



Gerrard East Complete Street

Public Consultation Report
June 2022



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Project Overview

The City of Toronto is proposing changes on Gerrard Street East between Sherbourne Street and Parliament Street, as part of a scheduled 2023 road reconstruction and to fulfill the City's commitment to the Vision Zero Road Safety Plan. The City is also exploring future changes to Gerrard Street East between Parliament Street and Blackburn Street, as part of the on-going redevelopment of Regent Park.

With both road reconstruction between Sherbourne Street and Parliament Street and private redevelopment efforts in Regent Park, there is a unique opportunity to upgrade the roadway, improve the streetscape and include other enhancements to the public realm.

This report summarizes consultation activities and feedback received from May 2022 to June 2022. The project team will continue to engage stakeholders and review all feedback received, together with technical considerations, and stakeholder comments to develop the detail design work for the streets within the project area.

Engagement Overview

Communication Activities

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

- Project Website www.toronto.ca/gerrardeast
- Canada Post direct mail (16,129 addresses)
- Email to stakeholder list including residents associations, community groups, organizations, institutions, elected officials and those requesting addition to the project list (46 contacts)
- Social media posts via @TO_Cycling

Consultation Activities

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

Activity	Date	Participation (not including city staff)
Stakeholder Meeting	May 5, 2022	14 attendees (40 invited)
Public Event	May 17, 2022	95 registrants
Site Visit with Business Owners (Berkeley to Ontario)	June 3, 2022	Over 10 attendees
Survey	May 5, 2022– June 2, 2022	172 responses
One-on-one meeting with Yonge Street Mission Davis Centre	June 15, 2022	1
Email/Phone	April 24, 2022 – June 7, 2022	37 comments received
Website	May 3, 2022 – June 14, 2022	870 unique visits and 1,316 views

Feedback Summary

Highlights

Parking/loading opportunities- Businesses and residents on the south side of Gerrard Street East between Ontario Street and Berkeley Street rely heavily on parking and loading spaces to run their operations. Staff will need to provide accessible loading and parking spaces for 13 businesses. There are also residents that currently use accessible parking permits to park in this section of the corridor. Staff have been asked to re-consider parking bylaws.

Uni-directional vs Bi-directional Cycle Tracks- There were several questions raised throughout the consultation period about the consistency in travel lanes for people cycling, given that the proposed project aims to connect a bi-directional cycle track to existing uni-directional cycle tracks at Gerrard Street and Sherbourne Street. Staff have been asked to consider keeping uni-directional cycle tracks consistent along the corridor instead of a bi-directional cycle track. Staff has maintained throughout consultation that this work is part of a Major Road reconstruction project which includes watermain relocation that will accommodate future increased density in the area. Further, Gerrard Street East has been identified as a [TOcore Great Street](#) and a bi-directional cycling facility is recommended to connect to the future Regent Park Redevelopment (Parliament Street to River Street). TTC Streetcar tracks from Parliament Street to River Street and Blackburn Street inhibit proposed uni-directional cycle tracks unless a lane of traffic is removed. Additionally, making a safe bi-directional to uni-directional shift for cyclists is not desirable at Parliament Street given complications relating to streetcar track crossing and level of service required by TTC.

Removal of left-turn lanes- Many members of the public foresee traffic backups if the option of removing left turn lanes at Gerrard Street and Sherbourne Street and/or Gerrard Street and Ontario Street are implemented. Concerns have also been expressed that removing left turn lanes will result in traffic build-up on neighbouring streets. Conversely, 71% of survey participants either support or strongly support removing left-turn lanes at the Sherbourne Street intersection while 62% either strongly support or support keeping left-turn lanes. Seventy-one (71%) of survey participants either support or strongly support removing left-turn lanes at the Ontario Street intersection while 47% either strongly support or support keeping left-turn lanes.

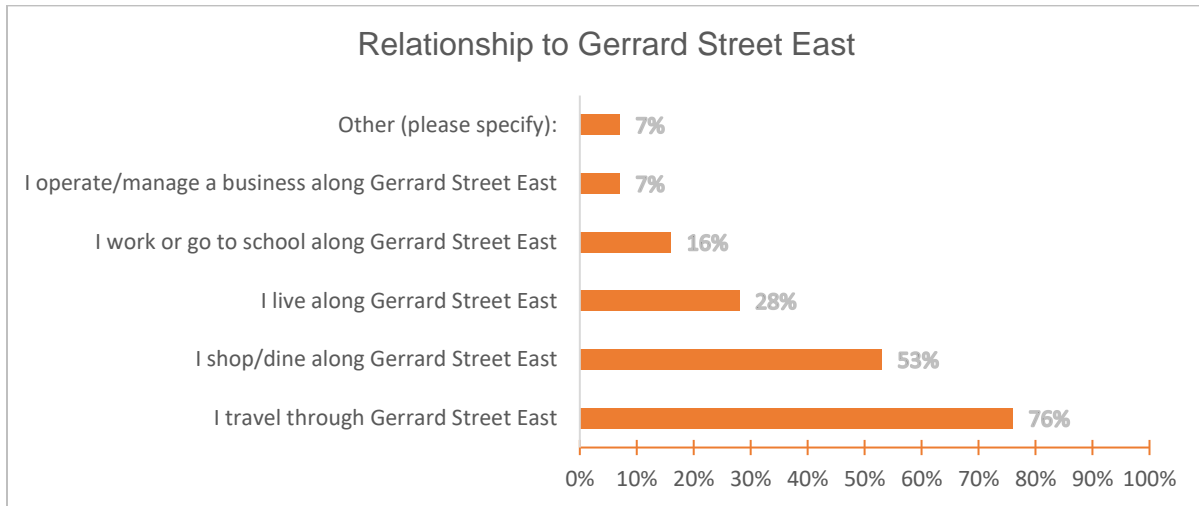
Continuation of cycle track east of Parliament Street- There is a strong desire to see the cycling network further developed by extending the cycle tracks east of Parliament Street. It is noted that the roadway between Parliament Street and River Street is particularly dangerous and should be addressed as soon as possible. Additionally, the cycle tracks should be protected to minimize potential conflicts between people cycling and other road users.

Online Survey

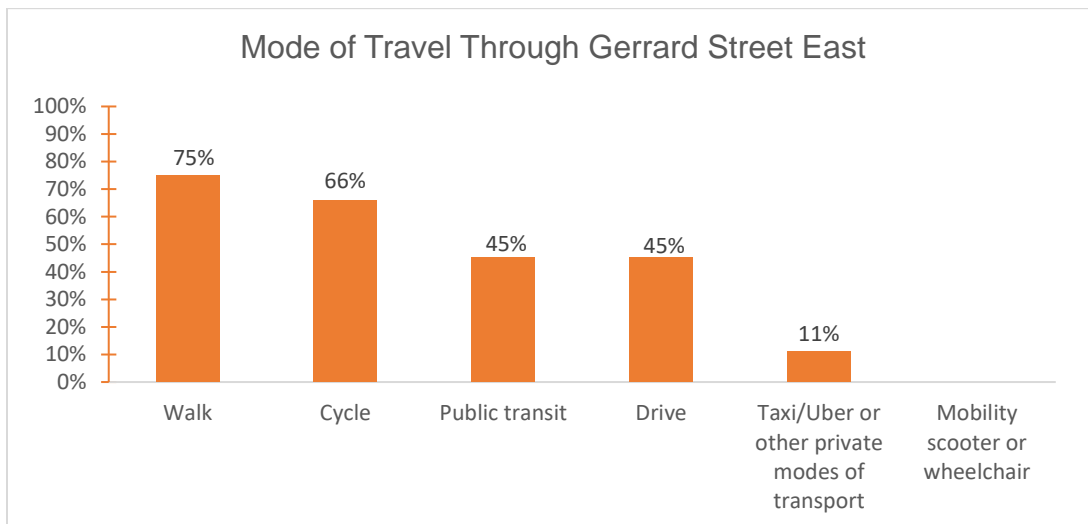
The survey included background information on the project and asked a total of 14 questions. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous.

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

Demographics (Questions 1- 5)



A majority of respondents (76%) travel through Gerrard Street East and a high percentage (53%) shop/dine along Gerrard Street East. Respondents were able to select multiple responses to this question.



A majority of respondents (75%) walk through the Gerrard Street East corridor. A high percentage (66%) also cycle through Gerrard Street East. Respondents were able to select multiple responses to this question.

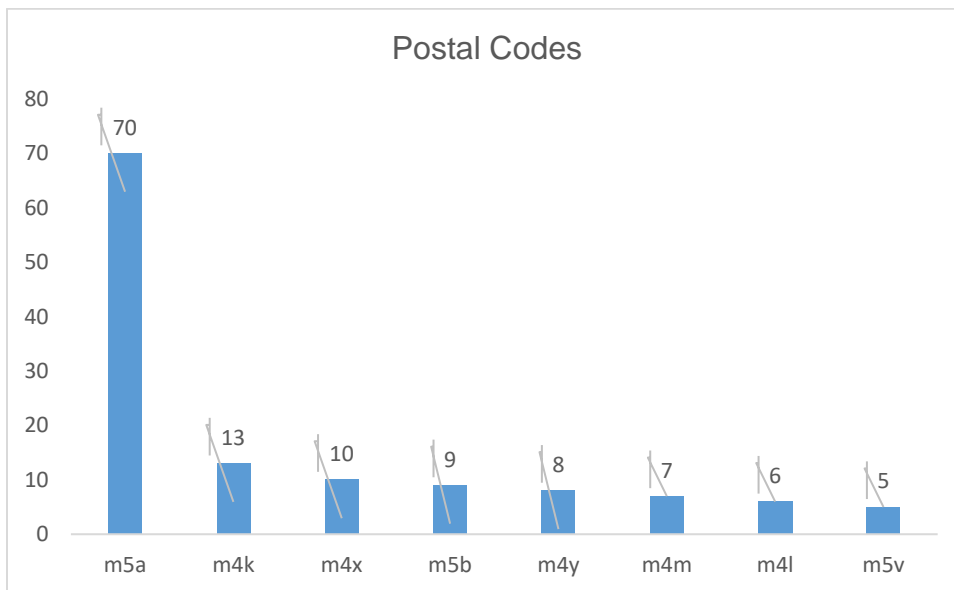
Gender	
Gender Type	Percentage
Woman	38%
Man	53%
Trans woman	0%
Trans man	0%
Gender non-binary (including gender fluid, genderqueer, androgynous)	3%
Two-spirit	1%
Prefer not to answer	5%

Not listed	0%
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Most respondents (53%) identified as men, with 38% identified as women.

Age	
Range	Percentage
15 and under	0%
16- 25	9%
26-35	40%
36-45	26%
46-55	13%
56-65	7%
66-75	4%
76-85	1%
86+	0%

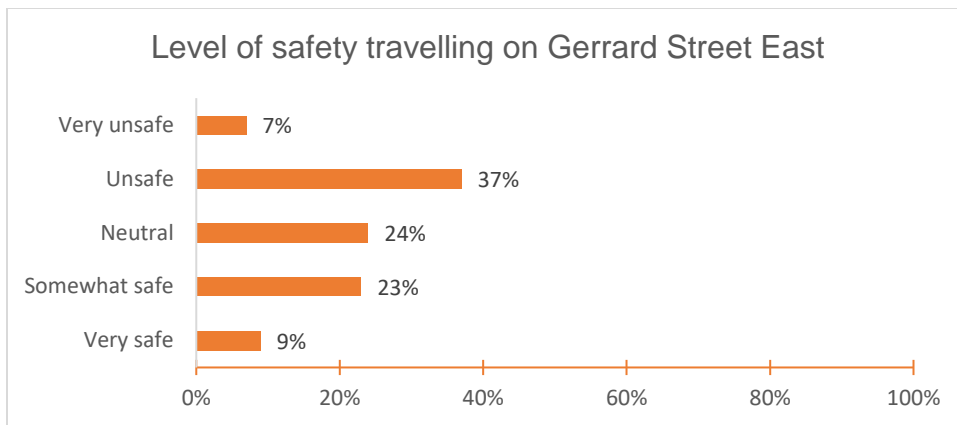
40% of respondents were between ages 26-35. 26% were between ages 36-45 and 13% were between ages 46-55.



A majority of respondents (70) listed M5A as their postal code.

Question – 6

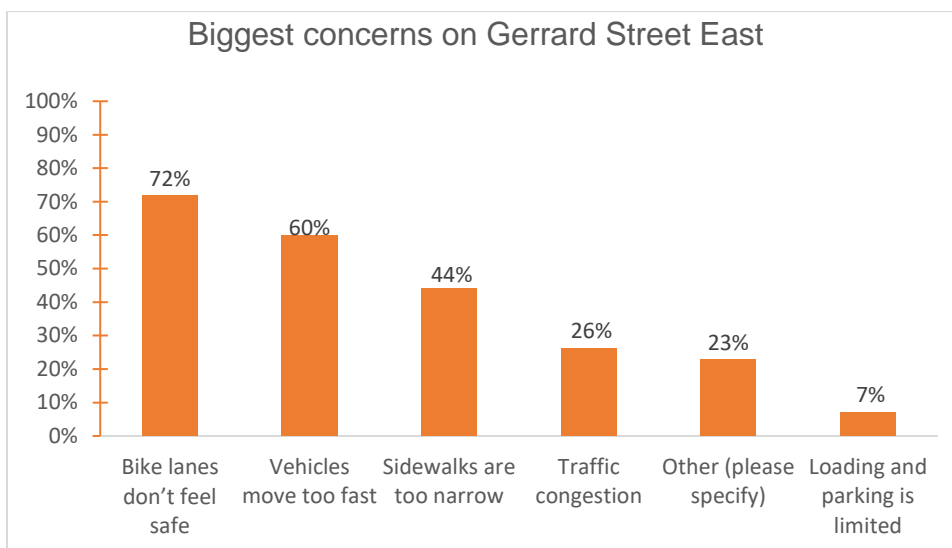
How safe do you feel travelling along Gerrard Street East?



There were 169 responses to this question with 37% of the respondents felt unsafe and 23% of the respondents felt somewhat safe.

Question – 7

What are your biggest concerns on Gerrard Street East?



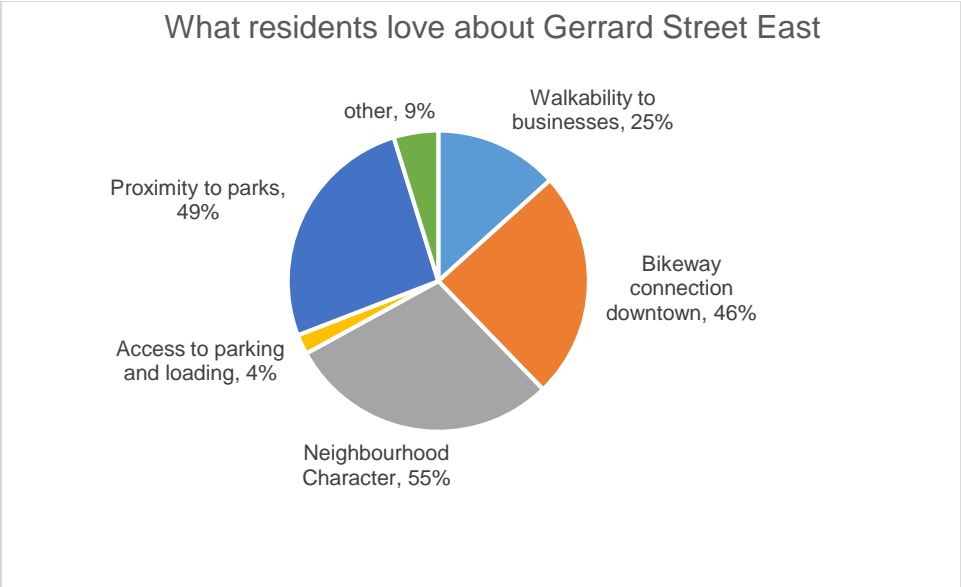
There were 169 responses to this question. Respondents were able to select multiple options to this question. 72% said that bike lanes do not feel safe, 60% said vehicles move too fast and 44% said sidewalks are too narrow.

The most common responses are highlighted below:

- The current state of the road is unsafe for cyclists and people using mobility devices
- Disconnected bike lanes/cycling network
- Generally unsafe for pedestrians and cyclists with streetcar tracks and vehicular traffic signal timing at the Gerrard and Parliament intersection
- Traffic congestion

Question – 8

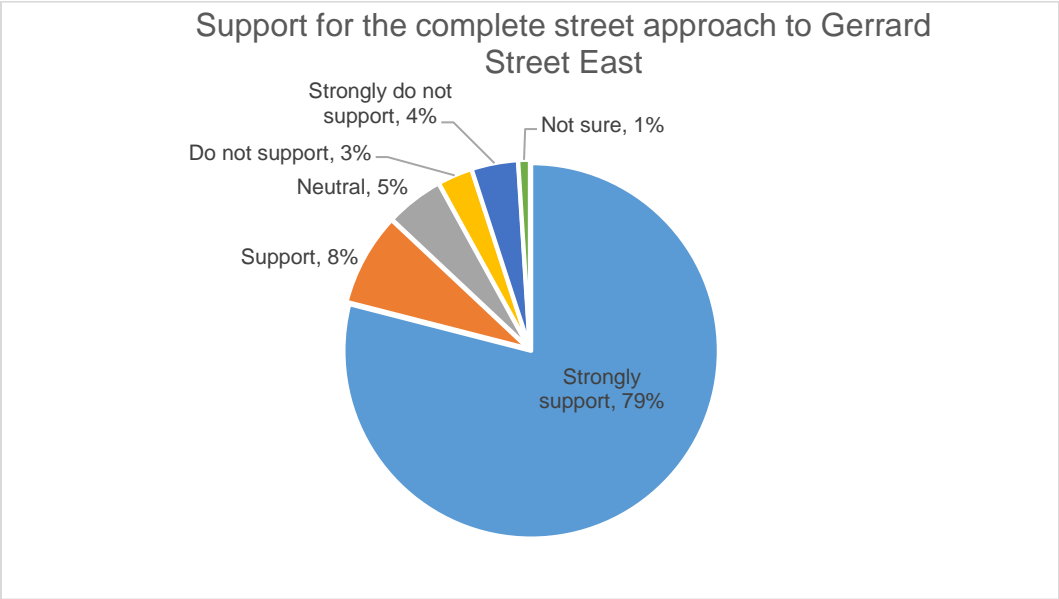
What do you love about Gerrard Street East today?



There were 169 responses to question 8. 55% love the neighbourhood character (mix of retail and residential), while 49% love the proximity to parks and 46% love the bikeway connections downtown.

Question – 9

Do you support the complete street approach to Gerrard Street East overall?



There were 169 responses to question 9. 79% of respondents were in strong support of the complete streets approach to Gerrard Street, while 8% were in support and 5% were neutral.

Question – 10

There are two proposed options at the intersection of Gerrard Street East and Sherbourne Street. Proposed improvements at this intersection include:

- New bi-directional cycle track on the south side

- Protected intersection design including: dedicated crossings for cyclists and left-turn bike boxes
- Planting zones
- Widened sidewalks

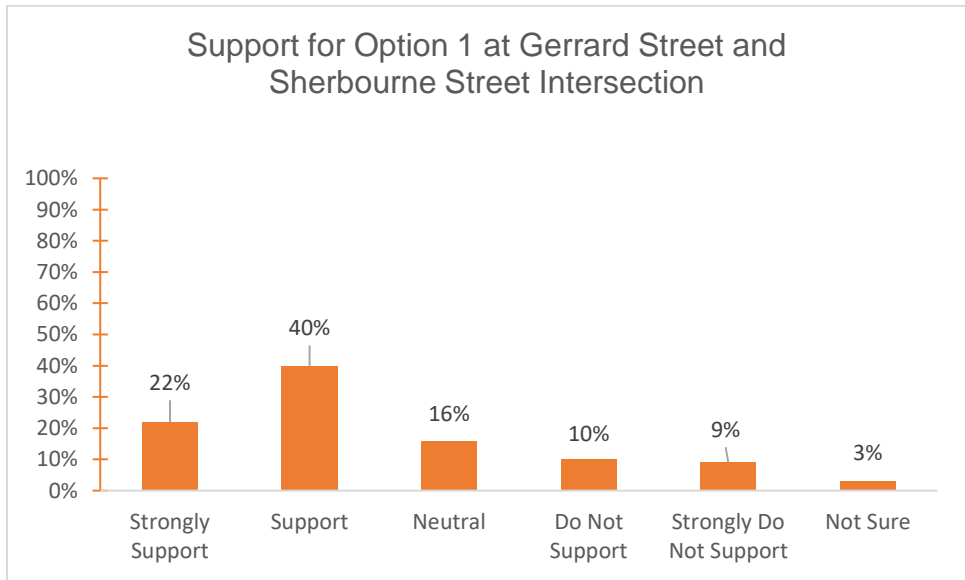
Option 1: Constrained partially protected intersection (with left-turn lanes)

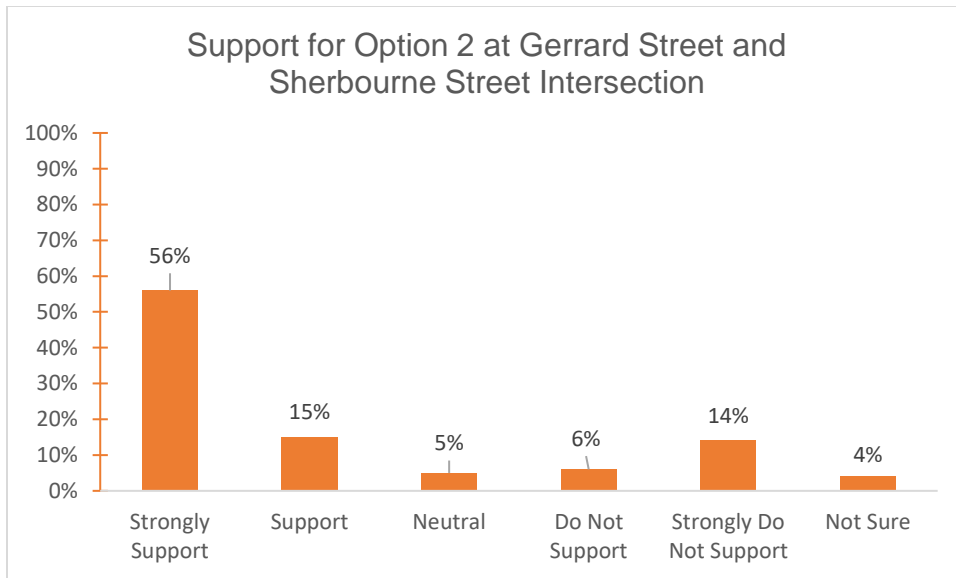
- Includes vehicle left-turn lanes
- No planting zone opportunities due to space constraints
- Reduced cycle track width
- Left-turn bike boxes present except on the west leg (with corresponding right-turn on red restrictions)
- Single bi-directional cyclist crossing on the south leg
- Single protected corner (South West Corner)

Option 2: Partially protected intersection (removal of left-turn lanes)

- Removal of vehicle left-turn lanes
- Planting zone on the south side of the street
- Widened cycle track width
- Slightly more storage available for cyclist
- Left-turn bike boxes present except on the south and west legs (with corresponding right-turn on red restrictions).
- Two bi-directional cyclist crossings on the south and west leg
- Two protected corners (South West and South East Corners)

Do you support the proposed changes at the Sherbourne Street intersection?





There were 163 responses to question 10. For option 1, which consisted of a constrained partially protected intersection with left turn lanes, 62% either strongly supported or supported this option, while 19% either strongly did not or did not support the option. 16% were neutral.

For option 2, which consisted of a partially protected intersection with left turn lanes removed, 61% either strongly supported or supported this option, while 20% either strongly did not or did not support it. 5% were neutral.

The most common reasons noted for support included:

- Left turns are dangerous for pedestrians and cyclists
- Left turns contribute to congestion and should be removed for more liveable spaces, including planting zones and cycle tracks
- More constraints on cars would help pedestrians and people on bikes feel safer

Question – 11

There are two proposed options at the intersection of Gerrard Street and Ontario Street. Proposed improvements at this intersection include:

- New bi-directional cycle track
- Curb radii reductions
- Planting zones
- Widened sidewalks
- New two-way lanes on Ontario Street south of the intersection

Option 1- Left-turn lanes are maintained

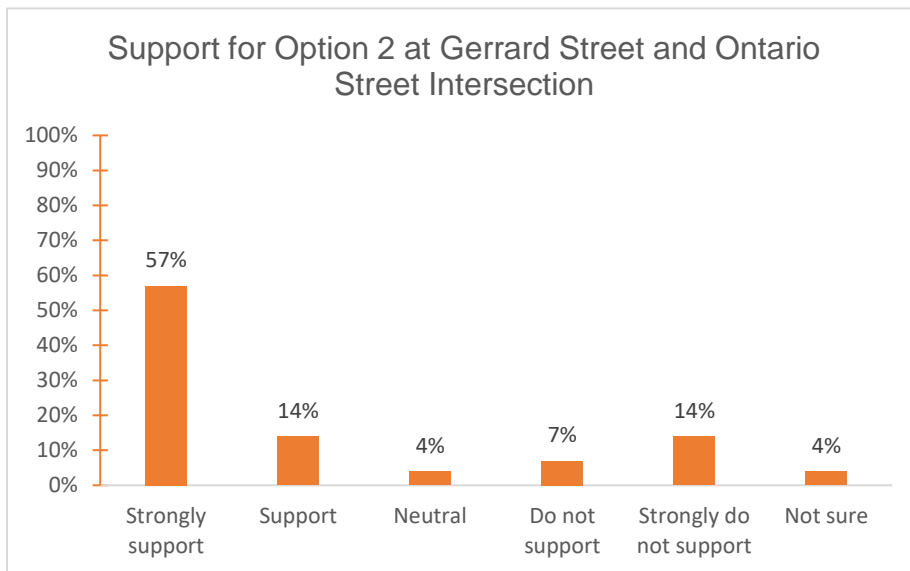
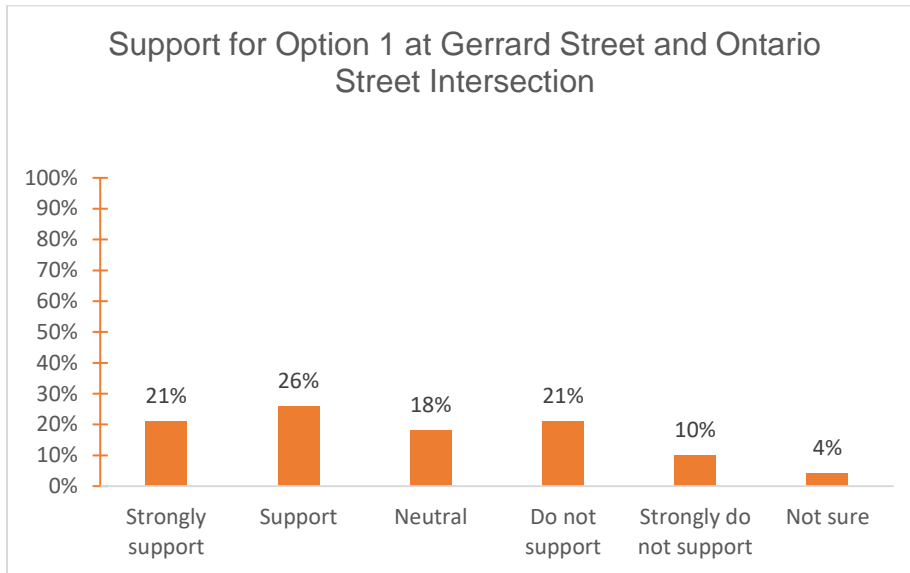
- Includes vehicle left-turn lanes
- Reduced left-turn lane and east travel lane width
- Reduced cycle tracks width
- Planting zones transitions to buffer

Option 2- left-lane turns are removed

- Removal of vehicle left-turn lanes
- Widened westbound travel lane width

- Widened cycle tracks width
- Planting zone

Do you support the proposed changes at the Ontario Street intersection?



There were 160 responses to question 11. For option 1, which maintains turn lanes, 47% either strongly supported or supported this option, while 31% either strongly did not or did not support the option. 18% were neutral.

For option 2, which removed left lane turns, 71% either strongly supported or supported this option, while 21% either strongly did not or did not support it. 4% were neutral.

The most common reasons noted for support included:

- Ontario Street is a minor street and does not need a left turn lane
- Low volume of left turning traffic at this intersection
- Left turn lanes are dangerous for pedestrians and cyclists and make congestions worse
- Ontario Street sees less motorized traffic turning compared to Sherbourne Street

Question – 12

There are two proposed options at the intersection of Gerrard Street and Parliament Street. Proposed improvements at this intersection include:

- New bi-directional cycle track on the south side
- Lane reconfiguration
- Planting zones
- Widened sidewalks

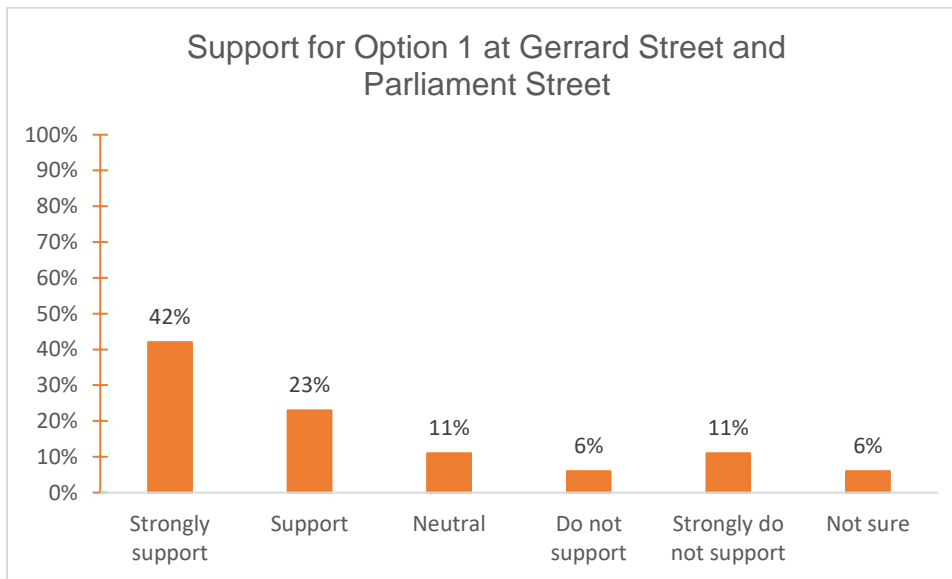
Option 1: Single Eastbound Lane (All Movements) / Double Westbound Lanes (Right-Turn Separate)

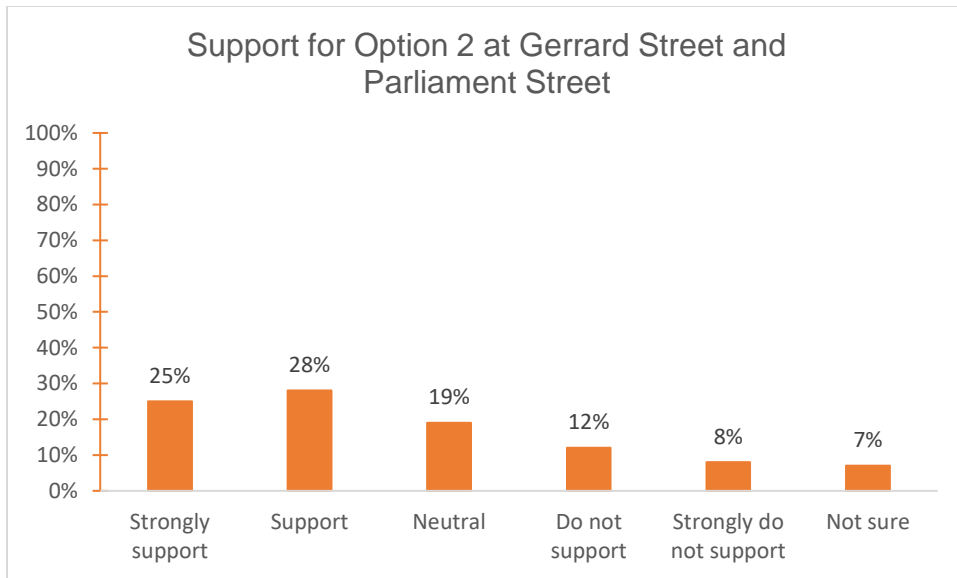
- Single eastbound lane with all movements
- Single westbound through/left turn lane with right-turn only curb lane
- The interim westbound cycle track starts at the intersection
- Planting zones on both north and south sides of the street

Option 2: Double Eastbound Lanes (Right-Turn Separate) / Double Westbound Lanes (Left-Turn Separate)

- Two eastbound lanes: through/left turn lane with right turn only curb lane
- Single westbound through/right turn curb lane and left-turn only lane
- The interim westbound cycle track starts downstream from the intersection
- Planting zone on south side of the street

Do you support the proposed changes at the Parliament Street intersection?





There were 159 responses to question 11. For option 1, which consisted of a single eastbound lane (all movements) and double westbound (with a separate right turn) lanes 65% either strongly supported or supported this option, while 17% either strongly did not or did not support the option. 11% were neutral.

For option 2, which consisted of double eastbound lanes (with separate right turns) and double westbound lanes (with separate left turn), 53% either strongly supported or supported this option, while 20% either strongly did not or did not support it. 19% were neutral.

The most common reasons noted for support included:

- This is a busy intersection for vehicles and businesses which requires double east bound lanes and double west bound lanes
- The first option discourages vehicles from using Gerrard Street East and keeps the street quieter
- This is a busy intersection and needs several lanes
- Limiting turns is likely to cause a great deal of congestion along this stretch
- The single eastbound lane and the straight/left turn lane are likely to create a motorized vehicle rush situation. Option 2 would potentially be the better option.

Question – 13

There are two proposed options at Anniversary Park. Proposed opportunities include:

- Narrowed roadway to reduce vehicle speed
- Shared space for people walking and for motor vehicles
- Green infrastructure (eg. planting, permeable pavers)

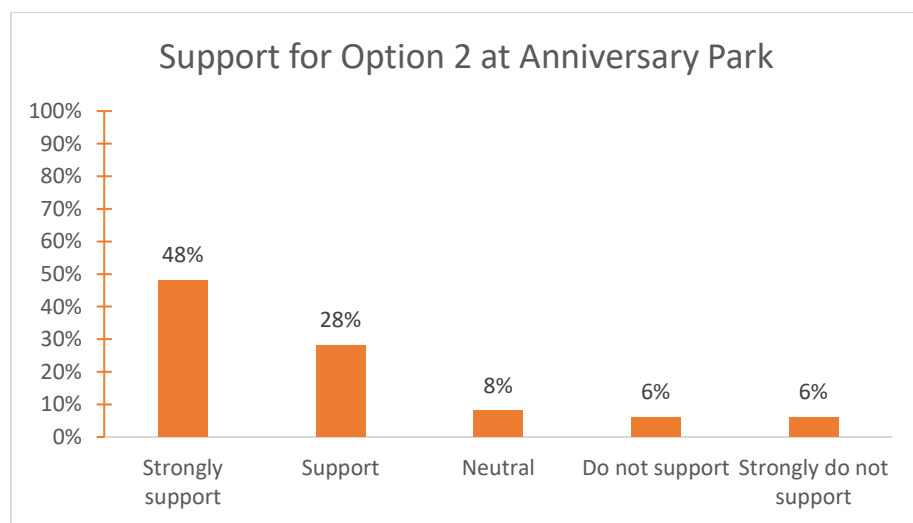
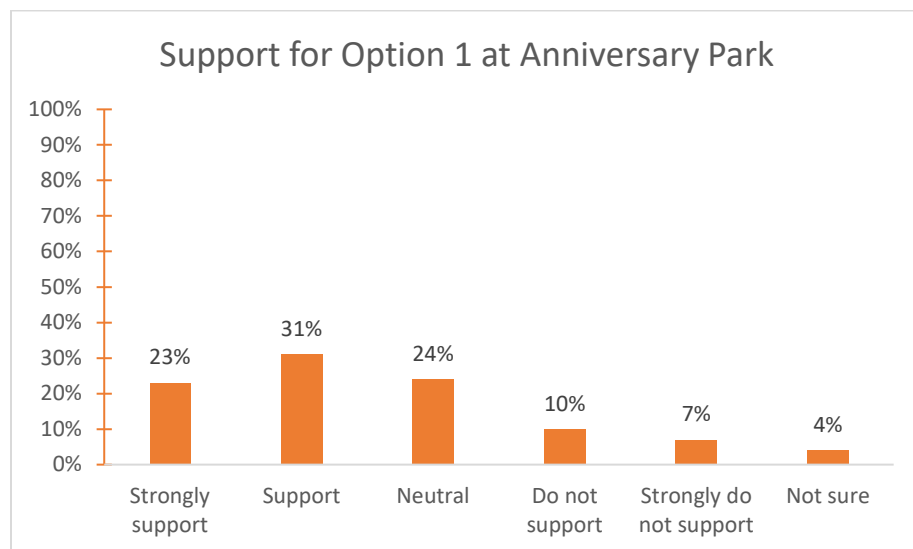
Option 1- Mixed-use shared street

- This option has more hardscape and is utilizing tactile pavers and bollards to delineate the roadway from the sidewalk zone

Option 2- 50 mm curbs and planted boulevards

- This option is showing more open planting areas and a shallow curb to create visual separation between the road and the sidewalk zone

Do you support the proposed changes at Anniversary Park?



There were 157 responses to question 13. For option 1, which consisted of a mixed-use shared street, 54% strongly supported or supported this option, while 17% either strongly did not or did not support the option. 24% were neutral.

For option 2, which consisted of 50mm curbs and planted boulevards, 76% either strongly supported or supported this option, while 12% either strongly did not or did not support it. 8% were neutral.

The most common reasons noted for support included:

- Both look good. Whatever supports the environment and has green space
- More trees should be planted and less hard scape
- Option 2 could slow traffic; adding plantings on the north side would be good
- More greenscaping to make the area feel welcoming

Of note, a majority of the comments showed a preference for the slip lane to be closed altogether.

Question – 14

Do you have any additional comments or thoughts about the project?

There were 58 responses to this question. The most common responses included:

- The project is a great opportunity to improve cycling/bike lanes
- Cycle tracks should be extended east to St. Matthew's Road
- Parking and loading opportunities for businesses need to be considered
- Please plant more trees/do more greenscaping
- Ensure that communities and businesses are not adversely impacted by changes
- I oppose the bi-directional bike lanes

Public Event

During the May 17, 2022 public event, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Anniversary Park	<ul style="list-style-type: none">- Is the city aware of the BIA's proposal to convert the slip-road into more public space?- Has the city considered revamping the park?
Conversion of existing/planned cycle tracks	<ul style="list-style-type: none">- The city should turn planned temporary uni-directional cycle track on the north side of Gerrard Street into parking
Coordination of roadwork and development	<ul style="list-style-type: none">- Road reconstruction and safety improvements should be coordinated with the development at 227 Gerrard Street East and the Regent Park Redevelopment
Data to support proposal	<ul style="list-style-type: none">- Provide the quantitative data for left turn lanes- Existing bike lanes at Bayview Street and at Dundas Street have low volumes of cyclists and bike lanes will not be utilized here, especially in the winter- Have traffic studies been performed? By removing left turn lane, more congestion will be caused- The number of cyclists was 1000 in 2016. Has this number increased/will it increase?
Left Turn Lanes	<ul style="list-style-type: none">- I am concerned about removing left turn lane at Sherbourne Street and Ontario Street due to the significant traffic congestion it will cause along Gerrard Street East- A lot of gig workers; food deliveries depend on left turn lanes to get home or to make deliveries
Parking	<ul style="list-style-type: none">- Removal of parking on the south side of Gerrard Street between Ontario Street and Berkeley Street will impact businesses and residents- The city should increase one-hour parking on side streets
Sidewalk Access	<ul style="list-style-type: none">- Will sidewalks be replaced as part of this project? If not, how will it be determined?- Is the city acquiring the "store frontage" land for sidewalk widening?- Sidewalks are currently narrow; will the City ask people to remove their fences?
Support for Project	<ul style="list-style-type: none">- I support the direction of this plan- This is a fantastic project and much needed to improve the roads and sidewalk.

Timeline for Construction	<ul style="list-style-type: none"> - When in 2023 is the project expected to start? - When will the development at 227 Gerrard Street commence and will road reconstruction be coordinated with it?
Uni-directional vs bi-directional bike lanes	<ul style="list-style-type: none"> - How are cyclists going to transition from single track to bi-directional-track coming from and going to the west at Sherbourne Street and Gerrard Street? - Can the City have a uni-directional bike lane on the south side and do the transition on north side?

Stakeholder Meetings

The questions and comments received through stakeholder meetings, including the May 5, 2022 kickoff meeting, the June 3, 2022 meeting with businesses and property owners between Ontario Street and Berkeley Street, as well as the June 15, 2022 meeting with the Yonge Street Mission at Gerrard Street and Berkeley Street are summarized below:

Topic	Question and Comment Summary
Accessibility	<ul style="list-style-type: none"> - There needs to be an accessibility plan to support accessible curb access - Several residents and businesses between Ontario Street and Berkeley Street require accessible spaces for their clients and for personal use. Several currently have permits - About 30 families; Wheeltrans use the front of the Yonge Street Mission to drop off families/access services, so provisions should be made at the front for parking/loading - More sidewalk space is needed for pedestrians
Left-turn restrictions	<ul style="list-style-type: none"> - Removing left turns will increase traffic in and around the surrounding areas - Prohibiting left turn onto Berkeley may impact trucks accessing the area for food/service delivery
Parking	<ul style="list-style-type: none"> - Can the temporary single bike lane be eliminated for car parking? - Extended parking on side streets are for permit holders. By-law needs to be revised to extend parking opportunities for people without - Loss of space in front of businesses will become a viability concern - Replicate the design west of Sherbourne where parking is maintained - The new develop at 227 Gerrard Street East needs to provide additional affordable and accessible public parking
Uni-directional vs bi-direction cycle tracks	<ul style="list-style-type: none"> - Will staff be open to reconsidering the bi-directional cycle tracks? - The consistency of riding through Gerrard Street will be lost, converting from a single to bi-directional cycle track - Consider uni-directional cycle tracks on both sides of the street - Putting a bi-directional cycle track on the north side of the street will have less impacts

Additional Feedback

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

Theme	Comments
Accessibility	<ul style="list-style-type: none"> - Revise the plan to ensure businesses have curb access between Ontario Street and Berkeley Street

	<ul style="list-style-type: none"> - Businesses between Berkeley Street and Ontario Street do not have rear access, so space is needed at the front for loading and unloading - Residents on the north side of Gerrard Street between Sherbourne Street and Parliament Street still need to access services like Wheeltrans and will have to cross the street to a loading area, making it unsafe - Work men need to be able to park on the north side to load vehicles with tools to do maintenance work - Access must be maintained in and out of Oskenenton Lane for residents and businesses that use the laneway - Consider converting Ontario Street north of Gerrard to the first laneway a two-way street, similar to the south side
Impact to businesses	<ul style="list-style-type: none"> - The proposal will negatively impact business operations
Maintenance of left turn lanes	<ul style="list-style-type: none"> - Left turn lanes should be maintained at Sherbourne Street, Ontario Street and Parliament Street and will cause congestion
Opposition to two-way cycle track	<ul style="list-style-type: none"> - Bike lanes should follow car traffic and be on each side of the road
Support for project	<ul style="list-style-type: none"> - I live in the area and walk, cycle and drive along Gerrard East and the options in the presentation are great - Very excited to hear about the complete street plans for Gerrard Street East - The project looks great and will bring welcome changes to Gerrard Street