibited. Cars could exit instead onto Park Lawn, travel south to Lake Shore then turn left to continue eastward.
- See SmartCommute/Metrolinx -Humber College Survey. BIA is concerned about the TTC Waterfront Transit Reset and the impact of a dedicated LRT on our main street. The BIA supports enhanced streetcar and transit service but NOT a dedicated LRT. In full support of a new GO stop in the Humber Bay area.

PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN

Date of Workshop	Wednesday October 5, 2016	Time	6:30 pm – 8:30 pm
Project Name	Park Lawn Lake Shore Transportation Master Plan		
Location	Humber College, Lake Shore Campus, 3199 Lake Shore Blvd W. Room E204		
Regarding	Stakeholder Workshop Comment Record		

Has there been consideration given as to how we arrived at this study?
We do not share the view that nothing can be done with the Gardiner Expressway, but we can all agree that it is a major problem in the study area.
Land development is the biggest culprit in the area. I would recommend a study that assesses how much the Gardiner Expressway is affecting the area/how much is development. A detailed analysis would be beneficial. Put a pause on development and review conditions.
Is public transit being considered as part of this study?
How is this study going to relate to the Waterfront Transit Study?
We have counted the number of cars coming off of the Gardiner Expressway – background traffic dropped from 40%-20%. Let traffic stay off the Gardiner Expressway and flow downtown.
It is understood that the Christie Site has been sold. What are assumptions are you making for this site?
What do Employment uses for the Christie site mean? Retail? I'm not convinced that it is going to be limited to employment. When the Christie site was first sold, it was noted to be large enough for twenty-seven (27) towers. [Councillor] Grimes will say all the developments were approved; however some went to the OMB. Is this just another process (community consultation)?
Do we need to plan around numbers? In the numbers calculation, does it consider different land use scenarios?
I assume the Christie site will become a retail area. People don't consider the amount of traffic that will be attracted to the area in this case. The Humber Bay Shores Condo Association has done some research on this regard, the findings of which have indicated that it will attract approximately 4,000-5,000 vehicles per day.
In relation to accommodation of future development, some condos have received an exemption from parking based on their proximity to transit. The Christie site is situated on a large parcel of land but there is no indication to sell it. If there was a Master Plan for this area how much would be considered for use by transit and/or vehicle users.
I suggest a new integrated GO station at the existing Humber Loop and put on new streetcar line on The Queensway. Users would be within walking distance to the Employment and Residential land uses. The Humber Loop could be relocated in parkland, or on Christie site, but again it is far away from the Queensway. It would be beneficial to build an integrated node. A new pedestrian access would connect to the residential area.
I suggest making Park Lawn local traffic only. And having a connection to the Lake Shore off-ramp [east of Park Lawn Road] from the Gardiner Expressway collector lanes to reduce traffic being directed from the Park Lawn Road off ramp from the Gardiner to Lake Shore Boulevard. Carry a Lake Shore exit on the collector lane then all of the traffic. Westbound traffic [going from Gardiner Expressway] to Lake Shore, there is a lot of room to carry the off ramp adjacent to the rail and reduce the amount of traffic directed through the existing connection to Lake Shore Boulevard.
The Prince Edward transit line goes south along Park Lawn. I would suggest the underpass for the streetcar at the Humber Loop be paved to support buses and thereby support both the bus and streetcar routes.
There are several right-of-way restrictions in the study area given that there would be significant impacts to businesses.
The Humber Loop is not always suitable for pedestrians (e.g., inclement weather, accessibility constraints). It needs to be recognized that the Humber Bay development is significant to the west. Relocating the Humber Loop in this area would make it in proximity to a significant number of users.
The 66 bus is re-routing in recognition of the existing congestion along the Lake Shore.
Can we eliminate any possibility of choke points over the Humber River?

Comment Record

Workshop Date: Wednesday, October 5, 2016

Page 2

Are you still considering the Legion Road extension (at a significant cost)? Who are you servicing following completion of Legion Road?
Why is Legion Road the responsibility of taxpayers? It was previously a contribution by others only.
The underpass connecting Legion Road north-south - this needs to be studied further. There are roughly 5,000-6,000 cars running along Manitoba Street alone daily.
Widening Lake Shore Road over the Humber River – is that being reviewed as part of this study? When I spoke to Transportation roughly 10 yrs ago it was noted that it was not possible.
'If you widen it they will come'.
Metrolinx indicates that they need 300 m for a platform – does your idea consider this? This would be in the minimal range between stops, alternating stops.
It is important to look at the Humber Loop and the GO Station. It is clear where the best site would be given the number of people that would walk to the station. You are not going to have a number of commuters parking vehicles there.
Has there ever been a comparative cost completed between transportation alternatives? People don't know what to recommend because they do see the costs.
We are talking a lot about vehicles and getting around this area is challenging. Pedestrian and cyclist infrastructure should be considered as part of this study.
If the distance to the GO Station is too far for people to walk, the streetcar line is only 1-2 stops away. With an integrated fare the distance issue is addressed.
We need to talk about that people are commuting to financial services jobs downtown from the west, as well as their needs. The vision is to have lake views, parks, residential, LRT, etc., from Mississauga to the downtown core as part of the Waterfront Reset. 'Complete Streets' - different communities have a different view of what this means to them. 90% of commuters living outside of the City take their cars.
The Waterfront Trail also runs through this area and that needs to be considered as part of this study.
Why not open the option of cycling to the GO station by providing bike racks, etc.?
Cycling on the Waterfront, there is a lot of congestion on the trail and cycling is no longer viable as it is not well separated like it is on the other side of the Humber River.
With regards to truck traffic/goods movement, I feel that more dedicated access from the food terminal to the Gardiner Expressway is required. A lot of the traffic might be early morning. An overpass or underpass might eliminate another light on Park Lawn Road.
When these developments are planned, consultation meetings are more like a presentation and we often talk about accommodating trucks. The study area does not have many layby areas, but The Queensway has at least 50. When we look at traffic we never seem to look at moving trucks and how they obstruct the road. There is nowhere for them to park. Trucks stop in the middle of the road in this area.
One of the issues is finding parking at Mimico GO station. Have micro transit options been looked at yet? If they [general public] can't find parking they stay in their cars and head downtown.
Humber Bay Shores suggested that the express bus be used as a shuttle. This could serve the whole community in getting to the GO station and back.
Cyclists often ask for a safe place to ride and a door-to-door solution. If it doesn't work they will turn to the car or public transit. Commuter cyclists cannot get across the Humber River. There are people who want to cycle in the community and they want to get to the Humber Loop, and others that want to get through the area (via Lake Shore). Something that crosses the river and is more accessible to cyclists would be ideal.
We suggested to the TTC that the 76 route down Royal York be brought into Lake Shore and eventually Mimico. We drove it in rush hour, tested it but it was refused. This would get people out of their cars.
Light signalization/synchronization, what would be the cost and benefit of this?
Eastbound on Brookers Lane there is a left lane that is access to the Gardiner on-ramp. People coming from Park Lawn are going in that left lane, continuing across and then there is bottlenecking at that point.
How do you achieve the 'proposed quiet roads'?
Have they looked at the projected use of the Mimico GO station? It's going to be very busy. There isn't going to be another station built for a very long time and a lot of development in the area.
There was an early relocation of the Humber Loop on the south side of Lake Shore Boulevard, but nobody wants to sacrifice parkland. It also would congest the area. It would increase the streetcar flow from 8 min to 4 min. TTC has track in storage for this area.

Comment Record

Workshop Date: Wednesday, October 5, 2016

Page 3

Metrolinx might feel that if there was a Park Lawn GO station there would be less use of Mimico GO station, but users would not desire losing this station as well.

Relocation of Mimico GO station – I can't see it given the development in the area, it would not make sense.

Are you using existing transportation data for the modelling? Are you collecting new data?

The Humber Bay Shores study did not consider cyclists or associated infrastructure.

Would you be referencing the data you are using in your modelling?