



West Parkdale Cycling Connections

Public Consultation Report
May 2024

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Consultation Summary

Public and interest group consultation for West Parkdale Cycling Connections took place from October 2023 to March 2024. Consultation activities included 13 meetings with 15 interest groups, an in-person public drop-in event, a feedback survey and comment tracking. Over 200 people attended the public event and nearly 1,400 survey responses were received, as well as comments by mail, phone and email from nearly 100 people, and two petitions.

Communications to inform the public about the project and opportunities to participate included a project webpage, targeted emails to interest groups, and over 10,000 flyers distributed by Canada Post throughout the project area.

Overall, residents and interest groups in the project area are divided over their support for the project. Many respondents were positive regarding the benefits of cycling infrastructure, while others expressed concerns about impacts to on-street parking, changes to motor vehicle flow, and potential effects on streets and laneways adjacent to the bikeway. Some respondents also expressed that the proposed design does not address wider community concerns about the need for traffic calming across the neighbourhood, including on streets outside the project area.

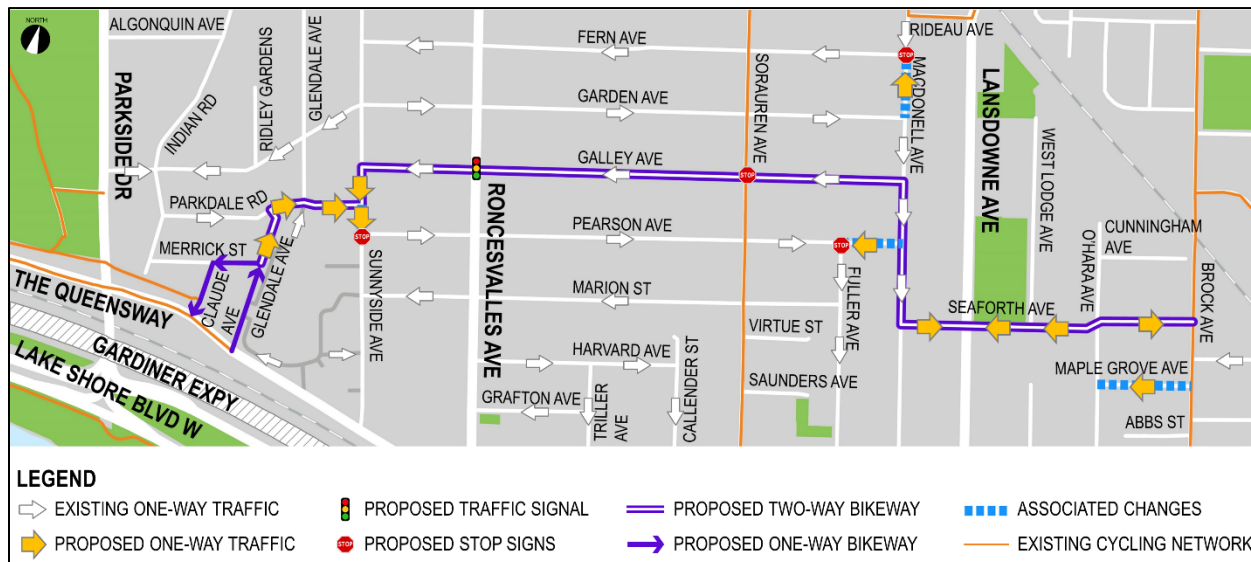
In response to feedback gathered through public consultation, staff are investigating ways to improve safety along the bikeway route and on adjacent streets through additional traffic calming measures. If the project is installed, staff will also continue to monitor vehicle volumes to determine whether further changes should be made at a later date. Requests and suggestions for improvements outside the project area or project scope have been referred to the appropriate teams in Transportation Services.

More information about the project can be found at toronto.ca/westparkdalecycling.

Project Overview

West Parkdale Cycling Connections proposes to connect a gap in the cycling network from The Queensway to Brock Avenue and improve cycling access to destinations like High Park, St. Joseph's Health Centre, retail, transit and schools. The project goals are to improve safety and conditions for all road users, minimize impact to on-street parking and reduce local traffic infiltration.

Changes are proposed on the following streets: Glendale Avenue, Merrick Street, Claude Avenue, Parkdale Road, Sunnyside Avenue, Pearson Avenue, Galley Avenue, Macdonell Avenue, Seaforth Avenue, O'Hara Avenue and Maple Grove Avenue.



West Parkdale Cycling Connections is proposed to help fulfill the City's commitment to the Vision Zero Road Safety Plan. Vision Zero's goal is to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone, especially for seniors, school children, pedestrians and people cycling. In the past 10 years, there have been 227 reported collisions along the proposed route, in which eight have involved pedestrians and 12 have involved people cycling. All proposed changes are focused on reducing future collisions, injuries and fatalities.

The project is also proposed to fulfill the City Council-directed Cycling Network Plan for 2022-2024 and to take advantage of the planned watermain rehabilitation and road resurfacing on Galley Avenue. The Cycling Network Plan is a comprehensive roadmap and work plan that outlines the City's planned investment in our cycling network. The aim of the Cycling Network Plan is to connect gaps in Toronto's current cycling network by growing existing and future cycling opportunities with safer and more comfortable cycling route options where quality can be improved.

The proposed design meets City of Toronto and Province of Ontario standards and guidelines. The proposed changes have been reviewed by City services that use the area roadways, so that Toronto's Fire Services, Paramedics, Solid Waste pickup, Toronto Transit Commission (TTC), Wheel-Trans, road maintenance and snow clearing can continue to function well and serve the community.

If the project is approved, it is proposed to be installed as early as August 2024.

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/westparkdalecycling (2,593 unique visits)
- Notice delivered through Canada Post (10,038 addresses in the project area)
- Email to interest groups including residents associations, community groups, organizations, institutions and elected officials (48 contacts)
- Social media posts through the City's Cycling and Pedestrian Projects unit's @TO_Cycling_Ped account (2 posts on X and 1 post on Instagram)

Consultation Activities

Comments on the project were received through the following consultation activities:

Activity	Date	Participation
Interest group meeting	February 22, 2024	15 attendees representing 10 interest groups (48 invited)
Individual meetings with interest groups	October 13, 2023 – March 25, 2024	12 meetings with 16 attendees representing 8 interest groups
Public drop-in event	March 5, 2024	209 attendees
Feedback survey	February 20 – March 19, 2024	1,376 responses received online and by mail
Additional feedback	February 19 – March 19, 2024	163 comments received from 95 individuals by email, phone and mail, one petition signed by 177 individuals and one petition signed by 21 individuals

What We Heard

The following provides a high-level summary of comments received through all consultation activities. A detailed breakdown of comments heard from interest groups and the public can be found in subsequent sections.

- Many individuals and interest groups are supportive of the project, noting that the proposed bikeway formalizes a route that people cycling already use and makes it safer so that more people feel comfortable riding in the neighbourhood. Many residents, including those who drive, expressed that the proposed changes to motor vehicle flow and on-street parking are minimal and a worthwhile trade-off to improve safety for vulnerable road users and help achieve climate change and Vision Zero objectives.
- Groups of residents shared that they support increasing access to alternative modes of transportation but that they oppose certain details of the proposed design, especially on-street parking removals and street direction changes. They stated that on-street parking removals are unfair to residents who do not have driveway or laneway parking access, especially older individuals, people with mobility needs, and families with young children. People also expressed concerns that the street direction changes will cause confusion and frustration and lead to more congestion and unsafe behaviour along the bikeway route as well as displaced traffic on adjacent streets and laneways.
- Whether they agree or disagree that motor volumes are too high on streets along the bikeway route, some participants are unconvinced that street direction changes make streets safer and that such changes are necessary when implementing a bikeway. They indicated that the project materials need to better communicate the rationale for the changes, including by providing more detailed traffic data upfront.
- Some people are concerned about the safety of school children at Garden Avenue Public School and Parkdale Junior and Senior Public School, but there are differing opinions regarding how the project can best address this issue. Some parents stated that safer cycling infrastructure would enable them to feel safer taking their children to school by bike, while others oppose any bike infrastructure near schools because it could generate conflict between pedestrians and people cycling, and because it would interfere with people driving for pick-up and drop-off.
- In addition, individual residents as well as interest groups representing residents commented that the proposed design does not address broader community concerns about the need for traffic calming across the neighbourhood, including on streets outside the project area. These individuals and groups would have preferred a wider scope for the project, with public consultation taking place earlier in the process so that the community could be more of a partner in creating the design.

Interest Group Feedback

The following interest groups participated in one or more meetings with the project team from October 13, 2023 to March 25, 2024:

- Annunciation of the Virgin Mary (Panagia) Greek Orthodox Cathedral
- Cycle Toronto
- Fern Avenue Junior and Senior Public School
- Garden Avenue Junior Public School
- High Park Homes
- Parkdale Junior and Senior Public School

- Roncesvalles Village Business Improvement Area
- Safe Parkside
- Sunnyside Community Association
- Sunnyside Garden Daycare Centre
- Toronto District School Board
- Toronto Seniors Housing Corporation
- West Neighbourhood House
- Working Ensemble
- Unity Health Toronto / St. Joseph's Health Centre

The comments received through meetings with the above interest groups are summarized below.

Comments Regarding the Overall Project

Topic	Comment Summary
Bikeway design and rationale	<ul style="list-style-type: none"> • The bikeway is necessary because people already cycle on the route; the design formalizes an existing route and makes it safer • The bikeway will help more people choose to ride • The bikeway is not necessary because people already cycle on the route and the roadway is already safe for people cycling • The bikeway is not necessary because people cycling can use the Fermanagh Avenue bikeway instead • The bikeway is not the appropriate tool to address traffic infiltration, high motor vehicle volumes and unsafe driver behaviour throughout the project area, including speeding, driving on the sidewalk, rolling through stop signs, and ignoring pedestrians • The bikeway does not address a number of cut-through routes for people driving from Parkside Drive or The Queensway to Dundas Street West, Lansdowne Avenue or Queen Street West
Consultation and communications	<ul style="list-style-type: none"> • Public consultation should have begun with the wider community at an earlier date, before the creation of a detailed proposed design • Communications should have made clearer why the bikeway is necessary as part of the cycling network in this area • Collaboration with interest groups should continue through installation and post-installation analysis
Additional comments out of project scope	<ul style="list-style-type: none"> • Broader traffic calming measures and road safety improvements are needed across the neighbourhood, including on streets that are not impacted by the proposed bikeway • A Neighbourhood Streets Plan should be implemented in this area, and it should include a traffic study • A bikeway should be installed on Queen Street West instead

Location-Specific Comments: The Queensway to Sunnyside Avenue

Topic	Comment Summary
Bikeway design and rationale	<ul style="list-style-type: none"> • One or both of the bike lanes proposed on Sunnyside Avenue should be replaced with shared lane markings in order to retain on-street parking and two-way motor vehicle flow

	<ul style="list-style-type: none"> • Alternate bikeway routes should be explored to reduce impacts to on-street parking and motor vehicle flow, including splitting the bikeway along Sunnyside Avenue to direct people cycling eastbound along Pearson Avenue while people cycling westbound use Galley Avenue
Motor vehicle circulation	<ul style="list-style-type: none"> • Glendale Avenue is not an ideal location for a bikeway because of the volume of drop-off and pick-up activity adjacent to the St. Joseph's Health Centre Emergency Entrance; as part of the hospital redevelopment, the Emergency Entrance will be relocated to The Queensway and Sunnyside Avenue • Additional navigational "Hospital" signs are needed on Parkside Drive, Indian Road, The Queensway, and streets around the hospital • Ambulance response times will increase because the street direction changes will increase congestion around the hospital • Claude Avenue should be made one-way northbound, especially because the roadway has a steep incline • Merrick Street should be made one-way westbound • The turning radius may not be wide enough for ambulances turning from Indian Road onto Merrick Street • The changes on Sunnyside Avenue will lead to higher motor vehicle volumes in the laneway between Glendale Avenue and Sunnyside Avenue • The changes on Sunnyside Avenue will lead to higher motor vehicle volumes on Pearson Avenue, which already experiences high motor vehicle volumes at peak times and which is too narrow for large vehicles • The changes on Sunnyside Avenue will also add to significant queuing at the traffic signals at Sunnyside Avenue and The Queensway and at Pearson Avenue and Roncesvalles Avenue
On-street parking and loading	<ul style="list-style-type: none"> • The on-street parking removals are unfair to residents in Sunnyside Avenue area because many lack driveways or laneway parking access and rely on on-street parking • The southbound bike lane on Sunnyside Avenue should be replaced with shared lane markings in order to retain on-street parking on the west side of the street • On-street parking is in high demand around St. Joseph's Health Centre and the TTC streetcar storage and maintenance facility (Roncesvalles Carhouse), in part due to hospital and TTC staff who drive to work, and in part due to visitors to the commercial strip on Roncesvalles Avenue • The St. Joseph's Health Centre parking garage is often full, requiring staff, patients and visitors to park on the street • Hospital staff appear to misuse accessible parking permits to park illegally in areas where on-street parking is not permitted • The St. Joseph's Health Centre redevelopment will involve constructing a new parking facility prior to removing the existing parking garage, and implementing an active transportation strategy for hospital staff
Safety	<ul style="list-style-type: none"> • The northwest corner of The Queensway and Claude Avenue has poor visibility • New pedestrian crossing markings should be installed at Claude Avenue and Merrick Street

	<ul style="list-style-type: none"> • Support for the proposed intersection improvements and pedestrian crossing markings at Glendale Avenue and Parkdale Road • Existing traffic calming peninsula at Glendale Avenue and Parkdale Road creates a blind spot for people turning right from Glendale Avenue onto Parkdale Road • Clear pavement markings and signage are needed at the Emergency Entrance to prevent conflicts between pedestrians, people cycling, and people driving • Support for proposed stop sign and pedestrian crossing markings at Sunnyside Avenue and Pearson Avenue • Turn restrictions should prevent people driving southbound on Sunnyside Avenue from turning left onto Pearson Avenue • Stop signs should be installed at Indian Road and Merrick Street, Merrick Street and Claude Avenue, Glendale Avenue and Merrick Street, Parkdale Road and Glendale Avenue, and Parkdale Road and Sunnyside Avenue • Speed humps should be installed on Glendale Avenue and on Pearson Avenue
Additional comments out of project scope	<ul style="list-style-type: none"> • Stop signs and pedestrian crossing markings are needed at Sorauren Avenue and Marion Street • Navigational signage at TTC bus stops should direct transit users to the St. Joseph's Health Centre Emergency Entrance • Wright Avenue should be converted to one-way westbound, which would reduce motor vehicle volumes on Glendale Avenue • Speed humps should be installed on the north leg of Glendale Road from Parkdale Road to Wright Avenue and on Indian Road from Garden Avenue to High Park Boulevard

Location-Specific Comments: Galley Avenue to Macdonell Avenue

Topic	Comment Summary
Motor vehicle circulation	<ul style="list-style-type: none"> • The changes on Macdonell Avenue could lead to higher motor vehicle volumes on Fern Avenue, including in front of Fern Avenue Junior and Senior Public School
On-street parking and loading	<ul style="list-style-type: none"> • On-street parking near Galley Avenue and Sunnyside Avenue is already in such high demand that many local residents park overnight in the Garden Avenue Public School parking lot, which will undergo a reconfiguration and repaving later this year • In the reconfigured Garden Avenue Public School parking lot, the school garbage bins will be relocated from the side of the school building to the edge of the parking lot, and the design of the street should accommodate this curbside pick-up • Moving the on-street parking to the north side of Galley Avenue, closer to Garden Avenue Public School, could affect drop-off and pick-up for Sunnyside Garden Daycare Centre • The Panagia Greek Orthodox Cathedral has a ramp on the south side of Galley Avenue; there are no concerns about the bikeway as long as the existing bylaw remains in place allowing people with disabilities to be picked and up and dropped off in the painted bike lane

Safety	<ul style="list-style-type: none"> • Bikeways are not appropriate in school zones because people cycle too fast and do not stop at stop signs, which endangers pedestrians, including school children • Moving on-street parking to the north side of Galley Avenue, closer to Garden Avenue Public School, will allow strangers sitting in cars to more easily observe school children in the playground and yard, create an uncomfortable enclosed feeling for pedestrians on the north sidewalk, and lead to property damage when balls from the school yard hit parked motor vehicles • A larger privacy fence should be built for the school playground and yard prior to bikeway installation • The all-way stop at Galley Avenue and Sorauren Avenue is a positive safety improvement
Additional comments out of project scope	<ul style="list-style-type: none"> • Additional traffic calming measures should be studied for Fern Avenue, including speed humps • Speed humps should be installed on Garden Avenue

Location-Specific Comments: Seaforth Avenue to Brock Avenue

Topic	Comment Summary
Motor vehicle circulation	<ul style="list-style-type: none"> • The one-way direction changes on Seaforth Avenue will be confusing for people accessing Parkdale Junior and Senior Public School; more people will drive from Lansdowne Avenue to Seaforth Avenue via the private parking area north of the school and West Lodge Avenue • Turning radii should be checked for delivery and garbage vehicles accessing the back of the Toronto Seniors Housing Corporation complex on West Lodge Avenue via Seaforth Avenue
On-street parking and loading	<ul style="list-style-type: none"> • The designated school bus loading zone is necessary on Seaforth Avenue for Parkdale Junior and Senior Public School
Safety	<ul style="list-style-type: none"> • A pedestrian crossing should be installed at Brock Avenue and Seaforth Avenue
Additional comments out of project scope	<ul style="list-style-type: none"> • Pedestrian crossing markings should be installed on West Lodge Avenue adjacent to the West Lodge Tower buildings • Parking should be removed from the east side of West Lodge Avenue north of Seaforth Avenue to designate the west side of West Lodge Avenue as a drop-off and pick-up zone for Parkdale Junior and Senior Public School • School Safety Zone signage and pavement markings should be installed around Parkdale Junior and Senior Public School

Public Drop-in Event

At the March 5, 2024 public drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below.

Comments Regarding the Overall Project

Topic	Comment Summary
Bikeway design and rationale	<ul style="list-style-type: none">• The bikeway is necessary because people already cycle on the route; the design formalizes an existing route and makes it safer• The bikeway fills a gap in the cycling network• The bikeway will help more people choose to ride• The bikeway and associated safety improvements are positive for the community• The bikeway is not necessary because not enough people cycle• The bikeway is not necessary because people already cycle on the route and the roadways are already safe enough for them• The bikeway is not necessary because cut-through traffic is no longer a concern, now that construction around the King-Queen-Queensway-Roncesvalles (KQQR) area is complete; the bikeway rationale should be based on newer traffic volume counts, conducted after KQQR• The bikeway is not the appropriate tool to address high volumes of cut-through traffic and unsafe driver behaviour in the project area• The bikeway and one-way directional changes are not necessary because people cycling can use High Park Boulevard and Parkside Drive instead• The bikeway prioritizes people who are able to cycle over people who need to drive
Consultation and communications	<ul style="list-style-type: none">• Public consultation should have begun with the wider community at an earlier date, before the creation of a detailed proposed design• The community should be seen as a partner rather than a complainant in the public consultation process
Motor vehicle circulation	<ul style="list-style-type: none">• Changes to street directions are a positive way to reduce traffic volumes and help make the neighbourhood safer• Changes to street directions are unnecessary, confusing and inconvenient for residents• Changes to street directions will cause traffic congestion in the neighbourhood
On-street parking and loading	<ul style="list-style-type: none">• On-street parking removals are unacceptable considering permit numbers and general demand throughout the neighbourhood• Late at night, it can already take 30 minutes for some residents to find on-street parking, often three blocks from home• On-street parking removals mean that the proposed design is not accessible for all ages
Safety	<ul style="list-style-type: none">• Bike traffic signals should be installed at The Queensway and Glendale Avenue

Additional comments out of project scope	<ul style="list-style-type: none"> • Additional north/south connections are needed to connect with the existing Fermanagh Avenue bikeway • Bike lanes should be installed on major streets • A Neighbourhood Streets Plan should be implemented in the area
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Location-Specific Comments: The Queensway to Sunnyside Avenue

Topic	Comment Summary
Motor vehicle circulation	<ul style="list-style-type: none"> • Claude Avenue should be made one-way northbound to reduce southbound cut-through traffic • Merrick Street should be made one-way westbound • Peak hour turn restrictions may be effective in preventing traffic infiltration in the area • Ambulances may not be able to physically turn onto Merrick Street from Indian Road due to the angle of the northeast corner • The changes will lead to more traffic congestion around the hospital and ambulance response times will increase • The changes on Sunnyside Avenue will lead to higher motor vehicle volumes in the laneway between Glendale Avenue and Sunnyside Avenue • The changes on Sunnyside Avenue will lead to higher motor vehicle volumes on Pearson Avenue which already experiences high motor vehicle volumes at peak times and which is too narrow for large vehicles; to reduce these volumes, a traffic signal should be added at Pearson Avenue and Roncesvalles or there should be a signed restriction on through traffic
On-street parking and loading	<ul style="list-style-type: none"> • The on-street parking removals are very impactful • The on-street parking removals disproportionately impact residents in a small area bounded by Sunnyside Avenue, Galley Avenue, and Pearson Avenue; 17 of the 28 proposed removals are located here, and homes on the east side of Sunnyside Avenue lack driveway or laneway parking
Safety	<ul style="list-style-type: none"> • Claude Avenue has a steep incline • People already drive erratically around the hospital due to medical issues; the changes raise safety concerns • Speed humps should be installed on Pearson Avenue
Additional comments out of project scope	<ul style="list-style-type: none"> • Sidewalks are too narrow on Parkside Drive near Lake Shore Boulevard

Location-Specific Comments: Galley Avenue to Macdonell Avenue

Topic	Comment Summary
Motor vehicle circulation	<ul style="list-style-type: none"> • The changes on Macdonell Avenue are inconvenient for local residents and their visitors • The changes on Macdonell Avenue could lead to higher motor vehicle volumes westbound on Fern Avenue, including in front of Fern Avenue Junior and Senior Public School, as well as eastbound on Rideau Avenue, and southbound in the laneway west of Macdonell Avenue between Fern Avenue and Garden Avenue

	<ul style="list-style-type: none"> The changes on Pearson Avenue near Macdonell Avenue will lead to higher motor vehicle volumes southbound on Fuller Avenue and make it harder for local residents to access Lansdowne Avenue
On-street parking and loading	<ul style="list-style-type: none"> To retain more parking on Galley Avenue, the contraflow bike lane could be replaced with a split route, with people cycling westbound on Galley Avenue and people cycling eastbound on Pearson Avenue On-street parking should be moved to the east side of Macdonell Avenue because it could result in an increase in the number of parking spaces while reducing the turn radius for people turning onto Macdonell Avenue from other streets
Safety	<ul style="list-style-type: none"> Bikeways are not appropriate in school zones because people cycle too fast and do not stop at stop signs, which endangers pedestrians, including school children Sight lines are poor at Macdonell Avenue and Galley Avenue Existing one-way signage on Macdonell Avenue is installed in a location that cannot be seen by people driving eastbound from Garden Avenue Stop signs should be installed on Macdonell Avenue at Garden Avenue, Galley Avenue, Pearson Avenue, and Seaforth Avenue The changes on Macdonell Avenue will result in higher motor vehicle volumes in the laneway west of Macdonell Avenue, which will endanger the children who play in the laneway Speed humps should be installed on Macdonell Avenue and in the laneway west of Macdonell Avenue
Additional comments out of project scope	<ul style="list-style-type: none"> Fuller Avenue has poor sight lines at Queen Street West Macdonell Avenue north of Rideau Avenue needs traffic calming measures, perhaps with a one-way conversion and a modal filter at Macdonell Avenue and Wabash Avenue; such changes should be folded into the West Parkdale Cycling Connections project Macdonell Avenue has pot holes that are unsafe for people cycling Speed humps should be installed on Fern Avenue because it experiences high motor vehicle speeds and volumes

Location-Specific Comments: Seaforth Avenue to Brock Avenue

Topic	Comment Summary
Motor vehicle circulation	<ul style="list-style-type: none"> One-way street conversions in this area are not helpful Seaforth Avenue should remain two-way around Parkdale Junior and Senior Public School The private road north of the school will be used as a cut-through route to access Seaforth Avenue via West Lodge Avenue O'Hara Avenue and Seaforth Avenue will be used as a northwest cut-through route by people driving who want to avoid the intersection of Queen Street West, Lansdowne Avenue and Jameson Avenue A traffic signal is needed at Queen Street West and O'Hara Avenue to improve motor vehicle access to Seaforth Avenue and O'Hara Avenue Fire Services uses Lansdowne Avenue and the changes will increase traffic congestion on Lansdowne Avenue
Safety	<ul style="list-style-type: none"> Speed humps are needed on O'Hara Avenue

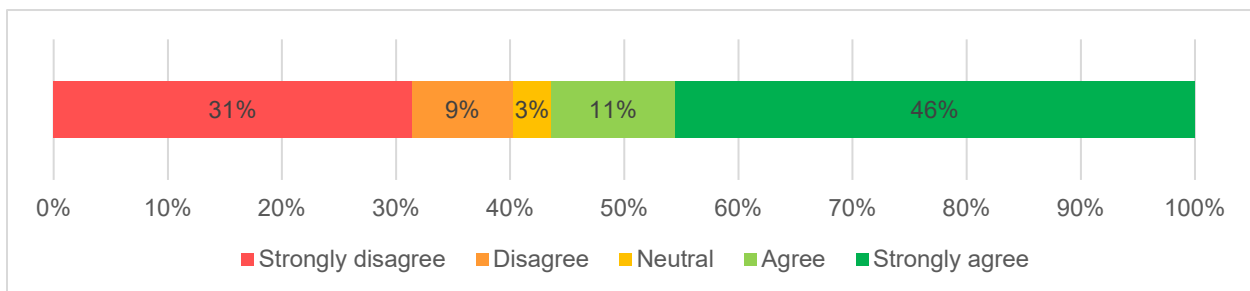
	<ul style="list-style-type: none"> • A traffic signal is needed at Seaforth Avenue and Brock Avenue to improve safety for people cycling
Additional comments out of project scope	<ul style="list-style-type: none"> • School bus loading for Parkdale Junior and Senior Public School should be relocated to Lansdowne Avenue, or the Toronto District School Board should create a lay-by on school property • Intersection improvements are needed at Queen Street West, Lansdowne Avenue and Jameson Avenue • A traffic signal is needed at Queen Street West and Fuller Avenue

Survey

The survey was available online and in print format and included background information on the project. The questions included multiple-choice responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See Appendix A for survey participant profiles.

In total, 1,376 completed surveys were received online and by mail. Comments received through the survey are presented in this section.

Question: Overall, do you agree that the proposed changes in West Parkdale will improve safety and comfort for road users, with acceptable trade-offs to motor vehicle traffic flow and parking convenience? In a few words, please explain your response.



There were 1080 respondents to this question, with 57% agreeing or strongly agreeing with the statement, 3% neutral and 40% disagreeing or strongly disagreeing.

Reasons noted for agreeing with the statement included:

- This is a route that people cycling already use and the changes are long overdue.
- The design balances the needs of several types of road users while providing more safety for vulnerable road users.
- Safer cycling infrastructure encourages more people to cycle, including school children and local residents who currently feel unsafe cycling in the neighbourhood.
- Increasing access to alternative modes of transportation will reduce motor vehicle volumes and the need for parking while helping achieve climate change objectives.
- The traffic safety improvements will help achieve Vision Zero objectives.
- Inconveniences to people driving, including on-street parking removals, are minimal.
- Not everyone can afford to drive; roadways should accommodate people who need to use other modes of transportation.

Reasons noted for disagreeing with the statement included:

- The changes are confusing and inconvenient for local residents who drive and will lead to more congestion and frustration.
- The design requires the removal of too many on-street parking spaces.

- The traffic safety improvements should have focused on speed humps, stop signs and speed enforcement rather than cycling infrastructure.
- It is already safe to cycle in the neighbourhood and people will continue to cycle on other streets regardless of a designated bike route.
- Not enough people cycle in the neighbourhood to justify installing a dedicated bikeway.
- Funds allocated to the project could be redirected to other City priorities.
- Not everyone has the ability to bike; roadways should prioritize people who need to drive.

Location-Specific Comments: The Queensway to Sunnyside Avenue

Reasons noted for supporting the proposed changes included:

- Sunnyside Avenue is currently used as a motor vehicle thoroughfare and cycling does not feel safe in this area.
- The proposed changes will increase safety, including for families cycling with children and staff cycling to St. Joseph's Health Centre.
- The changes to street directions will help reduce cut-through traffic on residential roads, and the reduced traffic volumes could mean reduced road rage on narrow roadways.

Reasons noted for not supporting the proposed changes included:

- The changes to street directions will be confusing for hospital patients and visitors and lead to higher motor vehicle volumes on Pearson Avenue.
- The on-street parking removals disproportionately affect Sunnyside Avenue residents and will reduce access to affordable parking for hospital patients and visitors.
- Motor vehicle speeds are low enough that a bikeway is not necessary.

Location-Specific Comments: Galley Avenue to Macdonell Avenue

Reasons noted for supporting the proposed changes included:

- The design formalizes a route that people cycling already use and makes it safer.
- The proposed changes on Galley Avenue, including the proposed traffic signal and stop signs, will improve safety for people driving and cycling and will make the street more enjoyable for residents.
- The proposed changes on Macdonell Avenue will help reduce vehicle volumes on the narrow roadway.

Reasons noted for not supporting the proposed changes included:

- The proposed changes on Macdonell Avenue will lead to higher motor vehicle volumes on Fern Avenue and Sorauren Avenue.
- The proposed changes on Pearson Avenue will lead to higher motor vehicle volumes on Fuller Avenue.
- This area is already safe for people cycling and motor vehicle volumes do not need to be reduced.

Location-Specific Comments: Seaforth Avenue to Brock Avenue

Reasons noted for supporting the proposed changes included:

- The design provides more safety for people cycling from east of Parkdale Junior and Senior Public School, including families cycling to school.
- Converting Seaforth Avenue to a one-way street in front of the school will make it safer for pedestrians as well as people cycling and driving.
- The proposed changes to street directions on Seaforth Avenue will reduce cut-through traffic from Queen Street West to Lansdowne Avenue.

Reasons noted for not supporting the proposed changes included:

- The proposed changes will create confusion for people driving and will force them through the intersection of Queen Street West, Lansdowne Avenue and Jameson Avenue, which is congested and unsafe.
- The proposed changes will cut off access to Parkdale Junior and Senior Public School for families and teachers driving from west of Lansdowne Avenue.
- The proposed school bus loading zone on Seaforth Avenue should be relocated to the east side of Lansdowne Avenue in order to allow Seaforth Avenue to remain two-way.

Additional Feedback

The comments received through phone, email and mail, as well as through petitions, are summarized by theme below.

Comments Regarding the Overall Project

Topic	Comment Summary
Bikeway design and rationale	<ul style="list-style-type: none"> • The bikeway will be a positive change for the neighbourhood and supported by residents in the neighbourhood • The bikeway is necessary to improve safety and increase access to active transportation, including for school children • Implementing cycling infrastructure helps to address climate change • The bikeway should have physical barriers like curbs or bollards wherever possible • The bikeway is an unwelcome change that is not supported by residents in the neighbourhood • The bikeway is unnecessary because people already cycle in the area and it is already safe for them to do so • Bikeways endanger pedestrians because they encourage people to cycle, and people who cycle do not stop at stop signs • Bikeways should not be installed at the expense of other road users • Funds allocated to the project could be redirected to other City priorities
Consultation and communications	<ul style="list-style-type: none"> • The public should have been consulted earlier in the process, prior to the creation of a detailed proposed bikeway • The project materials should be clearer as to why the changes are necessary and include detailed traffic data upfront • The proposed design should be adjusted or withdrawn if residents are opposed to the changes
Motor vehicle circulation	<ul style="list-style-type: none"> • Changes to street directions are a positive way to reduce traffic volumes and help make the neighbourhood safer • Changes to street directions are unnecessary for the implementation of a bikeway and the two aspects of the proposed design should not have been coupled together • The changes will create confusion and frustration for people driving and will make it difficult for first responders to reach individual homes • The changes will displace traffic onto adjacent streets and laneways • A preferred approach to traffic calming is to add more stop signs and/or peak hour turn restrictions rather than change street directions

	<ul style="list-style-type: none"> • People should be permitted and encouraged to drive on residential roads in order to reduce volumes on busy corridors
On-street parking and loading	<ul style="list-style-type: none"> • On-street parking removals are unacceptable considering permit numbers and general demand throughout the neighbourhood • Discussing parking availability across a larger area (e.g., in relation to Zone 2 as a whole) is not appropriate because residents should have access to parking close to their homes • Many residents do not have access to driveway or laneway parking and already have difficulty finding parking close to their homes • Older individuals, people with mobility needs, and families with young children need parking close to their homes, for both themselves and for their visitors • Property values will decrease if on-street parking is removed • The loss of on-street parking in front of individual homes will make it more difficult for residents to receive deliveries or do home renovations
Additional comments out of project scope	<ul style="list-style-type: none"> • Additional traffic calming initiatives are needed across the project area • In addition to the proposed bikeway, the existing bikeway on The Queensway should be extended east, potentially by using St. Joseph's Health Centre property • The Fermanagh Avenue bikeway should be upgraded with physical barriers like curbs or bollards

Location-Specific Comments: The Queensway to Sunnyside Avenue

Topic	Comment Summary
Motor vehicle circulation	<ul style="list-style-type: none"> • Ambulance response times will increase to and from the hospital • Glendale Avenue should remain two-way in order to allow local residents easier access to The Queensway and Lake Shore Boulevard, and to allow hospital staff and visitors easier access to the Emergency Entrance from Sunnyside Avenue • The changes on Sunnyside Avenue will lead to higher vehicle volumes northbound on Glendale Avenue from The Queensway • One or both of the bike lanes proposed on Sunnyside Avenue should be replaced with shared lane markings in order to retain on-street parking and two-way motor vehicle flow
Consultation and communications	<ul style="list-style-type: none"> • It was misleading to use an illustration of the proposed Galley Avenue segment of the route as the banner image in the mailed notice because it shows on-street parking, while the Sunnyside Avenue segment of the route is not proposed to have on-street parking
On-street parking and loading	<ul style="list-style-type: none"> • The on-street parking removals near St. Joseph's Health Centre are unfair to hospital visitors, who rely on on-street parking as an affordable alternative to the hospital parking facility, which is too expensive and/or full • The on-street parking removals disproportionately impact residents in a small area bounded by Sunnyside Avenue, Galley Avenue, and Pearson Avenue; 17 of the 28 proposed removals are located here, and homes on the east side of Sunnyside Avenue lack driveway or laneway parking

	<ul style="list-style-type: none"> There is especially high demand for on-street parking in this area on weekends and holidays when High Park is closed to motor vehicles
Safety	<ul style="list-style-type: none"> Installing a bikeway next to a hospital will increase conflict between people cycling, pedestrians, and first responders
Additional comments out of project scope	<ul style="list-style-type: none"> There should be peak-hour turn restrictions on Parkside Drive Traffic signal timing and turn lane improvements are needed at the intersection of Queen Street West, Lansdowne Avenue and Jameson Avenue, and at the intersection of Sunnyside Avenue and The Queensway

Location-Specific Comments: Galley Avenue to Macdonell Avenue

Topic	Comment Summary
Bikeway design and rationale	<ul style="list-style-type: none"> Rather than Galley Avenue, the bikeway should follow Garden Avenue and/or Pearson Avenue
Motor vehicle circulation	<ul style="list-style-type: none"> The addition of a traffic signal at Galley Avenue and Sorauren Avenue is an excellent idea The addition of a traffic signal at Galley Avenue and Sorauren Avenue will create more congestion on Sorauren Avenue The changes on Macdonell Avenue are inconvenient for local residents and their visitors The changes on Macdonell Avenue could lead to higher motor vehicle volumes westbound on Fern Avenue, including in front of Fern Avenue Junior and Senior Public School, as well as eastbound on Rideau Avenue, and southbound in the laneway west of Macdonell Avenue between Fern Avenue and Garden Avenue The changes on Pearson Avenue near Macdonell Avenue will lead to higher motor vehicle volumes southbound on Fuller Avenue and make it harder for local residents to access Lansdowne Avenue
On-street parking and loading	<ul style="list-style-type: none"> Adding a contraflow bike lane on Galley Avenue will result in double-parked delivery vehicles, leading to either congestion or unsafe and illegal driver behaviour On-street parking should be moved to the east side of the Macdonell Avenue because the east side has room for more parking spaces The proposed parking removals on Macdonell Avenue will promote high motor vehicle speeds and unsafe driver behaviour The Wabash Community Recreation Centre will lead to additional on-street parking needs on Macdonell Avenue
Safety	<ul style="list-style-type: none"> The all-way stop at Galley Avenue and Sorauren Avenue is a positive safety improvement and long overdue Galley Avenue does not feel wide enough to accommodate a contraflow bikeway The changes on Macdonell Avenue will result in higher motor vehicle volumes in the laneway west of Macdonell Avenue, which will endanger the children who play in the laneway Speed humps should be added to Macdonell Avenue and in the laneway west of Macdonell Avenue

Additional comments out of project scope	<ul style="list-style-type: none"> • Additional traffic calming is needed on Macdonell Avenue north of Fern Avenue, on Fern Avenue, and on Wright Avenue • Macdonell Avenue north of Wright Avenue should be designated one-way northbound because it is too narrow for larger vehicles to safely pass each other; alternatively, poles or bollards along the east side sidewalk could prevent people from driving along the sidewalk in order to pass • Rideau Avenue should be designated one-way westbound with a contraflow bike lane to permit two-way cycling, or a right turn restriction should be added at Macdonell Avenue and Wright Avenue in order to reduce eastbound cut-through traffic • A traffic signal should be added at Rideau Avenue and Lansdowne Avenue • Curb cuts and pedestrian crossing markings with zebra stripes are needed in all directions at Macdonell Avenue and Wright Avenue and at Macdonell Avenue and Rideau Avenue • Previous parking removals at Macdonell Avenue and Rideau Avenue have created unsafe road conditions due to the resulting wider turning radius • Sorauren Avenue should be designated one-way because it is too narrow for larger vehicles to safely pass each other
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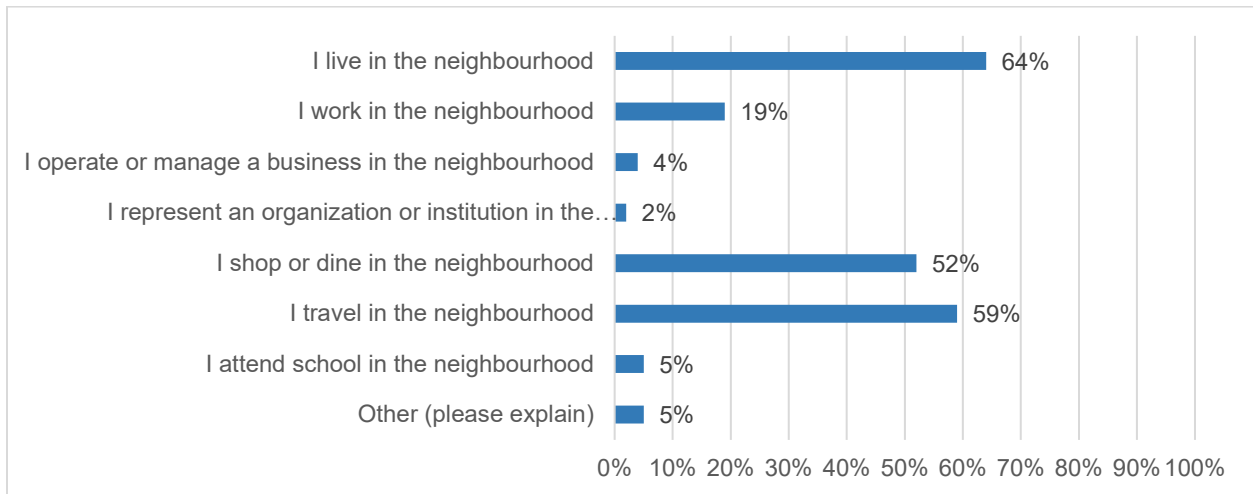
Location-Specific Comments: Seaforth Avenue to Brock Avenue

Topic	Comment Summary
Bikeway design and rationale	<ul style="list-style-type: none"> • Planters are a great idea at Seaforth Avenue and O'Hara Avenue, and there are many examples that the project team should consider for design inspiration
Motor vehicle circulation	<ul style="list-style-type: none"> • The changes on Seaforth Avenue will lead to the private road north of the Parkdale Junior and Senior Public School being used as a cut-through route to access Seaforth Avenue via West Lodge Avenue • O'Hara Avenue and Seaforth Avenue will be used as a northwest cut-through route by people driving who want to avoid the intersection of Queen Street West, Lansdowne Avenue and Jameson Avenue
On-street parking and loading	<ul style="list-style-type: none"> • The loss of parking along Seaforth Avenue is unacceptable • Parking should remain on the south side of Seaforth Avenue in order to retain as many spaces as possible
Safety	<ul style="list-style-type: none"> • A traffic signal or pedestrian crossing should be installed at Brock Avenue and Seaforth Avenue • Additional safety measures should be installed in the private road north of Parkdale Junior and Senior Public School
Additional comments out of project scope	<ul style="list-style-type: none"> • Intersection improvements are needed at Queen Street West, Lansdowne Avenue and Jameson Avenue

Appendices

Appendix A: Survey Participant Profile

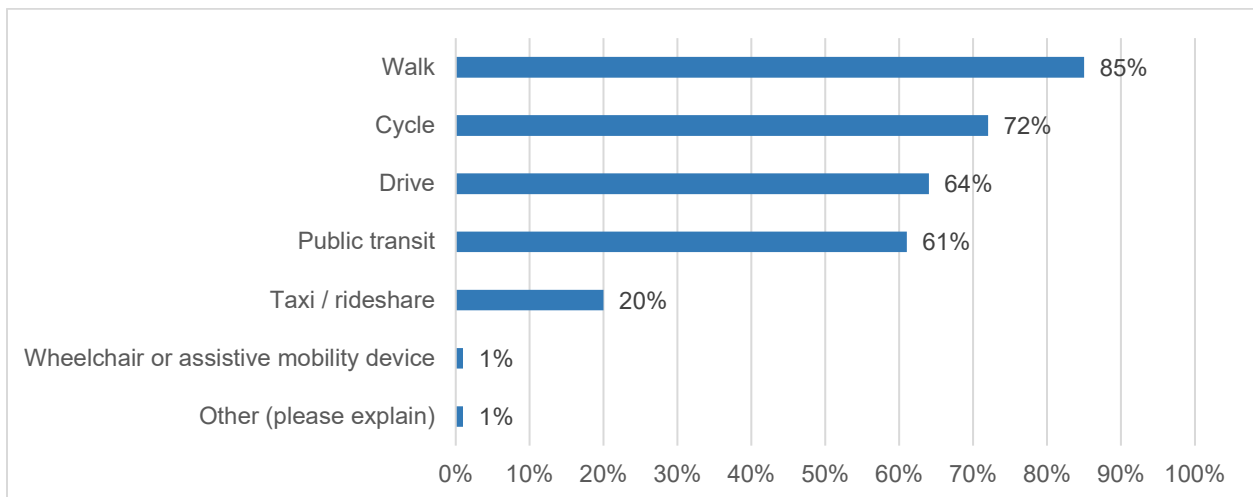
**Which statements describe your relationship to the West Parkdale neighbourhood?
Select all that apply.**



There were 1,376 respondents to this question.

Most respondents live in the neighbourhood (64%).

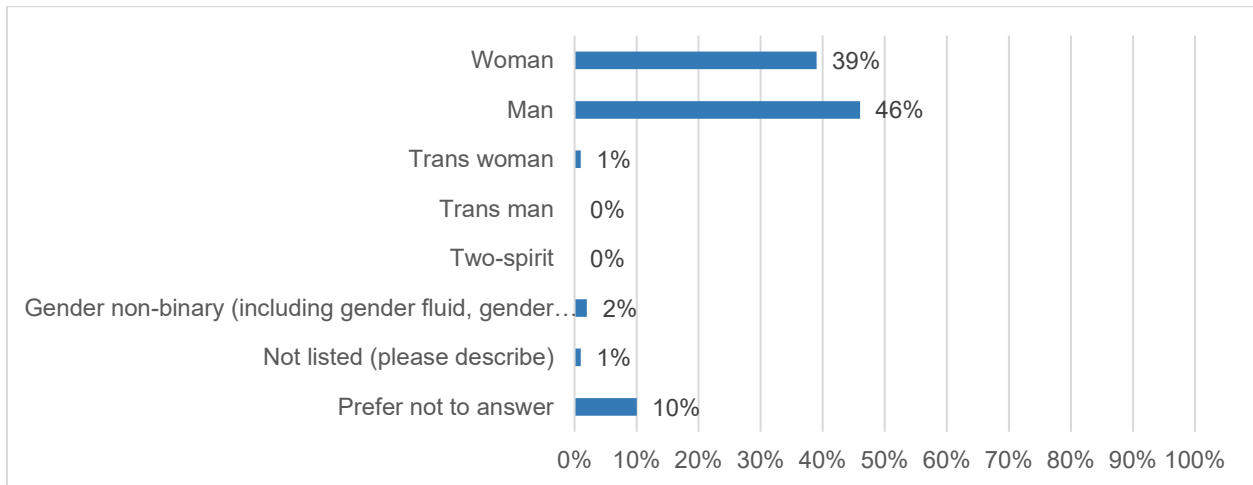
How do you typically travel in or around the West Parkdale neighbourhood? Select all that apply.



There were 1,376 respondents to this question.

Most respondents walk (85%) through the neighbourhood.

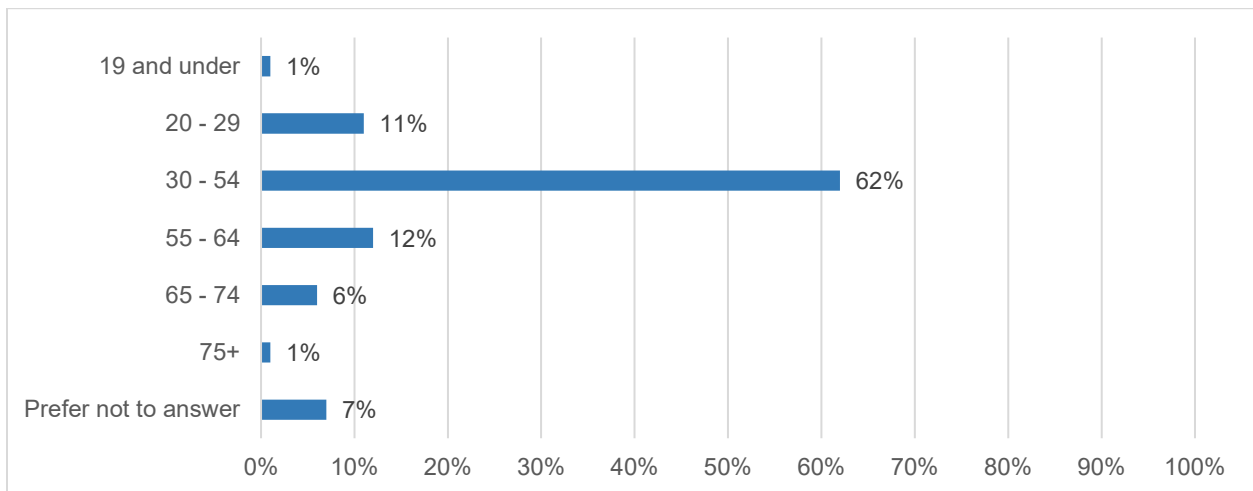
What best describes your gender? (Optional)



There were 1,081 respondents to this question.

Most respondents describe their gender as “man” (46%).

What is your age? (Optional)



There were 1,078 respondents to this question.

Most respondents are 30-54 years old (62%).