



Argyle Street Bikeway

Public Consultation Summary

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Table of Contents

Executive Summary	3
Introduction & Project Overview	4
Consultation Activities	5
Councillor Briefing	6
Meeting with Stakeholders.....	6
Notification	7
Public Drop-In Event.....	7
Comment Form & Online Survey	8
Feedback Summary	8
Preferred Bikeway Proposal	8
Alternate Option #1.....	9
Alternate Option #2.....	10
All Options/Overall Project.....	10
Other Comments	11
Next Steps	13

Executive Summary

Public and stakeholder consultation for the Argyle Bikeway took place between January and May 2019. This included stakeholder meetings, a public drop-in event, a project survey, a project webpage and emails targeted to key stakeholders in the neighbourhood. Flyers were distributed to homes and businesses from Ossington Avenue to Shaw Street, north of Queen Street to Halton Street.

Overall feedback from consultation activities indicated support for the staff-preferred concept for Argyle Bikeway but with removal of the proposed street reversal of Halton Street from Ossington Avenue to Givins Street.

Introduction & Project Overview

As part of the 2009 Bikeway Network Program, City Council endorsed the installation of several conventional and contra-flow bicycle lanes to create a series of cycling routes on local streets west of the downtown core, referred to as "West End Bikeways". One of these corridors included Argyle Street, Gladstone Avenue, Waterloo Avenue, and Florence Street, between Shaw Street and Brock Avenue. Contra-flow bicycle lanes were approved for all one-way portions of Argyle Street except for the block between Givins Street and Ossington Avenue. Most of this corridor, consisting of a mix of contra-flow bicycle lanes and sharrows from Ossington Avenue to Brock Avenue, was installed between 2015 and 2018.

The one section of cycling facility on Argyle Street that has not yet been installed is between Shaw Street and Ossington Avenue. Argyle Street between Givins Street and Ossington Avenue has a roadway width of 6.0 metres. This width is too narrow to accommodate a travel lane, a parking lane, and a contra-flow bicycle lane, as has been approved or implemented on the other one-way segments of Argyle Street, which have a width of 7.2 metres.

The primary objective of the project is to legalize two-way cycling on the remainder of Argyle Street and complete the gap in the Argyle Street bikeway. Staff developed three options for the section between Givins Street and Ossington Avenue, all of which would provide two-way cycling on Argyle and impact on-street permit parking to varying degrees. Staff noted the on-street parking permit capacity in this neighbourhood is well-used and the effect of removing on-street parking would be considerable. Parking surveys conducted by staff in fall 2018 observed average parking utilization of 100% on Argyle Street between Shaw Street and Ossington Avenue. Therefore, another objective of the project is to minimize the impact to on-street parking.

In addition, the current eastbound morning peak hour traffic on Argyle Street is higher than the preferred volume for the type of facility on Argyle Street. Reducing this traffic volume while also maintaining motor vehicle access in and out of the neighbourhood was also a consideration in developing the bikeway options.

With the above-mentioned considerations and objectives, staff developed three proposals to implement a bikeway and complete this gap in the Argyle bikeway route.

	Ossington to Givins	Givins to Shaw
Staff Preferred Proposal	<ul style="list-style-type: none"> • Westbound shared travel lane • Eastbound 15-metre contra-flow bicycle lane immediately east of Ossington Avenue, with a shared travel lane for the rest of the block • Maintain existing parking (accessed westbound instead of eastbound) • No right turn permitted for motor vehicles from Argyle Place onto eastbound Argyle Street • Reverse Halton Street from Ossington Avenue to Givins Street from westbound to eastbound • Reverse Bruce Street from westbound to eastbound • Reverse Rebecca Street from eastbound to westbound 	<ul style="list-style-type: none"> • Westbound contra-flow bicycle lane • Eastbound shared travel lane • Parking relocated from north side to south side
Alternate #1	<ul style="list-style-type: none"> • Westbound contra-flow bicycle lane • Eastbound shared travel lane • Remove all on-street parking (approximately nine spaces) 	
Alternate #2	<ul style="list-style-type: none"> • Westbound shared travel lane • Eastbound shared travel lane • Eastbound motor vehicle traffic from Ossington Avenue would be required to turn onto Argyle Place and would be restricted from traveling through eastbound to Givins Street • No right turn permitted for motor vehicles from Argyle Place onto eastbound Argyle Street • Remove approximately three parking spaces 	

Consultation Activities

The following sections summarize the consultation activities that were utilized to reach out, engage and involve local community members. Activities included:

- Councillor Briefing
- Meeting with Key Stakeholders
- Notification
- Public Drop-In Event
- Online Survey/Comment Form

Councillor Briefing

A meeting with the Councillor for Ward 10 was held on December 3, 2018. The Councillor and staff members were in attendance and discussed the bikeway options, considerations, impacts and traffic changes and an overview of public consultation activities. The Councillor's office provided contacts for the Ossington Community Association to organize a meeting with them prior to broader public engagement.

Meeting with Stakeholders

The project team attended a meeting with the Ossington Community Association on January 10, 2019 at the West Neighbourhood House. Staff presented the project objectives, three options for the bikeway, the traffic impacts and changes of each, and identified the option preferred by staff. Discussion included comments for each of the options and questions to clarify the concepts and processes. Staff received a follow-up email from the Association indicating that the staff-preferred option received support over the remaining two options.

The following nine stakeholder groups were identified and received additional outreach and notification simultaneously with the broader public engagement notification and activities.

1. Givins/Shaw Public School
2. Maynard Nursing Home (Senior's Home, Schlegel Villages)
3. Artscape Young Place
4. College Montrose Children's Place
5. 109 Ossington Condominium (Hullmark Property Manager)
6. Cycle TO
7. Ossington Business Improvement Association
8. Ossington Community Association
9. West Neighbourhood House

All nine (9) stakeholder groups were sent the notice regarding the proposal for Argyle Bikeway and followed up with email and/or phone calls. Two stakeholders indicated their interest in a speaking with staff and meetings were held where staff presented the bikeway options and answered questions.

- Givins-Shaw Public School: Staff presented the display boards from the public drop-in event and answered questions which were related to traffic impacts, including a note that the proposed reversal of Halton Street from Ossington Avenue to Givins Street would be reassessed. Staff provided a link to the project webpage which included the online comment form/survey and extended the comment period to May 15 to circulate and receive comments via parent committee.
- Maynard Nursing Home: a brief phone included discussion on the concern regarding traffic and access on Halton Street to the nursing facility such as emergency vehicles and facility vendors as well as safety concerns for seniors who walk in the neighbourhood. Parking for nursing staff was also identified as a concern. City staff attempted to schedule an additional meeting or phone call.

Notification

A webpage was developed and included the drop-in meeting date, time and location, and a copy of the public drop-in display boards. Notification to the neighbourhood included the following activities:

- Distribution of the notice to local households and businesses
- Email notification to identified stakeholders:
 - Ossington Community Association
 - Schlegel Villages (Senior's Home)
 - Givins/Shaw Public School
 - Ossington BIA
 - West Neighbourhood Hose
 - 109 Ossington Avenue Condominium
 - Cycle TO

The Councillor for Ward 10 also included this in his newsletter to constituents.

See Appendix A for a copy of the notice.

Public Drop-In Event

The drop-in event was an opportunity for members of the community to browse the display boards, ask questions and provide feedback to staff, and submit feedback forms to provide comments. Approximately 49 people signed in to speak with staff and ask questions.

Display panels were presented at the public drop-in event and are described below:

- Project Goals
- Preferred Argyle Bikeway Proposal
 - Proposed Street Reversals
 - Proposed Turn Restrictions
 - Street Parking
 - Other Examples: Edwin Avenue
 - Other Examples: Dowling Avenue
- Alternate Option #1: Removes 9 parking spaces
- Alternate Option #2: Removes 3 parking spaces
- Review of three bikeway proposals
- Monitoring and Potential Adjustments
- Next Steps

See Appendix B for a copy of the display boards. In addition, roll-out plans of the three options were available and attendees were able to provide comments directly onto the plans using post-it notes.

Comment Form & Online Survey

An online survey was provided from April 23, 2019 to May 15, 2019 as a link on the project webpage. It reflected the comment form provided at the drop-in event.

The comment form and survey included the following questions:

1. Did we clearly explain the Argyle Street Bikeway proposal and its required traffic impacts? What are your thoughts about the overall proposal?
2. All proposals include changes to traffic flows. What changes would you prefer to support your preferred bikeway? Please use map to help explain.
3. Do you have other questions or concerns about this bikeway proposal or traffic impacts and changes that were not addressed?

A number of comments were received and summarized in the next section:

- 46+ emails and phone calls
- 16 comment forms submitted in-person or mailed in
- 25 online surveys completed
- 9 notes on roll-out maps at drop-in event
- 25 pages of staff notes recorded during drop-in event

See Appendix C for a copy of the comment form.

Feedback Summary

Preferred Bikeway Proposal

Bikeway Configuration

- Preferred as it is safe for cyclists
- Most calming
- Confusing to understand
- Increase collisions (head-ons) for both cyclists and drivers

Street Reversal: Halton Street (Ossington to Givins)

- Do not support
- Would like to see traffic counts comparison as I do not believe the Halton reversal will increase traffic since Givins already has access from Ossington (via Argyle)
- Support for providing an additional access into the neighbourhood
- Would increase cut-through traffic (or a loop for taxi/rideshare) from Ossington or would flow into laneways
- Concern for emergency vehicles to access senior's home and/or large/commercial trucks making the turn from Halton onto Givins
- Would increase traffic down Givins Street
- Also support two-way traffic from Ossington to Givins
- Potential for head-ons/collisions near senior's home

- Good idea to have eastbound access, otherwise only one entry point to neighbourhood above Bruce Street
- Could also make sense making Halton two-way or a "do not enter" sign prohibiting Halton as a westbound through-fare

Street Reversal: Bruce Street

- Bruce Street is too narrow for large/commercial trucks
- Trucks already travel illegally in eastbound direction (where is enforcement?) and damage private property and hydro poles due to narrow road width; prefer to restrict truck entry during specific times
- Suggest delivery trucks deliver on Ossington instead of damaging homes on Bruce Street and Argyle Place
- Concern people will take Bruce Street eastbound and travel northbound on Givins to access school parking lot
- Concern for increase traffic and speeds on Bruce for parents to drop-off

Street Reversal: Rebecca Street

- Westbound direction will make it a "blind" turn onto Ossington
- Remove all parking on Rebecca
- Keep parking on north side

Traffic Flows

- Why use a 15-metre contra-flow, why not a traffic calming sign?
- Too many traffic changes, increase traffic/congestion/back-up including commercial trucks on Givins past the school
- Poor driving route to Shaw Street
- Consider removing "No Right Turn" at Argyle Place to allow resident to access Argyle from Ossington via Bruce
- Encourages too much traffic to exit Givins onto Queen Street
- Does not account for loss of parking on Halton Street (due to proposed reversal)
- Too much traffic to exit at Givins and Queen
- Silly to make exemption for people with driveways (Re: no right-turns/eastbound on Argyle between Ossington and Givins)
- Traffic from Ossington onto Halton will need a signal/light to make turns
- People won't go to Dundas when they can cut through Halton/Givins/Argyle, which inconveniences residents
- Hard to see cyclists, cars and pedestrians due to street parking
- Southbound drivers do not come to a full stop
- Pleased with reversing Ossington-Givins block to reduce through-fare

Alternate Option #1

Bikeway Configuration

- Prioritize the bikeway over street parking

- Is consistent with Argyle west of Ossington
- Safest option if able to remove on-street parking, least risk to cyclists
- Configuration makes sense for westbound cyclists
- Prefer physical separation to avoid traffic that blocks bike lanes
- Request a left turn box at Shaw

Traffic Flows

- Least disruptive to (changing) traffic flows
- Can the removal of 9 parking spots be replaced in another street in neighbourhood such as Givins?
- Concern that removing parking will increase car speeds

Alternate Option #2

Bikeway Configuration

- Not a good compromise
- Preferred as directions are consistent
- Preferred but would like more parking and flow restrictions

Street Reversal

- See comments for Halton Street reversal under Preferred Proposal

Traffic Flows

- Poor driving option to access Shaw
- Concern that removing parking will increase car speeds

All Options/Overall Project

Priorities/Project Objectives

- Removal of a few parking spots is less important than overall traffic flow

Road Markings

- Pavement markings should indicate where to go at intersections
- Request prominent markings indicating where cyclists can cross/go especially at Argyle and Givins intersection

On-street parking

- Proposals should account for loss of parking spaces
- Request a re-count of parking spaces on Argyle Street between Givins and Shaw
- Shifting parking to the south side between Givins and Shaw loses 2 spaces due to Artscape curb cut

- Concern shifting parking to south side between Givins and Shaw as it is next to a school/daycare
- Street parking is a challenge when used by non-local residents, especially for accessible permit user

Evaluating & Monitoring Bikeway

- What is the process to evaluate changes after implementation?
- What streets will be included in the pre and post-implementation traffic counts? Will Bruce be included?

Traffic Flows & Access

- Concern for emergency and commercial/trucks to Seniors Home and exiting neighbourhood down Givins past school
- Concern for increase traffic on Givins
- Concern removing parking will increase traffic speeds
- Restrictions for non-local traffic at specific times of day from entering neighbourhood
- Keep traffic flowing out of the neighbourhood
- Leave all street directions the same and place a sign at Ossington and Argyle – no straight through traffic during rush hour

Public Consultation

- Location is too far from bikeway and affected streets
- Notice only received 1 week before meeting
- Did not receive a notice
- Notice should include Portuguese
- The decision to install this bikeway seems to have been already decided. I was not consulted on this proposal. The local community group does not represent me.

Other Comments

Bikeway/Cyclists

- Cyclists already travel westbound
- Why prioritize cycling/road users that only use it six months a year?
- Bikeway on Argyle not effective if you cycle on Dundas or Queen
- Solves a problem that doesn't exist
- What is the winter maintenance on contra-flows?
- Install advisory lanes

Road Treatments

- Pavement markings are not consistent, too much ambiguity
- Install bollards/physical separation with contra-flow and other contra-flow segments
- Install left turn lane/box at Shaw and Argyle

- Install chicanes
- Bollards at start of Ossington to discourage traffic from entering block and bollards on other segments of Argyle contra-flow
- All streets shared by cars and cyclists should have speed humps

Parking

- Remove all on-street parking on Argyle
- Shift the loss of parking on Argyle onto Givins south of Argyle
- Increase parking on Shaw to when removed from Argyle Street
- Use laneways for parking
- Illegal parking in front of "pedal shop" at Ossington Avenue, north side

Request to City Permit Parking

- Prefer to keep parking on south side of Halton (no flipping twice a month)

Request to Toronto Police (enforcement)

- Concern for unsafe cycling near school
- Lack of enforcement
- Request a crossing guard at Argyle/Givins
- Cyclists should have specific and eye-catching signage
- Cyclists need to slow down too
- Request enforcement of contra-flow lanes especially during peak hours
- Request current amounts of tickets, traffic stops and citations (etc) that are issued to cyclists who currently use the route illegally

Request to Traffic Access & Flows (incl. Calming)

- Concern for increase traffic on Argyle Place
- How traffic changes may impact/be impacted by CAMH development
- Request speed humps on Givins (Halton to Argyle) and Argyle Place
- No speed humps – they are too loud
- Plan to slow down/calm traffic on streets around school
- Request a light, stop signs for cyclists at Argyle and Givins
- Shaw is unsafe for cyclists and drivers
- How do I get to Shaw Street from Argyle?
- Prefer no change to any traffic flows
- Traffic apps will re-route traffic through laneways etc

Private Development (not owned by City)

- Sidewalks were supposed to be installed as part of the OMB decision for 109 Ossington.
- Move TDSB parking lot to Shaw Street
- Fund a fence for TDSB school/daycare
- Can people park the school parking lot when its empty
- Promote active transportation at School

Other

- Proposals are not developed by residents, therefore they are not sound

In addition to these comments, a petition was submitted that included 260 signatures from more than 100 households. In particular, the reversal of Halton Street generated significant concern related to additional traffic infiltration shifting from Ossington Avenue to Givins Street.

Next Steps

Staff reviewed all feedback and removed the reversal of Halton Street from Ossington Avenue to Givins Street from the preferred bikeway proposal. Maintaining Halton Street as westbound would reduce the risk of infiltration from Ossington Avenue, though all local traffic would need to enter the neighbourhood from Shaw Street onto Halton Street. If approved, monitoring of traffic conditions would be undertaken before and after implementation.

A staff report will be issued to the June 27, 2019 Infrastructure and Environment Committee meeting and will recommend the revised preferred proposal and any required by-law changes. The community is invited to participate at this committee and can submit a letter to the committee administrator or make a deputation to the committee. Information will be shared with the project contact list and posted on the project webpage for residents to participate at this Committee.

Appendix A: Argyle Bikeway Public Drop-in Event Notice

Appendix B: Argyle Bikeway Display Boards

Appendix C: Argyle Bikeway Feedback Form

These materials are available upon request. Please call 416-392-1932 to request a copy.