

# Mimico Neighbourhood Mobility Plan Stage 1 Consultation Report



November 2022

Prepared by:  
Maogosha Pyjor, Senior Coordinator, Public Consultation Unit

[Maogosha.Pyjor@toronto.ca](mailto:Maogosha.Pyjor@toronto.ca)  
416-338-2850

City of Toronto, Metro Hall  
55 John Street, 19<sup>th</sup> Floor  
Toronto, ON. M5V 3C6



## Contents

|                             |   |
|-----------------------------|---|
| Overview.....               | 2 |
| Project Summary.....        | 2 |
| Study Area.....             | 2 |
| Notification.....           | 2 |
| Activities.....             | 3 |
| What We Heard .....         | 3 |
| Feedback Summary.....       | 4 |
| Virtual Public Meeting..... | 4 |
| One Window Comments .....   | 7 |
| Online Interactive Map..... | 9 |

# Overview

## Project Summary

The Mimico Neighbourhood Mobility Plan (NMP) will identify, prioritize and recommend short and long-term improvements to traffic operations and road design to support road safety for all modes of transportation including vulnerable road users (e.g., seniors, school children, people walking and cycling) in the Mimico study area.

The following areas of concern will be addressed:

- traffic fatalities
- cut-through traffic and excessive vehicular volume on local roads
- excessive speeding on local roads
- non-compliance with traffic regulations and signage
- road and intersection designs that raise safety concerns

This report summarizes consultation activities and feedback received during this first of two stages for Mimico NMP consultation, which took place from June 1 to June 28, 2022. This included meetings with the local councillor, event notice distribution, a virtual public meeting, project webpage, and interactive online mapping survey.

## Study Area



## Notification

A variety of methods were used to notify stakeholders and members of the public the week of May 30th about Stage 1 consultation:

- Project Website [toronto.ca/MimicoMobilityPlan](https://toronto.ca/MimicoMobilityPlan)
- Canada Post direct mail to 8,456 addresses in study area bounded by Royal York Road to the west, Newcastle/Cavell Avenue/Burlington Street/Victoria Street to the north, Louisa Street to the east, and Lake Shore Boulevard West to the south
- Email to project list containing community groups and interested individuals (over 50 contacts)

## Activities

Specific activities included:

- Virtual Public Meeting held on June 14, 2022 with 61 participants and over 50 comments and questions received
- 13 emails received and responded to
- 182 comments collected from 67 users visiting the interactive online map.
- Staff invited to participate in the Green Communities Traffic Safety Walk with David Hornell Jr. Public School on Tuesday April 19<sup>th</sup>, 2022.

## What We Heard

Participants were in favour of short and long-term traffic safety improvements, specifically those that would ensure safety of vulnerable road users through road design, reduce cut-through traffic and reduce speeding. Most responses expressed support for specific road safety improvements and road design changes. Many of the location-specific suggestions involved traffic calming measures (e.g., speed humps, bump outs, planters, etc.), support for lowered speed limits and clarifying rules of the road (i.e., more signage, pavement markings and enforcement). The need for protected bikeways and additional cycling connections was emphasized. There was also concern about timelines to install improvements especially in the context of new area developments and anticipated increases in motor vehicle traffic congestion.

# Feedback Summary

## Virtual Public Meeting

During the June 14<sup>th</sup> public event, participants expressed questions and comments summarized below:

| Topic  | Question and Comment Summary  |
|--|---|
| <b>General</b>   |   |
| How did you determine the study area boundaries?   | Local residents and the Councillor have advocated for a focus on improvements within this neighbourhood specifically.   |
| Why is it taking so long to make improvements?   | <p>Until recently, the City's Transportation Services division has not had a unit dedicated to area-wide transportation planning studies. In the past, neighbourhood traffic issues have typically been addressed through site-specific improvements at individual intersections or streets. Comprehensive area-level plans were carried out only as part of major interdisciplinary planning studies.</p> <p>In January 2020 a new Area Transportation Planning team was established to fill this gap. Part of what they do is develop comprehensive, neighbourhood-scale plans for traffic, road safety, and active transportation. Progress on area studies has been affected, in part, by the pandemic, which resulted in staff reassignments and turnover, hiring slow-downs and delays in both data collection and public consultation.</p> |
| What is being done to ensure future developments don't delay implementation?   | For the highest priority locations in the neighbourhood temporary improvements will be completed using modular quick-build materials. This will allow for implementation in the short-term (expected within 1 year) while still allowing for more permanent long-term improvements to be made alongside future development as it occurs.  |
| <b>Traffic Fatalities</b>  |   |
| What activities are taking place to address the traffic fatalities that occurred within less than two years and the number of hospitalizations and unreported accidents occurring? | <p>Locations with a collision history are being specifically reviewed by a traffic safety consultant as part of this project. Countermeasures to improve safety at each location will be recommended.</p> <p>Locations with unreported collisions are more difficult to address, but the project team is recording input from the community and all feedback will be used in identifying key locations in need of safety improvements.</p>  |

| Topic   | Question and Comment Summary   |
|---|--|
| <b>Speed</b>  |  |
| What can be done to stop speeding as cars enter the neighbourhood off Lakeshore Blvd. W. travelling west?   | Traffic calming measures such as speed humps, raised crosswalks, speed limit reductions, and curb extensions are all treatments which will be considered for application throughout the neighbourhood.   |
| Can speed cameras be installed and how does a street qualify for automated speed enforcement program (e.g., Burlington St.)?  | Automated speed enforcement cameras have been used in the neighbourhood (winter 2020 – spring 2021 on Mimico Ave. and Stanley Ave.). By provincial legislation, these cameras can currently only be installed in designated Community Safety Zones. The specific camera locations are determined in consultation with the local Councillor.                    |
| Can speed limits be lowered to 30 km/h (including Royal York Rd. and Lake Shore Blvd. W.) with enforcement?   | Speed limits on local streets will be reduced to 30 km/h as part of the City's Vision Zero Road Safety Plan. Speed data is being collected on all streets in the study area to identify where speeding is occurring.   |
| <b>Road Design</b>  |  |
| Are atypical intersections in the area being looked at for short term improvements (e.g., Superior/Stanley, Stanley/Station)?   | Yes. We recognize that this neighbourhood is full of atypical road designs. For the highest priority locations in the neighbourhood temporary improvements will be completed using modular quick-build materials.  |
| Can speed humps impact Emergency Medical Services (EMS)?  | Speed humps can sometimes impact EMS response times. The City consults with EMS when considering speed humps and typically does not install them if EMS feel that they would have an adverse impact on response times. The City is exploring new types of speed humps that are still effective at reducing speeding but have a reduced impact on EMS vehicles. |
| Requests for traffic calming measures especially around areas with kids at play (e.g., Station St. and Stanley St. intersection)                                      | Staff confirm this has been identified as a top priority location for the study.   |
| Additional requests for stop signs (e.g., west side at Cavell Ave., Grand Ave. Park), and speed humps (e.g. Queens Ave.)  | These locations are being reviewed as part of this project.  |
| The driving direction on some streets is unclear and can result in vehicles driving in the wrong direction (e.g., turning east from Royal York Rd. onto Cavell Ave.). | This issue is being reviewed as part of this project.  |

| Topic  | Question and Comment Summary   |
|--|--|
| Give attention to eastern part of Louisa St. and Lakeshore Blvd. with traffic congestion and difficulties for vulnerable road users like cyclists and senior population that use mobility devices. | This location is being reviewed as part of this project.   |
| <b>Cut-through</b>   |  |
| What measures should be in place to deal with the increased density from new developments creating traffic congestion within the neighbourhood?  | Traffic calming measures can be installed to help divert non-local traffic and disincentivize non-local traffic from using local streets. The City also recognizes the need to grow the use of sustainable modes like walking, cycling, and transit to accommodate growing demands on the transportation network.  |
| Can navigational systems (i.e., Waze, Google Maps) help deter cut through traffic?   | There has been <a href="#">Council direction</a> to engage Waze and google maps and different apps to deter use of side streets from going to school zones.  |
| Suggestion that Superior Ave. (near Lakeshore Blvd. West) be narrowed to deter cars from speeding. Consider creating a centre boulevard to calm traffic.   | This location is being reviewed as part of this project and this is an improvement we will consider.   |
| To discourage non-local shortcut, suggest a combination of road closures and one-way streets configurations be used.   | These types of measures exist within the City's Traffic Calming Guideline and are being considered as part of this project.  |
| <b>Cycling</b>   |  |
| Can additional separated bike lanes be added?  | Bikeways within the neighbourhood are being considered as part of this project. Feedback from the community on where they see the greatest need is helpful in identifying priority locations.  |
| Is there a plan to make cycling safer for cyclists on Royal York Rd.?  | Improvements to the bike lanes on Royal York Rd. are not shown in the City's 2022-2024 Near Term Implementation Plan, but this study will identify it as a need raised by the community for consideration through the development of the 2025-2027 Near Term Implementation Plan. Staff will also consider interim measures to improve safety at the underpass on Royal York south of Judson.  |
| Will new bike lanes be added as part of this plan and if so, where?  | <p>The Cycling Network Near Term Implementation Program identifies Hillside Ave. and Symons St as streets to consider for new bikeways and identifies the sharrows on Superior Ave. between Stanley St. and Lake Shore Blvd. for renewal.</p> <p>We are also considering extensions of or safety improvements to existing bikeways along Royal York Rd. at Judson Ave., Stanley Ave., and Lake Shore Blvd.</p> <p>Bikeways on other streets in the neighbourhood that aren't currently in the Cycling Network Plan may also be</p> |

| Topic  | Question and Comment Summary  |
|--|---|
|  | proposed if they would contribute to improved safety and mobility.  |
| What data can be shared on bicycle use in the neighbourhood?   | The City publishes bike volume counts on the Open Data Portal. The most recent data available for 2019 can be found here: <a href="https://open.toronto.ca/dataset/traffic-counts-cycling/">https://open.toronto.ca/dataset/traffic-counts-cycling/</a> |
| <b>Other</b>   |   |
| How is the study taking into account concerns about increased air pollution in relation to motor vehicle traffic congestion? | The project team will investigate methods the City has access to in order to quantify the impact in the community.  |
| Requests for permit parking: Stanley Ave.  | This issue is being reviewed as part of this project.   |

### One Window Comments

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

| Topic                         | Comment Summary   |
|-------------------------------|---|
| Accidents, Traffic Fatalities | <ul style="list-style-type: none"> <li>Concern about collisions at eastbound streetcar stop on Lake Shore Blvd. at Louisa St. The curb lane and sidewalk on this bend are dangerous with camber (sloping of road). Cyclists ride in the curb lane and cars try to squeeze by instead of going single file. The hydro pole on the corner has been hit several times.</li> <li>Concern about safety and outcome following July 28, 2020 fatality at Stanley Ave. and Station Rd.</li> </ul>   |
| Cut-Through Traffic           | <ul style="list-style-type: none"> <li>Drivers use entry points (Louisa St., Alexander St., Burlington St. and Albert Ave.) to travel to Cavell Ave., to get through to Royal York Rd.</li> <li>Stanley Ave. receives considerable traffic including dump trucks and delivery vans, some of which are involved in area construction but others seeking to avoid the traffic lights on Lake Shore Blvd.</li> </ul>   |
| Speed                         | <ul style="list-style-type: none"> <li>Requests for traffic cameras and more enforcement in school areas and where motor vehicles from Royal York Rd. drive around the bend with the highest speed at Lake Cres. and Lakeshore Blvd. W.</li> <li>Employ 30 km/h speed limit and monitor.</li> <li>Speed is excessive, especially traffic from Amodeo Court.</li> <li>Consider all-way stop sign at Queens Ave. and Hillside Ave. Occasionally cars speed down hillside to catch green light at Lake Shore Blvd.</li> </ul>  |
| Non-Compliance                | <ul style="list-style-type: none"> <li>Stop signs often ignored or aggressively rolled through including at Victoria St./Burlington St. and Stanley Ave./Superior Ave.</li> </ul>   |
| Road Design                   | <ul style="list-style-type: none"> <li>Concern for vulnerable road users like seniors in the areas of Superior Ave. and Stanley Ave., Lakeshore Blvd. West and Queens Ave.</li> <li>Request for crosswalk at Superior Ave. and Stanley Ave.</li> <li>Intersection at Stanley Ave. and Albert Ave. is currently a two way stop, and dangerous for both drivers and pedestrians in all directions.</li> <li>Crossing intersection of Superior Ave. and Stanley Ave. can be tricky as some drivers fail to signal their turns. There can be similar issues at Stanley Ave. and Albert Ave. which is an oddly shaped intersection.</li> </ul> |



| Topic   | Comment Summary   |
|---------|---|
|         | <ul style="list-style-type: none"> <li>• Attention needed for Queens Ave. and Lakeshore Blvd. for pedestrian crossings (options, length, and pavement markings).</li> <li>• Suggestions for Queens Ave. and Hillside Ave. include curb extensions, chicanes, raised crossing, splitting crossing with existing city planter box, and reducing turn radii. Longer term remedies could include reconstructing the Queens/Lake Shore intersection, Queens Ave. below Hillside Ave. becoming one-way or a full road closure.</li> </ul> |
| Cycling | <ul style="list-style-type: none"> <li>• Suggestion for multi-use path on one side of Royal York Rd. (under bridge), not separated bike lanes, which require more space.</li> </ul>   |

## Online Interactive Map

To provide additional feedback opportunity, an online interactive map was available from June 1 to June 28, 2022, that received 182 responses/comments from 67 individual participants. Participation was anonymous.

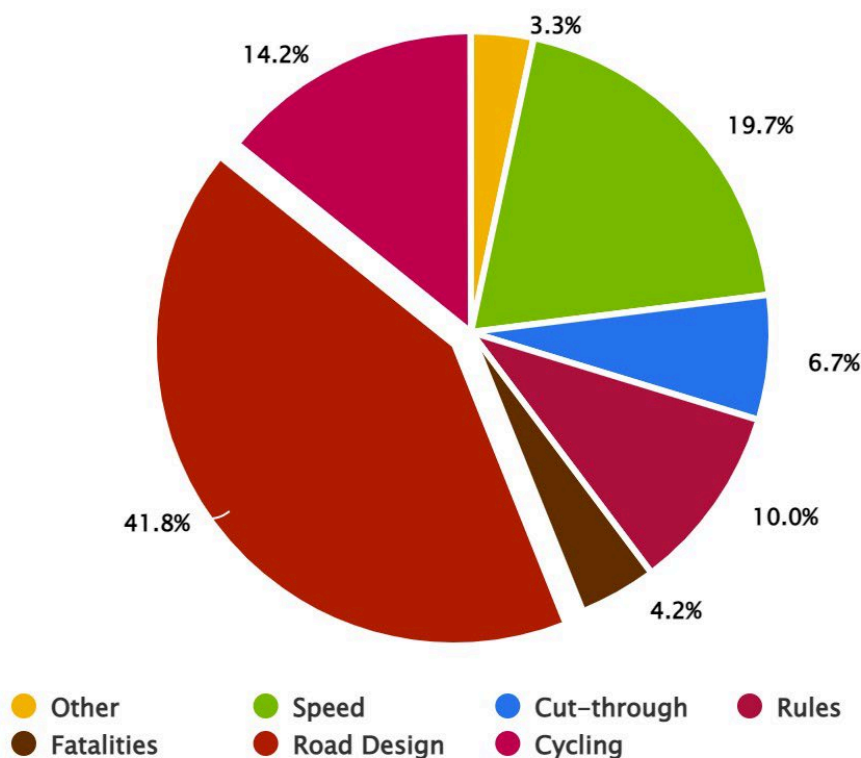
Participants were invited to:

1. Suggest an improvement or identify a concern on the study area map.
2. View other participants' comments and ideas and provide comments or "like" them.
3. Complete 'About You' questions to help the project team understand.

The most popular responses identified by participants (i.e., "like") included:

- Protected bike lane on Royal York Rd.
- Cars do not come to a complete stop at stop signs and need to improve sight line visibility for all road users.
- Any modifications must not interfere with the bike lanes and keep cyclists safe.
- Cars speeding, and in particular along Stanley Ave. when traffic on Superior Ave. is too busy (noting near Stanley Ave. and Victoria Ave. site of the 2018 vehicle-pedestrian collision).

### Popular Responses for Area Concerns



To see all comments and "like" results, [visit online map: toronto.ca/MimicoMobilityPlan](https://toronto.ca/MimicoMobilityPlan)

The following responses identifying a concern or suggesting an improvement received through the online map are summarized and described in this section. Road design was the most common comment subject.

| Topic                            | Comment Summary   |
|----------------------------------|---|
| Accidents,<br>Traffic Fatalities | <p><b>Concerns:</b></p> <ul style="list-style-type: none"> <li>• Lake Shore Blvd. stretch from Long Branch loop to QEW on ramp is busy with visual distractions and pedestrians trying to cross between lights with disturbing accidents.</li> <li>• Following a vehicle-pedestrian accident several decades ago on Albert Ave. after a child crossed mid block between parked cars, the solution was to prohibit parking on street during peak travel times. The result is a long and wide street with no stops signs and speeding.</li> <li>• Incident shared by person cycling who was hit by a person driving on Royal York Rd. at Judson St. when bike lane used to pass turning vehicle.</li> <li>• Continuous bike lanes needed. My wife was hit on Lake Shore Blvd. when a driver pulled out of Summerhill Rd. while trying to make a left onto Lake Shore Blvd. where the bike lane ended a block earlier.</li> <li>• Dangerous stretch on Lake Shore Blvd. between Louisa and Fleeceline Rd., westbound along the curve with multiple accidents including the transit shelter.</li> </ul> <p><b>Suggested Improvement:</b></p> <ul style="list-style-type: none"> <li>• Lower speed limit to 40 km/h on Lake Shore Blvd.</li> </ul> |
| Cut-Through<br>Traffic           | <p><b>Concerns:</b></p> <ul style="list-style-type: none"> <li>• Key streets identified for motor vehicle traffic infiltration: <ul style="list-style-type: none"> <li>○ Stanley Ave. eastbound vehicles to Lakeshore Blvd.</li> <li>○ Lake Cres. between Lakeshore Blvd. and Royal York Rd.</li> <li>○ Symons St. used from Lake Shore Blvd. to Dwight Ave.</li> <li>○ Cavell Ave. used as direct route to avoid the Royal York/Lake Shore triangle with daily occurrences of cars going wrong way.</li> <li>○ Queens Ave. now a cut-through road to Hillside Ave. and Mimico Ave. and right turn radius is so wide.</li> </ul> </li> <li>• Burlington St. is a small residential street and should not be an alternate route on Waze App.</li> <li>• Station Rd. requires attention regarding multiple business operations in residential area and resulting client traffic.</li> </ul> <p><b>Suggested Improvement:</b></p> <ul style="list-style-type: none"> <li>• Add NO left turn/restriction on Royal York Rd. during rush hour.</li> </ul>   |
| Speed                            | <p><b>Concerns:</b></p> <ul style="list-style-type: none"> <li>• Excessive speeding cited throughout including Lakeshore Blvd., Royal York Rd., Stanley Ave., Burlington St., Mimico Ave., Allen St., Cavell Ave.</li> <li>• Request for speed cameras Lakeshore Blvd. W. and Royal York Rd., and Superior Ave.</li> <li>• Superior Ave. wide and vehicles speed eastbound to catch green at Lakeshore Blvd. and speed towards Cavell Ave.</li> <li>• Speeding in front of schools requires more traffic calming measures.</li> </ul> <p><b>Suggested Improvements:</b></p> <ul style="list-style-type: none"> <li>• Speed humps on Stanley Ave. and Superior Ave.</li> <li>• Flex signs in the middle of Superior Ave.</li> <li>• Change traffic lights to optically programmable signal heads so drivers only see them closer to intersection.</li> </ul>   |

| Topic          | Comment Summary   |
|----------------|---|
|                | <ul style="list-style-type: none"> <li>• 40 km/h speed limit signs for Royal York Rd. and Lake Shore Blvd.</li> <li>• Downward sloping park beside Stanley Ave. needs gate to prevent children from running across the road.</li> <li>• More stop signs (e.g., Cavell Ave.) to deter speeding east west travel.</li> <li>• Make Cavell Ave. a dead-end street.</li> <li>• Speed limit signs should be posted as 20 km/h - current speed posted on Eastbourne Cres.</li> </ul>   |
| Non-Compliance | <p><b>Concerns:</b></p> <ul style="list-style-type: none"> <li>• Noise violations in the evening along Lake Shore Blvd.</li> <li>• Vehicle movement through lights Lake Shore Blvd. and McDonalds.</li> <li>• Rolling through stop signs common problem throughout.</li> <li>• Wrong way driving on one-way streets: <ul style="list-style-type: none"> <li>○ Cars turning off Royal York Rd. onto Mimico Ave.</li> <li>○ Cavell Ave. east of Station Rd. due to two-way for the first short bit of road between Royal York Rd. and Station Rd.</li> </ul> </li> <li>• Motor vehicles in the bike lanes.</li> </ul> <p><b>Suggested Improvements:</b></p> <ul style="list-style-type: none"> <li>• Enforce/improve vehicular noise control bylaws.</li> <li>• Signage: <ul style="list-style-type: none"> <li>○ Make clear on Royal York Rd. that Cavell Ave. not a through street eastbound.</li> <li>○ NO Truck signs for residential streets.</li> <li>○ NO Heavy Truck sign missing on Royal York Rd. northbound at Lake Shore Blvd.</li> </ul> </li> <li>• Clear bus shelter (Mimico Ave. from Lakeshore Blvd.) would make huge safety improvement. An alternative would be no right turn on a red light.</li> </ul>   |
| Road Design    | <p><b>Concerns:</b></p> <ul style="list-style-type: none"> <li>• Large vehicles turning movement from Lake Shore Blvd. to Royal York Rd. (e.g., mounting sidewalks).</li> <li>• Stanley Ave. and Superior Ave. intersection is confusing and unclear where pedestrians are supposed to cross.</li> <li>• New signal at Judson St. causes frequent northbound traffic congestion.</li> <li>• Vehicular traffic northbound from Lake Shore Blvd. W. onto Queens Ave. often drive wrong side of island causing danger to southbound traffic on Queens Ave.</li> <li>• Site line problem with TTC bus stop on Royal York Rd. and Cavell Ave.</li> <li>• Primrose Ave. needs attention (e.g., confusing directional signage for one-way street).</li> <li>• Lake Shore Blvd. narrows to a single lane just past Park Lawn Rd. resulting in traffic congestion.</li> <li>• Stop sign moved at Burlington St. and Victoria Ave. site line problems.</li> <li>• Only safe place to cross Mimico Ave for students at John English school is at the crosswalk at Elizabeth St. (near the front of the school).</li> <li>• Cars park right up to the stop sign at the corner of Lake Shore Blvd. and Royal York Rd. causing traffic to pull around these parked cars, pushing them closer to the park and creating potential for accidents.</li> </ul> <p><b>Suggested Improvements:</b></p> <ul style="list-style-type: none"> <li>• Narrow roads to slow down motor vehicles and make safer for other road users (Superior Ave, Stanley Ave., Mimico Ave.).</li> <li>• One-way street operation considerations:</li> </ul> |

| Topic | Comment Summary   |
|-------|---|
|       | <ul style="list-style-type: none"> <li>○ Reverse direction on Cavell Ave to reduce vehicles exiting to Royal York Rd.</li> <li>○ One way traffic on George St. northbound in front of school to reduce morning traffic congestion.</li> <li>○ Create opposing one-way streets and midway road closures that result in drivers being directed around the block back the way they came.</li> <li>○ Mimico Ave. (e.g., at Station Rd.) for safe student crossing.</li> <li>○ Cavell Ave. one-way all the way.</li> <li>• Two-way street operation considerations: <ul style="list-style-type: none"> <li>○ Mimico Ave. to reduce traffic on Stanley Ave.</li> <li>○ Stanley Ave. and Cavell Ave. should become two-way streets.</li> </ul> </li> <li>• Turn restrictions: <ul style="list-style-type: none"> <li>○ Deter traffic using Lake Cres. from to Royal York Rd. to Lake Shore Blvd.</li> <li>○ Right turn only Lake Cres. to Lake Shore Blvd.</li> <li>○ NO left turn sign underneath stop sign at Superior Ave. and Stanley Ave. to discourage cars from turning left up the one-way to Stanley Ave.</li> <li>○ Opposing comments to allow and not allow left turn signal on Royal York Rd. northbound at Judson St. to address traffic flow.</li> <li>○ Allow only right turns onto and from Judson St. removing need for traffic light and still providing a safer pedestrian crossing.</li> <li>○ NO left turn/restriction from Cavell Ave. to Royal York Blvd. to improve traffic flow.</li> </ul> </li> <li>• Add stop signs: <ul style="list-style-type: none"> <li>○ Elizabeth St. to slow the speed on Stanley Ave. and help with school crossing.</li> <li>○ Four-way stop sign Queens Ave. and Hillside Ave. to address off-axis intersection with pavement markings.</li> <li>○ Three-way stop Darmouth Cres. and Lake Cres.</li> <li>○ Four-way stop for Stanley Ave. and Albert Ave.</li> <li>○ Stop signs on Royal York Rd. from Cavell Ave. to Lake Shore Blvd. and Station Ave.</li> <li>○ Dartmouth Cres. and Eastbourne Cres., should be either four-way or place the stop sign on Lake Cres.</li> </ul> </li> <li>• Speed hump requests: <ul style="list-style-type: none"> <li>○ Green P lot before sidewalk (Superior Ave. Lake Shore Blvd.)</li> <li>○ Cavell Ave. to slow down speeding vehicles.</li> <li>○ Stanley Ave. between Superior Ave. and Albert St.</li> <li>○ Lake Cres. in front of park.</li> </ul> </li> <li>• Pavement markings (i.e., maintain and new crosswalks): <ul style="list-style-type: none"> <li>○ Stanley Ave., Burlington St. and Victoria Ave. intersection.</li> <li>○ Superior Ave. and Lakeshore Blvd.</li> <li>○ Stanley Ave. and Station Rd. intersection east side.</li> <li>○ Crosswalk at Lake Cres. and Lake Shore Blvd.</li> <li>○ Crosswalk and four way stop for Mimico Ave. and Station Rd.</li> <li>○ Remove portion of the white parking zone lines in front of the GO Station on Royal York Rd. to allow room for new left turn lane.</li> <li>○ Dashed white line on Royal York Rd. southbound to stop traffic from blocking the entrance to the No Frills parking lot when the light is red on Royal York Rd. at Mimico Ave.</li> </ul> </li> </ul> |

| Topic   | Comment Summary   |
|---------|---|
|         | <ul style="list-style-type: none"> <li>○ Make a path from north side of Superior Ave. through the boulevard, with a clear crosswalk through the intersection with Stanley Ave.</li> <li>• Road closures: <ul style="list-style-type: none"> <li>○ Close section of Victoria Ave. near school to all motor vehicles except school buses, emergency vehicles and immediate residents during the pick-up and drop-off times.</li> <li>○ Close intersection on Queens Ave. to Lakeshore Blvd.</li> </ul> </li> <li>• Build suggestions: <ul style="list-style-type: none"> <li>○ Raised crosswalk or intersection and neck down Stanley Ave. to slow drivers with shorter pedestrian crossing distance.</li> <li>○ Bump-outs, reducing turn radii, pinching intersection, splitting crosswalk with existing planter box for Queens Ave.</li> </ul> </li> <li>• Truck traffic: <ul style="list-style-type: none"> <li>○ Restrict on Dwight Ave. or Birmingham St. because of school at Second St. and bike lanes on Birmingham and only allow grocery traffic to No Frills along Dwight Ave. (east side).</li> </ul> </li> <li>• Traffic signal requests: <ul style="list-style-type: none"> <li>○ New condos approved along Portland St. plus the 76B Royal York bus turns north at this intersection with no pedestrian crossing from E/W on Royal York Rd. near busy San Remo's.</li> <li>○ Pedestrian advance signal across Judson St. at Royal York Rd. would improve safe crossing for both cyclists and people.</li> <li>○ Shift traffic light to Dwight Ave. and Lake Shore Blvd. from First St. to improve traffic flow.</li> </ul> </li> <li>• Greening: <ul style="list-style-type: none"> <li>○ Fence along Superior Ave. in the park.</li> <li>○ Trim or remove hedge on Superior Ave. to improve site lines.</li> <li>○ Plant more trees along Stanley, Superior, Cavell Avenues.</li> <li>○ Planters can help slow down traffic.</li> </ul> </li> </ul> |
| Cycling | <p><b>Concerns:</b></p> <ul style="list-style-type: none"> <li>• Check site lines from Bike Share station on Royal York Rd.</li> <li>• Poor maintenance of Lake Shore Blvd. bike lanes therefore preference to use Birmingham St. bike lanes.</li> <li>• Underpass on Royal York Rd. is dangerous.</li> <li>• Lights are not triggered by people cycling on Newcastle St.</li> <li>• Lake Shore Blvd. west of Queens Ave. vehicles often stopped in the two-way cycle track and cyclists forced into oncoming traffic.</li> <li>• Mimico Ave. and Lake Shore Blvd. is an awkward and unclear intersection for cyclists to cross from park to Mimico Ave.</li> <li>• Cycle track suddenly ends Lake Shore Blvd. and First St.</li> <li>• Need to facilitate a safe bicycle crossing for people exiting the waterfront trail and short-cutting to Royal York Rd.</li> </ul> <p><b>Suggested Improvements:</b></p> <ul style="list-style-type: none"> <li>• Protected bike lanes needed on Royal York Rd. and all the way down Lake Shore Blvd. W.</li> <li>• Clear and consistent pavement markings (e.g., Norris Cres. for cycling priority similar to Shaw St.).</li> <li>• Two-staged crossing needed making left from Royal York Rd. to Stanley Ave.</li> <li>• All one-way streets should always allow cycling traffic in both directions.</li> </ul>  |

| Topic | Comment Summary   |
|-------|---|
|       | <ul style="list-style-type: none"> <li>• More bike arrows added to the pavement on the bi-directional trail on the intersection of Lake Cres. and Lake Shore Blvd. to show the bikers that the trail goes straight through on Lake Shore Blvd.</li> <li>• Add contraflow bike lane to Mimico Ave. as alternate to connect to Lake Shore Blvd. and amenities.</li> <li>• Address bike access to/from Go Station because stairs difficult to traverse and biking up to Newcastle St. is dangerous without lanes.</li> </ul>   |
| Other | <p><b>Concerns:</b></p> <ul style="list-style-type: none"> <li>• Mimico has been on both sides of railway tracks for over 160 years, north and south sides should be addressed as one.</li> <li>• New industrial warehouse being built on the former Campbell Soup site should direct truck traffic on New Toronto St. to go west to Islington Ave. and Kipling Ave. in north south direction.</li> <li>• Traffic from new and coming developments (e.g., Newcastle traffic waiting to go south and north on Royal York Rd.).</li> <li>• This study does not address massive redevelopment of the Christie site and how it will affect traffic flow into Mimico and Humber Bay Shores.</li> </ul> <p><b>Suggested Improvements:</b></p> <ul style="list-style-type: none"> <li>• Move on-street parking to the north side of Stanley St. (near Station Rd.) and use parked cars as a barrier between moving cars and park. Parked cars on north side will also protect the contra-flow bike lane.</li> <li>• Footbridge over tracks at Royal York Rd. to connect to new condo developments to Lake Shore Blvd. with connections to 501 streetcar</li> <li>• Address Norris Cres. and Lakeshore Blvd. intersection.</li> <li>• A tunnel could connect the new Grand Ave. Park, Manchester Park and David Hornell Public School with a bike path and pedestrian link to waterfront and Queensway area.</li> <li>• As Mimico is by the lake there are only three directions traffic can go. Urban planners need to take this into consideration when allowing development and add more recreational space.</li> <li>• In Moore Park neighbourhood famous architect Jack Diamond was successful in working with the City to block off streets to stop people from taking shortcuts through quiet residential streets. Will Mimico residents receive such consideration?</li> <li>• If the Legion Road extension was to be implemented after years of study, a lot of the drive through traffic would be alleviated.</li> <li>• Install a bus shelter at north/east corner of Royal York Rd. and Mimico Ave. for travellers waiting for the 76A northbound.</li> </ul> |