



Road Safety Improvements on Cummer Avenue

Public Consultation Report

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Executive Summary

Public consultation for road safety improvements on Cummer Avenue took place from November 23 to December 30, 2020. This included flyer distribution, a virtual public meeting, a project web page and an online feedback form. Over 6,600 copies of the flyer were distributed to the surrounding area and over 60 people attended the virtual public meeting on December 9.

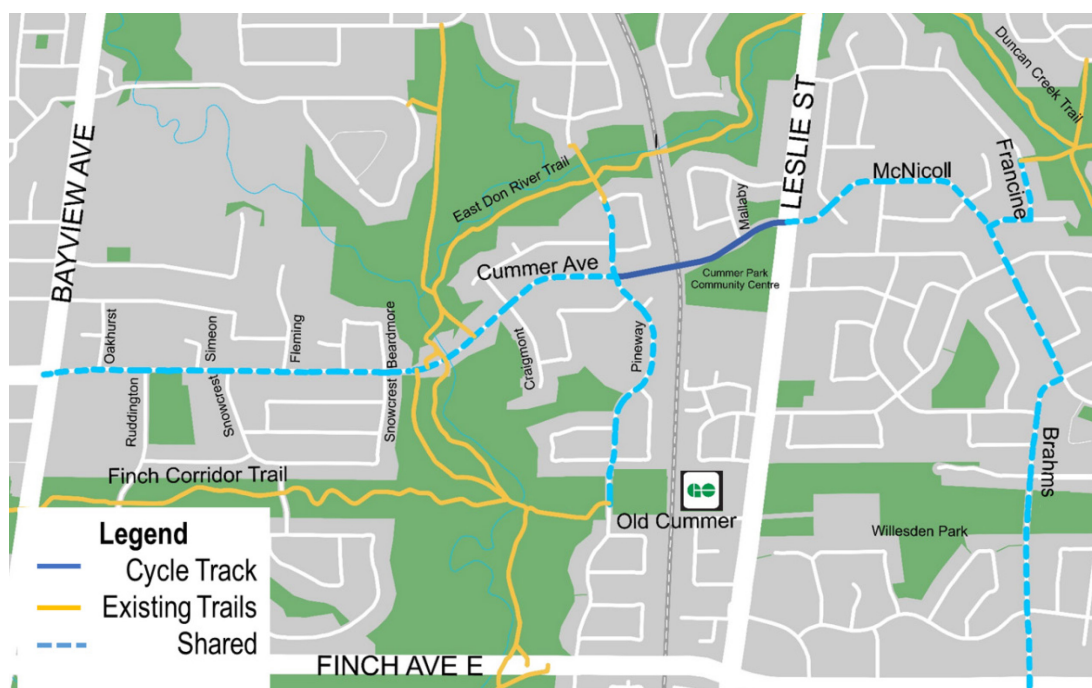
A range of responses was received, though most expressed support of the proposed safety measures. The most prevalent question and comment pertained to extending many road safety measures, including stop signs, raised cross walks and protected bike lanes, across the entirety of the corridor (i.e. from Bayview Avenue to Leslie Street).

Introduction

The City of Toronto is proposing safety improvements on Cummer Avenue, between Bayview Avenue and Leslie Street, as part of a scheduled road reconstruction in 2021. These improvements include reducing roadway widths, lowering speed limits, improving pedestrian crossings and adding protected bicycle lanes. The road reconstruction also provides an opportunity to replace damaged sections of the road, curb and sidewalk.

Summary: Project Design Elements

- Sidewalks will be widened, along with the addition of new street trees, grass plantings and other green infrastructure features, where possible. Bus stops and waiting areas will be widened and improved.
- Raised crosswalks are planned for Ruddington Drive, Simeon Court, Snowcrest Avenue West and Mallaby Road due to their proximity to schools. Curb extensions are planned for Pineway Boulevard and Mallaby Road. Both are used to encourage slower speeds and make it safer for people to walk and cycle.
- Speed limit would be lowered to 40 km/h on Cummer Avenue, from Bayview Avenue to Leslie Street.
- The curb lane between Pineway Boulevard and Leslie Street will be converted into a boulevard with trees, a protected bike lane and wider sidewalks. One travel lane in each direction will remain.
- Cycling signage and markings will be installed between Bayview Avenue and Pineway Boulevard to direct people cycling to the East Don River and Finch Corridor Trail systems.
- The roadway width is not proposed to be changed between Bayview Avenue and Pineway Boulevard. Off-peak parking would remain as today on the south side, from Simeon Court to Pineway Boulevard.



Map of proposed protected bike lanes and shared cycling markings in the Bayview Woods neighbourhood.

Participation

The consultation and communication activities for this project included:

- 6,612 flyers distributed to all properties within the boundary of Steeles Avenue East to the north, Finch Avenue East to the south, Don Mills Road to the east and Maxome Avenue to the west
- A virtual public meeting held on December 9, 2020, with 68 participants and 66 comments and questions received
- 93 responses to online feedback form, results of which are shown below
- 15 emails received and responded
- 4 phone conversations documented
- Outreach to key stakeholder(s) along the corridor (i.e. Cumber Park Community Centre)

The landing web page linked to the project: toronto.ca/CummerAve

A copy of the flyer is included in Appendix A.

Online Survey

When asked how they regularly travel in the Bayview Woods area, participants answered the following:

- 45% walk
- 63% bike

- 37% take public transit
- 57% travel by motor vehicle
- 51% travel by mobility scooter or wheelchair
- 4% do not travel in the Bayview Woods neighbourhood
- 2% responded with "other"
 - Results included: multiple modes of travel and that they used to travel on Cummer Ave

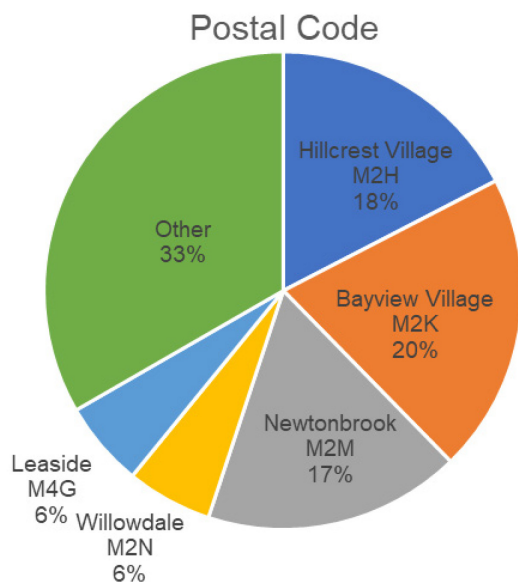
*Note that respondents could check all options that applied.

When describing their relationship to Cummer Avenue:

- 51% of respondents either lived on or very near Cummer Avenue
- 14% own property on or very near Cummer Avenue
- 60% travel on or very near this street Cummer Avenue
- 22% responded with "other"
 - Results included: child attends school along Cummer Avenue, I used to live along the corridor, I have a friend along the corridor and I bike along the corridor.

*Note that respondents could check all options that applied.

The following graph shows the respondents postal codes. When two or fewer respondents entered in a postal code, it was categorized as "Other" in the graph. Note that the majority of respondents are within or adjacent to the project area.



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 protected bike lanes and road safety measures

Generally, the majority of participants were supportive of protected bike lanes in this section (Pineway Avenue to Leslie Street), but expressed interest in seeing them extended to the whole corridor (Bayview Avenue to Leslie Street), to other major corridors (i.e. Yonge St) as well as to other cycling routes (i.e. the McNicoll Avenue bike path, the Finch Hydro Corridor).

A small portion of the participants that we heard from were not in favour of the added cycling infrastructure, as they felt there was a low volume of people cycling to justify the project, particularly the removal of two lanes of traffic.

Feedback was very supportive of the safety measures, including raised crosswalks, wider sidewalks, curb extensions and speed humps. In fact, they suggested the City implement those safety measures as well as new stop signs along the entire stretch of Cummer Avenue, from Bayview Avenue to Leslie Street).

Participants were, for the most part supportive, of speed limit decreases and noted that the speed limit has already been decreased to 40 km/h. Some would like to see the speed limit decreased further to 30 km/h and speed enforcement measures.

Some participants raised concerns about traffic infiltration and speeding on surrounding streets, specifically Argonne Crescent. They suggested adding speed limit decreases, humps and enforcement on this street. Some participants noted that Argonne Crescent does not have as steep of a slope as Cummer Avenue and would therefore be a suitable alternative cycling route.

Comments by Theme

Following are topics that were raised at least once in the public feedback (online feedback form, 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 Protected Bike Lanes from Pineway Boulevard to Leslie Street

- Will be useful and safer for people cycling and walking, especially because the school and community centre are within the vicinity.
- It quite dangerous for people cycling underneath the train bridge.
- Will incentivize me to bike more.
- Supportive of design if sidewalk is raised and pedestrians are protected from people cycling.
- Suggest adding bike crossings and/or curb cuts for bikes to get to the paved ravine path on the north side.
- Concern over children crossing to use the appropriate bike lane.
- Supportive, but concerned that 1 metre width for a bike is very narrow.

Separated bike lanes are preferred along the entire corridor (Bayview Avenue to Leslie Street).

- Extend the protected bike lanes in lieu of road reconstruction.
- The proposed bike lanes do not connect to anything.
- When bike lanes are physically separated, we see increases of people cycling.
- As a driver, I prefer driving my car when there are separated bike facilities.
- Consider 'advisory bike lanes'
- The hill is difficult for people cycling to ascend. This will increase the speed difference between people cycling and driving, creating greater safety risks.
 - Consider a shared sidewalk for people cycling and walking for this uphill portion.

Bike lanes are not justified

- Very few or no people ride their bike along Cummer Avenue.
- There are not enough people cycling to justify removing two lanes of traffic.
- Bike lanes are only useable four to five months per year.
- Cyclists can use the ravine system.
- The steep hill is a major deterrent for people cycling on Cummer Avenue.

Supportive of raised crosswalks, wider sidewalks, curb extensions and speed humps

- Should be standard across the City.
- Are the road grade criteria being met for all proposed raised crosswalk and curb extension locations?

Supportive of speed limit decreases

- The speed on Cummer Avenue was reduced to 40 km/h earlier this year.
- Consider enforcing speed limits (i.e. with police, speed cameras, red light cameras, "your speed is" signage etc).
- Consider lowering the speed limit to 30 km/h.
- Many people speed down the hill.
- Very dangerous to travel the curve in the road just before the bridge.
- Supportive, but not sure this measure will be effective.
- Lanes should be narrowed to ensure speed limit compliance.
- Wildlife crossing is hazardous to speeding motorists.
- Paint the speed limit on the roadway.
- Encourage schools to do fence art to slow traffic down.

Consider adding stop signs along Cummer Avenue

- The fatality was caused by cars speeding down the hill in inclement weather. Stop signs would slow this traffic.
- This would deter drivers from using Cummer Avenue as a thoroughfare.
- Should add a stop sign at Craigmount Drive, where there is currently a flashing sign.

Consider adding raised crosswalks along Cummer Avenue

- Would provide more opportunities for kids and adults to cross, especially to get to bus stops on either side of the street.
- Should aim to make every intersection as safe as possible.
- Need one at Beardmore Crescent to force cars to slow down at the bottom of the hill.

Supportive of improvements to sidewalks

- Sidewalks should be wider than 2.1 metres to account for physical distancing requirements.
- The sidewalk along Cummer Avenue at Fleming Drive and Craigmount Drive desperately need to be repaired.
- Maintain ease of transition points between sidewalk and road surfaces for those with disabilities.
- Consider incorporating park benches in the design.

Other road safety improvement suggestions

- Consider speed humps, roundabouts, yield signs, curb extensions, grooved roadway pavement and pavement cuts.
- Lighting could be improved along the corridor. Many pedestrians run out in the dark to cross the street.
 - Install lighting at pedestrian crossings.
 - Consider a smart light intersection at Pineway Boulevard instead of a stop sign.
 - Consider using LED lights.
- Install Vision Zero Safety zone banners.
- Repair the roads.
- Ensure snow plows are able to maintain the road and raised crosswalks.

Unsure of why these improvements are being proposed

- There have been no accidents.
- Crossing guards that are present at these intersections make this proposal redundant.
- Do not reduce the speed.

- The expansion of sidewalks will take away green space and is in conflict with City's goals to reduce storm water run-off. Don't take away trees.

Consider installing protected bike lanes on other routes

- Consider Argonne Crescent as an alternative cycling route as it does not have as steep of a slope as Cummer Avenue.
- Provide a cycling connection to the Old Cummer GO station (i.e. a pedestrian/cyclist bridge).
- Consider connections to the Finch Hydro Corridor Trail and extending the Trail itself.
- Extend this initiative west to Yonge Street.
- Extend east to connect to the McNicoll path or all the way to the ActiveTO Huntingwood Bike Lane.
- Expand project to Drewry Street and Antibes Drive area between Bathurst Street and Yonge Street, down to Bayview Avenue. There is density and schools in this area.

Address concerns regarding Lester B. Pearson Elementary School

- Issues with pick-up/drop-off on Snowcrest Avenue.
- Explore crossing signs between Ruddington Drive and Snowcrest Avenue. Students have to cross the street to take the 42 Cummer Avenue bus and there is a large distance between the crossing and the bus stop.

Concerns about traffic infiltration on the surrounding street network

- Concerns about speeding and increased traffic on Argonne Crescent.
- Consider speed limit decreases, humps and enforcement on Argonne Crescent.
- Concerned that these changes will divert traffic to Sawley Drive.

Concerns about increased traffic volumes and congestion

- Corridor is heavily used as an east/west thoroughfare, especially during peak periods and rush hour.
- The removal of two lanes from Leslie Avenue to Pineway Avenue will cause additional traffic.
 - Release traffic data from before/after bike lane installation.
 - There is a bottleneck of traffic already, especially eastbound.
 - Traffic data analysis should take into consideration bus, student and parent activity.
- Sisters of St. Joseph redevelopment will add more congestion and should be factored into the project.
- The safety improvements will not address traffic volumes.

TTC

- TTC 42 bus should be electric. They cause a lot of noise because they have to gear up or down to get up the hill.
- Install a bus stop for route 42 eastbound next to Fleming Avenue.
- The TTC should still be able to divert through Pineway Boulevard when there are accidents at Finch Avenue/Leslie Street.
- Make the bus service on Cummer Avenue, Leslie Street and Bayview Avenue more frequent.
- Bus turn-ins should be at every stop.

Concerned about high cost and construction impacts

- Other projects and expenditures should take precedent over this in lieu of the COVID-19 pandemic and the related strains on municipal financial resources.
- Construction will take a while and may not be worth it.
- Use sustainable construction practices.

Consider improvements to the East Don River Trail

- Create better separation between people walking and cycling.
- Make sure there are proper connections to the ravine paths. Suggest adding a connection on the south side near Old Cummer GO Station.

Parking

- Consider additional safety improvements to the parking area near the East Don River Trail entrance.
 - Consider adding more parking spaces to this area (currently only houses three vehicles).

Supportive of Green Infrastructure

- Important feature for stormwater management and in lieu of a changing climate.

Next Steps On

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

November 23, 2020

Road Safety Improvements on Cummer Avenue Bayview Avenue to Leslie Street

Project Overview

The City of Toronto is proposing safety improvements on Cummer Avenue between Bayview Avenue and Leslie Street as part of a scheduled road reconstruction in 2021. These improvements include reducing roadway widths, lowering speed limits, improving pedestrian crossings, and adding protected bicycle lanes (cycle tracks). The road reconstruction also includes replacing damaged sections of the road, curb, and sidewalk.

On Cummer Avenue, speed studies have shown that people are consistently driving above the posted speed limit. Speeding poses a risk to all road users. From 2015 to 2019, two hundred and thirty one (231) vehicle collisions occurred on Cummer Avenue. Two of those collisions resulted in serious injury and one resulted in a fatality.

The City's Vision Zero Road Safety Plan is focused on reducing traffic-related fatalities and serious injuries by making our roads safer for everyone, especially vulnerable road users such as seniors, school children, and people walking and cycling.

Project Goals

1. Improve safety for people walking, cycling, and driving
2. Enhance the walking, cycling and transit experience
3. Maintain or enhance greening

Project Design Summary

- Sidewalks will be widened, along with the addition of new street trees, grass plantings, and other green infrastructure features, where possible. Bus stops and waiting areas will be widened and improved.
- Raised crosswalks are planned for Ruddington Drive, Simeon Court, Snowcrest Avenue West and Mallaby Road due to their proximity to schools. Curb extensions are planned for Pineway Boulevard and Mallaby Road. Both are used to encourage slower speeds and make it safer for people to walk and cycle.
- Speed limit is proposed to be lowered to 40 km/h on Cummer Avenue from Bayview Avenue to Leslie Street.
- The curb lane between Pineway Boulevard and Leslie Street is proposed to be converted into a boulevard with trees, a protected bike lane and a wider sidewalks. One travel lane in each direction will remain.
- Cycling signage and markings will be installed between Bayview Avenue and Pineway Boulevard to direct people cycling to the East Don River and Finch Trail systems.
- The roadway width is not proposed to be changed between Bayview Avenue and Pineway Boulevard. Off-peak parking would remain as today on the south side from Simeon Court to Pineway Boulevard.

Proposed Design Elements Description



A Cycle Track (protected bike lane) is proposed between Pineway Boulevard and Leslie Street to provide a safe crossing under the GO rail corridor. Cycle tracks are separate lanes for people cycling that are adjacent to the roadway, but separated from motor vehicle traffic. Cycle tracks help distinguish the area for cycling from motor vehicle traffic and help slow speeds. By designating an area for people cycling, the protected bike lane reduces conflicts on sidewalks between people walking and cycling.



Raised crosswalks are proposed near the three local schools at the intersections of Ruddington Drive, Simeon Court, Snowcrest Avenue West, Pineway Boulevard and Mallaby Road. Raised crosswalks improve pedestrian visibility and increase the overall awareness of crosswalks for people driving. By requiring drivers to slow down, they improve compliance with stop signs and signals at intersections. Raised crosswalks reduce the ponding of water, slush and ice that pedestrians have to walk through or around, which improves the experience for people walking and reduces their potential for injury.



Green infrastructure is proposed across the corridor. Between Pineway Boulevard and Leslie Street, the curb lane will be converted into a boulevard with trees and a permeable protected bike lanes. Permeable materials allow for improved stormwater storage and to passively irrigate plantings. Bioswales, grass plantings and other green infrastructure features will be installed where possible. Bioswales are channels designed to concentrate and convey stormwater. They can also recharge groundwater, reduce erosion and enhance water quality flowing into the East Don River.

Virtual Public Meeting

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.



Wednesday December 9, 2020

Presentation and Question & Answer period 7:00 - 8:30 p.m.

Join by computer, smart phone or tablet	Join by phone (audio only)
<p>Visit the project web page and register for the meeting: toronto.ca/CummerAve</p> <p>You will receive an email with instruction on how to join the event via your device.</p> <p>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.</p>	<p>View information material ahead of time on the project web page OR request material by email or mail</p> <p>5 minutes before the meeting starts, call 416-915-8530 and enter access code 177 829 1349.</p>

Contact Us

If you have questions or comments, or to request information about the project, please contact:

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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/CummerAve

برای درخواست کمک به زبان خود لطفاً با 311 تماس بگیرید.