

WALK CYCLE MOVE

Active Transportation Demonstration Projects

North York Centre

Toronto Public Health

Final Report

Prepared by
**Gladki Planning Associates and
Moving Right Along**

May 2014

Contents

1.0 Introduction	1
2.0 Community Engagement	2
2.1 Methodology	2
2.2 Lessons Learned	6
3.0 Active Transportation	8
3.1 Neighbourhood Profile	8
3.2 Barriers and Opportunities for Active Transportation	11
3.3 Barriers to Change	20
3.4 Short-Term Action Items	22
3.5 Medium- to Long-Term Initiatives	23
4.0 Conclusion	25
Appendix	27
1. Public Consultation and Active Transportation in North York Centre	29
2. WALK CYCLE MOVE North York Centre Survey Results	35
3. Engagement Activity Results	53

1.0 Introduction

Toronto Public Health, in cooperation with Transportation Services, initiated the Active Transportation Demonstration Projects. This project identifies four neighbourhoods in Toronto where community engagement was to be undertaken to better understand local issues around active transportation. North York Centre was identified as one of these neighbourhoods.

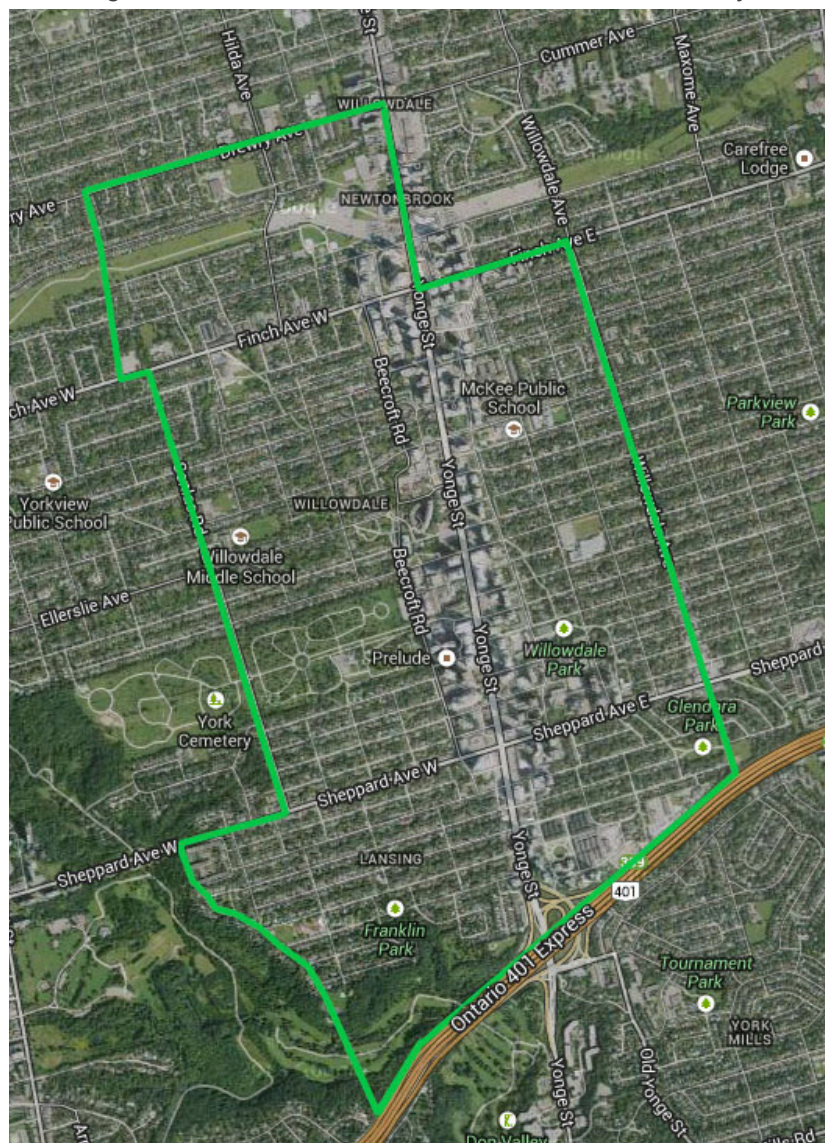
The objectives of the consultation were to:

- Build local awareness of the benefits and opportunities for active transportation.
- Facilitate the exchange of information among community stakeholders and between the community and partner City Divisions.
- Identify challenges and opportunities for active transportation at the neighbourhood-scale.
- Identify specific policy and/or infrastructure changes to enhance pedestrian and cycling safety and uptake in North York Centre.
- Demonstrate the support that Toronto Public Health can give to projects prioritized by communities and partner City Divisions.

For the purpose of the consultation project, the boundaries of the North York Centre neighbourhood were defined as:

- Grantbrook Rd / Senlac Rd / Gwendolen Cres to the west;
- Drewry Ave to the north;
- Yonge St / Willowdale Ave to the east; and
- Highway 401 to the south.

Figure 1: North York Centre Consultation Area Boundary



2.0 Community Engagement

The community engagement strategy for North York Centre focused on issues of local active transportation and access between the Centre and the surrounding residential areas. The engagement process aimed to focus on school-based travel, work-related travel and personal, discretionary trips in the study area.

2.1 Methodology

The community engagement approach developed for North York Centre was tailored to:

Satisfy the requirements of Toronto Public Health. Toronto Public Health's objective was to start a general discussion about the barriers and opportunities for active transportation at the community level. They hoped to identify current issues and potential interventions that could serve as demonstration projects while also educating community members about the important health benefits associated with active transportation and building capacity for community involvement in active transportation decision-making.

Draw on best practices from community engagement experience within the City of Toronto. Recognizing that City staff have extensive experience in community consultation, a meeting was held with representative City staff who have experience with active transportation community engagement projects, to discuss lessons learned from their experience.

Compliment current and recent consultation on active transportation-related issues in North York Centre. Several planning and construction projects and their associated consultation activities have been held in North York Centre over the recent past and some will be forthcoming. Transportation and in particular concerns about traffic congestion and safety have been highlighted as an issue by the community in past consultations. In recognition of this important context, research was undertaken to understand the history of consultation in the area, to identify potential risks for this project, and to develop approaches to mitigate those risks. A summary of this research is provided in Appendix 1.

Involve City staff from several Divisions through a Local Advisory Group. Many different City Divisions are involved in planning, constructing, maintaining and operating the built environment. Each of these divisions have a role to play in supporting and enabling active transportation. A Local Advisory Group (LAG) of City staff was formed to participate in the project to provide a range of expertise on local conditions, knowledge of other related City initiatives, and to consider implementation issues.

2.1.1 Consultation Overview

The consultation strategy evolved through the course of the project to respond to the experience working with the community and to ensure that the most appropriate methods were employed to engage as many different community members as possible. The consultation process consisted of three stages:

Stage 1: Introduction and Information Gathering – The purpose of this stage was to establish contact with the target communities in the study area, introduce the issues surrounding active transportation for local trips, why it is important, and how the built environment impacts active transportation. Information gathering included broad perspectives on neighbourhood conditions for active transportation, details on how residents move around their community and

both general and specific challenges, barriers and opportunities for cycling and walking.

Stage 2: Understanding and Assessing the Options – The second stage worked to understand and address information gathered in Stage 1 by exploring feasible interventions that might improve active transportation in North York Centre. A list of potential short-term action items were identified based on feedback from the LAG. These action items were informed by the understanding of how people move around their neighbourhood, the local challenges, barriers and opportunities for active transportation, and the scope of the changes that are needed.

Stage 3: Identifying Preferences – The third stage presented an opportunity for the community to express their preferences on the type and location of preferred active transportation interventions in the study area. Information gathered in this stage, along with the feedback obtained in Stage 1 and 2 helped to refine the potential short-term action items and identify a list of potential medium to long-term initiatives.

Each stage involved engagement events, stakeholder interviews and web-based consultation. Meetings with the LAG were conducted in between the three stages.

2.1.2 Consultation Activities – Stage 1

Stakeholder discussions – The consultant team reached out to a number of stakeholders to introduce the engagement process, identify key community groups to involve in the process and to begin to identify the strengths, barriers, challenges and opportunities related to active transportation in the area. These activities included:

- An introductory meeting with the local ward Councillor and ongoing liaison with his staff.
- A meeting with North District Transportation Services (Traffic Operations) staff.
- Conversations with City Planning, Transportation Services, Parks and Recreation staff to secure their participation on the LAG.
- Phone conversations and emails with Toronto Public Health’s Community Health Officers and Public Health Nurses working in Chronic Disease Prevention.
- Outreach to schools, school board trustees, school parent councils, community facilities, community organizations, and residents associations in the area.

LAG Meeting 1 – An introductory LAG meeting was held to introduce the project and the role of the LAG. Local neighbourhood issues, local stakeholders, best approaches to consultation and opportunities to align the project with other City initiatives were discussed.

Project Branding – Based on feedback from the LAG that the term “active transportation” was too technical a term, the project was branded “WALK CYCLE MOVE North York Centre”.

Web Page Launch – A dedicated web page on the Toronto Public Health web site was established for the four demonstration project neighbourhoods. Web site information included background on the project, maps of the study areas, dates of consultation events, and a link to an on-line survey.

On-line Survey – An on-line survey gathered information on respondents' modes of travel and opportunities/challenges/barriers to active transportation in the study area. The survey was distributed via the project web site, email distribution to all stakeholder contacts, email distribution to a general Project list with over 90 community organizations / associations / schools and school parent councils, by word of mouth at each public meeting/workshop, on posters distributed through the community and through Toronto Public Health's twitter and facebook accounts.

Other Communications Initiatives – Awareness of the project, and particularly the first public meeting, web page and on-line survey, was promoted through:

- Emails to local press outlets;
- Emails and follow-up calls to schools, parent councils, community organizations, advocacy groups, condominium associations, and local residents groups. Approximately 100 different groups / individuals were contacted.
- Postering at key community locations;
- Tweets from Toronto Public Health's account and a Toronto Public Health Facebook event page.

Public Meeting # 1 – The first public meeting was a community workshop with the following components:

- An introduction to the project purpose and process;
- An individual mapping exercise, where participants indicated how they move around their communities and by what mode; and
- A facilitated small group discussion based on a map of the neighbourhood to identify challenges, barriers and opportunities for active transportation. Reporting back at the end of the session created a master list of issues to be addressed by potential active transportation interventions.

Focus Groups – Due to low turnout at the first public meeting, a number of small focus groups were convened, targeting groups and sections of the population that were not well represented at the first workshop. Schools, parent councils, seniors groups, newcomer groups, residents associations and other community organizations were invited to participate in the focus groups. The subject and facilitation of the focus groups mirrored the format of the first public meeting with mapping exercises and facilitated group discussions.

2.1.3 Consultation Activities – Stage 2

Update Web Page – The web site was updated to include links to the survey results and a summary of the first public meeting and focus groups.

LAG Meeting 2 – The LAG met to discuss the information gathered at the first public meeting, through the on-line survey and the focus groups. The group discussed the feasibility of addressing the challenges/barriers/opportunities that were identified and the range of possible interventions. The outcomes from this discussion were used to elaborate a series of potential changes that were presented at the final public meeting and community information fair in Stage 3.

2.1.4 Consultation Activities – Stage 3

Other Communications Initiatives – Communications strategies similar to those carried out in Stage 1 were used to publicize the second public meeting. In addition, focus group participants were informed of this meeting during the focus group sessions and were sent email invitations to attend the meeting.

Public Meeting #2 – All focus group participants and the participants from the first public meeting were invited to an open house to discuss the feedback from all groups and the feedback from the LAG meeting. Illustrated panels displayed the six major issues identified by the community and some potential improvements to address these barriers. Participants recorded their preferences for potential changes in the community.

Help is Here Family Services Fair – Walk Cycle Move North York was invited to set up an information table at this event to introduce the project to community members and to get feedback from event participants. The event was hosted by Mari Rutka, Toronto District School Board Trustee for TDSB Ward 12, Federal Member of Parliament Chungsen Leung and Member of Provincial Parliament David Zimmer. Approximately 300 community members attended this event. The same information panels and feedback sheets used in Public Meeting #2 were used at this event.

Web Page Update and Finalized – The web site was updated to provide a complete record of the community engagement process. This includes a summary of community feedback from the first public meeting and a summary of the preferred interventions identified at the final public meeting.

2.2 Lessons Learned

The following section lists the lessons learned through the implementation of the engagement strategy for this project. These lessons can be used to further inform best practices for community engagement activities in the North York Centre study area as well as in other neighbourhoods.

1. When possible, work with existing networks of community organizations.

- The North York Centre study area is home to a wide variety of community organizations, businesses, schools, institutions and more. However, this area does not have overarching associations such as a BIA (Business Improvement Area) nor a coordinated inter-agency network or Community Hub similar to those that have been developed in the City's priority neighbourhoods. These inter-agency networks are invaluable for reaching out to a variety of community groups.
- Only one Residents Association was identified in the southwest portion of the study area boundaries. In the absence of a city-wide (or ward-wide) organizing body for residents associations (similar to Toronto Association for Business Improvement Areas for BIAs), it is difficult to verify if there are other organized residents groups.
- One of the biggest challenges to consultation is obtaining contact information for community members and groups so that a broad cross section of communities are made aware of the project and invited to participate. Support from the local ward Councillor's office can be particularly important for finding the local community contacts and encouraging participation.
- Partnering with other projects, such as public health chronic disease prevention projects, that are working in the community and have established relationships is very helpful for engaging various communities. Coordination with public health nurses and their managers is needed at the outset of the project and should be built into the project strategy.

2. General consultation and outreach requires a different approach compared to consultation on a specific project.

- Because general outreach projects are not associated with a specific project they require coordination efforts internal to the City prior to execution to assemble the appropriate "project" staff whose work may be impacted by the consultation or who may benefit from the information gathered. This coordination and communication may also necessary to ensure the consultation work has maximum benefit and can achieve its intended goals. Invite divisional staff to participate in an advisory role in both the design and execution of the project.
- Communication and consultation with the ward Councillor at the onset of the project is necessary to gain full participation and assistance from the Councillor's office. Including the ward Councillor in the design and strategy for the project may help to ensure participation and support. Selection of study areas should be considered in conversation with the ward Councillor.
- Open public meetings were not well attended in this study likely due to the fact that there was not a specific project underway to pique the interest of community members. AI-

ternative activities such as targeted focus groups and web-based consultation (online survey) were much more effective.

3. Short consultation projects present a challenge to developing relationships within the community.

- It is difficult to maintain a relationship with the community if a project is short-term, particularly if the project is being undertaken by staff or consultants who do not regularly work with the community. In the absence of an inter-agency network or other community organization, it is very difficult to establish any lasting community connections. This may or may not be of concern depending on the focus and goal of the project.
- Reporting back to project participants about project outcomes can be very important to encourage future involvement and to show the important impact of public participation. If project outcomes are incremental or long term, it is difficult to maintain this connection and communication with community members.
- Working with existing communication networks – either existing inter-agency groups, the ward Councillor's office or others – may help to keep the community informed of progress.

3.0 Active Transportation

3.1 Neighbourhood Profile

The North York Centre study area is located in the south-central area of Ward 23 Willowdale. The study area was chosen following consultation with the Local Advisory Group (LAG). It comprises an area that includes:

- One bicycle route (Finch Hydro Corridor Trail);
- Potential bicycle routes (Park Home/Empress, Willowdale, Senlac as proposed in the 2001 Toronto Bike Plan);
- Several local elementary and secondary schools;
- Stable residential neighbourhoods adjacent to the Yonge St corridor;
- The “moats” or service roads (Beecroft and Doris).

Population and Chronic Disease – The 2011 Ward profile for Ward 23 shows a population of 88,435 people with a population density of approximately 5,930 people per square kilometre. The median age is 39 years old, which is equal to the median age for the whole City of Toronto. Compared to the City of Toronto as a whole, Ward 23 has a:

- Lower proportion of children and youth aged 0 to 19
- Higher proportion of younger adults aged 20 to 39
- Lower proportion of people with less than a high school education
- Higher proportion of recent immigrants
- A similar percent of total immigrants and visible minorities
- A similar percent of low-income residents. (the median household income level is also similar).
- Higher rate of injuries to seniors resulting in emergency department visits
- Lower rate of respiratory disease hospitalization and mortality
- Lower rate for cancer mortality
- Lower rate of cardiovascular disease hospitalization and mortality

Household Type – In 2011, 66.1% of Ward 23 households lived in apartment buildings (59% were in buildings of 5 or more storeys), 3.9% in townhouses and 29.9% in houses.

Schools: There are 11 public schools in the North York study area and 4 Catholic schools as well as several of private schools and educational organizations.

Access to Parks, Green Spaces and Recreational Facilities – The North York Centre study area has two public swimming pools, one indoor and one outdoor, 2 public skating rinks, one indoor and one outdoor, and 2 community recreation centres. There are 24 parks, trails and green spaces in the study area including parkettes, the Finch Hydro Corridor Trail and York Cemetery but not including schoolyards and playing fields.

Transportation Mode Shares – Transportation Tomorrow Survey data shows that 58% of work trips in Ward 23 are by automobile and 36% are by transit. Non-work trips show 74% by automobile and 19% by transit. Bicycle mode share in Ward 23 has been calculated at 0.3-0.4%. However, Transport for Tomorrow 2006 survey data tends to under-report cycling levels giving a sample size for cycling in Ward 23 that is lower than ten individuals. There are wide ranges in cycling mode share across City of Toronto wards (from 7.5% to less than 1%). The city-wide average for bicycle mode share has been calculated at 1.3%.

Traffic Collision Data – Available traffic collision data for the study area¹ is broken down into 140 different neighbourhoods. The study area falls within 4 of these neighbourhoods: Willowdale East, Newtonbrook West, Lansing-Westgate, and Willowdale West (See Figure 2). In 2011, Willowdale East, Newtonbrook West, Lansing-Westgate, and Willowdale West neighbourhoods ranked 11, 18, 53, and 62 respectively out of 140 neighbourhoods for the highest number of traffic collisions (including collisions with pedestrians and bicycles).

Pedestrian Facilities in the Study Area –

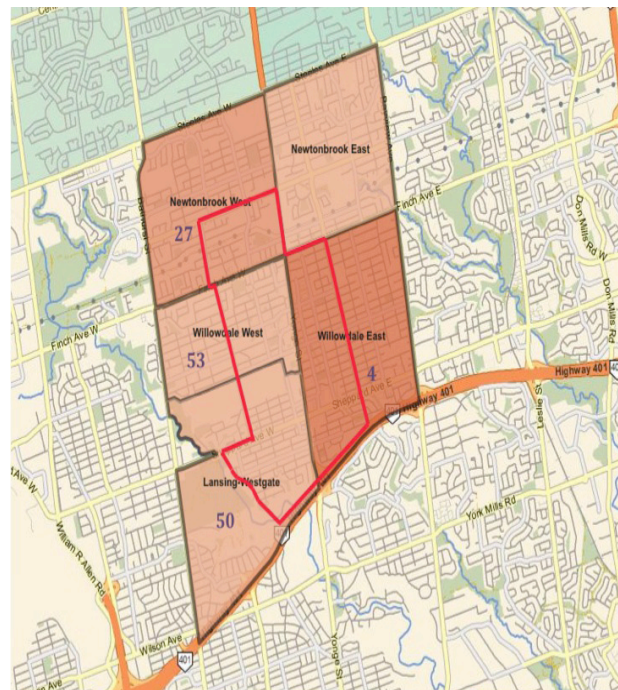
The Yonge Street corridor has very wide sidewalks with features such as trees and street furniture which buffer pedestrians from motor vehicle traffic and provide a comfortable walking environment. Other arterials and collectors, such as Sheppard Ave have narrower sidewalks with small buffers and several driveways that contribute to a less walkable facility. Many local streets in the residential neighbourhoods west and east of Yonge Street were constructed without sidewalks.

Bicycle Facilities in the Study Area – The Finch Hydro Corridor multi-use trail and a short multi-use trail through Glendora Park are the only dedicated facilities for cycling in the study area. There are suggested bicycle routes on the Toronto Cycling Map that run north-south along Senlac Rd and Willowdale Ave as well as a suggested east-west route along Eglerslie and Empress Ave. These routes are for the most

part busy roads and do not provide protection for cyclists. There are no formal bicycle lanes, routes (shared roadways with bicycle route signage), or other facilities in the study area. There is limited bicycle parking available at certain destinations.

Public Transit in the Study Area – The Yonge and Sheppard subway lines both cross through the study area. There are three subway stations within the study area boundaries: Sheppard Station (the western terminus of the Sheppard line and interchange station with the Yonge line), North York Centre Station and Finch Station (the northern terminus of the Yonge line).

Figure 2: North York Centre study area within surrounding neighbourhoods



¹ Wellbeing Toronto: <http://tinyurl.com/kw29j5t>

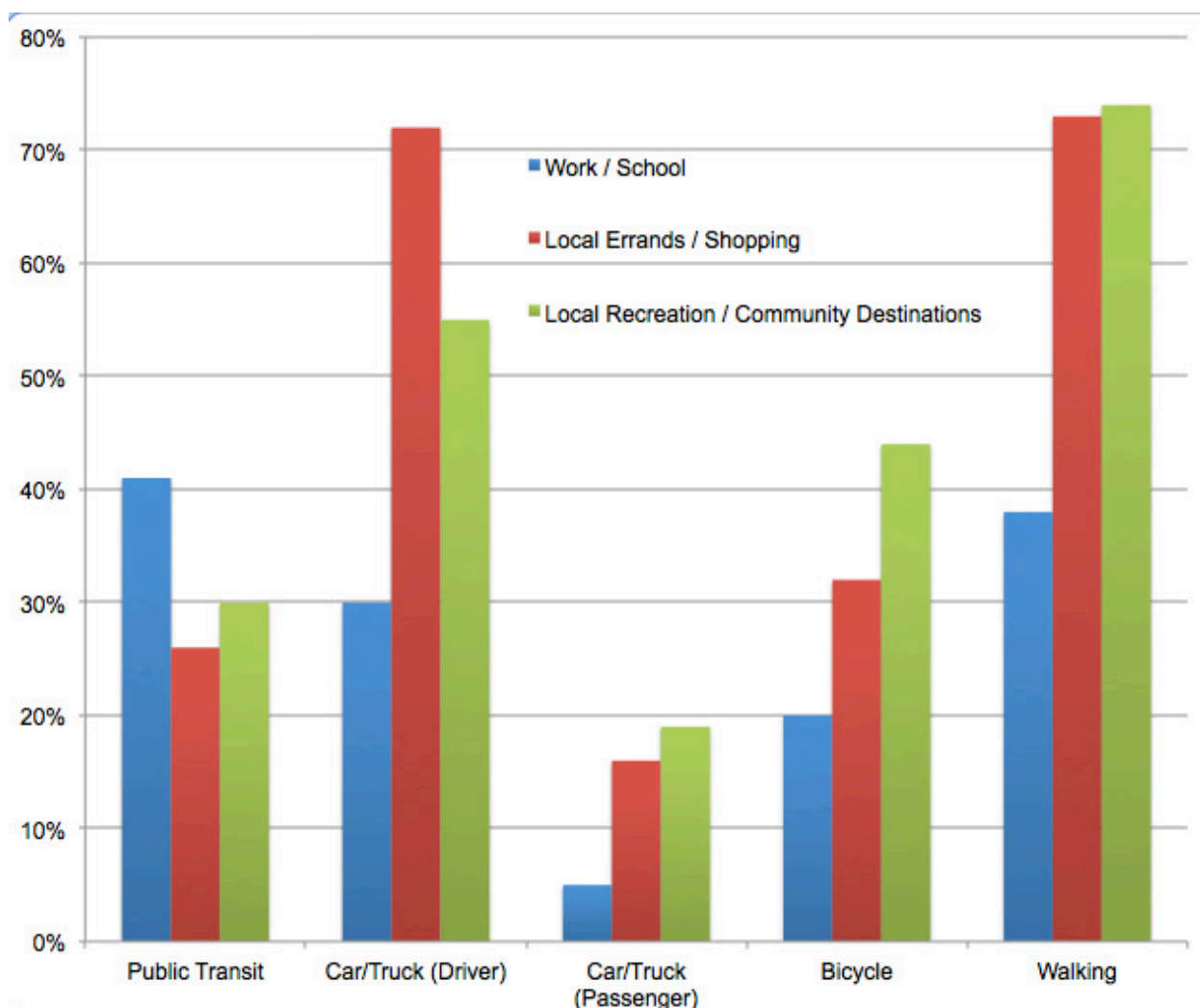
Ridership at these stations on a typical weekday (2011-2012) is Finch Station: 101,940 (4th highest ridership of all stations on the Yonge line), Sheppard-Yonge (Yonge Line): 75,190, (6th highest ridership of all stations on the Yonge line), Sheppard-Yonge (Sheppard Line): 48,510, North York Centre: 27,600.

There are several bus routes operating in the study area including regional buses running north out of the City boundaries and south to highway 401 from Finch Subway station. Local TTC buses operating in the study area include the following routes (and daily ridership (2011-2012) where available): 97 Yonge (3,300), 98 Willowdale-Senlac (1,900), 196B York University Rocket, 85 Sheppard East (27,100), 84 Sheppard West (15,700), 36 Finch West (44,000), 39 Finch East, 199 Finch Rocket (routes 39, 199 and 139 Finch-Don Mills combined ridership 44,000), 42 Cummer (7,200), 125 Drewry (2,900), 53 Steeles East (28,100), and 60 Steeles West (29,800).

Travel Choice in the Study Area – Walk Cycle Move North York survey respondents were asked what mode of transportation they used to move around the neighbourhood in the last 6 months. Respondents were able to choose more than one mode to reflect different days / seasons / multi-modal trips. The data shows that respondents travel locally by active transportation, especially walking. Over the last 6 months, 45% said they use active transportation every day, while another 28% do so 3-5 days a week.

Seventy-one percent of respondents walk at least 3 days a week (52% walk every day; 19% 3-5 days a week), and 27% of respondents cycle at least 3 days a week (4% every day; 18% 3-5 days a week). While active transportation was shown to be important for recreation and local errands, the amount of driving was also high for these local trips, which are likely walkable or bikeable distances.

Figure 3: Walk Cycle Move North York Survey Results: Travel Mode in the study area over the last 6 months



3.2 Barriers and Opportunities for Active Transportation

The following section summarizes the barriers, and opportunities for walking and cycling that were identified by the community. A summary of all feedback from the on-line survey is provided in Appendix 2. Detailed summaries of the public meetings are provided in Appendix 3.

3.2.1 Strengths

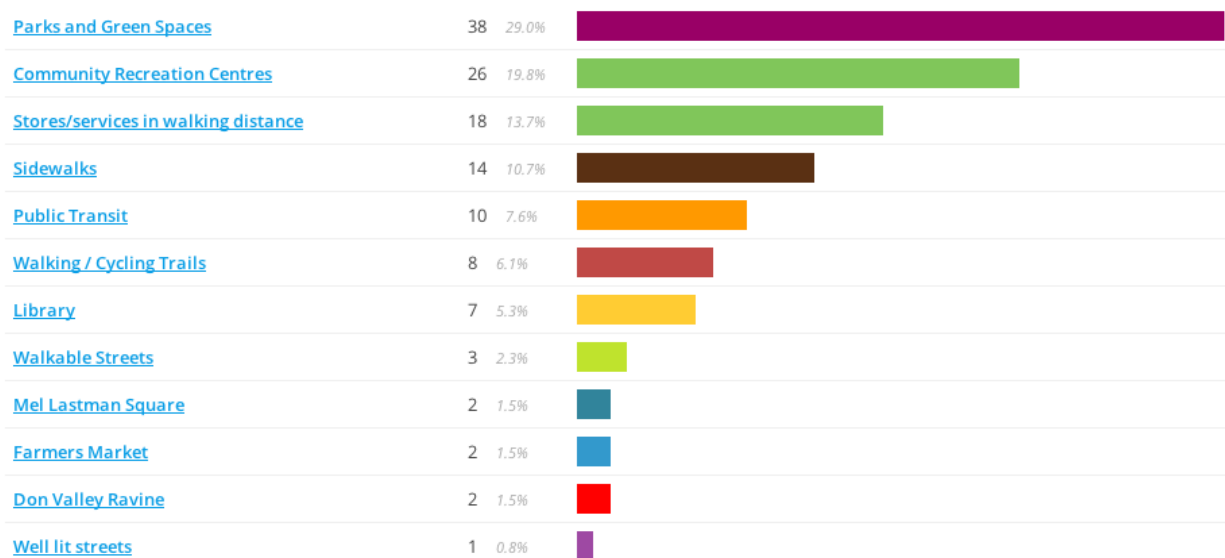
Participants identified a number of neighbourhood features that contribute to community health and enable or encourage physical activity by active transportation. These include:

- Community recreation centres;
- Don Valley ravine trails;

- Farmers market;
- Library;
- Local events at Mel Lastman Square;
- Parks and green spaces (including York Cemetery);
- Public transit;
- Wide sidewalks on Yonge St;
- Stores/services in walking distance;
- Walkable streets;
- Walking / cycling trails in or near the study area (Finch Hydro corridor and ravine trails).

Survey data showed a strong appreciation for parks and green spaces in the study area (Figure 4)

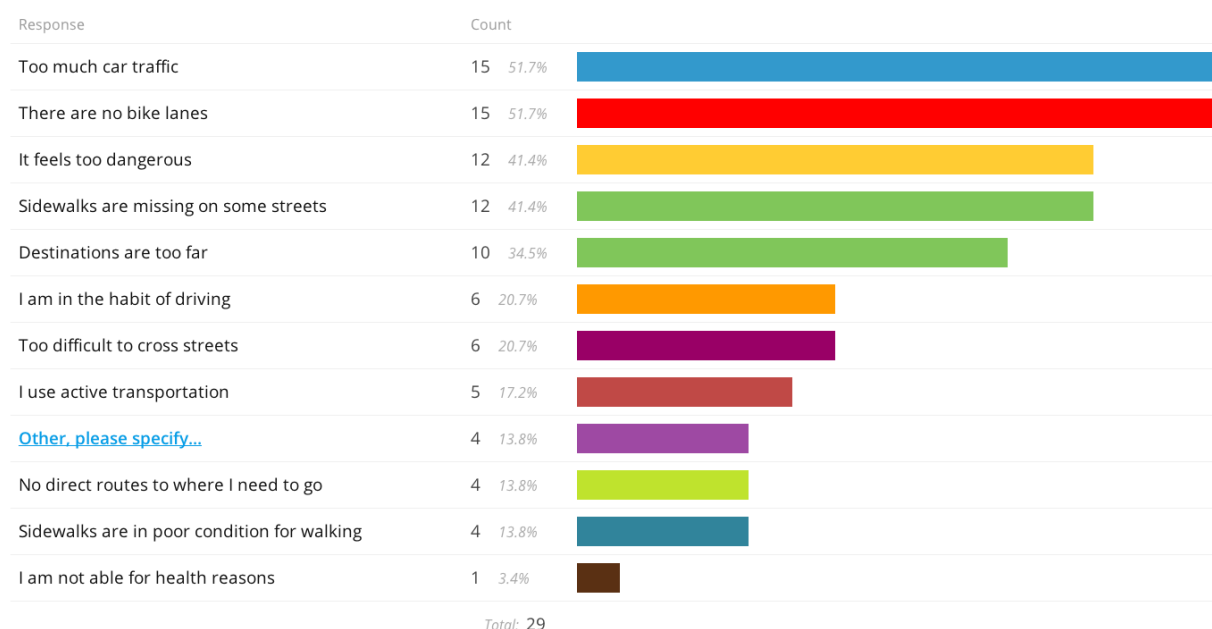
Figure 4: Survey Results: Generally speaking, what features of your neighbourhood support good health and a high quality of life for you and your neighbours? (Open ended question)



3.2.2 Challenges and Barriers to Active Transportation

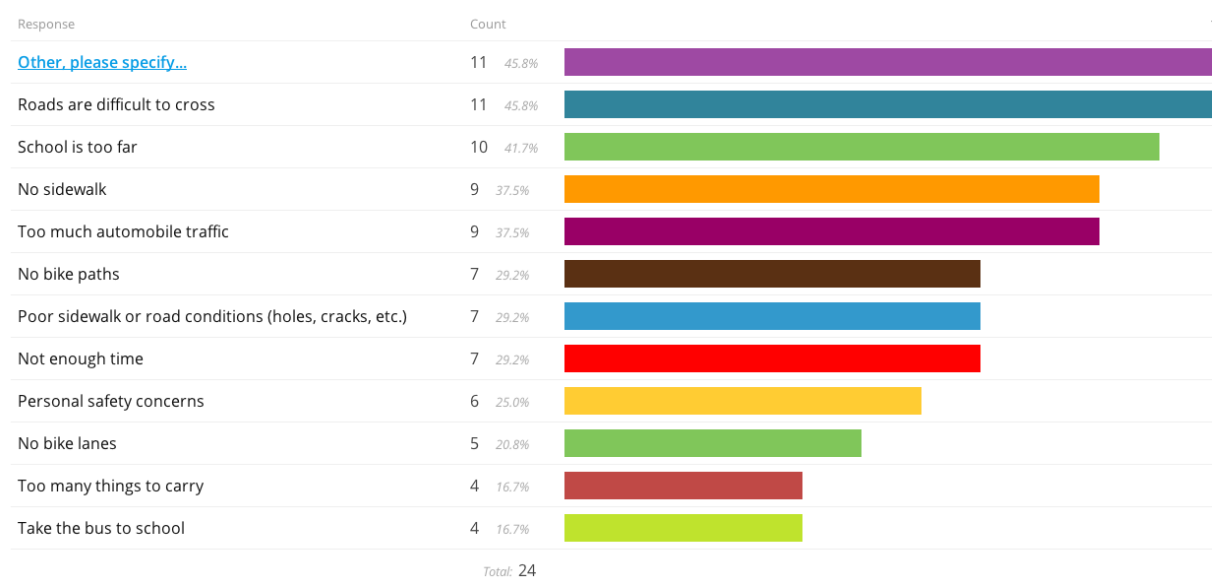
Several challenges and barriers to active transportation were identified through the community consultation process. Figure 5 shows the responses obtained through the online survey in response to the question: If you do not walk, cycle or use other active transportation regularly, why not?

Figure 5: Barriers to walking and cycling in the North York study area



Survey respondents were also asked “If your child does not walk or cycle to/from school why not?” (See Figure 6. Responses in the ‘Other’ category were either due to safety concerns associated with motor vehicle traffic or issues of time and convenience.)

Figure 6: Barriers to walking and cycling to school in the North York study area



Feedback obtained through the workshops and meetings was consistent with the survey feedback and has been grouped into six general categories listed below.

Lack of sidewalks on local neighbourhood streets

- This issue was raised strongly by residents living in the West Lansing area (southwest section of the study area) however, these conditions are present in several other parts of the study area as well.
- Specific sidewalk requests: Claywood Rd between Hounslow and Holcolm, (to walk from schools to Edithvale Community Centre).

Lack of dedicated bicycle routes

- North-South routes – Senlac, Beecroft, Doris, and Yonge were identified as routes that are currently in use and as good potential routes but the absence of dedicated bike facilities present a significant barrier. North-South routes on smaller streets are not continuous and a lack of signalized crossings along these routes presents barriers to crossing busy East-West arterials.
- East-West routes – attractive alternatives to busy arterials exist for local trips but crossing major North South arterials midblock without signalized intersections is a barrier. Some participants preferred to use arterials for this reason and also because more destinations are located on arterials.
- Some study participants admitted they ride on sidewalks (particularly along Yonge, Beecroft and Doris) because they are afraid to ride on the road in the absence of a dedicated bike facility. Comments were also received from pedestrians who had negative experiences with cyclists riding on the sidewalk.

Difficult / dangerous crossings

- Several unsignalised crossings (often midblock) were identified by participants as areas where pedestrians wished to cross for direct access to important destinations, but due to high speeds and volumes of traffic these crossings were very uncomfortable.
- Princess and Doris – participants claimed that this location has been raised with the City as a problem for approximately 20 years by the school community and TDSB – Earl Haig students and local residents are crossing here for direct access to/from Empress Walk / North York Centre subway. Some participants indicated that feedback in the past suggested that the traffic signal to the north of this location at Doris and Empress is too close to permit a formal crossing at Princess St.
- Senlac Rd – Pedestrian crossing signal (PXO) at Burnett and Senlac is not always respected by motorists; crossing Senlac Rd is challenging especially for young children walking to school.
- Other locations were also identified (see survey results in Appendix 2).

Perceptions of dangerous conditions at controlled intersections

- There were many comments from study participants concerning uncomfortable conditions at intersections. Issues raised include: failure of turning vehicles to yield to pedestrians, failure of vehicles to come to a complete stop, not enough time to cross, having to push a button to get a pedestrian crossing signal at some locations, and broken and uneven pavement conditions.
- Problem intersections identified by participants include: Yonge + Finch; Yonge + Sheppard; Yonge + Church/Churchill; Yonge + Hendon; Yonge + Johnston; Yonge and Avondale; Finch + Doris; Doris + Greenfield; Beecroft + Park Home; Sheppard + Senlac; Yonge + Elmhurst; Avondale + Burnwell.

401 / Yonge interchange

- There is no formal, continuous pedestrian path in this location. The path that exists is difficult to find / follow and requires dangerous ramp crossings.
- Busy traffic ramps onto the highway are a major barrier at this location for pedestrians and cyclists who must cross these to travel south of the study area.
- There is no safe bicycle route through this area. Bicycles must share the roadway with motor vehicles creating very uncomfortable and potentially dangerous conditions for all road users.

Bicycle parking

- Several participants identified a lack of bicycle parking at destinations in the study area as a deterrent to using bicycles.
- Public transit (subway) locations, North York Civic Centre, North York Public Library, Yonge St, and all local schools were specifically identified by the community as lacking adequate bicycle parking.

3.2.3 Opportunities and Preferences for Change

When the community was asked what would encourage them to use active transportation more often in the study area, a strong preference for dedicated bicycle routes was expressed. This result was seen both in prompted questions and in open-ended questions (Figure 7 and 8). Other strong preferences from the community included completing the sidewalk network, more multi-use trails, better signage, improving crossings and providing secure bicycle parking.

Figure 7: Survey results: Are there changes in your neighbourhood that you think would improve health and quality of life for you and your neighbours? (Open ended question)

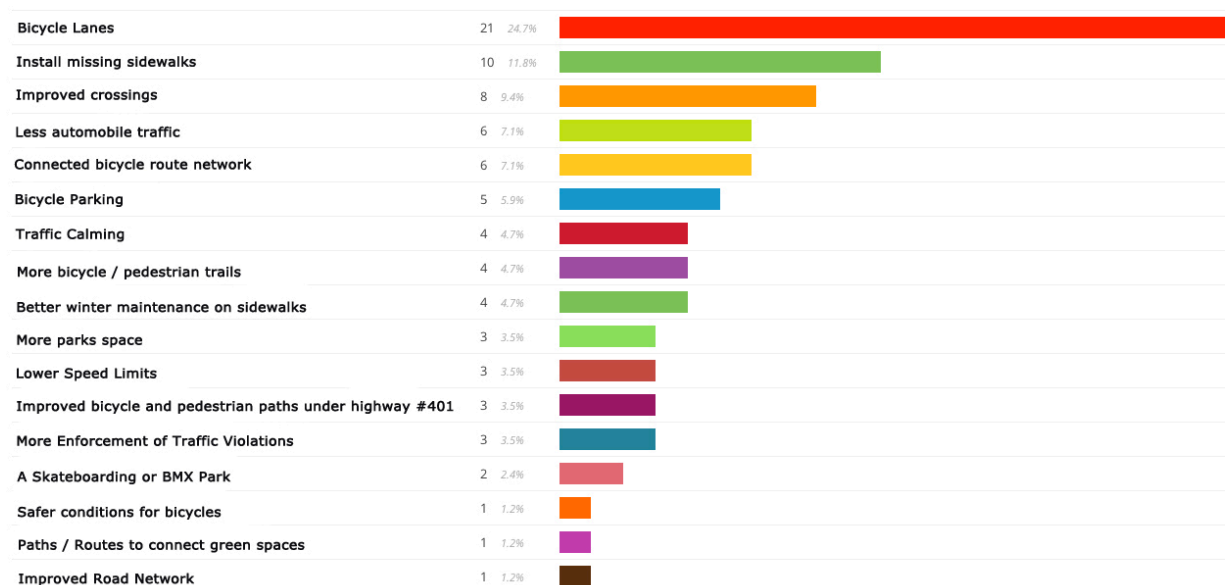
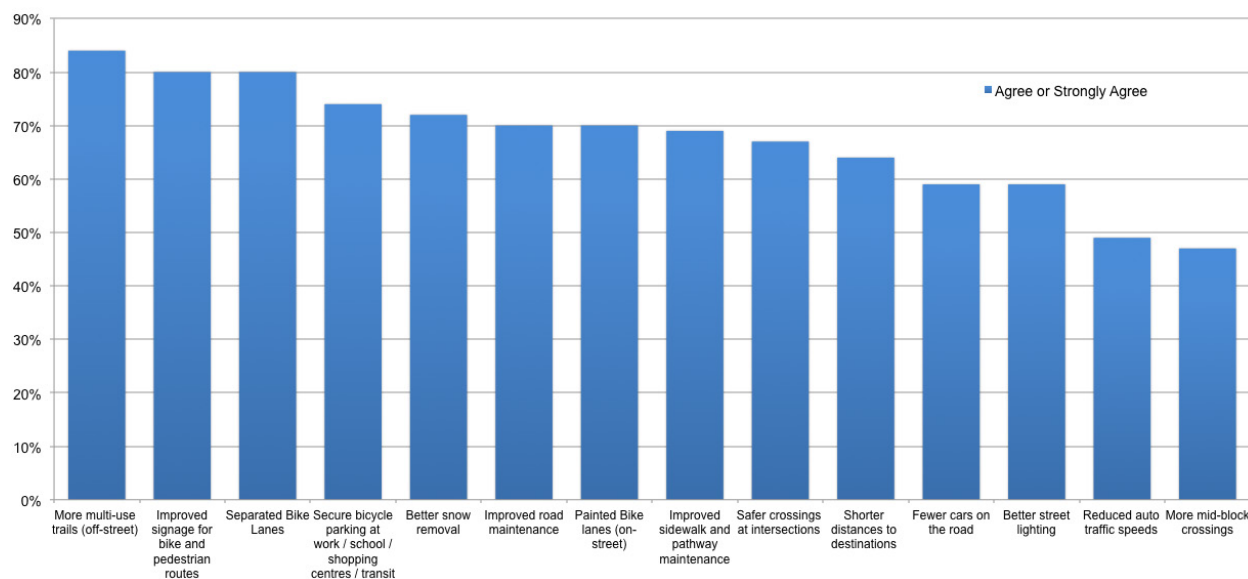


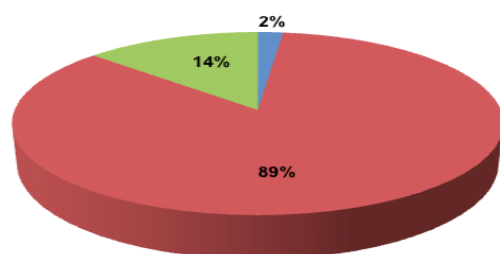
Figure 8: Survey results: What would encourage you to walk, ride a bike or use other active transportation more often? (Prompted question)



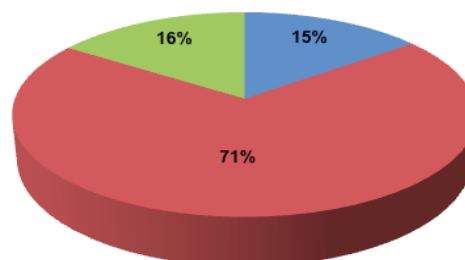
Survey and workshop results show a clear desire from the community for improvements to the walking and cycling environment in North York Centre (Figure 9).

Figure 9: Survey Results: Desire for Change

No improvements are necessary, the existing roads, trails and sidewalks are meeting my needs.



Nothing will encourage me to walk or bike more often.



■ Agree ■ Disagree ■ Neither Agree nor Disagree

In the final phase (Public Meeting #2 and the *Help is Here* information fair), efforts were made to determine community preferences for proposed changes. Information gathering on community preferences in this phase was limited due to low participation. Table 1 compiles specific opportunities identified by study participants and preferences for change as gathered from participants at the final public meeting and *Help is Here* information fair.

Table 1: Major Issues, Opportunities and Preferences for Change

Barriers to Active Transportation	Opportunities for Improvement Identified by Community	Preferences for Change
Lack of sidewalks on local neighbourhood streets	<ul style="list-style-type: none"> Complete the sidewalk network on Cameron, Florence, Johnston and Poyntz Ave; Complete the sidewalk on Claywood Ave between Hounslow Ave and Holcolm Rd (to provide walking access to Edithvale Community Centre). Complete sidewalks on Basswood Rd, Avondale Ave, Burnett Ave, Elmhurst Ave and Park Home Ave. 	<ul style="list-style-type: none"> A lack of sidewalks in residential areas was indicated as an important issue, however when asked to prioritize specific locations, answers differed with each respondent.

Table 1 continued

Barriers to Active Transportation	Opportunities for Improvement Identified by Community	Preferences for Change
<p>Lack of dedicated bicycle routes</p>	<ul style="list-style-type: none"> • Dedicated bicycle lanes on Yonge St, Beecroft Rd, Talbot Rd, Doris Ave, Willowdale Rd or Senlac Rd • More multi-use trails; • Extend the Finch Hydro corridor trail. 	<ul style="list-style-type: none"> • North-South bicycle routes: Approximately half of participants ranked Yonge St as their top priority for a north-south bicycle facility, other preferences that were indicated (in order of popularity) were Willowdale Ave, Doris Ave, Beecroft Rd and finally Senlac Rd. The greatest number of respondents preferred a bike lane that was physically separated from traffic for the north-south routes followed by a painted bike lane. • East-West bicycle routes: participants expressed equal preference for bicycle facilities on arterial streets and local streets. Sheppard Ave, Park Home / Empress Ave, and Church / Churchill Ave were the top 3 preferences. • Facility preferences for east-west routes were predominantly painted bicycle lanes and bicycle cut-throughs (with signage) at dead-end streets. A few participants also expressed a preference for separated cycle tracks on east-west routes. • Other streets that were indicated for east-west route preferences included: Elmhurst Ave, Finch Ave, Florence / Avondale Ave, and Hendon / Bishop Ave.

Table 1 continued

Barriers to Active Transportation	Opportunities for Improvement Identified by Community	Preferences for Change
Difficult / dangerous crossings	<ul style="list-style-type: none"> • Traffic calming was requested as a general comment by most participants and especially with regard to making crossings more accessible throughout the neighbourhood; • Reduce speed limits on Beecroft Ave and Doris Ave; • Provide more formal crossing opportunities along Doris Ave, especially at Princess St • Provide more formal crossings for children walking west from the study area and crossing Senlac Ave to get to Yorkview Public School (e.g. at Yorkview + Senlac) 	<ul style="list-style-type: none"> • When asked to indicate which crossings were the highest priority for improvement, respondents indicated several different locations. The only location showing a strong preference among participants (this location was raised by most focus groups and several times in the survey) was the Princess and Doris location.
Perceptions of dangerous conditions at intersections	<ul style="list-style-type: none"> • Provide pedestrian and bicycle improvements at Yonge and Sheppard intersection; • Longer pedestrian crossing interval at Elmhurst (across Yonge St); • Provide improvements for pedestrians at Yonge and Park Home / Empress intersection such as a leading pedestrian signal interval to give pedestrians priority over turning vehicles. • Install all-way stop signs at the intersection of Claywood and Hounslow Ave. 	<ul style="list-style-type: none"> • Several intersections were indicated as a priority for change with slightly stronger preference for Finch / Yonge and Sheppard / Yonge. • Other locations included: Senlac and Ellerslie, Yonge and Bishop/Hendon, Yonge and Poyntz. • Preferences for improvements included: improving visibility (sightlines) / longer crossing times / pedestrian-only crossing times / right turn restrictions, better pavement markings / smoother pavement.
401 / Yonge Interchange	<ul style="list-style-type: none"> • Build continuous pedestrian and bicycle routes along the Yonge corridor at highway 401. 	<ul style="list-style-type: none"> • The majority of participants indicated that a separated multi-use pathway was preferred in this location.

Table 1 continued

Barriers to Active Transportation	Opportunities for Improvement Identified by Community	Preferences for Change
Bicycle Parking	<ul style="list-style-type: none"> Add more bicycle parking along Yonge St, at all local schools, North York Civic Centre, North York Public Library, all subway entrances and parks and community centres. 	<ul style="list-style-type: none"> Preferences for bicycle parking locations in the study area were fairly consistent with the opportunities identified: Sheppard/Finch/NYC Subway Stations, North York Civic Centre, North York Centre Public Library, and Empress Walk (especially near the rear entrance).

3.3 Barriers to Change

Barriers to completing the sidewalk network

- Although the City's Walking Strategy identifies the need for connected and continuous sidewalks to create a safer and more accessible walking environment, sidewalk installation on local roads is subject to technical feasibility (as determined by staff) and approval from the local Councillor. Often, local Councillors will poll community members who live on the street where a sidewalk has been requested to ensure that a majority of residents want the sidewalk before giving their approval. Some of the trade-offs that are of concern to residents are: possible negative impact on trees, landscaping, and the ability to park two vehicles on a driveway without blocking the proposed sidewalk.
- There are significant political barriers to consider with this issue. Recent decisions surrounding sidewalk installation in West Lansing for the new elementary school at 1 Botham Rd met with some resistance from local residents even though the project was technically feasible. Communities are often divided on this issue and there is often opposition from individuals who stand to "lose" a portion of their driveways or their front lawns. Although this property belongs to the City, residents often feel a strong sense of ownership over these spaces and may have maintained and invested in these spaces for many years.
- Conflicting policies may also be an issue, such as sidewalk installation that would require the removal of several trees. The loss of large trees is also a drawback for community support.
- Existing City policies on sidewalk installation speak to "missing links" which are defined by connections along arterial roads, collector roads and feeder streets to significant destinations such as parks. Stronger policies could reinforce the idea that a sidewalk should be a part of every city street.
- According to staff, funding is not a major barrier for this issue, the most significant barrier is community support.

- There may be a valuable role for Public Health to help communicate the importance of completing the sidewalk network to the community through a public health lens. Using communication materials to help extend the policy concept of “missing links” to school destinations, for example, is an important perspective to bring to the community.

Barriers to implementing a bicycle network

- Similar to sidewalk installation, bicycle lane installation can also be a controversial issue for many communities. In this instance, issues such as the removal of on-street motor vehicle parking often causes a divide in the community. The installation of every bicycle lane also requires approval from City Council.
- Transportation Services is currently looking at a proposal from the Ward Councillor’s office to put bicycle lanes on Beecroft and Doris. However, it is not possible to reduce motor vehicle traffic capacity on these service roads because these capacities are tied to the development levels set through the North York Centre Secondary Plan. As a result, City staff have been asked to consider narrowing motor vehicle traffic lanes up to 3.0m in order to fit in a bicycle lane in one direction only: one north-bound cycling lane on one of the service roads and one south-bound cycling lane on the other.
- This proposal would provide a bicycle route in an area where study participants have expressed a desire to see one, however, it may also present the following barriers to widespread bicycle use:
 - Uncomfortable cycling conditions in the direction without a cycling lane: The shared curb lane in the direction that does not have a bike lane will likely be wider than 3.0m but narrower than a recommended shared lane and narrower than the existing curb lanes on those streets. Drivers may need to change lanes in order to pass cyclists safely in the shared lane. Travelling in the direction without a bike lane may be less comfortable for both cyclists and motorists than it is now.
 - Providing a cycling facility in only one direction could result in wrong-way riding in the bike lane or cycling on the sidewalk in the direction that has no bike lane. This could make conditions less comfortable for pedestrians and for cyclists riding in the bike lane.
 - These facilities would come to an abrupt end both to the north and south where Beecroft and Doris end. There are no existing or planned east-west bicycle routes to connect these proposed facilities to each other nor are there other bicycle routes planned in the area that would connect these proposed routes to a wider network.
- Some preference was shown by study participants for a north-south bicycle facility on Yonge St. Other local cycling advocates have also called for a cycling facility along Yonge St in North York Centre. Yonge St is part of a major subway line, the location of many major local destinations and the York Region Pedestrian and Cycling Master Plan has identified bike lanes on Yonge St north of Steeles Ave. According to the Local Advisory Group, there are no known technical or policy barriers to implementing a cycling route on Yonge St at this time; however, it is not currently being examined as a possible cycling route.

3.4 Short-Term Action Items

There are some immediate actions that could be undertaken, or are already underway to provide local improvements for active transportation in the study area. Although many of these action items would fall under the responsibility of other City Divisions, there is a potential role for Public Health to follow up with division staff and to help communicate the outcome of these initiatives to the community as a follow-up to this study.

1 Crossing Princess St at Doris Ave

Princess St at Doris Ave was identified as a major issue by the community for pedestrian safety since students and other residents are crossing at this location without any protection and traffic speeds are high. Investigations are necessary to determine what types of interventions are warranted and what is feasible given the surrounding conditions.

Potential Action Item 1:

- As a result of the issues raised in this study, Traffic Operations staff are revisiting this crossing to look at what can be done to improve safety at this location.

2 Push Buttons at Pedestrian Signals

Having to use a pedestrian push button in order to activate a pedestrian signal was raised as a barrier to walking by the community.

Potential Action Item 2:

- As a result of this study, Traffic Operations staff are investigating this issue in the study area to see where improvements can be implemented.

City Divisions leading these initiatives: Transportation Services (Traffic Operations)

3 Bicycle Parking

There are many opportunities to install more bicycle parking in the study area. In addition to the locations raised by community members, Parks staff on the Local Advisory Group suggested some space was available near the Douglas Snow Aquatic Centre and that there may be potential space in local parkettes close to subway entrances. Scheduled water and sewage infrastructure replacement along Yonge St in the study area also presents immediate opportunities to plan for bicycle facilities.

Potential Action Item 3:

- Conduct a bicycle parking inventory of the study area focusing on locations identified by the community. Install bicycle parking where feasible on City property as part of the existing post and ring bicycle parking program managed through the Public Realm Office.
- Designate a bicycle parking staff person to participate on the Yonge St reconstruction project to coordinate the addition of more bicycle parking in the public right of way.

City Divisions/Sections responsible for bicycle parking: Transportation Services (Cycling Infrastructure & Programs and/or Public Realm (Street Furniture Program))

4 Completing Sidewalks

Potential Action Item 4:

- Develop targeted communications materials explaining how sidewalks improve community safety and the personal and community health benefits of encouraging walking. These materials could be used to support individuals and organizations as they work to obtain community buy-in for sidewalk installation on local roads.
- These materials could also help to communicate the health benefits of providing dedicated bicycle facilities.

5 Yonge and Finch Intersection Improvements

Although not directly associated with this study, improvements to the Yonge and Finch intersection have been proposed by Transportation Services (Pedestrian Projects) staff. These changes would help to address some of the barriers to walking that were raised by study participants. Proposed changes include a reduction to the curb radii to slow down turning vehicles. This plan is going through the necessary internal processes for approval over the next few weeks.

Potential Action Item 5:

- There may be a role for Public Health to support the Public Realm office by creating targeted communication materials highlighting the benefits of this project through a public health lens.

City Divisions/Sections leading this initiative: Transportation Services (Public Realm Office)

3.5 Medium- to Long-Term Initiatives

Some of the barriers identified by the community require larger-scale interventions needing further study and political and community support. This section outlines potential future initiatives that could be implemented as stand-alone projects or incorporated into a larger Action Plan for active transportation in North York Centre.

1 Bicycle Parking

Long-Term Initiative 1 – Develop a partnership between the City of Toronto and TDSB to implement a school-based bicycle parking program. The City of Toronto and TDSB have partnered in the past to implement bicycle parking at specific school locations. Depending on the location, opportunities may exist on school property or on City property in the public right-of-way. A coordinated program would better determine the needs on a larger scale and help to determine needed funding. This program could be piloted in the Walk Cycle Move North York Centre study area where a desire for bicycle parking at schools has been demonstrated.

City Divisions/Sections responsible for bicycle parking: Transportation Services: Cycling Infrastructure & Programs and/or Public Realm (Street Furniture).

2 Bicycle Network

Long-Term Initiative 2 – Develop a local bicycle network plan to identify feasible north-south and east-west routes within the study area.

- Build upon community preferences as identified through this study and connect with planned city-wide and regional networks north of the study area.
- Consider impacts of this plan on community initiatives to reduce motor vehicle traffic filtration through neighbourhoods.
- Make use of existing opportunities particularly on east-west routes where dead ends with pedestrian through access could be improved for bicycles at very low cost.
- Consider a phased implementation beginning with quick win / low cost components such as signage and bicycle boulevards to support future implementation of bike lanes or separated cycle tracks on high traffic streets as warranted.

City Divisions/Sections responsible for bicycle network planning: Transportation Services: Cycling Infrastructure & Programs), City Planning.

Long-Term Initiative 3 – Assess the feasibility of providing a formalized neighbourhood connection to the Finch Hydro corridor on local roads south of the corridor (e.g. along desire lines located at Altamont Rd).

Long-Term Initiative 4 – Identify the feasibility of formalizing or improving connections to the ravine trail system from the West Lansing Neighbourhood.

Long-Term Initiative 5 – Conduct an inventory of local community paths and identify the feasibility of implementing improvements to better accommodate bicycles such as curb cuts, way-finding signage, path widening, lighting improvements, and improved visibility at road crossings.

City Divisions/Sections responsible for multi-use trails: Transportation Services (Cycling Infrastructure & Programs), Parks Forestry and Recreation

3 Improved Access to Active Transportation Modes at Yonge-401 Interchange

An upcoming Environmental Assessment project will be looking at improvements for this interchange and will provide an opportunity to include consideration of pedestrian and bicycle connectivity through this area.

Long-Term Initiative 6 – Include bicycle and pedestrian accommodation along the Yonge St corridor within the scope of work for this Environmental Assessment Study. Designate a cycling infrastructure staff person to be included on the technical advisory committee for this study.

City Divisions responsible for the Highway 401-Yonge Interchange Study: Transportation Services, City Planning

4.0 Conclusion

The aim of this study was to conduct a general discussion with the local community about the barriers and opportunities for active transportation in North York Centre and to identify potential changes that would encourage more people to use active travel modes. Consultation results indicate that there are many residents in the study area who use active transportation, especially walking, to travel locally.

There is a clear desire from community members for improvements to the built environment that would improve conditions for walking and cycling. Improvements are needed to address the most significant barriers experienced by the community: high volumes and speeds of motor vehicle traffic, the absence of dedicated bicycle lanes, an incomplete sidewalk network and a general feeling that it is dangerous to walk or cycle, particularly for school-aged children.

There are a number of short-term action items that could directly address some of the issues raised by the community and are listed in Section 3.4. Many of the issues that were raised however, are larger in scope and require an integrated planning process to identify the most appropriate interventions. Some of these larger issues, such as the safety and comfort of pedestrians at major intersections, are already under investigation by City staff and pilot projects are underway to examine appropriate interventions (i.e. Finch and Yonge). Results from this study show community support for this pilot project and for a more integrated approach to improving conditions for active transportation in the study area. Section 3.5 Medium to Long-Term Initiatives provides examples of future planning initiatives that would work to integrate active transportation into the study area on a neighbourhood level. The prioritization of these initiatives would need to be negotiated with the responsible City Divisions and sections and would be depend upon the available budgets, staffing and scheduled workplans in these sections.

Appendix

1. Public Consultation and Active
Transportation in North York Centre

2. WALK CYCLE MOVE
North York Centre Survey Results

3. Engagement Activity Results

Appendix 1

Public Consultation and Active Transportation in North York Centre

North York Centre Public Consultation and Active Transportation (Recent Past and Present)

The following provides a summary of public consultation activities in the recent past and present in North York Centre that have or will include issues related to active transportation in the study area.

Summary Table

1	Pending	Municipal Class EA Study of the Yonge St./Highway 401 interchange
2	2013-present	North York Centre South Service Road Municipal Class Environmental Assessment Addendum.
3	2011-present	Yonge St. North Planning Study
4	2013	City of Toronto Condo Consultation – Ward 23
5	2012	Finch Hydro Corridor Multi-Use Path - Yonge St. to Don Valley
6	2011-2012	Bikeway Trails Plan
7	2010	Finch Hydro Corridor Multi-Use Path - Dufferin to Yonge St.

Project Details

1. Municipal Class EA Study of the Yonge St./Highway 401 Interchange

Subject of Consultation: This project follows from the recommendations of the Yonge St./ Highway 401 Interchange -Transportation Infrastructure Planning Study and other transportation studies undertaken by the City and the Province which have identified the need for improvements to the Yonge St. / Highway 401 interchange to address traffic congestion and improve traffic operations at this location, particularly in light of the growth in development in North York Centre. The Municipal Class Environmental (EA) study will examine and consult the public on several technically feasible alternatives to determine a preferred solution for the 401/Yonge St interchange.

Study Area: Yonge St./Highway 401 Interchange

Active Transportation Issues: Pedestrian and bicycle access is limited along Yonge St. in the vicinity of the highway #401 interchange. There are no dedicated bicycle facilities in this area. Motor vehicle traffic volumes (24 hour volumes) are among the highest in the city in this area.

Involved Government Divisions:

- City of Toronto Transportation Services
- Ontario Ministry of Transportation

Timeline:

November 2013	City Council directed the General Manager, Transportation Services to secure a commitment from the Province of Ontario for the cost-sharing of a Municipal Class Environmental Assessment Study of the Yonge St./Highway 401 interchange.
Pending	Announcement of financial cost-sharing commitment from the Province of Ontario and commencement of EA study

Outcomes: Study is ongoing.

2. North York Centre South Service Road Municipal Class Environmental Assessment Addendum.

Subject of Consultation: The City of Toronto is reviewing options for continuing the North York Centre Service Road south of Sheppard Ave., as part of ongoing traffic network improvements in North York Centre. This study aims to resolve issues of cost, property impact, and timing that have prevented this project from being completed. The proposal includes changes to Doris Ave., Bonnington Pl., and Tradewind Ave..

Study Area: Doris Ave., Bonnington Pl., and Tradewind Ave. and adjacent properties

Active Transportation Issues: The inclusion of bicycle lanes and the design of pedestrian spaces will be examined as part of this study.

Involved Divisions:

- Transportation Services
- City Planning
- Parks and Forestry

Timeline:

Autumn 2013	City will investigate various feasible alternatives and the negative and positive impacts of each. All property owners within the study area will be notified of study commencement by mail.
Early 2014	Public event notices will be published
Mid-2014	Planning Study completed
Mid-Late-2014	An implementation budget and timeline will be approved within the City's 10-year capital plan.
TBD	Property acquisition, utility relocation and street construction.

Outcomes: Study is ongoing.

3. Yonge St. North Planning Study (Master Plan)

Subject of Consultation : To develop a vision for the future of the Yonge St. corridor between Finch Ave. and Steeles Ave. in response to the planned extension of the Yonge subway line. To determine community preferences for new infrastructure in the area such as new streets, build-

ing types, land uses, public spaces.

Study Area: lands between Steeles Ave. on the north, Willowdale Ave. on the east, Finch Ave. on the south and Talbot Rd./Hilda Ave. on the west.

Active Transportation Issues: Priority directions for the study were identified in the first workshop by the community and include provision of bicycle facilities (parking, designated lanes), enhanced pedestrian connectivity, safer crossings, wider sidewalks and reduced motor vehicle traffic congestion.

Involved Divisions:

- City Planning
- Transportation Services
- Parks and Forestry

Timeline:

December 2011	Public workshop #1 – Visioning workshop
June 2012	Public workshop #2 - feedback on potential land use and transportation options
May 2013	Public workshop #3 – feedback on preferred land use and transportation option
TBD	Public open house - to present final report

Outcomes: Study is ongoing.

4. City of Toronto Condo Consultation

Subject of Consultation: To identify issues that condo residents are currently experiencing; identify who is responsible for managing these issues; and discuss ideas to address these issues.

Study Area: City-wide.

Active Transportation Issues from Ward 23 meeting: The condo community wished to see an increase in the amount of bike paths in the area. Participants were also supportive of building cycling lanes to encourage bicycle riders off of the sidewalk; more bicycle parking inside condo buildings; issues related to traffic congestion were the most prominent problems identified outside of condo buildings.

Involved Divisions:

- City Planning
- City Councillor John Filion's Office – Ward 23

Timeline:

Feb 2013	Round 1 Central Toronto Meeting
Feb 2013	Round 1 Scarborough Meeting
Feb 2013	Round 1 Etobicoke Meeting
Feb 2013	Round 1 North York Meeting
March 2013	Ward 23 Meeting
May 2013	Round 2 North York Meeting
June 2013	Round 2 Scarborough Meeting
June 2013	Round 2 Etobicoke Meeting
June 2013	Round 2 Central Toronto Meeting

Outcomes: Round 2 Consultation is complete.

5. Finch Hydro Corridor Multi-Use Path - Yonge St. to Don Valley

Subject of Consultation: a public open house to provide information and receive feedback about a new multi use path planned for the Finch Hydro Corridor.

Study Area: Finch Hydro Corridor – Yonge to Don Valley

Active Transportation Issues: large majority of the community supports the project with some opposition from a few community members – concerns included exposure to electric and magnetic fields for young children using the trail, lack of bicycle etiquette and impacts on personal safety (concerns from residents whose homes are adjacent to the trail) due to increased access to the corridor (crime etc).

Timeline:

June 2012	Public Open House
-----------	-------------------

Outcomes: Construction of trail is underway from Willowdale Ave to Pineway Blvd. Expected completion date is July 2014

6. Bikeway Trails Implementation Plan

Subject of Consultation: email feedback and a public open house on the city-wide Bikeway Trails Plan to develop the project list and establish priorities for multi-use trails in Toronto.

Study Area: New trails and trail connections identified across the city

Issues: Extending the Finch Hydro Corridor Trail across North York and

Scarborough was identified by open house participants as one of the top 5 priorities for multi-use trails in the city.

Timeline:

August 2011	City solicited input on potential trail projects from cyclists through the August 2011 issue of the “Cyclometer” e-newsletter
Feb 2012	Public Open House

Outcome: Bikeway Trails Implementation Plan was adopted by Council with no amendments on June 6, 2012

7. Finch Hydro Corridor Multi-Use Path - Dufferin to Yonge St.

Subject of Consultation: a public open house to provide information and receive feedback about a new multi use path planned for the Finch Hydro Corridor.

Study Area: Finch Hydro Corridor – Dufferin to Yonge

Active Transportation Issues: Given the tight timelines of these trail projects, under the RInC funding agreement each project had one public information session to inform the community of the trail project underway and present the detailed designs for the trail. No issues cited.

Involved Divisions:

- Transportation Services
- Public Consultation Unit

Timeline:

April 2010	Public Open House
------------	-------------------

Outcomes: Construction was completed in 2011.

Appendix 2

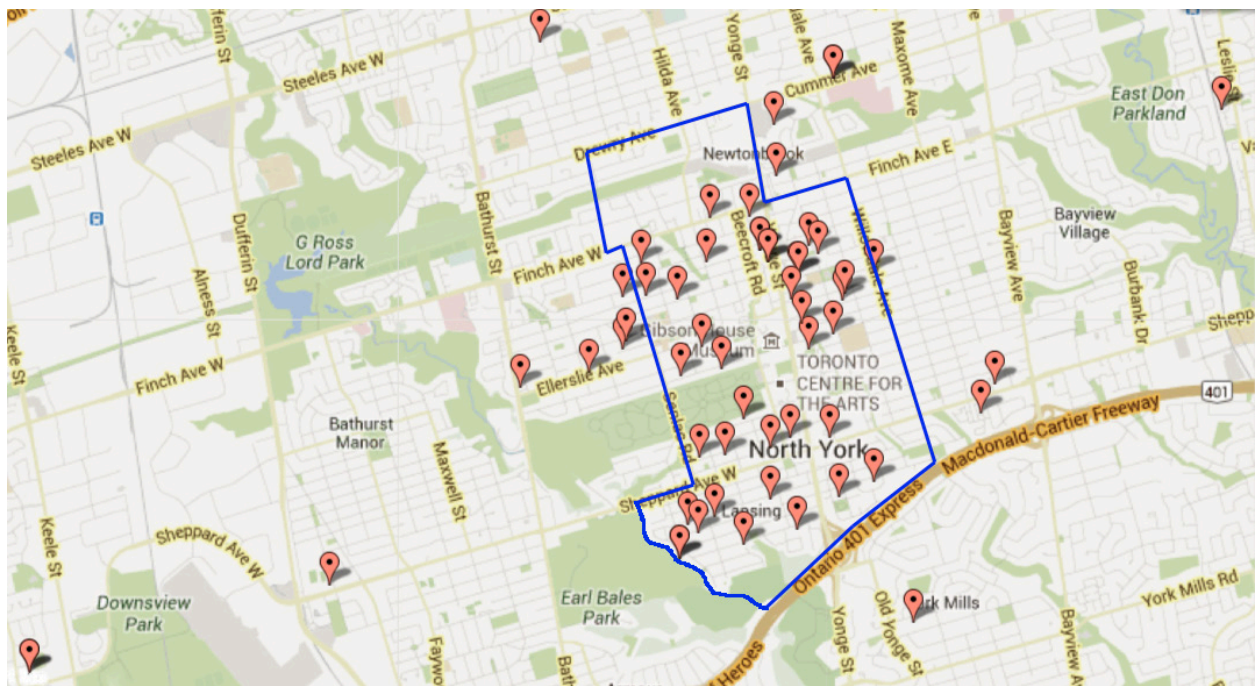
WALK CYCLE MOVE North York Centre Survey Results

Survey Results

The WALK CYCLE MOVE North York Centre Survey was posted online from November 2013 to February 1, 2014. The survey was distributed via the project website, email distribution to all stakeholder contacts, email distribution to a general Project list with over 90 community organizations / associations / schools and school parent councils, by word of mouth at each public meeting/workshop, on posters distributed through the community and through Toronto Public Health's twitter and facebook accounts.

There were a total of 80 responses to the survey. Respondents were predominantly residents of the study area. The map below shows approximately where survey respondents live based on postal code.

Figure A1: Location of Walk Cycle Move North York survey respondents



The following summary report provides the results from the online survey

Walk Cycle Move North York Survey Report

1. Generally speaking, what features of your neighbourhood support good health and a high quality of life for you and your neighbours?

Response	Percentages	Count
Community Recreation Centres	37%	26
Don Valley Ravine	2%	2
Farmers Market	2%	2
Library	10%	7
Mel Lastman Square	2%	2
Parks and Green Spaces	55%	38
Public Transit	14%	10
Sidewalks	20%	14
Stores/services in walking distance	26%	18
Walkable Streets	4%	3
Walking / Cycling Trails	11%	8
Well lit streets	1%	1

2. Are there changes in your neighbourhood that you think would improve health and quality of life for you and your neighbours?

Response	Percentages	Count
Better winter maintenance on sidewalks	5%	4
Bicycle lanes	31%	21
Bicycle Parking	7%	5
Connected bicycle route network	8%	6
Enforcement of traffic violations	4%	3
Improved bicycle and pedestrian paths under highway #401	4%	3
Improved crossings	11%	8
Improved road network	1%	1
Install missing sidewalks	14%	10
Less automobile traffic	8%	6
Lower speed limits	4%	3
more bicycle / pedestrian trails	5%	4
More park space	4%	3
Paths / Routes to connect green spaces	1%	1
Safer conditions for bicycles	1%	1
skateboarding / bmx park	2%	2
traffic calming	5%	4

3a. How do you travel to work/school?

Response	Percentage	Count
Public Transit	40.5%	32
Car/Truck (Driver)	29.1%	23
Car/Truck (Passenger)	7.6%	6
Motorcycle	0.0%	0
Bicycle	21.5%	17
Walking	38.0%	30
Wheelchair	0.0%	0
Inline Skating/ Skateboard	1.3%	1
Other, please specify...	8.9%	7
I don't work or go to school	20.3%	16
Total Responses		79

3a. How do you travel to work/school? (Other, please specify...)

#	Response
1.	Walk, with stroller
2.	Work from home
3.	If sidewalks are too slippery we drive the car.
4.	car pool and telework
5.	Occasional rental car
6.	school bus
7.	work from home

3b. How do you travel to do local errands/shopping?

Response	Percentage	Count
Public Transit	26.6%	21
Car/Truck (Driver)	69.6%	55
Car/Truck (Passenger)	17.7%	14
Motorcycle	2.5%	2
Bicycle	31.6%	25
Walking	70.9%	56
Wheelchair	0.0%	0
Inline Skating/ Skateboard	0.0%	0
Other, please specify...	2.5%	2
Total Responses		79

3b. How do you travel to do local errands/shopping? (Other, please specify...)

#	Response
1.	Walk, with stroller
2.	Walking or taking public transit with a stroller

3c. How do you travel to local recreation or community destinations (e.g. parks, libraries, community centres, visit friends/family that live in your neighbourhood)?

Response	Percentage	Count
Public Transit	29.5%	23
Car/Truck (Driver)	53.8%	42
Car/Truck (Passenger)	20.5%	16
Motorcycle	1.3%	1
Bicycle	43.6%	34
Walking	75.6%	59
Wheelchair	0.0%	0
Inline Skating/ Skateboard	0.0%	0
Other, please specify...	3.8%	3
Total Responses		78

4. In the past 6 months, how frequently have you used active transportation? (i.e. walking, cycling, inline skating, using a wheelchair)?

Response	Percentage	Count
Every day	44.7%	34
3-5 days a week	28.9%	22
1-2 days a week	10.5%	8
A few times a month	15.8%	12
I don't use active transportation (Skip to Question 7)	1.3%	1
Total Responses		76

5a. Over the past 6 months in North York Centre, on average, how often have you used the active forms of transportation listed below?

	Every day	3-5 days a week	1-2 days a week	A few times a month	I don't get around this way	Total Responses
Walking	37 (50.7%)	14 (19.2%)	7 (9.6%)	15 (20.5%)	1 (1.4%)	73
Cycling	2 (3.3%)	11 (18.3%)	9 (15.0%)	15 (25.0%)	23 (38.3%)	60
Wheelchair	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	47 (100.0%)	47
Inline Skating/ Skateboard	0 (0.0%)	1 (2.1%)	0 (0.0%)	1 (2.1%)	45 (95.7%)	47

6. If you do ride a bike, walk, or use other active ways to travel in North York Centre what motivates you?

Response	Percentage	Count
Convenient, can get to destinations quickly and easily	74.0%	54
Enjoyment of the natural environment	72.6%	53
Health / Fitness / Exercise	86.3%	63
No access to a car	17.8%	13
Commute to work / school	34.2%	25
Occasional trips such as visiting friends/family, running errands, etc	35.6%	26
I do not use active transportation	0.0%	0
Other, please specify...	16.4%	12
Total Responses		73

6. If you do ride a bike, walk, or use other active ways to travel in North York Centre what motivates you? (Other, please specify...)

#	Response
1.	To avoid traffic congestion, pollution, and crowded transit.
2.	bike with my kids
3.	better for the environment
4.	My dog
5.	to save the environment
6.	Avoid parking fees
7.	don't have to pay for parking
8.	chatting with family while we walk, is it is quiet enough

9.	role model for our kids, low cost, fun (ie not just enjoying the nat environment, but simply enjoying biking/walking itself)
10.	Parking is expensive along Yonge St. where I reside
11.	keep children active
12.	Environmental concerns

7. If you don't use active transportation in North York Centre, would you like to?

Response	Percentage	Count
Yes	21.4%	15
No	1.4%	1
I already use active transportation (Skip to Question 9)	77.1%	54
Total Responses		70

8. If you do not walk, cycle, or use other active transportation regularly, why not?

Response	Percentage	Count
Sidewalks are missing on some streets	41.4%	12
There are no bike lanes	51.7%	15
Too much car traffic	51.7%	15
It feels too dangerous	41.4%	12
Sidewalks are in poor condition for walking	13.8%	4
Too difficult to cross streets	20.7%	6
I am in the habit of driving	20.7%	6
I am not able for health reasons	3.4%	1
Destinations are too far	34.5%	10
No direct routes to where I need to go	13.8%	4
I use active transportation	17.2%	5
Other, please specify...	13.8%	4
Total Responses		29

8. If you do not walk, cycle, or use other active transportation regularly, why not? (Other, please specify...)

#	Response
1.	bad weather
2.	no lock rings
3.	winter time, icy sidewalks, too dangerous
4.	snow/ice removal or too hot in summer

9a. To what extent do you agree with the following statements about what would encourage you to walk, ride a bike or use other active transportation more often?

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Total Responses
Secure bicycle parking at work / school / shopping centres / transit	33 (51.6%)	14 (21.9%)	12 (18.8%)	4 (6.2%)	2 (3.1%)	64
Improved road maintenance	24 (39.3%)	19 (31.1%)	14 (23.0%)	3 (4.9%)	1 (1.6%)	61
Improved signage for bike and pedestrian routes	33 (48.5%)	21 (30.9%)	10 (14.7%)	4 (5.9%)	1 (1.5%)	68
More multi-use trails (off-street)	31 (48.4%)	23 (35.9%)	9 (14.1%)	1 (1.6%)	0 (0.0%)	64
Painted Bike lanes (on-street)	27 (42.2%)	18 (28.1%)	13 (20.3%)	5 (7.8%)	2 (3.1%)	64
Separated Bike Lanes (on-street but separated from auto traffic by a barrier)	37 (56.9%)	15 (23.1%)	9 (13.8%)	4 (6.2%)	1 (1.5%)	65
Shorter distances to destinations (i.e. shopping, school,)	23 (36.5%)	17 (27.0%)	17 (27.0%)	6 (9.5%)	0 (0.0%)	63
Reduced auto traffic speeds	16 (25.8%)	14 (22.6%)	16 (25.8%)	13 (21.0%)	4 (6.5%)	62
Fewer cars on the road	19 (30.2%)	18 (28.6%)	17 (27.0%)	7 (11.1%)	2 (3.2%)	63
Improved sidewalk and pathway maintenance	26 (40.0%)	19 (29.2%)	15 (23.1%)	5 (7.7%)	0 (0.0%)	65
More mid-block crossings	11 (19.0%)	16 (27.6%)	24 (41.4%)	5 (8.6%)	2 (3.4%)	58
Safer crossings at intersections	27 (42.2%)	16 (25.0%)	17 (26.6%)	5 (7.8%)	0 (0.0%)	64
Better snow removal	28 (41.8%)	20 (29.9%)	16 (23.9%)	3 (4.5%)	0 (0.0%)	67
Better street lighting	18 (28.6%)	19 (30.2%)	18 (28.6%)	7 (11.1%)	1 (1.6%)	63

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Total Responses
No improvements are necessary, the existing trails, roads and sidewalks are meeting my needs	1 (1.6%)	8 (12.9%)	10 (16.1%)	29 (46.8%)	15 (24.2%)	62
Nothing will encourage me to walk or bike more often	0 (0.0%)	1 (1.7%)	8 (13.6%)	21 (35.6%)	31 (52.5%)	59

9b. What other things would encourage you to walk, ride a bike or use other active transportation more often?

#	Response
1.	Off Road Trail
2.	(9a didn't load properly for me) Better snow removal, more sidewalks or pathways, more bike parking, better access for strollers: especially wide strollers, safer intersection crossings
3.	difficulty parking car
4.	others also riding their bicycles. Strength in numbers.
5.	Quicker/more responsive traffic signals for pedestrians and cyclists
6.	better sun/wind protection
7.	Reduce all motor vehicles on roads that cause daily congestion lasting all day long.
8.	Safer conditions
9.	Improved roads, lock rings, less traffic
10.	more bike racks
11.	Don't need more encouragement
12.	Improvements to parks and ravines
13.	motorists being aware that the area has more bikes on roads than normal and enforcement to rules is strict,.
14.	not applicable for me. Conditions are on the poor side, but it does not stop me from cycling.
15.	safer crossings at intersections particularly Yonge and Sheppard
16.	someone to walk with
17.	Are you kidding? This is Canada! The weather.
18.	Shared bike services
19.	more crackdown on cyclists who are breaking rules and are inconsiderate to pedestrians.
20.	No right-turn on red light would be much safer for pedestrians. An overall culture of courtesy toward pedestrians should be instituted. At the moment I see drivers honking at pedestrians, taking their right-of-way and putting them in danger constantly.

#	Response
21.	having someone to walk with during the day
22.	Improved landscaping along routes.
23.	traffic lights that you do not have to press to activate the walk signal. Too many lights around NY centre require you to push a button to get a walk signal and people don't realize this. I have seen many people, including the elderly get frustrated and start walking anyway just when the light is about to turn red and they very nearly get in an accident. This sends a clear message that cars are more important than pedestrians. Also riding or walking down Yonge to cross the 401 is not safe on a bike and not convenient for walking because you have to walk way out of your way.
24.	Outdoor community family activities
25.	Shorter distance to destinations
26.	Only time I will use active transportation in on weekends when we are not doing chores. All other times I feel everything is too far, or dangerous to go on a bike with the children
27.	Within the neighbourhood of NYCentre is not bad, but I try to commute to neighbourhoods within 10km by bike and safe routes along major roads like Yonge, Finch etc are hard to come by.
28.	Warmer weather
29.	Overhead pedestrian bridge
30.	The more of us out therer the safer it will become
31.	better sidewalk shoveling and de-icing.
32.	separate cyclists and walkers quiet leafy streets. Yonge St. is way too noisy where traffic is the priority
33.	closer work commute (current is 30km away)
34.	Beautiful views, having special programs, having fun.
35.	More straight-line paths, like the new pathways between Holcolm and Hounslow Aves
36.	more pleasant experience - less traffic noise, free bike
37.	More destinations to go to!

10. How comfortable are you with walking on each of the following types of places in North York Centre

	Very comfortable	Comfortable	Uncomfortable	Very Uncomfortable	Unsure	Total Responses
Walking on a multi-use trail Walking in a park	34 (49.3%)	29 (42.0%)	6 (8.7%)	0 (0.0%)	1 (1.4%)	69
Walking in a park	41 (58.6%)	26 (37.1%)	2 (2.9%)	0 (0.0%)	1 (1.4%)	70
Walking on the sidewalk on Yonge St.	26 (37.1%)	33 (47.1%)	8 (11.4%)	3 (4.3%)	0 (0.0%)	70

	Very comfortable	Comfortable	Uncomfortable	Very Uncomfortable	Unsure	Total Responses
Walking on the sidewalk in a residential neighbourhood	43 (60.6%)	24 (33.8%)	3 (4.2%)	2 (2.8%)	0 (0.0%)	71
Walking in a neighbourhood with no sidewalks	6 (8.7%)	17 (24.6%)	28 (40.6%)	17 (24.6%)	1 (1.4%)	69
Crossing Yonge St.	12 (17.4%)	32 (46.4%)	15 (21.7%)	8 (11.6%)	2 (2.9%)	69
Crossing local neighbourhood streets	20 (28.2%)	44 (62.0%)	7 (9.9%)	0 (0.0%)	1 (1.4%)	71
Walking where there is low street lighting	5 (7.1%)	15 (21.4%)	33 (47.1%)	17 (24.3%)	0 (0.0%)	70

11. How comfortable are you with cycling on each of the following types of places in North York Centre.

	Very comfortable	Comfortable	Uncomfortable	Very Uncomfortable	Unsure	Total Responses
Cycling on a multi-use trail	31 (50.8%)	19 (31.1%)	6 (9.8%)	0 (0.0%)	5 (8.2%)	61
Cycling in a park	31 (50.0%)	26 (41.9%)	1 (1.6%)	0 (0.0%)	4 (6.5%)	62
Cycling on Yonge St.	2 (3.2%)	7 (11.3%)	19 (30.6%)	32 (51.6%)	2 (3.2%)	62
Cycling on local residential streets	13 (21.3%)	29 (47.5%)	16 (26.2%)	3 (4.9%)	1 (1.6%)	61
Crossing Yonge St.	7 (11.3%)	17 (27.4%)	19 (30.6%)	18 (29.0%)	1 (1.6%)	62
Crossing local neighbourhood streets	14 (22.6%)	34 (54.8%)	11 (17.7%)	1 (1.6%)	3 (4.8%)	62
Cycling where there is low street lighting	5 (8.1%)	9 (14.5%)	30 (48.4%)	17 (27.4%)	2 (3.2%)	62

12a. Do you have children or dependents 12 years of age or younger?

Response	Percentage	Count
Yes	56.5%	39
No (If no, skip to Question 13 on the next page)	43.5%	30
Total Responses		69

12b. Does your child walk or cycle to and/or from school?

Response	Percentage	Count
Yes	61.0%	25
No	39.0%	16
Total Responses		41

13. What do you think are the top three locations (streets, place names or intersections) in North York Centre that need improving to make it easier for you to choose active travel like cycling or walking? 1:

#	Response
1.	Yonge St. bike lanes, sidewalk widths
2.	Toronto Centre For The Arts
3.	Need sidewalk on Claywod between Hounslow and Holcolm, to walk from school to Edithvale CC
4.	all way stop signs at Claywood and Hounslow Ave.
5.	all locations
6.	Yonge and Churchill
7.	Keele St. and Keelegate Dr.
8.	Yonge St. and Highway 401
9.	Sheppard Ave W
10.	Yonge St. at the 401
11.	finch and yonge
12.	Yonge/401
13.	Keele and Finch
14.	Yonge and Sheppard
15.	Yonge and Sheppard
16.	North York City Centre bike racks in well lit places
17.	Yonge & 401
18.	Yonge and 401
19.	sheppard and senlac
20.	Keele St.
21.	Yonge and Hwy # 401
22.	Yonge, Sheppard

#	Response
23.	Yonge and Sheppard intersection
24.	Beecroft needs sidewalks on the east side at Churchill and north
25.	not enough time
26.	Yonge and Sheppard
27.	Completion of sewer upgrading
28.	cycling along Yonge St.
29.	yonge St.
30.	yonge St.
31.	McKee
32.	no bike paths
33.	Finch and Doris Ave intersection
34.	Yonge and Finch
35.	Doris & Greenfield (cars aggressively turning from all directions and children crossing, so dangerous)
36.	Around construction sites
37.	Tradewind & Anndale poor light
38.	Beecroft
39.	Doris Ave
40.	Intersections where you have to push the button to activate a walk signal
41.	Sheppard
42.	Yonge St. corridor for cycling
43.	Finch Ave - potholes
44.	around 401
45.	Kenneth and Bishop
46.	Senlac, more options for safe crossing by school age kids going to Yorkview.
47.	Reinforce Traffic rules--vehicles to stop fully at STOP signs in local streets; obey speed limits.
48.	Senlac
49.	Bathurst & Steeles
50.	Young and Sheppard
51.	Finch Ave
52.	Yonge St.
53.	Beecroft
54.	Bee croft and park home
55.	Doris Ave.
56.	cummer and yonge
57.	Claywood
58.	If there were some places specifically for biking, it is so important because it is dangerous now

#	Response
59.	construction sites should not block sidewalks
60.	Sheppard intersection where you cross to go to the mall (Sheppard East) opposite of Tridel building
61.	Sidewalk (snow clearing) on Senlac from Sheppard to Yorkview
62.	Clay wood from horsham to Holcolm
63.	Sheppard from Yonge to Bathurst
64.	Bathurst & Ellerslie

13. What do you think are the top three locations (streets, place names or intersections) in North York Centre that need improving to make it easier for you to choose active travel like cycling or walking? | 2.

#	Response
1.	Yonge St. & Avondale Ave. (NE corner sidewalk width)
2.	Yonge/401 Intersection
3.	Need 4-way stop at Hounslow and Claywood (too many close calls between vehicular and non-vehicular traffic, as well as between motorists. Locals know this is a high-risk corner
4.	need side walk on claywood between Holcolm and Hounslow Ave.
5.	Yonge and Empress
6.	Keele and hwy 401 and Floral Parkway
7.	Finch hydro corridor needs more extension
8.	Yonge St.
9.	Yonge St. at Sheppard
10.	sheppard and yonge
11.	York Mills Rd.
12.	Keele and Sheppard
13.	Yonge and 401
14.	Doris and Beecroft bike lanes and speed limits
15.	Yonge & 401
16.	Yonge and Sheppard
17.	Sheppard between senlac and yonge
18.	Sheppard Ave.
19.	Yonge st (cycling only)
20.	Bayview, Sheppard
21.	Yonge and Beecroft intersection
22.	longer pedestrian light at Elmhurst
23.	too much auto traffic
24.	Yonge and Anywhere

#	Response
25.	Condo and building developers could improve by being more considerate of the needs of both drivers, walkers and any other transit types.
26.	cycling along Senlac & hilda
27.	sheppard Ave.
28.	Sheppard
29.	Empress
30.	too much automobile traffic - Sheppard and Yonge
31.	Yonge and Finch
32.	Yonge and Sheppard
33.	Sheppard & Doris (Southbound cars turning right, weaving through groups of pedestrians from schools, subway, courthouse, etc.)
34.	Yonge & Empress
35.	Bonnington & Sheppard hard to cross
36.	Doris
37.	Holcolm rd where there is no sidewalk on either side
38.	Senlac
39.	All sides streets need better lighting
40.	Bayview pot holes
41.	near north york general
42.	Bishop and talbot
43.	painted bike lanes along Rd.s like Beecroft, Senlac, Parkhome etc to support motorists' awareness.
44.	Better lighting in local streets--crime prevention
45.	Beecroft
46.	Yonge & Steeles
47.	Young and Finch
48.	Hyro cut path east of Yonge st
49.	Willowdale Ave.
50.	Senlac
51.	Ellerslie and Cobden
52.	bishop and yonge
53.	construction vehicles parking enforcement
54.	Alternative to the stretch of Senlac where the sidewalk is directly adjacent to the road.
55.	Ellerslie and Senlac
56.	Churchill from Yonge to just past Beecroft
57.	Bathurst & Finch

13. What do you think are the top three locations (streets, place names or intersections) in North York Centre that need improving to make it easier for you to choose active travel like cycling or walking? | 3.

#	Response
1.	Walker Rd. between Cameron Ave. and Franklin Ave.
2.	Doris/Bonnington Intersection
3.	all way stop signs at Senlac and Horsham
4.	Yonge and Sheppard
5.	Dufferin and Yorkdale Rd. and hwy 401 and Whitley Ave.
6.	Yonge St. needs to be more bicycle-friendly
7.	Finch Ave. W
8.	Sheppard from Senlac to Bayview
9.	bishop and yonge
10.	Bayview Ave/401
11.	Keele and Lawrence
12.	Finch West
13.	Yonge across the 401
14.	Yonge & 401
15.	Yonge and Avondale
16.	Crossing 401 at Yorkdale Mall
17.	Willowdale, Sheppard
18.	Yonge and Park Home / Empress intersection - note: my problem is crossing intersection because turning cars do not yield to pedestrians crossing with the o.k. to walk traffic sign. I cannot over emphasize this problem cars continue to turn long after when pedestrians have the walk sign particularly at the Yonge and Sheppard intersection
19.	Yonge and Any place else
20.	In some parts of Yonge it seems that some lights and cross walks are far apart. Generally, however it's mostly OK
21.	more cross overs along doris Ave.
22.	beecroft
23.	beecroft
24.	Doris
25.	too much automobile traffic - Finch and Yonge
26.	Kenneth and Doris Ave
27.	Lack of stop signs at places like Anndale/Burnwell, Glendora/Dudley which would make it safe for children to cross to school, park, etc. Cars don't slow down coming around these corners and can catch pedestrians by surprise.
28.	crossing Willowdale
29.	Proctor & Gamble building very windy
30.	Yonge St.
31.	Yonge St and the 401

#	Response
32.	residential streets where cars speed - Willowdale, maxome Ave., conacher Dr
33.	shoppes at lawrence and don mills
34.	Yonge and finch
35.	Well maintained sidewalks, especially during winter time, to prevent falls.
36.	Yonge
37.	Bathurst & Finch
38.	Sheppard
39.	Doris Ave
40.	Sheppard Ave West
41.	Betty Ann and stafford
42.	enforce no speeding onto Beecroft from condo parking - they don't see/look for people on the sidewalk always or bikes in the road
43.	Maintained trail through forest under Addington Ave. bridge, from Senlac Ave. to Don River Blvd.
44.	Park home and beecroft
45.	Senlac sidewalk from one street north of Park Home down to Burnett
46.	Bathurst & Sheppard

15. Please indicate your age group.

Response	Percentage	Count
Under 18	0.0%	0
18 to 34	4.5%	3
35 to 54	68.7%	46
55 to 64	11.9%	8
65 and over	14.9%	10
Total Responses		67

16. Which of the following best describes your present situation?

Response	Percentage	Count
Employed full time	39.7%	27
Employed part time	7.4%	5
Self employed	11.8%	8
Unemployed, looking for work	4.4%	3
Homemaker	11.8%	8
Retired	16.2%	11
Student	5.9%	4
Other	1.5%	1
I don't know / refuse to answer	1.5%	1
Total Responses		68

17. What is the best estimate of your household income before taxes and deductions in the past 12 months?

Response	Percentage	Count
Under \$20 000	4.8%	3
\$20,000 – to less than \$40,000	6.5%	4
\$40,000 – to less than \$80,000	14.5%	9
\$80,000 – to less than \$100,000	11.3%	7
\$100,000 – to less than \$120,000	9.7%	6
\$120,000 – to less than \$140,000	8.1%	5
\$140,000 and over	22.6%	14
No Income	1.6%	1
Don't know / Refuse to answer	21.0%	13
Total Responses		62

18. How long have you live in the neighbourhood?

Response	Percentage	Count
Less than 2 years	7.4%	5
2 to less than 5 years	16.2%	11
5 to less than 10 years	23.5%	16
10 years or more	52.9%	36
Total Responses		68

Appendix 3

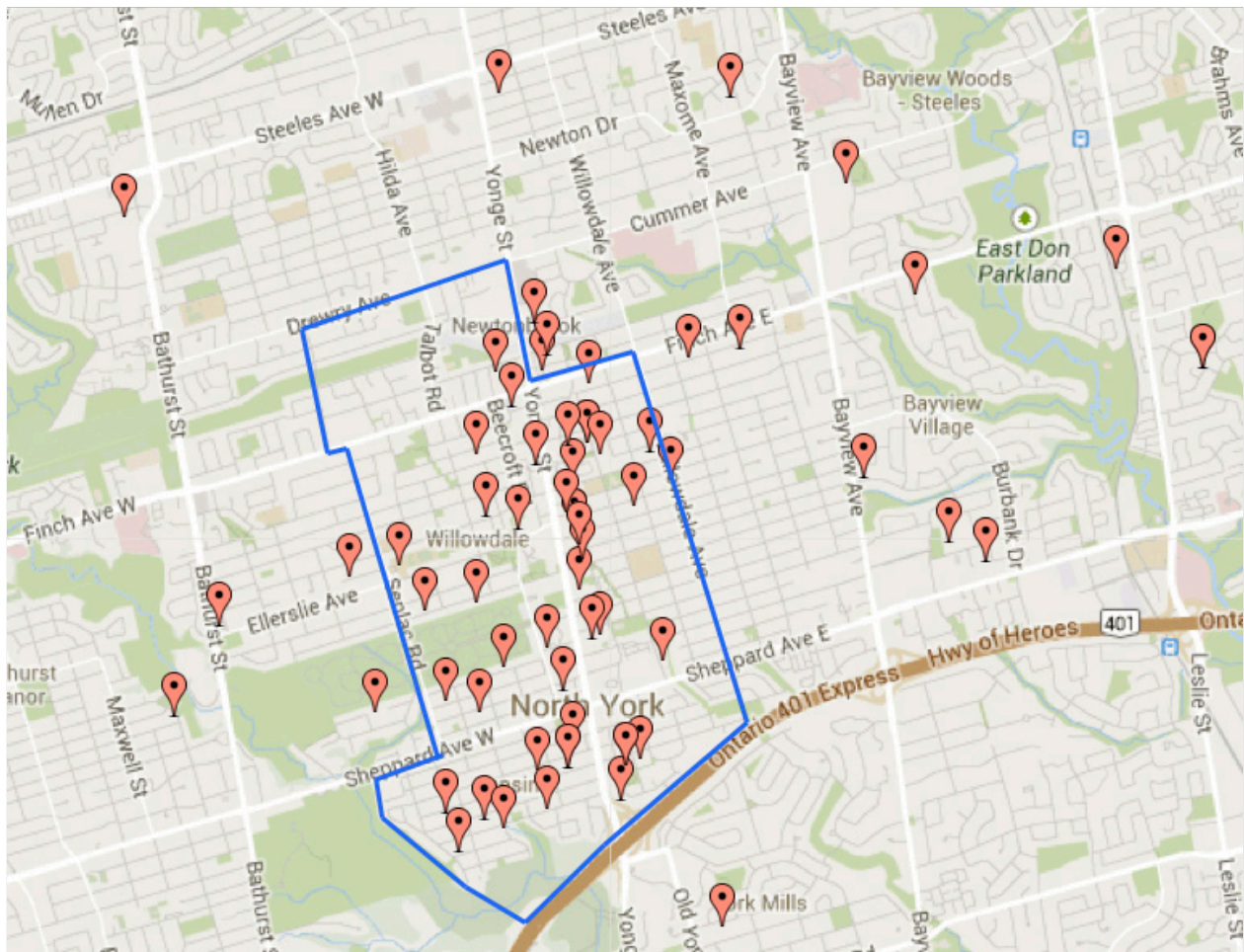
Engagement Activity Results

A3.1 Engagement Activities Summary

A combination of public meetings and focus group workshops were conducted to engage with study area residents. A summary of the public meetings is provided below. Focus group workshops were conducted with a seniors group (25 participants), elementary school parent council (11 participants), newcomers studying English as a second language (18 participants), and a highschool parent council as well as members of a highschool student executive (25+ participants).

The majority of participants live in the study area with a few living in neighbourhoods adjacent to the study area. Figure A2 shows the approximate locations of participants' residences relative to the study area boundaries.

Figure A2: Workshop and Meeting Participants



A3.2 Public Meeting #1

North York Civic Centre
Members Lounge
5100 Yonge St., 1st Floor
November 5th, 2013
6:30pm – 8:30pm

Meeting Summary

Approximately 10 people participated in the first public meeting for Walk Cycle Move North York Centre. Meeting participants included local residents, City staff and members of the consultant team. The purpose of the meeting was to seek public feedback on issues around active transportation in the North York Centre study area. Barriers, challenges and opportunities for cycling and walking were identified and preliminary ideas for change or improvements were also discussed. An overview presentation was provided to introduce the project and provide a general overview of the study area. Following the presentation, the group participated in a small group discussion and mapping exercises.

The following is a summary of the key feedback received during the meeting (it is not a transcript).

Summary of Feedback

Feedback from this meeting is organized around 3 activities:

1. An individual mapping exercise
2. A group mapping exercise
3. Group discussion questions

Most of the group discussion took place during the mapping exercise and was centred around 3 questions:

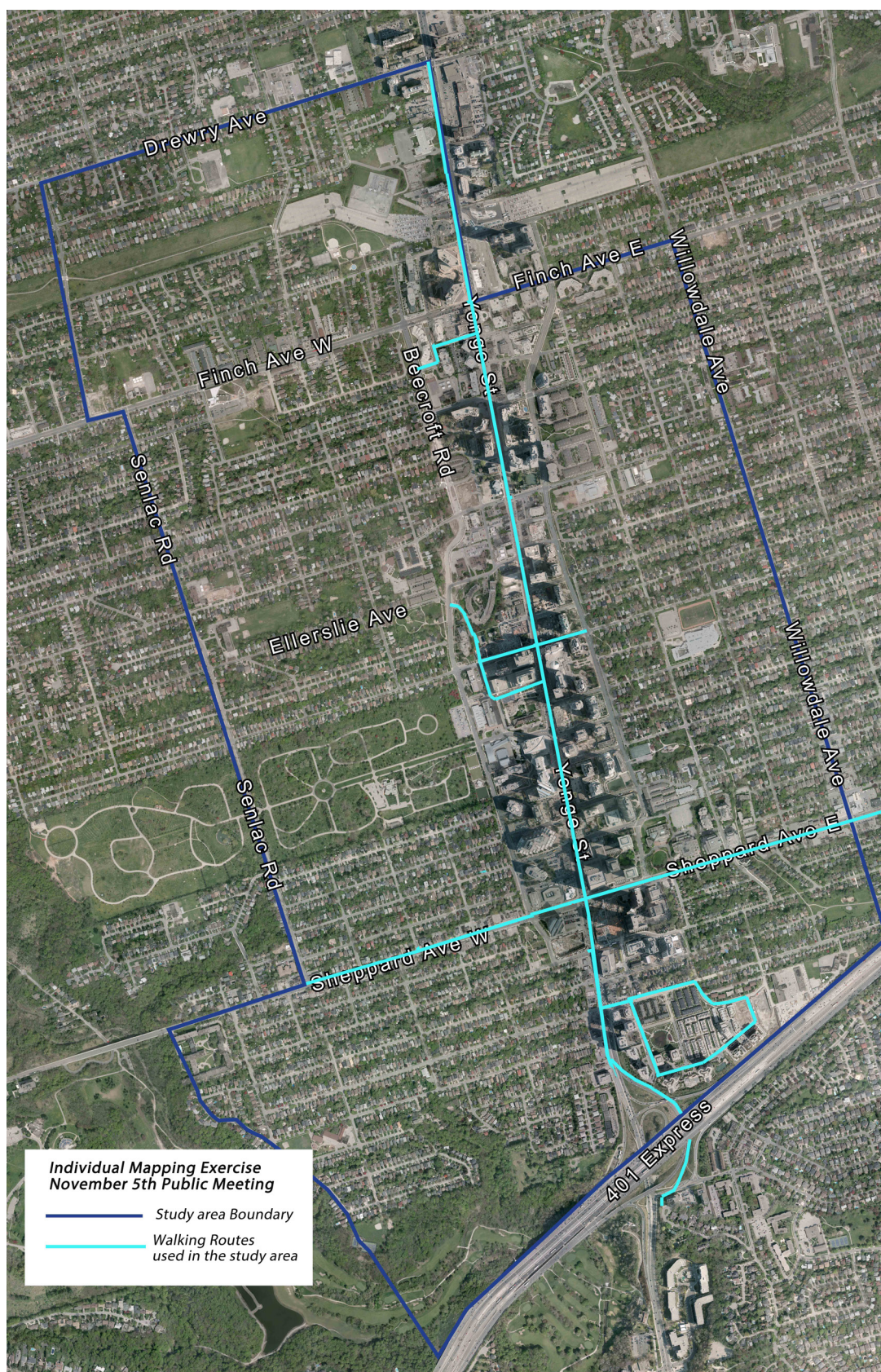
- Is North York Centre a good place to get around by active transportation now? (Where are your favourite places to walk/cycle)?
- What are the challenges to active transportation (what places do you avoid)?
- What are the opportunities to make things better?

1. Individual Mapping Exercise – Participants were asked to record their travel patterns by walking or cycling (or other active modes) on the maps provided. Figure A3 and Figure A4 below show the cycling and walking routes that workshop participants indicated they use regularly.

Figure A3: Cycling Routes identified by November 5th Meeting Participants



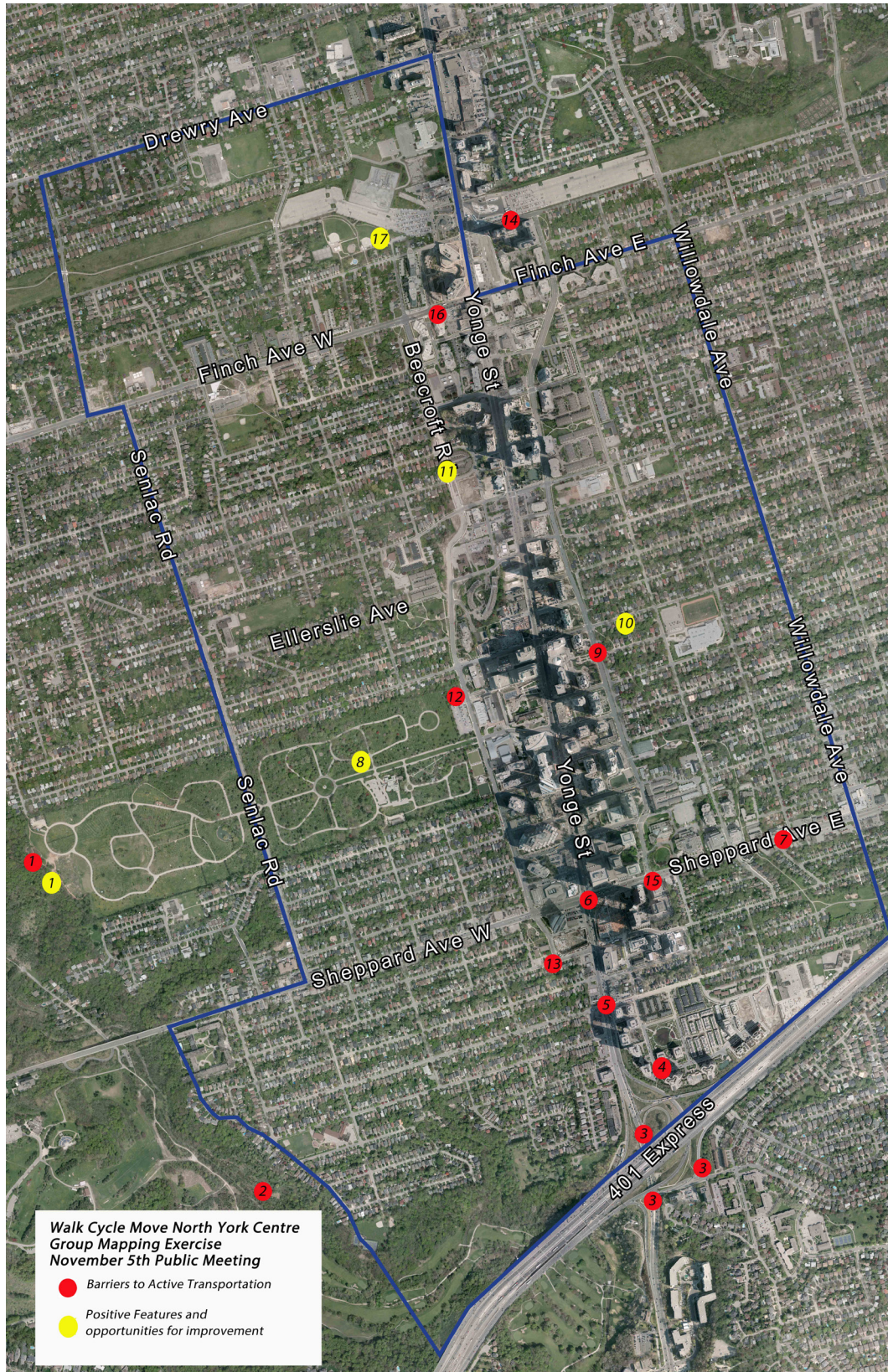
Figure A4: Walking Routes Identified by November 5th Meeting Participants



2. Group Mapping Exercise – The following notes correspond to the numbers indicated on Figure A5:

1. There are barriers to accessibility when the cemetery is closed. Also badly lit at night. Could have better connections to the trail system. This is a great route when accessible
2. Golf course is a barrier. Prevents connections from the study area to Earl Bales Park. It would be nice to have a ravine staircase to provide access (currently ravine is inaccessible).
3. The on ramps to the 401 are very difficult to cross.
4. Pedestrian cut-through needed.
5. Avondale and Yonge hard to make left hand turns as a cyclist.
6. Yonge and Sheppard hard to make left hand turns in this area. Between Yonge and Senlac on Sheppard there are no traffic lights so turning left is very difficult.
7. Bad pavement conditions here.
8. Opportunity with the Cemetery. Mount Pleasant example, way-finding for walking and cycling.
9. It is frightening to cross here at this location. Many students are crossing here (Princess and Doris). There are a lot of commuting students crossing here on a path between the subway and the school. They are not crossing at an intersection.
10. This pathway is very well used. It connects diagonally up to Edithvale Community Centre. There are some dark/scary corners on this path, but because people's backyards look onto the path, there are a lot of eyes on this space and it feels safe.
11. Beecroft is a good north-south corridor for cyclists.
12. Beecroft narrows at this point southward with on-street parking (worried about being doored). It is also very busy and it doesn't feel safe to cycle here like it does further north.
13. At the base of Beecroft there are fast moving right turning vehicles that have the potential to cut off cyclists riding straight through.
14. There is no good bicycle access to the Finch Hydro corridor trail from the north end of Doris to the East side of Yonge. Waiting area for transit station (worries of being doored). Lack of connection between Yonge and Willowdale
15. At the southern end of Doris the offset intersection only allows pedestrians to cross on the West side (to be addressed with the future extension of Doris)
16. Connection is needed here (cut-through) north to Finch for cyclists.
17. This is a great trail for cycling. There are some breaks near Dufferin and long waits at traffic lights but otherwise very pleasant.

Figure A5: Results: Group Mapping Exercise – Barriers and Opportunities for Active Transportation in North York Centre



3. Group Discussion Question – *What changes would improve conditions for active transportation in the study area?*

- Educating drivers – this is necessary along with infrastructure
- Introducing a ‘green mile’ on Beecroft (coordinated traffic signal timing so that cyclists travelling along Beecroft would not have to stop frequently at red lights).
- Creating bicycle boulevards in the study area on appropriate streets that would prioritize bicycle access (including converting 4-way stops to 2-way to allow for better traffic flow on prioritized routes).

A3.3 Public Meeting #2

North York Civic Centre
Members Lounge
5100 Yonge St., 1st Floor
January 13th, 2014
6:30pm – 8:30pm

Meeting Summary

Six members of the community attended this meeting and participated in the activities. The purpose of the meeting was to provide a summary of the results of the consultation activities, to discuss the major issues with regard to active transportation that were identified by the community through consultation, and to identify community preferences for change. The meeting began with a presentation and general questions, followed by an open house format. Six panels illustrated the six most significant issues from the perspective of community members. Comment sheets were provided to each participant and used to record preferences for change.

Summary of Feedback

Information was gathered with regard to the community’s preferences for change in the study area using illustrated panels and comment sheets (Figure A16). These materials were divided into the 6 major issues affecting active transportation in the study area as identified by the community. The following list summarizes the general feedback received by participants at this meeting and at the information fair (see section A4.8). A total of 14 participants provided feedback at these two events.

Major intersections – When asked which intersections participants thought should be prioritized for improvements, a variety of locations were indicated with slightly stronger preference for Finch / Yonge and Sheppard / Yonge.

Bicycle parking – A variety of locations were identified as needing bicycle parking in the study area. There was some consistency in preferences for parking at specific locations including: Sheppard/Finch/NYC Subway Stations, North York Civic Centre, North York Centre Public Library, and Empress Walk (especially near the rear entrance).

Lack of sidewalks – A lack of sidewalks in residential areas was indicated as an important issue. The location of desired change differed with each respondent.

Lack of dedicated bicycle routes – Participants were asked what north-south bicycle route would be most preferred for dedicated bicycle infrastructure. The majority (approximately half) of participants ranked Yonge St. as their top priority. Willowdale Ave. was the second most popular choice. The greatest number of respondents preferred a bike lane separated from traffic, followed by a painted bike lane.

When asked what east-west bicycle routes would be most preferred for dedicated bicycle infrastructure, a preference for both arterial streets and local streets emerged. Sheppard Ave., Park Home Ave. / Empress Ave, and Church / Churchill were the top 3 choices.

Highway #401 / Yonge St. interchange – A majority of respondents indicated that a separated multi-use pathway was the preferred facility to encourage walking or cycling at this location.

Midblock crossings – Although there was a strong preference for improvements to accommodate midblock crossings along arterial and collector roads, there was no consensus on specific locations that needed design changes and several different locations were identified.

Figure A6: Sample Panel - Bicycle Routes

6 Bicycle Routes

There are few bicycle facilities in the study area. If more were added, where should they go? What are the priorities?



A3.4 Help is Here Family Services Fair

Earl Haig Secondary School
100 Princess Ave.
February 22nd , 2014
11:00am – 2:00pm

Event Summary

The *Help is Here* annual family services fair was hosted by Mari Rutka, Toronto District School Board Trustee for TDSB Ward 12 along with Federal Member of Parliament Chungsen Leung and Member of Provincial Parliament David Zimmer. Walk Cycle Move North York was invited to set up an information table at this event to introduce the project to community members and to get feedback from event participants. Approximately 300 community members attended this event. The same information panels and feedback sheets used in Public Meeting #2 were used at this event. The feedback that was received from community members at the information fair has been included in section A3.3.