



Proposed Bike Lanes on Scarlett Road

Public Consultation Report

June 2019

Prepared by:

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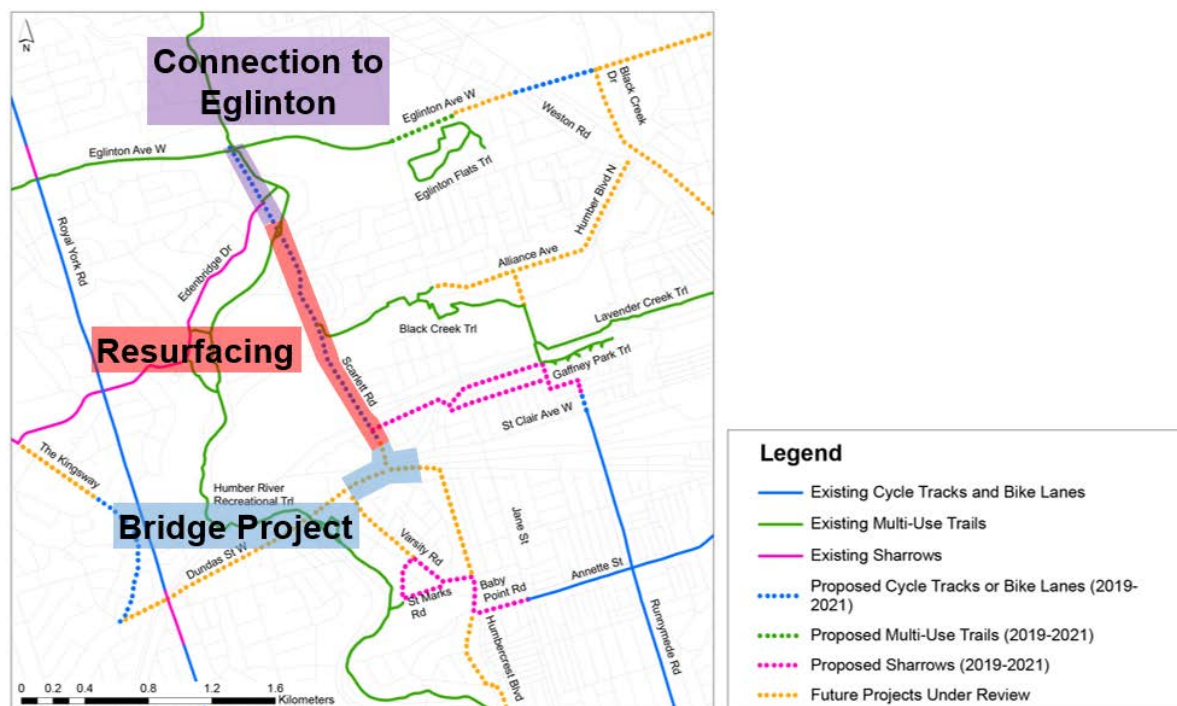
Executive Summary

Public consultation for the Scarlett Road bike lanes took place from April 17 to May 13 2019. This included a flyer distribution, public meeting, a project website, and targeted emails to the project stakeholder list. Over 15,500 flyers were distributed throughout the Study area and over 100 people attended the April 29 public meeting.

A range of responses were received with opinions generally split between support for the proposed bicycle lanes, including the benefits of improved safety from reduced motor vehicle speeds, and those who were concerned about possible traffic delays. A couple of businesses located between Bernice Crescent and Eileen Avenue raised concerns about impacts on loading.

Introduction

Scarlett Road was identified in the Ten Year Cycling Network Plan as a route that would provide connections to the existing boulevard trail on Eglinton Avenue West, the Humber Creek Trail and the Black Creek Trail. At the south end Scarlett Road provides an opportunity for a safe connection across the rail corridor and to east-west connections to the existing bicycle lanes on Runnymede Road. Roadway resurfacing in 2019 provides the opportunity to install cycling infrastructure on the section of Scarlett Road from Bernice Crescent to the Humber Creek Trail. The extension of cycling infrastructure south of Bernice Crescent to Dundas Road would be included in the Scarlett Road bridge project.



Overview of Communication Activities

The public communications for this project included the following:

- 15,500 flyers distributed (Royal York Road to Jane Street, Eglinton Avenue to Annette Street, plus the addition of Corbett Avenue and Pritchard Avenue, which are bikeway options under consultation)
- 113 participants signed-in at the April 29 public event
- 24 speakers during the question period following the presentation
- 35 comment forms received (including 5 by email, 6 by postal mail)
- 31 emails received and responded (including the 5 that were feedback forms)
- 5 phone conversations documented

Toronto Public Consultation Meeting

April 12, 2019

Scarlett Road Bridge Update & Proposed Bike Lanes on Scarlett Road

Public Consultation Meeting

Join us for an opportunity to view information materials, see a presentation, and speak with the project teams about these related projects.

Date: Monday, April 29, 2019
Time: Drop in 6:30 p.m. to 9 p.m.
Presentation at 7:00 p.m.
Location: Lambton Park Community School
50 Bernice Crescent

This meeting was requested by local Councillor Frances Nunziata who will be in attendance alongside Councillor Gord Perks.

All information materials will be posted on the web page shortly following the event: toronto.ca/scarlett

Scarlett Road Bridge Update

In late 2017, the City began work on detailed designs for the reconstruction of the Scarlett Road Bridge and the intersection of Scarlett Road with Dundas Street West and St. Clair Avenue West.

This planned work involves lowering Scarlett Road to allow large vehicles and trucks to pass underneath the bridge. Improvements will be made to the sidewalks, along with the addition of new bike lanes and turning lanes from Dundas Street onto Scarlett Road. This complex design work has taken longer than we anticipated and is still ongoing.

Bike Lanes Overview

Cycling is one of the fastest growing transportation modes in Toronto. The City is working to make travel by bike safer and more inviting.

In 2016, the City of Toronto is proposing to install a physically separated bike lane (cycle track) along Scarlett Road from the Humber River to just north St. Clair Avenue at Bernice Crescent.


The new bike lane will provide a dedicated space for cyclists, improving safety and comfort for all road users. The bike lane will expand the local cycling network by connecting to the existing multi-use trail on the Humber River, at Black Creek Trail, and future bike lanes under the Scarlett Road Bridge.

Options for cycling connections to Scarlett Road being considered for the future include Eglinton Avenue to Pritchard Avenue or Eglinton Avenue to Corbett Avenue.

Reduced Vehicle Speeds

The separated bike lane design will require the reduction of traffic lanes, which will reduce vehicle speeds on Scarlett Road and improve safety.

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The meeting focused on the consultation of the proposed bike lanes on Scarlett Road and provided an information update on the bridge reconstruction.

The published URL on the flyer was: toronto.ca/scarlett

The landing page linked to the bike lane project web: toronto.ca/cycling/scarlett

A copy of the flyer is included in the appendix.



April 29 2019 public meeting

Feedback Summary

Below is a summary of the feedback heard through all communication channels. Participants were self-selecting and not a representative sample of the affected community.

Overall Summary of Feedback

Opinions are generally split between support for bike lanes, including the benefit of improved safety from reduced traffic speeds, and those who are concerned about possible traffic delays.

Comments by Theme

Following are topics that were raised at least once in the public feedback. Frequently raised comments are noted as such. Comments are summarized and paraphrased for succinct clarity. Statements in comments are not necessarily accurate or agreed by the City.

Support for Bike Lanes

- Many expressed that the traffic calming is needed and appreciate this will help reduce speeding and improve safety
- Many said they appreciate much improved safety for cyclists provided by physical separation
- Important to fight climate change
- Cyclists will come
- Want bike lanes continued to Eglinton Avenue

Concerns about Bike Lanes

- Many said they don't understand the justification for the bike lanes
- Many don't believe there are enough cyclists on Scarlett Road or in the area to justify negative impacts
- Some had concerns reduction to one lane will cause delays to traffic
 - Delays to TTC bus service
- Backing into or out of a driveways on Scarlett Road will be more challenging
- Concern about traffic infiltration to neighbouring streets
- Concern about loading and loss of on-street parking for local businesses, including for customers and deliveries
- Just provide shared lanes
- Currently rely on parking on Scarlett Road; need access to park overnight on Eileen Avenue for home

Bike Lane Design

- Suggest a bi-directional cycle track on the east or west side
- Request for brighter colours on the art on the cycle track barriers for safety
- Don't like graffiti style art on curbs
- Could end bike lane short to not affect business on-street loading
- Suggest trail in boulevard.
- Make sure City can and will clear snow effectively

Cycling Connections to Runnymede Road

- General acceptance
- Concern about sharing bikes with TTC bus
- Need safe connection at Jane Street
- Pritchard recommended as it by passes the hill on Corbett Avenue
- Support as one option / interim option
- Would like to see bike lane on Dundas Street or St. Clair Avenue
- Suggest use of trail through Hydro corridor instead
- Consider a bikeway connection using Alliance Avenue
- Consider Foxwell Street for connection

New Signal at Eileen Avenue

- Support
 - Make it easier for drivers to turn on to Scarlett Road during rush hour
 - Current crosswalk at Bernice Crescent is not good enough
 - Needed for bus riders
- Oppose
 - Cannot expect kids to walk to Eileen Avenue
- Want light considered at Foxwell Street too

Bridge Update

- Broad support for improved safety and turning by new bridge design
- Frustration with delay. Please move forward to get it completed
- Not clear why the delay and redesign was necessary

- Concern about traffic impacts during construction
- Will the intersection be closed during construction?
- Clarify latest design of intersection
 - No through to Gooch Ave
 - Suggest straight through to Gooch Ave be allowed outside of rush hour
- Concern this increase number of trucks on Scarlett and in the area
- Concern about drainage under the bridge during rain events
- Make tight turning radius for address speeding
- Concern about construction traffic impacts at the same time Eglinton construction impacts
- Better lighting for female pedestrians

About the Consultation Event

- Generally agreement or neutral that information was clear, staff answered question and there was opportunity to share
- MC was professional
- Some complaints about too many questions, especially on topics not of their interest
- More up to date bridge renderings were needed
- Need to promote more acceptance of cycling
- Keep up with updates about construction
- Needed a bigger room
- Too much about bike lanes - we hoped to hear about traffic lights and bridge

Other

- Would a lane reduction on Scarlett Road change the road classification, which would affect snow clearing?
- What is the design of bike lane on Dundas?
- Support for bike lanes on Dundas
- What about connection on Black Creek Blvd?
- Can parking lot be built in hydro corridor to offset loss of on street parking?
- Connect to Humber Trail through hydro corridor
- Will there still be bus stops?
- More traffic enforcement is needed

- Desire for more bus service, especially service to Stockyards
- Consider roundabouts
- Consider traffic from local developments
- Request for "Watch Your Speed Sign" at Scarlett Road and Foxwell
- Request for enforcement blitz from police to address speeding at Scarlett Road and Foxwell
- Ensure the left turn lane at East Drive is long enough for cars to queue
- Consider reversible lane to address peak direction capacity instead of centre turn lane
- Resident requested collision data for Scarlett Road (including collisions involving pedestrian and cyclists).
- Resident on Foxwell Street indicated snow plowing in 2018 was inconsistent with service from previous years – street was plowed down centre instead of one pass for each direction - made it difficult for cars to pass the bus.

Next Steps

The Project Team will review all feedback received, together with technical considerations, and stakeholder comments to finalize the recommended designs for Scarlett Road Bike Lanes. A Staff Report with the recommended design will be presented to the City's Infrastructure and Environment Committee in June 2019, and considered by City Council thereafter.

Appendix A: Flyer Notice



Public Consultation Meeting

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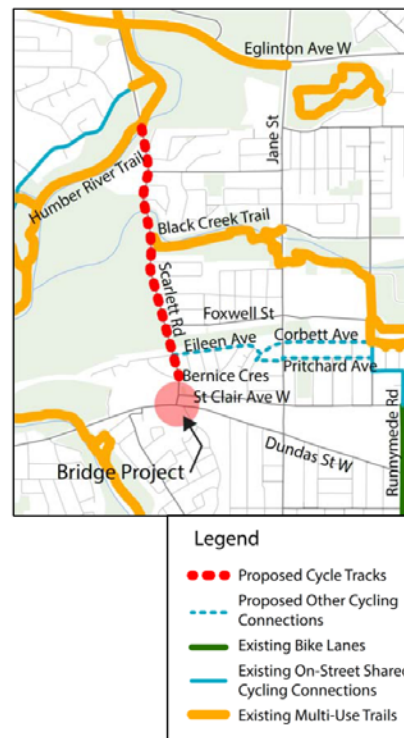
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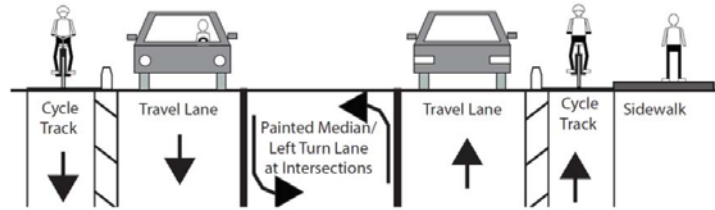
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Reduced Vehicle Speeds

The separated bike lane design will require the reduction of traffic lanes, which will reduce vehicle speeds on Scarlett Road and improve safety.



Scarlett Road Bike Lane Design



The installation of the separated bike lanes on each side will require a reduction in the number of motor vehicle travel lanes from four lanes, to two, plus center turning lane.

The Scarlett Road bike lane separation would include short concrete walls where ever possible, bollards (short posts) and curbs in some locations, along with signs and pavement markings throughout. No stopping or parking will be permitted next to or in the bike lane.

TTC bus stops will continue to function along the route. This work will be coordinated with TTC's planned Junction Area TTC route and stop location updates.

This project will also include road resurfacing and traffic signals will be optimized to keep traffic moving.



Example of a physically separated bike lane (cycle track) on Wellesley Street

Safety Improvements

The proposed lane reduction in this project would reduce the recognized road safety problem of high vehicle speeds along Scarlett Road.

In support of pedestrian safety, a new traffic signal at Eileen Avenue is also proposed, which will replace the existing pedestrian crossover at Bernice Crescent.

The center turn lane will make it easier and safer to turn to and from the side streets.



Example of a painted cycle track barrier on Lake Shore Boulevard West

Public Art

The proposed short concrete walls separating the bike lane from the traffic will be covered in painted murals through a partnership with stART Toronto.

The Scarlett Road Bridge project will include public art throughout the site: in the underpass, along retaining walls, and in the parkette.

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toronto.ca/scarlett

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