

Douro Street/Wellington Street Road Safety and Bikeway Improvement Project **Public Consultation Report**

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Overview

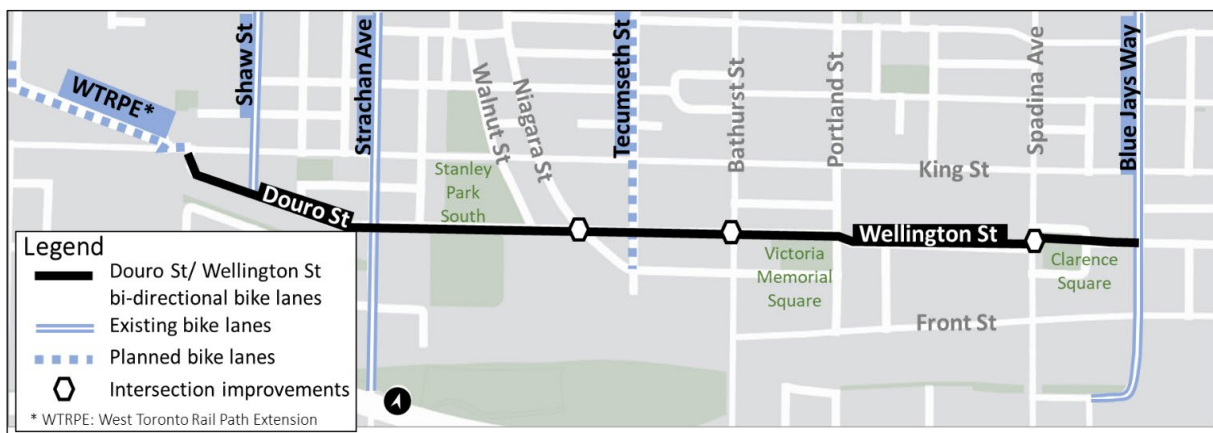
Project Summary

The City of Toronto is upgrading cycling, pedestrian, and road infrastructure along Douro Street between King Street and Strachan Avenue and Wellington Street between Strachan Avenue and Blue Jays Way.

In 2022, Wellington Street is programmed for road resurfacing and watermain replacement. As part of this programmed work, the City is proposing to implement road safety and bikeway improvements.

The improvements include a bi-directional bike lane along Douro Street from King Street to Strachan Avenue, and along Wellington Street from Strachan Avenue to Blue Jays Way, including intersection improvements at Niagara Street, Bathurst Street, and Spadina Avenue, and Blue Jays Way along with accessibility upgrades across the corridor. The bi-directional bike lane will expand the local cycling network to connect to existing bike lanes along Shaw Street, Strachan Avenue and Blue Jays Way, as well as the proposed new bike lanes along Tecumseth Street and the West Toronto Rail Path Extension.

This report summarizes consultation activities and feedback received during the period of consultation, taking place from November 29, 2021 to January 27, 2022.



Above: Map of the project area

Notification

A variety of methods were used to notify stakeholders and members of the public the week of November 29, 2021 about the public consultation:

- Project Website www.toronto.ca/wellingtonbikelanes
- Canada Post direct mail (20,104 addresses in study area)
- Email to stakeholder list including residents associations, community groups, organizations, institutions and elected officials, as well as persons requesting to be added to the project list (34 contacts)

- Social media posts (1 on Twitter and 1 on Instagram) via TO_Cycling

>>Appendix A: Public Event Notice

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 36 comment submissions were received between December 2, 2021 and January 9, 2022. All comments were recorded and reviewed for consideration and response by the project team.

Stakeholder Meeting(s)

A stakeholder meeting was held on December 7, 2021 from 7:00 – 8:30 p.m. via Webex

- Toronto Downtown West Business Improvement Area
- Hines Development
- CycleTO
- CycleTO Spadina - Fort York
- Summit Condos
- Local Area Residents
- Wellington Place Neighbourhood Association

The meeting was facilitated by Dominic Cobran, Senior Coordinator in the Public Consultation Unit, and featured presentations on proposals for two-way protected cycle tracks by Elli Papaioannou, Senior Project Manager in the Cycling and Pedestrian Projects Unit. The meeting was attended by a representative from the Councillor's office (Ward 10). Opportunities for questions and feedback followed the presentations. Participants were able to ask questions and give feedback during the meeting orally, via the typed message, or send in submissions afterwards. A note taker recorded minutes, which were shared with stakeholders.

Additional meetings were also virtually held with the following stakeholders to focus on impacts at their property:

- Shell Gas Station; on January 26, 2022
-

Public Information Materials

The public was invited to access the project website for all related information on the project, including a presentation.

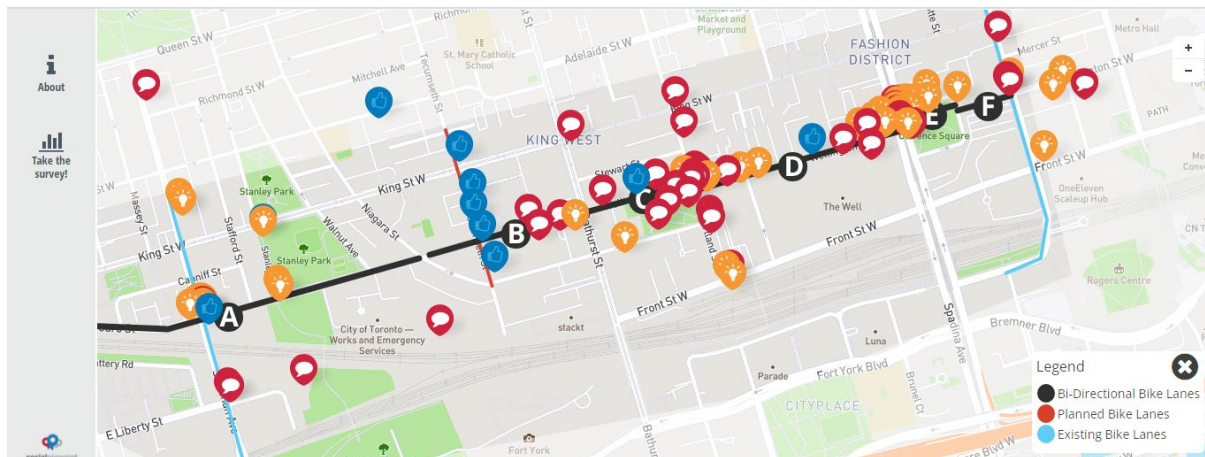
>>Appendix B: Public Information Material- Project Website

Online Comment Form & Survey

To provide additional feedback opportunity, an online comment form and survey was available using the City's Social Pinpoint interactive mapping tool from December 2, 2021 to January 9, 2022, and received 110 responses. Participation was anonymous and results were reviewed for duplicate and invalid responses before being analyzed for this report.

The mapping tool showed the project area and the proposed changes and allowed participants to do the following:

- Indicate any aspects of the proposal they liked
- Make general comments
- Provide ideas/suggestions



In addition to being able to comment on the map, the comment form included background information on the project, and asked 6 survey questions listed below. The questions provided opportunity for multi-choice or multi-select responses, in addition to open ended comment boxes, and optional demographic questions.

1. Do you support the proposed changes for cyclists between King Street and Blue Jays Way? Please indicate your level of support.
2. Please indicate how your commute will be impacted.
3. What is your primary means of travel through the corridor?
4. Which of these options best describe your relationship to the Douro Street-Wellington Street corridor?
5. Please identify your gender.
6. Please select your age category.
7. What are the first three digits in your postal code?

>>Appendix C: Online Comment Form

Feedback Summary

General Stakeholder Meeting

During the December 7, 2021 stakeholder meeting, participants expressed questions and comments regarding each of the potential improvements, summarized below:

Topic	Question and Comment Summary
Safety of bi-directional cycle track	<ul style="list-style-type: none">• Bi-directional cycle tracks are not the norm and can create confusion for drivers. What will be done at the intersections to protect cyclists?• In other areas where bi-directional cycle tracks have been installed, it is confusing for drivers because bike lanes are not continuous and leaves the option open to cyclists to make turns in any direction, which can cause problems
Parking challenges	<ul style="list-style-type: none">• Residents rely on parking and delivery between Tecumseth Street and Bathurst Street. Many are old and need to be picked up by taxis/uber.• Consider a 10 minute loading area
Traffic Congestion	<ul style="list-style-type: none">• With the Ontario Line resulting in lane reductions and with more development in the area, the cycle track will add to more congestion
Continuation of cycle track	<ul style="list-style-type: none">• Why is the bike lane not continuing in the downtown core? It would be helpful for many bikers who bike to work.
Coordination with other projects	<ul style="list-style-type: none">• Will capital watermain infrastructure on the north side of Wellington Street be coordinated with bike lane work on the south side?• Between Bathurst Street and Portland Street there has been an initiative to narrow the street at its eastern end. Is there a change in these plans?

Stakeholder Meeting with Shell Gas Station

Topic	Question and Comment Summary
Closure of entrance/exits	<ul style="list-style-type: none">• Access points on Spadina Avenue are the main entrance/exit points but the access on Wellington Street is also used• The southern access point on Spadina Avenue cannot be closed, as that is how trucks supplying fuel access the gas station
Parking	<ul style="list-style-type: none">• There is limited parking on the premises. Current parking spots are often reserved for trucks that have to deliver to the store. As a result, parking on the western side of the premises is lost.• There is parking by the northern Spadina Avenue access point• Parking is necessary for the gas station as drivers need to park to go inside and pay for services

Stakeholder Meeting with One Hotel

Topic	Question and Comment Summary
Drop-off/pick-up operations	<ul style="list-style-type: none"> The hotel currently has two-three spaces for passenger drop-off/pick-up. Pick-up zone needs to be near to hotel
Traffic congestion	<ul style="list-style-type: none"> From Thursday night to Saturday night, significant traffics passes through Wellington Street between Bathurst Street and Portland Street and reducing lanes for motor vehicles may cause traffic back-ups
Support for Project	<ul style="list-style-type: none"> The hotel supports active transportation, but provisions will have to be made for parking and drop-off operations to continue

Stakeholder Comments






A total of 8 comment submissions were received via email from stakeholder organizations listed and summarized below:


1. Cycle Toronto
2. Toronto Downtown West BIA
3. Hines Development
4. Summit Condominium
5. TAS Impact Design

Topic	Comment Summary
Extension of bike lanes	<ul style="list-style-type: none"> Please expand on the reason for the proposal stopping at Blue Jays Way
Timeline of work	<ul style="list-style-type: none"> Provide timelines on the watermain infrastructure work along Wellington and boundaries so that businesses can be updated What are the future plans for the West Toronto Railpath, which will be connected to the new bike path for Wellington
Expanded use of the street	<ul style="list-style-type: none"> Explore converting the road from one direction to bi-directional for motor vehicles between Bathurst Street and Tecumseth Street in order to reduce traffic on the street, specifically once new residential developments are in place

Online Comment Form

Comments on the interactive map are summarized in the following chart:







Topic	Comment Summary
 <p>Connection to planned/existing north-south cycle tracks</p>	<ul style="list-style-type: none"> - Bike lanes are essential on Sudbury Street and the Railpath, to connect to Douro Street and Wellington Street, making it safer for cyclists - Good plan to build a bike lane along Tecumseth Street and connect it with Wellington bike lanes. It is an important connection - There should be a safe connection from Wellington bike lanes to Portland Street bridge
 <p>Safety for people biking</p>	<ul style="list-style-type: none"> - Intersection at Portland Street and Wellington Street is dangerous and confusing. Improve intersection with a modified protected intersection design - Install traffic lights at Portland Street and Wellington Street - Create a jogged intersection at Wellington Street and Spadina Avenue for cyclists - Widen the crosswalk at Wellington Street and Spadina Avenue
 <p>Safety for pedestrians</p>	<ul style="list-style-type: none"> - Bike lanes at Wellington Street and Portland Street will make it more unsafe for families crossing - Improve crossing at Wellington Street and Spadina Avenue - Raise the crossing at Garrison Crossing over to Stanley Terrace
 <p>Streetscape</p>	<ul style="list-style-type: none"> - Improve Wellington North Streetscape in line with design of south side between Draper Street and Spadina Avenue - Consider sprucing up Clarence Square - More streetscape needs to be done along the route but there also has to be upkeep - Follow the downtown Parks and Public Realm Plan to improve the streetscape on the north side of Wellington Street
 <p>Parking</p>	<ul style="list-style-type: none"> - Please do not remove any more Green P parking spaces. New developments mean more need for parking - Add more permanent parking on Portland Street - Remove commercial boulevard parking permit to increase pedestrian and cyclist safety in keeping with Vision Zero

<p></p> <p>Creating new bike lanes (outside of the current project)</p>	<ul style="list-style-type: none"> - There should be a dedicated east-west route that connect to Garrison Crossing - Consider adding bi-directional bike lane through Stanley Park - Consider continuing bike path along Front Street and connect to the bridge. Include crossing lights, other safety measures such as rumble strips for cyclists using the bridge - Consider extending bike lanes to Simcoe Street, Yonge Street - The bike lanes should not end at Blue Jays Way, but should continue east
Traffic concerns	<ul style="list-style-type: none"> - Poorly thought-out bike lanes have already caused traffic pile up and this project will make general traffic situations worse - Vehicle traffic is not the enemy but the preferred mode of transit or a majority of taxpayers
General	<ul style="list-style-type: none"> - I love the proposal. It will be nice to bike right past Victoria Memorial Square - Great job building a Montreal-style bike lane in the downtown core. It will be well used - The whole set of bike lanes are an ill-advised idea
	-

The following image illustrates the location of the comments by topic.

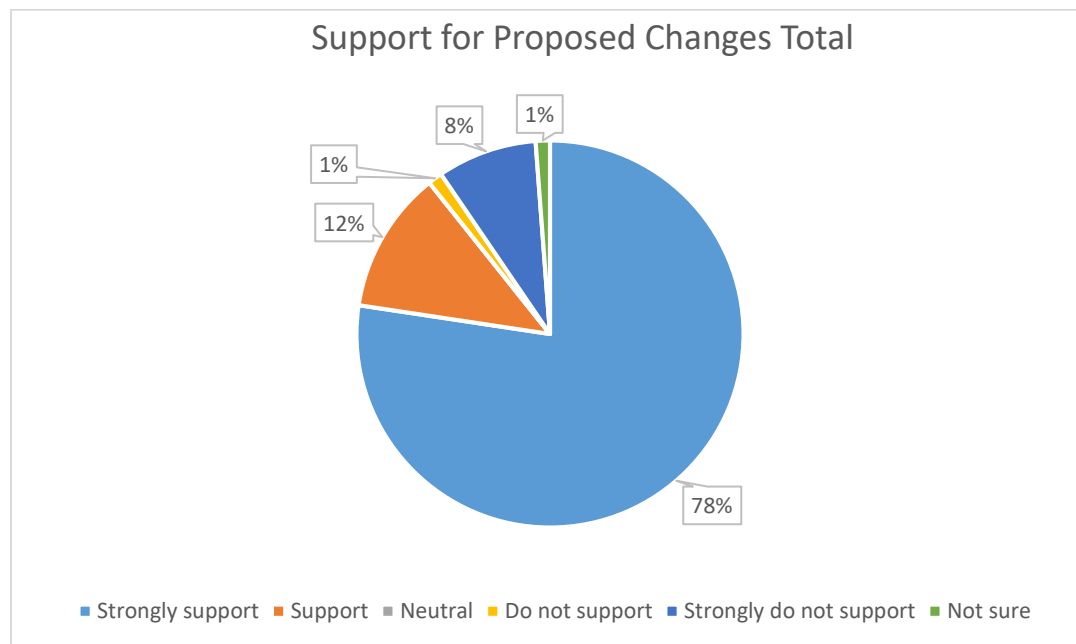


Comments by topic

-  Connection to planned/existing north-south cycle tracks
-  Safety for people biking
-  Safety for pedestrians
-  Streetscape
-  Parking
-  Creating new bike lanes (outside of the current project)

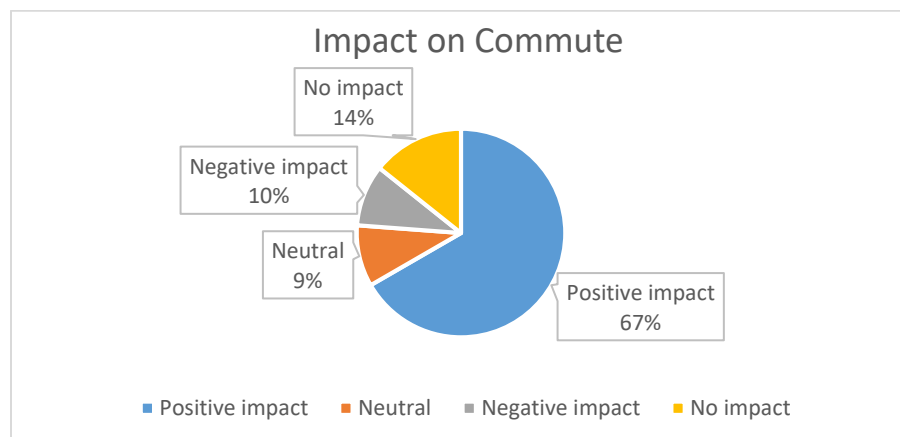
Responses received to each question in the online comment form are described in this section.

1. Do you support the proposed changes for cyclists between King Street and Blue Jays Way?



Respondents were given 6 options from which to indicate their level of support for the proposed changes. 90% of respondents either 'strongly support' or 'support' the proposed changes, while 8% either 'strongly do not' or 'do not' support the project. 1% of respondents are not sure about their level of support.

2. Please indicate how your commute will be impacted



Respondents were given 4 options to indicate how their commute will be impacted by the proposed changes. 67% of respondents said that their commute will be positively impacted, while 14% do not feel there will be an impact. 10% of respondents feel they will be impacted negatively, while 9% are neutral.

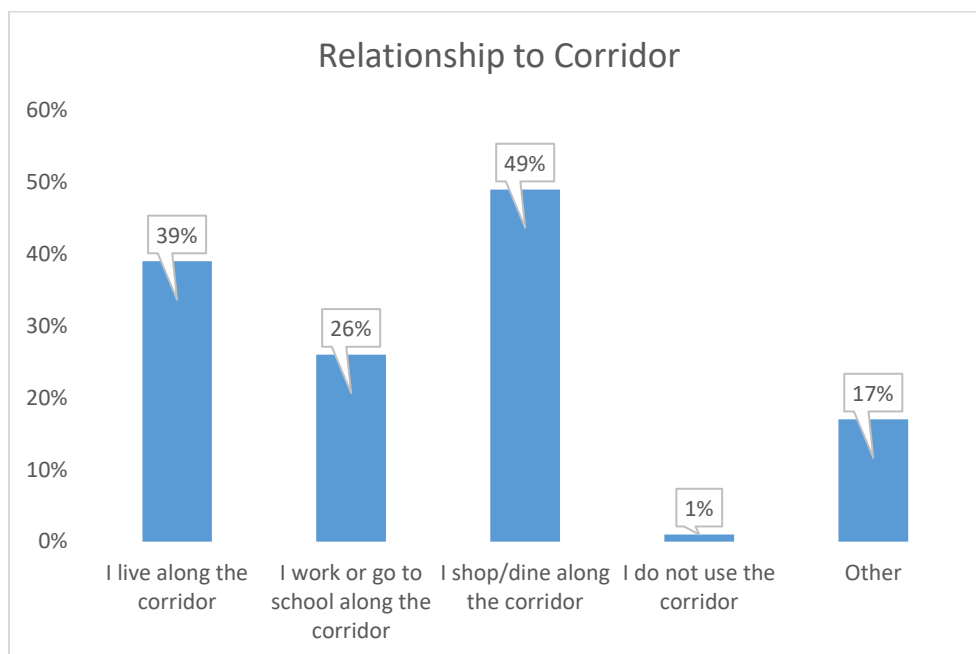
Demographics

3. What is your primary means of travel through the corridor?

Means of travel	Total # of responses
Walk, including the use of a mobility device (e.g. wheelchair, walker)	66
Cycle	72
Drive (personal vehicle)	28
Taxi/Uber or other private modes of transport Bike or scooter	12
Truck or tractor-trailer (commercial vehicle)	3
Other	4

Respondents had the option of selecting multiple responses to question 3. A total of 84 responses were received. 72 respondent cycle through the corridor, while 66 walk or use a mobility device, with 28 driving a personal vehicle and 12 accessing private modes of transport.

4. Which of these options best describe your relationship to the Douro Street-Wellington Street corridor?



Respondents had the option of selecting multiple responses to question 4. A total of 84 responses were received to question 4, with 49% of respondents shopping/dining along the corridor, 39% are residents, 26% work or go to school in the area, and 17% have other relations to the area.

Age and Gender of Respondents

AGE	
85+	0%
76-85	0%
66-75	3%
56-65	16%
46-55	17%
36-45	12%
26-35	25%
<15	0%

GENDER	
Male	56%
Female	18%
Transgender	2%
Non binary	0%
Two-Spirit	0%
Not listed	0%
Do not want to answer	8%

The majority of respondents were between the ages of 26 – 35, with no responses provided from individuals over 85 or under 15 years of age. Males represented 56% of responses, and females represented 18% of responses.

Postal Code

Code	# of respondents
M5J	3
M5V	3
M6J	3
M6K	3
M5R	2
M6G	2
M6R	2

Based on 29 responses, a majority of respondents live in postal codes M5J, M5V, M6J and MK6.

Public Comments

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

Topic	Comment Summary
Safety	<ul style="list-style-type: none">- The project makes cycling east-west safer- The plan provides a false sense of security for cyclists- Ensure that concrete barriers/other separators are put in place where possible

Parking loss	<ul style="list-style-type: none"> - Reconsider removing 5 parking spaces between Bathurst Street and Tecumseth Street as parking is already a challenge - Consider adding temporary loading zones between Niagara Street and Tecumseth Street for residents - With parking spaces removed on King Street, taking more from Wellington Street will impact residents.
Traffic concerns	<ul style="list-style-type: none"> - King Street pilot has already put a strain on Wellington Street traffic - Encourage more usage of King Street to free up Wellington Street
Support for project	<ul style="list-style-type: none"> - The proposal is exciting and will be great for future growth of downtown; it will also feel safer for pedestrians - The project is improving the cycling network and will invite more cyclists to use it overtime

Summary

Support for Project

Overall there seems to be a good level of support for the project. Many residents used the opportunity to make recommendations on elements outside of the scope of the project, including treatment of parks and surrounding north-south streets. Of particular note was an overwhelming desire to see the connection of existing and planned north-south bike lanes with the project, making upgrades where necessary to ensure the safety of road users, which indicates a general support for cycling opportunities in and around the project area.

Safety Concerns

While there is general support for the installation of bike lanes, residents expressed concerns over the safety of people biking, especially at intersections like the Wellington Street and Portland Street intersection. The Wellington Street and Spadina Street intersection was also flagged as an area of concern.

Though outside of the project area, the Portland Street/Dan Leckie Bridge was flagged as a concern for both pedestrians and cyclists who share the bridge. There are safety concerns about the Spadina Avenue crossing for pedestrians and the team is encouraged to look at installing better signals and more visible pavements. At the same crosswalk, a pedestrian crossing should be separated for crossing cyclists.

Traffic Concerns

With several developments progressing along the Wellington corridor, it is felt that adding bike lanes will increase traffic. As developments take shape, more people will be moving into the neighbourhood, resulting in more cars. Further west at Bathurst Street, the Ontario Line construction is expected to cause traffic delays as well.

Appendices



Notice of Public Consultation

November 29, 2021

Douro Street/Wellington Street Road Safety and Bikeway Improvement King Street to Strachan Avenue, and Strachan Avenue to Blue Jays Way

Project Area



Project Overview

The City of Toronto is upgrading cycling, pedestrian, and road infrastructure along Douro Street between King Street and Strachan Avenue and Wellington Street between Strachan Avenue and Blue Jays Way.

In 2022, Wellington Street is programmed for road resurfacing and watermain replacement. As part of this programmed work, the City is proposing to implement road safety and bikeway improvements.

The improvements include a bi-directional bike lane along Douro Street from King Street to Strachan Avenue, and along Wellington Street from Strachan Avenue to Blue Jays Way, including intersection improvements at Niagara Street, Bathurst Street, and Spadina Avenue, along with accessibility upgrades across the corridor. The bi-directional bike lane will expand the local cycling network to connect to existing bike lanes along Shaw Street, Strachan Avenue and Blue Jays Way, as well as the proposed new bike lanes along Tecumseth Street and the West Toronto Rail Path Extension.

Project Proposal

If you drive or park on the street:

- The existing flow of motor vehicle traffic is proposed to remain the same on the corridor. (Two-way traffic flow would remain between King Street and Niagara Street, between Portland Street and Spadina Avenue, and between Clarence Square and Blue Jays Way. One-way traffic flow would remain between Niagara Street and Portland Street.)
- Removal of on-street parking is proposed on the south side of Wellington Street between Tecumseth Street and Bathurst Street, and on the north side of Wellington Street between Portland Street and Spadina Avenue.
- Two on-street electric vehicle charging spaces on the south side of Wellington Street between Clarence Square and Blue Jays Way are proposed to be removed.

If you cycle:

- Bi-directional cycle tracks are proposed to be added on Douro Street from King Street to Strachan Avenue, and on Wellington Street from Strachan Avenue to Blue Jays Way.
- A bicycle turning box is proposed to be installed on the northeast side of the intersection at Wellington Street and Portland Street, and on the west side of Wellington Street and Clarence Square.
- A path is proposed to be added on the west side of Spadina Avenue connecting Wellington Street to the traffic signal.
- Bike signals are proposed to be added at Strachan Avenue, Bathurst Street, Spadina Avenue and Blue Jays Way intersections.

If you walk:

- The existing pedestrian crossing at Spadina Avenue connecting to Clarence Square Park is proposed to be converted to a combined signalized crossing for people walking and biking.

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Appendix A: Public Event Notice



COVID-19

Get your first, second or third COVID-19 vaccine. Find information about vaccines, staying safe, changes to City services and provincial restrictions at [toronto.ca/covid19](https://www.toronto.ca/covid19)
(<https://www.toronto.ca/home/covid-19>).

Douro Street & Wellington Street Road Safety and Bikeway Improvements



Watermain replacement and resurfacing is programmed to take place in 2022, along Wellington Street from Strachan Avenue to Blue Jays Way. This work provides an opportunity to review the corridor for safety improvements and changes.

The City of Toronto is proposing road improvements on Douro Street from King Street to Strachan Avenue and on Wellington Street from Strachan Avenue to Blue Jays Way, to increase safety for all road users.

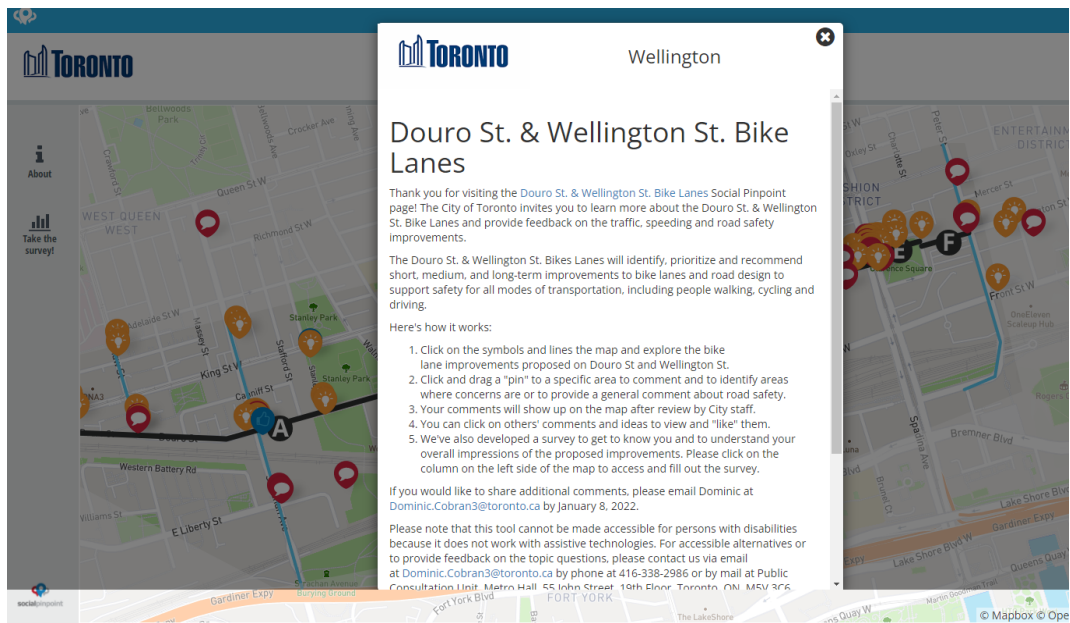
Proposed improvements include:

- Upgrading the existing bike lanes to bi-directional protected bike lanes, from King Street to Bathurst Street
- Extending the bi-directional protected bike lanes from Bathurst Street to Blue Jays Way
- Intersection improvements including curb radii reductions, accessibility upgrades, new bicycle signals heads and a special treatment at the intersection of Wellington Street and Spadina Avenue.

<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/douro-st-wellington-st-bike-lanes/>

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Appendix B: Public Information Material- Project Website



Appendix C: Online Comment Form