

Contra-Flow Bike Lanes on Brunswick Avenue & Borden Street

Public Consultation Summary



Figure 1

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Overview

From January 16 to February 21, 2020 the City of Toronto invited residents to learn more and provide feedback on proposed bike lanes:

- Contra-flow bike lane on Brunswick Avenue from Lowther Avenue to College Street
- Contra-flow bike lane on Borden Street from Ulster Street to College Street
- Contra-flow bike lane on Ulster Street from Borden Street to Brunswick Avenue
- Two-way protected cycle track on College Street from Borden Street to Bellevue Avenue

Over 350 participants, mostly local residents, provided feedback online, in person, via email and phone.

Community feedback received was overwhelmingly supportive, with the exception of important concerns raised by some residents primarily located on Brunswick Avenue, Borden Street and Ulster Street.

Direct Engagement with Affected Property Stakeholder Associations

Staff carried out pro-active direct communications and meetings with the following groups who would be directly impacted by the proposed changes:

- Harbord Village Residents Association (Transportation Committee and Board)
- Kensington Community School
- Fire Station 315

Staff met with Kensington Community School on December 5, 2019. Staff met with the Harbord Village Residents Association (HRVA) representatives on January 16, at the public event on February 3, and again on February 13, 2020.

Public Communications Out

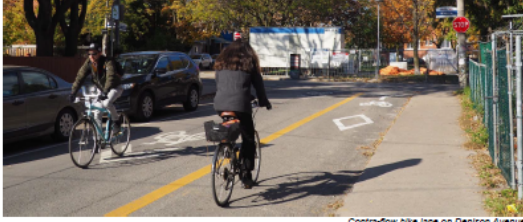
Starting January 20, 2020 public consultation notification flyers were received by 13,000 properties via Canada Post Unaddressed Ad Mail within the area: Dupont Street to Dundas Street, Bathurst Street to Spadina Avenue

Emails of the notice were also sent to neighbouring resident associations and BIAs and shared with the local councillor.

The notice invited the public to learn more and provide feedback online and to attend a public drop-in event on February 3, 2020. Throughout the consultation, the web site hosted information panels (PDF), which were the same as presented in print at the public event, and an online feedback form.

The advertised project web page URL was toronto.ca/BrunswickBorden

Contra-flow Bike Lanes on Brunswick Avenue and Borden Street



Contra-flow bike lane on Denison Avenue

Project Scope

The City of Toronto is inviting residents to learn more and provide feedback on new bikeways:

- Contra-flow bike lane on Brunswick Avenue from Lowther Avenue to College Street
- Contra-flow bike lane on Borden Street from Ulster Street to College Street
- Contra-flow bike lane on Ulster Street from Borden Street to Brunswick Avenue
- Two-way protected cycle track on College Street from Borden Street to Bellevue Avenue

Project Goals

1. Allow people to cycle both ways on the streets mentioned above so they can easily connect between multiple popular routes on College Street, Harbord Street, and Bloor Street
2. Improve comfort and safety for people traveling by foot and bicycle and promote the use of bicycles for short neighbourhood trips
3. Minimize impact to on-street parking and maintain access for people driving

Contra-flow Bicycle Lanes Explained

When a contra-flow bicycle lane is installed on a one-way street, the street becomes two-way for people cycling, but remains one-way for drivers. When a person cycling is traveling in the direction that motor vehicles travel, they share the lane with the motor vehicles. To travel in the opposite direction, people cycling use a dedicated contra-flow bicycle lane.

Contra-flow bicycle lanes are marked with a yellow line separation, compared to white lines for normal bicycle lanes. Toronto has many well-used contra-flow bicycle lanes, including Denison Avenue, Monrose Avenue, Knox Avenue, Strathcona Avenue, Chester Hill Road, and Shaw Street.

Why Is This Project Being Proposed?

Cycling is one of the fastest growing transportation modes in Toronto, and especially in this neighbourhood, which has some of the highest bicycle use in Canada. 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 life.

This project would provide a legal and signed convenient north-south route on quiet streets in this busy cycling neighbourhood. In effect, this should reduce the incidence of illegal wrong-way cycling on other nearby north-south streets.

What Does this Project Mean for You?

If you drive or park on the street:

Currently, parking alternates between sides of the street in some sections, but if approved, parking would be made permanent on one side. The dark gray lines on the map in this notice show the side where parking would be permanent. These proposed changes do not reduce parking, nor do they change the way the streets operate if you drive. There would be no motor vehicle traffic impacts. All laneway and driveway access would remain unchanged.

If you cycle:

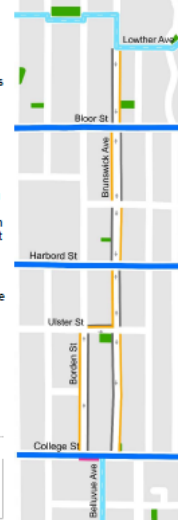
You would be able to travel north and south on these sections of Borden Street and Brunswick Avenue to make it easier and more comfortable to connect to existing east-west bikeways. Also, if you are travelling north on Bellevue Avenue, you would be able to turn left on the College Street two-way cycle track segment and stay on the south side to reach the signalized intersection at Borden Street and then continue north, creating a safer northbound cycling connection.

If you live 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 volumes or speed limits.

Next Steps

Following public and stakeholder consultation and subject to approval from City Council, the City of Toronto plans to install the proposed bike lanes on Borden Street and Brunswick Avenue and the cycle track segment on College Street in summer 2020.



Learn more and provide your feedback:

| | | |
|------------------|---|--|
| Online | toronto.ca/BrunswickBorden Review information panels and provide comments. | |
| In-Person | Public Drop-in Event View the information panels in print and discuss one-on-one with the project team. Date: Monday, February 3, 2020 Drop-in: 6 to 8 p.m. Location: Trinity-St. Paul's United Church (427 Bloor St W) | |
| Contact | Jason Dieman, Sr. Public Consultation Coordinator, City of Toronto, Metro Hall, 10th Fl., 55 John St. Toronto, ON M5V 3C6 Tel: 416-338-2630 Email: Jason.Dieman@toronto.ca | |

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. Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakakis 416-393-2990. Publication date: January 17, 2020

Public Consultation Notice



Figure 2

February 3, 2020 Public Drop-in Event

Participation

Public participation was conducted online, in person and via phone and email. A public drop-in event was held Monday, February 3, 2020 from 6 p.m. to 8 p.m. at Trinity St Paul's Centre.

From the date of notification on January 20, 2020 to the end of the comment period on February 21, 2020, the project received the following:

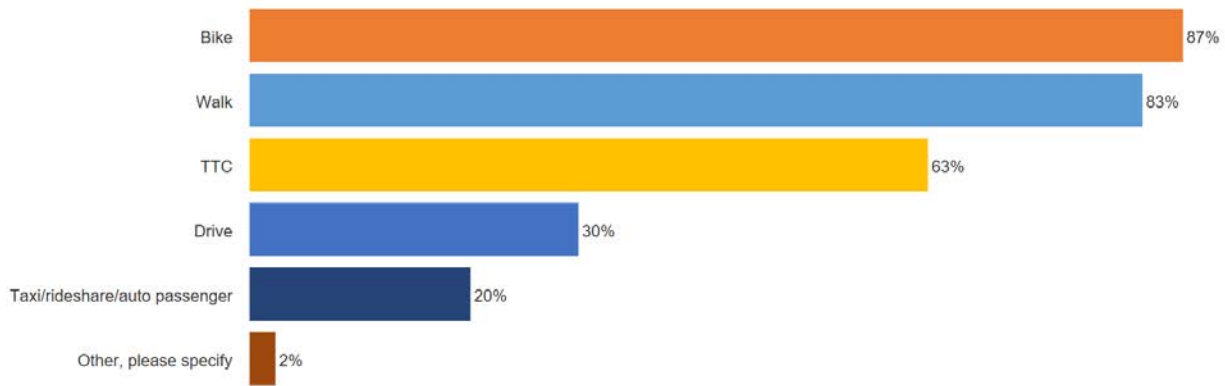
- Over 780 unique web page users
- 350 online feedback forms completed
- 75 participants signed-in at the public event
- About 70 comments recorded by staff at the event
- 13 paper feedback forms submitted
- 19 conversations by email
- 8 conversations by phone

The paper feedback forms were entered into the online feedback form tool for reporting purposes.

Below are key results charts from the "About you" responses provided by participants.

How do you typically travel in this neighbourhood?

(select all the apply)

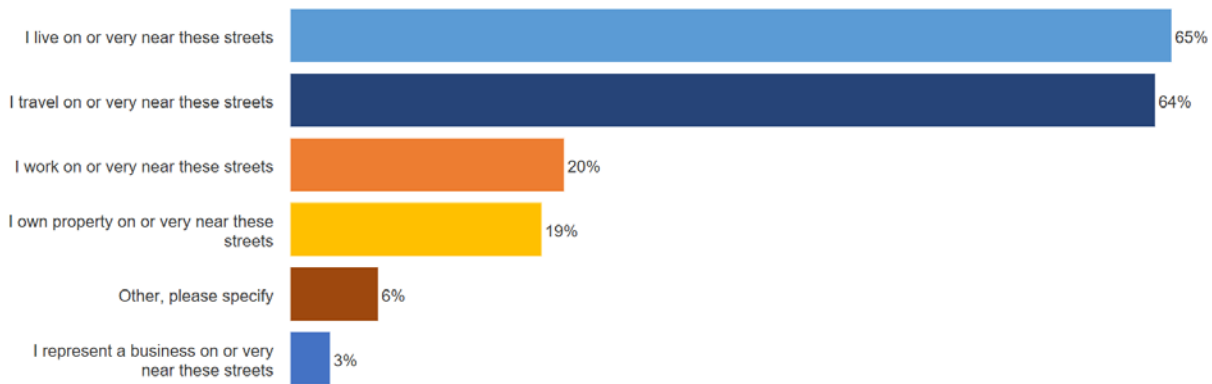


N 342

Figure 3

Relationship to Brunswick Avenue, Borden Street and Ulster Street.

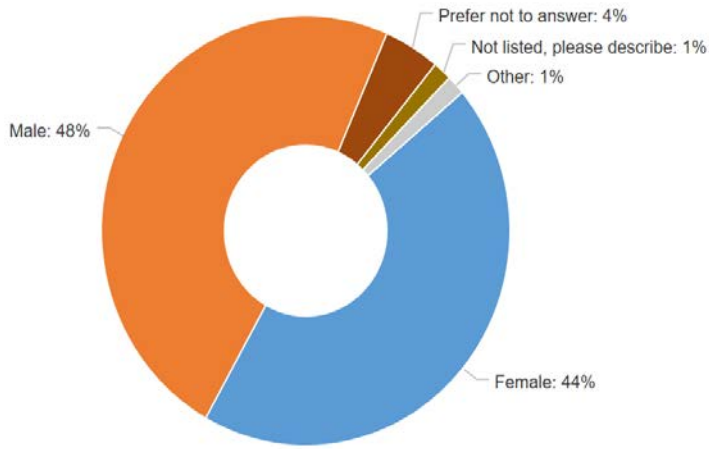
(Select all that apply)



N 340

Figure 4

Gender



N 339

Figure 5

Age

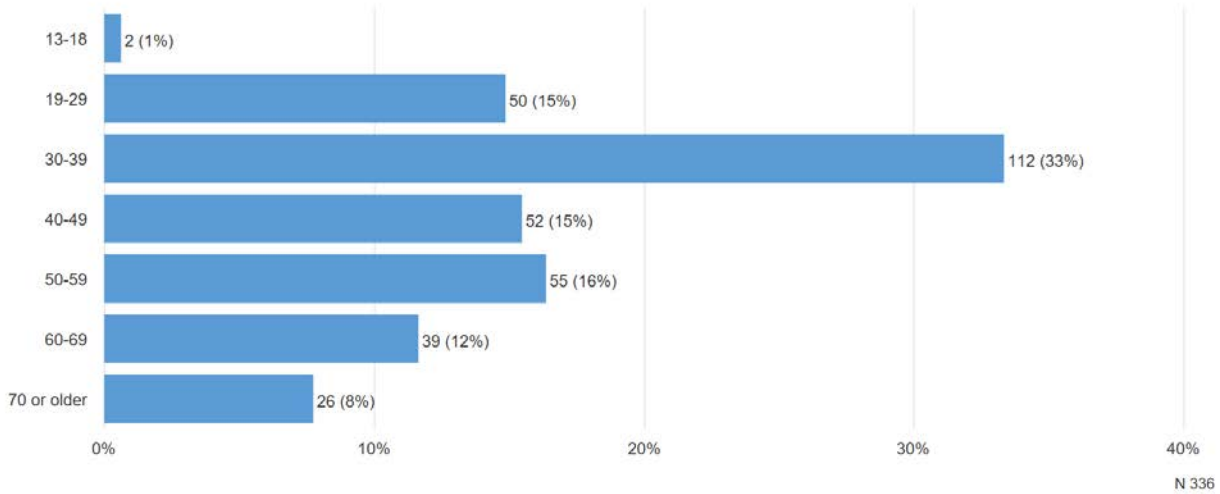
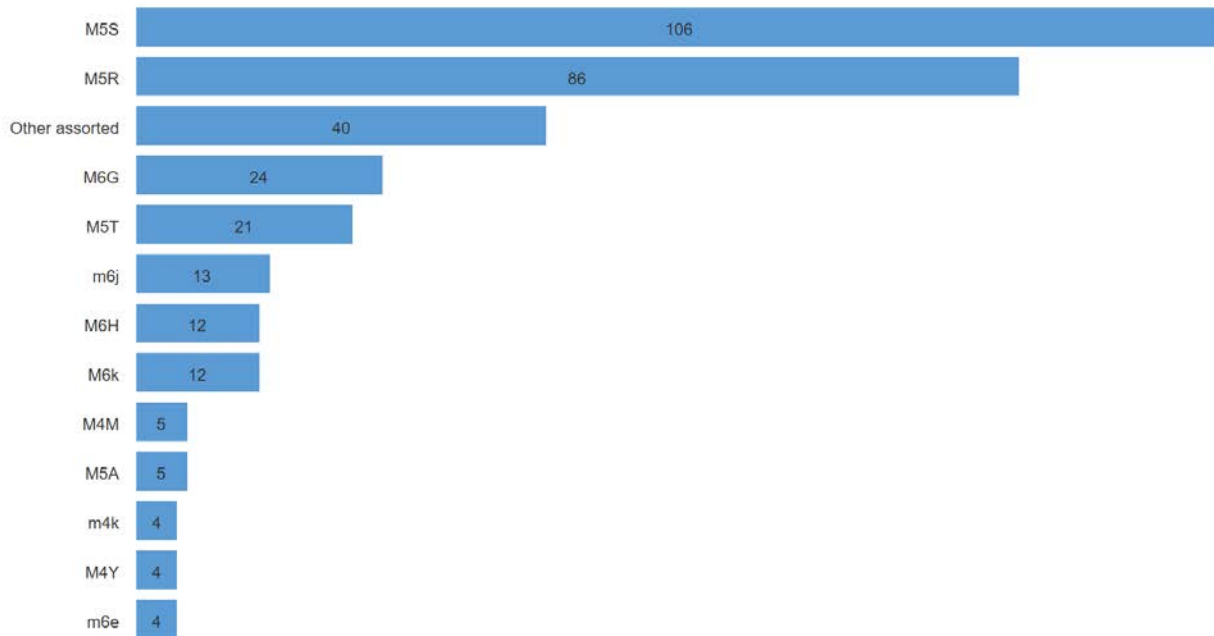


Figure 6

First 3 digits in your postal code

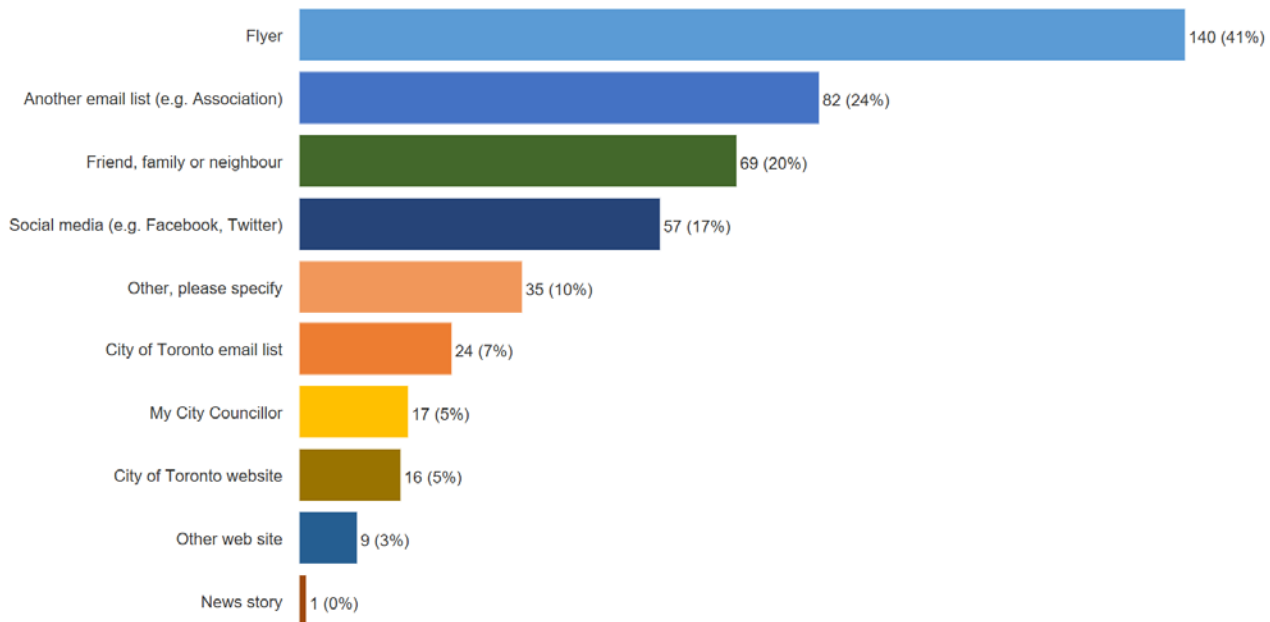


N 336

Figure 7

How did you hear about this project?

(Check all that apply)



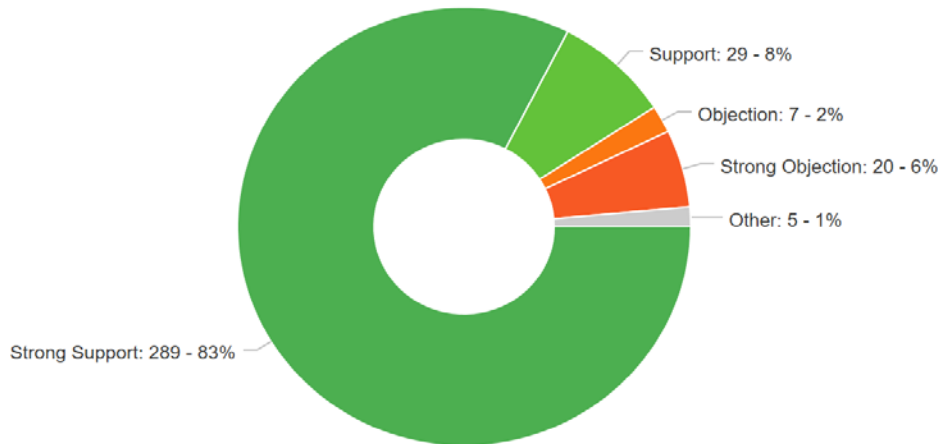
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Figure 8

Summary of Feedback

Overall participants were overwhelmingly supportive, with the exception of important concerns raised by some residents primarily located on Brunswick Avenue, Borden Street and Ulster Street.

Overall opinion of this contra-flow bike lanes project



N 350

Figure 9

Based on comments provided, the primary reasons for support focused on:

- Safety and convenience when cycling
- Filling a gap in the local cycling network
- Preferences for cycling on a quiet street

Although the form did not specifically ask for respondents' addresses, staff noted in-person that supporters included people who live on Brunswick Avenue and Borden Street, but in a larger part came from the wider local community.

Along with online feedback, concerns about the project were communicated through phone calls, emails and in-person at the public event, primarily from residents who live on Brunswick Avenue, Borden Street and Ulster Street. Concerns included the following:

- Expected challenges in finding near-by legal loading (esp. mid-block) during hours when on street legal parking is full
- Options for accessible parking and loading near homes with people with disabilities (who do not necessarily use Wheel-trans)
- Concerns about pedestrian safety with higher volumes of people cycling on these street (and not always stopping at stop signs and yielding to pedestrians)
- Challenges for drivers entering and exiting the parking spaces through the bike lane on Ulster Street

See complete live feedback form report at [Brunswick & Borden Contra-flow Bike Lanes LIVE report](#)

Beyond the summary of overall public consultation during the comment period provided here, residents have also directly engaged with the local Councillor's office and will submit comment to the [Infrastructure and Environment Committee](#) on Wednesday, March 11, 2020.