

Lake Shore Boulevard West Cycle Track Consultation Report

Prepared by Kate Nelischer
Sr. Public Consultation Coordinator
City of Toronto

January, 2016



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Introduction

The City is planning a 1.4km cycle track along Lake Shore Boulevard West from Norris Crescent to First Street, west of Mimico Waterfront Park in Etobicoke, Ward 6. The new cycle track will provide a safe connection for cyclists, and will close a gap in the Waterfront Trail.

The Lake Shore Boulevard West Cycle Track was initiated by a letter from Councillor Grimes to Council on February 3, 2014 titled "Request for Report on Feasibility of Closing Gap on Waterfront Trail – Etobicoke Section." On March 4, 2014 City Council subsequently approved a motion to request Transportation Services to report on the "feasibility of implementing a bikeway facility along Lake Shore Boulevard West between Norris Crescent and First Street, to connect the Etobicoke sections of the Waterfront Trail."

Consultation with City divisions, utility partners, key stakeholders, and the public was an important part of this project. The objectives of the consultation process were to:

- Identify key stakeholders who would have an interest in or influence on project design outcomes
- Ensure that key internal and external stakeholders are aware of the Lake Shore Boulevard West Cycle Track and its implications and opportunities for the neighbourhood, and provide them with opportunities to comment
- Engage identified stakeholders in a dialogue on design and implementation
- Gather and document stakeholder and public feedback to be considered by the project team

To meet these objectives the City held two Public Open Houses and had individual discussions with various stakeholders:

- The first Open House was held in April 2014 in coordination with other Ward 6 cycling projects. This first meeting provided direction for City staff to design a bi-directional cycle track. A separate consultation report was prepared for the first Open House, and is included in Appendix B.
- A second Open House was held in December 2015 to share the proposed design with the public. Stakeholders and the public were invited to submit comments via email or phone throughout a commenting period, ending December 30, 2015, and information about the project was shared online (www.toronto.ca/lakeshorecycle).

The project team includes:

Kanchan Maharaj, Acting Sr. Engineer, Cycling Infrastructure & Programs
Jennifer Hyland, Project Manager, Cycling Infrastructure & Programs
Kate Nelischer, Sr. Public Consultation Coordinator, Public Consultation Unit
Robyn Shyllit, Sr. Public Consultation Coordinator, Public Consultation Unit
Dave McLaughlin, Sr. Project Manager, MMM Group Ltd. (Consultant)
Scott Roberts, Sr. Project Manager, MMM Group Ltd. (Consultant)
Jason Neudorf, Transportation Planner, MMM Group Ltd. (Consultant)

The following pages summarize the consultation process, and the comments and questions received.

Public Open House

April 16, 2014

Polish Cultural Centre

A Public Open House was held on April 16, 2014 at the Polish Cultural Centre to discuss cycling projects in Ward 6, including improving the Waterfront Trail gap along Lake Shore Boulevard West.

The event was advertised through the City of Toronto website, a print advertisement in the Etobicoke Guardian South, and through the delivery of 12,000 notices to addresses in the study area. Over 50 people attended the event.

City staff presented the existing conditions on Lake Shore Boulevard West from Norris Crescent to First Street, along with potential cycling improvements to close the gap in the Waterfront Trail. The objective of the meeting was to gather public feedback on a number of design options.

A report of this event was completed in 2014 (Appendix B). The main comments received are highlighted below:

- Strong support for connecting the waterfront trail on Lake Shore Boulevard West using a (uni- or bi-directional) cycling facility
- New crossing solution needed to navigate the streetcar tracks at Lake Shore Boulevard West and First Street
- Safe separation between motorists and cyclists was a priority
- Need for more bicycle parking in the area

Stakeholder Meetings and Communications

August 2015 – November 2015

The project team connected with various internal and external stakeholders from July 2015 through November 2015 to introduce the design, discuss needs and opportunities, and gather feedback on the proposed design.

Stakeholders included:

- City departments (Traffic Operations, Solid Waste, Pedestrian Projects, Road Operations, EMS, and Toronto Water)
- Toronto Transit Commission (TTC)
- TTC Advisory Committee on Accessible Transit (ACAT)
- Lakeshore Village BIA
- Mimico-by-the-Lake BIA
- The Consulate General of Poland

City Departments and Agencies

Project Manager Kanchan Maharaj and Jennifer Hyland from Cycling Infrastructure maintained communication with internal stakeholders throughout the project to ensure City requirements were met and that the Cycle Track would be coordinated with other works in the area.

Representatives from Traffic Operations, Road Operations, Pedestrian Projects, Cycling, Solid Waste, Toronto Transit Commission, and Public Consultation reviewed the draft Cycle Track design.

TTC Advisory Committee on Accessible Transit

Project Manager Kanchan Maharaj and Kate Nelischer attended an ACAT meeting on September 9th, 2015 at the TTC North York Civic Centre offices to present the proposed design and gather feedback.

Committee members provided the following comments:

- There was some concern about the possibility of cyclists not stopping in advance of bus platforms. Encouraged additional signage, special paint colours within the cycle track, tactile paving, and additional signage imprinted into the cycle track. There was also a suggestion to include a lighted warning signal for cyclists approaching TTC platforms.
- There was some concern about confusion caused by two TTC stop signs (one for buses and one for streetcars) for people with visual impairments.
- There was a suggestion to include tactile paving to mark cuts in driveway entrances.
- There was a suggestion to omit street furniture from the vicinity of the tactile paving adjacent to TTC platforms.
- There was a suggestion to include differently abled people in the renderings.

Lakeshore Village BIA and Mimico-by-the-Lake BIA

The Public Consultation Unit contacted the Lakeshore Village BIA and the Mimico-by-the-Lake BIA on October 1, 2015 through their shared coordinator (Alison Juda) to advise them of the project. Ms. Juda responded on October 6, 2015 requesting a meeting with Lakeshore Village BIA Board Member Peter Kearns.

Project team members Kanchan Maharaj, Jennifer Hyland, and Kate Nelischer held a meeting with Mr. Kearns on October 15, 2015 at Mr. Kearns' office. The meeting minutes can be found in Appendix A.

The project team presented the proposed design to Mr. Kearns and provided a two-page project summary to bring to other BIA members (Appendix B). Mr. Kearns expressed support for the cycle track and offered to share information on the project with other BIA members.

Kate Nelischer also spoke with Chris Korwin-Kuczynski, the Vice Chair of the Lakeshore Village BIA, over the phone on October 2, 2015 and November 19, 2015. Mr. Korwin-Kuczynski expressed support for the cycle track and provided the following comments:

- A separated bike lane is important for this area.
- The reconstruction and widening of sidewalks is also needed.
- Planters are the preferred type barrier between the cycle track and vehicular lanes; help to beautify the street.
- A gateway feature at the start of the cycle track at First Street should be considered.

The Consulate General of Poland

The Public Consultation Unit contacted the Consulate General of Poland (2603 Lake Shore Boulevard West) on several occasions by email and phone, but no responses have been received.

On October 2, 2015 Kate Nelischer emailed the Consulate to introduce the project and request a meeting to discuss. A two-page project summary was attached to this email. This email was followed-up with a phone call. Kate Nelischer spoke with the receptionist at the Consulate and confirmed that the original email had been received and reviewed, but that a meeting could not be scheduled at that time. The receptionist confirmed that the Consulate would contact the City with questions or to request a meeting.

Two subsequent emails were sent on November 18, 2015 and December 15, 2015 to advise the Consulate of the Public Open House, note that display panels were available online, and to request a meeting.

Public Open House
December 8, 2015, 6pm – 8pm
New Toronto Library, 110 Eleventh Street

A Public Open House was held on December 8, 2015 at the New Toronto Library from 6pm – 8pm. This event was held to share the proposed cycle track design with the public, answer questions, and obtain feedback.



Notification

- 14,587 notices were mailed to addresses in the study area through Canada Post on November 19, 2015 (Appendix B).
- An advertisement for the Open House was placed in the Etobicoke Guardian South on November 27, 2015 (Appendix B).
- Information about the Open House was posted on the project website, along with all panels and reports: www.toronto.ca/lakeshorecycle
- Notices were sent via email to the project mailing list, the Lakeshore Village BIA, Mimico-by-the-Lake BIA, the Consulate General of Poland, and CycleTO.
- The notice was also provided to Councillor Grimes' office to be shared with constituents.

Attendees

Over 50 people attended the Public Open House throughout the evening.



Nine project team members participated in the event, including:

- Kanchan Maharaj, Transportation Services (Project Manager)
- Jennifer Hyland, Transportation Services
- Ashley Curtis, Transportation Services
- Jacquelyn Hayward Gulati, Transportation Services
- Kate Nelischer, Public Consultation
- Robyn Shyllit, Public Consultation
- David McLaughlin, MMM Group Ltd.
- Scott Roberts, MMM Group Ltd.
- Jason Neudorf, MMM Group Ltd.

Councillor Grimes and Constituency Assistant Michelle Telfeyan also attended.

Summary of Event

Attendees were invited to view display panels and materials and speak with project team members. Attendees could provide feedback by submitting comment cards at the meeting or via email or mail by December 30, 2015 (Appendix B). Project team members circulated the room with clipboards to record notes during conversations with attendees.



Twenty panels were displayed around the room and provided the following information:

- Project background
- Context
- Existing conditions
- Parking demand
- Timeline
- Summary of 2014 Public Open House
- Proposed design
- Next steps

The panels can be found online. A large print out of the proposed design was also available at the Public Open House along with post-it notes for attendees to post their comments directly on the drawing.

Public Comments

The project team was pleased to receive many comments and questions both from people who live and work in the study area as well as many who travel through it. This feedback came in the following forms:

- 20 comment cards were submitted at the Public Open House, and two were submitted afterwards.
- Staff spoke with Open House attendees and recorded notes.
- 33 comments were submitted separately via email or phone.

The proposed cycle track design received a mainly positive reception from the public. People were excited to have a dedicated cycling facility along Lake Shore Boulevard West and feel that it will provide a safer connection for cyclists and encourage more people to cycle in this area.

There was general support for the bi-directional design and the proposed separation. There was also support for a mix of barriers (including planters, low jersey barriers, and low curbs with bollards). Many people felt that the planters would be the most aesthetically appealing, but some also commented that the low Jersey barrier and the low curb with bollards would provide a strong barrier while allowing for necessary access points.

There were some concerns about the loss of on-street parking along the south side of Lake Shore Boulevard West, and the implication for deliveries and driveway access to single family homes along the cycle track.

Below is a summary of comments received.

General

Comments:

- Support for cycle track (x43)
- Opposition to cycle track (x12)
- The cycle track will bring more people to the neighbourhood, which would result in economic benefits for local businesses (x2)

Suggestions:

- Extend the cycle track

Concerns:

- Connection with possible future bike lanes west of First Street could be problematic

Questions/Requests:

- Statistics on how many cyclists currently use Lake Shore Boulevard West
- Advance notification prior to construction be provided to those who live and work in the area to explain how to use the cycle track

Safety

Comments:

- The cycle track will improve safety (x14)
- Preference for uni-directional design due to concern around crossing bi-directional cycle track and two vehicular lanes to make left turns out of driveways on the south side of Lake Shore Boulevard West (x7)

Concerns:

- The cycle track will be unsafe and lead to accidents (x2)
- Possible conflicts between cyclists and in-line skaters
- Safety of the cycle track in the winter when snow can cause barriers (windrows) (x2)
- Speed of cyclists using the Martin Goodman Trail and the new cycle track, posted speed limits could help
- Breaks in barriers will not provide ample protection for cyclists, and could present tripping hazards for pedestrians and navigational hazards for drivers

Questions/Requests:

- Will enforcement officers be available to monitor whether cyclists are obeying the rules of the road?

Traffic

Comments:

- Using residential streets north of Lake Shore Boulevard West for cycling route would have less impact on traffic flow than using Lake Shore Boulevard West

Concerns:

- Loss of the curb lane and impact on traffic congestion (x6)
- Cyclists will continue using the north side of Lake Shore Boulevard West instead of the cycle track
- Cycle track will make it difficult for drivers to exit driveways on the south side of Lake Shore Boulevard West (x5)

Parking

Comments:

- Do not think that removal of on-street parking is a concern (x2)

Suggestions:

- Additional bike parking needed in the area to support increased cycling volume from cycle track

Concerns:

- drivers will park vehicles in the cycle track
- loss of street parking, including visitor and overnight parking (x6)
- Delivery access to single family residential houses on the south side of Lake Shore Boulevard West

Barriers

Comments:

- Ensure planters are maintained year-round (x2)
- Ensure planters are well spaced out
- Planters will beautify the street (x2)
- Support for solid barriers that can stop a car, like high Jersey barriers and planters (x5)
- Bollards can be easily knocked over (x3)
- Bollards are beneficial because they allow for cyclists to pass

- Oppose the low Jersey barriers (x3)
- Five inch precast barriers should end a foot before the stop line and intersection with a flashing light on top, which would prevent buses and trucks from damaging the barriers

Suggestions:

- To avoid freezing in the winter, use planters with aerogel and reflective coating
- Use low and hardy plants in planters to minimize replacement and increase driver's visibility (x3)
- Low Jersey barriers should be brightly coloured to avoid pedestrians tripping over them (x2)
- Planters could be maintained through local stewardship (x3)
- Narrow the barrier buffer space to provide a wider cycle track (x2)
- Install reflectors on the street side of the barriers

Concerns:

- Loss of existing residential character, and that concrete barriers will contribute to this

Maintenance

Comments:

- Support for year-round maintenance

Concerns:

- The cycle track will not be maintained in the winter (x5)

Transit

Comments:

- Impressed by the accessibility of transit plans

Concerns:

- Buses are not frequent enough to justify a platform, and platforms can be dangerous for cyclists
- Transit users will wait in the cycle track on the platform for TTC vehicles
- Bus stops will be compromised by the cycle track

Signage

Comments:

- Support for adding thermoplast "stop here" and "do not pass open doors" signs into the cycle track at TTC platforms (x3)
- Better wayfinding is needed (x3)
- Support for adding "slow" and "watch for turning vehicles" signs within the cycle track

Suggestions:

- Add sharrows and chevrons to First Street and Norris Crescent (x2)
- The cycle track should be painted green, similar to Sherbourne bike lanes, so that green bike lanes become a standard that are recognized (x3)
- Standardized cycling signage is needed across the city
- Clear signage needed to encourage cyclists to use cycle track instead of riding on the street
- Add wayfinding signs that indicate distance to key destinations
- Use green markings to denote directions into and out of cycle track from cross streets
- Implement signs with symbols rather than using English sentences and words

Intersections

Suggestions:

- Add traffic lights to Norris Crescent
- Accommodate cyclists to make left and right turns to go north, especially at Royal York Road (x4)

Concerns:

- Cyclists will not stop at intersections, especially at Island View
- Cyclists making left turns onto Royal York Road
- How cyclists travelling west who would like to stay on Lake Shore Boulevard West will cross over to the north side of the street
- The sidewalk at the intersection of First Street is too wide and will have to be narrowed to accommodate the cycle track

Feedback on Consultation

The following comments pertain to the Public Open House format:

- This open meeting was a great idea, made you feel more part of the community
- I really like the way the civic meeting was constructive, very interactive
- It was a good format for the meeting and allowed questions to be answered
- Your December 8 open house was much appreciated by local residents for the clarity of presentation and for the presence of several informed representatives who seemed more than willing to discuss attendees' concerns.

Next Steps

The comments and questions gathered through the consultation process have informed the refinement of the cycle track design. The project will move into detailed design in Spring 2016 following Council approval, with construction scheduled for Summer 2016.

Construction notification will be provided to all addresses in the study area, and information about the construction process will be emailed to the project mailing list and posted online.

Appendix A:
Meeting Minutes

Meeting Notes

Lake Shore Boulevard West Cycle Track

Meeting with Lakeshore Village BIA representative Peter Kearns

October 15, 2015, 2pm

Attendees:

Peter Kearns, Lakeshore Village West BIA

Jennifer Hyland, Project Manager, Cycling Infrastructure & Programs

Kanchan Maharaj, Sr. Engineer, Cycling Infrastructure & Programs

Kate Nelischer, Sr. Public Consultation Coordinator

Notes:

- City staff provided overview of the planned cycle track, noting that various barriers will be used including low curbs with bollards, jersey barriers, and planters. City staff inquired as to whether or not the BIA would be interested in maintaining planters in the BIA area
- Mr. Kearns noted that the Lakeshore Village BIA ends at First Street, so the planters would not fall into the BIA's jurisdiction
- Mr. Kearns asked how driveways have been integrated into the design
 - City staff noted that bollards are placed at the entrance to driveways to alert drivers and cyclists, and elephant feet are used in front of driveways to alert cyclists
- Mr. Kearns asked if there was a safety concern with vehicles turning through the cycle track onto adjacent side streets
 - City staff note that there will be signage and precautions will be taken to make the cycle track as safe as possible
- Mr. Kearns stated support for the cycle track, and for the potential positive side effect of traffic calming due to a reduction in the road width
- Mr. Kearns asked about effects on parking
 - City staff noted that on-street parking will be removed on the south side of Lake Shore Blvd W. where the cycle track will be installed. Two traffic studies were undertaken and found that on-street parking is not in high demand in that area.
- Mr. Kearns offered to share this information with other BIA members, and distribute notice of the upcoming public meeting once a location has been finalized
- Mr Kearns offered to write a letter of support from the BIA for the cycle track

Appendix B:
Notices and Materials

Humber Bay Shores Park Trail Improvements and Bicycle Connections

April 16, 2014 Public Consultation Event

Comment Summary



*Prepared by Jason Diceman
Sr. Public Consultation Coordinator
June 12, 2014*

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Overview

The City of Toronto is working on several projects to improve the trails and cycling connections in and around Humber Bay Shores Park, to improve access to the Waterfront and along Lake Shore Boulevard West:

1. Humber Bay Shores Park & Trails Improvement

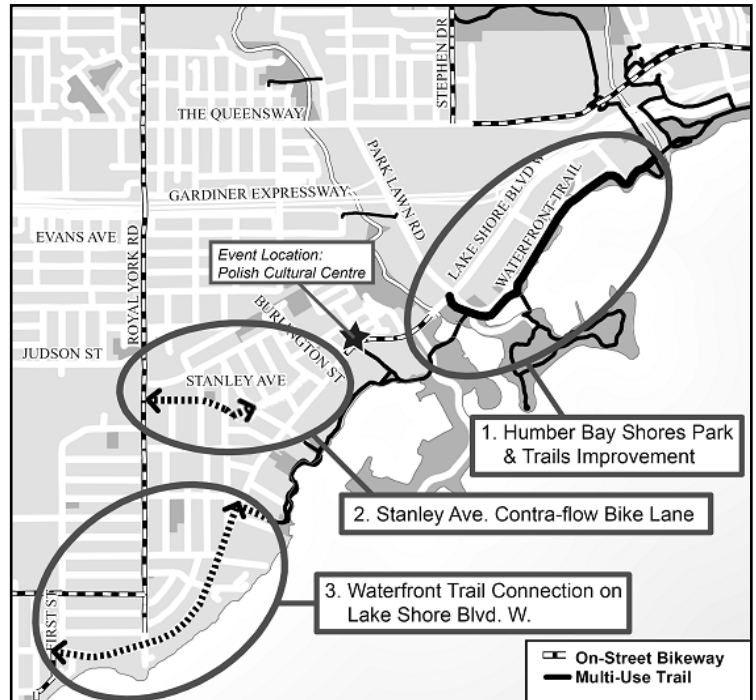
Upgrades are needed to accommodate the increased popularity of this important waterfront park and trail system. Park improvements that are being considered include trail upgrades, as well as possible on-street cycling connections along Marine Parade Drive and Waterfront Drive. Planting and restoration in the garden area immediately south of Jean Augustine Park will also be discussed.

2. Stanley Ave. Contra-flow Bicycle Lane

The City is planning the installation of a contra-flow bike lane on Stanley Avenue. No negative impacts to parking or traffic operations are anticipated. The contra-flow bike lane will allow bicycles to travel two-ways, but remain one-way for motor vehicles. This project was approved by Council in 2008 and is planned for installation in 2014.

3. Waterfront Trail Connection on Lake Shore Blvd. W.

We are investigating potential cycling improvements along Lake Shore Boulevard West to close a gap in the Waterfront Trail between Norris Crescent and First Street.



April 2014 Stakeholder & Public Consultation

As a preliminary stage of information gathering, City staff conducted two meetings to gather feedback from the local community on the project proposals:

Stakeholder Workshop - April 7, 2014. (Long Branch Library - 47 Station Rd.)

A small informal round table discussion took place to gather feedback on the draft slide presentation for the upcoming public meeting. Summary notes from the meeting are included on the project web page.

Public Consultation - April 16, 2014. (Polish Cultural Centre - 2282 Lake Shore Blvd W)

Staff presented information in an open house and presentation format about all three projects. Over 70 participants attended the event, asked questions, discussed opinions, and provided many insightful comments and suggestions.

This report summarizes the key comments received from the public. Answers to some of the key questions raised will be posted on the project web page, along with this report.

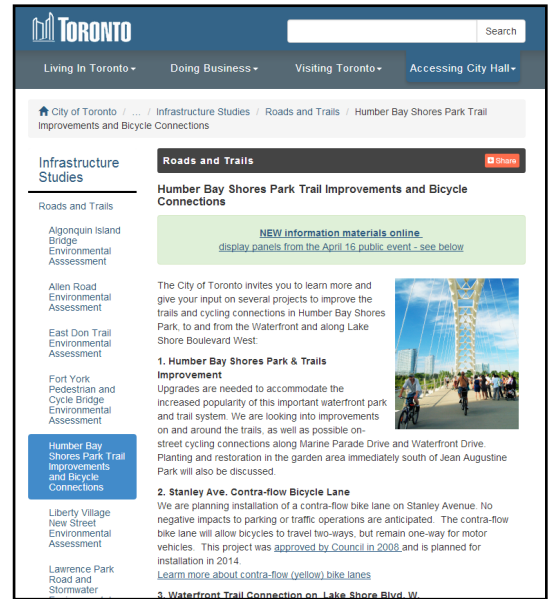
Public Communications

The following communications were used to advertise the public meeting:

- April 3rd, 2014 **Project Web Page:**
Live on Toronto.ca
- April 10, 2014 **Notice of Public Consultation Event:**
Advertised in Etobicoke Guardian South
- April 3-7, 2014 **Flyers:**
12,000 flyers delivered by Canada Post to mail boxes in Mimico and around the sections of road under study –

At the Public Consultation event, staff presented information on display panels related to all projects and slides related to Humber Bay Shores Park & Trails Improvements, including proposed on-street cycling connections on Marine Parade and Waterfront Drive. These materials are available for download on the project web page:

www.toronto.ca/humberbayshores

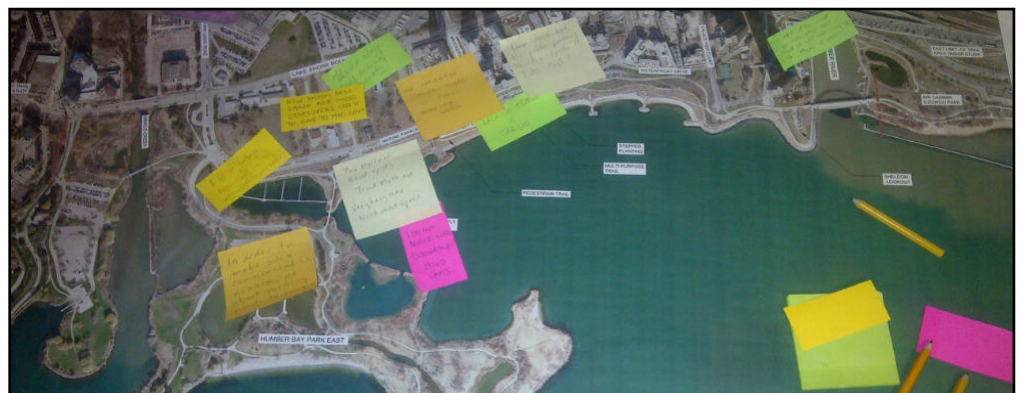


Comments Received

The following submissions were received from residents and stakeholders related to these projects:

- Over 25 email messages
- 34 idea rating sheets
- About 20 unique comments made on the aerial map
- 30 question cards during the question and answer period following the presentation

The comments received are summarized in this document.



Who Participated

Over 70 people signed-in and participated at the April 16, 2014 Public Consultation Event. Below are two completed 'about you' collaborative forms provided at the registration table. These forms invited participants to fill-in dots to anonymously record where they live and how they travel the trails.

Where do you live?

Please fill in one dot below

I live on Stanley Ave.	<div style="font-family: monospace; font-size: 0.8em;">.....</div>
I live / work on Lake Shore Blvd. W. between Norris Cres. & First St.	<div style="font-family: monospace; font-size: 0.8em;">.....</div>
I live within a 2 minute walk of Humber Bay Shores Park	<div style="font-family: monospace; font-size: 0.8em;">.....</div>
I live within a 5 minute walk of Humber Bay Shores Park	<div style="font-family: monospace; font-size: 0.8em;">.....</div>
I live within a 10 minute walk of Humber Bay Shores Park	<div style="font-family: monospace; font-size: 0.8em;">.....</div>
I live <u>more than a 10 minute</u> walk from Humber Bay Shores Park	<div style="font-family: monospace; font-size: 0.8em;">.....</div>

Participants were a good balance of residents who live within a 2 minute walk of the park and those that live more than 10 minutes away. Three (3) residents were recorded as living on Stanley Ave. and 5 noted they live or work on Lake Shore Blvd between Norris Cres. and First St.

Participants travel habits were a balanced range of daily to occasional walking/joggers and cycling, with a slight majority of people who daily/weekly cycle on the trails, just over a dozen daily dog walkers and a handful of individuals who in-line skate.

Summary of Public Feedback

The following points present an aggregated summary of comments received from all sources during and following the April 16, 2014 public event. Comments have been organized under headings relating to key themes and are listed below. Comments were provided voluntarily and as such not all participants are assumed in agreement with the comments listed here. Images of "Idea Rating Sheets" are included here to give a sense of the levels of agreement on particular ideas/comments. Numbering of statements is provided for referencing convenience and does not necessarily represent the priority of importance for each item.

Please note: Public feedback does not determine study outcomes. The recommendations made by City staff will be determined in accordance with technical design criteria and City policy. These recommendations will be informed and interpreted by the insights, suggestions and opinions provided through the public consultation process.

Key Feedback in 30 Words or Less

Reduce conflicts on the trail with cyclists going too fast, people walking dogs, and crowds of pedestrians. Plough the snow. Improve bridge connections. Consider a bike lane on Marine Parade Drive.

Humber Bay Shores Park Trails: Existing Conditions and Suggestions

1. The trail should be ploughed and maintained through the winter. This is especially important because there are no sidewalks along Marine Parade Drive.
2. Cyclist travel too fast on the mixed-use trail.
3. More enforcement is needed to address the breaking of by-laws e.g.
 - a. Cyclists going more than 20km/h.
 - b. Motorized bikes and scooters on the trail.
 - c. Dogs off leash or on leashes that are too long (i.e. exceeding 2.4 metres).
4. Multi-use trail is too narrow for the volumes. Split the trail into separate pedestrian & bike/rollerblade trails to make it safer for everyone. Increase parkland if necessary.
5. Overgrown bushes make blind corners and block views. Lower tree branches need trimming (e.g. west side of Mimico Bridge).

Write one idea here in large letters:

Overgrown bushes make blind corners & block views.

Do you agree? Fill your one dot below & sign on the right:

Strong Agreement Agreement Neutral Disagreement Strong Disagreement Confusion

Strengths & Opportunities: Yes! Especially near the intersection of the trail and the road to the Humber Bay Shores Park

Concerns & Weaknesses:

Write one idea here in large letters:

PLEASE PLOUGH THE MAIN PEDESTRIAN & CYCLING TRAIL - WINTER

Do you agree? Fill your one dot below & sign on the right:

Strong Agreement Agreement Neutral Disagreement Strong Disagreement Confusion

Strengths & Opportunities: MAKE THE TRAIL ALL SEASON

Concerns & Weaknesses: Need more parkland to make it a continuous path or need absolutely need to make it a path all year

Write one idea here in large letters:

Split the current Humber Bay multi-use trail into separate pedestrian and bike/rollerblade trails to make it safer for everyone

Do you agree? Fill your one dot below & sign on the right:

Strong Agreement Agreement Neutral Disagreement Strong Disagreement Confusion

Strengths & Opportunities: Or make it wider to make it safer

Concerns & Weaknesses: Not enough space to do so

Separate walking and wheeling paths!

6. Walking groups should be discouraged from walking abreast such that they dominate the whole trail and prevent safe passing.
7. Improved accessibility (i.e. for the disabled) must be included in the improvements, e.g. accessible parking, benches, ramps, intersections.
8. Pavers are bumpy and thus not very suitable for wheelchairs, in-line skates, strollers, etc.
9. The benches along the trail are in disrepair.
10. Consider adding lighting to the trail.
11. The interface between Village Court and the park needs to be redesigned.
12. People use unofficial trails (desire line) to avoid looping around Sheldon Lookout. Consider formalizing it.
13. Need more waste receptacle bins beside the trail.
14. Path at east side of Mimico Bridge is too muddy too often.
15. Bridges:
 - a. Bridge decks need an inline skating friendly surface.
 - b. Mimico Bridge Surface is slippery and dangerous when wet.
 - c. The Humber Bridge needs repainting and should have painted lines on pavement to indicate lanes.
 - d. Area around Mimico Bridge is too narrow.
 - e. Signs that say "cyclist's dismount" are not effective.

16. Signage

- a. Signage needs to be improved, with balanced messaging for both pedestrians and cyclists.
- b. Promote 20 km/h speed limit.
- c. Promote etiquette e.g. cyclist should use their bell.
- d. Communicate that faster travelers must yield to slower travelers.

Write one idea here in large letters.

~~Signage~~ Signage regarding cyclist etiquette (I've seen grown men on speedbikes berate old ladies with canes for 'being in the way').

Do you agree?

Fill your one dot below & sign on the right:

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Confusion
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Optionally add brief comments:

Strengths & Opportunities: INCREASE BUREAU POLICE PRESENCE

Concerns & Weaknesses: Stop walking in the middle of the trail & let faster users pass

On-street: Marine Parade Drive, Waterfront Drive)

17. Suggestion for a dedicated bike lane on Marine Parade drive. E.g. space could be found by removing parking along the south side.
18. Parking should be on the north side of the road, closer to the retail.
19. Overgrown plantings make blind corners and block views, especially where the trail meets the road.
20. Parking

Write one idea here in large letters:

Remove parking from Marine Park Drive and provide bike lanes rather than sharrow (eliminate clearing hazard)

Do you agree?

Fill your one dot below & sign on the right:

Strong Agreement Agreement Neutral Disagreement Strong Disagreement Confusion

Strengths & Opportunities

Optionally add brief comments:

Concerns & Weaknesses

Strengths & Opportunities: Parking available on Auckland Bay, Let's

Concerns & Weaknesses: I love the used sharrow - be my friend! Keep parking for visitors to park commercial

- a. Parking signage needs to be improved. Currently it is not obvious that there is parking available under the condos
- b. During major events and popular weekends there is often traffic as drivers seek parking.
- c. Drivers looking for parking sometimes conflict with cyclists traveling through and pedestrians crossing.
- d. In areas along Marine Parade Drive many car break-ins have happened.
- e. Local businesses desire on street parking needs to remain.

Out-of-Scope / Park Beyond Trails

21. Add signs: do not feed the water fowl (white bread).
22. Would be nice to have a location in the park for small performances e.g. a band-shell for theatre and music.
23. Park is lacking trees and shade.
24. A lot of garbage accumulates on the shore and in the water at the west end of the storm water management facility.

Lake Shore Blvd. W. between Norris Cres. and First St.

25. Strong support for connecting the waterfront trail on Lake Shore Blvd. W. using a (uni or bi-directional) cycle track.
26. Need a better way to cross the street car tracks on Lake Shore Blvd. W. at First St.
27. Ensure wide clearance of motorists from cyclists.
28. Need much more ring-and-post bike parking in this section.

Write one idea here in large letters:

Extend Connect the waterfront trail on Lakeshore with a cycle track or bi-directional cycle track to make cycling this route safe for families

Do you agree? Fill your one dot below & sign on the right:

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Confusion

Strengths & Opportunities Optionally add brief comments: Concerns & Weaknesses

- Lake Shore has a wide and open parking lot would have minimal impact on our community
- create recreational and commuter cyclists
- agree that cycle track is safest

Stanley Ave. Contra-Flow Bike Lane

29. Strong support for Stanley Ave. contra-flow lane.
30. Add shared lane markings ("sharrows") on Superior Ave. to improve way-finding to/from Stanley Ave. and waterfront.
31. Cyclists would prefer a cycle track.
32. Concern that Stanley Ave. has blind corners and is steep.
33. Why not use Mimico Ave, which is straight and flat?
34. What consultation was done prior to approving the contra-flow lane on Stanley Ave.?
35. One person had concerns the bike lane would hinder emergency response vehicles and have other safety concerns with schools.

Write one idea here in large letters:

A contraflow bike lane on Stanley, connecting the Mimico GO Station to the Waterfront Trail + Humber Bay Shores, is a great idea!

Do you agree? Fill your one dot below & sign on the right:

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Confusion

Strengths & Opportunities Optionally add brief comments: Concerns & Weaknesses

It was passed already, why has it taken so long to build?
Italy yes - Great idea
Has about the same for Mimico Ave

The presentation materials and a summary of a number of question and answers that addresses some of these issues are included on the project web page:

www.toronto.ca/humberbayshores

Lake Shore Boulevard West Cycle Track

(Section between Norris Crescent and First Street)



The City of Toronto is planning a new 1.4 kilometre cycle track along Lake Shore Boulevard West from Norris Crescent to First Street, west of Mimico Waterfront Park in Etobicoke, Ward 6.

What is a cycle track?

Cycle tracks are dedicated cycling lanes which include a separation between the cyclist and the adjacent traffic lanes. A bi-directional cycle track includes two-way cycling traffic.

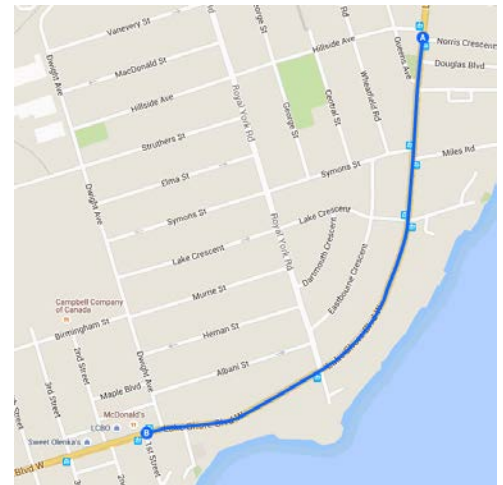
Project Goals

The new cycle track will:

- Provide a safe connection for cyclists
- Close a gap in the Waterfront Trail

Project Background

- In March 2014 the Public Works and Infrastructure Committee requested staff to report on the feasibility and implementation of cycling infrastructure along the stretch of Lake Shore Blvd W., connecting the Waterfront Trail from Norris Cres. to First St.
- In April 16, 2014 a community meeting was held to review a number of cycling opportunities in Ward 6. At this meeting participants provided support for connecting the Waterfront Trail on Lake Shore Blvd W. using a cycle track
- Two parking studies were completed, which showed that there was low on-street parking usage on the south side of Lake Shore Blvd. W.
- The City evaluated opportunities for the cycle track along Lake Shore Blvd West. The preferred solution has been identified as a bi-directional cycle track on the south side of Lake Shore Blvd W.
- The City has begun the preliminary design of the bi-directional cycle track, and is reviewing plans with key stakeholders and the public.
- The final recommendations will be presented to the Public Works and Infrastructure Committee for approval



Preliminary Design

- Separated bi-directional/two-way cycle track on the south side of Lake Shore Blvd. W. between Norris Cres. and First St.
- A variety of barriers will be considered to separate the cycle track from vehicular lanes, including a low concrete wall, curbs, bollards, planters, and painted buffer zones
- Gaps in the barriers will be planned to provide access to residential and commercial driveways
- Ramp platform design at TTC stops to allow safe loading and unloading of passengers
- Removal of parking on south side of Lake Shore Blvd between Norris Cres. and First St.

Challenges

Some on-street parking will be removed from the south side of Lakeshore Blvd W. to accommodate the cycle track. The project team has completed parking studies that show removal of parking will have minimal impact due to low usage.

Upcoming Public Event

The City will be hosting a public meeting in fall 2015 to present the proposed designs for the cycle track, answer questions, and gather feedback. Advanced notice of the meeting will be provided to residents and businesses in the area, and details will be provided on the City's website.

Past Consultation

On April 16, 2013 the City hosted a public meeting at the Polish Cultural Centre to discuss cycling projects in the neighbourhood.

Participants were informed of the City's goal to close the Waterfront Trail gap between Norris Cres. and First St, and were asked for feedback on the types of bikeways to consider. The City also presented the results of the Preliminary Parking Study, which showed that there was low on-street parking usage on Lake Shore Blvd W.

There was support within the community for connecting the Waterfront Trail using a uni- or bi-directional cycle track.

Timeline

- City staff presented an interim report to the Public Works and Infrastructure Committee on the feasibility of the proposed cycling infrastructure (June 2014)
- City staff meet with key stakeholders to review proposed designs (summer 2015)
- Public open house to review proposed designs (Fall 2015)
- Finalize designs for cycle track (Winter 2015)
- Present final recommendations to Council for approval (Winter 2015)
- Pending approvals, construction of cycle track begins (Spring/Summer 2016)

Contact Information

Kate Nelischer
Sr. Public Consultation Coordinator
City of Toronto
Metro Hall, 19th Floor
55 John Street. Toronto, ON. M5V 3C6

knelischer@toronto.ca

416-392-4360

Call **3-1-1**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

Lake Shore Boulevard West Cycle Track

Notice of Public Open House

The City of Toronto is planning a new 1.4km cycle track along Lake Shore Boulevard West, from Norris Crescent to First Street, in Etobicoke, Ward 6. The new cycle track will provide a safe connection for cyclists, and will close a gap in the Waterfront Trail.

We invite you to attend a public open house to learn more about the proposed design, ask questions, and provide feedback. Open House details are as follows:

Date: Tuesday, December 8, 2015

Time: Drop in any time from 6 p.m. to 8 p.m.

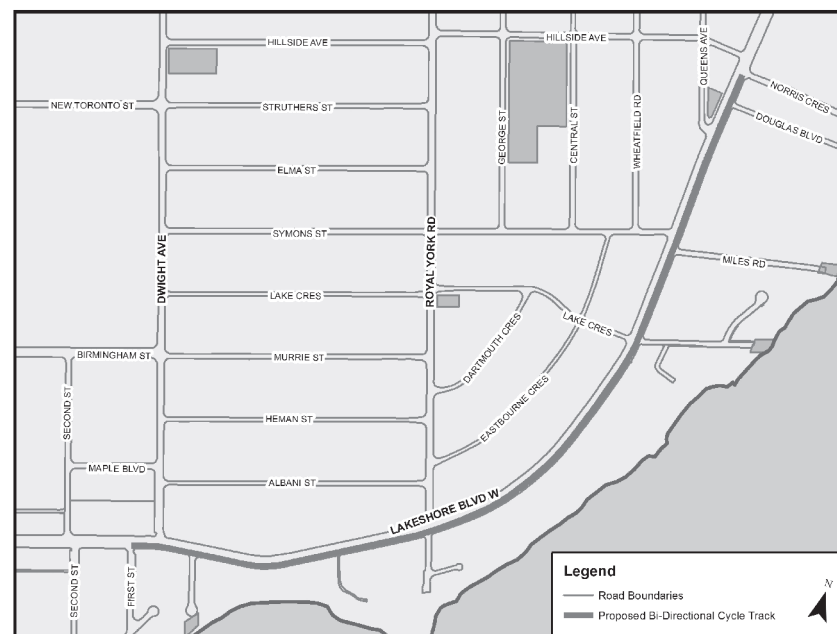
Location: New Toronto Library, 110 Eleventh St.



Background

A gap in the Waterfront Trail exists in Etobicoke between Norris Crescent and First Street where trail users must cycle along the busy Lake Shore Boulevard West. To close this gap, the City is designing a new cycle track. Key features of the cycle track include:

- Separated bi-directional/two-way cycle track on the south side of Lake Shore Boulevard West between Norris Crescent and First Street.
- A variety of barriers will be considered to separate the cycle track from vehicular lanes, including a low concrete wall, curbs, bollards, planters, and painted buffer zones.
- Gaps in the barriers will be planned to provide access to residential and commercial driveways.
- Ramp platform design at TTC stops will allow safe loading and unloading of passengers.
- Removal of parking on south side of Lake Shore Blvd. W. between Norris Crescent and First Street.



We would like to hear from you

If you would like more information, please contact:

Kate Nelischer, Sr. Public Consultation Coordinator

City of Toronto, Metro Hall, 19th Fl., 55 John St., Toronto, ON M5V 3C6

Tel: 416-392-4360 Fax: 416-392-2974 TTY: 416-397-0831

Email: knelischer@toronto.ca Visit: toronto.ca/lakeshorecycle

Issue Date: November 27, 2015

November 18, 2015

Lake Shore Boulevard West Cycle Track Public Open House

The City of Toronto is planning a new 1.4km cycle track along Lake Shore Boulevard West, from Norris Crescent to First Street, in Etobicoke, Ward 6. The new cycle track will provide a safe connection for cyclists, and will close a gap in the Waterfront Trail. We invite you to attend a public open house to learn more about the proposed design, ask questions, and provide feedback.



Illustration of the proposed Lake Shore Boulevard West Cycle Track design.

Date: Tuesday, December 8, 2015

Time: Drop in anytime from 6:00pm – 8:00pm

Place: New Toronto Library, 110 Eleventh St.



PROJECT OVERVIEW

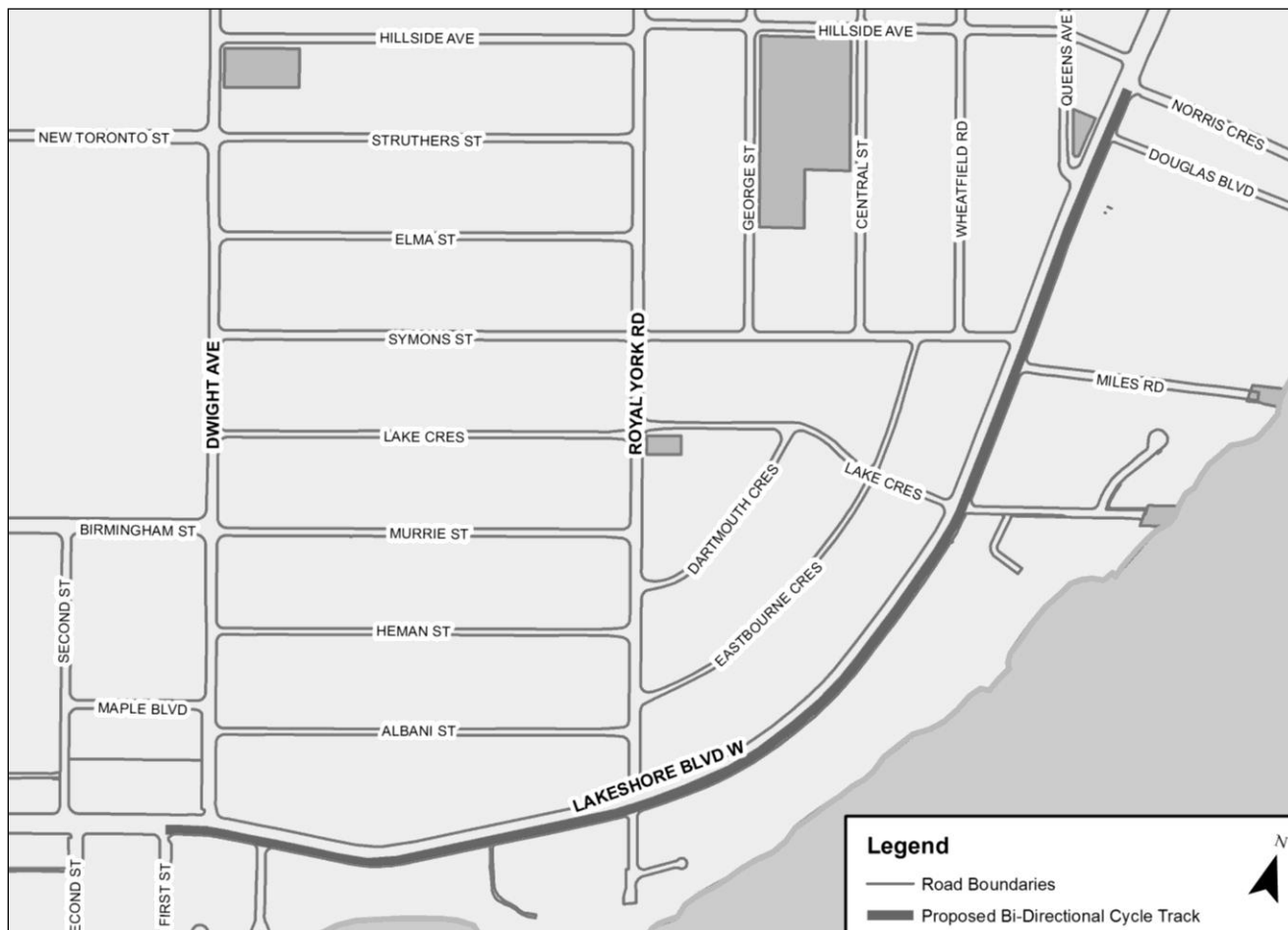
A gap in the Waterfront Trail exists in Etobicoke between Norris Cres. and First St. where trail users must cycle along busy Lake Shore Blvd. W. To close this gap, the City is designing a cycle track.

Key features of the cycle track:

- Separated bi-directional/two-way cycle track on the south side of Lake Shore Blvd. W. between Norris Cres. and First St.
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More project information, including a timeline, can be found online: www.toronto.ca/lakeshorecycle

MAP OF STUDY AREA



NEED MORE INFORMATION?

If you have questions about the public open house, please contact us.

Contact	Kate Nelischer, Sr. Public Consultation Coordinator 416-392-4360 knelischer@toronto.ca
TTY Hearing Impaired Service	416-338-0889 (7 Days a week, 8:00 am – 5:00 pm, closed holidays)
Website	toronto.ca/lakeshorecycle

www.toronto.ca/lakeshorecycle

Lake Shore Boulevard West Cycle Track

Public Open House: December 8, 2015

1. Do you cycle on the Waterfront Trail?

2. What do you think about the cycle track design concept presented tonight?

☐

Like

☐

Dislike

2b) Why? (Please explain)

3. **Do you have any suggestions for improving the design concept?** For example, do you have any comments about the cycle track at driveways or transit stops? Do you have any comments about the types of separation in the design concept (i.e. jersey barriers, bollards)?

4. Please provide any additional comments.

Thank you for your comments. Please return your card to the registration desk before you leave, or submit to the City by December 30, 2015: Kate Nelischer, Public Consultation Unit, City of Toronto, 55 John Street, 19th Floor, Toronto, ON M5V 3C6 or knelischer@toronto.ca.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, comments will become part of the public record. Personal information such as your name, phone number or email address are not included in the public record. If you have any questions about this collection, please contact the Supervisor of Public Consultation at 416-392-4390.