

Mimico Neighbourhood Mobility Plan

Public Consultation Report

March 2024



Contents

Consultation Summary	2
Project Overview	4
Overview of Communications and Consultation Activities	4
Communication Activities.....	4
Consultation Activities	4
What We Heard.....	5
Survey	6
Public Drop-in Event.....	17
Interest and Community Group Feedback	21
Additional Feedback.....	23
Appendix: Survey Participant Profile	29
Relationship to Mimico	29
Typical ways of travelling within Mimico Neighbourhood	30
Age and Gender.....	30
Point of Engagement	31

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Consultation Summary

This report describes the activities and feedback received during Phase 2 of consultation for the Mimico Neighbourhood Mobility Plan (NMP). Consultation with community organizations and members of the public took place formally between November 27, 2023, and January 1, 2024.

The two objectives of public consultation were to understand local knowledge of neighbourhood transportation concerns and the extent of support for proposed changes.

A variety of methods were used to notify and consult members of the public on the project and provide opportunities to participate. Phase 2 consultation activities included a project web page, mailed notice, email notifications, comment tracking, community interest group meetings, public drop-in event, and online survey.

Overall, public feedback collected through Phase 2 of public consultation indicated mixed levels of support and concern for the proposed changes. Public feedback received at the drop-in event and over the phone and email was generally consistent with the results of the survey.

The highest levels of support were expressed for all-way stop signs, pedestrian crossings, automated speed enforcement (ASE) cameras and cycling facilities.

The lowest levels of support were expressed for directional changes including the conversion of Cavell Avenue from two-way travel to one-way travel eastbound between Royal York Road and Station Road, and the conversion of Mimico Avenue from one-way travel westbound to two-way travel between Royal York Road and Lake Shore Boulevard West. While there was support and mixed feedback from online respondents, Superior Avenue residents who reached out by phone and email do not support the planned Superior Avenue bikeway and centre median.

- **Support for changes to improve road safety:** Overall, 78 per cent of survey respondents support safety improvements on local streets with support for the following proposals:
 - Over 60 per cent support the installation of geometric safety improvements for all identified locations.
 - 62 per cent support Automated Speed Enforcement Cameras in community safety zones.
- **Support and mixed feedback for traffic calming:** Over 50 per cent of survey respondents support the installation of speed humps on all identified streets. Some respondents feel that speed humps will effectively address issues of speeding and improve neighbourhood safety. Depending on the street, between 20 to 30 per cent of respondents are not in support.
 - 64 per cent support speed cushions on Mimico Avenue.
 - 70 per cent support reduction of motor vehicle speeds in the project area.
- **Support for changes to reduce motor vehicle volumes:** In general, 57 per cent of survey respondents support the proposed changes, 30 per cent do not support and the remainder are neutral or unsure. More specifically, there is a high level of support for the following proposals:
 - 70 per cent support conversion to all-way stop at the intersection of Albert Avenue and Stanley Avenue.
 - 77 per cent support pedestrian crossing at Mimico Avenue near Station Road and 65 per cent support at Lake Shore Boulevard West near Louisa Street.

- **Not supportive and mixed feedback to reduce motor vehicle volumes with changes to direction of travel (i.e., one-way, or two-way direction) or turn restrictions:** 53 per cent of survey respondents do not support changes to directions of travel or turn restrictions and prefer speed management and road safety measures like speed humps and lane narrowing. More specifically, concern was expressed about the following options:
 - 40 per cent do not support the conversion of Cavell Avenue to one-way street eastbound between Royal York Road and Station Road. 31 per cent support the conversion with some support to extend one-way conversion further east or consider making all of Cavell Avenue one-way. 20 per cent felt neutral about proposed one-way conversion.
 - 62 per cent do not support the conversion of Mimico Avenue between Royal York Road and Lake Shore Boulevard West to two-way. 23 per cent support the conversion as an effective strategy to slow people driving through the area and 12 per cent felt unsure of the proposed.
 - 65 per cent do not support the option that proposes both conversions be implemented with one-way direction on Cavell Avenue and two-way direction on Mimico Avenue.
- **Mixed feedback for two recommendations to improve cycling infrastructure:** 65 per cent of survey respondents support improved protections for the existing bikeway along Royal York Road from Lake Shore Boulevard West to Newcastle Street.

53 per cent of survey respondents support the planned cycle tracks on Superior Avenue between Lake Shore Boulevard West and Stanley Avenue and 28 per cent do not support.

 - 52 per cent of self-reported Superior Avenue residents do not support and are most concerned about the removal of on-street parking, access to driveways with a centre median, aesthetics, placement, and maintenance of planters as well as accessibility and convenience for older residents and area visitors.
- **Mixed feedback for overnight, residential on-street permit parking:** 41 per cent of survey respondents do not support permit parking in the neighbourhood and 39 per cent support.

Full details of all feedback received, and survey responses are provided below (see pages 4-31).

Project Overview

The Mimico Neighbourhood Mobility Plan (NMP) is intended to 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 neighbourhood. The areas of concern being addressed include:

1. Road safety for vulnerable road users (i.e., seniors, school children, and people walking or cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Non-compliance with traffic regulations and signage
5. Road and intersection designs that raise safety concerns

This report summarizes consultation activities and feedback following the Phase 1 Public Consultation Report (November 2022) and the Phase 2 consultation that took place from November 27, 2023, to January 1, 2024.

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page toronto.ca/MimicoMobilityPlan (2,815 views from January 1, 2023, to January 18, 2024)
- Notice delivered through Canada Post (8,047 addresses in the project area bounded by Lake Shore Boulevard West, Royal York Road, & the CN rail corridor)
- E-notification to project subscribers (currently 178 contacts) including residents' associations, community groups, organizations, institutions and elected officials
- Communication via the Councillor's office

Consultation Activities

Public and community interest groups comment on the project was received through the following consultation and engagement activities in Phase 2:

Activity	Date	Participation
Community Group Meeting	October 3, 2023	2 attendees
Community Group Meeting	November 21, 2023	7 attendees
Drop-In Public Meeting	December 11, 2023	100+ attendees
Online Survey	November 27, 2023 – January 1, 2024	447 responses
Email/Phone	November 27, 2023 – January 2024	comments received from 55 individuals

What We Heard

Overall

- Participants support road and traffic safety improvements, specifically those that could improve safety of vulnerable road users (e.g., children, seniors, pedestrians, people who cycle) through road design (intersection improvements), reduce through traffic, reduce speeding (e.g., cameras, speed humps) and all-way stop signs.
- Variety of preferences for improvements included:
 - Mixed feedback on speed hump installations
 - Some preferences for Automated Speed Enforcement and cameras
 - Mixed feedback on use of bollards and physical separation
- Many comments and location-specific suggestions involve traffic calming measures (e.g., speed humps), support for low-speed limits and clarifying rules of the road (i.e., more signage, pavement markings and enforcement).

Directional Proposals for Cavell Avenue and Mimico Avenue

- Proposals to convert Cavell Avenue to a one-way street and Mimico Avenue to a two-way street were a source of concern. Respondents commented on the potential impact to motor vehicle volumes, particularly on Mimico Avenue, and how it could affect the destinations (i.e., schools, daycares, church, funeral home, TTC bus route) and available vehicle pick-up and drop-off options.
- Respondents who do not support the Cavell Avenue proposal are most concerned that the conversion would make it more difficult for residents to access Mimico GO Station, would add substantial traffic on Station Road and would not result in a safer road condition. Respondents who support the conversion suggested that the one-way conversion should be extended further east or to the entirety of Cavell Avenue.
- For people that live on Cavell Avenue and Mimico Avenue, the following level of support was provided:
 - A total of 14 Cavell Avenue residents responded to the question about support for Cavell Avenue one-way street conversion with 50% (7) support the option, 43% (6) do not support and 7% (1) are neutral or not sure.
 - A total of 59 Mimico Avenue residents responded to the question about support for two-way conversion with 10% (6) support the option, 84% (50) do not support and 6% (3) are neutral or not sure. Suggestions included speed management and road safety measures like speed humps and lane narrowing.

Superior Avenue Bikeway

- From survey respondents in general, there is support and mixed feedback for a protected bikeway, centre median design and removal of on-street parking on Superior Avenue.
 - A total of 390 people responded to this question, with 53% support, 28% do not support and 19% of respondents are neutral or not sure.

- For survey respondents who reported that they live on Superior Avenue, the following level of support was provided for the planned bikeway:
 - A total of 52 Superior Avenue residents responded to this question, with 46% (24) support, 52% (27) do not support and 2% (1) neutral. There were questions about the need for a cycle track on a small street and aesthetics, placement, and maintenance of planters with suggestions for a painted bike lane as a better fit with no centre median and with on-street parking on one side of the street.

Survey

The survey was available online via Check Market, an online survey platform. Respondents were also given an option to call and complete survey over the phone or complete it on paper at the in-person event. The survey presented information on each of the proposed changes before asking multiple choice questions that measured levels of support and gave the option to include additional feedback in an open comment field.

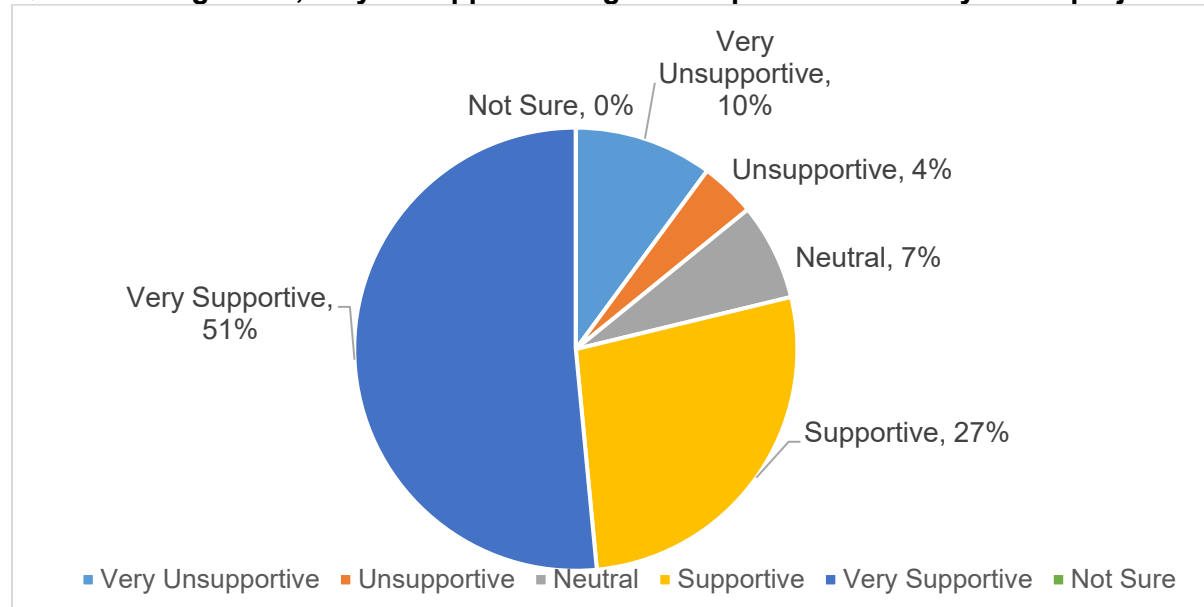
Support percentages include both very supportive and supportive responses. Unsupportive percentages include both very unsupportive and unsupportive responses.

Participation in the survey was anonymous, and optional demographic questions were included (see Appendix for survey participant profile). **80% of survey respondents indicated that they live in the Mimico project area.** The highest numbers of respondents indicated living on the following streets: 16 per cent on Mimico Avenue, 12 per cent on Superior Avenue, 7 per cent on Royal York Road and 33 per cent indicated other streets.

Responses received to each question are presented in this section.

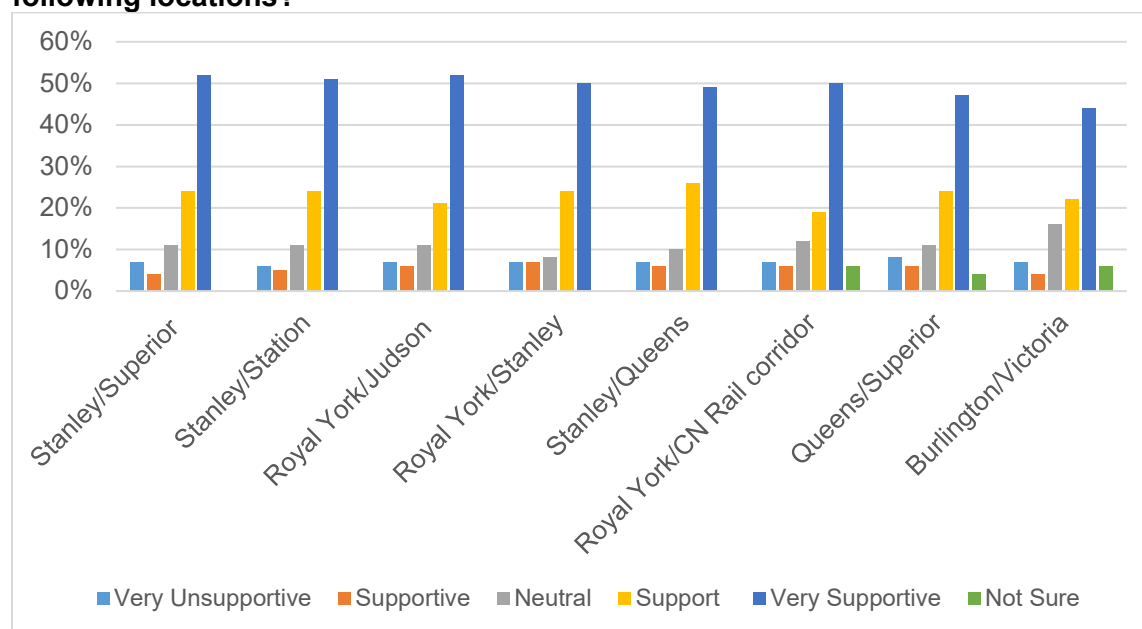
Proposed Changes to Improve Road Safety

Question: In general, do you support changes to improve road safety in the project area?



A total of 402 people responded to this question with 78% support changes, 14% do not support the changes and 8% are neutral or not sure.

Question: Do you support the installation of geometric safety improvements at the following locations?



A total of 407 people responded to this question.

- 76% of respondents support improvements at Stanley Avenue and Superior Avenue
- 75% of respondents support improvements at Stanley Road and Station Road
- 73% of respondents support improvements at Royal York Road and Judson Street
- 75% of respondents support improvements at Stanley Avenue and Queens Avenue
- 69% of respondents support improvements at Royal York Road and the CN Rail corridor
- 71% of respondents support improvements at Queens Avenue and Superior Avenue
- 66% of respondents support improvements at Burlington Street and Victoria Street

The most common reason for supporting intersection improvements include the need to slow turning cars and improve safety with number of school age children in the area.

Proposed Changes to Reduce Motor Vehicle Speeds

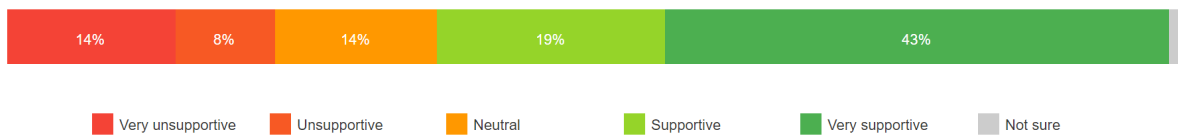
Question: In general, do you support changes to reduce motor vehicle speeds in the project area?



N 383

A total of 383 people responded to this question with 70% support changes, 20% do not support and 10% are neutral or not sure.

Question: Do you support Automated Speed Enforcement (ASE) cameras in local Community Safety Zones?



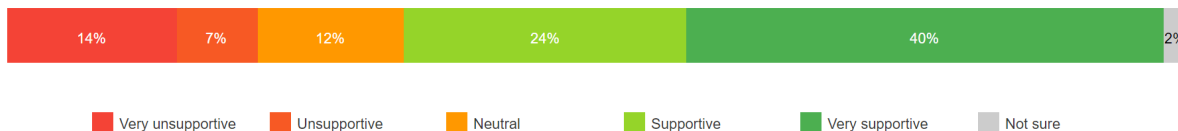
N 393

A total of 393 people responded to this question with 62% support proposal, 22% do not support and 19% are neutral or not sure.

The most common reason stated for supporting ASE cameras was that they are perceived to be an effective measure to address speeding, with requests for more ASE locations to be included especially on streets that connect with Lake Shore Boulevard West.

The most common concerns for not supporting ASE cameras were that they are often vandalized and an unfair revenue source for government.

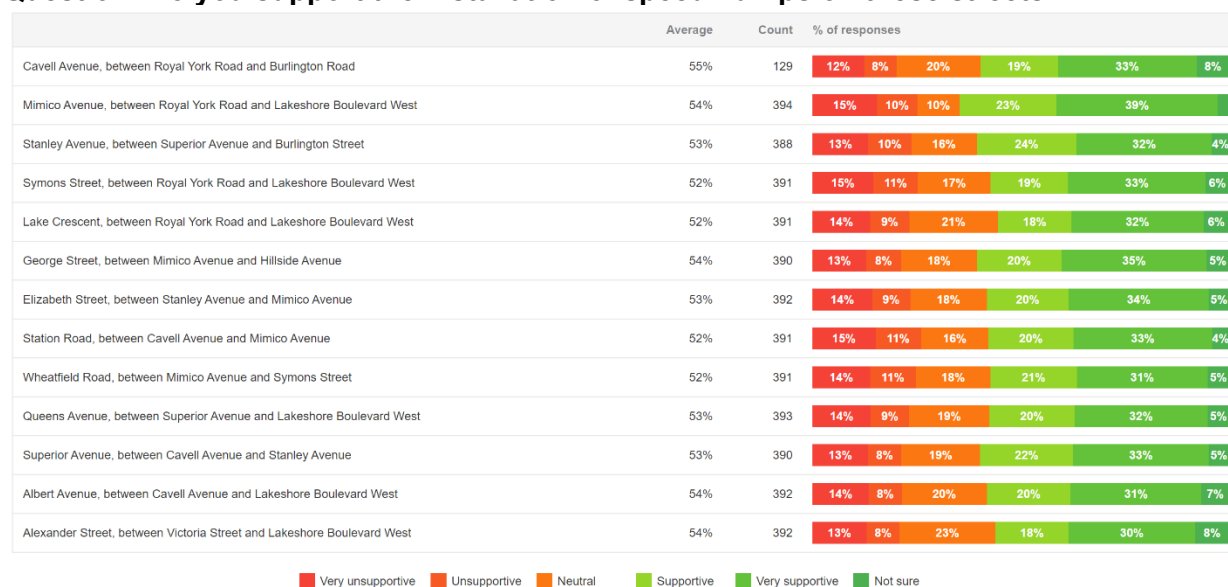
Question: Do you support speed cushions on Mimico Avenue?



N 396

A total of 393 people responded to this question, with 62% support proposed, 21% do not support and 17% are neutral or not sure.

Question: Do you support the installation of speed humps on these streets?



N 395

A total of 395 people responded to this question supporting speed humps:

- 52% for Cavell Avenue
- 62% for Mimico Avenue
- 56% for Stanley Avenue
- 52% for Symons Street
- 50% for Lake Crescent
- 55% for George Street
- 53% for Elizabeth Street
- 53% for Station Road
- 52% for Wheatfield Road
- 52% for Queens Avenue
- 55% for Superior Avenue
- 51% for Albert Avenue
- 48% for Alexander Avenue

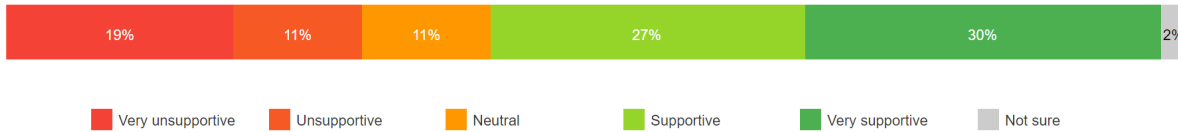
The most common reason for support of speed humps was their ability to slow car speeds through physical road changes. Comments from respondents also identified requests for speed humps on streets that are not identified in proposal.

The most common concerns about speed humps included: not needed for all the streets identified, damages vehicles, will move traffic to streets without speed humps and visually unappealing.

Overall, there was a low response rate from people who live on the streets where speed humps are proposed.

Proposed Changes to Reduce Motor Vehicle Volumes

Question: In general, do you support changes to address motor vehicle traffic volumes in the project area?



N 395

A total of 395 people responded to this question with 57% support for changes, 30% do not support and 13% are neutral or not sure.

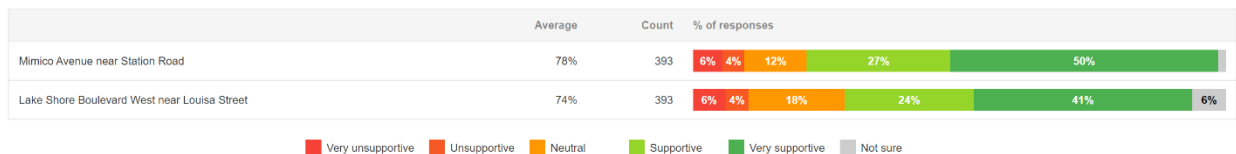
Question: Do you support the proposed conversion to all-way stop at the intersection of Albert Avenue and Stanley Avenue?



N 393

A total of 393 people responded to this question with 70% support for proposed, 11% do not support and 19% are neutral or not sure.

Question: Do you support the proposed addition of pedestrian crossings at these locations?



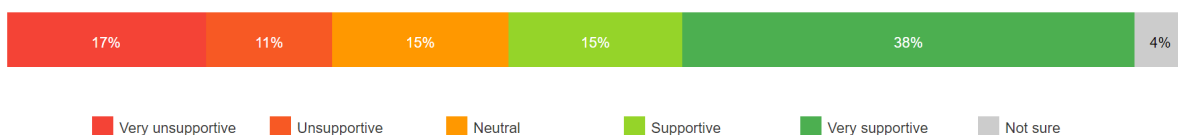
N 395

A total of 393 people responded to this question.

- 77% support pedestrian crossing at Mimico Avenue near Station Road, 11% do not support and 12 % are neutral.
- 65% support pedestrian crossing at Lake Shore Boulevard West near Louisa Street, 11% do not support and 24% are neutral or not sure.

Proposed Changes to Reduce Motor Vehicle Volumes: Directional Change Options

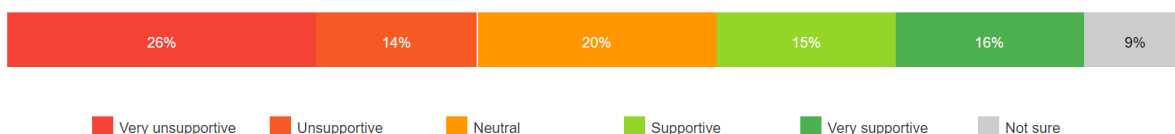
Question: (Option 1) Do you support NO changes to directions of travel or turn restrictions?



N 381

A total of 381 people responded to this question with 53% support for NO changes, 28% do not support and 19% are neutral or not sure.

Question: (Option 2 – one-way conversion of Cavell Avenue between Royal York Road and Station Road) Do you support the proposed directional change proposed in this option?



N 389

A total of 389 people responded to this question with 31% support for the option, 40% do not support and 29% are neutral or not sure.

The most common reason for supporting include:

- One-way conversion would limit traffic and aggressive driving from Royal York Road
- Safer condition for senior residents

The most common concerns for not supporting the one-way conversion include:

- Makes it more difficult for residents to travel within neighbourhood as well as to access Mimico GO Station and Griggs Manor Building
- Adds substantially more traffic onto Station Road
- Do not believe it will provide safety benefits
- Would move traffic to other streets
- Already too many one-way streets in the area

Some respondents suggest making Cavell Avenue either one-way or two-way exclusively and NO left-turn restriction at Cavell Avenue and Royal York Road if remains two-way street.

The following responses have been filtered by residents who live on Cavell Avenue:



N 14

A total of 14 Cavell Avenue residents responded to this question with 50% (7) support for the option, 43% (6) do not support and 7% (1) are neutral or not sure.

Question: (Option 3 – two-way conversion of Mimico Avenue between Royal York Road and Lake Shore Boulevard West) Do you support the proposed directional change proposed in this option?



N 390

A total of 390 people responded to this question with 23% support for the option, 62% do not support and 15% are neutral or not sure.

The most common reasons for supporting the proposal are that makes sense to direct traffic onto a street with signals and it will narrow the travel lanes and slow down vehicles.

The most common concerns for not supporting include:

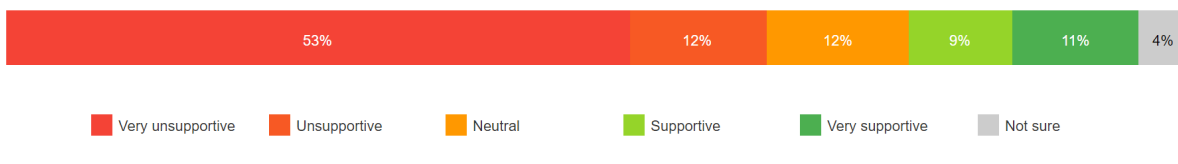
- Too many existing destinations i.e.: Schools, daycares, TTC bus route, church, funeral home etc. to move all westbound traffic on with increased motor vehicle traffic
- Confusion about how pick-up and drop-offs would work
- Creates a more car focused street with more pollution.
- Reduces safety for road users
- Worsen parking options for residents, especially renters
- Big change requires more public consultation

The following responses have been filtered by residents who live on Mimico Avenue:



A total of 59 Mimico Avenue residents responded to this question with 10% (6) support for the option, 84% (50) do not support and 6% (3) are neutral or not sure.

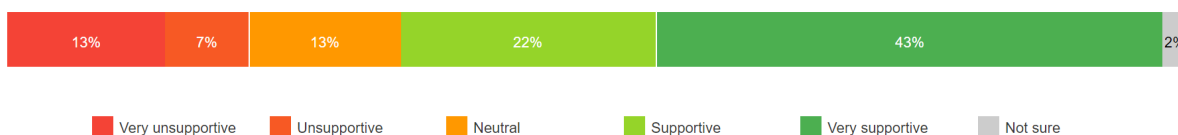
Question: (Option 4 – combined one-way on Cavell Avenue and two-way conversion on Mimico Avenue) Do you support the recommended directional changes proposed in this option?



A total of 390 people responded to this question, with 20% support for the option, 65% do not support and 15% are neutral or not sure.

Cycling Facilities

Question: Are you supportive of improved protections for the existing bikeway along Royal York Road?



A total of 380 people responded to this question, with 65% support for the proposed, 20% do not support and 15% are neutral or not sure.

The most common reason for support include:

- Physical separation and wider bike lanes are safer for people cycling including both adults and children

The most common concerns for not supporting include:

- Cycle tracks would impede winter travel movements
- Make it difficult for residents to drive in/out of driveways
- Volume of cyclists does not warrant the upgrade
- Requests for more details about what improvements would entail

Some respondents are concerned that Royal York Road is not wide enough for improvements.

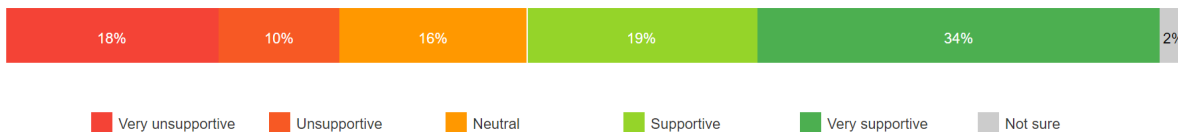
The following responses have been filtered by the number of residents who live on Royal York Road:



N 25

A total of 25 Royal York Road residents responded to this question, with 68% (17) support proposed, 24% (6) do not support and 8% (2) neutral or not sure.

Question: Are you supportive of the proposed cycling facilities on Superior Avenue?



N 390

A total of 390 people responded to this question, with 53% supporting proposed, 28% do not support and 19% of respondents are neutral or not sure.

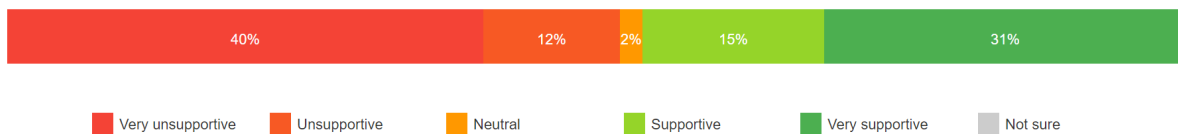
The most common reason for support include increased protection for people who cycle and importance of connection to Martin Goodman Trail.

The most common concern for not supporting include:

- Question why a cycle track is proposed for small segment of a street with no other protected bikeways northbound and through neighbourhood
- Removal of all on-street parking
- Installation of a centre median with planters complicates access to driveways, questions about maintenance and visual aesthetics
- Accessibility and convenience for older residents and area visitors
- Adding more traffic onto Stanley Avenue to avoid Superior Avenue
- Consider speed humps or cushion instead
- Feeling that there has been a lack of transparency and communication with Superior Avenue residents

Respondents also made suggestions for a modified plan and reduced scale of proposal to include a painted bike lane with no centre median and on-street parking on one side of the street.

The following responses have been filtered by the number of residents who live on Superior Avenue:

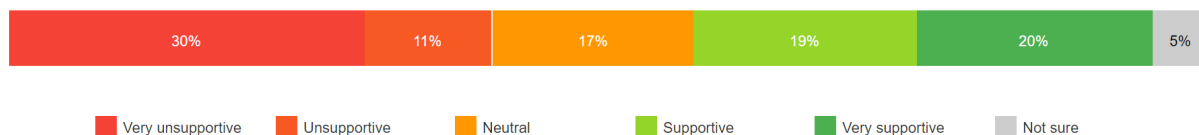


N 52

A total of 53 Superior Avenue residents responded to this question, with 46% (24) support proposed, 52% (27) do not support and 2% (1) neutral.

Proposed Parking Changes

Question: Are you supportive of a residential on-street parking permit for the Mimico neighbourhood?



N 387

A total of 387 people responded to this question, with 39% support the proposed, 41% do not support and 19% of respondents are neutral or not sure.

The most common reason for supporting include:

- Requests for a consistent arrangement for all neighbourhood streets
- City should not subsidize on-street parking
- Requests Green P discounts for residents

The most common concerns include:

- Permits should not apply to all streets
- Parking is not a problem
- Residents should not have to pay for on-street parking

Respondents also made suggestions:

- Streets like Eastbourne Avenue are narrow and do not want to encourage more on-street parking with a permit parking
- Parking regulations require enforcement to work as many people currently exceed 3-hour limit
- Requests to increase the cost of permits

Additional Comments

In addition to the comments provided above, top themes from the comment sections in the survey also include:

Topic	Location Intersection	Comment Summary
Flow Management: <i>stop signs, traffic lights, crosswalks</i>	General	- Stop compliance is an ongoing issue throughout neighbourhood
	Royal York Road & Cavell Avenue	- Request signal (i.e., try a smart stop sign technology)
	Cavell Avenue & Station Road	- Request all-way stop sign
	Eastbourne Crescent & Lake Crescent	- Request 4-way stop in addition to speed humps
	Fleeceline Road & Lake Shore Boulevard	- Request for traffic lights to prevent collisions
	Hillside Avenue & Queens Avenue	- Improvements needed to address site lines - Request 4-way stop
Speed Management: <i>speed humps</i>	General	- Speed humps don't work for larger vehicles - Speed humps most needed in school zones - 30 km per/hr speed limit unreasonable - Speed is the central problem and people need to slow down
	Allen Avenue	- Request for speed humps
Volume Management: <i>one-way, two-way travel restrictions, intersection queues</i>	General	- Address GPS routing apps that send vehicles onto neighbourhood streets - Proposals cater to through traffic and do not benefit residents - Proposals would make it more difficult to travel in and out of neighbourhood - Proposals do not go far enough to address congestion and large vehicles travelling through neighbourhood - Request "No Heavy Trucks" prohibition across the entire Mimico study area
	Royal York Road & Judson Street	- Extreme back up and queues - Dangerous when people driving turn left into neighbourhood from Royal York Road and other motorists use the bike lane used to pass and continue southbound - Request advanced green for northbound vehicles or NO left turn on to Judson Street - Request green left turn signal at Judson Street Northbound Royal York Road for a 10 sec sequence during peak hours - More signage and clearer road markings - Encourage left turns to Evans Avenue

Road Safety & Active Transportation: <i>pedestrian crossings, sidewalks, separated cycling</i>	General	<ul style="list-style-type: none"> - Safety of children in area paramount - Better transit to encourage less driving - Requests for data to show need for cycling facilities - More people are cycling in the area and more connections needed - Physical changes needed to improve safety (e.g., speed humps, cycle tracks, bump outs) - Important to reduce both motor vehicle use and causes of climate change
	Allen Avenue	<ul style="list-style-type: none"> - Requires attention (i.e., cameras, speed humps)
	Central Street & Symons Street	<ul style="list-style-type: none"> - Requires attention
	Elizabeth Street	<ul style="list-style-type: none"> - Improve pedestrian crossing
	Hillside Avenue & Royal York Road	<ul style="list-style-type: none"> - Request crosswalk for John English P.S. students
	Mimico Avenue & Station Road	<ul style="list-style-type: none"> - Agree with adding new pedestrian crossing
	Mimico Avenue	<ul style="list-style-type: none"> - Request for contra-flow bike lane
	Queens Avenue & Superior Avenue	<ul style="list-style-type: none"> - Improve with lighting in evening
	Royal York Road & Stanley Avenue	<ul style="list-style-type: none"> - Request smart stop light - Witnessed collision with a pedestrian and need more lighting in evening - Pedestrian killed here about 18 months ago and request for traffic island and geometric crossing to slow down people driving
	Stanley Avenue	<ul style="list-style-type: none"> - Improve contra-flow bike lane - Extend planned Superior Avenue cycletrack along Stanley Avenue to Royal York Road
	Stanley Avenue & Station Road	<ul style="list-style-type: none"> - Concern about pedestrian desire line where people cross diagonally from southwest to southeast corners - Redesign is more dangerous for people (children) cycling because bikes and cars are squeezed into smaller space - simple road markings needed - White bollards are not visible in winter and prone to damage
	Victor Avenue	<ul style="list-style-type: none"> - Request for stop sign to replace yield sign - Request name change given same street name in east end
Parking Management:	General	<ul style="list-style-type: none"> - Homes without driveways rely on on-street parking - Frustration that growth and development not addressed to forecast near future volumes
	Alexander Street	<ul style="list-style-type: none"> - Request for parking restrictions
	Hillside Avenue	<ul style="list-style-type: none"> - Request for parking enforcement
	Manchester Street	<ul style="list-style-type: none"> - Request parking enforcement

Other:	Elizabeth Street and Mimico Avenue	<ul style="list-style-type: none"> - Request TTC bus stop
Consultation and Education		<ul style="list-style-type: none"> - More detail needed for proposals (e.g., diagrams, maps) - Bias consultation in favour of people who cycle - Request education campaign about design and behaviour on roads
Study Boundary	Royal York Road (west side)	<ul style="list-style-type: none"> - Requires same attention as east side - New shipping terminal will increase traffic congestion - Many requests for road safety improvements - Improvements on east side of Royal York Road will result in more aggressive driving west side due to lack of traffic calming
GO Train	General	<ul style="list-style-type: none"> - Challenge with no direct route from Humber Bay Shore to Mimico GO Train Station - Go Train Station needed around Prince Edward & Queensway Avenue area - Once Parklawn GO Station built, Humber Bayshore driving patterns will change

Public Drop-in Event

At the December 11, 2023, public drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments from roll plan and staff conversations are summarized below:

Topic	Location Intersection	Comment Summary
Flow Management: <i>stop signs, traffic lights, crosswalks, sidewalks, curb extensions</i>	General	<ul style="list-style-type: none"> - Stop compliance ongoing issue throughout neighbourhood - Concern about sign pollution and too many signs
	Albert Avenue & Stanley Avenue	<ul style="list-style-type: none"> - Agree with proposed all-way stop to address speeding - Interest in curb extensions
	Central Avenue & Hillside Avenue	<ul style="list-style-type: none"> - Request for more signage
	Eastbourne Crescent & Lake Crescent	<ul style="list-style-type: none"> - Requests for all-way stop
	Royal York & Symons Street	<ul style="list-style-type: none"> - “No Heavy Truck” sign ignored and related to shipping terminal on Symons Street west side of Royal York Road
	Hillside Avenue & Queens Avenue	<ul style="list-style-type: none"> - Requests for stop sign because of awkward intersection design
	Stanley Avenue & Superior Avenue	<ul style="list-style-type: none"> - Driveways at intersection rely on stop sign to enter and exit - Improve signage to indicate Stanley Avenue one-way

		<ul style="list-style-type: none"> - Request for missing sidewalk on Superior Avenue - Suggest moving stop sign back to improve westbound site lines - Suggest angle pedestrian crossing to better fit desire line or re-align intersection - Winter causes icy conditions and grade of Superior Avenue can cause sliding vehicles
	Stanley Avenue & Victor Avenue	<ul style="list-style-type: none"> - Request stop sign to replace yield sign
Volume Management: <i>One-way, two-way travel restrictions, intersection movements</i>	Cavell Avenue One-way proposal	<ul style="list-style-type: none"> - Concern that the proposal is confusing and people will drive wrong way - Do not support because moves traffic to other streets - Requests to move one-way limit further east of Station Road - Suggest one-way westbound for entire length of Cavell Avenue - Support proposal for one-way conversion because bottleneck from Royal York Road pushes more people onto the street
	Judson Street & Royal York Road	<ul style="list-style-type: none"> - Dangerous when car turning left from Royal York Road and drivers use bike lane to pass - Extreme back up and queues from signal - Suggest advance green light Royal York Road northbound with left turn onto Judson Street - Suggest left turn lane on Royal York Road - Traffic congestion will get worse with development proposals - Request to remove left turn onto Judson Street to relieve congestion - Consider pedestrian crossing bridge
<i>Two-way proposal</i>	Mimico Avenue	<p>Suggest:</p> <ul style="list-style-type: none"> - One-way with contra-flow bike lane - Add shared lane markings for people cycling or bike lanes - Flip on-street parking on different sides of street with one-way to calm traffic <p>Support:</p> <ul style="list-style-type: none"> - Support with speed cushions being added - Site lines with TTC Bus Stop at Lake Shore Blvd. intersection are difficult - Need new TCS (signal) that turns red when people driving speed <p>Concern:</p> <ul style="list-style-type: none"> - St. Leos School return means more children and pick-up and drop-off activity - Concern about pick-up and drop-off areas for residents and deliveries - Traffic will be worse and gridlocked - Backing out of driveways more difficult

		<ul style="list-style-type: none"> - Proposal more convenient for peoples outside of neighbourhood <p>Not supportive:</p> <ul style="list-style-type: none"> - Removes space used as safety buffer for pedestrians - Too many community destinations that rely on pick-up and drop-offs as well as on-street parking - Does not provide safer condition for pedestrians and specifically children - Loss of on-street parking for daycare operators negative impact
	Stanley Avenue	<ul style="list-style-type: none"> - Becomes detour route when problem on the Gardiner Expressway - Suggest one-way with on-parking
Speed Management: <i>speed humps, cushions, speed limits, traffic calming</i>	General	<ul style="list-style-type: none"> - Great international examples of street lights in low speed areas that turn red when people speed - Concern too many speed humps proposed - Concern that traffic calming moves motor vehicle traffic to streets without traffic calming - Some prefer curb extension (bump outs), and some people prefer speed humps - Support for Automated Speed Enforcement (ASE) cameras - Support for reduced speed limits 30 km per/hour
	Allen Avenue	<ul style="list-style-type: none"> - Requests for speed humps to address cut through travel
	Cavell Avenue	<ul style="list-style-type: none"> - Question why both speed humps and one-way proposed – isn't one proposal enough
	Elizabeth Avenue & Stanley Avenue	<ul style="list-style-type: none"> - Request for curb extension to slow right turn from Stanley Avenue
	Royal York Road	<ul style="list-style-type: none"> - Request to slow Royal York Road to 40 km/h - Posted speed limits needed
	Stanley Avenue	<ul style="list-style-type: none"> - Request for more speed humps and other traffic calming measures
Road Safety & Active Transportation: <i>pedestrian crossings, cycling</i>	Cavell Avenue & Station Road	<ul style="list-style-type: none"> - Concern about site line problems
	Elizabeth Street & Stanley Avenue	<ul style="list-style-type: none"> - Request curb extension to slow down right turn movement from Stanley Avenue
	Hillside Avenue & Royal York Road	<ul style="list-style-type: none"> - Request pedestrian crosswalk
	Lake Shore Boulevard & Superior Avenue	<ul style="list-style-type: none"> - Suggest curb extensions (bump out)
	Queens Avenue & Station Street	<ul style="list-style-type: none"> - Ensure accessibility parking space is not affected

Cycling Facility	Royal York Road	<ul style="list-style-type: none"> - Concerns about space required for protected bikeway and impact to motor vehicle travel times - Do not feel safe cycling on this street and underpass is dangerous - Do not agree needed with current bike lanes as there are no accident reported - Request more lighting at intersections and TTC stops - Support protected bikeway
	Royal York Road & Mimico Avenue	<ul style="list-style-type: none"> - Geometric safety improvement needed with wider crossing and markings
	Royal York Road & Stanley Avenue	<ul style="list-style-type: none"> - Request pedestrian crosswalk
	Royal York Road & Symons Street	<ul style="list-style-type: none"> - Improve pedestrian crosswalk and visibility
	Stanley Avenue	<ul style="list-style-type: none"> - Request reflective bollards every 25 metres along contra-flow bike lane
Planned Bikeway & Centre Median	Superior Avenue	<p>Concern:</p> <ul style="list-style-type: none"> - Consider Masonic temple seniors require convenient on-street parking - Consider there is a lot of curbside activity <p>Not supportive:</p> <ul style="list-style-type: none"> - Winter maintenance already challenging and cycle track will make it worse - Do not support removal of on-street parking - Do not support because will not slow drivers - Negative impact on residents without driveways or parking pads - Planter boxes will impede site lines, driveway access and not be maintained <p>Suggest:</p> <ul style="list-style-type: none"> - One-way street direction with on-street parking - Permits for residents at Green P or other lots - Painted bike lane with one side on-street parking - Remove median to allow for pick-up and drop off activity - Some interest in overnight parking because not currently an option <p>Support:</p> <ul style="list-style-type: none"> - Support protected cycling option and managing motor vehicle speeds
Bikeway	Symons Street	<ul style="list-style-type: none"> - Consider most people cycling use Dwight Avenue instead of Symons Street - Do not support because there is no demand
Parking Management:	General	<ul style="list-style-type: none"> - Concern that streets will be full with permit parking and limit parking availability

Demand Management: <i>transit service level, shared bikes/cars</i>	Lake Shore Boulevard & Mimico Avenue	- Site line problems from TTC bus stop for people driving turning onto Mimico Avenue
Other:		
Bridge/Underpass	Royal York Road	- Requires reconstruction in collaboration with Rail Agencies - Requires wider sidewalk
	Stanley Avenue & Superior Avenue	- Suggestion for roundabout
Consultation		- Suggest diagrams, modelling and maps to explain proposals e.g., streetview drive
Development		- Development applications should require traffic studies as part of this process

Interest and Community Group Feedback

The comments received through meetings with community interest groups are summarized below from meetings taken place on:

- October 2, 2023, with representatives from the Mimico-by-the-Lake BIA and Mimico Village BIA
- November 21, 2023, with representatives from Mimico Lakeshore Community Network, Mimico by the Lake BIA, David Hornell Jr. Public School Travel Planner, Mimico Lakeshore Community Network, Mimico Tenants Estates and Councillor Morley's office

Topic & Location	Comment Summary
Flow Management: Royal York Road	<p>Concern:</p> <ul style="list-style-type: none"> - Busy intersection of Royal York Road and Judson Street is a source of problems for everyone including people driving with long queues, people cycling on sidewalk to be safe, and people walking on narrow sidewalks - Future of Mimico GO Station and development uncertain <p>Question:</p> <ul style="list-style-type: none"> - Can Royal York Road be widened? <p>Suggest:</p> <ul style="list-style-type: none"> - Traffic signals needed Royal York Road and Stanley Avenue
Parking Management: Superior Avenue	<p>Concern:</p> <ul style="list-style-type: none"> - Removal of on-street parking negatively impact businesses and residents - Loss of on-street parking is biggest concern for BIA and 11 Superior Avenue condo board - Shared driveways result in reliance for on-street parking - Some driveways are too narrow to accommodate vehicle - Many seniors rely on on-street parking with short walking distance <p>Question:</p> <ul style="list-style-type: none"> - Where are households with more than one car going to park? <p>Suggest:</p> <ul style="list-style-type: none"> - Provide some on-street parking - Parking surveys should be done in summer months when neighbourhood is busier in evenings - Consider number of parking spots available with time-of-day restrictions

	<ul style="list-style-type: none"> - Consider parking alternative parking options: empty parkland and additional Green P lots
Road Safety & Active Transportation: Superior Avenue (Bikeway) <i>pedestrian crossings, separated cycling</i>	<p>Concern:</p> <ul style="list-style-type: none"> - Cycle tracks will encourage more motor vehicle traffic on Stanley Avenue where currently large trucks drive along Stanley Avenue to avoid traffic signals - Currently, difficult right turn from Stanley Avenue to Superior Avenue because corner requires a wide turn to be safe <p>Suggest:</p> <ul style="list-style-type: none"> - Consider cycle track for Cavell Avenue - Remove centre median with wider bike lane
Speed Management: Superior Avenue <i>speed humps, cushions, speed limits, calming</i>	<p>Concern:</p> <ul style="list-style-type: none"> - Speed enforcement needed on both Superior Avenue and Stanley Avenue <p>Suggest:</p> <ul style="list-style-type: none"> - Reduce speed with ASE cameras and speed humps instead of proposed
Street Environment: Superior Avenue (Median, Planters)	<p>Concern:</p> <ul style="list-style-type: none"> - Placement and causing obstructions for turn movements, waste collection and residents pulling in and out of driveways - Aesthetically not pleasing - Mimico by the Lake BIA open to working with City to maintain planters but does not support removal of on-street parking - Intersection of Superior Avenue and Stanley Avenue gets icy during winter and with grade, vehicles can slide backwards - Winter maintenance will be a challenge <p>Suggest:</p> <ul style="list-style-type: none"> - Remove planters from design
Volume Management: Mimico Avenue (Two-way conversion)	<p>Concern:</p> <ul style="list-style-type: none"> - Schools and daycare operations bring a lot of traffic can activity which will be further strained by two-way conversion - Consider safety of many children in the area - Complicates TTC bus route and makes this street very tight with many different road users <p>Suggest:</p> <ul style="list-style-type: none"> - Remove centre median with wider bike lane
Other: Development	<p>Question:</p> <ul style="list-style-type: none"> - Has there been consideration for future development in neighbourhood (e.g., application for 2405 Lake Shore Boulevard West)?

Additional Feedback

The comments received following phase 1 from January 2023 – January 2024 through phone and email are summarized by theme below:

Topic	Location Intersection	Comment Summary
Traffic: Flow Management <i>stop signs, traffic lights, crosswalks</i>	General	<ul style="list-style-type: none"> - Stop compliance ongoing issue throughout neighbourhood
	Alexander Street & Victoria Street	Suggest: <ul style="list-style-type: none"> - Move pedestrian crosswalk slightly east of parking lot for better student crossing option - More signage - Reduce turn radius at corner with future repaving works
	Cavell Avenue, Blue Goose Street, Station Road	<ul style="list-style-type: none"> - Suggest improve site lines for vehicles travelling west from Station Road to Blue Goose Street (i.e., restricted driver site lines from Cavell Ave. north side on-street parking)
	Judson Street & Royal York Road	<ul style="list-style-type: none"> - Concern with urgent action to improve safety at high traffic intersection and underpass with traffic associated with Mimico GO Train Station - Following traffic signal installation, daily traffic gridlock during peak hours is worse - Suggest advance green light to help northbound move through intersection - Suggest roundabout to create better flow and prevent speeding
	Lake Crescent & Royal York Road	<ul style="list-style-type: none"> - Request parking restriction at corner to ensure good site lines
	Lake Shore Blvd. & Louisa Street	<ul style="list-style-type: none"> - Suggest signalized traffic sign more appropriate given traffic, speed and volume on Lake Shore Boulevard
	Louisa Street & Victoria Street	<ul style="list-style-type: none"> - Request all way stop sign
	Mimico Avenue & Royal York Road	<ul style="list-style-type: none"> - Concern that Bike Share billboard affects site lines looking south
	Queens Avenue & Hillsdale Avenue	<ul style="list-style-type: none"> - Requests all-way stop
	Queens Avenue & Lake Shore Boulevard	<ul style="list-style-type: none"> - Concern that angle of intersection encourages people driving not to stop
	Queens Avenue & Stanley Avenue	<ul style="list-style-type: none"> - Site of least three single-vehicle accidents in the last ten years (most recently December 27, 2023) - Support pavement markings similar to Stanley Avenue & Station Road including flex posts
	Stanley Avenue & Superior Avenue	<ul style="list-style-type: none"> - Past temporary camera highest ticketed street in city

		<ul style="list-style-type: none"> - Request for traffic calming and speed reduction as main point of eastbound traffic with one fatality and serious injury
Traffic: Volume Management <i>One-way, two-way travel restrictions, intersection movements</i>	General	<ul style="list-style-type: none"> - Conversion proposals may help direct “cut-through” traffic but traffic on Stanley Avenue may worsen with aggressive drivers who do not need assistance from signals like those on Mimico Avenue - Prioritize getting cars out of the neighbourhood and onto main road like Royal York Road via Cavell Avenue and Mimico Avenue - Do not support direction changes and instead focus on other traffic calming measures
	Albert Avenue	<ul style="list-style-type: none"> - Suggest one-way conversion westbound between Lake Shore Blvd. W. and Stanley Avenue
One-way conversion	Cavell Avenue	<ul style="list-style-type: none"> - Concern that Station Road at Cavell Avenue will result in a dead-end situation for northbound travel on Station Road creating other problems - Do not support because not intuitive for users - Question if traffic volume necessitates short directional change - Suggest entire street be one-way westbound - Suggest original configuration of two-way direction from Burlington Street through to Royal York with the addition of bike lanes extended east and west - Suggest leaving Royal York Road to Station Road section as two-way and eliminate the on-street parking but first, survey Cavell residents
Two-way conversion	Mimico Avenue	<p>Concern:</p> <ul style="list-style-type: none"> - Prioritize safety of children in area - Street is 6.7 metres wide which is minimum width for two-way street - TTC bus stop at Lake Shore Boulevard has up to three buses parked at same time - Pick-up and drop-off needs of schools, daycares, businesses, trade workers and sports fields - Will change neighbourhood feel to drive by area - St. Leo's School is returning and will add more pick-up drop-off traffic - Mimico Avenue and Lake Shore Boulevard will be more unsafe for pedestrians, specifically the northwest corner where the bus shelter and telephone pole are visual barriers to pedestrians and drivers - Too easy for drivers to turn right onto Mimico Avenue at a high rate of speed <p>Not Supportive:</p> <ul style="list-style-type: none"> - Will add more traffic and pollution onto street - Removal of on-street parking will create parking problems on neighbouring streets

		<ul style="list-style-type: none"> - Proposal disrupts current circular one-way directions on Stanley Avenue and Mimico Avenue <p>Question:</p> <ul style="list-style-type: none"> - Where will 76 Royal York Bus schedule adjustments times if not at Lake Shore Boulevard? <p>Suggest:</p> <ul style="list-style-type: none"> - Prefer speed humps/cushions and signage - Redesign Mimico Lake Shore intersection to make for a right-angle turn, or prohibit right turns on red lights - Remove visual barriers such as the advertising in the bus shelter to improve site lines <p>Support:</p> <ul style="list-style-type: none"> - Change will help improve other areas like corner of Station Road and Stanley Avenue - Excellent opportunity to redefine Avenue as people-centred, local neighbourhood street
	Stanley Avenue	<ul style="list-style-type: none"> - Suggest one-way between Queens Avenue and Superior Avenue
Traffic: Speed Management <i>speed humps, cushions, speed limits, traffic calming</i>	General	<ul style="list-style-type: none"> - Both support and no support for speed humps and cushions - Comment that radar and cameras are most effective to reducing speeds - Concern that slowing down vehicles too much results in more idling and pollution - Concern speed humps proposed on too many streets (i.e., 15 of 22 streets) - Do not support bikeways because slows motor vehicle traffic - Do not support reduction in speed limits - Question if speed humps inhibit cut-through traffic and require study to demonstrate result - Request to expand ASE, Automated Stop Sign enforcement - Request more attention to application of raised sidewalks, textured crossings, bumpouts, intersection day lighting, chicanes, Seniors mobility lanes etc. - Suggest criteria for speed hump application include: school zone, vehicle volumes, vehicle speed, gateway profile, recreational amenities - Support reduction in speed limits to 30 km per/hr - Support ASE cameras with education campaign
	Albert Avenue & Stanley Avenue	<ul style="list-style-type: none"> - Suggest curb extension on Albert Avenue to narrow width of approach to Stanley Avenue in addition to stop signs
	Lake Crescent & Lake Shore Boulevard	<ul style="list-style-type: none"> - Request ASE camera

	Lake Shore Boulevard, Royal York Road	- Request speed reduction measures
	Stanley Avenue	- Request speed humps
Road Safety & Active Transportation: <i>Pedestrian crossings, separated cycling</i>	General	<p>Comment:</p> <ul style="list-style-type: none"> - Numerous fatalities and accidents emphasize importance of mobility plan - Study requires people centred approach not a car/vehicle centred approach - Flexi-post plastic dividers are unattractive and bring down property value - Protected bike lanes on arterials like Lake Shore Boulevard need to connect Mimico with the Humber Bay Shores neighbourhood <p>Concern:</p> <ul style="list-style-type: none"> - Some Vision Zero programs can exacerbate problems - Volume of people cycling does not warrant proposals
	Hillside Avenue & Royal York Road	- Concern about safe crossing for area children attending John English Jr. P.S. and pedestrian crosswalk at Hillside Avenue would make safer
	Judson Street & Royal York Road	<ul style="list-style-type: none"> - Concern for safety of people cycling especially after video (2022-10-12) showing cyclist driven off the road - Dangerous area for everyone and frustrated by ongoing appeal for action - Question about mitigation plan for alternative on-street parking - Safe Streets request for investigation via 311 - Support widening of Royal York Road
	Louisa Street & Lake Shore Boulevard	<ul style="list-style-type: none"> - Suggest move westbound 507 streetcar platform along Lake Shore Boulevard to align with the eastbound 507 TTC platform to create pedestrian 3 stage crossing using both platforms as pedestrian islands - Support pedestrian crossing but more details needed about design
	Mimico Avenue & Lake Shore Boulevard	- Popular intersection for vehicles to speed through
Bikeway	Royal York Road	<ul style="list-style-type: none"> - Support bikeway but need more details - Unacceptable response time to address fatalities and injuries with road safety actions
	Stanley Avenue (between Queens Avenue & Superior Avenue)	<ul style="list-style-type: none"> - Concern for site lines where people driving east on Stanley Avenue cannot see people cycling around bend - Suggest raising contra-flow bike lane to narrow roadway at the curve where people driving speed up
	Stanley Avenue & Victor Street	- Concern for safety as witnessed accident involving child

<p>Approved & Planned Bikeway & Centre Median</p>	<p>Superior Avenue</p>	<p>Bikeway:</p> <ul style="list-style-type: none"> - Concern cycle track is disproportionate scale for residential street - Concern about cost of snow removal of bikeway - Do not support because street currently feels safe for cycling and does not require bikeway - Request speed cushions with shared lane markings instead of proposal - Request painted bike lane instead (i.e., no bollards) - Support added protection for people cycling - Support but curious about bi-directional cycle track north side to align with connecting to Martin Goodman Trail <p>Centre Median & Planters:</p> <ul style="list-style-type: none"> - Do not support use of cheap and unattractive objects for separation that will be damaged - Preference for on-street parking instead of centre median - Suggest more aesthetic design with speed humps, permanent central median with City trees - Suggest posts with speed limit in middle of road - Support for median as major gateway indicator and consideration for bolder design <p>On-Street & Permit Parking:</p> <ul style="list-style-type: none"> - Concern that homes on Superior Avenue not designed to include parking and removing on-street parking will create accessibility challenges - Concern about where clients will park for free - Concern permit parking will provide cheap parking for condo residents and take up spaces - Concern about limited time frame of parking survey - Concern about interaction between perpendicular parking and planned bikeway - Do not support total removal of on-street parking as many residents rely on as only parking option including - Do not support because guests and seniors require convenient park including those that visit Masonic Temple - Suggest maintaining on-street parking on one side of Superior Avenue with residential on-street permits - Suggest driveway widening and parking pad approvals for residents as well as opportunities to install EV chargers <p>Consultation:</p> <ul style="list-style-type: none"> - Concerns about not receiving notification about Infrastructure & Environment Committee meeting (2023-06-14) approving Superior Avenue
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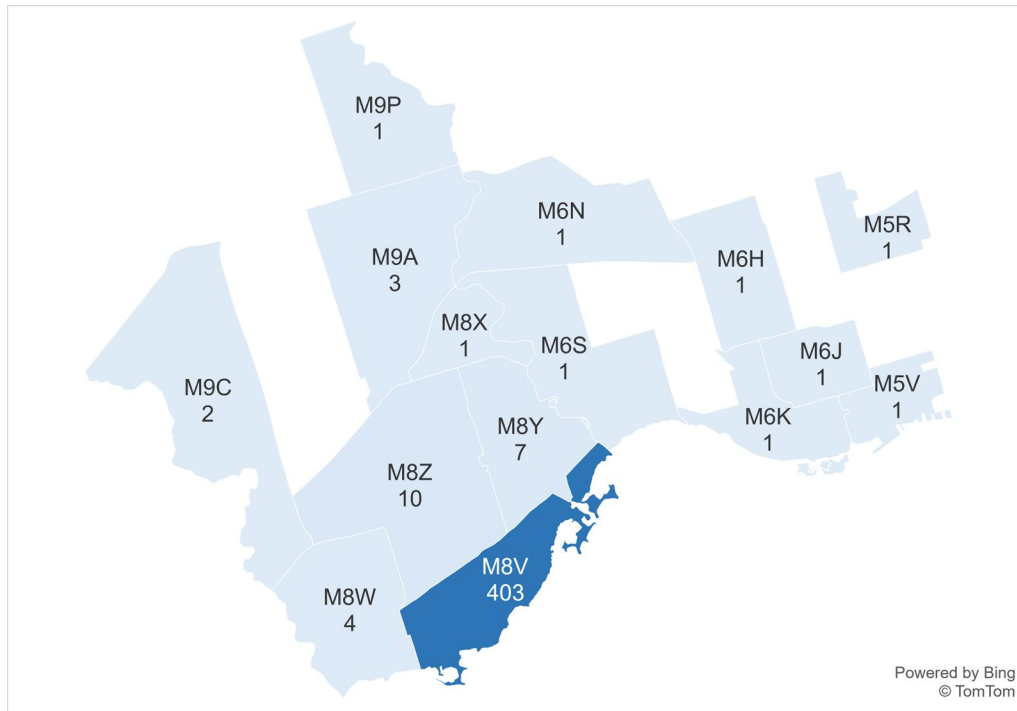
		<p>bikeway design and that City was not transparent about approval process</p> <ul style="list-style-type: none"> - Concern not enough consultation with residents - Requests for another community meeting <p>Support:</p> <ul style="list-style-type: none"> - Extend protected bikeway along Cavell Avenue to Royal York Road with extension eastbound to Burlington Street
	Symons Street	<ul style="list-style-type: none"> - Do not support bikeway because not necessary
Parking Management:	Superior Avenue	<ul style="list-style-type: none"> - Question if permit parking will make it more difficult to find parking (from condos and GO Train Station) - Comment that permits should qualify support for the Superior bikeway
Street Environment: <i>plantings, placemaking</i>	Manchester Park Pedestrian	<ul style="list-style-type: none"> - Suggest pathway and curb cuts at the ends of the park for easier entrance
Other:		<ul style="list-style-type: none"> - Request for road safety measures for west side of Royal York Road (Symons Street, Dwight Street) as area with new transportation depot and large truck volumes - Comment that public event drop-in format worked well and facilitated important conversations
Development		<ul style="list-style-type: none"> - Concern about approved condo developments without improving infrastructure like Royal York Road underpass/bridge

Appendix: Survey Participant Profile

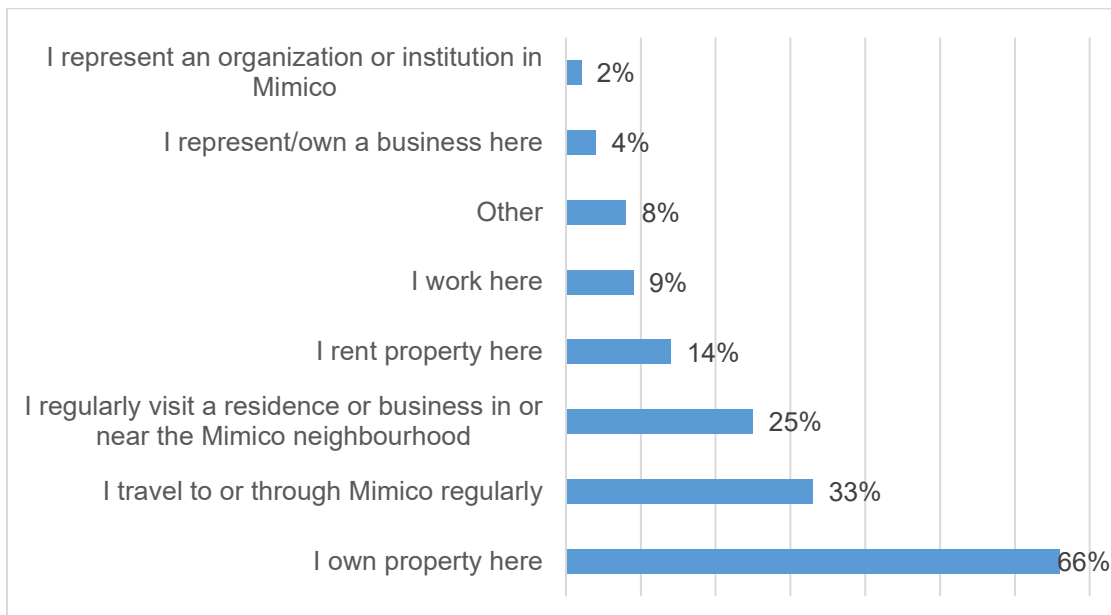
A total of 447 survey respondents provided optional demographic information. On some questions respondents could select all options that applied therefore percentages may exceed 100%.

Relationship to Mimico

Most survey respondents indicated they live in the study area (M8V) with 9% living in surrounding postal code areas (including M8W, M8X, M8Y, M8Z).

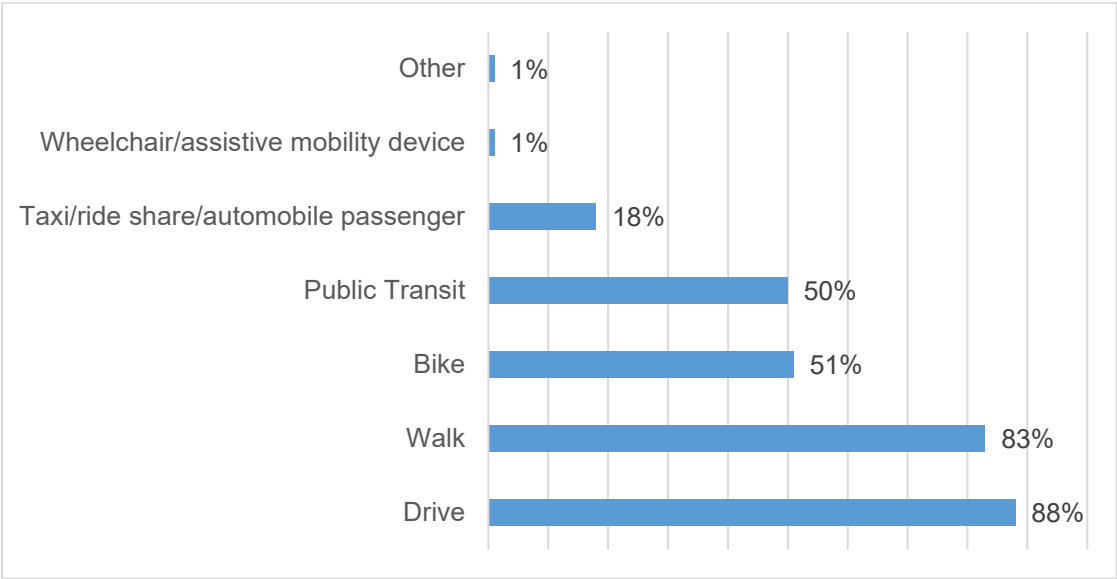


Many respondents either live in or near the Mimico neighbourhood, or own property in or within Mimico.



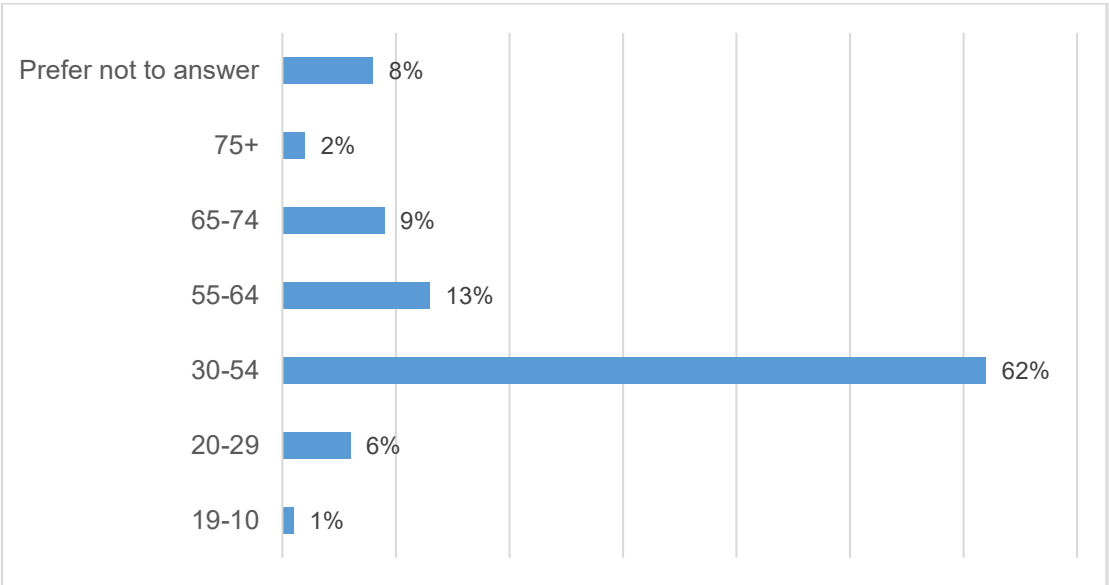
Typical ways of travelling within Mimico Neighbourhood

Nearly all survey respondents indicated that their typical method of getting around in the Mimico neighbourhood (between Lake Shore Boulevard West, Royal York Road and the CN rail corridor) is by driving and walking followed by bike, public transit, ride share and assistive mobility device.

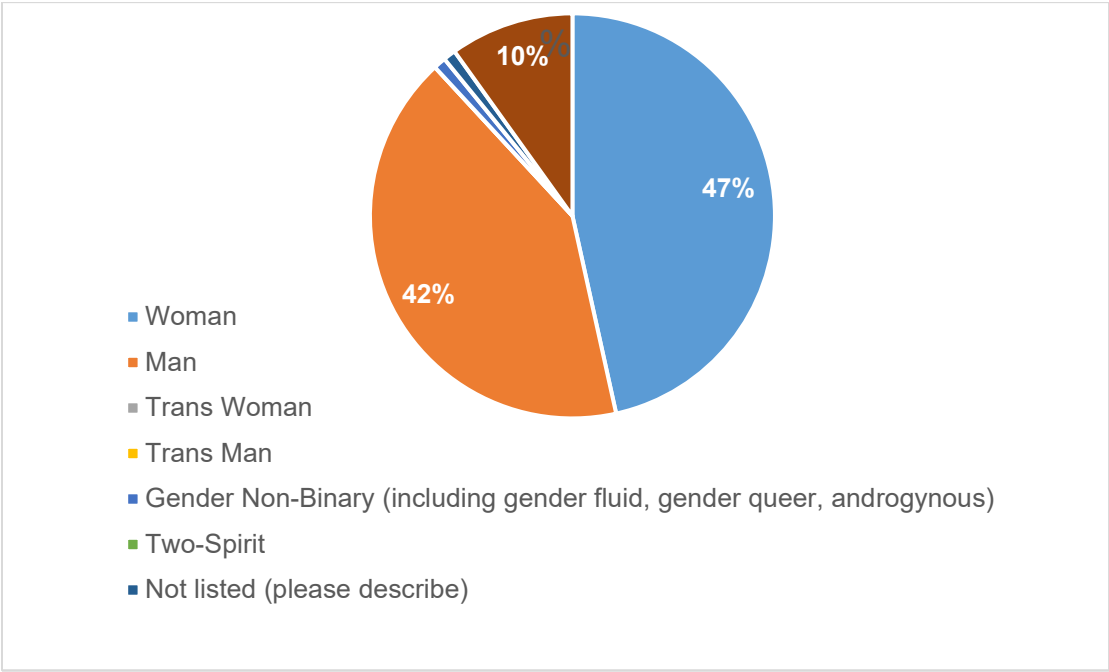


Age and Gender

Over half of respondents are aged 30-54. When compared with Mimico census data, this represents similar average participation among people aged 30-54, and representative participation for seniors over 65.



Survey respondents were generally representative of the gender demographics of the Mimico neighbourhood.



Point of Engagement

The primary ways respondents heard about the consultation process was through a mailed notice, a friend, family, or neighbour, and on social media.

