

**DATE:** October 16, 2007

**TO:** **Carmen Corbasson**  
Councillor, Ward 1  
City of Mississauga  
(905) 896-5100  
[carmen.corbasson@mississauga.ca](mailto:carmen.corbasson@mississauga.ca)

**CC:** **Steve Barrett**  
Manager, Transportation Asset Management  
City of Mississauga  
(905) 615-3200, ext. 3017  
[steve.barrett@mississauga.ca](mailto:steve.barrett@mississauga.ca)

**FROM:** **Dorothy Tomiuk**  
Chair, VIVA Port Credit  
33 Mississauga Road South  
Mississauga, ON L5H 2H3  
(905) 278-6437  
[dtomiuk@sympatico.ca](mailto:dtomiuk@sympatico.ca)

**RE:** **Proposed Intersection Changes at Lakeshore and Stavebank Roads (LSI), Port Credit**

**DELIVERED BY E-MAIL**

Dear Councillor Corbasson:

Further to our phone call on Friday, and to follow-up my e-mail of Oct. 12, here is the consensus of our citizen groups regarding the City's LSI proposal.

Firstly Carmen, thank you for suggesting that the public Open House on the evening of Sept. 25 should be held, in addition to the afternoon session specifically for the BIA. This has indeed given the citizens an opportunity to respond, and we further appreciate the deferral of the LSI proposal going to Council, in order that time may be taken to review all the citizens' concerns which have been submitted to you and Steve Barrett.

Essentially there are **four possible approaches** to the LSI issue, and we have reached consensus on each of the following options:

**1) Do nothing.** This is not advisable, nor indeed possible. You have said the impetus for making changes at the LSI is the liability the City now bears (for which we don't yet have the details). The stated premise of the proposed change is one of safety. There is certainly an intuitive and anecdotal case for improving safety at the LSI, and for 10 years this has been under discussion. I spoke to some members of the BIA at the public Open House about this, as well. While we all have experiences and anecdotes, it is nonetheless important to always base such a significant decision on both hard data, and input from all stakeholders.

As previously requested, it would be very helpful to view all the incident statistics available for the 3 intersections, at Stavebank, Elizabeth, and Helene Sts. I believe at least one e-mail request you have received also asked for comparable incident statistics from other intersections in Mississauga that are considered dangerous. Also, all through-traffic and turning volumes at the intersections have been requested, such as have been gathered.

**2) Proceed with the City's Sept. 25 proposal.** Based on the extensive number and variety of concerns expressed since the public Open House, we believe this approach is inadvisable as well.

Should the City decide to go ahead with the modifications to the LSI (alone) as presented, we believe there will need to be additional and significant changes elsewhere: Elizabeth and Helene St. intersections, Port St. W., Stavebank Rd. S., and certainly the Laneway. Sidewalks, road upgrades, improved lighting, road markings, new signage and signaling, railings and other devices will need to be implemented far beyond the LSI itself, and we haven't seen any plan for that. The significant "Impacts" summarized in the City handout have not been explored.

**3) Initiate a combination of signage, road markings, and signal light changes, to accomplish immediate safety benefits at the LSI.** This is our collective short-term proposal. Potential changes include: no left turns going either way off Lakeshore Rd. onto Stavebank Rd. N. or S. during peak hours, and removal of visual obstacles to drivers. The effects of these changes should be monitored before any physical changes to the roadways are engineered. For instance, the pedestrian crossings could be angled to create a diagonal walkway (as at Bay and Queen Sts. in Toronto). Texturing of the road at the right-turn points off Stavebank N. and S. onto Lakeshore could alert drivers that something was different, and to pay attention.

These changes can be implemented quickly and certainly effectively, and will enable targeted data gathering which might suggest fine-tuning of this approach, and even an alternate, longer-term solution.

**4) Conduct a comprehensive transportation study.** This is our collective mid-term proposal. One goal would be to identify a viable long-term strategy to bring the LSI into traditional alignment, including land acquisition or swapping, in order to move or expand roads. This study would anticipate the known and anticipated future developments on Lakeshore Rd., and enable the cumulative impacts to inform decisions such as the LSI proposal. Site-by-site traffic studies as each new development comes on stream are too limited in scope for the critical Lakeshore Corridor.

Carmen, I was so pleased that during our phone call you stated that the Lakeshore Corridor, and transportation needs in Port Credit, would comprise a "big part" of the District Plan Review. While the DPR will look at long-range planning issues, and traffic geometrics are considered minute details in this context, you agree that Lakeshore Road is a special case that ties in dramatically with the discussion of land use, density, and place-making.

This view recognizes the complex nature of Lakeshore Road. It is both our historic main street for local traffic and access to the shops, as well as a major highway for through-traffic between cities. Because Lakeshore Rd. must also support access to all the perpendicular cross-streets (N and S) which comprise Port Credit's traditional grid layout, changes at any one intersection will of course impact the others, with traffic bottlenecks and safety deficits possibly being transferred to other locations. Hence the need for a holistic view.

You have indicated it won't be possible to incorporate a formal transportation study into our District Plan Review. But even if conducted separately, a transportation study would give us the data and long-range understanding to implement our collective vision for Port Credit.

\* \* \*

Carmen, we look forward to hearing the result of your scheduled meeting this week with staff concerning the LSI questions that have been raised. As you've stated, it may be that you'll first recommend that Terry and Dan meet with Steve to explore the full technical and regulatory (e.g. by-law) aspects of some of our ideas (e.g. use of rumble strips), to make sure the many short-term options we're suggesting further to **3)** are indeed feasible. We also need to review a full list of additional requirements should **2)** be pursued any further.

Then, as you've suggested, there would be a meeting with you and a small group to discuss the final LSI proposal to go before Council. We would also wish to discuss the possibility of a separate comprehensive transportation study.

Sincerely, Dorothy

**Copies:**

City of Mississauga

Jim Kartsomanis  
Paul Mitcham  
Ed Sajecki  
Ron Miller  
Susan Tanabe  
Ruth Marland  
Bruce Carr

Businesses

Marion Klinnert, Chair, Port Credit BIA  
Cristina Dias, Branch Manager, CIBC, Lakeshore & Stavebank  
Jonathan and Dr. Bill James, Centre City Capital Ltd. (Waterside Inn; Port Credit Harbour Marina)  
Roy, Andrew, and Paul Clifton, Proprietors, Snug Harbour Restaurant  
Dr. Geoff Edwards, Edwards Lakeside Veterinary Clinic

Consultants

Terry Korsiak, Korsiak & Company  
Dan Cherepacha, President, Read, Voorhees & Associates

Citizens

VIVA Port Credit:

Town of Port Credit Association (TOPCA)  
Cranberry Cove Ratepayers Association  
Port Credit Village Project  
Friends of Old Port Credit Village  
Credit Reserve Association  
Lakeview Ratepayers Association  
Mississauga South Historical Society  
Heritage Mississauga