



Oakwood Neighbourhood Cycling Connections: Winona Drive

Public Consultation Report

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Executive Summary

Public consultation for the Oakwood Neighbourhood Cycling Connections on Winona Drive took place in winter 2021. Staff engaged in discussions with schools along Winona Drive, including: McMurrich Public School, Spectrum Alternative Senior School and Winona Drive Sr Public School. In addition, the City provided an online form for public feedback, a project webpage with information and hosted a Virtual Public Meeting.

A range of responses were received. Overall, feedback was largely in support of the safety, cycling and intersection upgrades. Supportive feedback focussed on the connections to existing and future cycling infrastructure and upgrades to the Shaw St and Davenport Rd intersection. Feedback on the proposed changes to traffic flow was mixed. Some participants discussed how the proposed options would reduce local traffic infiltration whereas others mentioned the opposite. A summary of feedback and comments can be found below.

Introduction

The City of Toronto is proposing a number of cycling, pedestrian, and road safety upgrades on Winona Drive between Eglinton Avenue West and Davenport Road. The proposed options on Winona Drive aim to lower speeds, reduce cut-through traffic, and create safer, more comfortable conditions for people walking and cycling. This proposed contra-flow bike lane and wayfinding markings would expand the local cycling network and connect to the bikeways on Shaw Street and Davenport Road and the future cycle tracks on Eglinton Avenue.

Summary: Project Design Elements

If you drive or park on the street:

- Three (3) options are proposed for motor vehicle travel.
 - Option one would maintain the vehicular flow as-is. Option two and three would change vehicular flow to provide safer drop-off to the schools and to reduce through motor vehicle traffic.
 - Option two would convert Winona Drive between Belvidere Avenue and Ava Road into one-way northbound and between Vaughan Road and Belvidere Avenue into one-way southbound; Alameda Avenue between Vaughan Road and Belvidere Avenue into one-way northbound; and Atlas Avenue between Vaughan Road and Durham Avenue into one-way northbound. In addition, Option two would also convert Belvidere Avenue between Alameda Avenue to Winona Drive into one-way eastbound; Ava Avenue between Winona Drive and Atlas Avenue into one-way eastbound; and Durham Avenue between Atlas Avenue and Winnett Avenue into one-way eastbound.
 - Option three would convert the two-way configuration on Winona Drive between Tyrrel Avenue and Benson Avenue into a one-way northbound.
- Parking supply impacts would be minimal for all options, but may require changes to street sides. Option 3 would limit daytime parking options.

If you cycle:

- Contra-flow bike lanes on Winona Drive between Eglinton Avenue West and Davenport Road would be added to allow people cycling to travel north and south, including on the one-way vehicular blocks.
- Shared-lane markings would be added to parts of Rosemount Avenue, Bracondale Hill Road, Tyrrel Avenue, and Winona Drive south of St Clair Avenue West and north of Gloucester Grove.

If you walk:

- The pedestrian cross-over at Shaw Street and Davenport Road will be converted to a full traffic signal. Modifications could be required at the Vaughan Road and Winona Drive intersection to better accommodate movements.
- Painted curb extensions are being considered to help calm traffic by visually narrowing the roadway and create safer crossings for pedestrians.

If you live or work in the neighbourhood:

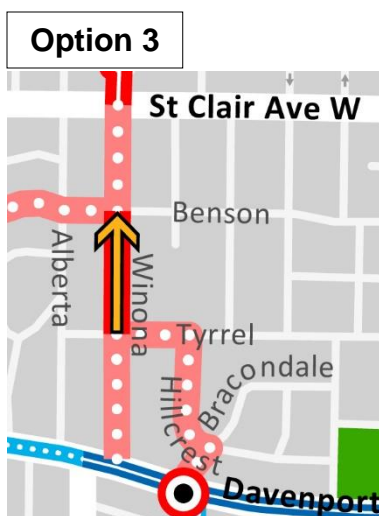
- City services such as fire, emergency medical services, solid waste pick-up, and snow clearing will continue as usual. There will be no impact to existing sidewalks or speed limits.

Proposed Options:

Option 1 – No Changes to Traffic



Option 2



Overview of Communications & Consultation

The consultation and communication activities for this project were as follows:

- 21,889 notices were delivered by Canada Post
- 115 people participated in the Virtual Public Meeting on March 22, 2021
- Meetings were conducted in winter 2021 with schools along the corridor, which included: McMurrich PS, Spectrum Alternative Senior School, Winona Drive Sr PS and the Toronto District School Board
- 450 completed online feedback forms were analyzed
- 3 phone calls were received
- 30 emails were recorded

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

A copy of the flyer is included in Appendix A.

Online Feedback Form Results

An online feedback form was available from March 12th, 2021 to April 5th, 2021. Participants were invited to complete the feedback form through the notice mailed through Canada Post and the project webpage.

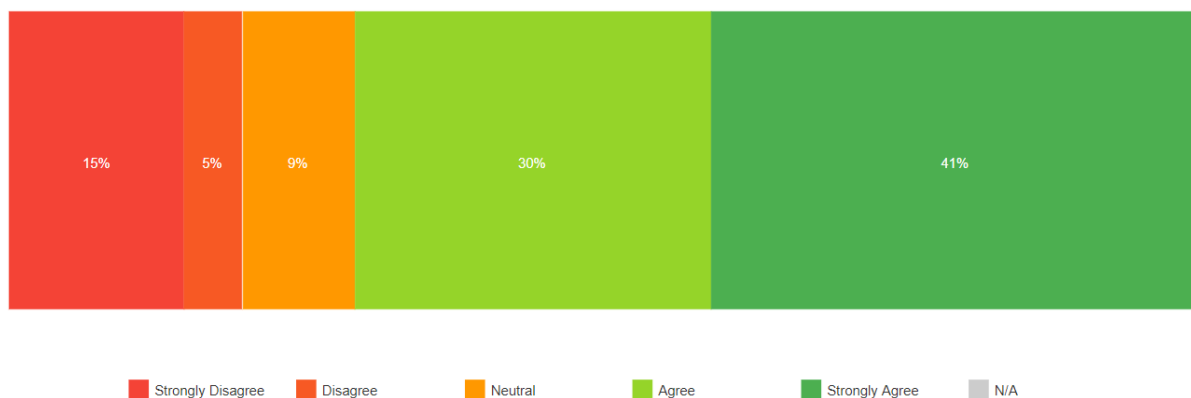
A total of 450 completed responses were received.

Of those responses:

- The majority of respondents were from postal codes within or surrounding the project area (i.e. M6C, M6G, M6E and M6H)
- A high percentage of respondents travel by active transportation modes, including walking (79%) and biking (72%), as well as by car (63%)
- A majority of respondents live, travel or own property near the corridor
- The majority of people who filled out the survey are between 30 and 49 years of age

Level of Support

The majority of respondents agree or strongly agree that the proposed changes meet the five goals of the project.



Preferred Option

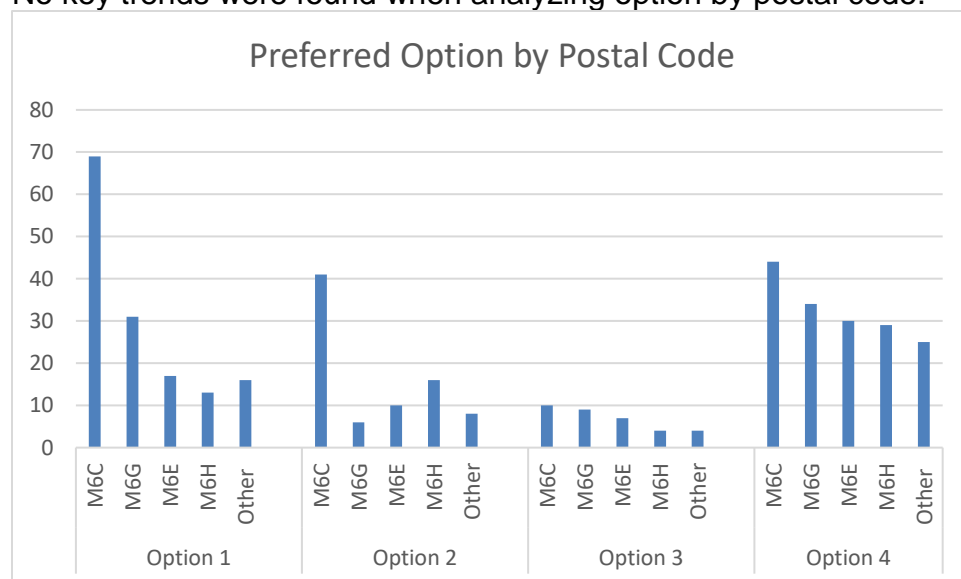
Both Option 1 and the combination of Option 2 and 3 scored the most favourable. See below.

1. Which option do you prefer?

	Count	% of responses	%
Option 1:	142	<div></div>	32%
Option 2:	81	<div></div>	18%
Option 3 :	34	<div></div>	8%
Option 2 and Option 3:	162	<div></div>	37%
None of the above	22	<div></div>	5%

N 441

No key trends were found when analyzing option by postal code.



Feedback Summary

Below is a summary of the feedback heard through all communication and consultation channels, including the Virtual Public Meeting, the online feedback form, phone calls and emails. Participants were self-selecting and not a representative sample of the affected community.

Summary

Feedback from the public varied. For the most part, respondents were supportive of the cycling and safety improvements along the corridor; however, the preference for the proposed options (1, 2 and 3) were mixed.

Many participants who live and travel through the area noted that they loved the improvements that have recently been made to Shaw St and look forward to seeing similar improvements to cycling infrastructure on Winona Drive. In addition, those in support favoured the proposal's focus on safety, slowing down traffic and connecting to existing and future cycling infrastructure in the neighbourhood. Many participants discussed their concerns with the existing signal crossing at Shaw St and Davenport Rd and are happy to see an upgrade to that intersection as part of this proposal.

Some participants were supportive of changes to traffic flow and both Option 2 and 3. They believe these options will slow down and reduce traffic on Winona Drive. For constructive feedback, participants noted that they would like to see physical separators or dedicated lanes for the cycling infrastructure on Winona Drive where feasible as well as other design and safety features, including signage and space at intersections for people cycling.

Many participants who expressed concerns about the project discussed how another street should be chosen and how the proposal will cause local traffic infiltration. Feedback also focussed on opposition to the proposed changes to traffic flow and that these changes will cause unnecessary confusion for people driving, that the proposed options are hard to understand and that they will cause more traffic on neighbouring streets. For Option 2, participants discussed that specific local streets that would be faced with greater traffic infiltration whereas, for Option 3, many participants mentioned they did not want to lose parking.

Feedback by Theme

Following are topics that were raised at least once in the public feedback process. Frequently raised comments are ordered at the top of the list, with comments heard very frequently bolded. Comments are summarized and paraphrased for succinct clarity. Statements in comments are not necessarily accurate or agreed by the City.

Supportive of the proposed contra-flow bike lane

- **Improvements to Shaw St have been great and look forward to seeing something similar on Winona Drive**
- The proposal looks great
- Look forward to having a connection north of St Clair Avenue West
- This will connect me to key destinations and local trips
- This will help with the city's climate change priorities
- Prioritize people biking and safety over people driving
- Excited to see wayfinding on Bracondale Hill Road
- Supportive, but consider impacts to and by nearby developments

Supportive of safety priorities

- Thank you for valuing the safety of people cycling
- This will make it safer for the school children along the corridor
- Consider further measures – many people run stop signs and speed

Supportive of slowing down traffic

- These streets are used as a thoroughfare to the Allen Expressway
- Support a Vision Zero approach
- Bring back the Quiet Streets program and make it permanent
- No one observes the speed limit and there is too much traffic
- This area has been impacted by Eglinton Avenue construction

Supportive of the Shaw St and Davenport Rd signal conversion

- The current pedestrian crossover is quite dangerous
- I cycle through there and it is currently dangerous to make a left

Connect to and build out the network

- **Build out some of the proposed routes in the Oakwood Cycling Connections, including planned contra-flow lanes on Glenholme Avenue and Earlsdale Avenue**
- Connect to Rogers Road
- Would love to see more bike lanes in this neighbourhood
- Complete these connections now
- Extend to Yorkdale Mall and Liberty Village via Ossington Avenue and Roxton Road
- Connect to the West Toronto Rail Path
- Add cycling infrastructure on Oakwood Avenue and Holland Park Avenue between Rogers Road and Oakwood Avenue so that the Oakwood Avenue bike lanes can connect
- Connect to Marlee Avenue
- Add bike lanes on Holland Park to connect to Rogers Road
- Look forward to connection on Eglinton Avenue
- Connect to the Belt Line

Consider adding separated bike lanes

- Physical separators would better protect people cycling
- Consider raised cycle tracks
- Ensure there are adequate barriers from people driving
- Where the road is wide enough, staff should consider a bi-directional cycle track

Consider adding other design features and upgrades

- Install hump delineators or bollards
- Add other traffic calming measures
- Include road resurfacing
- Include additional signage and wayfinding

Create additional safe intersections and crossings

- Ensure there are safe spaces for people cycling at intersections
- Make a safe crossing at Winona Drive and Vaughan Road
- Improve the intersection at Winona Drive and Eglinton Avenue to connect to Marlee Avenue

Consider dedicated lanes on Winona

- The street is wide enough

Supportive of changes to traffic flow

- Will make the streets safer
- Make sure the change is reflected in Google maps
- Cut down on the amount of cars even more than what is being proposed

Supportive of Option 2

- Will help reduce traffic on Winona Drive
- Would improve vehicle traffic eastbound on Bude Street
- Will slow down traffic on Winona Drive
- This will improve safety in my neighbourhood

Supportive of Option 3

- Would prefer to see no stopping on the section of Winona Drive between Tyrell Avenue and Benson Avenue
- Would alleviate the traffic jam that occurs around school pick-up and drop-off times.
- Takes into account the less steep incline of Bracondale Hill Road
- Do not see any issues with this option

Not supportive of the overall proposal

- **Consider choosing another street for this proposal**
- **This will cause traffic infiltration on other local streets**
- Nobody rides in winter time
- This would impede driveway access
- This will overwhelm Winona Drive with traffic
- Direct financial resources elsewhere
- Will make it more dangerous to drive
- This does not make sense with the Eglinton Crosstown
- The proposed crosswalk at Davenport Road and Bracondale Hill Road is not needed
- People cycling should be moving in the same direction as the cars

Opposed to changes to traffic flow

- **This will cause unnecessary confusion, especially for people driving**
- **The proposed options are hard to understand**
- **The proposed options will cause more traffic on neighbouring streets**
 - Already a lot of traffic coming from the Allen Expressway
- No changes are needed in my neighbourhood
- Do not get rid of parking
- Not supportive of these changes – may cause more driver frustration and have a negative impact on the safety of people walking and cycling

Opposed to Option 2

- This option would inconvenience residents on Belvidere Avenue
- This option may cause more traffic on Belvidere Avenue, Ava Avenue and Atlas Avenue
- Would benefit drivers avoiding Eglinton Avenue construction
- Will complicate Atlas Ave and Vaughan Rd intersection

- Would cause more traffic in front of JR Wilcox school

Opposed to Option 3

- **This option would eliminate parking**
- This option would increase emergency response times outside of Hellenic Home
- This option would increase traffic on Alberta Ave
- This option would complicate drop-off at schools
- This would complicate the route for McMurrich PS school drop off
- There is a lot of new development at Winona Drive and St Clair Avenue West that would complicate this option
- This would push more traffic on side streets

Concerned about winter maintenance

- Unsure how snow removal be completed

Education and enforcement

- People cycling should follow the rules of the road
- Educate drivers on these changes
- People cycling should be licensed

Next Steps

The Project Team will review all feedback received, together with technical considerations, and stakeholder comments to finalize the recommended designs for the Winona Drive corridor. A Staff Report with the recommended design will be presented to the City's Infrastructure and Environment Committee on May 25, 2021, and considered by City Council thereafter.

Appendix A: Flyer Notice



Public Consultation

March 8, 2021

Oakwood Neighbourhood Cycling Connections on Winona Drive

The City of Toronto is inviting residents to learn more and provide feedback about cycling, pedestrian, and road safety upgrades on Winona Drive between Eglinton Avenue West and Davenport Road. The proposed options on Winona Drive aim to lower speeds, reduce cut-through traffic, and create safer, more comfortable conditions for people walking and cycling. This proposed contra-flow bike lane and wayfinding markings would expand the local cycling network and connect to the bikeways on Shaw Street and Davenport Road and the future cycle tracks on Eglinton Avenue. Other Oakwood Neighbourhood Cycling Connection Initiatives, such as a proposed contra-flow bike lane on Glenholme Avenue and Eglinton Avenue, will be revisited in the future.

Oakwood Neighbourhood Cycling Connections projects were identified in the 2019 City Council-approved Near Term Cycling Network Plan. That year, public consultation activities identified Winona Drive as a priority. In response to the COVID-19 pandemic, Transportation Services implemented traffic calming measures on Winona Drive as part of the 2020 Quiet Streets Program. Staff used feedback from the Quiet Streets survey to inform this proposal where many respondents requested permanent traffic calming and cycling improvements.

Artist Rendering: Proposed Contra-Flow Bike Lane on Winona Drive



What would this change mean for you?

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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 or speed limits.

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Project Area and Proposed Options for School Areas



Learn more about this project and provide your feedback:

Consultation activities will be conducted online, by phone, and by mail only. This is 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. 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 online.

Virtual Public Meeting	Presentation and Question & Answer Period Monday, March 22, 2021, 6:30 - 8:30 p.m.	
	Join by computer, smart phone or tablet Visit the project web page and register for the meeting: toronto.ca/oakwoodcycling 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.	Join by phone (audio only) 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 133 009 4147
Online Feedback Form	toronto.ca/OakwoodCycling All materials will be posted to the project web page before the virtual public meeting. View the materials and fill out the online feedback form by April 5 th .	
Contact	Alyssa Cerbu Sr. Consultation Coordinator, City of Toronto 55 John Street, 19 th 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 or fall 2021.

Para obter mais informações ou assistência em português, por favor ligue para o 311

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.

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