

Knox Avenue Bikeway Connection

Public Consultation Report

March 2022



Contents

- Project Overview 3
- Engagement Overview 3
 - Communication Activities 3
 - Consultation Activities 3
- Feedback Summary 4
 - Highlights 4
 - Stakeholder 4
 - Additional Feedback 5

For questions about this report, please contact:

Carol Tsang
Senior Coordinator, Public Consultation Unit
Carol.Tsang@toronto.ca
416-392-8361

Project Overview

In 2022, road reconstruction work is planned on Knox Avenue between Eastern Avenue and Lake Shore Boulevard East. The roadwork provided the opportunity to review changes to Knox Avenue to improve safety for all road users and create a connection between the existing multi-use trail on Lake Shore Boulevard East and the existing Knox Avenue contra-flow bike lane north of Eastern Avenue. Creating a safe and comfortable cycling route along Knox Avenue was included in the Council-adopted [Cycling Network Plan](#)'s 2021-2024 Near-Term Implementation Program.

This report summarizes consultation activities and feedback received during February 8 to 28, 2022. Public feedback together with technical considerations informs staff recommendations to the [Infrastructure & Environment Committee](#) on March 29, 2022 followed by City Council on April 6 and 7, 2022. If the project is approved by City Council, City staff will continue to work alongside Canada Post and Toronto Fire Services to advance the detailed design.

Road reconstruction on Knox Avenue is expected to begin in summer/fall 2022. Public notices will be issued prior to construction.

Engagement Overview

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page: toronto.ca/WoodfieldMonarchKnox
- Canada Post direct mail (3,217 addresses)
- Individual emails to Canada Post and Toronto Fire Services
- Email to stakeholder list including residents' associations, community groups, organizations, institutions and elected officials (24 contacts)

Consultation Activities

The public and stakeholders were invited to comment on the project and provide feedback through the following activities:

Activity	Date	Participation
Emails from stakeholders (Canada Post & Toronto Fire Services)	<ul style="list-style-type: none">• Canada Post: October 20, 2021 to February 28, 2022• Toronto Fire Services: February 8 to 28, 2022	5 emails received
Canada Post Individual Stakeholder Meeting	January 17, 2022	1 attendee
Emails from public	February 8 to 28, 2022	9 emails received
Web page	February 8 to 28, 2022	66 views

Feedback Summary

Highlights

- **Safety for all road users:** Feedback indicated that safety on Knox Avenue, south of Eastern Avenue, is a top priority for members of the public and stakeholders alike. Members of the public were appreciative of the safety upgrades provided by cast-in-place curbs, but also suggested a raised cycle track instead of a street-level cycle track. Stakeholders were generally supportive of the changes, but were concerned that encouraging more people to use Knox Avenue would also increase the risk of collisions, since heavy trucks and emergency vehicles use the roadway at all hours of the day. Some members of the public and stakeholders suggested installing signage and pavement markings to remind all road users to exercise caution, especially near the Fire Station 326 and Canada Post driveways.
- **Cycling detection at Knox Avenue/Eastern Avenue:** Several members of the public described needing to use the pedestrian pushbutton to activate the green light, as bicycles were not triggering the traffic signal.
- **Connections to cycling network:** While there was strong support for a connection from Leslieville to the Martin Goodman Trail and an alternative to cycling on Leslie Street, members of the public felt that if nearby gaps in the cycling network were filled, the new bikeway connection would be made more useful for people cycling.

Stakeholder

The questions and comments received through stakeholder meeting and email with Canada Post and Toronto Fire Services are summarized below:

Theme	Comment Summary
Cast-in-place curb	<ul style="list-style-type: none">• Toronto Fire Services prefer rounded curb shape, and would like more information about type and size of curb
Roadway width & turning movements	<ul style="list-style-type: none">• Toronto Fire Services require a minimum roadway or fire access route width of 6 m and a centreline turning radius of 12 m for all roadways and access driveways affected by changes
Safety	<ul style="list-style-type: none">• If the project encourages more people to walk on Knox Avenue, there is more potential for collisions• Concerns about safety and potential for collisions between people driving large trucks and people cycling
Signage & pavement markings	<ul style="list-style-type: none">• Request for "Emergency Vehicles Exiting Fire Station" messaging on signs on posts and pavement markings approaching Fire Station 326 driveway from both directions
Traffic volumes	<ul style="list-style-type: none">• Knox Avenue is the main entry roadway for most vehicles that enter the Canada Post facility, which includes the trailer yard, South Docks, 5-ton yard and employee parking lot<ul style="list-style-type: none">○ Peak hour use (4 a.m. to 8 a.m.) includes all-sized trucks, i.e. 5 ton 45' and 53')○ Off-peak hour use (7 p.m. to 12 midnight) includes contractors, employees, deliveries and a variety of vehicles

Additional Feedback

The questions and comments received through email are summarized by theme below:

Theme	Comment Summary
Better connection to broader cycling network	<ul style="list-style-type: none"> • Filling the nearby gaps in the cycling network would make the Knox Avenue Bikeway Connection more useful: <ul style="list-style-type: none"> ○ Connect Knox Avenue bikeway north to Greenwood Avenue cycle tracks (provide safer transition at Queen Street East) ○ Connect Jones Avenue bikeway to Eastern Avenue cycle tracks ○ Extend Eastern Avenue cycle tracks east to Woodfield Road contra-flow lanes or even Queen Street East ○ Extend Leslie Street two-way cycle track north to Eastern Avenue ○ East-west bikeway on Queen Street East to connect with Jones Avenue, Leslie Street, Knox Avenue, Greenwood Avenue and Woodfield Road • Would help connect Leslieville to the Martin Goodman Trail and Leslie Street Spit, which is a major year-round destination
Better cycling detection at Knox Avenue/ Eastern Avenue	<ul style="list-style-type: none"> • Currently, bicycles are not detected at existing north/south light – need to press the pedestrian pushbutton in order to get a light to cross Eastern Avenue
Improved safety	<ul style="list-style-type: none"> • Support for separated bikeway • Would cycle on Knox Avenue more without having to worry about getting hit by Canada Post trucks • Makes ride to skatepark safer • Leslie Street is incredibly busy, and people cycling often have to interact with transit (streetcars heading to the barn), heavy trucks and motor vehicle traffic – an alternative route is appreciated • Cycle track needs to be raised to improve safety
Signage & pavement markings	<ul style="list-style-type: none"> • Concerns about safety and potential for collisions between people driving large trucks and people cycling