



Cabbagetown Cycling Connections

Public Consultation Report
May 2023



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toronto.ca/CabbagetownCycling

Consultation Summary

Public and stakeholder consultation for the proposed Cabbagetown Cycling Connections was carried out February 22, 2023 – May 11, 2023. Consultation activities included stakeholder meetings, a public meeting, a survey and following up communications via email and telephone.

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

- A public consultation notice was delivered to 14,420 households through Canada Post neighbourhood mail.
- A virtual stakeholder meetings took place on April 26, from 4 to 5 p.m. with one representative of the Cabbagetown Residents' Association and two representatives of the Winchester Park Residents' Association.
- A public drop-in event took place on April 27, 2023, from 6:00pm – 8:00pm, and was attended by 114 people.
- 71 emails and phone calls were received
- An online feedback form was available from April 13, 2023 to May 11, 2023, and received 362 completed responses, of which 313 recorded living in Cabbagetown.

The options for proposed changes to the streets received varying levels of support. Below are the results from the online feedback forms where "supportive" was a response of "strongly agree" or "agree" and unsupportive was a response of "strongly disagree" or "disagree". Remaining percentages were responses of "neutral" or "not sure".

- Option 1a Sumach St, Contra-flow: 59% supportive, 24% unsupportive
- Option 1b. Sumach St, Contra-flow and Diverter: 32% supportive, 56% unsupportive
- Option 1c. Sumach St, Contra-flow and Directional Flip: 24% supportive, 62% unsupportive

The options for proposed changes to Sackville Street (between Wellesley Street and Gerrard Street) received varying levels of support:

- Option 2a. Sackville St, Contra-flow: 59% supportive, 25% unsupportive
- Option 2b. Sackville St, Contra-flow and Directional Flip: 28% supportive, 57% unsupportive

The options for proposed changes on Winchester Street (west of Parliament Street) and Ontario Street (south of Winchester Street) received varying levels of support:

- Option 3a. Winchester Street (Rose Ave to Ontario Street), Contra-flow: 30% supportive, 40% unsupportive
- Option 3b. Winchester Street (Rose Ave to Ontario Street), Two-way Wayfinding Route for People on Bikes: 21% supportive, 43% unsupportive
- Option 3c. Ontario Street (between Carlton Street and Aberdeen Ave), Contra-flow: 39% supportive, 28% unsupportive

The proposed changes at River Street (River Street to Spruce Street) received 63% supportive, 12% unsupportive

Overall, residents were supportive of the cycling infrastructure but expressed concerns about impacts of proposed traffic diversions on local residents, loss of any parking spaces, safety and loading conflicts with contra-flow bike lanes, and current illegal travel of vehicles on one-way streets. More information about the project can be found at toronto.ca/CabbagetownCycling

This consultation invited residents to learn more and provide feedback on proposed cycling, pedestrian and road safety improvements in the Cabbagetown neighbourhood. The proposed changes include new contra-flow bike lanes on Sumach Street and Sackville Street, and parts of Winchester Street and Ontario Street, and options to change the direction of motor vehicle travel on parts of Sumach Street and Sackville Street.

- Improve safety for people walking, cycling and driving by lowering motor vehicle travel speed and volume
- Reduce neighbourhood traffic infiltration, minimize impact to on-street parking and maintain local access for residents and City services, including emergency services
- Improve connectivity for people cycling and walking

Overview of Communications and Consultation Activities

- Project web page toronto.ca/CabbagetownCycling
- Notice delivered to 14,420 households through Canada Post neighbourhood mail.
- Email and phone outreach to stakeholders including residents associations, community groups, organizations, institutions and elected officials (22 contacts)
- Social media posts (e.g. @TO Cycling on Twitter)

Four page notice (flyer)

Consultation Activities

Public and stakeholder comment on the project was received through the following consultation and engagement activities from **February 22 to May 11, 2023**:

Activity	Date	Participation
Early Institutional Engagement (one-on-one phone calls, emails and meetings)	February - March 2023	<ul style="list-style-type: none">• Winchester Public School and Day Care• BGC Toronto Kiwanis - Child Care• Sprucecourt Public School and Child Care• Cabbagetown Farmers' Market• St. Martin Catholic School• Toronto Necropolis• Riverdale Farm
Virtual Stakeholder Meeting	April 26, 2023	Cabbagetown Residents Association (1) Winchester Park Residents' Association (2)
Online Feedback Form	April 13, 2023 to May 11, 2023	362 completed responses
Public Drop-in Event	April 27, 2023,	114 attendees
Email/Phone	February 22, 2023 - May 11, 2023	comments received from 71 individuals

What We Heard

Overall, most residents were supportive of the contra-flow bike lanes but expressed concerns about the proposed traffic diversion options and any loss of on street parking.

Many residents expressed frustration with current illegal travel of vehicles on one-way streets from both people on bikes and in motor vehicles (e.g. traveling wrong-way, not stopping at stop signs). Most felt the current street designs with existing traffic calming measures were sufficient for managing speed and safety. Traffic diversions were seen as unnecessary and would cause more confusion, longer motor vehicle travel time and have unintended consequences of increased traffic on other streets.

The contra-flow bike lanes were mostly supported for normalizing the common two-way cycling behaviour and making it more comfortable. Some residents expressed concerns predicting motor-vehicles stopping illegally in the bike lane for deliveries, pick-up and drop-off, loading, construction work, etc. Some respondents felt the contra-flows were not necessary at all.

Residents of Winchester Street and Ontario Street consistently expressed disagreement with the loss of on street parking the proposed design options. Multiple respondents noted that pick-up and drop-off for children is very busy and "chaotic" on Winchester Street and not likely to be comfortable for cycling thought no matter the street markings.

The River Street connection was consistently supported, although some felt it was not needed.

Feedback Survey

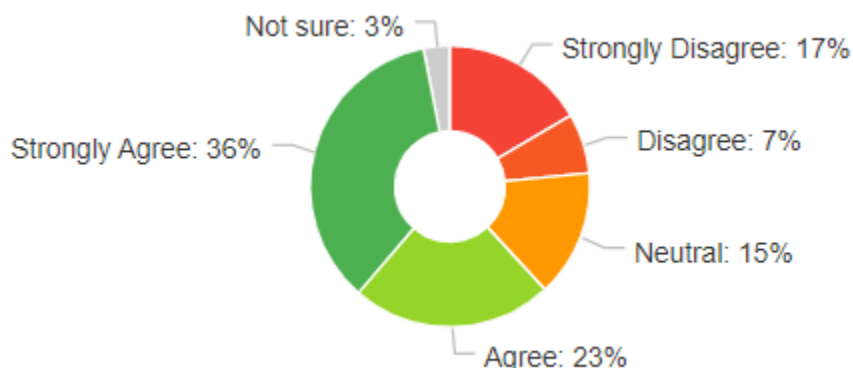
The survey was available online and in print format and included background information on the project. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous.

Of the 362 completed responses, 313 recorded living in Cabbagetown (86%). See Appendix for survey participant profile. Responses received to key multiple questions are presented in this section.

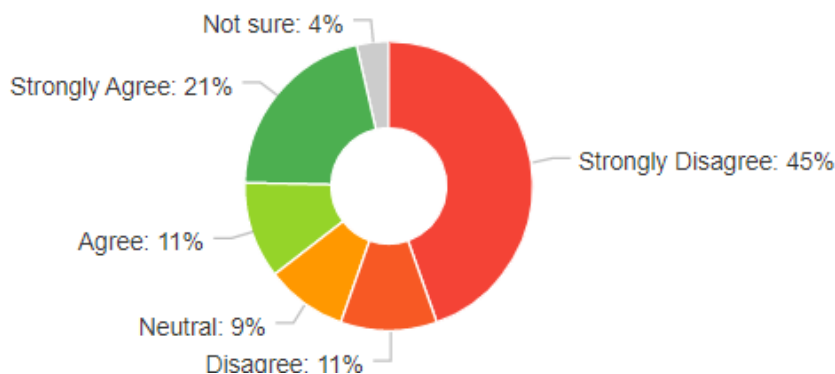
Sumach Street

For options on Sumach Street, 1a Contra-flow received the most support at 59%. 1b. Contra-flow and Diverter and 1c. Contra-flow and Directional Flip both received only 32% and 24% support respectively.

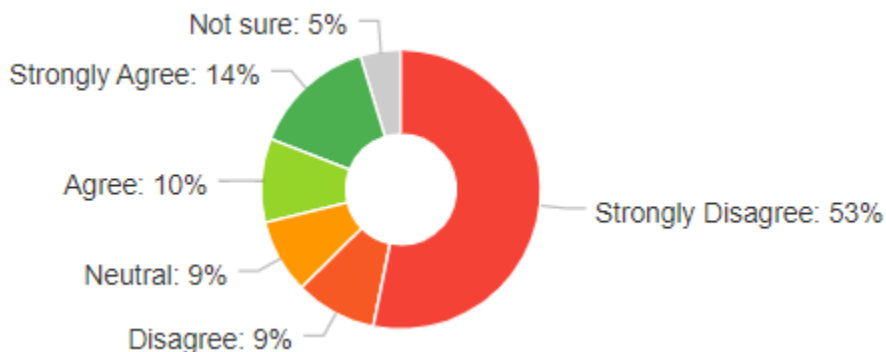
Are you supportive of Option 1a. Sumach Street, Contra-flow?



Are you supportive of Option 1b. Sumach Street, Contra-flow and Diverter?



Are you supportive of Option 1c. Sumach Street, Contra-flow and Directional Flip?



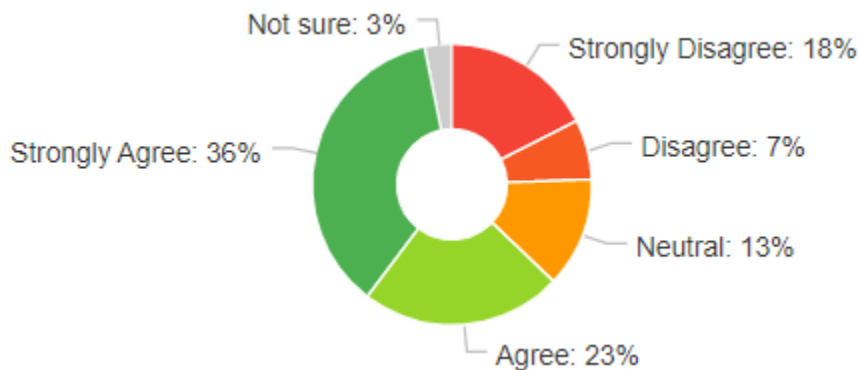
The most common reasons for opinions on Sumach Street options:

- **Supportive of contra-flow bike lanes**
 - Increased safety and comfort for cyclists
 - Formalize current cycling behaviour
 - Connects to park trails
- **Supportive of diversions (diverter or directional-flip)**
 - Reduce non local driving volumes and speeds i.e. cut through traffic
 - Increased safety for cyclists, especially for children / when riding with children
 - Improved safety for children and seniors walking
- **Unsupportive of contra-flow bike lanes**
 - Unnecessary
 - Works fine now; not dangerous
 - Legitimizes illegal behaviour
 - Cyclists can just follow rules
 - Concern about safety at intersections and driveways
 - Contra-flow is confusing
 - Concerns about deliveries and conflicts with necessary motor vehicle stopping
 - Bike lanes should be physically separated
- **Unsupportive of diversions (diverter or directional-flip)**
 - Unnecessary
 - Traffic volumes and speeds are not bad
 - Does not feel unsafe now
 - Will push traffic to other residential streets
 - Will make local travel more inconvenient and longer
 - Push more drivers to Parliament Street which is already crowded and slow
 - Will be confusing for visitors and deliveries
 - Affect funeral procession routes arriving at the Necropolis to be routed on other smaller neighbourhood streets
 - Will require Riverdale Farm vendors and Riverdale Park maintenance crews to take longer routes with trucks and trailers through neighbourhood streets

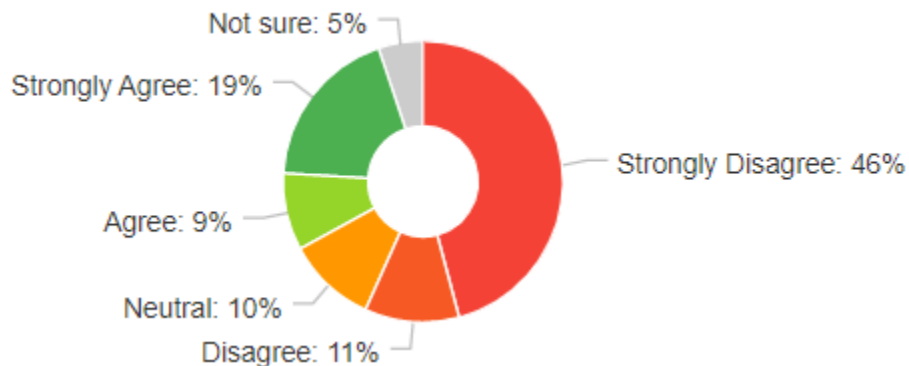
Sackville Street

For options on Sackville Street, 2a Contra-flow had the most support at 59%, compared to 2b Contra-flow and Directional Flip at only 28% support.

Are you supportive of Option 2a. Sackville Street, Contra-flow?



Are you supportive of Option 2b. Sackville Street, Contra-flow and Directional Flip?



The most common reasons for opinions on Sackville Street options:

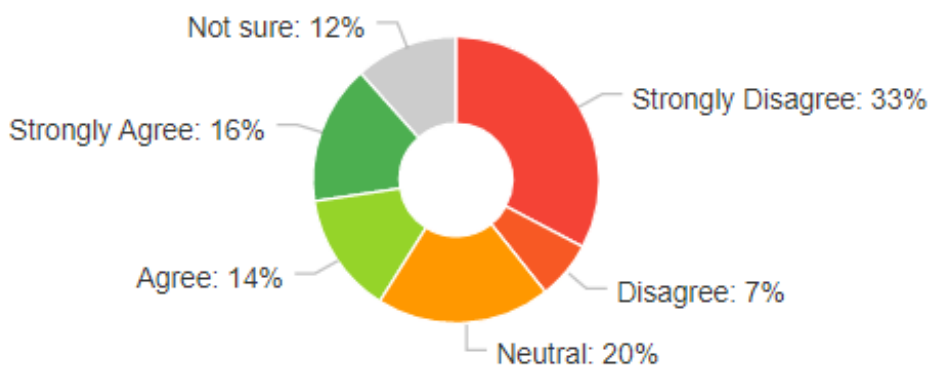
- **Supportive of contra-flow bike lanes**
 - Increased safety and comfort for cyclists
 - Formalize current cycling behaviour
 - Connects to park trails
- **Supportive of diversions (diverter or directional-flip)**
 - Reduce non local driving volumes and speeds i.e. cut through traffic
 - Increased safety for cyclists, especially for children / when riding with children
 - Improved safety for children and seniors walking
- **Unsupportive of contra-flow bike lanes**
 - Unnecessary
 - Works fine now; not dangerous
 - Legitimizes illegal behaviour
 - Cyclists can just follow rules
 - Concern about safety at intersections and driveways
 - Contra-flow is confusing

- Concerns about deliveries and conflicts with necessary motor vehicle stopping
- Unattractive; does not fit heritage
- **Unsupportive of diversions (diverter or directional-flip)**
 - Unnecessary
 - Traffic volumes and speeds are not bad
 - Does not feel unsafe now
 - Will push traffic to other residential streets
 - Will make local travel more inconvenient and longer
 - Push more drivers to Parliament which is already crowded and slow
 - Will be confusing for visitors and deliveries
 - Don't want any loss of parking spaces
 - Don't want change of parking sides

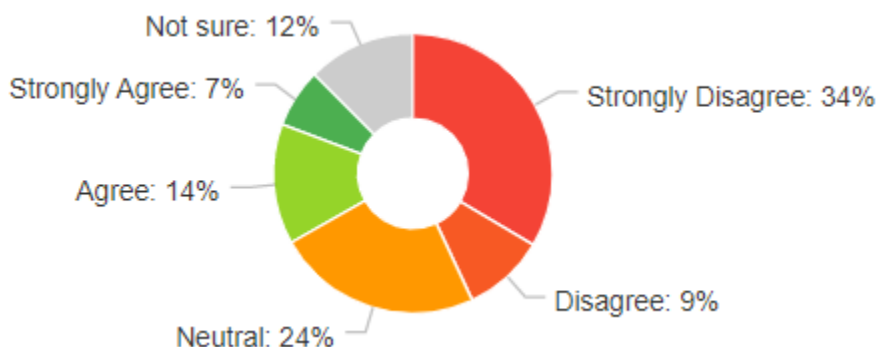
Winchester Street and Ontario Street

For options on Winchester Street and Ontario Street all proposals had mixed opinions, with no majority agreement or disagreement and significant neutral opinions.

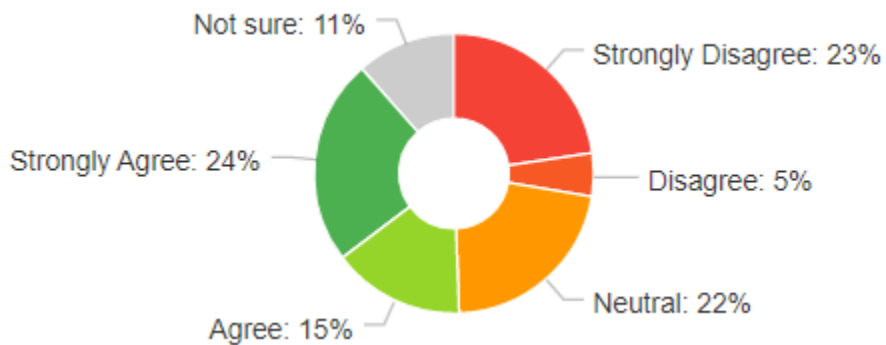
Are you supportive of Option 3a. Winchester Street (Rose Avenue to Ontario Street), Contra-flow?



Are you supportive of Option 3b. Winchester Street (Rose Avenue to Ontario Street), Two-way Wayfinding Route for People on Bikes?



Are you supportive of Proposal 3c. Ontario Street (between Carlton Street and Aberdeen Avenue), Contra-flow?



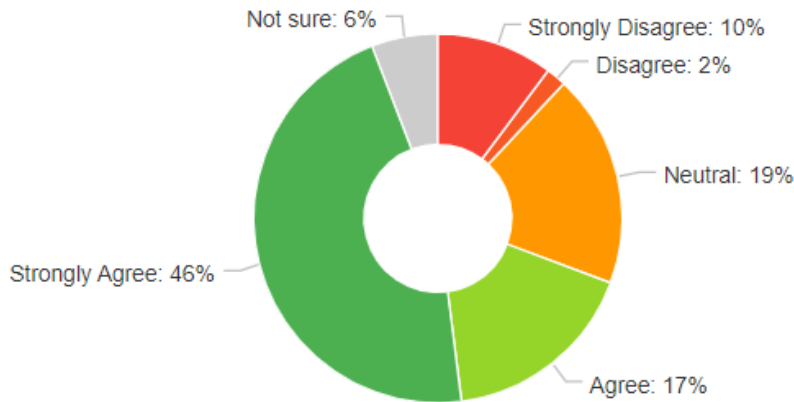
The most common reasons for opinions on Winchester Street options:

- **Supportive**
 - Increased safety and comfort for cyclists especially for children
 - Needs more than just sharrows
- **Unsupportive**
 - Unnecessary; works fine now; not dangerous
 - Don't want any loss of on street parking spaces
 - Concerns about dangerous conflicts during busy pick up/drop off for school
 - Unlikely they will honour bike lane

River Street

The River Street proposal was well supported at 63%.

Are you supportive of proposed changes at River Street to Spruce Street?



The most common reasons for opinions on River Street options:

- **Supportive**
 - Formalizes route already used by cyclists
 - Easier access to park and ravines
 - Sure, seems innocuous
- **Unsupportive**
 - Unnecessary
 - No real benefit
- **Other**
 - Add a traffic light so vehicle and cyclists can exit safely
 - Make sure mature trees are respected.

Other

- Concerns around the safety of cycling on Gerrard Street between Parliament Street and River Street
 - Requests for protected bike lanes
- Improve bikeway connections on other streets
- Questions about the impact of the Regent Park development on Cabbagetown traffic patterns
- Drivers sometimes don't stop at stop signs or obey one-way signs
- Cyclists often don't stop at stop signs or obey one-way signs

Public Drop-in Event

A public drop-in event took place on April 27, 2023, from 6 p.m. to 8 p.m. at BGC Toronto Kiwanis (101 Spruce St.). The event was attended by 114 people. Attendees were able to view information panels about the project and speak with members of the project team.



Topic	Comment Summary
Contra-flow bike lanes	<ul style="list-style-type: none"> • Supportive of contra-flow bike lanes <ul style="list-style-type: none"> ○ Increased safety and comfort for cyclists ○ Formalize current cycling behaviour • Unsupportive of contra-flow bike lanes <ul style="list-style-type: none"> ○ Unnecessary <ul style="list-style-type: none"> ▪ Works fine now; not dangerous ▪ Legitimizes illegal behaviour ▪ Cyclists can just follow rules ○ Concern about safety at intersections and driveways ○ Contra-flow is confusing ○ Concerns about deliveries and conflicts with necessary motor vehicle stopping ○ Unattractive; does not fit heritage ○ Questions about snow clearing, waste pick-up and other City operations
Diversions (diverter or directional-flip)	<ul style="list-style-type: none"> • Supportive of diversions (diverter or directional-flip) <ul style="list-style-type: none"> ○ Reduce non local driving volumes and speeds i.e. cut through traffic ○ Increased safety for cyclists, especially for children / when riding with children ○ Improved safety for children and seniors walking • Unsupportive of diversions (diverter or directional-flip) <ul style="list-style-type: none"> ○ Unnecessary

	<ul style="list-style-type: none"> ▪ Traffic volumes and speeds are not bad ▪ Does not feel unsafe now ○ Will push traffic to other residential streets ○ Will make local travel more inconvenient and longer ○ Push more drivers to Parliament which is already crowded and slow ○ Will be confusing for visitors and deliveries ○ Don't want any loss of parking spaces ○ Don't want change of parking sides
Winchester Street and Ontario Street Proposals	<ul style="list-style-type: none"> • Unsupportive <ul style="list-style-type: none"> ○ Unnecessary; works fine now; not dangerous ○ Don't want any loss of on street parking spaces ○ Concerns about dangerous conflicts during busy pick up/drop off for school <ul style="list-style-type: none"> ▪ Very common for drivers to park on both sides and mount sidewalks. ▪ Unlikely they will honour bike lane ○ Unattractive; does not fit heritage
River Street Proposal	<ul style="list-style-type: none"> • No concerns
General road user behavior	<ul style="list-style-type: none"> • Drivers sometimes don't stop at stop signs or obey one-way signs • Drivers are already confused with one-ways and laneways • Cyclists often don't stop at stop signs or obey one-way signs
Specific Locations	<ul style="list-style-type: none"> • Pick-up and drop-off zones are needed for BGC Toronto Kiwanis (101 Spruce St.) • Pick-up and drop-off zone may be needed at new day care at Amelia/Sackville • Consider adding no left turn restrictions to intersections (such as Gerrard and Sumach) rather than implementing diverters. • A bus loading area could be added to Spruce Street for Sprucecourt Public School • Poor visibility on Nasmith and Sumach needs to be addressed • Gerrard and Bayview extension intersection is often congested, especially for turning left. • Wellesley and Sumach has frequent wrong-way driving; Directional sign is blocked by corner house tree • Smith Gemmell Lane (between Spruce and Gerrard, exit on to Sumach) often has poor sight lines

Stakeholder Feedback

The comments received through meetings with stakeholders and affected property owners are summarized below:

Topic	Comment Summary
Winchester Street	<ul style="list-style-type: none">• Concerns about dangerous conflicts during busy pick up/drop off for school• Very common for drivers to park on both sides and mount sidewalks.• Unlikely they will honour bike lane
Sumach Street diversion	<ul style="list-style-type: none">• Affect funeral procession routes arriving at the Necropolis to be routed on other smaller neighbourhood streets• Would be confusing for visitors of Necropolis• Will require Riverdale Farm vendors and Riverdale Park maintenance crews to take longer routes with trucks and trailers through neighbourhood streets

Additional Feedback

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

Theme	Comments
Diversions (diverter or directional-flip)	<ul style="list-style-type: none">• Unsupportive of diversions (diverter or directional-flip)<ul style="list-style-type: none">○ Unnecessary<ul style="list-style-type: none">▪ Traffic volumes and speeds are not bad▪ Does not feel unsafe now○ Will push traffic to other residential streets○ Will make local travel more inconvenient and longer○ Push more drivers to Parliament Street which is already crowded and slow○ Will be confusing for visitors and deliveries○ Don't want any loss of parking spaces○ Don't want change of parking sides
River Street Connection	<ul style="list-style-type: none">• Needs a legal and safe cycling option to connect from northbound on River Street

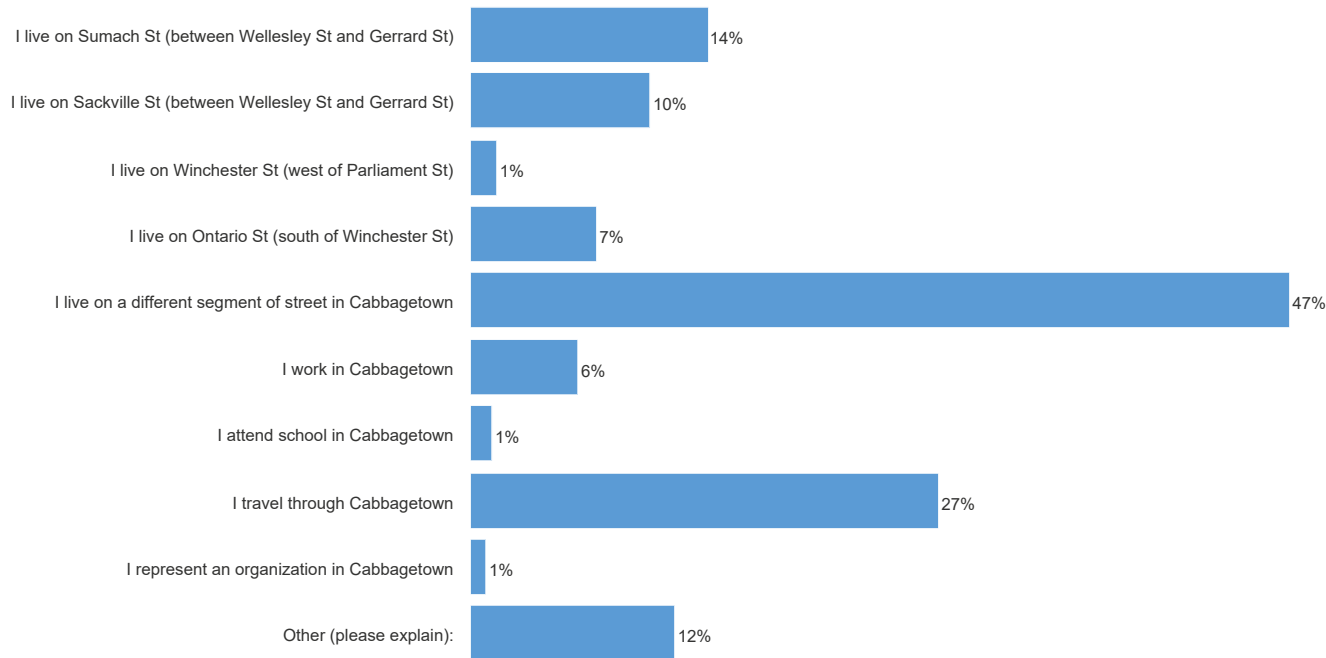
Additional details about comment tracking are available on request.

Appendices

Appendix A: Survey Participant Profile

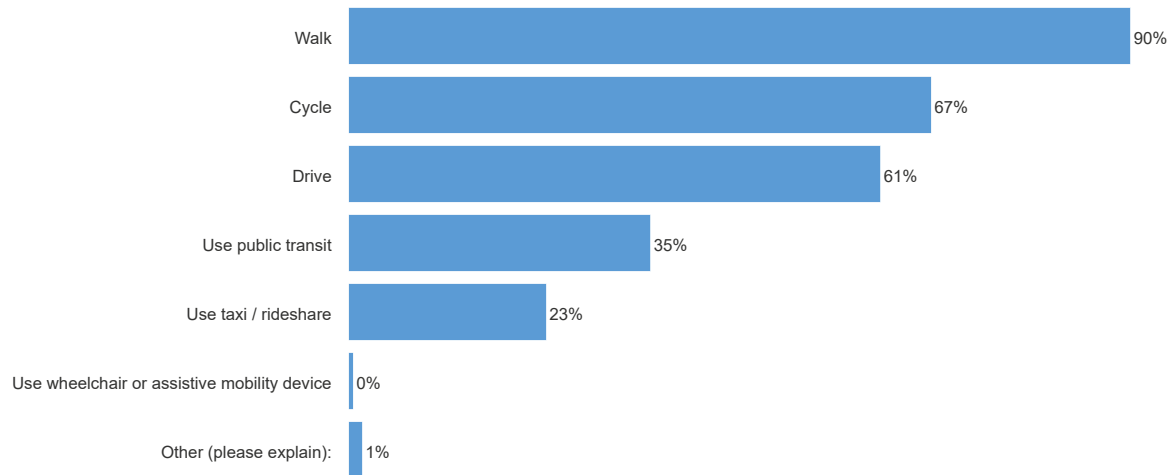
Cabbagetown Cycling Connections respondents profile

Which statements describe your relationship to Cabbagetown? Select all that apply.



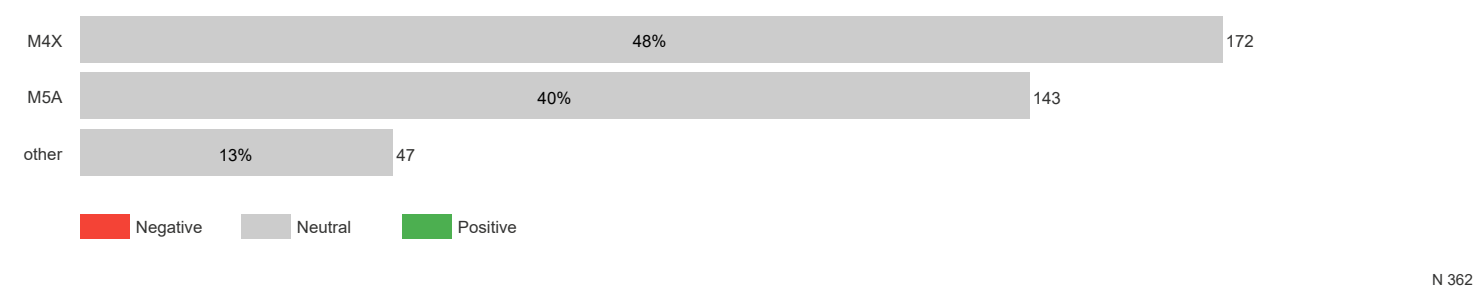
N 362

How do you typically travel around Cabbagetown? Select all that apply.

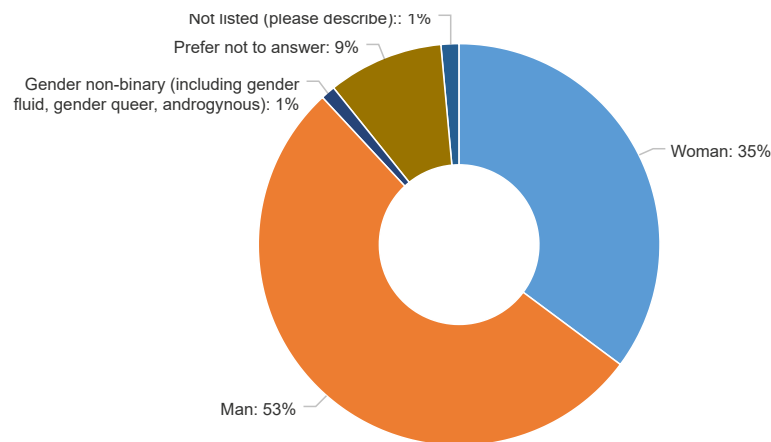


N 362

What are the first 3 digits in your postal code?

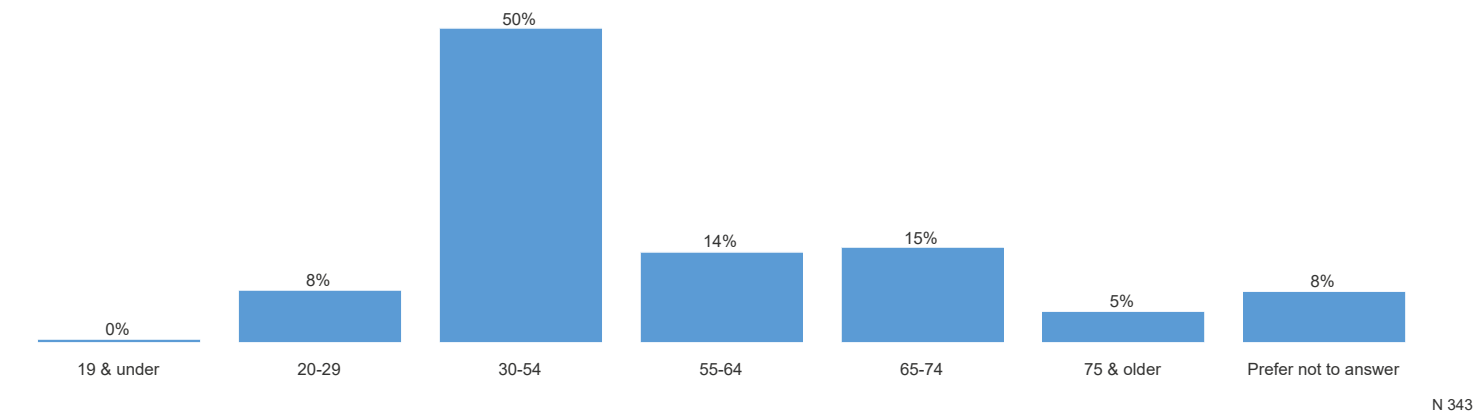


Please identify your gender:

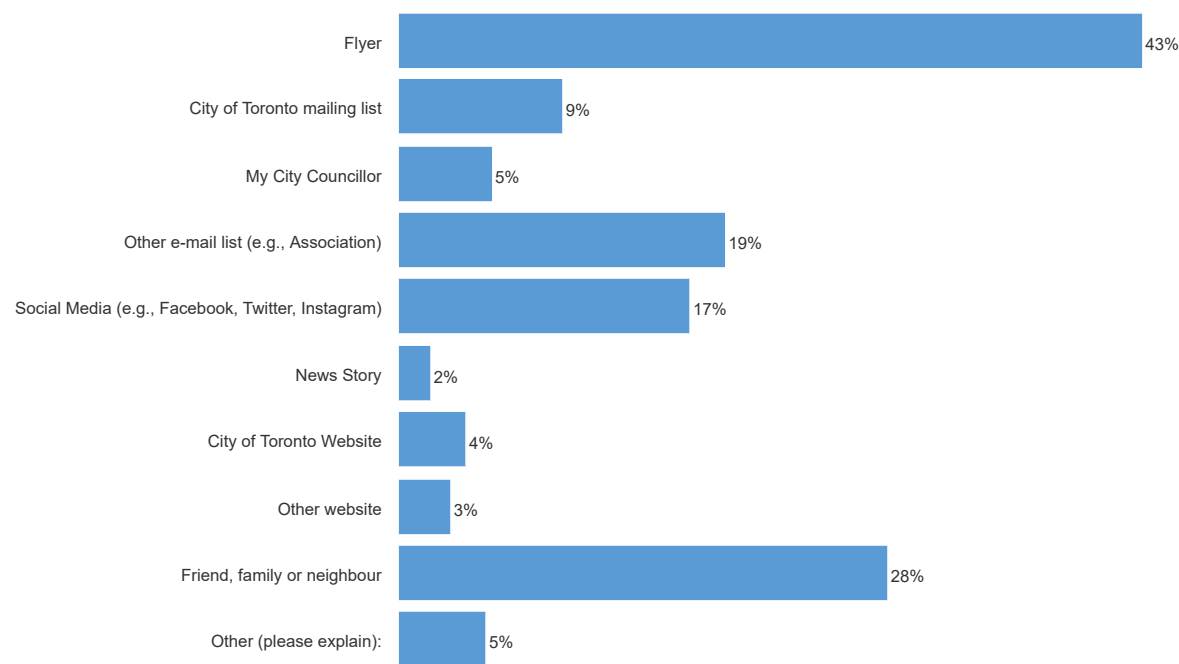


N 344

Your age:



How did you hear about this project?Check all that apply



N 342