

# WALK CYCLE MOVE

## Active Transportation Demonstration Projects

Cliffside

Toronto Public Health

**Final Report**

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# 1.0 Introduction

As part of Toronto Public Health's Active Transportation Demonstration Projects, four neighbourhood-level community engagement processes were carried out over Autumn 2013 and Winter 2014. Cliffside in Scarborough was identified as one of these communities.

The objectives of the consultation were to:

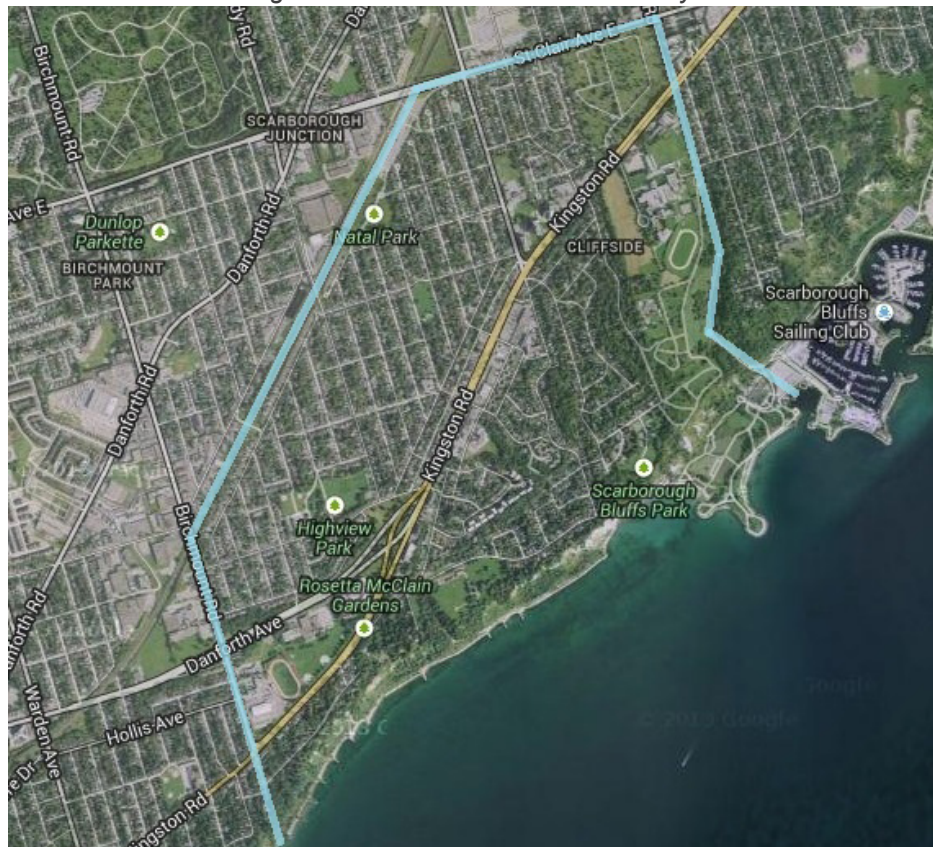
- Build local awareness of the benefits and opportunities for active transportation.
- Facilitate the exchange of information among community stakeholders and between the community and partner City divisions.
- Identify challenges and opportunities for active transportation at the neighbourhood-scale.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

For the purpose of the consultation the boundaries of the Cliffside neighbourhood were as shown in Figure 1:

- Birchmount Road to the west;
- The rail corridor and St. Clair Avenue East to the north;
- Brimley Road to the east; and
- The shore of Lake Ontario to the south.

This report summarizes the activities undertaken and lessons learned from the consultation process. It also reports the findings of the community engagement and makes recommendations on initiatives to improve Cliffside for active transportation.

Figure 1: Consultation Area Boundary



# 2.0 Community Engagement

## 2.1 Methodology

The community engagement approach developed for Cliffside was tailored to:

**Satisfy the requirements of Toronto Public Health as laid out in the project's request for proposal.** Toronto Public Health's objective was to start a general discussion of active transportation at the community level. They hoped to build capacity for community involvement in active transportation decision making, as well as identify current issues and potential interventions that could serve as demonstration projects.

**Draw on best practice from community engagement practitioners within the City of Toronto.** Recognizing that City staff have extensive experience in community consultation, a meeting was held with select City staff to distill lessons learned from their experience.

**Be sensitive to the history of consultation on active transportation-related issues in Cliffside.** A number of consultations have been held in Cliffside on projects related to active transportation over the past number of years, some of which have been controversial. Research was done to understand the history of consultation in the area, identify potential risks for the consultation process and to develop approaches to mitigating those risks. A summary of this research is included in the Appendix.

**Involve a broad spectrum of City staff over the course of the project through a Local Advisory Group.** Many different parts of the City organization have a role in fostering a built environment supportive of active transportation. To access a range of expertise on local conditions and knowledge of other City initiatives, as well as to consider implementation issues, a Local Advisory Group (LAG) of City staff was formed to participate in the project.

### 2.1.1 Consultation Overview

A consultation strategy was developed for Cliffside at project inception. This strategy continued to evolve over the course of the project to respond to experience with the Cliffside community and learning on the most effective ways of involving community members. The consultation process for Cliffside consisted of three stages:

**Stage 1: Introduction, Awareness and Information Gathering** – The purpose of this stage was to establish contact with the community and involve as many people as possible in the process. This stage offered an introduction to active transportation, why it is important, and how the built environment impacts active transportation. This stage also included information gathering to understand how people get around their community and the challenges, barriers and opportunities for active transportation in Cliffside, with a focus on the built environment.

**Stage 2: Understanding and Assessing the Options** – The second stage took the outputs of Stage 1 – the understanding of how people move around their neighbourhood and the challenges, barriers and opportunities for active transportation – and used them as the basis for discussing possible interventions to improve active transportation in Cliffside with City staff. Issues and interventions were identified as being either short or long term.

**Stage 3: Feedback and Further Preferences** – The third stage presented the findings of the consultations back to the community. Short- and long-term issues and specific interventions to address them were reported on and further information on community preferences were collected.

### 2.1.2 Stage 1 Activities

**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 begin to identify the strengths, barriers, challenges and opportunities related to active transportation in the area. These activities included:

- A meeting with the local councillor and ongoing liaison with his staff;
- A meeting with local Traffic Operations staff;
- Telephone conversations with City Planning, Transportation Services, Parks, Forestry and Recreation to secure their participation on the LAG;
- Discussions and emails with Toronto Public Health’s Community Health Officers and Public Health Nurses; and
- Outreach to schools, community facilities, community organizations and the local police division in the area.

**LAG Meeting 1** – An inaugural LAG meeting was held to introduce the project and the role of the LAG. Other topics addressed included neighbourhood issues, local stakeholders, best approaches to consultation and opportunities to align the project with other City initiatives.

**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 Cliffside”.

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

**On-line Survey** – An on-line survey gathered information on respondents’ modes of travel and opportunities/challenges/barriers to active transportation in Cliffside.

**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;
- Email blasts from the local Councillor’s office and to the member list of the local neighbourhood centre;
- Emails and follow-up calls to schools (a number of schools forwarded the information to parents through emails and, in one instance, through letters home with students);

- Postering at key community locations;
- Tweets from Toronto Public Health's account and a Facebook event page.

**Public Open House 1** – The first public event 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 focus groups were held targeting groups and sections of the population not well represented at the first workshop. Schools, community facilities and organizations were approached to set up the focus groups. The content and facilitation of the focus group mirrored the format of the first public meeting: mapping exercises and facilitated group discussions. Focus groups were held with:

- St. Theresa Shrine Catholic School Parent Council;
- Chine Drive Public School Parent Council;
- John A. Leslie Public School Parent Council;
- Blessed Cardinal Newman High School Environment Club;
- Seniors Aware Take Care at St. Paul's United Church.

### 2.1.3 Stage 2 Activities

**Update Web Page** – The web site was updated to include links to the survey results and the summary of the first public open house.

**LAG Meeting 2** – The LAG met to consider the outputs of the first open house, on-line survey and focus groups. The focus of the discussion was the feasibility of addressing the challenges/barriers/opportunities and the range of possible interventions. Issues and interventions generally fell into two categories: short term issues that LAG members could address immediately (for example, a problematic intersection for which a study could be conducted through the service request process); and long term issues that were generally more complex and could only be addressed through future projects (for example, changing cycling and pedestrian amenities along Kingston Road would best be incorporated into a road reconstruction, a major project for which no timeline has been established).

**Follow-up with Other Internal and External Stakeholders** – Members of the LAG were drawn from Community Planning, Urban Design, Transportation Planning, Traffic Operations and



Pedestrian Projects. Several issues were raised that fell under the remit of other City divisions and external stakeholders. Email and telephone communications were used to inform these stakeholders of particular issues and solicit their feedback. These stakeholders included: Parks, Forestry and Recreation, Cycling Infrastructure and Programs, TRCA and the TTC.

### 2.1.4 Stage 3 Activities

**Other Communications Initiatives** – Communications strategies similar to those carried out in Stage 1 publicized the second public open house.

**Public Open House 2** – The purpose of the second open house was to:

- Report back on the consultations to date, specifically the issues/opportunities/ challenges identified at the first public meeting, focus groups and through the on-line survey;
- Report back on the discussions with City staff and external stakeholders about how these issues could be addressed; and
- Get further feedback on potential active transportation interventions.

The format of the event included a presentation and an open house component where participants could circulate to look at a series of boards addressing particular active transportation issues and fill out a questionnaire regarding preferences for particular interventions.

**Web Page Update and Finalized** – The web site was updated to include a summary of the public consultation process and outputs. At the end of the project, the web site was finalized to serve as a record of the community engagement process.

## 2.2 Approach / Lessons Learned

The purpose of the Active Transportation Demonstration Projects was twofold: to engage local communities on the issue of active transportation; and to experiment and learn how to engage communities more effectively on this issue. This section offers reflections on the community engagement process and lessons that have been drawn from this experience.

### 2.2.1 Explanation of Approach

#### **Selecting the Engagement Area**

The Cliffside area was selected for engagement for a number of reasons. It represented post-war suburban built form that presented challenges to active transportation, although also had some features that make active modes a viable alternative to the automobile in some instances. Also, the community, specifically the area around Cliffside Public School, had recently engaged in a discussion of active transportation and the safety of school children due to a tragic death of an elementary school student on her way home from school. It was thought that the community engagement might support this discussion.

## **Determining the Scale and Scope of Engagement**

The initial task was to determine the scale and scope of the consultation. In the spring of 2013, the local Councillor held a meeting with Cliffside Public School parents to understand and address their concerns about the safety of children walking and cycling to school. City staff from Transportation Services were present at the meeting and used the outputs of the conversation to engage in an assessment of the viability of adding sidewalks to the streets around the school.

In developing an approach to the consultation, the consultant team was conscious that a portion of the community had been consulted on a particularly sensitive active transportation issue in the recent past, had given clear direction on changes they wanted to see, and were waiting for results. Going to the same portion of the community to ask slightly different questions on active transportation seemed potentially inappropriate. However, after consulting with the LAG, it was determined that the conversation about active transportation was one that should be extended beyond the Cliffside Public School community to the larger Cliffside area. It was also decided that rather than having a consultation on a specific active transportation intervention, the consultation would work to identify community preferences for the kinds of interventions they would like to see in the future.

## **Participation Rates**

The results in terms of the content of the consultation are discussed in Section 3. Participation in the open public elements in Stage 1 was modest, both at the first public meeting (6 attendees) and through the on-line survey (21 respondents). Although the ideas brought forward by these participants were good, they cannot be said to represent a broad cross-section of the Cliffside community.

To involve a larger number of community members in the consultations, focus groups were held by attending scheduled meetings of existing community groups. All schools in the area were contacted to offer them the opportunity to participate, as were any local community groups identified by staff of Birchmount Bluffs Neighbourhood Centre or the local Councillor's office. This approach proved much more successful. Five focus groups were held with attendance ranging from 5 to 18 participants for a total of 54 additional participants.

The final public meeting had 16 participants. All participants of past events and focus groups were invited and other means of notifying local community members were used.

Public consultations are often held on specific interventions (for example, a public meeting on a development proposal or a new multi-use path) or planning processes (for example, an Avenue Study or the development of a secondary plan). People generally attend public consultations when there is a perceived threat to something they value (their property value, a local park or green space) or there is an issue they feel strongly about (the safety of school children). The consultation in Cliffside was an invitation to discuss ideas about how to make Cliffside a better place to walk, cycle and get around actively. There may be a couple of reasons why participation rates were low at the open public event:

- The topic was too general and people did not understand the purpose of the consultation;
- People did not feel it was important or did not understand how their participation could help improve their community;

- People were unable to participate because of time, mobility or technology issues; or
- People were unaware of the consultation process.

It is very likely that a combination of these factors played a role in low participation.

Our experience with the focus groups was very positive. Participants were as interested and engaged in the topic as those who attended the public events. The conclusion drawn from this experience is that the issue of active transportation has resonance with community members, but is not pressing enough to draw people out to public meetings.

## 2.2.2 Lessons Learned

### **Connect via Established Groups**

A call to the public to participate in an open engagement process is challenging if the issue is not a pressing concern for community members. In instances where a strong case needs to be made that the issue is important in order to secure people's participation, other methods need to be used. While individuals may not be willing to come to a public meeting, they may be willing to discuss the issue if someone comes to them. A number of groups were willing to participate in discussions facilitated as focus groups. Often these discussions were incorporated into the schedule of an existing group meeting.

In Cliffside, contacting local schools and working through the staff of the local Councillor's office proved the most fruitful in connecting to groups. Still, many of the groups contacted were not interested in participating, indicating that the issue did not have strong resonance.

### **Choosing Project Sites Based on Established Networks**

In Cliffside, finding groups willing to host focus groups or spread the word about public events was a challenge. There are not many existing community groups within Cliffside (the Councillor's office was not able to connect us with any active residents' associations). Cliffside is not the focal point for an established network of community organizations. Toronto Public Health's community health officers and public health nurses had limited contacts in the Cliffside area.

When considering future project areas, it would be advised to consider the strength and geographical focus of existing community networks and particularly the presence of groups that have a history of collaboration with Toronto Public Health. These networks and established relationships are essential to reaching community members.

### **Emphasize Social Marketing/Education**

The orientation of the community consultation in Cliffside was to engage community members to identify the challenges, barriers, and opportunities for active transportation in Cliffside and develop possible interventions that had community support. Our experience with the focus groups indicates that the issue of active transportation has some resonance in the community, but not to a degree that would have people attend a public consultation process in an active way. Given this reality, perhaps the focus would have been better shifted from consultation to education, where specific groups like schools were targeted with education materials or social marketing messages that made a convincing argument that these issues are pertinent to people's lives and their experience of their community.

### **Narrow the Scope**

The scope of the Cliffside consultation was very broad. An alternative for future consultation efforts could be to identify groups and focus on the particular things that are important to them. One example is to engage parents and students and to focus on safe trips to and from school. Another might look at the way seniors travel around their community and what simple changes might make active transportation an option for them.

### **Connect with Institutional Stakeholders**

The LAG proved a critical mechanism for connecting to partner divisions, and particularly in raising the issues that emerged from the consultation process with the specific City staff that could address them. Traffic Operations, in particular, was important to involve. Issues such as crossing times at intersections and lack of protected pedestrian crossings at specific locations have been treated as service requests and will be studied by Traffic Operations over the coming months as a result of their involvement in the LAG. Planning staff were helpful in putting issues into the long-term planning context of the area and producing graphics for potential neighbourhood changes. Public Realm staff were an important source of information on new sidewalks in Cliffside and in explaining how community members can act to get sidewalks on their streets. Cycling Infrastructure and Programs and Parks, Forestry and Recreation did not participate in the LAG, but would have been very useful additions, as would the TRCA.

### **Connect Consultation to Meaningful Results**

During the public process, the consultant team was careful to clarify Toronto Public Health's role and the purpose of the consultation: that Toronto Public Health was working with the community to identify measures that would foster a built environment supportive of active transportation to inform its advocacy role as it collaborates with other City divisions. In this way expectations for change were put in their realistic context, Toronto Public Health as an advocate rather than a division that can create change directly. The consultation process identified a number of issues that could be addressed in the short term. It was important to be able to go back to the community at the final public meeting and demonstrate that their participation had led to direct action by the City. However, there are a series of more complex long-term issues that also emerged from the consultation. Beyond reporting these to partner divisions through the LAG and a summary of this report, it is unclear how these outputs of the consultation will be followed up on.

# 3.0 Active Transportation

## 3.1 Neighbourhood Profile

The Cliffside study area is located in the centre of Ward 36 Scarborough Southwest (as shown in Figure 2).<sup>1</sup> It comprises an area that includes:

- Kingston Road as a major arterial and Avenue;
- Stable residential neighbourhoods adjacent to the Kingston Road corridor;
- A portion of the Waterfront Trail, mostly along shared roadways. The pathway is not continuous and users are at times directed onto Kingston Road or informal dirt footpaths to make some connections;
- Several local elementary secondary schools;
- Parks throughout the area and road access to Bluffer's Park/Beach; and
- A concentration of community and recreation facilities east of Birchmount Road in between Kingston Road and Danforth Avenue.

Figure 2: Cliffside Study Area in Ward 36

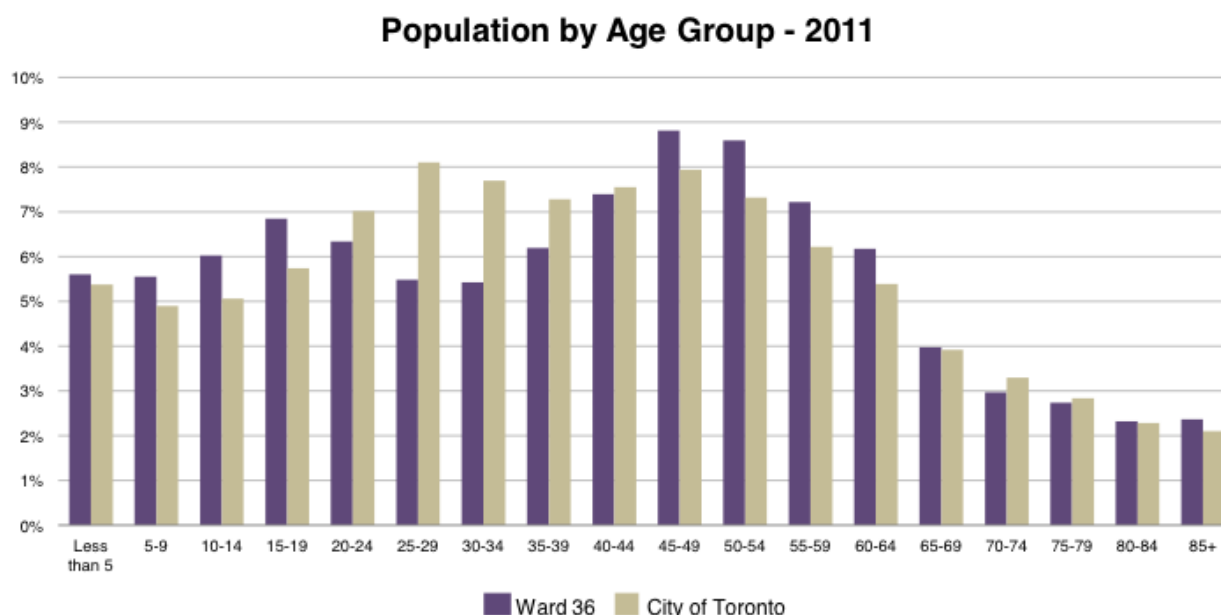


### 3.1.1 Demographics and Health

**Population:** The 2011 Ward profile for Ward 36 shows a population of 54,115 with a growth in population of 4.4% from 2006-2011. The population density of Ward 36 is approximately 3,460 people per square kilometre (as compared to 4,150 people per square kilometre for the city as a whole). The median age is 42 years, slightly higher than the median age for the entire City of Toronto of 39 years. Figure 3 shows how the ward differs from the City as a whole for population by age group.

<sup>1</sup> Information on Cliffside is available at two geographic scales: ward and neighbourhood. In both instances the boundaries of the study area do not align perfectly with the boundaries of these units. The study area boundary is shown in relation to the Ward 36 boundary in Figure 2. The City of Toronto has also been divided into 140 neighbourhoods for which data is available. Most of the Cliffside study area falls within the Birchcliffe-Cliffside neighbourhood (from Birchmount Rd to Midland Ave; rail corridor to the waterfront). The eastern portion of the study area (from Midland Ave to Brimley Rd) falls within the Cliffcrest neighbourhood.

Figure 3: Population by age Group<sup>2</sup>



**Household Type:** In 2011, 42.6% of Ward 36 households lived in apartment buildings (30.8% were in buildings of 5 or more storeys), 3% in townhouses and 54.4% in houses. Across the City of Toronto, 56.6% of households lived in apartment buildings (41% in buildings of 5 or more storeys), 5.8% in townhouses and 37.6% in houses.

**Visible Minorities and Immigration:** 2006 Census data showed that 36.2% of the population in Ward 36 identified as a visible minority compared to 46.9% city-wide. The top 5 groups in Ward 36 were South Asian (13.1%), Black (8%), Chinese (4.1%), Filipino (2.9%), and West Asian (1.6%). The top 5 visible minority groups in the City of Toronto in 2006 were South Asian (12%), Chinese (11.4%), Black (8.4%), Filipino (4.1%), and Latin American (2.6%).

According to 2006 Census data, 44.4% of Ward 36 residents over 15 years of age were first generation immigrants born outside of Canada, compared with 59.1% across the whole city (first generation immigrants includes new Canadians as well as non-permanent residents such as foreign workers or students).

**Health and chronic diseases:** Compared to the whole City of Toronto, Ward 36 has:

- A significantly higher rate of hospitalization and mortality for respiratory disease. Common respiratory diseases include asthma, chronic obstructive pulmonary disease and lung conditions excluding cancer. Respiratory disease can be caused by smoking and environmental toxins.
- A similar rate of hospitalization and a significantly higher rate of mortality for cancer. Cancer can be caused by smoking, overweight/obesity, poor diet, physical inactivity, alcohol, unprotected sun exposure, radiation, certain chemicals, and environmental toxins.

<sup>2</sup> 2011 City of Toronto Ward Profiles: Ward 36 Scarborough Southwest <http://www.toronto.ca/wardprofiles/pdf/profile-ward36-2011.pdf>



- A significantly higher rate of hospitalization and mortality for cardiovascular disease. Cardiovascular disease can be caused by overweight/obesity, poor diet, physical inactivity, smoking, diabetes, high blood pressure and stress.<sup>3</sup>

### 3.1.2 Transportation

2006 Transport for Tomorrow Survey data shows that automobile use is high in Ward 36 for both work and non-work related trips. 71% of work trips are by automobile and 25% by transit, as compared to 62% and 30% to the City as a whole. Non-work trips are close to City averages at 73% of trips by car and 18% by transit.

**Driving:** Driving is the predominant mode of transportation in Cliffside. Compared to the rest of the city, the Cliffside study area shows some of the highest daily car trips per person.<sup>4</sup>

In 2011, Birchcliffe-Cliffside ranked 57 out of 140 neighbourhoods for the highest number of traffic collisions. Cliffcrest neighbourhood ranked 96 out of 140. There was a decrease in traffic collisions in the study area (Birchcliffe-Cliffside and Cliffcrest neighbourhoods) from 2008 to 2011. In 2011, the number of pedestrian, bicycle and other collisions in the study area was low to mid-range compared to surrounding neighbourhoods (Clairlea-Birchmount, Oakridge, The Beaches, Kennedy Park, Scarborough Village, Eglinton East, Crescent Town, and East End-Danforth). When the volume and length of roadways in these neighbourhoods are taken into consideration, the collision frequencies (motor vehicle, pedestrian, bicycle and other) in 2011 for Birchcliffe-Cliffside and Cliffcrest neighbourhoods were lower than those for the immediately surrounding neighbourhoods.

**Cycling:** Bicycle mode share in Ward 36 is low and has been calculated at 0.3-0.4%.<sup>5</sup> However, Transport for Tomorrow 2006 survey data tends to under-report cycling levels giving a sample size for cycling in Ward 36 that is lower than ten individuals.<sup>6</sup> There are wide ranges in cycling mode share across City of Toronto wards (from 7.5% to less than 1%). The city-wide average has been calculated at 1.3%.<sup>7</sup>

Currently there are no dedicated bicycle facilities in the Cliffside study area. There are signed routes (shared roadways with motor vehicles) along local roads in the study area that indicate an east-west route that functions as a connection to the Waterfront Trail.

<sup>3</sup> Toronto Public Health Ward Health Profile (2013) Ward 36

<sup>4</sup> Glazier et al. 2007.

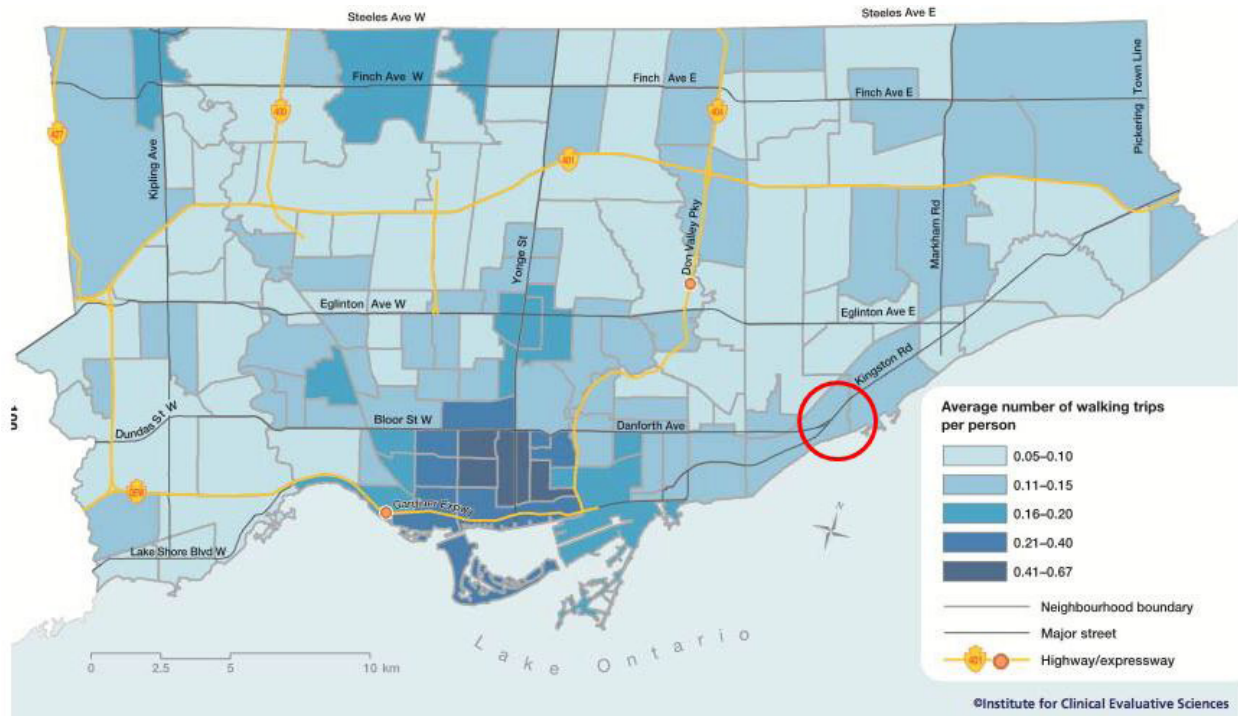
<sup>5</sup> Toronto Cycling Think and Do Tank. *Mapping Cycling Behaviour in Toronto*. University of Toronto, School of the Environment. 2012. p.13

<sup>6</sup> Ibid. pp 46-47.

<sup>7</sup> 2006 City of Toronto Ward Profiles: Ward 36 Scarborough Southwest

**Walking:** Figure 4 shows average number of walking trips per person by neighbourhood. The study area has a low number of walking trips.

*Figure 4: Average number of daily walking trips per person, by neighbourhood of residence, in Toronto, 2001<sup>8</sup>*

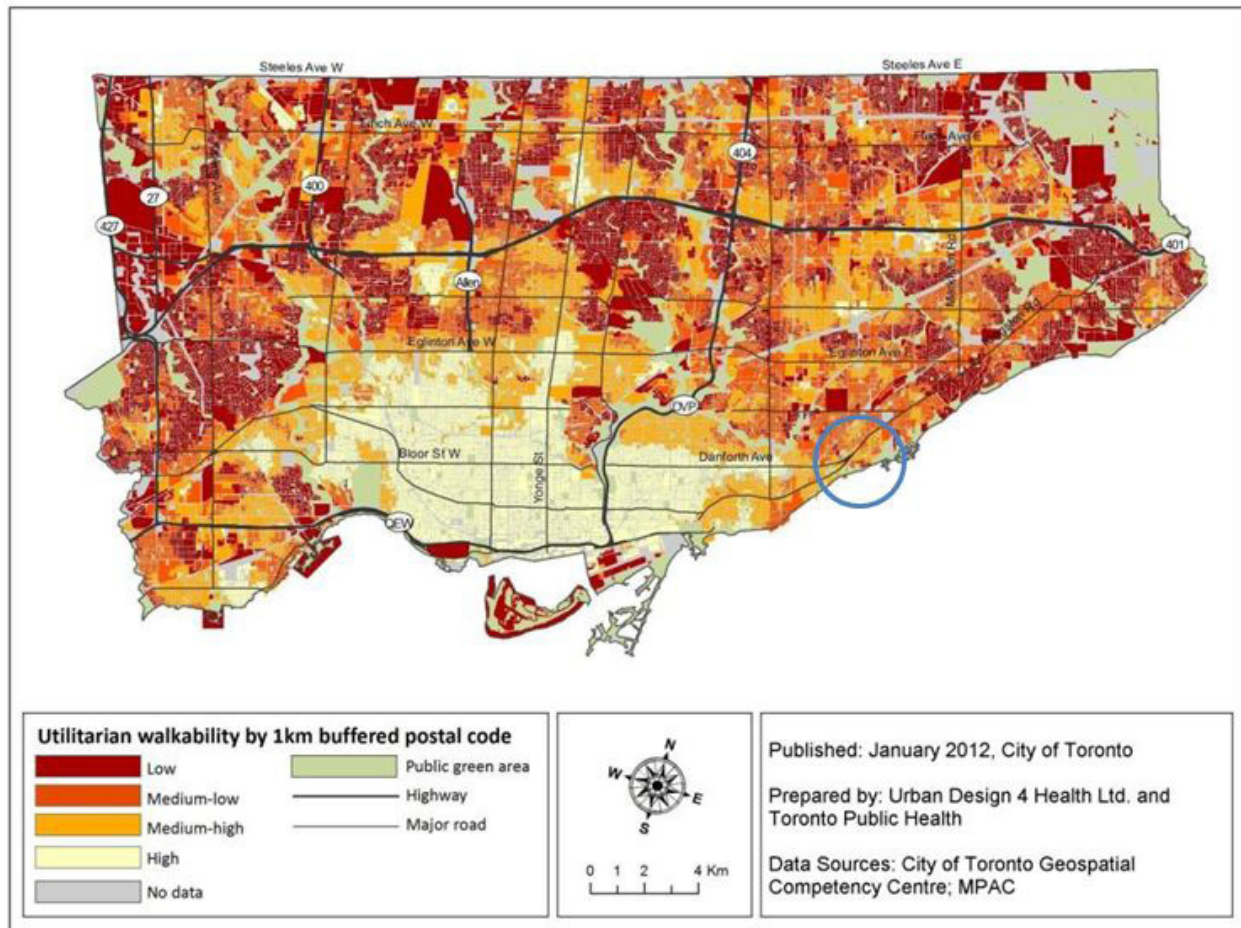


An assessment of the walkability of neighbourhoods was developed for Toronto Public Health. The index was based on: land use mix (destination accessibility); intersection density (route connectivity); residential density; and floor-to-area ratios for retail land (residential and retail density). The assessment classified Cliffside as generally falling into the category of medium walkability (Figure 5).

<sup>8</sup> Glazier RH, Booth GL, Gozdyra P, Creatore MI, Tynan, M, editors. Neighbourhood Environments and Resources for Healthy Living—A Focus on Diabetes in Toronto: ICES Atlas. Toronto: Institute for Clinical Evaluative Sciences; 2007.



Figure 5: Utilitarian Walkability



**Public Transit:** The study area is currently served by a number of bus routes:

- 12 Kingston Rd (12, 12A, 12B) – travelling principally along Kingston Road
- 20 Cliffside – travelling between Birchmount Avenue and Midland Avenue on local streets north of Kingston Road
- 69 Warden South – travelling along Birchmount Avenue
- 9 Bellamy – travelling along St. Clair Avenue East
- 102 Markham Rd – travelling along St. Clair Avenue East

The Scarborough GO station provided service on the Lakeshore East Line running between Union Station and Oshawa.

## 3.2 Strengths, Issues and Actions

The following section summarizes community feedback on the strengths of the study area, the issues identified related to active transportation and potential actions to improve Cliffside for active forms of transportation.

### 3.2.1 Strengths

Cliffside community members are passionate about their area and proud of its positive attributes. Participants identified a number of features that support good health and high quality of life in Cliffside. Two features ranked particularly highly:

- **Quality of the natural environment** – Many participants identified the presence of parks, trails, natural areas, trees and mature vegetation as defining features of Cliffside. Chine Meadow, as the TRCA-controlled lands southeast of Chine Drive are known, is especially prized for recreational walking. Many felt that parks and well-treed streets combined to create an important urban forest. Bluffer's Park/Beach is an additional asset.
- **Quality of local destinations** – Cliffside, with Kingston Road as its spine, offers local residents a considerable number of amenities: grocery store, pharmacy, wine store, a mixture of retail and services, a GO Transit station, churches, schools and a variety of indoor and outdoor community facilities clustered around Birchmount Bluffs Neighbourhood Centre. These are accessible by active modes of transportation.

While transit in the area is not ideal in the opinion of many participants, access to transit was also listed as an important neighbourhood strength.

### 3.2.2 Issues and Actions

Participants raised a number of challenges, barriers, and opportunities for active transportation in Cliffside. They are organized by issue below. For each issue there is a discussion of short-, medium- and long-term actions that can be undertaken by the community and the City to address them.

#### 1. Condition of Kingston Road

The pedestrian and cycling conditions along Kingston Road were identified as a barrier to active transportation. Kingston Road is wide, fast and busy. Participants noted that cars travel far in excess of the posted 60km/hr along certain sections. For pedestrians, although sidewalks are of a standard width, the presence of a buffer between the sidewalk and the six lanes of fast-moving traffic varies and can be as little as a simple curb. This was viewed as a particularly poor environment for children walking to school. St. Theresa Shrine, an elementary school located on Kingston Road, busses the majority of students to school due largely to the inhospitable walking (and crossing) environment presented by Kingston Road.

Participants also noted that Kingston Road is presently more functional than attractive: there are few trees providing shade on the sidewalks (although there are trees in the median), paving treatment of sidewalks and buffers are mostly unexceptional, and the condition of some businesses along the north side has been allowed to deteriorate over time. Participants felt that general beautification of Kingston Road would improve it for walking: adding trees, landscaping, rest spots, maybe even a parkette.

As an environment for cyclists, participants felt that Kingston Road was unsafe. Most participants said they avoid Kingston Road as a cycling route whenever possible, choosing alternative routes on less busy local streets. When forced to use Kingston Road as a cycling route, some participants indicated they cycled on sidewalks rather than use the road.

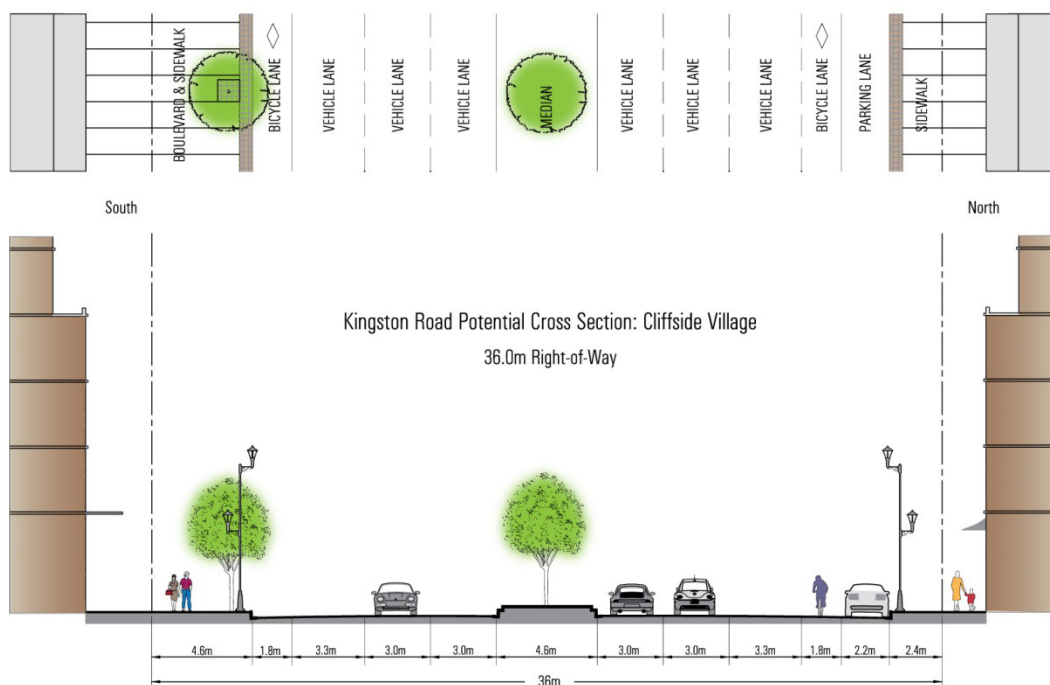
There is great opportunity to improve the cycling environment along Kingston Road. Separated bike lanes that provide protection from traffic was the strongest preference. However participants indicated that there would likely be opposition to reducing the number of vehicular lanes to improve pedestrian or cycling facilities.

### Medium to Long Term Initiatives

Improvements to Kingston Road will be a long term project. The 2009 Cliffside Avenue Study conducted by the City proposed cross-sections for Kingston Road that would enhance walkability and bikeability. As redevelopment of this portion of Kingston Road gradually takes place, these features may be realized in the long-term. The study also proposed a reconfiguration of the junction of Kingston Road and Danforth Avenue.

LAG members indicated that significant alterations to Kingston Road would have to wait for road reconstruction, which is not currently planned and not likely within the next ten years. Test cross-sections of Kingston Road prepared by City staff for discussion purposes have demonstrated that there is room to reconfigure the right-of way to add pedestrian and cycling infrastructure without removing lanes for vehicular traffic. The right-of-way varies from 32m to over 38m. Figure 6 shows an example of how a 36m right-of-way might be configured and includes a broadened pedestrian realm and painted bike lanes.

*Figure 6: Potential Reconfigured Right-of-Way for Kingston Road*



## 2. Poor Pedestrian Access to Bluffer's Park via Brimley Road South

There is currently a sidewalk on only one side of Brimley Road between Kingston Road and the driveway to Blessed Cardinal Newman High School, and no sidewalk from this point down the hill to Bluffer's Park/Beach. Despite the lack of pedestrian amenity, many people access the park by walking, which participants considered unsafe. There is no transit service that serves the park. There are also no formal pedestrian routes from the area known as Chine Meadow to Bluffer's Park below. These conditions mean that many Cliffside residents access the park by car rather than active transportation. Car traffic on Brimley Road to the park can be quite busy and there is limited parking.

Participants identified the addition of a sidewalk or walking trail along Brimley Road to be one solution to these issues. The idea of seasonal TTC service to the park was also raised. Informal walking paths that currently exist between Chine Meadow and Bluffer's Park/Beach could be formalized and made more stable.

### Medium to Long Term Initiatives

There are currently no plans to address this pedestrian and transit access to Bluffer's Park/Beach. LAG members indicated that adding a sidewalk would likely require the complete reconstruction of the road. Reconstruction of Brimley Road is not currently planned. LAG members added that the reconstruction would be complicated as parts of the slope along Brimley Road are unstable.

It is recommended that Toronto Public Health discuss with Transportation Services and Engineering and Construction Services how the reconstruction of Brimley Road might be prioritized and with Parks, Forestry and Recreation about how this sidewalk could best connect with the pedestrian network within the park.

Toronto Public Health should discuss the possibility of providing seasonal transit service to the park with the TTC planning department.

## 3. Lack of Sidewalks

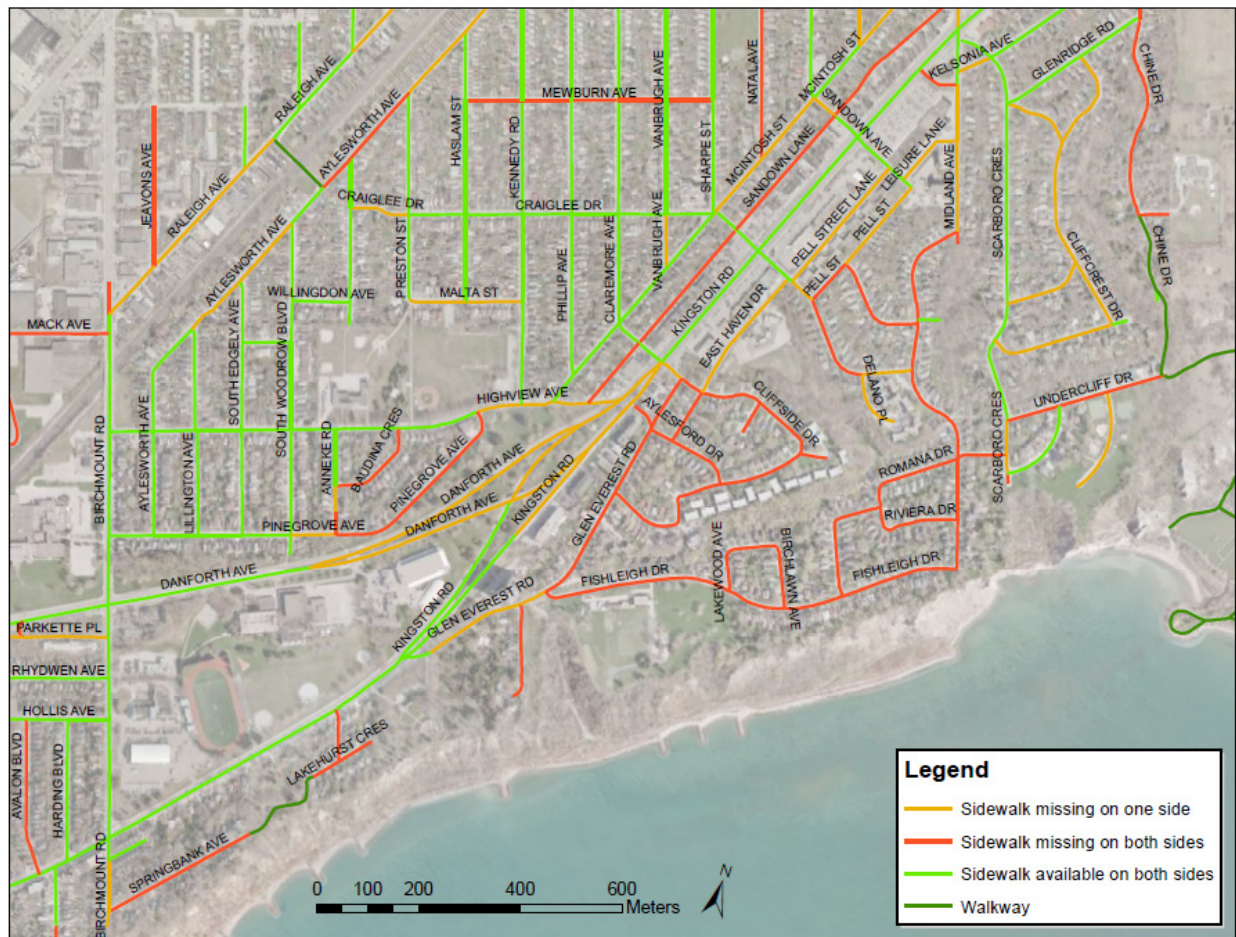
As shown in Figure 7, portions of the Cliffside study area do not have sidewalks on even one side of local streets. This was raised as a major issue for the areas around schools, particularly Cliffside Public School and Chine Drive Public School. There was a general preference among participants for sidewalks along at least one side of the street. Some specific streets named as being in need of sidewalks include:

- Midland Avenue – The sidewalk along Midland Avenue south of Kingston Road stops where the road curves. Participants noted that Midland Avenue is an important link to parks in the south of Cliffside and that pedestrians should be protected along this route.
- Wilkie Avenue – Wilkie Avenue is one of the few streets in the part of Cliffside north of Kingston Road that does not have a sidewalk. As a route for cars leaving the GO station parking lot, the street can have quite a lot of traffic and a separated pedestrian space is needed.
- Brimley Road South – As discussed above.



Other streets in southern Cliffside, such as Fishleigh Drive and Undercliff Drive, were also mentioned by participants.

Figure 7: Sidewalks in the Cliffside Study Area<sup>9</sup>



### Short Term Actions

The City has made some progress in adding sidewalks to Cliffside. As an outcome of the Councillor's meeting with Cliffside Public School parents, Transportation Services initiated the Cliffside Sidewalk Study. Phase 1 sidewalks requested by the Councillor and likely to be completed by 2015 are:

- East Haven Drive from Aylesford Drive to Cliffside Drive – east side
- Aylesford Drive from Glen Everest Road to East Haven Drive – north side
- Cliffside Drive from Glen Everest Road to East Haven Drive – south side
- Glen Everest Road from Kingston Road to Aylesford Drive – east side

Phase 2 sidewalk projects will be determined in consultation with the Councillor.

<sup>9</sup> City of Toronto Transportation Services

A sidewalk has been approved for the entire length of Chine Drive, from Kingston Road south to its terminus. The addition of the sidewalk was contentious: it was opposed by many Chine Drive residents but supported by the school and parents. The new sidewalk should create a safe walking space for children and hopefully lead to less traffic as well, as parents feel more comfortable letting their children walk along Chine Drive.

#### Medium and Long-Term Initiatives

Participants agreed that, ideally, there would be a sidewalk on at least one side of every street. However, as demonstrated in the Chine Drive example above, the issue of adding sidewalks to existing streets is often highly contentious. Although the City owns the portion of the right-of-way to be used for new sidewalks, residents have become accustomed to the use of this land and may consider it *de facto* part of their property. They may have over the years landscaped the land or used the portion of their driveway on public property for parking cars.

For reasons of efficiency, sidewalk additions are best combined with road reconstructions. However, local communities can request a sidewalk at any time, by contacting 311, the Pedestrian Projects group in the Transportation Services Division, or their local Councillor's office. Adding a sidewalk requires the support of the local Councillor who may hold meetings or conduct a poll to determine if there is local support for a sidewalk project.

Toronto Public Health may want to start a conversation with Transportation Services about the appropriateness of refining existing policies to ensure the inclusion of a sidewalk on at least one side during the reconstruction of any street currently without sidewalks. A policy of this nature could be adopted on a city-wide basis as good for health and safety. A road reconstruction is the most efficient time to add a sidewalk in terms of resources.

## 4. Poor Condition of Sidewalks

The quality of sidewalks in terms of width and evenness was mentioned as a barrier to the use of sidewalks, especially by seniors who use wheelchairs or walkers. Seniors also emphasized the lack of benches or shaded areas for resting. Poor snow removal was identified as a major barrier to walking in the winter.

#### Short Term Actions

Significant damage to sidewalks can be reported by community members to 311.

#### Medium and Long-Term Initiatives

LAG members explained that issues with sidewalk width and the number and angle of curb cuts are typically only addressed during a road reconstruction project unless there are significant safety concerns. The number of curb cuts often cannot be reduced as each driveway requires a curb depression. Curb cut angles are typically built to minimize impacts to the property behind the sidewalk and to keep driveways at a reasonable grade (not too steep). This often results in a relatively steep cross slope on the sidewalk portion closest to the road. The LAG had no comments on how snow-clearing issues could be resolved.

Toronto Public Health should work with the Public Realm section of Transportation Services to consider how improvements such as tree planting, benches and other design features could improve the walking environment in Cliffside, especially Kingston Road.

## 5. Lack of Protection for Pedestrian Crossings

Participants identified a number of crossings that lacked adequate pedestrian protection. They included:

- School Crossing at Midland Road – Participants indicated that cars disregard the pedestrian crossing with crossing guard, creating a dangerous situation for children coming and going from school. Participants suggested that safety measures could be added to this crossing: speed control measures, better enforcement, or a larger school zone sign.
- Park Street at Sandown Park – There are no stops along Park Street north of the park. This combined with a curved street results in unsafe crossing conditions for pedestrians. Participants suggested this crossing could be made safer through the addition of an all-way stop or pedestrian crossing.
- Rosana Drive at Scarboro Crescent – Missing stop sign eastbound on Rosana Drive presents dangers for pedestrians and vehicles. Participants suggested the stop sign be replaced.
- Brimley Road South and Barkdene Hills – The east entrance of Blessed Cardinal Newman High School is busy at the beginning and end of the school day. Lack of sidewalks on the east side of Brimley Road and no formal crossing at the intersection with Barkdene Hills can lead to dangerous conflicts between pedestrians and cars. Participants suggested this crossing could be made safer through the addition of an all-way stop or pedestrian crossing.
- Midland Road at Kelsonia Avenue – Kelsonia Avenue is a route for children and teenagers going from schools to the No Frills plaza. The current configuration leads to jay walking just south of the intersection of Midland Avenue and Kingston Road. There is a loop for cars, as there is no left hand turn eastbound from Kingston onto Midland. This area is awkward and dangerous for walkers. Participants suggested the redesign of the intersection or addition of pedestrian safety measures.
- Junction of Kingston Road and Danforth Avenue – This junction is incredibly awkward for cyclists and pedestrians.

### Short Term Actions

The following pedestrian crossing concerns raised by participants have been treated as service requests by Traffic Operations who have initiated the appropriate studies:

- School Crossing at Midland Road – Traffic Operations will conduct a School Crossing Review over the coming months.
- Park Street at Sandown Park – Traffic Operations will set up a Pedestrian Crossing Protection study that looks at the possibility of an all-way stop or pedestrian crossing at the intersection of Park and Sharpe Streets. Traffic Operations has also set up a service request to examine the need for improved speed signage around the curve north of Sandown Park.
- Rosana Drive at Scarboro Crescent – The Signs and Markings Unit was sent out to in-

investigate and the repair has been scheduled.

- Brimley Road South and Barkdene Hills – Traffic Operations will set up a Pedestrian Crossing Protection study that looks at the possibility of an all-way stop or pedestrian crossing.

The following pedestrian concern has not resulted in further study:

- Midland Road at Kelsonia Avenue – LAG members indicated that the City has not received complaints about this crossing previously. They were of the opinion that a study would not likely trigger any warrants for traffic calming or other changes. The 2009 Cliffside Avenue Study proposes to simplify the corner of Kingston Road and Midland Avenue and remove the “jug handle” for left turns onto Midland Avenue.

### Medium and Long-Term Initiatives

Junction of Kingston Road and Danforth Avenue – In the 2009 Cliffside Avenue Study, this junction was shown as completely redesigned. The Avenue Study is intended to guide the long-term evolution of this portion of Kingston Road as redevelopment occurs over time. The need for improvement at this intersection has been documented and a redesign may be possible over the long term.

## 6. Crossing Time at Arterials is Too Short

Participants noted that the pedestrian crossing time at lights along Kingston Road were too short for seniors and people with mobility issues. This was particularly true where smaller streets meet Kingston Road (for example, at Sandown Avenue). The intersection of Midland Avenue and Kingston Road was also mentioned, as it is wide due to the angle of the two streets. Participants indicated that increasing the amount of time for crossing could address this issue.

### Short Term Actions

Traffic Operations has set up a service request to look into the timing provided at traffic control signals along Kingston Road to see if any of these signals need updating to the current standard of 1.0 metre per second (the old standard was 1.2 metres per second).

## 7. Level of Transit Service

Participants considered access to transit to be good in Cliffside, but noted that transit is not always direct or quick. There is no continuous transit route along Kingston Road. Instead there are several bus routes that travel along Kingston Road then head north to connect to other transit routes like the subway. Participants noted that, in terms of speed, transit was not competitive with the private car for moving around Scarborough. However, the Scarborough GO station was identified as an important link downtown. They noted that around-the-clock service for GO, as well as better integration between the GO and TTC networks in terms of connections and fares, would be beneficial for Cliffside residents.

### Medium and Long-Term Initiatives

As of time of writing, the TTC had not responded to a request for planned changes in the Cliffside area. It is likely that none are envisaged at this time. Before Transit City and the Big Move



transit plans, there was a plan for Bus Rapid Transit (BRT) along Kingston Road in its own dedicated lane. This project has not advanced and has likely fallen down the list of potential transit projects.

## 8. Need for Traffic Calming

Fast speeds and traffic infiltration on local streets was raised as a concern by a number of participants, who felt that traffic calming should be used to address this problem. Particular problem areas identified include:

- Around schools, particularly on the streets near Cliffside Public School and the pedestrian crossing at Midland Avenue near John A. Leslie Public School. Lower traffic speeds with good enforcement are a preferred solution.
- Streets north of Kingston Road, for example Claremore and Aylesworth Avenues, used as shortcuts by motorists. Cars can travel at fast speeds and some ignore stops.
- The streets surrounding the GO station. At commuting time, the infiltration of traffic from the GO station through the neighbourhood west of Midland Avenue was a problem identified by participants.

### Short Term Actions

LAG members explained that traffic calming can be studied for any street if community members submit a petition to their Councillor with signatures from 25% of households on their street. City policy mandates that traffic calming measures can only be considered for roads that have sidewalks.

As indicated with regards to the safety of pedestrian crossings (Issue #5), a number of studies have been initiated by Traffic Operations concerning all-way stops, pedestrian crossings and speed signage.

### Medium and Long-Term Initiatives

The City has no control over the access to the GO station. Scarborough Junction Station has existed for about 150 years and Metrolinx/GO Transit is a Provincial Agency. Toronto Public Health may wish to start a conversation with Metrolinx about traffic management related to its stations as well as amenities promoting active transportation.

## 9. Missing Links

Participants noted a number of missing links which, if connected, could facilitate active transportation in the area:

- Chine Meadow – Chine Meadow is the local name for the portion of TRCA-owned land on top of the bluffs to the west of Brimley Road. There are currently a number of informal walking trails through this area. There was some disagreement among participants on possible improvements to Chine Meadow. Some residents believed that a paved trail would improve accessibility and open up the area to users who might have difficulty now, like senior citizens. This trail would connect two portions of the Waterfront Trail without requiring users to travel along Kingston Road. Some participants expressed a strong preference for the more natural aesthetic, as it exists now, rather than having a formal-

ized path. They expressed concerns that cyclists might go through the area quickly which they thought would be dangerous for other users.

- Rosetta McClain Park – Participants noted that Rosetta McClain Park is currently a missing link in the Waterfront Trail. Presently cyclists have to go onto Kingston Road to connect from the portion of the Waterfront Trail on Glen Everest Road to the portion on Lakehurst Crescent. Some participants recommended that a cycling path be run through the park to connect the trail.
- Link along the base of the Bluffs – There is a portion of the Bluffs west of Bluffer's Park which has not undergone erosion control, preventing people from connecting from the park to the informal waterfront trails to the west.
- Link along the southern edge of Birchmount Park – A bike path along the southern edge of Birchmount Park would allow cyclists coming to Kingston Road from Fishleigh Drive to cross at this intersection to access community facilities near Birchmount Park rather than riding on the sidewalk.
- Link between GO station and intersection of Midland Avenue and St. Clair Avenue East – There is currently only an informal path leading from the GO station to the intersection of Midland Avenue and St. Clair Avenue East. This path could be formalized.
- Link from Midland Avenue through Midland Ravine Park – South of Kingston Road, Midland Avenue has a sidewalk along the western side which stops when the road curves around a ravine. There is currently an informal path through this ravine which is very muddy. Participants liked the idea of creating a more formalized path that could serve as a substitute for a sidewalk for pedestrians travelling on Midland Avenue.
- Link from East Haven Drive to Cliffside Ravine Park – Trails through Cliffside Ravine Park currently do not connect north to East Haven Drive. Making these linkages would allow walkers to loop through the park rather than doubling back to exit the park.

#### Short Term Actions

- Link between GO station and intersection of Midland Avenue and St. Clair Avenue East – Formalizing this informal connection should be examined by the Public Realm section of Transportation Services.
- Link from Midland Avenue through Midland Ravine Park – Toronto Public Health should liaise with Parks, Forestry and Recreation to see if this improvement is possible.
- Link from East Haven Drive to Cliffside Ravine Park – Toronto Public Health should liaise with Parks, Forestry and Recreation to see if this improvement is possible.

#### Medium and Long-Term Initiatives

- Chine Meadow – A multi-use path connecting the Waterfront Trail through Chine Meadow was the subject of consultation in 2011. There was significant local opposition and the local Councillor did not support the project. The project did not proceed and is unlikely to be revived without substantial local interest.

- Rosetta McClain Park – City staff have previously looked at opportunities for a cycling connection through Rosetta McClain Park but because this is a formal garden with a number of commemorative trees, the option was not supported by Parks, Forestry and Recreation. However, there is room in the boulevard in-front of Rosetta McClain Park along Kingston Road for a multi-use trail that could serve as a connection of the Water-front Trail around the park.
- Link along base of the Bluffs – This is a long-term initiative which might eventually be undertaken by TRCA. At present TRCA is beginning a process to create a trail that runs from Bluffer's Park/Beach east to East Point Park.
- Link along the southern edge of Birchmount Park – A path in this location is currently not part of the multi-use trails plan.

## 10. Lack of Cycling Amenities

Some participants noted that cycling infrastructure is almost completely absent in Cliffside. To quote one participant: "There is not a single bike lane in the entire area." Participants also noted the scarcity of other cycling amenities, such as bicycle parking.

### Medium and Long-Term Initiatives

As indicated in the discussion of redevelopment of Kingston Road above, cycling amenities of some kind are likely to be incorporated into Kingston Road when the right-of-way is eventually reconstructed. Until that time, the neighbourhood is likely to add cycling infrastructure slowly over time, for example the addition of bicycle parking at the No Frills plaza has been included as a condition in the approval of a planning application.

Community Planning should continue to ask private developers to include cycling amenities, such as bicycle parking, in their developments. Public Realm should consider adding cycling rings on public property at key locations, such as along Kingston Road and at parks.

### 3.3 Summary of Actions

The actions recommended in the discussion of issues above are summarized below and divided into short-term and medium/long-term actions. For each action, the City divisions and other stakeholders responsible for initiation and implementation have been identified. As Toronto Public Health works toward its objective of creating healthier built environments, it will need to work closely with its partner divisions at the City to prioritize these initiatives as they work within available budgets, staffing and scheduled work plans.

#### Short Term Actions

	Action	Responsible Divisions/Stakeholders
S1	Complete Phase 1 and 2 sidewalk additions as part of the Cliffside Sidewalk Study ( <i>already initiated</i> )	Transportation Services (Public Realm)
S2	Report significant damage to sidewalks to 311.	Community residents
S3	Complete appropriate studies for school crossing review, pedestrian crossing protection and speed signage for: <ul style="list-style-type: none"> <li>School Crossing at Midland Road</li> <li>Park Street at Sandown Park</li> <li>Brimley Road South and Barkdene Hills</li> </ul>	Transportation Services (Traffic Operations)
S4	Carry out study of pedestrian crossing timing provided at traffic control signals along Kingston Road.	Transportation Services (Traffic Operations)
S5	Request traffic calming on local streets.	Community residents
S6	Formalize link between GO station and intersection of Midland Avenue and St. Clair Avenue East.	Transportation Services (Public Realm)
S7	Create pedestrian link from Midland Avenue through Midland Ravine Park.	Toronto Public Health Parks, Forestry and Recreation
S8	Create pedestrian link from East Haven Drive to Cliffside Ravine Park.	Toronto Public Health Parks, Forestry and Recreation

## Medium to Long Term Actions

	Action	Responsible Divisions
ML1	Guide the redevelopment of Kingston Road to include improved amenities for pedestrian and cycling as per the 2009 Cliffside Avenue Study.	Community Planning
ML2	Ensure that pedestrian and cycling infrastructure is included in the eventual reconstruction of Kingston Road.	Transportation Services (Traffic Operations)
ML3	Identify how the reconstruction of Brimley Road to Bluffer's Park can be prioritized and include safe pedestrian and cycling spaces.	Toronto Public Health Transportation Services Engineering and Construction Services Parks, Forestry and Recreation
ML4	Discuss the possibility of providing seasonal transit service to the Bluffer's Park.	Toronto Public Health TTC
ML5	Request sidewalk additions	Community residents Office of Ward 36 Councillor
ML6	Discuss the development of a policy that requires the inclusion of a sidewalk in the reconstruction of any street currently without.	Toronto Public Health Transportation Services
ML7	Consider how improvements such as tree planting, benches and other design features could improve the walking environment in Cliffside.	Toronto Public Health Transportation Services (Public Realm)
ML8	Develop an approach to improve traffic management related to its GO Transit stations as well as the addition of amenities promoting active transportation.	Toronto Public Health GO Transit
ML9	Continue to ask private developers to include cycling amenities, such as bicycle parking, in their developments.	Community Planning
ML10	Consider adding cycling rings on public property at key locations, such as along Kingston Road and at parks	Transportation Services (Public Realm)

## 4.0 Conclusions

The aim of this study was to conduct a general discussion with the local community about the barriers and opportunities for active transportation in Cliffside and to identify potential changes that would encourage more people to use active travel modes. The vast majority of community members involved in the consultation process indicated that, while there were many aspects of their neighbourhood which made it a wonderful place to live, there were also improvements that could make it a better place to use active transportation.

Cliffside already has some features that support active transportation: proximity of destinations like retail and community facilities to residential areas; and pleasant tree-lined local streets and parks. However, despite these features car use predominates over active modes of transportation. Although some people already walk to get around their community, many do not. Cycling rates are currently very low.

Participants had lots of ideas about how to improve Cliffside for walking and cycling based on their experience of the area, including: making Kingston Road more hospitable to cyclists and pedestrians, completing the sidewalk network and improving its condition, calming traffic and providing better pedestrian protection at crossings and intersections, filling in missing links to create a better connected network of routes, and adding amenities for cyclists.

Conversations with participants and City staff identified a list of possible actions – some that can happen right away, others that need to be considered long-term initiatives – that will help address the issues raised in the consultations.

Many of the short term actions have already been initiated. Most of the longer term issues require on-going collaboration to ensure they move forward and do not get lost among the many city-building priorities of the City. Toronto Public Health should continue to work with its partner divisions at the City to keep focus on these potential improvements. The prioritization of these initiatives will need to be negotiated with the responsible City divisions and sections and will be dependent upon the available budgets, staffing and scheduled work plans of these sections.

## **Appendix**

1. Recent Public Consultation on Active  
Transportation in Cliffside

2. WALK CYCLE MOVE  
Cliffside Survey Results

3. Summaries of Public Meetings





## Appendix 1

### **Recent Public Consultation on Active Transportation in Cliffside**

## A1: Cliffside 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 Cliffside that have or will include issues related to active transportation in the study area.

### A1.1 Consultations

#### Summary

2004-2013	Chine Drive Reconstruction
2007-2009	Kingston Road: Preliminary Planning for a Transit Project Assessment Study
2008-2009	Cliffside Kingston Road Avenue Study
2011-2012	Bluffer's Park Recreational Trail
2013	Cliffside Sidewalk Study

### Chine Drive Reconstruction

**Subject of Consultation:** The addition of a sidewalk during reconstruction of Chine Drive.

**Issues:** Many residents of Chine Drive want to maintain the rural feel of the street and do not want a sidewalk. Many parents want a sidewalk to improve the safety of children walking to a public school at the end of this street.

**Involved Divisions:**

- Transportation Services
- Forestry
- Public Consultation Unit

**Timeline:**

Nov 2004	Public meeting for reconstruction of Chine Drive
June 2005	City staff review road construction proposal in light of concerns expressed by residents
Jan 2007	Class EA begins
Dec 2008	Class EA deferred
Jan 2010	Class EA re-commences
June 2011	Notice of Project Commencement for Municipal Class EA – Chine Drive Reconstruction and Stormwater Management
Nov 2011	Public meeting and open house as part of a Class Environmental Assessment (EA) process (Display boards, presentation, questions/comments, and comment sheets) Event facilitated by D.C Damman and Associates

June 10, 2013	Community meeting organized by Councillor Crawford
June 18, 2013	Scarborough Community Council approves reconstruction with sidewalk

**Outcomes:** Reconstruction including a sidewalk is anticipated to be completed in 2014.

## Kingston Road: Preliminary Planning for a Transit Project Assessment Study

**Subject of Consultation:** A preliminary planning study to identify possible transit improvements along the Kingston Road/Danforth Avenue corridor.

**Issues:** Congestion and inadequate transit in the area.

### Involved Divisions:

- City of Toronto – Transportation Planning
- TTC
- Public Consultation Coordinator

April 2007	Three open houses for terms of reference stage
March/April 2008	Three open houses were held to provide updates for the study
April 2009	Three open houses were held to discuss preferred route – at that time a BRT

**Outcomes:** The project has not advanced.

## Cliffside Kingston Road Avenue Study

**Subject of Consultation:** Avenue Study for Kingston Road between Danforth Avenue and Chine Drive.

**Issues:** Directing change and development along an arterial designated as an Avenue.

### Involved Divisions:

- City Planning, Official Plan, Policy and Research
- Community Planning
- Urban Design
- Transportation Services
- Pedestrian
- Community Services

June 24, 2008	Kick-off Public Meeting
July 7, 2008	LAC Meeting 1 (people invited to sign up at kick-off meeting)
August 2008	LAC Meeting 2
Sept 4, 2008	LAC Meeting 3
Sept 6, 2008	Design Charrette (included a power point presentation, work stations and a design synthesis exercise)
Oct 9, 2008	LAC Meeting 4
2008	Final public meeting (date not known)
Nov 30, Dec 1,2,4 and 7, 2009	OPA, ZBLA, Urban Design Concept Plan and Urban Design Guidelines adopted by City Council

**Outcomes:** Official Plan and Zoning By-law amendments passed. Urban Design Concept Plan and Urban Design Guidelines adopted.

Included in recommendations:

- Mid-rise mixed use urban form, animation at grade through commercial and institutional uses
- Continuous street wall to frame public space
- On-street bicycle lanes in both directions on Kingston Road
- New zoning standards will require that new development provide on-site bicycle parking facilities
- Improve the pedestrian environment by:
  - increasing sidewalk widths through increased building setbacks – provide a minimum sidewalk zone of 4.8 m on the north side of Kingston Road and a minimum sidewalk zone of 6 m on the south side of Kingston Road . To ensure a wider sidewalk zone, the proposed by law requires that hard landscaping be provided within the minimum required building setback from the Kingston Road street line. Landowners will also be encouraged to provide an easement in favour of the City for that portion of their lands that form part of the required building setback along the Kingston Road street line;
  - adding new streets and lanes/walkways to break up long continuous development blocks and improve the connectivity to the surrounding neighbourhood;
  - eliminating the large surface parking lots adjacent to Kingston Road on the south side, in favour of rear yard or underground/structured parking for all new development ensuring that new parking facilities are hidden from the public realm by creating a continuous street edge along Kingston Road;
  - consolidate mid-block driveway entrances by getting owners to agree to share

common access to more than one property;

- add new street furniture including benches, way finding signs and waste receptacles; and
- enhanced street tree planting

## Bluffer's Park Recreational Trail

**Subject of Consultation:** To construct a multi-use path to replace informal paths in a TRCA-managed park space. Path would allow for continuation of Waterfront Trail and reroute a section of the path that ran along Kingston Rd., a busy arterial.

**Issues:** Many residents of the area prefer no change to the area. Do not want to attract new users to the area.

### Involved Divisions:

- Public Consultation Unit
- Cycling Infrastructure and Programs
- TRCA

### Timeline:

July 2011	Invitation to attend a public meeting on July 21, 2011
July 11, 2011	Councillor's meeting — Walkabout in response to the number of calls the Councillor Crawford's office received regarding public meeting invitation
July 13, 2011	City Council votes to remove the Bluffer's Park path from the multi-year Bike-way Trails Implementation Plan (and two other trails). Staff directed to report back to the Public Works & Infrastructure Committee of Council on these trails in Fall 2011.
July 14, 2011	July 21 public meeting cancelled
Jan. 24, 2012	Public meeting (Open House, Presentation and Facilitated Discussion in Plenary – Presentation was made by Cycling, TRCA and a consultant ecologist)  Opportunity to submit written responses by Feb 7  See Feedback Report on how the meeting was publicized and summary

**Outcomes:** Project did not go forward

## Cliffside Sidewalk Study

**Subject of Consultation:** The addition of sidewalks in catchment area of Cliffside Public School

**Issues:** Following the death of a child in March 2013 and the injury of two others, the addition of sidewalks and other measures to make walking to school safer are being considered.

**Involved Divisions:**

- Transportation Services

April 9, 2013	Based on motion of Councillor Crawford, Scarborough Community Council requested the Director of Transportation Services to complete an analysis and provide recommendations on the feasibility of installing sidewalks for the catchment area of Cliffside Public School. Study expected in the fall.
May 29, 2013	Community meeting organized by Councillor Crawford

**Outcomes:** Pending study to be completed in the fall 2013.

## Appendix 2

# **WALK CYCLE MOVE Cliffside Survey Results**

## A2.1 Survey Results

The WALK CYCLE MOVE Cliffside Survey was posted online in November 2013 and open until the end February 2014. Notices advertizing the consultation web site, on-line survey and first public meeting were sent out through communications from the Councillor's office, Birchmount Bluffs Neighbourhood Centre and local schools. Posters put up in community meeting places provided additional advertizing. There were a total of 21 responses to the survey.

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

#	Response
1.	Park space and bluffs
2.	Local parks and playgrounds, sidewalks and mature trees. Local grocery and other shops incl: Bulk Foods, Pet Value, Restaurants.
3.	we have beautiful parks in my area. With a new upgrade at Sandown Park...should be great.
4.	A park, Don Montgomery community centre, swimming pool,
5.	GOOD ,SAFE PARKS . WALKING TRAILS . FARMERS MARKET.PUBLIC LIBRARY. GOOD SCHOOLS
6.	We are close to a number of parks and walkways along the Bluffs as well as the Variety village facility and the Brichmount Community Centre, Arena, and park.
7.	Many mature tress & nearby parks allow for walks & outdoor activity.
8.	It's a quiet neighbourhood with access to fresh food at the grocery store, lots of parks and some paths along the bluffs.
9.	Our neighbourhood has access to the Waterfront trail at the base of Pt Union road. Since the trail was completed, it is extensively used by walkers, joggers, cyclists and skate-boarders. This trail will take one all the way to Frenchman's Bay and that's a duration of almost three hours.
10.	I like that the No Frills seems to have fresh produce, but it would be great to have a Farmer's Market as well. There are a fair number of parks and the Bluffs are amazing.
11.	Excellent availability of parks.
12.	Easy access to nature; shops within walking distance; ttc and go transit within walking distance.
13.	Walking down quiet non traffic streets, that are accessible for wheel chairs and bicycles.
14.	This is a very walkable, cyclable, rollerbladable, skateboardable neighbourhood that is extremely beautiful.Everyone here walks, runs and excercises plenty.
15.	Trees and parks
16.	Sidewalks. school yards, playgrounds, parks
17.	Access to trails and parks.
18.	We have groceries, schools and pharmacies close by. We walk along the the Bluffs Park after dinner, in the warm weather.
19.	Neighbourhood community centres and parks
20.	there are a few great parks for the children to play in. Also nice to be able to walk to most conveniences like the bank, groceries etc..



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

#	Response
1.	Bike lanes
2.	More trees and naturalized space would enhance benefits of walking and outdoor play for all ages.
3.	Sidewalks. A lot of our side walks are uneven... during summer times there is grass and weeds growing thick between the cracks. I have a father who is 71 and is a stroke survivor. He has difficulty walking the side walks on Aylesworth Avenue for this reason. Winters the side walks are not cleared properly by the city or by the home owners.
4.	Better public transport and less reliance on the automobile would be a big improvement. also the removal of undesirables such as prostitutes which frequent certain corners of the neighbourhood. An overall plan related to housing would also be appreciated so that we are not open to the whim of more developers who are only interested in making a dollar.
5.	Bike Trails
6.	Bike path above Bluffer's Park.
7.	Sidewalks! The streets are narrow, curvy and have cars parked along them. There are no sidewalks west of Scarboro Crescent apart from a stretch along East Haven at Cliffside Public School. Speed bumps in some areas may also be an option in lieu of sidewalks.
8.	No, it's already pretty good.
9.	More access to walking and/or biking trails (that actually are connected). Reliable transit would be a bonus as well. Generally we take the GO Train to get downtown, which is great, but it is very expensive when you have to take the TTC as well. Integrated fares would make life so much easier.
10.	Sidewalks would provide a safer environment for me and my children. Specifically, sidewalks along Midland (south of Kingston rd) and Brimley to access Bluffer's Park.
11.	Bike lanes on Kingston Road; improved transit service.
12.	No too many houses and not enough active parks
13.	No please leave it alone! And do not consider paving the meadow!! We fought it once because it is a terrible idea. Everyone walks and runs and enjoys it there now. Please stop trying to change this amazing neighbourhood.
14.	Less new home building that clears properties of all vegetation.
15.	Stricter smoking regulations - you cannot walk down the street or around a plaza without being exposed to second hand smoking
16.	YES! Chine Drive needs speed bumps or a permanent 30km/hour max speed with police to monitor. This is the street that many families use to access the meadow and the bluffs to try to have an outdoor, active lifestyle. Many cars, trucks, work vehicles, school vehicles (even parents driving their kids to school) speed down that street and honk at children walking or riding their bikes. You can encourage children and families 24hrs/day and build all the parks you want, but if children and families can't get there in a safe manner, then you may as well forget it.

#	Response
17.	For children: John A. Leslie Park is in a SAD state of repair!!!! There are MANY MANY FAMILIES in the adjacent apartments, and that Park is their only outdoor experience! New playground equipment in the grassed area; and maybe some basketball hoops in the fenced pavement area for summer; and flooded outdoor ice rink in the winter would be nice. For everyone: We seldom walk or ride our bikes to the stores etc, even though they are very close. (Before we moved here, we rode bikes everywhere!) Kingston Road is a HIGHWAY!!!! We have had some very close calls in the past, from speeding vehicles- 3 lanes of traffic in either direction!!!! IT IS DANGEROUS!!! Reduced lanes and a slower speed would help!
18.	more activities for kids nearby, especially indoors during winter months
19.	make sure there are sidewalks on most of the streets. Fix the potholes on the road. There are many adults riding bicycles on the sidewalks because the roads are holey and dangerous. Also make rules/licencing for e-bikes---sometimes they are on the sidewalks too and I have been almost hit by one.

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

Response	Percentage	Count
Public Transit	57.1%	12
Car/Truck (Driver)	57.1%	12
Car/Truck (Passenger)	19.0%	4
Motorcycle	4.8%	1
Bicycle	33.3%	7
Walking	61.9%	13
Wheelchair	0.0%	0
Inline Skating/ Skateboard	4.8%	1
Other, please specify...School Bus	4.8%	1
I don't work or go to school	0.0%	0
<b>Total Responses</b>		<b>21</b>

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

Response	Percentage	Count
Public Transit	20.0%	4
Car/Truck (Driver)	80.0%	16
Car/Truck (Passenger)	15.0%	3
Motorcycle	5.0%	1
Bicycle	35.0%	7
Walking	80.0%	16
Wheelchair	0.0%	0
Inline Skating/ Skateboard	0.0%	0
Other, please specify...	0.0%	0
<b>Total Responses</b>		<b>20</b>

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	35.0%	7
Car/Truck (Driver)	85.0%	17
Car/Truck (Passenger)	25.0%	5
Motorcycle	5.0%	1
Bicycle	50.0%	10
Walking	70.0%	14
Wheelchair	0.0%	0
Inline Skating/ Skateboard	5.0%	1
Other, please specify...	0.0%	0
<b>Total Responses</b>		<b>20</b>

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	60.0%	12
3-5 days a week	30.0%	6
1-2 days a week	0.0%	0
A few times a month	10.0%	2
I don't use active transportation (Skip to Question 7 on the following page)	5.0%	1
<b>Total Responses</b>		<b>20</b>

5a. Over the past 6 months in Cliffside, 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	9 (50.0%)	6 (33.3%)	1 (5.6%)	2 (11.1%)	0 (0.0%)	18
Cycling	2 (12.5%)	1 (6.2%)	2 (12.5%)	4 (25.0%)	7 (43.8%)	16
Wheelchair	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	11 (100.0%)	11
Inline Skating/Skateboard	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	11 (100.0%)	11

5b. If you use another form of active transportation not listed in 5a, please specify which one and how often?

#	Response
1.	children ride in wagon
2.	I do not live in the Cliffside community.

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

Response	Percentage	Count
Convenient, can get to destinations quickly and easily	55.6%	10
Enjoyment of the natural environment	83.3%	15
Health / Fitness / Exercise	88.9%	16
No access to a car	22.2%	4
Commute to work / school	16.7%	3
Occasional trips such as visiting friends/ family, running errands, etc.	50.0%	9
I do not use active transportation	0.0%	0
Other, please specify...	0.0%	0
<b>Total Responses</b>		<b>18</b>

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

Response	Percentage	Count
Yes	16.7%	3
No	0.0%	0
I already use active transportation (Skip to Question 9)	83.3%	15
<b>Total Responses</b>		<b>18</b>

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

Response	Percentage	Count
Sidewalks are missing on some streets	42.9%	3
There are no bike lanes	42.9%	3
Too much car traffic	42.9%	3
It feels too dangerous	42.9%	3
Sidewalks are in poor condition for walking	28.6%	2
Too difficult to cross streets	14.3%	1
No direct routes to where I need to go	28.6%	2
I use active transportation	28.6%	2
<b>Total Responses</b>		<b>7</b>

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	10 (52.6%)	6 (31.6%)	3 (15.8%)	0 (0.0%)	0 (0.0%)	19
Improved road maintenance	8 (42.1%)	6 (31.6%)	1 (5.3%)	3 (15.8%)	1 (5.3%)	19
Improved signage for bike and pedestrian routes	10 (52.6%)	5 (26.3%)	1 (5.3%)	1 (5.3%)	2 (10.5%)	19
More multi-use trails (off-street)	11 (57.9%)	3 (15.8%)	3 (15.8%)	0 (0.0%)	2 (10.5%)	19
Painted Bike lanes (on-street)	6 (31.6%)	4 (21.1%)	5 (26.3%)	2 (10.5%)	2 (10.5%)	19
Separated Bike Lanes (on-street but separated from auto traffic by a barrier)	7 (43.8%)	4 (25.0%)	2 (12.5%)	2 (12.5%)	1 (6.2%)	16
Shorter distances to destinations (i.e. shopping, school,)	4 (23.5%)	5 (29.4%)	4 (23.5%)	2 (11.8%)	2 (11.8%)	17

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Total Responses
Reduced auto traffic speeds	3 (17.6%)	3 (17.6%)	7 (41.2%)	3 (17.6%)	1 (5.9%)	17
Fewer cars on the road	4 (22.2%)	6 (33.3%)	6 (33.3%)	1 (5.6%)	1 (5.6%)	18
Improved sidewalk and pathway maintenance	10 (52.6%)	2 (10.5%)	5 (26.3%)	1 (5.3%)	1 (5.3%)	19
More mid-block crossings	6 (33.3%)	3 (16.7%)	5 (27.8%)	3 (16.7%)	1 (5.6%)	18
Safer crossings at intersections	9 (47.4%)	6 (31.6%)	3 (15.8%)	0 (0.0%)	1 (5.3%)	19
Better snow removal	11 (57.9%)	3 (15.8%)	4 (21.1%)	0 (0.0%)	1 (5.3%)	19
Better street lighting	6 (33.3%)	5 (27.8%)	4 (22.2%)	1 (5.6%)	2 (11.1%)	18
No improvements are necessary, the existing trails, roads and sidewalks are meeting my needs	2 (11.8%)	1 (5.9%)	4 (23.5%)	1 (5.9%)	9 (52.9%)	17
Nothing will encourage me to walk or bike more often	2 (13.3%)	0 (0.0%)	0 (0.0%)	2 (13.3%)	11 (73.3%)	15

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

#	Response
1.	sidewalks kept clear of snow and during summer months the sidewalks clear of grass/ weed in between
2.	community meeting centres or places
3.	more education about sharing the road
4.	def better snow removal on sidewalks
5.	Being in a location where everything I need is in easy walking distance
6.	Having bike trails/ lanes that actually connect to each other. The major biking roadblock is along Kingston Rd since you can't bike through the Hunt Club.
7.	sidewalks lighting traffic calming measures
8.	I think if I saw others choosing this form of transportation more often, it would influence me to do so too.
9.	nothing that you can do would change my habits

10.	More sidewalks, less exposure to second hand smoke
11.	Many families would walk or ride their bikes to the No Frills plaza if there was a safe way to access the plaza by either method. Currenty to access that plaza safely, you must be in a vehicle.
12.	If local businesses improved their facilities (instead of letting them run down), we would definitely shop etc.locally.

### 10a. Do you have children or dependents 12 years of age or younger?

Response	Percentage	Count
Yes	60.0%	12
No (If no, skip to Question 11 below)	40.0%	8
<b>Total Responses</b>		<b>20</b>

### 10b. Does your child walk or cycle to and/or from school?

Response	Percentage	Count
Yes	53.8%	7
No	46.2%	6
<b>Total Responses</b>		<b>13</b>

### 10c. If your child does not walk or cycle to and/or from school, why not?

Response	Percentage	Count
School is too far	28.6%	2
Personal safety concerns	14.3%	1
Roads are difficult to cross	14.3%	1
No sidewalk	42.9%	3
No bike paths	14.3%	1
No bike lanes	14.3%	1
Take the bus to school	42.9%	3
Other, please specify...	42.9%	3
<b>Total Responses</b>		<b>7</b>

### 10c. If your child does not walk or cycle to and/or from school, why not? (Other, please specify...)

#	Response
1.	I am not the one taking him to school daily, child does walk/bike sometimes but not always
2.	goes to daycare and takes bus from there to school
3.	they are too young

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

#### Number 1

#	Response
1.	Kingston rd
2.	759 Midland Avenue - infront of John A Leslie PS - DESPERATELY NEEDS LIGHTS
3.	Kingston Road and Danforth Avenue
4.	Atlee & McIntosh
5.	Through upper Bluffers Park
6.	East Haven Dr and Ridgemoor Ave
7.	Kingston Rd.
8.	Brimley
9.	Kingston Road is not bike friendly.
10.	Easthaven Dr.
11.	none
12.	Plaza
13.	No Frills Plaza (corner of Kingston Rd and Midland Ave)
14.	Kingston Road
15.	area from kingston & st clair over to birchmount & kingston
16.	chine drive

#### Number 2

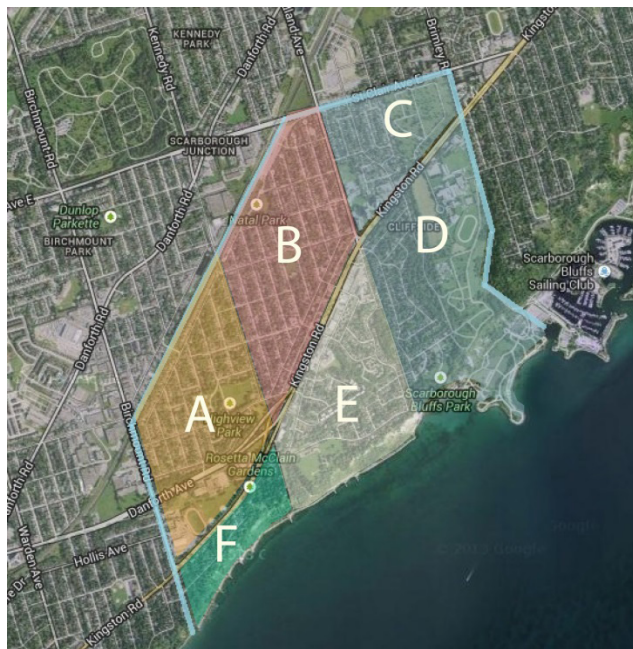
#	Response
1.	Danforth st
2.	Aylesworth Avenue bushes at corners are excessively high (at Natal Avenue) kids can not cross road safely on way to and from school
3.	Kingston Road and Midland
4.	Midland "Hill" (Midland between Ridgemoor Ave and Romana)
5.	Trails along the Bluffs
6.	Midland
7.	Kingston Road
8.	Chine Drive from Chine/Kingston to the bottom of Chine Drive
9.	John A. Leslie Park
10.	kingston road and midland /south side



### Number 3

#	Response
1.	Midland ave
2.	speed on streets in neighbourhood - school route - Aylesworth Avenue
3.	Glen Everest (needs speed bumps) from Kingston Rd to Cliffside
4.	Cliffside dr and Aylesford Dr
5.	Danforth
6.	Fishleigh
7.	Side streets (more sidewalks)
8.	Park/Tennis Courts on Undercliff Drive
9.	Midland & Kingston Road Intersection
10.	chine and kingston road/ very short light

### 12. In which part of Cliffside do you live? (See Map)



Response	Percentage	Count
Area A – West of Kennedy Road, North of Danforth Avenue	10.0%	2
Area B – East of Kennedy Road, West of Midland, North of Kingston Road	25.0%	5
Area C – East of Midland Avenue, North of Kingston Road	15.0%	3
Area D – East of Midland Avenue, South of Kingston Road	30.0%	6

Area E - East of the Rosetta McClain Gardens, West of Midland Avenue, South of Kingston Road	10.0%	2
Area F – West of the Rosetta McClain Gardens, South of Kingston Road	0.0%	0
I don't live in Cliffside	10.0%	2
<b>Total Responses</b>		<b>20</b>

### 13. How long have you live in the neighbourhood?

Response	Percentage	Count
Less than 2 years	10.5%	2
2 to less than 5 years	21.1%	4
5 to less than 10 years	10.5%	2
10 years or more	57.9%	11
<b>Total Responses</b>		<b>19</b>

### 14. Please indicate your age group.

Response	Percentage	Count
Under 18	0.0%	0
18 to 34	25.0%	5
35 to 54	50.0%	10
55 to 64	25.0%	5
65 and over	5.0%	1
<b>Total Responses</b>		<b>20</b>

### 15. Which of the following best describes your present situation?

Response	Percentage	Count
Employed full time	60.0%	12
Employed part time	5.0%	1
Self employed	10.0%	2
Unemployed, looking for work	10.0%	2
Homemaker	10.0%	2
Maternity leave or other leave	5.0%	1
<b>Total Responses</b>		<b>20</b>

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

Response	Percentage	Count
Under \$20 000	0.0%	0
\$20,000 – to less than \$40,000	10.0%	2
\$40,000 – to less than \$80,000	15.0%	3
\$80,000 – to less than \$100,000	5.0%	1
\$100,000 – to less than \$120,000	20.0%	4
\$120,000 – to less than \$140,000	5.0%	1
\$140,000 and over	15.0%	3
No Income	5.0%	1
Don't know / Refuse to answer	25.0%	5
<b>Total Responses</b>		<b>20</b>



## Appendix 3

# Summaries of Public Meetings

## A3.1 WALK CYCLE MOVE Cliffside Public Meeting #1

St. Theresa's Church  
2559 Kingston Road  
November 25<sup>th</sup>, 2013  
7:00 – 8:30pm

### Meeting Summary

Approximately 14 people participated in the first public meeting for WALK CYCLE MOVE Cliffside. Meeting participants included local residents, the Ward 36 City Councillor and staff from his office, City staff and members of the consultant team.

The purpose of the meeting was to introduce the project's objectives and process and to begin the public conversation on the study's core question: How can Cliffside be made a better place to walk, cycle and get around actively?

A presentation was given to introduce the project and provide a general overview of the links between physical activity, health and neighbourhood characteristics. Following the presentation, the group participated in a small group discussion and mapping exercises. Positive characteristics, barriers, challenges and opportunities for cycling and walking were identified and preliminary ideas for change or improvements were also discussed.

### Facilitator Question #1:

**Is Cliffside a good place to get around by active transportation (walking, cycling, etc.) now? What's good?**

#### *Green spaces*

- Chine Meadows is a beautiful area where it is very pleasant to walk, it is a natural, beautiful spot for the community to escape the city. Please do not change this area.
- Urban forest – trees and vegetation. We want this to be preserved.
- We like the quiet paths, do not want chaotic paths with lots of bikes and pedestrians; we want quiet paths for dog walking. There is a lot of wildlife in the area which makes it pleasant.

#### *Destinations*

- Several destinations are close: GO Transit, grocery store.
- There is a nice splash pad at the Bluffs.
- "Do not touch" The Bluffs, waterfront and Chine Valley; these must be protected.

- Yes, Cliffside is good for walking, we walk to the pub, we walk to church.
- I love Kingston Road. The old, uneven development is interesting. There are several places for shopping: wine store, No Frills.

## Facilitator Question #2:

### What are the challenges to active transportation?

#### *Not enough protection from motor vehicle traffic*

- Insulation (protection) from traffic would encourage me to cycle more.
- We cycle along Kingston Road to Kew Beach in the summer but we cycle on the sidewalk because there is too much traffic on Kingston Road.

#### *Work / destinations are too far away*

- I drive to Steeles and Dufferin every day for work so I cannot use transit or active transportation.

#### *Topography*

- Trails and routes are very hilly which make cycling challenging.

#### *Trails are poorly developed*

- The waterfront trail is poorly developed in the neighbourhood and there haven't been significant improvements for a long time.
- The waterfront trail goes north on Fallingbrook which is the last north-south street where the trail ends but this is the steepest of all of the north-south routes in the area so it is not a good choice for a cycling route.
- From Fallingbrook eastward there is no trail along the waterfront.

#### *Snow removal*

- Snow removal is brutal. This neighbourhood is the first to get garbage removal on garbage day but the last to get snow removal. Snow drifts make it very difficult for the elderly to get out of the house.
- Icy sidewalks are a problem in winter.
- We feel like we are the last priority for snow removal.
- There is a Ford dealership on Kingston Road where the snow from the parking lot is cleared onto the sidewalk. Every winter this creates a dangerous situation.

#### *Lack of sidewalks*

- The sidewalk ends at the war memorial on the North side of Kingston Road coming from



Danforth Ave.

- Big Issue: a lot of roads have no sidewalks. Everyone is driving everywhere and running stop signs. We prefer to walk on sidewalks rather than on the road.
- As long as there is a sidewalk on at least one side of the street that's fine with me, as long as it gets ploughed.

#### *Poor quality sidewalks*

- Very difficult to access Rosetta McClain Park from the Retirement Suites nursing home if in a wheelchair or using a walker because the pavement quality is very rough and sidewalks are very narrow.

#### *Lack of amenities*

- There are no benches and no shade in the area which are needed for the elderly. (Councillor's office noted that 500 trees will be planted along Kingston Road in spring 2014).
- Part of the neighbourhood is too far away from community facilities at Birchmount Ave.
- No indoor space nearby for skating or walking.

#### *Lack of convenient transit service*

- There is no continuous bus along Kingston Road through the neighbourhood. You can't get from one side of Cliffside to the other on the same bus (you have to transfer to another bus).

### Facilitator Question #3:

#### **What are the opportunities to make things better?**

##### *More destinations*

- It would be nice to have more shops in the area. Several storefronts on Kingston Road are empty.
- It would be nice to have a library that is closer (closest library is in Cliffcrest).
- Kingston Road needs more restaurants.

##### *Dedicated bicycle facilities*

- I would like to see a bike path built along Kingston Road, a lot of people ride bicycles on the sidewalk on Kingston Road.
- I agree that Kingston Road needs a bike lane or some kind of separation for bicycle traffic. Every arterial and every street near a school should have a bike lane.
- I am not opposed to bike lanes but I am opposed to narrowing roadways. Attempts to push ideological solutions is not good. We need to observe and see if something is feasible first.

- North American cities were built for cars. Toronto needs to start with the downtown first to build bicycle facilities and build a bicycle culture, then spread out from there. Don't punish the suburbs at this stage when there is no bicycle use here.

#### *Improvements to parks*

- Parks could be upgraded. Connecting parks like Sandown Park and Chine Park with trails would be great.

#### *Traffic Calming*

- Cliffside PS area is dangerous because there are no sidewalks, fast driver speeds, especially in the winter with the snow. Speed bumps are needed in this area and sidewalks: East Haven Drive needs speed bumps and traffic speeds are too high on Ridgemoor Avenue.

#### **Other / General comments:**

- We need longer notice before the next meeting.
- Why change this area? Why spoil it? We don't need any change here. Change will spoil the natural environment.
- The new development on Midland and St. Clair has made that area too congested (too much housing, too many people).
- Birchmount bike lane was underused so it is good that it was taken out (use it or lose it).

## Mapping Exercise

Participants were asked to record their travel patterns car, transit, walking, cycling or active ways of getting around on the maps provided. Figure 1 below shows the walking routes the meeting participants indicated they use for transportation. Figure 2 show cycling routes identified.

Figure 1: Walking Routes used by Meeting Participants

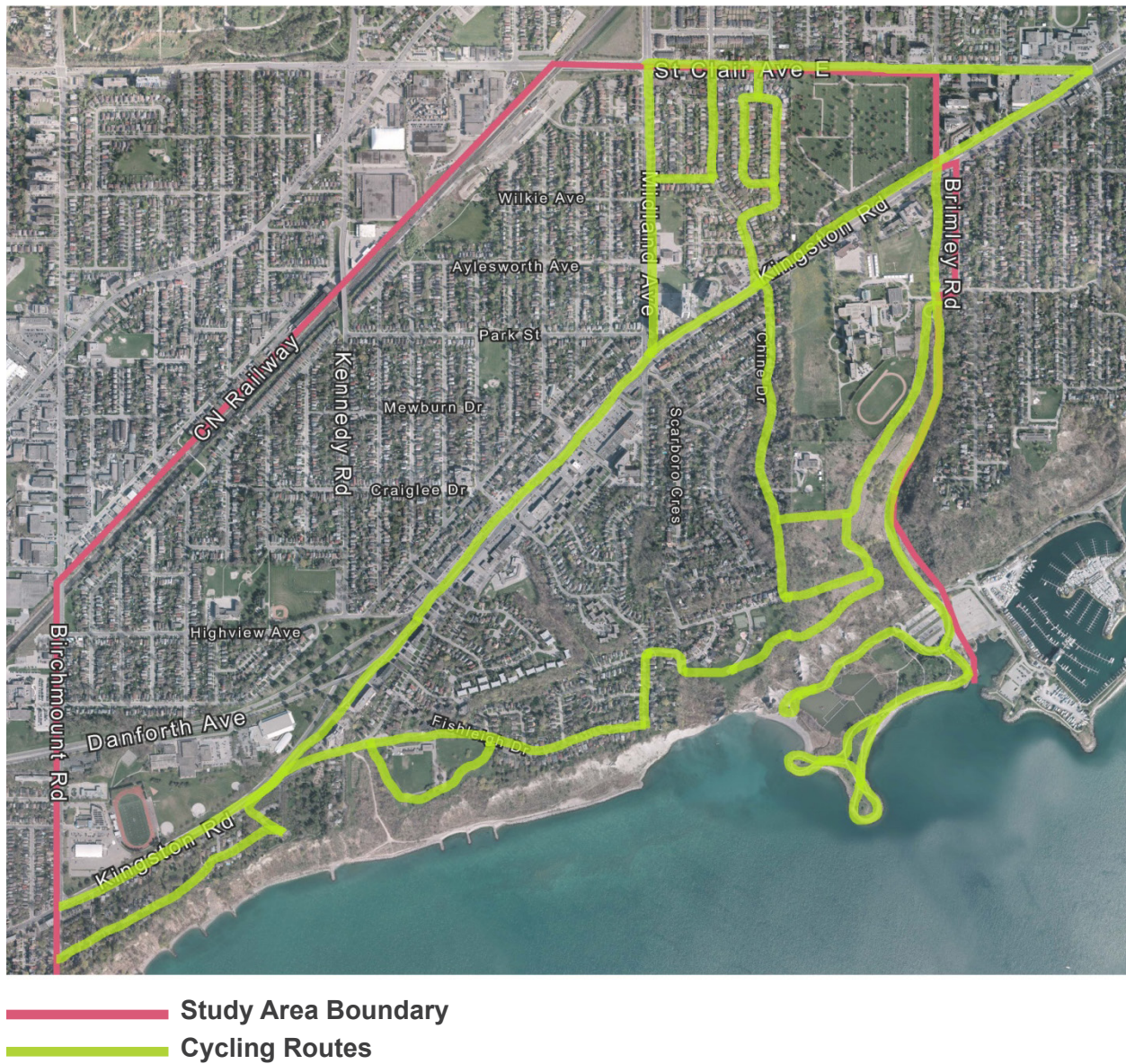
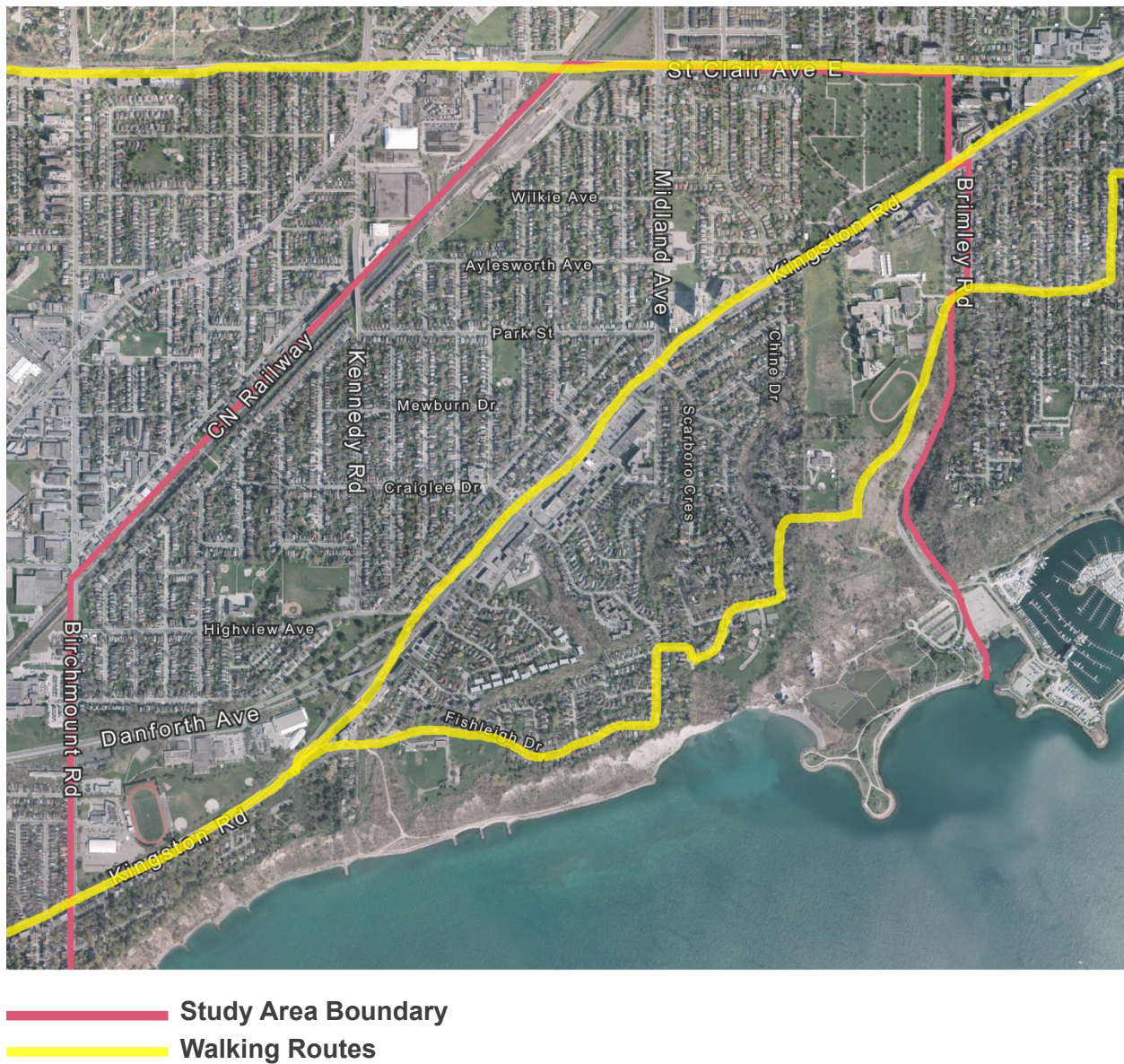




Figure 2: Cycling Routes used by Meeting Participants



## A3.2 WALK CYCLE MOVE Cliffside Public Meeting #2

St. Paul's United Church  
200 McIntosh St.  
Saturday, May 10, 2014  
10:30 am– 12:00 pm

### Meeting Summary

Approximately 16 local residents participated in the second public meeting for WALK CYCLE MOVE Cliffside. In addition to these participants, the event was attended by the Ward 36 City Councillor and staff from his office, City staff and members of the consultant team.

The purpose of the meeting was to: report back on what was heard at the first public meeting, focus groups and through the on-line survey; report on potential ways to address issues raised through the consultations in the short-, medium- and long-term based on our discussions with the internal City Local Advisory Group (LAG); and gather further feedback on particular solutions to address these issues.

A presentation was given to address these points in summary. Following the presentation, an open house was held to allow participants to circulate to view 6 boards each focusing on a potential intervention to support active transportation and provide feedback through a questionnaire/comment sheet.

### Summary of Feedback

Sixteen community members attended the event. Nine questionnaires were returned. Responses are organized by question below.

### 1. Kingston Road

**Prioritize possible elements to be included in the eventual reconstruction of Kingston Road from 1-6, with #1 being your top priority.**

6 responses (highest priorities have lowest number)

Bicycle sharrow (a widened curb lane with markings indicating that this lane is shared with cyclists)	32
Painted bike lane (separate bike lane indicated by markings)	26
Separated bike lane (separate bike lane with physical barrier between bikes and cars)	10
Widened sidewalk and improved pedestrian space	22
Street trees, benches and rest spots	16
I don't support change to Kingston Rd	No response

Listed under other:

- Public transit – dedicated lanes
- Dedicated bus lane with continuous service along Kingston Rd from Morningside Ave to Queen St
- Eliminate outdoor drinking patios at bars and restaurants
- Investment in cleaning up local businesses – paintings on buildings

## 2. Sidewalks

**Rank your top 5 preferences for streets where sidewalks would encourage you and your children to walk more often.**

- South side of St. Clair Ave East on hill to GO station
- Midland Ave (2 responses) – Midland Ave down to green space, children's playground/ water area, tennis courts and trail to Chine School.
- From Midland Ave to Chine School
- Brimley Rd
- Fishleigh Dr
- Wilke Ave
- Undercliff Dr

**Would shade and resting spots encourage you to walk more? What locations would be best for more shade and street furniture like benches?**

- Kingston Rd (2 responses)
- St. Clair Ave (2 responses)
- Brimley Rd
- Midland Ave
- Natal Park: needs benches in the centre of the park in shaded area
- In plazas
- On boulevards in subdivisions (maybe near new PO boxes)
- Every 0.5 km would be good for a bench
- Public washrooms for people out walking would also be good. (2 responses)
- Water fountains

*Other comments:*

- Many streets that have sidewalks have weird curbs that don't slope down to connect with the road! Very difficult for strollers and people with mobility issues. Ex. Scarboro Cres and Glenridge Rd.
- Rather than pick and choose individual streets, consider promoting all residential streets to shared pedestrian-vehicle corridors. Similar to the Distillery District – where cars may travel, but not faster than pedestrians walking in front of them.
- To encourage walking, sidewalks should be redesigned to be protected from water/slush thrown up by vehicles travelling in the curb lane. A separated boulevard may help, wide sidewalks may help. Carefully position sewer grates to prevent ponding.

### 3. Crossings and Intersections

**Rank your top 5 preferences for crossings you think need to be improved for pedestrian and bicycle safety and comfort.**

- Brimley Rd at Barkdene Hills – stop signs and crosswalk markings (2 responses)
- Midland Ave and Kelsonia Ave – major tragedy waiting to happen! Many people come along Kingston and head north on Midland Ave (commuting home from work). We're seeing this more and more with the congestion on the DVP and the Kingston Rd improvements around the upper Beaches. The "no north turn on Midland" is very confusing for motorists.
- Midland Ave and St. Clair Ave East – provide better access to GO station for pedestrians from this intersection. Better integrate TTC and GO Transit
- Danforth Ave and Kingston Rd
- Reeve Ave and Midland Ave – crosswalk – for GO users that walk to the station or could walk to the station

*Other comments:*

- Promote Kingston Road to a limited access highway – grade separated from crossroads so cars/trucks can flow unimpeded over pedestrians and cross-traffic; leave pedestrians, wheelchairs and bicycles at grade.
- Reduced speed limits everywhere.

### 4. Missing Links

**Are there missing links in pedestrian and cycling routes that could be connected to make it more desirable to walk and cycle in the area? Describe.**

- Midland Ave south of Kingston Rd is straight but then curves around a ravine. A multi-use path through this ravine would be great. There is currently an informal one which is very muddy. Some extra mulch, boardwalks



or even paving would make it more accessible. (2 responses)

- Midland should have sidewalks and walking trails that allow people to connect to the southern parks and community amenities.
- Across St. Clair Ave at GO platform to new housing on north side of St. Clair Ave and Midland Ave.
- At end of Heale Ave. (currently a dead-end loop) to create a sidewalk to St. Clair Ave and informal path leading to GO Transit parking lot.
- The area south of Fishleigh Dr and Chine Meadow
- Establish a regular 1-km grid for cycling and a ¼-km grid for pedestrians
- Back alleys could be prioritized and expanded for pedestrians
- Trails should continue from Cliffside Ravine Park and connect to East Haven Dr next to the school.

## 5. Bicycle Parking and Routes

**Identify the top 5 places where you would like to see bicycle parking installed in the study area?**

- No Frills (3 responses)
- Parking adjacent to all commercial/institutional facilities
- Bulk Barn
- Vienna Upholstery
- Shopper's Drug Mart
- Individual rack every 5th business along Kingston Rd
- Multi-bike (covered) at GO station
- Cecil Cres at playground/splash pad
- At the end of Chine Dr at entrance to meadow so we can bike to meadow and then walk around

**If a bicycle route were to be implemented in the study area what would your preferred route be?**

- Along Kingston Rd
- Kingston Rd, up Midland Ave to Lawrence Ave
- South of Fishleigh and up through Chine Meadow and the seminary.
- Midland Ave and St. Clair Ave to GO station across Natal Park down to Park St, across

Kennedy Rd to Aylesworth Ave to access Danforth Ave east of Birchmount Rd then west on north side of Danforth Ave past fire station.

- “Preferred route” is the wrong approach. Build a regular network/grid with separated corridors at 1-km intervals north-south and east-west.
- All streets radially around all elementary and high schools/libraries/rec centres

**What kind of changes to bicycle routes would encourage you to ride more often? Choose all that apply:**

5 responses

Signage	3
Pavement markings like sharrows	2
Painted bicycle lanes on the street	
Separated bicycle lanes	4

**Other comments:**

- Separated bike lanes are best, but when not possible painted lanes would help.

## 6. Traffic Calming

**Rank your top 5 preferences for streets that would benefit from traffic calming measures and why.**

- Midland Ave (3 responses)
- Park St (curved section north of Sandown Park) (2 responses)
- Scarboro Cres
- Kelsonia Ave
- Kingston Rd
- St. Clair Ave East
- McIntosh St
- Wilke Ave
- Chine Dr
- Hagley Rd

*Other comments:*

- Consider, based on peak traffic flow volumes, changing longer streets to one-way flows that preclude using residential streets as a bypass for congested arterial highways – this option is not necessary if all residential streets are shared pedestrian/vehicle woonerfs.

## Additional Comments

- There was significant focus on transportation infrastructure issues stuff that Public Health might, at least in theory, be able to influence at some distant point in the future on somebody else's budget. There was very much less focus on active transportation projects that Public Health could actually execute on its own. Active transportation is not about infrastructure first, budget second, and people last. It might be useful to think about ways to draw people out first, and let them pull the budget and infrastructure later. My guess is that Public Health ought to have clever resources to organize regular, large public walking/cycling/skateboarding street events/neighbourhood festivals - perhaps in partnership with Heritage Toronto, Cycle Toronto, and Kingston Rd BIAs or businesses - even if that means closing a few of the longer residential streets one day per week, every week, year-round. Think of it as a weird new form of mass public vaccination campaign.
- You have not yet described any objective metric that would, over time, indicate that the Walk, Cycle, Move initiative was successful, growing year over year, and profitable in a way that would attract private investment. Cycling groups do that routinely - usually in some form of public log of number of trips and distance accumulated. At some level it becomes a small competition; but not necessarily a speed thing. Individuals could post their daily miles walked - a bit like a fitness log (but don't describe it that way:) Kids will eventually make a game of it. I'm sure there are a couple of bright lights at Public Health who could set that up using the Toronto city web resources, so the incremental cost ought to be trivial.
- The first move for any Walk, Cycle, Move initiative has to be creating instruments to pop people out of their cars. Converting residential streets to woonerfs would be one starting point; converting the neighbourhood to a maze of short, one-way streets, would be another, with or without potted plants on the road. The real objective is to make active transportation FASTER and easier than the driving habit. But, driving is very commonly, a habit and an addiction, so Public Health needs to apply the same treatment approaches found successful with other habits. The bad habit has to be actively stopped first, then better habits can be learned.