

Park Lawn Lake Shore Transportation Master Plan **Phase 2 – Stage 1 Consultation Report**

September 16, 2020

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Overview

Project Summary

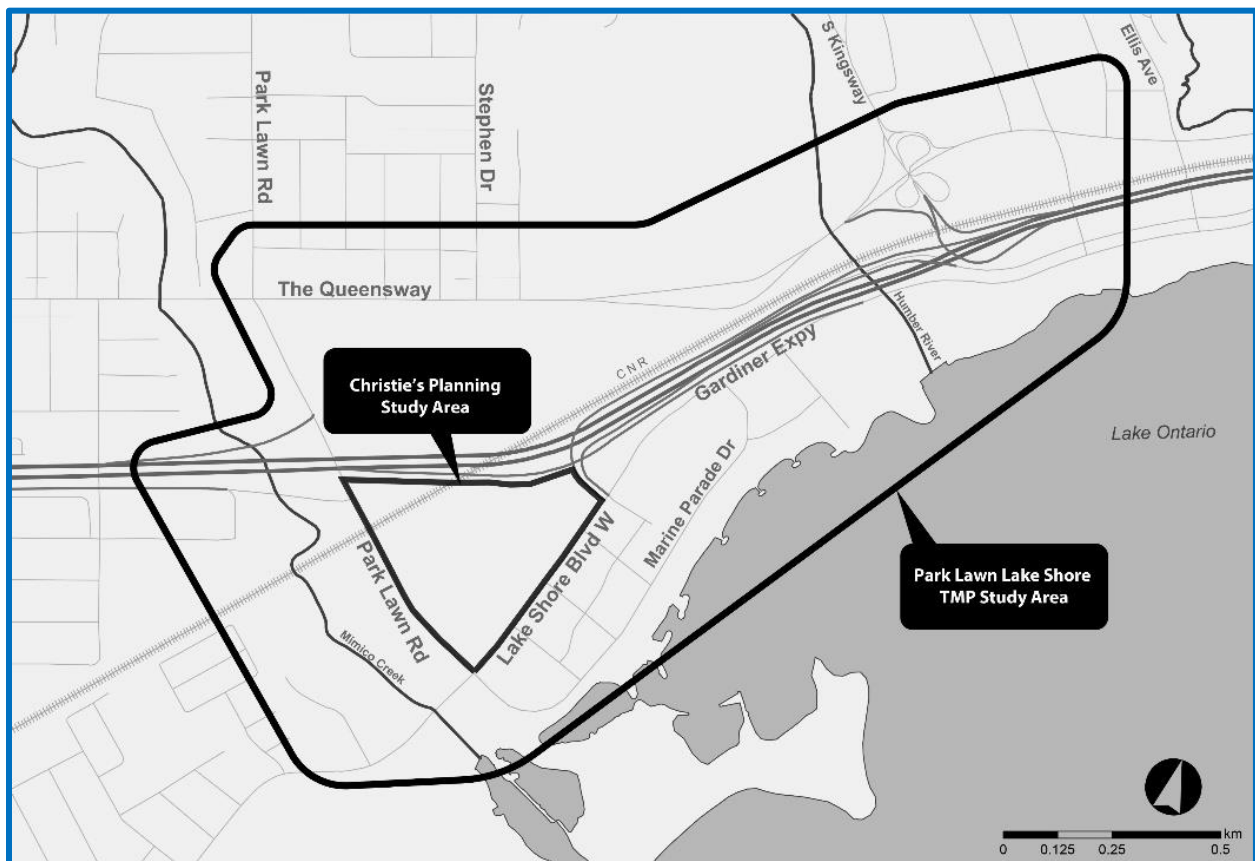
The Park Lawn Lake Shore Transportation Master Plan (TMP) provides the first step in a multi-year process to evaluate options to improve the area's transportation network, including:

- better access to street, transit and active transportation networks
- additional safe and convenient transportation connections across major physical barriers
- planning for future investment in public transit, pedestrian and cycling networks
- high-quality streetscape design

Consultation on the Christie's Planning Study is taking place simultaneously with the TMP, and is being coordinated to meet both project schedules where feasible. The TMP includes Phases 1 and 2 (Schedule B) of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Ontario Environmental Assessment (EA) Act.

- **Phase 1:** identify transportation problems and opportunities
- **Phase 2:** develop, evaluate and recommend alternatives to address the identified problems and opportunities.

This report summarizes consultation activities and feedback received during Phase 2 consultation on the TMP, taking place from February 3, 2020 – July 1, 2020.



Map of Study Area

Notification

A variety of methods were used to notify stakeholders and members of the public the week of March 12, 2020 about Phase 2 consultation:

- Project Website www.toronto.ca/parklawnlakeshore
- Print Advertisement (Etobicoke Guardian, and Bloor West Villager)
- Canada Post direct mail (35,000 addresses in study area)
- Email to project list (500 contact)
- Email to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (69 contacts)

Due to the COVID-19 emergency response, the public event originally scheduled to take place on March 24, 2020 was cancelled, and cancellation notification was sent on March 16, 2020 to the project email list and stakeholder list and posted to the project website.

On June 3, 2020 the public information materials were posted to the project website with a comment deadline of July 1, 2020, and notification was sent via the project email list, stakeholder list, and City of Toronto social media accounts.

>>Appendix A: Public Event Notification: Notice & Newsletter

Activities

One Window Commenting

Stakeholder representatives and members of the public were invited to share comments and ask questions via phone, email, or written letter. A total of 46 comment submissions were received between February and July, 2020. All comments were recorded and reviewed for consideration and response by the project team.

Stakeholder Meeting

A stakeholder meeting was held on February 3, 2020 from 6:30 – 9:00p.m. at the Assembly Hall, 1 Colonel Samuel Smith Park Drive, Etobicoke, ON M8V 4B6. More than 60 stakeholders were invited to attend. Representatives from 19 local organizations participated in-person and are listed below:

1. BA Group
2. Citizens Concerned About the Future of the Etobicoke Waterfront
3. Cycle Toronto
4. First Capital Realty
5. Humber Bay Shore Condo Association
6. Humber Bay Shores Residents and Ratepayers Association
7. Humber College
8. Member of Parliament, Etobicoke Lake Shore
9. Lake Shore Planning Council
10. Lakeshore Affordable Housing Action Group
11. Mimico Lakeshore Community Network
12. Mimico Resident's Association
13. New Toronto Lakeshore Village Residents Association
14. New Toronto Seniors Centre
15. Ourland Community Centre
16. South Etobicoke Transit Action Committee
17. Swansea Area Ratepayers Association
18. Urban Strategies
19. Walk Toronto

The meeting was facilitated by Robyn Shyllit, Senior Coordinator in the Public Consultation Unit, and featured presentations on the Christie's Planning Study by Sarah Phipps, Project Manager Strategic Initiatives, and a presentation on the Park Lawn Lake Shore TMP from Hussain Tamimi, Project Manager. Opportunities for questions and feedback and facilitated table discussions followed the presentations.

Participants were provided with comment forms to record feedback during the meeting, or send in submissions afterwards, and a notetaker recorded minutes.

>>Appendix B: Stakeholder Meeting Materials: Presentations & Comment Forms

Public Information Materials

The public event scheduled to take place on March 24 from 3:00 – 9:00 p.m. at the Trident Banquet Hall located (145 Evans Ave #200, Etobicoke, ON M8Z 5X8) was cancelled due to COVID-19.

The materials prepared for the public event, including the display panels/presentation slides and comment form were posted to the project website on June 3, 2020, and hard copy materials were made available upon request.

>>Appendix C: Public Information Materials

Online Comment Form

To provide additional feedback opportunity, an online comment form "survey" was available from June 3 – July 1, 2020, that received 96 responses. Participation was anonymous and results were reviewed for duplicate and invalid responses before being analyzed for this report.

The comment form included background information on the TMP, and asked the 5 questions listed below. The questions provided opportunity for multi-choice or multi-select responses, in addition to open ended comment boxes, and optional demographic questions.

1. Potential improvements that will be evaluated for Lake Shore Boulevard are listed below. Which of the potential improvements do you feel are most important?
2. Potential improvements that will be evaluated for Park Lawn Road and The Queensway are listed below. Which of the potential improvements do you feel are most important?
3. Do you support the potential improvements to Gardiner Expressway access?
4. Do you support the potential new East-West Street?
5. Do you have any comments on the proposed evaluation criteria?

>>Appendix D: Online Comment Form

Feedback Summary

Stakeholder Meeting

During the February 3, 2020 stakeholder meeting, participants expressed questions and comments regarding each of the potential improvements, summarized below:

Topic	Question and Comment Summary
General	<ul style="list-style-type: none"> - Accommodate drop-off and pick-up activities in road network designs - Account for bypass traffic and population growth projections within and outside the study area and associated impacts on traffic modeling
Active Transit	<ul style="list-style-type: none"> - Including cycling facilities in the transportation network
Gardiner Expressway	<ul style="list-style-type: none"> - Pinch points from Gardiner Expressway on/off ramps impact traffic in the study area
Lake Shore Boulevard	<ul style="list-style-type: none"> - Potential new travel lane near Palace Pier will increase traffic in the study area
New East-West street	<ul style="list-style-type: none"> - Required for population growth - Should not be called a 'relief road'
New North-South street	<ul style="list-style-type: none"> - It should not conflict with operations at the Ontario Food Terminal - This is an important connection
Park Lawn Road	<ul style="list-style-type: none"> - Additional new intersections will increase safety for condo access for all modes of travel - Incorporate safety improvements for all road users at Park Lawn / Lake Shore intersection
Public Transit	<ul style="list-style-type: none"> - Ensure new transit loop has 2-way travel to avoid backups - Questions regarding: GO Station financing by the developer; potential connections with the Ontario Line - Integrate a shuttle bus to the new GO Station - Integrate future GO Station with the Humber Loop - Use area underneath Gardiner Expressway as an alternate location for a transit loop, passenger pick up and drop off
The Queensway	<ul style="list-style-type: none"> - Improve conditions for pedestrians and cyclists, make it a great east-west route for everyone - LRT should be included that connects to Mississauga

Stakeholder Comments

A total of 13 comment submissions were received via email from stakeholder organizations listed and summarized below:

- | | |
|---|---|
| 1. Cycle Toronto, Etobicoke South Cycling Committee | 7. LAMP Community Health Centre |
| 2. Fiera Properties | 8. Mimico Lake Shore Community Network |
| 3. First Capital | 9. Mystic Pointe Area Residents Association |
| 4. Humber Bay Shores Condo Association | 10. New Toronto Residents Association |
| 5. Humber Bay Shores Residents Association | 11. Ontario Food Terminal |
| 6. LakeShore Planning Council | 12. Swansea Area Ratepayers Association |
| | 13. Walk Toronto |

Topic	Comment Summary
General	<ul style="list-style-type: none"> - Concern regarding: reduction in parking; over reliance on transit ridership in modeling; lack of transit ridership during COVID-19 and impact on projections and modeling; project scheduling and incorporation of TMP

	<p>recommendations into Secondary Plan; quality of process to determine and evaluate short-list of alternative solutions presented in June 3, 2020 public information materials, and requests for details on evaluation process</p> <ul style="list-style-type: none"> - Plans should prioritize active transportation, public transit and GO Station - Questions regarding: population projections in traffic modeling; advancement of Legion Road extension and transparency of project status from City - Requests for information on transportation network and project schedule - Requests for provision of car share, bike share, bike parking and bike storage and in plans - Requests to participate and receive updates on stakeholder consultation activities
Active Transit	<ul style="list-style-type: none"> - Close gaps in the cycling network - Complete/improve the South Mimico Creek Trail to enable cyclists to move off of Park Lawn Road - Designate sidewalk on Lake Shore bridge over Humber River as a multi-use trail and improve connection to Martin Goodman Trail - Improve active transportation conditions on Park Lawn Road - Install Dutch-style protected intersection at Park Lawn and Lake Shore - Queensway Improvements: Protect cyclists as South Kingsway interchange; Designate sidewalk on south side at the Ontario Food Terminal as a multi-use trail; Close the gap in the cycling network between Parkside Drive and Roncesvalles Avenue; reduce speed to 50 km/h - Remove all on-street parking on Marine Parade Drive - Support for inclusion of improved facilities for pedestrians and cyclists in road network and new streets wherever possible
Gardiner Expressway	<ul style="list-style-type: none"> - Concern regarding: impact of ramp changes adding to traffic congestion, through movements and local traffic conditions in study area - Existing on-ramp at Brookers Lane should be left as it is - Off ramps should not add to local gridlock - Request to evaluate reconfiguration of eastbound Gardiner off-ramp to split into two off ramps - one that connects directly to Lake Shore Boulevard west of Park Lawn Road, and another that connects to Park Lawn Road and could be 'local access only' - Rework the Islington and Kipling interchanges to allow for on/off ramps in all directions - Suggestions for improvements to Kipling and Islington exits from Gardiner to improve access to New Toronto and improve safe active transportation conditions - Support for: additional left-turn lanes to access Gardiner Expressway West from Park Lawn Road; connection of new east-west street to Gardiner access; additional turn lanes to access Gardiner westbound on ramp; operational improvements
Lake Shore Boulevard	<ul style="list-style-type: none"> - Addition of travel lane at Palace Pier does not account for merge points further east where reduction to 1 lane remains required - Concern regarding: impact of transit priority lane on vehicle traffic, additional turn lanes will be required if traffic lanes are reduced - Current allowance for eastbound U-turns at Windermere to get onto the Gardiner or access Lake Shore westbound are dangerous - Dedicated transit lanes should be on north or south side of street instead of centre lanes to enhance safety - Increase pedestrian safety improvements and accessibility - Questions regarding integration of Lake Shore Functional Planning Study into designs and associated property acquisitions

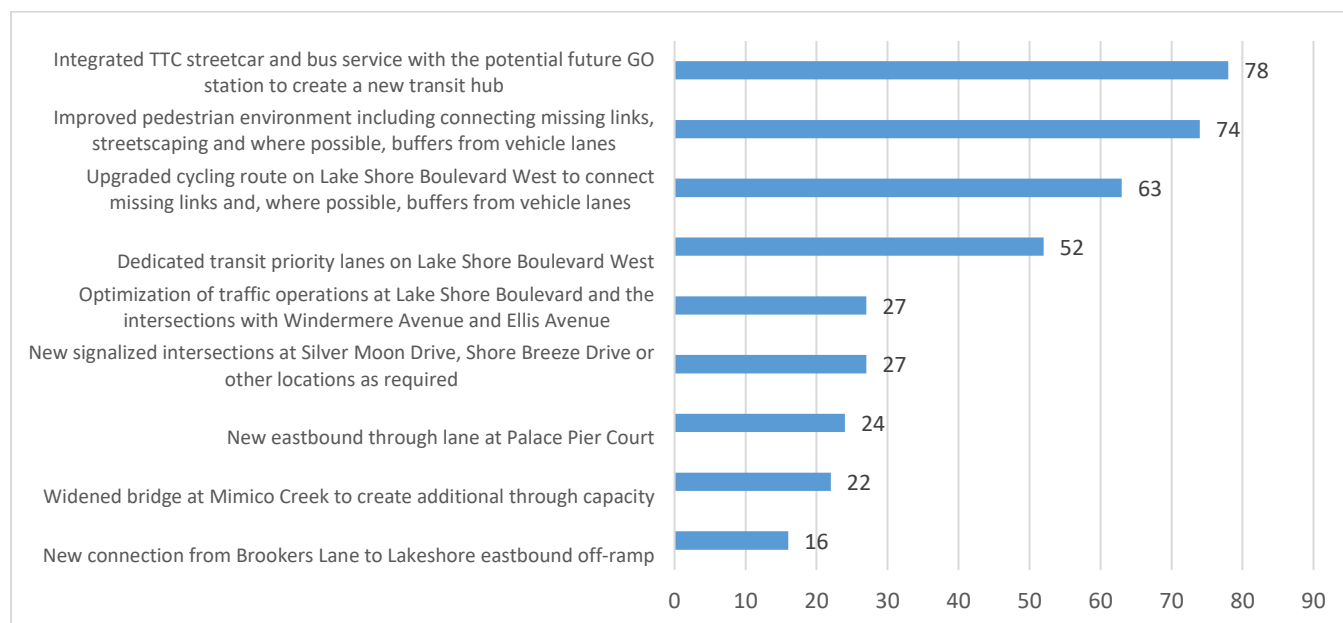
	<ul style="list-style-type: none"> - Requests for further clarity on changes to Brookers Lane intersection, and request to maintain greenspace at this location - Support for additional signalized intersections
New East-West street	<ul style="list-style-type: none"> - May increase traffic - Must accommodate accessibility and pedestrian safety - Should connect at Brooker's Lane and Lake Shore - Should not connect to Lake Shore - Support for new east-west connection
New North-South street	<ul style="list-style-type: none"> - Connection through existing Humber Loop is preferred location - Must accommodate accessibility and pedestrian safety and complete streets features - Should not impact operations of Ontario Food Terminal (OFT) or use any lands owned by OFT - Support for at least one new connection is needed, and multiple locations should be reviewed and considered
Park Lawn Road	<ul style="list-style-type: none"> - Allow all-way crossing for pedestrians (like Yonge/Dundas) at Lake Shore - Changes to turn lanes contradict information that new turning lanes recently implemented are improving conditions - Increase pedestrian safety improvements and accessibility - Support for new signalized intersections on Park Lawn Road to support safety of all road users and safety of residents exiting condos
Public Transit	<ul style="list-style-type: none"> - Concern regarding: backup of 501B and 504B streetcar using shared platform at service loop; future capacity of loop; population increases on ridership demand - Continue to increase public transit service for population growth, including express summer service to Gus Ryder Swimming Pool and CNE - Increase access to new GO Station; ensure safe access for pedestrians from west of Park Lawn via Mimico Creek - Increase bus service to subway stations - Integrate 501 and 504 streetcar routes and future Waterfront West LRT with streetcar loop at GO Station - Move Humber Loop to Royal York Road at Lake Shore Boulevard - Questions regarding: future plans for Waterfront West LRT and connections to Exhibition Loop and Colborne Lodge Drive; future life of existing Humber Loop; details on transit priority lanes and provision of transformational transit at Christie's site; impact of setbacks and crash walls on ridership safety; impact of new transit loop on existing routes - Reduce number of transfers at Humber Loop for 501 streetcar - Request for: new transit loop to be multi-level to serve more routes and eliminate backups; integration of public transit with Ontario Line Exhibition station and extension of Ontario Line to service study area; clarity on fare integration to adequately encourage ridership between GO and TTC; consideration of delivery trucks and ride sharing impeding streetcar movements; adequate service on routes connecting to new GO station; bi-directional operations at new transit loop with a multi-level station - Streetcars on Lake Shore west of Humber Loop are too large and impede traffic flow - Suggestions for location of new GO Station: east side of Christie's site to utilize space under the Gardiner Expressway and coordinate access to Brooker's Lane intersection - Support for GO Station on Christie's site and questions regarding completion timeline
The Queensway	<ul style="list-style-type: none"> - Increase pedestrian safety and accessibility - Install separated protected cycling facilities

	<ul style="list-style-type: none"> - Normalize intersection at Kingsway and Queensway to provide safe connections for pedestrians and cyclists in all directions - Route should become main through fare for downtown travel
Urban Design	<ul style="list-style-type: none"> - Increase green space in the study area

Online Comment Form

Responses received to each question in the online comment form are described in this section.

Question 1) Potential improvements that will be evaluated for Lake Shore Boulevard are listed below. Which of the potential improvements do you feel are most important?



Respondents were able to select up to 5 potential priority improvements for Lake Shore Boulevard West, and a total of 96 respondents completed the question. The majority selected four improvements as most important:

1. Integrated TTC streetcar and bus service with the potential future GO station to create a new transit hub
2. Improved pedestrian environment including connecting missing links, streetscaping and where possible, buffers from vehicle lanes
3. Upgraded cycling route on Lake Shore Boulevard West to connect missing links and, where possible, buffers from vehicle lanes
4. Dedicated transit priority lanes on Lake Shore Boulevard West were selected as most important by the highest numbers of respondents

Followed by similar levels of importance selected for additional improvements:

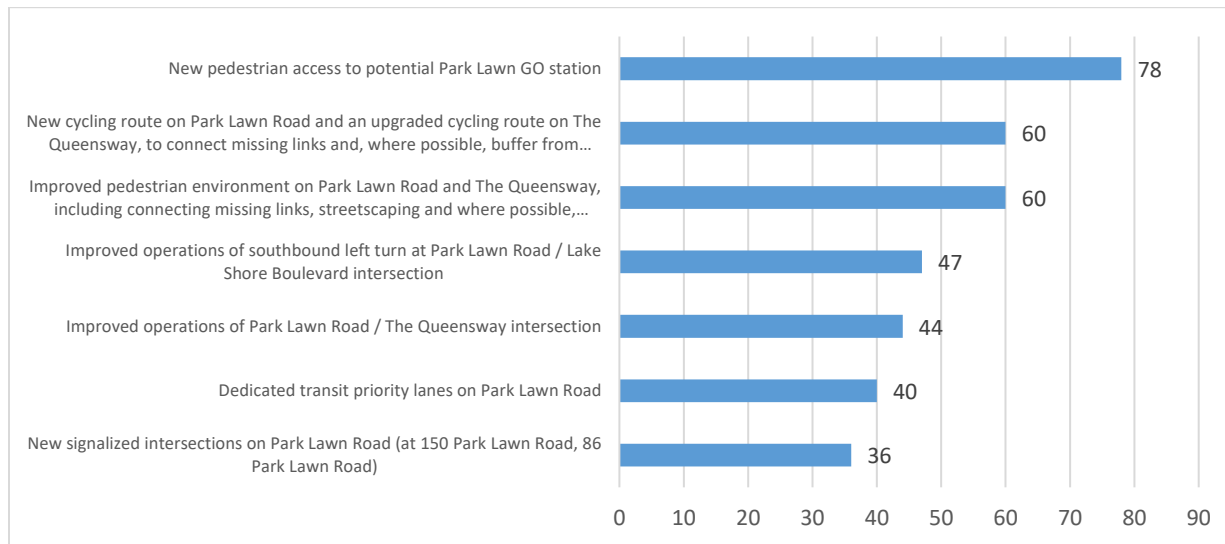
5. Optimization of traffic operations at Lake Shore Boulevard and the intersections with Windermere Avenue and Ellis Avenue
6. New signalized intersections at Silver Moon Drive, Shore Breeze Drive or other locations as required
7. New eastbound through lane at Palace Pier Court, Widened bridge at Mimico Creek to create additional through capacity

The new connection from Brookers Lane to Lakeshore eastbound off-ramp was selected by the fewest amount of respondents as a priority improvement.

Additional comments received to question 1 are summarized in the following chart:

Topic	Comment Summary
Active Transportation	<ul style="list-style-type: none"> - Add separated and protected bike lanes on Lake Shore to alleviate congestion on the Martin Goodman Trail - Improve connections, safety and missing links to the surrounding neighbourhood & amenities - Widen sidewalks
Public Transit	<ul style="list-style-type: none"> - Add more bus capacity - Create dedicated transit right-of-way - Make it easy and efficient to choose public transit - Remove all buses from Marine Parade Drive onto Lake Shore - Support for new GO station
Travel Operations	<ul style="list-style-type: none"> - Account for higher travel demand in summer and use of parks and trails - Create a dedicated U-turn lane from eastbound Lake Shore at Windemere to reduce cars accessing westbound Gardiner from Park Lawn - Improve: northbound left-turn options at Park Lawn, Ellis, and Windemere with priority signals for cyclists; signal timing at Legion Road-Gardiner off ramp intersection - Leave the Brookers Lane intersection as is
Urban Design	<ul style="list-style-type: none"> - Add more common elements and shared spaces that create a neighbourhood feel - Design the area like a new downtown not an auto-dominated suburban community
Vehicle Travel	<ul style="list-style-type: none"> - Add curb extensions to street corners to slow down vehicles - Prioritize space for vehicle travel - Widen Lake Shore to reduce eastbound bottleneck at Brookers Lane - Widening of Lake Shore will create unsafe conditions
Other	<ul style="list-style-type: none"> - Build Legion Road extension - Ensure area amenities can service new residents and development

2) Potential improvements that will be evaluated for Park Lawn Road and The Queensway are listed below. Which of the potential improvements do you feel are most important?



Respondents were able to select up to 5 potential priority improvements, and a total of 90 respondents completed the question. The majority selected three improvements as most important:

1. New pedestrian access to potential Park Lawn GO station
2. New cycling route on Park Lawn Road and an upgraded cycling route on The Queensway, to connect missing links and, where possible, buffer from vehicle lanes
3. Improved pedestrian environment on Park Lawn Road and The Queensway, including connecting missing links, streetscaping and where possible, buffer from vehicle lanes

Followed by similar levels of importance selected for all other improvements listed:

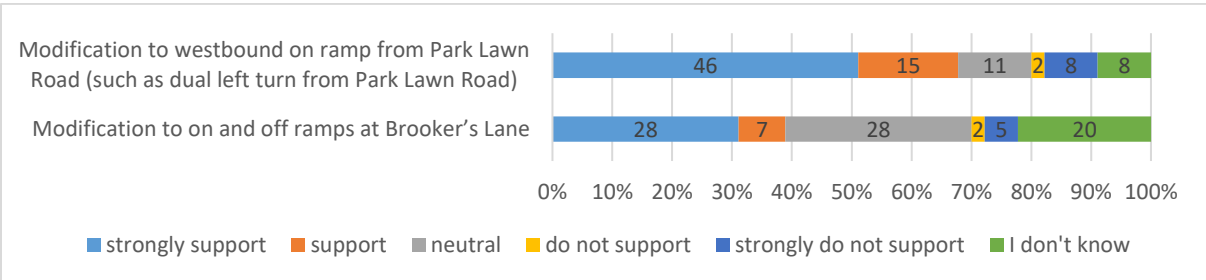
4. Improved operations of southbound left turn at Park Lawn Road / Lake Shore Boulevard intersection
5. Improved operations of Park Lawn Road / The Queensway intersection
6. Dedicated transit priority lanes on Park Lawn Road
7. New signalized intersections on Park Lawn Road (at 150 Park Lawn Road, 86 Park Lawn Road)

Additional comments received to question 2 are summarized in the following chart:

Topic	Comment Summary
Active Transportation	<ul style="list-style-type: none"> - Add separated protected cycling facilities to both streets - Extend Queensway bike lanes to Mississauga - Improve conditions for people walking - Improve trail along Mimico Creek to encourage active transportation off of Park Lawn Road - Prioritize active transportation over vehicle travel - Queensway/Park Lawn intersection is very dangerous for cyclists and a critical missing link
Public Transit	<ul style="list-style-type: none"> - Dedicated transit lanes will take space away from vehicles - Fast-track single payment system to incentivize use of GO - Improve transit priority at Park Lawn / Lake Shore intersection
Travel Operations	<ul style="list-style-type: none"> - Add a traffic signal at: 88 Park Lawn Road; 86 Park Lawn Road; 90 Park Lawn Road - Add exit at ESSO gas station for vehicles to travel north on Park Lawn

	<ul style="list-style-type: none"> - Create new westbound Gardiner exit ramp to Park Lawn Road - Don't add more traffic signals on Park Lawn Road - Enforce illegal stopping and parking in front of fast food outlets on Park Lawn - Improve access to westbound Gardiner onramp from Park Lawn northbound to remove traffic backup - Prohibit left turns on westbound Lake Shore to Marine Parade Drive - Remove access to Park Lawn from the Gardiner eastbound off ramp, all exiting traffic should use the new road through the Christie's development
Vehicle Travel	<ul style="list-style-type: none"> - Minimize access to Marine Parade Drive so it is not used as a through route
Other	<ul style="list-style-type: none"> - Add more amenities

3) Do you support the potential improvements to Gardiner Expressway access?



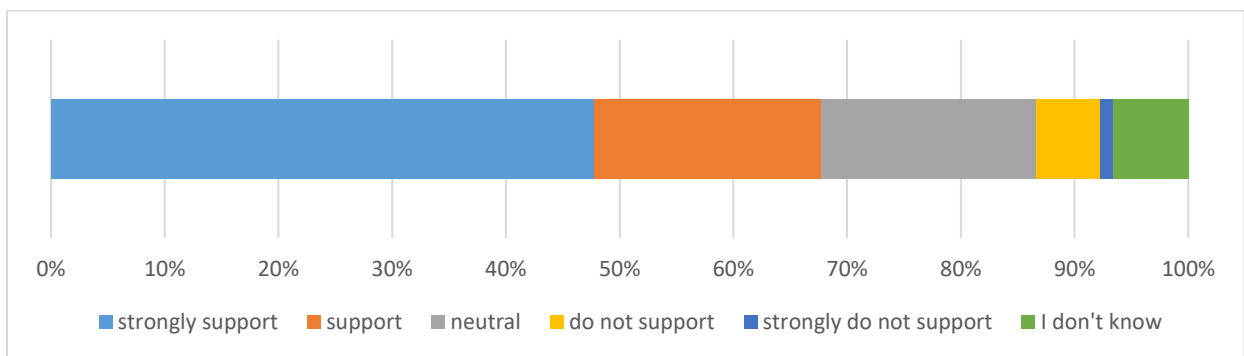
A total of 90 responses were received to question 3. A total of 61% of respondents support modification to westbound on ramp from Park Lawn Road, with an additional 12% neutral and 12% who do not support the improvement.

A total of 35% of respondents support modification to on and off ramps at Brooker's Lane, with an additional 28% neutral, 8% who do not support, and 22% who did not know.

Additional comments received to question 3 are summarized in the following chart:

Topic	Comment Summary
Active Transportation	<ul style="list-style-type: none"> - Double left turn to Gardiner expressway will be extremely dangerous for cyclists and pedestrians - Improve conditions for cyclists and pedestrians
Public Transit	<ul style="list-style-type: none"> - Improve public transit instead of highway
Travel Operations	<ul style="list-style-type: none"> - Add advanced green for vehicles on Park Lawn to access Gardiner - Relieving congestion at South Kingsway on-ramp is more important than changes to Brooker's Lane access - Westbound ramp from Park Lawn to Gardiner should be a ramp with no stoplight - Do not make any changes to ramps, leave everything as is
Vehicle Travel	<ul style="list-style-type: none"> - Do not prioritize car movement - Dual left turn to Gardiner will improve northbound Park Lawn traffic
Other	<ul style="list-style-type: none"> - More specific information required on alternatives - options promote use of the area as a through-fare instead of neighbourhood

4) Do you support the potential new East-West Street?

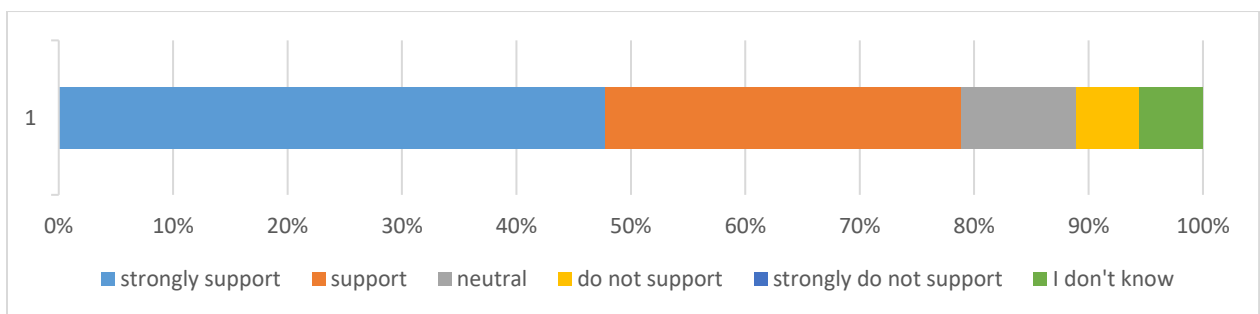


A total of 90 responses were received to question 4, with 68% of respondents who support a potential new east-west street, 19% neutral, 7% who do not support, and 7% who do not know.

Additional comments received to question 4 are summarized in the following chart:

Topic	Comment Summary
Active Transit	<ul style="list-style-type: none"> - Include separated cycling facilities - Support new route if Park Lawn/Lake Shore intersection is redesigned to prioritize cyclists and pedestrians
Public Transit	<ul style="list-style-type: none"> - New street makes sense in connection to new GO Station
Travel Operations	<ul style="list-style-type: none"> - New road should have neighbourhood feel, not be a through route - New road will add traffic to Park Lawn and increase congestion - Speed limit on new street should be 30 km/h and include traffic calming
Vehicle Travel	<ul style="list-style-type: none"> - New road will help alleviate congestion
Other	<ul style="list-style-type: none"> - TMP should not focus on vehicle movement - May impact Legion Road extension - May move problems from one location to another - Need more information on traffic impacts

5) Do you support the potential new North-South Street?



A total of 90 responses were received to question 5, with 79% of respondents who support a potential new north-south street, 10% neutral, 6% who do not support, and 6% who do not know.

Additional comments received to question 5 are summarized in the following chart:

Topic	Comment Summary
Active Transit	- Must have generous space for cyclists and pedestrians
Public Transit	- Will improve access to new GO Station
Travel Operations	- Could alleviate a lot of congestion - Extend to connect at Stephen Drive bike lanes - Must have signal at Queensway intersection
Vehicle Travel	- New street is preferable to new east west route to keep traffic moving - Very essential for health of overall road network to provide an alternative route and emergency access and avoid Liberty Village situation with few alternative routes
Other	- Should not impact Ontario Food Terminal

6. Do you have any comments on the proposed evaluation criteria?

A total of 25 responses were received to question 6 are summarized in the following chart:

Topic	Comment Summary
General	- Criteria is too general and academic - Would like to see how evaluation is weighted and prioritized
Healthy Communities	- Cyclists and pedestrians should be prioritized over road improvements and new roads - Focus on people who live in the area and their quality of life beyond commuting - Noise impacts should be evaluated
Social Equity	- Include equity lens in evaluation - Safety of vulnerable road users needs to be given higher priority
Mobility	- Criteria is overly focused on vehicle travel - Mobility is most important - Vehicle travel time savings should not be a priority
Natural Environment	- Construction of GO Station will negatively impact Mimico Creek

Public Comments

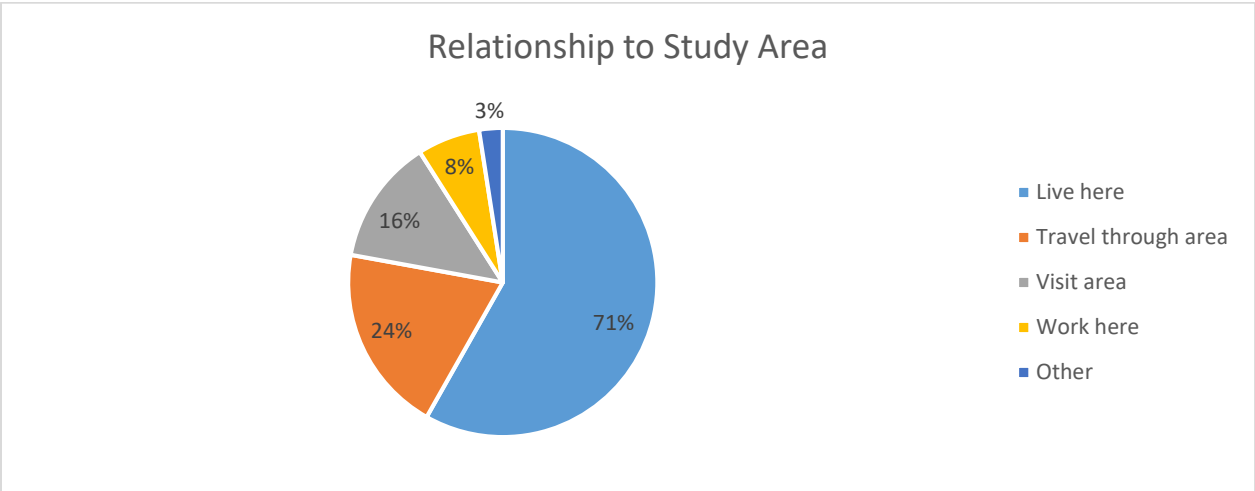
Comments received via email from members of the public are summarized below:

Topic	Comment Summary
General	- Comments on planning study and secondary plan, development, amenities, and population projections - Questions about public consultation activities and schedule - Requests to: expand parking in study area; complete extension of Legion Road; expand transportation improvements north of the study area; address speeding and safety on Ellis Avenue; optimize intersection operations of Windemere, Ellis Ave and South Kingsway
Active Transit	- Add pedestrian underpasses to cross the Gardiner - Connect Mimico Creek Trail to Humber Bay Park, and improve overall conditions on Mimico Creek Trail - Requests for increased Bike Share stations - Support for separated cycling facilities on all major & new streets
Gardiner Expressway	- Concern regarding safety and noise impacts of westbound Gardiner on-ramp for residents of Dalesford Road
Lake Shore Boulevard West	- Support for additional vehicle lane at Palace Pier

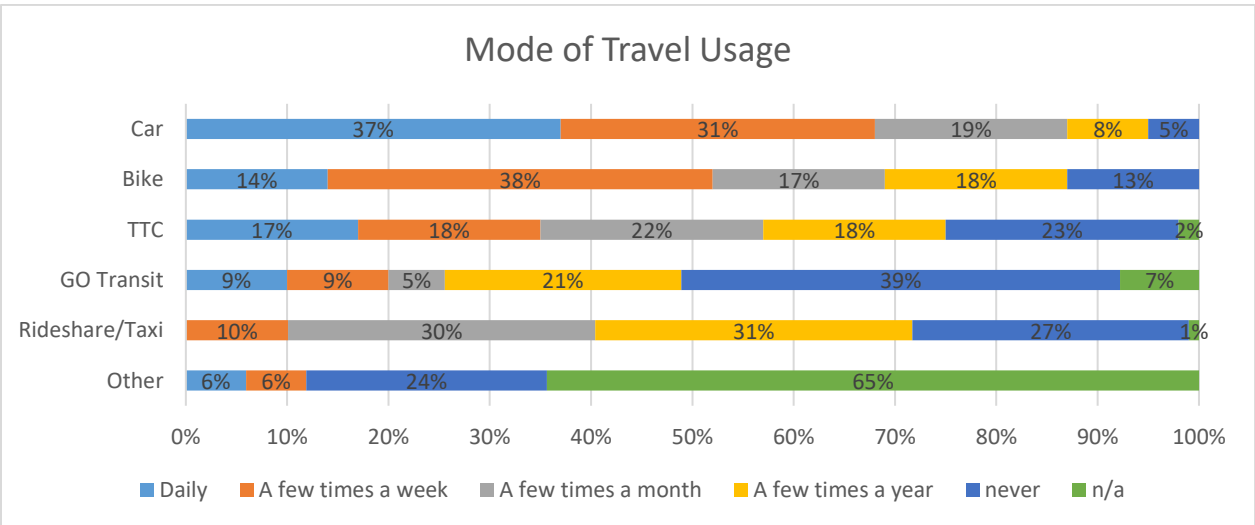
Park Lawn Road	- Requests for additional signalized intersections on Park Lawn Road for access to condos, and to improve northbound traffic operations
Public Transit	- Suggestion for location of new GO Station to be at Sobey's Plaza, or existing Humber Loop - Humber Loop should move underground - Request to: prioritize public transit; improve service on 66 bus routes
Urban Design	- Increase green space, lighting, accessible access to public transit - Improve neighbourhood character - Increase amenities, parks, schools and community centres

Demographics

A total of 87 respondents provided demographic information described below.



The majority of respondents live in the study area.



Travel by car is used most frequently by respondents with 68% daily/a few times a week, followed by travel by bike used by 52% of respondents daily/a few times a week, and TTC used by 35% of respondents daily/a few times a week.

Age and Gender of Respondents

AGE	
85+	0.0%
75-84	2.3%
65-74	9.2%
55-64	17.2%
45-54	8.0%
35-44	21.8%
25-34	36.8%
15-24	4.6%
<15	0.0%

GENDER	
Male	56%
Female	41%
Transgender	0%
Non binary	0%
Two-Spirit	0%
Other	1%
None of the Above	1%

The majority of respondents were between the ages of 25 – 64, with no responses provided from individuals over 85 or under 15 years of age. Males represented 56% of responses, and females represented 41% of responses.

Summary

Public Transit & Active Transit Priority

Feedback throughout all meetings and messages received, as well as the evaluation criteria indicated a strong preference for public transit and active transportation to be prioritized in the TMP. The new transit loop connection to the GO Station requires consideration for 2-way travel or dual lanes for streetcars to help manage congestion and keep people moving, and the City should continue to seek clarity on fare integration to encourage ridership between TTC and GO. Questions were also raised regarding additional transit capacity, and opportunity to connect and further extend the Ontario Line and future Exhibition Station.

Safety improvements for pedestrians and installation of protected separating cycling facilities are generally supported on all major streets, as well as improved conditions along the Mimico Creek Trail.

Changes to major streets

Feedback generally supported the alternative improvements suggested on Park Lawn Road, The Queensway and Lake Shore Boulevard West. On Park Lawn Road, there is a strong desire for additional signalized intersections to improve safety and access to existing condos. On Lake Shore Boulevard, additional intersection and operational improvements on the east side of the study area were suggested at Ellis Avenue, Windermere Avenue and South Kingsway.

The new east-west street received support to create alternate travel routes and improve connectivity throughout the study area. Though also receiving support, some questions and concerns were raised about the viability of a new north-south street, its impact on the Ontario Food Terminal, and relationship to the Legion Road extension. The Legion Road extension requires further exploration of its impacts to the TMP and issues regarding construction.

Urban design and streetscaping must be considered in the TMP to promote a neighbourhood feel and increase green space and common areas. Conditions on Marine Parade Drive could be improved through elimination or reductions in on-street parking, moving buses to Lake Shore Boulevard West and installation of signals to improve pedestrian safety.

Gardiner Expressway

Feedback on changes to Gardiner Expressway access was mixed, with some respondents supporting changes to on/off ramps to improve access and reduce traffic backups on Park Lawn Road or suggesting additional options for evaluation. Others felt that changes to highway access should not be a priority, and expressed concerns around impacts on congestion and through traffic movements on local residents. Additionally, safety and noise impacts of changes to the on/off ramps were raised in conflict with a priority on safety and improved conditions for active transportation on Park Lawn Road and Lake Shore Boulevard West.