



Lakeshore Transportation Studies

Lakeshore Transportation Studies from Winston Churchill Boulevard to Etobicoke Creek

**Public Feedback Report from Virtual Open House #2 held
March 21 to April 8, 2022, and Live Community Information Meeting held
on March 30, 2022**



Lakeshore Transportation Studies

Public Feedback Report from Virtual Open House #2

About This Report

The Lakeshore Transportation Studies include three infrastructure projects in the Lakeview, Port Credit and Clarkson communities that build from the 2019 Lakeshore Connecting Communities Transportation Master Plan. Each project requires a specific type of environmental review. These infrastructure projects are designed to create a more complete and connected Lakeshore Corridor. The City of Mississauga is committed to informing and engaging the public on the Lakeshore Transportation Studies and held Virtual Open House #2 in March and April 2022.

The purpose of the Virtual Open House was to present an overview of the projects' progress, report back on the public feedback received from the first virtual open house and community meeting, present the draft Lakeshore BRT plan and impact assessment, and summarize the evaluation of alternatives for the Complete Street and Active Transportation Bridge projects

There were two ways to participate:

1. By visiting the open house website, reviewing materials and providing input directly on the site from March 21 to April 8, 2022; and
2. By attending a virtual information community meeting hosted by City Staff

This report, prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company (cumming1@total.net) together with HDR Corporation, includes a summary of common themes and key messages with the verbatim public input that resulted from Virtual Open House #2.

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For Ongoing and Additional Information on this project or to provide written comments at any time, please view the City’s website at <https://www.mississauga.ca/projects-and-strategies/city-projects/lakeshore-corridor-transportation-improvements/> and contact:

<p>Gino Dela Cruz, P. Eng., Project Manager, Rapid Transit Office, City of Mississauga Email: gino.delacruz@mississauga.ca</p>	<p>BRT Study and Complete Street Study Andrew Shea, P.Eng. Consultant Project Manager Email: andrew.shea@hdrinc.com</p> <p>AT Bridge Study Nico Malfara, P.Eng. Consultant Project Manager Email: nico.malfara@hdrinc.com</p>
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Lakeshore Transportation Studies

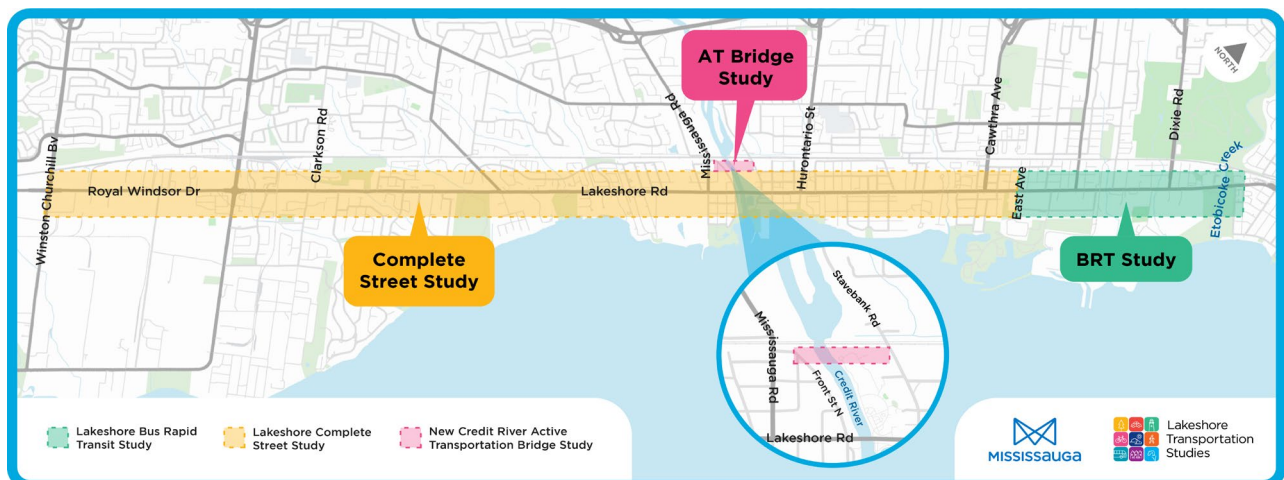
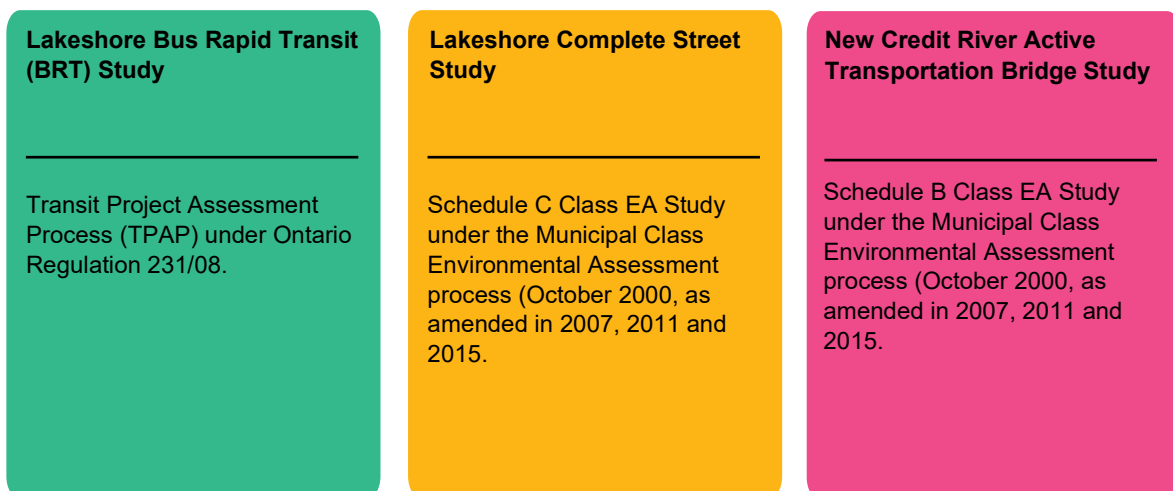
Public Feedback Report from the Virtual Open House #2

1. HOW THE PUBLIC CONSULTATION WAS ORGANIZED

The Lakeshore Transportation Studies include three infrastructure projects in the Lakeview, Port Credit and Clarkson communities that build from the 2019 Lakeshore Connecting Communities Transportation Master Plan. The description of the three projects and study area map is shown at **Figure 1**. All three studies include:

- Public, agency, and stakeholder consultation
- An evaluation of alternative solutions and alternative designs
- An assessment of the potential environmental effects associated with the proposed improvements and the identification of reasonable means to mitigate any adverse impacts.

Figure 1 – Description of Three Projects and Study Area Map



Public and stakeholder consultation is an essential component of the Lakeshore Transportation Studies and public open houses will take place throughout the process to present findings and receive public input. All consultation took place virtually at the time in accordance with Ontario's public health and safety guidelines.

Notification of the second virtual consultation included the following:

- Direct Mail to residents and businesses within 300 meters of Lakeshore Rd on March 11, 2022.
- Newspaper notices through Mississauga News on March 10 and 17, 2022
- Letters to Stakeholders and Public Agencies:
 - a. Email and letter mail notice to Indigenous communities – email sent on March 23, 2022, and letter mailed on March 30, 2022 (same content for both)
 - b. Email with Notice and invitation to TAC meeting #2 sent to stakeholders on March 3, 2022.
- Organic social media content through the City of Mississauga social media channels throughout March and up until April 8, 2022, as well as a Facebook and Instagram advertisement which ran from March 21 to April 8, 2022.
- Media advisory issued on February 1, 2022, as part of an overview of upcoming engagements.
- Council Corner article for use in newsletters.
- Notice on City's webpage with link to online meeting materials and feedback forms and registration for online meeting up until March 30, 2022.

Community members were able to participate in two ways as follows:

By visiting the Open House Website anytime between March 21 to April 8, 2022, to view open house materials and to provide input directly through the site. Materials were available 24 hours a day, 7 days a week. Participants could also forward comments to the City's Project Manager by email.

By attending the live Virtual Information Community Meeting hosted by City Staff on March 30, 2022, from 7:00 pm to 8:30 p.m. The meeting was held as a webinar and residents registered in advance of the session. The format included a presentation and question and answer session with the project team.

From March 21 to April 8, 2022, the website was visited 116 times and nine (9) individuals responded by providing their views on the online open house materials. When asked where respondents identify from responses were:

- 70% are residents within the study area
- 30% are residents from elsewhere in the city

67 individuals participated in the live community meeting.

Presentations at the live Information Meeting were provided by City Staff and Consultants from HDR Corporation. Councillor Dasko provided opening remarks about the studies. The

meeting was facilitated by Sue Cumming, Cumming+Company. The presentation was followed by a discussion period where individuals were able to ask questions by typing into the meeting question function or orally. The facilitator read aloud the questions for the project team to respond to. The presentation recording and PDF of the presentation slides was posted on the project website for viewing following the meeting.

The consultation materials for all three studies included the following:

- Introduction and why these studies are being undertaken
- Problem and/or Opportunity Statement
- Study Process and Timeline and Next Steps
- What We Heard at the Lakeshore Transportation Studies Public Open House in September 2021

Information for each of the three studies was organized by the topics shown at **Figure 2**.

Figure 2 - Study Specific Consultation Materials Topics

Lakeshore Bus Rapid Transit (BRT) Study	<ul style="list-style-type: none"> • Preferred Cross-section • Feedback Questions • BRT Stop Design • Lakeshore Bus Rapid Transit Study – Roll Plan for section from East Avenue to Etobicoke Creek • Key Impacts and Mitigation • Feedback Question
Lakeshore Complete Street Study	<ul style="list-style-type: none"> • Alternative Transit Solutions from Godfrey’s Lane to East Avenue: <ul style="list-style-type: none"> Alternative 1: Mixed Traffic, Alternative 2: Dedicated Curbside Alternative 3: Dedicated Centre Express Alternative 4: HOV • Potential Additional Transit Priority • Evaluation Criteria and Evaluation • Feedback Question
New Credit River Active Transportation Bridge Study	<ul style="list-style-type: none"> • Phase 2 Alternative Design Solutions (Phase 2) including: <ul style="list-style-type: none"> Alternative 1: Conventional Bridge Alternative 2: Expand GO Bridge Alternative 3: Truss Bridge Alternative 4: Signature Bridge • Description of Alternatives • Preferred Bridge Cross-Section • Alternative 3 and 4 Preferred Bridge Layout • Evaluation Criteria and Evaluation • Feedback Question

2. COMMON THEMES AND KEY MESSAGES FREQUENTLY NOTED

Figure 3 is a high-level synthesis prepared by the Community Engagement Facilitator on the common themes and key messages that were noted through the Virtual Open House online materials and live virtual community information meeting. It is important that this synthesis of key messages heard be reviewed together with the verbatim detailed input found in this report.

Figure 3 – Common Themes and Key Messages Frequently Noted

Topic	Common Themes and Key Messages Frequently Noted
Lakeshore Bus Rapid Transit (BRT) Study	<ul style="list-style-type: none"> • Questions about funding commitment and timing for construction of the BRT. • Questions about why the BRT lane is not covering the entire study corridor from the get-go and what is the purpose of a 3 stop BRT. • Questions about design and configuration of the BRT. • Concerns over the impacts of potential changes on access to businesses and homes along the BRT route. Property impacts and concerns about access to driveways and large truck turning were noted. • Concerns over whether the 2 km section will provide significant benefit to the overall Lakeshore corridor and surrounding area. • Concerns that the transportation infrastructure will not be enough to accommodate all the development that is planned in the Lakeview Area.
Lakeshore Complete Street Study	<ul style="list-style-type: none"> • Concerns about impacts of a centre bus lane on businesses on either side of the street. • Concern that the Port Credit Main Street appears most impacted and will be further narrowed affecting the street active ambience with patios, street activities to merchants, landscaping, parking. It was noted that vitality of Port Credit should be protected over vehicles and cyclists. • Concerns over traffic and road safety impacts that the new developments and population growth may have on the Lakeshore corridor and surrounding areas. Questions about how all the new traffic will be accommodated in the short-term noting that the complete streets study would take years to complete, and congestion will worsen in the meantime. • Concerns that the prioritization of the BRT over the complete streets study doesn't address the need to address congestion and conflicts in the Port Credit Area in the near term. • Desire to preserve trees along the street as well as other natural heritage features in the Lakeshore corridor. • Comments about how buses will be accommodated, where they will turn, how passengers will connect to BRT.

Topic	Common Themes and Key Messages Frequently Noted
	<ul style="list-style-type: none"> • Concerns about cycling safety and how the 1.5 metre width will contribute to safety. It was noted that beyond the BRT section, how will cyclists' safety be improved. • Views that Alternative 1 will negate the benefits of the BRT. • Views that while Alternative 2 seems a good option, questions remain about how to accommodate these changes with the little space along the very established Lakeshore corridor from Clarkson through Port Credit. Where will the space come from to create this new setting, unless we bulldoze existing trees and buildings along the road. • Views that Alternative 4 seems to be a good option, question remain about why Alternatives 2 and 4 are seen as less preferred.
<p>New Credit River Active Transportation Bridge Study</p>	<ul style="list-style-type: none"> • Support for bridge which is seen as a needed improvement and important active transportation link. • View that cyclists need to be separated by physical barrier from pedestrians. • Importance of pedestrian experience on the bridge. • Desire for the bridge design to fit with the Port Credit community aesthetics. • Questions about whether the bridge's funding is secured and timing or construction. • Comments that natural environment enhancements should be incorporated into alternatives and bridge design. • The desire for cost-effective implementation and minimal environmental impacts. • The desire for effective integration of the bridge into the overall active transportation and public transit networks. • Concerns over the bridge's potential impact on the rowing clubs' usage of the waterway.

3. PUBLIC FEEDBACK FROM THE VIRTUAL OPEN HOUSE (ONLINE MATERIALS)

This report section includes the public feedback that was received from the online Virtual Open House materials. It includes responses to the feedback questions and is organized by the responses received on each of the three studies. Nine (9) individuals responded. Not everyone completed each question. The input included in this section is verbatim.

3.1. Feedback on the Lakeshore Bus Rapid Transit (BRT) Study

As part of the Lakeshore Transportation Studies, the City of Mississauga is developing the preliminary design and completing the Transit Project Assessment Process (TPAP) for the Lakeshore Bus Rapid Transit Project (BRT). The 2019 Lakeshore Connecting Communities Transportation Master Plan recommended centre-lane running bus rapid transit (BRT) for the 2 km section of Lakeshore Road from the Etobicoke Creek to East Avenue as shown in the image below. This design will be carried forward as the preferred cross-section of the study.

Community members were asked to share their comments or questions on the detailed roll plan and Lakeshore Bus Rapid Study. One (1) individual responded to this question. The verbatim response is shown at **Figure 4**.

Figure 4 – Feedback on the Lakeshore Bus Rapid Transit (BRT) Study

Comments and Questions Noted about the Lakeshore BRT Study
1. The number of new residents that will live in the new Lakeview development, will not be accommodated by any method of traffic improvement you suggest. The new development is too dense. Nothing you suggest will be enough to support the increase in traffic/people.

3.2. Feedback on the Lakeshore Complete Street Study

As part of the Lakeshore Complete Street Study, the Lakeshore Transportation Studies adopts the preferred transit solution from the 2019 Lakeshore Connecting Communities Transportation Master Plan for the section of Lakeshore Road and Royal Windsor Drive from Godfrey's Lane to Winston Churchill Boulevard. However, additional transit solutions will be considered for the section from Godfrey's Lane to East Avenue.

Community members were asked to share their comments or questions on the evaluation results and the Lakeshore Complete Streets Study. Six (6) individuals responded to this question. The responses are shown at **Figure 5**.

Figure 5 - Comments and Questions on the evaluation results and the Lakeshore Complete Streets Study

Comments and Questions Noted about the Lakeshore BRT Study
1. I attended the open house. I am left with an overall feeling of great concern. The main issue on Lakeshore is Port Credit. Money has to be spent here, not on improving 2 km where it is relatively wide already. Yet recent developments i.e., Brightwater and the Shores have been allowed to develop up close to Lakeshore. I would defer the 2km and accelerate the work on Lakeshore as a whole but prioritising through Port Credit.
2. What are the plans for snow removal from the bike lanes during winter?
3. Alternative 1 should not be the preferred solution, it aims to equally promote public transit, driving, pedestrian, and cycling means of transportation. With consideration to their pollution (air quality, noise) as well as their serious impact to global warming, cars should be actively de-prioritized. The shifting of transit modes would be better for the local residents and be part of necessary measures against climate change.
4. What are the blue areas next to the bike lanes supposed to represent? Unless they are on the same level as the bike lanes there does not look to be enough room to comfortably overtake someone on a 1.5 m bike lane.
5. I cannot quite grasp how & where the buses will turn around at each end of this short span ...
6. The number of new residents that will live in the new Lakeview development, will not be accommodated by any method of traffic improvement you suggest. The new

Comments and Questions Noted about the Lakeshore BRT Study
development is too dense. Nothing you suggest will be enough to support the increase in traffic/people

3.3. Feedback on the New Credit River Active Transportation Bridge Study

As part of the Lakeshore Transportation Studies, the city is developing the preliminary design and completing the Schedule B Class EA for a new active transportation bridge over the Credit River north of Lakeshore Road. This bridge will enhance mobility across the river for people walking, rolling, and cycling.

Community members were asked to provide comments or questions on the evaluation results and the New Credit River Active Transportation Study. Two (2) individuals responded to this question. The responses are shown at **Figure 6**.

Figure 6 - Comments about the evaluation results and the New Credit River Active Transportation Study

Comments noted about the evaluation results and the New Credit River Active Transportation Study
<ol style="list-style-type: none"> 1. Prefer Through-Truss alternative 2. Bike lanes need to have a physical barrier to keep pedestrians safe. Ideally there should be four "lanes" on the bridge, with painted lines clearly indicating the accepted users of each lane and the directionality. This new bridge will be heavily used, and the bike traffic will come into the pedestrian areas and injuries will incur. Bike lanes will also be for the use of e-scooters (which is on the rise and very dangerous), skateboards etc., all not pedestrian traffic.

4. PUBLIC FEEDBACK FROM THE VIRTUAL COMMUNITY INFORMATION MEETING HELD MARCH 30, 2022

This report section includes the public feedback that was received at the Live Virtual Community Information Meeting held on March 30, 2022, via WebEx. Sixty-seven (67) individuals participated in the Live Information Meeting. The input included in this section is verbatim.

Following the presentation, individuals could ask questions by typing into the question-and-answer box or by raising their hand to speak. The facilitator read aloud the questions and comments noted in the meeting's question box. **Figures 7, 8, 9 and 10** include the verbatim input received and responses provided at the meeting by City Staff and Consultants. These are numbered for reference purpose only and each number represents a different individuals' comments. Personal and identifying information has been omitted from the report.

The questions are organized as follows:

Figure 7 - Lakeshore Bus Rapid Transit Study

Figure 8 - Lakeshore Complete Streets Study

Figure 9 - New Credit River Active Transportation Bridge Study

Figure 10 - Overall Comments and Feedback

Figure 7 – Feedback on the Lakeshore Bus Rapid Transit (BRT) Study

#	Comment/Question Noted	Response from City Staff and HDR
1	Did a study take place to evaluate the need for a BRT vs an upgraded, more frequent bus service along Lakeshore?	Yes. However, with the increase of congestion expected in the future, a more frequent bus service without a protected lane will become congested. The BRT will protect the bus from traffic congestion make it a more attractive option.
2	Can you please discuss the future plans and timing for the expansion of the BRT further west in Mississauga?	The BRT Study section (2km) has been approved for funding and tentative plans for construction to begin in 2024, completion in 2027. For the rest of the corridor under the Complete Street Study, there is currently no funding available, and we are in the EA phase. Implementation may be in the 2031-2041 timeframe.
3	Why is the BRT lane not covering the entire study corridor from the get-go? If the goal is to have BRT go there in the future, and have the Waterfront LRT there by 2050, why not build BRT lanes there now? Median or curbside. Traffic won't get better as we continue to intensify on this corridor whether we build it now or later	Following the phased approach set out in the 2019 TMP, we don't want to cause unwarranted disruptions now if there isn't the demand for more transit until much later in the future.
4	What is the purpose of a "luxury" 3-station BRT (by all measures, shortest BRT in the world) that cost tens of millions, when a BRT rapid-setup system, using quick-to-install platforms and flexible stations, as well as modified traffic lights for signal priorities and minor curb adjustments and landscape/furniture/signage improvements could be done across all of Lakeshore, for an even lower cost? These setups are well-known across BRT systems in South + Central America as well as parts of Asia.	The BRT was established as a recommendation through the Lakeshore Transportation Master Plan completed in 2019. Please contact Gino Dela Cruz at gino.delacruz@mississauga.ca if you would like to discuss this further.

#	Comment/Question Noted	Response from City Staff and HDR
5	Can you please explain why a *3 station BRT* - the smallest BRT on Earth, will take a full three years? I just heard this, and it is truly unbelievable. Is this seriously going to be the shortest, slowest-built and most expensive BRT in the world? I sincerely hope not - please bring in counterparts from South Korea, Australia, Brazil...many to choose from who can do this fast and well.	Your comments are noted. Please contact Gino Dela Cruz at if you would like to discuss this further.
6	BRT - It looks great, but how do we find the space for such a wide road? Will there be many buildings and trees that need to be torn down?	There will not be impacts to buildings, but there will be impacts to street trees in the corridor. A landscape plan is in development to replace as many trees as we can.
7	Is the BRT a raised transit corridor down the centre of Lakeshore like Eglinton or St. Clair streets? Thank you	It is not raised; it is at grade separated with a painted buffer
8	What is the street width at BRT 2km	Right of Way is 44.5m
9	For the 2km - what happens to local bus traffic?	Local buses will run in mixed traffic.
10	My question pertains to impact for those living at 1515 Lakeshore Rd in either one of the two large condominiums on the property, if the BRT goes through, does this mean that residents will no longer be able to make a left turn onto the property? 400 families would be negatively affected by this!!!!	The intersection for 1515 Lakeshore is not expected to have any restrictions for left turns.
11	With expected increased traffic because of extensive development in the area, the driveway leading into the condominium properties at 1515 and 1535 Lakeshore Rd. E., for safety, will need a full set of stop lights and a left turn lane.	Currently in the design, we've maintained the signalized intersection at 1515 Lakeshore Rd E. We can assess whether another light is needed at further west of this traffic light.
12	Just to understand, Lakeview along the BRT will lose its tree canopy and it sounds unlikely that it will be replaced, is that correct?	We are working to incorporate trees; the existing trees will be impacted but we're working to replace as many as possible
13	Would City Staff and HDR be willing to speak directly to the Lakeview Community through a separate community meeting to outline/describe the BRT plans further.	It was agreed that a meeting could be arranged. Follow-up to occur with Lakeview Ratepayers. Councillor Dasko noted that this was very important and asked staff to include him in the meeting discussions. It was suggested that an email be forwarded to Gino Dela Cruz to

#	Comment/Question Noted	Response from City Staff and HDR
		initiate meeting to gino.delacruz@mississauga.ca
14	How will large truck traffic be accommodated during the construction and afterwards?	Difficult to say what the construction impacts would be until a construction staging plan is developed. In the long term- no mid block left turns. Left turns and U-turns at signalized intersections available for cars and smaller trucks. Large trucks would need to reroute to access their destination by a right-turn only.
15	How many blocks must one travel before being able to turn around and go back to a business on the opposite side of the street from the direction of travel?	A traffic light is provided approximately every 400 metres
16	Lakeshore is already a very business commute for us traveling downtown for work. How long is construction planned for during which transit time will likely be extended severely?	See response to #2
17	Ignore my question re: BRT. I see the BRT does not apply to Clarkson and Port Credit.	Noted.
18	When is the anticipated time frame for construction to begin for Phase 7 which is the last section along the Etobicoke Creek?	See response to #2
19	There was a mention of needing approximately 2.5 metres of personal property to widen the road. Will this be the whole 2km or only certain properties? How can we find out which properties?	They are illustrated in the concept plan. They are very localized areas, associated with the bus shelters., and there is some flexibility in moving them. The City will consult with impacted property owners once the design is more developed.
20	Will there be private property expropriated in Phase 7 which is the last section along the west side of Etobicoke Creek? If so, then how many metres	See response to #18
21	Is there another example in Peel of a similar street with a BRT	An example would be the VIVA system in York Region.
22	Will utilities be buried in the BRT scenario?	Yes, there will be underground utilities. We are developing a utility relocation plan and working with utility owners. The utilities above grade would stay above grade.

#	Comment/Question Noted	Response from City Staff and HDR
23	Does premium service mean premium cost for public transit	No, the express buses using the BRT system would cost the same as local bus
24	If the BRT implementation is awaiting funding (\$ for design only at this point, can we move ahead with any cycling improvements meantime?	No, the cycling will be with the other roadway improvements.
25	So, with the reduction from 43 to 26 metres from the BRT plan to Port Credit and Clarkson that City Staff mentioned, does that mean definitively that there will not be a BRT through Port Credit and Clarkson even in the 2031-2041 timeframe mentioned earlier as a subsequent phase?	The 2019 indicated that a BRT is not efficient in the Port Credit area due to right of way and insufficient ridership. Not likely even in the future.
26	Has the city compared the cost and timelines of our 3-station BRT to other stretches of BRT being built around the world, recently built or currently underway? How does our project compare and are we setting any benchmarks? If not, how are we ensuring we are getting the best bang for our buck, designing the best possible, with the least money, at the fastest time?	Your comments are noted. Please contact Gino Dela Cruz at if you would like to discuss this further.
27	The VIVA system has been panned by residents and experts in planning and design for being "overbuilt" when it comes to the hard BRT stations and corridor and "woefully underserved" when it comes to bus frequency and connections for walking and cycling, as well as lacking many (all infrequent) transit links at intersections. I sincerely hope we do not repeat those mistakes in VIVA, which continue to this day with very low ridership levels in comparison to their own targets and other comparable systems.	Your comments about VIVA are noted.

Figure 8 – Feedback on the Lakeshore Complete Streets Study

#	Comment/Question Noted	Response from City Staff and HDR
1	Do you need to transfer buses, or is the bus continuous along lakeshore? Will the cost remain the same?	No need to transfer buses, express bus will transition from mixed traffic to BRT lane from East Ave to Etobicoke Creek and cost the same as local buses. The local bus will run along the whole corridor (Clarkson Station to Long Branch Station).
2	What does a centre bus lane do to businesses on either side of the street? St. Clair businesses suffered from a similar introduction.	One of the biggest impacts is that mid-block left turns will be as a safety precaution. The mitigation for that is the provision of protected left turn and U-turn phases at all signalized intersections. This was proven effective in other Municipalities in Canada (i.e., VIVA) However, increased transit could bring more people to the area, increasing visibility for the businesses.
3	Will the buses along this route be electrified?	A typical bus is assumed. Electrification of the bus fleet is dependent on the decision by MiWay.
4	Will there be advance green signals for those left turns?	A fully protected left turn will be provided. A permissive (turning left while the oncoming traffic is also going through) is not allowed.
5	As a restaurant owner along the Lakeshore (since 1984) what are you proposing for maintaining patios which are important for Port Credit.	This is being considered. Conversations will be had with the BIA to establish a favorable solution for businesses.
6	Port Credit Main Street appears most impacted. Narrow as it is, now further so? The street active ambience with patios and street activities to merchants should trump passing through vehicles and cyclists. Including increased landscape opportunities.	This is being considered. Conversations will be had with the BIA to establish a favorable solution for businesses.
7	Since the changes to Lakeshore Rd, proposed in the street study will take years to complete, how are we going to accommodate all the new traffic from the huge residential construction projects currently underway in the meantime.?	Additional developments were incorporated into traffic modelling and shows that current conditions can accommodate traffic until 2041.

#	Comment/Question Noted	Response from City Staff and HDR
8	What does the widened roadway do to sidewalks and existing storefronts of businesses?	Work to be contained within the Right of Way so there are no direct impacts to the buildings. Sidewalks on the north side to be enhanced to 2.1m
9	Similar concerns for a cycle track - what exactly are cyclists supposed to do beyond the three-stations length, with no other safe connections on Lakeshore or intersecting streets on both sides? We have zero protected cycling infra in Mississauga and piecemeal is actually more dangerous. Same with the lack of protected intersections here. Let's do it like Bloor alternative 5, full corridor all at once - sure it costs more, then let's cost it out.	HDR is undertaking the Complete Street Study with the BRT study with the ultimate vision of a continuous cycle track along Lakeshore.
10	I have ridden bikes with my kids downtown and are there not bike paths south of Lakeshore along much of these routes already?	Yes, there is a lakefront bike path currently, but we aim to provide a bike lane right on Lakeshore Rd, for easier access to businesses and connecting roads.
11	Makes sense. Thanks for the MCDA!	Comment noted.
12	For the 1.5 m wide bike lanes, would there be wider sections for more comfortable overtaking?	1.5m is minimum width, with a 0.3-0.5m buffer on either side. Exploration of wider lanes is not off the table, but 1.5m is the basis of the study.
13	Would the protected bike lanes in the complete streets study include having snow removal during winter?	To be detailed in Project Report
14	Is it to keep the general car lanes mostly straight? Could a road with more curves be used as a form of traffic calming?	Not safe to have a road that is curved in just one section.
	Comments on the Alternatives	
15	General purpose traffic reduced to one lane will be a traffic nightmare in my opinion. I have driven this route every day for 32 years so understand the dynamic. What analysis have you done relative to density of cars in one lane versus two lanes in each direction. I anticipate massive traffic jams at rush hour.	Traffic forecasting was done for each of the options presented, which accounted for traffic volumes, congestion, and travel delays. This was considered in the selection of the preferred option.
16	Re: alternative transit solutions along Lakeshore ... will the sidewalk/bike lane expansion impact ability for people to park on the raised areas that are right beside the	In Alts 1, 2, and 4, we managed to maintain some lay-by parking spaces along the road.

#	Comment/Question Noted	Response from City Staff and HDR
	sidewalk now? Not sure I'm describing this well in writing ...	
17	The benefits of the BRT will be negated by Alternative 1 (Mixed) especially during peak times. HOV (Alternative 4) even if only during peak times would improve transit reliability. Angie mentioned Alternative 1 has more benefits but sounds like for single-occupancy cars and those driving to Toronto., not public transit users.	N/A (Not a question.)
18	Alternative 1 should not be most preferred. HDR's explanation was not convincing	Thank you for your comments. There are additional materials available at the project website.
19	I think it was accidental but Alternative 2 for the Complete Street project showed a cyclist in the red bus-only lane (image from Toronto). Please confirm that no matter what the design, cyclists will not have to ride in the bus lane -- NOT SAFE.	Yes, cyclist will not be in the bus lane.
20	Alternative 2 seems a good option. I am, however, having difficulty visualizing how we can accommodate these changes with the little space along the very established Lakeshore corridor from Clarkson through Port Credit. It is already so crowded. Where will the space come from to create this new setting, unless we bulldoze existing trees and buildings along the road.	The minimum right-of-way width is 26m, we have designed for all elements to fit within this right-of-way. The only scenarios where properties would be impacted are where bus shelters or queue jump lanes would be introduced. This will be confirmed at a later stage, and conversations will be had with affected parties.
21	Why was alternative 2/4 for Lakeshore "less preferred" when the main downside was explained as a benefit to transit times and slight decrease in car traffic times? That change literally supports City policy. Making driving (slightly) more inconvenient is literally how you get a sustained shift in modal split. Have staff not examined the impact of countless "road diet", "congestion charge", "ban right on red" and other disincentive measures for driving, practiced with immediate success around the world?	Although alts 2 and 4 do perform worse for driving experience, stakeholder feedback indicate that they desire an equal modal split in the corridor, not particularly favoring one mode or the other. The emphasis is on providing options, not solely improving transit at the expense of the driving experience.
22	In the Complete Street Study, it appears that the Alternative 3 would allow for similar expansion of the BRT whereas Alternative 1 would not allow a BRT. Can you expand on	We are designing the cross-sections based on the different needs throughout the corridor.

#	Comment/Question Noted	Response from City Staff and HDR
	why Lakeshore Rd is being split into different zones with differing cross sections?	The corridor spans 6 segments, divided based on factors such as population, transit demand, employment, road width. The design of each segment is catered to the characteristics particular to that area. The BRT centre lane can't be expanded mainly due to right-of-way constraints.
23	Alternative 4 is clearly more attractive. What is the cost differential to Alternative 3? Orders of magnitude?	At this stage, it's difficult to provide an exact number, depending on which type of signature bridge is decided upon at a later time.
24	For the record, I did not receive a satisfactory answer regarding why staff list Lakeshore alt 2 and 4 as "less preferred" - the rationale given that transit lanes + car lanes (both modes getting priority) are somehow "unfair" or "compromising drivers experience" or "inaccessible for driving" is unfortunately misinformed and surprising coming from staff. With these claims, no BRT is ever permissible as all impact drivers and driving time. Alt 2 + 4 maintain 2 car lanes, just fewer - more modes get space!	Thank you for your comments. There are additional materials available at the project website

Figure 9 – Feedback on the New Credit River Active Transportation Bridge Study

#	Comment/Question Noted	Response from City Staff and HDR
1	Have you looked at integrating natural and nature-based features around the bridge?	Trying to limit natural impact on the surrounding area and developing mitigation measures.
2	Are we making sure the bridge is extra wide and high to ensure wildlife has a riparian ground zone (rocks/grass/marsh) beneath the bridge, on both sides of the river? Diagram suggests not. These "tight" bridges become a chokepoint for wildlife - particularly damning when the few streams and rivers in the city are the only continuous corridors left for animals.	We're currently undergoing environmental studies and will document the findings and mitigation measures in a project report later in the project.
3	Will you be enhancing the environment?	See response to #1 and #2

#	Comment/Question Noted	Response from City Staff and HDR
4	This appears to have many benefits, but will pedestrians want to move north away from the attraction of Port Credit and proximity to the lake? How do you ensure that pedestrian traffic is redirected to utilize the new bridge and pathway?	The new bridge is for the purposes of expanding the active transportation network and providing more options for traveller in the area.
5	Is the new Credit River Active Transportation Bridge required because the non-vehicular bridge on the south side of Lakeshore Road will be eliminated for the Lakeshore Road widening?	No, it won't be eliminated
6	How about enhancing the environment?	See response to #1 and #2
7	Have you considered the impact on the recreation use on the water?	Yes, the bridge will not impact the recreation use on the water.
8	Will the bridge options have an impact on recreational use – specifically the height of the bridge.	The height above water will not impact recreational use. We considered waterway uses in the development of the alternatives. This was an important concern noted through the first Public Open House as well.
9	Perhaps this was addressed, but will the new bridge be for cyclists and pedestrians only and what will happen to the old bridge	Yes, only pedestrians and cyclists. Nothing will happen to the old bridge.
10	When will the bridge's funding be secured and construction start?	Funding is secured. The EA will be complete in a few months, and the detailed design phase will take a little over a year, from then we can proceed to construction
11	Regarding AT bridge with pedestrians restricted to south side, they may wish to view to the north and there will be conflicts and safety issues	Pedestrians and cyclists would be separated. This would be further considered during detailed design.
12	Despite red marks for capital costs, Alternative 4 for the AT bridge is still preferred due to "aesthetics" (was there a poll?). Function and fastest implementation trumps striving for a signature bridge. A simple truss bridge beside the existing (heritage) truss bridge would be most simpatico and "authentic" to the Port Credit vibe. Save aesthetics for down at the waterfront and get a beautifully Functional bridge in soonest that doesn't jar with existing heritage bridge but rather be seen to blend.	Design of the signature bridge is open to public input. The specific cost and look of the bridge to be decided during detailed design

#	Comment/Question Noted	Response from City Staff and HDR
13	Will first/last kilometre infrastructure be included as part of the AT bridge project, to safely direct flow of people across the bridge into/out of the Port Credit GO Station?	The bridge will be integrated into the existing pedestrian/cyclist network

**Figure 10 – Virtual Community Information Meeting
Overall Comments and Feedback**

#	Comment/Question Noted	Response from City Staff and HDR
1	The local community provided a vision for their community over a decade ago with the Legacy Project and more recently the Linear Heritage Park vision. Have you familiarized yourselves with either of these items?	The city has had internal discussions on how projects and plan fit into the Lakeshore Transportation Plan. We will take it back for further review.
2	What assumptions have been made regarding attitudes about using public transit given the experience with pandemic	We haven't adjusted ridership levels based on the pandemic; we expect that ridership would return post-pandemic overtime. The horizon of 2041 is expected to be beyond pandemic effects.
3	Other issues that should be considered for public use are changes for work at home.	Thank you for the comment. Please see response to #2
4	Incorporating natural and nature-based features doesn't mean just minimizing enviro impacts. It means working with nature to find opportunities to enhance benefits -- natural/environmental, social and economic. See engineeringwithnature.org and the Natural and Nature-based Features Guidelines on the site. We should design for optimal benefits.	This will be considered in detailed design
5	Why are current levels of car traffic considered so heavily when better public transit, pedestrian, and cycling options would reduce car traffic?	The levels of traffic considered are not current but rather forecast levels of traffic in the horizon year. Expected mode shifts are accounted for in the traffic forecast. Transit and cycling options alone don't necessarily shift enough traffic to compensate for the growth in travel
6	Can anyone in the city explain how we ever expect anything which reduces car traffic across alternatives to ever get residents support? We set (high/regressive) parking mins, encourage parking on-street and driving everywhere, prioritize driving everywhere, and	We're endeavoring to provide mode choices in the Lakeshore area through the LTS. Trying to move away from car-dependency through giving attractive active

#	Comment/Question Noted	Response from City Staff and HDR
	nearly all staff and all of Council drive by car, everywhere. We literally zone auto shops/gas stations with their own category! Why would residents ever support a (sensible) reduction in car lanes when we encourage/incentivize driving in every way?	transportation options and transit priority.
7	Why is it that transit plans are always planned after development has occurred? Why weren't transit systems, such as the BRT, not planned for before the Lakeshore become so developed? The BRT could have been put in 30+ years ago before much of the current development was put in.	We appreciate the comment. The Transportation Master Plan was completed in 2019 and included the recommendations for the three projects that are the subject of the Lakeshore Transportation Studies that we are discussing today. The city included the planned development in the traffic modelling and inputs for these studies.
8	What will it take for us to accelerate implementation of all three projects to have them complete by 2025? We have needed these improvements since at least the 90s and repeated delays and NIMBYism continue to hurt the economic and ecological viability of our city. Don't forget this key statistic - our city's pop is in decline since latest census data, the only large city in Canada	Funding is available for the BRT Study and AT Bridge. We can move forward with detailed design and construction once Environmental Assessment is complete. The city is working to secure funding for the Complete Street Study.
9	We talk a great deal about "smart city" and "living green" and "sustainability" and enhancing our tree canopy, urban streetscape, water quality and infrastructure. Lakeshore should be made the first "salt-free" corridor, with heated surfaces via district heating technology.	Your comments are noted.
10	In the past, transportation consultations have done polls asking the public about their age/location/gender and modes of mobility they use, and for which purpose. Anecdotally, it has been shared by planners on social media that cities with staff who walk/bike/transit within the cities within which they work are more likely to implement (faster, more substantive) active and transit infra. I would suggest that the public be made aware of staff general demographics, if they live here and their modal behaviour.	Your comments and suggestion are noted.

#	Comment/Question Noted	Response from City Staff and HDR
11	I have never seen participants hidden in all my years of attending consultations, including more than 20 events in this pandemic. Why is this the case?	There are 77 attendees for this meeting. We generally do not show the names of those in attendance nor, do we read their names aloud when questions are read out. As we strive to have good virtual sessions, we have found that using a webinar format provides good opportunity for everyone to be able to enter questions and comments. We have found that we can receive a significant number of questions and comments in a short period of time. There is no limit on the number of questions or comments provided by any one individual. It is important to ensure comfort for all that attend and not everyone is comfortable having their names visible. The presenters are visible to everyone.
12	One of my questions was not addressed. Not impressed with this meeting.	We are sorry you feel this way and hope that this record of all questions will include what was missed. Please do not hesitate to contact Gino Dela Cruz at gino.delacruz@mississauga.ca