Proposed Road Safety Improvements on Martin Grove Road and on Rathburn Road

Public Consultation Summary

February 2021

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TORONTO

Contents

Executive Summary

Public consultation about separated bike lanes on Martin Grove Rd and physical separation for the existing bike lanes on Rathburn Rd took place from November 23 to December 21, 2020. Consultation activities included flyer distribution, a virtual public meeting, a project web page on the City of Toronto website, and targeted emails to project stakeholders. 3,100 flyers were distributed in the area of the project.

Over 100 people attended the virtual public meeting on December 7 by phone or online, and over 275 responses were received through the online survey, by phone and email. A range of feedback was received about each of the two projects.

Over half of people who provided feedback on Rathburn Rd prefer low profile barriers. Cyclist safety was identified as a top priority by people who prefer this design option, in addition to concerns about the maintenance of pre-cast curbs with bollards. However, many people in the area, including several residents on Rathburn Rd, are opposed to any form of physical separation. These people raised concerns about the potential impacts on vehicle traffic, impacts on the delivery of City services, and the cost to install and maintain physical separation.

There is a high level of support for physically separated bike lanes (cycle tracks) on both segments of Martin Grove Rd, though residents on Martin Grove Rd are divided in their design preferences. People who prefer buffered bike lanes feel that physical separation is not needed on this route, and they have concerns about the cost to install and maintain cycle tracks, the impacts on traffic, and the safety of the proposed design. People who do not support any new separated bike lanes noted similar concerns.

Introduction

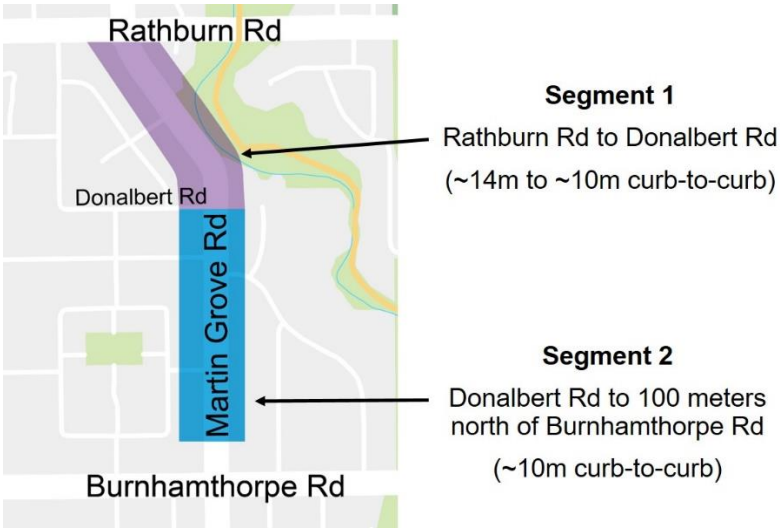
Road Safety Improvements on Martin Grove Road

Martin Grove Rd, south of Rathburn Rd, is identified in the City of Toronto's Cycling Network Plan Update (2019) as a route that would serve neighbourhood demand for cycling provide connections between the trail system along Mimico Creek (at West Deane Park), the existing bike lanes on Rathburn Rd, and the Kipling Transit Hub at Dundas St West. Because of the opportunity to coordinate implementation of the Cycling Network Plan with upcoming watermain replacement on Martin Grove Rd and reconstruction of the intersection of Martin Grove Rd and Rathburn Rd, this public consultation was focused on the portion of Martin Grove Rd from Rathburn Rd to 100m north of Burnhamthorpe Rd. The section south of Burnhamthorpe Rd is planned for study in 2021.

Two design options for new separated bike lanes on Martin Grove Rd were presented to the public for consideration:

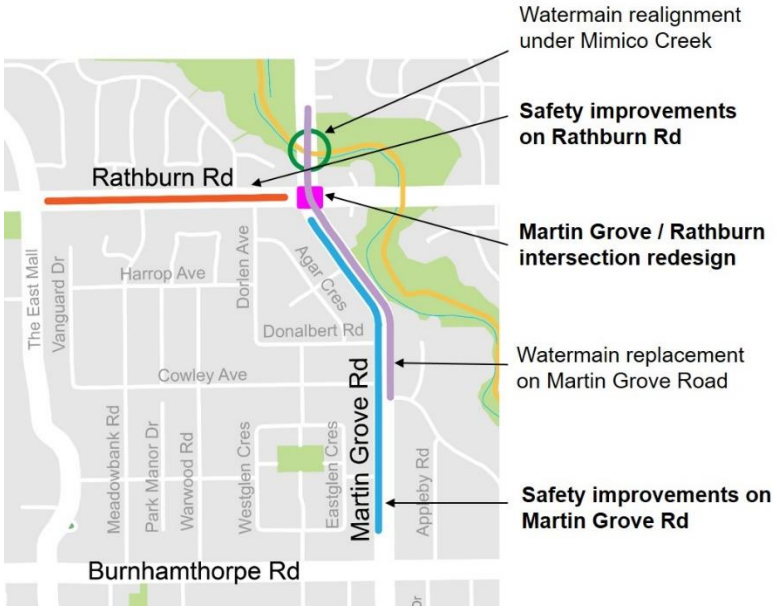
- Cycle tracks (Option A): a painted buffer and pre-cast curbs with flexible posts (bollards) would separate bicycle lanes from vehicle travel lanes
- Buffered bike lanes (Option B): a painted buffer would separate bicycle lanes from vehicle travel lanes

The two design options are being considered separately for the segment of Martin Grove Rd from Rathburn Rd to Donalbert Rd and the segment from Donalbert Rd to 100m north of Rathburn Rd because of differences in the width of the road. If approved, separated bike lanes would be installed in 2022, following watermain replacement.



Road Safety Improvements on Rathburn Road

In May 2020, a painted buffer was added to the existing bike lanes on Rathburn Rd from approximately 100 metres east of The East Mall to Martin Grove Rd as part of a road resurfacing project. The City is proposing to install physical separation in the painted buffer areas between the bike lanes and vehicle travel lanes in 2021.
A speed limit reduction from 50 km/hr to 40 km/hr is also proposed.



Current bikeway design guidelines and international best practice recommend physical separation between vehicles and people cycling when the volume of traffic on a roadway exceeds 6,000 vehicles per day. Current traffic volumes on this portion of Rathburn Rd are between 9,000 and 12,000 vehicles per day.

The City presented two design options for physical separation:

- Option A: Pre-cast concrete curbs with flexible posts (bollards)
- Option B: Pre-cast concrete low profile barriers with reflectors

Overview of Communication & Consultation Activities

Information about the project and the proposed road safety improvements was provided on a project web page and through a Virtual Public Meeting. Notification about the consultation was delivered through a variety of channels. Feedback was received through an online survey and by phone and email.

- 3,100 flyers were distributed to addresses on Martin Grove Rd, on Rathburn Rd and to streets in the project area. The published URL on the notification flyer was: toronto.ca/martingrove
- The consultation and the public meeting were promoted through the City's @GetInvolvedTO and @TO_Transport Twitter accounts
- Over 100 attendees joined a Virtual Public Meeting on December 7, 2020
- Over 170 questions were raised during the Virtual Public Meeting
- 255 survey responses were received
- 23 people provided comments or questions by email
- 3 people provided comments by phone

The virtual public meeting focused on the proposed road safety improvements on Martin Grove Rd and Rathburn Rd, as well replacement of the watermain on Martin Grove Rd. City staff also shared information about planned reconstruction of the intersection of Martin Grove Rd and Rathburn Rd and anticipated coordination of these projects.

A copy of the Notice of Public Consultation flyer and a summary of the questions asked at the Virtual Public Meeting are included in the appendices.

Feedback Summary: Rathburn Road

Below is a summary of the feedback heard through all communication channels. Participants were self-selecting and not a representative sample of the community.

Overall Summary of Feedback

There is a strong preference for low profile barriers on Rathburn Rd, however, some local residents are opposed to any form of physical separation.

Feedback on Design Options

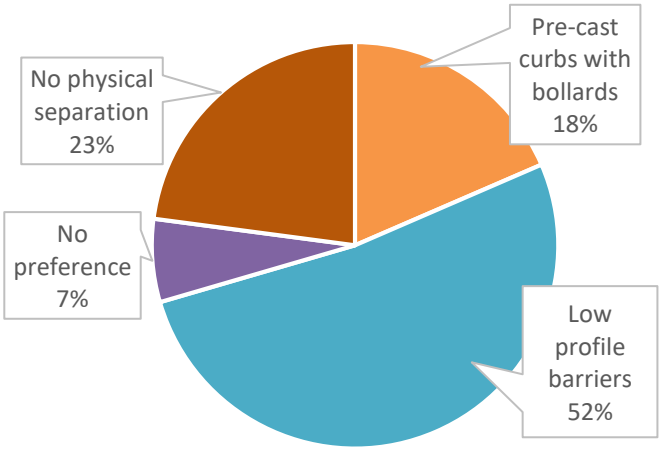
Support for Low Profile Barriers

Fifty-two per cent of survey respondents prefer pre-cast concrete low profile barriers with reflectors for Rathburn Rd. The top reasons given for this preference are:

- **Cyclist safety:** A large number of respondents said that low profile barriers seem more robust than pre-cast curbs. They commented that low profile barriers would better protect cyclists from motor vehicles and also make less experienced cyclists feel safer and more confident. Some people noted that large vehicles can drive over pre-cast curbs and bollards into the bike lane.

- **Maintenance:** Many respondents commented that bollards are easily knocked over, that damaged bollards look unattractive and can create a safety hazard. They said that low profile barriers would be easier to maintain.
- **Aesthetics**: Some respondents said they prefer the appearance of low profile barriers over curbs and bollards. Some respondents indicated that like the option of having art on low profile barriers, however, others were opposed to this idea.

Survey respondents' preferences for physical separation on Rathburn Road
(227 responses)



Support for Pre-Cast Concrete Curbs with Bollards

Some 18 per cent of survey respondents prefer pre-cast curbs with bollards. The most common reason provided was the **visual warning and clear guidance for drivers** provided by bollards. Several respondents noted that drivers should be provided with as much advance warning of the bike lanes as possible to ensure that they stay in the travel lane.

Other reasons people noted for preferring pre-cast curbs with bollards were:

- Aesthetics: Some people said they prefer the appearance of curbs to low walls.
- Cyclist safety: Some respondents felt that pre-cast curbs with bollards are a more effective form of physical separation.
- They are more visible for drivers when backing out of driveways.
- They have a lower potential to cause damage to vehicles compared to low walls
- Pre-cast curbs require less concrete that low-profile barriers.
- Pre-cast curbs provide more space for snow storage than low-profile barriers.

Of the 10 people who provided comments about Rathburn Rd by phone or email, half (5) said that they support physical separation but did not specify a preference for either design option.

Opposition to Physical Separation

Twenty-three per cent of survey respondents expressed opposition to any form of physically separated bike lanes on Rathburn Rd.[1] Of the 10 people who provided comments about Rathburn Rd by phone and email, half (5) indicated that they are opposed to any form of physical separation.

Respondents raised several concerns:

- **Perceived lack of demonstrated need**: Several people said that physical separation is not needed on Rathburn Rd, given the low number of people who cycle. Some felt that the data on current and projected usage and data on accidents involving cyclists did not demonstrate a need for physical separation. Some respondents who identified themselves as people who cycle said that the existing buffered bike lanes are sufficient, as safety is not a concern on this section of Rathburn Rd.
- **Cost/use of public funds**: Several respondents said that the expense to install and maintain physical separation is not justified because there are very few people who cycle on Rathburn Rd. Several people commented that the funds could be better used for more essential programs, particularly during the COVID-19 pandemic.
- **Aesthetics**: Some residents said they do not like the appearance of either form of separation and are concerned that it could decrease their property value. Some respondents expressed strong opposition to art on low profile barriers.
- **Impact on City services**: Some residents have concerns that physical separation will create problems for waste collection, snow clearing and mechanical leaf collection. Residents expressed concerns that debris in the bike lane and snow stored in the buffer could lead to drainage issues.
- **Impact on drivers**: Some respondents felt that physical separation would create a safety hazard for people driving or backing out of driveways, and that physical separation would create greater traffic congestion.

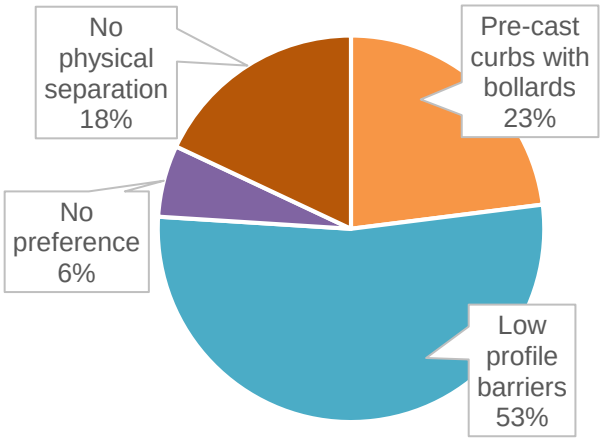
City of Toronto staff were informed that local residents have initiated a petition to collect signatures from people who are opposed to physical separation on Martin Grove Rd and Rathburn Rd. At the time this report was prepared, the petition had 41 signatures.

Preferences by Mode of Travel

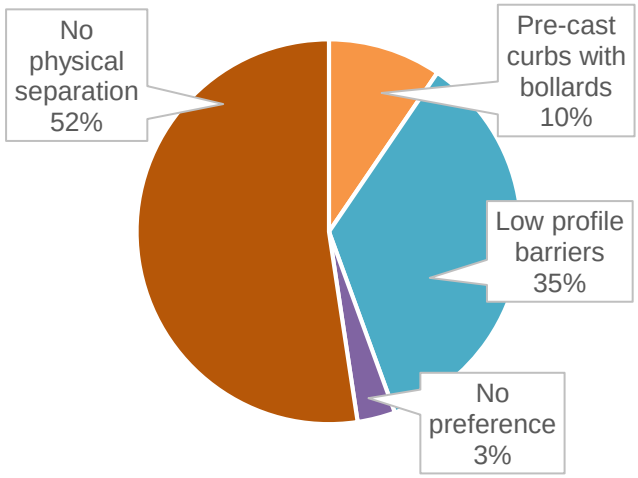
There is a higher level of support for physical separation among survey respondents who drive and cycle in or through the project area compared to respondents who drive but do not cycle.

[1] Percentage of survey respondents who selected 'No preference' but indicated in the comments that they do not support physical separation.

Rathburn Rd preferences of survey respondents who drive and cycle
(100 respondents)



Rathburn Rd preferences of survey respondents who drive but do not cycle
(63 respondents)



Preferences of Rathburn Road Residents

Seventeen residents on Rathburn Rd provided feedback through the survey and by email. The majority are opposed to physical separation.

Preference	Low profile barriers	Pre-cast curbs	No preference	Opposed to separation
# of residents	3	3	0	11

Design Recommendations

Some respondents provided comments and recommendations on specific aspects of the design of the project:

- Consider installing a combination of low profile barriers and pre-cast curbs – it does not need to be one form of separation or the other.
- Use green paint to identify the bike lanes.
- The location of barriers and curbs should avoid creating wider turning radii at intersecting streets (e.g. eastbound approach at Dorlen Ave.); consider using standalone bollards without curbs if catch basin or hydrant access is an issue.
- At the intersection with Martin Grove Rd, the bike lane should be placed next to the curb, rather than between the right turn lane and the through traffic lane.
- Protected intersections are needed at Martin Grove Rd and at The East Mall.
- Consider a raised cycle track.
- The lane drop on Rathburn Rd, east of The East Mall should be examined; it causes drivers to speed up in order to merge.

Other Recommendations

A number of respondents shared ideas and recommendations related to cycling infrastructure, cycling connections, and road safety on Rathburn Road, some of which are outside the scope of the project:

- Extend physical separation further west, through the intersection with The East Mall, over Highway 427 to Centennial Park.
- Install physical separation on Rathburn Rd east of Martin Grove Rd.
- Traffic signals are needed at Meadowbank Rd and Rathburn Rd.
- A pedestrian crossing is needed on Rathburn Rd at Ravenscrest Dr or Lloyd Manor Rd for students who walk to John G. Althouse school.
- Speed cameras and automated 'Watch Your Speed' signs are needed on Rathburn Rd because of the schools in the area.
- Extend the speed limit reduction to Islington Ave.

Feedback Summary: Martin Grove Road

Below is a summary of the feedback received through all communication channels. Respondents were self-selecting and not a representative sample of the community.

Overall Summary of Feedback

There is a strong preference for physically separated bike lanes on both segments of Martin Grove Rd. Some residents who have concerns with physical separation prefer buffered bike lanes and others are opposed to any new separated bike lanes.

Feedback on Design Options for Segment 1

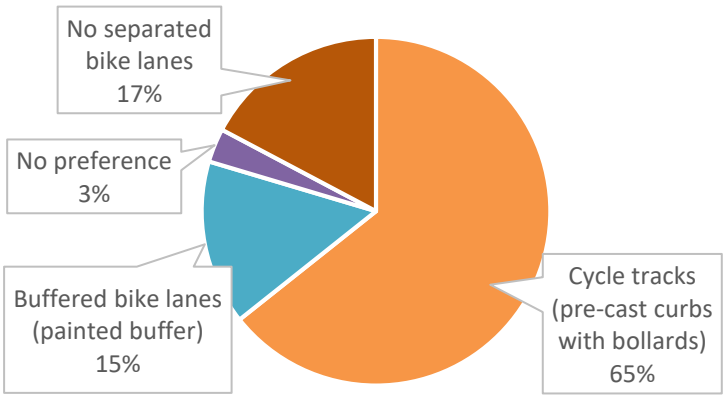
Support for Cycle Tracks

Sixty-five per cent of survey respondents indicated a preference for cycle tracks in Segment 1. The primary reason noted by these respondents was **safety and protection for people cycling**, particularly less confident cyclists and children. A large number of respondents commented that a painted buffer offers no protection for people cycling.

Other reasons respondents gave for preferring cycle tracks in Segment 1:

- Physical separation ensures vehicles remain in the travel lane and prevents people from driving or parking in the bike lane
- Encourages people to cycle by helping less confident cyclists feel safe
- Pre-cast curbs with bollards are more visible than pavement markings

Survey respondents' preferences for Martin Grove Rd, Segment 1
(255 responses)



Of the 14 people who provided comments about Segment 1 by email and phone, half (7) indicated a preference for cycle tracks, five (5) prefer pre-cast concrete curbs with bollards, and 2 said that they do not support any new separated bike lanes.

Preferences of Martin Grove Rd Residents

Those residents of Martin Grove Rd (segments 1 and 2) who provided feedback through the survey and by phone and email are divided in their design preference. Some residents do not support any new separated bike lanes.

Segment 1 preference	Cycle tracks	Buffered bike lanes	No preference	No separated bike lanes
# of residents	13	11	0	6

In addition to safety for cyclists, local residents and residents on Martin Grove Rd who expressed support for physically separated bike lanes in Segment 1 identified **road safety and traffic calming** as primary reasons for their preference.

- Local residents noted that speeding is a significant issue in Segment 1, even with the existing traffic islands.
- Some residents noted that people driving on Martin Grove Rd often pass left-turning vehicles by driving over the existing edge lines and anticipate that drivers are likely to also do so with a painted buffer.
- Some residents said that traffic calming and protection for people cycling is particularly important through the S-bend in the road where northbound vehicles often speed through the curve.
- A couple of respondents noted that many people, particularly children, ride their bikes on the sidewalk on Martin Grove Rd.

Support for Buffered Bike Lanes

Overall, there was low support for a buffered bike lane. Fifteen per cent of survey respondents prefer this option. The most common reasons were:

- **Insufficient justification for physical separation and expenditure to install and maintain cycle tracks**: Many of respondents who prefer buffered bike lanes said that the number of people cycling on Martin Grove Rd and the number of past collisions involving people cycling were not high enough to warrant the cost to install and maintain concrete curbs with bollards. Some felt that there was inadequate data and analysis to support the use of public funds for physical separation.
- **Maintenance concerns**: Respondents expressed concerns that, because bollards are easily and frequently damaged, physical separation will create a safety hazard and look unattractive.

Residents on Martin Grove Rd who indicated a preference for buffered bike lanes in Segment 1 noted a number of additional concerns with physical separation:

- **Insufficient space**: Some residents felt that narrowing traffic lanes and removing the existing painted median and traffic islands would lead to motor vehicle collisions between oncoming vehicles, particularly through the bend in the road.
- **Driveway access**: Some residents had concerns about the safety of backing out of driveways with physically separated bike lanes.
- **Aesthetics**: Some residents said that pre-cast curbs and bollards are unattractive and would reduce property values.

- **City services**: concerns that solid waste collection, snow removal and mechanical leaf collection might be negatively impacted by physical separation
- **No stopping regulation**: concerns with vehicles not able to make short stops for deliveries or passenger pick up.

Opposition to Separated Bike Lanes

Seventeen per cent of survey respondents commented that they do not support any form of separated bike lanes on Martin Grove Rd in Segment 1.[2]

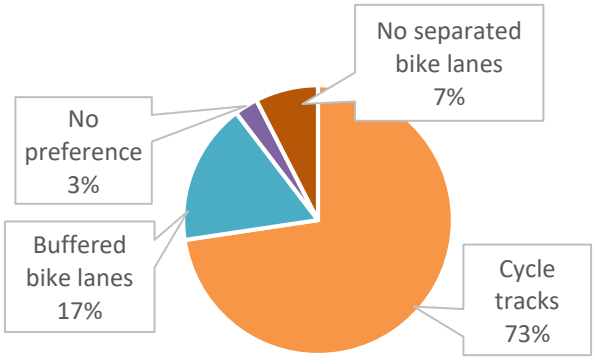
They identified the following concerns:

- **Cost to taxpayers**: Respondents said that the cost to install new bike lanes is not warranted given the current number of people who cycle on Martin Grove Rd.
- **Insufficient justification**: Respondents felt that bike lanes are not needed because there are few people cycling on this section of Martin Grove Rd. and the number of historical accidents involving people cycling is very low. A number of respondents said that the existing edge lines are sufficient. Others felt that side streets and existing trails in the area are more suitable cycling routes.
- **Increased congestion**: Some respondents expressed concerns that narrowing vehicle lanes to install bike lanes would increase traffic delays and pollution.
- **Safety hazard**: A small number of respondents feel that bike lanes should not be on main roads because they create a distraction for drivers and encourage people to cycle with less caution, which could lead to collisions.

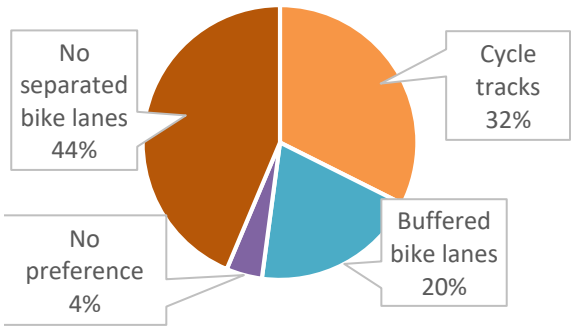
Preferences by Mode of Travel

There is a higher level of support for cycle tracks in Segment 1 among survey respondents who drive and cycle in or through the project area compared to respondents who drive but do not cycle.

Martin Grove Rd Segment 1 preferences of respondents who drive and cycle
(106 responses)



Martin Grove Segment 1 preferences of respondents who drive but do not cycle
(71 responses)

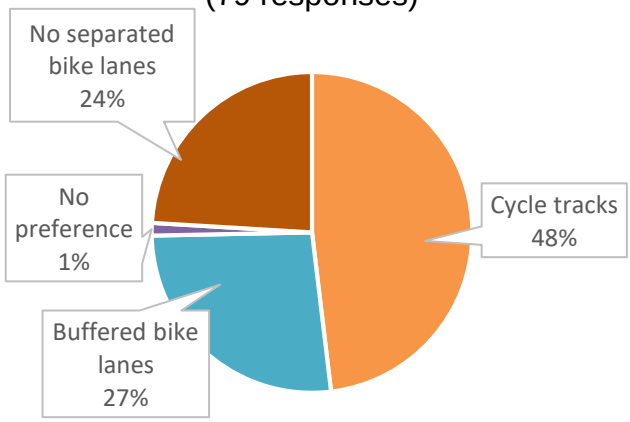


[2] Percentage of survey respondents who indicated opposition to any new bike lanes in the comments.

Preferences of Residents in the Project Area

There is a strong preference for cycle tracks among respondents who live in the area of the project (people who indicated they reside in the M9B postal code). However, nearly one quarter of project area residents are opposed to any new separated bike lanes.

Segment 1 preferences of project area residents
(79 responses)

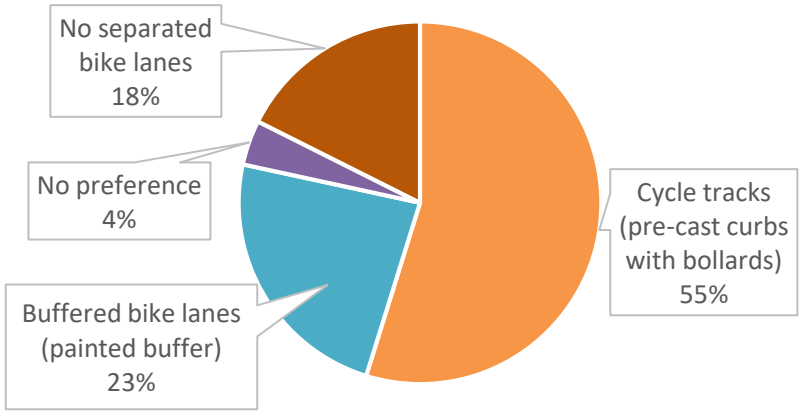


Feedback on Design Options for Martin Grove Rd Segment 2

Support for Cycle Tracks

Over half of survey respondents (55 per cent) indicated a preference for physically separated bike lanes in Segment 2. The reasons for preferring physically separated bike lanes were very similar to with the reasons given for Segment 1.

Survey respondents' preferences for Martin Grove Rd, Segment 2
(250 responses)



Some people who support physical separation in Segment 2 said:

- Snow clearing is not important enough of an issue to not install physical separation

- Cycling infrastructure should be consistent with Segment 1, to avoid confusion for people driving and people cycling
- Physical separation in Segment 2 would create a safe route to access the parks and trail system further north
- The traffic calming effect of physical separation is needed in Segment 2 because northbound vehicles often accelerate on this part of Martin Grove Rd, creating a safety hazard through the bend north of Donalbert Rd.

Of the 14 people who provided comments on Segment 2 by phone or email, 5 indicated that they prefer cycle tracks, 7 prefer buffered bike lanes, and 2 said that they are opposed to any new separated bike lanes.

Support for Buffered Bike Lanes

Twenty three per cent of survey respondents indicated a preference for buffered bike lanes in Segment 2. The reasons provided by respondents who preferred Option B for Segment 2 were very similar to the reasons given for Segment 1, above. In addition, some people said:

- they agreed with the "preferred option" for Segment 2
- proper snow clearing and storage is important for both drivers and cyclists
- snow storage in the buffer creates a hazard for people cycling
- physical separation could create drainage issues when snow and leaves accumulate

Opposition to Separated Bike Lanes

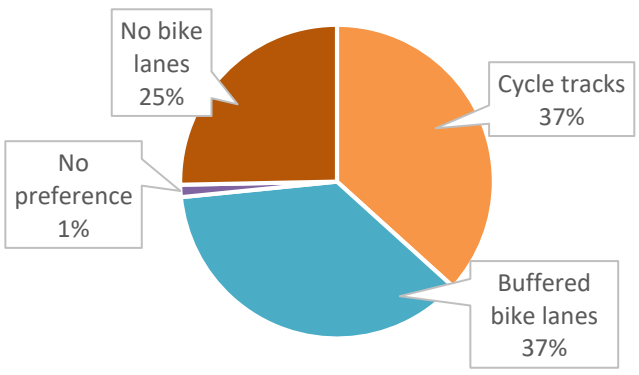
Eighteen per cent of respondents commented that they are opposed to any new separated bike lanes in Segment 2 of Martin Grove Rd. The concerns they identified are similar to the concerns noted about separated bike lanes in Segment 1:

- perceived lack of demonstrated need
- insufficient justification for expenditure
- increased traffic congestion
- safety hazard for people driving

Preferences of Residents in the Project Area

Respondents who live in the area of the project (M9B postal code) are divided in their preferences for Segment 2. Each design option received equal support.

Martin Grove Rd Segment 2 design preferences M9B postal code
(79 responses)



Preferences of Martin Grove Rd Residents

Residents of Martin Grove Rd who provided feedback through the survey, and by phone and email, are divided in their design preferences for Segment 2. Some residents do not support any new bike lanes.

Segment 2 preference	Cycle tracks	Buffered bike lanes	No preference	No separated bike lanes
# of residents	11	12	0	8

Martin Grove Rd Design Recommendations and Additional Comments

Painted median and concrete islands:
Several residents of Martin Grove Rd said that they would like the painted median and concrete traffic islands remain in Segment 1 because they have been effective as a safety measure in reducing vehicle collisions and because they facilitate safe driveway access when there is a high volume of traffic.

Traffic calming
Several local residents and some residents of Martin Grove Rd said that the proposed improvements are insufficient to reduce speeding and prevent motor vehicle collisions between Rathburn Rd and Donalbert Rd. Some residents said that more extensive traffic calming and speed control measures, road safety improvements, and road design changes are needed in addition to physically separated bike lanes. Others who noted the need for additional traffic calming and speed enforcement in Segment 1 commented that separated bike lanes should not be considered a road safety improvement for this section of Martin Grove Rd.

Other design recommendations:

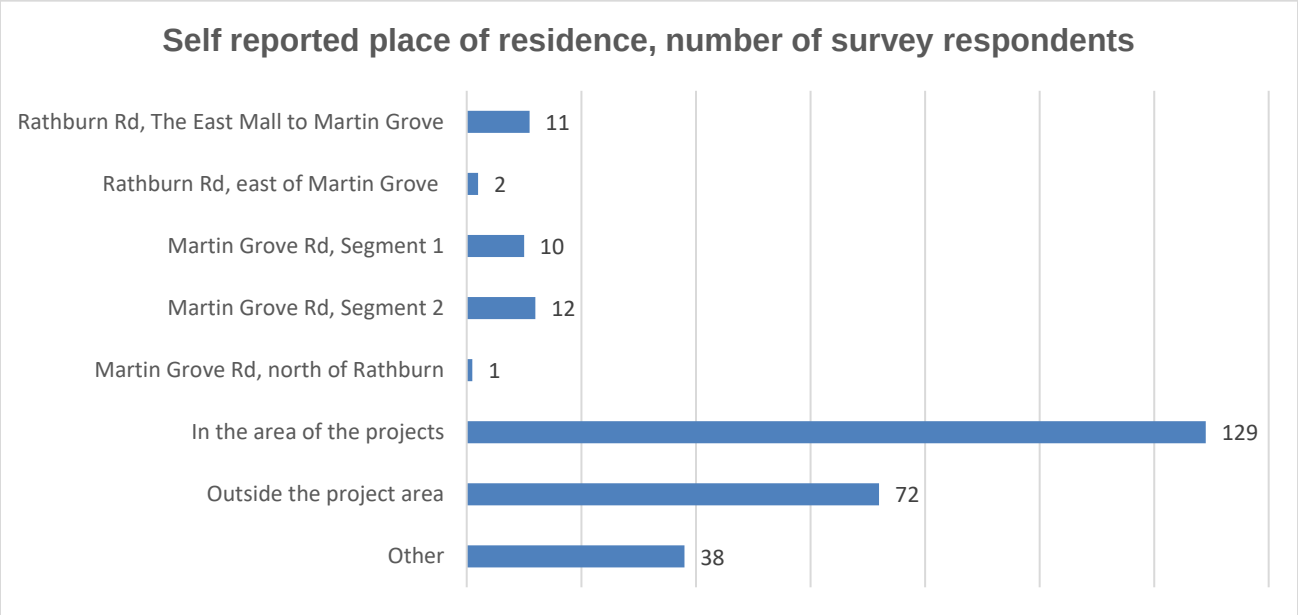
- Install physical separation only in the widest part of Segment 1; the bend north of Donalbert Rd is too narrow for cycle tracks
- Physical separation should extend all the way to Burnhamthorpe Rd.

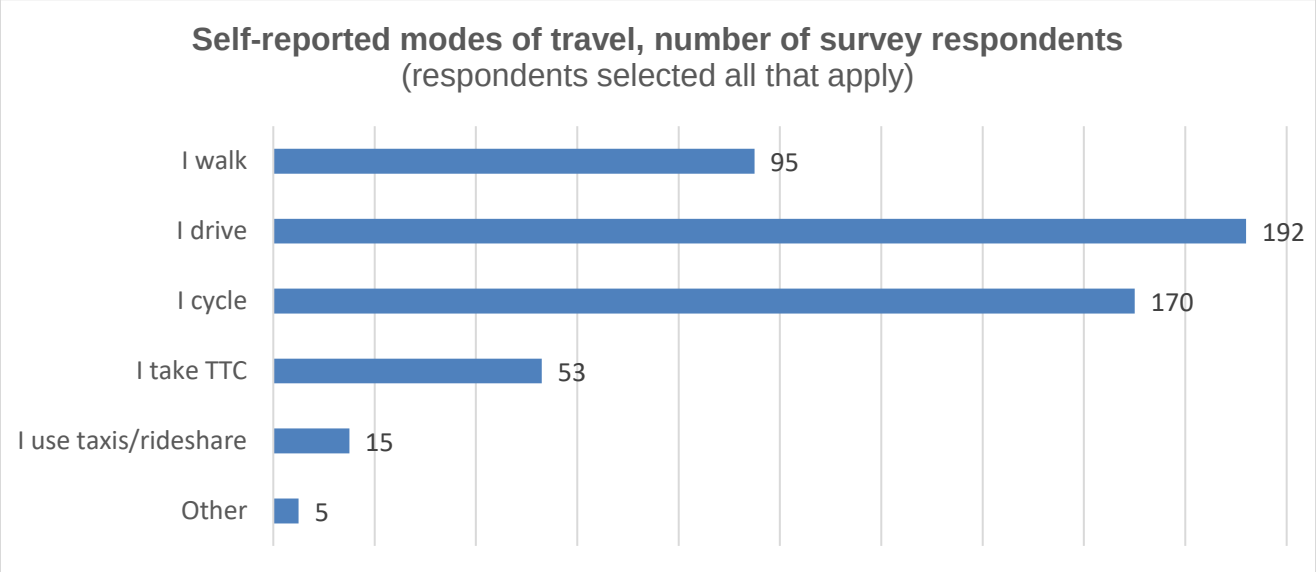
Other comments
Ideas and recommendations related to cycling infrastructure and road safety on Martin Grove Rd, some of which are outside the scope of the project:

- Extend the bike lane on Martin Grove Rd in both directions: north to Eglinton Ave. and south to Dundas St. West
- Store snow in the boulevard, rather than in the buffer
- Consider replacing the sidewalk on one side of the street with a bi-directional bike lane
- Reduce the speed limit north of Rathburn Rd to 40 km/hr
- Paint the speed limit on the roadway
- Move the northbound speed limit sign closer to Burnhamthorpe Rd to make it more visible
- Create a pedestrian crossing at Saralou Ct so that residents can safely cross Martin Grove Rd to access Mimico Creek
- Consider a roundabout intersection for Martin Grove and Rathburn

Survey Respondents

People who provided feedback through the survey were asked to provide information about their place of residence and mode(s) of travel in/to/through the project area.





Next Steps

The Project Team will consider all feedback received, together with technical considerations, to finalize the recommended design for Martin Grove Rd and the recommended design for Rathburn Rd. Staff reports with the recommended designs will be presented to the City's Infrastructure and Environment Committee (IEC) in May 2021. Should the projects receive the support of the IEC, the recommended designs will presented to City Council for consideration.

Appendix A: Flyer Notice

TORONTO **Notice of Public Consultation**

November 19, 2020

Physical Separation in the Buffer on Rathburn Road, New Separated Bike Lanes on Martin Grove Road & Watermain Replacement at Mimico Creek

The City of Toronto is consulting the public on a number of proposed road safety and planned infrastructure improvements along Rathburn Road and on Martin Grove Road:

- Adding physical separation to the buffer area of the existing bike lanes on Rathburn Road
- Installing new separated bike lanes on Martin Grove Road, south of Rathburn Road
- Replacing the watermains under Mimico Creek

The City is planning to replace the aging watermains on Martin Grove Road from north of Rathburn Road to Lorraine Gardens. Where the watermains cross Mimico Creek, an alternate alignment is needed outside of the road right-of-way. The City is carrying out a Municipal Class Environmental Assessment study (Schedule 'B') to evaluate alignment options and identify a recommended alignment for the segment that will cross below Mimico Creek.

Public Consultation: Tell us what you think

- **Learn more about the options** being considered at a Virtual Public Meeting, or view the presentation on the project web page if you cannot attend the meeting.
- **Complete an online survey to provide feedback and indicate your preferences** for the proposed road safety improvements and watermain alignment options, or share your comments by phone or email.
- The comment deadline for this consultation is **December 21, 2020**. All comments will be considered.

Virtual Public Meeting

A Virtual Public Meeting will be held to present information about the proposed physical separation on Rathburn Road, the separated bike lanes proposed on Martin Grove Road, and the watermain replacement options. The meeting will be divided into two sessions; each half will include a presentation followed by a Question & Answer period. Please contact us if you require accommodation to participate at this meeting.

Monday December 7, 2020

- **6:30 to 7:30 p.m.: Road Safety Improvements**
- **7:30 to 8:30 p.m.: Watermain Replacement**

Join by computer, smart phone or tablet:

Register at toronto.ca/MartinGrove

Join by phone (audio only): Dial **416-915-6530** Access Code: **177 192 6456**
Phone line will open 5 minutes before the start of the meeting.

toronto.ca/MartinGrove

Page 1

1. Proposed Road Safety Improvement: Physical separation for the bike lane on Rathburn Rd

In 2020, painted buffers were installed to improve the existing bike lane on Rathburn Road from The East Mall to Martin Grove Road. To implement the City Council-approved Vision Zero Road Safety Plan and Cycling Network Plan, the City is proposing to add physical separation in the painted buffer area in 2021 to improve safety for all road users, reduce speeding, and encourage more people to cycle.

Two design options are proposed for physical separation in the buffer. Detailed drawings with the proposed locations of the pre-cast curbs (Option A) and low profile barriers (Option B) is posted on the project web page.

Option A: Concrete curbs and bollards

Option B: Low profile barriers

With both options, snow would be plowed from the bike lane separately from the road, and be stored in the buffer and at the curb. With both options, the City proposes to reduce the speed limit from 50km/hr to 40km/hr from The East Mall to Edenwood Dr. Complete the online survey to indicate your support for the design options

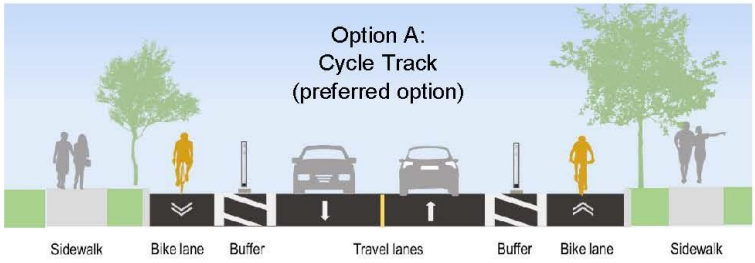
2. Proposed Road Safety Improvement: New separated bike lanes on Martin Grove Rd

The City is proposing to install new separated bike lanes on Martin Grove Road from Rathburn Road to 100 metres north of Burnhamthorpe Road in Spring 2022. Two design options are being considered:

- **Option A: Cycle Tracks**: A painted buffer with pre-cast curbs and flexible posts would separate people cycling from motor vehicles
- **Option B: Buffered Bike Lanes**: A painted buffer would separate people cycling from motor vehicles

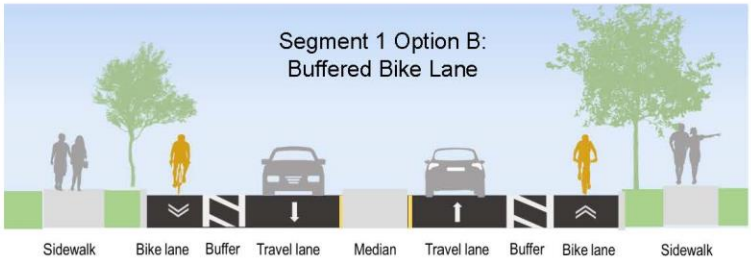
The design options for the segment of Martin Grove Rd from Rathburn Rd to Donalbert Rd are being considered separately from the segment from Donalbert Rd to 100 metres north of Burnhamthorpe Rd. With all options, the City proposes to reduce the speed limit from 50 km/h to 40 km/hr.

Design Options: Segment 1 - Rathburn Road to Donalbert Road



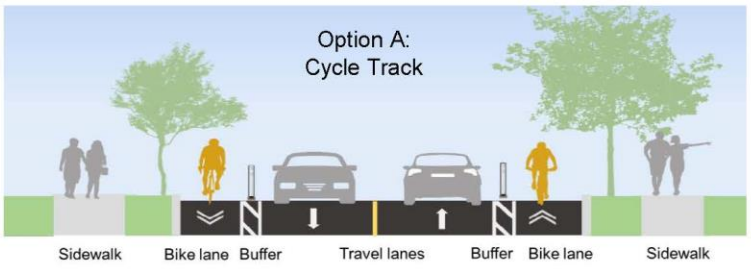
- Painted buffer with concrete curbs and flexible bollards
- Snow clearing: The bike lane and the road would be plowed separately.
- The existing painted centre median and concrete islands would be removed.

toronto.ca/MartinGrove

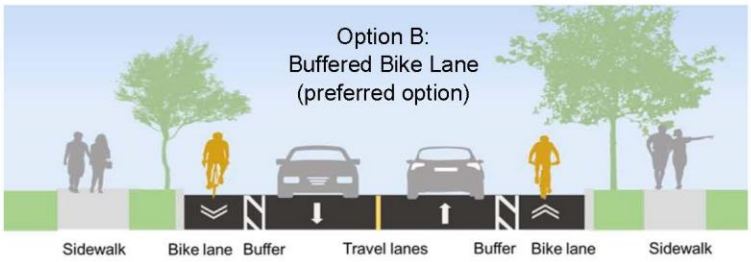


- A painted buffer would separate people cycling from people driving.
- Snow clearing: The road and bike lane would be plowed together.
- The painted centre median and three of the four concrete islands would remain.

Design Options: Segment 2 - Donalbert Road to 100m north of Burnhamthorpe Road



- A painted buffer with concrete curbs and flexible posts would separate people cycling from people driving.
- Snow clearing: The road and bike lane would be plowed separately.



- A painted buffer would separate people cycling from people driving.
- Snow clearing: The road and bike lane would be plowed together.

Detailed drawings of each option showing the proposed pavement markings and proposed locations of the pre-cast concrete curbs is posted on the project web page.

3. Planned Road Safety Improvement: Redesign and reconstruction of the intersection of Martin Grove Rd and Rathburn Rd

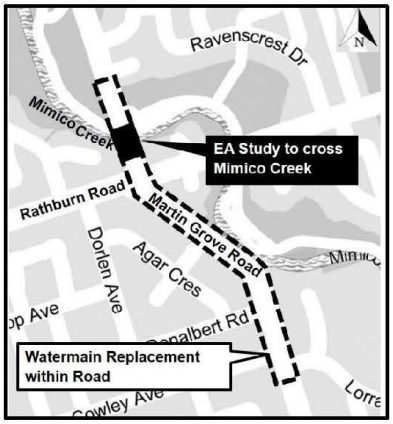
The City is planning to reconstruct the intersection of Martin Grove Road and Rathburn Road with a new design to improve road safety for people walking, cycling and driving. Construction is anticipated in 2022, following the replacement of the watermain.

The new design incorporates measures from the City's Vision Zero Road Safety Plan and will involve:

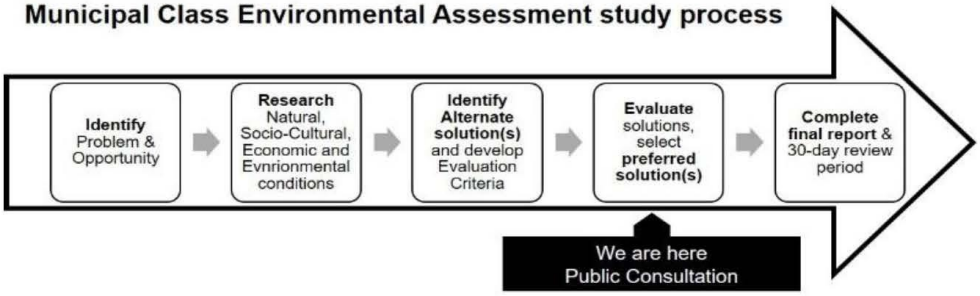
- reducing corner radii to slow the turning speed of vehicles, improve the visibility of people walking
- building out the curb at the southwest corner to replace the temporary painted area and bollards
- adjusting the alignment of the northbound and southbound through lanes and left turn lanes.

4. Watermain Replacement

The existing watermains are over 75 years old, have a history of leaks, and need to be brought to a state of good repair. The segment north of Mimico Creek to south of Savalon Court, and the segment from Rathburn Road to Lorraine Gardens will be replaced within the road right-of-way. The new watermain will be 300 mm in diameter and connect into the existing water supply network.



A Municipal Class Environmental Assessment study is required to determine a new alignment for the watermain where it will pass under Mimico Creek. This study will follow the 'Schedule B' process, an approved planning process under the Ontario Environmental Assessment Act, which includes opportunity for public input as shown below.

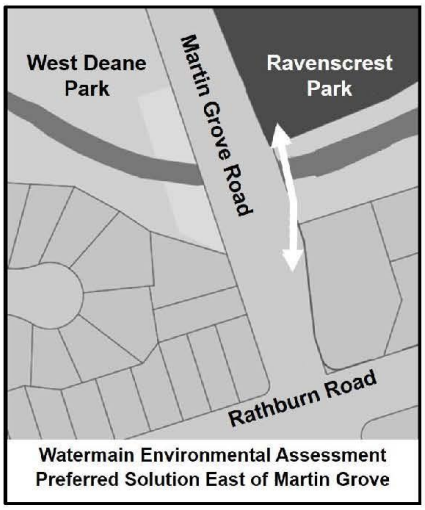


Preferred Solution: East of Martin Grove Road

The City has evaluated three alternative solutions for the alignment of the watermain. Following an evaluation of the solutions, the City is recommending that the watermain be installed to the east of Martin Grove Road, under Mimico Creek. aThis option:

- poses the fewest construction risks and impacts
- has an alignment within the recommended use of a specialized drill
- does not impact the bridge's structure or maintenance
- does not impact other underground utilities

The solution may require the removal of up to five trees (which will be replaced) and may require intermittent closures or detours around the work site in Ravenscrest Park (details to be confirmed after study completion).



Watermain Environmental Assessment
Preferred Solution East of Martin Grove

Questions or comments?
Contact Public Consultation staff:

Road Safety: Stephanie Gris Bringas 416-392-3643
Watermain: Kate Kusiak 416-392-1932
Mail: 55 John Street, 19th Floor, Toronto, ON M5V 3C6
E-mail: MartinGrove@toronto.ca

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

toronto.ca/MartinGrove

Appendix B: Feedback Form

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Feedback Form

Physical Separation on Rathburn Road, Separated Bike Lanes on Martin Grove Road & Watermain Replacement at Mimico Creek

The City is proposing infrastructure and safety improvements on Martin Grove Road and on Rathburn Road:

1. Adding physical separation in the buffer area of the existing bike lane on Rathburn Road from Martin Grove Road to approximately 100 metres east of The East Mall in 2021;
2. Installing new separated bike lanes on Martin Grove Road from Rathburn Road to approximately 100 metres north of Burnhamthorpe Road in 2022;
3. Realigning the watermain under Mimico Creek at Martin Grove Road in 2021.

Complete this form to provide feedback on the options that are being considered for each of these projects. More information is available on the project web page: toronto.ca/MartinGrove.

Please return this form by mail or e-mail by **December 21, 2020**. Questions? Email MartinGrove@toronto.ca

1. Physical separation on Rathburn Road

Two design options are being proposed to improve safety for all road users:

Option A: Pre-cast concrete curbs with flexible posts (bollards)

Option B: Pre-cast concrete low profile barriers with reflectors and hazard bollards

With both options:

- The pre-cast curbs and low profile barriers would be spaced to ensure that residents can safely access driveways and solid waste can be collected at every address.
- The City is proposing to reduce the speed limit from 50km/hr to 40km/hr from The East Mall to Edenwood Drive
- Snow in the bike lane would be plowed separately from the road; snow would be stored in the buffer and at the curb.

Please indicate which design option you prefer for physical separation on Rathburn Road:

☐ Option A: Pre-cast concrete curbs with flexible posts (bollards)

☐ Option B: Pre-cast low profile barriers with reflectors and hazard bollards

☐ No preference

Please explain your preference or share additional comments about the proposed physical separation:

_____

_____

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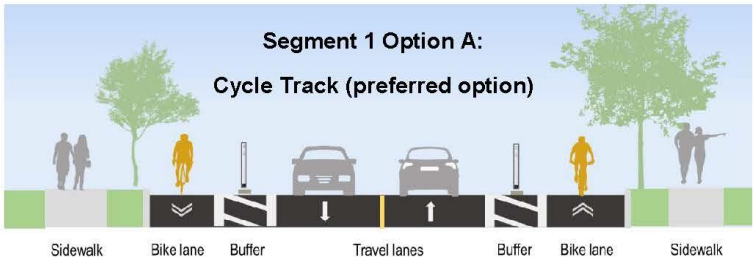
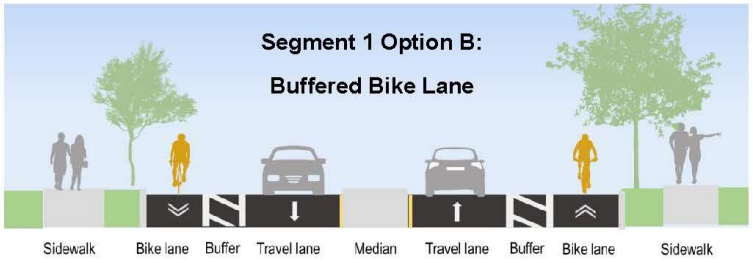
2. Separated bike lanes on Martin Grove Road, Segment 1

The City is considering two design options for Martin Grove Road from Rathburn Road to Donalbert Road



- A painted buffer with concrete curbs and flexible posts (bollards) would separate people cycling from people driving
- Road and bike lane plowed separately; snow would be stored in the buffer and at the curb
- Existing centre painted median and islands would be removed



- A painted buffer would separate people cycling from people driving
- The centre painted median and three of the four concrete islands would remain
- Road and bike lane would be plowed together; snow would be stored at the curb

With both options the existing 'No Parking' regulation would become 'No Stopping'.

Option A (Cycle Tracks) is the preferred design option for this segment of Martin Grove Road. It is anticipated to have a greater traffic calming effects than Option B, and would provide greater safety for people cycling.

A detailed plan showing the proposed locations of the pre-cast curbs is posted on the project web page.

Please indicate which design you prefer for separated bike lanes on Segment 1 of Martin Grove Road:

☐ Option A: Cycle Track (pre-cast concrete curbs with flexible posts)

☐ Option B: Buffered Bike Lanes (painted buffer)

☐ No preference

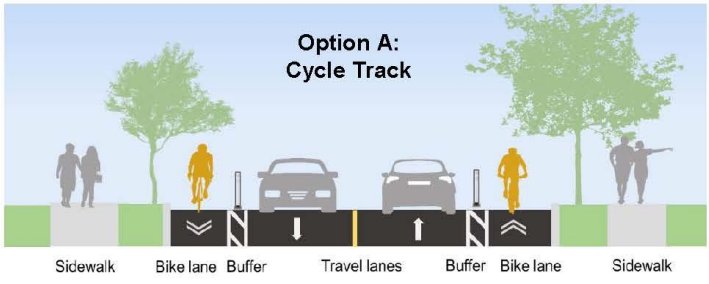
Please explain your preference _____

_____

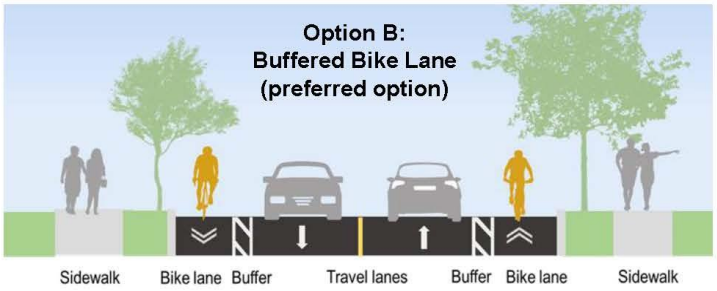
_____

3. Separated bike lanes on Martin Grove Road, Segment 2

The City is considering two design options to improve safety on Martin Grove Road from Donalbert Road to approximately 100 metres north of Burnhamthorpe Road (Segment 2).



- A painted buffer with pre-cast concrete curbs and flexible posts would separate people cycling from motor vehicles
- Curbs would be spaced to ensure that residents can safely access driveways and solid waste can be collected.
- The road and bike lane would be plowed separately; snow would be stored in the buffer and at the curb.



- A painted buffer would separate people cycling from motor vehicles
- The road and bike lane would be plowed together; snow would be stored at the curb.

With both design options, the existing 'No Parking' regulation on this section of Martin Grove Road would become 'No Stopping'.

Option B (Buffered Bike Lanes) is the preferred design for Segment 2 because the proposed buffer would not be wide enough to easily accommodate snow storage. The curb-to-curb width of the road in Segment 2 (about 10 metres) would limit the width of the buffer to 0.5 metres.

Please indicate which design you prefer for separated bike lanes on Martin Grove Road (Segment 2):

☐ Option A: Cycle Track (pre-cast concrete curbs with flexible posts)

☐ Option B: Buffered Bike Lanes (painted buffer)

☐ No preference

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Feedback Form

Please explain your preference: _____

_____

_____

4. Do you have any additional comments about the proposed design options or road safety on Martin Grove Road or Rathburn Road?

_____

_____

_____

_____

_____

Watermain Replacement at Mimico Creek

5. Do you have any concerns with the preferred solution, #4 East of Martin Grove Road?

_____

_____

_____

_____

6. Do you have any concerns with the evaluation?

_____

_____

_____

7. Do you have any concerns with the criteria used?

_____

_____

_____

TORONTO

Feedback Form

8. Do you have any additional comments? _____

_____

_____

_____

About You (Optional)

What are the first three characters of your postal code? _____

Please describe your perspective. (Check one)

__ I live on Martin Grove Road, north of Rathburn Road
__ I live on Martin Grove Road between Rathburn Road and Donalbert Road
__ I live on Martin Grove Road between Donalbert Road and Burnhamthorpe Road
__ I live on Rathburn Road between Martin Grove Road and The East Mall
__ I live on Rathburn Road, east of Martin Grove Road
__ I live in the area of the project
__ I live outside the area of the projects
__ Other (please specify) _____

How do you typically travel on Martin Grove Road and/or Rathburn Road (Select all that apply)

__ I walk
__ I cycle
__ I use a mobility device
__ I drive
__ I take TTC
__ I take Wheel Trans
__ I use taxis/rideshare services
__ Other: _____

About the Virtual Public Meeting

If you attended the Virtual Public Meeting, help us to improve by sharing your thoughts about the event.

	Strongly disagree	Disagree	Neutral/ Undecided	Agree	Strongly Agree
The information presented was clear and easy to understand.					
Staff were able to answer my questions.					
There was an opportunity to share my comments and opinions.					
Do you have any additional comments about the Virtual Public Meeting?					

TORONTO

Feedback Form

Questions? Contact Us:

Road safety improvements: Stephanie Gris Bringas Tel.: 416-392-3643 **Watermain replacement**: Kate Kusiak Tel.: 416-392-1932	Email: MartinGrove@toronto.ca Mail: City of Toronto - Public Consultation Unit 55 John Street, Metro Hall, 19th Floor Toronto, ON M5V 3C6

The information on this form is collected under the City of Toronto Act, 2006, s. 136(c) and the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakakis: 416-392-2990.

Appendix C: Virtual Public Meeting Question & Answer Summary

The questions that follow were asked by attendees of a Virtual Public Meeting, hosted by the City of Toronto on December 7, 2020. Reponses were provided to some questions by members of the project team, which included City of Toronto staff and project consultants. The questions and responses provided below have been summarized for clarity and brevity. This summary also includes responses to questions that were not answered during the meeting due to time constraints.

Rathburn Rd: Proposed Physical Separation & Speed Limit Reduction

1. Would there be barriers installed where bus stops are located?
No. The proposed physical separation (pre-cast curbs or low-profile barriers) would not be installed in front of bus stops, in order to allow buses to safely pull to the curb to load/unload passengers.

2. If pre-cast curbs or low profile barriers are installed on Rathburn Road and the number of people cycling using this route does not increase, could the curbs be removed in a year, as they were on Brimley Road?
The City does not typically remove new infrastructure from the road, unless it is specifically identified as an interim measure. In the case of Brimley Road, a request was made to remove the temporary ActiveTO bike lanes because of the impact on traffic volumes and motor vehicle travel time resulting from the removal of a travel lane in each direction. Permanent cycling infrastructure on Brimley Road is being proposed through road reconstruction.

3. Is there any information about which form of physical separation provides better deterrent (pre-cast curbs with bollards vs. low profile barriers)?
Both forms of separation provide strong deterrent to motor vehicle encroachment and are used widely throughout Toronto. Surrounding context and available buffer width are the primary factors considered in deciding the preferred form of separation. Another important factor when considering the two methods of separation is the spacing of the curbs or low profile barriers. Due to their different dimensions and the need to allow vehicles to turn in and out of driveways, as well as allow buses into and out of bus stops, the design options vary in their spacing along the corridor. More spacing could lead to greater encroachment of vehicles into the bike lane.

4. If physical barriers are installed on Rathburn Road, why would the speed need to be reduced? What is the rationale for reducing the speed limit?
A Vision Zero approach to speed limits is to use the target speed of a roadway. The target speed of a roadway is identified by its context. Factors that are considered include adjacent land uses, the presence of vulnerable road users, intersections and crossings, as well as public transit. For Rathburn Road between The East Mall and Edenwood Drive, the speed limit reduction is proposed because it is a residential street with a pedestrian crossover and bike lanes. This section of Rathburn Road also connects with a 40km/hr segment east of Edenwood Drive.

5. Why does the online survey ask us choose one of two design options for Rathburn Road, rather than whether we want the physical separation at all?
Physical separation on Rathburn Road is recommended because of the anticipated safety benefits. Physical separation is recommended for streets with more than 6,000 vehicles per day in the City's own draft *On-Street Bikeway Design Guidelines*, as well as guidelines from other cities and transportation organizations across Canada and the United States. Rathburn Road between The East Mall and Martin Grove Road has approximately 9,000-15,000 vehicles per day. The addition of physical separation has traffic calming benefits, which enhances the safety of all road users, including people walking, cycling and driving. Individuals who are opposed to physical separation can indicate their concerns in the comments section of the online survey. All feedback will be considered.

6. There have been several collisions with the new low profile barriers installed on Scarlett Road. Are you anticipating similar collisions on Rathburn Road, if physical separation is installed?
The City is not anticipating any collisions between vehicles and physical separation. The collisions with the newly installed low profile barriers on Scarlett Road have occurred in the same location and are largely the result of speeding on a downhill slope where three lanes drop to one lane. The City is making design modifications to the roadway in this particular location on Scarlett Road to prevent future collisions. On Rathburn Road, advanced warning signage and hazard bollards would be included in the design to reduce the chance of drivers hitting the physical separation.

7. How do the number of collisions with low profile barriers compare with pre-cast curbs?
The City does not track collisions with physical separators. Typically, in situations where a vehicle hits a curb, it is not reported by the driver. Both forms of physical separation provide the intended safety benefits.

Martin Grove Road: Proposed Separated Bike Lanes

8. Segment 1 has been described as 14m wide and tapering to 10m wide. Would the proposed cycle track only be installed in the 14m wide portion, or would it extend to Donalbert Road, where it is only 10m wide?
With design Option A (cycle tracks) for Segment 1, the pre-cast concrete curbs with bollards would be installed from Rathburn Road to Donalbert Road and only where there is sufficient space. With the exception of one spot through the curve, the curb-to-curb width of this segment of Martin Grove Road can accommodate a painted buffer and physical separation. A detailed drawing showing the proposed location of the pre-cast curbs is provided on the project web page under the Project Information tab.

9. Would the S-bend in the road on Martin Grove be reconstructed with any of the design options? Why isn't more extensive redesign being considered?
Other than the changes planned for the intersection of Rathburn Road and Martin Grove Road, there are no changes planned to the alignment of Martin Grove Road. Typically, changes to the alignment of a road are carried out as part of road reconstruction, which takes place depending on the condition of the roadway. This is approximately every 75 years for a street like Martin Grove Rd, although the timeline varies depending on a

number of factors, including the volume and type of traffic. This section of Martin Grove Rd was last reconstructed in 1962.

10. Is the City speeding up implementation of the Cycling Network Plan because of the pandemic?
While the City has accelerated the implementation of some cycling routes as part of the ActiveTO response to the COVID-19 pandemic, the timeline for the proposed bike lane on Martin Grove Road reflects an effort by the City to coordinate road safety improvements with other capital improvements (the watermain replacement). Project coordination results in overall cost savings and reduced disruption for the public.

11. Was a two-directional bike path on one side of the street considered?
Bi-directional cycle tracks are installed in very limited circumstances, where there number of crossings (driveways, intersections, laneways, etc.) is limited. Because of the number of driveways on Martin Grove Road, this option was not considered.

12. If there is no stopping permitted on Martin Grove Road with the new bike lanes, where are delivery trucks supposed to stop?
Delivery trucks and other drivers making short stops would need to use side streets or driveways.

13. What would happen for southbound cyclists at Burnhamthorpe Road? How would the separated bike lanes on Martin Grove connect to the overall cycling network?
The bike lane would end approximately 100m north of Burnhamthorpe Road. Signage and pavement markings would indicate this. Through a separate planning and consultation process, the City is developing designs that would increase safety for people cycling through this intersection and further south toward Dundas Street West and ultimately to the Kipling Mobility Hub. The City is planning to consult with the community on the segment south of Burnhamthorpe Road in 2021.

14. Would bringing the two lanes closer together without any median between them lead to accidents, especially where there is the bend in the road? On Martin Grove there are always speeding cars crossing into the opposing lane.
Design Option A for Segment 1 of Martin Grove Road (Rathburn Road to Donalbert Road) would involve removal of the temporary painted median and concrete traffic islands installed in 2018 to reduce vehicle speeds and collisions, and a reduction in the width of the vehicle lanes. The proposed design changes are anticipated to reduce vehicle speeds and collisions.

The proposed lane widths (3.0-3.3m) adhere to the City's Lane Widths Guidelines. Appropriate lane widths for motor vehicles are determined by a number of factors such as road classification, existing and planned dedicated cycling facilities, speed limit, surface transit (bus/streetcar) routes, and truck volumes. Consideration of these factors, as well as the Lane Width Guidelines, enable traffic engineering staff to determine appropriately sized lane widths.

Martin Grove Road: Traffic Calming

15. Could Segment 1 of Martin Grove Road (Rathburn to Donalbert) be narrowed to the same width as Segment 2 (Donalbert to 100m the lower half? The information in the presentation indicates that narrower roads reduce speeding.
Typically, changes to the width of a road are carried out as part of road reconstruction. Other than the redesign of the intersection of Rathburn Road and Martin Grove Road, there are no changes planned to the curb-to-curb width of other portions of Martin Grove Road. See Question 9, above.

Currently, the curb-to-curb width of Martin Grove Road, just south of Rathburn Road, is 19m. With the interim painted area and bollards, the vehicle lane width is 14.5 m. With the redesign of the intersection, the new curb-to-curb width just south of Rathburn Road would be approximately 14 m. With the proposed separated bike lanes and buffers (where space is available) the travel lanes on Martin Grove Road would be 3.0-3.3m in each direction.

16. Is there any plan to remove any or all of the concrete traffic medians?
Design Option A for Segment 1 of Martin Grove Road (cycle tracks) would involve removing the four existing traffic islands. With design Option B (bike lanes with painted buffers), only the southernmost traffic island would be removed. The other three islands would remain.

17. Is there data showing how these types of cyclist-centred proposals would reduce vehicular speeds?
Cycling infrastructure, particularly where physical separation is present has been shown to improve safety outcomes for all road users. The primary way that cycling infrastructure affects vehicle speeds is by reducing operating space (vehicle lane widths). Research conducted by various institutions and organizations has found that there is a direct correlation between lane widths and vehicle speeds. On Martin Grove Road, the anticipated traffic calming benefits of separated bike lanes would be the result of both reduced lane widths lanes and the addition of physical separation in the roadway.

18. Could speed bumps be installed on this section of Martin Grove Road?
The City has created a separate, resident-initiated process for considering traffic calming options, such as speed humps. Information about the process and traffic calming methods, such as speed humps, is provided on the City's website: toronto.ca/trafficcalming . On this section of Martin Grove Rd, speed humps cannot be installed because it is a route used by Fire Services for emergency response.

19. Given the proposed speed limit reduction on Rathburn Road (from 50 km/hr to 40 km/hr) shouldn't the speed limit on Martin Grove Road, north of Rathburn Road, also be reduced to 40 km/hr?
A speed limit reduction on Martin Grove Road, north of Rathburn Road, may be considered as part of future design changes and potential road safety improvements. Speed limit reductions are sometimes, but not always, recommended. Factors such as the road classification, history, geometry, visibility, and presence of other road users are some of the key considerations.

20. Would any curbs south of Lorraine Gardens be moved to widen the road?
No, there would be no changes to the existing curbs on Martin Grove Road south of the planned intersection reconstruction at Rathburn Road.

Vehicle & Cyclist Counts and Collision Data

21. How many cyclists use this section of Rathburn Road, from The East Mall to Martin Grove Road?
A traffic count from Tuesday, June 18th, 2019, identified 35 westbound, 40 eastbound, 14 southbound and 16 northbound cyclists within an 8 hour daytime period at Martin Grove Road and Rathburn Road. Only cyclists traveling straight through the intersection are included in this count.

22. Has there been any analysis to forecast how many people would use these bike lanes if they were connected to a wider network?
While future demand is difficult to predict, the Cycling Network Plan Update (2019) does include a number of measures that are considered when estimating future demand of a route relative to other potential bikeway routes. These include: the number of short trips by car or transit; trip generators (attractions, destinations and places serving daily needs); number of potential commuters within a cyclable catchment around transit stations; population and employment density. More information about the Cycling Network Plan Update is available on the City's website.

23. Have any cyclists been injured on these sections of Martin Grove Road or Rathburn Road?
The City's Vision Zero unit compiles information on the number of people killed or serious injured in road accidents each year. This data, which reflects collisions that were reported, does not show any cyclists were killed or seriously injured between 2008 and 2020. Collisions involving people cycling is only one criteria that informs recommendations for where cycling infrastructure should be located or enhanced.

Maintenance & Cost

24. How much would the proposed bike lanes and physical separation cost?
The below values are estimates and subject to change through detailed design as well as future tenders and contracts.

Table 1: Estimated installation and maintenance costs

	Martin Grove Road				**Rathburn Road**	
	Rathburn to Donalbert (Segment 1)		Donalbert to Burnhamthorpe (Segment 2)		Martin Grove to ~100m east of The East Mall	
	Cycle Track (Option A)	Bike Lane (Option B)	Cycle Track (Option A)	Bike Lane (Option B)	Low profile barriers (Option A)	Pre-cast curbs (Option B)
Installation	$165,000	$38,000	$90,000	$15,000	$63,000	$110,000
Maintenance (annually)	$35,300	No change	$39,000	No change	$49,200	$49,200

25. What is the cost per cyclist to justify this investment?
The City's proposed cycling network, as outlined in the Council-approved Cycling Network Plan (2016) and Cycling Network Plan Update (2019), has been identified through detailed analysis and scoring based on a number of key measures. Current and future demand estimates are included in the measures used to identify future routes, however, cost per cyclist is not a key consideration.

The Cycling & Pedestrian Projects group of Transportation Services has a cycling budget that goes through the City's budget process. City Council has directed that, when there are capital works planned, such as road resurfacing or road reconstruction, a 'complete streets' approach should be taken, which aims to bundle planned road work with other improvements for all road users, in order to increase efficiency of capital funds. This is reflected in the Council-approved Cycling Network Near-Term Delivery Plan for 2019-2021.

26. Would waste collection be impacted by physical separation?
If physical separation in installed, collection of solid waste would be carried out in the same way it is now; however, waste collection vehicles would stop in the travel lane, rather than alongside the curb. Residents would still be required to leave solid waste bins near the curb. The cost of waste collection services would not be impacted.

27. How much would it cost to remove the physical separation (pre-cast concrete curbs or low profile barriers)?
When the City needs to move or remove curbs or barriers, it currently costs between $100.00 and $150.00 to remove each curb or barrier.

28. If the bike lanes and physical separation are not installed, could this money that is saved be used to accelerate the watermain replacement?
Each City division (Transportation Services, Toronto Water, etc.) determines the allocation of its own capital budgets, subject to the review and approval process by City Council. Increasing the capital budget would not accelerate the watermain replacement work, as there are a number of required steps that must be completed before the project contract can be issued.

29. Is there a potential for the low profile barriers to be used for graffiti? How would graffiti be prevented? Do the projected costs include graffiti removal?
Graffiti has not been a significant issue on low profile barriers elsewhere in Toronto. There has been a need to remove graffiti from the barriers in one location. The barriers have a special protective coating that helps with cleaning, should there be any graffiti.

The City of Toronto has a standing contract for graffiti removal from City-owned transportation infrastructure, and this would cover the proposed physical separation.

30. How will snow be cleared if physical separation is installed? Would snow clearing in the cycle tracks occur at the same frequency as the road?
If cycle tracks are installed, there would be two plows: one to clear the road and one to clear the physically separated bike lane. One would come shortly before the other. All cycle tracks are cleared using the City's level of service for winter maintenance.

The windrow (snow pile) at the end of driveways from plowing the cycle track would be substantially smaller than the one at the road. The total volume of snow in the windrows would be the same as with a single plow, but it would be spread over two locations. Windrows would be cleared according to the same level of serve that the roadways receive now.

31. Won't the snow that gathers in the space between the bike lanes and the car lanes just blow back into both lanes causing problem? Also, won't it cause problems in the bike lanes when it is melting?
Adequate buffer widths and physical separators reduce the amount of snow that is plowed into adjacent lanes. During or after heavy winter storm events, plows may have to make a second pass to clear lanes. Drainage, such as for melting snow, is typically not an issue in a cycle track as there are large drainage gaps in the low profile barriers and between the pre-cast curbs. Salt is also applied to bike lanes as on adjacent roadways.

32. How often do snow plows hit the concrete barriers? Who pays for the damages?
The City has no record of snow plows hitting concrete barriers. Other projects that have been in place for several years have incurred no issues. If a snow plow was to damage the curbs, barriers, or bollards, the City would cover the cost of any damages. Transportation Services oversees both cycling infrastructure and road maintenance.

33. How would the cycle track or buffered bike lane be cleaned/serviced? Currently, the painted out area at Rathburn and Martin Grove is often filled with leaves and garbage.
Sweeping is included in the planned maintenance of physically separated bike lanes.

34. There is mechanical leaf collection on both Rathburn Road and Martin Grove Road. How would leaf collection be carried out with physical separation in place?
If physical separation is installed, leaf collection would continue to be conducted on Rathburn Road and Martin Grove Road once per year; however, additional staff would be required. It would take longer due to the physical separation, and may cause temporary traffic delays as well as incur a higher labour cost.

Martin Grove and Rathburn Intersection Redesign

35. Why isn't a protected intersection being proposed?
With the aggressive project timeline required to coordinate road safety improvements with the watermain reconstruction, it was not possible for Transportation Services to advance the design for a protected intersection on this project. However, the City is pursuing protected intersection designs on various other projects around the City.

36. Would left turn boxes for cyclists (in conjunction with Right Turn on Red prohibitions) be provided at the intersection of Rathburn and Martin Grove?
Bike boxes have not be included in the redesign of the intersection.

37. Would the yellow flashing light south of Martin Grove stay?
Yes, it will remain.

38. Currently, the left turn north on Martin Grove from eastbound Rathburn is awkward. Would the redesign address this?
The current angle of the intersection is approximately 90 degrees and is not considered to be skewed. However, Transportation Services staff will review the existing left turn movements to ensure drivers are able to manoeuver the left turns into the receiving lanes safely.

Speed Enforcement

39. Would the roads being discussed also have automated speed cameras or other forms of enforcement to reduce vehicle speeds?
There are currently no plans to install speed cameras on Martin Grove Road or on Rathburn Road as part of the planned or proposed projects that have been presented.

40. The speed limit on Martin Grove was reduced to 40km/hr, however it is not being monitored. Why were the automated speed signs removed?
Under the City's 'Watch Your Speed' Program, portable automated speed monitoring units are rotated throughout each ward on a monthly basis. Signs are usually placed for 2-3 weeks in each location. The signs can be placed on any residential street with no more than two lanes of traffic in each direction. The public can request that a unit be placed in a particular location using the online form. Each location is reviewed against a set of criteria to ensure safety and effectiveness before. More information is available on the City's Vision Zero web page.

Cycling Network & Cycling Facilities

41. When would physical separation be installed on Martin Grove north of Rathburn Road to connect with West Deane Park and ultimately to other separated bike lanes so one can ride a fully safe route?
Installation of physical separation requires that a painted buffer is present. Currently, the bike lanes on Martin Grove, north of Rathburn Road, do not have a buffer. Addition of a buffer and physical separation may be considered in the future, however a key factor is the amount of available space in the roadway.

42. Would bike share stations be installed?
There are currently no plans to install bike share stations on Rathburn Road or Martin Grove Road, however this could be considered in conjunction with future proposed cycling connections on Martin Grove Road and as the system expands west of the Humber River.

43. Is the City considering improvements to pedestrian and cycling safety at The East Mall and Rathburn Road, and over the Rathburn/427 overpass? Is there any consideration to connection further west?
The City is exploring the potential for future cycling connections west of the existing bike lanes on Rathburn Road. This is a particularly complex connection because of the on/off ramps to Highway 427.

44. To encourage cycling, would bicycle parking spots be allocated at parks or on portions of Rathburn or Martin Grove? Does the City of Toronto incentivize or mandate commercial establishments to provide bicycle parking?
There are currently no plans to install bike parking, such as bike rings, along the sidewalk on Martin Grove Road or Rathburn Road, however, the City is working with Metrolinx to support cycling connections to the Kipling Transit Hub, which would include bicycle parking facilities.
The City mandates private bicycle parking only through redevelopment. On-street bicycle parking along commercial streets is installed in conjunction with other projects and by request. For more information, contact streetfurniture@toronto.ca .

45. When does the City of Toronto plan to study further extending the Martin Grove bike lanes south of Burnamthorpe Road so that they provide a safe connection to Kipling Transit Hub?
We are anticipating that study and public consultation on this future connection would begin in 2021.

46. The bike lanes on Rathburn Road continue east of Martin Grove Rd. Has there been any thought given to continue the physical separation of bike lanes east of Martin Grove?
As noted above, installation of physical separation requires that a painted buffer is present between the bike lane and the vehicle lane. Adding a painted buffer is typically considered when other road work is being carried out, such as road resurfacing. The City could revisit this request when future work is programmed for that portion of Rathburn Road. A key consideration would be the amount of space in the road way.

Additional Road Safety Improvements

47. Due to the distance from Martin Grove Road to Kipling Avenue, students attending John G. Althouse school often cross Rathburn Road far from a signalized crossing. Has there been any consideration of a crosswalk on Rathburn Road at Ravenscrest Drive or Lloyd Manor Road?
This suggestion is outside the scope of this project but it will be shared with City staff from Transportation Services who oversee traffic operations.

Public Consultation Process & Virtual Public Meeting Format

48. Why have we only been given till December 21 to provide comments? - Everyone is busy in December due to the holidays.
We recognize that December is a busy month. The standard timeline for public consultation processes includes: public notification two weeks before a public event, providing consultation materials (public event presentation/panels and feedback survey) through the project web page two weeks before the event, and a two week window for feedback and commenting following the public event.

Feedback from the public is considered by City staff when making revisions to the proposed designs. These projects will be presented to City Council for consideration in

March 2021. Comments need to be received with sufficient time to review feedback and incorporate it into the recommended designs.

Finally, the watermain replacement study has additional Environmental Assessment requirements. To meet the anticipated construction start date of Summer 2021, a public meeting was scheduled as early as possible.

49. Why were the comments and questions from attendees controlled at this meeting?
Over 190 comments and questions were received through the Webex Q&A feature during the Virtual Public Meeting. While the panelists (City staff, councillor and project consultants) were able to see all questions submitted through the Q&A panel, meeting attendees were only able to view other attendees' questions or comments after a panelist had responded to them verbally.

The Q&A panel was not intended to function as a chat, for attendees to communicate with each other during the meeting. The format of virtual meetings does present a number of limitations, and we are working to improve how technology is used as part of the public consultation process.

The moderators attempted to review questions as they were received and to address a variety of questions and topics. The questions were not selected based on the degree of support for or opposition to the proposed projects.

50. Will we be given any sort of feedback regarding the public meeting and how it has influenced the City's plans, or what has changed as a result, before final plans are made?
A public consultation summary will be made publicly available on the project web page. Individuals who have subscribed to the project mailing list will receive notification when the report is posted. All feedback received by December 21, 2020, will be reflected in the consultation summary report.

51. What steps can we take to make sure we do/do not have bike lanes?
The feedback that is received through the online survey and by phone and email will be summarized in a consultation report. Both support for and opposition to the proposed projects will be noted. The final recommendations from City staff will be presented to the Infrastructure and Environment Committee of City Council for consideration in Spring 2021. Members of the public have the opportunity to make a deputation, or submit letters of support or opposition, to be considered by the committee. An update will be sent out through the project email list when the consultation report is made publicly available, as well as when the staff report goes to committee, along with instructions on how to participate at the committee meeting.

52. There is a petition to stop the proposed physical separation on Rathburn Road and on Martin Grove Road. How many signatures in the community would it take to convince staff to retract these recommendations?
If a petition is submitted during the comment period, it will be noted as part of the consultation summary report.