



Trethewey Drive Complete Street

Public Consultation Report
July 2024

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Consultation Summary

Phase 1

Phase 1 of the public and stakeholder consultation for Trethewey Drive Complete Street took place from May 21, 2024, to July 1, 2024. The consultation goal for this phase was to gather feedback and preliminary ideas from the public to inform the complete street design. In phase 2 the project team will share preliminary design options and gather further feedback to inform the detailed design phase.

Communications to inform the public and stakeholders about the project and opportunities to participate included a project website, targeted emails to interest groups and 33,419 flyers distributed by Canada Post throughout the project area.

Consultation activities included a public meeting, an interactive online mapping activity and comment tracking. 20 people attended the public meeting and 168 people participated in the interactive online mapping activity. 9 people provided comments by mail, phone and email.

Among the biggest concerns expressed across all consultation activities, were the dangerous conditions of Trethewey Drive due to potholes, illegal speeding, poor visibility and congestion. There were requests for protected bike lanes and better road maintenance to enhance safety. Some suggested advanced bike signals at intersections, dedicated bike paths in surrounding areas, and better signage to improve safety. The intersection of Black Creek Drive and Trethewey Drive were of particular concern due to vehicles maintaining highway speed and entering Trethewey Drive through the slip lane. Other participants were concerned about increased congestion and pollution, arguing that the area's existing traffic issues should be addressed before installing a bikeway. There were also calls for speed and red-light cameras, improved synchronization of traffic signals, and more visible crosswalks to mitigate safety risks. When asked to identify the top three concerns regarding the project via online interactive mapping, respondents identified: pedestrian safety, safety for people cycling and excessive speeding. Additionally, some residents suggested noise and traffic calming measures, removal of certain turn lanes, and enhanced connections between cycling routes and public transportation.

The feedback gathered through this consultation will inform the development of design options for the street which will be shared with the public for further input

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

Project Overview

The City of Toronto is proposing to install a complete street on Trethewey Drive, which includes road safety improvements, bus stop enhancements and a bikeway, between Eglinton Avenue West and Jane Street. Complete streets enhance road safety and accessibility for all road users, including pedestrians, people cycling and driving.

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/TretheweyCompleteStreet (459 unique visits)
- Notice delivered through Canada Post (33,419 addresses in the project area)
 - Notice translated to Portuguese and Spanish
- Email to interest groups including residents associations, community groups, organizations, Business Improvement Areas (BIAs), institutions and elected officials (25 contacts)
- Social media posts via @TO_Cycling

Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities listed below. There was an Interest Group Meeting scheduled for June 12, 2024 that was cancelled due to lack of participation. 25 interest groups were invited.

Activity	Date	Participation
Public Workshop	June 12, 2024	20 attendees
Online Mapping Activity	May 20 – July 1, 2024	168 participants
Email/Phone	May 20 – June 19, 2024	8 comments received

What We Heard

- Support for installing a physically separated bike lane
- Concerns about current road conditions and maintenance
- Concerns that reducing motorized vehicle traffic lanes will lead to increased congestion
- Concerns regarding illegal speeding and points of low visibility creating dangerous conditions
- Concerns about safety at the intersection of Black Creek Drive and Trethewey Drive due to speeding vehicles, high volumes of vehicles and long cross walks.
- Concerns about poor visibility at various points along the Trethewey Drive
- Support for enhancing and preserving bus stops
- Requests for connecting the proposed bikeway south of Eglinton Avenue West

Online Mapping Activity

As part of the consultation plan, the project team used Social Pinpoint, an online interactive mapping activity that allows users to leave location specific comments along the project route. In total 168 people participated in the activity. Comments are summarized by location and theme in the chart below. Geographically, the comments start at the north end of the project area, Denison Road East and Jane Street, and progress south to Trethewey Drive and Keele Street.

Location	Topic/Theme	Comment
Denison Road East and Jane Street	Cycling Connection	Create a cycling connection to Weston Road
	Low visibility	Hard to see vehicles exiting the underpass
	Pedestrian safety	Install a crosswalk across Denison Road East
	Speeding	Install additional speed limit sign in the underpass
Trethewey Drive and Jane Street	Low compliance with traffic rules	Unsafe turns by motorized vehicles and low compliance to rules.
	Low visibility	Large advertising sign obstructs view for motorized vehicles exiting the parking lot on the South-East corner.
		TTC buses park and obstruct view of traffic and pedestrians coming in and out of the parking lot on the South-East corner.
	Safety for people cycling	Install bike signals
		Install left turning areas for bicycles
Trethewey Drive and Tedder Street	Pedestrian safety	Unsafe for children and vulnerable road users to cross four lanes of traffic.
	Safety for people cycling	Report of an intentional hit and run.
Trethewey Drive and Brookhaven Drive	Bike Connection	Suggestion to install a ramp that connects Trethewey Drive to Via Cassia Drive.
	Parking	Concern about affecting businesses if cars aren't able to stop.
		Vehicles park on this corner to access the various restaurants on the North-West corner
	Road maintenance	Reports of potholes and road in need of maintenance.
	Speeding	Suggestion to install speed camera
Trethewey Drive and Todd Baylis Boulevard	Bus stops	Suggestion to move the bus stop to the South-West corner

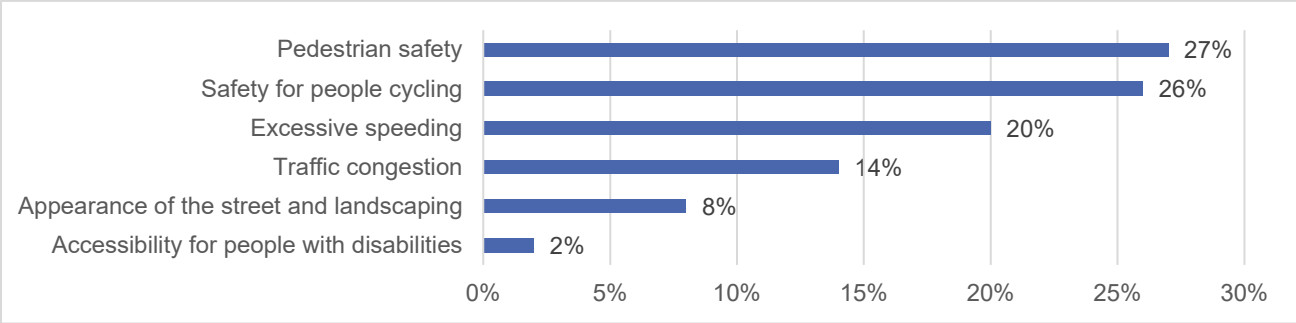
Location	Topic/Theme	Comment
	Pedestrian safety	Suggestion to include safety elements like centre bollards, bump outs and planters to make the intersection safer and more pedestrian safe.
	Synchronize traffic lights	Suggestion to synchronise traffic signals with lights at Black Creek Drive.
	Unsafe Conditions	Eastbound cars unable to make a left turn on Black Creek Drive are using the Todd Baylis Boulevard parking lot to make the turn and creating unsafe conditions.
Trethewey Drive and Black Creek Drive	Cycling Connection	Suggestion to include a bicycle connection along Black Creek Drive.
	Pedestrian safety	Concerns about pedestrian safety.
		Suggestion to remove right hand turn from Trethewey Drive to North bound Black Creek to reduce traffic on Trethewey and improve overall safety.
	Safety for people cycling	Concerns about the interface between bikeway and turning vehicles.
		Safety concerns for people biking due to high volume of vehicles and people turning in and out of Black Creek Drive.
		Suggestion to include bicycle signals.
	Speeding	Concerns about the slip lane coming off of Black Creek Drive, low visibility and vehicles still moving at highway speed.
Traffic infiltration	Concern about vehicle infiltration from the 905 onto Trethewey Drive.	
Trethewey Drive and Greenbrook Drive	Pedestrian safety	Suggestion for a sidewalk/curb barrier.
		Suggestion to include medians so people can cross safely.
	Safety for people cycling	Suggestion for concrete barriers and a physically separated bikeway due to speeding.
		Suggestion for a traffic light to make it easier for people biking to turn off of Trethewey Drive.
	Speeding	Concern about vehicles speeding through this curve.
Unsafe Conditions	Reduce lanes to reduce speeding and improve safety.	

Location	Topic/Theme	Comment
Trethewey Drive and Paulson Road	Congestion	New traffic light has had traffic calming benefits but created traffic jams.
	Parking	Suggestion to remove parking.
	Speeding	Reports of speeding around corner with low visibility creating unsafe conditions.
	Unsafe Conditions	Concerns about cars coming and out of their driveways.
Trethewey Drive and King Georges Drive	Cycling Connection	Currently used as a cycling connection. Consider making it a two-way to facilitate access.
Trethewey Drive and Clearview Heights	Cycling Connection	Suggestion to install contraflow lane for people biking to be able to cross the street safely and connect to neighbourhood streets.
Trethewey and Keele	Bike Connection	Add bike lanes to this intersection to create a modal shift.
	Congestion	Concern that adding a bike lane will make intersection more congested.
		Suggestion to dedicate a traffic warden to this corner.
		Suggestion to synchronise traffic signals.
	Design suggestion	Ensure there is sufficient bike parking to serve York Memorial Collegiate
	Safety for people cycling	Concerns about vehicles turning right onto Yore Street from Trethewey Drive and not being able to see people biking.
	Unsafe Conditions	Frustration expressed over the Eglinton Avenue West and Trethewey Drive intersection due to congestion and unclear design.
		Suggestion to redo paint lines and line up lanes on either end of the intersection.
Better signage is needed.		
Bicknell Avenue, Eglinton Avenue and Municipal Drive	Cycling Connection	Create a cycling connection along this route including better lighting so people biking can use the multi-use trail in Coronation Park.
General Comments	Congestion	Concerns about increased congestion and requests to keep motorized vehicles moving.
	Opposition to bike lanes	Concern that bike lanes only benefit young people.
		Opposition to bike lanes due to low volume of cyclists in the area.

Location	Topic/Theme	Comment
	Protected bike lanes	Requests for fully protected bike lanes due to speeding.
	Road maintenance	Concerns about potholes, uneven surfaces, raised manholes and poor road maintenance.
	Support for bike lanes	Support and excitement about the potential for a bikeway, reducing congestion and CO2 emissions.
	Unsafe Conditions	Reports of riding on the sidewalk because it feels unsafe to ride a bicycle on the street.

Participants were also asked to identify their top three concerns about the Trethewey Drive Complete Streets project. The three highest rated priorities were: pedestrian safety, safety for people cycling and excessive speeding.

| n= 47



Public Workshop

The public workshop held on June 12, 2024 included a presentation followed by a question & answer period. Attendees were then able to place location-specific comments on a roll plan map of the street and speak directly with members of the project team. Participant comments are summarized below:

General Comments

Topic	Comment
Alternative Bike Route Suggestions	Create a multi use trail from Weston Road to Eglinton Avenue instead of putting a bikeway on Trethewey Drive.
Bike Infrastructure	Suggestion to install a bike lane on Black Creek Drive.
	Support for installing a bike lane while maintaining four lanes of motorized vehicle traffic.
Bike Network Connectivity	Suggestion to extend bikeway south of Eglinton Avenue to connect to the larger cycling network.
	The proposed bikeway would allow people to get from Weston Road to Eglinton Avenue.

Topic	Comment
	Suggestion to install a contraflow bike lane on Clearview Heights to connect with the Beltline Trail.
Bike Safety	Concerns about biking on Trethewey Drive due to the highway traffic entering through Black Creek Drive.
	Currently only bike on Trethewey Drive if it is necessary due to safety concerns.
	Currently use the Beltline instead of Trethewey Drive because of safety concerns.
	Suggestion to include raised and physically separated bikeways citing that traffic and volume of vehicles on Trethewey Drive make it dangerous to bike.
Congestion	Concerns about congestion. There is a high reliance of motorized vehicles because there is a lack of high-capacity public transit.
	Concerns that reducing the number of vehicle lanes will lead to increased traffic.
Parking Issues	Parking by the Esso at Trethewey Drive and Clearview Heights can create safety issues.
Pedestrian Traffic	There are more pedestrians on the north side of Trethewey Drive than on the south side.
Public Transit Connectivity	A north-south public transit connection is missing.
Road Maintenance	Fill potholes.
Safety and Speeding Concerns	Fatality at Paulson Road.
	Suggestion to install bollards to separate lanes.
	Suggestion to lower speed limit on Jane Street.
	Concerns about speeding and how it will be mitigated to make it safer for pedestrians and people biking.
	Concerns about vehicles speeding. Speed limit is 40/ 50 but drivers go at 70+.
	Low visibility/blind spot at Greenbrook Drive and Trethewey Drive.
Traffic Flow/Shortcuts	Motorized vehicles are using Trethewey Drive as a cut-through.
U-Turn Issues	Concerns about U-turns on Trethewey Drive and Black Creek Drive.
Wayfinding Issues	Concern that bad wayfinding is resulting in accidents.

Location-specific comments left on roll plans

Location	Topic	Comment Summary
Trethewey Drive and Jane Street	Low visibility	Advertising sign obstructs sightlines creating unsafe conditions.
Trethewey Drive and Brookhaven Drive	Traffic Lights	Suggestion to remove left turn restrictions.

Location	Topic	Comment Summary
Trethewey Drive and Todd Baylis Boulevard	Parking	This site will potentially be the future George Brown Campus. Suggestion to install parking for both bikes and cars.
Trethewey Drive and Black Creek Drive	Safety for people cycling	Suggestion to raise bikeway to minimize hill grade
	Traffic patterns	People driving will often go south from here
	Traffic patterns	Trethewey Drive north of Black Creek Drive is not busy.
	Pedestrians safety	Missing sidewalk
	Congestion	Turning left onto Trethewey Drive backs up and takes up adjacent lane creating congestion
	Traffic lights	Better lights are needed at this intersection
	Unsafe conditions	Right turns here are dangerous. People can't turn on red. People cross when they are not supposed to.
	Road safety	Opportunity to create a left and u-turn lane to facilitate these maneuvers in segments of the street where it is currently difficult.
Trethewey Drive and Greenbrook Drive	Low visibility	There is a blind spot for left turns here because of bend in road
	Road safety	It is hard to turn right out of Trethewey Drive
	Traffic lights	Suggestion to install a traffic signal
Trethewey Drive and Paulson Road	Road safety	There was a collision fatality here in 2023
	Road safety	Low compliance with the no left turn sign
	Traffic lights	This signal is a god-send!
Trethewey Drive and Clearview Heights	Parking	Street parking here reduces lanes
Trethewey and Keele	Congestion	Yore Street and Keele is a pinch-point. There is a 29 story development coming.
	Congestion	These lights are too close. They are not well timed. It creates jams
	Congestion	Making a left turn onto Eglinton is difficult and time consuming
	Congestion	Concern with buses turning in and out of the station
	Rising density	39 storey condo being built here (mixed used residential)
Irving Road & Keele Street	Traffic patterns	Coronation Park is a common local destination
	Safety for people cycling	Deter cars from parking in bike lane

Additional Feedback

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

Topic	Comment
Bike infrastructure	Suggestion to place bike lanes on boulevards instead of the road.
Bus stops	Concern about the bus stop location, particularly from senior residents.
Congestion	Belief that changes will negatively impact drivers, especially during rush hours.
	Concern about the impact on parents, grandparents, and others who drive for various errands.
	Support for bicycle lanes with a note on the challenges of increased vehicle stop-and-go traffic.
	Argument that a complete street will cause traffic issues.
	Concern about the impact on first responders and during construction.
Opposition to project	Opposition to the project from a long-time resident who rarely sees cyclists.
Road Maintenance	Request to address potholes, road residue, and other obstacles on the asphalt shoulder before painting bike lanes.
	Suggestion to enlarge traffic lights and repaint faded stop lines at the intersection of Trethewey and Black Creek.
Speeding	Support for traffic calming measures from a resident concerned about high vehicle speeds and safety for cyclists and pedestrians.
Street environment	Suggestion to improve air quality with more trees.
Support for complete street	Appreciation for the project and improvements from recreational cyclists.
	Praise for the safe infrastructure from a resident who previously had to bike on Trethewey Drive
	Thanks for creating accessible streets and communities.
Unsafe conditions for people biking	Acknowledgment of the dangerous conditions for people biking

Appendices

Appendix A: Survey Participant Profile

A total of 117 Social Pinpoint respondents provided optional demographic information.

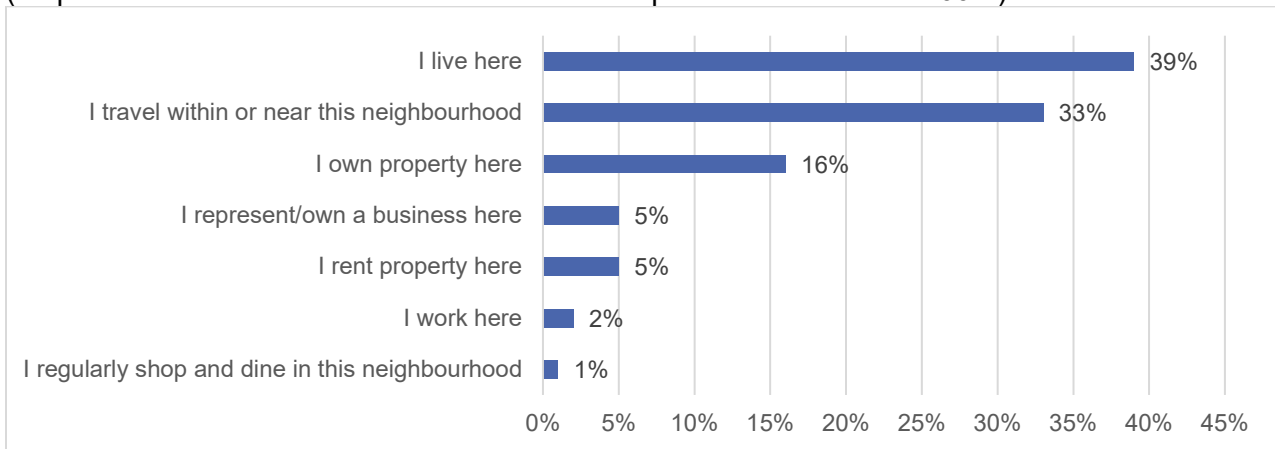
Postal Code | n= 59



Over half (56%) of survey respondents live in postal code M9N, just north of Trethewey Drive while 20% live immediately next to Trethewey Drive.

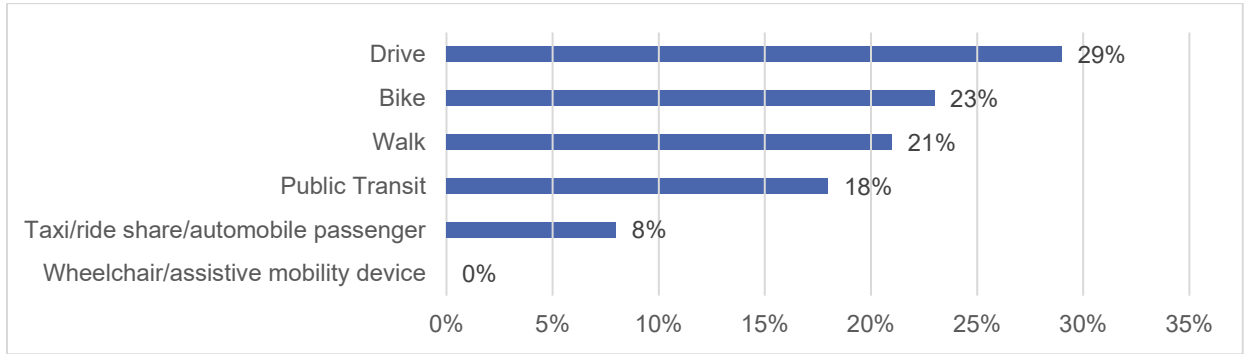
Relationship to the Project Area | n=47

(respondents were able to select more than one option. Total exceeds 100%)



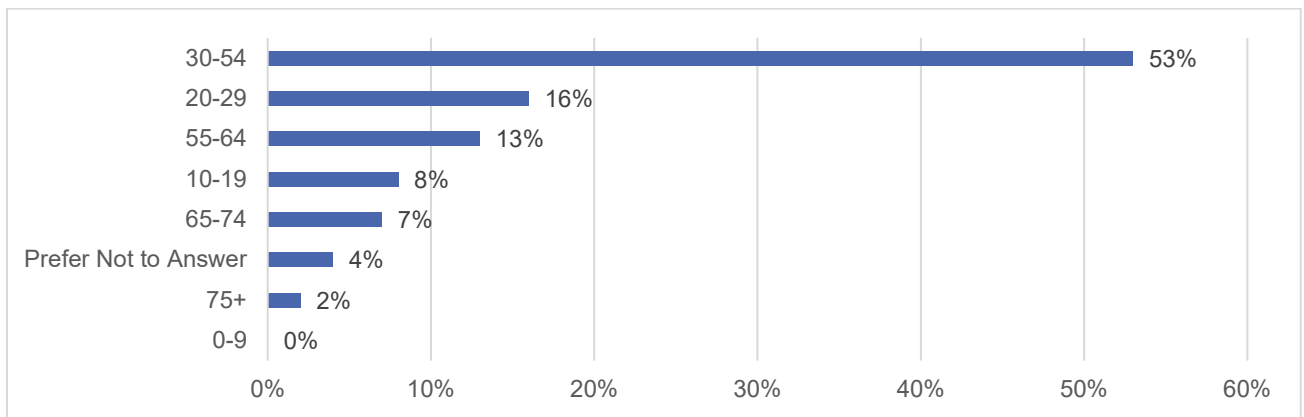
39% of respondents identified as living within the project area while 33% identified as travelling through the neighbourhood. 16% of respondents identified as owning property within the project area while 5% identified as owning a business and renting a property.

Typical Ways of Travelling In/Near the Project Area | n=47
 (respondents were able to select more than one option. Total exceeds 100%)



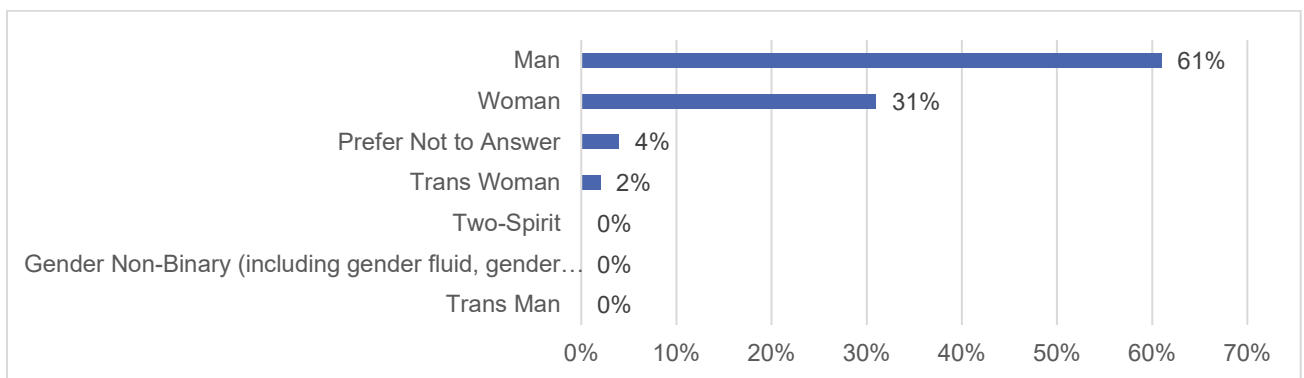
Most survey respondents (29%) drive in or near the project area, followed by 23% of respondents who bike. 21% of survey respondents walk while 18% take public transit.

Age | n=45



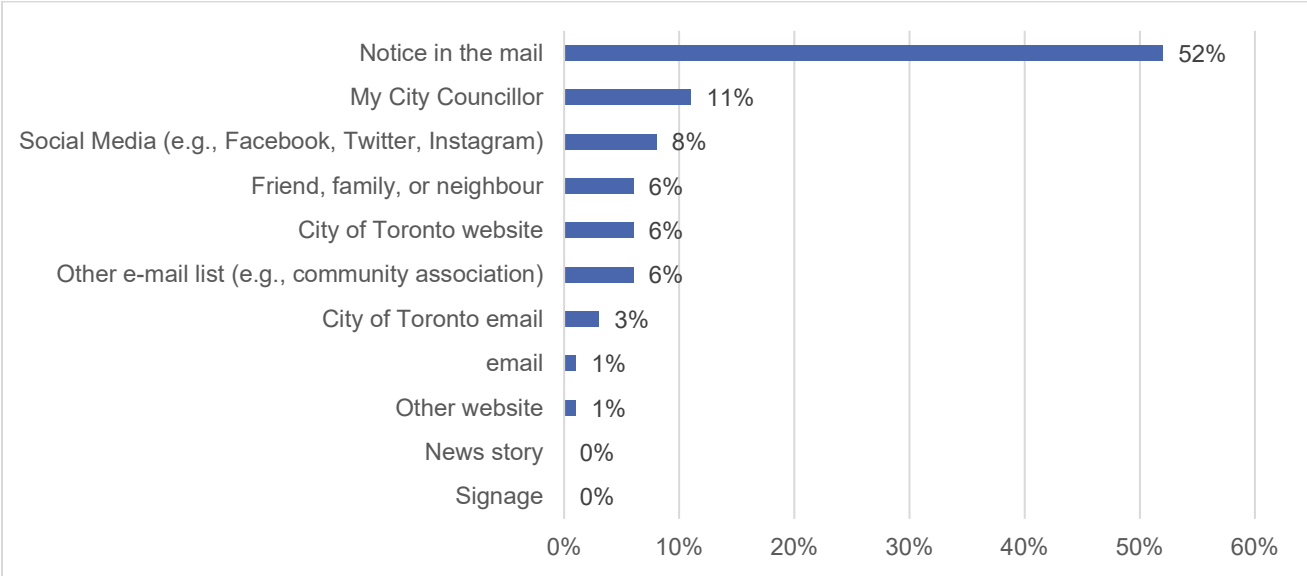
Over half of survey respondents identified as being between the ages of 30-54. 16% identified as being in their twenties while 13% identified as being 55-64. Youth 10-19 made up 8% of survey respondents while seniors 65 and over made up 7% of respondents.

Gender | n=44



The vast majority (61%) of survey respondents identified as being men, while 31% identified as being women. Trans women made up 2% of respondents.

How did you hear about this survey? | n= 47



Most survey respondents heard about this consultation by the flyer delivered to the project area, followed by communication by the local councillor.