

Appendix L: PUBLIC INFORMATION CENTRE #2



Clarkson Road & Lakeshore Road Intersection Improvements

Municipal Class Environmental Assessment Study

NOTICE OF PUBLIC INFORMATION CENTRE #2 (PIC #2)



Project Website: Lakeshore Road and Clarkson Road intersection improvement - City of Mississauga

ABOUT THE STUDY

- 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 project is being planned under 'Schedule B' of the Municipal Class Environmental Assessment process. PIC #1 was held on December 3rd, 2020, and since then the study has completed the evaluation of alternative solutions and has identified a preliminary preferred solution.
- The purpose of this PIC #2 is to facilitate further feedback from the public on the study and on the preliminary preferred solution. This PIC will take the form of an online presentation, after which a live question and answer ('Q&A') meeting will be held with members of the public and the City Project Team.
- Those interested in the live Q&A meeting can register when the PIC goes live.
- After input from the public and external agencies, the preferred solution will be confirmed, and the Project File Report will be prepared for filing.

Project related questions or accessibility concerns can be directed to **Rory.OSullivan@mississauga.ca** or 311. This notice was first issued on November 4th, 2021.



STUDY AREA

VISIT OUR PUBLIC INFORMATION CENTRE #2(PIC #2)

PIC #2 will be held virtually from Nov 10th to Dec 10th, 2021 and will include a virtual Q&A Meeting with the Project Team at **6.30pm on Nov 24th, 2021** To attend this meeting you must register in advance through the project website accessed here: mississauga.ca/lakeshore-clarkson. Registration will be available until the virtual Q&A Meeting is completed. Alternatively, if you are unable to join the virtual Q&A Meeting, you can still view all the PIC#2 materials online and submit any questions and comments until Dec 10th, 2021.

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Anytime Nov 10^{th} to Dec 10^{th} , 2021 Live Q&A Meeting at 6.30pm on Nov 24^{th} , 2021

WHERE

Online at <u>mississauga.ca/lakeshore-</u>clarkson

COMMENTS

Please complete the online comment form in the link above or provide your comments regarding the PIC by Dec 10th, by contacting:

Rory.osullivan@mississauga.ca



Public Information Centre (PIC) #2 for the Clarkson Road & Lakeshore Road Intersections Improvements

Municipal Class Environmental Assessment

November 10th, 2021



Study Purpose

The City is completing an Environmental Assessment (EA) study to investigate opportunities to improve the operations, safety and mobility for all road users at 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.**

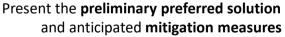
Why are we here?

Re-introduce the project to the community and share key feedback received on the project so far

Share existing conditions in the study area



Present the **refined potential solutions** and their evaluation





Obtain your input and answer any questions you may have

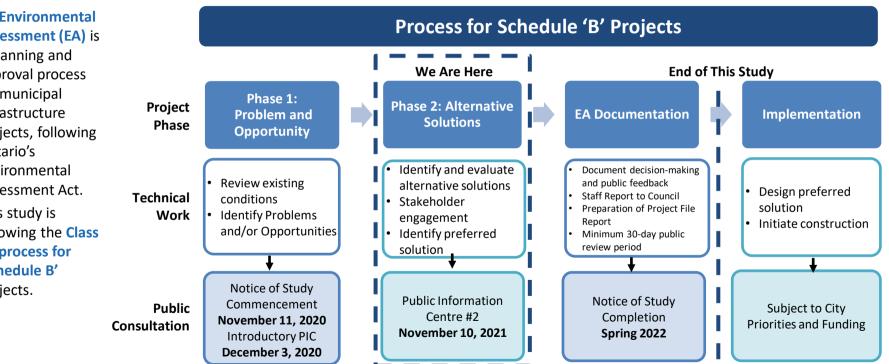


Discuss **next steps**



What is an Environmental Assessment?

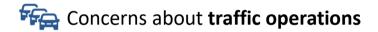
- An Environmental Assessment (EA) is a planning and approval process for municipal infrastructure projects, following Ontario's Environmental Assessment Act.
- This study is following the Class **EA process for** 'Schedule B' projects.

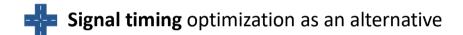




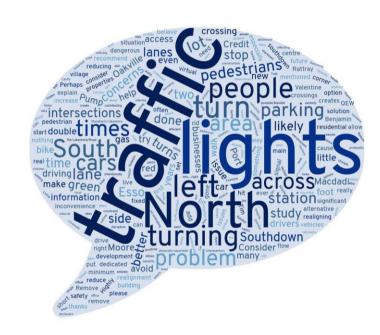
What we have heard so far

Key themes included:





- So Concerns about safety for all road users
- Need for greater consideration for **active transportation** in the corridor





Existing Roadway Conditions



- Posted speed recently reduced to 40 km/h
- Several accesses close to the intersections exacerbate traffic issues
- Intersections are close together (75 m) with back-to-back turning lanes
- Designated heritage property constrains right of way
- 5 Two lane cross section (one per direction)



Lakeshore Road West has two lanes in each direction with left-turn lanes



Existing Active Transportation & Transit Conditions



- 'Sharrows' (cyclists and traffic share lanes) are less desirable than dedicated facilities
- Obstacles (signal poles/controller cabinet) within pedestrian walkway
- Route 23 bus stop/shelter (shelter for eastbound only)



Poles obstructing walkway in northwest corner of Lakeshore Road W/Clarkson Road S intersection



Transportation Analysis

Traffic Analysis

Existing conditions are acceptable; significant congestion will be experienced in the future (horizon years of 2031 and 2041 were considered for this study)

As traffic increases there will be congestion and queueing between the intersections due to overlapping

left-turn movements

More congestion expected in the future due to commercial driveways

Future-year modelling has shown eastbound left-turn queues will block 'through' traffic

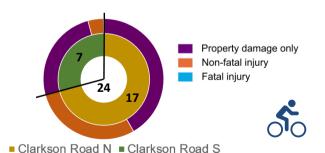


Collision Analysis

Collision analysis was completed based on data from 2014 to 2019. A total of 24 collisions were reported at the intersections during that time.

The majority of collisions occurred at Clarkson Rd N (17 out of 24) and the most common collision type over both intersections was 'turning movement' (7 out of 24).

0 fatal collisions were recorded.



Pedestrian and Cyclist Collisions

5 pedestrian and 0 cyclist collisions reported at the intersections



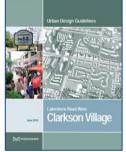
Planning and Policy Context / Related Studies

The following municipal planning and policy documents and related studies were reviewed and continue to inform this study:





















Key Technical Studies

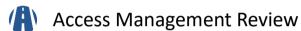
The following technical studies are being undertaken to inform the evaluation of alternatives and provide input into identification of impacts and mitigation measures:







- Arborist Report / Tree Inventory
- Socio-Economic Assessment
- Noise Assessment
- Phase 1 Environmental Site Assessment







Roundabout Screening Report



Air Quality Assessment

Stormwater Management and Drainage



Key Study Area Constraints

Turtle Creek located north of Lakeshore Road W







Commercial businesses surround both intersections

Cultural heritage property
(former church) located near
Lakeshore Road W &
Clarkson Road S intersection





Commercial Area
Residential Area
Turtle Creek



Development of Alternative Solutions

- Four potential solutions were shown at the Introductory PIC, as shown below
- Following the PIC, the solutions were screened and refined following public input



Screened out due to geometric constraints and property impacts

Carried forward and further refined

Carried forward and combined with 'Prohibit Left Turns' solution to develop new options

Carried forward and combined with 'Centre Median' solution to develop new options



Development of Alternative Solutions (Cont'd)

The following solutions were developed by combining characteristics of the original solutions and further refining the designs.

Do Nothing



Do Nothing

- Maintain the status quo
- Monitor traffic signals and further optimize when required
- Intersections subject to large traffic congestion and delay in future years

Solution 1



Realign Clarkson Road North

- Clarkson Road North realigned to tie into intersection at Clarkson Road South / Lakeshore Road
- Clarkson Road North / Lakeshore Road intersection closed

Solution 2



Centre Median and Widen Lakeshore Road

- Lakeshore Road widened to accommodate eastbound/westbound left turn lanes between Clarkson Road North and South
- Raised centre median constructed on Lakeshore Road

Solution 3



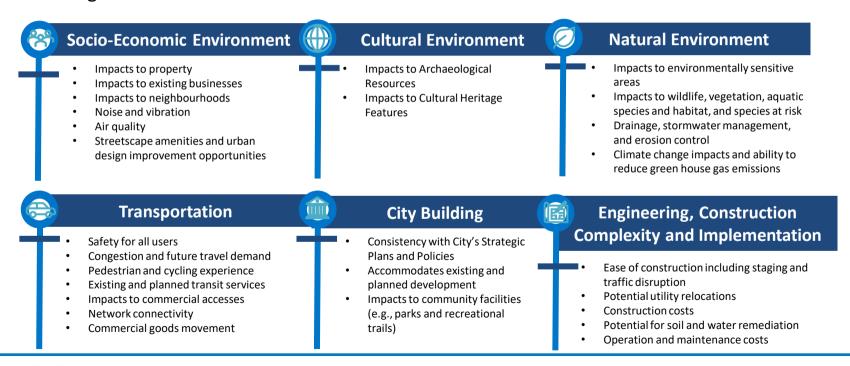
Centre Median and Eastbound Left Turn via 'Laneway'

- Eastbound left turns from Lakeshore Road to Clarkson Road North prohibited
- Eastbound vehicles use laneway to access Clarkson Road North
- Raised centre median constructed on Lakeshore Road



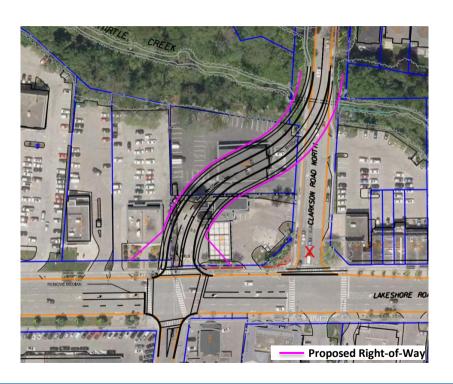
Evaluation Criteria

The following criteria was used to evaluate the alternative solutions:





Solution 1 – Realign Clarkson Road North





Key Advantages:

Most desired from the design perspective, as it eliminates the offset intersections

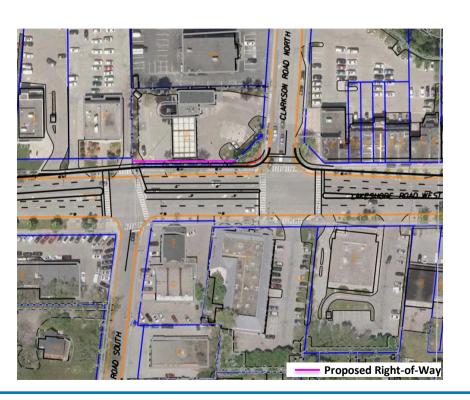


Key Disadvantages:

- Most property impacts
- Most costly
- Access impacts for businesses on Lakeshore Road West
- Likely need for soil remediation (gas station property)



Solution 2 - Centre Median and Widen Lakeshore Road





Key Advantages:

- Lesser property impacts
- Lesser construction
- Retains full movements at existing intersections
- Lesser cost

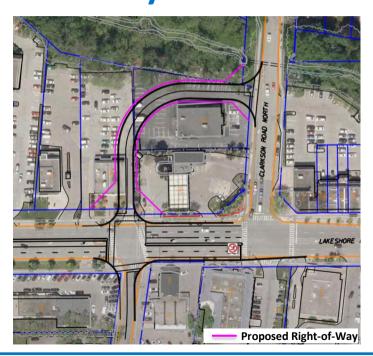


Key Disadvantages:

- Access impacts to businesses along Lakeshore Road West
- Likely need for soil remediation (gas station property)



Solution 3 – Centre Median and Eastbound Left-turn via 'Laneway'





Key Advantages:

 Aligned with City access management plan and use of 'laneway'



Key Disadvantages:

- Property / business impacts
- Moderate cost
- Access impacts to businesses along Lakeshore Road West
- Likely need for soil remediation (gas station property)



Evaluation of Alternative Solutions

	Criteria	Do Nothing	Solution 1 Realigned Clarkson Road North	Solution 2 Centre Median and Widen Lakeshore Road West	Solution 3 Centre Left Turn Lane and 'Laneway'
	Socio-Economic Environment	Least Preferred	Least Preferred	More Preferred	Less Preferred
	Cultural Environment	Least Preferred	No Preference	No Preference	No Preference
	Natural Environment	Least Preferred	Less Preferred	More Preferred	Least Preferred
	Transportation	Least Preferred	Most Preferred	More Preferred	No Preference
	ingineering, Cost, Construction omplexity and Implementation	Least Preferred	Least Preferred	More Preferred	Less Preferred
Co	ost (includes est. property costs)	Most Preferred	Least Preferred	Most Preferred	Least Preferred
	City Building	Least Preferred	No Preference	More Preferred	Most Preferred
	Overall Recommendation			Most Preferred	

Alternative 2



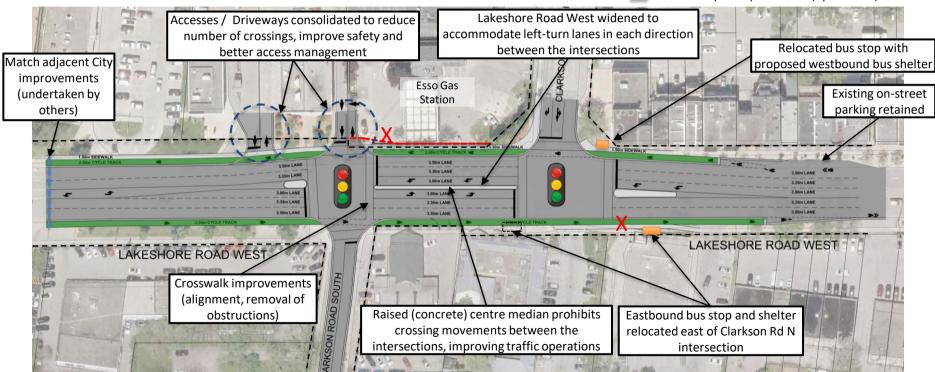
Centre Median and Widen Lakeshore Road W

Alternative 2 is preferred because it improves safety and operations at the intersection with minimal property impacts and much lower construction costs, compared with the other alternatives



Preliminary Preferred Solution

Existing Right of Way (ROW) X Access Closed
 Property Requirement
 Transit Improvements
 Active Transport Improvements (Cycle Tracks)





Preliminary Preferred Solution (Cont'd)

Problem and Opportunity Statement

(from Introductory PIC held December 3, 2020)

- 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

Proposed Improvements

- Additional left-turn queue storage between the intersections will improve traffic operations
- Raised centre median and the consolidation of accesses/driveways will reduce traffic conflicts and improve safety
- Addition of cycle tracks on Lakeshore Road West (see below) improve safety and mobility for all



Image source: Streetmix

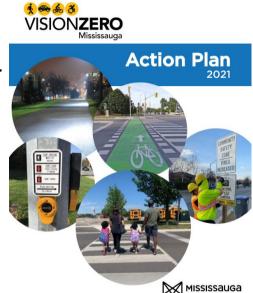
Vision Zero

In 2018, the City committed to Vision Zero through a Council-approved motion. This means the City is working toward a goal of ZERO fatalities and serious injuries from collisions on city streets.

The Vision Zero Action plan consists of 99 actions to help achieve this goal.

With these improvements, the following Vision Zero Actions are undertaken:

- Lane widths (i.e., narrower lane widths help improve speed compliance)
- Protected and Dedicated Cycling Infrastructure
- Vehicle Access Points (i.e., limit number of access points / conflict zones)
- Bus Stop Infrastructure (i.e., implementation of shelters)
- Sightline Improvements (i.e., improve driver visibility at intersections)



Next Steps & Project Timeline

- The City will compile the feedback received from this Public Information Centre to assist in confirming the preferred solutions
- A Project File Report will be prepared for filing and made available for a minimum 30day public review period, prior to EA approval



Get Involved

Provide feedback about this Public Information Centre by December 10, 2021



Visit our Website: mississauga.ca/lakeshore-clarkson



Join the Study Mailing List



Individual meetings



Any project related questions can be directed to:

Rory O'Sullivan, P.Eng.
City of Mississauga
Project Manager

Email: Rory.Osullivan@mississauga.ca



MEMO

TO: Rory O'Sullivan (City of Mississauga)

FROM : Stephen Keen, David Hiett, Kate Barclay (CIMA+)

DATE : January 5, 2022

SUBJECT: Lakeshore Road and Clarkson Road Intersection Improvements Municipal Class EA –

Virtual Public Information Centre #2 Summary Report

The purpose of this memo is to summarize virtual Public Information Centre (vPIC) #2 held between November 10 and December 10, 2021, and document the comments received in response to the vPIC content.

1. VIRTUAL PUBLIC INFORMATION CENTRE #2

The second of two Virtual Public Information Centres (vPIC) for the Lakeshore Road and Clarkson Road Intersection Improvements EA was held online between November 10 and December 10, 2021, and included a live Q&A meeting on November 24, 2021. The purpose of the second vPIC was to update the public and other stakeholders on the work completed to date, since the introductory vPIC held in December 2020, and provide an opportunity for participants to share feedback on the evaluation of alternative solutions, the preliminary preferred solution, and next steps for the project.

The vPIC included a project portal, downloadable display boards accessible via the portal, and a virtual Q&A meeting. The vPIC project portal was provided by the PlanLocal public engagement service developed by Civicplan. The vPIC had a total of 458 visitors and of those visitors, 86 participants submitted information using the interactive tools on the PlanLocal portal. **Figure 1** on the following page shows the approximate location of the vPIC participants based on their postal codes. Not all points are displayed due to the extent of the map. Participants who provided their contact information were added to the project contact list.

The virtual Q&A meeting was held on November 24, 2021, at 6:30 pm. The meeting consisted of a presentation of the vPIC display boards and breakout sessions (approximately 5-10 people per breakout room) facilitated by City staff. This provided a venue for the public and other stakeholders to provide their input to the project and pose questions to the Project Team. Approximately 50 people registered to attend the meeting via Webex.

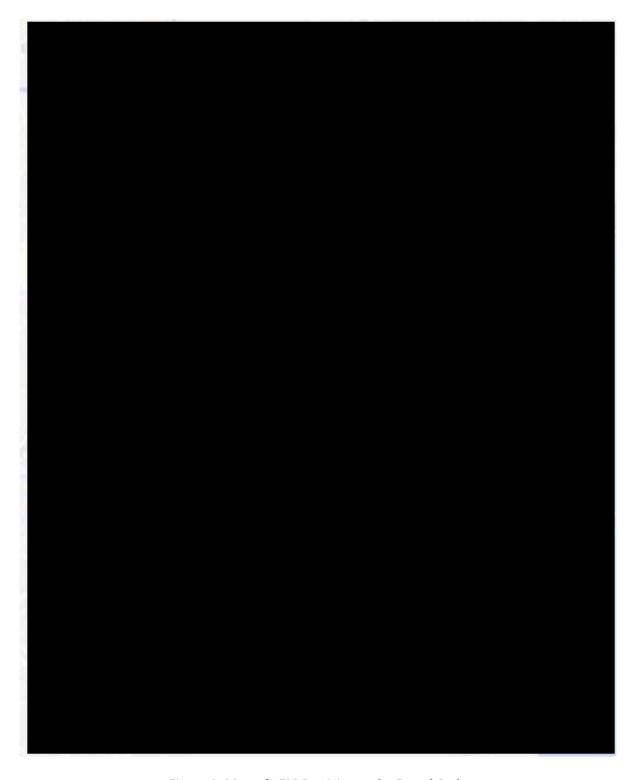


Figure 1: Map of vPIC Participants by Postal Code



2. COMMENTS RECEIVED

2.1. Virtual Public Information Centre #2 (PlanLocal Portal)

Participants were asked to share comments on the preliminary preferred solution as well as general comments about the project. Not all 86 participants chose to share comments, but of the 64 who did, approximately 17 were supportive of the preliminary preferred solution and 20 were unsupportive of the plan. The remaining comments provided were general comments about the study. Within the comments, common themes were raised, including:

- A desire for a more pedestrian friendly environment to be created for safety reasons
- A desire for the eventual solution to contribute to the transformation of the area into a more community/town oriented urban design
- A desire for a solution that will make the area safer from a vehicular perspective
- A concern that the preliminary preferred solution is a short-term solution
- A concern that the preliminary preferred solution will not alleviate congestion or will shift it to other locations.

Comments submitted via the PlanLocal portal are provided verbatim in **Appendix A**.

2.2. Virtual Q&A Meeting

During the virtual Q&A meeting held on November 24, 2021, the following reflection questions were discussed with meeting attendees during the facilitated breakout session.

- 1. What information stood out to you in the presentation?
- 2. Do you agree that the proposed roadway improvements will help improve traffic operations, as well as prioritize safety and mobility for all? Could you expand on your perspective?
- 3. What questions are you left with?
- 4. If you had to go back to your neighbours and describe what you learned tonight, what might you tell them?
- 5. How might you sum up our breakout room discussion?

As a summary of the comments received;

- Attendees did not agree with the proposed roadway improvements as they feel the improvements prioritize vehicular traffic over the mobility of all road users and Clarkson Village.
- Attendees expressed overall slight preference for Solution #1: Realign Clarkson Road.

Discussion held during the breakout session is summarized in **Table 1** in **Appendix B**. Chat logs from the meeting are also provided in **Appendix B**.

3. CONCLUSION

Both the vPIC online project portal and the live meeting were well attended, with valuable feedback received. From both engagement platforms, there was a slight public preference for Solution #1: Realign Clarkson Road North over the preferred alternative: Solution #2: Centre Median and Widen Lakeshore



Lakeshore Road and Clarkson Road Municipal Class EA vPIC #2 Summary Report

Road. Common reasons for not supporting Solution #2 include perceptions of preference towards vehicle traffic and a lack of a community feel, and doubts that the improvements will accommodate the future traffic/mobility needs better than Solution #1.



Appendix A

PlanLocalTM vPIC 2 Results





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

Results Summary December 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

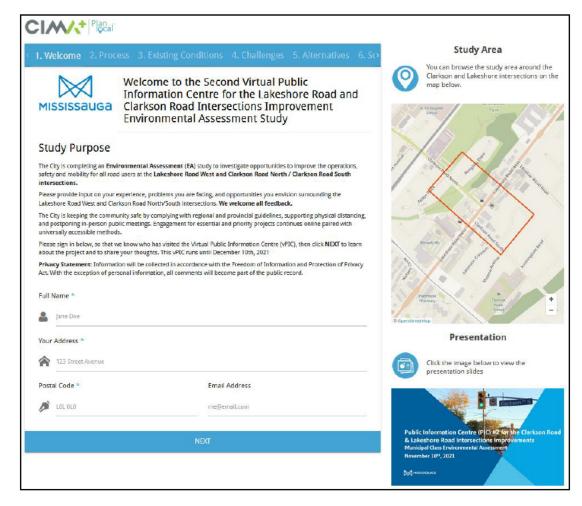




Context

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, two Virtual Public Information Centres (vPIC) were 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 introductory vPIC was held in December 2020. In addition, a live Q&A session was held online on November 24th, 2021. This report provides a results summary of the second vPIC held in November-December 2021.







vPIC Summary



Timeframe: November 10 - December 10, 2021



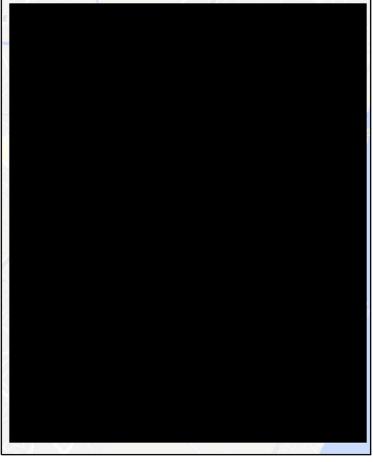
458 Visitors



86 Participants

Note: Visitors are people who visited the vPIC, whereas Participants are those who visited and submitted information.

Map of vPIC Participants



Note: Map displays postal codes of vPIC participants. Not all points are displayed due to map extent.





Preliminary Preferred Alternative

As part of the vPIC, participants were presented with a preliminary preferred alternative as well as two other options and a "do nothing" scenario.

The Preliminary Preferred Alternative is: Solution 2 - Centre Median and Widen Lakeshore Road

- Lakeshore Road widened to accommodate eastbound/westbound left turn lanes between Clarkson Road North and South
- Raised centre median constructed on Lakeshore Road



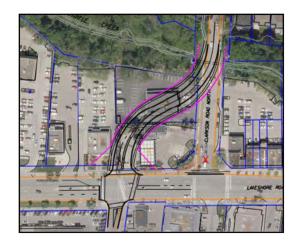




Other Solutions Presented

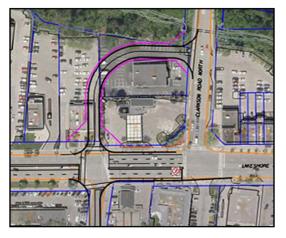
Solution 1 - Realign Clarkson Road North

- Clarkson Road North realigned to tie into intersection at Clarkson Road South / Lakeshore Road
- Clarkson Road North / Lakeshore Road intersection closed



Solution 3 – Centre Median and Eastbound Left-turn via 'Laneway'

- Eastbound left turns from Lakeshore Road to Clarkson Road North prohibited
- Eastbound vehicles use laneway to access Clarkson Road North
- Raised centre median constructed on Lakeshore Road







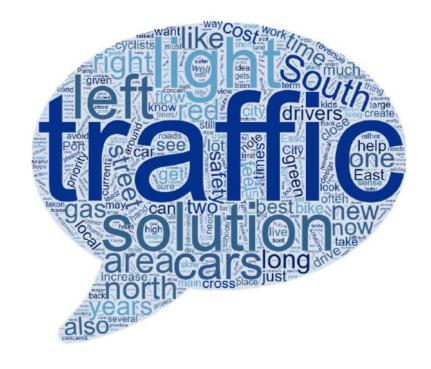
Second vPIC Results: Participant Comments

Participants were asked to share comments on the preliminary preferred alternative as well as provide general comments. Not all participants chose to share comments, but of the 64 who did, approximately 17 liked the preliminary recommended plan, approximately 20 disliked the plan and the remaining provided general comments.

Within the comments, a number of common themes were raised including:

- A desire for a more pedestrian friendly environment to be created for safety reasons
- A desire for the eventual solution to contribute to the transformation of the area into a more community/town oriented urban design
- A desire for a solution that will make the area safer from a vehicular perspective
- A concern that the preliminary preferred alternative is a shortterm solution
- A concern that the preliminary preferred alternative will not alleviate congestion or will shift it to other locations

Appendix 1 provides the full list of comments received.







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, as is, without names and contact information.





Table 1: Full Participant Comments

Q: "If you have any comments on the preliminary preferred alternative, or have any other comments, please share them here."

This appears to follow the Clarkson Village Urban Design Guidelines which called for a center median.'

The addition of what appears to be a cycle lane is a nice. I hope this is extended to Meadow Wood Road soon and made a dedicated lane. I'm concerned about how merging back into the heavy or highs speed traffic will work as opposed to already being in the traffic with the existing sharrows.

The crosswalk improvements note the east side of the south Clarkson intersection. While I assume this is to avoid cluttering the drawing, it should be noted that the issue is more on the north west corner of this intersection and the north side of the north Clarkson intersection.

This still leaves a 2 traffic light intersection and although the accident data doesn't indicate a high risk in the area there are a lot of vehicles who seem to miss the second light (depending on the direction they are taking). My experience is anecdotal, but I feel I see this happen often. Drivers just don't see the second light. The reason people aren't hit is that people who live here just know to watch out for this. Perhaps a red light camera could be installed just to gather more data prior to finalizing this design.

The focus of this solution also leans toward improving car traffic flow in an area that is supposed to be moving towards a more pedestrian oriented community. This is a major spend to ensure cars can just move faster than they already do and potentially offsetting improvements made to the pedestrian crossing.

If the goal of the Clarkson Village Urban Design Guideline is to make this a pedestrian friendly area, then it should be primarily pedestrian focused. Without traffic calming west of the intersections and east through to Meadow Wood, this will just speed up traffic. No one does the posted speed limit and I doubt cameras or enforcement is the solution. Yes, oddly having a messed up intersection had the benefit of traffic calming and forcing drivers to slow down and be careful.

Finally, is the aim to be a community friendly street village (like Oakville on Lakeshore) as the Design Guide suggests or a high volume east-west corridor (which is what it is now). Any project needs to address this issue as one of it's key goals. Is it moving towards one or the other? That's not to say it's not the best solution (which I honestly feel it is) but it is only good if taken with an eye towards the end goal and larger surrounding area. Once it is implemented, further work is needed.





- 1. The evaluation criteria includes socio-economic environment, specifically 'streetscape amenities and urban design improvement opportunities'. How has this been accomplished with the proposed 6 lanes of traffic and raised concrete medians? Sidewalks are being narrowed to widen Lakeshore for extra vehicle lanes and bike lanes. Not to mention, these lanes will never be able to be extended to the west or to the east without significant property expropriation (and significant alteration to the Petro Canada train crossing).
- 2. There are several retirement homes in Clarkson (Clarkson Road South, Lakeshore & Walden Circle, Inverhouse). Demographics of Clarkson/Lorne Park are also an older population (as per last census). The 'preferred option' requires this population to cross 6 lanes of traffic. A 'median refuge' is not a solution to this issue this is dangerous (especially with narrow lanes) and not community/pedestrian friendly.
- 3. Where is the vision for Clarkson as a pedestrian friendly community? The City of Mississauga has a Pedestrian Master Plan, why is this plan not listed under "Related/Key Technical Studies"? Clearly it was not incorporated in to the design either.
- 4. The Town of Oakville did a great job re-designing their section of Lakeshore through downtown Oakville. Through lanes were reduced to a single lane with turn lanes in each direction they accomplished traffic calming. Sidewalks were widened and on-street parking added they created friendly and inviting storefronts. There are other cities who have taken a similar approach to create pedestrian friendly storefronts on main roads: there's Main Street through Unionville in Markham, Dunlop Street through Barrie, Main Street through Newmarket, Queen's Quay through downtown Toronto, Islington Ave. through Kleinburg, Yonge Street through Richmond Hill, Yonge Street through Aurora. Why are we turning Lakeshore through Clarkson in to a 6 lane highway?
- 5. Reducing the speed limit to 40km/h on Lakeshore was a good attempt, but has done nothing to calm traffic through Clarkson. The only traffic calming measure the City proposed for this work is narrowing lanes to the absolute minimum. The City should be taking a closer look at how neighboring municipalities have transformed their downtown cores by reducing lanes to calm traffic, preserving heritage, and creating friendly streetscapes for pedestrians and businesses. The City should be promoting the businesses on Lakeshore in Clarkson create a space where people want to visit, shop and walkaround safely. Not widening roads so vehicles can speed through town.
- 6. City staff seemed shocked to hear residents are in favor of lane reductions and traffic calming. Yes, it will be slower to get through town but this is a community and that is the whole point. Perhaps the residents should have been engaged before the consultant was retained.
- 7. Please circulate the meeting minutes for the PIC#2 workshop so that residents can review for errors and omissions.
- 8. Take this opportunity to expropriate land at the intersection of Clarkson/Lakeshore to create a Town Square.
- 9. This is the City's chance to do something special there is nothing special about this 'preferred option'. This project will set the precedent for future development and future projects in the corridor. If the City gets this project right, commercial property owner's will have an incentive to renovate/redevelop their space and attract higher quality businesses/shops to Clarkson.







Although I currently reside in, my history of living and maintaining friendships in Clarkson goes back 50 years and I'm very interested in this particular plan. With so many new developments occurring in Mississauga, with perhaps some historic context to ponder. Thank you for this opportunity and considerations Cheers!
An improvement of the intersection helps traffic flow, which is good. However, it increases the flow of traffic on Clarkson Rd N, which is not good as most traffic uses the street as an alternative to Southdown. That should be discouraged since this is a local street with houses and schools. What mitigation do you propose to manage traffic volume on Clarkson Rd N? Traffic also does not follow new speed limit and many drive at 60 km/h. What mitigation do you propose to manage speeding on Clarkson Rd N that compromises safety of children going to schools around Clarkson Rd N as well as residents out for a walk?
Appears to be the least intrusive/destructive. Right now, what would help would be to have the lights synchronized. Thank you for eliminating the traffic circle, they are awful.
As a who uses this intersection 5 -10 times per week, the current traffic signal on Clarkson Rd S is exceedingly long, over 3 minutes, very frustrating. Co-ordinate the 2 signals. Often travel Clarkson Rd S to Clarkson N. or vice versa. Preferred option means crossing 3 active lanes to make left turns.
As a resident of session years my number one priority is that any change in no way increases the traffic on Clarkson Road North. This residential road is now used as a thoroughfare for cars travelling from Lakeshore (east and westbound) to South Sheridan Way/the QEW, especially now that Southdown is so congested with trucks etc. It is a 1 km stretch from the train tracks to the 4-way stop and drivers often travel at high speeds, often rushing to get past the crossing guards or to make the green light. I have counted lines of over 20 cars as I've waited to cross during the morning and evening rush hours. As I'm sure you know, Clarkson Road has 3 churches, 2 primary schools, several daycares and early learning centres, and is used by children to get to and from Hillcrest, Whiteoaks and St. Christophers. As well, the 9-Creek Trail crosses it and there are seniors, families, kids etc. walking, cycling, skateboarding across it. We need speed humps, a lighted crosswalk, bike lanes and an enforced speed limit before a serious accident happens. What we DON'T need is any "improvement" that makes Clarkson Road more accessible to through traffic.
As long as the paint store remains and the gas station remains, this appears to be the best option. Both are highly used businesses and should not have significant business impact as a result of these changes. Keep the small business owner at the top of the priority list if we are going to maintain a work and live local mentality.







Better coordination between sets of traffic lights needed. When looking ahead drivers on Lakeshore Road can often see a green light without realizing that the traffic light closer to them is actually red at that time and they should stop. Thank you for providing this good presentation. At this stage, I agree Solution 2 is probably the best.

Can you also put speed bumps on Clarkson rd North? If you make those changes to the intersection then people will more easily get on Clarkson rd and speed through in front of the school. Now that I work from home I see how dangerous it is around the school with cars speeding through at same time as kids walking to school. The speed limits being lowered has helped but not a lot and it's still super dangerous for kids when they stop paying attention on their walk home. There are speed bumps on Lorne park road in front of the high school but not in front of st Chris elementary school? Let's try to keep our young kids safe!. This is still a community with many school kids and so I hope this solution does not increase traffic and speed unintentionally. But if you do move forward with something that is easier for motorists to get on Clarkson rd n then please slow down traffic with speed bumps by the school. For the safety of the kids please.

clarkson rd north has become a serious traffic problem now, with a lot of traffic diverted from southdown to clarkson road to avoid the numerous traffic lights. currently cars and trucks are using clarkson to get a faster end and speeding ecxcessively and making it dangerous for pedestrians, cyclists and residents. by making clarkson an easier acess road for north and south traffic I believe we will be creating serious problem which will affect the health of local residents. the cemetery on clarkson road is nearing capacity we should not be adding more clients. tom green

Completely agree that option 3 (or the preferred option here) seems to be the best solution. Relocating the bus shelter is something that can be taken up in the short term as well.

Do nothing or increase the length of the left turn signals. About 5 years ago, this intersection was dangerous for pedestrians to cross Lakeshore, as cars would often go through the red lights. It didn't matter if the cars were going east or west, or going through the lights at Clarkson North or South, there were a lot of red light runners. There were so many times when I was walking across Lakeshore, already halfway through the intersection and a car would run the red. I don't know why, but I am not seeing cars go through the red well after it turned red.

Sometimes there is a long left hand turn line, as cars try to turn onto Clarkson. Sometimes the line is so long that it blocks the traffic in the other lanes. Sometimes the line turning north is so long that someone can't get into the lane to turn left on Clarkson South. I think this should be studied. Does this back up happen at certain times of the day? Can it be solved by making a longer left hand turn light?

Not allowing left turns would be the worse scenario. Having a roundabout wouldn't work for pedestrians trying to cross the street. Widening the street, to have dedicated turning lanes would be the second best option. Extending the length of time for the left hand turns would be the best option.

DO NOTHING! This is so overblown it's a ridiculous waste of time, money, energy and resources.







Doubling the queue waiting to drive straight through will only INCREASE SIGNIFICANTLY the time it takes to do that given the continuous uninterrupted east-west traffic flow. Lining up Clarkson Rd (Solution 3) is most preferred and LEAST total cost solution

Estimates for both cost & time would be helpful in determining preference. Time & money aside, I like the Realignment Plan the best. But if that plan costs \$100 million and would take 10 years to complete, whereas other plans might cost \$10 million and take 1 year, I might feel differently. But generally, having one intersection instead of two makes a lot of sense.

Has the traffic modelling been update to reflect the new Amazon warehouse?

Has this plan taken into account street tree relocation? It does not look like there will be any room for trees or any trees in the plan. The concrete median should either have trees or planters with shrubs in them to provide a slight bit of foliage in the unrelenting paving of sauga. Having solid concrete medians will look terrible.

I am in favour of solution 2 with the raised median. A big problem with the current format is that the left turn lane is essentially shared by both East and West bound traffic, plus eastbound traffic turning into the Esso station, so drivers tend to take possession of the turn lane too soon.

This solution means that Eastbound traffic going to the Esso station will need to turn left onto Clarkson road North and then turn left again immediately, which may cause another backup from following cars unless Clarkson road North is made into two lanes at that point by taking out the parking outside the CIBC. Another reason for the simple solution is the "beautify downtown Clarkson" project which i don't hear about anymore. The last thing you need when making a street pedestrian friendly is a priority given to smoother, faster traffic flow. Awkward intersections with pedestrians all over the place discourage through traffic, so drivers will prefer Truscott or South Sheridan Way if there destination does not include Clarkson. For example, Oakville has lots of pedestrian crosswalks, Sharrows and cobbled surfaces in their intersections to make the main street more user friendly, so people in a hurry use Cornwall. Mind you, they don't have a gas station and a used car lot on the main street either, so Clarkson has more work to do on the vision!

Finally, I didn't know that Benjamin Moore was a former church and therefore merits heritage status and I suspect that very few people know or care. I believe that a similar situation exists with regard to the dilapidated buildings alongside the railroad crossing north on Clarkson road. Preservation orders for inconsequential buildings appear to discourage rational development decisions in the name of tenuous historical connections.





Hello - We moved into our house on which was the suggested plans for the community would take place but nothing has happened. I believe that the best plan for a neighbourhood must be comprehensive and inclusive.

- 1. What is the overall plan for the Clarkson? It seems that priority is for transportation and looking to become a drive through community between the destination neighbourhoods of Port Credit and Oakville?
- 2. I'm often walking/running/biking in the area and it is very difficult to get across Lakeshore with very few cross walks. Long waits to cross the street will increase jaywalking and possible accidents.
- 3. Widened lanes and prohibit of left turns onto Clarkson North would create difficulties for all Fellen/Feeley/Penguilly and Clarkson Rd residents (schools) resulting in increased traffic for Balsam/Truscott residents. Drivers would also strive to turn and change into an opposite lane on Lakeshore W to make be able to make a right hand turn onto Clarkson N. Increasing the chance of accidents to happen.
- 4. Adding residential buildings will increase the number of people living in the area. What kind of community is being planned? Do we want a desirable and inviting area? We need to look at the whole community, a piecemeal approach may look cheaper but will more expensive in the long run. It seems that most places in the world is trying to shape cities and communities that involves collaborative efforts to include architecture, public space, sustainability, social equity and also transportation. It would great if planners in Mississauga also thought to plan for the future and its residents not only for transportation and next couple of years. One road lane can become a designated bike lane. This would increase/invite pedestrians and bikers and may even reduce car traffic. Reducing the speed to 40 on the 'highway' of Lakeshore W is not working. There is not one car going 40. A straight wide road invite speed and physical road changes and changes to surroundings are necessary. It really depends on what the plan for this area is and we all know that reducing the speed limit on a roadway will have minimal impact on the actual speed unless the roadway conditions cater to the lower speed as well. If roadway conditions are less car centric, driver's will choose another option (QEW) which is a true highway. Lets create a community for all pedestrians/bikers and cars. With more pedestrians (flashing lights/cross walks) and bikers (bike lanes) the speed will be lowered naturally.

Hello, I am hoping for a reconsideration of a roundabout, but maybe an elongated oval shape that would capture both Clarkson North and South as opposed to the projected circle capturing only North. Having driven extensively in Europe, the idea of a roundabout is a fantastic solution for flow, congestion, speed control and pedestrian safety. This elongated plan of course would require the absorption of the former Tim Hortons and current Esso gas station. With the Tims currently vacant, and its availability highly possible for a given cost it would only be the gas station that would have to go through an expropriation scheme. This would be similar to the expropriation scheme that would have to be followed through to acquire the land of Sam McDadi's real estate empire world headquarters. In either case, money will have to be will be spent to buy room. The widened Lakeshore with extra left turn and bike lanes, will only make the space much more cramped with more moving pieces (cars, bikes, pedestrians) leading to more errors in judgement and incidents.

Thank you for you time and I am a firm believer in the roundabout solution and hope this is reconsidered.







I agree with the preferred alternative and like the inclusion of green dedicated bike lanes. It would be nice to widen a portion of Clarkson Rd. S. at the intersection to provide a right turn lane to head east on Lakeshore....like there is on Clarkson Rd. N. to turn right and head west on Lakeshore. Right now cars looking to turn right from Clarkson Rd. S. onto Lakeshore drive over the sidewalk to get around cars turning left (west).

I agree with the preferred option, providing that good quality pedestrian access, including wide sidewalks, is maintained. It appears that this option eliminates both direct accesses to/from the Esso gas station on Lakeshore, replaced by access through the new two way access north at Clarkson Road South. I also agree with that. If this pushes the owners of the gas station to want to sell, then the City should facilitate this as an opportunity to redevelop the lands along the north side of Lakeshore west of Clarkson Road into more pedestrian friendly urban village uses.

I agree with closing the vehicle access on the west side of the Royal Bank property. Consideration should be given to closing similar access on the south side of Lakeshore into the historic property with the Benjamin Moore store, or perhaps converting it to a one way in-right movement so exits are around the east and south side of that property onto Clarkson Road South. At the same time, the parking on the west side of that building adjacent to Lakeshore Road should be modified to eliminate dangerous direct access. As part of this, consideration should be given to adding a short right turn lane on Clarkson Road South at the intersection with Lakeshore Road.

Care needs to be taken to improve sightlines to the east for auto drivers coming south on Clarkson Road North to turn right (west) on Lakeshore, and often then south onto Clarkson Road North. Looking east from that intersection, it is very difficult to see oncoming westbound Lakeshore traffic due to several barriers in the way, including planters and street furniture.

Finally, the staggered timing of the two traffic lights should be eliminated to reduce the number of people who drive through a red light because they see a green light up ahead. This will become more and more important as traffic grows along with more pedestrians and more bicycles. A priority should be making the north-south pedestrian movements across Lakeshore safer, especially for children going to and from school and parks.

For the record, I am strongly opposed to realigning Clarkson Road North to line up with Clarkson Road South. It would likely attract much higher traffic levels onto Clarkson Road South, which is not designed for this. I do not favour the single laneway option for similar reasons, though it may not attract the same volumes as a full realignment.





I agree with the preliminary preferred solution with less impact. I would like to point out my concerns with any solutions that would make it much easier to turn left on Clarkson North northbound from Lakeshore West eastbound. I live and am aware that some drivers use these roads to bypass the main traffic arteries in the area (QEW, Southdown, Lakeshore/Royal Windsor) particularly as an southern alternative to the QEW (i.e. commuters from south Oakville or Burlington intending to bypass the QEW up to the Mississauga Road entrance). For this reason, I would like to point out that Clarkson Road North is a particularly bad road for taking on this commuter traffic. There is a school crossing and a Go Train track crossing within about 50m of each other, about 500m from the Lakeshore/Clarkson intersection. It is already very busy. For much of the year, the sun is directly in the eyes of southbound traffic. It's not unusual that traffic gets backed up from the school back to the train tracks, and I am always worried that an inattentive vehicle may be caught in stop-and-go traffic on the train tracks when the arm goes down. There's also a day care there. It's a particularly hectic scene in the morning currently - both the school and the daycare have most of their traffic at the same time the commuter rush hour trains are going through. The difficulty turning left at the Clarkson/Lakeshore intersection in some ways is probably helpful in reducing this load.

I believe the timing of the traffic lights has already been made. When i first moved here, heading North on Clarkson Rd South, the road was wide enough that a right turn lane existed which reduced the time spent at the intersection. At times I have been about 12+ cars stopped and did not make it to make any turn during the time of the green light. A wider road would also allow for safer left turns form the lakeshore south onto Clarkson rd. When the sidewalks were replaced a number of years ago, they were widened significantly narrowing the roadway. I would also suggest limiting the crosswalks across the lakeshore at Clarkson South to only being on the East side, allowing left turners to get out more quickly, especially if the road could not be widened. Finally, I think that right turns onto Orr Rd from Southdown RD should be banned during rush hours. many folks heading out of Oakville prefer to avoid heading North on Winston Churchill or Southdown to the QEW. So by taking Orr they turn up Clarkson RD or go to MeadowWood. I have gone out on weekday mornings before covid and not been able to make the right turn onto Clarkson Rd from Valentine Garden due to traffic and based and many of the cars were not local residents but folks from Oakville or further west.

I do not want Lakeshore Road widened unless the city/province constructs an LRT on Lakeshore to connect Clarkson GO to Longbranch GO. Before the city spends any money on this intersection, I want to see the City pilot "no left turns" in both directions along Lakeshore. That is, no left turn from eastbound Lakeshore onto Clarkson North, and/or no left turn from westbound Lakeshore onto Clarkson South. The city spent PILES of money in Port Credit on the Stavebank/Lakeshore re-alignment and it did NOTHING. The best thing the city did at that intersection was to post "No Left Turn" from eastbound Lakeshore onto Stavebank North and that fixed the entire mess. PLEASE pilot "no left turn" at Clarkson/Lakeshore before spending money on any widening or realignment.







I don't like the idea of the raised median. I want to ensure we maintain the character and charm of Clarkson which I feel we are loosing. i think we need to embrace it, cultvate and preserve it. The character of a street plays a big role in this. medians generally are in busier "highway" type streets so I'm concerned about that. I do like the idea of the bike lane. This is definately a tricky issue for the public works/planning Dept. Traffic signalling could be better. Like having advanced green for Lakeshore East bound during left on Clarkson. and having no right on red(if that's not in place yet) for clarkson S turning right on Lakeshore going east bond.

I feel that the road realignment plan or the plan to widen the roads and add a median are the most desirable options. This is an area a large number of people travel through, and I feel that the times I've driven in a roundabout people have no clue what to do and I've seen it cause accidents. I think money is a consideration, but at the same time, if people were so unsatisfied that they brought this issue forward to the city then the cost should not be a prohibitive factor in how the city acts next.

Also, thank you for posting the community consultation signs so clearly around town, it feels nice to be in the know on what's happening in town!

I prefer solution 1. I live _____, and turning left onto lakeshore from Clarkson north takes forever. I would like a proper re-alignment of Clarkson north and south, so that traffic coming south gets more opportunities to move without long wait times.

I support the conclusion as long as its a long term solution ie in 10 to 20 years we don't ultimately end up having to go with option 3 because the volumes don't work with option 2

I support the preliminary proposed solution as presented here.

I have lived and while it is important to solve traffic congestion problems, I believe we have a dangerous intersection(s) here because of the proximity of the two sets of traffic lights.

The traffic lights are not synchronized so there are many times when one is red while the other green. I have seen quite a few times (over the 25 years) when cars will drive through a red light at one intersection when the other set of lights are green.

Any chance of synchronizing the two sets of traffic lights as an immediate improvement to safety? Thanks.





I walked down to the corner of Lakeshore and Clarkson and a good look at the actual intersection and realized how little space there would be between the buildings and the sidewalk. I am especially concerned about the shops on the north side of Lakeshore just east of Clarkson Road North. Some restaurants will lose their Covid outdoor patio space. The image above doesn't show any idea of whether trees, flowerpots and benches will be retained. The design will certainly help the flow of traffic and will save buildings from being torn down. I hope the overall design will incorporate elements that maximize "village-and-people" rather than "multi-lane highway dominated by cars and trucks". I lived and the idea of a roundabout is something I quite liked, but I recognize it doesn't make sense for this location. In summary, please consider retaining as many people-friendly elements you can along the sidewalks and remaining bits of greenery.

I will start by stating that I am a regular motorist and pedestrian at these interesctions.

The preferred solution appears to prioritize vehicular movement over pedestrians and is disappointing for a city that claims to be trying to urbanize, particularly in a historic, supposedly walkable part of town. Pedestrians will now have an extra lane to cross when crossing Lakeshore Road W, sidewalk space will be reduced on the north side, and there appears to be little considerations for cyclists using the area. Furthermore, this is a school walking route for elementary children who live south of lakeshore attending the nearby elementary school.

Motorists traveling from Clarkson road South to North, or North to south, will see little improvement, still having to cross 2 lanes of live traffic to get into the required left turn lane and must now assess a third lane of traffic before turning. The solution also does not improve the quick "right-left" a driver must perform when traveling from Clarkson road South to North, or North to south. The assessment of the new lane of live traffic when making a right on a red signal, along with the quick right-left turns, further decrease safety for pedestrians and cyclists as the driver's attention is further strained.

The one thing this solution does is alleviate the potential back-up on on east or westbound Lakeshore. is this the main priority for this intersection, or is the city interested in improving it for all stakeholders such as pedestrians and cyclists?

Furthermore, adding a bus shelter to the NE corner of Lakeshore Rd and Clarkson rd N will further reduce sitelines for drivers turning right on the red signal to proceed, already impeded by public trash cans, trees, planters, and realtor signs. Drivers are forced to creep up pedestrian crosswalk and nearly into westbound traffic to see.

I would encourage a better evaluation of the intersection's usage for all stakeholders and not just motorists who are simply driving through the area. The current preferred solution in my opinion only marginally improves conditions for motorists while reducing it for pedestrians and cyclists.







In my opinion, the "most preferred" is a band-aid solution at best and the city will be revisiting this issue again within a decade. Why not make developers commit money to fund this or use property tax \$\$ garnered from all the new construction and realign the road. You know, do the job right the first time. I imagine you'll end up spending the same amount in the long run.

Note: the traffic lights on Lakeshore at Clarkson N & S are so close together that east/west drivers unfamiliar with the area frequently focus on the wrong signal and run through the intersection on a red because the next one is green. We (in the neighbourhood) see it all the time & comment on it whenever that intersection comes up in conversation. Dangerous for pedestrians, cyclists & drivers. Surprised there's no mention of that in the study.

In the comparison of potential solutions, it would be useful to provide a table that indicates the extent to which each of the problems/concerns expressed in the earlier consultation are addressed by each solution. A major concern expressed over the past several years by many residents is that drivers run through red lights because the traffic lights at Clarkson Rd North and Clarkson Rd South are located so close to each other. It is not clear that this problem will be solved with the use of a median. Please explain how this major safety concern will be addressed.

While you note that realigning the street is costly, this was done very effectively at Lakeshore and Stavebank. It is unfortunate that you do not view Lakeshore and Clarkson, and the safety of its residents, worthy of the same treatment.

Is there a possibility to re-align the two roads and using the now available space (on Clarkson Road N between the CIBC and gas station) to create a community garden/park?

It appears that the most short-term solution is being identified as 'preferred'. Having two sets of traffic lights so close together on a main thoroughfare is not a good long-term solution. Cost must be considered, but we must remember no pain, no gain. Some things are worth 'biting the bullet' for. While safety may be 'improved', we can do better. Best safety would be realigning Clarkson Road. The property impact is really not that significant in ANY of the alternatives. Solution 2 may be the least significant of the examples - but none of them are really that significant when the LONG-TERM lens is applied. If one was starting from scratch, I am sure a single intersection would be the recommendation and that should be the guiding force now as a redesign is contemplated.

It will not help with congestion. It gets very congested between those two lights on lakeshore for people who want to turn left on Clarkson Road North.

It would be between Solution 1 and 2 for me. Any change will be very disruptive. I probably drive or walk by that intersection every day and never had a problem. If walking I just make sure that all cars see me before I take a step onto the road.

It would be nice if the city would consider making clarkson more akin to downtown oakville and port credit rather than continuing to industrialize it and make it lose its personality. Widening roads simply encourages drivers to speed. The speed limits were decreased but with no enforcement this has had zero impact. Widening lakeshore simply makes the area even more unsafe. Option 1 though more costly is by far the best plan.





Lets make sure the decision is the right one

makes sense

Overall: You are missing important criteria like safety, new revenue and a long term view. Your criteria has no ranking from most important to least important. You note items as "constraints" that should only be a "consideration". You note current traffic as acceptable when it clearly is not. I remain open minded, but when these are factored in, I believe realignment becomes the most preferred option, especially if you take a longer view when gas stations are a thing of the past, while your decision will be something we deal with for another 50-100 years.

- 1. Your phase 1 study did not note avoidance of area given traffic configuration. I am aware of people that avoid the area, or modify their route (do not attempt left turns and drive through). You call the current configuration "acceptable". This conclusion impacts the credibility of the study. Is it acceptable to have cars turning left in a lane that should be for oncoming cars to turn left? Is it acceptable for cars having no space to turn left safely and are forced to modify their route?
- 2. You note commercial buildings as constraints. In Port Credit, was the Bank that was moved also called a constraint? I believe the better word to use is "consideration" as constraint makes it sound like it is not an option to move a business. This is a "consideration" in my view. (Note: 10-20 years from now the gas station will be closed with the advent of electrical cars. A gas station should not be a constraint for the greater long term good of the community).
- 3. It is not clear what the best decision is from a safety perspective. In fact, "safety" is not a criteria and is mentioned under transportation as a sub-bullet. It deserves its own category. Please add this as a criteria.
- 4. It is unclear how you weight each criteria. Are they all weighted equally? If so, that is a mistake. Safety should be a clear number 1. You seem to duplicate elements across criteria. As an example for social-economic, realignment you slip in impact to property in this criteria, but also in the cost category, so you seem to count it twice.
- 5. You note "cost" as a criteria, but do not note "new revenue". As an example, there will be a cost to move properties as there was in Port Credit with the bank, but there will be new land (unlike Port Credit) that will be created in a realignment option that will generate new revenue when sold for development (and new ongoing tax revenue). Please add "new revenue" criteria. This is important as it seems "cost" is largely the reason for realignment not being preferred, but you are not providing the full picture.
- 6. The Clarkson Village Study is not noted. Was this study consulted? If yes, what recommendation is more closely aligned to this study. If it has not been consulted, this should be corrected. I do not recall seeing defending two close proximity traffic lights as consistent with the village.
- 7. Insight re why businesses like Tim Hortons and RONA closed has not been provided and would be welcomed. Further, comparing Clarkson commerce to other villages like Port Credit, Old Oakville and Streetsville would be of interest too. If Clarkson is lower retail sales per square foot (as an example), why?







Similarly is the cost to rent in Clarkson lower than others? So, if retail revenue per square foot is lowest, while cost per square foot is lowest (my assumption), the city needs to assess how transportation decisions are playing a role in this.

8. A post evaluation of Lakeshore/Stavebank would be helpful to understand the benefits this action has achieved.

Perhaps a timed light for traffic coming out of plaza where Dominoes is, advancing them either before the traffic is making lefts from Clarkson Rd north or after, this is a dangerous intersection for both cars and pedestrians

Please also consider traffic signal timing for the Clarkson South light. This is optimized for car traffic traveling on Lakeshore, not for pedestrians trying to cross Lakeshore to walk & access businesses. The light takes so long to change, many pedestrians jaywalk and I have twice even seen cars give up and run the red light, making a left turn from Clarkson S. to Lakeshore (heading west). Having the light optimized for pedestrians would further slow down through traffic on Lakeshore and help with the recent speed drop to 40km/h (and thank you for doing that!).

Prefer option #1. Do the right thing with tax payers dollars. Option 2, is short term and solves the problem we have today, while option 1 is long term strategic planning. There will be an increase in traffic flow along lakeshore with the development at mississauga rd and lakeshore and the proposal developments around the Clarkson GO station.

Rather have solution 3. Seems safer and will allow better traffic flow.

Reducing the number of vehicles, including very large trucks, using Clarkson Road North as an alternative to Erin Mills Pkwy should be a priority in this decision. There are 8 schools/daycares/churches on or accessed by Clarkson Road N, between Lakeshore and South Sheridan Way, as well as the crossing for the new pathway along the hydro corridor - resulting in significant pedestrian and cylcling traffic. Although speed limits have been lowered, there is no enforecement and extremely large trucks use the road even though it is signed No Large Trucks. Whichever alternative would dissuade speeding cars and large trucks from using Clarkson Road North should be the preferred alternative. I am dissapointed to see the roundabout was not carried forward.

Seems to present the least disruption for those of us living off of Clarkson Rd south. However the suggestion of re configuring Clarkson Rd N and S in the long run would be our vote.

should just realign clarkson rd N and S so there is only one intersection





Since you have asked for public input, here is my 2 cents worth.

While the preferred front runner seems to be the least expensive and easy way out, traffic flow is still impeded by two stop lights very close together and a further stop light slightly west of the existing Clarkson Rd. S. intersection. Three stop lights in a short distance. This solution also seems to be more of navigational mishmash for many of the elderly drivers. From the plans drawn up, this solution would seem better fit along a much wider traffic thorofare where there would be more land available adjacent to the roadway, than a tight corridor the Lakeshore in Clarkson Village.

As a secondary thought about a left turn lane onto Clarkson rd. s. and a left turn lane into the Pump parking lot, has thought been given to what will happen when the Clarkson rd. s, left turn lane is full and backing up into the left turn lane of the Pump Restaurant travelling westbound, or vise versa when travelling eastbound.

The re-alignment of Clarkson Rd N., to me, seems to be a cleaner and more straightforward solution to navigate after all is said and down. The impacted properties could be limited to The Mcdadi parking lot on Clarkson rd. N. and the now vacant old Tim Hortons property on the north side of Lakeshore, west of the gas station.

With this simplified version, one stoplight is eliminated thus keeping the traffic flow along Lakeshore moving better then it is now.

The now existing Clarkson Rd. N. from Lakeshore to where the new westbound turn would be (the roadway between the bank and the gas station), could then be transferred into a new Clarkson Village Square, much like the Oakville Square on Lakeshore.

It could be a meeting place with park benches or small outdoor concerts or movies in the square during the summer months.

This would help promote foot traffic along Lakeshore, which would help the local business community and give the village of Clarkson a truly village feel. People travel to Port Credit for outdoor movies in the park and Oakville for movies in the square, why not create our own little destination for others to come and enjoy and find out about Clarkson Village..

Thank you for accepting public input.

Suggestions:

- Implementing a solution where left turns from Lakeshore EB to Clarkson Rd N or Lakeshore WB to Clarkson Rd S will have a negative impact by disconnecting the residents south of Lakeshore to the businesses along Clarkson Rd N and other facilities in the area.
- Re-align the sidewalk on the south-west corner of Lakeshore and Clarkson Rd S so that the sidewalk is more inline with the sidewalk on the east side. Currently the west sidewalk is aligned further south than the east sidewalk making a potentially dangerous situation if cyclists happen to be on the sidewalk traveling EB.

Thanks for a larger, more detailed explanation because this now makes a lot more sense to me.





The main problem that hasn't been recognized is that Southdown is so congested by large transport trucks (the unintended consequences of a truck terminal on Southdown) that traffic avoids it by using Clarkson Rd N as a pass through. Local residential density has not increased much in my over 40 years of residence so that is not the problem. 4 churches 2 public schools and a number of day care centres have access to Clarkson Rd N and have for years Perhaps some restrictions on non local traffic might help. Try to avoid unintended consequences.

The most frequent dangerous situations that I have witnessed concern exiting from the RBC/Pump parking lot into the intersection. On several occasions I held off pulling out as I witnessed eastbound cars running the red light within inches of colliding with my car (on one occasion 2 eastbound cars one after another running through a red light).

The other concern is cars pulling out of the gas station turning right (westbound) and through a red light.

Another consideration is the blinding evening sun blocking the vision of a northbound car turning left (westbound) from Clarkson Rd. South. Very dangerous for pedestrians. I have witnessed many a close call with pedestrians crossing Lakeshore from the north side.

The preliminary preferred solution (solution 2), seems reasonable and fair to all stakeholders, and is certainly my preferred solution. Living in the area, traffic levels seem far too low to justify the more extravagant solutions that would involve expropriating the surrounding commercial properties (and, I would add, if expropriating properties is "on the table", why would the roundabout option be off the table? It seems like it could accomplish the same thing (or better) with less expropriation and cost (albeit, still significant cost, I am sure).

And from my experience, turning onto Clarkson Road from Lakeshore is an essential artery to ______, and the surrounding traffic seems to be in the same vein. There are lots of cars turning north on Clarkson Road North from eastbound Lakeshore. I would be strongly opposed to a solution that prohibits those left turns.

The preferred solution seems to accommodate future increases in traffic volume east/west, while maintaining the ability of local residents to access what remain largely residential streets north/south.

Thanks very much for soliciting our feedback.

The Preliminary Preferred Solution appears to make the most sense and seems to best address issues raised

This option looks reasonable.

This seems like a very uninspired choice. It certainly does not help with the look and feel of the Clarkson strip of Lakeshore Shore West. This solution makes the road feel more like an arterial highway than a local "high street". The roundabout was a much better choice in terms of developing strong local character.







The merging of Clarkson Road North with South would have been a satisfactory option as well. This solution does nothing for community building or inspiring a sense of place. It's a missed opportunity for Clarkson. It will make the area feel more like a place to drive through, rather than a destination in itself.

This sounds like a reasonable solution to me.

Tough choices!

Is there anyway that a "lane way" through the closed Tim Hortons and East to Clarkson Rd North could be built? Feeling that the preferred solution will only be a bandaid and won't help for long

Turning left onto Clarkson Rd. N. from the eastbound Lakeshore Lanes can be a problem at peak traffic hours. Other than a test of one's patience, occasionally turning traffic is stopped in one of two live eastbound lanes. Looking forward 10 years, with an increase in population, the problem will likely worsen but in the ranking of traffic problems I don't view this intersection as a priority.

But, of the solutions presented I agree that widening Lakeshore to accommodate longer turning lanes is preferred. There should be additional provision for a phased pedestrian signal as those crossing the north crosswalk at Clarkson Rd. N. can slow turning traffic and jeopardize pedestrian safety. Also, cars making the turn and immediately maneuvering into two or three street parking spots are a hazard and street parking should be eliminated at that point - there is a large parking lot available for the local businesses. I'm not sure if the bike lanes that are indicated on Lakeshore are "true" bike lanes. Regardless, with the proximity to the Clarkson GO station, more people will be riding bikes in the area and more formal and safer bike lanes should form part of this proposal.

Facilitating the turn onto Clarkson Road North will increase traffic on the collector street, which already has high volumes of traffic at peak hours, with speeding motorists and trucks that are a danger to pedestrians and cyclists. The speed and volume of traffic on Clarkson Road North needs to be considered far in advance of the subject study.





Two concerns: 1. Now that Amazon warehouse is open... will transport / heavy trucks be using Lakeshore W. traveling along East or West bound to Amazon.?. If so there will be massive congestion and slow down travel time along Lakeshore W. IF Amazon trucks go E. on Royal Windsor Drive and turn (Left), - north bound on Southdown RD (which is all ready congested, going south to Royal Windsor Dr. will be a bottle neck.. Who approved Amazon to locate on an already bottle necked road? AMAZON . travel should only be allowed to go LEFT - west bound for a short distance to met up with the QEW...NOT on Lakeshore Rd. East or West. 2. IF Clarkson N. & S. are realigned (to join up - (by removing the Esso gas station), traffic will be forced to make ONLY right hand turn (going East bound), not allowing a LEFT hand turn (West bound). when laving the Clarkson Pump & Patio; 'Montessorie; Royal Bank (Management); .. road access to Lakeshore W. How far would we have to travel EAST bound to reconnect to Clarkson N.? -- All the way to LORNE PARK RD.? Why would we be made to go East, (to Lorne Pk. Rd.) when we want to go West bound towards Southdown Road? -- especially if a median is erected. Need to go back to the drawing board.. We (& others) have been living . -- Widening Lakeshore West to 3 lanes East and 3 lanes west would make E/W lanes right up to store fronts doors. Is widening Lakeshore all to accommodate AMAZON? ... Business' would move away & we would lose are locally used business '.. I say,, realign Clarkson N. & S. (by buying out Esso).. Have a new road constructed behind Clarkson Benjamin Paint store; Montessory school (or buy them out & relocate the school) /Pump & Patio (strip area).. Allow Royal Bank customers to travel on the new constructed road, over to Clarkson road S. to access E. & W. Lakeshore. with Left turn light. -- From Clarkson N.. (at lights. have a left turn light to turn East. While I think solution 2 this is a preferred option to the current situation, I still do not feel the eastbound LH turning lane from Lakeshore to Clarkson is sufficient enough to manage the level of traffic there is at peak times. I've been living and this area has been an issue since I started driving. The LH turning lane currently gets backed up often and I've had to bypass it altogether and take an alternative route home many times (which is . I would strongly prefer solution 1, where Clarkson Rd N and S are realigned into a single pass through. In the long run I think this traffic is only going to increase in the area and I feel solution 2 will at some point become obsolete again.





While the preferred solution solves the issue of left turns, it doesn't address many other concerns:

- Two close signalized intersections is inherently unsafe, as people get confused which lights to follow leads to accidents
- Two close signalized intersections decreases the traffic through-put on Lakeshore
- Two close signalized intersections decreases the throughput on Clarkson Rd (not that many people travel from the North to the South)
- With future development around the GO train station, more traffic will take Clarkson Rd to avoid the Southdown/Lakeshore intersection, the proposed solution doesn't help this
- The preferred solution only decreases the number of driveways in the intersection, more driveways between Clarkson Rd North and South should be eliminated (source of accidents)
- Turning north out of the Esso gas station onto Clarkson Rd N is difficult due to traffic backing up (waiting at Lakeshore)
- Having a gas station on the far side of an intersection leads to accidents. Cars travel through the green light, but then slow down for the gas station. Cars behind them don't expect this, and can rear-end the turning car.

Almost all of these concerns are alleviated by the option to extend Clarkson Rd through the Tim Hortons/McDadie lots.

I don't think your weighing of the technical advantages fully addresses the MANY advantages of extending the road through the lots.



Appendix B

Virtual Q&A Meeting



Table 1: Summary of Breakout Session Discussion

Question	Breakout Room #1	Breakout Room #2	Breakout Room #3	Breakout Room #4
What information stood out for you in the presentation?	 Don't see too much with Vision Zero being applied to the evaluation criteria. Need to decrease the number of through lanes. Don't see Vision Zero being applied. More like a highway, not to serve the Village. Can we change Solution 2 as preferred? Facilitator indicated that this is a Schedule B EA Study and there is a public review period at the end of the study. What is being proposed, does not help Clarkson from being a Village. Solution #1 is our preferred and much better. Evaluation criteria considers streetscaping criteria and it does not appear to be included. Solution #2 does not provide a pedestrian friendly community. Oakville did a great job and included traffic calming. Other Cities have taken a similar approach (Newmarket, etc.). 	 Glad not considering roundabout or laneway Good explanation – like the preferred options (two left turns) Will there be less sidewalk space? No pretty much the same – will purchase space from gas stations Feel like the study was done very well Gas Station – rush hour – separate line to station blocking traffic – no more access in preferred option – will create traffic on Clarkson – future can't turn in or out off Lakeshore – better from safety perspective and illegal turns 	Diagrams are appreciated and helpful. Request to add cross-section diagram to website Narrow sidewalks, nervous parents with strollers Streetlights are inline and potentially difficult for drivers to differentiate quickly Suggestion to align timing for pedestrian crossing safety Cycling Lakeshore continuation question — addressed and reference to cycling master plan Cross section illustrated curb protecting cyclists & pedestrians Question about left turn from Lakeshore to Clarkson N—address in main room Issues raised on behalf of Option 1 strongly preferred Question about use of Clarkson Village visioning meetings from 2012 Safety regarding immediate right or left hand turns into driveways immediately following the intersection, during high traffic times cars maybe be lined up to 5 cars deep	 The widening of the road stood out for one participant. They thought it sounded great but wondered about the impact on the sidewalks and gas station. The qualitative process to determine the best option stood out for one participant. They wanted to know about the six criteria used and wondered about how it was weighted. They thought that perhaps criteria would be weighted from least to most important. For example, they thought safety might be weighted more heavily than other criteria. Another participant expressed surprise on how criteria was weighted.
2. Do you agree that the proposed roadway improvements will help traffic operations, as well as prioritize safety and mobility for all? Could you expand on your perspective? 3. What questions are you left with?	 We heard that participants do not agree. Sounds like we are prioritizing traffic, not prioritizing Clarkson Village. If a proper vision, then motorists need to slow down (i.e. potential traffic calming, etc.) Would residents accept an increase/high level of congestion within the Village? The answer is YES. The majority of residents agreed with this statement. One resident does not want increased congestion A reference was made to Lakeshore Road within the Town of Oakville, as it is two lane and pedestrian friendly Solution #1 is better for congestion. They did a great job at Stavebank and would like the City to come-up with a similar solution. 	 Not sure if the median will solve the issue of congestion in that 75m area – north more used than south – it will make it safer to turn as there is more room for traffic to store - not backing into thru traffic Feel safer for pedestrians because drivers will know where to look – improved visibility Will it last as long as we think, or will we need another option within 20 years – area is changing so fast Mobility during construction? We think it's fairly minor but will have more difficult pass-through periods When is the proposed start date? Will the 75m be enough in 2041 projections? 		 One participant thought that it will, specifically commenting on how the two left turning lanes will help. Another participant agreed that it is an improvement but had concerns about whether this is the best alternative and would have like to talk more about the other options. Was there communication with surrounding properties? What about the right hand turn lane (Clarkson North component)? What about the parking area limitations there? Could it be used for more access? Can you give more information on bike lanes? Wanted more information on the realignment option.



Question	Breakout Room #1	Breakout Room #2	Breakout Room #3	Breakout Room #4
4. If you have to go back to your neighbours and describe what you learned tonight, what might you tell them?	 There are 3 retirement residences within close vicinity of the study area, and the preferred solution Some residents would like this study to include a larger area/scope, not just localized improvements? Did anyone participate with 	A lot of improvement – direction from median will guide people – less confusing Yea!! No roundabout – we are relieved Inclusive process – encouraging – appreciate		One participant expressed thanks but
5. How might you sum up our breakout room discussion?	the Lakeshore Connects Study? Residents were not aware. A suggestion is that the Postcard study area may not have a large enough area. Overall comment that we should push-back on vehicular traffic. Residents are afraid to ride their bikes along Lakeshore Traffic congestion is very busy due to the GO Station. Rush hour requires the required lanes of traffic. Need to serve the motorists. In terms of driveability, something needs to be done. Solution #2 is not the optimum choice. Not sure if additional people would cycle. Clarkson is just a 'pass through' to get to the downtown or GO Station. Not sure people will really cycle. How are the collisions at these two intersections, as have not experienced/witnesses many collisions.	Inclusive process – encouraging – appreciate being involved		thought we could have used more time to speak specifically about the realignment option.

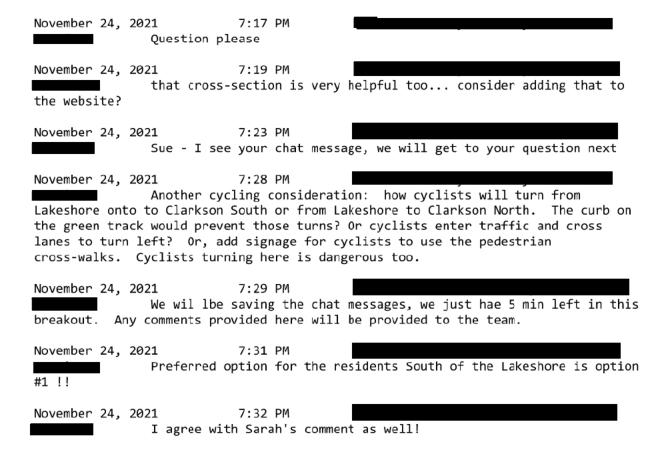


Breakout Room #1

November 24, 2021 7:45 PM Could we revert back to the question from the first group that wasn't addressed about whether reducing lanes was considered? It really isn't ideal conditions for pedestrians in its current form and can't imagine expanding the road helping matters November 24, 2021 7:47 PM Agreed. That is why Option #1 is preferred for . Connect the road! November 24, 2021 The design team should visit Lakeshore through Downtown Oakville November 24, 2021 7:57 PM Information on the Lakeshore Complete Street Study: https://www.mississauga.ca/projects-and-strategies/environmental-assessments/lakesh ore-complete-street-study/ November 24, 2021 7:57 PM Agreed, would love to understand why it's a possibility in Oakville and not here given both are major arteries November 24, 2021 7:58 PM what makes Clarkson different from Oakville in terms of need for 4-5 lanes? November 24, 2021 8:04 PM Can you post the link for the virtual online participation city site in the chat. Couldn't copy it. November 24, 2021 8:08 PM The Virtual PIC #2 is available at: www.mississauga.ca/lakeshore-clarkson November 24, 2021 8:12 PM Thx! November 24, 2021 8:12 PM You don't need to clean the soil if you pave over it. November 24, 2021 8:12 PM Thank you! November 24, 2021 8:12 PM Thanks Lin for that clarification, would be great to know what's the chicken and egg in terms of volume. Perhaps if we went from six lanes to 2/4 we would see less volume. This does feel like a car centric solution but really appreciate your openness!



Breakout Room #3



Breakout Rooms #2 and #4

• Chat logs not provided. Discussion summarized in Table 1.

