



CITY OF MISSISSAUGA
STAVEBANK ROAD AND LAKESHORE ROAD EAST
INTERSECTION IMPROVEMENTS
 CLASS ENVIRONMENTAL ASSESSMENT STUDY
 PUBLIC INFORMATION CENTRE
 COMMENT SUMMARY

Comment	Response/Action Taken
<ul style="list-style-type: none"> (Dis-agree with Preliminary Preferred Alternative) Stavebank should be closed to traffic north to High Street and south to Port Street, this would make the area more pedestrian friendly. 	<ul style="list-style-type: none"> Closing Stavebank Road to vehicular traffic in this area would redirect and concentrate traffic in other areas of the neighbourhood in a negative manner. Closing Stavebank Road would limit development opportunities in the area and would have a negative impact on surrounding businesses.
<ul style="list-style-type: none"> No (Dis-agree with Preliminary Preferred Alternative). Make Stavebank a “No Straight-Thru” No Left Turns east or westbound on Lakeshore. Eliminate crosswalk on west (Post Office) side. Do not buy building and save tax payers money! To my mind, not knowing what the city intends doing later on with the Lakeshore Road Corridor, makes it really difficult to assess the situation properly. The Preliminary Preferred Alternative, # 3, seems pretty cost intensive to me; as well as disruptive for all concerned during the rebuild. If my suggestion were of no benefit, then I would go for Alternative #2, making Stavebank a one way in a southerly direction. 	<ul style="list-style-type: none"> Restricting access to Stavebank Road in this area would redirect and concentrate traffic in other areas of the neighbourhood in a negative manner. Restricting access to Stavebank Road would limit development opportunities in the area and would have a negative impact on surrounding businesses. This proposal would not mitigate a number of the issues experienced at this intersection.
<ul style="list-style-type: none"> (Dis-agree with Preliminary Preferred Alternative) I agree with (4) – full intersection improvement. I prefer alternative #4 (Full intersection Improvement) but can appreciate the need to keep planning options open pending the Lakeshore Corridor Study. This (Preliminary Preferred Alternative) is a big improvement from the original concept presented. 	<ul style="list-style-type: none"> This option may be considered in the future pending the conclusion of the Lakeshore Road Corridor Study. A full intersection improvement would have a negative impact on the existing lay-by parking and boulevard street trees along Lakeshore Road East. Implementing left turn lanes on Lakeshore Road East could compromise the City’s ability to implement further improvements (if required) once the Lakeshore Road Corridor Study has been completed.
<ul style="list-style-type: none"> Start by eliminating all left hand turns as/when travelling East/West/North/South on Lakeshore Rd. Immediately! 	<ul style="list-style-type: none"> Restricting left turn movements at this intersection would redirect and concentrate traffic in other areas of the neighbourhood in a negative manner. Restricting access to Stavebank Road would limit development opportunities in the area and would have a negative impact on surrounding businesses.

<ul style="list-style-type: none"> • Can the intersection be made a “no turn on red” as a temporary measure? 	<ul style="list-style-type: none"> • This request has been directed to the City’s Traffic Operation’s Section for review.
<ul style="list-style-type: none"> • Yes (Agree with Preliminary Preferred Alternative). Add delayed turn signals. Seems to greatly improve safety and confidence for pedestrians and motorists. Some Consideration needed for cyclists whose numbers are rapidly increasing. 	<ul style="list-style-type: none"> • Delayed left turn signals do not meet current City of Mississauga policies or practices. However, this request will be forwarded to the City’s Traffic Signals Section for review. • Accommodations for cyclists along Lakeshore Road is being reviewed through the Lakeshore Road Corridor Study and Cycling Master Plan. Upon completion of these initiatives, further improvements for Lakeshore Road may be proposed in the future.
<ul style="list-style-type: none"> • Yes (Agree with Preliminary Preferred Alternative). It’s still a difficult traffic situation. Change traffic light to allow pedestrians to walk in any direction and all traffic is at a halt. 	<ul style="list-style-type: none"> • Pedestrian Priority Phasing does not meet current City of Mississauga policies or practices. However, this request will be forwarded to the City’s Traffic Signals Section for review.
<ul style="list-style-type: none"> • I consider the Preferred Alternative to be a sound solution for this difficult problem. The design is consistent with my expectations. It is my suggestion that turns to the north and the south should be restricted during rush hours 8:00 to 9:30 am and 4:30 to 6:30 pm • Yes (Agree with Preliminary Preferred Alternative) But left turns from Lakeshore to Stavebank should be restricted to low traffic volume times. 	<ul style="list-style-type: none"> • Currently eastbound to northbound left turns are restricted during the a.m. peak period from 7:00 to 9:00 Monday to Friday. This restriction will remain as a part of our Preferred Alternative Solution. • Including additional time periods and adding restrictions to the westbound movement would redirect and concentrate traffic in other areas of the neighbourhood in a negative manor. • Including additional time periods and adding restrictions to the westbound movement would also limit development opportunities in the area and would have a negative impact on surrounding businesses.
<ul style="list-style-type: none"> • Yes (Agree with Preliminary Preferred Alternative) Makes the most sense. Keeps traffic on Lakeshore for business trade, gets rid of confusion for newcomers/visitors, and improves safety dramatically. However, speed limits in the village area i.e. Elizabeth to John Street to 40 km/h. 	<ul style="list-style-type: none"> • Reducing the speed limits along Lakeshore Road between Elizabeth and John Street is beyond the scope of this Environmental Assessment Study. However, this request will be forwarded to the City’s Traffic Operations Section for review.
<p>Absolutely! (Agree with Preliminary Preferred Alternative) It will be much easier to determine who has right-of-way for both vehicles and pedestrians. Actually improves the “Look” of the S.W. corner too. No loss to parking with parallel spots on west being offered. Hopefully, safety will be the major benefit. It is about time CIBC be relocated. It’s almost impossible to park to use the bank! Cyclist’s safety however, will not be improved at this “New” intersection as they presently do not heed the traffic lights now. South on Stavebank, West on Lakeshore to turn North onto First Street (West Side of River), Traveling 12-15 side-by-side taking up full lane – all on a red light for them at Stavebank and Lakeshore! Need Policing especially Sat./Sun a.m.</p>	<ul style="list-style-type: none"> • Cyclist’s lack of abeyance to the Highway Traffic Act is an enforcement issue outside the jurisdiction of the City of Mississauga. This information will be forwarded to the Peel Regional Police for their consideration

<ul style="list-style-type: none"> Absolutely (Agree with Preliminary Preferred Alternative). It's a dangerous intersection and I'll be relieved when both vehicles and pedestrian traffic can get through safely. 	<ul style="list-style-type: none"> The City will complete the Class Environmental Assessment (EA) Study by recommending the Stavebank Road Re-alignment (Alternative 3) as the preferred alternative solution. Upon successful completion of the EA Study, the City intends to proceed with the detailed design and construction of this project subject to the appropriate approvals.
<ul style="list-style-type: none"> I whole heartedly support the Preliminary Preferred Alternative. It is safe for pedestrians and for the motorists. Historical and environmental matters must take a lesser position. Safe engineering is first consideration. It will cost what the engineers will say it costs and Council and Ward One Councillor should urge council to make available the funds. No more false economy. 	<ul style="list-style-type: none"> The City will complete the Class Environmental Assessment (EA) Study by recommending the Stavebank Road Re-alignment (Alternative 3) as the preferred alternative solution. Upon successful completion of the EA Study, the City intends to proceed with the detailed design and construction of this project subject to the appropriate approvals.
<ul style="list-style-type: none"> Yes (Agree with Preliminary Preferred Alternative). After a lot of deliberation, this seems to be one of the best available options. Provides for future bike and pedestrian improvements at minimal costs. 	<ul style="list-style-type: none"> The City will complete the Class Environmental Assessment (EA) Study by recommending the Stavebank Road Re-alignment (Alternative 3) as the preferred alternative solution. Upon successful completion of the EA Study, the City intends to proceed with the detailed design and construction of this project subject to the appropriate approvals.
<ul style="list-style-type: none"> Yes (Agree with Preliminary Preferred Alternative) Residents of Mineola West have long been desirous of restricting traffic on Stavebank Road N. which might continue through our neighbourhood. I would not like to see a left turn lane that would make these turns easier. Alternative 4 with left turn lane greatly changes the character of the intersection and one of the main corners in the village. I would not want to see the dramatic change to the village nature. 	<ul style="list-style-type: none"> The City will complete the Class Environmental Assessment (EA) Study by recommending the Stavebank Road Re-alignment (Alternative 3) as the preferred alternative solution. Upon successful completion of the EA Study, the City intends to proceed with the detailed design and construction of this project subject to the appropriate approvals.
<ul style="list-style-type: none"> Yes (Agree with Preliminary Preferred Alternative) The only way to go for future development. Been putting up with this intersection for 50 Years. 	<ul style="list-style-type: none"> The City will complete the Class Environmental Assessment (EA) Study by recommending the Stavebank Road Re-alignment (Alternative 3) as the preferred alternative solution. Upon successful completion of the EA Study, the City intends to proceed with the detailed design and construction of this project subject to the appropriate approvals.
<ul style="list-style-type: none"> I fully agree with the Preliminary Preferred Alternative #3. Without the CIBC there it would straiten out the traffic which would be good. The CIBC can move to a place where there would be more parking for their customers. 	<ul style="list-style-type: none"> The City will complete the Class Environmental Assessment (EA) Study by recommending the Stavebank Road Re-alignment (Alternative 3) as the preferred alternative solution. Upon successful completion of the EA Study, the City intends to proceed with the detailed design and construction of this project subject to the appropriate approvals.

- Yes (Agree with Preliminary Preferred Alternative) “Third Option” addresses the safety issue by “normalizing” the intersection which is important for the high % of tourist traffic. I.E. it is predictable and doesn’t require special local knowledge. Continued N-S access to key tourist destinations S of Lakeshore is very important I.E. Marina, Hotels, Restaurants. One Way S-bound would be too restrictive. Most importantly the 3rd option respects the main street character of the village and will work well with re-development of the Post Office.

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