



Bike Lane and Road Safety Upgrades on Davenport Road

Public Consultation Report

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Executive Summary

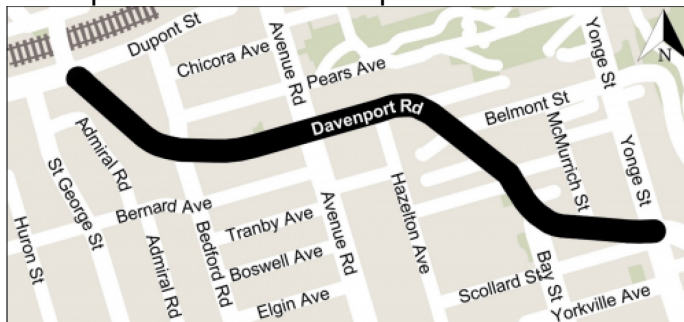
Public consultation for bike lane and road safety upgrades on Davenport Road took place from January 15 to February 18, 2021. This included stakeholder meetings, flyer distribution, a virtual public meeting, and a project web page. Over 25,000 copies of the flyer were distributed to the surrounding area and over 80 people attended the virtual public meeting on February 4, 2020.

A range of responses was received, though most expressed support for the bike lane and road safety upgrades. Consultation participants feel as though the bike lanes in their current state are unsafe and are interested in seeing safety upgrades in the form of raised bus/bike platforms, no right on red provisions and reduced speeds. They also wish to see cycling connections to Dupont St, Church St, Bloor St, St George St and Queens Park/University Ave. Some participants also expressed concerns over the proposed parking configuration changes and the need to maintain parking and loading in front of their place of residence or business.

Introduction

The City of Toronto is proposing a number of cycling and pedestrian safety upgrades on Davenport Road between Dupont Street and Yonge Street in support of the City's Vision Zero Road Safety Plan focused on reducing traffic-related fatalities and serious injuries.

Davenport Road has become a key link in the City's bikeway network, providing connections to existing routes on Bay Street, and Avenue Road / University Avenue. The way bike lanes are designed has changed over time, and the bike lanes on Davenport Road can be improved.



Project Goals

1. Improve safety for people walking, cycling, and driving
2. Encourage cycling by connecting and improving bikeways
3. Maintain City services and access to driveways
4. Minimize impact to on-street parking

Summary: Proposed Change

- Existing bike lanes between Dupont St and Bay St are proposed to be upgraded to curbside cycle tracks, which would be buffered and physically separated with low curbs and posts, where feasible.
 - Physical separation would reduce conflict with motor vehicles, lower the risk of dooring from parked cars, and provide a safer experience for people cycling.
- Bike lanes with painted buffers and physical separation, where feasible, are proposed to be added between Bay St and Yonge St.
- Bay St, Avenue Rd and Dupont St intersections are proposed to be improved to increase safety for people cycling and walking.
 - Proposed improvements include signal timing and phasing changes as well as raised bus-bike platforms to avoid conflict with right turning vehicles and TTC buses.
- Existing vehicle travel lanes at mid-blocks and at intersections would be maintained.
- 24/7 on-street parking would be maintained on one side of Davenport Road between Dupont St and Yonge St.
 - It is proposed that approximately 96 spaces be maintained and 16 spaces be removed.
 - Between Dupont St and Belmont St/New St, parking would be maintained on the north side and between Belmont St/New St and Yonge St, parking would be maintained on the south side.
- All laneway and driveway access would remain unchanged.
- City services such as fire, emergency medical services, solid waste pick-up, and snow clearing will continue as usual. There will be no impact to existing sidewalks, traffic flow, or speed limits.

Overview of Communications & Consultation

The consultation and communication activities for this project included:

- 25,672 flyers distributed to all properties within the boundary of Shaftesbury Ave/Alcorn Ave/Poplar Plains Cres to the north, Bloor St to the south, Mount Pleasant Rd to the east and Spadina Ave to the west
- A virtual public meeting held on February 4, 2021, with 80 participants and over 51 comments and questions received
- 47 emails received and responded
- 6 phone conversations documented
- Conducted meetings with key stakeholder(s) along the corridor (i.e. Annex Residents Association, ABC Residents Association, and businesses fronting on Davenport Rd, including Thermodynamix, The Vein Institute, Four Seasons Furs, SHAPE Health and Wellness Centre, and Face Toronto).

The landing web page linked to the project: [Toronto.ca/DavenportRd](https://toronto.ca/DavenportRd)

A copy of the flyer is included in Appendix A.

Feedback Summary

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

Overall support for the bike lanes and road safety upgrades

Generally, feedback was supportive of the upgrades. Specifically, people felt as though the bike lanes were due for an upgrade and that they were unsafe in their current configuration. Participants also expressed interest in additional cycling connections, particularly along Dupont St and along Church St to connect to the Bloor St bike lanes.

Among those supportive of the upgrades, there was also interest in improving safety through raised bus/bike platforms, no right turns on red provisions, and speed limit decreases. Participants noted that many conflicts between people driving, cycling and walking occur at the major intersections along the corridor.

Although no design options were proposed during consultation activities, many participants who support the proposal expressed varying opinions on whether the bike lane design should include curbs versus flexi-posts/bollards or should be parking protected versus utilizing a barrier.

Participants who expressed concerns over the proposal specified the need to maintain parking and loading in front of their property. They also noted that construction and development activity in the area have previously disrupted parking and travel lane configurations. In addition, a few participants expressed concern over the cost of the project and the timeline for consultation activities in lieu of the COVID-19 pandemic.

Comments by Theme

Following are topics that were raised at least once in the public feedback (stakeholder meetings, email, phone or virtual public meeting). Frequently raised comments are ordered at the top of the list. Comments are summarized and paraphrased for succinct clarity. Statements in comments are not necessarily accurate or agreed by the City.

Supportive of curbside cycle track upgrades

- I cycle regularly on Davenport Rd and am supportive of safe, separated bike lanes.
 - I find them dangerous in their current configuration because cars park in the bike lanes thus requiring people cycling to go into the driving lanes.
- This effort encourages cycling in Toronto.
- The proposal enhances safety for people walking and cycling who are the most vulnerable to collisions.
- The number of people cycling has increased.

Extend this initiative across Davenport Rd

- Implement similar changes across the corridor.

- People driving treat this road like a highway.
- Paint is not infrastructure.

Connect to other cycling facilities

- Close the southbound bike lane gap from Dupont St to Davenport Rd to the top of the St George St bike lane.
 - Cycling infrastructure in midtown and beyond is poor to non-existent. Focus efforts in other part of the City as well.
- Consider adding cycling infrastructure to Dupont St.
 - Lots of new development along this corridor.
- Consider a new rail underpass at the northern portion of this project (i.e. at the top of Huron)
- Connect to future cycling facilities on Avenue Rd.
- Provide connections to Bloor St and Queens Park/University Ave.
 - Continue the cycling infrastructure on Church St to connect to Bloor St. There is no safe connection between the bike lanes on Bloor St and those on Davenport Rd.
- Consider upgrading the paint and sharrows on Bay St as part of this project.

Increase safety measures at intersections

- Supportive of safety improvements to reduce conflicts between people driving and people cycling at intersections.
 - Add bicycle signals to separate right turning traffic.
 - Create better clarity for people driving to make turns safely at intersections.
 - Slow down or stop right turn movements for vehicles at intersections.
 - Install signage, paint and red light cameras to increase compliance.
 - Ensure people cycling do not have to cross lanes of vehicle traffic to complete turns
- Add a pedestrian crosswalk at Hazelton Ave.
- Consider improvements to the Belmont St and Dupont St intersection for people walking and cycling as well as people driving and completing left turns.
- Consider adding more raised bike lanes/bus platforms.
- Improve safety at Bedford Rd intersection for people cycling turning left onto Davenport Rd.
 - Consider installing a left-turn green box for people cycling on the south side of Bedford Rd and Davenport Rd.
- Extend signal/countdown for pedestrians. 16-17 seconds is not long enough to cross a wide street.

Additional safety concerns

- Consider studying the average speed limits and lowering speed limits.
- Cars are always queued in front of the car wash at Dupont St and Davenport Rd and blocking the bike lane.
- Consider additional safety measures at Hillsboro Ave and Davenport Rd where there is a significant bend in the road.
- Investigate enhancing sightlines for people driving leaving 181 Davenport Rd and going west.

- Extra attention should be paid to westbound travel between Avenue Rd and Belmont St as this is the most dangerous stretch for people cycling the corridor.
- Consider extending safety measures to Belmont St itself.

Bike lane and street design considerations

- Prefer that the special bike signals and dedicated signal time for people cycling be removed. Cyclists can use the same signals as cars.
- Reconsider parking protected bike lanes.
 - Creates conflicts with parked cars and people cycling.
- Aim for more consistency in bike lane design across the City.
 - It is confusing for people cycling to understand the different rules and configurations for each corridor.
- Position bike lanes along the curb for better snow clearance in the winter.
- Supportive of using bollards rather than concrete barriers for business loading/unloading.
- Integrate greenery and flower pots in the design.
- Consider incorporating street furniture in the overall street design.
- Flexi-posts often get knocked down and do not do a lot to actually protect bikers.
- Consider a light-controlled centre lane for the portion of the corridor between Bay St and Yonge St (similar to Jarvis St). Could help manage traffic during rush hour.
- Increase the width of the sidewalk. Two metres is really narrow, especially with street furniture and snow maintenance.

Coordination with construction activities

- Ensure the bike lanes are protected and maintained during the planned development and construction along the corridor in the coming years.
 - There has already been construction disruption along this corridor from development projects.
- Coordinate this project with the water main replacement vehicle lane closures along Bloor St.

Accessibility concerns

- Consider wheelchair and other mobility aid users in designing these upgrades.
- Consider gaps in the cycle track buffers to accommodate accessible pick-up/drop-off.
- Consider accessibility requirements in front of 225 Davenport Rd where there are a number of residents who are seniors and people with mobility issues.

Parking

- Ensure parking data used to inform this project is from pre-COVID-19 counts.
- There is not enough parking.
- Parking supply on the north side may end up being higher in the future with all the development projects, which have to provide visitor and commercial parking.
 - Staff should look at future parking supply and the impacts to overall parking supply.
- The parking changes directly impact my business.

- Consider adding parking on the north side in front of Belmont House (a senior's home on Belmont Street). There is not sufficient parking for care workers and visitors in the surrounding area.
- Consider adding parking below Ramsden Park.
- Consider shifting parking to the south side from the north side for the block between Bedford Rd and Avenue Rd as many businesses are located on the south side.
 - Two clinics (Face Toronto and SHAPE Health & Wellness Centre, 251 and 261 Davenport Rd) have noted specific parking and loading requirements on the south side for clients to easily access their facilities.

Loading

- Consider designing gaps in the cycle track buffers for loading activities for businesses along the corridor.
 - Accommodate couriers and movers (i.e. pick-up and drop-off) along the corridor on both sides of the street.
 - There are already limited spaces to stop and some businesses have loading requirements.
- Consider a loading zone on the north east corner of Avenue Rd and Davenport Rd.
 - Most of the commercial activity along that stretch is on the north side.
 - There is a 50 foot drop to the next street.
- Consider diagonal striped parking (similar to Bloor St design) for short-term parking.
- Dedicate a loading zone for 225 Davenport Rd for deliveries, taxis, couriers and residential pick-up and drop-off.

Bike parking and Bike Share

- Consider additional bike parking along the corridor.
- Coordinate this project with the relocation of the bike share stations currently in front of the townhomes at 117-127 Davenport Rd.

Timeline

- Revisit this project when businesses are open again (currently closed because of COVID-19) and can provide feedback to the proposal.
- Unsupportive of a consultation event during the mandated lockdown period due to COVID-19.
- Delay the project to understand the post-COVID-19 traffic impacts from the bike lanes on Bloor St.

Costs

- Unclear about costs associated with installing and maintaining these lanes.

Next Steps

The Project Team will review all feedback received, together with technical considerations, and stakeholder comments to finalize the recommended designs for

Davenport Road. A Staff Report with the recommended design will be presented to the City's Infrastructure and Environment Committee in Spring 2021, and considered by City Council thereafter.

Appendix A: Flyer Notice



Public Consultation

January 21, 2021

Bike Lane and Road Safety Upgrades on Davenport Road Dupont Street to Yonge Street

Project Overview

The City of Toronto is inviting residents to learn more about and provide feedback about cycling and pedestrian safety upgrades on Davenport Road between Dupont Street and Yonge Street in support of the City's Vision Zero Road Safety Plan focused on reducing traffic-related fatalities and serious injuries. From 2016 to 2020, there were 27 reported collisions involving people walking or cycling on Davenport Road between Dupont Street and Yonge Street. Almost half of these collisions involved people walking, resulting in one fatality and one serious injury, and the other half involved people cycling, resulting in one serious injury. In 2015, a fatality involving a person cycling occurred at the Davenport Road and Avenue Road intersection. This project's focus is to reduce the number of collisions along the corridor and to improve safety.

Davenport Road has become a key link in the City's bikeway network, providing connections to existing routes on Bay Street, and Avenue Road / University Avenue. The way bike lanes are designed has changed over time, and the bike lanes on Davenport Road can be improved.

Project Area



Project Goals

1. Improve safety for people walking, cycling, and driving
2. Encourage cycling by connecting and improving bikeways
3. Maintain City services and access to driveways
4. Minimize impact to on-street parking

What would this change mean for you?

If you drive or park on the street:

- Existing vehicle travel lanes at mid-blocks and at intersections would be maintained.
- 24/7 on-street parking would be maintained on one side of Davenport Road between Dupont Street and Yonge Street. It is proposed that approximately 96 spaces be maintained and 16 spaces be removed. Between Dupont Street and Belmont Street/New Street, parking would be maintained on the north side and between Belmont Street/New Street and Yonge Street, parking would be maintained on the south side.
- All laneway and driveway access would remain unchanged.

If you cycle:

- Existing bike lanes between Dupont Street and Bay Street are proposed to be upgraded to curbside cycle tracks, which would be buffered and physically separated with low curbs and posts, where feasible. Physical separation would reduce conflict with motor vehicles, lower the risk of dooring from parked cars, and provide a safer experience for people cycling.
- Bike lanes with painted buffers and physical separation, where feasible, are proposed to be added between Bay Street and Yonge Street.

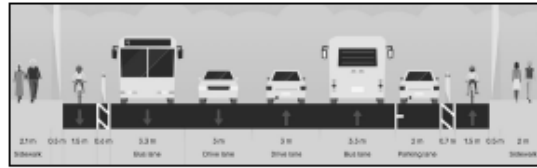
If you walk:

- Bay Street, Avenue Road and Dupont Street intersections are proposed to be improved to increase safety for people cycling and walking. Proposed improvements include signal timing and phasing changes as well as raised bus-bike platforms to avoid conflict with right turning vehicles and TTC buses.

If you live or work in the neighbourhood:

- City services such as fire, emergency medical services, solid waste pick-up, and snow clearing will continue as usual. There will be no impact to existing sidewalks, traffic flow, or speed limits.

Proposed Street Design between Dupont Street and Bay Street



Proposed Street Design between Bay Street and Yonge Street



Learn more about this project and provide your feedback:

Based on the expert advice of our Medical Officer of Health to practice physical distancing, to help reduce the spread of COVID-19 and to protect the health and safety of Toronto residents and our staff, this consultation event will be conducted online, by phone, and by mail only. At the virtual public meeting, staff will present the project and provide an opportunity to ask questions. A copy of the presentation will be available on the website.

Virtual Public Meeting	Presentation and Question & Answer period Thursday, February 4, 2021, 6:30 - 8:30 p.m.	
	Join by computer, smart phone or tablet	Join by phone (audio only)
	Visit the project web page and register for the meeting: toronto.ca/DavenportRd You will receive an email with instruction on how to join the event via your device. If you do not register in advance, you can visit the project web page on the day of the event to find the login information.	View information material ahead of time on the project web page OR request material by email or mail. Five minutes before the meeting starts, call 416-915-6530 and enter access code 177 465 9539
Online	toronto.ca/DavenportRd Review information panels and provide comments. All materials will be posted to the project website before the virtual public meeting.	
Contact	Alyssa Cerbu Sr. Consultation Coordinator, City of Toronto 55 John Street, 19th floor Toronto, ON M5V 3C6 Telephone: 416-338-0503 E-mail: Alyssa.Cerbu@toronto.ca	

Next Steps

Following public and stakeholder consultation and subject to approval from City Council, the City of Toronto plans to install the proposed changes in summer 2021.

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.