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Kensington Safe Streets

Phase 2 Public Consultation Report
August 2022

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Project Overview

State-of-good-repair work, including sewer and watermain replacements, road resurfacing, and road reconstruction, are scheduled in Kensington Market in 2022 and 2023. The Kensington Safe Streets project provides an opportunity to improve safety and accessibility for everyone and maintain access to all businesses, services and residences.

This report summarizes consultation activities and feedback received during Phase 2 consultation, taking place from February 22, 2022 – August 2, 2022.

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/KensingtonSafeStreets
- Canada Post direct mail (18,359 addresses) in English and Simplified Chinese, with Traditional Chinese translation available online
- Email to stakeholder list including interested residents, residents associations, community groups, organizations, institutions and elected officials (60 contacts)
- Printed copies of the loading study survey distributed by hand to businesses by the Kensington Market BIA

Consultation Activities

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

Activity	Date	Participation
Meeting with Kensington Market BIA	February 22, 2022	3 attendees
Loading Study Survey	March 1-22, 2022	33 responses
Youth Engagement Workshops	June 15 and 17, 2022	2 workshops at Kensington Community School and Ryerson Community School
Group Stakeholder Meeting	July 7, 2022	10 attendees (50 invited)
Public Event	July 18, 2022	46 attendees
Public Survey	July 4 – August 2, 2022	134 responses
Email/Phone	May 22 – August 2, 2022	9 comments received
Website	March 1 – August 2, 2022	629 unique impressions

Feedback Summary

Highlights

Pedestrian experience

The public survey feedback indicated considerable support for the preliminary design proposals for Augusta Avenue, Kensington Avenue, Nassau Street and St. Andrew Street. While the proposed configurations differed between these streets, there was consistent support for widened sidewalks wherever possible.

Among the three proposed options for Baldwin Street, most public survey respondents preferred Option 3 because it offered a raised, pedestrian-only environment with the opportunity to activate the street. Many public survey respondents and public meeting participants would like to see the pedestrianised area expanded to the rest of Baldwin Street and other streets in the Market. Some public survey respondents and local stakeholders saw the shared street design (Option 2) as a more balanced approach that would meet different needs. Others believed that the ambiguity would be dangerous to vulnerable road users like pedestrians and cyclists.

Loading and parking

Most business owners and community members agreed that loading spaces were critical to the success of businesses in Kensington Market, regardless of the configuration of the streets. The loading study survey indicated there was a very high demand for loading space among business owners and that most deliveries took place throughout daytime hours (10 a.m. to 6 p.m.). Business owners and community members generally supported the addition of dedicated loading spaces, but opinions differed on how the City should design and enforce these spaces.

Of those who supported Option 3 for Baldwin Street and further pedestrianisation of the Market, many believed that on-street parking should be reduced or removed entirely, and that pedestrianisation would not preclude the possibility of allowing loading and deliveries. Many were concerned about the enforceability of dedicated loading zones and some suggested to use retractable or removable bollards to control access. Some also suggested that delivery access should be limited to certain time periods and more centralised. Many businesses indicated that parking spaces would still be needed. The proximity of loading and parking spaces was important to businesses, such as grocers, which required frequent and large deliveries. Some residents and people with disabilities expressed that on-street parking spaces would be needed for accessibility as the Market functioned as both a commercial and residential neighbourhood.

Traffic calming

Some community members expressed frustration over the amount of cut-through vehicular traffic within the Market to bypass arterial roads, causing speeding on some streets and congestion on others. They requested for traffic calming measures such as speed humps and changes in direction on some one-way streets to discourage through traffic.

Cycling

Most public survey respondents agreed that there was insufficient bike parking and supported additional bike share facilities. Many shared their disappointment in the lack of dedicated cycling facilities in the design proposals. They believed that the narrowed roadways would be dangerous to cyclists who would need to share tighter road space with motorists.

Material and lighting

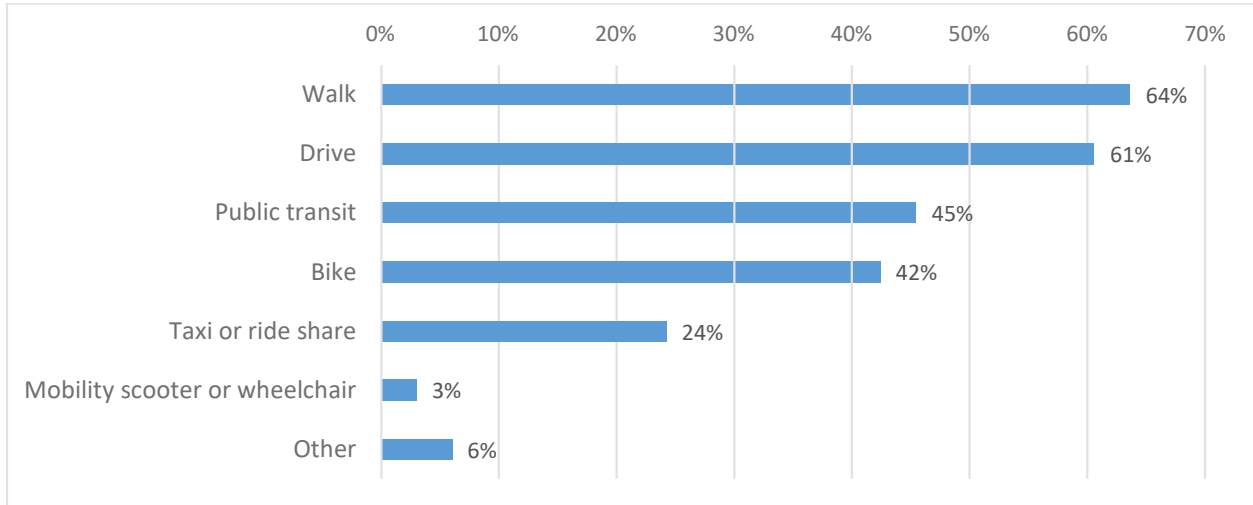
There was modest support for the proposed materials. Some were concerned about the maintenance of pavers and their impact to cyclists. Most people supported additional lighting to improve safety but stressed the importance of using warm and downward lighting.

Loading Study Survey

A loading study survey was distributed to business owners and operators in Kensington Market. The survey asked 18 questions, focusing on the transportation, loading and delivery needs of local businesses and organizations. The questions included multi-choice or multi-select responses, in addition to open-ended comment boxes. Respondents were asked to identify their business name and address.

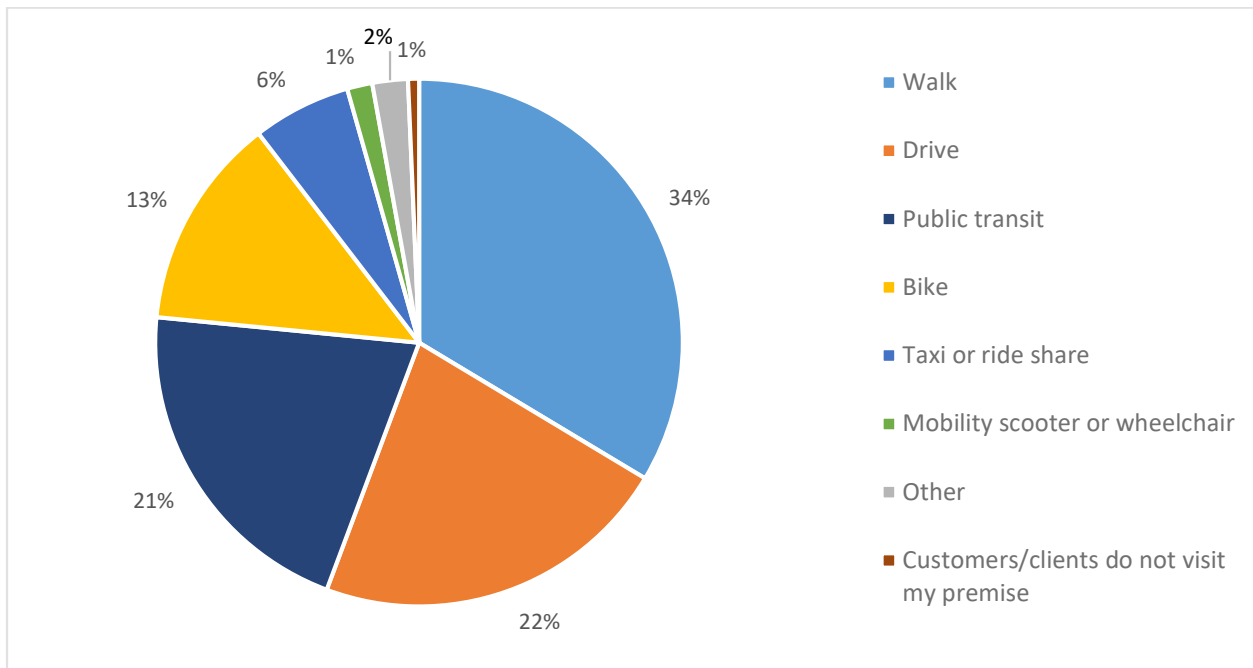
There were 33 responses to each question, unless otherwise stated. Responses received through both the online and printed versions of the survey are described in this section.

Q: How do you regularly travel to and from your business or organization? Select all that apply.



64% indicated that they walked regularly to and from their business or organization, followed by 61% who drove and 45% who took public transit.

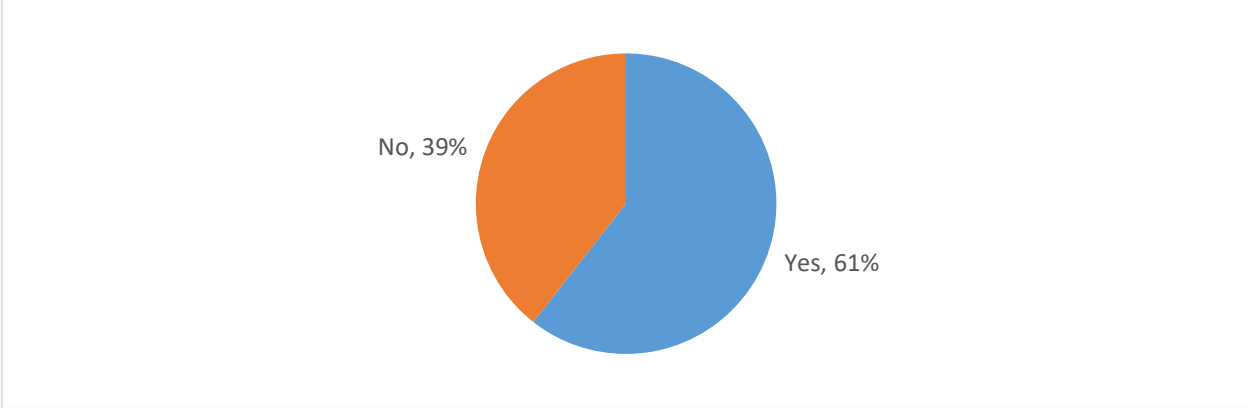
Q: Estimate the percentage of your customers/clients that use the following methods to travel to your business or organization. Enter a number between 1-100.



The percentages presented here are the average values calculated from all the responses. They represent the estimated modal share of their customers and clients from the perspectives of the respondents (owners and operators).

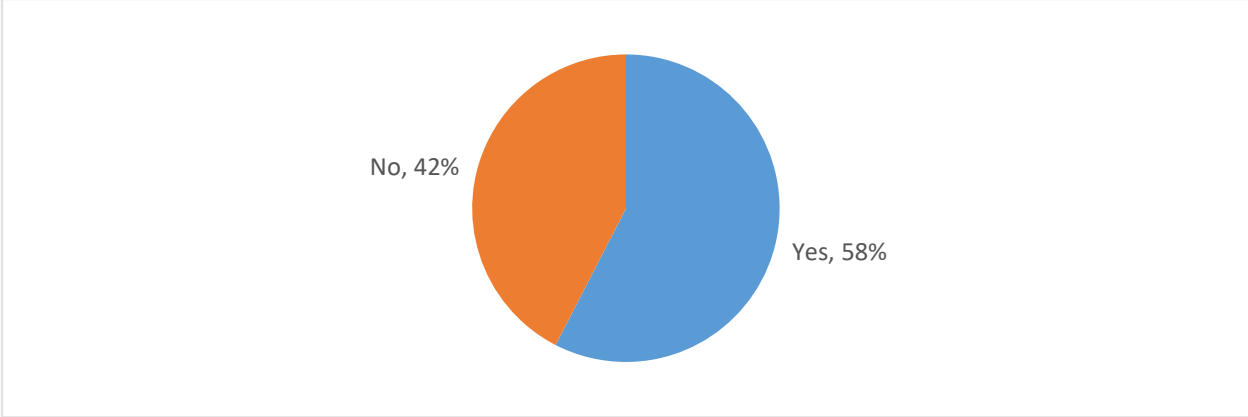
On average, the respondents believed that 34% of their customers and clients walked to their businesses or organizations. 22% drove and 21% took public transit.

Q: Do you require vehicular parking for your business or organization?



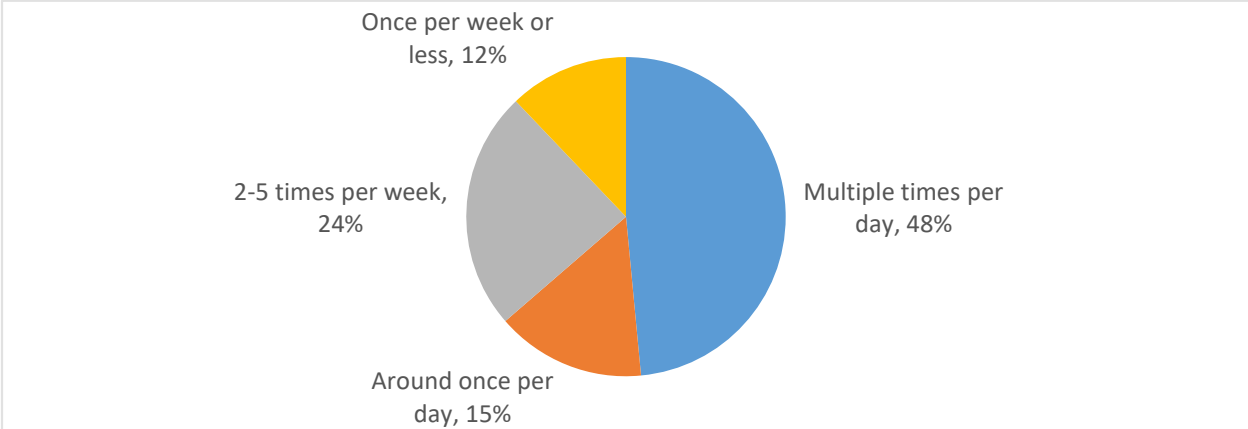
61% of the respondents said they required vehicular parking. 39% said they did not.

Q: Do you require bike parking for your business or organization?



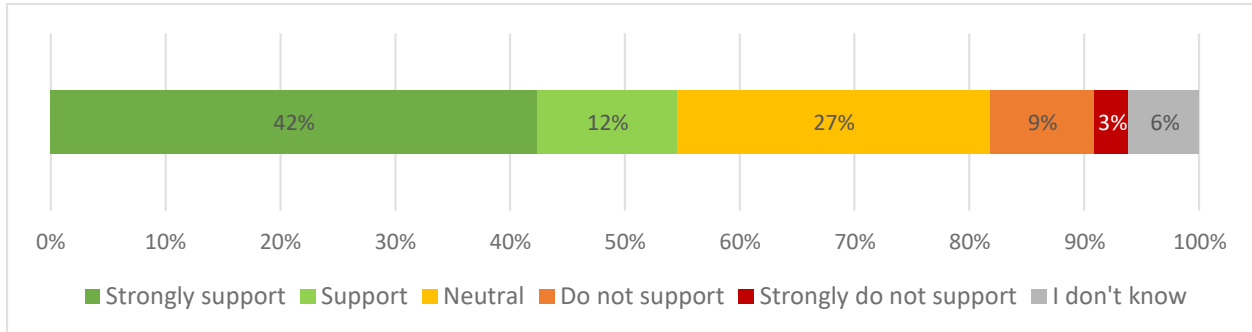
58% of the respondents said they required bike parking, 42% said they did not.

Q: How often does your business or organization typically receive or send deliveries?



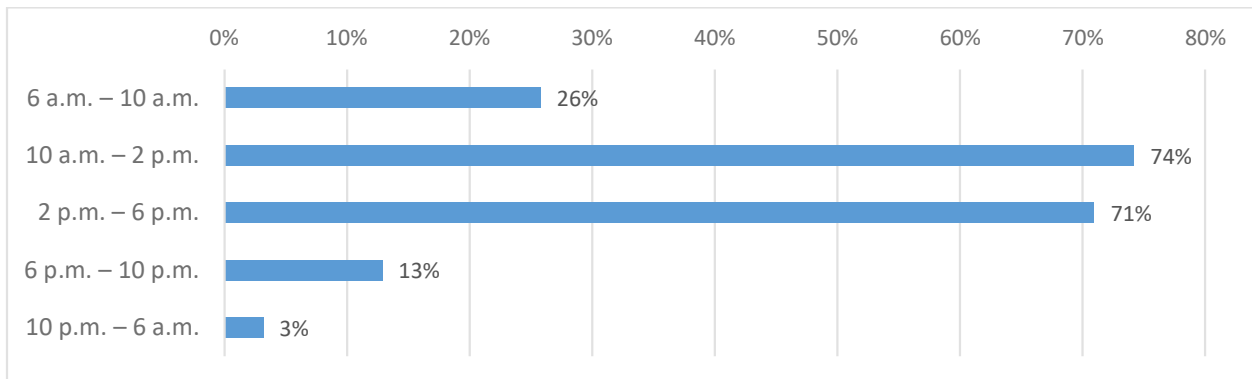
Almost half of the respondents (48%) indicated that they received or sent deliveries multiple times per day. 15% received or sent deliveries around once per day, 24% said 2-5 times per week. 12% received or sent deliveries once per week or less.

Q: Would you support new dedicated loading zones within Kensington Market? A dedicated loading zone could include a layby loading area and/or appropriate signage to prohibit other uses such as parking.



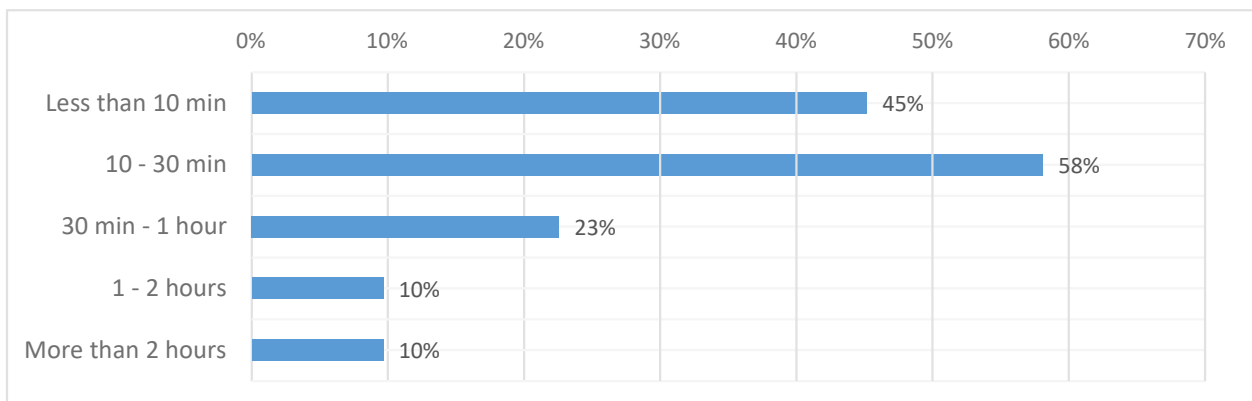
More than half of the respondents (54%) either strongly supported or supported new dedicated loading zones within Kensington Market. 27% were neutral. 12% either strongly did not support or did not support new dedicated loading zones.

Q: What time of day does the delivery typically occur? Select all that apply.



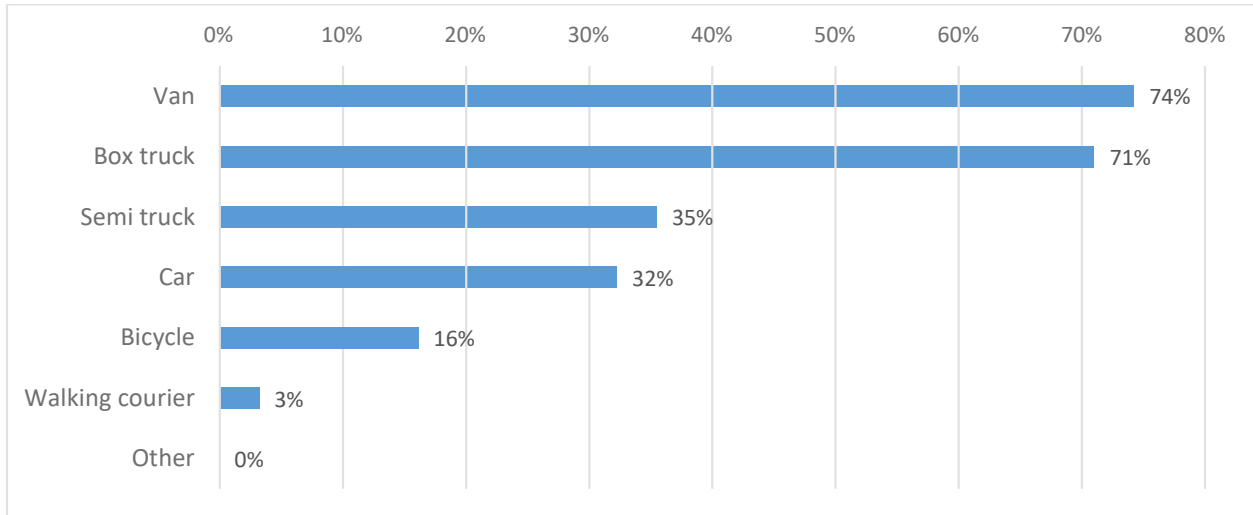
There were 31 responses to this question. Most respondents indicated that their deliveries took place during the day, 74% between 10 a.m. and 2 p.m. and 71% between 2 p.m. and 6 p.m. 26% of the respondents had their deliveries take place in the morning between 6 a.m. and 10 a.m. 13% had deliveries between 6 p.m. and 10 p.m. and only 3% between 10 p.m. and 6 a.m.

Q: How long are your deliveries? Select all that apply.



There were 31 responses to this question. Over half of the respondents (58%) stated that their deliveries typically would last 30 minutes or less. 23% indicated their deliveries would take 30 minutes to an hour. 10% of the respondents would have deliveries take longer than 1 hour.

Q: What type of delivery vehicle is typically used?



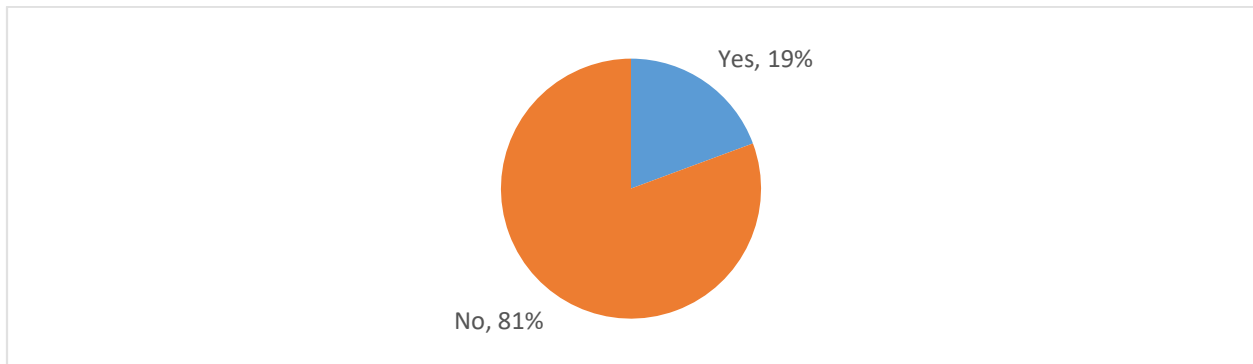
There were 31 responses to this question. Most respondents received or sent deliveries by van (74%), followed by box truck (71%) and semi truck (35%).

Q: Where does the loading typically occur? Choose the loading zone(s) from the map.



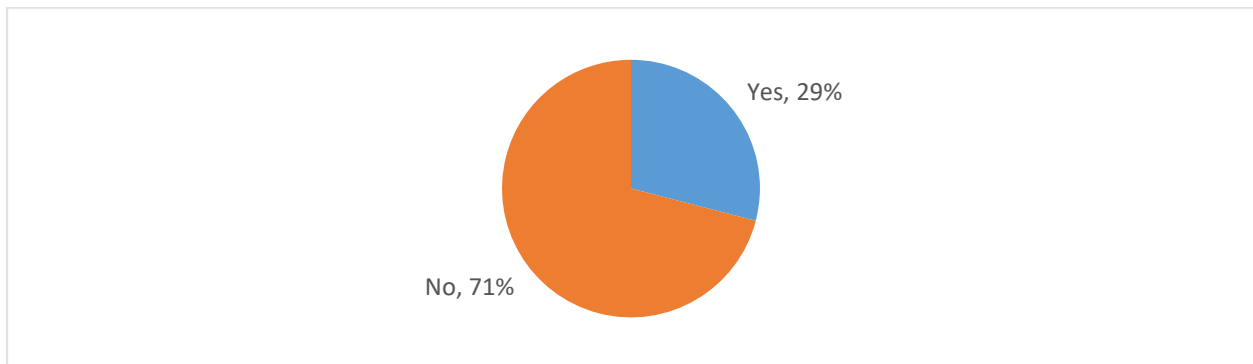
Most loading activity took place along Baldwin Street, with 8 respondents doing so between Augusta Avenue and Kensington Avenue and 7 respondents between Kensington Avenue and Spadina Avenue. 6 respondents indicated Kensington Avenue between Baldwin Street and St. Andrew Street. 5 indicated Augusta Avenue between Baldwin Street and Denison Square.

Q: Did the installation of CafeTO change your loading location?



There were 31 responses to this question. 81% of the respondents did not change their loading location due to the installation of CafeTO.

Q: Do Pedestrian Sundays change your loading location?



There were 31 responses to this question. 71% of the respondents did not change their loading location due to Pedestrian Sundays.

Q: Where does the loading typically occur during the CafeTO season? Choose the loading zone(s) from the map.

Loading zone	Respondents
Augusta Ave from Oxford St to 250 Augusta Ave	2
Oxford St from Augusta Ave to Sonya Parkette (63 Oxford St)	2
Augusta Ave from College St to 268 Augusta Ave	1
Augusta Ave from 260 Augusta Ave (St. Stephen's Community House) to Oxford St	1
Augusta Ave from Nassau St to Baldwin Ave	1
Augusta Ave from Wales Ave to Dundas St W	1
Baldwin St from Kensington Ave to Spadina Ave	1
Kensington Ave from Baldwin St to St. Andrew St	1
Nassau St from Bellevue Ave to Augusta Ave	1
St. Andrew St from Kensington Ave to 14 St. Andrew St	1
Other	1

There were 6 responses to this question. The locations were more scattered but most loading took place along Augusta Avenue.

Q: Where does the loading typically occur during Pedestrian Sundays? Choose the loading zone(s) from the map.

Loading zone	Respondents
Baldwin St from Kensington Ave to Spadina Ave	2
Nassau St from Bellevue Ave to Augusta Ave	2
Augusta Ave from Oxford St to 250 Augusta Ave	1
Kensington Ave from St. Andrew St to 27 Kensington Ave	1
Kensington Ave from 25 Kensington Ave to Dundas St W	1
St. Andrew St from 14 St. Andrew St to Spadina Ave	1
Other	6

There were 9 responses to this question. Other comments from the respondents included:

- They would try not to load or avoid the area on Pedestrian Sundays
- They would have to arrive earlier or park on Spadina Avenue or Baldwin Street
- Pedestrian Sundays would take out most loading spaces for large delivery trucks
- They would get ticketed for loading near their business

Q: Please provide any additional comments and include specific locations, if applicable.

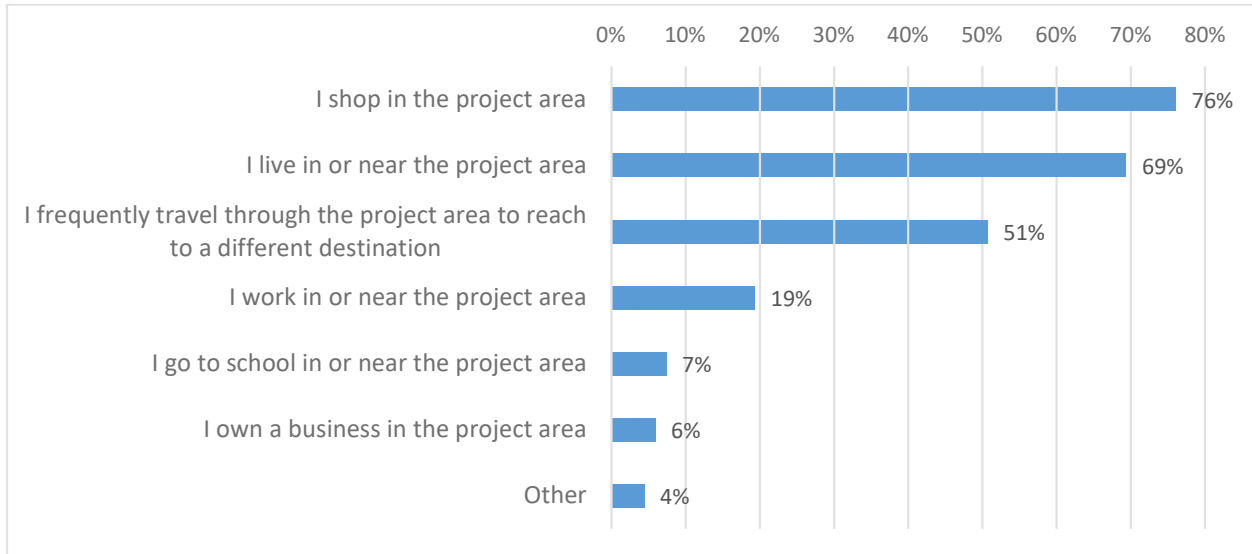
Topic	Comment Summary
Demand	<ul style="list-style-type: none"> • Extremely high demand among business owners for space in dedicated loading areas
Parking	<ul style="list-style-type: none"> • Parked vehicles took up space in the dedicated loading zones • Suggested removing 2-3 public parking spaces per dedicated loading zone • On-street parking should be free for business owners • Parking on Augusta created congestion
Proximity to businesses	<ul style="list-style-type: none"> • Loading zones should be close to businesses; found it difficult to carry everything from a further distance
Safety	<ul style="list-style-type: none"> • CafeTO at Oxford and Augusta was too close to the corner and made it unsafe for pedestrians and cyclists when large trucks were turning right from Oxford to Augusta • Deliveries were not the biggest concern; it was drivers driving the wrong way on Baldwin and food delivery workers on bikes or motorcycles riding on sidewalks

Public Survey

The survey included background information on the project and asked 42 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.

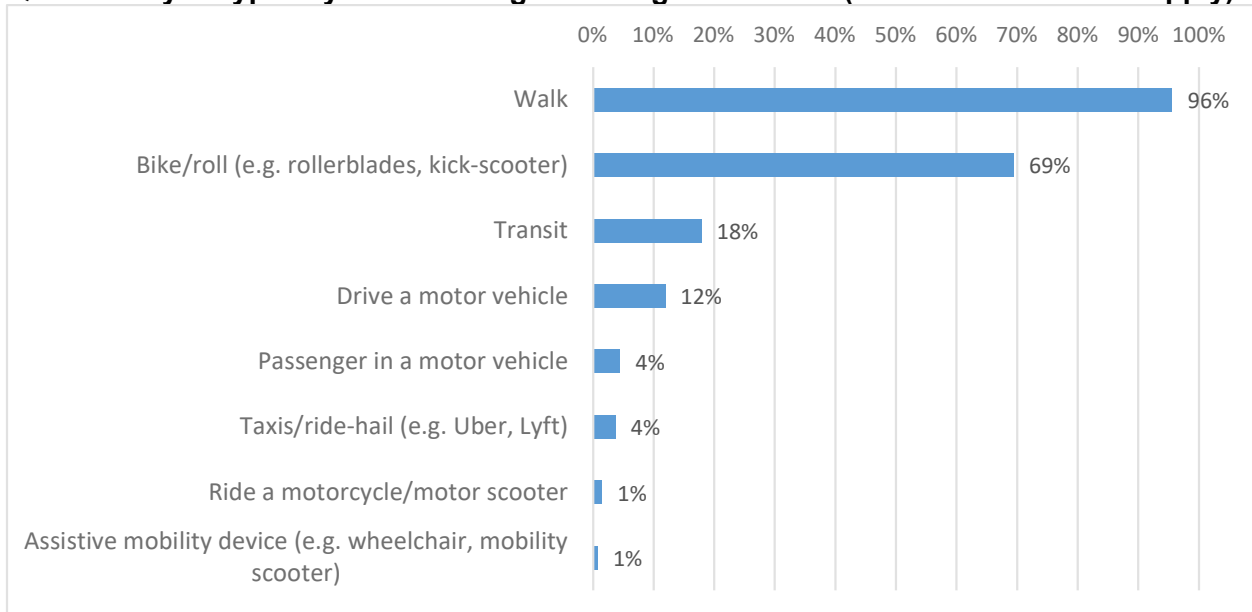
Responses received to each question in the online comment form are described in this section.

Q: Please describe your relationship to the project area? (Please select the options that best apply to you)



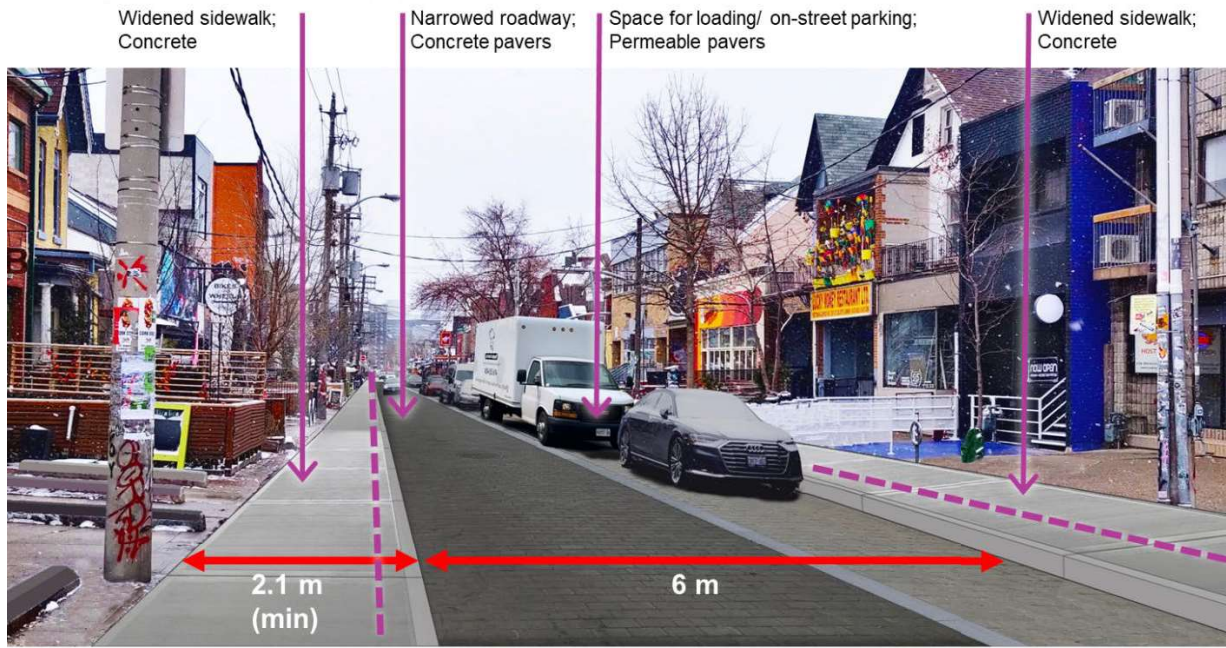
There were 134 responses to this question. Most respondents shopped in the project area (76%), followed by living in or near the area (69%) and travelling through the area (51%).

Q: How do you typically travel through Kensington Market? (Please select all that apply)



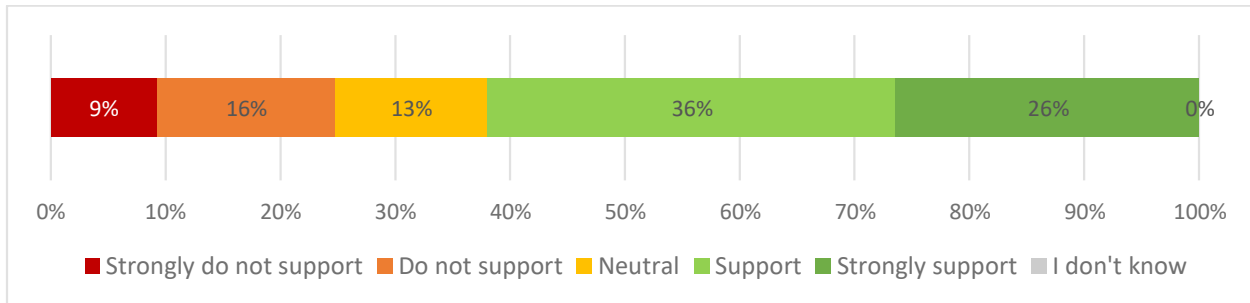
There were 134 responses to this question. Almost all respondents (96%) walked through the market. 69% said they biked or rolled. 18% said they used public transit.

Augusta Avenue



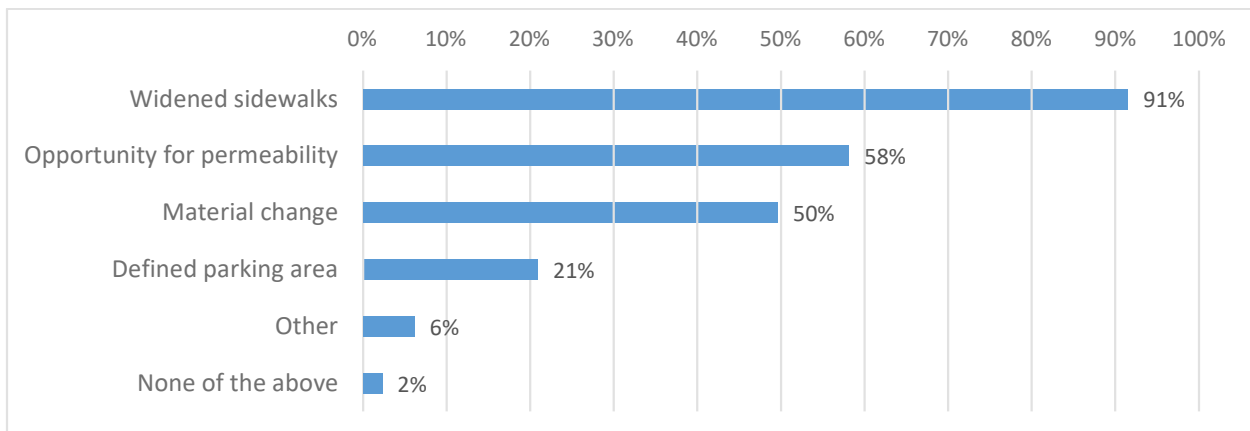
Artist rendering of the preliminary design proposal for Augusta Avenue

Q: On a scale of 1-5, how supportive are you of the preliminary design proposal for Augusta Ave?



There were 129 responses to this question. Most respondents were supportive of the preliminary design proposal on Augusta Avenue. 62% supported or strongly supported the proposal. 13% were neutral. 25% did not support or strongly did not support the proposal.

Q: What do you like about the design?



There were 129 responses to this question. A large majority of respondents (91%) liked the widened sidewalks in the proposal, followed by an opportunity for stormwater permeability through permeable pavers (58%) and material change to the roadway (50%).

Other comments received included:

- Make this area car-free
- Add bollards to allow for deliveries
- Reduce the number of cars and parking spaces
- Clear road markings are needed
- Narrower road would encourage lower speeds and discourage driving

Q: What concerns do you have about the proposed design? How can the design be improved?

Topic	Comment Summary
Accessibility	<ul style="list-style-type: none"> • Narrowing the roadway would impact accessibility negatively • Disabled permit holders could park in No Parking areas and roadway would still be wide enough to allow through traffic • Do not remove disabled parking on the east side of Augusta
Construction	<ul style="list-style-type: none"> • Concerned about how long construction would take and the impact to local businesses during an already difficult time
Cycling	<ul style="list-style-type: none"> • Cyclists needed more space; Narrowing the roadway would lead to less space for cyclists to avoid traffic • There was no dedicated cycling infrastructure in this plan • Replace the parking lane with a bike lane
Greenery	<ul style="list-style-type: none"> • There should be more greenery and trees
Material	<ul style="list-style-type: none"> • Concrete pavers would make the road bumpy for cyclist and would not be maintained • The City should not designate public space just for parking with contrasting pavers • Sidewalks should have a nicer finish than generic concrete • Concrete sidewalk would get slippery during the winter
Narrowed roadway	<ul style="list-style-type: none"> • A narrower roadway would aggravate road congestion • The narrow roadway could be an issue for fire, delivery and emergency vehicles • The lack of room for standing vehicles on the other side would create chaos; delivery-only hours are needed in the morning
Parking	<ul style="list-style-type: none"> • There was too much parking in the proposed design • Parking should be reduced or removed • Parking spaces should only be for delivery and disabled parking • Delivery should be time-restricted • Cars regularly park illegally on both sides, widening would not solve the mobility issue
Pedestrianisation	<ul style="list-style-type: none"> • Close the street to non-delivery traffic • Make Kensington Market car-free and pedestrianised • Make the area pedestrian only on weekends
Shared street	<ul style="list-style-type: none"> • Augusta Avenue should be curbside • The street should become a mixed-use shared street with bollards • There was too much visual clutter with the red parking lane
Sidewalks	<ul style="list-style-type: none"> • Sidewalks should be wider to accommodate higher volumes of pedestrian traffic

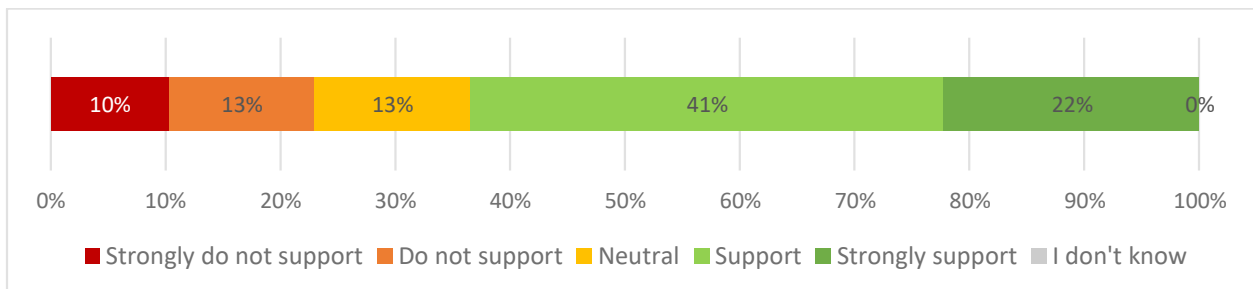
	<ul style="list-style-type: none"> • Pedestrians should get the most space
Through traffic	<ul style="list-style-type: none"> • Augusta currently being used as a shortcut to avoid Bathurst • Do not allow drivers to have a straight path that encourages speeding • Still too many cars on Augusta, it should not be a throughway from Dundas to College • Non-local traffic driving through Kensington
Other	<ul style="list-style-type: none"> • Garbage collection • Snow removal • Lack of street benches • Ideally no overhead wires • Streetlights should be replaced, they still looked very utilitarian • Add artistic features, such as hanging string lights or hanging white light balls

Kensington Avenue



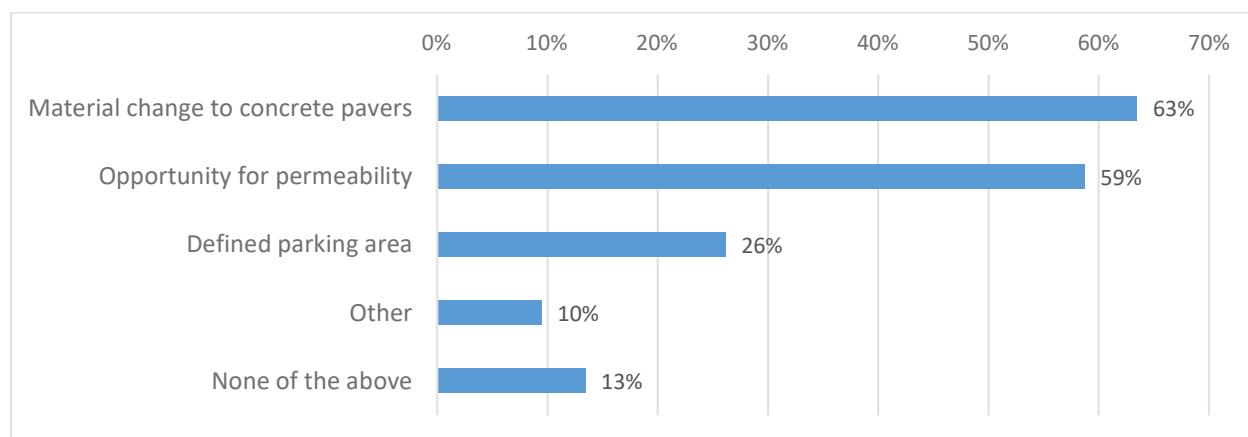
Artist rendering of the preliminary design proposal for Kensington Avenue

Q: On a scale of 1-5, how supportive are you of the preliminary design proposal for Kensington Ave?



There were 126 responses to this question. Most respondents were supportive of the preliminary design proposal on Augusta Avenue. 63% supported or strongly supported the proposal. 13% were neutral. 23% did not support or strongly did not support the proposal.

Q: What do you like about the design?



There were 126 responses to this question. Many respondents (63%) liked the material change to concrete pavers, followed by an opportunity for stormwater permeability through permeable pavers (59%) and defined parking area (26%).

Other reasons of supporting the design included:

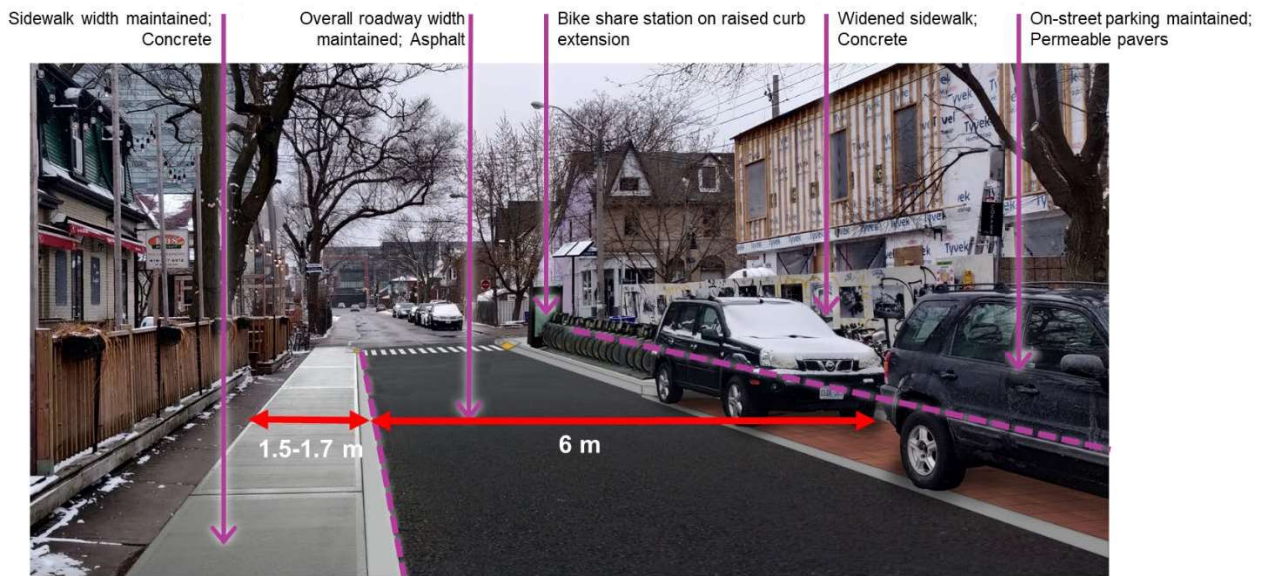
- Raising of the bike parking from the road away from traffic
- The use of bumpouts
- Narrowed lanes for cars

Q: What concerns do you have about the proposed design? How can the design be improved?

Topic	Comment Summary
Cycling	<ul style="list-style-type: none"> • Cyclists and drivers would be competing for the same space • Designated cycling facilities are needed • Toronto’s standard bike corrals look out of place and low quality • Signage to remind drivers to share the road with cyclists • Replace parking with bike lane
Greenery	<ul style="list-style-type: none"> • More trees needed • If the parking spaces were made diagonal, there would be space for greenery
Material	<ul style="list-style-type: none"> • Concerned about the durability of pavers • Pavers would not be friendly for cyclists • Pavers would look terrible and become a safety hazard in a few years if not maintained • Sidewalk material should not be concrete if the roadway was built of quality materials
Parking	<ul style="list-style-type: none"> • Parking not needed • Parking should be reduced or removed • Parking spaces should only be for residents, delivery and disabled parking • Delivery should be time-restricted • Parking spaces should be used for wider sidewalks and for patios
Pedestrianisation	<ul style="list-style-type: none"> • Close the street to non-delivery traffic • Make Kensington Market car-free and pedestrianised • Make the area pedestrian only on weekends

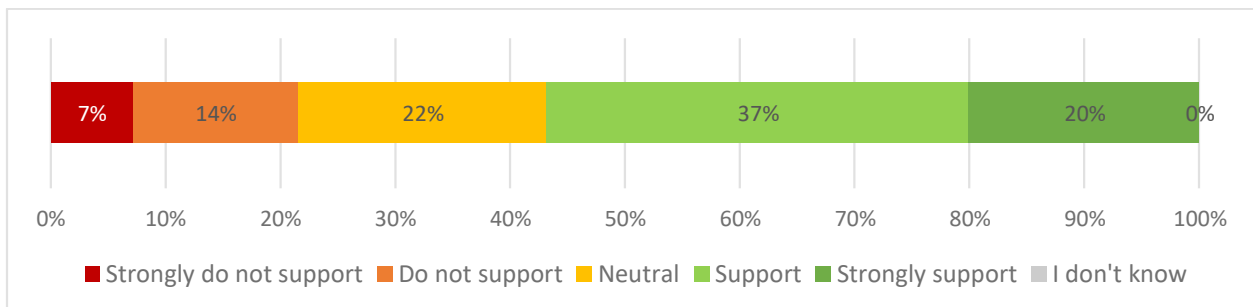
Shared street	<ul style="list-style-type: none"> • Too much pedestrian traffic on Kensington to give precedence to cars • Make the street a woonerf and curbless • The street should become a mixed-use shared street with bollards • There would be too much visual clutter with the red parking lane
Sidewalks	<ul style="list-style-type: none"> • Remove illegal A-frame signs on the sidewalks • Sidewalks should be widened • Include bollards to stop drivers from parking illegally on sidewalks
Traffic calming	<ul style="list-style-type: none"> • Install speed bumps to slow down traffic
Other	<ul style="list-style-type: none"> • Garbage collection • Snow removal • Streetlights should be replaced, they still looked very utilitarian • Add artistic features, such as hanging string lights or hanging white light balls

Nassau Street



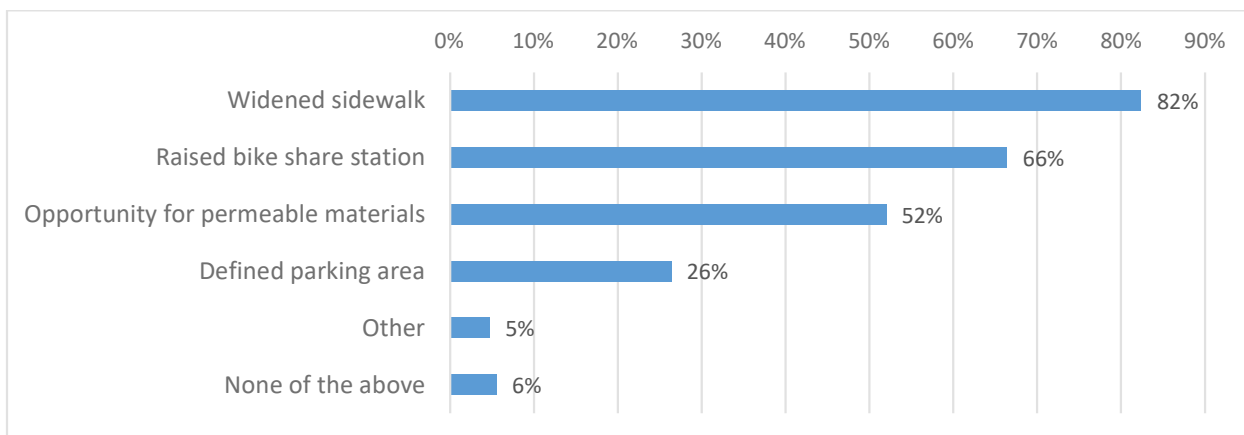
Artist rendering of the preliminary design proposal for Nassau Street

Q: On a scale of 1-5, how supportive are you of the preliminary design proposal for Nassau St?



There were 125 responses to this question. Over half of the respondents (57%) supported or strongly supported the preliminary design proposal on Augusta Avenue. 22% were neutral. 21% did not support or strongly did not support the proposal.

Q: What do you like about the design?



There were 125 responses to this question. Most respondents (82%) liked the widened sidewalks, followed by the raised bike share station (66%) and an opportunity for permeable materials (52%).

Other comments received included:

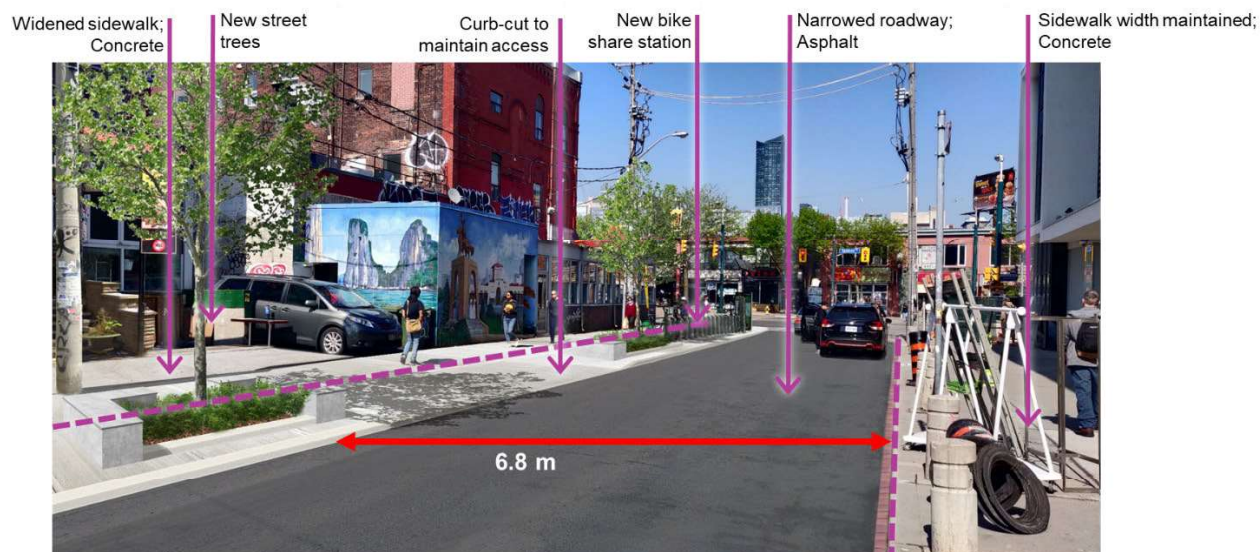
- There is no need for parking on Nassau as there is a Green P lot very close by
- Concern about the amount of time it will take to implement the changes
- One widened sidewalk is not enough
- Make the area car-free
- Crossflow of mixed traffic make the street safer for walking
- Liked that the road and parking areas are well defined

Q: What concerns do you have about the proposed design? How can the design be improved?

Topic	Comment Summary
Cycling	<ul style="list-style-type: none"> • The bike share station seemed disconnected from the bike network, there should be a bike lane and less parking • Change the orientation of the bike share station to have riders back out and dock bikes on the sidewalk • Shared bike lane markers, a contraflow bike lane or bidirectional bike lanes should be considered • There should be more room for bike infrastructure, such as bike parking • Cyclists would block vehicular traffic
Greenery	<ul style="list-style-type: none"> • There should be more trees for shade
Material	<ul style="list-style-type: none"> • It felt generic and utilitarian, especially the concrete sidewalks; would prefer a traditional strip of red bricks or granite pavers along the gutter at the curbs • Asphalt would contribute to the urban heat island effect • The roadway should be all permeable pavers • The change in materials would not prevent collisions for cyclists and pedestrians
Narrowed roadway	<ul style="list-style-type: none"> • Delivery trucks unloading would cause gridlock because of the narrowed roadway

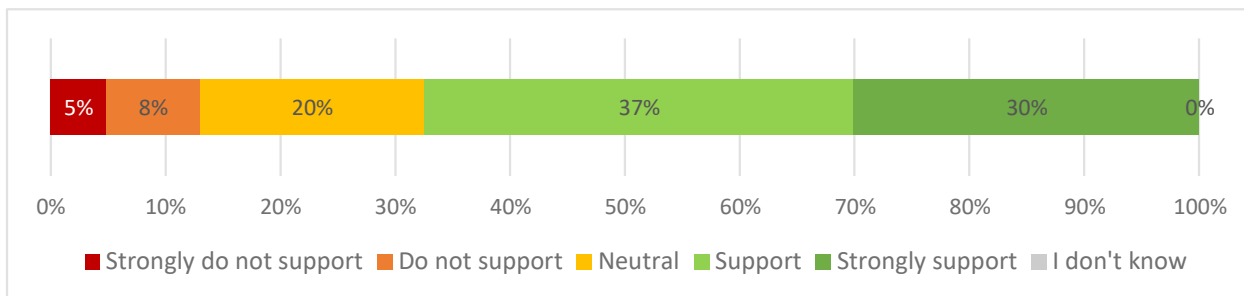
Parking	<ul style="list-style-type: none"> Remove or reduce parking Use the parking space for wider sidewalks and patio space Provide loading zones for pick up, drop off and deliveries
Pedestrianisation	<ul style="list-style-type: none"> Too much space was dedicated to parking The street and the market should be pedestrianised
Shared street	<ul style="list-style-type: none"> This should be a shared street or woonerf and could allow for parking
Sidewalks	<ul style="list-style-type: none"> There was not enough sidewalk space to support foot traffic and discourage car use in the area Sidewalks should be widened further on both sides Concerned about the increased sidewalk width as the road was already narrow as it was
Through traffic	<ul style="list-style-type: none"> The street was used as a shortcut from Bathurst and the hospital to Spadina and was too busy for pedestrian safety Drivers were driving dangerously fast along this street Speed bumps were not enough of a deterrent, the direction should be reversed between Bellevue and Augusta
Other	<ul style="list-style-type: none"> Snow removal Garbage collection Streetlights still looked very utilitarian and should be replaced There should be more decorations or ornamental features such as paving, plantings, and lighting

St. Andrew Street



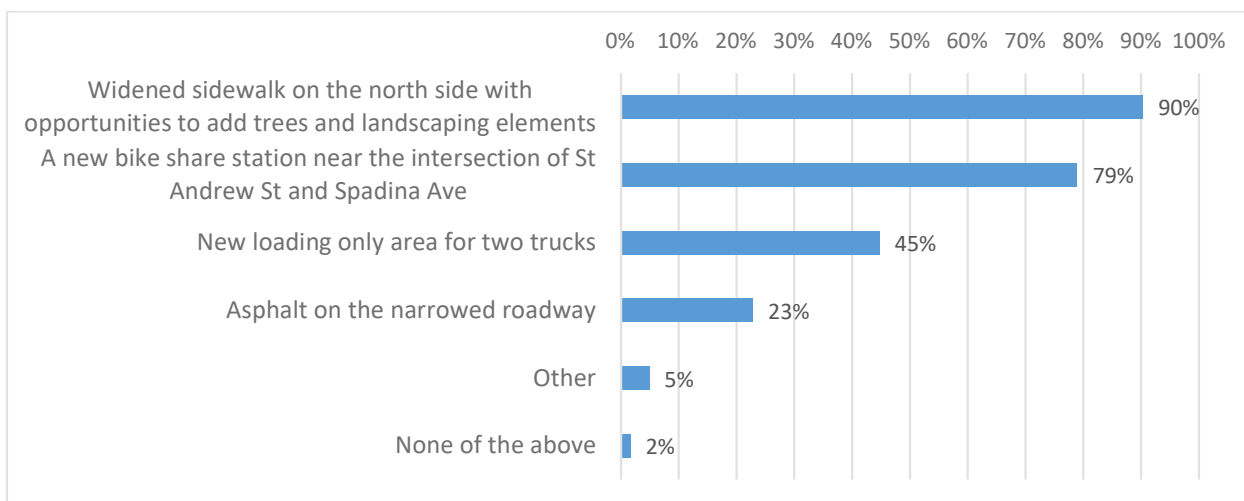
Artist rendering of the preliminary design proposal for St. Andrew Street

Q: On a scale of 1-5, how supportive are you of the preliminary design proposal for St. Andrew St?



There were 123 responses to this question. About two-thirds of the respondents (67%) supported or strongly supported the preliminary design proposal on Augusta Avenue. 20% were neutral. 13% did not support or strongly did not support the proposal.

Q: What do you like about the design?



There were 123 responses to this question. Most respondents (90%) liked the widened sidewalk on the north side, followed by a new bike share station (79%) and a new loading only area for two trucks (45%).

Other comments received included:

- The street trees were great; would like to see more
- Add trees without widening the sidewalks
- Delivery vehicles only at certain limited times of day

Q: What concerns do you have about the proposed design? How can the design be improved?

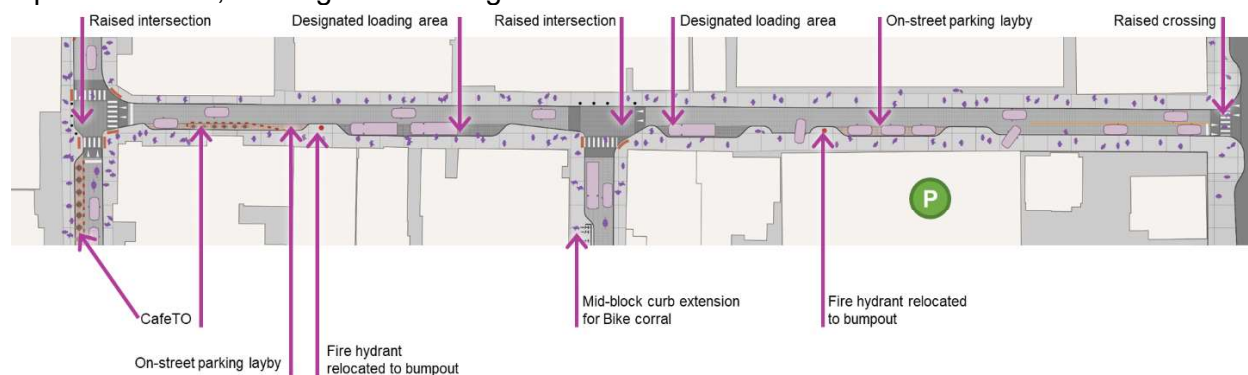
Topic	Comment Summary
Cycling	<ul style="list-style-type: none"> • There should be a bike lane • Not having a defined space for cyclists meant they would be mixing with car traffic
Greenery	<ul style="list-style-type: none"> • There was too much concrete and too little greenery in the design • There should be more trees, especially native and fruit trees • Silva cells and irrigation for trees would be preferred

Material	<ul style="list-style-type: none"> • St. Andrew was often a forgotten street, it should have the same treatment as other commercial streets like Kensington and Baldwin • Asphalt was not preferred, it should be replaced with more sustainable materials • The concrete sidewalk should be changed to another material
Narrowed roadway	<ul style="list-style-type: none"> • The roadway was still too wide, it should be matched with other streets in the market
One-way street	<ul style="list-style-type: none"> • It should be converted into a one-way street, giving more space to pedestrians and CafeTO spaces
Parking and loading	<ul style="list-style-type: none"> • This street should be the focal point of truck delivery and loading, there should be more loading spaces • Remove parking spaces • Change the No Stopping signage to No Parking to allow legal parking by disabled permit holders • There should be loading hours in the morning for large trucks
Pedestrianisation	<ul style="list-style-type: none"> • Close the street to non-delivery traffic • Make Kensington Market car-free and pedestrianised • Make the area pedestrian only on weekends
Shared street	<ul style="list-style-type: none"> • This should be a shared street • Remove curbs, use bollards instead
Sidewalks	<ul style="list-style-type: none"> • Sidewalks should be widened • There were too many obstacles for wheelchair users • Benches looked very utilitarian and prone to graffiti
Traffic calming	<ul style="list-style-type: none"> • Consider traffic calming measures for the parking garage on the north side, cars often cut pedestrians off
Other	<ul style="list-style-type: none"> • Snow removal • Garbage collection • Lack of street benches • Better lighting

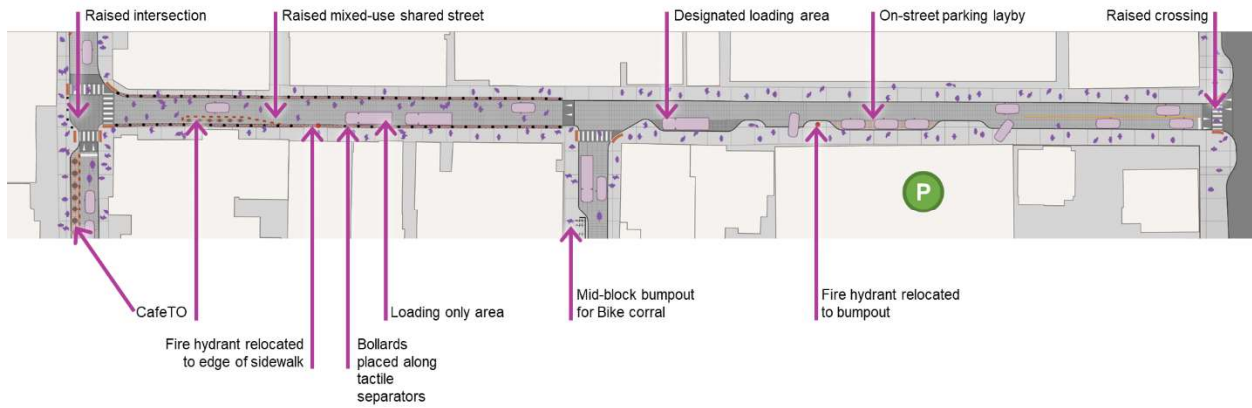
Baldwin Street

3 preliminary design options were presented for Baldwin Street:

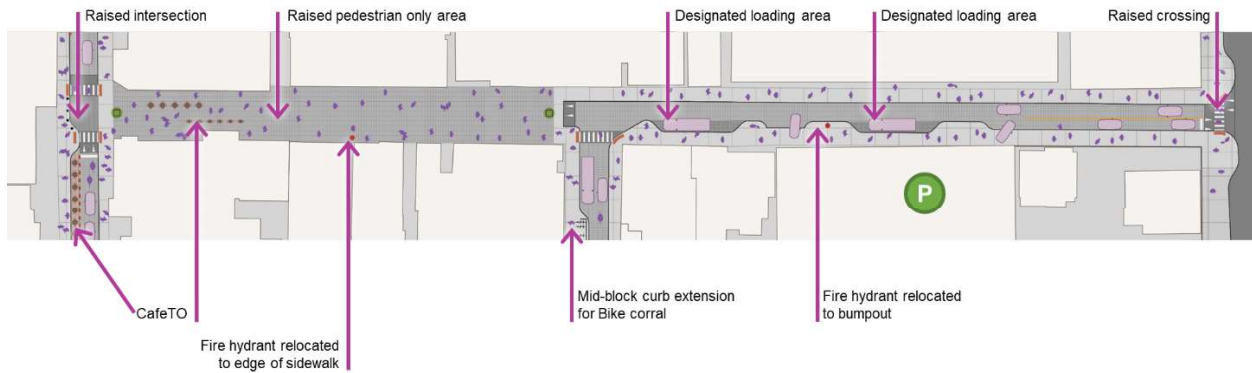
Option 1: Curbs, Parking and Loading



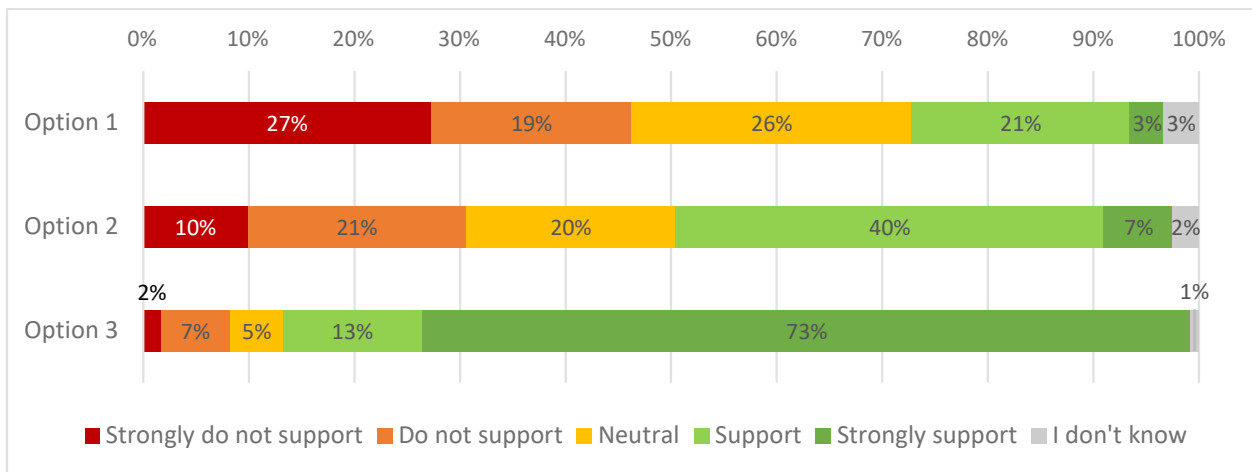
Option 2: Mixed-Use Shared Street



Option 3: Pedestrianised

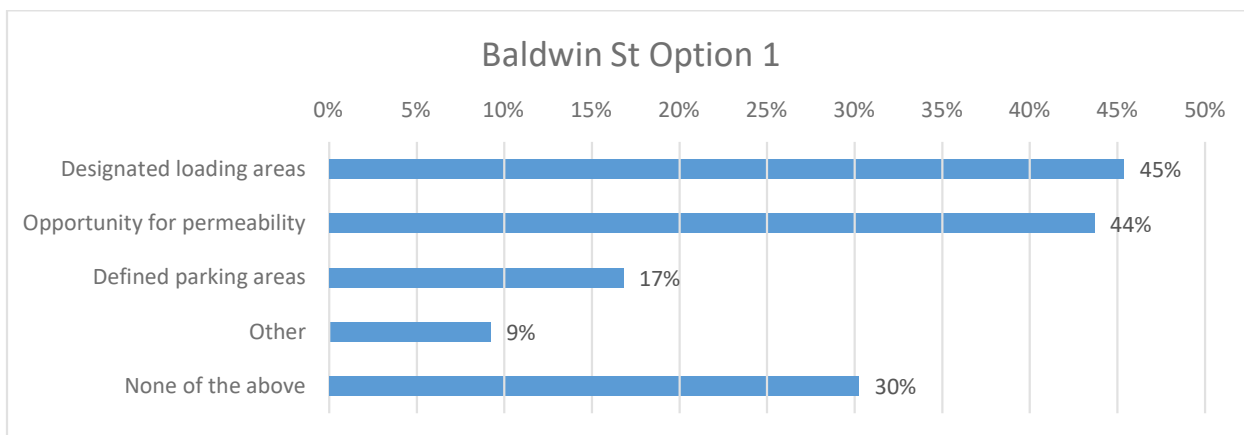


Q: On a scale of 1-5, how supportive are you of the preliminary design proposal Option [1, 2, or 3] for Baldwin St?



There were 121 responses to this question. Of the three options, Option 3 Pedestrianised had the most support from the respondents. 86% of the respondents supported or strongly supported Option 3, compared to 47% for Option 2 and 24% for Option 1. Notably, nearly half of the respondents (46%) did not support or strongly did not support Option 1.

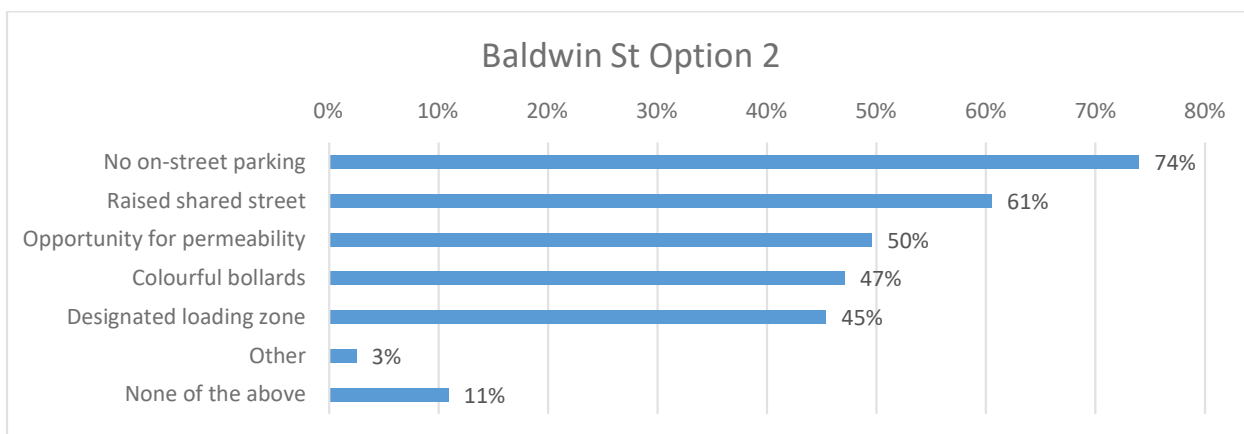
Q: What do you like about the design?



For Option 1, most respondents (45%) liked the designated loading areas, followed by an opportunity for permeability (44%) and defined parking areas (17%). 30% selected 'none of the above'.

Other reasons of supporting Option 1 included:

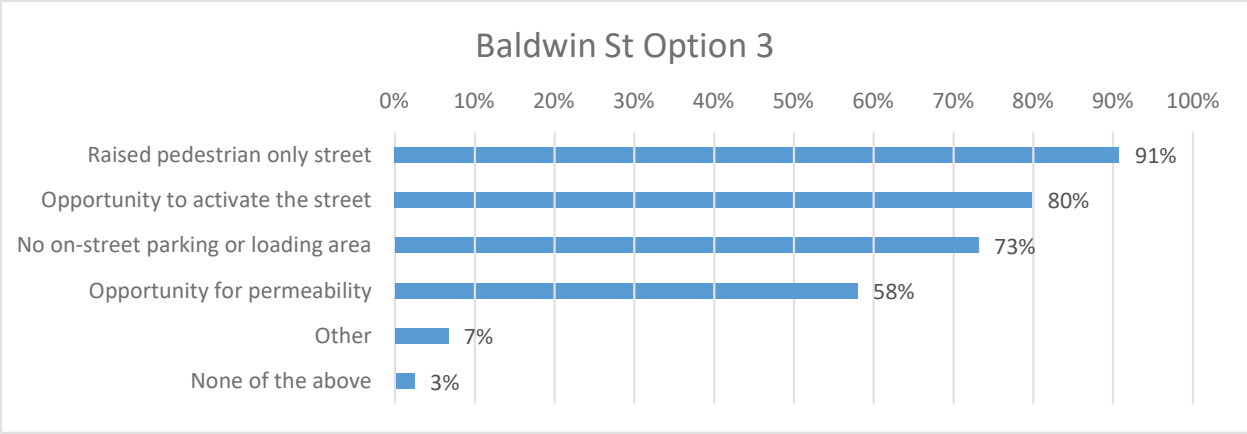
- Liked the raised intersections and bumpouts
- Liked that the CafeTO area is not as obstructing
- Liked that it reduced on-street parking
- It clearly separated the road and sidewalk
- It was the least disruptive of the three
- It still allowed bikes
- It would lead to less car traffic, more room for people, and make it environmentally friendlier



For Option 2, most respondents (74%) liked that there would be no on-street parking, followed by the raised shared street (61%) and an opportunity for permeability (50%). 11% selected 'none of the above'.

Other reasons for supporting Option 2 included:

- It created a proper 'heart' for the community
- It allowed bikes
- It would lead to less car traffic, more room for people, and make it environmentally friendlier



For Option 3, a large majority of the respondents (91%) liked that there would be a raised pedestrian only street, followed by an opportunity to activate the street (80%) and no on-street parking or loading area (73%).

Other reasons for supporting Option 3 included:

- It created a hardscape public space destination
- It interrupted the street network could help discourage non-essential private vehicle traffic and parking and improve the pedestrian experience and delivery access
- It created a proper ‘heart’ for the community
- It had the largest potential to change how the street is used
- Best option to reduce car traffic and improve safety at the Baldwin and Augusta intersection

Other comments received included:

- A pedestrian only space in the middle might interrupt street energy and flow and undermine the current defining pedestrian presence which calmed traffic throughout
- Loading bays were important and on-street parking were much less important
- Would like to see car use restricted or eliminated in Kensington Market

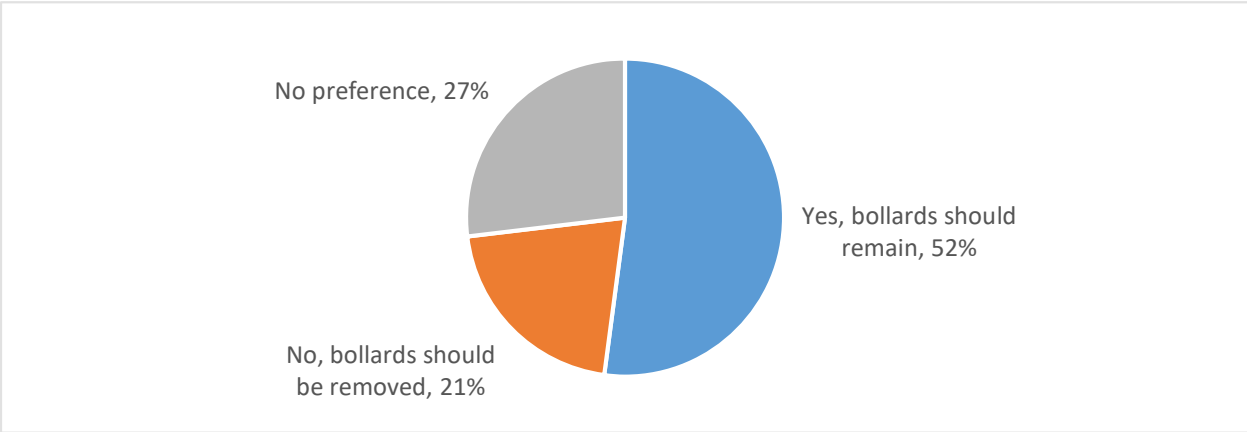
Q: How can the design be improved?

Topic	Comment Summary
Accessibility	<ul style="list-style-type: none"> • Add wheelchair accessibility features • Increase pedestrian space
CafeTO	<ul style="list-style-type: none"> • Add more CafeTO space
Cycling	<ul style="list-style-type: none"> • There should be separated and protected bike lanes • Add bike racks and repair station <p>Option 1:</p> <ul style="list-style-type: none"> • The bumpouts would not offer additional pedestrian space or green space, it would be better to use the space for bike parking <p>Option 2:</p> <ul style="list-style-type: none"> • Designate cycling on the other side of the bollards away from car traffic <p>Option 3:</p> <ul style="list-style-type: none"> • Cycling should be allowed on the pedestrian only street

	<ul style="list-style-type: none"> • Add painted bike lanes
Greenery	<ul style="list-style-type: none"> • Add trees to provide shade • Add landscaping along the pedestrian area
Material	<ul style="list-style-type: none"> • Use quality materials, better streetlights and public art to signify this area as the heart of Kensington <p>Option 2:</p> <ul style="list-style-type: none"> • Use colourful bollards that would not easily be damaged • Replace bollards with bike rings and ensure wheelchair accessibility
Parking and loading	<p>Option 1:</p> <ul style="list-style-type: none"> • Designate loading areas during 7 a.m. to 12 p.m. only • Remove or reduce parking; only maintain loading areas • All the parking should be maintained; have fewer truck loading bays and have loading hours only for large trucks <p>Option 3:</p> <ul style="list-style-type: none"> • Delivery trucks should be able to access the pedestrianised area; use bollards that shopkeepers could collapse for delivery vehicles • The plan was too rigid and would penalize grocers who rely on loading areas to receive their products daily • Concerned about the lack of loading areas for businesses • A shared street seemed to be more appropriate and a happy balance in terms of loading • Concerned about garbage removal • Maintain on-street parking
Shared street / Pedestrianisation	<p>Option 1:</p> <ul style="list-style-type: none"> • This street and the market should be pedestrianised • Option 1 was a regressive car-centric view of the world; it would be reasonable to expect people to park their cars outside of Kensington Market and walk • Do not have ambiguous relationships between cars, deliveries and pedestrians • Make this a shared street <p>Option 2:</p> <ul style="list-style-type: none"> • Still prefer Option 3 for full pedestrianization • Pedestrian only streets were sorely missing from Toronto • Concerned about the level of pedestrianization, that anywhere from 10-25 people would all have to move out of the way for one car to pass; would prefer Option 3 • There were good design elements but Option 3 was still superior • Make the street pedestrian only after 11:00 a.m. <p>Option 3</p> <ul style="list-style-type: none"> • Toronto needed 'European style' pedestrian malls, it would make the city more vibrant and animated • This would be the best way to activate Kensington Market and draw more people into the space • Prefer Option 2 as it would be balanced for everyone
Raised intersection	<ul style="list-style-type: none"> • There should be a raised intersection at Kensington Avenue

Public art	<ul style="list-style-type: none"> • Allow artists to paint murals on the road surface every month
Safety	<p>Option 2:</p> <ul style="list-style-type: none"> • This option would not work for Toronto’s dangerous driving culture; the sidewalks would be too narrow and there would be accessibility issues of forcing people to share a street with dangerous drivers • Having only 1 block of shared street would be confusing and dangerous • The street was shared now and it was dangerous, noisy, dirty, cramped and not functional for everyone • The shared street would still be wide enough to encourage speeding and through traffic • Ensure there would be sufficient signage <p>Option 3:</p> <ul style="list-style-type: none"> • Install barriers to protect pedestrians from vehicles • Drivers turning in from Spadina trying to get to Augusta would be confused or upset
Scope	<p>Option 2:</p> <ul style="list-style-type: none"> • Expand the scope of shared street to Spadina Avenue • Apply the same treatment to other streets <p>Option 3:</p> <ul style="list-style-type: none"> • Expand the scope of pedestrianised street to Spadina Avenue • Make the section between Kensington Avenue and Spadina Avenue a shared street to allow for delivery and loading • Apply the same treatment to other streets
Other	<ul style="list-style-type: none"> • Install public toilets within the pedestrian only area • Incorporate features like seating, places to eat and rain cover • Ensure a farmers market could take place

Q: There are multiple coloured bollards on Baldwin St and other parts of the market area today. Should bollards remain as part of the proposed design?

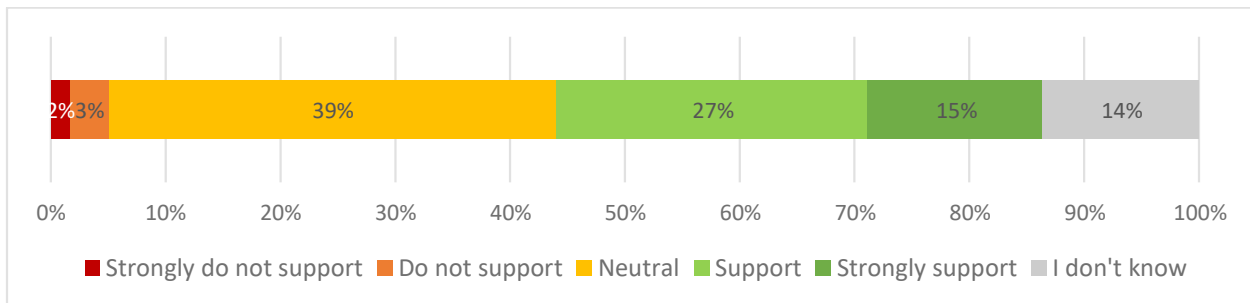


There were 119 responses to this question. Over half of the respondents (52%) believed that the bollards should remain as part of the proposed design. 21% said they should not. 27% had no preference.

Designated Loading Areas



Q: On a scale of 1-5, how supportive are you of the proposed designated loading areas (as shown on the map above)?



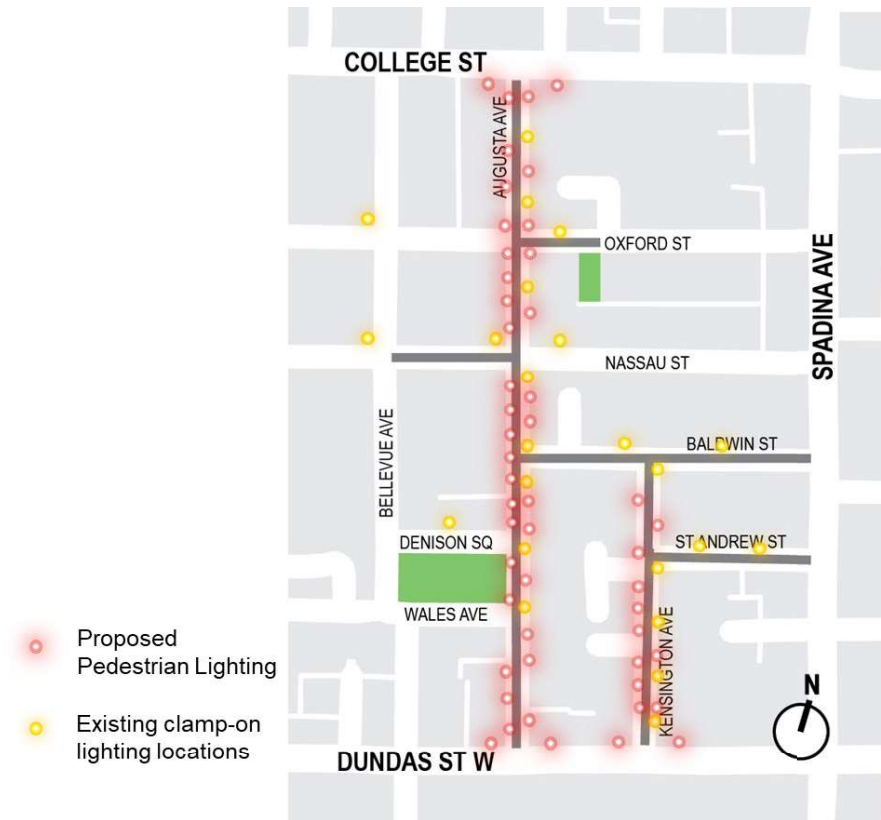
There were 118 responses to this question. The feedback received were mixed. 42% supported or strongly supported the proposed designated loading areas. 39% were neutral. 5% did not support or strongly did not support the proposed loading areas. 14% said they did not know.

Q: Do you have any additional comments related to the proposed loading areas or loading in general?

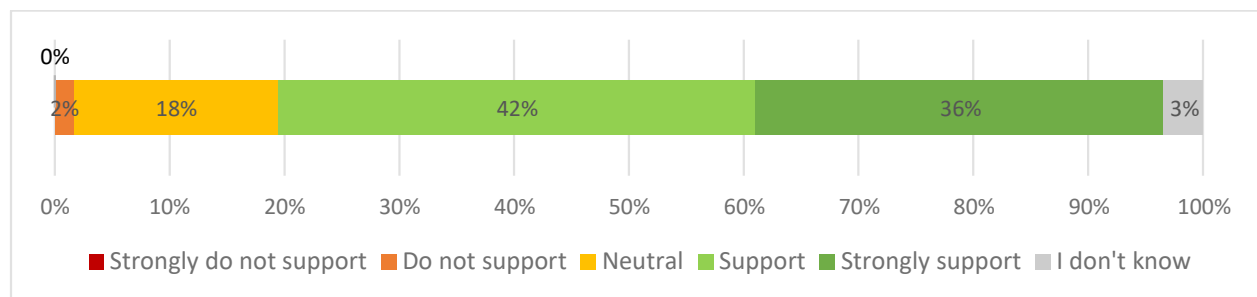
Topic	Comment Summary
Bollards	<ul style="list-style-type: none"> Install bollards on all streets to prevent trucks from jumping the curb Use pop-up bollards to coordinate access and allow only delivery vehicles

Enforcement	<ul style="list-style-type: none"> • Concerned about the ability to enforce the loading zones as it seemed like a free-for-all situation • Any new loading zones must be easy to access and understand
Excessive space	<ul style="list-style-type: none"> • The number of proposed loading areas seemed excessive • Consider reducing the number of hours or consolidating the areas to maintain the current hours • Truck drivers would have forklifts and other equipment to move products along sidewalks to their destinations
Insufficient space	<ul style="list-style-type: none"> • It did not seem enough for the deliveries as the semis already had a difficult time getting through the market and this would be a lot tighter
Loading hours	<ul style="list-style-type: none"> • Loading hours should take place overnight until early morning to minimize disruption • Remove vehicular access after loading hours • Some businesses would benefit from an earlier start than 7 a.m.
Location-specific	<ul style="list-style-type: none"> • Loading zone would be needed on the north side of Nassau, just east of Augusta; and the CafeTO installation should be relocated • Loading zone would be needed on the south end of Augusta for businesses south of the park • There were too many loading zones concentrated at the top end of Kensington; businesses on St. Andrew were often blocked by trucks all day • Baldwin between Kensington and Spadina was the most congested for loading issues
Parking	<ul style="list-style-type: none"> • The trade-off for more loading areas should be at the cost of parking and road space for drivers, not pedestrian space • Loading should be allowed but not parking • Too much space was dedicated to parking, which would prevent trucks from loading safely without blocking sidewalks or being too far from their destination • Loading zones should revert to street parking after the loading hours
Pedestrianisation	<ul style="list-style-type: none"> • Loading areas should not be an obstacle to pedestrianised or shared streets • The entire design should be rethought to prioritize pedestrians and cyclists • Streets should be made car-free while allowing for local access and deliveries

Lighting



Q: On a scale of 1-5, how supportive are you of the proposed pedestrian lighting system along Augusta Ave, Kensington Ave and Baldwin St?



There were 118 responses to this question. The reception to the proposed pedestrian lighting system is generally positive. 78% of the respondents supported or strongly supported the proposal. 18% were neutral. Only 2% did not support the proposal. No respondent selected the “strongly do not support” option.

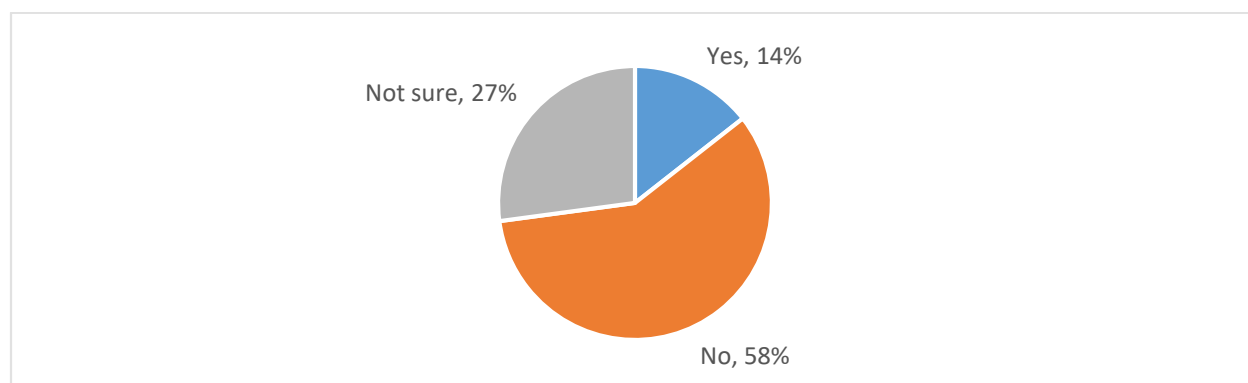
Q: What should the BIA consider in the development of the pedestrian lighting system? How could lighting in the market be improved?

Topic	Comment Summary
Accessibility	<ul style="list-style-type: none"> Ensure that pedestrians with mobility devices would not need to maneuver around lamp posts and hydro poles

	<ul style="list-style-type: none"> Concerned about the excessive number of poles on already congested sidewalks; businesses should be encouraged to add lighting to their facades Lights should be predictably placed to not create difficulty for the seeing-impaired Create bike parking at the bottom of the poles
Aesthetics	<ul style="list-style-type: none"> The design of the lights should be aesthetically pleasing and specific to Kensington Market, similar to what was done on Palmerston Take inspiration from European night markets Consider something fun, imaginative, artsy, cute, whimsical, colourful
Cost	<ul style="list-style-type: none"> Concerned about the cost of this many lights
Direction	<ul style="list-style-type: none"> Lights should be directed downwards to reduce light pollution
Energy efficiency	<ul style="list-style-type: none"> Use energy efficient lights
Location	<ul style="list-style-type: none"> Baldwin and St. Andrew should have more lighting than what was proposed Oxford and Nassau should have more lighting Augusta should have less
Maintenance	<ul style="list-style-type: none"> Ensure proper maintenance and no haphazard replacements Clamp-on lights would be cute but half of them would not work
Safety	<ul style="list-style-type: none"> The Market could be very dark at nights especially near alleyways, better lighting would make women feel safer Consult with women's organizations to ensure safe lighting in all areas Balance between public safety and limiting light pollution
Tone and brightness	<ul style="list-style-type: none"> Ensure the lights would be warm and soft, and not excessively bright
Wildlife	<ul style="list-style-type: none"> Consider the impact of lighting on insects and birds
Other	<ul style="list-style-type: none"> Use narrowband ~3,500K white LEDs to allow filtering Dim the lights when motion is not detected Consider a covered sidewalk like Montreal Consider adding sound systems and electrical outlets for street performances Better lighting would change how Kensington would be perceived and might encourage more development in the area

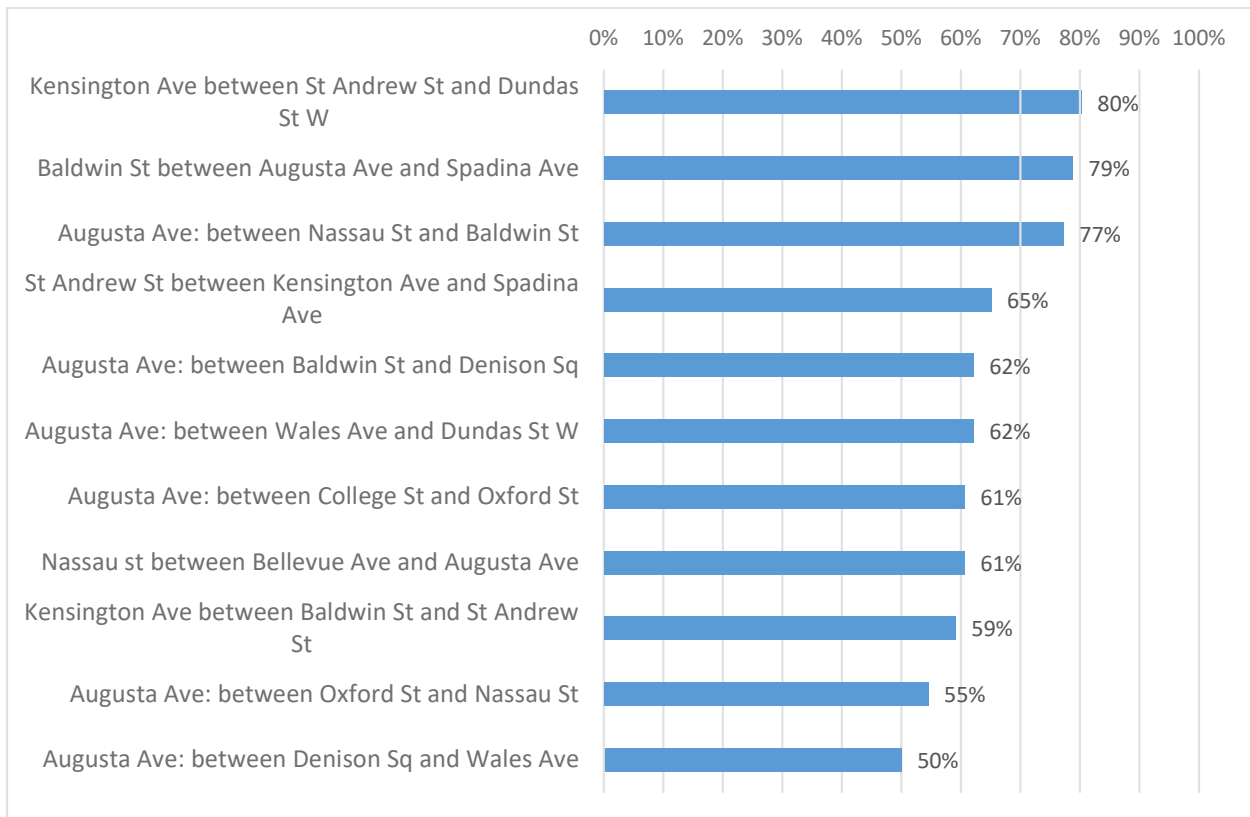
Bike Parking and Bike Share

Q: The Kensington market area has a number of bike corrals and multiple standard post and rings for locking bikes. Do you think there is sufficient bike parking in the area?



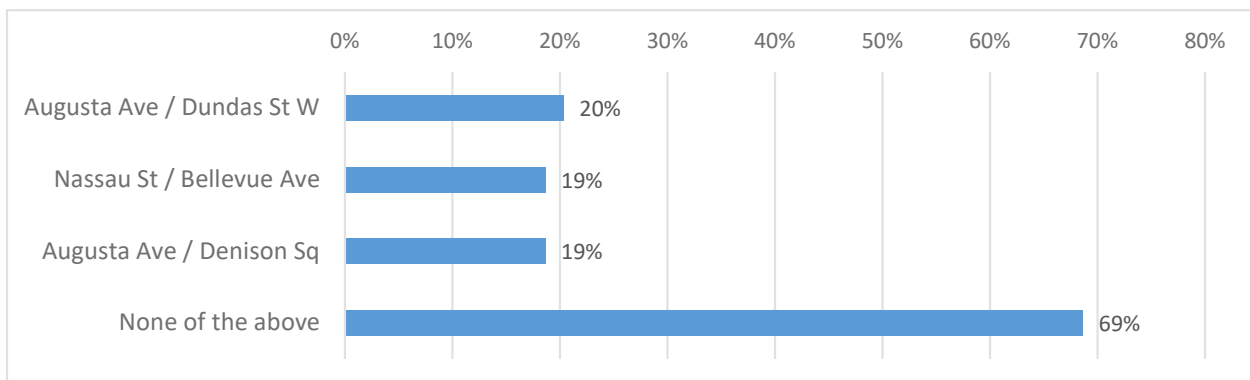
There were 118 responses to this question. 58% of the respondents did not believe there was sufficient bike parking in the area.

Q: Where would you like to see additional bike parking options? (Select all that apply)



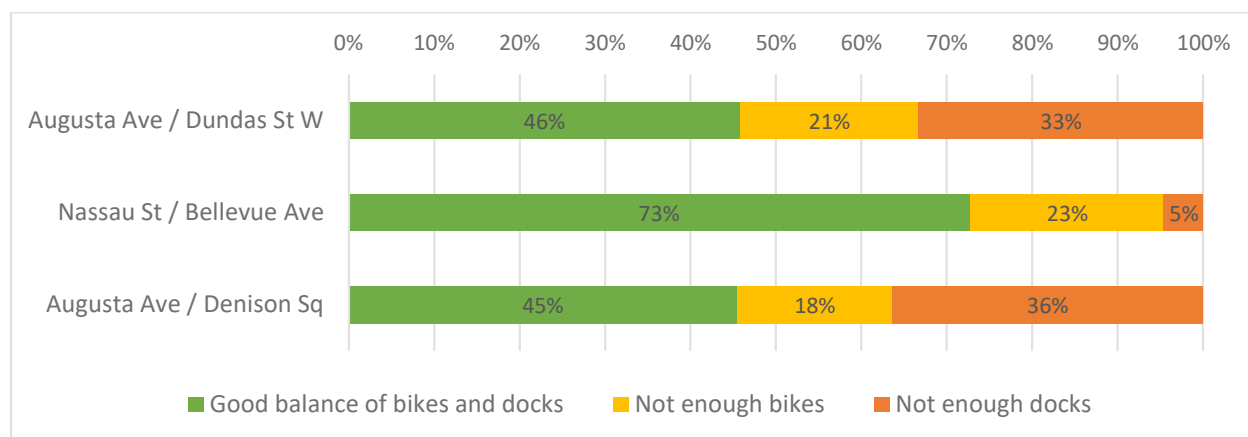
Only those who selected “No” in the previous question were asked about additional bike parking locations, and there were 66 responses. 80% of the respondents selected Kensington Avenue between St. Andrew Street and Dundas Street West. 79% selected Baldwin Street between Augusta Avenue and Spadina Avenue. 77% selected Augusta Avenue between Nassau Street and Baldwin Street.

Q: Which bike share station(s) do you use in Kensington Market? (Select all that apply)



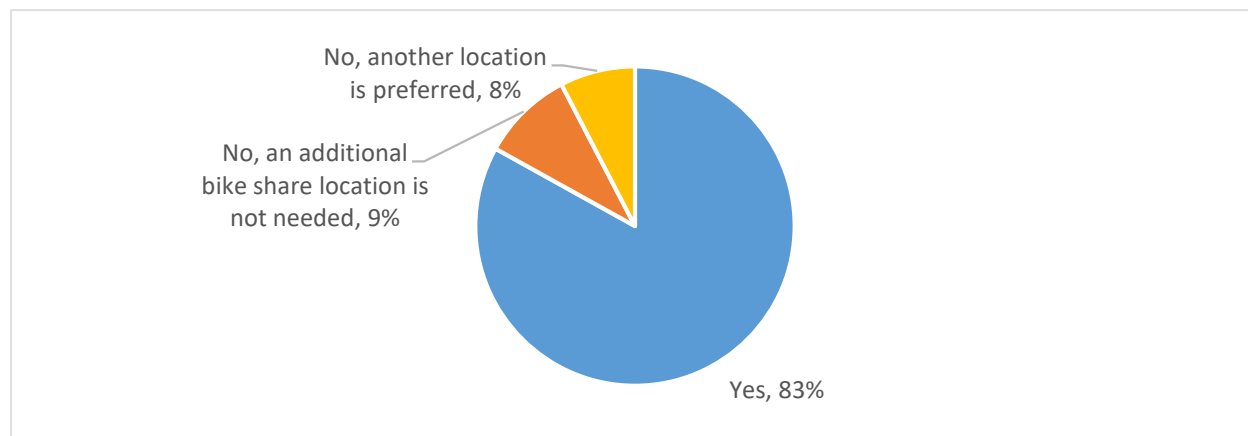
There were 118 responses to this question. 20% of the respondents indicated that they used the bike share station at Augusta Avenue / Dundas Street West. Both the Nassau Street / Bellevue Avenue and Augusta Avenue / Denison Square locations had a share of 19% of the respondents. 69% of the respondents did not use bike share stations in Kensington Market.

Q: Is there typically a good balance between availability of bikes and docks?



Only those who indicated that they used at least one of the bike share stations were asked about the balance of bike and dock availability. There were 24 responses for Augusta Avenue / Dundas Street West and 22 responses for the other two locations. Most respondents (73%) indicated that Nassau Street and Bellevue Avenue had a good balance of available bikes and docks. According to the respondents, the other two locations performed less efficiently. Less than half (46% and 45%) indicated that there was a good balance of available bikes and docks. More respondents said there was not enough available docks (33% and 36%) than bikes (21% and 18%).

Q: We are considering an additional bike share location through boulevard widening on St Andrew St at Spadina Ave. Would you support this?



There were 118 responses to this question. 83% of the respondents supported the addition of a bike share station at St. Andrew Street and Spadina Avenue. 9% did not believe an additional station was needed. 8% preferred a different location.

Other suggested locations included:

- More central locations, i.e., Baldwin Street and Augusta Avenue
- Augusta Avenue, between Denison Square and College Street
- Baldwin Street and Kensington Avenue
- Nassau Street or Oxford Street at Spadina Avenue

Q: Are there any other challenges you have faced related to bike share stations in Kensington Market (e.g. location, safety, accessibility, etc.)?

Topic	Comment Summary
Cleanliness	<ul style="list-style-type: none"> • Bike share stations were defecated by pigeons, which was a public health issue
Convenience and maintenance	<ul style="list-style-type: none"> • The stations were typically very full during weekends and evenings • Bike share required Internet access on the user's phone • Not convenient to use, some places felt a bit tense to get a bike • The touch screens did not always register input correctly, some screens did not turn on at all • Bike share should be compatible with Presto
More stations	<ul style="list-style-type: none"> • There should be more bike share stations • Bike share stations should be on each of the proposed streets
Parking and pedestrianisation	<ul style="list-style-type: none"> • Eliminate on-street parking • There was too much car traffic; make the area pedestrian only
Safety	<ul style="list-style-type: none"> • Spadina Avenue was very dangerous for cyclists • Prefer bike share over CafeTO, as both together made it challenging to cross the street • Bike share docking should be from the pedestrian side • Prefer to have the bike share station on the roadway rather than the sidewalk, so the user could easily get on and off the bike without having to mount the sidewalk • Did not use bike share because of safety reasons • Biking in general was not safe in Kensington Market due to narrow roads and traffic • There should be protected cycling infrastructure

Public Event

During the July 18, 2022 public event, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Bollards	<ul style="list-style-type: none"> • Bollards should be implemented to keep vehicles off the sidewalks • Asked if the bollards could be designed to provide seating • Bollards should be equipped with FOB access to allow for delivery
Cycling	<ul style="list-style-type: none"> • Asked about the City's plan to ensure the safety of cyclists • Asked about the rationale for locating bike share stations on the sidewalk when cyclist would have to bike on the road
Lighting	<ul style="list-style-type: none"> • Asked about the concentration of lighting poles on two streets • Consider embedding LED lights in the sidewalk
Loading	<ul style="list-style-type: none"> • Asked about the hours of dedicated loading areas • Loading areas could be painted
Parking	<ul style="list-style-type: none"> • Asked about the reason for maintaining on-street parking • On-street parking should be removed • Clarified that the parking lot on Bellevue Avenue was planned for the development of affordable housing
Pedestrianisation	<ul style="list-style-type: none"> • Asked why Kensington Market was not being fully pedestrianised • Pedestrianisation should not preclude loading and delivery • Asked about pedestrianisation on weekends • It would be fine to delay the project if it meant the entire area could be pedestrianised • The pedestrianised section in Option 3 could be overwhelmed by cyclists at times • Full pedestrianisation would drive out business • Pedestrianisation would not lead to gentrification and Kensington Market needed a bold and courageous approach
Preservation	<ul style="list-style-type: none"> • Asked to consider preserving a portion of the current streetscape as a monument
Scope	<ul style="list-style-type: none"> • Asked about curb extensions at different locations of the area as traffic calming measures • Asked about changes on Nassau Street between Augusta Avenue and Spadina Avenue • Asked about changes on Oxford Street between Augusta and Sonya's Park
Shared street	<ul style="list-style-type: none"> • Shared street design should be implemented on Augusta, Baldwin and Kensington as it worked well last summer • Would prefer keeping curbs and not having to worry about moving around cars
Through traffic	<ul style="list-style-type: none"> • Asked about the possibility of changing one-way directions to reduce cut-through traffic bypassing College and Dundas
Traffic calming	<ul style="list-style-type: none"> • The shallow speed bumps on Nassau were not working; the raised intersections should not be as shallow • There should be a stop sign on all three sides of the intersection of Baldwin and Kensington • There should be a stop sign southbound on Kensington at St. Andrew • Consider crosswalks on streets intersecting Dundas • Asked if all possible Vision Zero principles had been applied throughout the redesign

	<ul style="list-style-type: none"> • Asked about the City's plan to address the illegal right turn from Augusta to Nassau • There should be speed bumps on Augusta between Oxford and College
Watermain	<ul style="list-style-type: none"> • Asked about the City's plan to replace or repair the watermain on Augusta from Oxford to College
Youth engagement	<ul style="list-style-type: none"> • Asked about the contributions of the local school students and how their input would be accommodated

Stakeholder

The questions and comments received through stakeholder meetings are summarized below:

Topic	Question and Comment Summary
Accessibility	<ul style="list-style-type: none"> • Signs on the sidewalk would take up space • The City should consult people with mobility needs who lived in and navigated the neighbourhood • The City should consider the impact to accessibility during construction
Cleanliness	<ul style="list-style-type: none"> • The City should take into consideration rodent management
Consultation	<ul style="list-style-type: none"> • Asked about the City's approach in considering the differences in feedback when consulting residents and visitors
Greenery	<ul style="list-style-type: none"> • The City should preserve older trees and plant new trees
Heritage conservation	<ul style="list-style-type: none"> • Disappointed that Kensington Market was not designated as a heritage conservation district
Littlehayes Lane	<ul style="list-style-type: none"> • The City should do more outreach and consultation to understand the logistics of Littlehayes Lane
Loading	<ul style="list-style-type: none"> • Businesses had little control over timing of delivery • Businesses received many tickets for loading • A curbless street might help the loading situation
Pedestrianisation	<ul style="list-style-type: none"> • The City should look at how things worked during Pedestrian Sundays • Acknowledged that pedestrianisation would be a difficult balance to achieve
Permeable pavers	<ul style="list-style-type: none"> • Asked about how permeability would impact existing structures with Russel Creek running under the area
Safety	<ul style="list-style-type: none"> • Asked about data on traffic fatalities and serious injuries in the project area

Additional Feedback

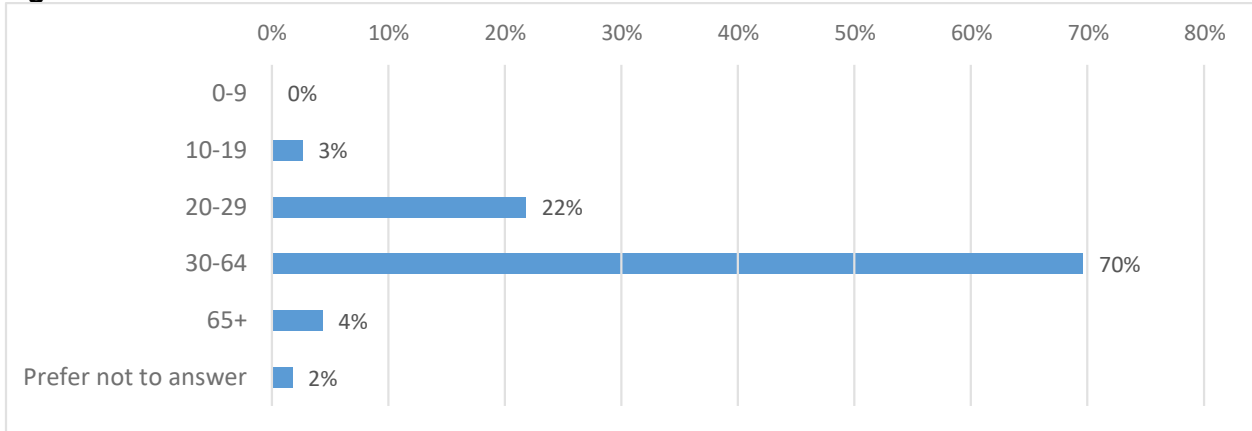
The questions and comments received through phone and email are summarized by theme below:

Theme	Comments
Pedestrianisation	<ul style="list-style-type: none">• Extend the pedestrianised area in Option 3 on Baldwin Street to the parking garage entrance, and south along Kensington Avenue to St. Andrew Street• The City should consider changing its project scope to consider pedestrianisation more fully for the entire market based on the support received in the previous phase of consultation and the benefits supported by studies of other pedestrianised areas• The City should consider implementing pedestrianisation on every weekend from May to October
Loading	<ul style="list-style-type: none">• Designate loading spaces for five trucks, three on Baldwin and two on Kensington Avenue
Police	<ul style="list-style-type: none">• Introduce officers on foot patrol or mounted units in the area as ambassadors for the City
Clarification	<ul style="list-style-type: none">• Asked about changes on Oxford Street and laneway access from Augusta Avenue• Asked about the scope and status of the watermain work
Maintenance	<ul style="list-style-type: none">• The proposed pavers would need to be well maintained
Driveway access	<ul style="list-style-type: none">• Asked about the City's approach to address frequent obstruction to private driveway access
Parking	<ul style="list-style-type: none">• On-street parking should be removed• Designate delivery and pick up zones• There should be much more parking enforcement

Appendices

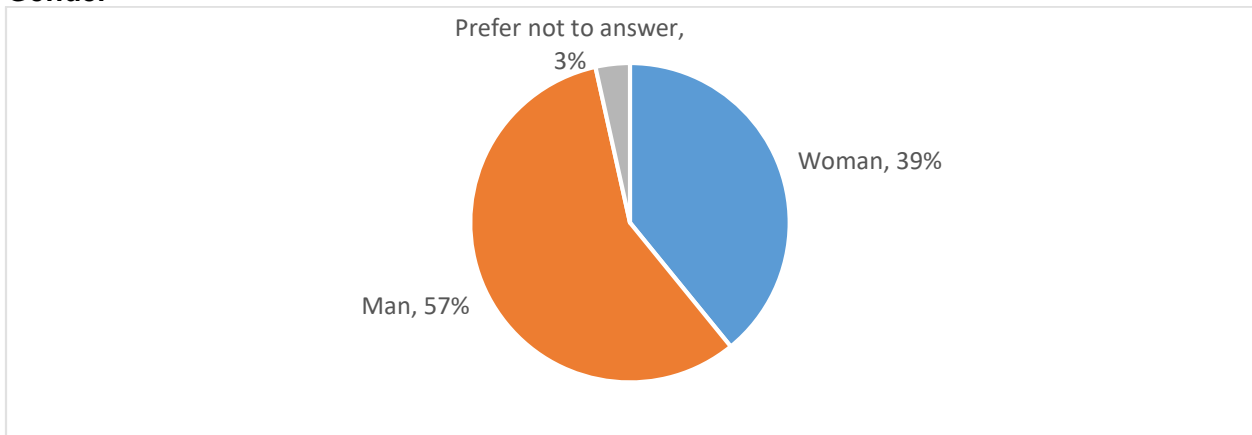
Appendix A: Online Survey Demographics

Age



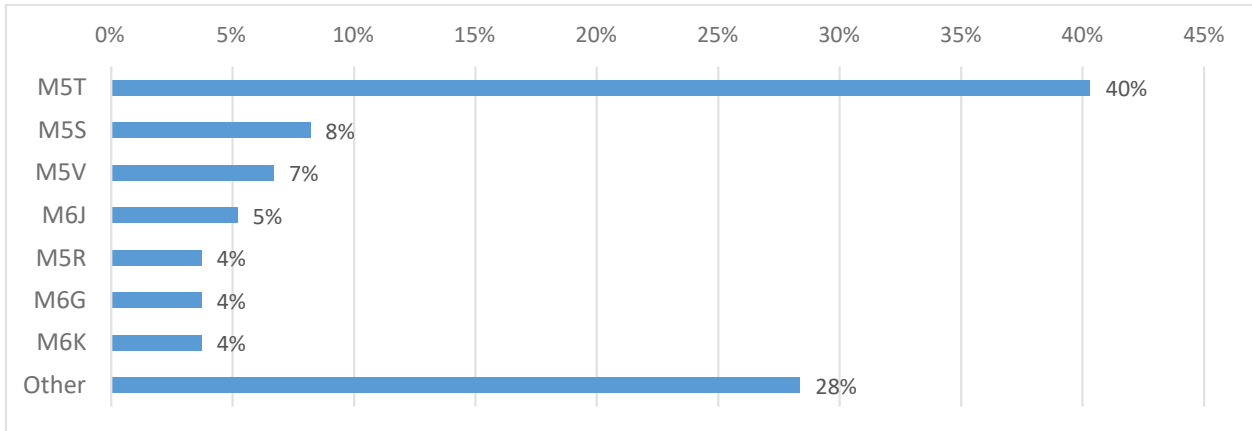
There were 115 responses. 70% of the respondents were between the ages 30 and 64. 22% of the respondents were between the ages of 20 and 29.

Gender



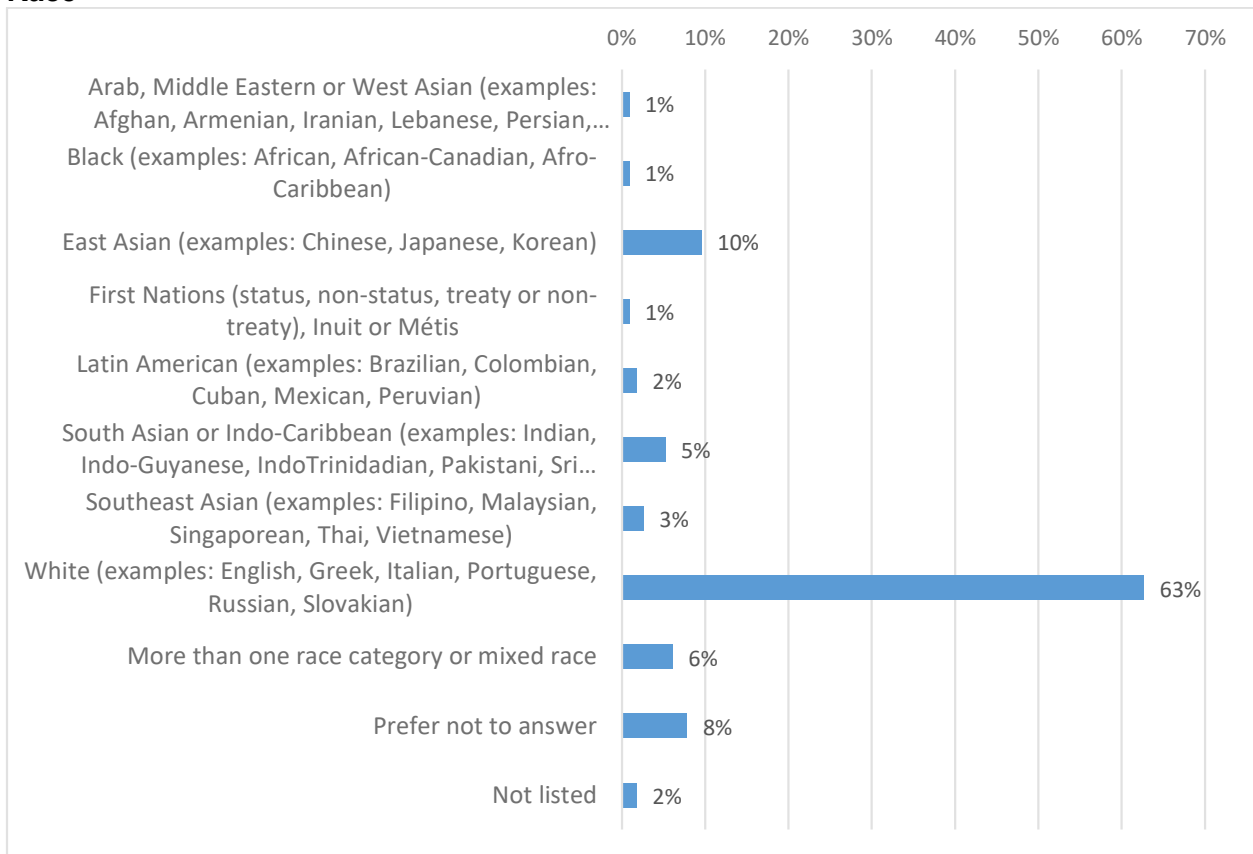
There were 115 responses. 57% were men, 39% were women.

Postal Code



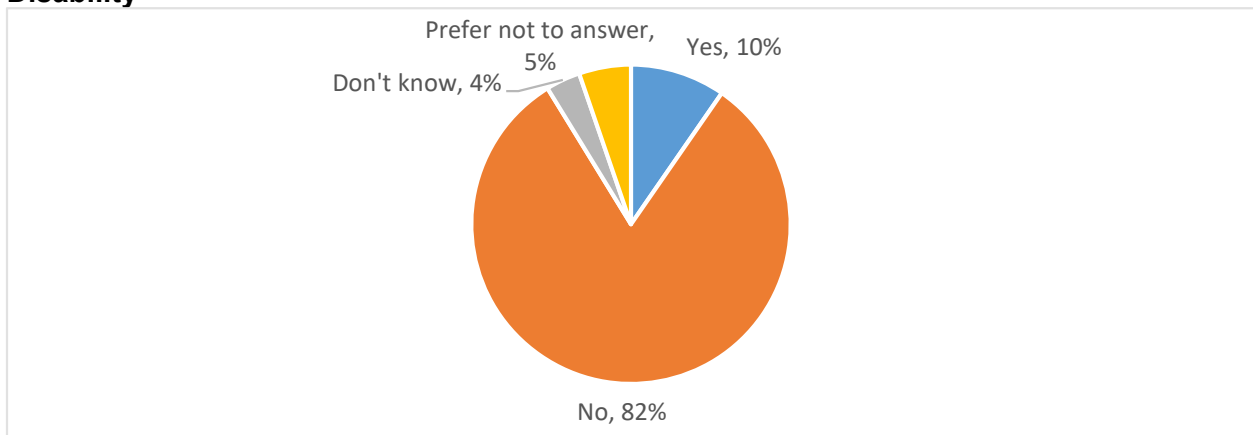
There were 115 responses. 40% lived in the M5T area where Kensington Market is located.

Race



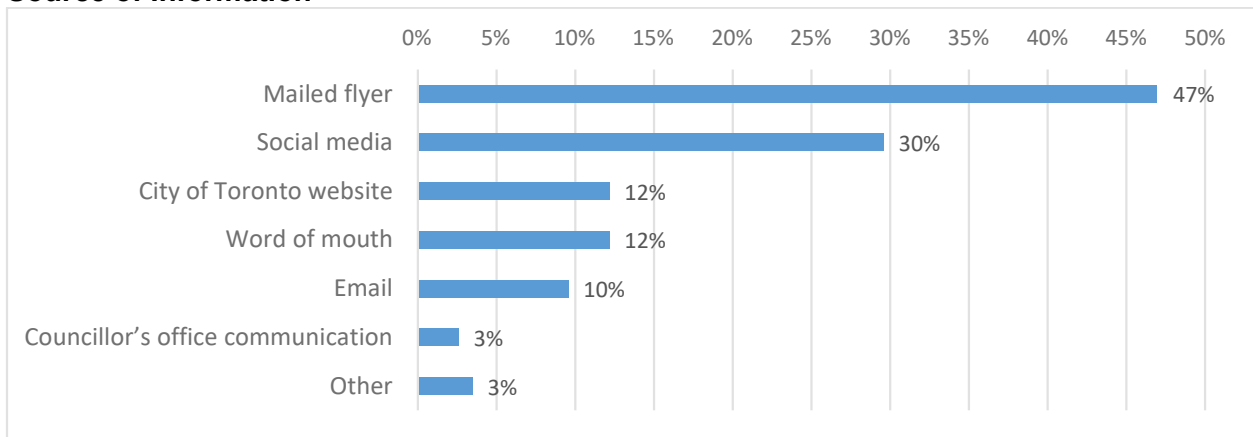
There were 115 responses. 63% identified as White. 10% identified as East Asian. 6% identified as belonging to more than one race category or mixed race.

Disability



There were 114 responses. 10% of the respondents identified as a person with a disability.

Source of Information



There were 115 responses. Most respondents (47%) learned about the project from the mailed flyer, 30% from social media, 12% from the City's website and 12% through word of mouth.



Kensington Safe Streets Virtual Public Meeting

Date: Monday, July 18, 2022

Meeting Type: WeBex

Start time: 6:00 pm **End Time:** 8:30 pm

Project Overview:

State-of-good-repair work, including sewer and watermain replacements, road resurfacing, and road reconstruction, are scheduled in Kensington Market in 2022 and 2023. While the design work for 2022 has been finalized, the work in 2023 provides an opportunity to install additional safety improvements.

Meeting Objectives:

The City invited residents learn more and provide feedback on opportunities for pedestrian, cycling, motor vehicle operations, and road safety upgrades in Kensington Market.

Meeting Overview:

The meeting was facilitated by Stephanie Gris Bringas, Supervisor. A presentation was provided by Maili Sedore, Senior Project Manager, Transportation Services on Monday, July 18, 2022, followed by the opportunity for participants to ask questions and hear responses from City staff.

Questions & Comments

The following questions and answers were provided during the meeting. All questions have been categorized by topic.

Topic	Questions, Comments and Project Team Response
Oxford Street	Q: What are the planned changes between Augusta Ave and Sonya's Park?
	A: We are currently not proposing any changes at Sonya's Park. However, we recognize the need for parking, and the laneway access will remain.
Bike	Q: I often bike through Kensington Market and don't feel safe sometimes due to the vehicular traffic in the area. Is there anything to ensure the safety of cyclists on all proposed design roadways?

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	<p>A: There are a number of issues on all roadways. The road on Baldwin St is narrow and does not have a lot of space to add pavement markings and signs, which the City will then trigger enforcement to ensure people are complying by stopping at stop signs. The flexibility we want to maintain throughout the market and the ability to have people move freely with fewer restrictions is why we opted not to insert pavement markings and stop signs. The raised intersections and use of pavement materials such as asphalt will reduce vehicular speeds.</p>
Pedestrianization	<p>Q: Why is Kensington Market not being fully pedestrianized?</p> <p>A: The pedestrianized option is proposed on Baldwin Street as we must balance the needs for parking, loading, pedestrians and cyclists.</p>
Lighting	<p>Q: Why are so many new lighting poles on two streets?</p> <p>A: Lighting will be concentrated on Augusta Ave, Kensington Ave and Baldwin St.</p>
Speed bumps	<p>C: The shallow speed bumps on Nassau are not working, so I hope the raised intersections are not as shallow. Any curb expansion that can be down on the corner is significant.</p> <p>A: The idea of raised intersection is to slow vehicles and give better visibility for pedestrians crossing the street.</p>
Parking	<p>Q: Is the parking garage on Baldwin St and the car lot on Bellevue well used? Why can't we reduce on-street parking?</p> <p>A: The parking lot on Bellevue is scheduled to be developed into affordable housing.</p>
Loading	<p>Q: Are dedicated loading spots on Baldwin St operational during certain hours only?</p> <p>A: The intent is to have dedicated loading spaces for certain hours daily, after which the spaces will return as parking spaces.</p> <p>Q: How are loading needs being met if parking is being maintained?</p> <p>A: Loading is currently taking place during specific hours (7am-noon) then parking resumes. We are looking into extending some of the loading times from 7am-4pm and are currently collaborating with the transportation services team on how best to proceed.</p>
Pedestrianization	<p>Q: Isn't it the case that pedestrianization does not preclude loading and delivery?</p>



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	A: For the one section on Baldwin St (Kensington St to Augusta Ave), loading occurs on the street and is restricted to that area to avoid additional bollards and tactile surfaces. We propose for shared space in Option 2, where loading can occur but is designed differently with bollards.
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The following questions and comments were submitted during the meeting and are recorded for follow-up by the project team. Questions and comments have been themed.

Total Participants: 46

Project Team and Panelist

Maili Sedore, Cycling and Pedestrian Projects
Abhishek Behera, Neighbourhood Projects
Becky Katz, Cycling and Pedestrian Projects
Yue Ma, Economic Development and Culture
Stephanie Gris Bringas, Public Consultation Unit
Nathalie Forde, Public Consultation Unit

Councillors

Councillor Mike Layton, Ward 11
Emily Wong, Ward 11