



# Avenue Road Study

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## Phase 2 Public Consultation Report February 2024



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## Consultation Summary

Public and interest group consultation for Phase 2 of the Avenue Road Study took place from September 18 to November 2, 2023.

Consultation activities included:

- An interest group advisory workshop on September 18, 2023, held at Church of the Redeemer at Avenue Road and Bloor Street West. The workshop was attended by 21 participants and 4 observers, representing 18 organizations. Participants were presented with the background information on the study, proposed road safety improvements, and given the opportunity to review the detailed roll plans for each section of the road.
- An online survey launched on October 5 and was open until November 2, 2023. The survey asked for feedback on the near-term actions proposed for each section of the study area, as well as overall support for the near-term approach and the long-term vision. 2,375 participants completed the survey. About 60% of respondents came from neighbourhoods adjacent to or very near Avenue Road.
- A drop-in event was held on October 19, 2023 at Timothy Eaton Memorial Church on St. Clair Avenue West. Participants could review the detailed project materials and roll plans of proposed options, discuss the materials and provide feedback to staff. The event was attended by 125 people.
- A dedicated phone number and email address provided residents an opportunity to submit feedback. Comments provided from September 18 to January 31, 2024 are included in this report.

Communications to notify the public and interest groups about the project and opportunities to participate included a project website, targeted emails to businesses and interest groups, 40,000 flyers distributed by Canada Post throughout the project area, and social media posts.

**The response to the proposed near-term actions from residents and interest groups was mixed.** Many participants were supportive of the changes proposed and agreed that the proposal would help improve safety, particularly for vulnerable road users like children and seniors going to and from schools and retirement homes along Avenue Road. They also felt it supports Toronto's climate and Vision Zero goals, and would encourage shifts to active transportation modes like walking or cycling. Some felt the City should be making more substantive and significant changes in the near term, including extending the cycle tracks the length of Avenue Road, widening sidewalks, and prioritizing active transportation in general.

However, many other participants disagreed with the proposal to reduce the number of lanes by adding pedestrian spaces and buffer areas. Participants expressed strong concerns about the impact of lane reductions on congestion, traffic flow, and potential for increased motor vehicle volumes on side streets. Some participants indicated concern about the environmental impacts of increased idling, and safety concerns on side streets that could be caused by potential increases to traffic. Many also disputed the necessity of the changes given perceived low levels of walking and cycling in the neighbourhood currently.

**When asked if they agreed that the proposed near-term actions on Avenue Road would improve safety and comfort for all road users with acceptable trade-offs in motor vehicle traffic flow, survey respondents were split.**

- **46% of respondents indicated they agreed** that the proposed near-term actions on Avenue Road would improve safety and comfort for all road users with acceptable trade-offs in motor vehicle traffic flow. **48% disagreed**, and 5% were neutral.
- **48% of respondents agreed that the long-term vision**, which consists of reducing the number of motor vehicle lanes from 6 to 4 and repurposing the space for other uses, would address community concerns and aspirations for Avenue Road. **46% disagreed** and 4% were neutral.

Through the comments provided, respondents expressed different levels of support for the specific actions in the near-term proposal:

- Overall support for pedestrian spaces
- Overall support for permanent automated speed enforcement near Cottingham Street, and additional pedestrian crosswalks at Ramsden Park, Edmund Avenue and Macpherson Avenue.
- Mixed support for dedicated turning lanes at some intersections to facilitate safer movements
- Mixed support for cycle tracks south of Davenport Road
- Mixed support for removal of parking to accommodate cycle track installation
- Low support for centre medians to prevent unsafe turning movements and to reduce number of vehicle lanes
- Low support for on-street parking north of Davenport Road to provide buffer between pedestrians and moving vehicles

The feedback gathered through this consultation, along with technical considerations and City policies and guidelines, will inform staff recommendations to City Council.

A previous phase of consultation was held in Spring 2022. The results of that phase of consultation and more information about the project can be found at [toronto.ca/AvenueRoadStudy](https://toronto.ca/AvenueRoadStudy).

## Project Overview

The City is studying Avenue Road from St. Clair Avenue West to Bloor Street West. The objectives of the study are to:

- Develop a vision for the future of the road to make it safer for all road users
- Identify interim actions that can be taken to move toward the vision, in advance of full road reconstruction

City Council directed staff to undertake the Avenue Road Study to address concerns from many residents about Avenue Road, including the speed of traffic, the narrow widths of many sections of sidewalk, and the lack of bikeways. The study is premised on the understanding that full reconstruction of Avenue Road is not scheduled in the City's Ten-Year Capital Plan for major roadwork. As such, the study focuses on actions that can be implemented in advance of the full reconstruction of the road, subject to availability of funding, resources, and the City's competing priorities.

The types of actions being proposed include:

- Pedestrian spaces at road level using barriers, planters and pavement markings to increase the amount of space for pedestrians beyond the sidewalk, including ramps to provide access to the existing sidewalk
- Cycle tracks, bike lanes separated with barriers at road level, to provide a north-south connection and link between existing bikeways on Bloor Street, University Avenue and Davenport Road
- Loading/buffer zones to create more space between pedestrians and motor vehicle traffic, and to create spaces for delivery vehicles to safely operate
- Curb extensions to reduce pedestrian crossing distances and encourage drivers to turn slowly
- Medians to prevent left-turns at some unsignalized intersections in order to improve safety
- Additional on-street parking north of Davenport Road to enable visitors, shoppers, pick-up and drop-off activities, as well as to increase space between motor vehicle lanes and pedestrians



# Overview of Communications and Consultation Activities

## Communication Activities

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

- Project web page [toronto.ca/AvenueRoadStudy](http://toronto.ca/AvenueRoadStudy) (3,296 unique visits)
- Notice delivered through Canada Post (40,143 addresses in the project area)
- E-notification to project subscribers (261 contacts)
- Email to residents' associations, interest groups, organizations, institutions, and elected officials (75 contacts)
- Social media posts via @ TO\_Cycling\_Ped

## Consultation Activities

Public and Interest Group comments on the project were received through the following consultation and engagement activities:

<b>Activity</b>	<b>Date</b>	<b>Participation</b>
Interest Group Meeting	September 18, 2023	25 attendees (63 invited)
Drop-In Public Event	October 19, 2023	125 attendees
Online Survey	October 5- November 2, 2023	2,375 responses
Email/Phone	September 18 – January 31, 2024	180 comments received from 138 individuals

## What We Heard

### Survey

The survey was available online via CheckMarket. It presented a project overview and information about the proposed actions before asking respondents about their level of support. The proposed actions were presented geographically, showing the proposals for all sections of the study area. In the case where there were multiple options for a specific section, respondents were asked about level of support for each option. There were also open-ended comment boxes which allowed respondents to elaborate on their answers. Copies of the background materials made available to respondents can be found on the project web page.

A total of 2,375 respondents completed the survey. All questions were optional and participants were allowed to skip questions, therefore the number of responses on each question varies.

Participation in the survey was anonymous, and optional demographic questions were included at the end of the survey. See Appendix A for the survey participant profile.

Responses received to each question are presented in this section.

### Near-Term Actions

**Question: Overall, do you agree that the proposed actions on Avenue Road will improve safety and comfort for all road users, including pedestrians, people who cycle, ride public transit, and drive, with acceptable trade-offs in motor vehicle traffic flow?**



■ Strongly Disagree ■ Disagree ■ Neutral ■ Agree ■ Strongly Agree ■ Unsure

There were 2,375 responses to this question. 46% of respondents agreed with the proposed actions overall, 5% were neutral and 48% disagreed.

Many comments throughout the survey provided general commentary on the overall proposal to reduce the number of vehicle lanes, and repurpose the curb lanes for pedestrian space and protection. Comments about the proposal are summarized here:

- Respondents who are supportive of the proposal agreed that it would improve conditions for vulnerable road users along Avenue Road.
- The vast majority of unsupportive respondents preferred no change or minimal change to the existing conditions.
- In most instances where there were two options provided, approximately 40% of respondents did not support either option.
  - Comments provided by these respondents suggested a general disagreement with the proposal to repurpose curb lanes, regardless of the proposed alternative use of the space.

The most common reasons for supporting the proposed near-term plan were:

- Improves safety for vulnerable road users like pedestrians, seniors and children by reducing the speed of motor vehicles and providing more space and protection for pedestrians
- Encourages greater uptake of cycling and walking in the neighbourhood by creating safer conditions
- Creates a more pleasant public realm experience for pedestrians and people cycling
- Supports City strategies and goals to lower greenhouse gas emissions and eliminate traffic-related fatalities and serious injuries
- Offers realistic interim measures in advance of a full reconstruction

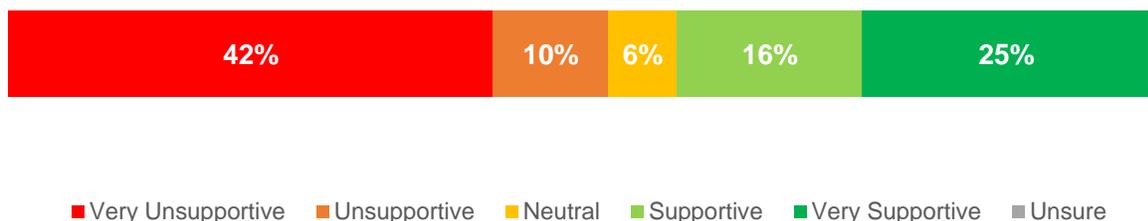
Additionally, some supportive respondents felt that the proposal should provide more significant or permanent improvements for pedestrians and people cycling, such as wider sidewalks and cycle tracks the full length of Avenue Road, and a 'complete street' redesign.

The most common reasons for not supporting the proposed near-term plan were:

- Impacts of lane reductions on congestion and traffic flow, and belief that Avenue Road should be prioritized as a route for motor vehicles
- Potential increased motor vehicle volumes on side streets resulting from increased congestion on Avenue Road, and associated safety and noise impacts
- Concern that proposed actions are not significant enough, do not fully address speeding and need for improved active transportation facilities, do not provide enough pedestrian space in some sections, and over-prioritize on-street parking
- Negative environmental impacts from vehicles idling due to congestion
- Necessity of the proposed changes, for example:
  - Disagreement that there are safety concerns along Avenue Road
  - Perceived lack of demand for pedestrian and cycling infrastructure on Avenue Road, and a belief that active transportation infrastructure is only used in warm months
  - Belief that the existing cycling infrastructure on adjacent streets provides sufficient coverage of the area
- Skepticism about the modelling and traffic analysis conducted to inform the study and belief that travel times and volumes would be higher than the modelling suggests
- Increased density along Avenue Road in the future may exacerbate demand for parking, increase congestion and generally worsen motor vehicle traffic conditions
- Perceived unsafe behaviour of cyclists
- Cost of the project
- Impacts of this proposal combined with future construction-related lane closures on motor vehicle traffic flow

The sections that follow focus on comments specific to each segment of the proposed near-term plan.

**Question: Are you supportive of the proposed actions for St. Clair Avenue West to Balmoral Avenue?**



There were 1,711 responses to this question and 1,168 comments. 41% were supportive, 52% were unsupportive and 6% were neutral.

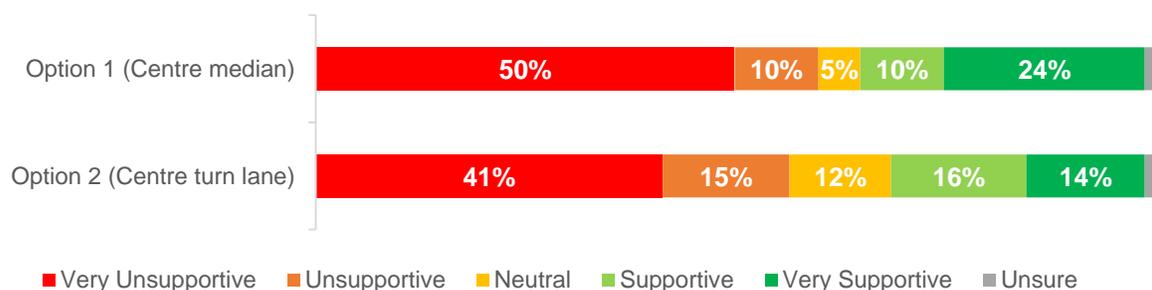
The most common reasons for supporting the actions were:

- Improvements to safety, particularly for children going to school in this area as well as seniors at nearby retirement communities
- Encourages uptake of walking and cycling in the neighbourhood

The most common reasons for not supporting the actions were:

- Concerns about a potential increase in congestion, particularly at the intersection of Avenue Road and St. Clair Avenue West
- Restrictions and lane reductions may encourage non-local traffic to use side streets, posing safety risks
- Insufficient cycling and pedestrian facilities proposed in this area

**Question: Are you supportive of each option for Balmoral Avenue to Edmund Avenue?**



There were 1,711 responses to this question and 1,025 comments.

- 34% of respondents were supportive of Option 1, 60% were not supportive, and 5% were neutral
- 30% of respondents were supportive of Option 2, 56% were not supportive, and 12% were neutral
- 13% of respondents supported both options, and 42% did not support either option

Respondents did not clearly favour one option over the other in this area.

The most common reasons for supporting Option 1 were:

- Helps prevent dangerous left turns both onto and off Farnham Avenue

- Improves safety for pedestrians crossing north-south across Farnham Avenue and Clarendon Avenue
- Reduces the opportunity for non-local traffic to use Farnham Avenue as an alternate route
- Provides more space for pedestrians on both sides of the street
- Prevents cars from crossing east-west across Avenue Road from Clarendon Road to Farnham Avenue
- May help reduce speeding

Reasons for not supporting Option 1 were:

- The median impedes access to De La Salle College and forces drivers to take more indirect routes
- Overall concern about the changes increasing congestion on Avenue Road
- Median may encourage speeding or dangerous U-turns

The most common reasons for supporting Option 2 were:

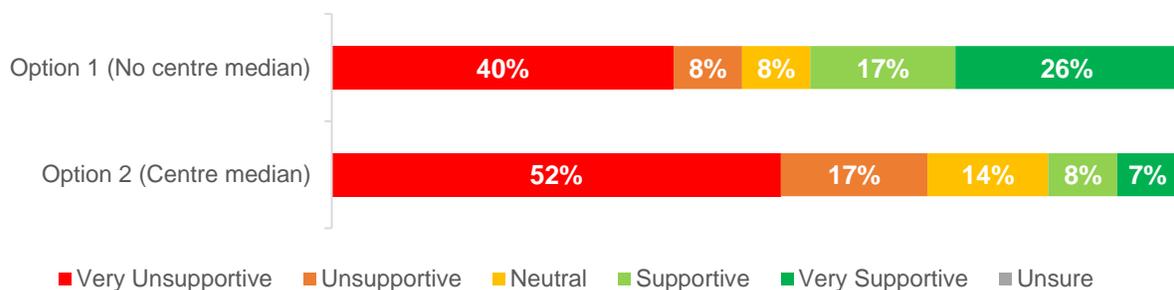
- Allows better access to Farnham Avenue and De La Salle College via Avenue Road
- Provides a safer and controlled way to turn left at non-peak times
- Dedicated left turn lanes create curves in the other two southbound lanes which may help calm traffic speeds

The most common reasons for not supporting Option 2 were:

- Overall concern about the changes increasing congestion on Avenue Road
- Left turn lane with time-of-day turn restrictions may not be respected by all drivers
- Left turns are not safe even with turning lanes
- Left turn lanes could further impede flow of traffic

In addition, many respondents did not support the addition of the on-street parking in either option, suggesting the space could be better used for additional cycling facilities or pedestrian space.

**Question: Are you supportive of each option for Edmund Avenue to Cottingham Street?**

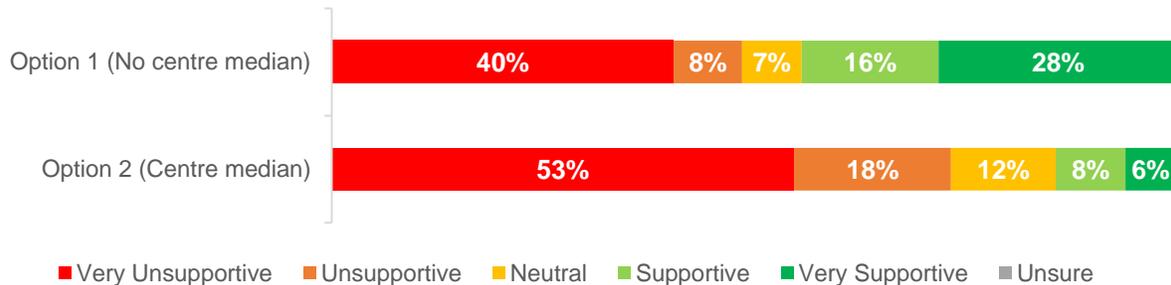


There were 1,711 responses to this question and 910 comments.

- 43% of respondents were supportive of Option 1, 48% were not supportive, and 8% were neutral

- 15% of respondents were supportive of Option 2, 69% were not supportive, and 14% were neutral
- 9% of respondents supported both options, and 40% did not support either option

**Question: Are you supportive of each option for Cottingham Street to Dupont Street?**



There were 1,595 responses to this question and 831 comments.

- 44% of respondents were supportive of Option 1, 48% were unsupportive, and 7% were neutral.
- 14% of respondents were supportive of Option 2, 71% were unsupportive, and 12% were neutral.
- 9% of respondents were supportive of both options, and 44% were not supportive of either option.

Comment summaries for Edmund Avenue to Cottingham Street and Cottingham Street to Dupont Street have been combined, as the reasons for supporting and not supporting each option were similar. Respondents were significantly more supportive of Option 1 than Option 2 in both instances.

The most common reasons for supporting Option 1 were:

- Provides more pedestrian space on the east side of the street
- Would be more effective at addressing the speeding issue on the hill between Edmund Avenue and Cottingham Street

The most common reasons for not supporting Option 1 were:

- Overall concern about the changes increasing congestion on Avenue Road
- Buffer zone may not be respected if it were only marked with paint and not physical barriers

The most common reasons for supporting Option 2 were:

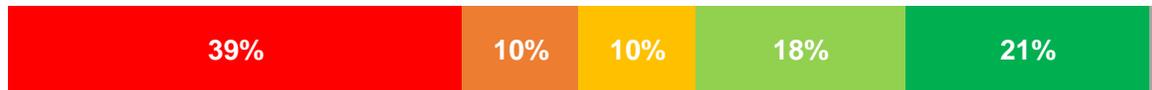
- Inclusion of left-turn lanes in this option would facilitate safer turns
- Median could help slow traffic as it provides a barrier and would reduce the number of lanes overall

The most common reasons for not supporting Option 2 were:

- Overall concern about the changes increasing congestion on Avenue Road
- Concern that the median would encourage rather than deter speeding
- Median is 'wasted space' that would be better used for pedestrian or cycling facilities

**There was also support expressed among both supportive and unsupportive respondents for the addition of permanent automated speed enforcement and additional crosswalks in this area.** Many respondents indicated they would like to see space used for dedicated cycling facilities rather than buffer or parking space. A few respondents were concerned that a crosswalk at Edmund Avenue might not be safe due to the speed of traffic.

**Question: Are you supportive of the proposed actions for Dupont Street to Davenport Road?**



■ Very Unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very Supportive ■ Unsure

There were 1,595 responses to this question and 835 comments. 39% of respondents were supportive, 49% were unsupportive, and 10% were neutral.

The most common reasons for supporting the actions were:

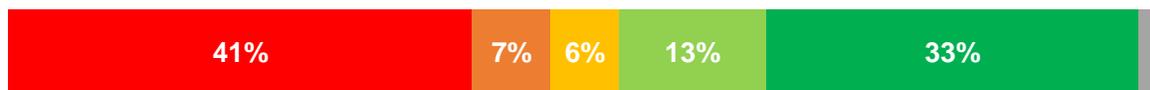
- Improves safety for vulnerable road users and makes the streetscape more pleasant for pedestrians
- Loading zone for Church of the Messiah would help ease traffic congestion on Dupont Street and improve safety for church and Avenue Road Food Bank patrons
- Proposed crosswalk and pedestrian space improves safety and access to Ramsden Park and improves safety near Pears Avenue, which was noted as a dangerous crossing for pedestrians

The most common reasons for not supporting the actions were:

- Overall concern about the changes increasing congestion on Avenue Road
- Insufficient room for pedestrians on the east side of Avenue Road, lack of proposed cycling facilities, and too much room given to parking
- Lane reductions may encourage non-local traffic to use side streets, posing safety risks

Some respondents expressed concern that removing the left-turn restriction northbound at Avenue Road and Davenport Road would increase congestion. There was also disagreement about the addition of on-street parking, with a few respondents supporting it as a means to provide buffer to pedestrians and parking for businesses, but others felt the space would be better used for pedestrians and people cycling, or that the addition of the parking would further increase congestion.

**Question: Are you supportive of the proposed actions for Davenport Road to Bloor Street West?**



■ Very Unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very Supportive ■ Unsure

There were 1,846 responses to this question and 1,062 comments. 46% were supportive, 48% were unsupportive, and 6% were neutral.

The most common reasons for supporting the proposed actions were:

- Improves safety for people cycling through protected cycle tracks
- Provides a new north-south connection and links University Avenue cycle tracks to Poplar Plains Road bike lanes
- Will help reduce congestion over the long term by making cycling in the neighbourhood more attractive
- Offers a convenient way to access commercial and retail spaces nearby
- Close to significant destinations like University of Toronto, hospitals, Yorkville shopping district, and the Bloor subway

The most common reasons for not supporting the proposed actions were:

- Concerns about a potential increase in congestion
- Does not include additional space for pedestrians; does not offer any improvements for people with mobility issues or seniors who cannot ride bikes
- Cycle tracks are unnecessary on Avenue Road given the availability of bike lanes on Yonge Street
- Proposed route to Davenport Road is insufficient; cycle tracks should go all the way to St. Clair Avenue West
- There is insufficient demand for cycling on Avenue Road to warrant cycle tracks
- Parking reductions will hurt businesses
- Could impact emergency vehicle access and response times

**Near-term Plan Suggestions**

Supportive and unsupportive respondents left many suggestions to either improve the proposal or to consider in lieu of some of the actions.

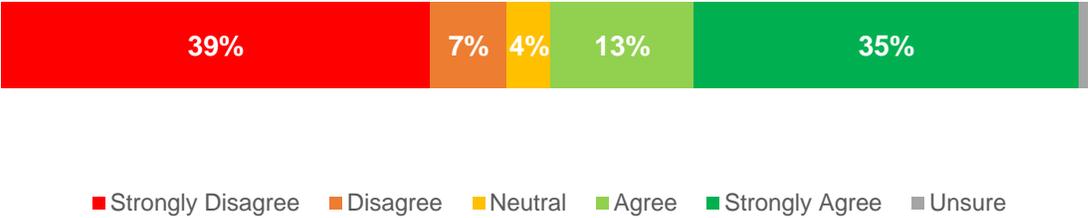
Location of suggestion	Suggestions
Entire area	<ul style="list-style-type: none"> <li>• Extend the cycle tracks north of Davenport Road all the way to St. Clair Avenue West</li> <li>• Eliminate cycle tracks from proposal and prioritize use of existing cycle tracks on Poplar Plains Road, Russell Hill Road and Yonge Street</li> </ul>

	<ul style="list-style-type: none"> <li>• Remove most of or all proposed parking and prioritize other uses of space that support pedestrians and people cycling</li> <li>• Add greenery to the pedestrian spaces</li> <li>• Install more automated speed enforcement cameras</li> <li>• Improve access and frequency of public transit along Avenue Road to further reduce congestion</li> <li>• Add more curb cuts to improve accessibility</li> <li>• Install more sidewalk barriers in addition to or in lieu of pedestrian space</li> <li>• Provide more safe crossing opportunities for pedestrians and people cycling to move east-west across Avenue Road</li> <li>• Change placement of traffic lights to prevent drivers from rolling into zebra crossings</li> </ul>
St. Clair to Balmoral Avenue	<ul style="list-style-type: none"> <li>• Reduce lanes in this section from six to four to align with the rest of the proposal</li> <li>• Add pedestrian space on the east side of Avenue Road north of Balmoral Avenue</li> <li>• Find additional ways to slow traffic between Balmoral Avenue and St. Clair Avenue West (e.g. automated speed enforcement)</li> <li>• Consider a left-turn lane in the southbound direction at Avenue Road and Balmoral Avenue to improve traffic flow and safety for people driving</li> <li>• Consider a centre median at Balmoral Avenue to separate traffic and provide a visual cue to slow down and to make east-west crossings safer</li> <li>• Address safety at intersection of Avenue Road and St. Clair Avenue West to address concerns about speeding through yellow lights</li> <li>• Consider extending the length of the left turn lane at St. Clair Avenue West and Avenue Road to reduce congestion</li> </ul>
Balmoral Avenue to Edmund Avenue	<ul style="list-style-type: none"> <li>• Consider adding a traffic light at Farnham Avenue to facilitate turning and crossing movements</li> <li>• Consider one-ways on Farnham Avenue and/or Clarendon Avenue to manage volumes</li> </ul>
Edmund Avenue to Cottingham Avenue	<ul style="list-style-type: none"> <li>• Consider repurposing buffer space for cycle tracks</li> <li>• Make Automated Speed Enforcement camera permanent</li> </ul>
Cottingham Avenue to Dupont Avenue	<ul style="list-style-type: none"> <li>• Identify safety improvement options at MacPherson Avenue (e.g. remove the dedicated right turn lane from the proposal, and provide a curb extension to make it safer for pedestrians to cross)</li> </ul>
Dupont Avenue to Davenport Road	<ul style="list-style-type: none"> <li>• Address safety issues in front of Hare Krishna Temple on Avenue Road</li> </ul>

	<ul style="list-style-type: none"> <li>○ Consider eliminating curb lane northbound between Roxborough Street and Dupont Street to provide more buffer to pedestrians</li> <li>• Consider other options besides on-street parking, such as additional pedestrian space</li> <li>• Consider how to make the intersection of Roxborough Street and Avenue Road safer for right turns, as many cars make right turns onto Avenue Road then cross into the left lane to make a left onto Dupont Street, requiring cars to cross three lanes of traffic in a short distance</li> <li>• Ensure crosswalks are raised to improve visibility of pedestrians and encourage drivers to slow down</li> </ul>
Davenport Road to Bloor Street West	<ul style="list-style-type: none"> <li>• Remove parking entirely to improve safety for cyclists</li> <li>• Provide clarity and consideration for how construction and development projects will impact traffic on Avenue Road and adjust proposal accordingly</li> <li>• Ensure cycle tracks are fully separated; bollards are insufficient protection</li> <li>• Cycle tracks should be relocated to adjacent streets, not arterial roads</li> </ul>

**Long-Term Vision**

**Question: Do you agree that the long-term vision, which consists of reducing the number of motor vehicle lanes from 6 to 4 and repurposing the space for other uses, will address community concerns and aspirations for Avenue Road?**



There were 2,375 responses to this question and 1,131 comments. Responses were split: 48% of respondents agreed, 46% disagreed, and 4% were neutral.

The most common reasons for agreeing with the long-term vision included:

- Improves safety for vulnerable road users and people driving by encouraging drivers to slow down in response to road design changes, introducing cycle tracks, and widening the sidewalks
- Improves the public realm experience and makes Avenue Road more pleasant to walk or cycle on; eliminates the 'highway' feel
- Supports climate and safety objectives and makes the neighbourhood more livable

- Helps accommodate increased density in the neighbourhood from new developments
- Reduces noise from vehicles

The most common reasons for not agreeing with the long-term vision included:

- Concerns that it would cause congestion on a major artery that provides access to downtown
  - Potential harm to the city's economy from increased difficulty travelling downtown
- Potential increase in motor vehicle volumes on neighbouring side streets
- Desire to see Avenue Road maintained as a throughfare for motor vehicles
- Concerns about impeding access for emergency vehicles
- Concerns that without adequate transit infrastructure or other strategies to reduce congestion the vision will worsen travel conditions in the area
- Location is generally inappropriate for a cycle track due to the steepness of the hill and existing nearby bikeways
- Vision should be more significant than what is proposed and/or should work towards a more significant lane reduction
- Perceived lack of demand for active transportation infrastructure in this area
- Concern about lack of resources for maintenance of green infrastructure

Suggestions regarding the long-term vision included:

- Ensure the vision incorporates public realm and aesthetic considerations to make the area more inviting and pleasant
- Expedite the redesign and reconstruction process to take place sooner
- Improve and increase frequency of transit in this corridor; introduce priority transit lanes
- Ensure the design includes cycle tracks;
  - Implement one-way rather than two-way cycle tracks as they are less confusing for cyclists
- Ensure wider building setbacks to increase sidewalk space and improve visibility when turning at corners
- Plant trees on both sides of the road
- Incorporate 'linear park' vision proposed by community
- Consider a reversible lane design to accommodate peak hours traffic

## Public Consultation Drop-in Event

An in-person public consultation event was held on October 19, 2023 at Timothy Eaton Memorial Church at St. Clair Avenue West, and was attended by 125 people. The event included information panels providing background information about the proposal, as well as detailed roll plan maps. Staff were available to collect feedback and answer questions. Participants made 310 comments, which are summarized below:

Topic	Comment Summary
<p><b>Speed and volume management</b> <i>Lane reductions</i></p>	<ul style="list-style-type: none"> <li>• Mixed support for lane reductions               <ul style="list-style-type: none"> <li>○ Some feel it will help reduce traffic volumes, provide protection and encourage people to walk</li> <li>○ Others are concerned about lane reductions leading to congestion and increased motor vehicle volumes on side streets, and potential for increased heavy trucks related to construction work</li> </ul> </li> <li>• Mixed support for maintaining three northbound lanes after Balmoral Avenue to help reduce queuing at left turn onto St Clair Avenue West               <ul style="list-style-type: none"> <li>○ Some feel it is important to maintain three northbound lanes to reduce congestion at intersection</li> <li>○ Others feel it contributes to an unsafe environment in an area with lots of children and seniors and want to see one lane removed and more space given to pedestrians</li> </ul> </li> </ul> <p><b>Concerns:</b></p> <ul style="list-style-type: none"> <li>• Data was not collected about impact on neighbouring streets</li> <li>• Heavy congestion at St. Clair Avenue West and desire to avoid increased queuing for left turns northbound</li> <li>• May increase traffic around Brown School and impact safety for children</li> <li>• Demand for active transportation in this area is low and does not justify the project</li> <li>• Ongoing construction-related lane closures could further exacerbate congestion</li> </ul> <p><b>Suggestions:</b></p> <ul style="list-style-type: none"> <li>• Consider turn restrictions from Avenue Road to Clarendon Avenue and Balmoral Avenue to reduce motor vehicle volumes on Poplar Plains Road</li> <li>• Conduct a safety review of conditions on Poplar Plains Road, including before-and-after traffic counts</li> <li>• Consider one-way streets between Avenue Road and Yonge Street to reduce motor vehicle volumes</li> <li>• Consider a reversible lane design similar to Jarvis Street</li> <li>• Consider using curb lanes for HOV or transit priority lanes</li> <li>• Consider lane reductions in only some sections of the corridor</li> </ul>

	<ul style="list-style-type: none"> <li>• Remove dedicated right turn lane southbound onto Balmoral Avenue to make more space for through-traffic</li> </ul>
<b>Cycling</b>	<ul style="list-style-type: none"> <li>• Mixed support for proposed cycle tracks <ul style="list-style-type: none"> <li>○ Some support additional cycling infrastructure and feel it will help provide buffer for pedestrians</li> <li>○ Some feel that Avenue Road is not an appropriate candidate for these facilities as an arterial road, and they should be located on other adjacent streets</li> <li>○ Some wanted to see the cycle tracks extended further north</li> </ul> </li> </ul> <p><b>Concerns</b></p> <ul style="list-style-type: none"> <li>• Ensure that cycle tracks are physically protected</li> <li>• Cycle tracks should be protected right up to intersections</li> <li>• Need more enforcement to prevent parking in bike lanes</li> <li>• Belief that sometimes people cycling don't adhere to rules of road</li> <li>• City has sufficient cycle tracks in other locations; it is not required here and is too expensive</li> <li>• Concern that design of Yonge Street and University Avenue cycle tracks are not visible enough to drivers and that design issue could be replicated here</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• Implement a cycle track under the railway bridge north of Dupont Street</li> <li>• Extend bikeways north of Davenport Road at minimum as far as Dupont Street</li> <li>• Relocate Bike Share station to be closer to Poplar Plains Road and St. Clair Avenue West</li> <li>• Explore if it is possible to fit both pedestrian space and a cycle track into the curb lanes</li> <li>• Add a contraflow bike lane going westbound on Bernard Avenue</li> </ul>
<b>Safety</b> Curb extensions, pedestrian spaces, buffers, automated speed enforcement, medians and turn lanes	<ul style="list-style-type: none"> <li>• Support for permanent automated speed enforcement at the bottom of the hill and in other locations if possible</li> <li>• Support for safety improvements around Dupont Street due to line-ups at Avenue Road Food Bank</li> <li>• Support for pedestrian crossing at Edmund Avenue</li> <li>• Mixed support for pedestrian spaces and wider sidewalks</li> <li>• Respondents agreed that the intersections of Balmoral Avenue/Avenue Road and Farnham Avenue/Avenue Road can be problematic and pose safety concerns, but disagreed about the best approach to address them <ul style="list-style-type: none"> <li>○ <b>Farnham Avenue:</b> Mixed support for a median vs a time of day left-turn lane at Farnham Avenue and Avenue Road. Some respondents felt the median would prevent unsafe</li> </ul> </li> </ul>

turning movements and prevent increases in motor vehicle volumes, while others felt it would unduly restrict access

- **Balmoral Avenue:** Concerns about traffic rolling through the intersection and making dangerous left and right turns in both directions, as well as queueing. Some support for dedicated left turn lanes here but others concerned these lanes would encourage non-local traffic

### **Concerns**

- Skepticism that pedestrian safety is an issue in this area and whether data warrants the proposed changes
- Lack of pedestrian space proposed at north end of corridor despite heavy volumes of traffic and presence of vulnerable road users (school children and seniors at retirement homes)
- Hill can be slippery in winter for drivers and pedestrians
- Curb extensions impede safety and can be hard to see in the winter
- Concerns about large trucks on side streets like Macpherson Avenue
- Continued issues with cars mounting the curb at the southwest corner of St Clair Avenue West and Avenue Road, and some reports of cars mounting curbs at Farnham Avenue
- Bollards on Roxborough Street have resulted in some cars mounting the curb when turning
- Cars make unsafe turns when coming westbound on Roxborough Street; after turning right onto Avenue Road they must cross three lanes to make a left on Dupont Street. Encourage cars to go to Davenport Road to make turns instead
- There are some visibility issues making right turns from Roxborough Street onto Avenue Road northbound because of Hare Krishna Temple
- Concern about cars making illegal right-turn-on-red turning from Davenport Road to Avenue Road or turning from the incorrect lane, increasing chance of accidents with other cars or bicycles

### **Suggestions**

- Ensure good snow clearing so left turn lanes, if implemented, are visible
- Implement more pedestrian-scale lighting along Avenue Road to improve safety at night
- Consider a left turn lane north and south at Balmoral Avenue. If turn lanes are introduced, they need to be long to avoid blocking traffic
- Explore opportunities to expand sidewalks through deeper building setbacks
- Implement more barriers along sidewalks to protect pedestrians

	<ul style="list-style-type: none"> <li>• Consider a curb extension or buffer zone on the north-east corner of Balmoral Avenue</li> <li>• Curb extensions need to be better configured to help people walking and driving understand how to use them</li> <li>• Consider removing the proposed time of day turning restriction at Farnham Avenue but maintaining the left-turn lane</li> <li>• The sidewalk south of MacPherson Avenue on the west side of Avenue Road needs a pedestrian space</li> </ul>
<b>Parking and loading</b>	<ul style="list-style-type: none"> <li>• Mixed support for addition of on-street parking north of Davenport Road. Some feel it will help slow traffic but others feel it is unnecessary</li> </ul> <p><b>Concerns</b></p> <ul style="list-style-type: none"> <li>• Loss of loading zones on Avenue Road may negatively impact commercial properties, particularly flower shops near Davenport Road</li> <li>• Addition of parking between Cottingham Street and Dupont Street is unnecessary as there are few commercial spaces nearby</li> <li>• Safety of on-street parking and concern about 'dooring' other vehicles or people cycling</li> <li>• On-street parking on west side of Avenue Road, south of Clarendon Avenue, was seen as unnecessary as the building has a loading zone</li> </ul>
<b>Street Environment</b>	<p><b>Concerns</b></p> <ul style="list-style-type: none"> <li>• Planters used as buffers in other areas of the city are not well-maintained</li> <li>• Bollards and pylons are often in poor condition and look ugly</li> <li>• Planters are more attractive than bollards</li> <li>• Consider adding artistic elements to buffer areas and pedestrian spaces</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• Explore opportunities to introduce street seating</li> </ul>
<b>General/Other</b>	<p><b>Concerns</b></p> <ul style="list-style-type: none"> <li>• Cost of implementation; project is not a good use of resources</li> <li>• Noise from speeding vehicles</li> <li>• Belief that Yonge Street travel times have worsened, and concern that Avenue Road might follow a similar pattern</li> <li>• Additional consultation desired, as some felt adequate notice was not provided</li> <li>• Concerns that data used to inform study is not reliable</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• Conduct a neighbourhood comprehensive study for safety</li> </ul>

	<ul style="list-style-type: none"><li>• Extend boundaries of study to examine issues on Avenue Road north of St. Clair Avenue West</li><li>• Find ways to improve transit service on Avenue Road</li></ul>
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## Interest Group Feedback

A workshop with interest groups was held on September 18, 2023 at Church of the Redeemer at Avenue Road and Bloor Street West. The workshop was attended by 21 participants and 4 observers, representing 18 organizations. Participants were presented with the background information on the study and given the opportunity to review the detailed roll plans for each section of the road.

Organizations in attendance included:

- Avenue Road Safety Coalition
- Annex Residents Association
- Amica Senior Lifestyles
- Avenue-Bay Cottingham (ABC) Ratepayers Association
- Bloor-Yorkville BIA
- Brentwood Towers Tenants Association
- Church of the Redeemer
- Cottingham Square Residents Association
- Cycle TO Midtown
- De La Salle College
- Deer Park Residents Group
- Friends and Families for Safe Streets
- Greater Yorkville Residents' Association
- Oaklands Associates Inc
- Rathnelly Area Rate Payers Association
- Rosedale Main Street BIA
- Walk TO
- Yonge4All

Additionally, some organizations provided additional comments via email following the workshop: Cycle Toronto, Deer Park Residents Group, Greater Yorkville Residents' Association, Hare Krishna Temple - International Society For Krishna Consciousness, and South Hill District Homeowners Association.

Generally, most groups supported the study objectives to reduce speeds and improve safety, but disagreed on details of the specific actions. A few groups disagreed with the necessity of the near-term plan and expressed significant concerns about impacts to adjacent neighbourhoods in the form of increased non-local motor vehicle volumes and resulting safety concerns for residents.

Topic	Comment Summary
<p><b>Speed and volume management</b> <i>Lane reductions</i></p>	<p><b>Support for:</b></p> <ul style="list-style-type: none"> <li>• Design options that did not involve centre medians, preferring the increased pedestrian space and traffic calming features of the options that repurposed curb lanes</li> <li>• Lane reductions in general to help slow traffic and protect pedestrians</li> <li>• Automated speed enforcement</li> </ul> <p><b>Concerns</b></p> <ul style="list-style-type: none"> <li>• Potential increases in motor vehicle volumes on both Avenue Road and side streets such as Russell Hill Road and Poplar Plains Road, as well as at intersections like St. Clair Avenue West and Balmoral Avenue</li> <li>• Potential impacts to emergency vehicle response times with fewer lanes</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• Reduce lanes in front of Hare Krishna Temple with left turn lane or lane reduction in front of Temple</li> <li>• Provide additional automated speed enforcement locations</li> <li>• Explore lane narrowing</li> </ul>
<p><b>Cycling</b></p>	<p><b>Support for:</b></p> <ul style="list-style-type: none"> <li>• Proposed cycle tracks as an extension of the University Avenue bike lanes and to connect to nearby lanes <ul style="list-style-type: none"> <li>○ A few resident associations do not agree with the cycle tracks installation and suggest use of nearby existing routes in lieu of the proposed Avenue Road cycle tracks</li> <li>○ Others would like to see the cycle tracks extended all the way to St Clair Avenue West</li> </ul> </li> </ul> <p><b>Concerns</b></p> <ul style="list-style-type: none"> <li>• Unsure about necessity of bikeways given adjacent options on Yonge Street and Bedford Road; concerns about how contentious they may prove</li> <li>• Disagreement with prioritization of cycle tracks over space for pedestrians given narrow sidewalks in many sections south of Davenport Road.</li> </ul> <p><b>Suggestion</b></p> <ul style="list-style-type: none"> <li>• Extend cycle tracks further north to connect to other bikeways and parks</li> <li>• Consider a two-way bike lane on west side of road where pedestrian space is proposed</li> </ul>

	<ul style="list-style-type: none"> <li>• Raised platforms at all bus stops to prevent conflicts between people cycling and motorists and buses</li> </ul>
<p><b>Safety</b> Curb extensions, pedestrian spaces, buffers, automated speed enforcement, medians and turn lanes</p>	<p><b>Support for:</b></p> <ul style="list-style-type: none"> <li>• Proposed crosswalk at Ramsden Park</li> <li>• Curb extensions to slow turns and narrow intersections for pedestrian crossings</li> <li>• Pedestrian space to provide buffer</li> <li>• Support for time of day turn restrictions with additional consultation and monitoring to evaluate impacts and effectiveness</li> <li>• Support for turn lanes as long as there is adequate vehicle queuing space</li> </ul> <p><b>Concerns</b></p> <ul style="list-style-type: none"> <li>• Proposed changes south of Davenport Road do not provide additional space for pedestrians</li> <li>• Enabling left and right turns onto Farnham Avenue may increase traffic volumes on side streets</li> <li>• Lack of adequate sidewalk space in front of Hazelton Place</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• Add a pedestrian space north of Balmoral Avenue and a curb extension on the northeast corner</li> <li>• Increase measures to promote speed reductions in cars, and focus more on these measures (such as visual friction, raised crosswalks, buffer between pedestrians and cars)</li> <li>• Ensure that sidewalks are eventually widened and AODA compliant</li> <li>• Consider installing a left-turn prohibition at the signalized intersection at Balmoral Avenue to prohibit potential traffic congestion OR install a designed left-turn lane with signalized left turn</li> <li>• Install a right-turn light at St Clair Avenue West</li> <li>• Add a curb extension on Cumberland Street</li> <li>• Ensure opportunities to widen sidewalks through redevelopment are explored</li> <li>• Consider a signal at Elgin Avenue and Avenue Road</li> <li>• Add curb extensions at Davenport Road</li> <li>• Provide a left turn-lane and pedestrian buffer or space in front of Hare Krishna Temple at Dupont Street and Avenue Road</li> </ul>
<p><b>Parking and loading</b></p>	<p><b>Support for:</b></p> <ul style="list-style-type: none"> <li>• On-street parking near Hare Krishna Temple to help with limited parking on Roxborough Street</li> </ul>

	<p><b>Concerns</b></p> <ul style="list-style-type: none"> <li>• Loss of parking may negatively impact businesses on corridor</li> <li>• Parking is not adequate as a buffer if cars are not regularly parked there</li> <li>• Concern surrounding the lack of a designated loading zone outside of Whole Foods</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• Add loading zone near Bernard Avenue for valet service</li> <li>• Explore demand for on-street parking north of Davenport Road</li> <li>• Add accessible drop-off for Church of the Redeemer (potentially a shared space with the bus stop)</li> </ul>
<p><b>Street Environment</b></p>	<p><b>Support for:</b></p> <ul style="list-style-type: none"> <li>• Use of planters in the pedestrian spaces</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• Add more street furniture and green infrastructure in front of Brown Junior Public School</li> <li>• Ensure pedestrian spaces are accessible, especially in front of parks</li> </ul>
<p><b>General/Other</b></p>	<p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>• Ensure consultation with all organizations in the area on future design of actions</li> <li>• Look at a sidewalk or trail through the new park at Pears Avenue</li> <li>• Ensure access to bus stops within buffered areas</li> <li>• Consider potential construction impacts</li> <li>• Explore congestion charges as a general means to reduce traffic downtown</li> </ul>

## Additional Feedback

The project team received 180 comments from 138 individuals through phone and email from September 18 to January 31, 2024.

The comments received through phone and email are summarized below:

- **7% of comments expressed overall support for the measures**, and some provided additional ideas or suggestions to improve the proposal further:
  - Support for improvements to pedestrian safety and cycling infrastructure and agreement with speeding and pedestrian safety concerns
  - Suggestions to extend cycle tracks further north
  - Suggestions to increase space for pedestrians between Balmoral Avenue and St Clair Avenue West
  - Suggestion to add a left turn lane at Dupont Street to avoid dangerous merges
  - Suggestion to extend the study area north of St Clair Avenue West
  - Suggestion to replace proposed on-street parking on west side of Avenue Road south of Clarendon with pedestrian space
- **67% of comments were opposed to the plan.** Comments included:
  - Significant concerns about the impact of the proposal on traffic volumes on adjacent roads, specifically that the 40% of motor vehicles diverted from Avenue Road would impact volumes on side streets (particularly Russell Hill Road and Poplar Plains Road in the South Hill Neighbourhood)
  - Concerns about existing safety issues such as speeding, running of stop signs, narrow sidewalks, and conflicts with people cycling using bike lanes on Poplar Plains Road and Russell Hill Road
    - Concerns that higher volumes may further exacerbate these safety issues, and particular concern about the volume of children and parents arriving at and departing from Mabin School and Brown Junior Public School.
  - Concerns about volume of large trucks due to construction and difficulty entering and exiting the neighbourhood at rush hour times
  - Concern that changes are unnecessary given current low volumes of pedestrians and people cycling along Avenue Road
  - Concern that the City is discouraging people from using vehicles and that this has accessibility and equity implications for people who must drive
- **9% of comments provided 'mixed' feedback about the proposal** – respondents approved of some aspects but not others
  - Some respondents expressed support for the project objectives but disagreed with some proposed elements, such as the cycle tracks, curb extensions, the option of a median to restrict turning movements, or had overall concerns about impacts on motor vehicle volumes.
- **17% of comments were neutral** – seeking additional information, acknowledging a response, or not expressing a view

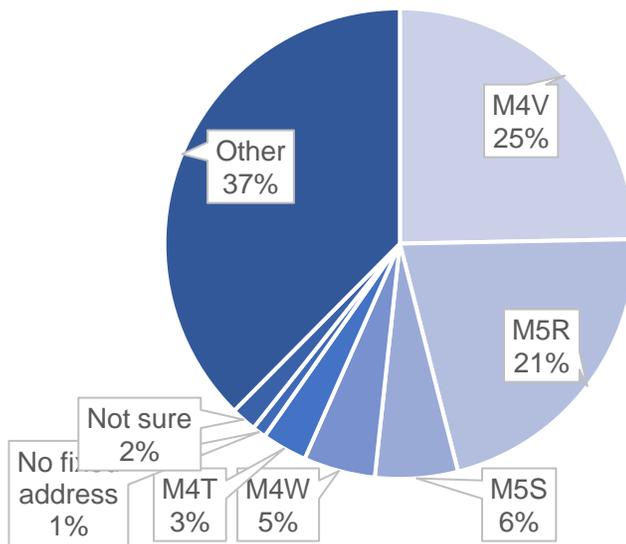
# Appendices

## Appendix A: Survey Participant Profile

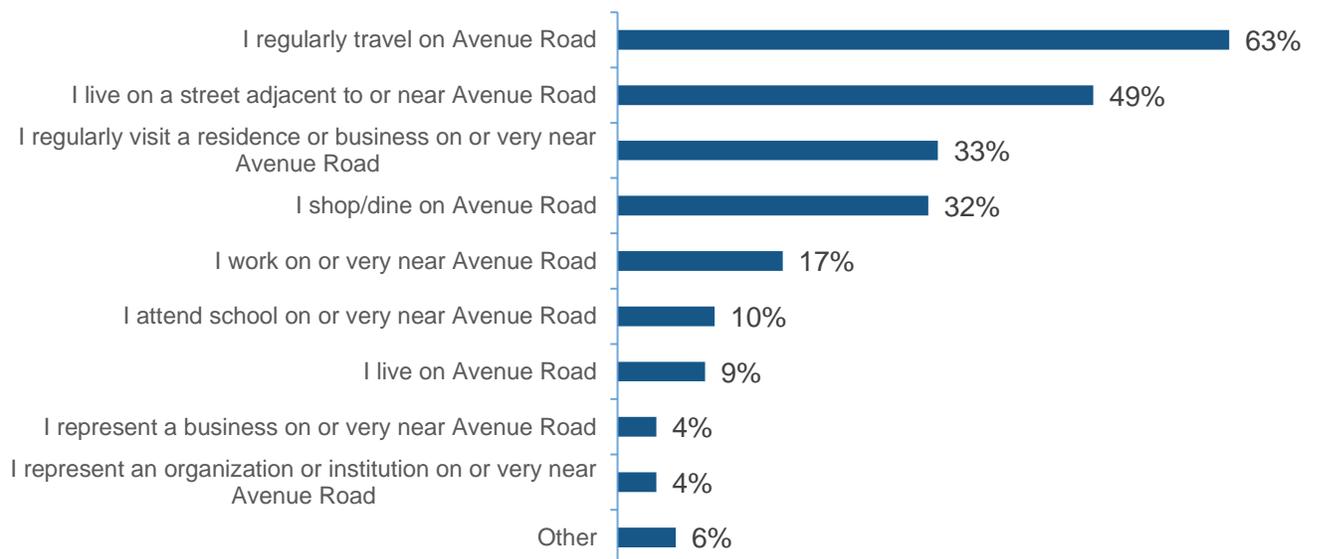
A total of 2,375 survey respondents provided some type of optional demographic information. On some questions respondents could select all options that applied, therefore percentages may exceed 100%.

### Relationship to Avenue Road

2,358 respondents provided information about their relationship to the study area. About 60% of respondents came from neighbourhoods adjacent to or very near Avenue Road (M4V, M4W, M4T, M5R, M5S).

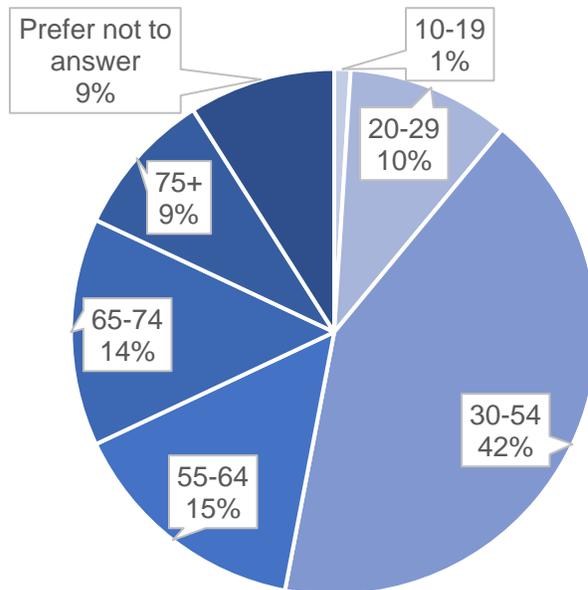
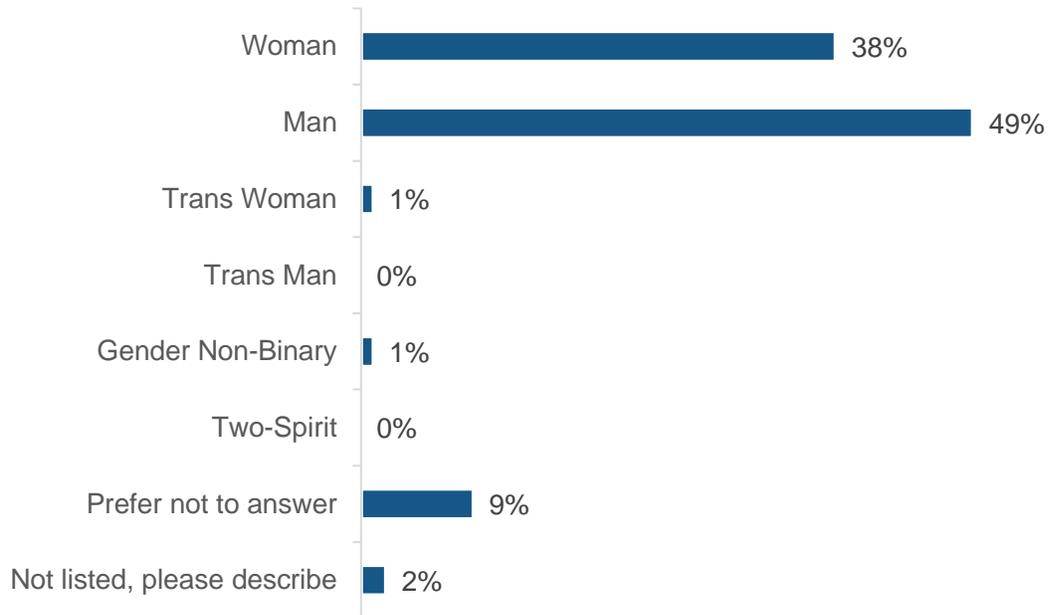


Two-thirds of respondents travel regularly on Avenue Road, and over half live on Avenue Road, or on a street adjacent to or near Avenue Road.



## Age and Gender

2,375 people provided optional information about their gender and age. Slightly more men than women completed the survey, and over half of respondents were between the ages of 30 and 64.



### Point of Engagement

Word of mouth and social media were the most significant ways that respondents heard about the consultation process.

