



# Lawrence Avenue East Bike Lanes

## Public Consultation Report

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## Executive Summary

Public and stakeholder consultation for the Lawrence Avenue East bike lanes took place between February and April of 2019. This included meetings with key stakeholders (including two local residents groups) a public drop-in event, a project survey, a project website, and targeted emails to the project stakeholder list. Over 4,000 flyers were distributed throughout the Study area.

Below is a breakdown of support for the project from feedback forms that were completed in-person at the drop-in event and online.

### Please indicate your level of support for the proposed bike lanes on Lawrence Avenue East:

- 39% 'strongly support'
- 22% 'somewhat support'
- 2% 'neutral'
- 11% 'somewhat object'
- 26% 'strongly object'



# 1. Introduction

The City of Toronto is proposing to install bike lanes along Lawrence Avenue East, from Port Union Road to Rouge Hills Drive. The new bike lanes will provide a dedicated space for cyclists, improving safety and comfort for all road users. The bike lanes will expand the local cycling network by providing improved connections to Rouge National Urban Park, Rouge Hill GO Station, the Waterfront Trail, and the future bike lanes on Port Union Road.



## 2. Overview of Consultation Activities

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

- Councillor briefings and communications through the Ward 25 office
- A public drop-in event in the study area
- An in-person and online survey
- Meetings with key stakeholders, including the West Rouge Community Association and Centennial Community Residents Association
- Communications: website, social media, targeted emails and mailout notices

This section describes consultation activities that took place during consultation.

### 2.1 Notification and Communications

A Study website ([toronto.ca/lawrencebikelanes](http://toronto.ca/lawrencebikelanes)) was developed in March 2019 including sections on the Study Overview, Study Area, and consultation activities. As part of the website, a project email list was created to allow interested groups and individuals to sign-up to receive updates and information about community outreach and public consultation activities.

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

- Project website
- Targeted emails to key stakeholders and project email list
- Over 4,000 notices mailed out to the study area
- Councillor briefings for the Ward 25 office

*Please see Appendix A for a copy of the notice that was sent as part of this project.*

### 2.2 Councillor Briefing

A Councillor briefing was held in March 2019 for the Ward 25 office (Councillor Jennifer McKelvie). The Councillor and staff members were briefed on project design options, key considerations, and key engagement opportunities within the ward. The Councillor's office provided contacts for two local community organizations, and meetings with these groups were arranged prior to broader public engagement.

### 2.3 Meetings and with Key Stakeholders

The project team met with the West Rouge Community Association in March 2019 and the Centennial Community Residents Association in April 2019. The project designs were presented at these meetings, followed by discussion. Both community associations were generally supportive of the project, although a number of comments were received through these meetings, which have been included in the project feedback. The community associations also provided their assistance in publicizing the public drop-in event.

## 2.4 Public Drop-In Event

A public drop-in event took place on April 10, 2019 from 6:30 – 8:30pm at the West Rouge Community Centre. Participants were able to view the design panels, complete feedback forms, and speak with project staff. Approximately 35 individuals attended the event.



**Public Drop-In Event at the West Rouge Community Centre**

The following display panels (viewable online on the project website) were presented at the public drop-in events, and are described below:

1. Welcome
2. Purpose of Tonight's Event
3. Project Area
4. Lawrence Avenue East Bike Lanes: Background: Ten Year Cycling Network Plan
5. Lawrence Avenue East Bike Lanes: Background: What is a bike lane?
6. Lawrence Avenue East Bike Lanes: Background: Scheduled Road Resurfacing
7. Lawrence Avenue East Proposed Bike Lanes: Port Union Road to East Avenue
8. Lawrence Avenue East Proposed Bike Lanes: East Avenue to Frank Faubert Drive
9. Lawrence Avenue East Proposed Bike Lanes: Frank Faubert Drive to Rouge Hills Drive
10. Timeline of Proposed Works
11. Next Steps

## 2.5 Online Survey

An online survey was available in April 2019. A link to the survey was posted to the project website, sent to the project stakeholder and email lists, and the survey was also promoted through the project mailout notices. Please see section 3.3 for a summary of survey responses.

### 3. Feedback Summary

#### 3.1 Public Drop-In Events

Approximately 35 residents attended the public drop-in event. Comments received at the event expressed support for and objection to the proposed bike lanes, focusing on the current lack of cycling infrastructure in the area, concerns over the removal of turning lanes, the safety of cyclists due to traffic volumes in the area, the currently low numbers of cyclists in the area, and the cost of the bike facilities.

A sample of comments received at the public event:

- *It's good to see some cycling projects in this area*
- *The Lawrence Ave and East Ave intersection is already very busy. Buses will block the through lane and turn lane*
- *Move the bus stop at Lawrence and East Avenue across the intersection to the west side*
- *I'm concerned with safety at Lawrence Avenue and East Avenue*

#### 3.2 Comments Received Via Email and Phone

Emails and phone calls were also received on the project expressing both support and opposition for the bike lanes. The comments covered the following topics:

- As a driver, I do not think that the narrowing of the existing Lawrence Ave east of the Rouge Hill train station is a good idea
- There is certainly a need for a bicycle lane, but the very uneven road surface for vehicles (due to the many sunken manhole covers) already makes driving this portion of the road a "weaving challenge."
- I think that the proposed cycling lanes ought to be built further out and adjacent to the sides of the existing roadway. The trees on the south and north sides are saplings and could be relocated. This leaves a curb to be removed and a grassy strip which could then be paved as a full time bicycle lane.
- This is a great initiative for our community, as it helps connect bike lanes to one another, making the commute much easier and safer for cyclists.
- Before the bike lanes are implemented, there needs to be proper enforcement of TTC buses blocking the roadway near Starspray Boulevard instead of using the bus loop to wait out their route schedules.
- No one cycles on the road in the area, but people do seem to like the Waterfront Trail for cycling.
- I have spoken to cyclists in the area, and they told me that they drive down to the waterfront in their car and bring their bikes, as they do not feel comfortable riding down there.
- I'm a huge supporter of bicycle lanes. As such, I'm all for allowing space for me to ride my bike versus having to drive my car.
- I am very seriously concerned about public safety with respect to bike lanes and excessive vehicular traffic along Port Union Rd. and Lawrence Ave. East.
- I believe that most people would not feel safe using bike lanes on these roads without a change to speed limits
- I am in full agreement of having proper bike lanes as proposed
- I strongly support the bike lane proposal along Lawrence Ave E

### 3.3 Online Survey

An online survey was available from April 10 to April 24, 2019, with 49 responses received.

#### **Respondent Modal Split** (respondents can select more than one form of transportation)

- 45% use public transit
- 49% cycle
- 60% walk
- 77% use a motor vehicle

#### **Current Cycling Infrastructure:**

- 63% feel 'unsafe' or 'very unsafe' while riding a bike in the Lawrence Avenue East area (10% feel 'safe' or 'very safe')
- 48% feel 'uncomfortable' or 'very uncomfortable' driving next to cyclists in the Lawrence East Area (28% feel 'comfortable' or 'very comfortable')

#### **Proposed Cycling Infrastructure:**

**Please indicate your level of support for the proposed bike lanes on Lawrence Avenue East:**

- 39% 'strongly support'
- 22% 'somewhat support'
- 2% 'neutral'
- 11% 'somewhat object'
- 26% 'strongly object'



#### **Sample of Comments Received**

- Will allow for better connectivity to existing Lakeshore trails as well as Rouge Park.
- The lanes do not provide sufficient protection for cyclists even though there is room for protected cycle tracks in most locations.
- A bike lane between Port Union Road and East Avenue will make (a small) part of my daily ride to the Go station safer.
- I am opposed to the elimination of dedicated left turn lanes in both directions, it is going to create chaos.
- Currently more than enough room for bikes and vehicles to co-exist comfortably and safely. Just another waste of taxpayers money.
- The area is a recreational hub, and a safe route for cyclists is necessary for both commuting and accessing the abundance of trails and other recreational areas.



- My family often bike over to Rouge Beach and on to the Pickering Canoe club. This provides independent travel for my children and a connection to community.
- Safety is first! New proposal will have a huge effect on safe cycling
- I believe it is needed I am disappointed that the narrow part of Lawrence will not be widened.
- Bike lanes would provide some feeder routes to the water front trail system and provide better linkage to Toronto's public trail systems.
- Why do we need bike lanes? I never see anyone on their bikes on the street.
- This neighbourhood is overwhelmed with traffic. When a train comes in it's grid lock. Removing turn lanes would be disastrous.
- I want bike lanes on Lawrence however removing a lane for cars turning into GO stations is unsafe and will lead to more drivers choosing to be reckless in order to make trains
- There needs to be physical protection for cyclists. The proposed designs don't adhere to Toronto's Vision Zero principles
- I fear that drivers rushing for trains or dropping off kids at Davis will be tempted to cut through the townhouses at East/Lawrence, or run the red light, putting pedestrians at risk. Widen the intersection to allow retaining the left turn lane.
- Cycling infrastructure is needed to make cycling safer and more attractive.
- The proposal would seem to have very little impact on me as a driver, while as a cyclist they would definitely make me feel a bit safer. Seems win-win.
- A single westbound lane on Lawrence at East Ave is totally unacceptable and in no way constitutes good planning.
- Improves safety for cyclists and motorists moving around the neighbourhood by providing additional delineation between road users.
- You already have the buffer, now make them actually useful and legitimately safe for cyclists by adding bollards, planters, or better.
- I often cycle in this area and do not feel safe with the speed of traffic and must be extra vigilant. I would not cycle with my children on Lawrence East with the current infrastructure.
- The waterfront trail already services the Rouge Park, the beach and the Go Station. Why would you want to mix cyclists with traffic?
- We need to encourage more active transportation in Scarborough, and the only way to do this is by creating infrastructure and a connected network that makes people feel safe to ride for short local trips.
- The city needs far more safe cycling infrastructure.
- I think the time is now to move forward with implementing the cycling network in Scarborough.
- There existing waterfront trail is approx 100 yards away, which is where the bikes should be. Make it accessible for bikes to use the waterfront trail and stay off the busy street traffic between Port Union and Rouge Beach.

## 4.0 Next Steps

The Project Team will review all feedback received, together with technical considerations, and stakeholder comments to finalize the recommended designs for the Lawrence Avenue East Bike Lanes. A Staff Report with the recommended design will be presented to the City's Infrastructure and Environment Committee on June 27, 2019, and considered by City Council thereafter.

## Appendix A: Notice

March 25, 2019

## Proposed Bike Lanes on Lawrence Avenue East Port Union Road to Rouge Hills Drive

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

### Project Overview

The City of Toronto is proposing to install bike lanes along Lawrence Avenue East, from Port Union Road to Rouge Hills Drive. The new bike lanes will provide a dedicated space for cyclists, improving safety and comfort for all road users. The bike lanes will expand the local cycling network by providing improved connections to Rouge National Urban Park, Rouge Hill GO Station, the Waterfront Trail, and the future bike lanes on Port Union Road. Please refer to map and proposed designs on reverse.



Example of a bike lane on a City street

### Public Drop-in Event

At this public drop-in event, attendees will have an opportunity to:

- View the draft designs for the proposed bike lanes
- Ask questions and speak to City of Toronto staff
- Provide feedback on the proposed designs

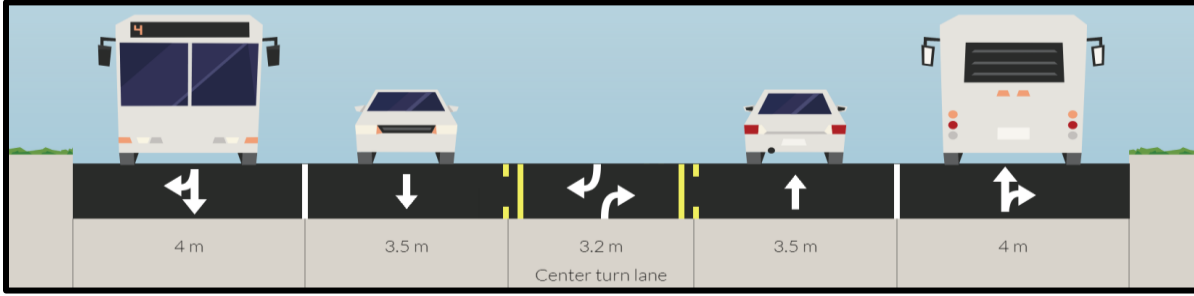


All information materials will be posted on the project website on the day of the event

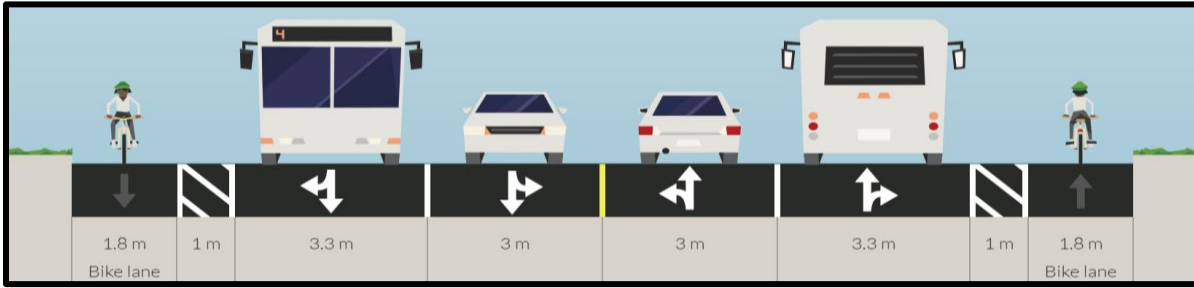
**Date:** Wednesday, April 10, 2019  
**Time:** 6:30 to 8:30 pm  
**Location:** West Rouge Community Centre  
 270 Rouge Hills Drive



**Lawrence Avenue East: Existing and Proposed Street Cross Sections (facing east)**

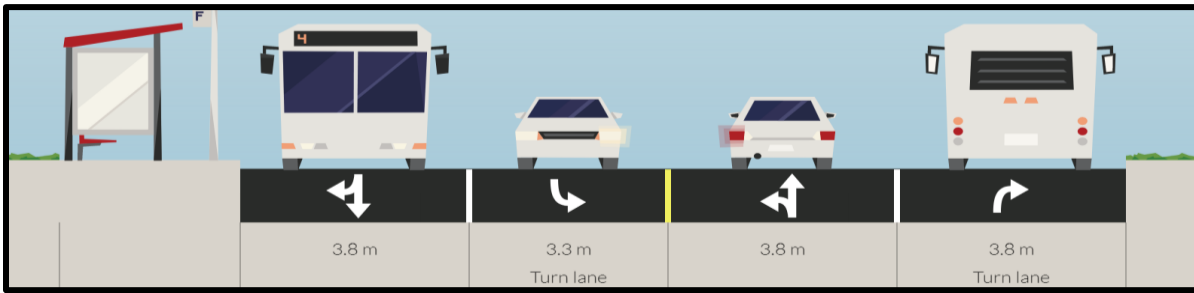


Existing: From Port Union Road to East Avenue

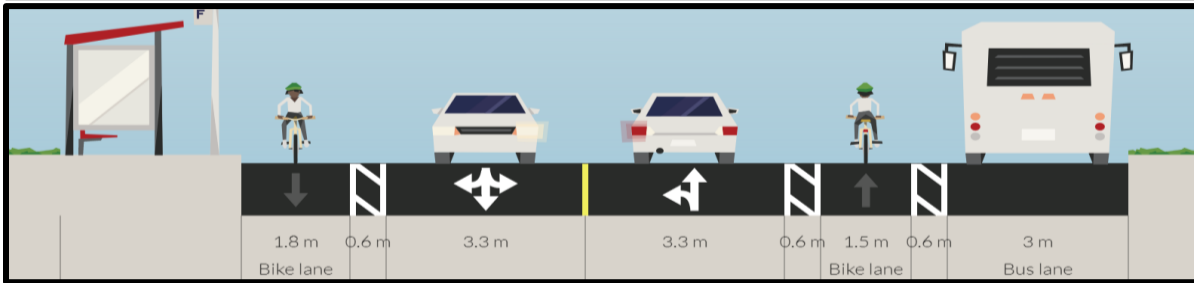


Proposed: From Port Union Road to East Avenue

Removal of centre left turn lanes and addition of buffered bike lanes

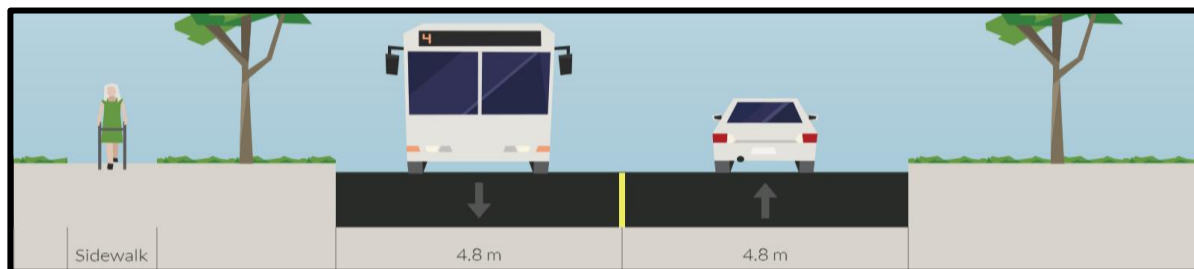


Existing: From East Avenue to Frank Faubert Drive

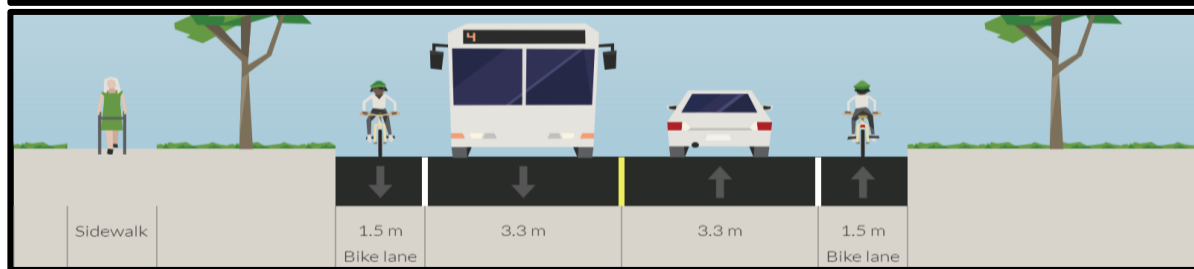


Proposed: From East Avenue to Frank Faubert Drive

Removal of centre left turn lanes and addition of buffered bike lanes



Existing: From Frank Faubert Drive to Rouge Hills Drive



Proposed: From Frank Faubert Drive to Rouge Hills Drive

Addition of painted bike lanes

- No significant impacts to vehicle travel times and turning movements are anticipated.
- TTC bus routes will be maintained. No significant changes to TTC stops.
- No changes to Wheel-Trans, emergency services, garbage pick-up or other City services.

**Contact**

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For assistance reading this flyer, please call 311.

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