

College Street Upgrades Public Consultation Report

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Contents

Executive Summary	3
Overview	3
Project Summary	3
Communications and Notification.....	3
Activities.....	4
Stakeholder Meeting	4
Public Meeting	4
Follow-up Stakeholder Submissions and Dialogue	4
Comment Tracking via Phone and Email.....	5
Online Comment Form	5
Feedback Summary.....	6
Stakeholder Meeting	6
Public Meeting	7
Stakeholder Submissions.....	9
Comment Tracking via Phone and Email.....	11
Online Survey	13
Summary	19
Next Steps.....	20
Appendices.....	20
Appendix D: Support for College Upgrades	21

Executive Summary

Public and stakeholder consultation for proposed College Upgrades was carried out November 1, 2021 – November 29, 2021. Consultation activities included web-based stakeholder meetings, a public meeting and following up communications via email and telephone.

The proposed interventions received broad support, and feedback was diverse and robust. While safety upgrades are a recognised need, there was considerable dialogue on the best barrier treatment for cycle tracks. In addition there is a strong push from local resident groups to do more to implement a pedestrian focused, active-transit oriented public realm with increased green space.

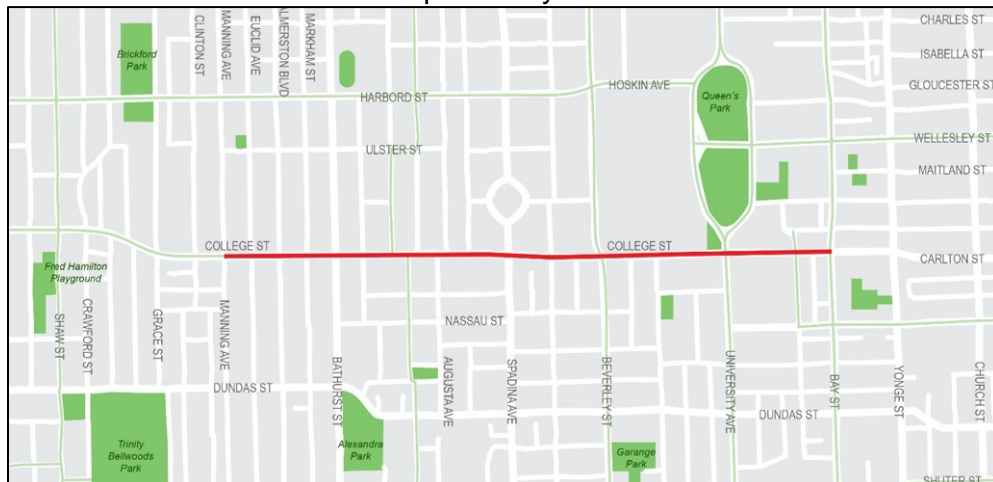
Overview

Project Summary

The City of Toronto has planned TTC track replacement work on College Street between Bathurst Street and Bay Street in 2022. This work provides an opportunity to rethink the existing roadway design and consider changes that will improve safety for all road users. Proposed safety improvements include upgrading the existing bike lanes on College Street with physically separated bike lanes, referred to as cycle tracks.

This report summarizes consultation activities and feedback received from the public and stakeholders during the open public consultation process November 1, 2021 – November 29, 2021, and follow-up activities.

Map of Study Area



Communications and Notification

A variety of methods were used to communicate the project to the public, providing information on expected changes and offering an opportunity for response and feedback.

- A Public Meeting notice was delivered to 44, 277 households through Canada Post direct mail. The notification area was Harbord Street on the North to Dundas Street on the South, Grace Street on the west to Yonge Street on the east.
- Notification via email and telephone to 27 community groups, organizations, institutions, residents' associations, and businesses with publicly accessible email addresses. The stakeholder list was identified from a scan of the project area and surrounding footprint

- An official Councillor Briefing held October 5, 2021 to facilitate public and constituent liaison
- Project details and information on how to participate in public consultation was provided on the project website www.toronto.ca/CollegeUpgrades. The website was published November 5, 2021.

>>Appendix A: Public Event Notice

Activities

A variety of methods were used to engage with the public, described below.

Stakeholder Meeting

The virtual stakeholder meeting took place on November 2, 2021, from 6:00pm – 8:00pm, via Webex with 14 participants. Twenty-seven (27) stakeholder groups had been invited to participate.

The meeting was facilitated by Aadila Valiallah, Senior Coordinator, Public Consultation Unit, with a presentation on the project by David Dunn, Senior Project Manager and Becky Katz, Manager, Cycling and Pedestrian Projects. There was an opportunity for participants to ask questions and provide feedback verbally or through the chat function following the presentation.

The following organizations participated in the meeting.

1. Downtown Yonge BIA
2. Cycle Toronto
3. Harbored Village residents Association
4. Federation of South Toronto Resident Associations (FoSTRA).
5. China Town BIA
6. University of Toronto
7. Grange Community Association
8. Independent's Business' Owners: Free Times Café, unnamed business on Bay St
9. Mike Layton, Ward 11, University-Rosedale

Public Meeting

The virtual public meeting took place on Monday November 15, 2021, from 6:00pm – 8:00pm via WebEx, and was attended by 40 people.

The meeting was facilitated by Aadila Valiallah, Senior Coordinator, Public Consultation Unit, with a presentation on the project by David Dunn, Senior Project Manager and Becky Katz, Manager, Cycling and Pedestrian Projects. There was an opportunity for participants to ask questions and provide feedback verbally or through the chat function following the presentation.

>>Appendix B: Consultation Meeting Presentation

Follow-up Stakeholder Submissions and Dialogue

Following the stakeholder and public meetings, stakeholder submissions and feedback were received from the following groups.

1. Harbord Village Residents' Association, meeting December 8, 2021 and formal email submission
2. Little Italy BIA (the BIA) and Palmerston Residents' Association (PARA), meeting November 25, 2021

3. University of University of Toronto, email exchange and TTC meeting
4. Grange Community Association and the Federation of South Toronto Residents Associations (FoSTRA) formal email submission

Comment Tracking via Phone and Email

A total of 43 original questions and comments were received via email and phone from members of the public including stakeholders. This does not include follow-up emails and formal submissions by stakeholders.

Online Comment Form

An online comment form was available from November 5, 2021 – November 29, 2021, and received 1,100 responses. Participation was anonymous and results were reviewed for duplicate and invalid responses before being analyzed for this report.

The comment form included background information on the project and asked 7 questions in direct relation to the project. The questions provided opportunity for multi-choice or multi-select responses, in addition to open ended comment boxes.

1. Which of these options best describes your relationship to the project Area: College Street from Manning Avenue to Bay Street (Please select all that apply).
2. How do you regularly travel along College Street from Manning Avenue to Bay Street? (Please select all that apply.)
3. What are the first 3 characters (letters and numbers) of your postal code?
4. Do you feel the proposed designs for College Street, Manning Avenue to Spadina Avenue support the project goals?
5. Do you feel the proposed designs for Spadina Avenue to Bay Street support the project goals?
6. Which cycling and road safety upgrade are you most excited to see on College Street? Select all that apply.
7. Do you have any additional comments?

>>Appendix C: Online Comment Form

Feedback Summary

Overall the project received strong support from members of the public who participated in the consultation process. All comments have been paraphrased for reporting purposes, and were raised at least once in the process. **Frequently raised concerns and inputs appear at the top of each section in bold.**

Feedback is summarized according to the emerging themes and topics from each activity. Topics are presented in alphabetical order in the tables, with sample statements of project support included at the end of the report.

There was very little objection stated on the need for cycling and pedestrian safety improvements. The most common criticism received, is that the project does not go far enough in implementing a pedestrian focused, active transit oriented public realm.

Stakeholder Meeting

During the stakeholder meeting, participants expressed questions and comments regarding the potential improvements, summarized below.

Topic	Question and Comment Summary
Business impacts	<ul style="list-style-type: none"> • Accommodations should be made for business loading and off-loading • Ensure adequate allocation for waste collection, curbside cuts for waste to be placed on the street
CaféTO	<ul style="list-style-type: none"> • Accommodating CaféTO in the proposed layout was met with concerns for space allocation and for patrons crossing the bicycle lane to access the seating area • Business will need to seat and serve patrons crossing the cycle tracks – how will design ensure safety
Construction impacts	<ul style="list-style-type: none"> • Details on construction dates and construction roll-out plans • Previous construction impacts were disruptive to pedestrians and business • Accommodations to be made for businesses during construction
Cycle Tracks	<ul style="list-style-type: none"> • Stakeholders requested more detail than what was presented • Additional infrastructure requests were made for <ul style="list-style-type: none"> ○ bike boxes at intersections ○ advanced light signals for cyclists / pedestrians ○ bollards for the cast in place concrete barriers • The following cycle track extensions were requested <ul style="list-style-type: none"> ○ extension of cycle tracks to go farther west ○ extension of cycle track to join with Yonge Street • Raised cycle tracks received mixed reviews from those in support of raised tracks and those preferring separated street level cycle tracks • Business need to access the curb for waste collection and deliveries
Enforcement (correct use of bike lanes, sidewalks)	<ul style="list-style-type: none"> • Concerns expressed with incorrect use of cycle tracks by vehicles, skateboards, scooters, wheel chairs
Intersections	<ul style="list-style-type: none"> • Stakeholders requested more detail than what was presented • The following added safety features at intersections should be included: <ul style="list-style-type: none"> ○ protected intersections ○ raised intersections at all streets

	<ul style="list-style-type: none"> ○ bike boxes ○ advanced signaling for pedestrians and cyclists
Pedestrian Safety	<ul style="list-style-type: none"> ● Stakeholders requested more detail than what was presented ● Concern was raised about cyclist potential riding on the sidewalk from the raised cycle tracks ● The separation between cyclists and pedestrians should be more distinct.
Safety	<ul style="list-style-type: none"> ● The number of accidents is a concerns. Enhanced interventions are required to address it.
Storm water drainage	<ul style="list-style-type: none"> ● There are <i>lakes</i> that form between Spadina Avenue and Bay Street and a sink hole
TTC	<ul style="list-style-type: none"> ● Overall stakeholders requested more detail on scope of work and design than what was presented ● Identify safety improvements for those stepping off the streetcar ● There were several questions about expected TTC work <ul style="list-style-type: none"> ○ details of the work being done ○ construction scheduling ○ roll out plan / detours ● A specific request was made to have a TTC representative at meetings.

Public Meeting

During the public meeting, participants expressed questions and comments regarding the potential improvements, summarized below.

Topic	Question and Comment Summary
Area and Neighbourhood Planning	<ul style="list-style-type: none"> ● The Downtown Parks & Public Realm Plan should be considered as part of the new design ● Extend the cycle tracks farther and make more connections to other routes <ul style="list-style-type: none"> ○ Bay to Yonge is dangerous, many cyclists walk their bikes ○ Improve transition at Manning where tracks end
CaféTO	<ul style="list-style-type: none"> ● Accommodation for CaféTO in the parking lane ● Clarity on whether CaféTO will be accommodated in the vehicle lane which is used for rush hour traffic
Construction impacts	<ul style="list-style-type: none"> ● Communication of construction dates and construction roll-out plans in advance of work ● Aligning construction with water main replacement to avoid another round of construction ● Coordinate activities with nearby projects at UofT and elsewhere
Cycle Tracks and impacts	<ul style="list-style-type: none"> ● Cycle tracks should have enough space for cyclists to pass others safely ● Support for proposed project ● Ability to enter and exit the cycle track is needed ● Cycle track east of Spadina is too narrow with 1.5m width – can hydro poles be moved ● open request for details on travel times and peaks across seasons
Cycle track – Barrier Treatment	<ul style="list-style-type: none"> ● Raised cycle tracks received mixed reviews from those in support of raised tracks and those preferring curb separated street level cycle tracks

	<ul style="list-style-type: none"> • Vehicles need to be able to mount the curbs in an emergency • Curb barrier should deter illegal parking in the bicycle lane • Snow clearance needs to be considered for the narrow cycle track between Bay and Spadina
Enforcement	<ul style="list-style-type: none"> • Correct use of bike lanes, sidewalks is important • Concerns with illegal parking in bike lanes needs to be addressed
Greening	<ul style="list-style-type: none"> • More details requested on Greening opportunities • Greening opportunities should be maximised as part of the upgrades • The Downtown Parks & Public Realm Plan designates this area as a "grand promenade"
Intersections	<ul style="list-style-type: none"> • Designs details (block by block) requested • Additional safety features <ul style="list-style-type: none"> ○ Advanced signaling for pedestrians and cyclists requested ○ Protected intersections needed at all streets (kids walk more than one to enter school safety zones) ○ St George intersection not aligned, special treatment required ○ Bike boxes requested for increased visibility for cyclists, but also discouraged based on experience with installation at College and Spadina ○ Improved road marking and traffic calming at Spadina (eliminate / manage turns) • Cycle track design at intersections needs to be better explained (bump in or bump out) and • Protection for cyclists transitioning in and out of protected areas at intersections is needed • Left turn restrictions at Spadina would ease traffic flow and help the TTC • Traffic calming on Spadina is needed leading to and from the intersection
Parking	<ul style="list-style-type: none"> • Considerations for parking next to medical clinics and pharmacies • Questioned value of maintain 80% over potential (additional) improvements for pedestrians and cyclists
Pedestrian Safety	<ul style="list-style-type: none"> • Concern raised about the potential for cyclist to ride into the sidewalk from the raised cycle tracks • The separation between cyclists and pedestrians should be more distinct • Design appears to impact pedestrian space
TTC	<ul style="list-style-type: none"> • Stakeholders requested more detail than what was presented <ul style="list-style-type: none"> ○ Explanation of the anticipated user experience noting that boarding and exiting the TTC will require riders to cross the cycle tracks ○ Detail of safety improvements for riders boarding and stepping off the streetcar ○ provide information on changes to existing islands, those that will be replaced and requests for new islands ○ Middle doors need to be accessible by mobility devices • Safety upgrades for TTC riders boarding and exiting the streetcar are needed, cars and cyclist continue past open TTC doors • Cars often park too far from the curb and impact streetcar movement

Stakeholder Submissions

Feedback and submissions from organised stakeholder groups, following the stakeholder and public meetings are listed and summarized below:

1. Harbord Village Residents' Association Stakeholder
2. Little Italy BIA (the BIA) and Palmerston Residents' Association (PARA)
3. University of Toronto
4. Grange Community Association and the Federation of South Toronto Residents' Associations

Harbord Village Residents' Association

Topic	Question and Comment Summary
Area Planning	<ul style="list-style-type: none"> • Emphasised need to include other departments in the consultation
Brunswick Borden Bellevue*	<ul style="list-style-type: none"> • Reconsider plans and make changes to the route <p>* Note: This project was approved by council in April 2020</p>
CaféTO	<ul style="list-style-type: none"> • Keep CaféTO in the former laybys and keep the cycle tracks in their current location • It is dangerous for pedestrians to cross the cycle tracks to access seating and service
Consultation process	<ul style="list-style-type: none"> • More opportunities for inputs are needed • Detailed plans should be made available to the public for genuine input into design
Cycle Tracks	<ul style="list-style-type: none"> • Increased separation between cyclists and pedestrians • Build straight, separated and raised bike lane in its current location;
Cycle track barriers	<ul style="list-style-type: none"> • Increase the height of the 2" beveled curb between vehicles and cyclists • Create a buffer between cyclists and pedestrians • Raised cycle tracks create a risks for pedestrians
Greening	<ul style="list-style-type: none"> • Linked tree pits with permeable pavers and larger space for trees • Repatriate side street flankages and create more green spaces
Intersections	<ul style="list-style-type: none"> • Improve lane markings across the intersection • Raised sidewalk crossings at all side streets
Pedestrian Safety & improvements	<ul style="list-style-type: none"> • More pedestrian improvements are needed • Convert the lay-byes to pedestrian area and greening opportunities • Requests for detailed traffic accident data to be available
Vehicle traffic	<ul style="list-style-type: none"> • Reduce traffic lanes to one, give up the temporary 3 hour rush hour lane in each direction • Narrow vehicle lanes to the minimum

Little Italy BIA (the BIA) and Palmerston Residents' Association (PARA)

Topic	Question and Comment Summary
Area Planning	<ul style="list-style-type: none"> • Bike lanes should go to Shaw Street or Ossington Avenue
BIA Streetscape Masterplan	<ul style="list-style-type: none"> • The BIA is pursuing a streetscape master plan supported by Economic Development and would like to identify joint construction opportunities • The BIA streetscape planning process and consultation is expected to take to place in 2022 • Planned water main replacement 2024, subject to rescheduling would be the appropriate opportunity for BIA to pursue implementing aspects of the BIA Streetscape Master Plan

Construction impacts	<ul style="list-style-type: none"> • Construction timing and scheduling needs to be communicated with businesses in advance • Staging should be planned for minimum impacts to businesses
Greening + Pedestrian improvements	<ul style="list-style-type: none"> • BIA looking for opportunity to improve the look, feel and walkability of the area • PARA has been working with Neighbourhood Projects, formerly referred to as the Green Streets Team, to make improvements to the greenery • Electrical conduits attached to trees is a city anomaly, are no longer an accepted city standard and should be removed • Greening components expected with this project are: <ul style="list-style-type: none"> ○ bulb outs and flankages ○ permeable pavers between trees ○ opening the tree pits
Streetscape Liaison	<ul style="list-style-type: none"> • The BIA, PARA, Green Streets Team will continue to dialogue facilitated by the Economic Development as most concerns fell beyond the scope of the College Upgrades project • Looking for a holistic urban design vision for the area and the sidewalks

University of Toronto

The University of Toronto has a major infrastructure project in process requiring unencumbered access to the St. George Campus area along College Street. Construction has already begun and is currently expected to continue into autumn 2022. College Upgrades construction impacts need to be coordinated University of Toronto.

Grange Community Association and the Federation of South Toronto Resident Associations

Topic	Question and Comment Summary
Area Planning	<ul style="list-style-type: none"> • Adjacent ActiveTO routes (University Avenue) should be made permanent • Stronger consideration of bike lanes east to Yonge Street
Barriers	<ul style="list-style-type: none"> • Use higher barrier walls • Add bollards at street corners • Curb lane barriers at intersection medians tend to get snow plowed into them causing cyclists to move into traffic
Intersections	<ul style="list-style-type: none"> • Additional measure are needed to create protected intersections <ul style="list-style-type: none"> ○ sharks teeth ○ cyclist queuing areas ○ raised pedestrian crossings ○ curb bump-outs ○ radius reductions at all side streets • Dedicated turn lanes • Signal improvements for transit and leading pedestrian and bike intervals
Parking and enforcement	<ul style="list-style-type: none"> • Do more to prevent parking, ride share and delivery vehicles from stopping / mounting bike lanes • Add signage identifying stopping and delivery areas

Site specific	<ul style="list-style-type: none"> • Additional safety elements would benefit dead zones between Beverly Street and St. George Street • Beverly Street <ul style="list-style-type: none"> ○ repairs are needed south of intersection, ○ bollards would prevent trucks cutting into bike lane when turning ○ traffic calming required • Huron Street: Request for contra-flow • Major drainage problems at University, McCaul Street
TTC	<ul style="list-style-type: none"> • Add raised platforms east of Spadina Avenue
Vehicle traffic	<ul style="list-style-type: none"> • Sightline visibility is difficult for left-turning drivers at Beverly Avenue, and St George Street

Comment Tracking via Phone and Email

A total of 54 comment submissions were received via email telephone from members of the public including stakeholders. Feedback is themed and summarized below. Frequently raised concerns and inputs appear at the top of each section in bold.

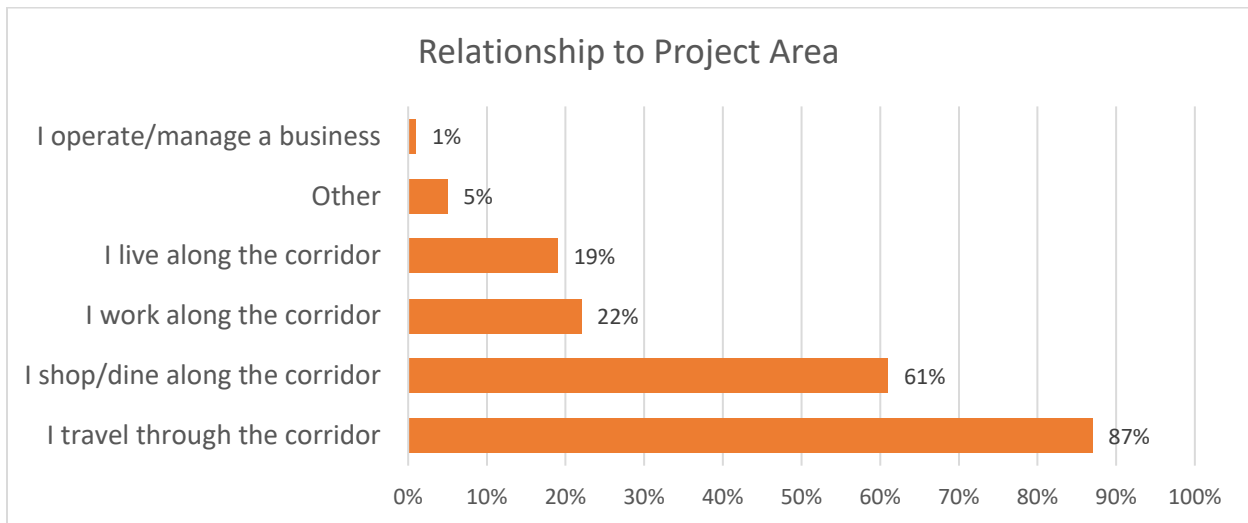
Topic	Comment Summary
Area and Related Planning	<ul style="list-style-type: none"> • Extend the cycle tracks farther east and west <ul style="list-style-type: none"> ○ connect to Yonge street ○ connect to Sherbourne Street ○ connect to Shaw Street ○ connect to Ossington Avenue • Ensure accommodation for CaféTO • Implement Downtown Parks and Public Realm Plan • Reference the 2001 College Street Revitalization Project Vision goals • Identify opportunities for cooperation with Little Italy streetscape planning • Pursue the <i>Vibrant Street</i> visions • Request to change to Borden-Brunswick cycle plan
Cycle Tracks	<ul style="list-style-type: none"> • Mixed responses to both the raised cycle tracks and the curb separated cycle tracks <ul style="list-style-type: none"> ○ cycle tracks should remain in the roadway to create buffer between cyclists and pedestrians ○ critique of raised cycle tracks based on implementation at Wellesley and Sherbourne Street (preference for design and Queens Park circle) • Increase cycle track width <ul style="list-style-type: none"> ○ east of Spadina Avenue is too narrow, move the power poles for more space ○ greater width is needed to accommodate faster cyclists overtaking slower cyclists, or other mechanisms to prevent over-taking • Keep tracks straight and minimise swerving • There are potential conflicts with this design among <ul style="list-style-type: none"> ○ cyclists and transit riders at transit stops ○ cyclists and pedestrians • Support changes with communication campaign and improved signage <ul style="list-style-type: none"> ○ Improve signage for cyclists (including construction signage)

	<ul style="list-style-type: none"> ○ A better description of how cyclist and transit riders are expected to maneuver is required ● Increased regulations for cyclists (tracks), speeding overtaking, stopping, yielding, cycling sidewalks
Cycle Tracks - Barriers	<ul style="list-style-type: none"> ● Dooring is a concern. "Dooring" or getting "doored" is when a person disembarking from a car hits a cyclist with the door ● Better protection is needed between cyclists and pedestrians ● Concrete curb is viewed as a tripping hazard
CaféTO	<ul style="list-style-type: none"> ● Ensure adequate space for CaféTO installation. ● Concern for safety of patrons walking across the bike lanes to reach the patios
Construction	<ul style="list-style-type: none"> ● Construction disruptive for small businesses new residents moving into the new buildings ● Phased construction work and mitigating methods are needed to minimise the impact on businesses ● Request to avoid construction at night ● Construction liaison with University of Toronto is needed
Consultation process	<ul style="list-style-type: none"> ● Request for detailed project drawings up front ● An expectation that inputs are acknowledged, responded to and are able to influence outcomes ● A follow-up meeting should present detailed drawing
Enforcement	<ul style="list-style-type: none"> ● Flexi posts or bollards in the protected pedestrian / cyclist areas to prevent cars from parking ● Enforcement needed <ul style="list-style-type: none"> ○ For proper use needs to be done better – e-bikes, scooters, runners, skateboards, ○ illegal parking and stopping of delivery trucks ● Better signage for cyclists is needed ● Proper construction signage needs to be implemented at all times
Intersections	<ul style="list-style-type: none"> ● Refer to lessons learned from the protected intersection pilot project at Gerrard & University ● More needs to be done for pedestrian and cycling safety: <ul style="list-style-type: none"> ○ leading pedestrian and cycling intervals at intersections ○ turning prohibitions ○ painted bike crossings at intersections to protect pedestrians and bikes ○ consideration for turn radii and larger off-set intersections ○ raised intersection at side streets
Parking	<ul style="list-style-type: none"> ● Support for non-rush hour parking in one travel lane
Pedestrian Safety and improvement to the pedestrian realm	<ul style="list-style-type: none"> ● Create a streetscape where laybys are filled with patios, chairs, or greenery ● More needs to be done <ul style="list-style-type: none"> ○ to protect pedestrians from cyclists ○ for greening and streetscape improvement
TTC	<ul style="list-style-type: none"> ● Plans for TTC islands are unclear ● Replace the eastbound streetcar island at Bathurst and College ● Create more island platforms for the TTC ● Transit signal priority + far side platforms ● Include TTC ridership / passenger rates in travel statistics ● TTC should have a public consultation for design and construction

Online Survey

Feedback from each question in the online survey is presented below.

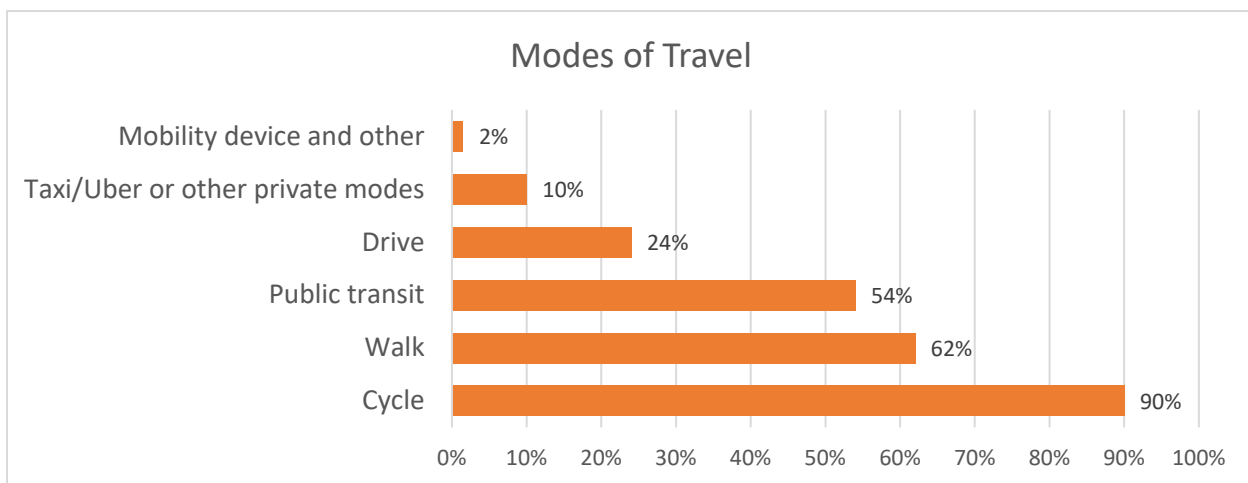
Q. Which of these options best describes your relationship to the project Area: College Street from Manning Avenue to Bay Street? Select all that apply.



People were able to select multiple relationships. On average people identified their relationship by selecting two categories.

Those responding to the survey who travel through the corridor far outnumber those who live along the corridor. While College Street serves more than one purpose to most respondents, it remains important as a thoroughfare. Other relationships not listed include visiting the area to see friends or family, attend school, access hospitals. Many live 'nearby' and for some College is their 'main street'.

Q. How do you regularly travel along College Street from Manning Avenue to Bay Street? Select all that apply.

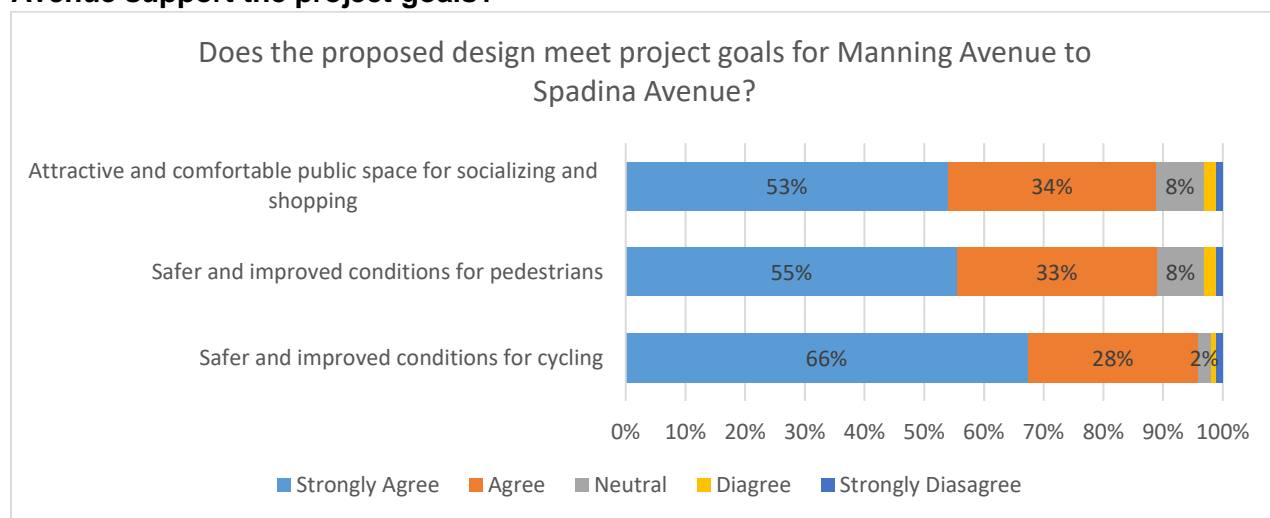


A total of 90% of respondents cycle. Of the 24% who drive only 2% are solely dependent on driving or driving and walking. This information lends context to the robust discussion and

detailed feedback on cycle track design and helps us to understand why many respondents feel College Street is ready to transform into a transit oriented, pedestrian focused public realm.

- Thirty-seven percent (37%) of respondents rely on active transportation reporting that they walk, cycle and use public transit.
- The character of College is reflective of the broad interest in College Street from people who do not live in the area. Only nineteen percent (19%) of respondents live in the area. Most the respondents travel through the corridor (87%) and shop and dine in the corridor (61%).

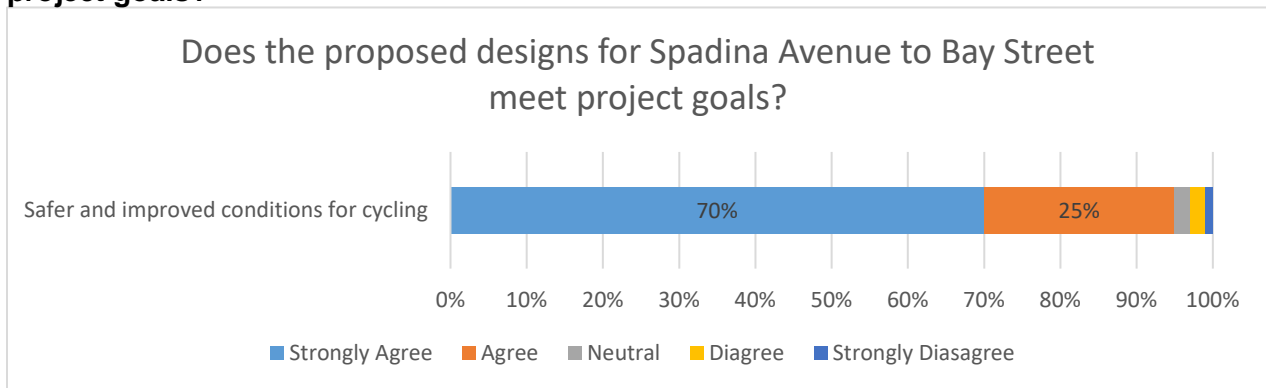
Q. Do you feel the proposed designs for College Street, Manning Avenue to Spadina Avenue support the project goals?



There is a general agreement that proposed College Upgrades meet the intended goals of the project. Three project goals were identified for College Street between Manning Avenue and Spadina Avenue are.

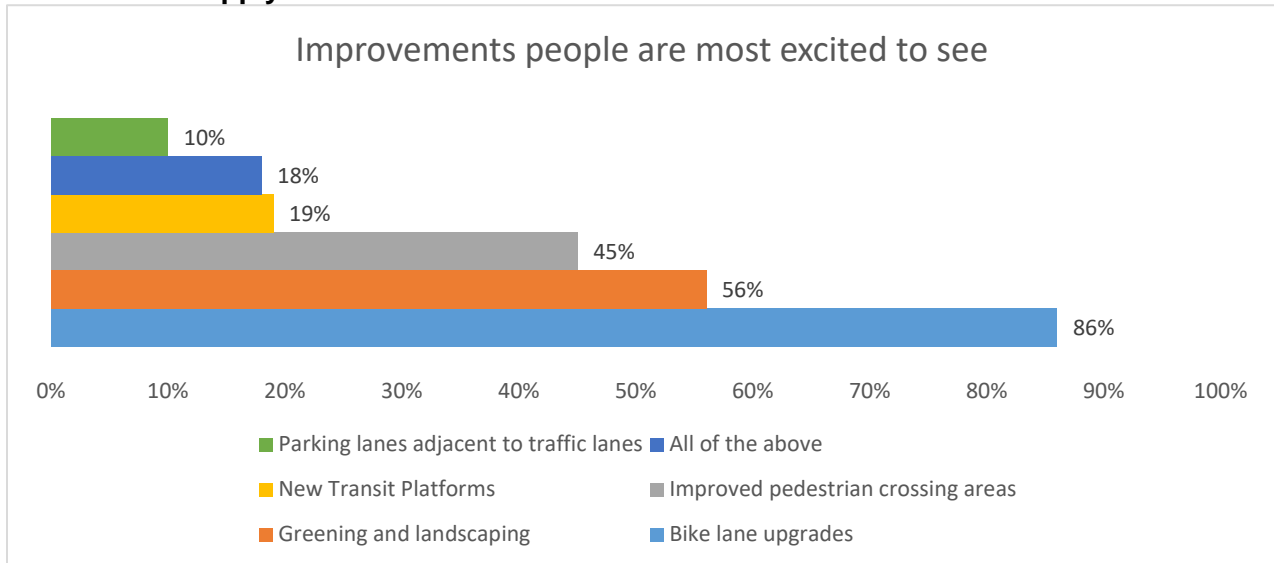
1. Safer & improved conditions for cycling:
Ninety-four (94%) of respondents agree and strongly agree that this project goal is met
2. Safer & improved conditions for pedestrians:
Eighty-eight (88%) of respondents agree and strongly agree that this project goal is met
3. Attractive and comfortable public space for socializing and shopping:
Eighty-seven (87%) of respondents agree and strongly agree that this project goal is met

Q. Do you feel the proposed designs for Spadina Avenue to Bay Street support the project goals?



For Spadina Avenue to Bay Street there is a single project goal of 'safer and improved conditions for cycling'. Ninety-five percent (95%) of respondents agree and strongly agree that the proposed design meets this project goal.

Q. Which cycling and road safety upgrade are you most excited to see on College Street? Select all that apply.



The top three improvements respondents are most excited to see are

1. Bike lane upgrades 86%
2. Greening and landscaping 56%
3. Improved pedestrian crossing areas 45%

Q. Do you have any additional comments?

Of the 1,200 comment forms we received online, there were 444 comments in the open comments field, in addition to 37 comment for "improvements people are most excited to see". These have been integrated with the feedback below.

Approximately 10% of the comments received expressed support for the project. While several comments provided critical feedback for the proposed design. Very few respondents objected to the need for safety upgrades along College Street.

Feedback is summarized according to emerging themes presented in the tables below. The following topics and comments were raised at least once. Frequently raised themes and messaging appear at the top of each section in bold.

Topic	Feedback Summary
Area connections and related planning	<ul style="list-style-type: none"> • Extend the cycle tracks farther east and west <ul style="list-style-type: none"> ○ Connect to Yonge street ○ Connect to Sherbourne ○ Connect to Shaw St ○ Connect to Ossington Avenue • Actively pursue Vision Zero and Complete Streets directives for traffic calming and increased safety • Make College Street a transit priority corridor like King Street. • Implement Downtown Park and Public Realm Plan in place of this plan • Expand the cycle track network throughout downtown and across the city • More car-free zones are needed in the city • See the Danforth Complete Street redesign and neighbourhood benefits
Bike parking	<ul style="list-style-type: none"> • More bike parking is needed to attract patrons to the businesses and to access services • CaféTO reduced bike parking • There needs to be new infrastructure for bike parking on the corner boulevards or spaces in between car parking like on King West
CaféTO	<ul style="list-style-type: none"> • Upgrades need to be supportive of CaféTO • More consideration for impact of CaféTO and bike lanes is needed, as crossing the cycle tracks will be hazardous for waiters and patrons • Previous CaféTO implementation impedes <ul style="list-style-type: none"> ○ cyclists are squeezed between the CaféTO popups and streetcars/streetcar tracks/autos ○ CaféTO took away a lot of bike parking • Patios on the streets made travelling through the Little Italy corridor extremely challenging as a cyclist, driver and pedestrian. • Patios on the streets made travelling through the Little Italy corridor extremely challenging as a cyclist, driver and pedestrian.
Cycle track - barriers	<ul style="list-style-type: none"> • Barriers need to be much higher to prevent cars and vehicles from entering the cycle tracks <ul style="list-style-type: none"> ○ Cars are often in the cycle tracks along Sherbourne ○ Consider low concrete walls • Barrier or space between cyclists and parked cars is needed to avoid 'dooring' (when a car door opens into a cyclist cycling) • Ensure visual cues are used to separate space for bikes, pedestrians and cars (pavement markings, signage, coloured asphalt) <ul style="list-style-type: none"> ○ Use simple but clear colour surfaces to ensure pedestrians and people on bikes understand who goes where

	<ul style="list-style-type: none"> ○ Requests for bollards as visual and physical separator, although; ○ The flexible bollards used in many bike lanes around the city provide little protection for cyclists, and are easily driven through by motor vehicles ○ Black planters used in other parts of the city have received mixed reviews <ul style="list-style-type: none"> ● Barriers need to have access points for bikes to leave the track and re-enter, but not wide enough for car to enter ● Greater barrier needed between pedestrians and cyclists ● Physical barriers between cars and cyclists are important to protect cyclists from cars ● Concrete curbs are needed at intersections to prevent Uber and delivery vehicles from stopping / parking at corners ● The lanes need to be physically separated the entire way, including pavement markings at intersections
Cycle Tracks	<ul style="list-style-type: none"> ● Cycle tracks need to be wider, a suggested 2m - 3m, to provide enough to for faster cyclists to pass slower cyclists and for cyclists to avoid obstacles (fallen garbage bins, pedestrians who enter the tracks) ● Mixed responses to both the raised cycle tracks and curb separated cycle tracks ● Critique of the raised cycle tracks <ul style="list-style-type: none"> ○ Raised tracks can result in pedestrians walking into it / mistaken for sidewalk area ○ Preference for cyclists (especially children cycling) to have bike lanes at street level, protected by a significantly high cement curb ○ Raised cycle tracks are not wide enough for cyclists to anticipate and avoid pedestrians who step between the two -- often randomly ○ Raised tracks make it more difficult to avoid obstacles (people or things including garbage bins, snow) ● Support for raised tracks. <ul style="list-style-type: none"> ○ Support for raised tracks as a safer option ○ Better visibility and better drainage ○ Request for raised tracks to be asphalt ○ Preference for raised tracks over curbs east of Spadina ● Consider bi-directional cycle tracks on one side ● Preference for a straight cycle track, not one that weaves in and out of traffic ● Improve transitions where the bike lane ends ● Include signage reminding cyclists to watch out for pedestrians ● Paint guidelines for cyclists to stop at transit stops for those boarding and exiting the buses/streetcars
Enforcement	<ul style="list-style-type: none"> ● More enforcement is needed to protect cycle tracks from drivers, parked cars, delivery truck, e-bikes, scooters <ul style="list-style-type: none"> ○ More needs to be done to keep motorized /electric scooters/bikes out of the bike lanes ○ Vehicle drivers / delivery trucks frequently park in bike lanes that are only separated by low curbs. ○ There should be demerit points for parking in cycle lanes ● Measures need to ensure pedestrians don't loiter in cycle tracks hidden by parked cars

Greening and Pedestrian improvements	<ul style="list-style-type: none"> • Repurpose parking spots to enhance the pedestrian and green space with wider sidewalks, bioswales, seating, patios • Bring back scrabble corners • Ensure that the soil depth is viable and sustainable • Include high-quality pavers and street lighting that is attractive & creates a sense of place • Increase elements of greening/beautification to support mental health and beautification for businesses. • Make sure there is seating at corners and mid-block • Sidewalks need to be accessible for those with mobility devices • Use native plants and pollinator plants in the landscaping
Intersections	<ul style="list-style-type: none"> • Implement protected intersection design at all major intersections • Signal priority for cyclists and transit is needed • Improved turning at intersections <ul style="list-style-type: none"> ○ Proposed solutions makes it more difficult for bikes to turn left ○ The right turn on Spadina is very dangerous for cyclists • Improved road markings at intersections so all users know if they are 'in their lane' • Support for bulb outs at intersections so drivers can see cyclists • Raised sidewalks at intersections and all side streets
Maintenance, Utilities and services	<ul style="list-style-type: none"> • Snow clearance is important • Repair damaged bike lane blocks flexi-posts and signs in a timely manner
Objections & Challenges	<ul style="list-style-type: none"> • This project will increase frustration of drivers and will result in more road rage and potentially more fatalities. • Bike lanes are causing a massive disruption in traffic flow and grid lock due to reduce car lanes • Bloor St. needs improvement, so best not to model College Street on like Bloor Street
Parking	<ul style="list-style-type: none"> • Reduce or remove parking • Set parked cars far enough away from bike lanes to avoid dooring • Specific spots for deliveries needs to be taken into account • Clear signage needed to distinguish transit waiting platform from raised cycle track • Parking between the bike and car lanes makes it difficult for drivers to see the bikers through the cars' side mirrors (ref Bloor St.) • Improve parking on side streets (or create parking lots/structures), if you take parking away from College.
TTC	<ul style="list-style-type: none"> • Improve streetcar priority <ul style="list-style-type: none"> ○ Transit priority signals ○ Dedicated lane • Return the eastbound island streetcar platform at Bathurst • New island TTC platforms should be part of this work at all stops along the project area that don't already have them • Please consider variations on bus stop designs. Buses stopping in bike lane are very dangerous & unpleasant design. • Streetcar is an inefficient form of transport with high overall cost for install, equipping, maintaining, and troubleshooting

Vehicle lane and Street Layout	<ul style="list-style-type: none"> • Give priority to transit, then cyclists, then pedestrians, then cars • Clear marking for cars turning right across the bike lanes • Make turning safer by using turn signals or separate turning lanes • More needs to be done to facilitate car travel and reduce congestion for cars, which is how people travel. • Narrow vehicle lanes to the minimum width
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Summary

Extend bikeway and increase public realm improvements

There is significant demand to extend the cycle tracks east to Sherbourne Street and west to Shaw Street, with requests to go as far west as Ossington Avenue.

There is strong community support for doing more to implement a pedestrian focused public realm. Requests reference the Downtown Parks and Public Realm Plan, the College Street 2001 Revitalisation Project Vision, and Vision Zero. There are several requests to increase the width of the pedestrian realm and the cycle tracks, reducing vehicular traffic to one lane and remove on-street parking. This request is beyond the scope of this project.

Discussion on cycle track barrier treatment

Most of those who participated in the public consultation for this project cycle along College Street regularly. Combined with traffic data, there is a recognised need and support for cycling track upgrades along College Avenue. Discussion and critical feedback on the best options for cycle track design and barrier treatment has been robust.

Raised cycle tracks received considerable criticism as being dangerous for children and pedestrians who inadvertently walk into them. There are also diverse options on the barrier treatment for the cycle tracks with concern that physical barriers can lock cyclists in. At same time there is a need for enhanced visual and physical separation to prevent cars from entering the track. Several requests were made to ensure multiple entrance and egress points, along the cycle tracks.

Enforcement needed for correct use of cycle tracks

Enforcement of cycle track usage is a consistently raised concern. We heard that vehicles often mount or park in cycle tracks, especially delivery vehicles and private ride service vehicles.. There are concerns that e-bikes, scooters, skateboards use the tracks creating a dangerous environment. Finally, there was concern for pedestrians who linger in the tracks, or inadvertently walk into tracks. There is a need for education and awareness on new road and cycle track designs.

Additional safety measures at all intersections

People would like to see leading pedestrian and cycling intervals at signalised intersections and raised crossings at all intersections along with better use of visual cues such as pavement markings. Overall there were many requests for more design.

Prioritize a pedestrian realm over vehicular traffic

There is demand for College to become a transit priority pedestrian focused public realm. Resident Associations are the most vocal advocates for greater change. Additional comments have been received through individual responses. . Additional improvements focus on intersection design, increasing sidewalk width, creating more space for greening and reducing vehicular traffic. Local resident associations have forwarded respective greening plans for the neighbourhood.

Project Support

Support for improvements and upgrades is strong and consistent overall. Statements of support have been included in Appendix D.

>>Appendix D

Next Steps

The project team is reviewing all feedback. The final design for College Street will consider technical imperatives, policy framework, and public and stakeholder comments.

The proposal will be presented at Infrastructure and Environment Committee (IEC) in March 29, 2022. The proposal and agenda will be available 1 week prior to the meeting. Members of the public are able to submit feedback or register to speak at the Committee meeting.

Approved upgrades will be implemented as part of the scheduled TTC work, with the cycle tracks. TTC track work is expected to begin in the summer / fall 2022. The City will host a preconstruction meeting and present the final design prior to commencement of work.

Appendices

Appendices are available on the [project website](#), under the Public Consultation tab, unless specified.

>>Appendix A: Public Notice

>>Appendix B: Public Meeting Presentation

>>Appendix C: Comment Form

>>Appendix D: Public Support Attached below

Appendix D: Support for College Upgrades

"The City needs more proposals like this one to continue to improve the safety of pedestrians, cyclists and citizens of downtown Toronto. This is a step in the right direction with many steps still to come."

"As a cyclist who travels this route to work most days I would really appreciate these upgrades to help me get to work safely!"

"Dedicated cycling lanes make me feel safer as a cyclist and as a driver!"

"College Street is currently not safe for cyclists. I have been doored on this route, as have many people I know. I applaud the city for developing this plan and eagerly await its completion!"

"I currently avoid cycling on College because I am not comfortable riding between traffic and parked cars with no separation. If these improvements were implemented I would ride on College Street. I think the proposed improvements will also create a beautified street and improved pedestrian environment."

" I really like the idea of separating the bike lanes like this — I often do not feel safe considering people are always driving in front of me or pulling out in front of me along this street so I really hope something like this happens"

"I love bike lanes!! Bike lanes help me support local businesses on my way to and from work!"

"I'm so happy and excited to see the continuous additions and improvements to cycling in Toronto. I've always been nervous to ride in the city but so want to feel safer. This is all making cycling accessible to everyone not just the daredevils. Thanks for making cyclists and pedestrians a priority. It is best for the city and benefits everyone who lives here and visits in so many ways."

"Increasing cycling is critical for health, congestion and climate benefits. The way to increase it is to make it safer, and physically separated lanes are the ONLY way."

"Please keep going with these improvements. The safer the bike lanes are the more people will use them, including me."

" I'm really excited about separated bike lanes along College! I bike that route twice a day to get to and from work, and I regularly have to dodge parked cars which makes me feel unsafe. A few things I'd like to see regarding the new separated cycle lanes, is that they're at least 2m wide to allow cyclists to comfortably pass, and to swerve to avoid obstacles which might arise in their way. Bike lanes that are too narrow, and are physically separated, can pose a hazard if say, a pedestrian steps out unexpectedly and there isn't enough room for the cyclist to avoid them. . . . Oh, and if there's space, adding additional bike parking along the route would encourage more users to stop and shop along the way!"

"Lets do it!"