



# **Shaw Street Improvement Options, from Dupont Street to Harbord Street**

## **Public Consultation Report February 2020**

Prepared by: Elysia Leung  
Senior Public Consultation Coordinator  
City of Toronto, Public Consultation Unit



**Contents**

Executive Summary ..... 3

Introduction ..... 3

Overview of Communication Activities ..... 3

Feedback Summary ..... 4

    Overall Summary of Feedback ..... 4

    Feedback Form Respondents ..... 5

    Comments by Option – Dupont St. to Bloor St. .... 5

        Option 1 ..... 5

            Likes..... 5

            Concerns..... 5

        Option 2 ..... 6

            Likes..... 6

            Concerns..... 6

        Option 3 ..... 6

            Likes..... 6

            Concerns..... 6

        Option 4 ..... 7

            Likes..... 7

            Concerns..... 7

    General Comments Regarding the 4 Options ..... 7

    Comments – Bloor St to Harbord St ..... 7

        Option 1 – Likes ..... 8

        Option 2 – Likes ..... 8

        Option 2 - Concerns ..... 8

        General Comments regarding the 2 Options ..... 8

    Other Overall Comments/Requests ..... 8

        Road Design ..... 8

        Parking & Loading..... 8

        Traffic Operations..... 8

        Maintenance ..... 9

        Bikes ..... 9

        General ..... 9

Next Steps..... 9

Appendix A: Notice of Public Drop In Event ..... 10

Appendix B: Feedback Form ..... 12

## Executive Summary

Public consultation for the proposed Shaw St. Improvement Options took place from November 8 to December 5, 2019. This included a Notice distribution, public drop-in event, a project website, and targeted emails to the project stakeholder list. Over 5,800 Notices were distributed throughout the Study area and over 45 people attended the November 21 public event.

For Shaw St., Dupont St. to Bloor St., a range of responses were received with most feedback in support of Option 4 – Managed Access at Essex (preferred by 33% of respondents) and Option 3 – Direction Change at Yarmouth, Essex and Leeds (preferred by 26% of respondents).

For Shaw St., Harbord St. to Bloor St., the majority of respondents indicated they had no preference between Option 1 – both Shaw and Roxton change direction for driving between Bloor and Harbord and Option 2 – only Shaw changes direction for driving between Bloor and Harbord (62% of respondents chose the "No Preference" option).

## Introduction

Shaw St. from Dupont St. to Dewson St. is scheduled to be resurfaced in 2020. The resurfacing provides a good opportunity to improve Shaw St. and make it safer for everyone, especially vulnerable road users such as people walking and cycling.

Shaw St. is a major city-wide cycling route, yet the volume of drivers exceeds the City of Toronto's Guidelines for a shared lane (where people cycling and driving use the same space). Shaw St. is one of Toronto's busiest cycling routes. It has more than 300 people cycling in one hour during the morning rush, and more than 3,000 people cycling per day. Shaw St. experiences high volumes of motor vehicle traffic for a residential St. There is not space for a dedicated cycling facility in both directions.

The purpose of this project is to reduce cut-through traffic, and create safer and more comfortable conditions for people walking and cycling on Shaw St. from Dupont St. to Harbord St.

## Overview of Communication Activities

- The public communications for this project included the following:
- 5,800 notices delivered by Canada Post Unaddressed Ad Mail to the area bordered by Davenport Rd., Bathurst St., College St. and Ossington Ave.
- 45 participants signed-in at the November 21, 2019 public drop-in event
- 190 comment forms received
- 16 emails received and responded to
- 2 phone calls received
- The published URL on the Public Notice was: [Shaw Street Improvement Options](#)
- A copy of the Notice is included in the appendix.



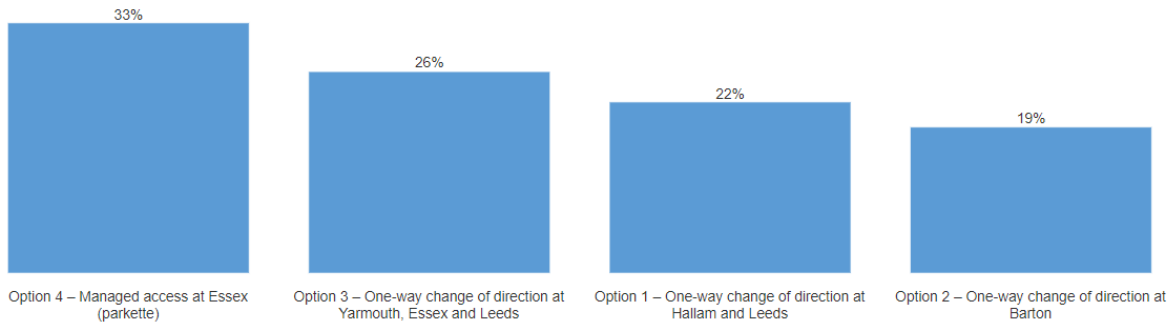
*Nov 21 public drop-in event*

## 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

For Shaw St. from Dupont St. to Bloor St., a range of responses were received with most feedback in support of Option 4 (preferred by 33% of respondents) and Option 3 (preferred by 26% of respondents).



**Figure 1: Feedback Form Respondent's Preferred Options for Shaw St. from Dupont St. to Bloor St.**

For Shaw St., Harbord St. to Bloor St., the majority of respondents indicated they had no preference (62% of respondents).

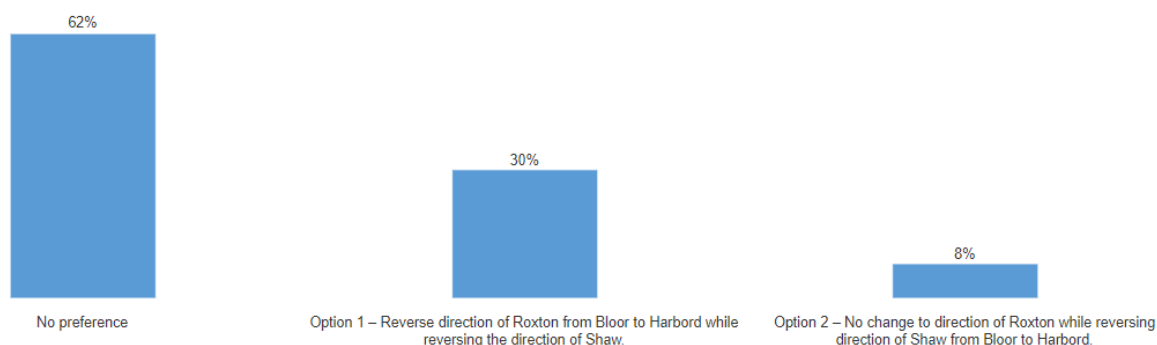


Figure 2: Feedback Form Respondent's Preferred Options for Shaw St. From Bloor St. to Harbord St.

## Feedback Form Respondents

The perspective of respondents who filled out the feedback form mainly comprised of people who travel on and live on Shaw St. Respondent's preferred travel mode on/to Shaw St. was mainly biking and walking. Respondents living on Shaw Street slightly favoured Option 4 and there was roughly equal interest in Options 1, 2 and 3.

Respondents who work, shop/dine, and travel on Shaw Street favoured Option 4.

## Comments by Option – Dupont St. to Bloor St.

The following are comments made on the proposed options between Dupont St. and Bloor St. Comments were raised at least once in the public feedback. Comments are summarized and paraphrased for succinct clarity. Statements in comments are not necessarily accurate or agreed by City.

### Option 1

#### Likes

- Not overly complicated
- Two changes is enough to discourage drivers
- Shorter driving chunks
- Eliminates the second fewest parking spaces
- Still allows driving options from Shaw to Essex
- Added traffic signal at Leeds and Ossington
- Laneway access behind Pendrith may not be disrupted as much as other options
- Keeps families connected to local schools

#### Concerns

- Not enough directional changes
- The directional change at Leeds St will provide drivers on Bloor St. with a cut through to Ossington Ave.
- Relies on signage and enforcement for compliance
- If people can turn from Bloor onto Shaw there will be more parking availability issues in the neighbourhood
- Worsen safety at Leeds and Shaw because cars would be turning onto Leeds from both the north and south direction

- Traps drivers on Irene and forces them to exit through Leeds which makes a big loop to get to Bloor
- Removes too many parking spaces

## Option 2

### Likes

- Minimizes the reduction of parking spaces
- Minimizes the number of directional changes
- Most simple option
- For cyclists, other options switch too frequently between contra-flow lanes and *sharrows*
- May also reduce traffic on Yarmouth and Hallam
- Fewer directional changes

### Concerns

- Not enough directional changes
- Will reverse the direction that drivers use to cut through the neighbourhood
- Barton will become a major cut through
- Creates a Barton/Shaw/Pendrith cut through
- Relies on signage and enforcement for compliance
- Maintains the right-hand turn onto Leeds at Shaw which should be eliminated because drivers are using Barton-Shaw-Leeds as a westbound short cut
- Will increase traffic on Pendrith

## Option 3

### Likes

- The most directional changes of all options
- Best option for preventing cut-through traffic
- Discourages speeding on Shaw
- De-incentivizes drivers from speeding down Yarmouth to Shaw
- Reduces impact of traffic coming from Essex Rd (schools and Fiesta Farms)
- Least complicated option
- May also reduce traffic on Barton
- Eliminates right hand turn onto Leeds from Shaw
- May eliminate drivers hitting the gas when they see an open stretch of Shaw without cyclists
- May ease traffic on Hallam
- Safer for children to walk to school

### Concerns

- Changing directions too many times will be confusing for drivers
- Does not adequately address the traffic generated by schools on Essex and Fiesta Farms
- Relies on signage and enforcement for compliance
- Will increase traffic on Yarmouth
- May force school buses to use laneways
- Removes too many parking spaces

- Create Barton/Shaw/Pendrith cut through for people visiting the park, rink and pool

#### **Option 4**

##### **Likes**

- Opportunity for parkette
- More public space created
- Provides the maximum reduction in cars cutting through the neighbourhood
- Only one direction change
- Least complexity
- Safest option for kids crossing at Essex
- Slows down speeding drivers
- Most simple change
- Best option to decrease pedestrian/car/cyclists conflict
- Managed access will ensure motorists respect the one-way
- Maximizes the ability of pedestrians and cyclists to move through this neighbourhood
- Removes the currently very dangerous Essex/Shaw intersection
- Gives residents on Roblocke and Leeds access to Bloor
- May create a quieter street

##### **Concerns**

- Will reverse the direction that drivers use to cut through the neighbourhood
- Does not adequately address the traffic generated by schools on Essex and Fiesta Farms
- Maintains the right-hand turn onto Leeds at Shaw which should be eliminated because drivers are using Barton-Shaw-Leeds as a westbound short cut
- Longer stretches of north and south will still entice cut through traffic
- Removes too many parking spaces
- Will make it difficult for drivers to access the school site from the west

#### **General Comments Regarding the 4 Options**

- Not in favour of eliminating any overnight St. parking
- All options will increase traffic in St Raymond Heights laneway
- Directional changes are confusing and will frustrate drivers
- It is confusing to have the bike lanes switch from one side of the St. to the other
- More direction changes the harder it is for locals to access their St.s
- As a cyclist, being tailed by a car on Shaw St is unpleasant
- All options create inconveniences for residents
- These options do not go far enough to reduce traffic
- All options maintain a car-centric status quo

#### **Comments – Bloor St to Harbord St**

Most respondents indicated they had no preference between Option 1 and Option 2; however, there were comments raised by those who preferred either option.

The following are comments made on the proposed options between Bloor St. and Harbord St. Comments were raised at least once in the public feedback. Comments are

summarized and paraphrased for succinct clarity. Statements in comments are not necessarily accurate or agreed by City.

### **Option 1 – Likes**

- Maintains southbound St. access

### **Option 2 – Likes**

- Less car traffic on Shaw

### **Option 2 - Concerns**

- creates 3 parallel one-way northbound streets
- may add traffic to Montrose cutting through to Harbord and College

### **General Comments regarding the 2 Options**

- prefer whichever option will result in fewer or no cars on Shaw
- maintain the status quo – no change
- if changes are being made north of Bloor then no changes are necessary south of Bloor
- not enough information to answer this question

### **Other Overall Comments/Requests**

The following are other comments and requests raised at least once in the public feedback that generally fall outside the scope of this project. Comments are grouped according to theme. Comments/requests are summarized and paraphrased for succinct clarity. Statements in comments are not necessarily accurate or agreed by City.

### **Road Design**

- install *bumpouts* at each stop sign intersection
- install raised pedestrian areas at intersections that act like speed humps
- increase the size/height of the speed bumps on Shaw
- incorporate St. beautification such as trees and bike themed art
- prevent drivers from parking on sidewalks with bollards
- design the St. to keep cars from driving over 30km/hr
- add speed humps on side streets around Shaw

### **Parking & Loading**

- reduce the number of available permit parking spaces
- increase the price of residential permit parking spaces
- designate commercial vehicle loading areas
- change this area to permit parking only
- remove on St. parking and add dedicated bike infrastructure

### **Traffic Operations**

- add an option to close some of the side streets to local traffic only
- make all the side streets south 2-way and close Shaw to motor vehicles
- close Shaw to motor vehicles
- add an additional traffic signal at an intersection on Ossington between Dupont and Bloor
- add a traffic signal at Leeds and Ossington



- try a pilot project on Shaw where cyclists can yield at stop signs
- reduce the number of stop signs on Shaw to encourage more cyclists to use the St.
- implement signage at Shaw and Dupont that restricts access to Shaw during peak time
- make Barton a one-way eastbound St. from Shaw to Christie
- install an all-way stop sign at Pendrith and Shaw
- Make Essex one way eastbound with 2-way operation to the Fiesta Farm parking lot
- consider extending this project to include managed access at Yarmouth
- laneways in neighbourhood need signage

### **Maintenance**

- repave laneways
- resurface Shaw south of Harbord
- laneways in the neighbourhood need snow clearing

### **Bikes**

- add a bike counter at Bloor/Shaw
- implement a bike education program for cyclists
- install bike lanes on both sides of Shaw
- 3 bike sharing locations on Shaw is excessive
- physically separate bikes from cars

### **General**

- extend this project to north of Davenport
- prioritize the safety of pedestrians and cyclists above convenience for car drivers
- reducing cut through traffic should be the highest priority

### **Next Steps**

The Project Team will review all feedback received, together with technical considerations, and stakeholder comments to finalize the recommended designs for Shaw St. A Staff Report with the recommended design will be presented to the City's Infrastructure and Environment Committee in March 2020.

# Appendix A: Notice of Public Drop In Event



## Public Drop-In Event

### Shaw Street Improvement Options

Shaw Street from Dupont Street to Dewson Street is scheduled to be resurfaced in 2020. The resurfacing provides a good opportunity to improve Shaw Street and make it safer for everyone, especially vulnerable road users such as people walking and cycling.

#### Project Area: Shaw Street from Dupont Street to Harbord Street



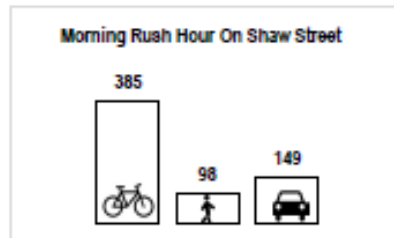
Shaw Street is a major city-wide cycling route, yet the volume of drivers exceeds the City of Toronto's Guidelines for a shared lane. A shared lane is where people cycling and driving use the same space.

Shaw Street is one of Toronto's busiest cycling routes. It has more than 300 people cycling in one hour during the morning rush, and more than 3000 people cycling per day.

- At least 21% of people who live on or near Shaw Street ride bikes to work or school.
- More than 75% of people on Shaw Street either walk or bike during the morning rush hour.
- At least 20-30% of the driving on Shaw Street is to cut-through the neighbourhood.

Shaw Street experiences high volumes of motor vehicle traffic for a residential street. The volume of drivers is far above the City's guidelines for a shared lane, and there isn't space for a dedicated cycling facility in both directions.

The purpose of this project is to reduce cut-through traffic, and create safer and more comfortable conditions for people walking and cycling.



**What is being proposed?**

Four (4) options will be presented that involve changing the street direction for people driving on Shaw Street between Dupont Street and Bloor Street West. In each option, different blocks on Shaw Street would be northbound or southbound for people driving. In all the options, people cycling would continue to travel both northbound and southbound. Also, some changes to on-street parking are proposed so that the contra-flow bike lane and on-street parking would be on opposite sides of the street.

A direction change is also proposed on Shaw Street between Bloor Street West and Harbord Street. For this section of Shaw Street, two (2) options are being proposed that will improve safety by reducing the number of people driving on Shaw Street.

**Drop in to learn more about the proposed improvements to Shaw Street, view presentation boards, speak one-on-one with the project team and provide your feedback on the options.**

**Date:** Thursday, November 21, 2019  
**Time:** drop in any time from 6 to 8 p.m.  
**Place:** Bob Abate Community Centre, Gym, 485 Montrose Avenue

This venue is wheelchair accessible.



Can't attend? Information materials and the feedback form will be available online at [toronto.ca/shaw](http://toronto.ca/shaw) a week before the event.



Para obter assistência em português, é favor ligar 311.

**NEED MORE INFORMATION?**

If you have questions, please contact us.

Public Consultation Unit	Elysia Leung · 416-392-6505 · <a href="mailto:elysia.leung@toronto.ca">elysia.leung@toronto.ca</a>
TTY Hearing Impaired Service	416-338-0TTY (0889) (7 Days a week, 8:00 am – 5:00 pm, closed holidays)

[www.toronto.ca/shaw](http://www.toronto.ca/shaw)

## Appendix B: Feedback Form



# Feedback Form

### Shaw Street Improvement Options

November 21<sup>st</sup>, 2019

Thank you for attending and participating in this Public Drop-In Event. Public consultation is an important part of this project. Please complete this feedback form so we can learn more about your thoughts and opinions regarding the Shaw Street Improvement options. All comments will be considered. **This is not a vote.**

Please submit your comments today or by December 5<sup>th</sup>, 2019. Today's materials are also available on [www.toronto.ca/shaw](http://www.toronto.ca/shaw)

- 1 Four (4) options are proposed for Shaw Street from Dupont Street to Bloor Street West. If you have a preference, please rank the options from 1 to 4 with 1 being your most preferred option and 4 being your least preferred option.

- Option 1 – One-way change of direction at Hallam and Leeds
- Option 2 – One-way change of direction at Barton
- Option 3 – One-way change of direction at Yarmouth, Essex and Leeds
- Option 4 – Managed access at Essex (parkette)

- 2 Please explain why you chose your preferred option.

- 3 What concerns do you have with the other options?

- 4 This project also proposes reversing the one-way direction of Shaw Street from Bloor Street West to Harbord Street and changing on-street parking to the other side. Two (2) options are proposed. Please identify your preference if you have one. In both options, on-street parking would change to the other side of Shaw Street. No other changes to parking are proposed.

No preference

Option 1 – Reverse the direction of Roxton Road from Bloor Street West to Harbord Street while reversing the direction of Shaw Street.

Option 2 – Make no change to the direction of Roxton Road while reversing the direction of Shaw Street from Bloor Street West to Harbord Street.

[toronto.ca/shaw](http://toronto.ca/shaw)

5 Please explain why you chose your preferred option.

6 Is there anything else you want to tell us about this project?

### About You

What are the first three digits in your postal code? \_\_\_\_\_

Please describe your perspective. (Select all that apply)

- I live along Shaw Street
- I work along Shaw Street
- I shop/dine along Shaw Street
- I travel on Shaw Street
- I represent a business along Shaw Street
- Other: \_\_\_\_\_

How do you typically travel on/to Shaw Street? (Select all that apply)

- Walk
- Bike
- Drive
- TTC
- Taxi / rideshare
- Auto passenger
- Other: \_\_\_\_\_

### About this Event

Please help us to improve by letting us know your thoughts about the event.

	Disagree	Neutral	Agree
The information presented was clear and easy to understand	1	2	3
Staff were able to answer my questions or offered follow up	1	2	3
There was an opportunity to share my comments & opinions	1	2	3

### Contact

*Thank you for your comments!*  
Please return this feedback form to the registration desk before you leave, or submit to the City by December 5<sup>th</sup>, 2019.

<p>Elysia Leung Sr Public Consultation Coordinator, City of Toronto 416-392-6505 elysia.leung@toronto.ca</p>	<p><b>Mall:</b> City of Toronto - Public Consultation Unit 55 John Street, Metro Hall, 19<sup>th</sup> Floor Toronto, ON M5V 3C6</p>
--	--

The City respects your privacy – your personal information will not be shared without your permission. The personal information on this form is collected under the authority of the City of Toronto Act, 2008, s. 136(c), and the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, CHAPTER M.56. Your personal information is being collected in order to respond to your inquiry and future consultation opportunities regarding the Shaw Street Improvements. Questions about this collection can be directed to the Public Consultation Unit, Metro Hall - 55 John St., Toronto, Ontario, M5V 3C6, or call 416-392-2990.

[toronto.ca/shaw](http://toronto.ca/shaw)