

Appendix K : PUBLIC INFORMATION CENTRE #1



Engineering
for **people**

Welcome

to the Introductory Public Information Centre for

Clarkson Road & Lakeshore Road

Intersection Improvements Municipal Class Environmental Assessment

December 3rd – 31st, 2020



Study Purpose



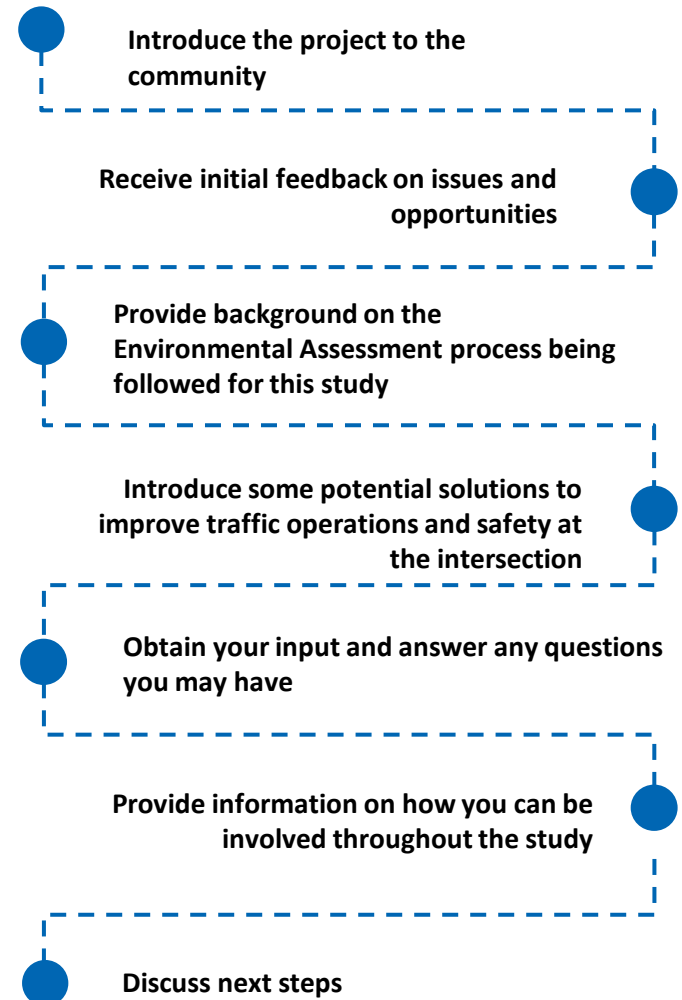
The City has started an Environmental Assessment (EA) study to investigate opportunities to improve the Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections.

We want to hear from you



Please provide input on your experience, problems you are facing, and opportunities you envision surrounding the Lakeshore Road West and Clarkson Road North/South intersections. We welcome all feedback.

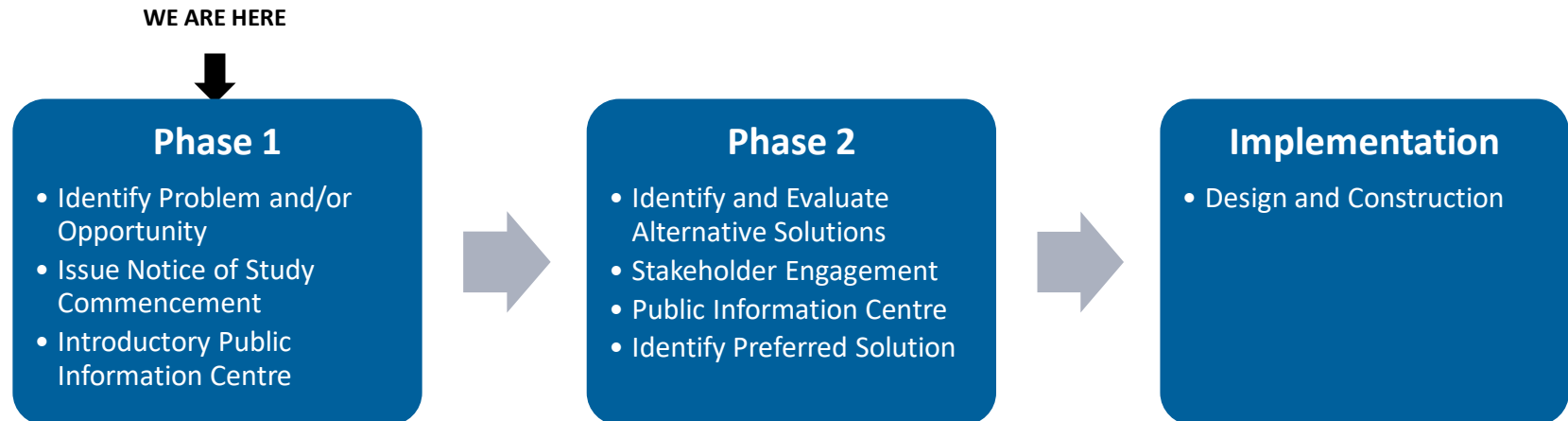
Why are we here?



What is an Environmental Assessment?

An **Environmental Assessment (EA)** is a planning and approval process for municipal infrastructure projects, following Ontario's Environmental Assessment Act.

This Study follows the Class EA process for Schedule 'B' projects. Key components of the study include:



EA Study Timelines

WE ARE HERE

**Introductory
Public Information
Centre**
December 2020

**Public Information
Centre #1**
January 2021

**Staff Report to
Council**
Summer 2021

**Finalize Project
File**
Summer 2021

**Anticipated
Construction Start**
TBD

Environmental Assessment – Public Consultation

Public consultation takes place through Public Information Centres (PICs) where comments and concerns are identified and discussed. These meetings are advertised in local newspapers and online at mississauga.ca. One more Public Information Centre (PIC #1) will be held for this study during Phase 2 (tentatively planned for January 2021).

How to Get Involved



Visit our Website



Individual meetings



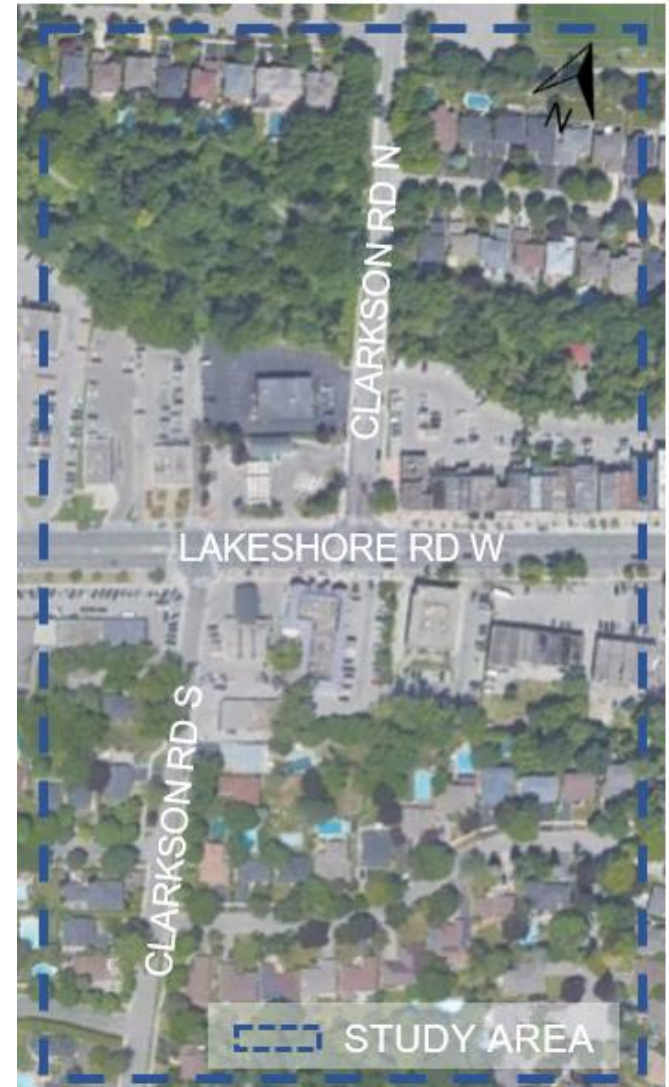
Join the Study Mailing List



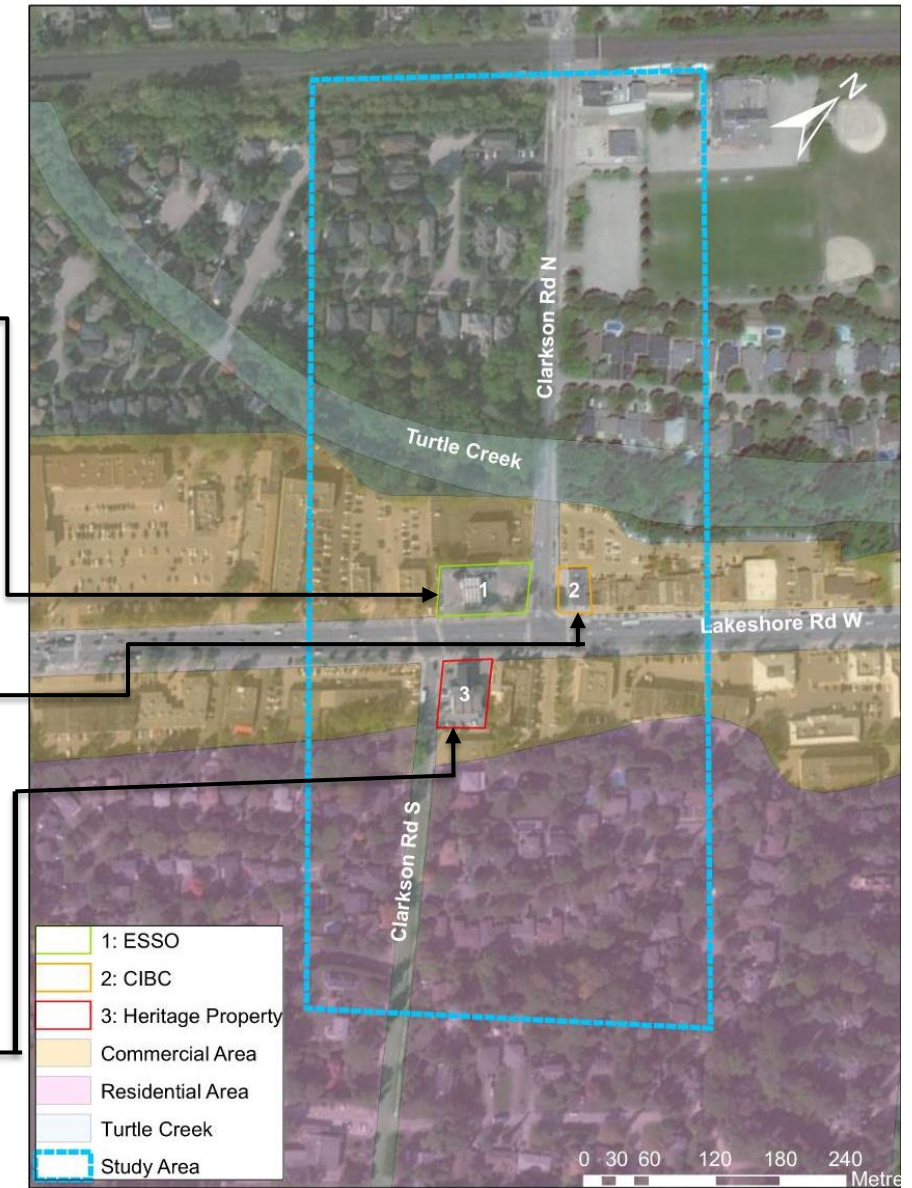
Join Virtual PIC

EA Study Area

- ✓ Clarkson Road North and South are offset by approximately **75 metres**
- ✓ Both intersections are **signalized**
- ✓ Lakeshore Road W has **4 travel lanes** (two per direction) **with left turn lanes** at the intersections
- ✓ Interspersed **commercial driveways** along Lakeshore Road W
- ✓ Lakeshore Road has a **35m** Official Plan Right-of-Way width
- ✓ Clarkson Road has a **22m** Official Plan Right-of-Way width



Constraints



Problem and Opportunity Statement

- The intersections of Lakeshore Road West and Clarkson Road North / Clarkson Road South are offset by approximately 75m, resulting in two closely spaced signalized intersections
- Concerns have been raised by local residents regarding the operation of the two closely spaced intersections and interspersed commercial entrances
- There is an opportunity to review the Lakeshore Road West and Clarkson Road North / Clarkson Road South intersections and improve the operations, safety and mobility for all road users at the intersection

Potential Solutions

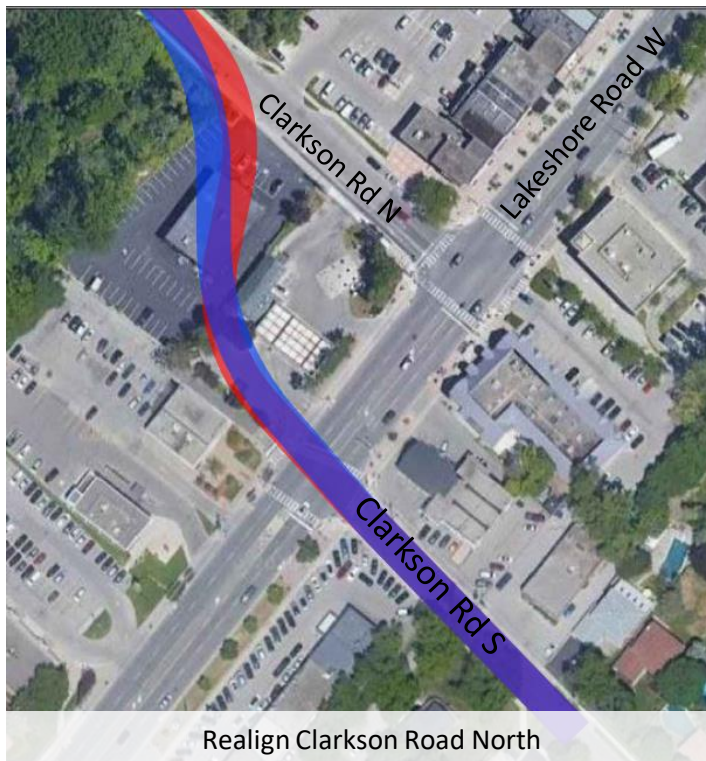
Realigning Clarkson Road South is not favoured as it would impact the following:

- ✓ One heritage building
- ✓ Several private residences
- ✓ Several commercial properties

Given that there are fewer constraints on the north side of Lakeshore Road West, options for the realignment of Clarkson Road North are considered more ideal.

Potential Solutions

The following are some of the potential solutions currently being considered. These are conceptual and suggestions are welcome for additional alternatives that you believe have merit.



Main Concerns

Please indicate your main area of concern on the crowd map by December 31, 2020 (link below):

<https://cima.planlocal.ca/clarkson/>

Next Steps



The City will compile the feedback received from this Introductory PIC to assist in identifying and evaluating alternative solutions for the project.

Any project related questions can be directed to:

Rory, O'Sullivan, P.Eng.

Transportation Project Engineer



City of Mississauga Transportation & Works Department
201 City Centre Drive, Mississauga



Rory.OSullivan@mississauga.ca



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Introductory Virtual Public Information Centre for the Clarkson Road and Lakeshore Road Environmental Assessment Study

Results Summary
January 2021

The Virtual Public Information Centre (vPIC) was conducted using the PlanLocal™ public engagement service developed by Civicplan. Maps and graphics developed by Civicplan. Graphics of potential solutions provided by Cima+.

About Civicplan

Civicplan helps people shape communities through award-winning participatory planning, public engagement and strategies. For more information visit civicplan.ca

Context

The City of Mississauga has initiated a study to review opportunities to improve the Lakeshore Road West and Clarkson Road North/ Clarkson Road South intersections and approaches. The study will explore a number of alternative solutions to improve traffic operations and safety at the intersections for vehicles, pedestrians and cyclists. The project is being planned under 'Schedule B' of the Municipal Class Environmental Assessment process.

As part of the study an introductory Virtual Public Information Centre (vPIC) was held. A vPIC is an online engagement process that allows participants to learn about the project, provide input on the key issues and concerns along the study corridor and share ideas with the project team. The vPIC also included a crowd map that allowed participants to "pin" comments to a map of the study area. This report provides a results summary of the vPIC.

The screenshot displays the vPIC website interface. At the top, the CIM+ Plan local logo is visible, followed by a navigation menu: 1. Welcome, 2. Process, 3. Study Area, 4. Challenges, 5. Solutions, 6. Thank You.

Environmental Assessment Study Area

Study Area
The Study Area encompasses Clarkson Road North and Clarkson Road South as they intersect with Lakeshore Road West.

Study Area Characteristics

- Clarkson Road North and South are offset by approximately 75 metres.
- Both intersections are **signalized**.
- Lakeshore Road W has 4 travel lanes (two per direction) with **left turn lanes** at the intersections.
- Interspersed commercial driveways along Lakeshore Road W.
- Lakeshore Road has a 35 metre Official Plan Right-of-Way width.
- Clarkson Road has a 22 metre Official Plan Right-of-Way width.

Take a Virtual Tour
Take a virtual tour through the interactive view below and discover the Study Area.

Crowd Map
Please share your concerns about the Clarkson and Lakeshore intersections on the map below. Double click on the map and tell us about a specific location.

Video Presentation
Click the image below to watch the video presentation.

The interface includes a map of the study area, a virtual tour view, and a video player showing a welcome message and project details.

vPIC Summary



Timeframe: December 3-31, 2020



404 Visitors



76 Participants



38 Crowd Map Locations

Map of vPIC Participants

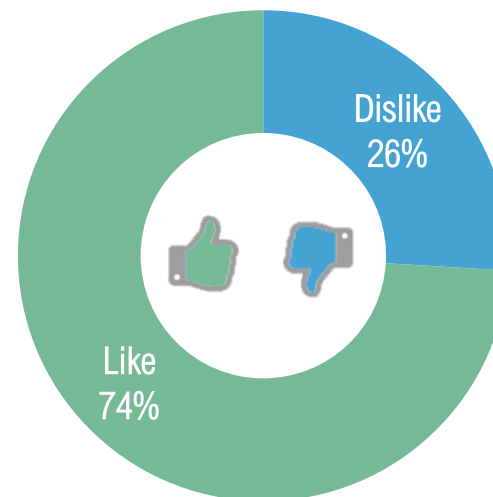
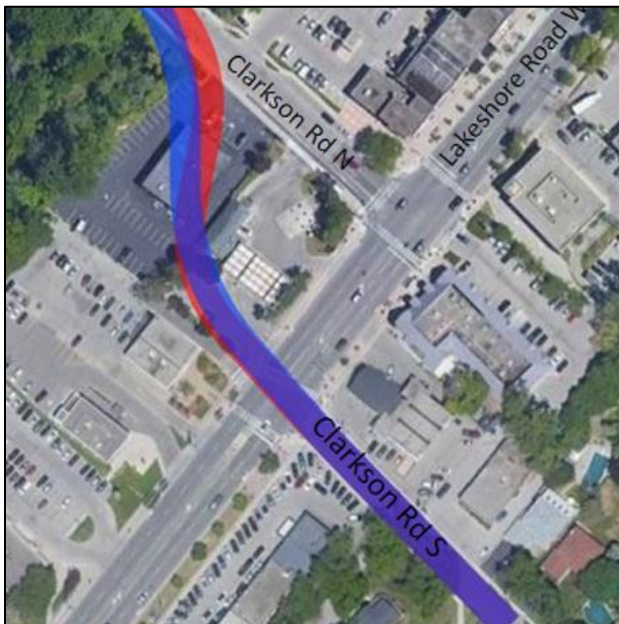


vPIC Results: Potential Solutions

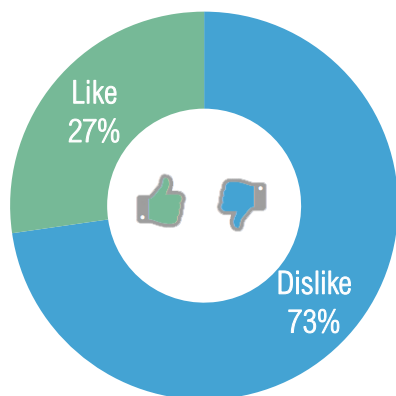
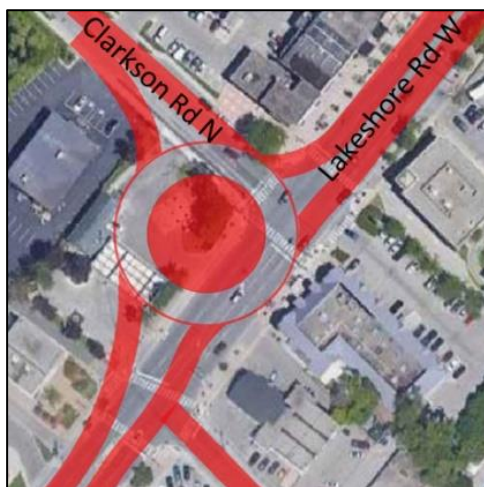
A number of potential solutions are being considered to address the challenges of these intersections. Realigning Clarkson Road South is not favoured as it would impact a heritage structure, several private residences, and several commercial properties. Given that there are fewer constraints on the north side of Lakeshore Road West, options for the realignment of Clarkson Road North are considered more ideal.

The vPIC presented four potential solutions and asked participants to provide their feedback on each. Potential Solution 1 was the most liked option with 74 percent of participants indicating they like the idea of a realignment of Clarkson Road North. This was followed by Solution 3 at 31 percent, Solution 2 at 27 percent and Solution 4 at 10 percent.

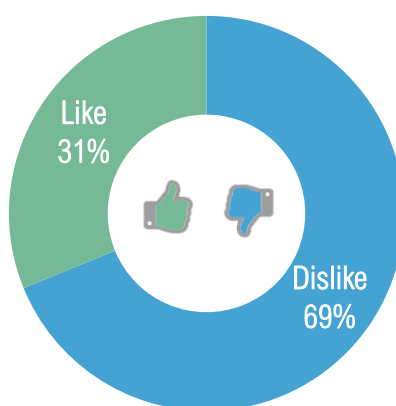
Solution 1: Realign Clarkson Road North



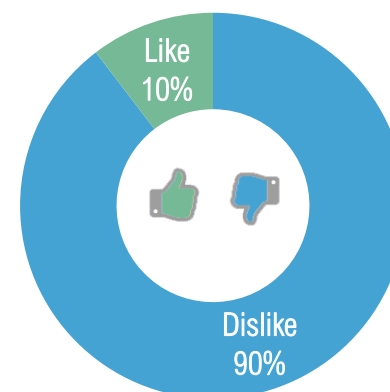
Solution 2
Roundabout Intersection



Solution 3
Lakeshore Road Centre Median



Solution 4
Prohibit Left Turns



Additional Comments

Along with indicating preferences for each of the potential solutions presented, participants were asked to share suggestions for additional alternatives about the realignment of these intersections. 27 participants submitted additional comments. Some of the themes raised include:

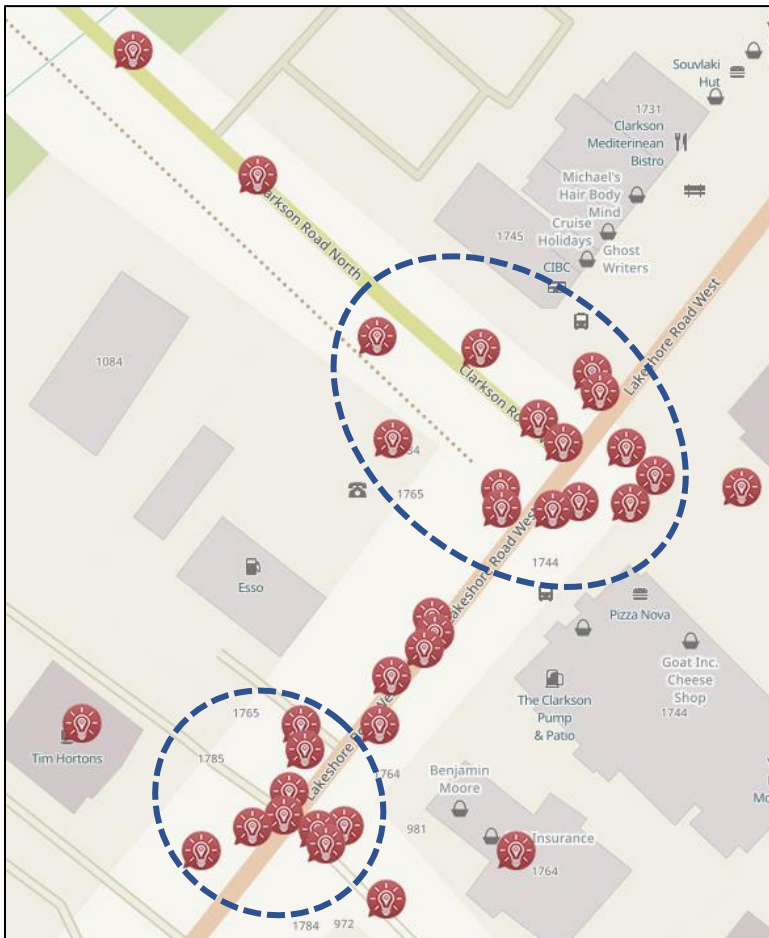
- Concerns about the existing flow of traffic
- Adjusting the timing of traffic lights to improve the flow of traffic
- Traffic safety
- Pedestrian safety
- Cycling safety and the need for cycling lanes
- Reducing through traffic on Clarkson to ease pressure on Lakeshore

Appendix 1 provides the full list of comments received.



Crowd Map Results: Summary

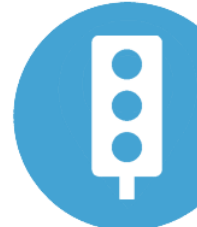
38 Crowd Map Locations were submitted centred primarily on two locations: The intersections of Lakeshore Road at Clarkson Road South and Clarkson Road North. Overall, four main themes came through in the submissions. A full list of comments and themes is presented below.



Crowd Map. Not all points are displayed due to map extent.



Pedestrian Safety:
18 Mentions



Traffic Flow/Traffic Light Timing:
16 Mentions



Traffic Safety:
10 Mentions



Cycling Safety/Bike Lanes:
9 Mentions

Crowd Map Results: Clarkson Road North

Location/Issue	Description	Issue 1	Issue 2
Bike Lanes necessary	Bike Lanes should be considered for Clarkson rd. North as sidewalks are insufficient for both pedestrian and bicycle traffic (kids).	Cycling Safety	
Clarkson Rd N	The cobbled portion down the middle of the road is a nice nostalgic nod to the past but that "waste" of square footage should be used to create designated bike lanes along the curbs.	Cycling Safety	
Clarkson Rd bike lane	We need to get a bike lane alongside Clarkson Rd N to connect Whiteoaks neighbourhood to Clarkson village. There is no safe way to get there by bike.	Cycling Safety	
Left Turn Lane extension	Extend the left turn lane for Clarkson N, east facing on Lakeshore, well past Clarkson S. And reduce the through traffic to one dedicated lane on Lakeshore.	Flow /Lights	
Left turn light red for too long	The north south light is red for very long. There are often a line of cars waiting so it is a well used road by local residents. When it does turn green, it's green for about 15-20 seconds only.	Flow /Lights	
Entry to Esso from Clarkson Road northbound	When southbound cars on Clarkson Road are waiting for the light to turn green, northbound cars on Clarkson wanting to turn in to the Esso station must wait for the traffic to clear which creates a dangerous situation for other northbound drivers behind the turning vehicle ... it creates gridlock until the stop light changes which typically involves a very excessive 2- minute wait.	Flow /Lights	Traffic Safety

Location/Issue	Description	Issue 1	Issue 2
Intersection of Lakeshore and Clarkson Rd N	Add triggered advance green to turn north on Clarkson Rd N from east bound lanes - sometime traffic gets backed up to the Clarkson Rd S and Lakeshore intersection as north bound drivers are waiting for a break in west bound traffic to go north- not ideal on a busy street.	Flow/Lights	
Entrance/exit for Montessori School/Pump & Patio parking lots?		Flow/Lights	
Lakeshore and Clarkson Rd N	Turning lane too short for heavy traffic	Flow/Lights	
Clarkson Rd N and Lakeshore	Agree with all comments, especially regarding turning into the Esso station from either entrance, and the sight obstructions to the East impacting those turning West from Clarkson Rd N onto Lakeshore and pedestrians crossing West to East. Why not consider prohibiting a right turn from Clarkson Rd N onto Lakeshore? While inconvenient (to me), that would solve a variety of issues.	Pedestrian Safety	Traffic Safety
Large driveway entrance	Real-estate building [REDACTED] has a giant driveway that runs the length of the property so cars have free reign over a large swath of sidewalk creating a hazard for pedestrians in this area. Its harder to predict where the car will turn vs a traditional entrance.	Pedestrian Safety	
Clarkson Rd. South-North Continuity	For cars proceeding north from Clarkson Rd S to Clarkson Rd N, the right followed by an immediate left is both inconvenient and hazardous. In addition to eastbound vehicles and pedestrians, one must be alert for vehicles turning into and out of both the Esso station or the Benjamin Moore. It is also equally frustrating that motorists must cross two lights from to continue northbound.	Pedestrian Safety	Traffic Safety

Location/Issue	Description	Issue 1	Issue 2
Esso Exit	Drivers turning right (West) from the south-west exit of the Esso station often run the Westbound Lakeshore traffic red light mistakenly thinking the green light for the North-south traffic (for the former Tim Hortons) is their signal. This is a hazard for pedestrians and vehicles proceeding properly through the intersection.	Pedestrian Safety	Traffic Safety
Southbound on Clarkson Rd N	For several weeks either side of December 21, the rising sun during morning rush hour can be blinding to motorists approaching Lakeshore Road along Clarkson Road North. This visual impairment is especially acute just after setting out on frosty mornings, when windshields may be inclined to fog before the vehicle fully warms up. Huge potential for accident involving pedestrians, vehicles turning into or emerging from the Esso station, as well as traffic on Lakeshore.	Pedestrian Safety	Traffic Safety
NW corner of Clarkson and Lakeshore	So dangerous for cyclists and pedestrians, given the busy activity at the corner and in particular the Esso station	Pedestrian Safety	Cycling Safety
Clarkson Road North and Lakeshore Avenue	Pedestrian crosswalk is unlit. At night drivers turning left from Clarkson Road North onto Lakeshore Ave., cannot see pedestrians crossing. Especially difficult and dangerous during rainy nights and winter storms.	Pedestrian Safety	
NW Clarkson s and Lakeshore	A advance pedestrian light would be grateful as many times myself and other drivers have almost hit pedestrians when they are crossing from the north side to the south side, the problem is there is a light pole that people stand beside/behind and you don't see them until they start to cross, and most vehicles also have a blind spot also contributing to this concern, intersections need to be free of light poles, planters etc. so drivers can see any and all oncoming pedestrians and cyclists before they turn left onto Lakeshore from Clarkson rd south.	Pedestrian Safety	Cycling Safety
North side of Lakeshore in front of former Tim Hortons location	Remove the out to Lakeshore driveway from this property (former Tim Hortons) (beside property line and next to driveway to gas station) it causes concern for those on the side walk and cars coming from the gas station or Clarkson Rd N and going east on Lakeshore as the drive way is hidden but very close to other driveways.	Pedestrian Safety	Traffic Safety

Location/Issue	Description	Issue 1	Issue 2
Pump Parking	I have had 2 significant incidents driving south on Clarkson rd n into pump parking lot. One was someone travelling eastbound on lakeshore that went through a full red light nearly wiping my family off the map. The second, watched someone turning east on lakeshore from Clarkson north hit a pedestrian crossing the road at lakeshore. People want to walk here and this complicated intersection makes it very very dangerous.	Pedestrian Safety	Traffic Safety
Turn lanes	At peak traffic hours, this intersection is a free-for-all. The left turning lane onto Clarkson Rd N when travelling East on Lakeshore is too short. It gives room to possibly 4 vehicles but if a car or 2 is also in the shared space of this lane, trying to turn left from westbound Lakeshore onto southbound Clarkson there is subsequently even less room. This results in a back up of cars trying to drive straight through the intersection because their way is barred by left turning cars still in the thru lane. To add to the chaos, these blocked cars take unsafe chances to dive into the curb lanes to get around the blocked lane. This backup also prevents the cars trying to turn onto Clarkson Rd S little opportunity to get thru because they are blocked just compounding the gridlock. Being a pedestrian among all of these different lights, blocked sight lines, motorists taking chances to turn when an opportunity arises; possibly not seeing them in the crosswalks are harrowing & frightening.	Pedestrian Safety	Flow /Lights
Street Furniture and Signs	A combination of street planters, real estate signs, benches, and parked vehicles misc. block the view of oncoming traffic when turning west from Clarkson rd. N making it a necessity to creep out further to properly see oncoming traffic to make a right turn.	Traffic Safety	
Tim Horton's	Why not realign Clarkson North to run behind/through the Sam Macdadi parking lot and then through the now closed Tim Hortons. It would allow you to keep the Heritage property on the south east corner untouched and create less impact on the Esso Gas station.	Alignment	

Crowd Map Results: Clarkson Road South

Location/Issue	Description	Issue 1	Issue 2
Clarkson Rd South & Lakeshore	The red light at this location is far to long and does not stay green long enough to allow for pedestrian and vehicle traffic to clear the intersection.	Flow/Lights	Pedestrian Safety
Lakeshore road eastbound turning left/south on to Clarkson Road South	An advanced green would help greatly for those drivers who are turning south from Lakeshore Road on to Clarkson Road South, particularly during daytime and/or rush hour timeframes.	Flow/Lights	
Clarkson Road S at Lakeshore	1. Cars waiting on Clarkson Road S to turn left onto lakeshore. Extremely long red light. When you finally get the green, you have to watch for westbound traffic on Lakeshore running their red light. 2. The left turn lane from westbound Lakeshore to Clarkson S is too short. Often eastbound drivers waiting to turn left into the Esso or onto Clarkson N take up the entire lane.	Flow/Lights	
Lakeshore and Clarkson Rd S	Turning lane too short and congests rush hour movement	Flow/Lights	
SE corner of Lakeshore & Clarkson	Heading north on Clarkson toward Lakeshore, a red stop light takes an excessive 2 mins to change to green. Many other intersections along Lakeshore do not take this long. When the light does change to green, it turns back to red within 10 seconds (far too short) unless a pedestrian triggers the walk signal. There is no right turning lane available from Clarkson Rd south turning east on to Lakeshore: as a result, many drivers carelessly drive up over sidewalk in order to turn right when there are cars at the stop light waiting to turn left - this behavior can be EXTREMELY dangerous.	Pedestrian Safety	Flow/Lights
Clarkson Road South	Removing this old building at the SE corner will assist in the re-alignment south of Lakeshore. It would assist in a gradual bend with better visibility through Lakeshore. Most likely only the Gas station would need to be expropriated on the North Side.	Alignment	

Crowd Map Results: Clarkson Road General

Location/Issue	Description	Issue 1	Issue 2
Clarkson Rd N and S	Clarkson Road S to Lakeshore is a heavily used bike route. Bike lanes are critically needed on Clarkson Rd S and Lakeshore. Bike lanes in Clarkson Rd N are also needed.	Cycling Safety	
Maximizing throughput	Even though I live in Clarkson, and have to turn left from Lakeshore onto Clarkson regularly, I still find it best for everyone to optimize the lights for the much larger road: Lakeshore. I am ok waiting for the light, because I know then I'll have a faster trip once I get on the main Lakeshore road, where all of the lights are optimized for the greater number of cars and bikes on that main road. I also like the retail zone around this area so I do not have to travel far for these types of stores.	Flow /Light	
1111 Clarkson Road	I do not think you can plan for the Clarkson-Lakeshore intersection without considering the extra traffic which will be added when the townhouse complex at 1111 Clarkson opens. I am completely against the no left turn option. It may be appropriate to Stavebank and Lakeshore but not here as there are far more people that now live and will live north on Clarkson Road.	Flow /Light	
Clarkson Rd. North-South Continuity	To continue a southbound journey from Clarkson rd. North to Clarkson rd. South is hazardous. In addition to westbound vehicular traffic and pedestrians, one must be aware of vehicles turning into and out of the Esso station as well as the Benjamin Moore. This is extremely difficult as upon completion of the right turn to westbound lakeshore, drivers must immediately maneuver two lanes to the VERY short and often congested left turn lane. Concerned primarily about westbound traffic, it is very easy to miss cars who are looking to turn into and out of the gas station.	Pedestrian Safety	Traffic Safety

Location/Issue	Description	Issue 1	Issue 2
Intersection should be improved similar to Stavebank in Port Credit	Rearranging the intersection similar to the improvements at Stavebank in Port Credit will improve both pedestrian safety and vehicular traffic flow	Pedestrian Safety	Flow /Light
Traffic from Pump/daycare parking lot	The combination of the short N/S light at Clarkson N & Lakeshore and the high volume of pedestrian and car traffic crossing the street as well as coming and going from the plaza creates a dangerous situation as cars rush to get out of the plaza while pedestrians are trying to cross. Particularly on a weekend evening. Further the planters on either side of the parking lot obstruct clear view of Lakeshore traffic and make the driveway very tight for 2 way traffic to enter and exit at the same time.	Pedestrian Safety	Traffic Safety
Coordination of Lights	Consider coordinating the traffic signals for traffic moving from Clarkson N to S and vice versa.	Flow/Lights	
Staggered lights are unsafe	Drivers are on Lakeshore avoiding the QEW so they are often driving quite fast. I've seen multiple drivers not stop for one of the two lights as they simply don't notice them or register them as different signals. With that reality plus all the driveways to businesses there, it feels like you're taking your life in your hands if you are a pedestrian or a biker.	Pedestrian Safety	Cycling Safety
Rail underpass	IF Metrolinx and the City are still considering an underpass for these tracks, it may be prudent to incorporate this project at the same time. Incorporate a bike lane and maybe even make it 2 lanes from the tracks to Lakeshore as 1111 will add many more cars and people on the move.	Cycling Safety	
Concern with roundabout option	This option appears to be the largest footprint. Cyclists, pedestrians and ppl with mobility issues are most impacted by roundabout - based on other locations in Mississauga. I favour either alignment proposal where the gas station is removed. I would hope that the new space on the east side would be public realm, and not a gas station.	Pedestrian Safety	Cycling Safety

Appendix 1: Participant Comments

Please Note: The privacy statement at the beginning of the vPIC advised participants that their comments and feedback would be reported anonymously. Thus, Table 1 presents comments received without names and contact information.

Table 1: Full Participant Comments

Q: "If you have suggestions for additional alternatives you would like to share about the realignment of these intersections, please explain them here."
How do the various options (especially the roundabout) safely handle the traffic in and out of the Pump & Patio/ Montessori School/ RBC parking lots..right opposite Clarkson Road N? Given the young children in autos, this entrance/exit to Lakeshore Road will still likely require traffic lights or at very minimum traffic slowing/calming measures for safety.
<ol style="list-style-type: none"> 1. Highly recommend you have a recommendation that removes the gas station or explain why this is not possible/feasible. Many gas stations have been moved in the past. 2. Highly recommend you include other benefits of each scenario. Example: new green space, new development opportunity. 3. Suggest you note traffic/accident information so public aware of data. Some hidden issues: people avoid driving the area given issue, so traffic stay misses this; people avoid turning at Clarkson and continue to Lorne Park Road. 4. Interesting that the Sam McDadi building is not noted as constraint (which I agree with), but a gas station is.
I really liked the way this virtual information centre was set up. Thank you for doing it!
<p>Consider extending the left turn lane for east facing left turn onto Clarkson N from Lakeshore and reducing the through traffic to one lane. This would stop blockage for the left turn lane onto Clarkson S.</p> <p>Consider co-ordinating the traffic signals from Clarkson S to Clarkson N traffic.</p> <p>Do not consider anything affecting the residential houses on Clarkson S as it would in turn affect the significant foot traffic in the area - already there are major concerns about how aggravated drivers speed up and down Clarkson S.</p>

Q: "If you have suggestions for additional alternatives you would like to share about the realignment of these intersections, please explain them here."

Do not demo any buildings. Do not cut off access to our businesses. Consider keeping the intersections the same BUT add a "barn dance" pedestrian signal that allows pedestrians to cross all intersections at one time. Please do not repeat the total waste of money that was spent on re-doing the Stavebank/Lakeshore intersection in Port Credit - realigning did nothing, but the "no left turn" completely improved the situation. So, try some pilot programs with the stop lights in Clarkson to test out before spending tons of money.

Has there been issues with this corner? Is this being looked @ due to increased usage of Lakeshore Road --- all the new construction sites

Most of my concerns have been expressed. I do wonder if it is feasible to put a parking lot road from Clarkson Road South behind the back of the Benjamin Moore, Pump, Bank to allow better flow to and from all these businesses that are very busy. The parking for the Pump and that plaza is entirely inadequate where routinely people need to park in the bank lot. High volume of car traffic added together with a very short light to leave the parking lot to go back onto Lakeshore or across to Clarkson Road North creates a dangerous intersection where cars are rushed to get thru in short amounts of time with a lot of pedestrian traffic and planters that obstruct the view when leaving the parking lot.

I expect that the main purpose of doing this is to get rid of a traffic light on Lakeshore, and make the movement more efficient. There must be very little through traffic from Clarkson Rd S to Clarkson Rd N (has there ever been a traffic study that studied this?) Living on Fellen Pl, I walk to businesses on the South side of Lakeshore fairly often, and I cross at one of the two crossings below. Getting rid of one of the crossings (most likely the easterly) will be a minor inconvenience, but I think it will be worth it if it gets traffic moving better.

As other's have mentioned, the traffic lights here have a very long wait between signal times. While I do enjoy driving down Lakeshore with a minimum of red lights, a shorter light interval would help a bit, and decrease the amount of times I jay walk across the intersection. I believe in the near future, as development near the GO station increases, even more people will start using Clarkson Rd N to bypass the Southdown Rd/Lakeshore/Royal Windsor intersection. Connecting Clarkson Rd N and S will also increase traffic on Clarkson Rd N (people will take Clarkson Rd N to get to the QEW rather than driving through the village). Something needs to be done to increase the traffic capacity of this intersection. I think the realignment of Clarkson Rd N is the only viable alternative. However, as someone who lives very close to this intersection, and walks across it regularly, hopefully something can be done to foot crossing convenient.

Q: "If you have suggestions for additional alternatives you would like to share about the realignment of these intersections, please explain them here."

I met recently with councillor Ras to discuss the idea of a main square in Clarkson village (a similar to Oakville and the newer Port Credit one). We talked about this northwest corner being the areas best option. I strongly believe the present and future of Clarkson would be best served by providing people a place where they can get out of their cars and enjoy Clarkson by foot.

I submit that there is no problem to be fixed. Very little traffic moves from north to south or south to north across Lakeshore Road from Clarkson Road, north or south. The two sets of traffic lights cause little real delays or inconvenience along Lakeshore Road for cars turning north or south, such as tail-backs, etc. Perhaps, the lights could be better co-ordinated but this is not really a problem. If the two streets were named differently, I doubt anyone would have dreamed up a problem to be fixed by realigning the two intersections. The so-called concerns mentioned in the yellow bubbles are not significant or real. They certainly do not warrant the time and expense of this study.

██████████. We walk, drive and shop frequently in area. I also bike. ██████████
 ██████████. Leave well enough alone. At most, put in a boulevard on Lakeshore Road, or a few no-left-turn signs. But no road realignment.

I suggest you eliminate the Lakeshore Rd and Clarkson Rd. N intersection. Have one intersection at the current point of Clarkson Rd. S and Lakeshore. Implement a ~30 second advance turn left light for eastbound traffic turning north on Clarkson Rd N., and for westbound traffic turning south on Clarkson Rd S (otherwise constant flow of traffic won't allow left turns).

I will likely only ever use Lakeshore as a way to travel through between Oakville and Port Credit by bike. This stretch needs protected bicycle lanes and better wayfinding to and from the Waterfront Trail.

You could remove the traffic light from Clarkson Rd South and limit left hand turns onto and off Lakeshore, and potentially prohibit left turns into the Esso.

Q: "If you have suggestions for additional alternatives you would like to share about the realignment of these intersections, please explain them here."

I would consider eliminating the crosswalk across the lakeshore on the West side of Clarkson rod South. If the light turns green there are times when only 2 cars make it out of Clarkson South as they are held up by pedestrians, the other solution is an advanced green. From Clarkson RD north, problem not an issue as 2 lanes exist.

Another issue may be traffic from Oakville, turning onto Orr rd and then turning up Clarkson Rd South to avoid Lakeshore and Southdown lights and traffic. Often especially in AM rush hour, there may be 10+ cars at stop light many who do not live in South Clarkson. At least several times (pre-covid), I could not exit Valentine easily as the cars were backed up south of Valentine. Timing of the lights also seemed to be a problem.

It would be fantastic to create dedicated and preferably physically-separated bike lanes for bikers who are trying to access either the Hydro One corridor off Clarkson Rd N or the Rattray Marsh area / Lake via Clarkson Rd S. Also, please note that many local car drivers who live south of Lakeshore often are going north on Clarkson Rd N to access the QEW during busy times when Southdown is congested with trucks.

Item one makes good sense.

I've sent 2 emails to Rory with my thoughts. Thanks so much for doing this study. It's overdue.

Make a dedicated centre turn lane. Aka five lanes!

North of the rail tracks Clarkson Rd. N. is a residential collector road that is increasingly being used as a north/south alternative to Southdown Rd. because it has fewer stops. This is contributing to the problem being addressed by the Clarkson/Lakeshore study. Reduce through traffic on Clarkson Road North will reduce the problem of cars and trucks turning at the subject intersection.

Prohibit a right turn on red at the Clarkson Road/Lakeshore intersection to ensure safety for crossing pedestrians and reduce the intersection creep caused by all the sight obstructions on the south side of Lakeshore. Remove the three or four parking places on the east side of Clarkson Road North (by the CIBC) OR remove the left turn into the Esso station. Having both of these plus people crossing the road creates a very dangerous situation.

Remove the Benjamin Moore building and it will greatly assist in a gradual curve to get across Lakeshore. Most likely only the gas station on the North Side would need to be removed to make it an effective single road

Q: "If you have suggestions for additional alternatives you would like to share about the realignment of these intersections, please explain them here."

Similar to the rerouting of Clarkson Rd North through the Sam Macdadi Real Estate office and Esso properties why not run the road through the Macdadi lot and into the Tim Hortons? The Tim Horton's driveway lines up with Clarkson Rd South and would cause less disruption to the Esso and Macdadi properties.

The first thing to try is to re-establish stop signs at Clarkson rd north and Trustcott. Currently traffic is using Clarkson rd to escape the traffic on Southdown and it also encourages speeding, trying to race the light. By reducing volume on Clarkson you would improve the Lakeshore Clarkson intersection.

The Gas Station and Car wash is a useful part of the area. Removing it is too drastic a solution. I'm not even sure how serious the problems of the unaligned roads are.

There is nothing historical about the church/paintstore, it should also be torn down if it would help with the realign of Clarkson rd n & s
A right turning lane is necessary for Clarkson rd s onto Lakeshore, I've had my car hit because drivers are impatient waiting for the light to turn and they drive onto the sidewalk to try a get past you. I will be happy when the double light intersection is gone. I myself have gone through the red light not even noticing it when I first moved to the area and I've also been in other vehicles who have done the same.

A delayed green light would also be helpful and give pedestrians time to get across lakeshore, I've seen this now many times in Toronto and it works great for both people and cyclists. Many times myself and others I've seen have almost hit pedestrians when turning left from Clarkson rd s onto lakeshore because people (not intentionally) stand beside the light post and you can't see them until they start walking from north to south, vehicles have a blind spot because of there design so its a double negative!! Lastly I hope something will be done with the double lights on Southdown rd at the entrance to the go.

Time the lights so that they are in sync with each other and therefore don't hold up the traffic.

Wouldn't altering the timing of the lights be a simpler and cheaper option. There must be information on how to set offset lights. Perhaps setting it AS IF it were all one straight road might help.