



Leaside to Danforth Cycling Connections

Public Consultation Report
May 2024

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Consultation Summary

Public and interest group consultation for the Leaside Bridge to Danforth Cycling Connections project took place from February 8 to March 21, 2024. Consultation activities included a public drop-in event, survey, meeting with cycling groups, meeting with business representatives, two pop-ups geared towards children and youth and comment tracking.

Over 145 people attended the public drop-in event, 45 children and youth participated in the pop ups, 959 people replied to the survey and 31 people provided comments over the phone or email.

Communications to inform the public and interest groups about the project and how to participate included: a project web page, targeted emails and 11,345 flyers distributed by Canada Post throughout the project area.

Overall, there was support for the project, with many expressing that it provided a much-needed cycling route. Among the options presented for Logan Avenue, Option A was the most preferred. Concerns were raised about Options B and C, because of the use of traffic diverters, which some felt would increase traffic congestion and hinder access for local residents navigating the neighbourhood. Participants also criticized segments of the bikeway, such as Hopedale Avenue and Logan Avenue, for lacking physically protected bike lanes, citing safety concerns and advocating for physically separated options.

Conversely, the majority of children and youth engaged at pop-up events expressed a preference for options with traffic diverters, citing safety and aesthetic reasons.

The top three concerns identified by survey participants were all related to safety: 63% identified "safety for people cycling" as the most important concern, followed by "pedestrian safety," (57%) and "safety for children, youth, and older adults" (46%).

Opposition to the project mainly focused on worries about heightened traffic congestion and perceived safety risks. People cited concerns with a bikeway running along a residential street that passes by a school. Additionally, there were concerns about the accessibility of streets for emergency and service vehicles.

Some participants suggested that the route should be on major streets like Broadview Avenue, Pape Avenue, or Donlands Avenue, as they would be more intuitive and accessible.

Based on public feedback, the City will host further consultation in the fall of 2024 to bring forward an adjusted proposal for the segment south of Cosburn Avenue. This proposal will consider new bikeway options, address concerns raised through consultation and safety improvements on Carlaw Avenue.

The feedback collected from this consultation will be used to inform staff recommendations to the Infrastructure and Environment Committee, followed by City Council. More information about the project can be found at toronto.ca/LeasideDanforthCycling.

Project Overview

The City of Toronto is proposing a new bikeway along Logan Avenue, Cosburn Avenue, Broadview Avenue, O'Connor Drive and Hopedale Avenue connecting to the Leaside Bridge. The bikeway will connect the Thorncliffe Park Neighbourhood to bikeways on Cosburn Avenue and the Bloor-Danforth corridor via the Leaside Bridge, which is expected to be delivered in 2024 as part of the Millwood Road Safety improvements project.

The project is part of the Council-Approved Cycling Network Plan and advances the goals of several City of Toronto Strategies including the Vision Zero Road Safety Plan and the TransformTO: Net Zero Strategy.

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/LeasideDanforthCycling (2,436 unique visits)
- Notice delivered through Canada Post (11,345 addresses in the project area)
- Email to interest groups including residents associations, community groups, organizations, institutions and elected officials (46 contacts)
- Social media posts @TO_Cycling
- Direct outreach to all businesses along the project route (11 contacts)

Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Meeting With Cycling Groups	February 20, 2024	9 attendees
Online Survey	February 10 – March 21, 2024	959 responses
Meeting with BIA	March 5, 2024	1 attendee
Public Drop-In Event	March 7, 2024	145 attendees
Pop-Ups	March 14 and March 16, 2024	45 Children and Youth
Email/Phone	February 10 – March 21, 2024	31 comments

What We Heard

Most participants supported the proposed bikeway, citing the high volume of cyclists in the area.

The top concerns were safety-related, with a majority prioritizing safety for cyclists, pedestrians, and vulnerable groups.

Generally, survey respondents supported the bikeway on Hopedale Avenue, Broadview Avenue and Cosburn Avenue. The main concern cited for Hopedale Avenue was the lack of separated lanes. For Broadview and O'Connor, survey participants expressed safety concerns regarding the sharp 'bend' while for Cosburn Avenue, respondents emphasized the need for physical separation between bikes and motorized vehicles.

For Logan Avenue, Option A (southbound contra-flow bike lane with no changes to flow of motor vehicles) had the most support. Concerns were raised about Options B and C (which included traffic diverters) due to potential traffic issues.

Many people engaged felt the bikeway should follow major roads instead of local roads for better accessibility.

Criticisms included unprotected segments on Hopedale and Logan Avenues, and concerns about pedestrian safety in residential areas citing that the interaction between people biking and pedestrians might be dangerous.

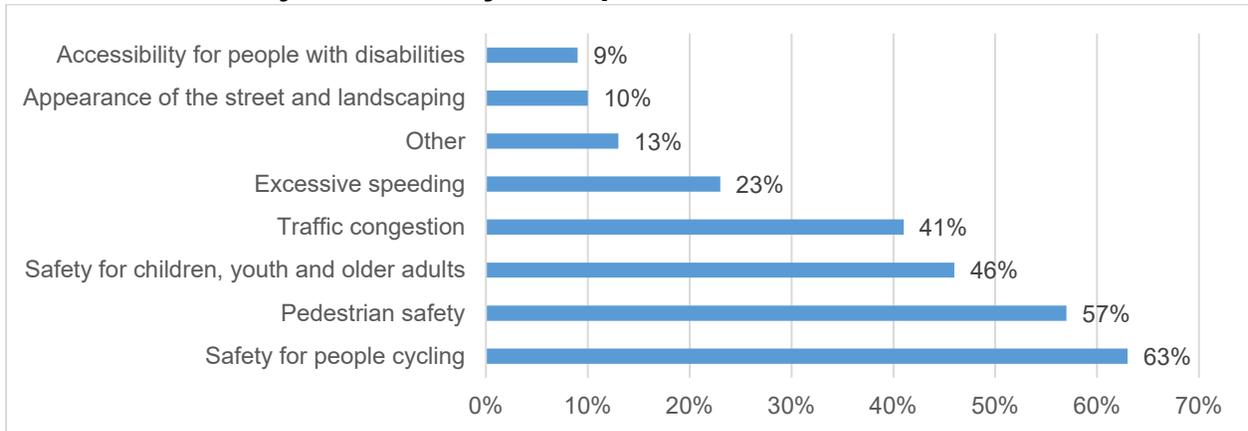
Children and youth felt safer with bikeways and supported options with traffic diverters.

Survey

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

Responses received to each question are presented in this section.

What are your main concerns about the Leaside to Danforth Cycling Connections Project? Select your top three.



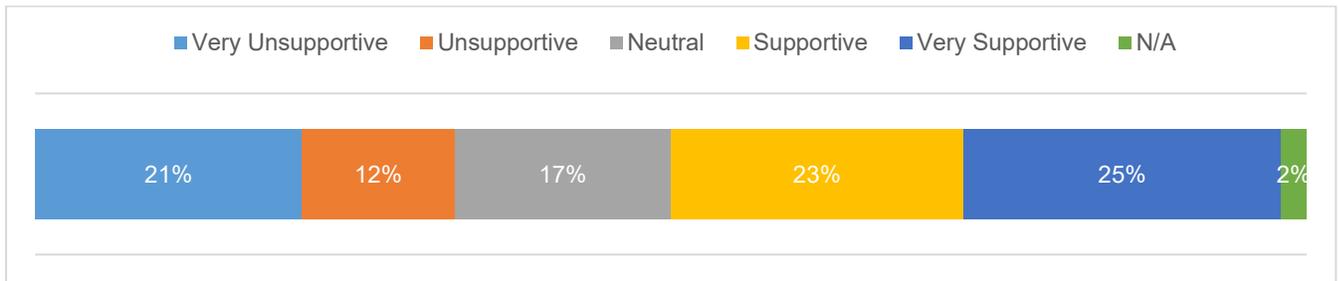
There were 922 responses to this question, 63% of respondents stated their main concerns were “safety for people cycling” followed by 57% “pedestrian safety” and 46% “safety for children, youth and older adults”

When asked to provide additional comments, survey respondents replied:

- **Traffic Flow:** Concerns about traffic signal timing, potential impacts on TTC buses, confusion of routes.
- **Parking and Traffic Congestion:** Comments about loss of parking spots on Logan Avenue, too many drivers (both auto and cycling) going in opposite ways, potential for accidents, and implications for street parking and traffic on other streets.
- **Safety:** Concerns about safety for people biking and drivers.
- **Alternative Routes and Travel Options:** Suggestions for alternative bike routes.
- **Community Impact and Financial Concerns:** Comments about the impact on residents and businesses, perceived waste of money, and suggestions to prioritize other city issues.
- **Enforcement and Infrastructure:** Concerns about the enforcement of bike lane rules, abuse of bike lanes by eBikes and other vehicles, and suggestions for physical barriers to prevent illegal parking in bike lanes.

Hopedale Avenue (Pape Avenue to O'Connor Drive)

Are you supportive of the changes proposed for this segment of the bikeway?



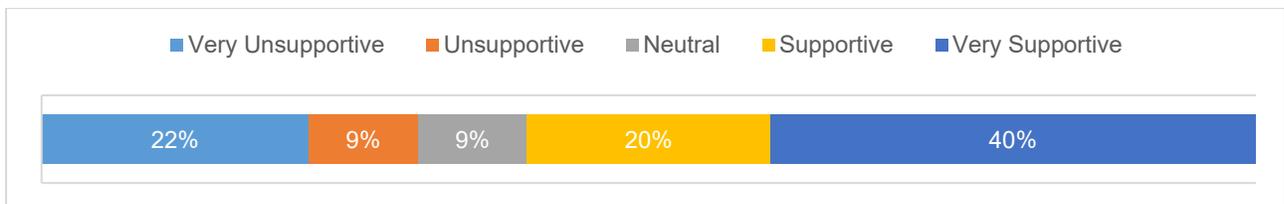
There were 867 responses to this question. 48% replied “supportive” or “very supportive”. While 33% replied “unsupportive or very unsupportive. 17% replied “neutral”.

When asked to provide additional comments, survey respondents replied:

- **Separated Bike Lanes:** Many comments express a concern with sharrows and called for separated protected bike instead.
- **Alternative Routes:** Some respondents suggested alternate routes and connections for cyclists, such as extending bike lanes on Pape Avenue or creating bidirectional bikeways on other streets. There were concerns that Hopedale Avenue being a side street and not an intuitive route for people biking.
- **Environmental Benefits:** Some people expressed support for the bike lane citing environmental benefits.
- **Established Route:** Some people noted that they use this street already as a cycling route and appreciate that it doesn't displace vehicular traffic.
- **Parking:** There were requests to eliminate street parking.
- **Traffic Calming:** There were calls for installing speed bumps as some people use this street to bypass traffic on O'Connor and Pape Avenue.
- **Traffic Concerns:** Some people expressed frustration with increased traffic in the city and attributed it to bike lanes.

Broadview Avenue (O'Connor Drive to Cosburn Avenue)

Are you supportive of the changes proposed for this segment of the bikeway?



There were 862 responses to this question. 60% replied “supportive” or “very supportive” while 31% replied “unsupportive” or “very unsupportive”. 9% replied “neutral”.

When asked to provide additional comments, survey respondents replied:

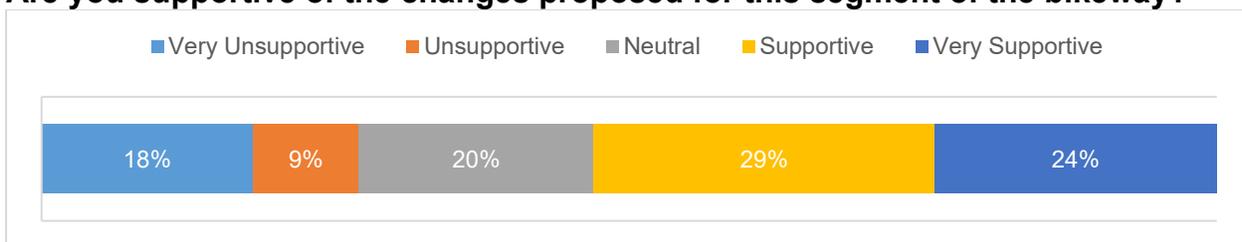
- **Increased safety for residents:** Several people commented that they thought the changes would make the street safer and noted that they felt the current road configuration is unsafe.
- **Improved cycling infrastructure:** Many expressed support for the separated and protected bike lanes, noting that they would make cycling safer and more accessible.
- **Reduction in speeding:** Some mentioned that the changes would help to reduce speeding and make the area safer for all road users.
- **Increased traffic congestion:** Some felt that reducing lanes for cars would lead to traffic congestion and longer commute times. A few people noted that when the Don Valley Parkway backs up, traffic overflows onto O'Connor Drive and Broadview Avenue.
- **Parking concerns:** There were concerns about the impact on parking availability, especially for businesses and residents.
- **Alternate Routes:** Some suggested that cycling infrastructure should be implemented on other streets, such as Pape Avenue or Broadview Avenue which they felt would better serve people biking and connect to more destinations.
- **Large Vehicles:** Some people expressed concerns with buses and EMS vehicles being able to navigate the street.
- **Bikeway Quality:** Some people suggested that the flexible bollards were not sufficient and asked for more substantial building materials.

Comments regarding O'Connor Drive:

- **Mixed support for signal:** Some respondents expressed support for the new signal proposed for O'Connor Drive citing safety concerns while others were concerned it would increase traffic. Some suggested that a crosswalk should be installed instead.
- **Concern about driveways:** A few respondents expressed concerns about vehicles entering and exiting driveways.
- **Curb improvements:** Some respondents requested curb improvements around Pape Avenue and O'Connor citing safety concerns.
- **Extend bikeway:** It was suggested that the segment on O'Connor Drive should extend to Donlands Avenue.
- **Traffic concerns:** Some respondents expressed concerns with motorized vehicle lane reductions.

Cosburn Avenue (Broadview Avenue to Logan Avenue)

Are you supportive of the changes proposed for this segment of the bikeway?



There were 856 responses to this question. 53% replied “supportive” or “very supportive” while 27% replied “unsupportive” or “very unsupportive”. 20% replied “neutral”.

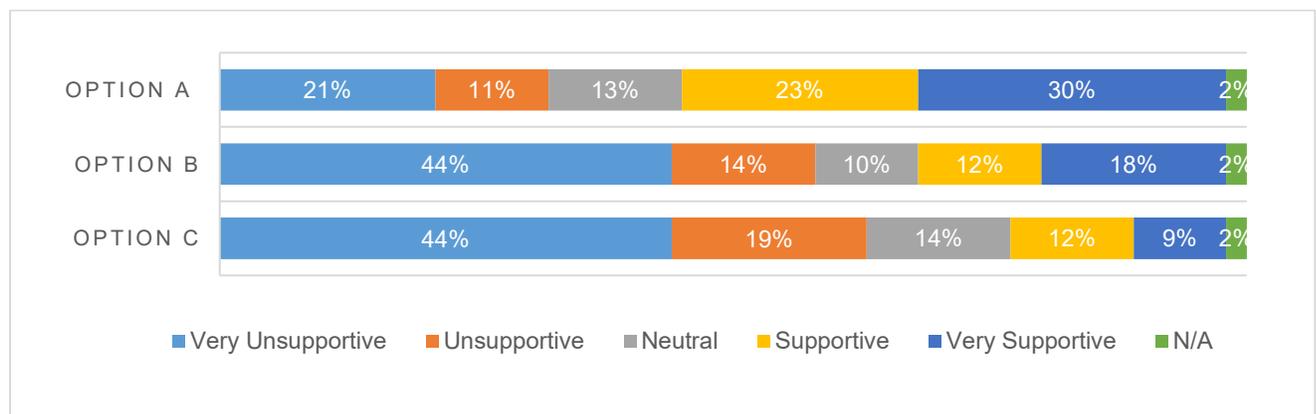
When asked to provide additional comments, survey respondents replied:

- **Physical Separation:** Requests for physical barriers or separation between bike lanes and traffic and considered paint insufficient.
- **Enforcement and Compliance:** Concerns about the lack of adherence to rules, especially with different vehicles entering bike lanes, and the potential for collisions.

- **Alternative Routes:** Suggestions for installing the bike lane on Fernwood Gardens, Hillside Drive, Gamble Avenue, or Pape Avenue instead.
- **Impact on Traffic:** Concerns about traffic congestion and increased commute times, especially for buses, due to lane reductions.
- **'Bend':** Concerns about the sharp turn at Cosburn Avenue and Broadview Avenue.
- **Parking Removal:** Some prefer removing parking from the street for added protection for cyclists.
- **Opposition to Project:** Some oppose the project, citing various concerns including traffic impact, and cost.
- **Door Zone:** Concerns about cyclists being in the door zone and the need for protected bike lanes.
- **Configuration:** Suggestions to place parking next to the curb and the bike lane next to the parked cars for increased safety.

Logan Avenue (Cosburn Avenue to Danforth Avenue)

Rate your support for the three options presented.



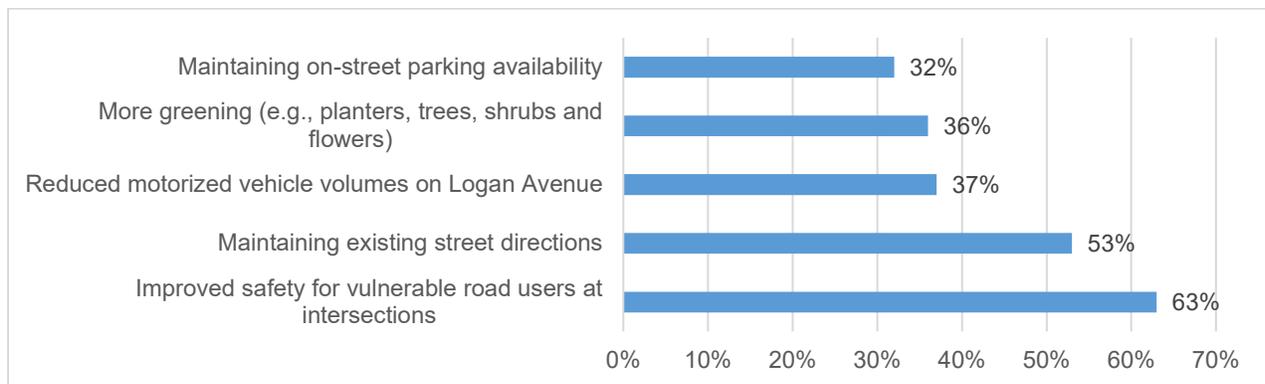
Option A (southbound contra-flow bike lane with no changes to direction flow of motor vehicles) was the highest supported option with 53% of respondents replying, “supportive” or “very supportive”. 30% replied “supportive or very supportive” for Option B (south bound contraflow with traffic diverters) while 21% replied “supportive or very supportive for Option C (south bound contraflow with a directional flip of one block).

When asked to provide additional comments, survey respondents replied:

- **Support for Option A:** Some like Option A because it provides enhanced cycling access with minimal disruption to traffic. They feel it's the least disruptive option.
- **Support for Option B:** Some people expressed that traffic diverters would be the most favorable way of reducing traffic volumes and improving safety for people biking and pedestrians.
- **Criticism of Option C:** There were concerns about changing traffic directions for just one block, citing it could lead to potential confusion and safety risks.
- **Physical Separation:** Desire for more physical separation between cyclists and vehicles to ensure safety instead of just paint.
- **Continuous Lanes:** Preference for continuous bike lanes on alternate streets like Broadview Avenue and Pape Avenue. People noted the street and route configuration would be less confusing.

- **Traffic Concerns:** Concerns that a bikeway, and in particular Option B and C, would increase traffic congestion and create frustration for drivers.
- **Parking Concerns:** There was opposition to any reduction of motor vehicle parking anywhere on the street.
- **Safety Considerations:** Several comments express concerns about safety, especially regarding children, pedestrians, and cyclists.
- **Opposition to bike lanes:** Some expressed disapproval of all options presented.
- **Cost:** Concerns about the necessity and cost-effectiveness of proposed changes. Suggestions to prioritize spending on other issues.
- **Vulnerable Road Users:** Some people emphasized that the safety of pedestrians and people biking should be the most important consideration.
- **School considerations:** Some people expressed concern over having a bikeway next to a school while others noted that it would make the street safer.
- **Traffic Diverters:** Positive experiences with traffic diverters and reduced traffic volumes on other streets.
- **Additional Measures:** Suggestions for additional safety measures such as traffic lights and physical barriers for bike lanes.
- **Emergency Access:** Concerns about emergency vehicle access, especially for individuals with disabilities and those dependent on wheel trans.
- **Consultation:** Calls for more consultation with the entire neighborhood including presenting alternate routes to the public and a status quo option.

Which of the proposed design features or changes on Logan Avenue are most important to you? Select your top three priorities.



There were 782 responses to this question. 63% of respondents identified “improved safety for vulnerable road users at intersections”.

Public Consultation Drop-in Event

At the March 7, 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:

Topic	Comment Summary
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Alternate Routes	Preferences for alternate routes including Carlaw Avenue and Broadview Avenue
Communications and Engagement	<ul style="list-style-type: none"> • Requests for better signage and communication regarding cycling routes and network plans. • Requests for effective communication and consultation with residents along regarding proposed changes.
Environmental Impact	<ul style="list-style-type: none"> • Support for bikeways as a sustainable transportation option. • Consideration of increased emissions and the impact on air quality due to increased traffic.
Proposed Options	<ul style="list-style-type: none"> • Support for option A citing it would be the least disruptive option. • Concerns with Option B and C because of traffic diverters and increased congestion. • Concerns with Option B and C because of the impact on parking availability and accessibility for residents. • Suggestions for addressing specific issues like blind spots, sightlines, and driveway access along the bikeway route.
Public Transit Considerations	<ul style="list-style-type: none"> • Consideration of public transit routes and bus stops in relation to proposed changes. • Discussions on the potential impact of transit construction projects (e.g., Ontario Line) on local traffic and neighborhoods.
Safety	<ul style="list-style-type: none"> • Concerns about the safety of people biking especially at intersections. • Concerns about pedestrian safety at intersections and crosswalks. • Concerns about the bikeway going next to a school and children potentially being hit by bikes. • Requests for additional traffic signals and stop signs to improve safety. • Support for traffic diversions to increase safety. • Suggestions to install traffic calming measures across the project area to improve safety.
Traffic Management	<ul style="list-style-type: none"> • Concerns about increasing traffic congestion on Logan Avenue, O'Connor Drive, Broadview Avenue and Cosburn Avenue. • Concern about increased traffic on neighbouring roads.
Traffic Data Analysis	<ul style="list-style-type: none"> • Requests for traffic data analysis to better understand the impact of proposed changes. • Discussions on the reliability of past traffic surveys and the need for updated data.

Location Specific Comments

Location	Comment
Hopedale Avenue & Pape Avenue	<ul style="list-style-type: none"> • Questions about transition between the Leaside Bridge and Hopedale Avenue. • Concern about cars turning onto Hopedale Avenue and navigating people biking and buses. • Suggestion to continue bike lane on Pape to O'Connor Drive
Hopedale Avenue & Milton Place	<ul style="list-style-type: none"> • Request for a protected bike lane rather than sharrows.
Hopedale Avenue & Stanhope Avenue	<ul style="list-style-type: none"> • Support for bike lanes on Hopedale Avenue citing that the street is quiet and has low traffic volume. • Request for protected bike lane rather than sharrows.
Pape Avenue & O'Connor Drive	<ul style="list-style-type: none"> • Suggestion to continue bike lane on Pape Avenue.
Hopedale Avenue & O'Connor Drive	<ul style="list-style-type: none"> • Support for the traffic light here noting it was necessary. • Belief that the traffic light here will cause more traffic.
O'Connor Drive & Beechwood Drive	<ul style="list-style-type: none"> • Support for a bikeway on O'Connor Drive. • Suggestion to install a bikeway on Beachwood Drive. • Bikeway will reduce speeding and make the street safer. • Concern that the bikeway will exacerbate traffic.
O'Connor Drive and Broadview Avenue	<ul style="list-style-type: none"> • Mention that the current road configuration is unsafe. • Concerns about the tight turn – the 'bend' – particularly for large vehicles. • Requests for heavy physical separation for the bike lane. • Suggestion to continue bikeway along Broadview Avenue.
Broadview Avenue & Don Valley Drive	<ul style="list-style-type: none"> • Ensure there is a protected bike lane. • Reduce speed of turning vehicles. • Increase corner radius to make the intersection safer.
Broadview Avenue & Torrens Avenue	<ul style="list-style-type: none"> • Support for a bikeway on Broadview Avenue citing safety concerns.
Broadview Avenue & Gamble Avenue	<ul style="list-style-type: none"> • Suggestion for the bike route to go up Gamble Avenue instead of Cosburn Avenue. • Request to keep parking spaces. • Opposition to bikeway citing the need for four vehicle lanes.

Location	Comment
Broadview Avenue & Cosburn Avenue	<ul style="list-style-type: none"> • Suggestion to continue bike lane along Broadview Avenue. • Questions regarding how buses and bikeways will interact with each other. • Suggestion to add priority signal for left hand turn from Cosburn Avenue to Broadview Avenue south-bound. • Suggestion to upgrade Cosburn Avenue bike lanes from sharrows to a protected bike lane.

Logan Avenue - Danforth Avenue to Cosburn Avenue: Option A

Location	Comment
Logan Avenue & Cosburn Avenue	<ul style="list-style-type: none"> • Suggestion to install the bike lane on the east side of the street. • Suggestion to install a traffic light.
Logan Avenue & Gowan Avenue	<ul style="list-style-type: none"> • Support for installing a bikeway here. • Consider the safety of children.
Logan Avenue & Floyd Avenue	<ul style="list-style-type: none"> • Support for installing a bikeway here. • Suggestion to remove parking to make the intersection safer for people biking and walking.
Logan Avenue & Westwood Avenue	<ul style="list-style-type: none"> • Concerns about cars exiting driveways onto Logan Avenue.
Mortimer Avenue & Logan Avenue	<ul style="list-style-type: none"> • Opposition to a bikeway on Logan Avenue. • Suggestion to have the bikeway travel north instead of counterflow. • Suggestion to install a bikeway on Mortimer Avenue and Pottery Road citing unsafe conditions. • Concerns about current safety condition in this corner.
Logan Avenue & Nealon Avenue	<ul style="list-style-type: none"> • Support for traffic calming measures to improve street conditions. • Speed hump not replaced after repaving.
Logan Avenue & Fulton Avenue	<ul style="list-style-type: none"> • Suggestion to use Carlaw for people biking southbound
Logan Avenue & Browning Avenue	<ul style="list-style-type: none"> • Suggestion to continue bikeway on Broadview Avenue instead. • Suggestion to remove parking at this intersection to improve safety for people walking and biking. • Suggestion to install bike lane on Carlaw Avenue instead • Support for this option compared to Option B and C.

Logan Avenue & Ainsworth Road	<ul style="list-style-type: none"> • Safety concerns due to visibility at this intersection. <ul style="list-style-type: none"> ○ Large vegetation/hedge is contributing to it. • Concern about vehicles exiting Ainsworth Road being able to see people biking. • Staggered parking on Logan was created 30 years ago to calm the speed of traffic. Concern about the loss of stagger parking.
Logan Avenue & Danforth Avenue	<ul style="list-style-type: none"> • Safety concerns with people biking entering Danforth Avenue. • Mentions of unauthorized parking at northeast intersection. • Mentions of important loading and unloading areas for businesses at this intersection. • Suggestion to coordinate bikeway design with parkette redesign. • Suggestion to redesign the road south of Danforth Avenue as well and continue the bikeway south.

Logan Avenue- Fulton Avenue to Browning Avenue: Option B

Location	Comment
Logan Avenue & Fulton Avenue	<ul style="list-style-type: none"> • Support for diverters to reduce traffic and pollution and improve safety for children. • Enthusiasm for the design and a desire to see it built. • Suggestion to put a southbound bike lane on Carlaw Avenue. • Request to make diverters concrete for durability. • Concerns about emergency vehicle access. • Support for adding greenery and quieting the street. • Previous traffic congestion issues at Browning Avenue and Pape & Pape Avenue and Mortimer Avenue intersections. • Concerns that the proposal will worsen traffic issues at these intersections. • Appreciation for the design's traffic-calming effects and appearance. • Support for the proposal to dissuade drivers during Ontario Line construction and lane reduction on Pape Avenue. • Support for the continuous flow contraflow bike lane and neighborhood greening. • Preference for Option A, citing that diverters on Option B are too confusing. • Safety concerns regarding Logan's traffic behavior and fear of road rage.

Location	Comment
Logan Avenue & Browning Avenue	<ul style="list-style-type: none"> • Frustration about blocking cars from going straight on Browning Avenue and Fulton Avenue. • Support for the idea for increased safety for non-car users. • Criticism of diverters for forcing drivers in unwanted directions. • Negative reaction to the proposal. • Full support for the proposal. • Appreciation for the diagonal diverter for traffic calming. • Concern about Ontario Line construction blocking streets. • Questioning why all traffic is diverted to where Ontario Line construction is happening. • Preference for using Carlaw Avenue instead of Logan Avenue as a bikeway. • Preference to keep Logan Avenue one way. • Concern about increased travel time from Logan Avenue. • Mentions of previous experience of traffic congestion due to construction on Logan Avenue. • Concerns about redirecting traffic to Chester Avenue which has an elementary school or to Pape Avenue, which will be under construction for the new subway line.

Logan Avenue - Fulton Avenue to Browning Avenue: Option C

Location	Comment
Logan Avenue & Fulton Avenue	<ul style="list-style-type: none"> • Criticism citing traffic concerns. • Support for diverters to reduce traffic and improve safety, especially for children. • Suggestion to keep Logan Avenue one way heading north and use other streets for cycling. • Preference for the diagonal diverter to better slow cars. • Belief that Option B is clearer and safer for motorists and cyclists, reducing accidents compared to diverters. • Desire for bike lanes on Pape Avenue instead of Logan Avenue.

Browning Avenue & Logan Avenue	<ul style="list-style-type: none"> • Criticism of this option citing that it is confusing, especially since Logan Avenue is primarily a northbound street. • Concern that cars will not follow the proposed changes and will go the wrong way. • Concern that the direction changes will lead to more aggressive driving and reduced pedestrian safety. • Opposition to adding lanes on Logan Avenue. • Comparison to traffic calming measures installed on Palmerston Avenue. • Appreciation for the idea's potential to make the street quieter by reducing through traffic. • Belief that Logan Avenue and Carlaw Avenue already work well for people biking and no bikeways are needed. • View that the proposal is a good way to slow traffic with minimal inconvenience to northbound drivers. • Concern about the safety of cyclists turning east on Danforth, as cars may not expect or look for them. • Concern about the danger at the curve approaching the Danforth intersection. • Concern that the already dangerous situation of going south on Logan will worsen. • Expression of support for the proposal.
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Interest Group Meetings

A total of 46 community groups, organizations and local businesses were invited to participate in interest group meetings. Meetings were organized to accommodate groups that RSVP'd: Cycling Groups (9 participants) and Business Groups (1 participant).

Cycling Groups Meeting

The comments below were received on February 29, 2024.

Topic	Comment Summary
Critiques and Concerns	<ul style="list-style-type: none"> • Critique for not installing the bikeway on Pape Avenue or Broadview Avenue citing that they are more intuitive routes. • Concern that the traffic diverters would send motorized vehicles into streets informally used as bike routes: Fulton Avenue and Browning Avenue. • The team was encouraged to look at Woodbine Avenue's bikeway citing that the street scape and driveways were similar to the ones on Broadview Avenue. • Concern about the speed of cars on Logan Avenue being too high to make the street a safe bike route. • Concern about the direction switch in Option C because it could lead to accidents. Suggestion that people will just run the block.
Impact on Community:	<ul style="list-style-type: none"> • Mentions that a "bike school bus" goes through the neighbourhood. There are kids who want to participate in the

	bike bus that live on Logan Avenue but can't because the street is not safe [bikeway would help].
Route feedback	<ul style="list-style-type: none"> • Perception that people biking won't cut across to Broadview Avenue and then back east to Logan Avenue in order to continue south. • Surprised that this route was being considered instead of Pape Avenue and Donlands Avenue.
Support for the Project	<ul style="list-style-type: none"> • Support for the project proposal. • Support for Option B on Logan Avenue citing that it would make the street safer for vulnerable road users. • Expression that neighbourhood greening projects have improved the city. • Understanding of why this is the current choice.

Business Group Meeting

The comments below were received on March 5, 2024.

Topic	Comment Summary
Route Selection	<ul style="list-style-type: none"> • Concern that the bikeway is not going down a major route particularly Pape Avenue or Donlands Avenue. • Concerns about the meandering route of the bikeway.
Traffic Impact	<ul style="list-style-type: none"> • Concern about increasing motorized vehicle traffic. • Concern about traffic disruptions on Logan Avenue for local residents.
Community Reception	<ul style="list-style-type: none"> • Concern about how the cycling community will receive the proposed changes.
Infrastructure Improvements	<ul style="list-style-type: none"> • Support for a traffic light installation at Hopedale Avenue and O'Connor.
Road Design and Safety	<ul style="list-style-type: none"> • Concern about the 'bend' at Broadview and O'Connor and the sharp turn for large vehicles. • Safety concerns at the Cosburn Avenue and Broadview Avenue intersection. • Concern about bikeway going next to a school and potential danger for children.
Material Concerns	<ul style="list-style-type: none"> • Concern about quick build materials used for bikeways becoming debris in the neighbourhood.

Children and Youth-Focused Pop-Ups



Comments received at two pop-ups held at East York Community centre. The pop ups were geared towards children and youth. Staff set up engagement boards at the entrance of the community recreation centre and engaged children and youth as they came in and out of the centre.

Dates:

- March 13, 2024
- March 16, 2024

Topic	Comment Summary
Barriers to Biking	<ul style="list-style-type: none"> • A lack of bike lanes is a barrier to biking. • Fear of accidents prevents some children and youth from biking. • Some are not allowed to bike by their parents because they are too young and it is not safe. • Some don't bike because they don't have bikes.
Community and Social Aspects	<ul style="list-style-type: none"> • Biking to friends' houses, schools, community recreation centres and parks is common among children and youth. • Biking is seen as a way to get to places quicker.
Aesthetics	<ul style="list-style-type: none"> • Positive perception of bike lanes' appearance.
Other Modes of Transportation	<ul style="list-style-type: none"> • Some mentioned that they prefer to use scooters as an alternative to biking. • Some mentioned that they would like to learn how to ride a bike.
Safety and Preference for Bike Lanes	<ul style="list-style-type: none"> • Generally, children and youth engaged feel safer in bike lanes. • A sense that bike lanes prevent accidents. • Children and youth generally mentioned they would prefer to bike on a bike lane over sidewalks or streets.
Specific Preferences	<ul style="list-style-type: none"> • Regarding the three options presented for Logan Avenue, the majority preferred Option B with the traffic diverters. They said that it was visually more appealing and that they would feel safer. • Children and youth didn't fully understand Option C.

Use of Bike Lanes	<ul style="list-style-type: none"> • Some children and youth already use bike lanes and appreciate them. • Desire for bike lanes in their neighborhoods. • Use of bike lanes would increase if available. • Preference for separated bike lanes.
Miscellaneous	<ul style="list-style-type: none"> • Some children and youth do not currently bike but express interest in biking.

Additional Feedback

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

Theme	Comments
Safety Concerns and Traffic Flow	<ul style="list-style-type: none"> • Residents expressed concerns about safety if parking was moved to the other side of the street, citing obstructed views and potential dangers to children and mobility scooter users. • There were worries about the impact on garbage collection and emergency vehicle access if parking were relocated. • Some residents highlighted the need for safe pedestrian crossings, especially near schools, and expressed concerns about speeding and sightline obstructions due to parked cars. • One resident expressed concern about access to driveways and increased traffic congestion if a permanent bike lane were installed on O'Connor Drive, citing the current speeding and honking by cars as a safety issue. • Concerns were raised about traffic speed on Logan Avenue, particularly around Ainsworth Drive, and the potential dangers posed to children playing in the area.
Proposal Preferences	<ul style="list-style-type: none"> • Several residents supported the proposed bike lane project, citing the need for safer cycling routes and improved connectivity for cyclists.
Traffic Congestion and Parking	<ul style="list-style-type: none"> • Concerns were raised about potential traffic congestion and bottlenecks if lanes were reduced for cars, particularly during rush hours. • Residents expressed a desire to maintain parking availability, citing challenges with finding parking already. • Criticisms were raised about the proposed location of the traffic light at Hopedale Avenue and O'Connor Drive, suggesting it would negatively impact traffic flow and suggesting a crosswalk as an alternative.
Community Engagement and Feedback	<ul style="list-style-type: none"> • Residents requested better communication and outreach, especially to include new immigrants in the area, in the decision-making process for the project. • Some residents felt that there was a lack of information and transparency regarding the project, particularly regarding the broader plan for cycling infrastructure in the area.
Alternative Suggestions	<ul style="list-style-type: none"> • Some residents proposed alternative routes or solutions to address safety concerns and traffic flow, such as using Carlaw Avenue as a southbound bike lane or revisiting the East End Grid proposal. • A suggestion was made to consider potential bike lanes on the Ontario Line Don Valley Crossing to improve cycling conditions, particularly along Millwood Bridge.

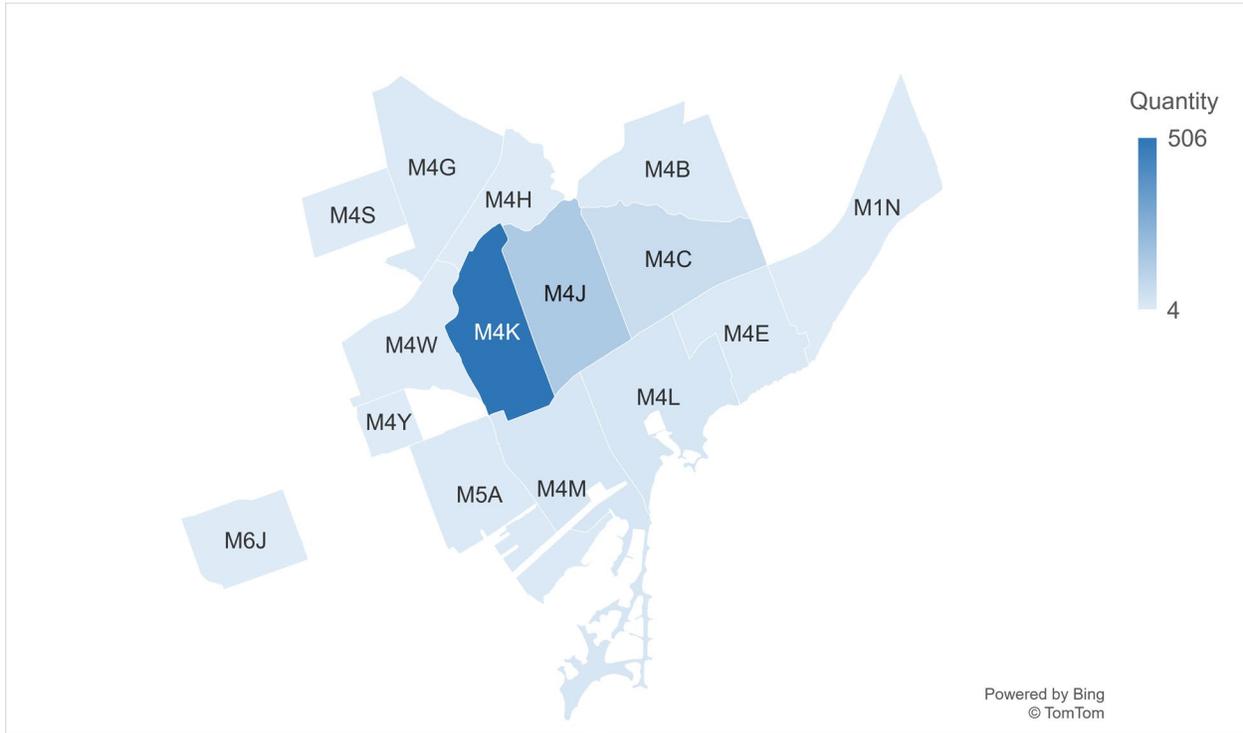
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| | <ul style="list-style-type: none">• Concerns were raised about the safety of children and the impact on traffic patterns if the bike lane were implemented on Logan Avenue with a request to consider Broadview Avenue as an alternative route.• One resident expressed support for bike lanes in Toronto but opposed the specific placement of the bike lane on Logan Avenue suggesting Broadview Avenue as a safer alternative. |
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Appendices

Appendix A: Survey Participant Profile

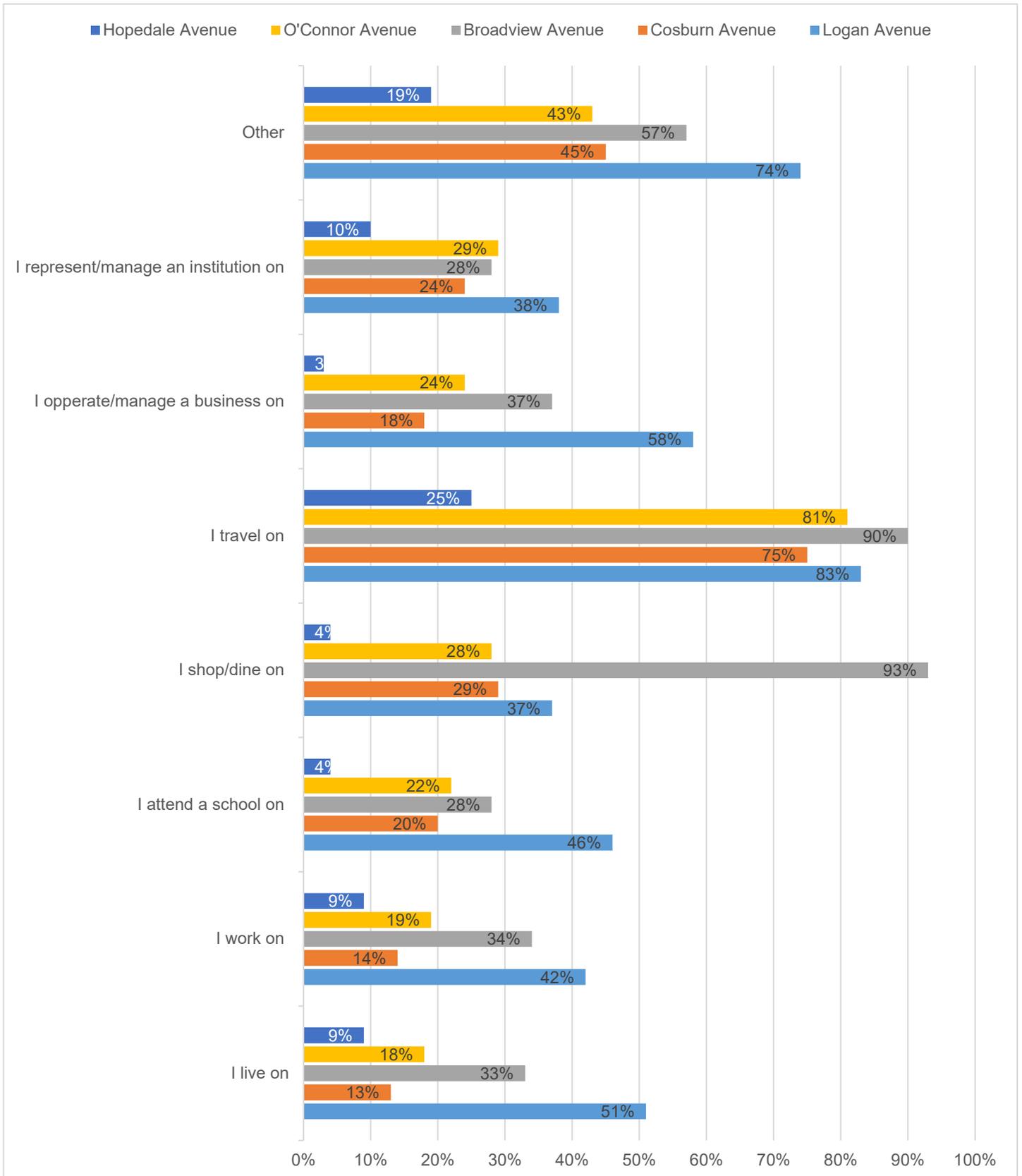
What are the first three digits of your postal code?

A total 902 people replied to this question. The majority (56%) of respondents replied M4K.



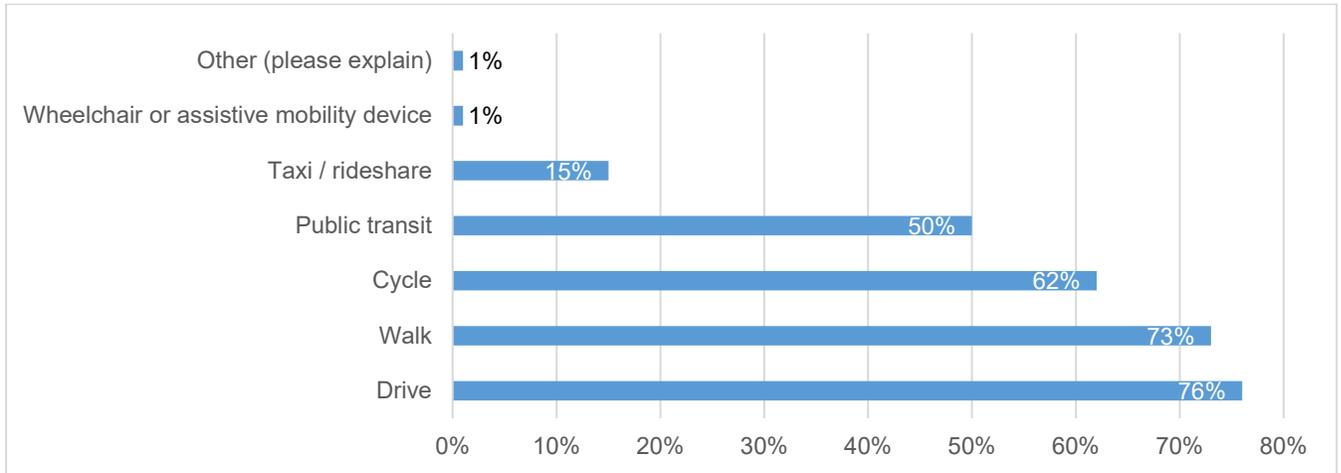
Which statements describe your relationship to the project area? Select all that apply.

A total of 958 people replied to this question.



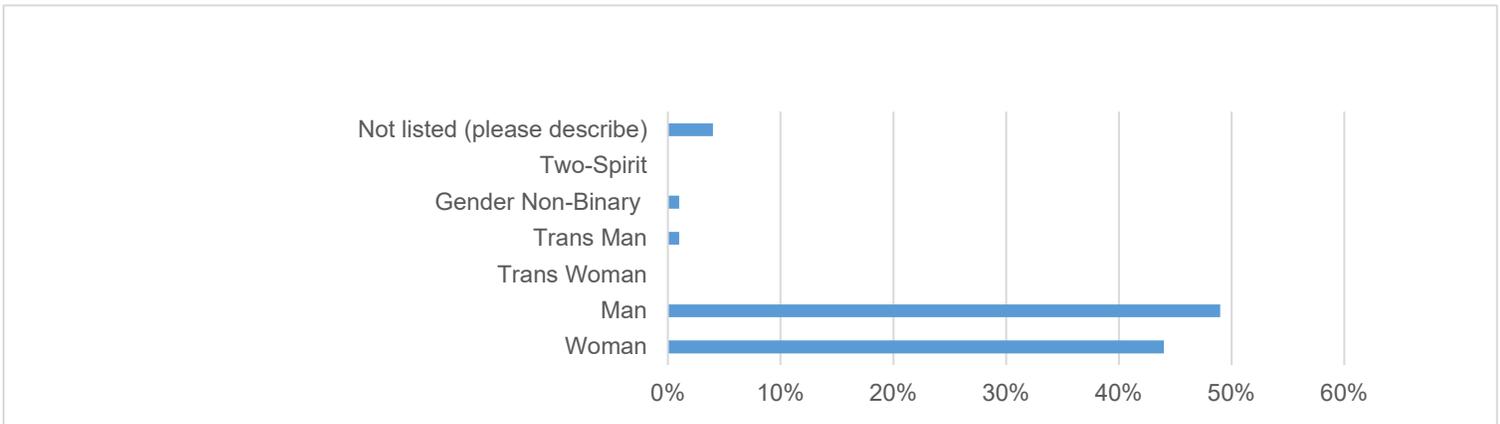
How do you typically travel on or around the project area? Select all that apply.

The majority of survey respondents drive (76%) or walk (73%) in or around the project area, and 62% cycle.



What best describes your gender? Please select one.

Most survey respondents replied “man” (49%) when asked to describe their gender.



What is your age? Please select one.

The majority of survey respondents (55%) replied “30 – 54 years old” when asked to identify their age.

