

Bloor Street West Complete Street Extension Project

Public Consultation Report May 2023



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Executive Summary

The Bloor Street West Complete Street Extension project between Runnymede Road and Resurrection Road began in fall of 2022. The project proposes road safety improvements, cycle tracks, and public realm upgrades to meet Toronto's Vision Zero Road Safety Plan and Climate Change Action Plan goals. If approved, changes to Bloor Street West would be made with materials that can be installed quickly, such as bollards, roadway paint, planters and signage. No major road reconstruction is planned. Installation is planned in two phases in 2023 and 2024.

The full extents of Bloor Street are a City Council adopted Major City-Wide Cycling Route (MCWCR). The MCWCR are significant corridors where high order bikeways have been installed or are planned. City Council adopted a goal of completing the network of Major City-Wide Cycling Routes by 2041.

Transportation Services has made significant progress in completing the Bloor Street MCWCR. Starting in 2016, cycle tracks were installed as a pilot project from Avenue Road to Shaw Street and City Council-approved a permanent installation of the cycle tracks in 2017. In 2020, both the Bloor West Bikeway Extension from Shaw Street to Runnymede Avenue was installed and the missing gap of cycle tracks were installed between Sherbourne Street and Avenue Road as part of the ActiveTO Cycling Network Expansion Project.

In winter 2023, public and stakeholder consultation on the Bloor Street West Complete Street Extension project began to introduce the project and identify the different priorities and needs of businesses, members of the public, and other key stakeholders. A summary of the consultation activities included as part of this round of engagement are listed below:

- Individual stakeholder and ratepayer association meetings: January 2023 to May 2023
- Loading and delivery survey for businesses: open from January 23, 2023 to February 6, 2023
- Virtual stakeholder meeting: April 4, 2023
- Two public drop-in events: April 12, 2023 and April 13, 2023
- Online feedback form: open from March 23, 2023 to April 27, 2023
- School engagement and facilitation: May 4, 2023

Communication efforts included a project website, targeted emails to project stakeholders (local resident associations, schools, Business Improvement Areas (BIAs) and other organizations), and over 33,894 notices distributed throughout the project area in advance of the public drop-in events. Approximately 1,700 responses were received through the public online feedback form.

Overall, this round of consultation identified a contrast between community members who are highly supportive of a complete streets approach and the proposed cycling facilities, and community members who have concerns about traffic congestion impacts with the proposed changes. Comments from those supporting the proposed design

included desire for more transportation options, increased safety for vulnerable road users, reduced car dependency and mitigating climate change impacts, and connections to other bikeways and key destinations. For residents concerned about the project, the primary concerns noted traffic congestion and infiltration onto surrounding residential streets, conflicts between cyclists and motor vehicle drivers, and impacts to local businesses along the corridor. Many residents that were opposed to the project stressed their concerns with implementing bikeways along arterial roads.

Individual Stakeholder Meetings

Between January and May 2023, one-on-one meetings were held with Business Improvement Associations and Ratepayers Associations within the project area. These meetings were aimed at introducing the project and team, facilitating discussion, and highlighting next steps of the project. During these meetings, participants asked questions and provided comments relating to parking / loading space, community festivals, CaféTO, traffic congestion and infiltration, pedestrian and cyclist safety, and the overall consultation process for the project.

Loading and Delivery Survey for Businesses

A loading survey was available for local businesses to comment on loading demands and other key business requirements from January 20 to February 6, 2023. Responses from the surveys are used to inform the locations of parking and loading spaces and finalize the overall bikeway design to ensure it supports the needs of local businesses.

Virtual Group Stakeholder Meeting

On April 4, 2023, a virtual meeting was held with a group of stakeholders from a number of organizations relevant to the project to provide a project overview, discuss questions and concerns, and outline next steps. During the meeting, stakeholders asked a number of questions relating to traffic congestion, changes to roadway and intersection configurations, parking, and more. Overall, most stakeholders seemed supportive of the project while emphasizing many considerations for the design of the cycling facility and any changes to the roadway and corridor overall.

Public Drop-In Events, Online Feedback Form, Emails and Phone Calls

Opinions were shared both in support of and in opposition to the proposed changes. The following comments and concerns were most often received through feedback provided on the roll plans, discussions with staff, and from the online survey:

- Support physically separated bike lanes
- Consider extending the cycling facility through Etobicoke and connect to existing cycling facilities in Mississauga
- Suggest identifying specific congestion points and monitoring traffic counts on local streets
- Support improving active transportation infrastructure
- Concerned about traffic flow and taking space from cars, including how impacts will be monitored
- Significantly concerned about congestion, safety and neighbourhood/side street infiltration
- Concerned for businesses and the removal of on-street parking
- Opposed to bike lanes, particularly along major arterials
- Concerned about impacts to

throughout the city to combat climate change, support vulnerable road users, and improve health

- emergency service vehicles and transit (TTC shuttle busses)
- Concerned with the use and maintenance of bike lanes in winter

School Education and Facilitation

On May 4, 2023, the project team and a trained Toronto District School Board (TDSB) facilitator delivered the first of a series of school engagement sessions at Islington Junior Middle School. The purpose of the session was to educate students on the concept of complete streets, allow students to speak with the project team, and collect feedback.

Next Steps

The project team will continue to review all comments received on the design drawings. A forthcoming design update will be provided via the project website to report back on any changes incorporated into the project. The revised project design will be presented to Infrastructure & Environment Committee (IEC) and City Council in June 2023 for approval to proceed to implementation.

Project Overview

The Bloor Street West Complete Street Extension project between Runnymede Road and Resurrection Road aims to make travel on the street safer, more inviting, and attractive for everyone. The project proposes road safety improvements, cycle tracks, and public realm upgrades to meet Toronto's [Vision Zero Road Safety Plan](#) and [Climate Change Action Plan](#) goals.

Changes to Bloor Street West would be made with materials that can be installed quickly, such as bollards, roadway paint, planters and signage. No major road reconstruction is planned, and installation would take place in two phases in 2023 and 2024.



Figure 1: Map of Bloor Street West Complete Street Extension project corridor. If approved by City Council, Phase 1, Runnymede Road to Aberfoyle Crescent, would be installed in 2023 and Phase 2, Aberfoyle Crescent to Resurrection Road, would be installed in 2024.

Public and stakeholder consultation was held between January and May 2023 to introduce the project to the community and identify the community's overall needs and priorities. This report provides a summary of the public and stakeholder consultation activities, common themes that emerged through the feedback received, as well as next steps for project engagement.

Engagement Overview

Communication Activities

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

- Project website www.Toronto.ca/BloorWest
- Canada Post direct mail (33,894 addresses)
- Email to project email list (209 contacts)
- Email to stakeholder list including resident associations, community groups, organizations, institutions and elected officials (over 175 contacts)
- Social media posts

	Impressions # of times ad is shown	Reach # of people who saw the ad	Clicks # of clicks on the ad	Post reactions
Instagram	2,251	2,063	64	338
Twitter	97,166	2,689	668	n/a

Consultation Activities

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

Activity	Date	Participation
Individual Stakeholder Meetings	January 19, 2023 January 23, 2023 January 26, 2023 February 8, 2023 February 9, 2023 February 23, 2023 March 24, 2023 May 5, 2023	Bloor West Village BIA Kingsway BIA Kingsway BIA Turner & Porter Yorke Chapel Islington RRA Kingsway RA Bloor West RA Bloor West Village BIA
Virtual Group Stakeholder Meeting	April 4, 2023	26 attendees from a variety of organizations
Two (2) Public drop-in events	April 12, 2023 April 13, 2023	Minimum 300 attendees over both events
TDSB Engagement: Islington Junior Middle School	May 4, 2023	Grade 3 to Grade 7 students
Online Feedback Form	March 23, 2023 – April 27, 2023	~1,866 responses
Online Business Loading and Delivery Survey	January 20, 2023 – February 6, 2023	72 responses
Email/Phone	January 2023 – May 2023	120 emails and 15 phone calls
Project Web Page	January 2023	

Feedback Summary

Individual Stakeholder Meetings (January – May 2023)

In the lead up to the public consultation period, the City hosted a number of meetings with local stakeholders, including Business Improvement Areas (BIAs), ratepayers and residents associations (RRA) and individual businesses. These meetings were held to introduce the project and to receive preliminary feedback on the proposed design. The City met with: Bloor West Village BIA, Kingsway BIA, Kingsway Park Ratepayers Inc, Islington Ratepayers and Residents Association, Bloor West Village Residents Association and Turner & Porter Yorke Chapel. The following table provides a summary of the key topics discussed with each stakeholder organization.

Organization	Date	Discussion
Bloor West Village BIA	January 19, 2023	<ul style="list-style-type: none"> - Inquiry on the type of material that will be used to physically separate bike lanes (e.g., flex posts vs. pre-cast concrete curbs) - Question about whether or not Bloor Street would reduce to one lane from Royal York Road to Six Points - The lane reduction will increase traffic congestion - Inquiry about the project timeline - Note to consider dates for the Bloor West Festival (July 15) and Ukrainian Festival (Sept. 15 to 17) - Request to keep the bollards in event spaces flexible/removable so that the width of the street is not impacted during festivals
Kingsway BIA	January 23, 2023	<ul style="list-style-type: none"> - Comment that the flex posts break easily and concrete bollards are preferred - Inquiry whether or not Bloor Street will be reduced to one lane travelling east and west - Request for sidewalk improvements and seamless connections with the new condominium developments - Consider the Taste of the Kingsway Festival dates (usually between Sept.8 to 10) - Concern that cyclists do not dismount through the crowds at these events. Road closures apply to both vehicles and cyclists
Kingsway BIA	January 26, 2023	<ul style="list-style-type: none"> - Inquiry on the types of bollards being used, i.e. using planters instead of flex posts or concrete barriers - Inquiry about whether the center median that runs down Bloor Street will be impacted

Organization	Date	Discussion
		<ul style="list-style-type: none"> - Request to minimize potential impacts to the Taste of the Kingsway event in September 2023
Turner & Porter Yorke Chapel	February 8, 2023	<ul style="list-style-type: none"> - Concern that the funeral home parks the hearse on Bloor Street, sometimes on the south side (illegally) if the procession is travelling westbound - Consider that the caskets are loaded from the front entry door (fronting Bloor Street) - Concerns about losing curb access - Cycling facility will make it difficult for pallbearers / procession operations - Note that the side door can be used, but this is less preferred - Suggestion for the City to attend a site visit to view the operations firsthand
Islington RAA	February 9, 2023	<ul style="list-style-type: none"> - Inquiry about the project installation process with the rail underpass west of Islington subway station, west of Resurrection Road - Inquiry as to whether the cycling facility and parking will replace what is currently a vehicle lane - Inquiry about how wide the cycling facility will be relative to a general purpose lane - Concerns that current traffic volumes are not being reflected and have increased significantly since the pandemic - Inquiry about how current traffic congestion within Bloor West Village will be reduced - Note that right-turn restrictions can be dangerous when cycling facilities are provided
Kingsway Park Ratepayers Inc.	February 23, 2023	<ul style="list-style-type: none"> - Inquiry about whether a lane will be removed to accommodate the cycling facility - Suggest to test this project as a pilot project first - Suggest to identify specific congestion points and monitor traffic counts on local streets - Concern about impacts to emergency service vehicles and transit (TTC shuttle busses) - Inquiry about how local businesses owners and members of the public will be consulted - Inquiry about tree removal and impacts to Park Lawn Cemetery

Organization	Date	Discussion
		<ul style="list-style-type: none"> - Questions about winter maintenance and how the cycling facilities will be designed to maintain safety and be separated from traffic - Suggest to review cycling facility implementation in other global cities (e.g., Oulu, Finland; Montreal, Canada) - Inquiry about project next steps
Bloor West Village Residents Association	March 24, 2023	<ul style="list-style-type: none"> - Note that residents are in favour of planters - Suggest to work with schools to emphasize that the project will improve connectivity and safety and provide street improvements while minimizing parking impacts - Note that City should review South Kingsway and Jane Street intersection to improve safety for pedestrians and cyclists

Loading and Delivery Survey for Businesses (January – February 2023)

A business delivery and loading survey was created and a letter asking for survey submissions was mailed by Canada Post to 1,185 businesses along Bloor Street West from Runnymede Road to Resurrection Road. The survey was open between January 20 to February 6, 2023. Responses from the surveys are used to inform the locations of parking and loading spaces and finalize the overall bikeway design to ensure it supports the needs of local businesses.

A total of 72 complete responses to the survey were received. Data from 71 respondents were carried forward for analysis purposes, as these were associated with locations within the study area. 20 completed responses were received from the Bloor West Village and 38 responses from The Kingsway Business Improvement Areas (BIAs). The maps below show locations of businesses that responded within these two BIAs.

Bloor West Village BIA



The Kingsway BIA



Key findings include:

- Many businesses receive daily deliveries (Mon-Fri), sometimes several times per day
- Deliveries are typically made during peak periods
- All businesses indicated that deliveries are received from Bloor Street West, typically utilizing on-street parking or ‘no-parking’ areas fronting their business or nearby businesses
- Most businesses do not have access to a laneway or back alley for loading
- Several businesses noted that side street deliveries are not feasible due to proximity and likelihood of receiving tickets
- Some businesses in close proximity to a side street indicated that side street loading would be a safer option than Bloor Street
- Several businesses emphasized that they do not want parking along Bloor Street to be significantly impacted (on-street parking and accessible parking); however, the purpose of the survey was primarily to collect information about business loading

Virtual Group Stakeholder Meeting (April 2023)

A virtual group stakeholder meeting was held on April 4, 2023, from 6:00 to 8:00 pm via Webex Meetings. The purpose of the meeting was to present the project, introduce the project team, discuss next steps, and receive feedback and address any initial questions from key stakeholders. Over 175 businesses, community groups and relevant, City-wide stakeholders were invited; 26 participants attended with representatives from at least seven (7) organizations. Stakeholders emphasized overall support for the project, while asking questions relating to traffic congestion, changes to roadway and intersection configurations, community festivals and parking. Common themes and comments received during the meeting are summarized in **alphabetical order** in the table below.

Topic	Primary Comments and Themes
Adjacent Land Uses and Developments	<ul style="list-style-type: none"> - Inquiry regarding the gas station at South Kingsway and whether it is being removed/relocated - Comment about the upcoming new developments on Bloor Street and how the reduced lane will add to the construction impacts
Consultation	<ul style="list-style-type: none"> - Request to keep the BIA's and RA's informed on all project updates and to post any major changes to traffic / roadways on the project website
Cycling Facility Design	<ul style="list-style-type: none"> - Support for prioritizing carbon-neutral/active forms of transportation to combat climate change - Inquiry about whether any additional treatments will be implemented to facilitate moving cyclists from Bloor Street up to the Montgomery cycling facility - Concern that the white flex posts are not aesthetically pleasing and to consider adding longer curbs in certain areas
Parking / CafeTO Space	<ul style="list-style-type: none"> - Inquiry about the layby parking lanes on the south side of Bloor Street and whether they will be available for CafeTO patios - Inquiry regarding the cycling facility outside of the Shoppers Drugmart in the Kingsway BIA and whether it will be shifted to accommodate CaféTO - Suggestion to consider adding parking in the centre of the street (as done in Ireland)
Pedestrian Facilities	<ul style="list-style-type: none"> - Note that sidewalks are narrow along several sections of Bloor Street (e.g., Humber Bridge) and hope this project will enhance the overall street experience for both pedestrians and cyclists
Project Timelines and Scope	<ul style="list-style-type: none"> - Inquiries about whether the project is finalized or not
Roadway / Intersection Configurations	<ul style="list-style-type: none"> - Concern about the closure at Mossom Road and how this will impact the community accessing Riverside Drive - Inquiry about whether there will be changes to the Thompson Avenue intersection (connecting to the Van Dusen Bridge) - Suggest to add a pedestrian crossing traffic light at Riverside Drive going north off Bloor Street - Support for the red painted bus lane - Inquiry about additional lights for pedestrians and cyclists (e.g., advanced greens) and if there are any changes or right turn restrictions for vehicles - Note that vehicles frequently block the pedestrian crosswalk and bike lanes at Bloor Street and Royal York Road while waiting for gaps in traffic

Topic	Primary Comments and Themes
	which will be problematic if right turns on red are permitted
Safety	- Concerns for safety for cyclists and pedestrians
Winter Maintenance	- Comment that inadequate snow removal can deter cyclists from cycling year-round

Public Drop-In Events (April 2023)

The City hosted two public drop-in events on Wednesday, April 12, 2023 from 6:00 p.m. to 8:00 p.m. and Thursday, April 13, 2023 from 6 p.m. to 8 p.m. During the events, members of the public were encouraged to view the project information panels, roll plans (drawings of the proposed changes along the corridor) and speak with members of the project team one-on-one. City staff and representatives from Ward 3, Etobicoke-Lakeshore, and Ward 4, Parkdale-High Park offices were available to record comments and answer questions. Participants were also encouraged to write down feedback on roll plan maps of the proposed changes along the corridor.

Event details are summarized below:

1. **April 12, 6:00 p.m. to 8:00 p.m. at Swansea Public School Gymnasium:**
207 Windermere Ave., M6S 3J9
2. **April 13, 6:00 p.m. to 8:00 p.m. at Etobicoke Collegiate Institute Cafeteria:**
86 Montgomery Rd., M9A 3N5



Figure 2: Public Drop-in Events on April 12 and April 13, 2023

Summary of Feedback from Public Drop-In Events

During the two public drop-in events, participants provided questions and comments to staff members, posted sticky notes with site specific comments on roll plans and completed the survey questions either on hardcopy or through the project website.

Many of the comments received through the roll plans and through staff discussions during the public drop-in events focused on **major themes and significant areas of concern or support**. The key themes are summarized below in **alphabetical order**.

Topic	Comments and Themes
Businesses Impacts	<ul style="list-style-type: none"> - Concerns that reduced parking will negatively impact local businesses (e.g., churches, medical offices, etc.) - Concerns about accessing businesses along this corridor by car (especially for seniors who rely on cars)
Consultation Process	<ul style="list-style-type: none"> - General requests for further consultation - Requests for a Townhall consultation format - Appreciation and support for the way consultation has been completed for this project
Cycling Facility Design	<ul style="list-style-type: none"> - Significant support for improving active transportation infrastructure throughout the city to combat climate change, support vulnerable road users, and improve public health - Support for increased connectivity to other existing cycling facilities and surrounding neighbourhoods - Concerns that the layout of the cycling lane (i.e., travelling 'in' and 'out' of the parking laybys) may cause accidents between cyclists and vehicles - Requests to move the cycling facility left of the vehicle lanes at busy intersections to increase safety - Requests to add cyclist (and pedestrian) signals at major intersections - Support for physically separated bike lanes - Requests to extend the cycling facility through Etobicoke and connect to existing cycling facilities in Mississauga - Comments that cycling demand along Bloor Street West, west of High Park, is currently low - Suggestions to complete follow-up studies to report back on utilization of bike lanes after installation
New Developments	<ul style="list-style-type: none"> - Concerns that the cycling facility design does not consider the increase in people with new developments along Bloor (i.e., traffic and emergency service vehicle impacts)

Topic	Comments and Themes
	<ul style="list-style-type: none"> - Concerns with construction timing of cycling facility overlapping with other surrounding construction activities (e.g., Old Mill closure)
Parking	<ul style="list-style-type: none"> - Concerns that there is a lack of accessible parking for seniors and people with disabilities who rely on driving on Bloor Street
Pedestrian Facilities	<ul style="list-style-type: none"> - Requests for more crosswalks along the corridor (to cross Bloor Street West, and to cross minor intersections along Bloor Street West). Specific locations of note include: Riverside Drive and Brule Terrace - Support for protected intersections
Public Realm / Street Features	<ul style="list-style-type: none"> - Request for more bicycle parking and bike share stations along the corridor
Safety	<ul style="list-style-type: none"> - Support for providing safer transportation options for children to get to and from schools nearby and for seniors to move around the neighbourhood - Concerns about safety with making right turns with cycling facilities - Concerns over cyclist etiquette, education, and enforcement - Concerns that drivers will get frustrated with traffic congestion, increasing dangerous behaviours - Concerns that removing a vehicle lane will increase existing safety issues associated with snow in certain sections (e.g., many accidents near The Kingsway during the winter) - Inquiries about whether e-scooters and e-bikes will be permitted to use the cycling facility and how this will be enforced - Support for 'Right-Turn-on-Red' (TROR) restrictions at busy intersections (e.g., The Kingsway)
Traffic congestion	<ul style="list-style-type: none"> - Concerns that, after installation and the removal of a vehicle travel lane, traffic congestion will significantly increase and amplify existing traffic issues - Concerns about traffic infiltration onto local residential streets (e.g., Riverside) - Concerns over emergency vehicle times and access when travelling along Bloor Street West - Concerns that increased traffic congestion will result in negative environmental impacts - Requests to complete traffic studies using current data and consider development impacts in traffic analysis - Requests to complete follow-up studies after implementation

Topic	Comments and Themes
	<ul style="list-style-type: none"> - Inquiry about the provision of speed bumps and other traffic calming measures (e.g., The Kingsway intersection)
Winter Cycling / Maintenance	<ul style="list-style-type: none"> - Inquiries about how snow removal and winter maintenance - Suggestions to remove the cycling facility in the winter due to decreased demand

In addition to the major themes summarized above, comments received on the roll plans generally fall within the following broad groupings:

- Comments that are **actively being addressed in the design**. A design update will be released on the project website to detail how and where specific design updates are being incorporated based on the public comments. These changes vary in scope and scale but include changes such as adjusting or removing curb extensions, adjusting parking or loading spaces and making changes to lane configurations or turn lanes at intersections.
- Comments that **are outside of current project scope or conflict with project direction** such as:
 - o Suggestions to add cycling connections along other corridors outside of the project area
 - o Suggestions relating to police enforcement and driver / cyclist education
 - o Requests to improve transit and parking beyond the project scope
 - o Requests to change roadway configurations of local residential streets outside of the project area
 - o Desire to remove the proposed bike lanes on Bloor Street from the plan
 - o Changes to vehicular lane configurations at locations where the changes are infeasible due to space constraints (e.g. adding a turn lane where no space is available)
- Comments that **expressed general support** for the project and proposed changes such as:
 - o Support for cycling facilities on Bloor Street
 - o General support for safety improvements and the complete streets approach
 - o Support for signal timing changes to protect cyclist movements
 - o Support for connecting cycling facilities to existing cycling facilities
 - o Support for pedestrian improvements
- Comments that **expressed general disapproval** for the project and propose changes such as:
 - o Concerns over cycling facilities increasing traffic congestion on Bloor Street (or in general)
 - o Disapproval of any roadway configurations that will support the implementation of cycling facilities
 - o Preference for prioritizing only motor vehicles along Bloor Street

- Comments that **require responses** from the City. The project team is analyzing all comments received and compiling responses for any that require additional information or details. Updates will continue to be posted on the project website as they become available.

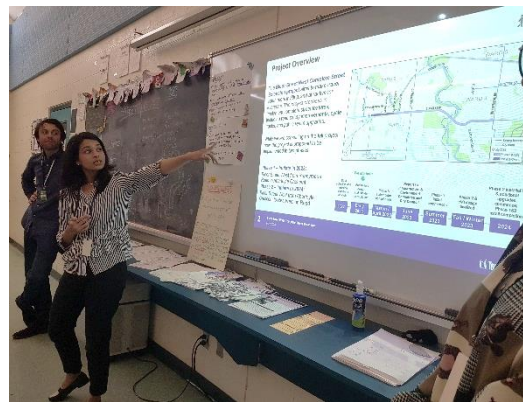
As noted, a summary of design changes based on specific and actionable comments will be posted on the project website.

School Education and Facilitation (May 2023)

On May 4, 2023, the project team and a trained Toronto District School Board (TDSB) facilitator delivered the first of a series of engagement sessions at public schools. The first event took place at Islington Junior Middle School. The purpose of these sessions was to educate students on the concept of complete streets, allow students to speak with the project team, and collect feedback on the local project. The project team presented a high-level overview of the project to students in Grades 3, 4/5 and 6/7. The general age range of students were between 9 and 12 years old. Class sizes varied; however, the average was about 30 children per classroom.

Each period was approximately 50 minutes long, during which time students participated in a variety of activities including a SWOT (strength, weakness, opportunity and threats) analysis of Bloor Street West, designing and refining a complete street, as well as completing the same online feedback form that was available to members of the public. Approximately 76 survey responses were received from students, and the results are summarized below.

- Segment 9: Royal York Road to Aberfoyle Crescent received the most responses as it is the closest location to the school.
- Of responses received to the question: Are you supportive of the proposed changes for: Royal York Road to Aberfoyle Crescent (Segment 9)? 26% of the students were very supportive, 48% of the students were supportive, 19% of the students were neutral, 4% were unsupportive and 3% were not sure.
- The majority of the students mentioned that they lived in the apartment buildings surrounding the school and generally most of them walked to school.
- Students who did not walk to school generally took the school bus or were dropped off by caregivers.



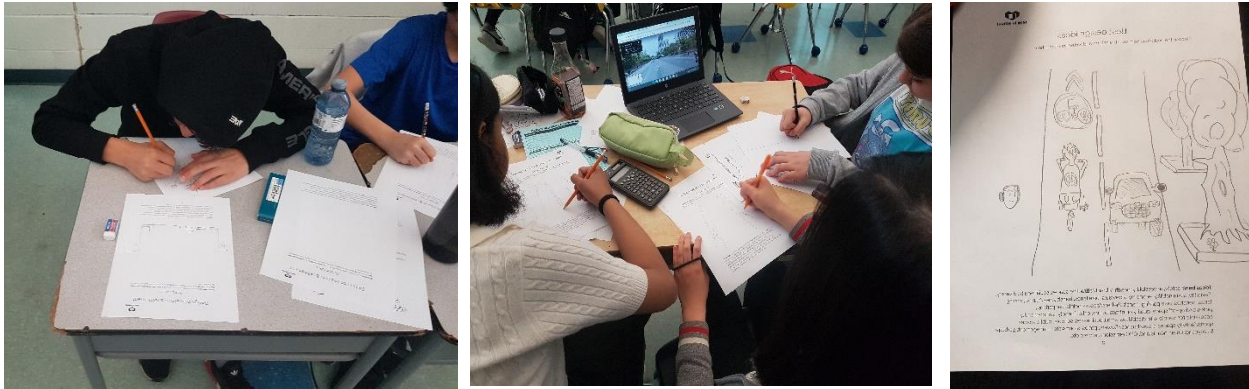


Figure 3: School Engagement Session on May 4, 2023

Additional Feedback

The questions and comments received through phone and email between January and May 2023 are summarized by theme below in **alphabetical order**.

Theme	Comments
Bicycle Lane Protection Measures	<ul style="list-style-type: none"> - Support for bike lanes and enhancing cycle infrastructure by making them raised cycle tracks - Request for cycle track between South Kingsway and Prince Edward be designated by paint only as this would allow cyclists extra space if needed - Comment that the white flex posts are not aesthetically pleasing, and the concrete curbs can be dangerous if cyclists fall over
Business/ CaféTO	<ul style="list-style-type: none"> - Concerns that bike lane will impact seniors who need to be dropped off in front of buildings to access businesses - Concerns regarding loading and deliveries for businesses - Concern regarding parking spaces for businesses and their employees - Concern that when lanes are closed on Bloor Street, traffic on residential street increases dramatically during CaféTO - Comment that bike lanes will invigorate businesses with new young customers and employees
Design	<ul style="list-style-type: none"> - Suggestion to restrict vehicle right turn movements from Montgomery Road onto Bloor Street and, from Bloor Street onto Montgomery Road on a red light, on Mon-Fri between the hours of 8am-4pm. - Request to install red-light cameras both directions on Bloor Street as a deterrent - Request for wider sidewalks - Suggestion to automatically award pedestrians a “walk” sign to cross Bloor Street when cars are stopped at a red light
Emergency Services	<ul style="list-style-type: none"> - Concern that emergency vehicles have already been adversely affected by the project's prior phases and traffic along the Bloor Street bridge over the Humber

Theme	Comments
	River (and westward) has suffered the negative impact of bottlenecks
General Comments	<ul style="list-style-type: none"> - Comment that this project is good for the climate, safety, and quality of life - Common comment noting that a great display of informational boards were provided and the project will be a vast improvement for Bloor Street - Comment that to have a link from Bloor West Village to Mississauga would benefit the city
New Developments	<ul style="list-style-type: none"> - Note that there are two towers being built at Riverview and Bloor. The construction company has installed ramps between the sidewalk and road (between Jane and Riverview) to allow for equipment access to the site - New condo buildings will increase population and traffic impacts
Parking	<ul style="list-style-type: none"> - Concerns that reduced parking will negatively impact businesses - Concern that elderly members of the public need parking spots to visit clinics/businesses
Roadway / Intersection Configurations	<ul style="list-style-type: none"> - Opposition to reducing vehicle lanes to add a bike lane on Bloor Street West - Concern about Mossom Road entry closure as this would block eastbound left turn entry to driveways (about 16 units access this driveway) - Concern with countless near collisions at Jane and Bloor Street West. - Concern that reducing the Jane to South Kingsway section of Bloor to one lane has obvious problems as east west traffic will be blocked by vehicles turning left from Bloor onto either Jane or South Kingsway during rush hour - Suggestion to keep the eastern part of Mossom Road as a one way street going west and to make it a two way street up to the most eastern driveway on Mossom Road - Inquiry on whether there will be any changes to right turn on red at intersections along the proposed area - Consider a right turn restriction on red at Jane and Bloor, going south on Jane
Safety	<ul style="list-style-type: none"> - Concern that bike lanes cause pedestrian crossing hazards - Reducing the number of lanes on Bloor Street and redesigning the space is essential for Toronto to meet its Vision Zero objective - Concerns that parked cars adjacent to the bike lane, could open their doors on the passenger side into the path of an oncoming cyclist. - Concerns that pedestrian safety has not been studied enough

Theme	Comments
	<ul style="list-style-type: none"> - Concern for cyclist and pedestrian safety as from Bloor Street, the angle of a right turn into a side road is such that cyclists and pedestrians do not appear in the side or rear- view mirrors - Comment to improve safety measures at the intersection of Bloor Street and Montgomery Road - Concerns that bicyclist's do not dismount to cross at intersections - Support for physically separated bike lane as painted line to separate the bike lane will not be safe for cyclists - Request for City to improve snow plowing in the winter for pedestrian safety and accessibility - Request to monitor traffic and speeds on Morningside Avenue, east of the South Kingsway, and Ellis Park Road, south of Bloor Street
Traffic/Congestion	<ul style="list-style-type: none"> - Comment that there are more drivers than cyclists on this corridor - General support for the project to promote more active transportation and less reliance on cars in Toronto - Concern that adding a bike lane and lane reductions will worsen traffic congestion and increase the amount of idling cars - Concerns with traffic flow that will encourage drivers to divert onto residential side streets - Concern that drivers lose their patience waiting in traffic and removal of left turn restrictions during peak hours will cause even more congestion - Request for additional traffic assessments to be completed - Comment that reducing the Jane to South Kingsway section of Bloor Street to one lane will cause a problem as east/west traffic will be blocked by vehicles turning left from Bloor Street onto either Jane or South Kingsway during rush hour - Concern that the Humber River is a major roadblock for east-west traffic in the west end as there are only a few bridges to provide crossing points - Concerns with TTC services that causes reliance on cars - Concerns that garbage collection causes traffic and lane reduction will add to this congestion
Winter Maintenance	<ul style="list-style-type: none"> - Comment that weather conditions do not permit year-round cycling - Concern that bike lanes will not be utilized in the winter due to snow and inadequate winter maintenance - Snow ploughs create snow banks that people can't cross over

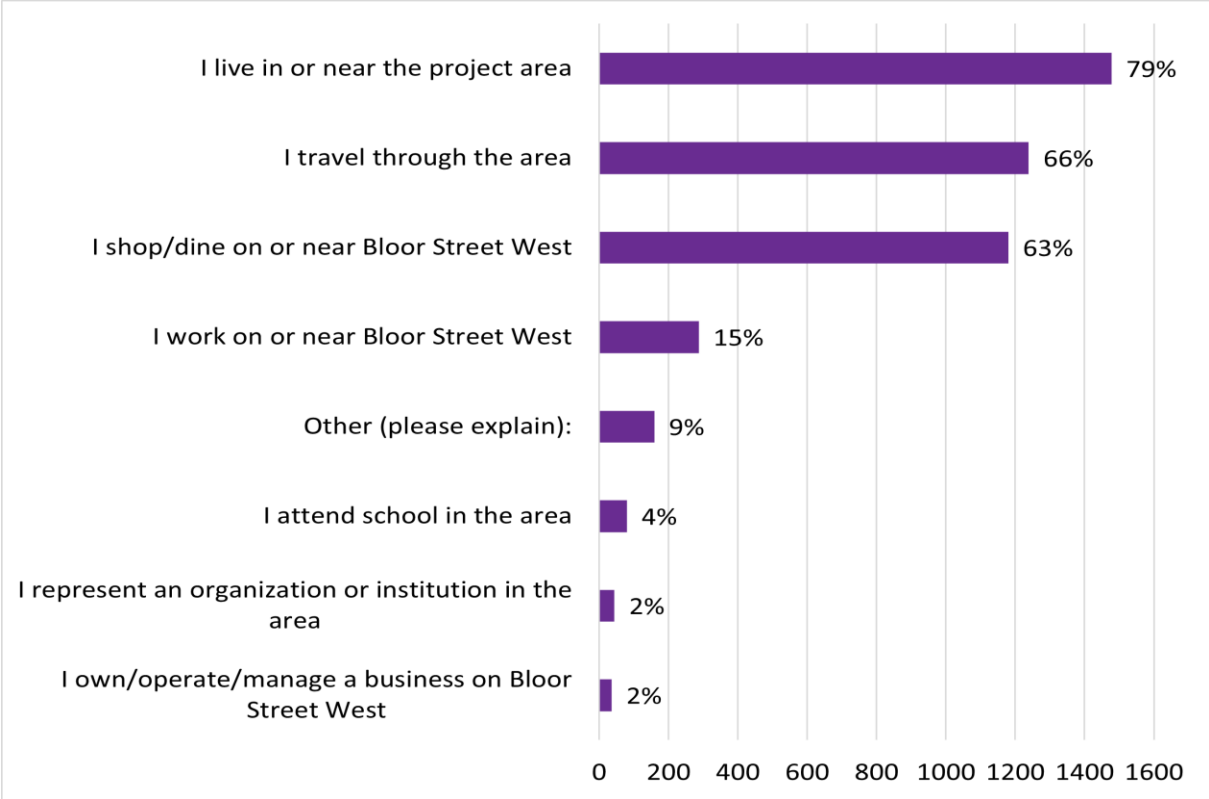
Summary of Feedback from Online Feedback Form

An online survey using the CheckMarket platform was available for the public between March 23, 2023, and April 27, 2023. During this consultation process, stakeholders and community members were asked to provide feedback on the complete street elements proposed for Bloor Street West from Runnymede Road to Resurrection Road as well as associated improvements to major intersections, including the South Kingsway intersection. Approximately 1,866 responses were received, and the results are summarized below.

Part 1: About You

Question 1: Which statements describe your relationship to Bloor Street West between Runnymede Road and Six Points (Resurrection Road)? Select all that apply.

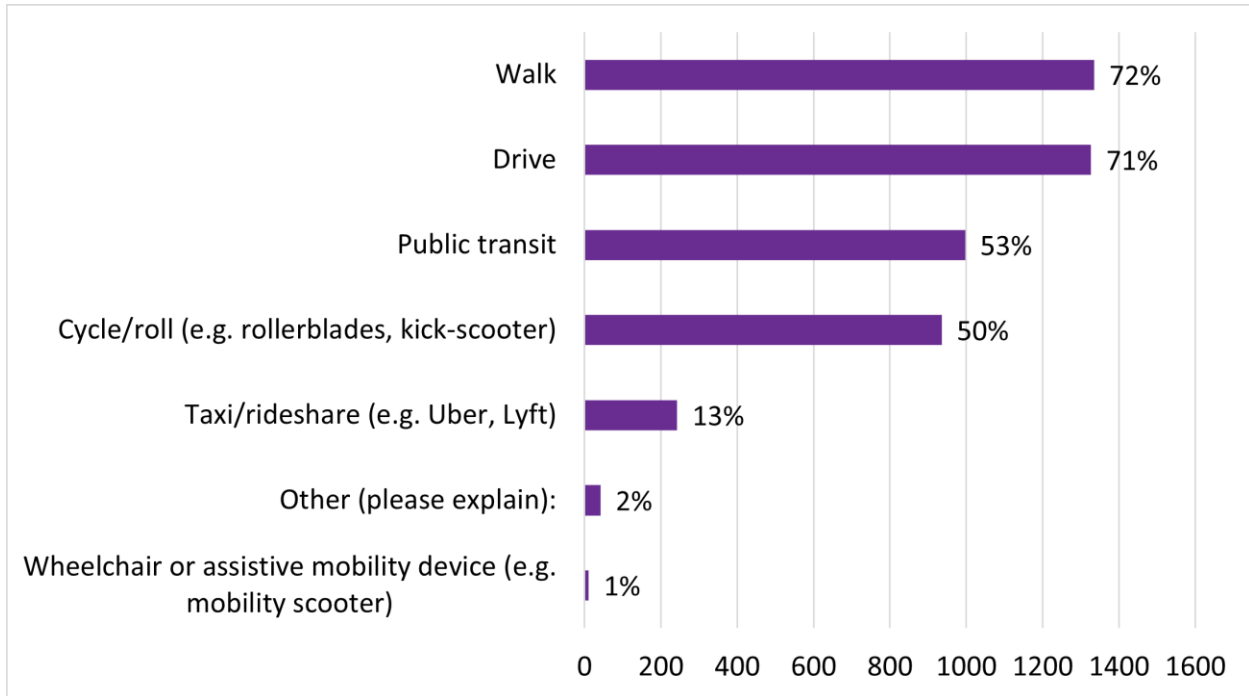
This question allowed respondents to indicate their relationship to the study area. Most participants indicated that they live in or near the project area (79%), with a significant number who travel through the area (69%), and many who shop/dine on or near Bloor Street West (63%).



Question 2: How do you typically travel along Bloor Street West? Select all that apply.

When asked how they usually travel along Bloor Street West, most participants indicated that they walk (72%) or drive (71%). A significant number of respondents also noted that they use public transit (53%) and cycle/roll (50%), with fewer indicating that they use taxi/rideshare vehicles, other transportation options, or wheelchair/assistive

mobility device. Many participants also noted that they frequently push a stroller while walking along Bloor Street West.



Question 3: What are the first 3 digits in your postal code?

The most common postal codes shared were M6S, M8X, M9A, M8Z and M8Y. Most responses are centered directly around or adjacent to the project limits, as shown in Figure 4.

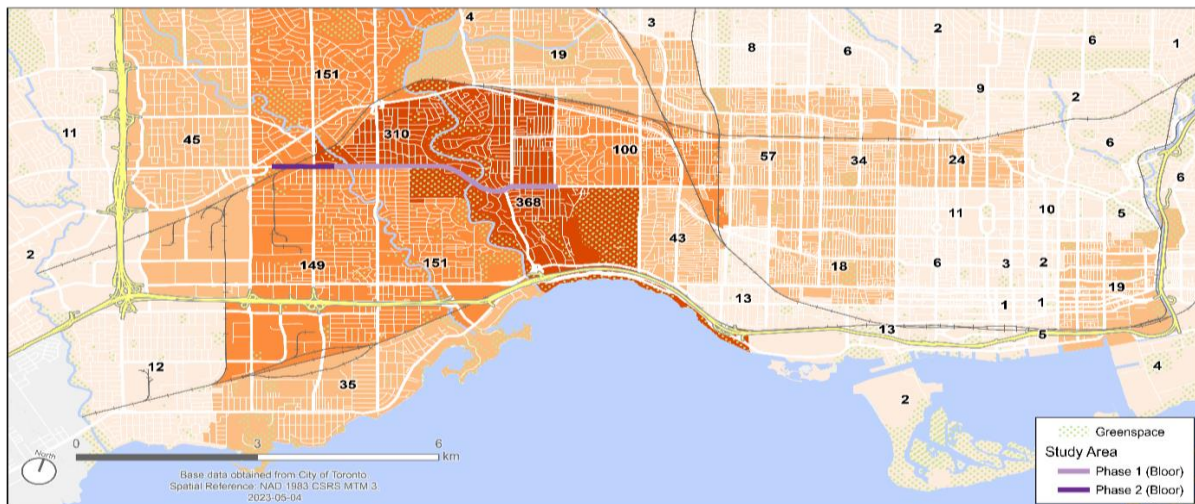
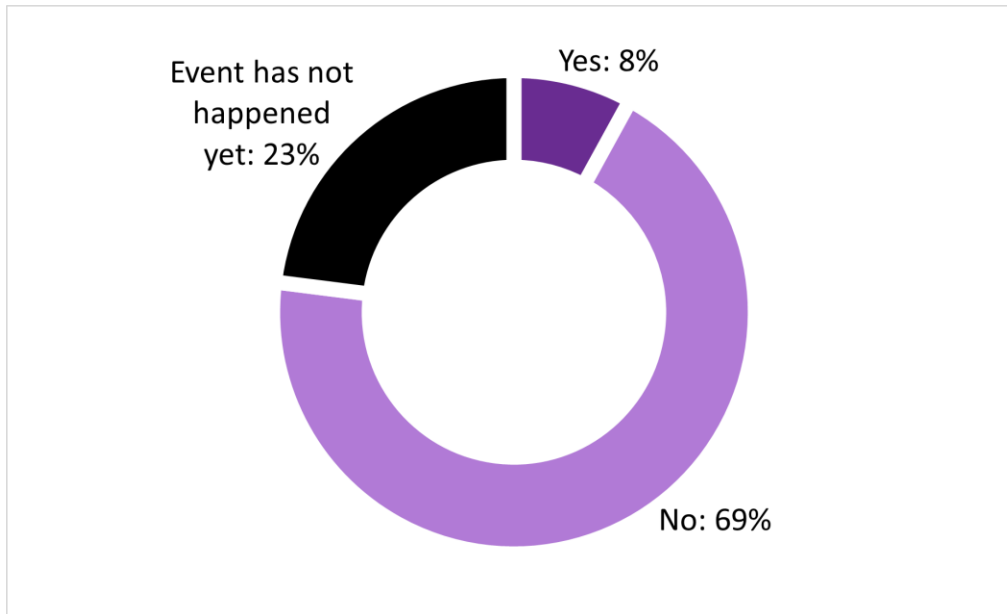


Figure 4: Survey Respondents by Postal Code (number of responses indicated with labelled number)

Question 4: Did you attend one of the Public Drop-in Events on Wednesday, April 12 and/or Thursday, April 13, 2023?

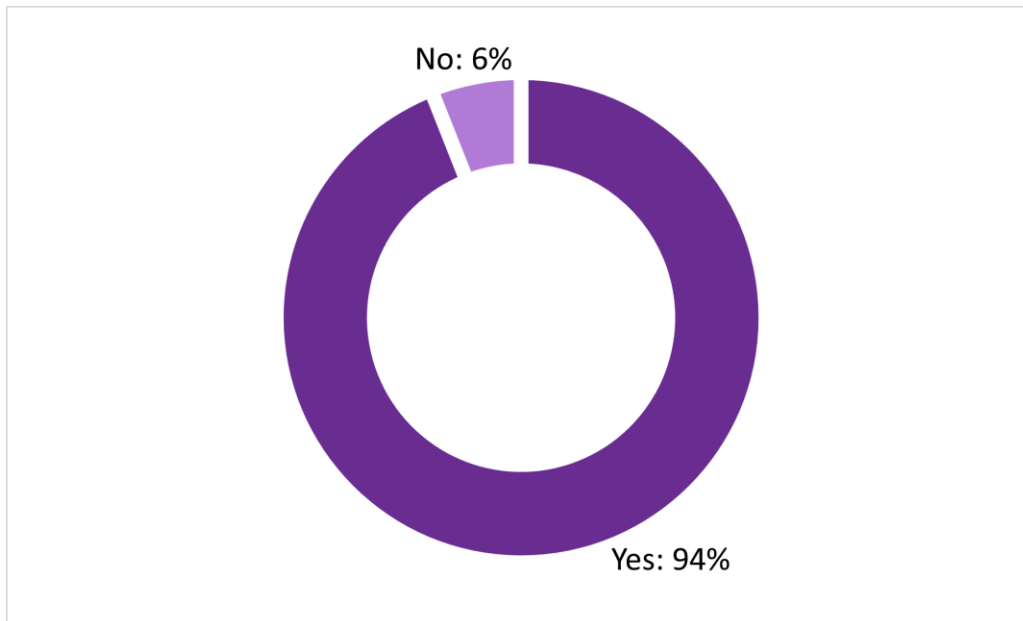
When asked whether they attended one of the Public Drop-in Events in April, 69% of the respondents noted “No”, 8% noted “Yes”, and 23% noted that the events had not

happened at the time they submitted the survey.



Question 5: Have you reviewed the information and materials on the project webpage?

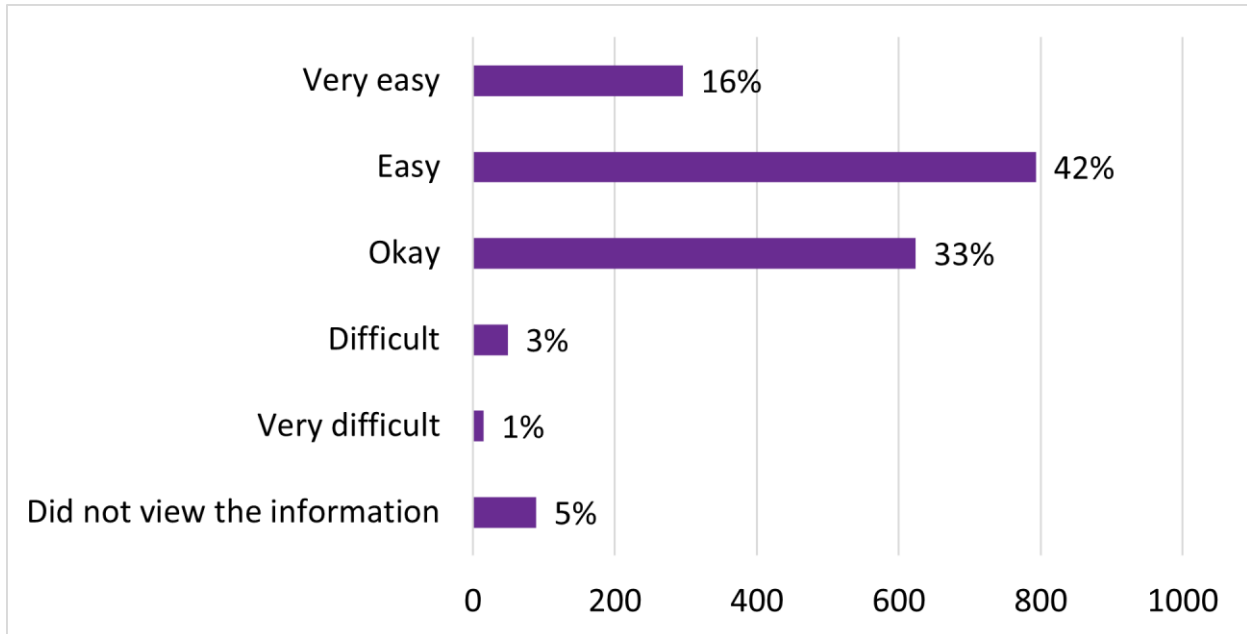
This question allowed respondents to indicate whether they had reviewed the project information and materials on the project website. The majority of respondents (94%) indicated that they had reviewed the information and materials, while 6% indicated that they had not.



Question 6: Did you find the information on the webpage easy to understand?

When asked if the information on the project webpage was easy to understand, the majority of participants indicated that it was 'Easy' (42%) or 'Okay' (33%). Some noted that it was 'Very Easy' (16%) and few indicated that they had difficulty understanding

the information. Overall, about 58% of respondents found it 'Easy' or 'Very Easy', while 4% found it 'Difficult' or 'Very Difficult'.



Part 2: Opinions

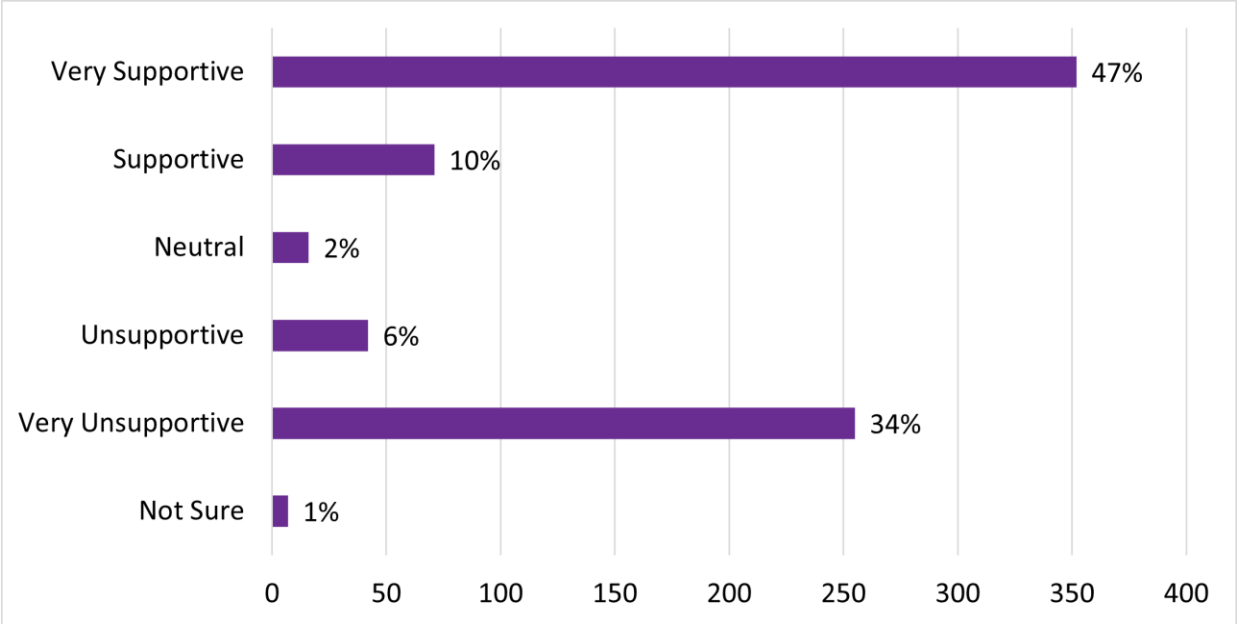
Question 7: Which segment(s) of Bloor Street West would you like to provide comments on? Select all that apply.

This question allowed respondents to select which sections of Bloor Street West they would like to provide comments on. Responses were very evenly spread across the nine project area segments, ranging from 40% for Segment 4 (Old Mill Drive to Riverside Drive) and Segment 5: Riverside Drive to Old Mill Trail (Humber Creek Bridge) to 44% for Segment 8: Prince Edward Drive to Royal York Road.

Segments 1 and 2: Runnymede Road to Jane Street

Question 8: Are you supportive of the proposed changes for: Runnymede Road to Jane Street (Segments 1 and 2)?

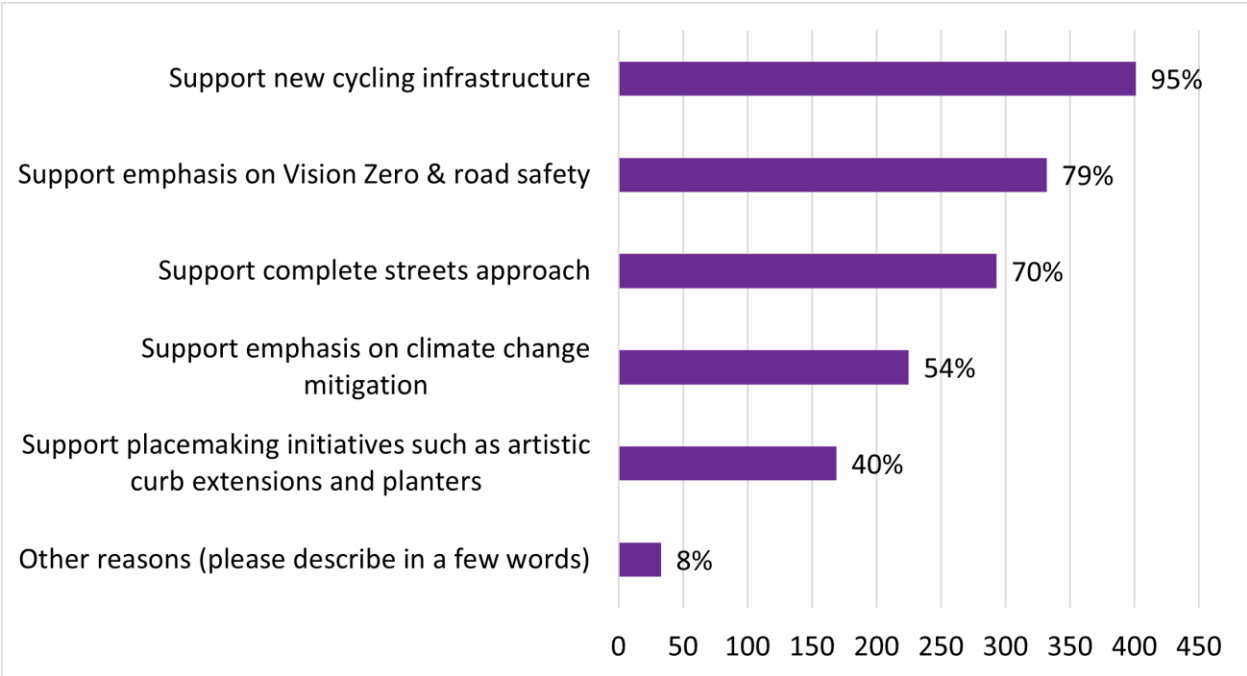
When asked if they are supportive of the proposed changes for Segments 1 and 2, the most common responses were 'Very Supportive' (47%) and 'Very Unsupportive' (34%), with some indicating they are 'Supportive' (10%).



Question 9: If you selected supportive or very supportive for Segments 1 and 2, select your top 3 reasons why.

When asked to indicate their reasoning for supporting the proposed changes to Segments 1 and 2, the most common answers were to support new cycling infrastructure (95%), support the emphasis on Vision Zero and road safety (79%), and support a complete streets approach (70%). Other common responses for supporting the proposed changes include:

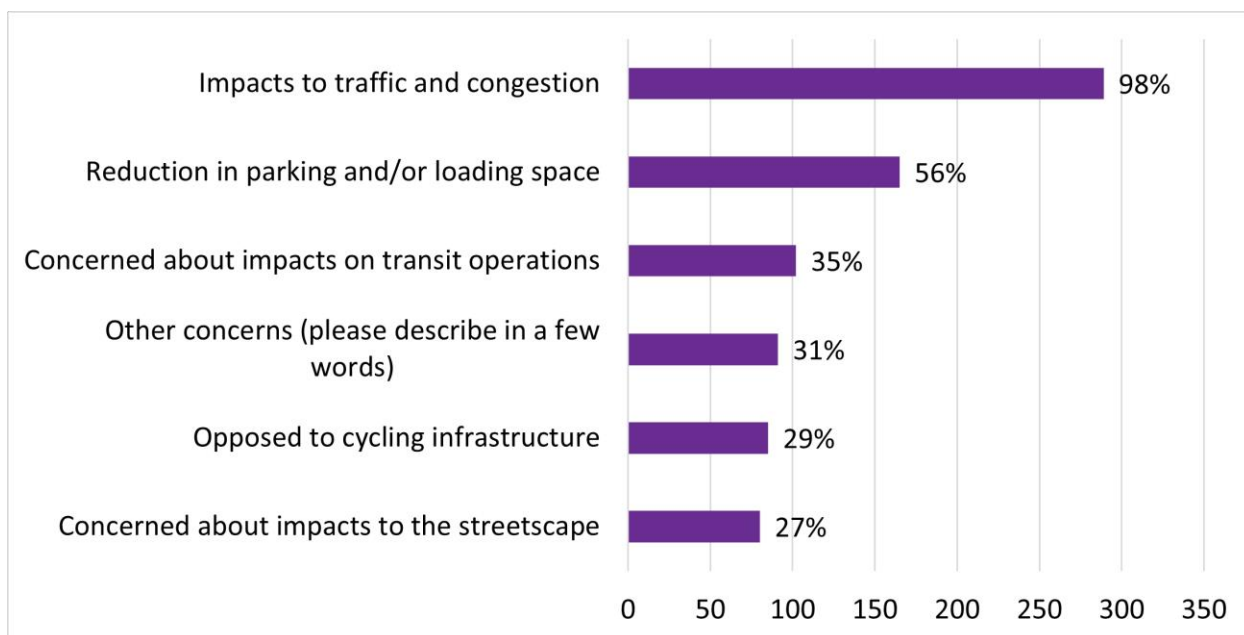
- Prioritizing other road users, and not only motor vehicles
- Increasing safety for vulnerable road users
- Increasing safe and accessible transportation options
- Providing social and economic benefits



Question 10: If you selected unsupportive or very unsupportive for Segments 1 and 2, select your top 3 reasons why:

Of the respondents that indicated they are unsupportive of the proposed changes to Segments 1 and 2, the most common reason was impacts to traffic and congestion (98%), followed by reduction in parking and/or loading space (56%). Respondents were also unsupportive of the proposed changes for the following reasons:

- Bike lanes do not belong on major streets (prefer residential streets)
- Low cycling demand, especially in winter months
- Impacts to emergency service vehicles
- Traffic infiltration onto surrounding residential streets
- Impacts to local businesses
- Increased conflicts between cyclists, pedestrians, motor vehicles, etc.
- Environmental impacts associated with increased traffic congestion/idling



Segment 3: South Kingsway, Riverview Gardens, Mossom Road intersection

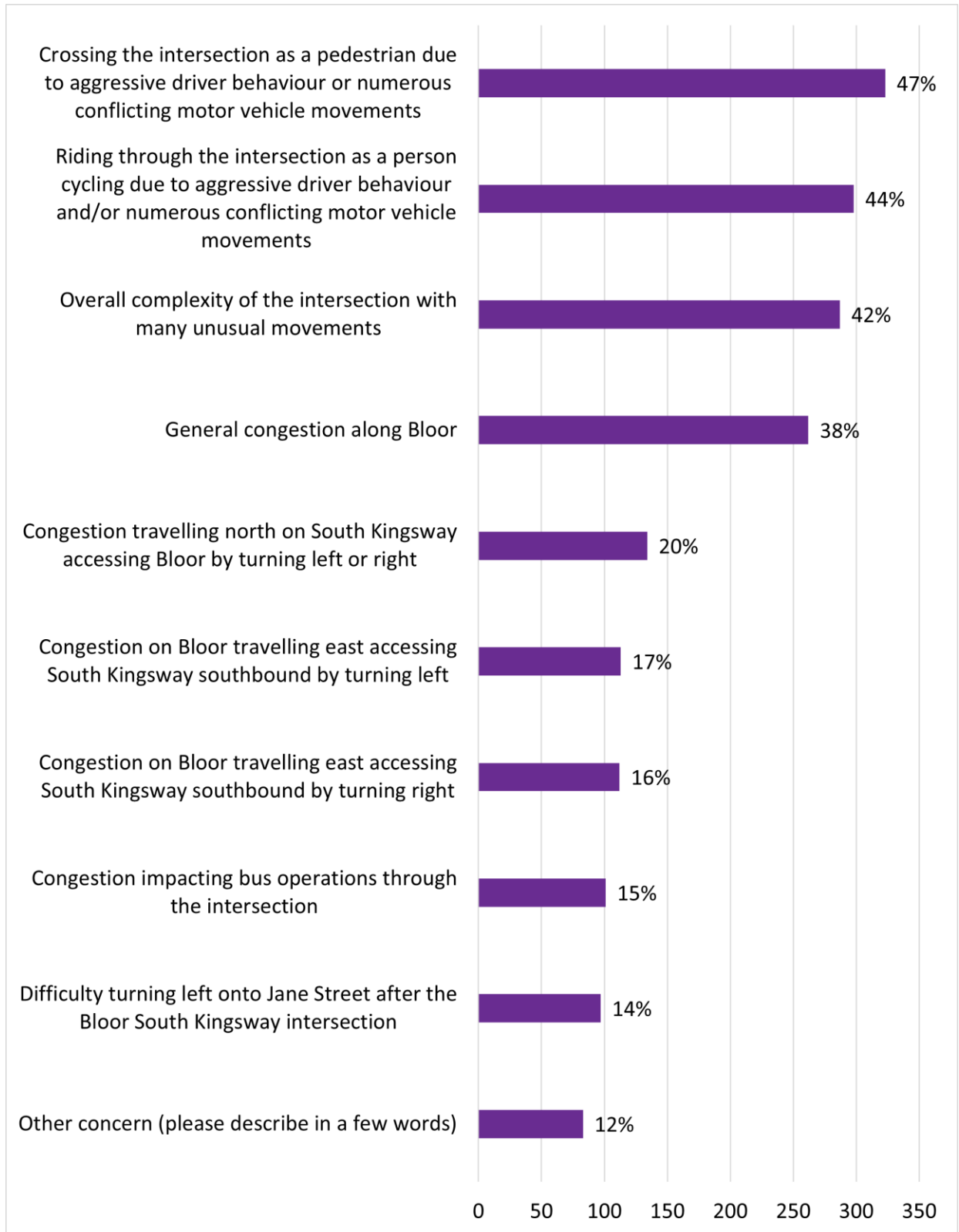
Question 11: What are your biggest concerns with this intersection today (select up to 3)?

This question allowed participants to indicate their biggest concerns with the South Kingsway, Riverview Gardens, and Mossom Road intersection. The most common responses were 'crossing the intersection as a pedestrian due to aggressive driver behaviour or numerous conflicting motor vehicle movements' (47%), 'riding through the intersection as a person cycling due to aggressive driver behaviour and/or numerous conflicting motor vehicle movements' (44%), 'the overall complexity of the intersection with many unusual movements' (42%), and 'general congestion along Bloor' (38%). Other common concerns about the intersection included:

- Emergency vehicle access
- Accessing Riverside Gardens

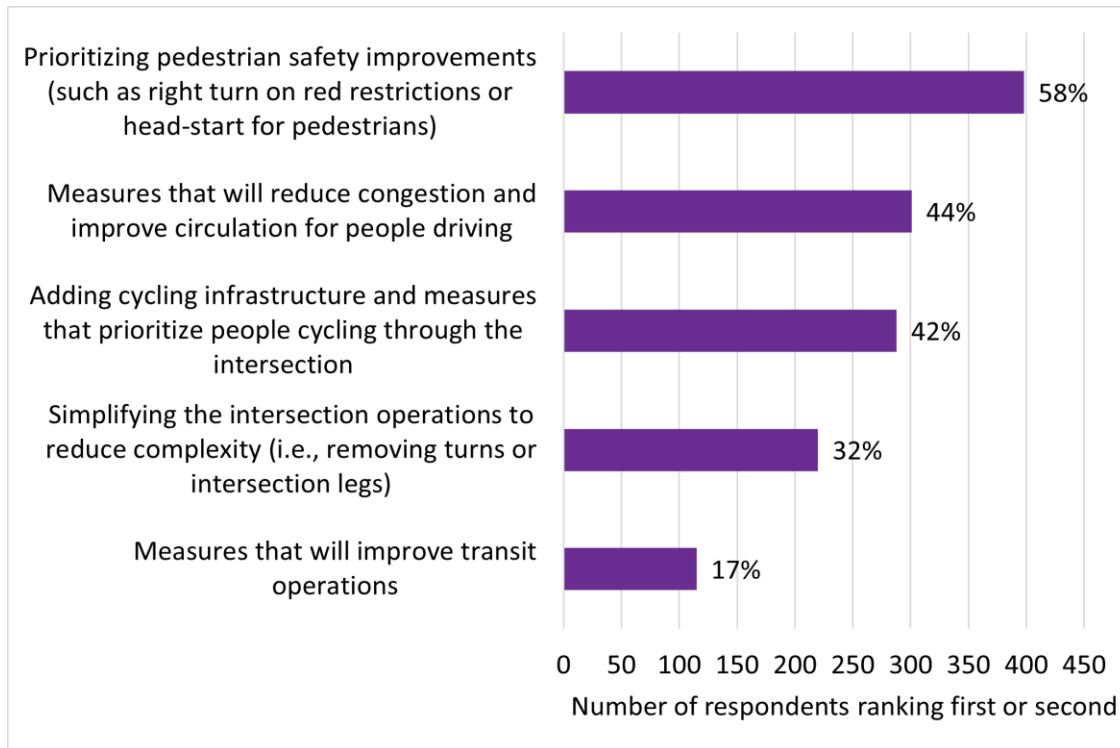
- One-way restriction on Mossom Road (driver confusion)

Some respondents also noted that they do not have concerns about the intersection.



Question 12: What changes at this intersection are you most supportive of? Rank your answers from 1 to 5, with 1 being the most supportive and 5 being the least.

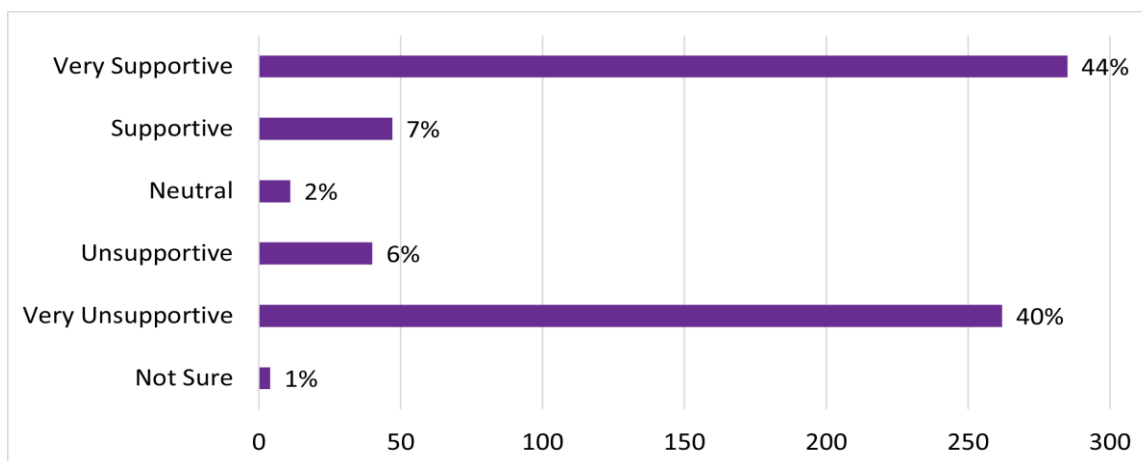
When asked to indicate what changes respondents are most supportive of, the most common answer was prioritizing pedestrian safety (58%). The second most common answer was adding measures that will reduce congestion and improve circulation for people driving (44%) followed by adding cycling infrastructure and measures that prioritize people cycling through the intersection (42%).



Segment 4: Old Mill Trail to Riverside Drive

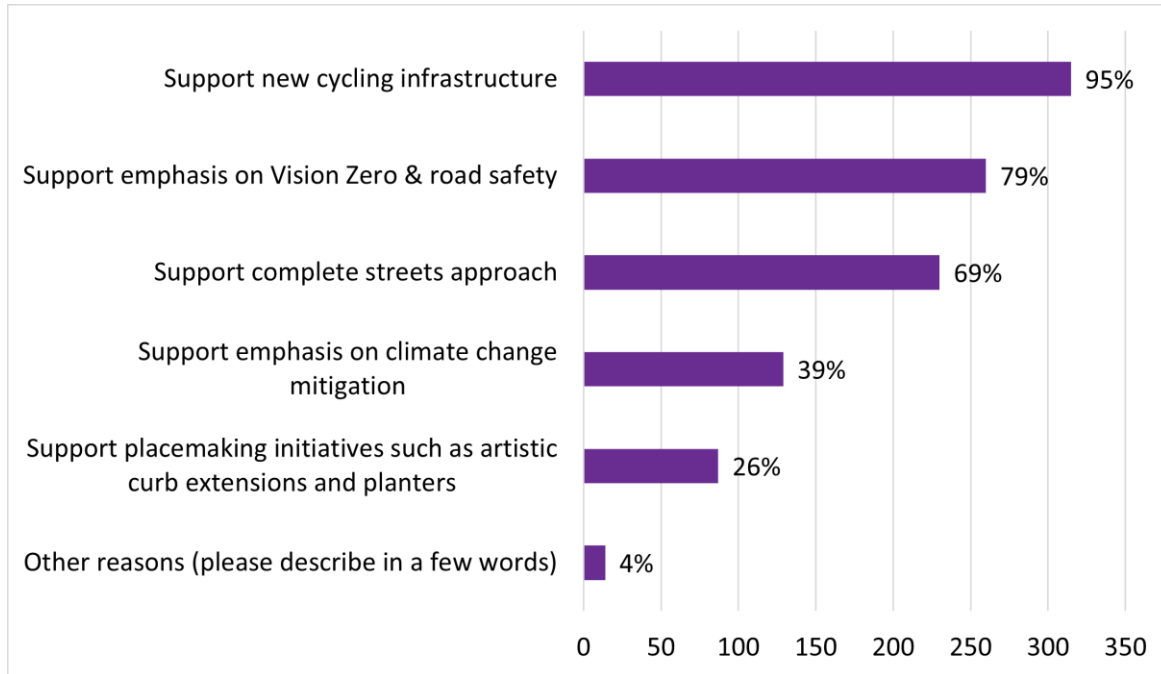
Question 13: Are you supportive of the proposed changes for: Old Mill Trail to Riverside Drive (Segment 4)?

Most respondents indicated that they were either ‘Very Supportive’ of the changes to Segment 4 (44%) or ‘Very Unsupportive’ (40%).



Question 14: If you selected supportive or very supportive for Segment 4, select your top 3 reasons why:

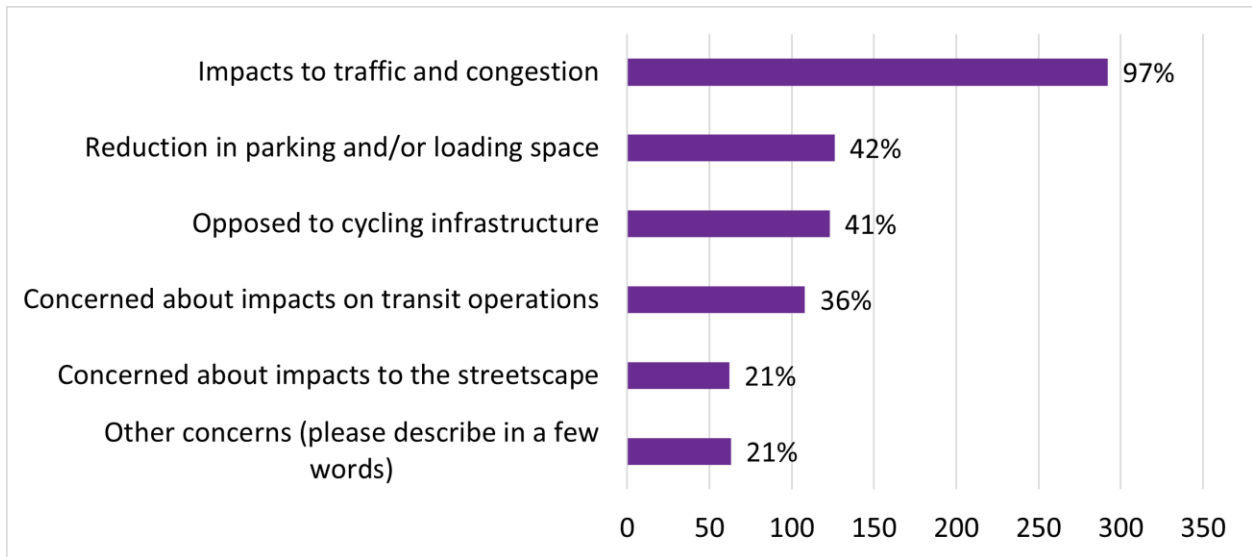
Of the respondents that noted they were supportive of the proposed changes to Segment 4, the most common reasons for supporting the changes were support for new cycling infrastructure (95%), increased emphasis on Vision Zero and road safety (79%), and implementing complete streets approaches (69%). Several respondents also noted that they support the proposed changes in order to increase safety for children and cyclists travelling along the corridor.



Question 15: If you selected unsupportive or very unsupportive for Segment 4, select your top 3 reasons why:

Of the respondents that indicated they are unsupportive of the changes to Segment 4, the most common reason was impacts to traffic and congestion (97%), followed by reduction in parking and/or loading space (42%), and opposition to cycling infrastructure (41%). Additional reasons noted by respondents included:

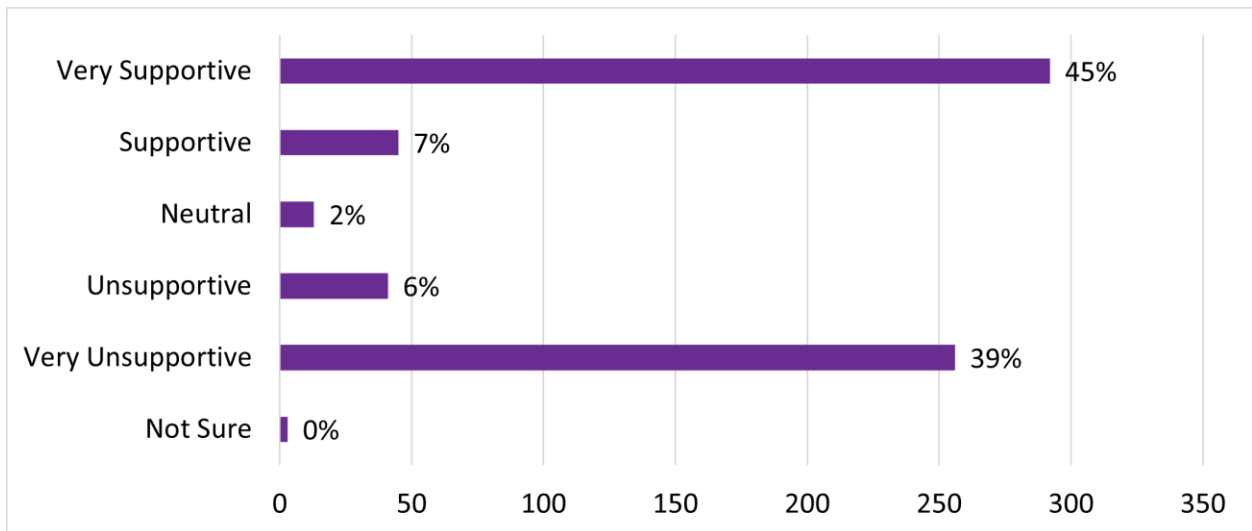
- Impacts to emergency service vehicles
- Reduction of travel lanes for motor vehicles leading to increased congestion and aggressive driving
- Preference for cycling infrastructure on quieter residential streets as opposed to major streets
- Impacts to local businesses
- General opposition to cycling infrastructure



Segment 5: Riverside Drive to Old Mill Trail

Question 16: Are you supportive of the proposed changes for: Riverside Drive to Old Mill Trail (Segment 5)?

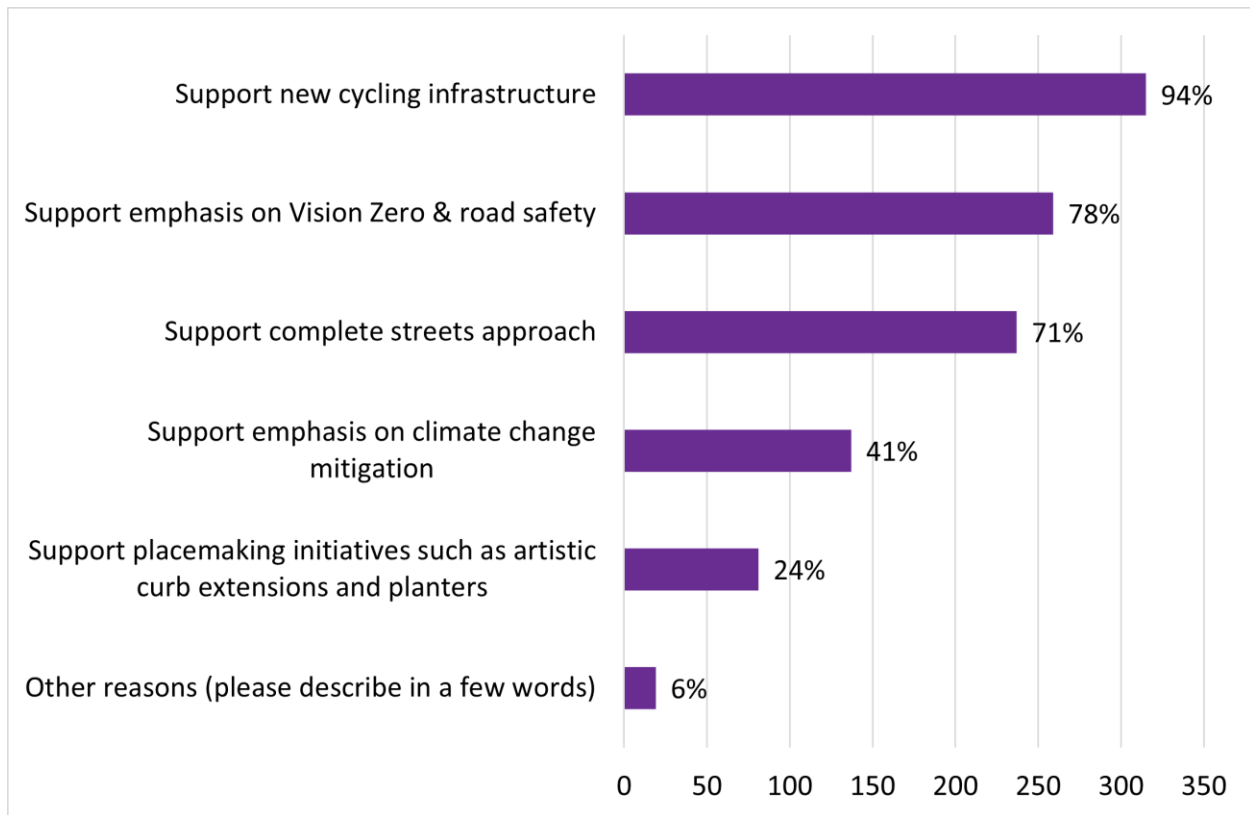
This question allowed respondents to indicate their overall support for the proposed changes for Segment 5. Most participants indicated that they are 'Very Supportive' of the changes (45%), and many indicated they are 'Very Unsupportive' (39%).



Question 17: If you selected supportive or very supportive for Segment 5, select your top 3 reasons why:

Of the respondents that indicated their support for the proposed changes on Segment 5, 94% noted that they support new cycling infrastructure, 78% noted that they support the emphasis on Vision Zero and road safety, and 71% noted that they support the complete streets approach. Respondents also noted the following reasons for supporting the changes on Segment 5:

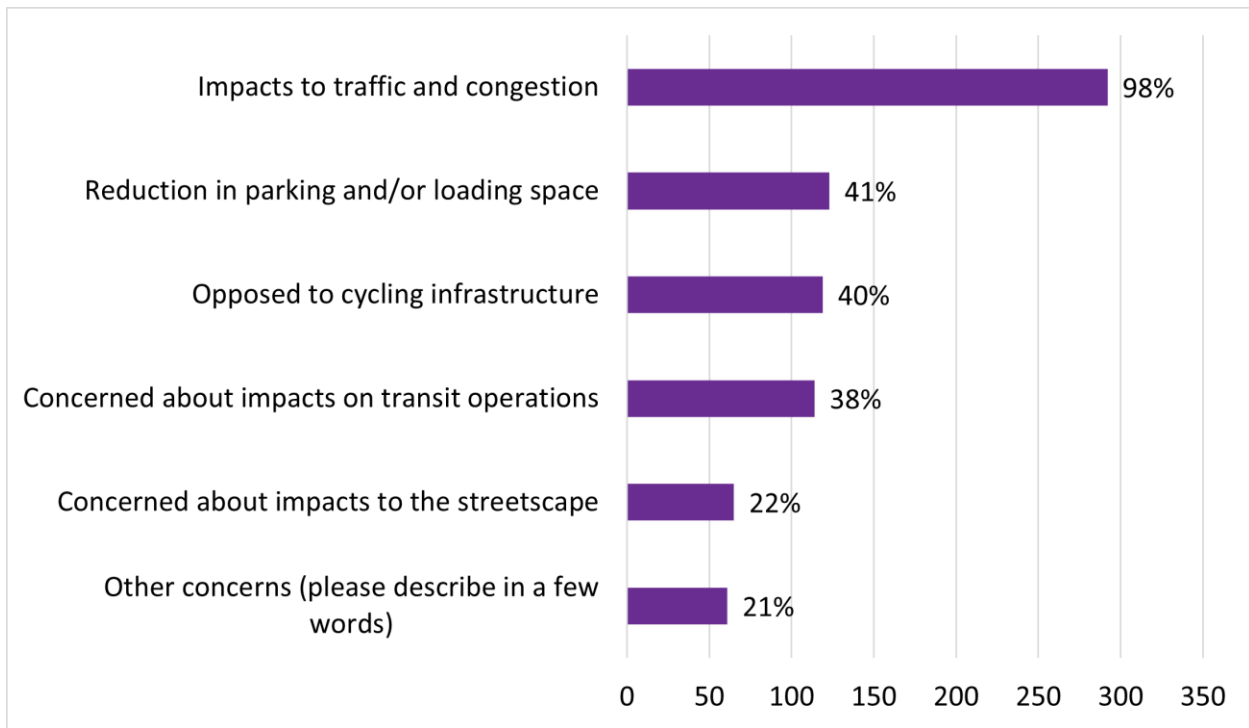
- Increased safety and comfort for children, cyclists, and pedestrians
- Reduced speeds, especially along the Humber Bridge



Question 18: If you selected unsupportive or very unsupportive for segment 5, select your top 3 reasons why:

Of the respondents that indicated that they do not support the proposed changes to Segment 5, the primary reason was due to impacts to traffic and congestion (98%). Other common answers included reduction in parking and/or loading space (41%), opposition to cycling infrastructure (40%), and impacts to transit operations (38%). Respondents also noted other reasons for being unsupportive, including:

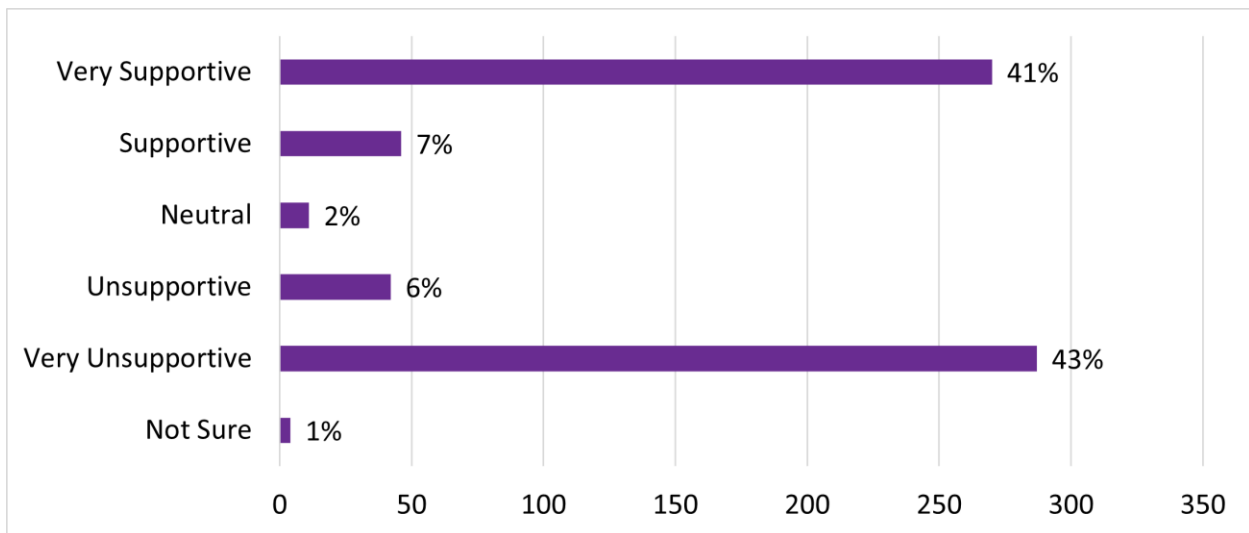
- Reduction of travel lanes for motor vehicles leading to increased congestion and aggressive driving
- Preference for cycling infrastructure on quieter residential streets as opposed to major streets
- Low cycling demand, especially during winter months
- Impacts to emergency service vehicles
- Reduced safety for pedestrians due to increased traffic congestion and cyclists
- Concerns over snow removal impacts



Segments 6 and 7: Old Mill Trail to Prince Edward Drive

Question 19: Are you supportive of the proposed changes for: Old Mill Trail to Prince Edward Drive (Segments 6 & 7)?

When asked to indicate their support for the proposed changes for Segments 6 and 7, most respondents indicated that they are either 'Very Unsupportive' (43%) or 'Very Supportive' (41%).

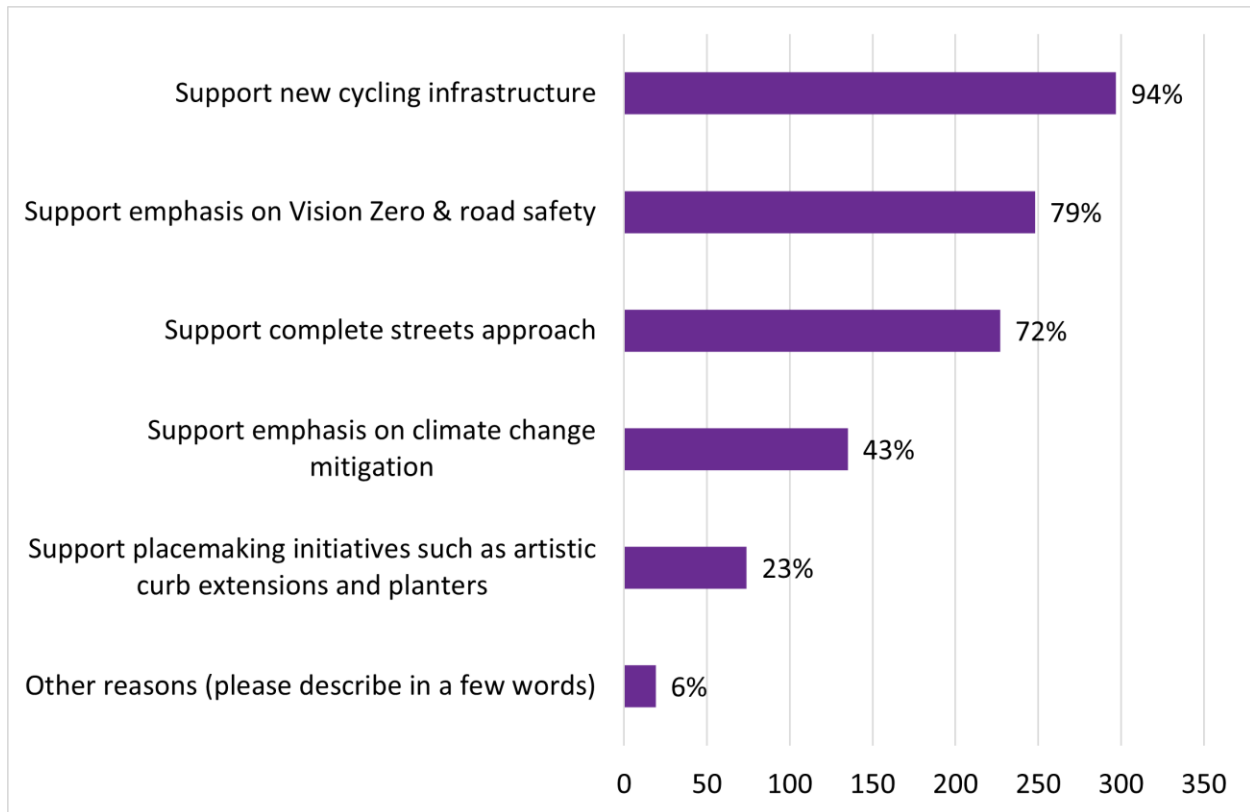


Question 20: If you selected supportive or very supportive for Segment 6 and 7, select your top 3 reasons why:

Of the respondents that indicated support for the proposed changes for Segments 6 and 7, the most common reasons included support for new cycling infrastructure (94%), support for emphasizing Vision Zero and road safety (79%), and support for the

complete streets approach (72%). Participants were also able to note additional reasons for supporting the proposed changes. Some common responses are included below:

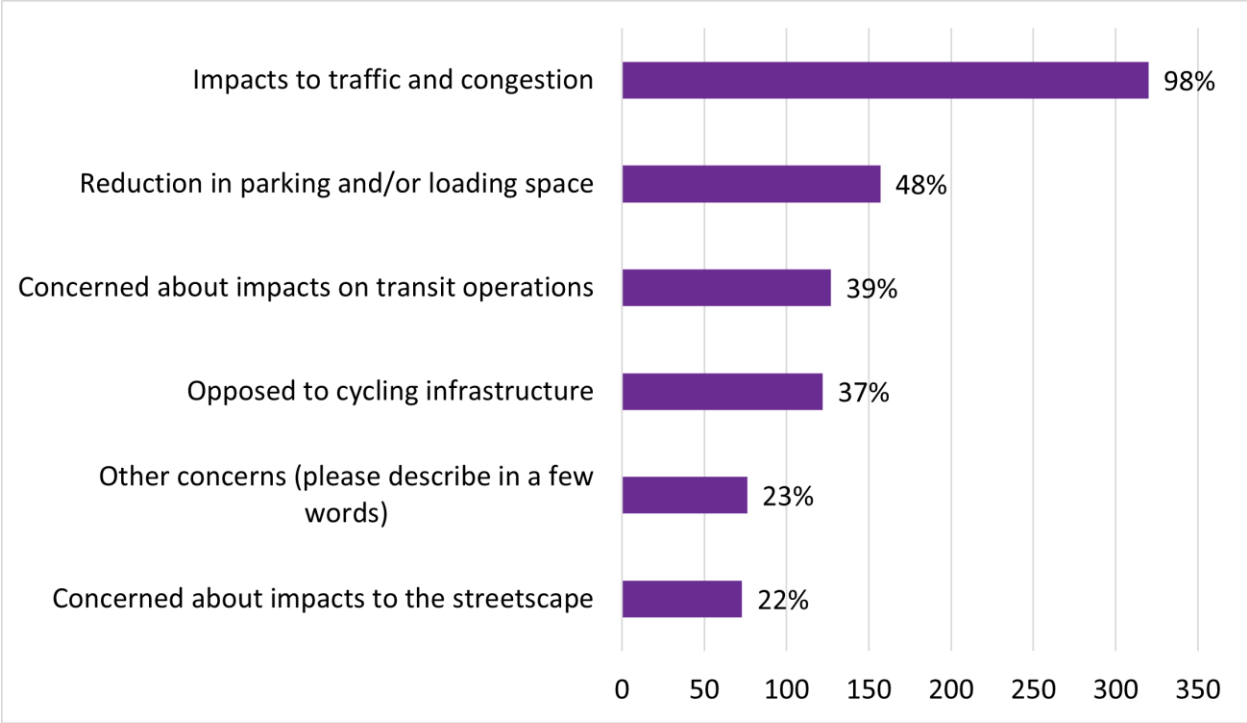
- Adding a sidewalk in the gap along the south side of Bloor Street West
- Reduced speeds



Question 21: If you selected unsupportive or very unsupportive for Segments 6 and 7, select your top 3 reasons why:

Those that noted they were unsupportive of the proposed changes to Segments 6 and 7 were mainly unsupportive due to impacts to traffic and congestion (98%). Other common reasons included reduction in parking and/or loading space (48%), impacts on transit operations (39%), and opposition to cycling infrastructure (37%). Participants were also able to note other reasons for being unsupportive of the proposed changes. Some common responses included:

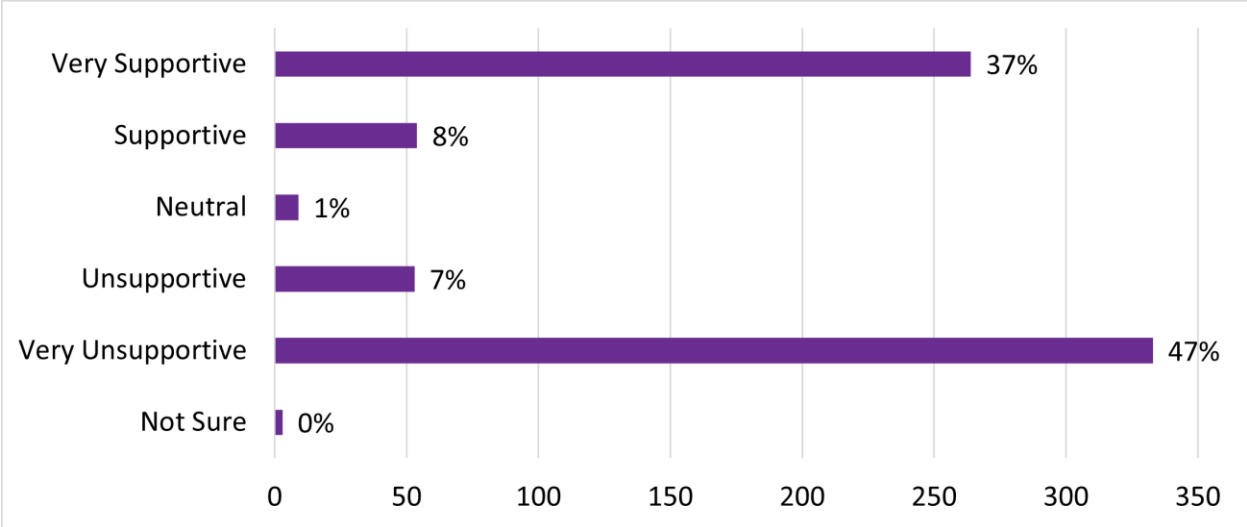
- Reduction of travel lanes for motor vehicles leading to increased congestion and aggressive driving
- Preference for cycling infrastructure on quieter residential streets as opposed to major streets
- Impacts to emergency service vehicles
- Reduction in parking, including accessible parking
- Low cycling demand, especially in winter months
- Conflicts between parking lane and cycling facility
- Impacts to local businesses
- Reduced safety for pedestrians due to increased traffic congestion and cyclists
- Concerns over snow removal impacts



Segment 8: Prince Edward Drive to Royal York Road

Question 22: Are you supportive of the proposed changes for: Prince Edward Drive to Royal York Road (Segment 8)?

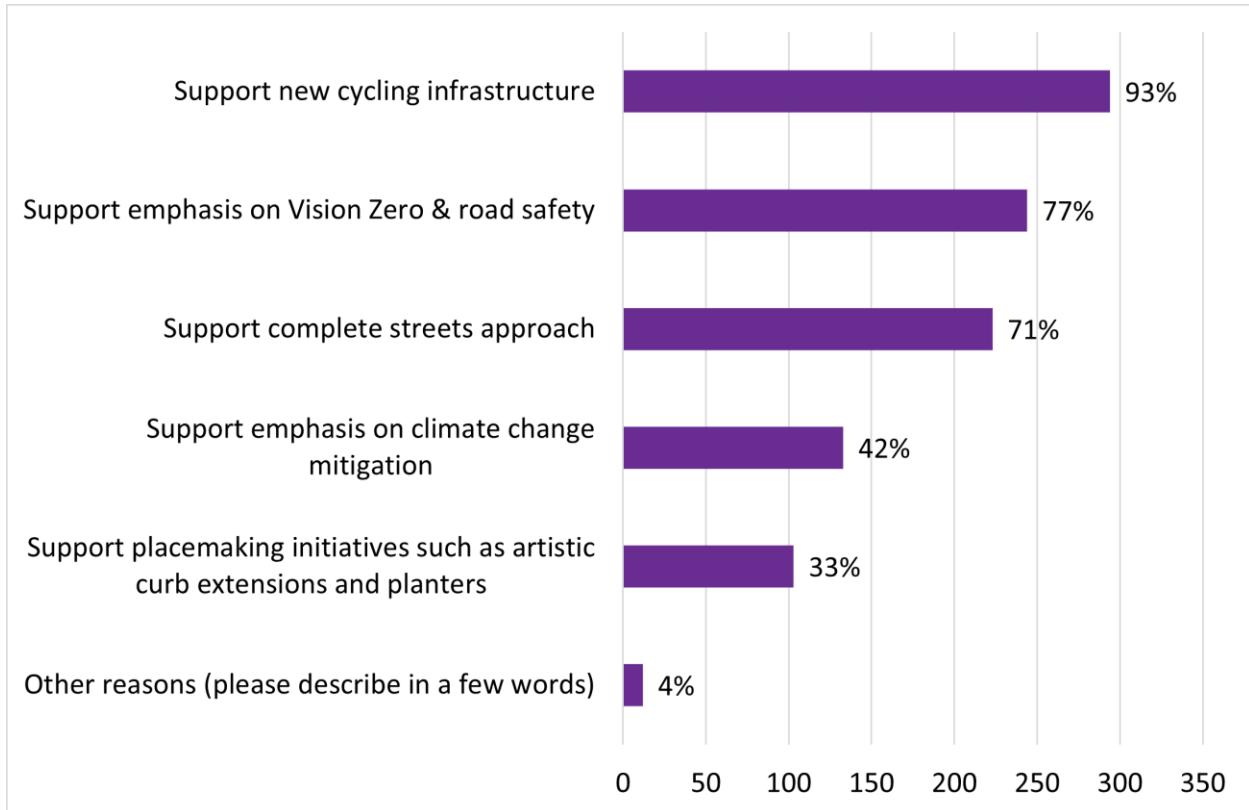
When asked whether they support the proposed changes along Segment 8, most participants were either 'Very Unsupportive' (47%) or 'Very Supportive' (37%).



Question 23: If you selected supportive or very supportive for Segment 8, select your top 3 reasons why:

When asked their main reasons for supporting the proposed changes along Segment 8, the most common responses included support for new cycling infrastructure (93%), support for emphasizing Vision Zero and road safety (77%), and support for the complete streets approach (71%). Additional responses included:

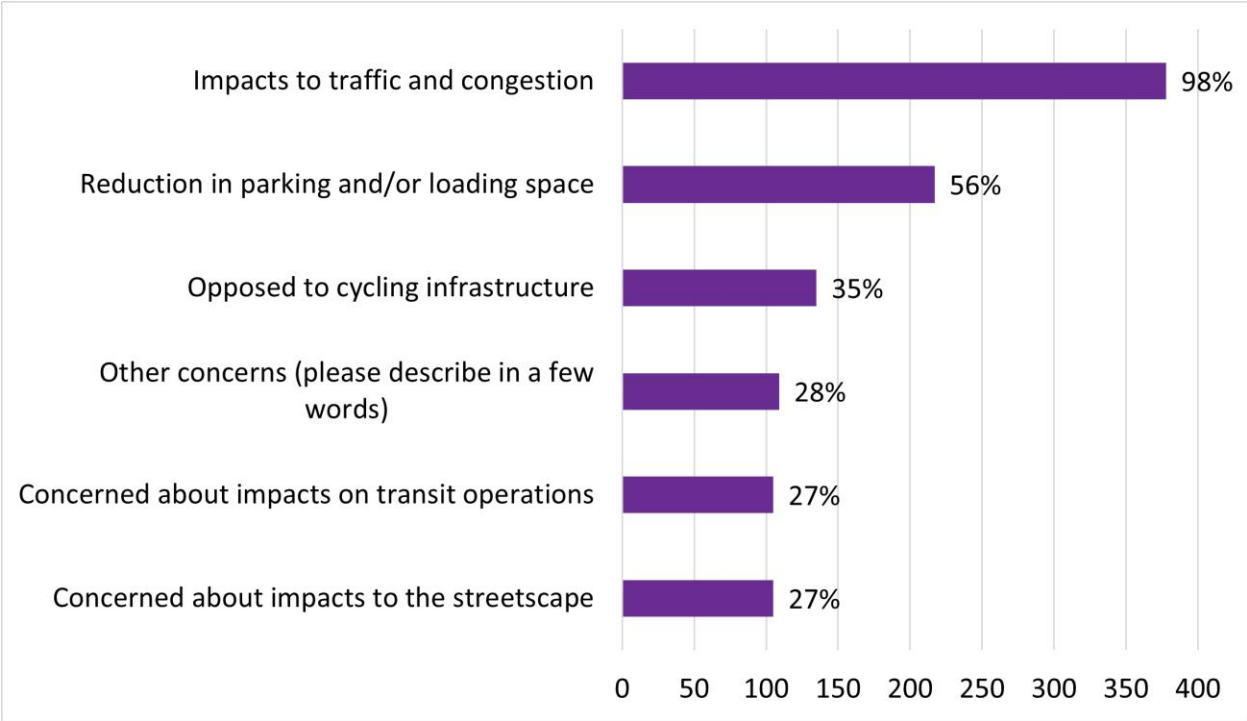
- Reduced speeds and traffic calming
- Prioritizing cycling and walking over motor vehicles



Question 24: If you selected unsupportive or very unsupportive for Segment 8, select your top 3 reasons why:

Those that noted they were unsupportive of the proposed changes to Segment 8 were mainly unsupportive due to impacts to traffic and congestion (98%) and reduction in parking and/or loading space (56%). Participants were also able to note other reasons for being unsupportive of the proposed changes. Some common responses included:

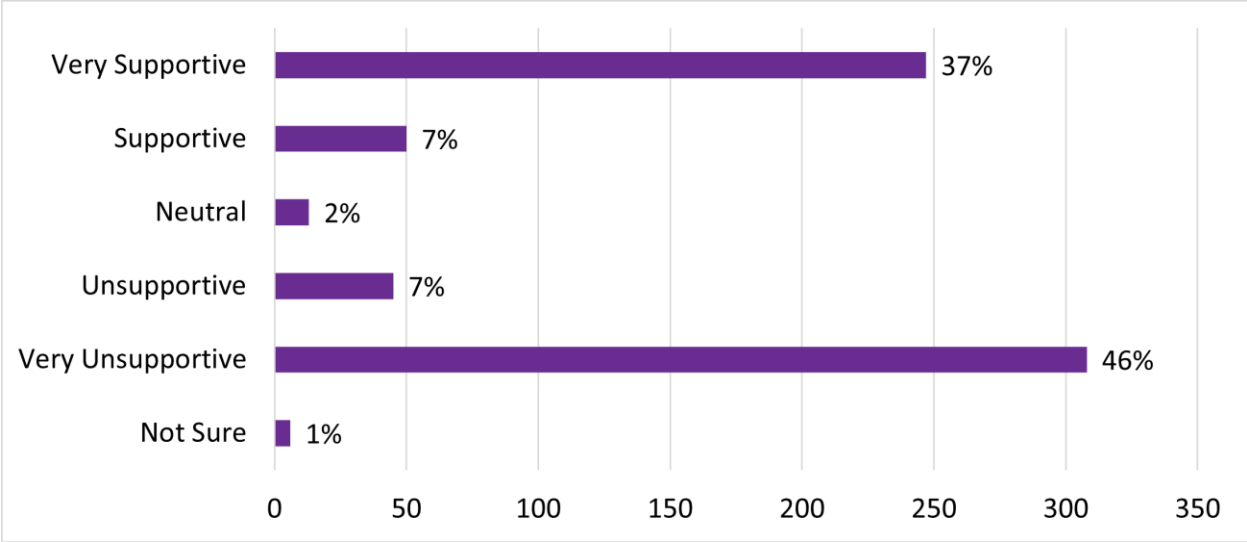
- Reduction of travel lanes for motor vehicles leading to increased congestion, aggressive driving, and traffic infiltration onto surrounding residential streets
- Preference for cycling infrastructure on quieter residential streets as opposed to major streets
- Impacts to emergency vehicle services
- Low cycling demand
- Reduced safety for pedestrians due to increased traffic congestion and cyclists
- Concerns over snow removal impacts
- Impacts to local businesses
- Conflicts between parking lane and cycling facility
- Concerns that new condo developments and cycling facilities will result in further traffic impacts



Segment 9: Royal York Road to Aberfoyle Crescent

Question 25: Are you supportive of the proposed changes for: Royal York Road to Aberfoyle Crescent (Segment 9)?

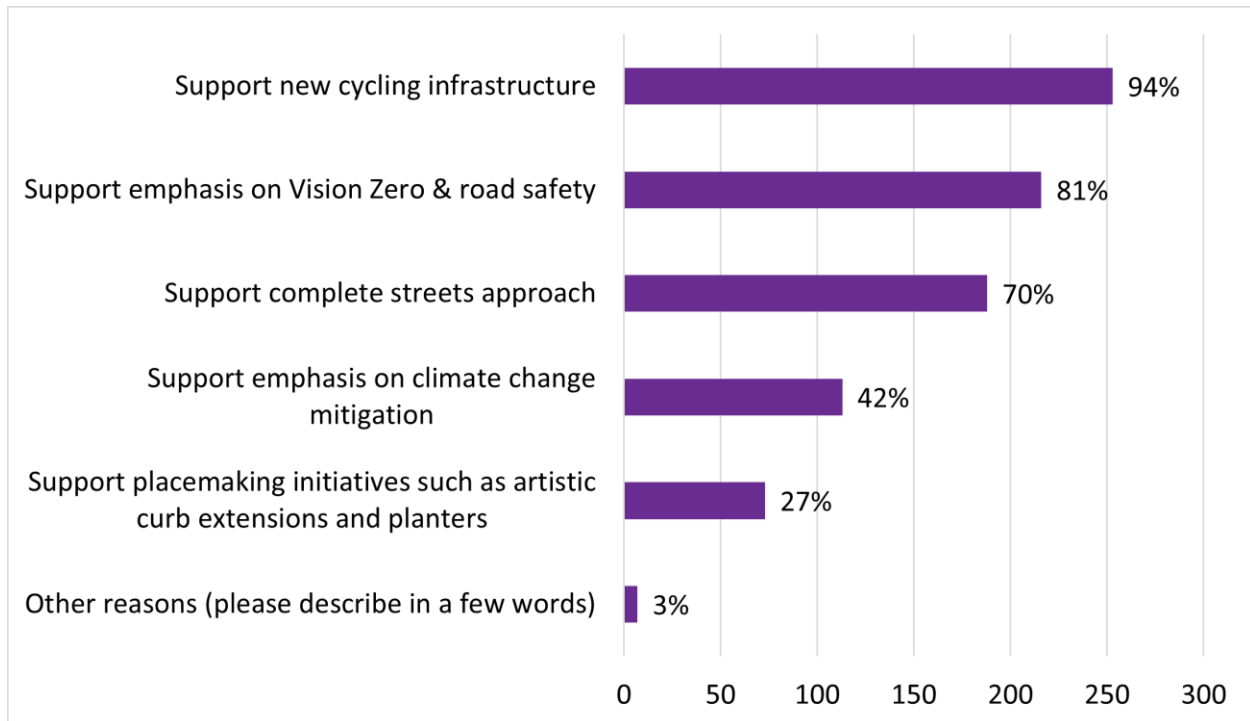
When asked to indicate their support for the proposed changes to Segment 9, most people were either 'Very Unsupportive' (46%) or 'Very Supportive' (37%).



Question 26: If you selected supportive or very supportive for Segment 9, select your top 3 reasons why - Other reasons (please describe in a few words)

When asked their main reasons for supporting the proposed changes along Segment 9, the most common responses included support for new cycling infrastructure (94%), support for emphasizing Vision Zero and road safety (81%), and support for the

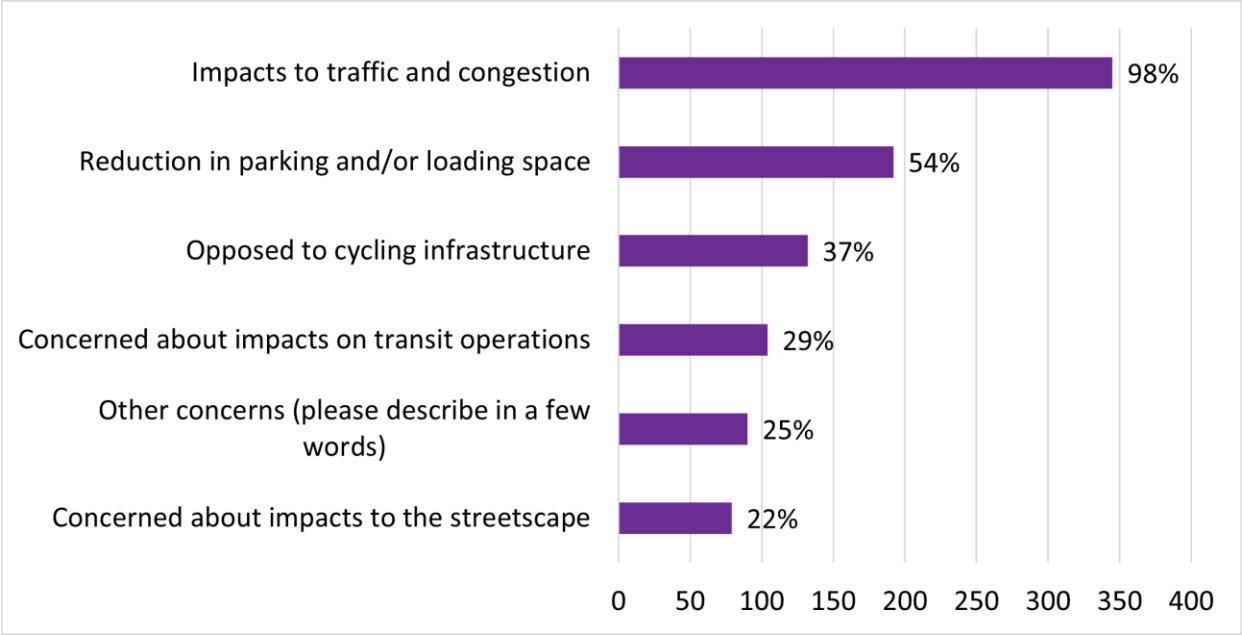
complete streets approach (70%). Other respondents noted that they would like to see vehicle speeds reduced and car lanes reduced to prioritize cyclist safety.



Question 27: If you selected unsupportive or very unsupportive for Segment 9, select your top 3 reasons why:

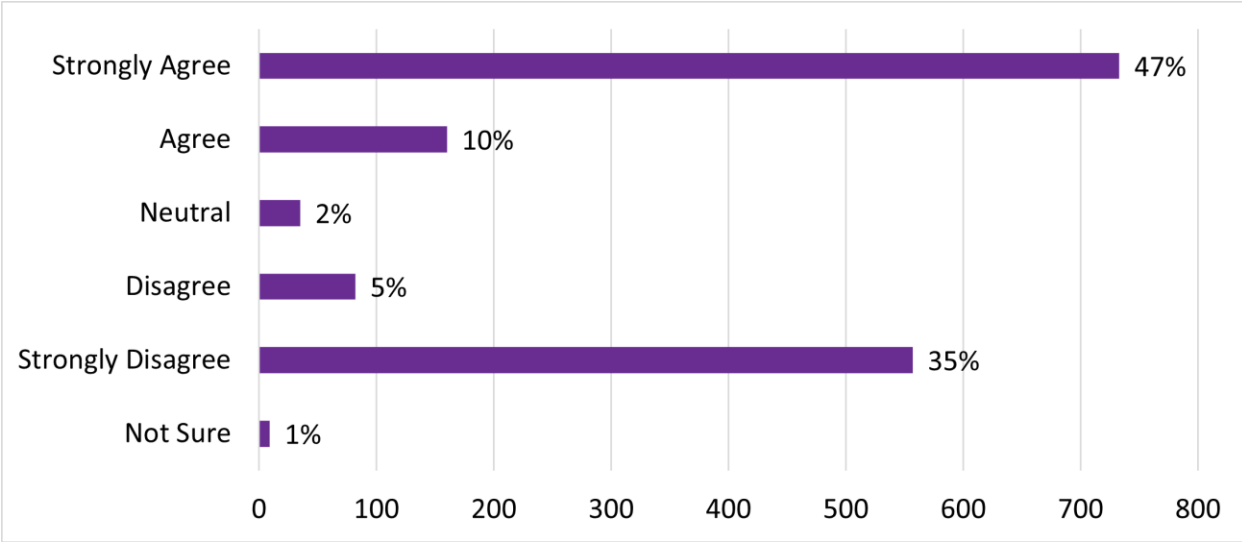
Those that noted they were unsupportive of the proposed changes to Segment 9 were mainly unsupportive due to impacts to traffic and congestion (98%) and reduction in parking and/or loading space (54%). Participants also noted the following concerns:

- Reduction of travel lanes for motor vehicles leading to increased congestion, aggressive driving, and traffic infiltration onto surrounding residential streets
- Preference for cycling infrastructure on quieter residential streets as opposed to major streets
- Impacts to emergency vehicle services
- Low cycling demand
- Reduced safety for pedestrians due to increased traffic congestion and cyclists
- Impacts to local businesses (e.g., Our Lady of Sorrows Church)
- Concerns that new condo developments and cycling facilities will result in further traffic impacts



Part 3: Overall Feedback

Question 28: Overall, do you agree that the proposed changes on Bloor Street West will improve safety and comfort for people travelling on Bloor Street West with acceptable trade-offs in motor vehicle traffic flow and parking convenience?



Respondents were asked whether they agreed that the proposed changes along Bloor Street West will improve safety and comfort for people travelling along this corridor, with some acceptable traffic-related trade-offs. Most respondents either indicated that they ‘Strongly Agree’ (47%), or ‘Strongly Disagree’ (35%). Respondents were given the option to explain their reasoning. Some of the common themes that emerged through this question are summarized below:

Comments indicating support	Comments indicating lack of support
- Separated and dedicated cycling facilities will increase safety and	- Reduced traffic lanes will increase congestion and traffic delays along

Comments indicating support	Comments indicating lack of support
<p>comfort for cyclists of all ages and abilities</p> <ul style="list-style-type: none"> - Complete streets will help to combat climate change and improve the healthy of the community - Complete streets are beneficial for everyone – pedestrians, cyclists, local businesses, etc. - This cycling facility will provide a key connection to other adjacent cycling facilities - Support for prioritizing active modes of transportation, providing more transportation options, and reducing car dependency - Complete street approaches will make Bloor Street West a more attractive corridor for everyone 	<p>the corridor, making it very difficult to drive</p> <ul style="list-style-type: none"> - Reduced traffic lanes will lead to traffic infiltration and parking infiltration in surrounding residential neighbourhoods - Bloor Street West should prioritize moving motor vehicles as it is a busy main east-west corridor - This project is a waste of taxpayer money that should go towards other initiatives - Reduced parking will negatively impact businesses and seniors - Concerns that cycling demand is low and the cycling facilities will be underutilized - The changes will lead to more aggressive and dangerous driving - The new condo developments along Bloor Street West will also increase vehicle use

Next Steps

City staff will review public feedback and consider any changes to the proposed designs before reporting to City Council in June 2023 for approval of the project. Subject to approval, Phase 1 installation is planned for summer 2023 and Phase 2 installation is planned for 2024. Additional details on Phase 2 or other project updates will be shared to the project webpage, [Toronto.ca/BloorWest](https://toronto.ca/BloorWest), as available.