



College Dundas Intersection Improvements

Public Consultation Report December 2019

Prepared by:

Stephanie Gris
Senior Public Consultation Coordinator
Public Consultation Unit, City of Toronto



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Executive Summary

Feedback received through the public consultation for the proposed improvements at the intersection of College St. and Dundas St. West was overwhelmingly positive. Residents expressed support for the installation of a signalized intersection with enhanced crossing areas for pedestrians and cyclists. The majority of comments received about the signalized intersection reflect residents' priority: that the design of the intersection and the timing of signals ensure the safety of pedestrians and cyclists.

Residents also strongly support the closure of a segment of St. Helen's Ave. Planters were the most popular interim feature identified for the closed segment. Over half of respondents also support a Bike Share station, a road mural and benches for the space. Of the traffic flow options presented, Option C was received the most support, however an equally large number of respondents did not have a preference. Residents of the affected streets vary in their traffic flow preferences.

Introduction

The intersection of College St. and Dundas St. West is scheduled for TTC streetcar track replacement in 2020. Residential streets immediately north of the intersection are scheduled for road reconstruction during the same period. This planned work presents an opportunity for the City to carry out additional improvements in the project area that will enhance the safety of vulnerable road users.

The proposed changes include:

- Installation of a signalized intersection including a bike box for eastbound left turns from Dundas St. West to College St.
- New and enhanced pedestrian crossing zones
- Closure of a segment of St. Helen's Avenue at College Street
- Installation of interim features in the closed segment to enhance the public realm
- Changes to the flow of traffic on St. Helen's Avenue and College St. [North]

Members of the public and relevant stakeholders were consulted on these proposed changes and invited to provide feedback on various design options.

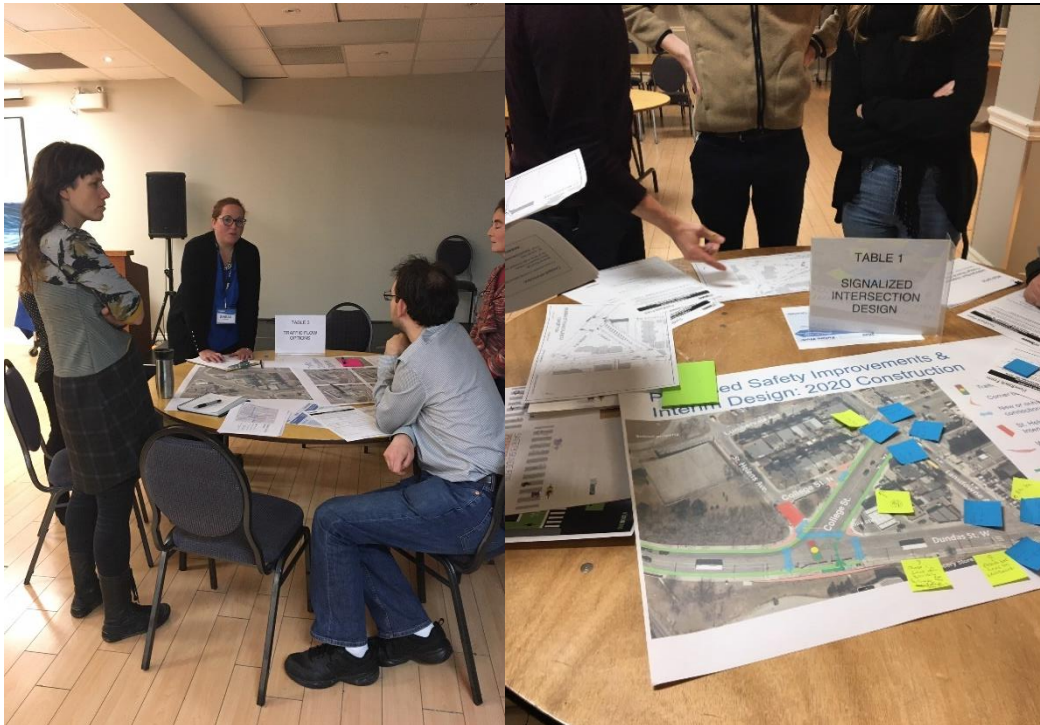
Overview of Communication Activities

Public communication for this project included the following:

- 3,584 Notices delivered by Canada Post (unaddressed ad mail) to the area bordered by Bloor St. West, Dufferin St. and the rail tracks
- One stakeholder meeting with a representative of École secondaire catholique Saint-Frère-André
- One stakeholder meeting with representatives of Cycle Toronto and the College West Business Improvement Area on October 1, 2019
- A public event held on November 26, 2019, at Casa dos Acores, 1136 College St., which included information display panels, presentation by City staff, and discussion tables for attendees

- A public web page with information about the proposed project
- 45 participants signed-in at the November 21 public event
- 55 Feedback Forms were received in person, by e-mail and through the online survey
- 4 local residents met with City staff to discuss their feedback about the project
- 15 e-mails were received with comments about the project
- 2 phone conversations documented

A copy of the public notice is included in the appendix. The published project web page URL on the public notice was: www.toronto.ca/collegedundas



November 26 Public 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.

Signalized Intersection

Overall Support

There is a high degree of support for the installation of traffic signals, a bike box and bicycle crossing, and additional pedestrian crossings at College St. and Dundas St. West. Very few respondents expressed opposition to the proposed intersection design

and most respondents commented that the proposed changes are very much needed. Several respondents commented that they had personally seen or been involved in an accident at this intersection.

The majority of questions and comments that were received about the signalized intersection reflect residents' desire for more detailed information about the coordination and timing of the proposed traffic signals. Residents were concerned with how the traffic signals will direct the movement of cars, pedestrians and cyclists through the intersection in a way that ensures the safety of all road users.

A few residents raised questions and concerns about the coordination of the proposed signals with the existing traffic signals on Dundas St. West at Lansdowne Ave., at Sterling Road, and at Sorauren Ave. These residents are concerned that the new signals could create congestion for drivers and delays for streetcars.

Specific Feedback and Concerns

Westbound turns from College to Dundas

Many people expressed concerns about the conflict between westbound cars turning right from College St. onto Dundas St. West and westbound cyclists making the same movement.

- Residents reported that cars often cling to the right of the road because they are looking to their left at westbound traffic on Dundas, not realizing there is a bike lane.
- Residents reported that drivers often roll through the stop sign at College St. and Dundas St. West, treating it like a 'highway on ramp'.
- People also pointed out that it is difficult for cyclists to stop before turning onto Dundas because of the slope at this intersection. One person suggested that cyclists be expected to yield to traffic, rather than come to a full stop.

Residents recommended

- Make the bike lane on the north side of College St. more visible, or separate the bike lane from westbound traffic with bollards
- Restrict right turns on a red light;
- Create a Leading Pedestrian Interval for pedestrians crossing College St.

Some residents are in favour of closing College St. from Lansdowne Ave. to Dundas St. West to motor vehicles. Others feel strongly that bike lanes on this segment of College should be separated/protected.

Eastbound turns from Dundas to College

A number of respondents are concerned about conflict between eastbound vehicles on Dundas St. West making left turns to College St. and cyclists traveling westbound on Dundas St., as well as with pedestrians crossing College St.

- Some respondents recommended that there be a dedicated left turn lane for cars traveling eastbound. Another suggestion was to restrict cars' left turn movement to a green arrow only.
- Another recommendation was to include a Leading Pedestrian Interval at the intersection to increase the visibility and safety of people who are walking.

Westbound cyclists on Dundas St. West

Some residents expressed concern about degree of exposure and vulnerability of cyclists traveling westbound on Dundas Street through the intersection with College St. They noted that uphill movement reduces cyclists' reaction times and cyclists must also be aware of cars entering and exiting the gas station. One respondent pointed out that cyclists coming from No Frills will often cycle on the south sidewalk on Dundas St. W.

Recommendations to increase the safety and comfort of cyclists included:

- Installing a traffic island in the centre of the intersection
- Reducing westbound traffic on Dundas St. West to one lane to allow additional space for a bike lane.

Vehicle movement through the gas station

A number of respondents requested that vehicle movement in and out of the gas station – as well as the possibility that drivers would use gas station entry/exit points to avoid traffic signals – should be considered in the final design of the intersection. One resident reported observing cars drive over the tactile strip at the western tip of the triangle to exit the gas station.

Additional comments and recommendations

These comments about the intersection were heard at least once throughout the consultation.

- Ensure clear, visible signage for everyone. People who are unfamiliar with the intersection should not have problems navigating it.
- Provide clear marking for the turning movement of bicycles that helps to reduce falls in the streetcar tracks.
- Elevate the pedestrian crossings slightly.

A couple of respondents wanted clarification about permitted turning movement at the intersection; specifically, whether cars traveling west on College Street will be permitted to turn left onto Dundas St. West (eastbound), and whether cars traveling westbound on Dundas will be permitted to turn right onto College St. (eastbound).

Stakeholder Input and Recommendations

The stakeholders that attended the meeting on October 1, 2019, were supportive of the project, the signalized intersection and the closure of a segment of St. Helen's Ave.

Specific feedback about the design of the intersection received from stakeholders:

- The design needs to consider future increase in bike traffic, growth of the school populations;
- Include a dedicated bike signal, timed differently from the signal from cars, to ensure safe movement of different users is well coordinated;
- Space for queuing for cyclists turning left from Dundas St. West onto College St. is important;
- The bike lane on the north side of College Street between Lansdowne Ave. and Dundas St. West is not well used and should be improved;
- Additional bike parking is needed in the vicinity of the project.

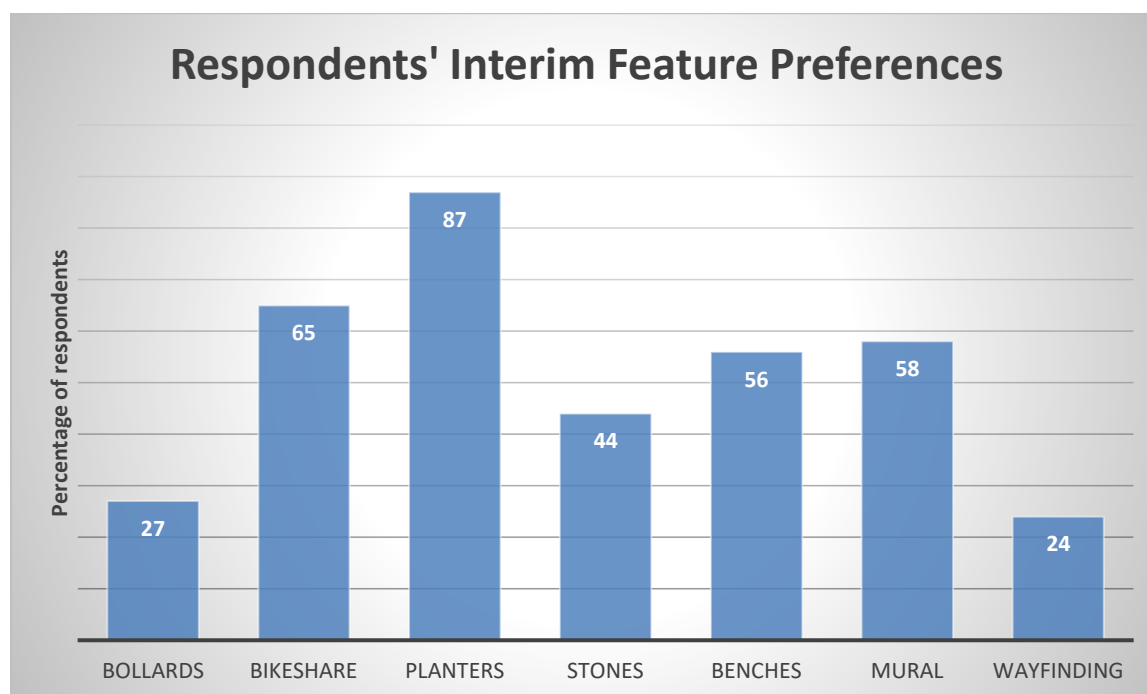
Closure of St. Helen's Avenue Segment

There was no opposition to the closure of a segment of St. Helen's Ave. at College St. Most respondents expressed support for the closure and felt that it would be a positive change for the area.

Interim Feature Preferences

Planters were the most highly favoured feature for the closed segment of St. Helen's Ave., selected by 87% of respondents. There was also high levels of support for a Bike Share station (65% of respondents), benches (56% of respondents) and a road mural (58% of respondents). 44% of respondents indicated support for armour stones and 27% expressed support for bollards. 24% said they would like a wayfinding sign.

One resident of College St. [North] commented that a Bike Share station would limit the ability of residents who park on the street to turn their cars around for waste collection on Thursdays.



Respondents shared these additional recommendations for the interim features:

- Native pollinators in planters
- Mural should have historical reference
- Indigenous name for the closed segment
- Residents around the closed segment and the BIA for Dundas West and College West must have an opportunity to participate in the design (choice of plantings, road painting or paving works)
- Place the barriers (stone or bollards) immediately adjacent to the bike lane, in order to create additional safety for pedestrians crossing St. Helen's Ave. *At the public event, Transportation Services staff did explain that there are setback requirements and wide stones would shift pedestrians' movement off the course of the sidewalk. However, bollards may be an option as they take up less space.*

Recommendations for 'other' features not presented in the consultation include:

- Play structure, swing or tetherball
- Drinking fountain
- Small trees
- Chess table, ping pong table
- Sunshades and moveable seating similar to the features at Sugar Beach
- Shadesails on the grass on the traffic island
- New trees in the traffic island

While some of these features may not be feasible for implementation in 2020, some of these recommendations should inform the options that are considered as part of future consultation for the long-term vision of the traffic island.

Degree of closure

Although the consultation did not specifically ask the public to comment on whether bicycles should be permitted to access St. Helen's Ave. through the closed segment, residents did have different ideas about the degree of closure for that location:

- Some people recommended that the closed segment should be accessible for people who cycle and asked that the design include sufficient space for bike trailers to pass between the armour stones, planters or bollards that are used to close the road.
- While no respondents recommended specifically that the segment should be closed to bicycles, some residents recommended a continuous curb line around the corner from Dundas St. West to College St., to create additional protection for pedestrians.

Street Parking

On-street parking is a priority for some residents of College St. [North] and for one respondent who identified as a business owner. Respondents wanted assurance that the proposed changes would not require a reduction of permit parking spaces.

Traffic Flow Options

Three traffic flow options were presented as part of the consultation process. Members of the public were invited to indicate their preferred option for the direction of traffic flow.

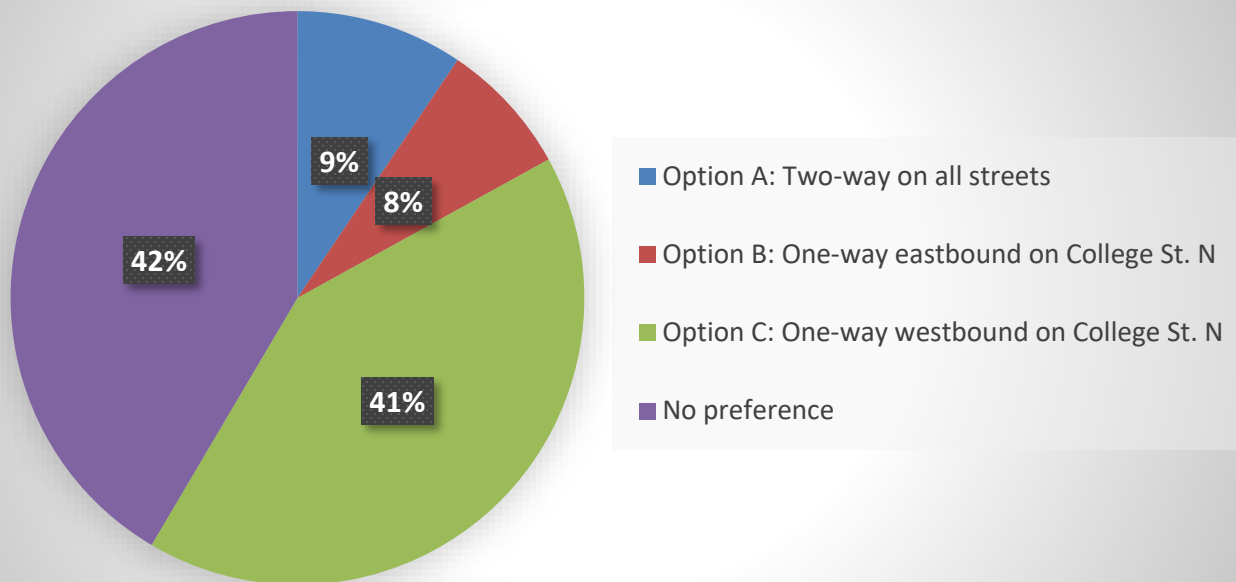
- **Option A:** Two-way traffic movement on Lumbervale Ave., St. Helen's Ave. and College St. [North]
- **Option B:** One-way traffic eastbound on College St. [North] and one-way southbound on St. Helen's Ave.
- **Option C:** One-way traffic westbound on College St. [North] and one-way northbound on St. Helen's Ave.

The information panel showing the traffic flow options presented for public consultation is included in Appendix C.

Preference for Option C

Responses received through the Feedback Form revealed a strong preference for Option C, which was preferred by 41% of respondents. An equally large percentage of respondents (42%) had no preference. There was minimal support for Option A (9%) and Option B (8%).

Respondents' Traffic Flow Preferences



Specific Feedback on Traffic Flow Options

Below is the feedback that was received from respondents who commented on why they preferred a particular option.

Option A: Two-way movement on all streets

Respondents who supported this option did so because it creates the fewest restrictions and turns for local access. One resident of College St. [North] explained that using only Lumberville Ave. to enter and exit is dangerous, as the street is very narrow and there are often cars parked illegally on the south side of the street.

Option B: One-way eastbound on College St. [North]

One respondent who supported this option commented that it helps to avoid a situation where traffic backs up on College St. when vehicles are waiting to turn onto College Street [North].

Option C: One-way westbound on College St. [North]

Some of the reasons respondents gave for selecting Option C:

- Best not to have people turning out onto college
- Looks like the safest option

- Should be coupled with a ban on left turns onto College [North]
- Would deter drivers traveling southbound on Lansdowne from using Lumbervale Ave. and St. Helen's Ave. to avoid the bottleneck for right turns at the intersection at College and Lansdowne
- Minimizes the chance for car/bike conflict for cyclists travelling west on College St. to turn right onto Dundas St. W.
- Exiting College St. [North] to College St. requires difficult turning movements.

No Preference

Respondents who had no preference provided the following reasons:

- They do not live on the impacted streets
- The three options did not reflect their preference
- Do not see a large volume of vehicles on the affected streets
- They were unsure of how the three options would impact pedestrians

One respondent recommended that traffic flow be two-way on all streets, but turning movement to/from College St. [North] be restricted to one direction (eg. no turns onto College St. from College St. [North]) in order to minimize restrictions on local residents.

Preferences of Residents on Lumbervale Ave. and College St. [North]

Respondents who identified themselves as residents of Lumbervale Avenue and College St. [North] had varying preferences for the traffic flow options.

- Two residents of College St. [North] indicated a preference for Option C.
- One resident of Lumbervale Ave. did not have a strong preference.
- Two residents of Lumbervale Ave. pointed out that, with on-street parking on the north side of their street, Option C would require them to do a U-turn or a three-point-turn to leave their street.
- Three residents commented that they feel using only Lumbervale Ave. to exit to Lansdowne Ave. is unsafe as a result of frequent illegal parking on the south side of the street.

Request for One-Way on Lumbervale Avenue

In addition to the options that were presented, some residents requested a modified version of Option B that would make Lumbervale Ave. a one-way street. Two-way traffic is problematic as a result of illegal parking on the south side.

Additional Sidewalk on Lumbervale Avenue

A few local residents expressed a strong desire for a sidewalk on the north side of Lumbervale Avenue and provided the following reasons:

- The grassy boulevard on the north side of Lumbervale is not properly maintained. Grass is rarely cut and hides the fire hydrant.
- Legal parking is on the north side of Lumbervale. People have to exit from their cars into the unmaintained grass and snow.

- Most people in the area who access the park behind the school do so via Lumbervale Ave.

Other recommendations for modifications to these streets included:

- Speed bumps on Lumbervale and St. Helen's to slow traffic.
- Stop signs at College St. [North] and St. Helen's Ave. and at Lumbervale Ave. and St. Helen's Ave.

School Bus and Vehicle Access to School Property

Currently, 20-30 buses and several taxis arrive each weekday morning and afternoon at the property shared by École secondaire catholique Saint-Frère-André and École secondaire Toronto Ouest through the south entrance on Lumbervale Ave. The buses and taxis travel north through the school property before dropping off/picking up students and exiting to Lansdowne Ave. at the north end of the property. This routing is necessary because there is no layby for school buses on Lansdowne Ave. A school administrator stressed that the direction of traffic flow on Lumbervale Ave., St. Helen's Ave. and College St. [North] would need to ensure that large school buses can continue to safely access the south entrance to the schools' property.

The entrance to underground parking for staff of the two schools is also located at the west end of Lumbervale Ave. Changes to the flow of traffic on Lumbervale Ave., St. Helen's Avenue and College St. [North] will potentially impact how staff access the garage. Although no comments were received from the school staff members about their preferred option, a representative of the school indicated that, with the closure of St. Helen's Avenue, two way access on all three streets would be ideal.

Feedback Form Respondents

Some respondents who filled out the Feedback Form provided information on their perspective and on their usual modes of travel through the project area. Respondents were able to select more than one category for each question.

Respondents' Perspective

I live near the project	45
I work near the project	30
I study near the project	15
I shop/dine near the project	14
I travel through the project area	9
I represent a school near the project	6
I represent a business near the project	2
I am a property owner near the project	2
I represent a faith group near the project	2
I represent a residents' group near the project	2
I represent a non-profit, charity or community organization	0

Mode of Travel through the Project Area

Walk	38
Bike	45
Drive	26
Vehicle passenger	10
TTC	34
Taxi/rideshare	6
School bus	0
Other	2

Other Comments and Recommendations

The following are other comments and recommendations raised respondents and attendees of the public drop-in event that fall outside the scope of this project.

Safety Improvements at College & Lansdowne

Many respondents expressed a desire to see similar safety improvements at other intersections of the College-Lansdowne-Dundas triangle, particularly the intersection of College St. and Lansdowne Ave. Below are comments from Feedback Form respondents and attendees at the public event:

- Southbound traffic backs up at the northwest corner of the intersection.
- Crossing east-west across Lansdowne is very unsafe.
- Southbound cars at Lansdowne and College have driven up on the sidewalk to pass other cars because of the bottleneck.
- There was a major injury at College and Lansdowne in 2017.
- Northbound streetcars 'park' on Lansdowne at College St., forcing northbound cars that are making left turn onto College St. to do so from the right lane.

Closure of College St.

A number of respondents and attendees at the public event expressed support for the idea of closing College St. to vehicle traffic between Lansdowne Ave. and Dundas St. West. *Transportation Services staff explained that a closure like this would require significant studies before it could be implemented.*

Enhanced Cycling Infrastructure

- Narrow vehicle lanes as much as possible to allow curb-separated cycle track on Dundas and Lansdowne. Consider an exception to the minimum width.
- Advance the planning for a separated bike lane on College.
- Reduce Dundas St. to two lanes and add bike lanes. Traveling on Lansdowne and Dundas to get to the railpath feels unsafe.
- Protected intersection for bikes should be considered at College and Dundas (reduced vehicle turning radius and protection for turning bikes).
- Extend the east bound bike lane on Dundas all the way to Lansdowne to connect with the Lansdowne bike lane
- A study should be done to extend the Dundas bike lanes from Sorauren to Bloor.

Future Public Realm Enhancements

- Grass triangle should be made AODA accessible during the first phase of the project.
- We use the limited green space of the area all the time. We play on the island, we toboggan on the hill on the other side of St. Helen's Ave. There are several families with children in the area who do the same.
- Activate the park space south of the tennis courts. Turn it into a community garden. The neighbours are willing to look after it. All the houses on College and Lumbervale have tiny back yards so this space is great to take kids or our dogs.
- Plant trees in the traffic island. We were told by forestry department that the new ones would be planted a while ago.
- Design a pocket park for this area through a competition of design teams and choose something understated and elegant that uses local, natural materials.

Traffic Operations

- There is a dangerous lack of signage or painted lines for pedestrians crossing College St. on the north side of Dundas. Not even a notice telling pedestrians to cross on the other side only.
- Install cameras to catch drivers who are blocking crosswalks and bike lanes, running red lights and running streetcar doors.
- Carry out 'before' and 'after' traffic studies to monitor how things are changing.
- Cars try to turn left from College to go south on Lansdowne when they don't have enough time. They squeeze into the right hand bike lane and this blocks the southbound bike lane on Lansdowne.

General

- Mark the location of storm sewers on curbs and sidewalks with an impression and/or paint so that residents can find them during the winter.
- Consider a bump out on the south side of the bridge to acknowledge the great view and maybe provide a place to stop and rest for those who need it.

Next Steps

The Project Team will review all feedback presented in this report for consideration in light of technical requirements for the project. A Staff Report with the recommended design will be presented to the Infrastructure and Environment Committee of City Council in March 2020.

Appendix A: Notice of Public Drop-In Event



Notice of Public Drop-In

November 12, 2019

College & Dundas Intersection Improvements Public Drop-In Event

The City of Toronto is planning road work for the Summer and Fall of 2020 consisting of:

- TTC track replacement at the intersection of College St. and Dundas St. West and on Dundas St. West between Sorauren Ave. and Lansdowne Ave.
- Road reconstruction on College St. (north segment), St. Helens Ave., and Lumberville Ave.

As a result of this work, the City is considering a number of additional improvements for the area:

- Closure of a segment of St. Helens Ave. at College Street
- Features to enhance the public realm for pedestrians and cyclists
- New traffic signals at Dundas St. W. and College St.
- New and improved pedestrian and bicycle crossings

We invite you to attend a Public Drop-In event to learn more about the planned road work and proposed improvements, ask questions, and provide feedback.

Date: Tuesday November 26, 2019

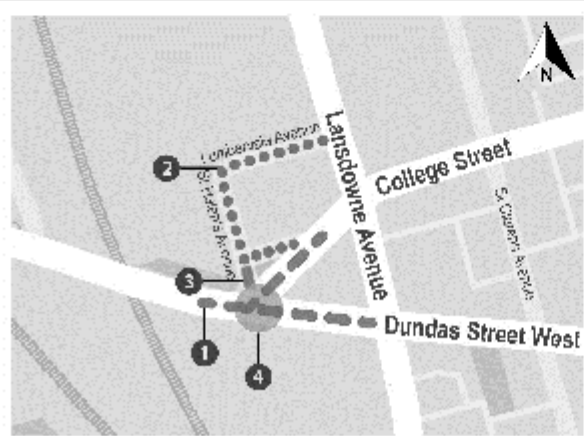
Time: 6:30 p.m. to 8:30 p.m.

Presentation: 7:00 p.m.

Location: Casa dos Açores, 1136 College Street



MAP OF PROJECT AREA AND IMPROVEMENTS



- ① — Streetcar track replacement
- ② - - - Local road reconstruction + Traffic flow review
- ③ — Closure of St. Helens Avenue at College St. + Proposed cycling and pedestrian features
- ④ ● Proposed traffic signal with pedestrian and bicycle crossings

Appendix B: Feedback Form



Feedback Form

College and Dundas Intersection Improvements Public Drop-In Event: November 26, 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 to share your thoughts and opinions about the proposed improvements at College and Dundas. All comments will be considered.

Please submit your comments today or by mail or e-mail before December 10, 2019.
Materials from today's event are also available online: www.toronto.ca/collegedundas

Q1. Please share any experiences or observations of the intersection of College St. and Dundas St. West that should be considered in the final design:

Q2. Which interim features would you most like to see at the closure of St. Helens Avenue?
(See event panels)

- ☐ Bollards (posts) ☐ Bike Share station ☐ Planters ☐ Wayfinding sign
☐ Large stone(s) ☐ Benches ☐ Road mural

Other features:

Q3. Which is your preferred option for traffic flow on St. Helens Ave. and College St. [North]?
(Check one)

	Comments – please explain your selection
<input type="checkbox"/> Option A	
<input type="checkbox"/> Option B	
<input type="checkbox"/> Option C	
<input type="checkbox"/> No preference	

Additional comments about the project:

www.toronto.ca/collegedundas

Appendix C: Traffic Flow Options



Existing traffic circulation



Option A: Two-Way



Option B: College St. [North] One-Way Eastbound



Option C: College St. [North] One-Way Westbound

Traffic Circulation Options

- Existing direction
- Change in direction
- Closed road segment
- Corner bump-out

* No changes to Lumberville Ave.

