

# Douro St. & Wellington St. Bike Lanes

## Public Consultation Summary

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### Overview

From November 27 to December 31, 2019, the City of Toronto invited residents to learn more and provide feedback on proposed bike lanes:

- Douro Street between King Street West and Strachan Avenue
- Wellington Street West between Strachan Avenue and Niagara Street

Over 80 participants, mostly local residents, provided feedback, with the high majority recording strong support for the project as recommended.

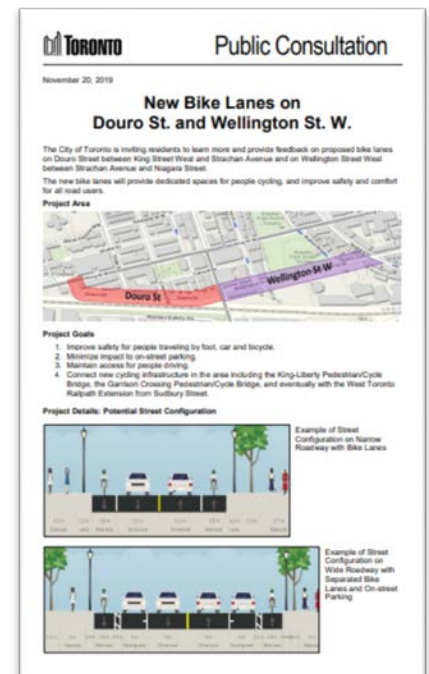
### Communications Out

Starting November 27, 2019 public consultation notification flyers were received by 12,900 properties via Canada Post Unaddressed Ad Mail. The notification focus area was south of Adelaide St. W., west of Bathurst St. and north of the rail corridor (just south of Wellington St W.).

Email notice was also shared with the local councillor.

The notice invited the public to learn more and provide feedback online and to attend a public drop-in event on December 9, 2019. Throughout the consultation, the web site hosted information slides (PDF), which were the same as presented in print at the public event, and an online feedback form.

The advertised project web page URL was [toronto.ca/douro-wellington](http://toronto.ca/douro-wellington)



## Participation

The public drop-in event was held Monday, December 9, 2019 from 6 to 8 p.m. at the Trinity Recreation and Community Centre (155 Crawford St.)

From the date of notification on November 27, 2019 to the end of the comment period on December 31, 2019, the project received the following:

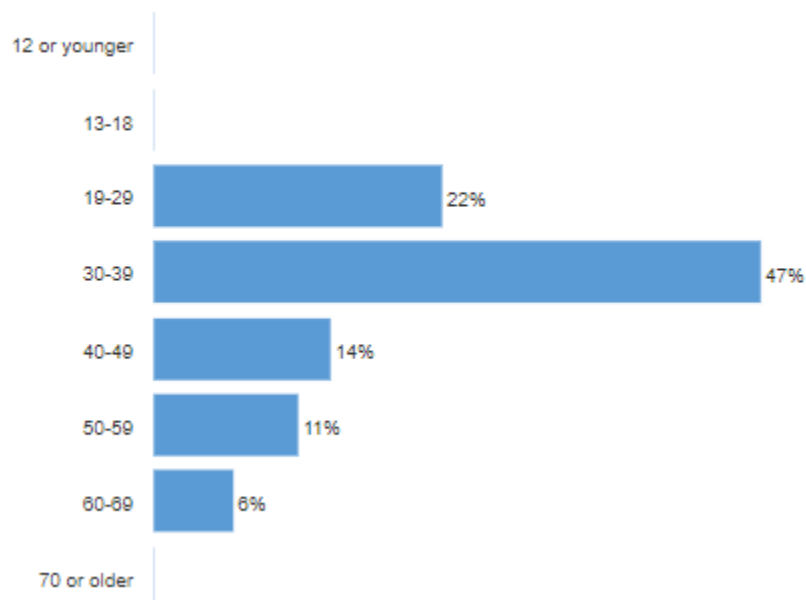
- 79 online completed feedback forms
- 13 participants signed-in at the public event
- About 20 comments recorded by staff at the event
- 6 paper feedback forms
- 1 email

No phone calls or postal messages were received during this consultation. The paper feedback forms were entered into the online feedback form tool for reporting purposes.

According to the "About you" responses provided by participants:

- The high majority (over 68%) typically travel by bike or walk. 40% typically drive.
- 78% live in either M6K or M5V (the two postal areas containing the affected corridor)
- 58% male, 33% female, 1% other, 7% prefer not to answer
- A spread of adults aged from 19 to 69, with 47% between 30-39

### What is your age?

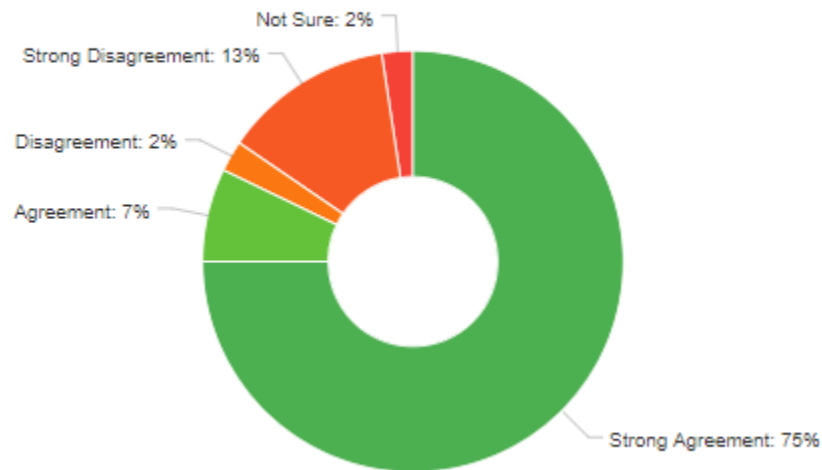


## Summary of Feedback

Overall participants were very supportive of the proposed bike lanes, and specifically the preferred bike lane design "Option 1" next to the sidewalk, protected by parked cars.

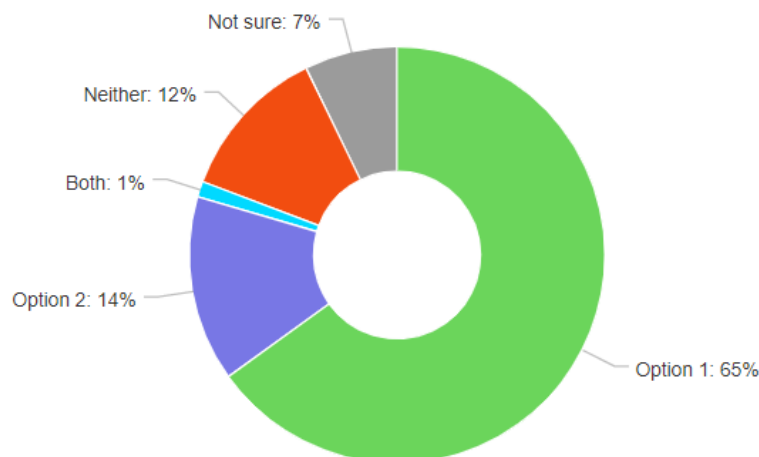
See feedback forms results summary charts below.

1a. What is your overall opinion on the proposed bike lanes: The improvement in public safety provided by these proposed bike lanes is worth the reduction in on-street parking convenience.



N 84

2a. Which configuration option do you recommend?



N 83

See complete live feedback form report at

<https://insights.cotsurvey.chkmkt.com/report/F4A771BFAFED4556BF85F50A419C77C1>

Below are paraphrased comments, summarized and grouped.

### **Reasons provided for supporting the project:**

- Improved safety when traveling by bike on these streets
  - Supports Vision Zero, save lives
  - Feel safer and more inviting
- Encourage cycling
- Support TransformTO / low-carbon transportation
- Connects to existing and future bike network / local popular destinations
- Already a well-travelled route by bike; popular alternative to King Street
- Parking impacts are acceptable
  - Slight reduction of on-street parking is minimal
  - Low permit parking demand can afford the reduced spaces
  - Plenty of underground parking in the area
  - Public space should not be reserved for private parking
- Make street feel more "vibrant"

### **Reasons for not supporting the new bike lanes:**

- Don't support bike lanes "until cyclists are licensed and insured." / poor behaviour of some cyclists; scofflaw cyclists
- Don't want any loss in parking spaces
- Concern permit parking pressures/inconvenience will be increased east of Niagara Street
- Unnecessary; not enough cyclist to warrant bike lanes
- "It will make the road more dangerous"

### **Reasons for supporting Option 1:**

- Safer
  - Better protection from traffic
  - Less chance of being "doored"
- Less potential for cars parking the bike lane
- Easier to turn right
- More inviting for new cyclists

## Reasons for supporting Option 2:

- No loss of parking
  - "Despite the parking survey data presented, as a full-time resident living on Douro with permit parking, I can attest from daily experience that there is a shortage of parking on Douro Street during the daytime hours (7 am to 3 pm ) from Monday to Friday."
- Option 1 there is more confusion

## Other key comments:

- Separation
  - Needs physical separation
  - Raised cycle tracks would be better than bike lanes
  - Protect with concrete barriers
  - Buffer must be wide enough to avoid dooring
  - Like flex bollards
  - Low planters
- Install bike boxes at all of the corners of Strachan
- What is the plan for connecting between Douro and Sudbury on King St?
- Set back crosswalks at Strachan Ave
- Use green paint through intersections
- Tighten curb radii / reduce crossing distance
- Intersections need protection to deter drivers from loading in the bike lane
  - Striped areas invite stopping by drivers
- More traffic calming needed as traffic has increased since the King St transit ROW was installed
- Should have proposed a two-way cycle track or path on the south side hugging the rail corridor.
- Sidewalks are still too narrow
- Consider rush-hour only bike lanes

See complete live feedback form report at

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END