

# Scarlett-Runnymede Connection Improvements Public Consultation Summary

[www.toronto.ca/cycling-scarlett-runnymede](http://www.toronto.ca/cycling-scarlett-runnymede)

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The City is currently reviewing additional cycling and pedestrian improvements between Scarlett Road and Runnymede Road on:

- Eileen Avenue (between Scarlett Road and Florence Crescent)
- Pritchard Avenue, Castleton Avenue and Henrietta Street
- Runnymede Road (between Henrietta Street and St Clair Avenue)

Public consultation on this proposal took place from the date of public notification on June 23, 2021 to the end of the comment period on July 8, 2021.

## Communications

Notification was conducted via 3,000 colour flyers delivered by Canada Post to the project notification area as shown below.



The flyer provided a basic summary of the proposed changes and invited residents to learn more and feedback via the project web page:

The web page included detailed information panels and a feedback form.

Contact information also included phone, email and postal address.

The project team received six emails and 18 feedback form submissions. No phone calls or letters were received.

## Feedback Received

Overall respondents were generally supportive of the safety and comfort expected from the proposed changes. Some respondents expressed concerns about the narrow of driving lanes and the reduction in parking spots.

Some respondents suggested bike lanes should be considered on alternate routes such as on St.Clair Avenue West, the hydro corridor, and/or on Foxwell Street / Woolner Avenue.

Concerns about truck traffic on the narrow streets was also expressed.

*See copy of notice and Feedback Form Results Summary below for further details.*

## Proposed Scarlett-Runnymede Connection Improvements

### Recently Completed Upgrades

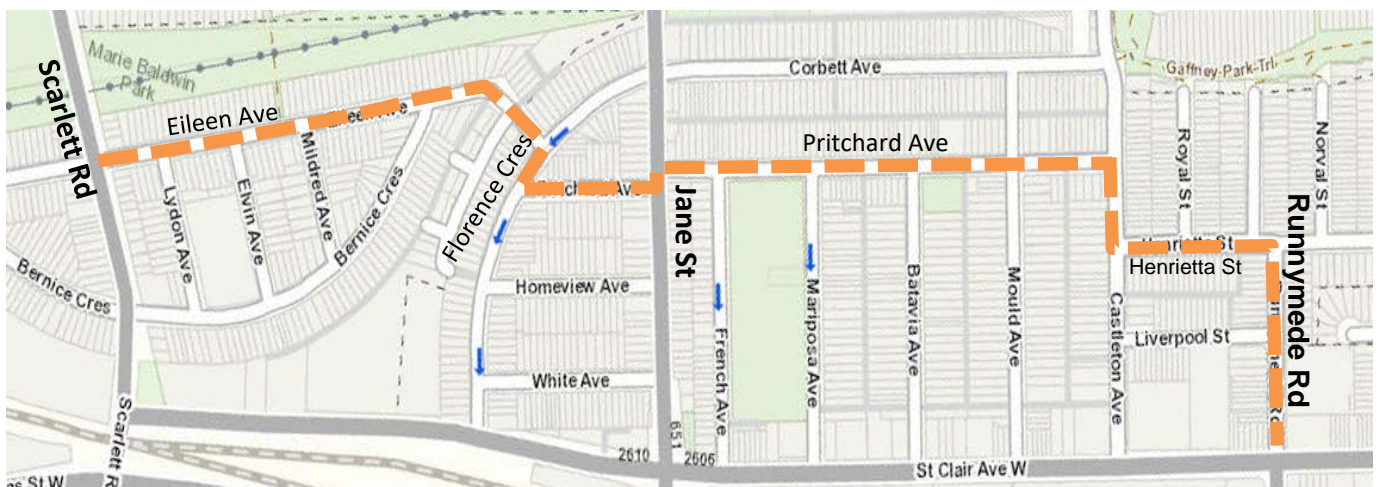
Between 2019 and 2020, Scarlett Road was resurfaced and new bike lanes were installed. A new traffic light was installed in 2021 at Eileen Avenue and Scarlett Road. The Scarlett Road Cycle Track expanded the local cycling network, connecting to multi-use trails on the Humber River, Black Creek, Eglinton Avenue, as well as future bike lanes at Scarlett Road Bridge at Dundas Street West and St. Clair Avenue, and on Dundas Street West (2021-2024).

### Proposed Connection Improvements

The City is currently reviewing additional cycling and pedestrian improvements between Scarlett Road and Runnymede Road on:

- Eileen Avenue (between Scarlett Road and Florence Crescent)
- Pritchard Avenue, Castleton Avenue, and Henrietta Street

The proposed route to improve cycling and walking safety is displayed in the map below. Along the whole route, wayfinding signs and markings are proposed to be installed and safer intersection crossings would be provided at every major street. Along Florence Crescent, a short contra-flow bike lane is proposed to be installed. A short section of cycle track is also proposed on Runnymede Road south of Liverpool Street to connect to the existing bike lanes that continue south of St. Clair Avenue West. The project has no impacts to motor vehicle travel and a loss of several parking spaces on Runnymede Road. More details are posted at [toronto.ca/cycling-scarlett-runnymede](https://toronto.ca/cycling-scarlett-runnymede)



*Continued on reverse...*

## Proposed Scarlett-Runnymede Connection Improvements - continued...

### Toronto is a Cycling City

Cycling is one of the fastest growing transportation modes in Toronto. The City is working to make travel by bike safer and more inviting. Making it easier for people to choose to cycle helps ease congestion on the streets and transit, creates a cleaner environment, and promotes a healthier public.

The City supports cycling by building and maintaining bike lanes and multi-use trails, installing bike parking facilities, distributing bike network maps, and carrying out other campaigns and projects to promote cycling confidence and safe road use behaviour.

Visit [toronto.ca/cycling](https://toronto.ca/cycling)



### Learn More and Provide Your Feedback

Based on the advice of our Medical Officer of Health to practice physical distancing, help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and our staff, this public consultation will be conducted online, by phone and by mail only.

#### Online

#### [toronto.ca/cycling-scarlett-runnymede](https://toronto.ca/cycling-scarlett-runnymede)

Review information panels and provide comments using the feedback form, phone, email or mail. All materials are posted on the project web page now.



#### Contact

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### Next Steps

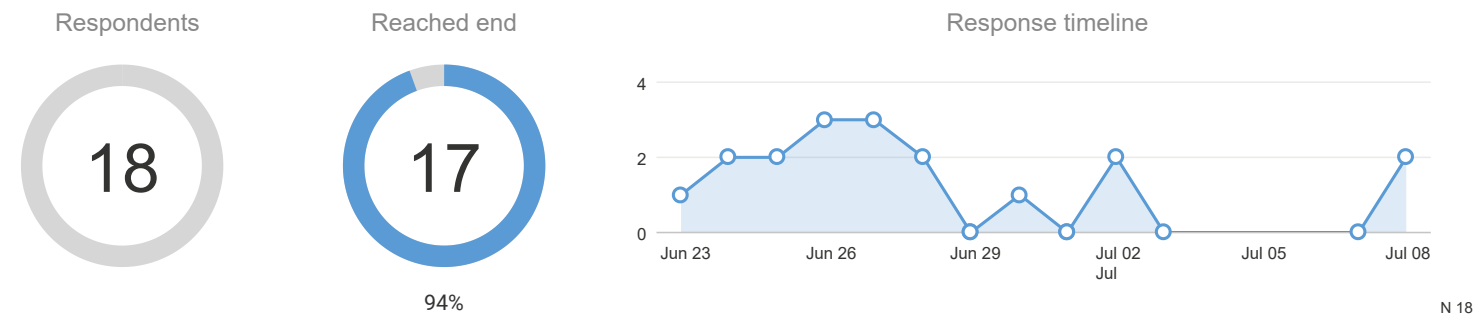
Following public consultation and subject to approval from City Council, the City of Toronto plans to install the proposed changes to the route in Spring 2022.

*Any personal information 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.*

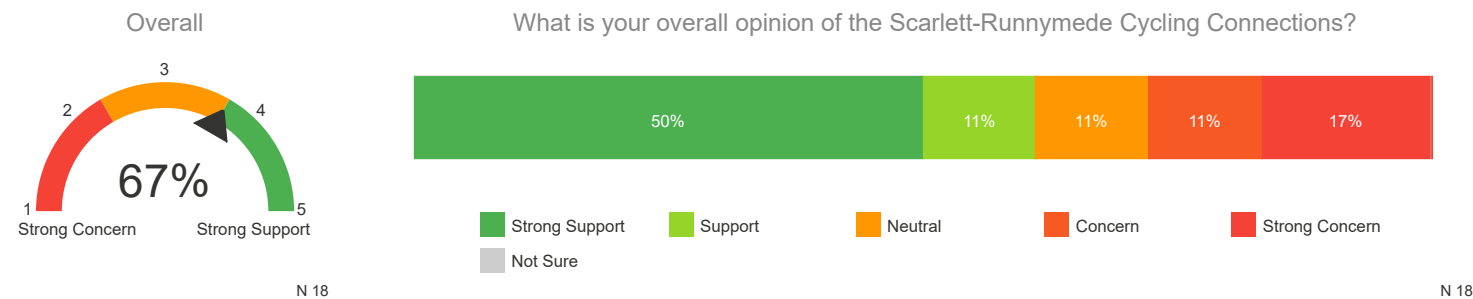
*Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakakis 416-392-2990.*

*Published June 19, 2021.*

# Scarlett-Runnymede Cycling Connections - Feedback Form Results Summary










## Overall Project



## Please explain the reasons for your opinion...

Please explain the reasons for your opinion...	Report
This is our daily commute. Currently, we bike through Smythe Park and along the sidewalk of Jane, then Corbett. Smythe Park is nice and the air is clean, but not great in winter, not great for solo women cyclists, and it's quite a big hill.	
I live on Scarlett Rd and commute to downtown with my kid on my bike rear rack everyday.	
I don't really understand the need for these bike lanes. Most of them are on residential streets that aren't difficult to bike on, even during high traffic times. There is sufficient room for bikers and several lights to break up the route. I think this would cause more of a headache with the lack of parking than it's worth. This effort should be put instead towards the intersections at Jane and St. Clair and Dundas, as these are extremely dangerous for bikers.	
These streets are already congested and tight as is. Adding bike lanes cause problems with parking especially in winter when snow can only be plowed on the parking side of the roads. The hydro feild is right there why not take advantage and make something for bikes and walking.	
I both drive and cycle but would cycle more often if it were safer to do so in Toronto.	
I moved to Pritchard Avenue, between Castleton Avenue and Jane Street [delete private info]. We walk our dog around the neighbourhood several times a day and we also cycle regularly. I can tell you from personal experience that improvements are desperately needed in this area to make it safer for pedestrians and cyclists. In particular, I would note that the intersections of Runnymede and Henrietta, Castleton and Henrietta and Castleton and Pritchard are very dangerous when crossing as a pedestrian. Every day we see cars rolling through or running the stop signs at these intersections, usually while driving too fast. More than once I have nearly been hit by a car while crossing at these intersections because the drivers were not paying attention and/or trying to go through the intersection without stopping. There are families with young children out and about all the time in this area and in my opinion, more needs to be done to make it safe. I think this is a great and much-needed project and I'm really happy to see that improvements are being made. Thanks and keep up the great work!	
This neighbourhood needs parking because there are too many people per household. There are also two churches that need parking as well. Bike lanes are fine but they need to be on St Clair Ave so that they can connect to Scarlett rd.	
nice safe connection, away from traffic, but i object this route and would like to propose a new route, im not sure how these routes were decided to be proposed you guys should use Foxwell west of Jane and Woolner east of Jane its a direct connection with east and west traffic. Or pave a path through Marie Baldwin park, that's a benefit for residents and their families (kids, seniors, disabled) kids can learn to ride their bikes, roller blade on this suggested path away from cars safely. The path in Marie Baldwin will connect nicely with Corbett Ave. If money is the issue i would to suggest perhaps help can be given by hydro one, because marie baldwin is in a hydro corridor, theres also a very prominent private club golf course just off of scarlett and we could do some community fundraisers? even Eillins is good too, Eileen ave is not wide enough and there's driveways on both sides, pretty sure Foxwell has ttc service so Foxwell is probably wider as a street, not sure if Eillins has ttc service. anyway hope to hear back! im assuming its the stop light thats an issue for a safe crossing, but if your on a bike another 10 meters of biking is good	

Please explain the reasons for your opinion...	Report
the plan looks to be functional but I wonder why there isn't ALSO bike lanes on St.Clair W from Scarlett-Runnymede). AND a bike lane running from Scarlett along Foxwell to Jane with a bike lane ON Jane from (west of Jane)Foxwell/Woolner.(east of Jane) The issue of riding on sidewalks does not happen on the neighbourhood streets. It happens on Jane St and St.Clair West. I live in the neighbourhood on the west side of Jane on Pritchard. I used to live downtown and rode my bike all seasons sharing the road with streetcars and vehicles. When i moved to this area I ended up riding the Jane St sidewalk to go south because of busy,fast/speeding traffic and no cycle visibility under the bridge at St.Clair. I think having bike lanes on these major streets, instead of neighbourhood streets, would force drivers to have respect and share the road with cyclists. i think the west side of Jane on Pritchard is too small for contra lane..and not needed. It is not a bus route and it is street parking for the residents.	
Cycling is a vital component in our transportation system and I fully support the effort here to better connect the network. There are missing links which make cycling across this neighbourhood difficult, so the Scarlett-Runnymede project is much needed.	
As a biker with kids I believe this proposal is very beneficial for our safety as well as others, especially when trying to reach already existing bike friendly paths/areas such as going down to the beach or over to humberside park	
I cycle a lot in the area. Biking on Runnymede is great, but when the bike lane ends at St. Clair it becomes stressful and dangerous very quickly. Cars just ignore the cyclist continuing on Runnymede north of St Clair. It has happened more than once to me that I was cut off by a car right before the Henrietta/Runnymede stop sign. Cars turning east from Runnymede onto St Clair also often ignore the fact that there is a bike lane. It would be great if this connection also connects to the Castleton/Rockcliffe bike lane.	
With parked cars on side of road and bike lane installed the street will be very narrow for two cars.	
I am a cyclist that lives on Eileen and take this exact route when going south-east. This would be a great safe way to connect the Scarlett to Runnymede. After this upgrade, I think the next important cycling network improvement in this area is to connect to Davenport.	
Route is not effective	

N 15

## About You

### 4. How do you typically travel in this neighbourhood?(Select all the apply)

	Count	% of responses	%
Walk	12	<div><div></div></div>	71%
Bike	12	<div><div></div></div>	71%
Drive	9	<div><div></div></div>	53%
TTC	7	<div><div></div></div>	41%
Taxi/rideshare/auto passenger	3	<div><div></div></div>	18%
Other, please specify	0		

N 17

### 5. Please describe your relationship to the streets impacted by this project .(Select all that apply)

	Count	% of responses	%
I live/own property very near the route	12	<div><div></div></div>	71%
I travel on these streets.	8	<div><div></div></div>	47%
I live along the proposed route	6	<div><div></div></div>	35%
Other, please specify	5	<div><div></div></div>	29%
I represent a business on or very near the route	0		

N 17

Gender identity is the gender that people identify with or how they perceive themselves, which may be different from their sex assigned at birth.What best describes your gender?

	Count	% of responses	%
Woman	8	<div></div>	47%
Man	7	<div></div>	41%
Trans woman	0		
Trans man	0		
Gender non-binary (including gender fluid, genderqueer, androgynous)	0		
Two-Spirit	0		
Prefer not to answer	1	<div></div>	6%
Not listed, please describe	1	<div></div>	6%

N 17

Gender identity is the gender that people identify with or how they perceive themselves, which may be different from their sex assigned at birth.What best describes your gender? - Not listed, please describe

Not listed, please describe	Report
shouldnt matter	

N 1

What is your age?



N 17



How did you hear about this project?(Select all that apply)

	Count	% of responses	%
Flyer	9	<div></div>	53%
Social media (e.g. Facebook, Twitter)	6	<div></div>	35%
Other, please specify	2	<div></div>	12%
City of Toronto website	1	<div></div>	6%
Addressed letter notice in envelope	1	<div></div>	6%
City of Toronto email list	0		
My City Councillor	0		
Another email list (e.g. Association)	0		
News story	0		
Other website	0		
Friend, family or neighbour	0		

N 17

How did you hear about this project?(Select all that apply) - Other, please specify

Other, please specify	Report
Flyer delivered to my mailbox	
My neighbour received flyer in mailbox. shared it with me. ( I didn't get one)	

N 2