



# Bike Flemingdon Park and Thorncliffe Park Public Consultation Report

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January 2018

Prepared by:

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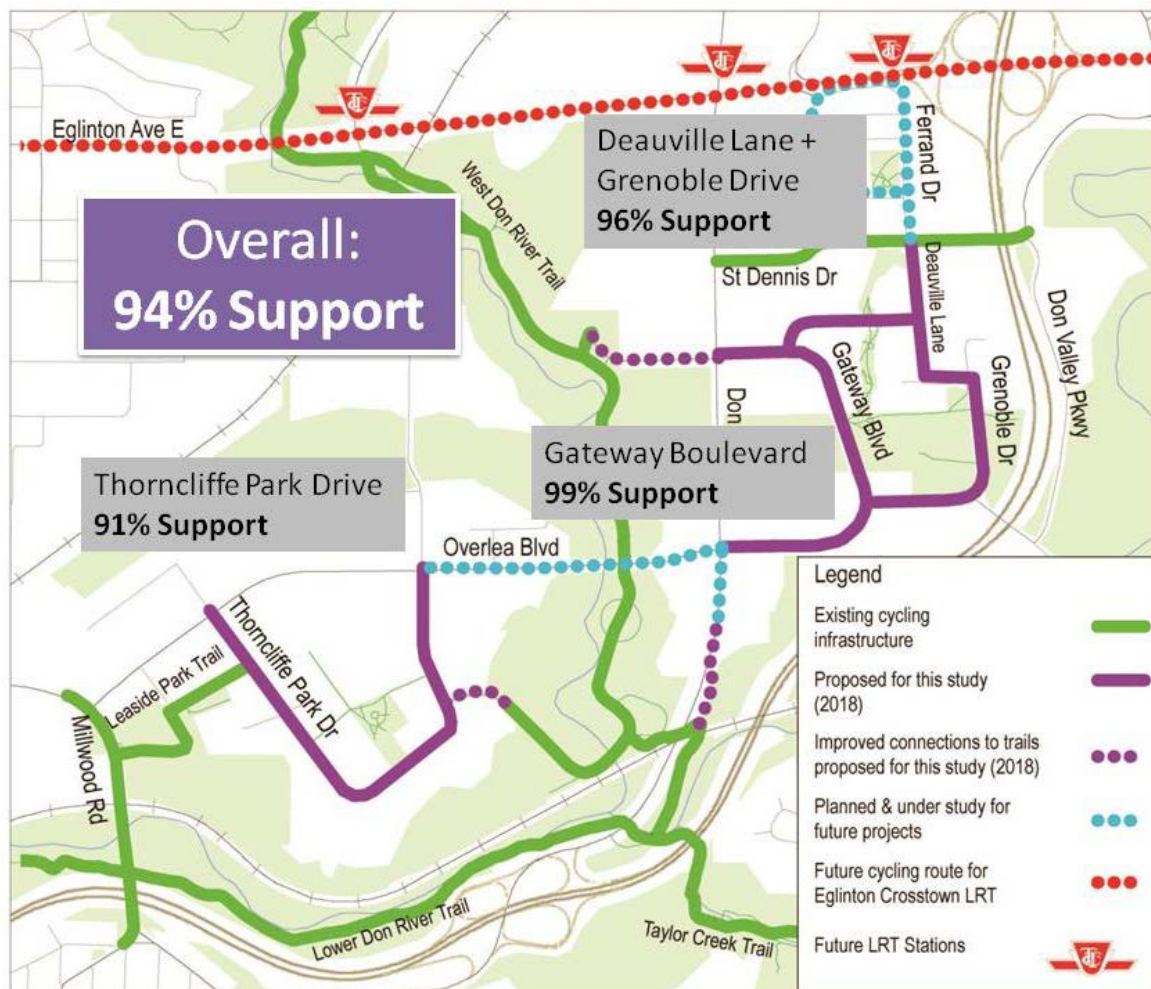


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## Executive Summary

Public consultation on the Bike Flemingdon Park and Thorncliffe Park Study was conducted between August and October 2017, and followed a variety of creative tactics to increase outreach and engagement. Overall, public feedback showed high levels of support, with an average level of 94% of respondents who strongly support or support the planned facilities.



Residents suggested 120 unique locations for bike parking to be installed throughout the area, including specific residential apartment towers, community and commercial venues, identified in a map on page 2.

The Project Team partnered and collaborated with local community organizations to support outreach and engagement throughout the Study including: Toronto Centre for Active Transportation, Flemingdon Health Centre, CultureLink, CycleTO, Evergreen Bike Works, and liaised with the Neighbourhood Improvement Area Don Mills Roundtable through the City's Community Development Office.

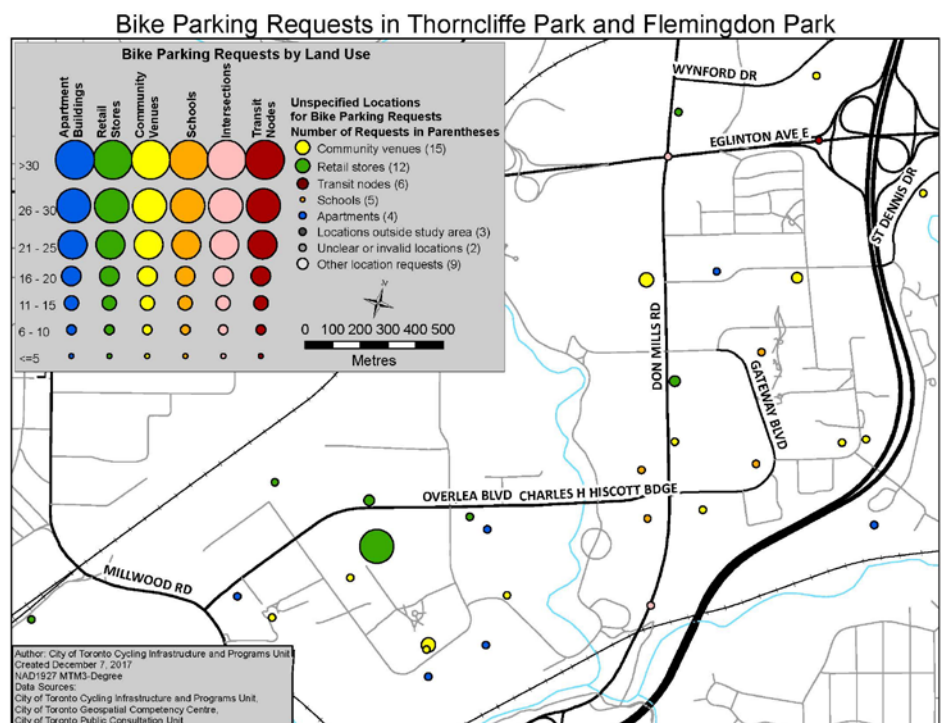
Eight Community Animators from the local community were hired and received training to conduct outreach and collect feedback. Through these efforts, the Project Team reached a total of 747 residents through in-person interactions at eight local events, including 230 Grade Six students who participated in a classroom workshop and cycling safety education.



Additionally, 14,031 newsletters were distributed throughout the Study area, 194 online survey responses were received, and the Project Team visited a Toronto Community Housing building to discuss bike parking facilities with residents.

In addition to providing information on the Study at the Public Event, multiple organizations participated and shared information about cycling programs, safety and injury prevention, and bike maintenance. The Event included translation in Arabic, Farsi, Mandarin, Slovak and Urdu, and a local cycling club who gave away more than 100 bikes to local kids.

>> Appendix C includes more detailed mapping describing locations suggested for bike parking.





# 1. Introduction

The City of Toronto's [Ten Year Cycling Network Plan](#) outlines investments in cycling infrastructure from 2016 – 2025. As part of the routes outlined in this Plan, the Bike Flemington Park and Thorncliffe Park Study (Study) considers options to install new cycling facilities along:

- Thorncliffe Park Drive
- Gateway Boulevard
- Deauville Lane
- Grenoble Drive

The new routes will improve cycling accessibility, safety, and create new ways for cyclists to travel around the area and connect to local trails and public transit.

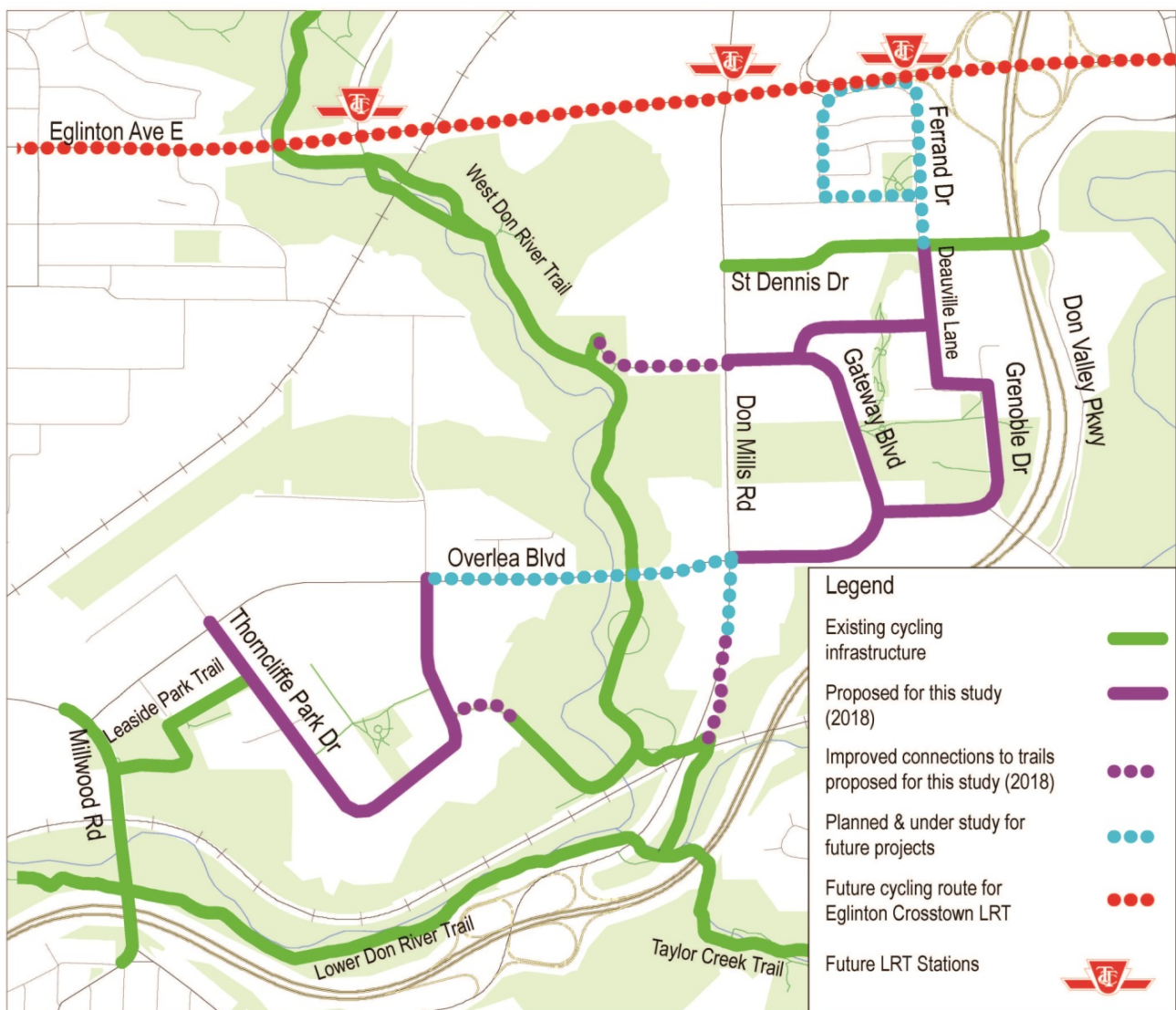


Figure 1: Map of proposed cycling facilities

This report summarizes Phase 1 public consultation activities and feedback from August to November 2017.

## 2. Overview of Consultation Activities

Public consultation on the Study utilized a wide-range of outreach, engagement, and consultation activities to collaborate with and involve local community partners including:

- Sharing information and seeking support through the Community Development Office, Neighbourhood Improvement Area Roundtable
- Issuing a Request for Quotations issued to local community organizations to lead engagement initiatives
- Hiring local residents as Community Animators to attend local events, share information, and gather feedback
- A pop-up bike lane to demonstrate new facilities
- Cycling workshops at a local school and feedback workshop for Grade 6 students
- Public event including local cycling initiatives and bike giveaway
- Communications: website, newsletter, online survey, and translated materials

This section describes consultation activities that took place during consultation.

### 2.1 Notification and Communications

A Study website ([www.toronto.ca/bikeflemingdonthorncliffe](http://www.toronto.ca/bikeflemingdonthorncliffe)) was developed in September 2017 including sections on the Study Overview, Study Area, Frequently Asked Questions, and How to Get Involved. As part of the website, a project email list was launched for anyone to sign-up to receive updates and information about community outreach and public consultation milestones.

Communication about the Study took place through a variety of written, print, and digital notification activities including:

- Project [Website www.toronto.ca/bikeflemingdonthorncliffe](http://www.toronto.ca/bikeflemingdonthorncliffe)
- Presentation at Toronto Strong Neighbourhood Strategy Don Valley Neighbourhood Improvement Area Community Roundtable on May 10 and July 26, 2017 (attended by approximately 30 local representatives at each), and discussions with City of Toronto Community Development Office regarding engagement opportunities and planning
- RFQ for Community Engagement Administering Organization sent to local stakeholder organizations and Neighbourhood Improvement Roundtable members
- Email invitation to public event sent to stakeholder organizations and Neighbourhood Improvement Roundtable members
- Newsletter delivery to 14,031 residents and businesses in the study area, between Eglinton Avenue East (north), the Don Valley Parkway (south and east), and rail corridor (west)
- Information shared with Ward 26 - Don Valley West Councillor Burnside

*>> Appendix A includes a record of all notices.*

### 2.2 Request for Quotations for Community Engagement Administering Organization

A Request for Quotations (RFQ) was issued to non-profit organizations based in Flemingdon Park and Thorncliffe Park to enhance resident engagement, capacity development, and outreach. Responsibilities of the Administering Organization included:

- hiring, training, and coordination of Community Animators
- translation of information
- supporting coordination of public events and event communications

The RFQ was sent to 20 non-profit and community organizations working in Flemingdon Park and Thorncliffe Park. Additionally, the City of Toronto's Community Development Office sent the RFQ to all organizations participating in the Flemingdon Park and Thorncliffe Park Neighbourhood Improvement Area Community Roundtable. City Staff attended two Community Roundtable meetings to share information about the RFQ with local organizations and invite participation and partners.

Two organizations expressed interest in the RFQ, and one organization completed the application. The Toronto Centre for Active Transportation (TCAT) in partnership with the Flemingdon Health Centre (FHC) was hired as the Community Engagement Administering Organization.

## 2.3 Community Animation

A recruitment event was held on August 9, 2017 from 6:00 – 8:00pm at the Flemingdon Health Centre located at 10 Gateway Boulevard to identify potential Flemingdon Park and Thorncliffe Park residents interested to work as Community Animators throughout the Study. The Recruitment event was attended by 10 people, and involved presentations from TCAT, City of Toronto, and an interactive activity. Participants were provided dinner, TTC Tokens, and an honourarium for their participation.

A training event for selected Animators was held on August 17, 2017 from 6:00 – 8:30pm at the Flemingdon Health Centre. Participants were provided dinner and paid for their participation. Six Community Animators attended and received training on:

- Cycling 101 training from CycleTO in collaboration with CultureLink
- Comment Recording, Animator Role, Outreach Tools from TCAT
- Toronto Cycling Network, and bike facilities planned for Flemingdon Park and Thorncliffe Park from City of Toronto Cycling Infrastructure
- City of Toronto Public Consultation best practices, privacy, and how to respond to frequently asked questions

A Training Package and clear instructions on how to engage with residents and document feedback was provided to all Animators. The Animation team conducted outreach at local community events in August and September 2017, including:

- August 20, 2017 – Flemingdon Summer Jam
- September 2, 2017 – Ontario Science Centre Community Day
- September 2, 2017 – Thorncliffe Park Back to School Fair
- September 15, 2017 – Thorncliffe Night Market

At each of the events Animators shared maps of the planned routes for Flemingdon Park and Thorncliffe Park with local residents, community organizations, and businesses and gathered feedback.

On August 20 Evergreen Bike Works participated alongside the Study table to offer free bike maintenance, and on September 15 hosted a community ride with a starting point at the Thorncliffe Night Market.

Animators recorded a total of 473 responses through community outreach activities.

## 2.4 Valley Park Middle School

The Project Team partnered with Valley Park Middle School located at 130 Overlea Boulevard to gather feedback on the planned routes. From 12:50-2:45pm on October 30, 2017, approximately 230 students from all Grade Six classes participated in short workshops facilitated by City Staff to share their feedback on the cycling routes and potential locations for bike parking.

Simultaneous to the in-class workshops, the Project Team hired CultureLink to deliver a Cycling Safety workshop assembly. The assembly was 40 minutes in length, and was hosted 3 times in the afternoon to reach all Grade Six students. All students received a City bike map, and were invited to attend the public event from 4:30-8:00pm.



## 2.5 Public Event

A public event took place on October 30, 2017 from 4:30 – 8:00pm at Valley Park Middle School at 130 Overlea Drive. In addition to information and comment opportunity about the Bike Study, the event included an information fair and bike giveaway to support education and promotion of cycling and active transportation in Flemington Park and Thorncliffe Park. Approximately 100 families attended the event, including 71 individuals who signed in, and 31 people who completed comment forms.

Live translation through an interpreter was available at the event in Arabic, Urdu, Farsi, Mandarin, and Slovak, and comment forms were also translated. The event also included free child care and light refreshments.





The following display panels (viewable online on the project website and in Appendix B) were presented on the Bike Study at the public event, and are described below:

1. Welcome
2. Background and the City's Ten Year Cycling Plan
3. Existing and Proposed Cycling Network in Flemington Park and Thorncliffe Park
4. Types of Bike Lane Designs
5. Why Bike Lanes in Flemington Park and Thorncliffe Park?
6. Thorncliffe Park Drive – Existing Conditions
7. Thorncliffe Park Drive – Proposed Changes
8. Gateway Boulevard – Existing Conditions
9. Gateway Boulevard – Proposed Changes
10. Deauville Lane – Existing Conditions
11. Deauville Lane – Proposed Changes
12. Grenoble Drive – Existing Conditions
13. Grenoble Drive – Proposed Changes
14. Trail Connections – Context and Existing Conditions
15. Trail Connections – Improvements
16. Bike Parking interactive map – Where would you like to see bike parking?
17. Next Steps
18. Have Your Say! – Public Consultation overview and contact information

In addition to information presented on the Bike Study, the following partners participated in the event:

- **Morning Glory Cycling Club and Gears Bike Shop** – Bike Giveaway
- **City of Toronto, Don Mills Crossing** – Community Planning Study
- **City of Toronto, Toronto Public Health** – Injury Prevention, Cycling Safety, and Health Promotion
- **CultureLink** – BikeHost program, basic bike maintenance demonstrations, support with event setup, guest wayfinding, and gathering feedback
- **Toronto Centre for Active Transportation** – Supervision of Community Animators, Active Transportation promotion and education
- **Flemington Health Centre** – Active Transportation promotion and education , child care and refreshments
- **Cycle Toronto** – Cycling promotion and education
- **Evergreen Bike Works** – Bike maintenance

*>>Appendix B provides a copy of the comment form and display panels.*

## 2.6 Presentation at Toronto Community Housing

On November 1, 2017 from 1:30 to 3:00pm the Project Team attended a meeting at 10 Deauville Lane to share information about the Study and gather specific feedback from residents on locations for bike parking at their building. Approximately 34 residents attended the meeting, and translation was provided in Mandarin, Slovak, and Gujarati.

## 2.7 Phone and Email

Stakeholders were invited to ask questions and submit comments via phone, email, fax, or written letter. A total of 8 communications were received via email and phone.

## 2.8 Online Survey

An online survey was available from October 16 to November 19, 2017. A link to the survey was posted to the project website, and sent to the Study stakeholder list to share with their networks, and to the Study email list. A total of 194 responses were received and respondents were not obligated to complete all questions.

The survey started with general information about the study and explained the planned bike routes. Each section provided information and descriptive images for respondents to understand various options before asking for their feedback.

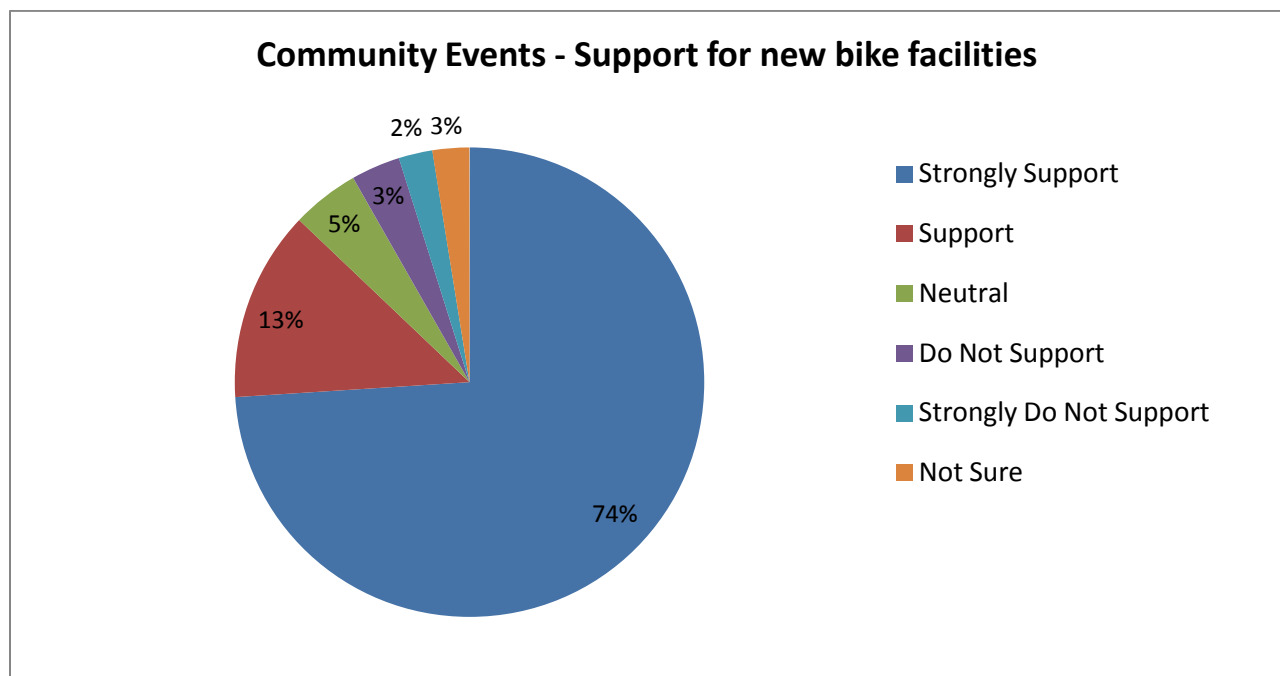
### 3. Feedback Summary

#### 3.1 Community Events

Animators attended four community events and spoke with 473 community members about the Bike Study. 87% of respondents who strongly support or support installation of bike lanes in Flemington Park and Thorncliffe Park.

The majority of comments and feedback received expressed: support for the new bike facilities to increase and promote healthy active transportation options; improve safety of cyclists, drivers and children; and benefits to the environment. Additionally, respondents expressed need for bike facilities along Overlea Boulevard, and increased bike parking.

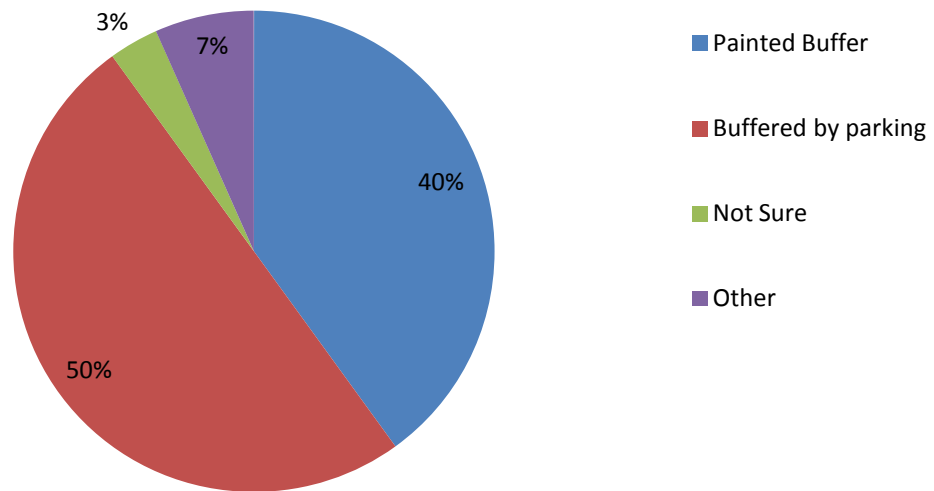
Some comments received expressed concern for increased traffic congestion, safety, and cost of the bike facilities; difficulty accessing trails by bike, and that bike lanes should not be installed through the Leaside Industrial area due to safety concerns.



On August 20, 2017, the Project Team set up a pop-up bike lane on Gateway Boulevard north of Grenoble Drive to demonstrate various types of facilities that could be installed including a bike lane with a painted buffer and a bike lane buffered by parking. Animators spoke with 30 pedestrians, cyclists, and drivers and asked: *Which type of bike lane would make them feel most safe riding a bike, or driving beside a bike lane?*

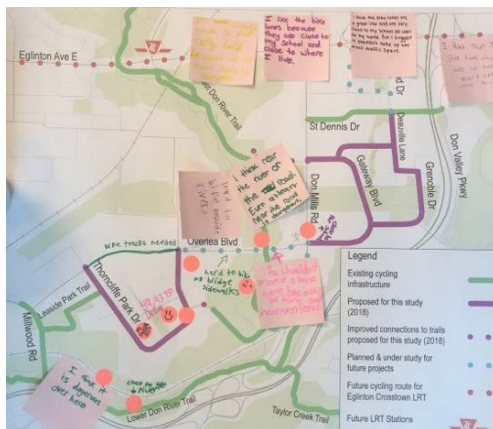
50% of respondents felt most safe with a bike lane buffered by parking, and 40% felt most safe with a bike lane with a painted buffer. Additional respondents suggested that flexi-posts would increase feelings of safety, and that separation should be as visual as possible.

### Type of bike lane that make road users feel most safe.



### 3.2 Valley Park Middle School

The Project Team partnered with Valley Park Middle School to gather feedback on the planned routes by offering a short workshop to all Grade Six students. Through discussion with each class, the majority of students expressed that they sometimes ride a bike, and most frequently park their bike on their apartment balcony, and that they would feel safer on their bike if there were bike lanes. Students also expressed that they do not feel safe riding a bike across Overlea Boulevard, and that bike racks are needed at many of the residential buildings along Thorncliffe Park Drive, and at the local libraries.







Additional comments received from students expressed that:

- Bike Facilities increase travel options
  - o Bike routes will encourage children and their parents to ride a bike
  - o Bike routes will help people get to Eglinton and use public transit
  - o Bike lanes will improve convenience to cycle between school and home
  - o Bike lanes help people who do not have a drivers license get around
- Safety concerns
  - o Preference for dedicated bike facilities instead on shared lanes
  - o Some people feel safe riding a bike, and others feel unsafe
  - o Improvements are needed to trail safety along the Don River Trail
  - o Many children bike on the sidewalk across Overlea Boulevard due to safety concerns caused by the narrow roadway and fast moving cars
  - o Major intersections where Overlea meets Thorncliffe Park Drive are not safe for riding a bike.
  - o Many children ride bikes in the parking lots of buildings, and this can be a safety risk when people are trying to park cars.
  - o Some of the local roads and trails are too steep for cycling
  - o Safety concerns for cyclists along Eglinton Avenue East
  - o Bikes have been stolen
  - o Some felt safe cycling on trails because there are no cars, while others did not feel safe due to the condition of trails
- Promotion and Education needs
  - o Education is needed to inform cyclists, pedestrians and drivers on proper use of bike lanes and how to share the road
  - o There should be signs for cars to be aware of people riding bikes
- Locations for bike parking
  - o Most people leave their bikes on the balcony
  - o More bike parking is needed around parks, libraries, and community centres

Below is a sample of some of the comments received from students:

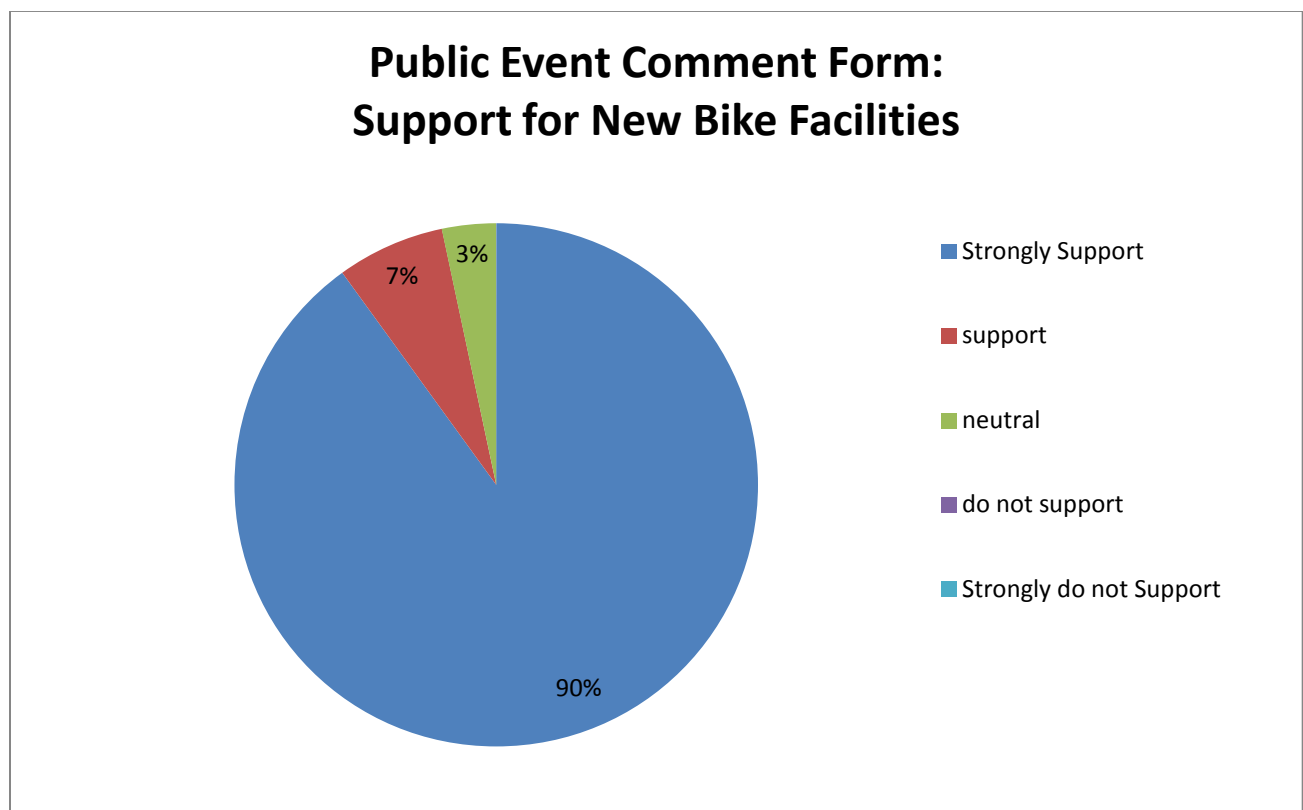
- *Less pollution, easy to get places, and you don't need a license!*
- *I like the bike lanes because they are close to my school and close to where I live.*
- *[bike lanes] would give more people a chance to use the trails.*
- *There should be more bike space near buildings.*
- *The bike spaces should be wider so bikes don't bump into each other and get hurt.*
- *I like the idea of these bike trails, they make our community much safer.*
- *Bike lanes should be open all seasons.*

### 3.3 Public Event

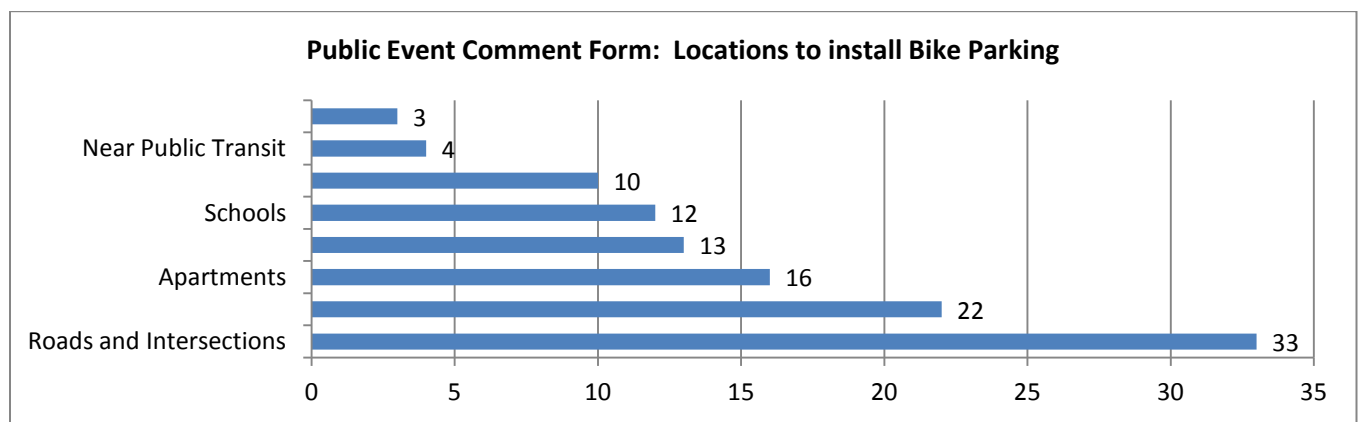
Approximately 100 families attended the event, including 71 individuals who signed in, and 31 people who completed comment forms. Comment forms were provided that described the cycling routes and asked respondents if they support the new routes, where they would like to see bike parking, and provided space for additional comments. Live translation through an interpreter was available at the event in Arabic, Urdu, Farsi, Mandarin, and Slovak, and comment forms were also translated.

97% of people who filled out a comment form expressed that they support or strongly support the new bike routes.

Many community members who participated in the bike giveaway with Morning Glory Cycling Club and Gears Bike Shop at the event were excited to receive bikes, however, there were not enough bikes for everyone who attended which led to some frustration.



At the public event, comment forms included space for suggestions on bicycle parking locations. 33 respondents recommended bike parking be installed along specific roads and intersections, 22 at park and trail locations, and 16 at apartment buildings. Specific locations identified with highest amounts of interest for increased bike parking were: Public Parks, Thorncliffe Park Drive, and Schools.



Additional feedback received on comment forms expressed:

- support for the bike facilities
- bike facilities improve health and safety of cyclists and promote active transportation
- safety improvements and bike lanes needed on Overlea Boulevard

### 3.4 Toronto Community Housing

On November 1, 2017 from 1:30 to 3:00pm the Project Team attended a meeting at 10 Deauville Lane to share information about the Study and gather specific feedback from residents on locations for bike parking at their building. In-person simultaneous translation was provided in Mandarin, Slovak, and Gujarati.

34 residents attended the meeting and supported the bike plans. Feedback from residents expressed:

- support for the planned bike routes in Flemington Park and Thorncliffe Park, and that the routes improve access to local destinations and trails
- questions about traffic volumes and if bike lanes will increase congestion, bike share programs coming to the area, electric bikes and motorized wheelchairs using the bike lanes, and changes to road construction to accommodate the bike lanes

26 residents supported installation of bike parking racks at 10 Deauville Lane, and suggested 7 options for where they could be installed. Residents asked if bike parking could impact availability of visitor parking spaces, and expressed that having bike parking in the underground garage would protect bikes from weather and being stolen.

### 3.5 Phone and Email

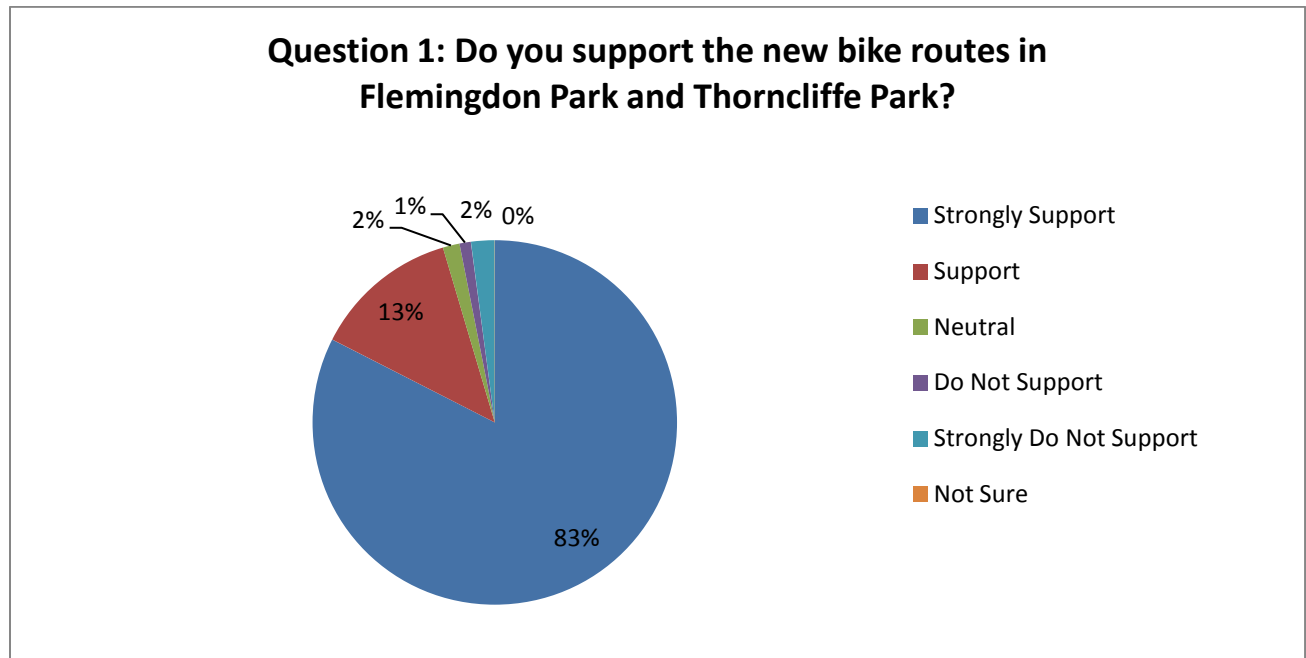
A total of 8 comments were received via phone or email and expressed:

- requests for general project information
- collaboration opportunities with local cycling programs
- support for the Study
- suggestion to install additional bike racks at East York Town Centre at visible entrances
- questions about the Public Event
- offers to volunteer as part of the Study
- concerns regarding lack of facilities planned on Overlea Boulevard and Don Mills Road
- concerns regarding buffer zone and style of bike facilities planned
- complaint regarding bike giveaway

### 3.6 Online Survey

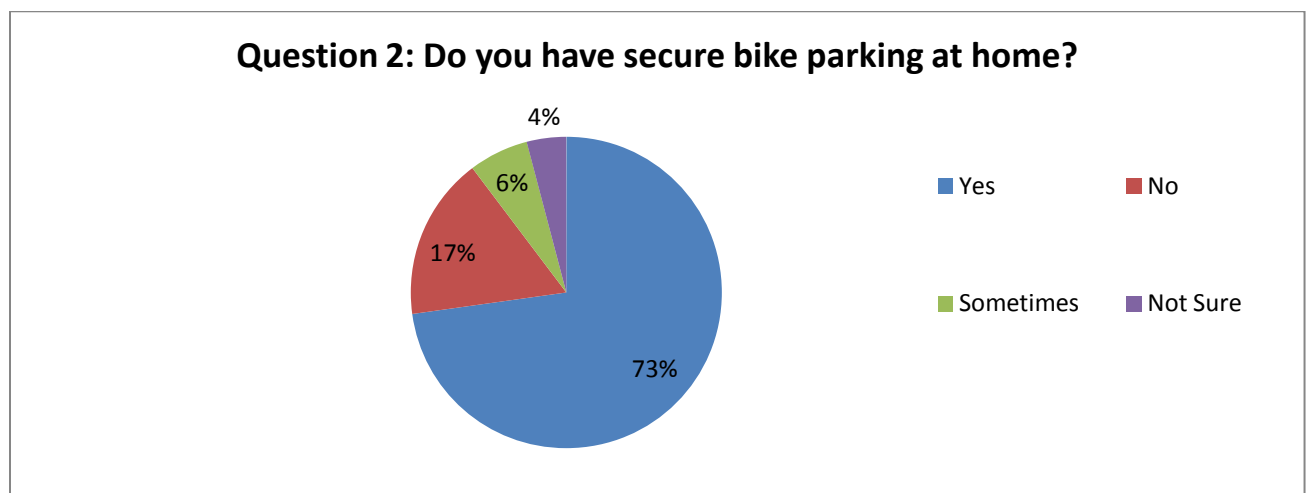
An online survey was available from October 16 to November 19, 2017, and 195 responses were received, including 43 responses from residents who live, work or go to school in Flemington Park or Thorncliffe Park.

#### Question 1: Do you support the new bike routes in Flemington Park and Thorncliffe Park?



In question one, 96% of total respondents, and 85% of local respondents, strongly support or support the new bike routes in Flemington Park and Thorncliffe Park.

#### Question 2: Do you have secure bike parking at home?



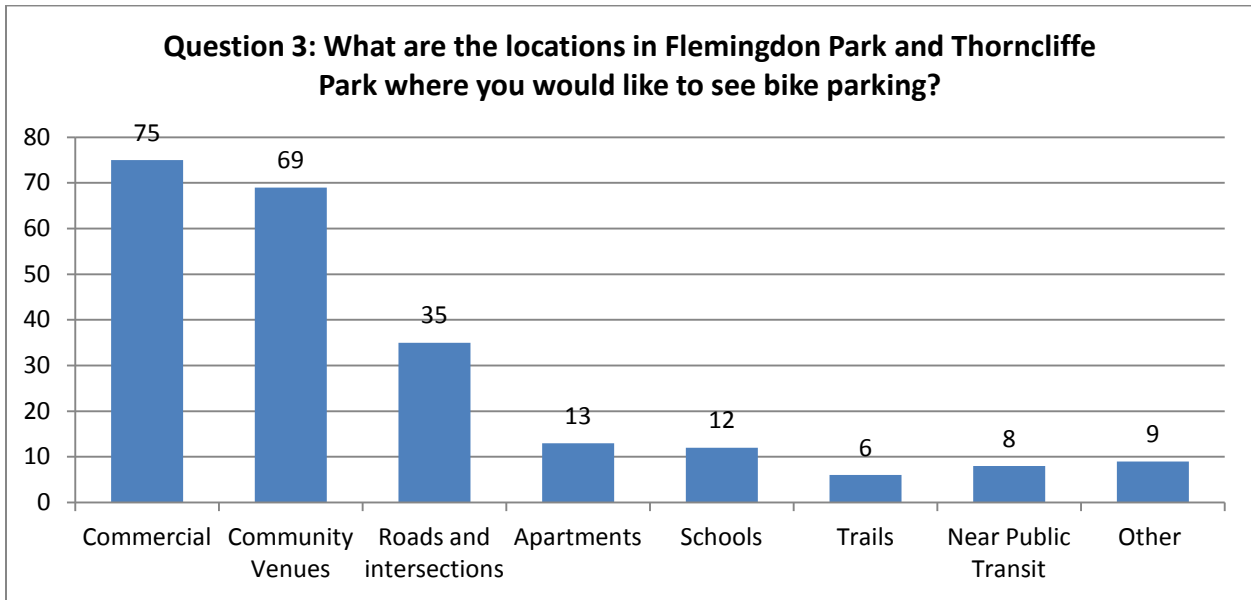


In question two, 73% of total respondents compared to 47% of local respondents stated that they have secure bike parking at home. 27% of total respondents, and 47% of local respondents, stated that they do not have secure bike parking, sometimes have bike parking, or are not sure.

**Question 3: What are the locations in Flemington Park and Thorncliffe Park where you would like to see bike parking?**

In question three, 113 total responses were received providing suggestions on locations for installation of bike parking:

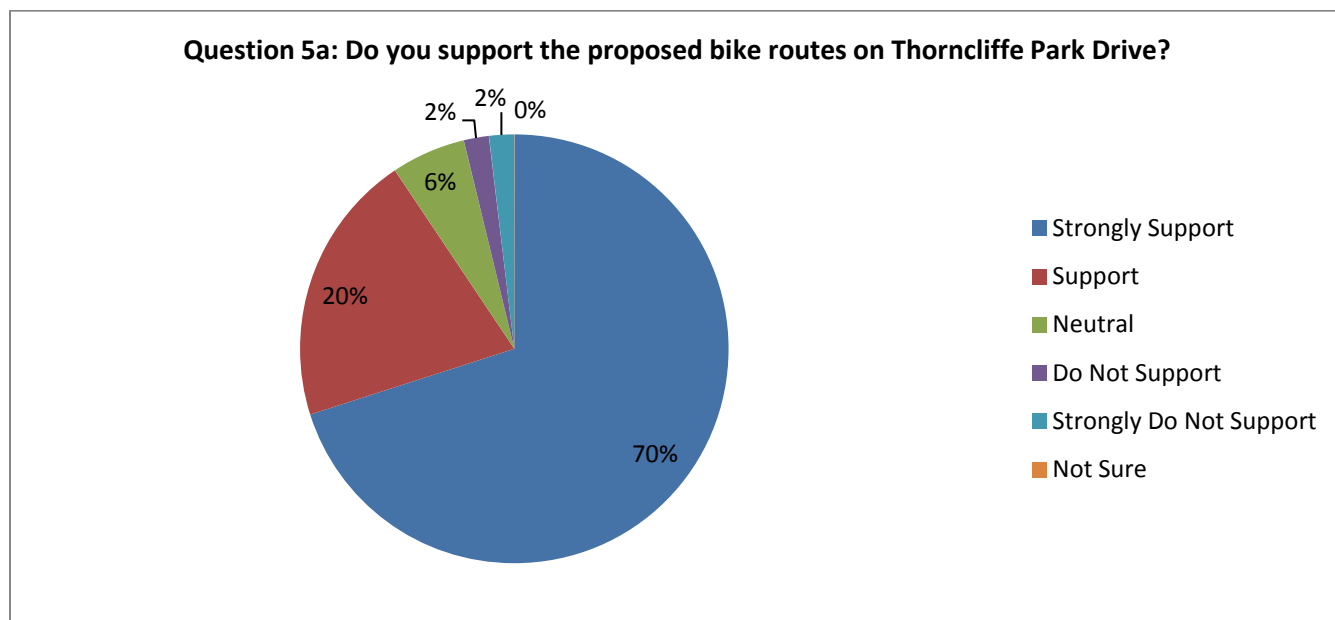
- 75 respondents identified a need for bike parking at Commercial Locations such as plazas and malls, with entrances to East York Town Centre of highest interest
- 69 respondents identified a need for bike parking at Community Venues such as local libraries and community centres, with the Ontario Science Centre and Thorncliffe Library of highest interest for additional bike parking
- 35 respondents expressed a need for increased bike parking along roads and at key intersections, with Overlea Boulevard identified as highest interest
- 13 respondents identified a need for bike parking at specific residential apartment buildings throughout the area.



**Question 4: Which of the bike routes in Flemington Park and Thorncliffe Park would you like to learn more about and provide feedback?**

In question four, highest interest in more information and to provide feedback on specific routes prioritized Trail Connections, followed by Thorncliffe Park Drive, Grenoble Drive, Deauville Lane and Gateway Boulevard.

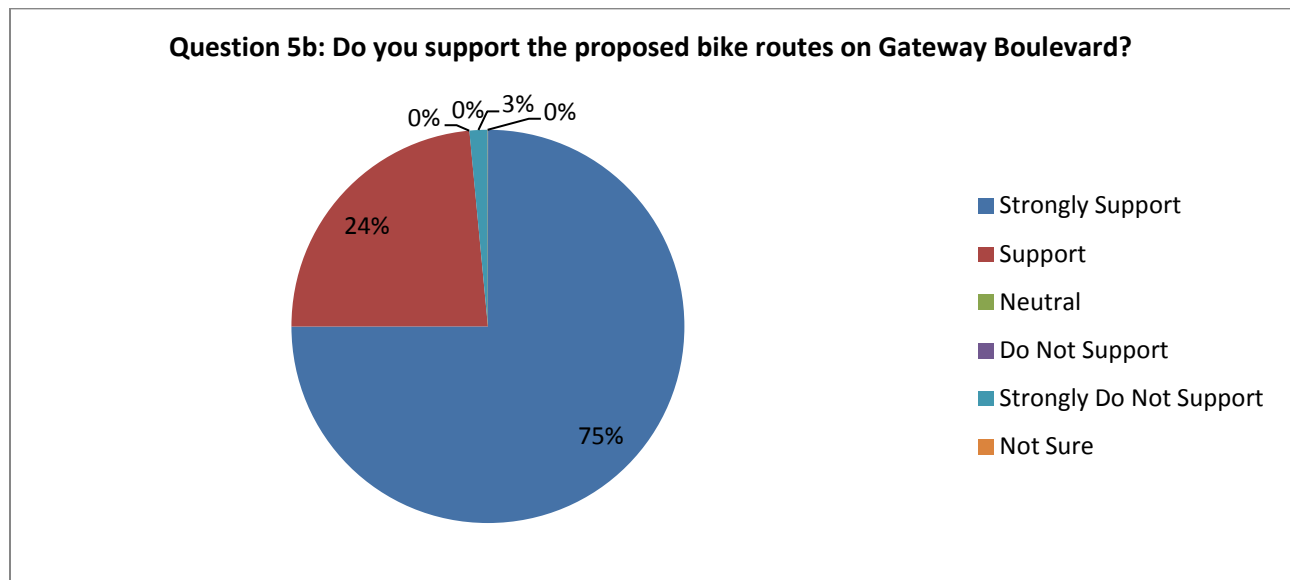
### Question 5a: Do you support the proposed bike routes on Thorncliffe Park Drive?



In question 5a, 91% of total respondents, and 83% of local respondents expressed that they strongly support or support the proposed bike routes on Thorncliffe Park Drive. Specific comments received about the routes expressed:

- Support
  - o General support and excitement for new routes
  - o Promotion of active transportation and reduction in environmental impact of vehicles on roads
- Safety
  - o Desire for separation of bike routes from vehicles
  - o Preference to have cars separating bike lanes from vehicle traffic
  - o Preference for curb separation between bike lanes and vehicle traffic
  - o Concern that painted bike lanes are not sufficient
  - o Concern that parked car buffer will increase dooring of cyclists
  - o Concerns for children currently riding bikes on roads without bike lanes
  - o Concern for regarding cyclists visibility to drivers, trucks, and buses
  - o Concerns regarding dooring
  - o Concerns regarding cyclists who do not obey traffic signals
  - o Concern for having cyclists on road with speed limits at 40km/hour or higher
  - o Suggestion to reduce speed limit to 30km/hour due to safety concerns for large volume of children in area
- Road Design changes
  - o Suggestion to remove dedicated left turn lanes and replace with a green median for pedestrians
- Education and Promotion
  - o Need for education on rules of the road and sharing space
- Overlea Boulevard
  - o Desire to have bike routes on Overlea Boulevard
  - o Bike routes on Overlea help kids get to school safely
- Traffic
  - o Concerns regarding bike routes increasing congestion
  - o Add 'no stopping' signage to prevent cars from obstructing new bikes lanes

### Question 5b: Do you support the proposed bike routes on Gateway Boulevard?

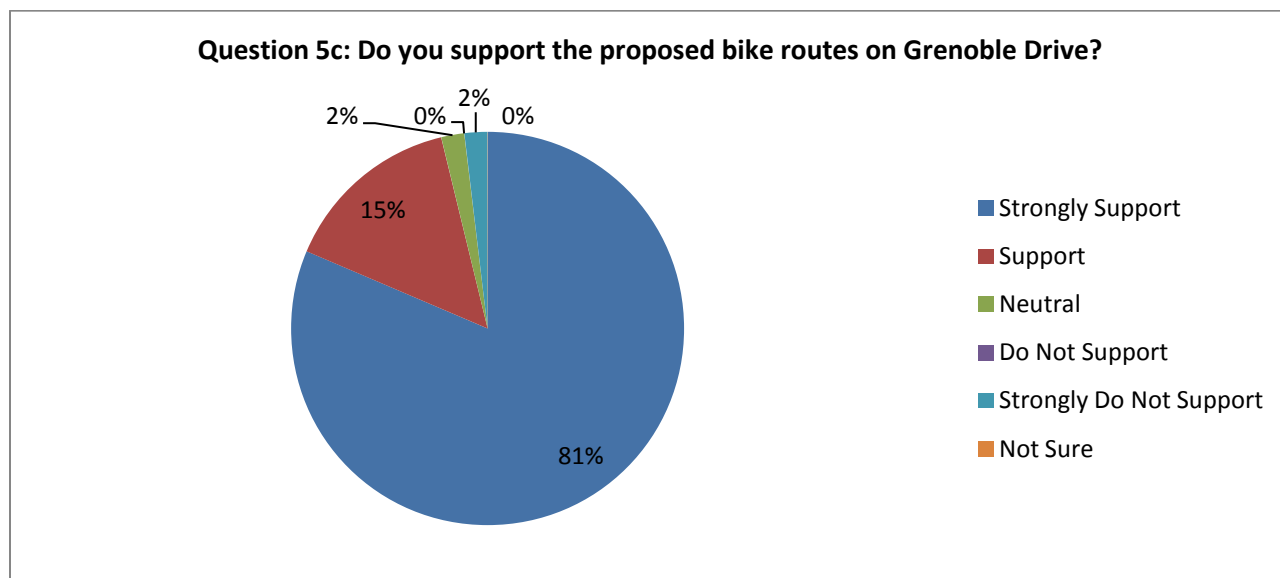


In question 5b, 99% of total respondents, and 94% of local respondents, expressed that they strongly support or support the proposed bike routes on Gateway Boulevard.

Specific comments received about the routes expressed:

- Routes
  - o Desire to extend the bike routes to connect to Spanbridge Road and Linkwood Lane
- Traffic Changes
  - o Concern regarding school buses parking on Gateway Boulevard
- Safety
  - o Concern regarding road surface conditions and pot holes
  - o Concern regarding dooring of cyclists
  - o Desire to have curb-separated bike lanes (instead of bollards)

### Question 5c: Do you support the proposed bike routes on Grenoble Drive?



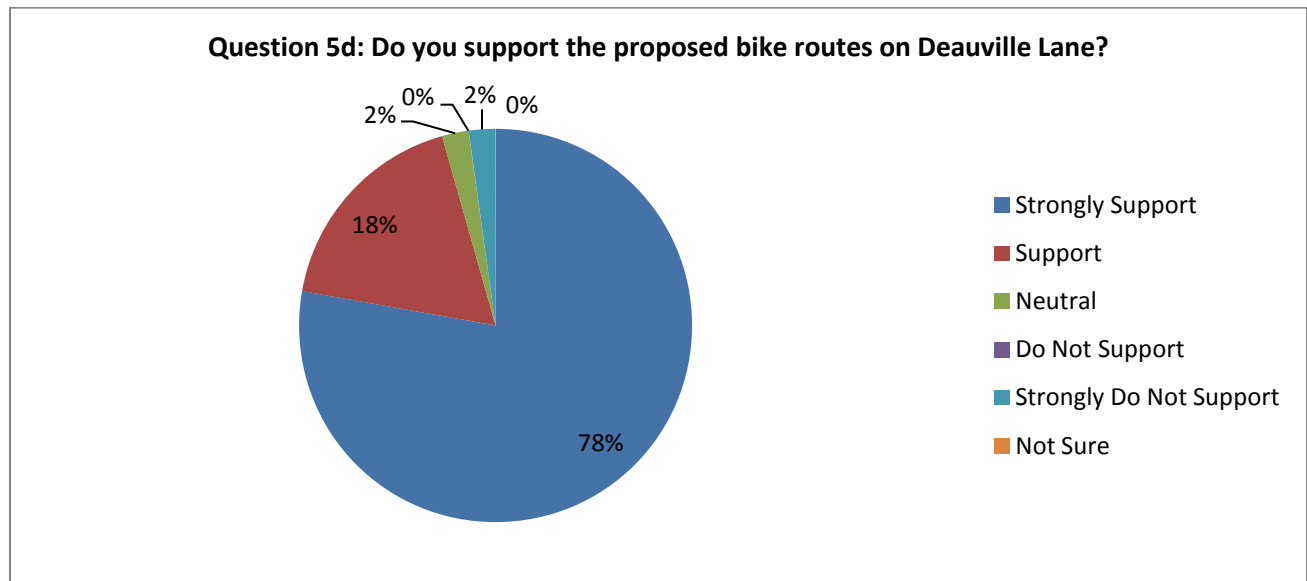
In question 5c, 96% of total respondents, and 94% of local respondents, expressed that they strongly support or support the proposed bike routes on Grenoble Drive.

Specific comments received about the routes expressed:

- Routes
  - o Desire to extend routes to Spanbridge Road and Linkwood Lane
  - o Desire to connect routes to St. Dennis Drive past Flemington Gold Course to Wynford Drive
- Parking
  - o Concern regarding impact of bike lanes on parking during high-use times (holidays) and access to Paradise Playground
- Safety
  - o Concern regarding dooring of cyclists
  - o Desire to have curb-separated bike lanes (instead of bollards)



### Question 5d: Do you support the proposed bike routes on Deauville Lane?



In question 5d, 96% of total respondents, and 92% of local respondents, expressed that they strongly support or support the proposed bike routes on Deauville Lane.

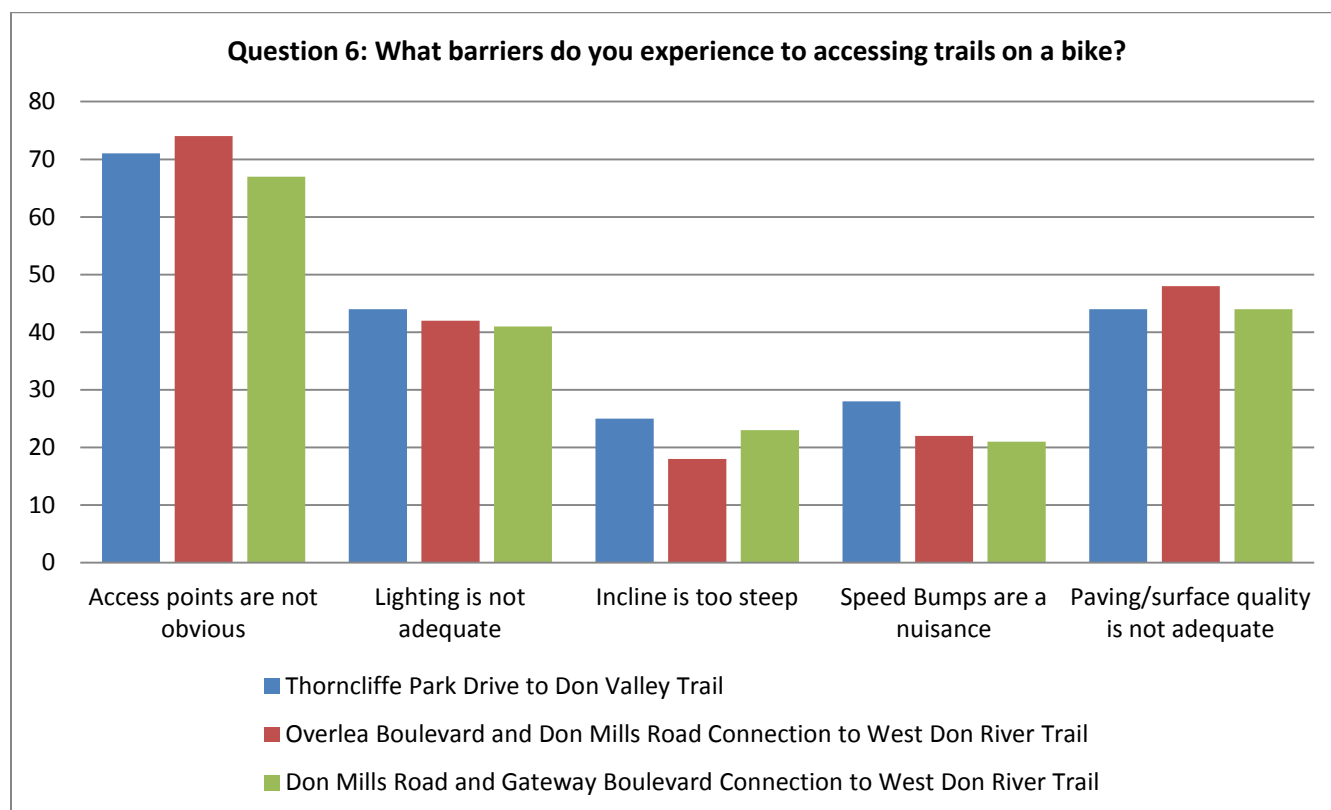
Specific comments received about the routes expressed:

- Routes
  - o Desire to extend routes to Spanbridge Road and Linkwood Lane
- Safety
  - o Concern regarding dooring of cyclists
  - o Desire to have curb-separated bike lanes (instead of bollards)
  - o Concern regarding TTC bus loading at curb within bike lane

## Question 6: What barriers do you experience to accessing trails on a bike?

In question six, barriers expressed to accessing trails by bike via Thorncliffe Park Drive, Overlea Boulevard, and Don Mills Road were ranked in the following order:

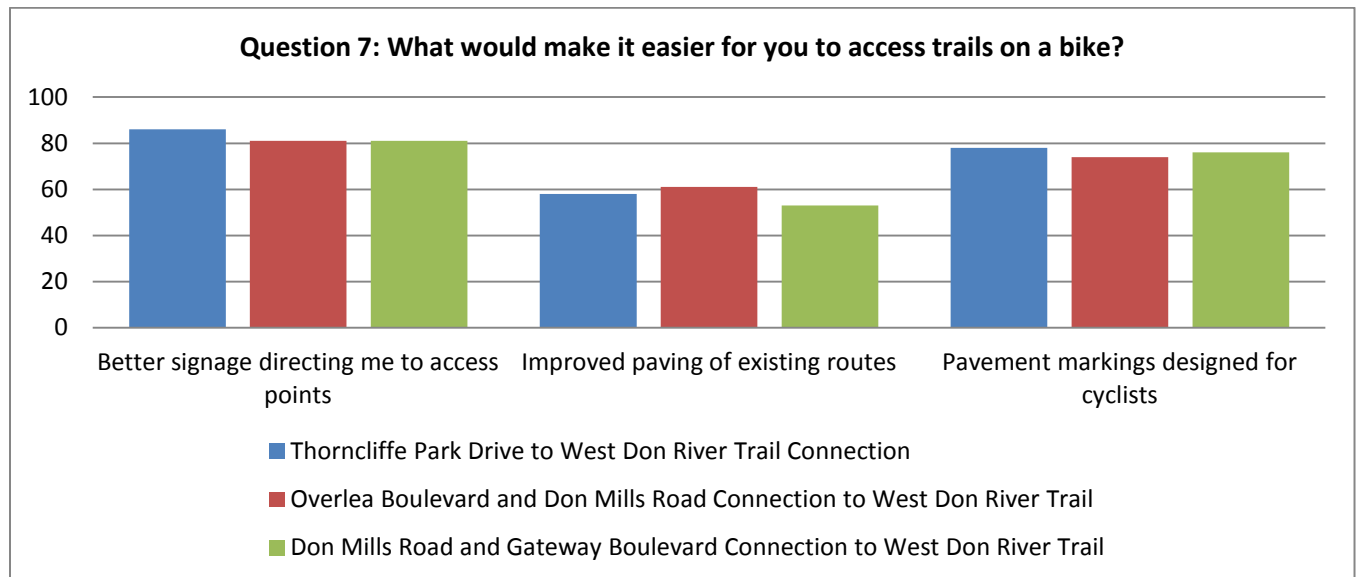
- 1) Access points are not obvious (33% - 36%)
- 2) Paving surface is not adequate (21% - 23%)
- 3) Lighting is not adequate (21%)
- 4) Speed bumps are a nuisance (11% - 13%)
- 5) Incline is too steep (9% - 12%)



## Question 7: What would make it easier for you to access trails on a bike?

In question seven, respondents expressed improvements to access trails by bike via Thorncliffe Park Drive, Overlea Boulevard, and Don Mills Road ranked in the following order:

- 1) Better signage directing me to access points (89% - 95%)
- 2) Pavement markings designed for cyclists (89% - 94%)
- 3) Improved paving of existing routes (80% - 92%)

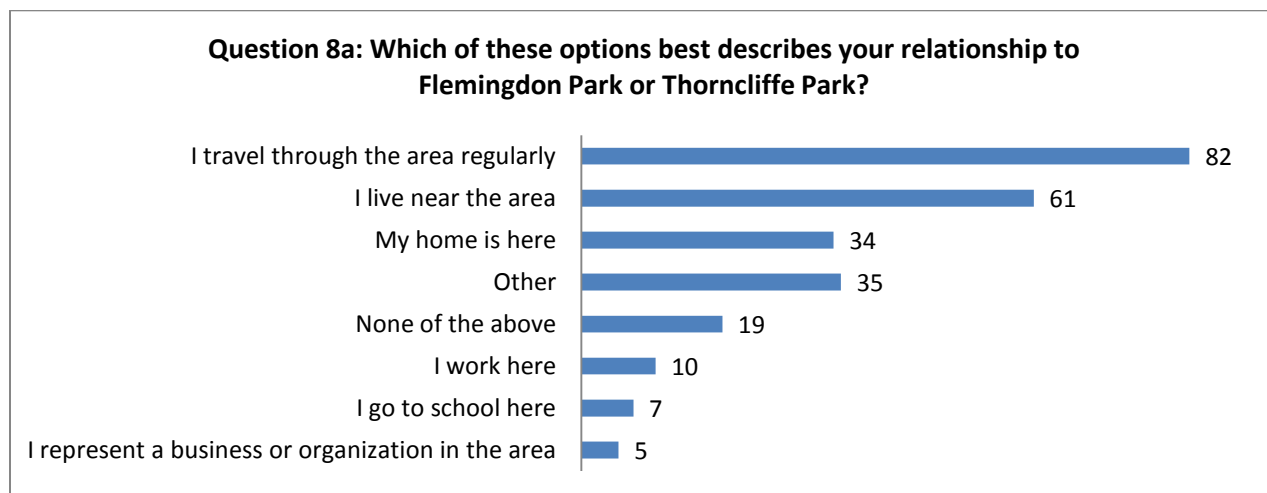


Additional feedback received regarding trail access barriers and improvements described:

- Design Improvements
  - o Add a 'welcome area' to trail entrances with places to sit, signage and information on the trail system
  - o Add signage further away from trail entrances
  - o Distinguishing space for fast and slow riders on trails
- Don Mills Road and Gateway Boulevard
  - o Fully separate trail from cars parking at back of Ontario Science Centre
- Safety
  - o Access points should have separated bike lanes
  - o Concerns regarding cycling in heavy traffic on adjacent streets to access trails
  - o Better maintenance of trails and access points, year-round
  - o Remove stairs
  - o Add switchbacks to access trails
- Education
  - o Increase community awareness of cycling through festivals and community events

### Question 8a: Which of these options best describes your relationship to Flemingdon Park or Thorncliffe Park?

In question 8a, 173 respondents described their relationship to the area. 82 respondents travel through the area regularly, followed by 62 who live near the area, and 51 who live, work, or go to school in the area.



### Question 8b: How do you regularly travel in Flemingdon Park or Thorncliffe Park?

In question 8b, 175 total respondents, and 44 local respondents, described the modes of travel they use in Flemingdon Park and Thorncliffe Park described in the table below:

Regular Mode of Travel	Total Responses	Local Responses (live/work/school in Study area)
Public Transit	22%	68%
Walk	25%	61%
Bike	36%	55%
Car	26%	61%
Taxi/Uber	2%	5%
Other	4%	--

### Question 8c: For approximately how many years have you been cycling in Toronto?

In question 8c, 119 total respondents, and 23 local respondents, described the number of years they have been cycling in Toronto described in the table below:

Years Cycling in Toronto	Total Responses	Local Responses (live/work/school in Study area)
Started this year	4%	9%
1-2 years	5%	9%
3-5 years	21%	26%
6 years or more	70%	57%

**Question 8d: In the warmer months, how many days per week do you ride a bike?**

In question 8d, 118 people described how many days a week they ride described in the table below:

Cycling Days per week	Total Responses	Local Responses (live/work/school in Study area)
Rarely	3%	5%
Once a week	3%	9%
2-4 days a week	27%	36%
5-7 days a week	67%	50%

**Question 9a: With the current street configuration, how safe do you feel riding a bike in Flemingdon Park or Thorncliffe Park?**

In question 9a, 118 total respondents, and 23 local respondents described how safe they feel riding a bike in the area described in the table below:

Feeling of Safety while Cycling	Total Responses	Local Responses (live/work/school in Study area)
Very unsafe	7%	--
Unsafe	54%	57%
Neutral	27%	22%
Safe	8%	9%
Very Safe	3%	13%
I don't know	2%	--

**Question 9b: With the current street configuration, how comfortable do you feel driving next to cyclists in Flemingdon Park or Thorncliffe Park?**

In question 9b, 84 total respondents and 26 local respondents described how comfortable they feel driving a car next to cyclists, described in the table below:

Feeling of Comfort driving beside Cyclists	Total Responses	Local Responses (live/work/school in Study area)
Very Comfortable	4%	12%
Comfortable	10%	8%
Neutral	26%	12%
Uncomfortable	42%	46%
Very Uncomfortable	14%	12%
I don't know	5%	12%

### 3.7 Demographics

Additional demographic data received via online survey is illustrated in the tables below.

Age	Total Responses	Local Responses (live/work/school in Study area)
Under 15	1%	3%
15-25	6%	16%
25-34	19%	19%
35-44	23%	19%
45-54	17%	22%
55-64	22%	11%
65-74	10%	8%
75-84	2%	3%
85+	1%	--

Gender	Total Responses	Local Responses (live/work/school in Study area)
M	59%	58%
F	41%	42%
X	1%	--

Affiliation	Total Responses	Local Responses (live/work/school in Study area)
Bicycle Club	31%	39%
Cycling Advocacy Group	70%	39%
Neighbourhood Resident Association	24%	23%
City of Toronto Staff	7%	23%
Other	12%	31%



## 4.0 Summary

Across all consultation and engagement activities, feedback received demonstrated a very high level of support for installation of new bike routes in Flemingdon Park and Thorncliffe Park. Respondents described that the new bike routes would improve safety for cyclists and encourage more people to ride a bike. Comments described a need for separated bike lanes, preferably with a concrete buffer.

More bike parking is needed throughout the Study Area, to provide safe and convenient places for residents in apartment towers to store their bikes off of balconies, and to park bikes at frequently visited community locations like libraries and community centres.

The lack of bike routes on Overlea Boulevard limit safety of cyclists and movement between Flemingdon Park and Thorncliffe Park, and many residents do not feel safe walking or riding a bike across the bridge. Access to trails requires improvements like signage, wayfinding, and improving conditions of trail entrances.

Feedback also described a need for promotion and education about cycling to take place in tandem with installation of bike facilities to increase resident understanding of how various facilities are used. An event to celebrate the bike lanes and share information on Toronto's Cycling Network could be organized by the City in collaboration with local community organizations to continue the engagement and outreach process when the new routes are installed in 2018.

## 5.0 Next Steps

The Project Team will review all feedback received, together with technical considerations, and stakeholder comments to finalize recommended designs to install bike routes in Flemingdon Park and Thorncliffe Park.

A Staff Report sharing the results of the Study and recommended design will be presented to the City's Public Works and Infrastructure Committee (PWIC) in Winter 2018, and considered by City Council thereafter.

It is expected that the new bike routes will be installed in Spring/Summer 2018.