



# The Queensway Complete Street Consultation Report

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January 2022

Prepared by:  
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# Overview

## Project Summary

In 2023, parts of The Queensway between Mimico Creek and the Humber River will be reconstructed and the watermain will be replaced. The road and watermain work provides an opportunity to review the street for changes to improve safety and operations for people driving, taking transit, walking and cycling.

This report summarizes consultation activities and feedback received during public consultation, taking place from September 30 to December 21, 2021.



- LEGEND
- Existing Roads
  - Project Scope
  - Open Space
  - Water Bodies
  - Trails
  - Railway Line

Map of the project area

## Notification

A variety of methods were used to notify stakeholders and members of the public from September 30 to December 21 about the public consultation:

- Project Website [www.toronto.ca/TheQueensway](http://www.toronto.ca/TheQueensway)
- Canada Post direct mail (22,263 addresses in study area) in English
- Canada Post registered mail and hand-delivery of stakeholder meeting invitations to properties on the north side of The Queensway affected by the proposed median (40 addresses)
- Emails and phone calls to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (30 contacts)

>>Appendix A: Public Event Notification: Notices

## Activities

### One Window Commenting

Stakeholder representatives and members of the public were invited to share comments and ask questions via phone, email, or written letter. A total of 24 comment submissions were received from July 27 to December 21. All comments were recorded and reviewed for consideration and response by the project team.

### Property Impact Meetings

A site tour was conducted on September 30 from 7:30 – 9:30 a.m. at the Ontario Food Terminal (OFT). As the OFT would be affected by three separate projects, namely The Queensway Complete Street, Park Lawn Lake Shore Transportation Master Plan and a conversion request at 125 The Queensway, the tour was attended by staff from Transportation Services, City Planning, and Public Consultation Unit to better understand the operations of the facilities.

A follow-up meeting with the OFT board directors and staff members was held on November 3 from 2 – 3 p.m. via Webex. The meeting included presentations by the project teams of The Queensway Complete Street and the Park Lawn Lake Shore Transportation Master Plan. The project team outlined the potential property impact of The Queensway Complete Street project on OFT property, and Real Estate Services staff were in attendance. Opportunities for questions and feedback followed the presentation. A note-taker recorded minutes.

### Stakeholder Meetings

A stakeholder meeting was held on December 1 from 6:00 – 8:00 p.m. via Webex. 30 stakeholders were invited to attend. Representatives from six organizations participated and are listed below:

1. Cycle Toronto
2. Etobicoke South Cycling Committee
3. Mimico Residents Association
4. Mimico Lakeshore Community Network
5. Office of MPP Christine Hogarth
6. Toronto Community Bikeways Coalition

An additional stakeholder meeting was held on December 2 from 10 – 11 a.m. via Webex with the local Councillor's office and residents and business owners on the north side of The Queensway whose vehicular access would be affected by the proposed centre median. There were seven attendees at the meeting.

Both meetings were facilitated by Ryan Lo, Senior Coordinator in the Public Consultation Unit, and featured a presentation on the project by Adam Popper, Senior Project Manager, Cycling & Pedestrian Projects, Transportation Services. Opportunities for questions and feedback followed the presentation. A note-taker recorded minutes.

### Public Information Event

The public event took place on December 7 from 6 – 8 p.m. via Webex, and was attended by 57 people.

The materials prepared for the public event, including the presentation slides and comment form were posted to the project website on December 1, and hard copy materials were made available upon request.

### Online Comment Form

To provide additional feedback opportunity, an online comment form was available from December 1 to 21, which received 295 responses. Participation was anonymous and results were reviewed for duplicate and invalid responses before being analyzed for this report.

The comment form included background information on the project, and summarized the proposed changes in each of the seven segments. For each segment, the comment form asked two questions listed below.

1. How supportive are you of these planned improvements?
2. Additional comments

The comment form concludes by providing an open-ended comment box and optional demographic questions which offered opportunity for multi-choice or multi-select responses. The questions are listed below.

3. Do you have any other comments?
4. What best describes your relationship to the project area?
5. How do you typically travel within or through the project area?
6. What is your age?

*>>Appendix B: Online Comment Form*

# Feedback Summary

## Stakeholder and Public Meetings

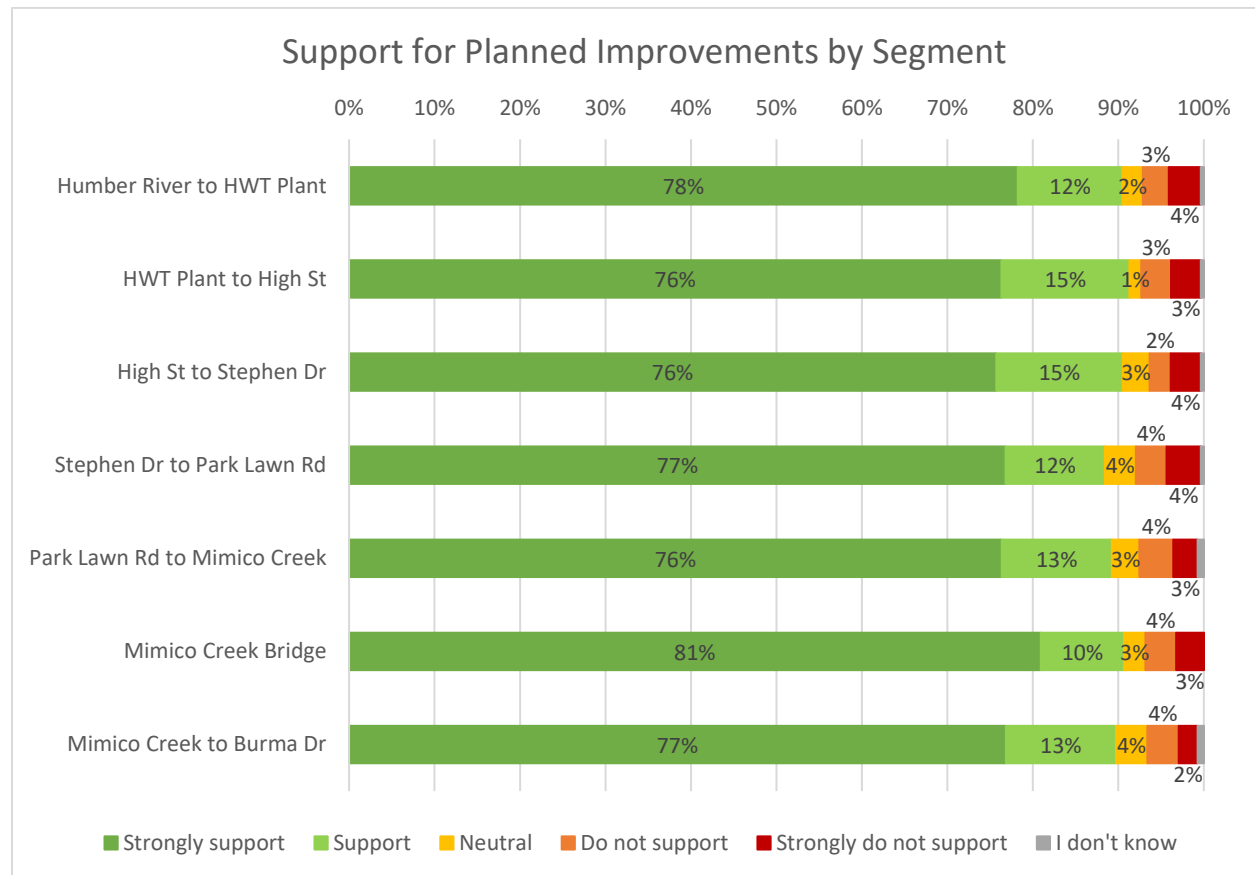
During the stakeholder meetings on the December 1 and 2 and the public meeting December 7, participants expressed questions and comments regarding each of the potential improvements, summarized below:

Topic	Question and Comment Summary
Connection to trails	<ul style="list-style-type: none"> <li>The project should consider safe and accessible pedestrian and cyclist connections to the South Humber Trail and Mimico Creek Trail</li> </ul>
Connection to transit facilities	<ul style="list-style-type: none"> <li>There is a need to improve accessibility from The Queensway to the Humber loop</li> <li>Connection to the future Park Lawn GO Station should be considered</li> </ul>
Interim solution	<ul style="list-style-type: none"> <li>The City should consider implementing an interim solution for safe cycling infrastructure before the reconstruction work</li> </ul>
Ontario Food Terminal frontage	<ul style="list-style-type: none"> <li>There is an opportunity to beautify the frontage of the Ontario Food Terminal</li> </ul>
Out of scope	<ul style="list-style-type: none"> <li>The City should consider extending the cycle tracks east to Royal York Road and west to the King-Queen-Queensway-Roncesvalles intersection</li> <li>Bike lanes on the Humber Bridge should be upgraded</li> </ul>
Park Lawn Road and Ringley Ave intersection	<ul style="list-style-type: none"> <li>There is a need for safe pedestrian crossing at Ringley Ave due to the high amount of traffic to community destinations around the intersection</li> </ul>
Parking on the north side	<ul style="list-style-type: none"> <li>Customers and clients who are currently using the north side boulevard for pick-up and drop-off would be affected by the changes</li> </ul>
Physical separation	<ul style="list-style-type: none"> <li>Physical separation such as bollards and planters should be considered to separate vehicular traffic from cyclists and pedestrians</li> </ul>
Sidewalk width	<ul style="list-style-type: none"> <li>A large population in the area are seniors and many have mobility issues; sidewalk widths should allow people with mobility devices and guide dogs to pass freely</li> </ul>
Speeding	<ul style="list-style-type: none"> <li>Drivers are speeding above the 50 km/h limit</li> <li>There is concern with narrowing lanes to address speeding considering the large sizes of trucks, buses and delivery vehicles</li> </ul>
The Queensway and Park Lawn Road intersection	<ul style="list-style-type: none"> <li>Visibility issue for drivers making eastbound left turns due to the grade change</li> <li>Drivers currently making illegal U-turns to avoid congestion</li> <li>Bus stop on the north side of Park Lawn Road currently causing backup traffic at the intersection</li> <li>Raised crossings were suggested as a pedestrian safety measure</li> </ul>
Tree replanting and greening strategies	<ul style="list-style-type: none"> <li>Development in the area is leading to significant loss of tree canopy, therefore it is important to consider the number and type of trees being affected by this project</li> <li>Bioswales and green infrastructure are good initiatives</li> <li>There should be a mix of tree species being replanted</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>The City should consider burying utilities underground</li> </ul>
Winter conditions and snow removal	<ul style="list-style-type: none"> <li>Poor weather conditions in the winter causes congestion on The Queensway especially when there is a collision on the Gardiner</li> <li>The roadways, sidewalks and cycle tracks all need to be cleared</li> </ul>

## Online Comment Form

Responses received to each question in the online comment form are described in this section.

### Q: How supportive are you of these planned improvements?



For each segment, the respondents were first presented with a description and cross-section illustrations to explain the proposed changes. They were then asked to indicate their level of support in the scale of 1-5.

The number of respondents who completed these questions varied from 272 to 294. Across all segments, there were strong levels of support. 76-81% strongly supported and 10-15% supported the proposed changes. 1-4% were neutral. Only 6-8% either opposed or strongly opposed the changes.

While the reception to the proposed changes were similar across all segments, the Mimico Creek Bridge segment received the highest level of support, with 81% of the respondents strongly supporting the changes. Compared to other segments, the proposed changes between Stephen Drive and Park Lawn Road received the lowest level of support, with 89% of the respondents either strongly supporting or supporting the changes, and 8% in opposition or strong opposition.

### Q: Additional comments

A total of 455 responses were received to this question for all seven segments. Some responses contained multiple comments and were separated based on corresponding topics, which resulted in 479 comments in total.

Across all segments, the highest amount of comments (19%) were related to the provision of additional protection for pedestrians and cyclists. A similar proportion of respondents (19%) also expressed support for the project in their comments.

9% of the comments were related to the width of the proposed cycle tracks and another 9% were related to the proposed planting and greening strategies. 7% of the comments were concerning the width of the centre median and the proposed new median between Stephen Drive and Park Lawn Road. 6% of the comments were about the width or number of vehicle lanes. The rest of the topics each made up less than 5% of the comments.

All the comments are summarized below by topic, in the order of the number of comments received:

Topic	Comment Summary
Protection	<ul style="list-style-type: none"> <li>There should be a vertical, physical barrier between the cycle track and the vehicle lane, as the cycle track is quite close to traffic</li> <li>It should be a concrete barrier, a planter, or less ideally, bollards</li> </ul>
Support	<ul style="list-style-type: none"> <li>Supportive of the proposed cycle tracks and narrowed vehicle lanes</li> <li>As the current conditions are dangerous, the proposed changes will improve safety of all road users</li> </ul>
Cycle track width	<ul style="list-style-type: none"> <li>The proposed width of 1.5 m is too narrow for cyclists to pass</li> <li>They should be 1.8 to 2 m wide</li> </ul>
Planting	<ul style="list-style-type: none"> <li>Move the planters and landscaping to act as buffer between cycle track and vehicle lane rather than in the median</li> <li>Plant more trees especially on the south side of The Queensway to provide shading</li> </ul>
Centre median	<ul style="list-style-type: none"> <li>Reduce the median width to create more space for cyclists and pedestrians</li> <li>Median width between High Street and Stephen Drive should not be increased</li> <li>The proposed new median between Stephen Drive and Park Lawn Road should be continuous without a break at Aldgate Avenue to eliminate unprotected left turns</li> <li>There should be an eastbound left-turn lane if Aldgate Avenue is the only place to turn left into the neighbourhood</li> </ul>
Vehicle lanes	<ul style="list-style-type: none"> <li>Narrowing lanes will help slow down traffic</li> <li>Concerned about narrowing lanes with all the truck traffic and slippery conditions in the winter</li> <li>Concerned about the loss or shortening of the left turn lane at the Park Lawn Road intersection</li> <li>Reduce number of vehicle lanes between Mimico Creek and Burma Drive</li> </ul>
Oppose	<ul style="list-style-type: none"> <li>There are already parallel bike lanes with Martin Goodman Trail and on Lake Shore Blvd, there is no need for one on The Queensway</li> <li>The road is already congested today, bike lanes will make it worse</li> <li>Development in the area will cause more congestion</li> <li>The new median will increase traffic turning onto Park Lawn Road</li> </ul>
Out of scope	<ul style="list-style-type: none"> <li>Extend the protected cycle tracks east over the Humber Bridge</li> <li>Extend the protected cycle tracks on Park Lawn Road south past the bank, Tim Hortons and Starbucks</li> <li>Extend the protected cycle tracks west to Royal York Road</li> <li>The project should plan for future streetcar or LRT line</li> </ul>



Topic	Comment Summary
Multi-use trail	<ul style="list-style-type: none"> <li>Place a two-way cycle track on the south side of The Queensway from the Humber Trail through the loop to Sobeys plaza</li> <li>Redundant to have both a multi-use trail on the south side between Park Lawn Road and Mimico Creek and a cycle track on the north</li> <li>Concerned about pedestrian safety if the sidewalk is in between car traffic and bike traffic</li> <li>Prefer cycle tracks over multi-use trails because of potential conflict between cyclists and pedestrians</li> </ul>
Sidewalk width	<ul style="list-style-type: none"> <li>Widen sidewalks to improve accessibility</li> <li>Sidewalks should not be widened as there are very few pedestrians today, other measures like traffic lights would improve safety</li> <li>Unsure why sidewalks need to be wider</li> </ul>
Raised cycle track and continuous sidewalk	<ul style="list-style-type: none"> <li>Prefer raised cycle track on the Mimico Creek Bridge</li> <li>Prefer raised cycle track and continuous sidewalk on driveways</li> </ul>
Speed limit	<ul style="list-style-type: none"> <li>Lower speed limit on The Queensway</li> </ul>
Signage	<ul style="list-style-type: none"> <li>Clear markings needed to separate cycle track from sidewalk</li> <li>Signage to alert drivers of two-way bike traffic on the multi-use trail</li> <li>Wayfinding signage to guide people to and from the Mimico Creek Trail</li> </ul>
Signals	<ul style="list-style-type: none"> <li>Adjust signals for the entrance to the Sobeys plaza</li> <li>Dedicated right turn lane and signal to Stephen Drive to eliminate conflict between turning cars and cyclists and pedestrians</li> </ul>
Maintenance	<ul style="list-style-type: none"> <li>Existing bike lanes are poorly maintained, not all cleared of dirt and snow in the winter</li> </ul>
Ontario Food Terminal	<ul style="list-style-type: none"> <li>Consider realigning the Ontario Food Terminal entrance with Stephen Drive to improve safety</li> </ul>
Park Lawn Road bus stop	<ul style="list-style-type: none"> <li>The placement of the bus stop on the north side of Park Lawn Road causes backlog and is dangerous</li> </ul>

### Q: Do you have any other comments?

A total of 145 responses were received to this final open-ended question. Some responses contained multiple comments and were separated based on the corresponding topics, which resulted in 149 comments in total.

Similar to the responses received when asked about each segment, the largest share of the comments (28%) expressed support for the project. 15% of the comments were considered suggestions outside of the scope of this project. 11% of the comments were related to the provision of additional protection for pedestrians and cyclists. The rest of the topics received less than 10 comments each.

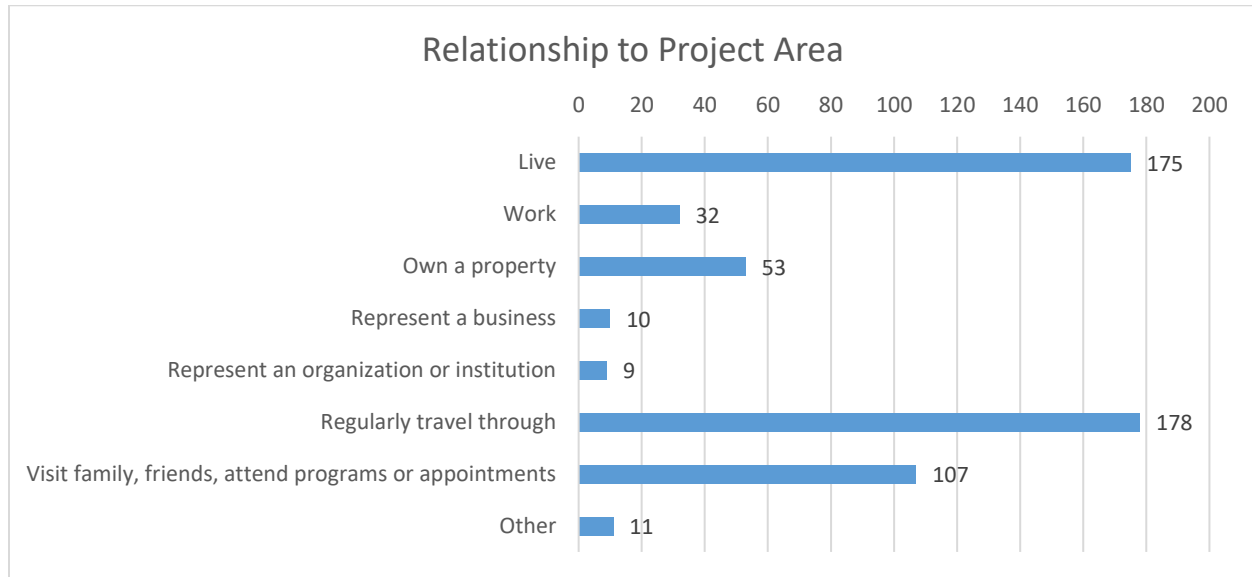
All the comments are summarized below by topic, in the order of the number of comments received:

Topic	Comment Summary
Support	<ul style="list-style-type: none"> <li>Supportive of the proposed changes</li> </ul>
Out of scope	<ul style="list-style-type: none"> <li>Extension to Royal York Road, Sherway Gardens and south on Park Lawn Road</li> </ul>

Topic	Comment Summary
Protection	<ul style="list-style-type: none"> <li>Physical barriers are needed to make it impossible for vehicles to park or stop in the bike lanes</li> </ul>
Oppose	<ul style="list-style-type: none"> <li>The City should prioritize car traffic flow rather than bikes</li> </ul>
Speed limit	<ul style="list-style-type: none"> <li>The speed limit should be lowered to 40 km/h</li> </ul>
Planting	<ul style="list-style-type: none"> <li>More trees and greenery should be added, especially beside the cycle tracks</li> </ul>
Vehicle lanes	<ul style="list-style-type: none"> <li>Vehicle lanes should not be narrowed as there is already a high volume of traffic</li> </ul>
Centre median	<ul style="list-style-type: none"> <li>Reduce the width of the median wherever possible to increase the width of cycle tracks and sidewalks</li> </ul>
Signals	<ul style="list-style-type: none"> <li>Traffic signals should register bikes stopped at red light</li> <li>Traffic signals should be optimized for vehicular traffic and to minimize conflict between road users</li> <li>Separate traffic signals for cyclists and pedestrians</li> </ul>
Cycle track width	<ul style="list-style-type: none"> <li>Concern about sufficient passing room on cycle tracks</li> </ul>
Sidewalk width	<ul style="list-style-type: none"> <li>Unsure of the need to widen sidewalks</li> <li>Sidewalks should accommodate vulnerable users</li> </ul>
Signage	<ul style="list-style-type: none"> <li>Signage should indicate where pedestrians and cyclists should be</li> </ul>
Multi-use trail	<ul style="list-style-type: none"> <li>Prefer the design on Queens Quay where plantings were placed between the multi-use trail and vehicular traffic</li> </ul>
Raised intersections	<ul style="list-style-type: none"> <li>Would like to see raised intersections at minor streets</li> </ul>
Park Lawn Road bus stop	<ul style="list-style-type: none"> <li>The bus stop should be moved further north or removed altogether</li> </ul>

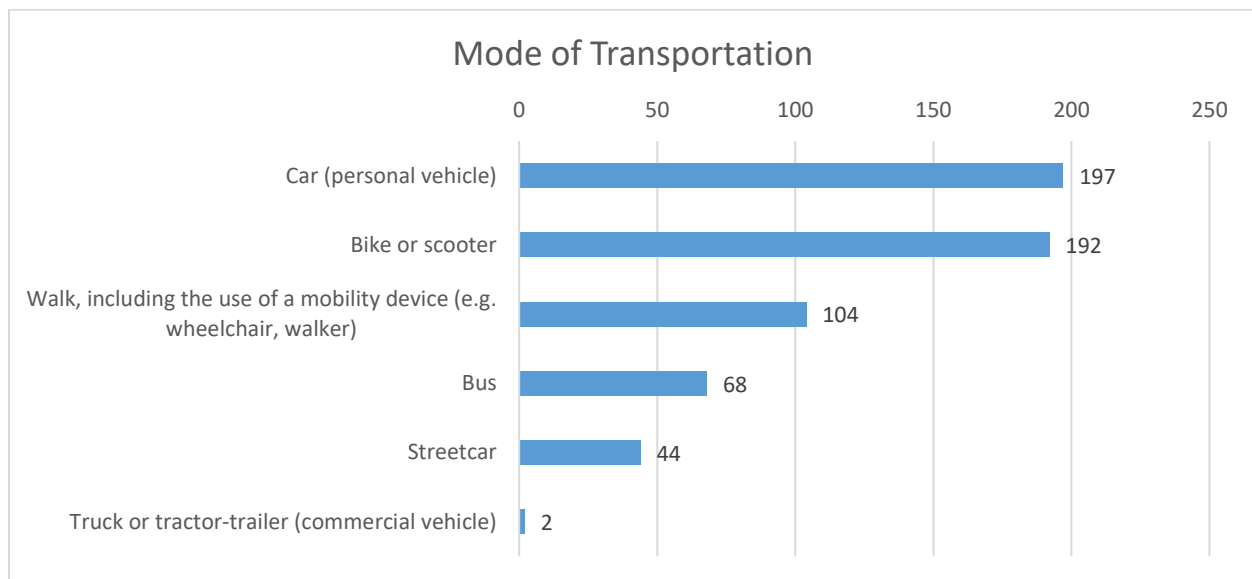
## Demographics

A total of 271 respondents provided demographic information described below.



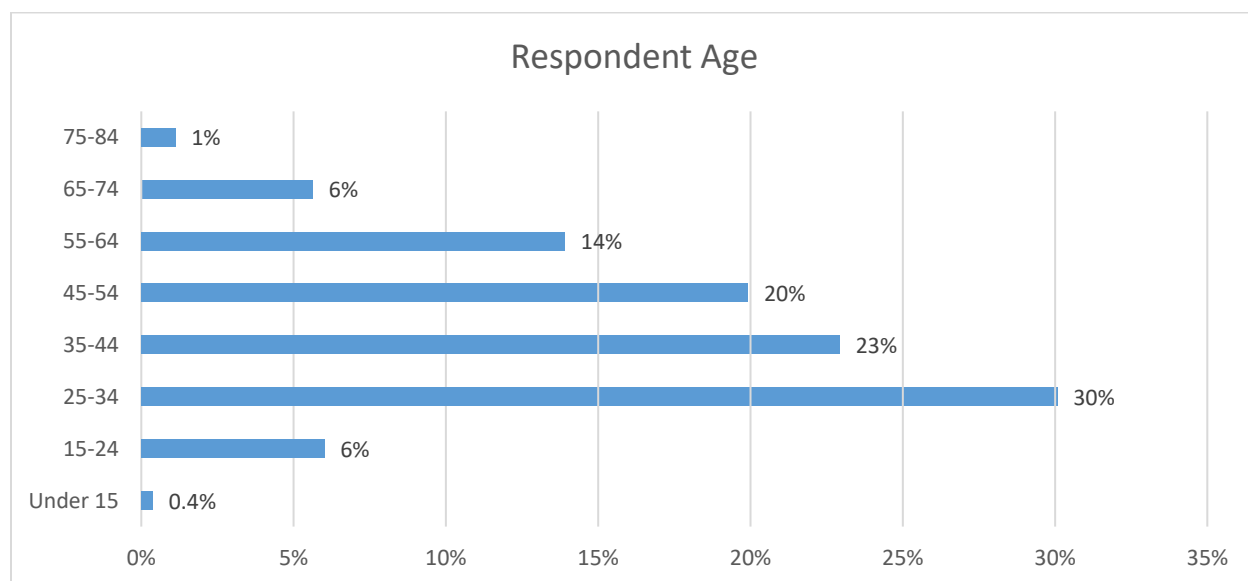
Respondents were able to select all options that apply to them. A majority of the respondents regularly travel through the project area or live there, or both.

A total of 273 respondents provided information about their regular mode of transportation.



Respondents were able to select all options that apply to them. A majority of the respondents drive a personal vehicle. Many also ride a bike or a scooter.

A total of 266 respondents provided information about their age.



Over half of the respondents were between the ages of 25 – 44, with no responses provided from individuals over 85.

## Public Comments

Comments received via phone/email from members of the public are summarized below:

Topic	Comment Summary
Connection to Humber Trail and Loop	<ul style="list-style-type: none"><li>• The cycle tracks and sidewalks should connect to the Humber Trail and Humber Loop to provide safe access to the TTC</li></ul>
Project scope	<ul style="list-style-type: none"><li>• The project scope should extend to Royal York Road or Kipling Avenue</li></ul>
Protection	<ul style="list-style-type: none"><li>• The cycle tracks should be protected from vehicles</li></ul>
Raised crosswalks	<ul style="list-style-type: none"><li>• The City should consider raised crosswalks where possible</li></ul>
Safe cycling infrastructure	<ul style="list-style-type: none"><li>• There is a clear need for safe cycling infrastructure on The Queensway</li></ul>
Sight lines	<ul style="list-style-type: none"><li>• Drivers exiting private driveways on The Queensway have issues with sight lines when vehicles are parked on the boulevard</li></ul>
Traffic signals	<ul style="list-style-type: none"><li>• Clarification was requested on how the future smart signals system would work</li></ul>

## Summary

### Physical protection

The feedback received indicated a strong desire for physical protection for cyclists and pedestrians from the fast-moving vehicular traffic on The Queensway. While many respondents were appreciative of the raised cycle track design that was proposed in the project, some saw the need for further protective measures to prevent vehicles from entering the cycle tracks. Suggestions included concrete barriers, planters, and less ideally, bollards between the cycle track and the vehicle lane.

Some respondents also expressed support for additional protection at intersections and driveways. The suggested designs, such as raised intersections, raised crossings and raised continuous sidewalks, all aimed at reducing vehicular speeds at locations where pedestrians and cyclists would be particularly vulnerable to turning vehicles.

### Competing interests for limited space

Although a majority of the respondents were supportive of the project, the feedback received was mixed concerning the allocation of space for different road users. Many were advocating for wider cycle tracks to allow for safe passing or additional barriers, while others wanted to ensure sidewalks were wide enough to accommodate people with different mobility needs. Still others were concerned that the narrowing of vehicle lanes would affect safety, especially for large vehicles such as trucks and buses. In addition, some supported the need for a centre median to prevent left-turn collisions and for greening strategies, though others believed that the median should be narrowed or removed to create more space for pedestrians and cyclists. The project team should continue to carefully consider and balance these competing interests during the detailed design process.

### Key intersections

Through the stakeholder and public meetings, it was evident that the current conditions of some key intersections would require further consideration. Many residents expressed concerns of the current congestion at The Queensway and Park Lawn Road intersection, and in relation, at Park Lawn Road and Ringley Avenue, prompting drivers to make illegal U-turns. Some worried that the new centre median, which would concentrate all turning traffic at Aldgate Avenue, would potentially be dangerous and cause backlog. Others would like to see safety improvements to large driveways such as the Ontario Food Terminal and the Sobeys Plaza entrances.

### Greening strategies

Many respondents welcomed the proposed greening strategies in this project but had different opinions on where greening should take place. Some respondents would like to see planters and landscaping adjacent to the cycle tracks and sidewalks rather than the median. A need for tree canopy and shading especially on the south side of The Queensway was identified. Furthermore, some respondents were interested to know which species would be planted along The Queensway and offered suggestions.

### Connections to cycling and transit network

Despite the strong support for the project, many respondents suggested that the proposed cycle tracks should go beyond the current project scope to connect to other parts of the city's cycling network. In particular, many felt that the cycle tracks should be extended west to connect to Royal York Road. There was also interest in creating better connections to the Humber Trail, Mimico Creek Trail, as well as the Humber Loop to access TTC streetcars and buses. Although some of these suggestions fell outside of the scope of this project, the project team should take into consideration potential future extensions and connections in the design.

## Next Steps

The project team will report to Infrastructure and Environment Committee and City Council in Spring 2022. Once approved by City Council, Engineering and Construction Services staff will review all feedback received, together with technical considerations, and stakeholder comments to develop detailed design work.

It is expected that the construction will begin in 2023.

## Appendix A: Public Event Notification: Notices



# Notice of Public Event

November 17, 2021

### The Queensway Complete Street: Safety Improvements and New Bikeways

In 2023, parts of The Queensway between Mimico Creek and the Humber River will be reconstructed and the watermain will be replaced. The road and watermain work provides an opportunity to review the street for changes to improve safety and operations for people driving, taking transit, walking and cycling. Join the City of Toronto to learn more about proposed improvements and to provide your feedback.

#### Project Location



- LEGEND
- Existing Roads
  - Project Scope
  - Open Space
  - Water Bodies
  - Trails
  - Railway Line

#### 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.



**Tuesday, December 7, 2021**

**Presentation and Question & Answer period 6:00 - 8:00 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: <a href="https://toronto.ca/TheQueensway">toronto.ca/TheQueensway</a></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 416-915-6530 and enter access code 2450 431 9707.</p>

**Learn more about this project and provide your feedback:**

**[toronto.ca/TheQueensway](https://toronto.ca/TheQueensway)**



## Artistic Rendering of The Queensway near Stephen Drive



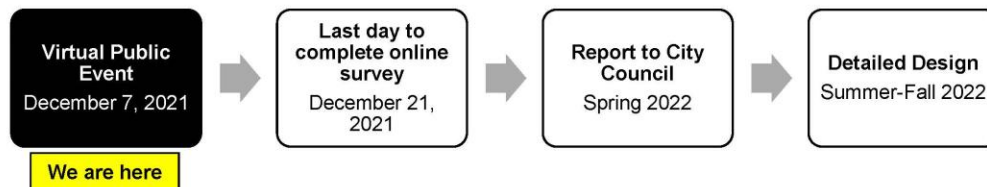
## Vision Zero Road Safety Plan

The proposed changes on The Queensway are guided by the City's Vision Zero Road Safety Plan. The plan is focused on eliminating 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. From 2015 to 2019, 338 vehicle collisions occurred on The Queensway, and two collisions resulted in serious injury.

## Proposed Improvements along The Queensway

- Sidewalk widening, and new sidewalks between the Humber Bay Loop and Humber Bridge, south side
- Improved bus stops and waiting areas
- New raised and protected bicycle lanes on both sides of the street, with vehicle lanes maintained
- New bike signals and protected corner islands at key signalized intersections
- Signal timing adjustments to improve safety and optimize efficiency for buses, trucks and cars
- New centre median from Stephen Drive to Aldgate Avenue, and from Aldgate Avenue to Park Lawn Road, to reduce likelihood of left-turn collisions
- New landscaping, trees, and stormwater management features

## Project Timeline



- **Learn more about the planned safety improvements** at the Virtual Public Event, or view the presentation on the project webpage if you cannot attend the event. All materials will be posted to the project website before the virtual public event.
- **Complete an online survey to provide feedback**, or share your comments by phone or email. The comment deadline for this consultation is **December 21, 2021**. All comments will be considered.

## Contact Us

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

Ryan Lo, Sr. Consultation Coordinator  
 55 John Street, 19<sup>th</sup> floor  
 Toronto, ON M5V 3C6  
 Telephone: 416-395-7243 E-mail: [Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)

*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.*



22 November 2021

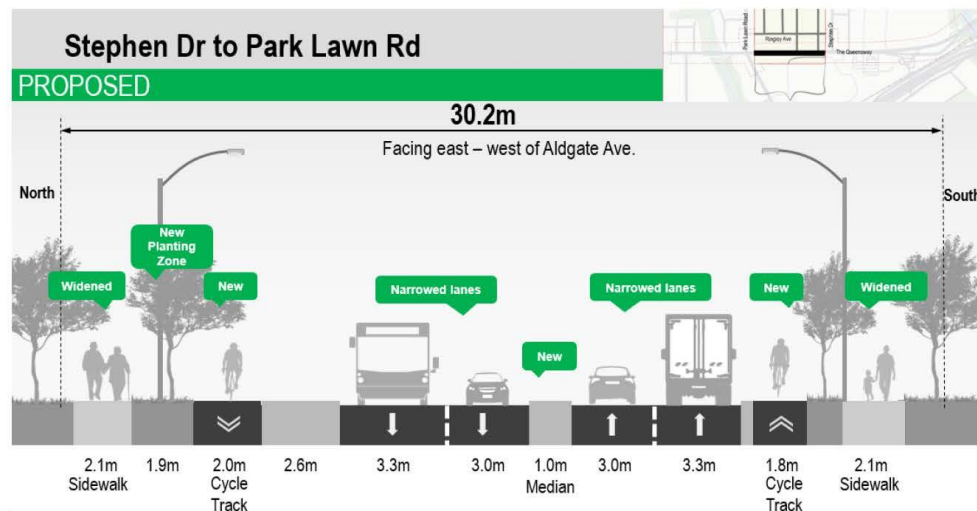
## Invitation to Stakeholder Meeting

### The Queensway Complete Street: Safety Improvements and New Bikeways

The City of Toronto is proposing safety improvements on The Queensway between Mimico Creek and Humber River as part of a scheduled road reconstruction and watermain replacement in 2023. These improvements include improving pedestrian and cyclist crossings, adding protected bicycle lanes, reducing roadway widths, and adding green infrastructure. Two vehicle lanes in each direction and dedicated turn lanes are proposed to be maintained.

You are receiving this notice because your property may be impacted by a **new, raised centre median on The Queensway, between Stephen Drive and Aldgate Avenue, and from Aldgate Avenue and Park Lawn Road.**

The new centre median, if installed, will prevent vehicles travelling eastbound on The Queensway from making left turns onto properties on the north side of the street. It will also prevent vehicles exiting the properties on the north side from making left turns to travel eastbound on The Queensway.



#### Virtual Stakeholder Meeting

We understand the proposed centre median will change the way you travel in the area. We would like to invite you to learn more about the project, provide comments and ask questions. If your property is leased, please advise your tenants of this stakeholder meeting.

**Date:** December 2, 2021

**Time:** 6:00 – 8:00 PM

**Register:** [toronto.ca/TheQueensway](https://toronto.ca/TheQueensway)

### Vision Zero Road Safety Plan

The proposed changes on The Queensway are guided by the City's Vision Zero Road Safety Plan. The plan is focused on eliminating 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. From 2015 to 2019, 338 vehicle collisions occurred on The Queensway, and two collisions resulted in serious injury. This new centre median is proposed as a safety measure to reduce the likelihood of left-turn collisions and prevent possible injuries.

### Proposed Alternative Access Routes



Example of a proposed alternative access route

To access properties on the north side, if travelling eastbound on The Queensway:	If exiting properties on the north side of The Queensway and wish to travel eastbound:
<ol style="list-style-type: none"><li>1. Turn left onto Park Lawn Road</li><li>2. Turn right onto Ringley Avenue</li><li>3. Turn right onto Aldgate Avenue, Smithfield Drive or Stephen Drive</li><li>4. Turn right onto The Queensway to access the property</li></ol>	<ol style="list-style-type: none"><li>1. Turn right onto The Queensway</li><li>2. Turn right onto Park Lawn Road</li><li>3. Turn right onto Ringley Avenue</li><li>4. Turn right onto Aldgate Avenue or Stephen Drive</li><li>5. Turn left onto The Queensway</li></ol>

### Other Opportunities to Participate

Please find more information about the project at [toronto.ca/TheQueensway](https://toronto.ca/TheQueensway). A virtual public meeting will be held on December 7, 2021 at 6:00 PM to provide the public with an opportunity to learn more about the project.

### Contact Us

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

Ryan Lo, Sr. Consultation Coordinator  
55 John Street, 19<sup>th</sup> floor  
Toronto, ON M5V 3C6  
Telephone: 416-395-7243  
E-mail: [Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)

*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.*

# Appendix B: Online Comment Form

## The Queensway Complete Street

### The Queensway Complete Street

The City of Toronto is inviting community members to learn more about and provide feedback on the proposed design changes on The Queensway between Mimico Creek and Humber River. The proposed changes aim to improve safety and enhance the transportation experience for people walking, cycling, driving and taking transit.

Public consultation is an important part of City projects. Please complete this feedback form so we can learn more about your thoughts and opinions. All comments will be considered.

**Please submit your comments by December 21, 2021.**

This is not a vote. Public and stakeholder opinions, along with technical and policy considerations, will be used to inform City staff recommendations and decisions to be made by City Council.

**Before completing the survey, we invite you to learn more about the project by reviewing the attached [slide deck \(21 MB\)](#).**

The project slide deck provides a summary of the proposed changes on The Queensway.

**Additional project background materials and information about the Virtual Public Event on December 7, 2021, can be found at: [toronto.ca/thequeensway](https://toronto.ca/thequeensway).**

#### Page 1 - Introduction

##### Contact

If you have any questions or difficulty completing this survey, please contact:

Ryan Lo  
Sr. Public Consultation Coordinator, City of Toronto  
Telephone: 416-395-7243  
Email: [Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)

This form is intended to be anonymous.

**No private information will be asked.**

Please do NOT include any personal identification information in your responses, such as a name, address, phone number or email.

If you are requesting a response, please contact staff directly using the contact information above.

*The personal information on this form is collected under the City of Toronto Act, 2006, s. 136(c) and the Municipal Freedom of Information and Protection of Privacy Act, and will be used for the purpose of obtaining your feedback about The Queensway Complete Street project. 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 Manolakis 416-392-2990.*

#### Page 2 - Project Overview

##### Project Overview

The proposed changes on The Queensway are guided by the City's [Vision Zero Road Safety Plan](#). The plan is focused on eliminating 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. From 2015 to 2019, a total of 338 vehicle collisions occurred on The Queensway, and two collisions resulted in serious injury.

The goals of the project are to:

- Improve safety for everyone
- Enhance the walking, cycling and transit experience
- Maintain or enhance greening
- Maintain roadway uses such as for transit, goods movement (trucks), shopping and commuting

This survey will provide more details of the planned improvements and ask for your feedback segment by segment from east (Humber River) to west (Burma Drive) along The Queensway.

### Project Area



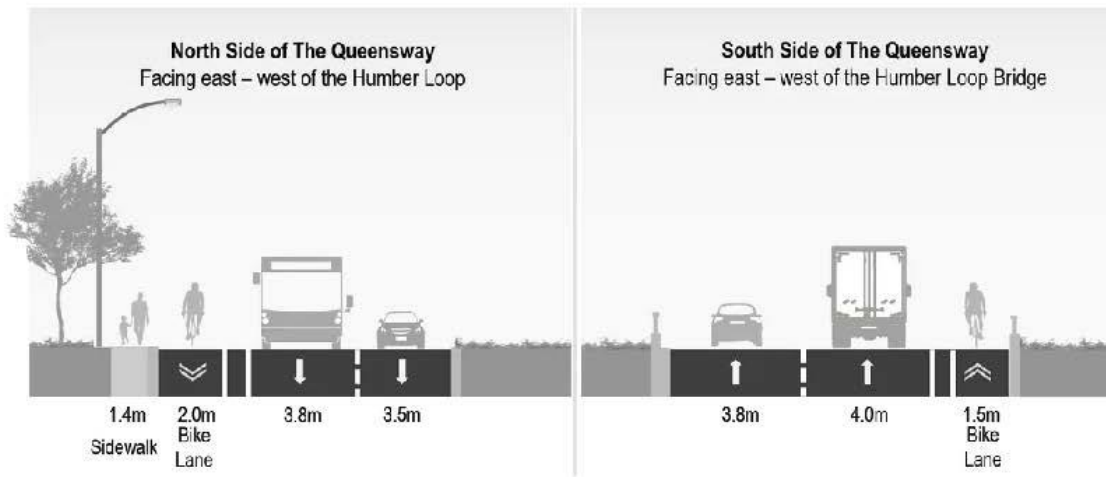
### Page 3 - Humber River to HWT Plant

#### Humber River to the Humber Wastewater Treatment Plant

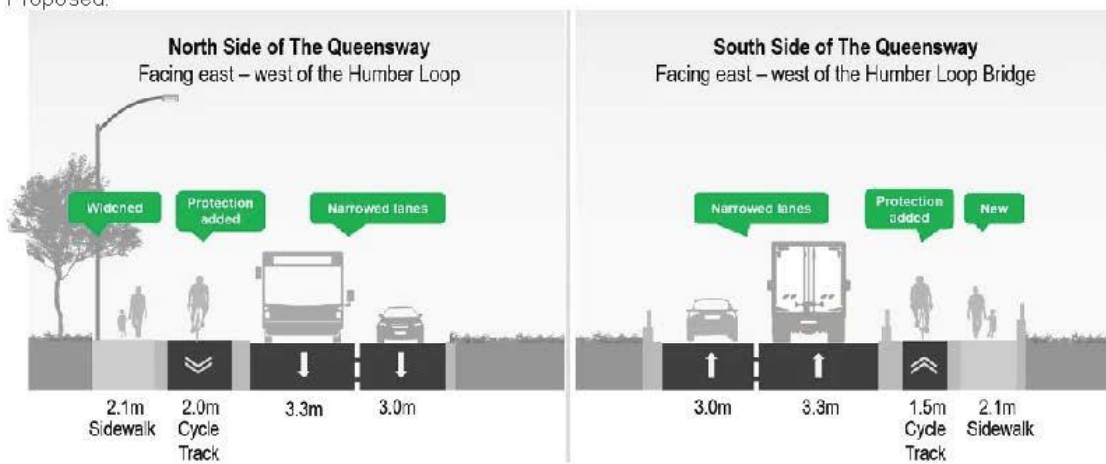
The following changes are proposed along The Queensway between Humber River and the Humber Wastewater Treatment Plant:

- Widened sidewalk on the north side of The Queensway
- New sidewalk on the south side of The Queensway
- Protection added to the cycle track on both sides of The Queensway
- Two vehicle lanes maintained in each direction

Existing:



Proposed:



1. How supportive are you of these planned improvements?

1 Strongly support	2 Support	3 Neutral	4 Do not support	5 Strongly do not support	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Additional comments:

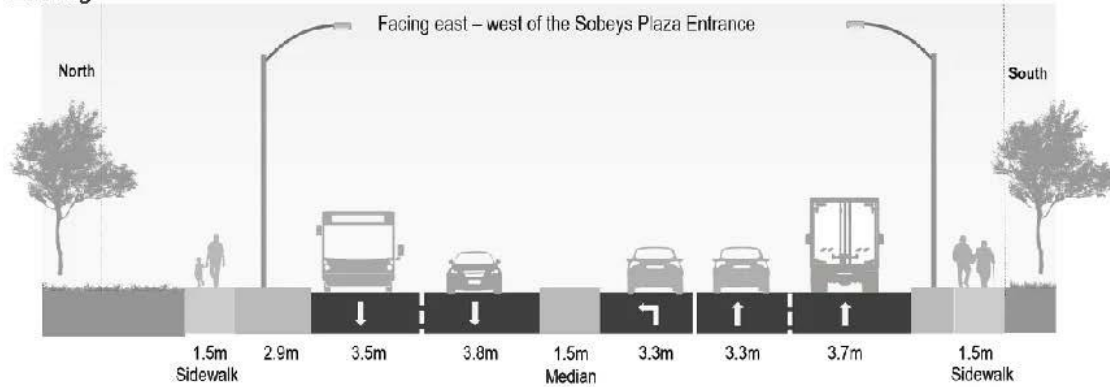


## Humber Wastewater Treatment Plant to High Street

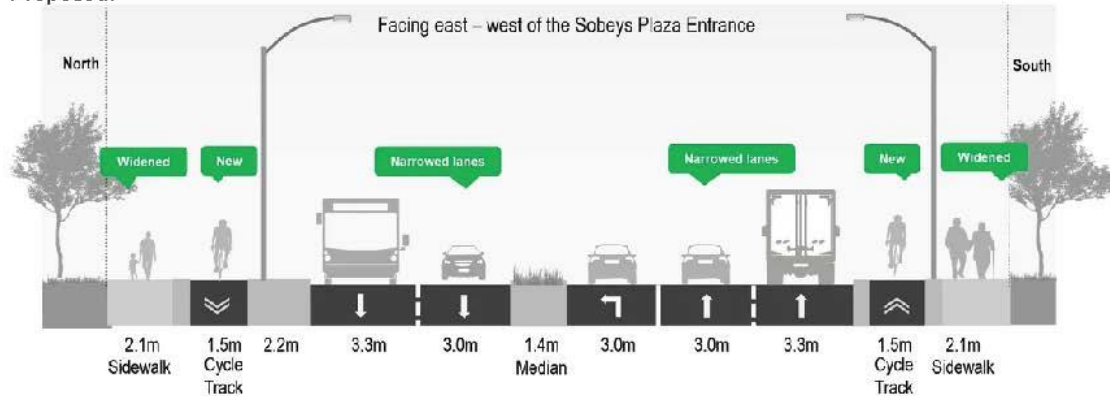
The following changes are proposed along The Queensway between the Humber Wastewater Treatment Plant and High Street

- Widened sidewalks on both sides of The Queensway
- New, separated cycle tracks on both sides of The Queensway
- Two vehicle lanes in each direction and the centre turning lane would be maintained
- Potential greening opportunities along the median

### Existing:



### Proposed:



### 3. How supportive are you of these planned improvements?

1 Strongly support	2 Support	3 Neutral	4 Do not support	5 Strongly do not support	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. Additional comments:

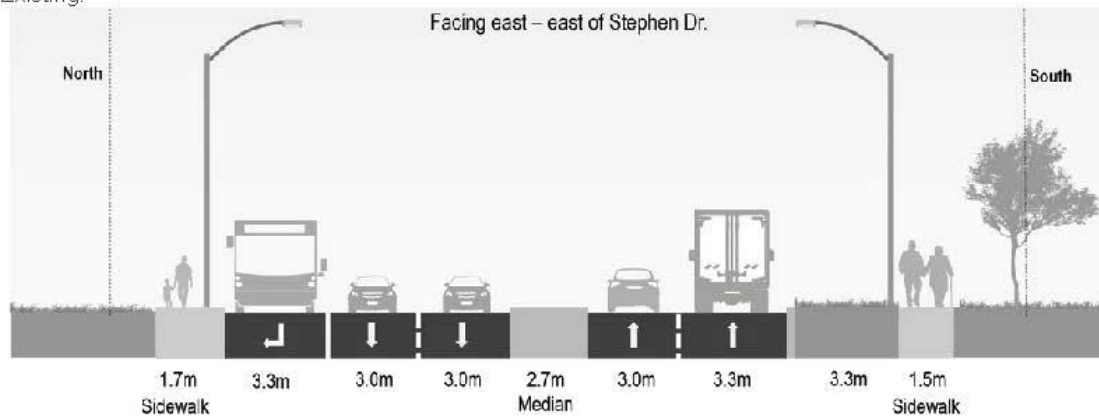
Page 5 - High St to Stephen Dr

### High Street to Stephen Drive

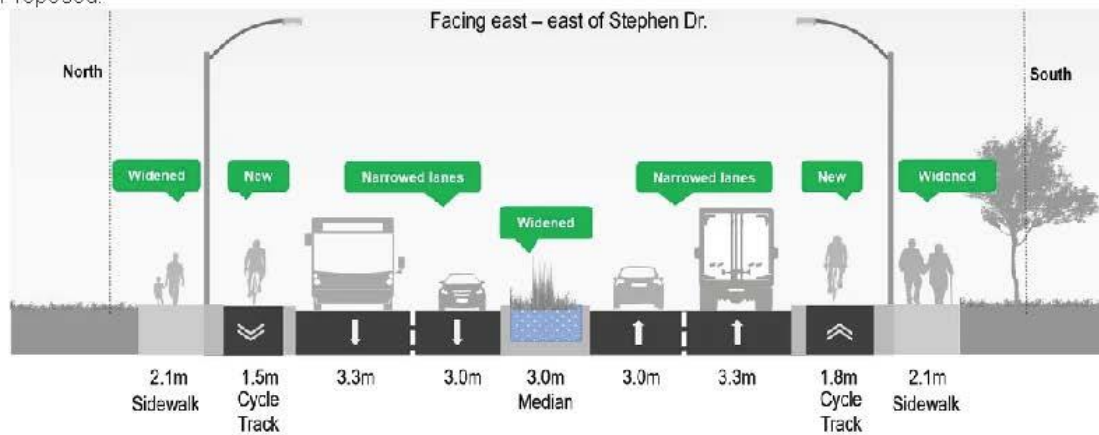
The following changes are proposed along The Queensway between High Street and Stephen Drive:

- Widened sidewalks on both sides of The Queensway
- New, separated cycle tracks on both sides of The Queensway
- Two vehicle lanes maintained in each direction
- Widened centre median and potential greening opportunities

Existing:



Proposed:



5. How supportive are you of these planned improvements?

1 Strongly support	2 Support	3 Neutral	4 Do not support	5 Strongly do not support	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**6. Additional comments:**

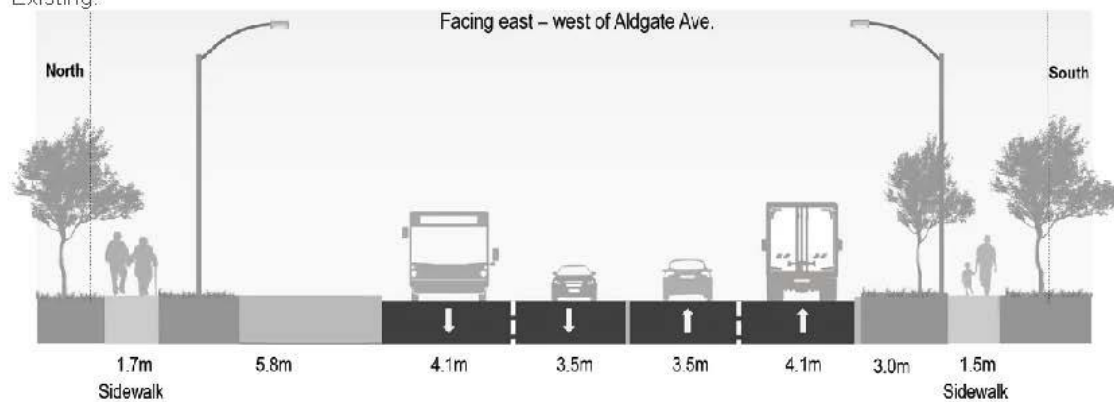
**Page 6 - Stephen Dr to Park Lawn Rd**

**Stephen Drive to Park Lawn Road**

The following changes are proposed along The Queensway between Stephen Drive and Park Lawn Road:

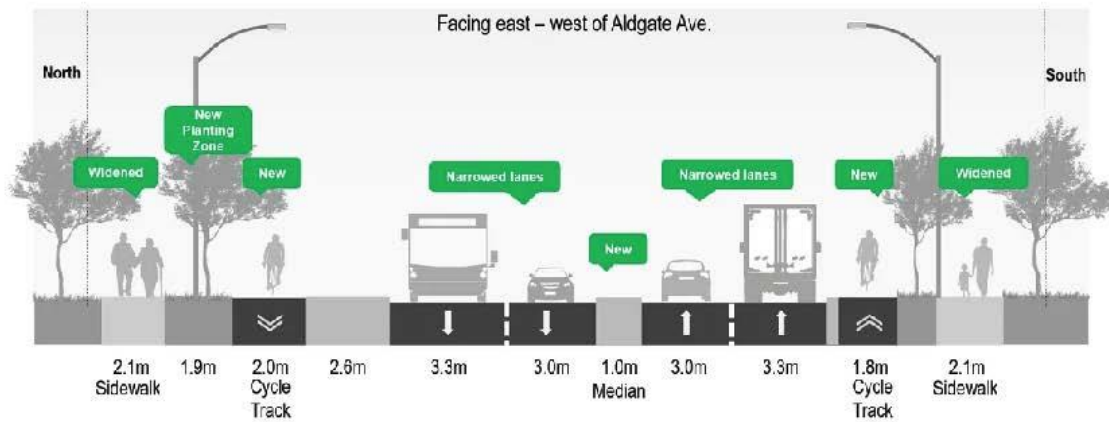
- Widened sidewalks on both sides of The Queensway
- New planting zone between the sidewalk and the cycle track on the north side of The Queensway
- New, separated cycle tracks on both sides of The Queensway
- Two vehicle lanes maintained in each direction
- New, raised centre median between Stephen Drive and Park Lawn Road, with a break at Aldgate Avenue
  - The purpose of the proposed raised centre median is to improve safety by eliminating mid-block collisions during left turns
  - Vehicles travelling eastbound on The Queensway would need to turn left at Park Lawn Road, turn right at Ringley Avenue, then use Aldgate Avenue, Smithfield Drive, or Stephen Drive to access properties on the north side of The Queensway
  - Vehicles exiting from the north side of The Queensway would need to use Park Lawn Road, Ringley Avenue, and either Aldgate Avenue or Stephen Drive to turn left onto The Queensway to travel eastbound.

Existing:



Proposed:





7. How supportive are you of these planned improvements?

1 Strongly support	2 Support	3 Neutral	4 Do not support	5 Strongly do not support	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. Additional comments:

**Page 7 - Park Lawn Rd to Mimico Creek**

**Park Lawn Road to Mimico Creek**

The following changes are proposed along The Queensway between Park Lawn Road and Mimico Creek:

- Widened sidewalks on both sides of The Queensway
- New, separated cycle track on the north side of The Queensway
- New, two-way multi-use trail on the south side of The Queensway to connect to Mimico Creek Path
- Two vehicle lanes in each direction and the centre turning lane would be maintained

Existing:



Proposed:



9. How supportive are you of these planned improvements?

1 Strongly support	2 Support	3 Neutral	4 Do not support	5 Strongly do not support	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. Additional comments:

Page 8 - Mimico Creek Bridge

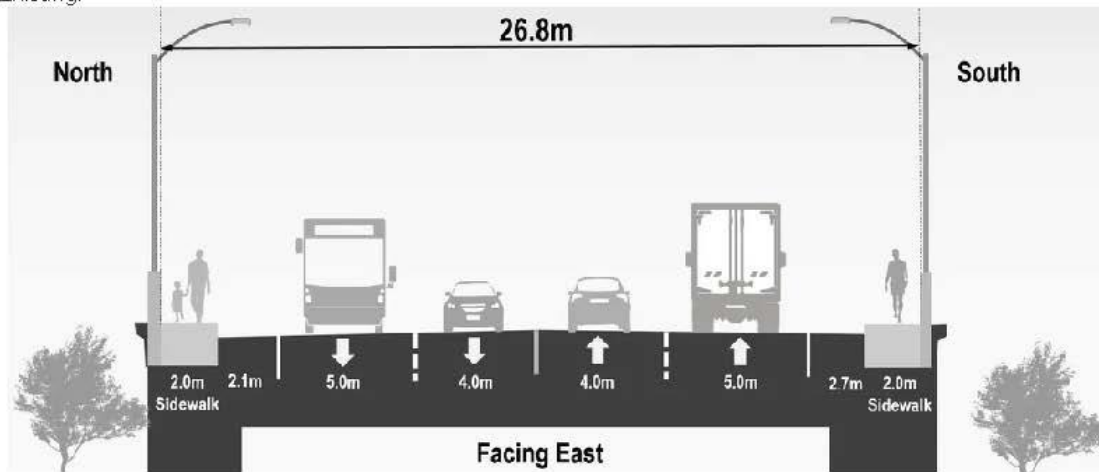
### Mimico Creek Bridge

The following changes are proposed along The Queensway on the Mimico Creek Bridge:

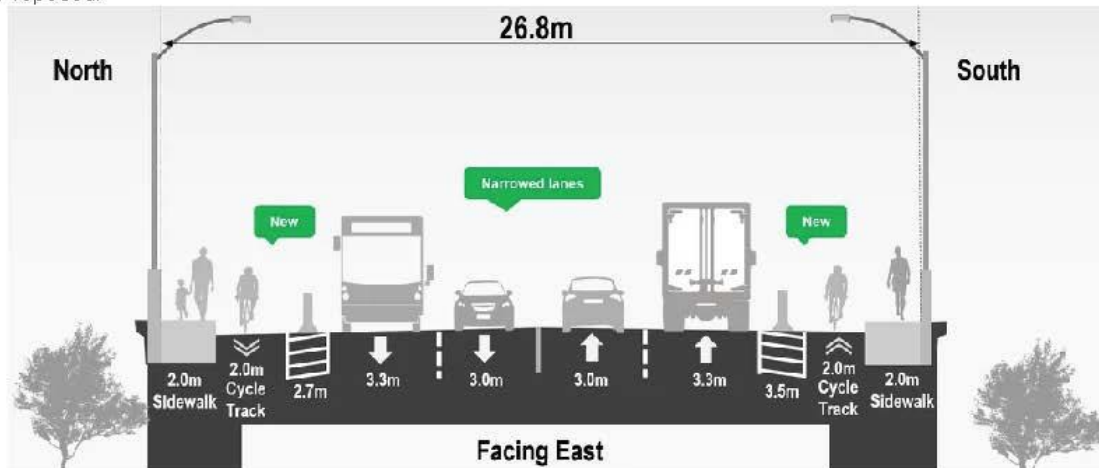
Page 8 of 12

- New, protected cycle tracks on both sides of The Queensway
- Two vehicle lanes maintained in each direction

Existing:



Proposed:



11. How supportive are you of these planned improvements?

1  
Strongly support

2  
Support

3  
Neutral

4  
Do not support

5  
Strongly do not support

I don't know



12. Additional comments:

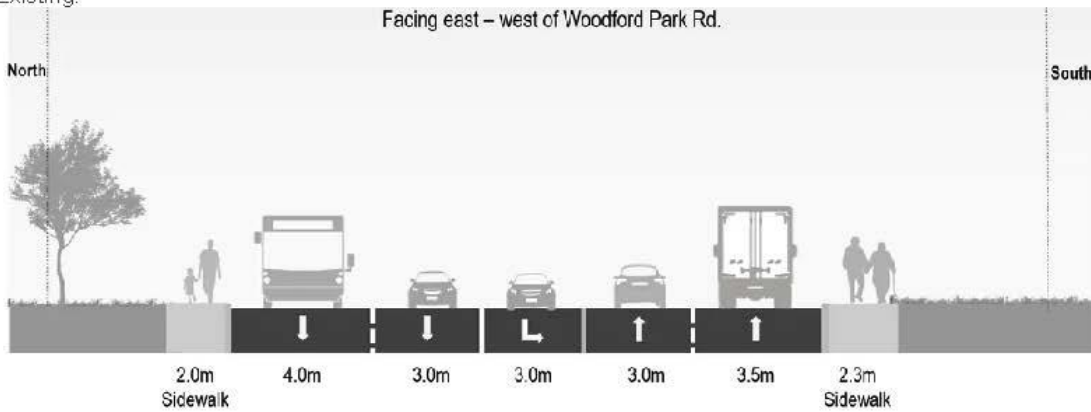
Page9 - Mimico Creek to Burma Dr

Mimico Creek to Burma Drive

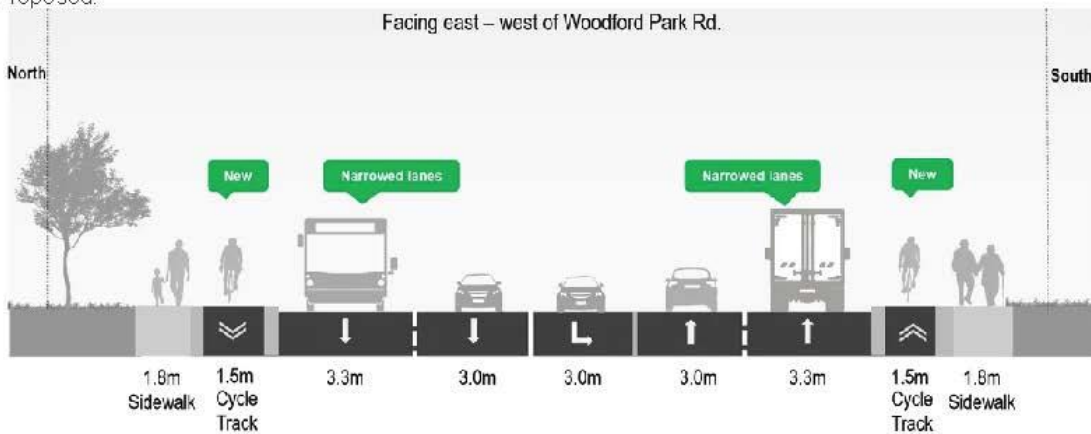
The following changes are proposed along The Queensway between Mimico Creek and Burma Drive:

- New, separated cycle tracks on both sides of The Queensway
- Two vehicle lanes in each direction and the centre turning lane would be maintained

Existing:



Proposed:



13. How supportive are you of these planned improvements?

1  
Strongly support

2  
Support

3  
Neutral

4  
Do not support

5  
Strongly do not support

I don't know



**14. Additional comments:**

**Page 10 - General Comments**

**15. Do you have any other comments?**

**Page 11 - About you**

About you

The following questions are optional and help us understand who participates in the survey.

**16. What best describes your relationship to the project area? (Select all that apply)**

- |  |  |
|--|--|
| <input type="checkbox"/> I live in or very near the project area   | <input type="checkbox"/> I work in or very near the project area                 |
| <input type="checkbox"/> I own a property in or very near the project area   | <input type="checkbox"/> I represent a business in or very near the project area |
| <input type="checkbox"/> I represent an organization or institution in or very near the project area               | <input type="checkbox"/> I regularly travel through the project area             |
| <input type="checkbox"/> I visit family, friends, attend programs or appointments in or very near the project area | <input type="checkbox"/> Other, please specify                                   |

**17. How do you typically travel within or through the project area? (Select all that apply)**

- |   |  |
|---|--|
| <input type="checkbox"/> Walk, including the use of a mobility device (e.g. wheelchair, walker) | <input type="checkbox"/> Bike or scooter                               |
| <input type="checkbox"/> Bus  | <input type="checkbox"/> Streetcar                                     |
| <input type="checkbox"/> Car (personal vehicle)   | <input type="checkbox"/> Truck or tractor-trailer (commercial vehicle) |

**18. What is your age?**

- |                                |                             |
|--------------------------------|-----------------------------|
| <input type="radio"/> Under 15 | <input type="radio"/> 15-24 |
| <input type="radio"/> 25-34    | <input type="radio"/> 35-44 |
| <input type="radio"/> 45-54    | <input type="radio"/> 55-64 |
| <input type="radio"/> 65-74    | <input type="radio"/> 75-84 |
| <input type="radio"/> 85+      |                             |

Your responses have been registered!

Thank you for taking the time to complete the survey, your input is valuable to us.

For more information, please visit [toronto.ca/thequeensway](https://toronto.ca/thequeensway).

## Contact

If you have any questions, please contact:

Ryan Lo  
Sr. Public Consultation Coordinator, City of Toronto  
Telephone: 416-395-7243  
Email: [Ryan.Lo2@toronto.ca](mailto:Ryan.Lo2@toronto.ca)