



Bathurst Complete Street

Public Consultation Report

February 2025



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Consultation Summary

Public and interest group consultation for Bathurst Complete Street took place from December 10, 2024 to February 7, 2025. Prior to this, the project was introduced in February 2024 as part of an information campaign about proposed and planned bikeways in the Bathurst-North York area in March 2024.

Several consultation activities were initiated for the project, including:

- One-on-one key interest group meetings with 3 schools,
- 2 general virtual interest group meetings
- 1 Public Consultation Event
- Feedback survey
- Comment Tracking via a dedicated project email and telephone line.

Over 30 people attended the Public Consultation Event, and 168 survey responses were received along with 31 people providing comments by mail, phone and email.

Communications to inform the public and interest groups about the project and opportunities to participate included a [project web page](#), targeted emails to project stakeholders, 19,383 flyers distributed by Canada Post throughout the project area and installation of signage promoting the project at several intersections in the project area.

Feedback received shows significant support for the project, with some top priorities for residents including improved safety at intersections, addition of new trees and other greening/streetscaping improvements, separated cycle tracks and improvements to TTC infrastructure. Feedback suggested that design features such as intersection improvements and separated cycle tracks would provide a safer option for vulnerable road users who commute along Bathurst Street. It also suggested that new trees and streetscape improvements would make the corridor more inviting and encourage community members to walk to community destinations such as the Earl Bales Community Centre, the Sherman Campus, the Finch Hydro Corridor and schools. While there is significant support for cycle tracks, feedback encouraged staff to ensure that where multi-use trails are proposed, which would be shared between cyclists and pedestrians, are designed to be as safe as possible to alleviate conflict between both road users. This includes the proposed multi-use trail on the east side of Bathurst Street at the entrance to the Sherman Campus.

Feedback highlighted concerns over potential construction impacts, with many citing that traffic congestion along Bathurst Street will worsen and that impacts could be felt over four years. There is perception that traffic volumes on local roads such as Patricia Avenue, where two schools are located, and arterial roads such as Finch Avenue West, where one school is located, would increase as vehicles try to avoid Bathurst Street. Residents and community interest groups encouraged staff to consider a comprehensive traffic management plan to mitigate congestion impacts during construction.

Despite no plans to construct cycle tracks in the roadway and no changes to the number of vehicle travel lanes, some feedback received expressed worry about traffic congestion after the project is completed. References were made to intersection improvements such as curb radii reduction, with feedback suggesting that such improvements would make it more difficult for cars to make turns on and off Bathurst Street and cause cars to form long queues in right-turn lanes, including at Sheppard Avenue West, Finch Avenue West and Dewlane Drive, resulting in longer travel times.

Feedback received also expressed dissatisfaction with the cost of the project. Though not yet determined, many residents feel the project will be expensive and is not needed at this time given sentiments that the City is experiencing financial constraints. It is felt by some that spending money on this project at this time is unwarranted given the low cycling ridership numbers along Bathurst Street.

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

Project Overview

The City of Toronto is proposing to install road safety and streetscape improvements along 4.7 kilometers of Bathurst Street from Steeles Avenue to Bainbridge Avenue and Raoul Wallenberg Road. The project includes road resurfacing along with proposed changes such as new off-street multi-use trails, cycle tracks in the boulevard next to the sidewalk, bus stops enhancements and relocations, tree planting, and greening to capture storm water. The proposed changes are part of the Council approved 2025 – 2027 Cycling Network Plan, and incorporate complete street features to fulfill the City’s commitment to the Vision Zero Road Safety Plan. No motor vehicle travel lanes are proposed to be removed.

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/bathurstcompletestreet
- Notice (translated in Farsi, Mandarin and Russian) delivered through Canada Post (19,383 addresses in the project area)
- E-notification to project subscribers (30 contacts)
- Email to interest groups including residents associations, community groups, organizations, institutions and elected officials (77 contacts)
- Social media posts @TO_Cycling and GetInvolvedTO
- Large project signs at intersections throughout the project area

Consultation Activities

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

Activity	Date	Participation
Bathurst- North York Complete Street Pop-up Event	March 15, 2024	31 members of the public engaged
Bathurst Street and Finch Avenue West Accessibility Site Walk	November 27, 2024	3 representatives
Property Meeting	November 28, 2024	1 Property Owner
Targeted/key Interest Group Meeting	December 10, 2024	1 representative
Targeted/Key Interest Group Meeting	December 11, 2024	2 representatives
Virtual Interest Group Meeting (Ward 6)	January 13, 2025	5 attendees (46 invited)
Virtual Interest Group Meeting (Ward 18)	January 15, 2025	3 attendees (31 invited)
Public Consultation Event	January 30, 2025	35 attendees
Online Survey	January 20- February 5, 2025	168 respondents
Email/Phone	January 15 - February 7, 2025	31 comments received from 28 individuals

What We Heard

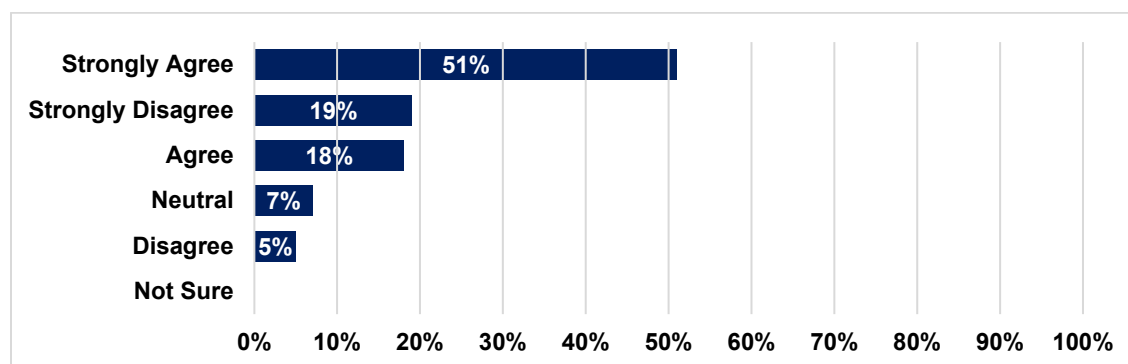
- Feedback suggests considerable support for the project. In the survey, for example, 69% of respondents either 'strongly agree' or 'agree' that the proposed changes on Bathurst Street could improve safety and comfort for all road users, including pedestrians, people who drive and people who cycle. Many emails received expressed enthusiasm about the proposed aesthetic improvements to the area, including adding trees as well as planting shrubs and other streetscaping efforts. At the same time, feedback expressed caution regarding the level of safety of proposed multi-use trails, citing potential conflicts between cyclists and pedestrians.
- There is a perception that the project will be expensive and that it is unnecessary to proceed to implementation, given the financial state of the City and given that Bathurst Street does not experience high ridership.
- Though there are no plans to construct cycle tracks in the roadway, feedback expressed worry about increased traffic congestion with new infrastructure added to the roadway. Specific references were made to improvements such as curb radii reductions intended to slow vehicles to making turns on and off Bathurst Street and cause cars to form long queues in right-turn lanes, including at Sheppard Avenue West, Finch Avenue West and Dewlane Drive, resulting in longer travel times.
- Residents are concerned about the impact that road resurfacing and construction of bikeways will have on traffic congestion. Anticipated impacts include higher traffic volumes on side streets in the project area as motor vehicle drivers attempt to avoid Bathurst Street during this work. This was expressed across all Interest Group meetings, as well as the Public Event.

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 for survey participant profile.

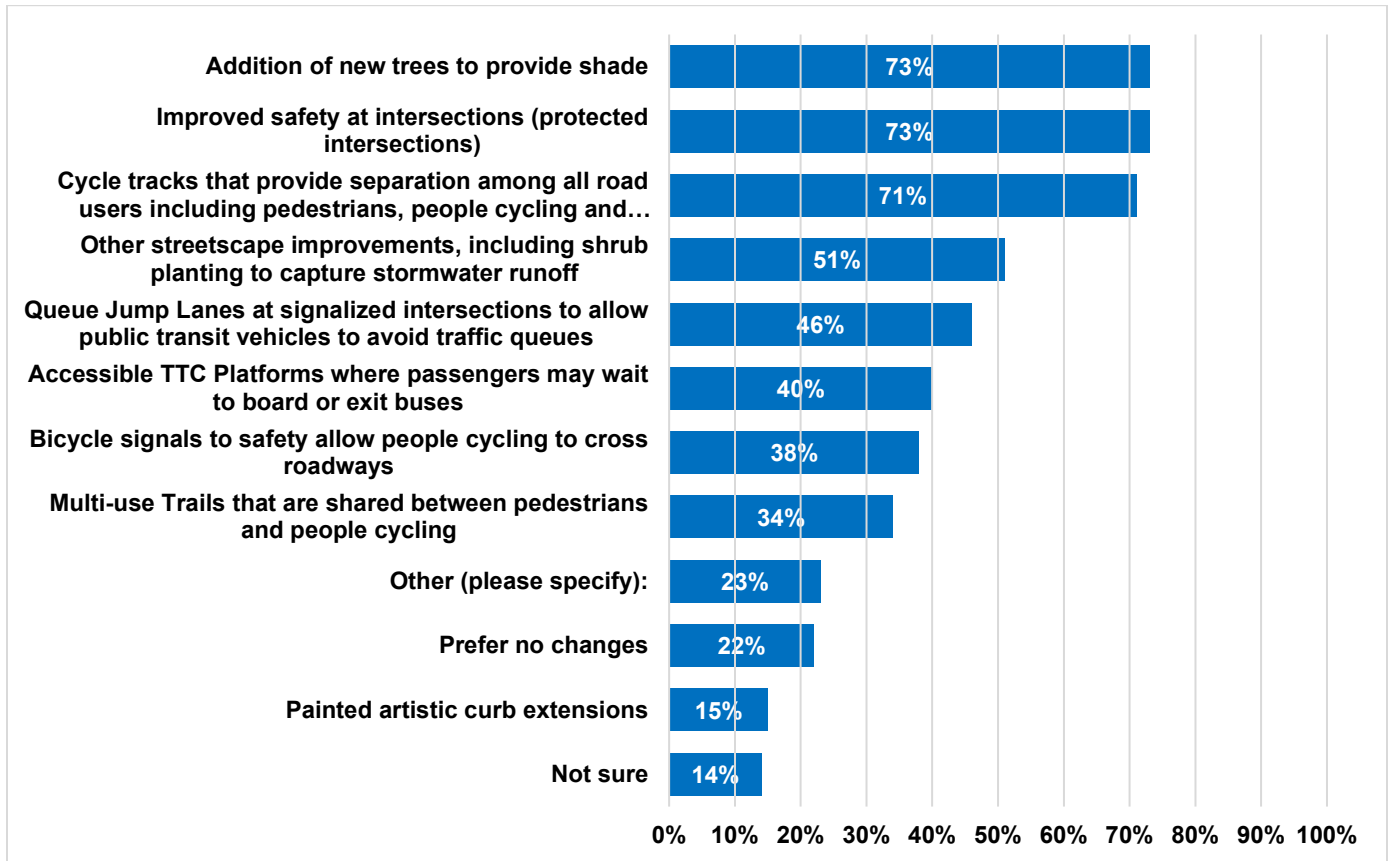
Responses received to each question are presented in this section.

Question – Overall, do you agree that the proposed changes on Bathurst Street could improve safety and comfort for all road users, including pedestrians, people who drive and people who cycle?



There were 154 respondents to this question, with 69% responding strongly agree or agree, 24% responding strongly disagree or disagree and 7% responding neutral.

Question – Which of the proposed design features for Bathurst Street are most important to you?



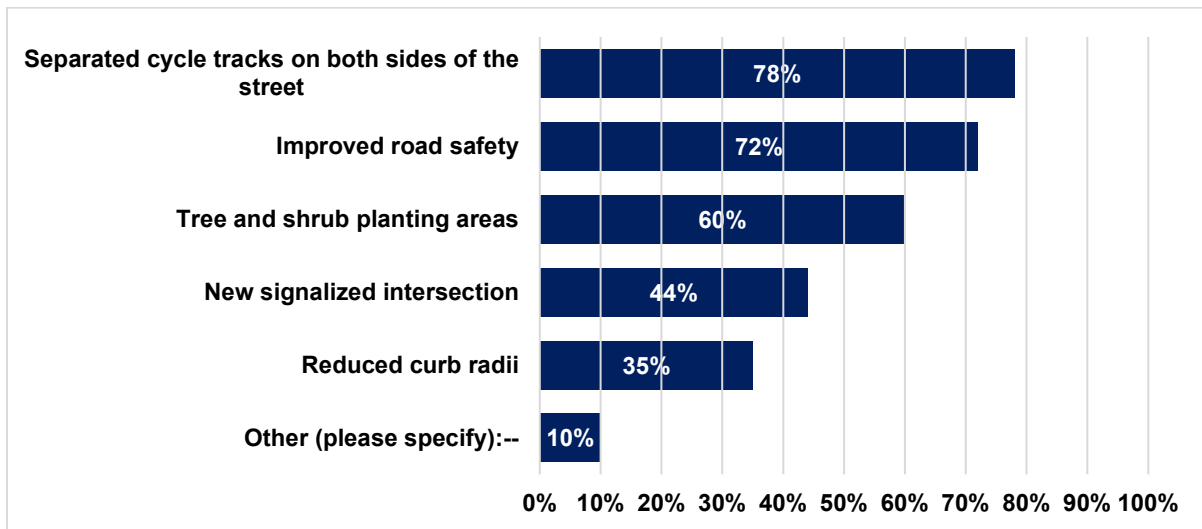
There were 154 respondents to this question, with 73% responding addition of new trees to provide shade and improved safety at intersections (protected intersections), 71% responding cycle tracks; 5% neutral and 24% unsupportive or very unsupportive. A total of 14% of respondents were not sure. Respondents were allowed to provide 5 responses to this question.

Other responses submitted include:

- No changes needed/Please don't make any changes
- Connections to other safe cycling paths
- More (smaller) trees
- Keeping all travel lanes
- No bike lanes
- Proper right turn lanes

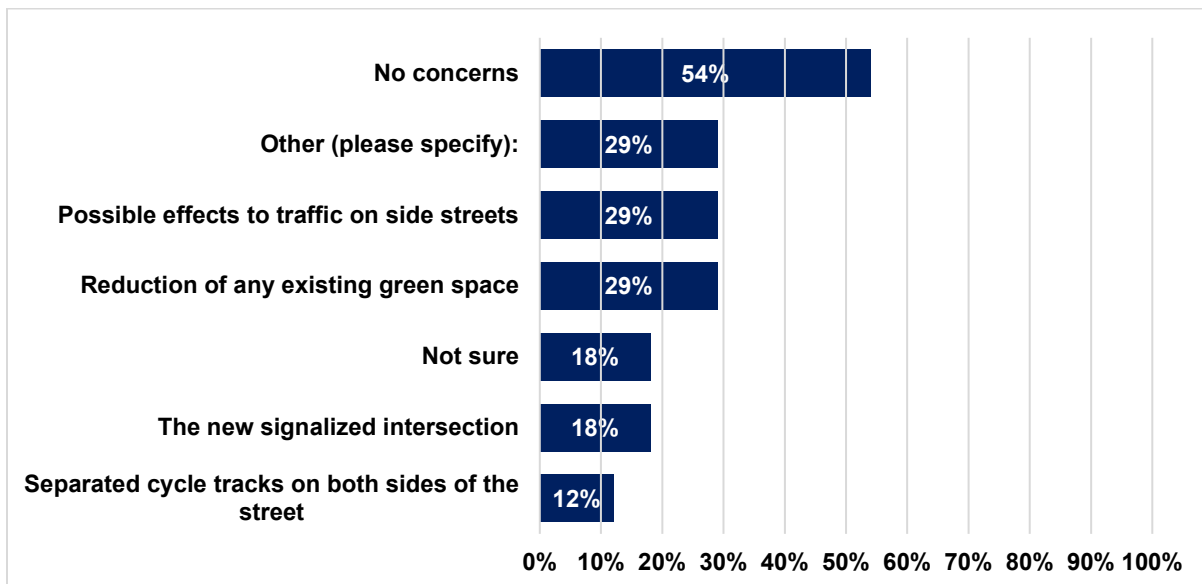
Proposed Changes: Steeles Avenue West to Mid-Block between Patricia Avenue & Drewry Avenue

Question – What do you like about the proposed changes for this segment?



There were 68 respondents to this question, with 78% responding “separated cycle tracks on both sides of the street”, 72% responding “improved road safety” and 60% responding “tree and shrub planting areas”. A total of 10% of respondents selected “other”. Respondents were allowed to provide their top 3 responses to this question.

Question – What concerns do you have about proposed changes for this segment?
Select your top three.



There were 68 respondents to this question, with 54% responding “no concerns”, 29% responding “other” and/or “possible effects to traffic on side streets and/or “reduction of any

existing green space". A total of 18% of respondents were not sure. Respondents were allowed to provide their top 3 responses to this question.

Other responses include:

- Construction will be disruptive/take a long time
- No plan to address missing sidewalk on Dewlane Drive
- Lack of transit priority
- Reduced curb radii will force wider vehicles to turn into oncoming traffic or in the wrong lane

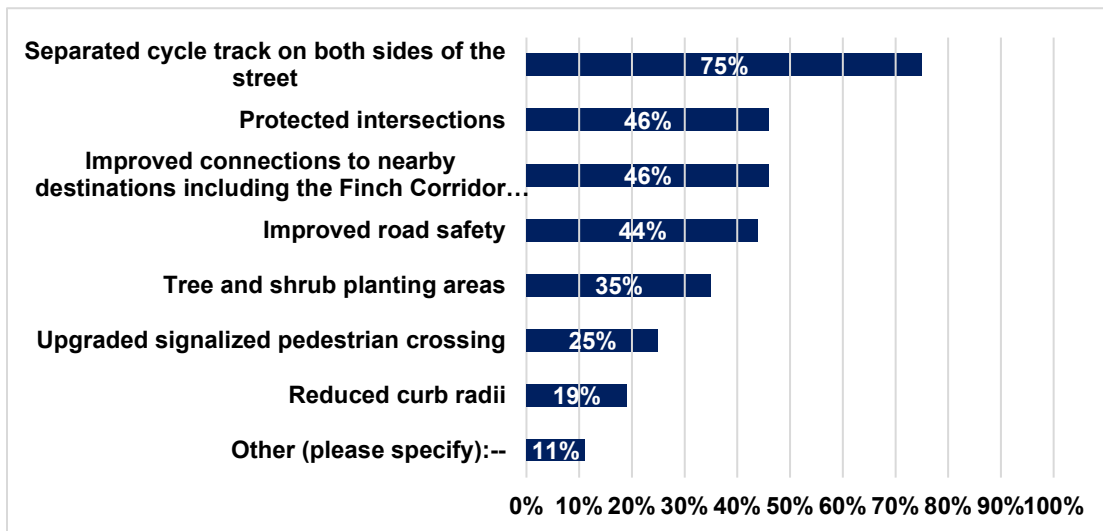
Question- In a few words, please explain your response. You can provide additional comments later in the survey.

There were 25 responses to this question, summarized below:

Topic	Comment Summary
Construction Impacts	<ul style="list-style-type: none"> - Construction will result in lane reductions and cause traffic congestion
Design Type	<ul style="list-style-type: none"> - Separated cycle tracks in the area will be very helpful to reduce conflict between road users - Intersection improvements at Greenwin Village Road and Fisherville Road will make a big difference as it is currently difficult to navigate - Advance pedestrian signals will slow traffic - The addition of a traffic light will increase commuting time for people driving - Add raised crossings - Add sturdier curb bumpouts at Steeles Avenue
Opposition to Cycle Tracks	<ul style="list-style-type: none"> - Fix the road only; no need for cycle tracks - Not a lot of people cycle in this area - Bike lanes will only increase traffic
Safety	<ul style="list-style-type: none"> - Pedestrian safety needs to be prioritized - Appreciate the protected intersections and cycle lanes with separation as it makes commuting along Bathurst Street feel safer - Better safety for pedestrians and cyclists needed between the Metro Plaza and McDonalds
Support for Project	<ul style="list-style-type: none"> - Highly supportive of proposal - Project is a great idea - Current street is too busy for cycling and sidewalks are too narrow so bike lanes are welcome - Separated cycle tracks in the area will be very helpful
Transit Priority	<ul style="list-style-type: none"> - High ridership in the area; consider dedicated busway - Fewer bus stops are needed - Include signal priority for buses

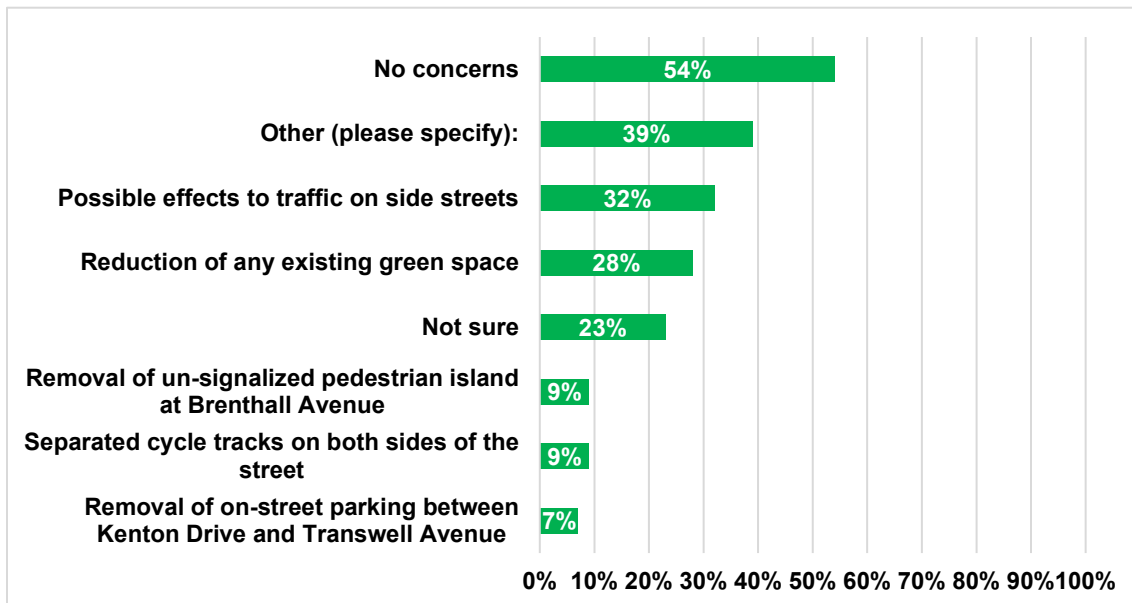
Proposed Changes: Mid-Block between Patricia Avenue & Drewry Avenue to Yorkview Drive

Question – What do you like about the proposed changes for this segment? Select your top three.



There were 57 respondents to this question, with 75% responding “separated cycle tracks on both sides of the street”, 46% responding “improved connections to nearby destinations including the Finch Corridor Recreational Trail” and/or “protected intersections” and 44% responding “improved road safety”. A total of 11% selected “other”. Respondents were allowed to provide their top 3 responses to this question.

Question – What concerns do you have about proposed changes for this segment? Select your top three.



There were 57 respondents to this question, with 54% responding “no concerns”, 39% responding “other” and 32% responding “possible effects to traffic on side streets”. A total of

13% selected “not sure”. Respondents were allowed to provide their top 3 responses to this question.

Other responses include:

- Construction will reduce lanes on Bathurst Street during construction and create traffic congestion
- Leading pedestrian intervals cause delays for people driving
- Queue jump lanes cause more traffic
- Any intersection with a stop sign should have raised crossing
- Proposal is a waste of money
- Dedicated busway needed
- More improvement needed at Finch Hydro Corridor , including improved alignment for crossing

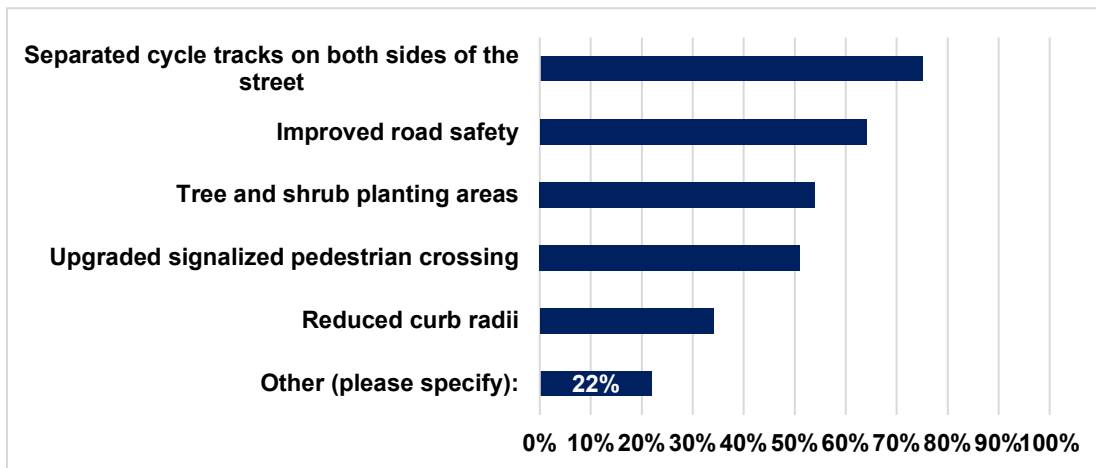
Question- In a few words, please explain your response. You can provide additional comments later in the survey.

There were 22 responses to this question, summarized below:

Theme	Summary
Construction Impacts	<ul style="list-style-type: none"> - Construction will reduce lanes on Bathurst Street and create traffic congestion
Design Types/Considerations	<ul style="list-style-type: none"> - Improved road safety, cycle tracks and protected intersections are important changes - Great to create a connection to Finch Hydro Corridor Trail - Ensure more sturdy curb bump outs and raised pedestrian crossings along with better illumination are added, especially at Bathurst Street and Finch Avenue - The one-way cycle tracks force cyclists to switch to the other side of the road to use the multi-use trail and that is a safety concern
Impact of Proposed Changes	<ul style="list-style-type: none"> - Proposed changes will allow easier access through the area
Opposition to Project	<ul style="list-style-type: none"> - This is a waste of taxpayer money - Dedicated cycle tracks on Bathurst Street are not needed - Have never seen people riding bicycles along Bathurst Street
Safety of Vulnerable Road Users	<ul style="list-style-type: none"> - Improvements should prioritize vulnerable road users first and foremost - We need to make streets safer for pedestrians
Support for Project	<ul style="list-style-type: none"> - Encouraging staff to implement all changes - Highly supportive of the project - Design is great
Traffic Flow	<ul style="list-style-type: none"> - Ensure changes do not impact traffic flow - Traffic is currently a huge issue on Bathurst Street and on side streets. Improvements should focus on reducing congestion

Proposed Changes: Yorkview Drive to Sherman Campus (Prosserman Jewish Community Centre) Entrance

Question – What do you like about the proposed changes for this segment? Select your top three.

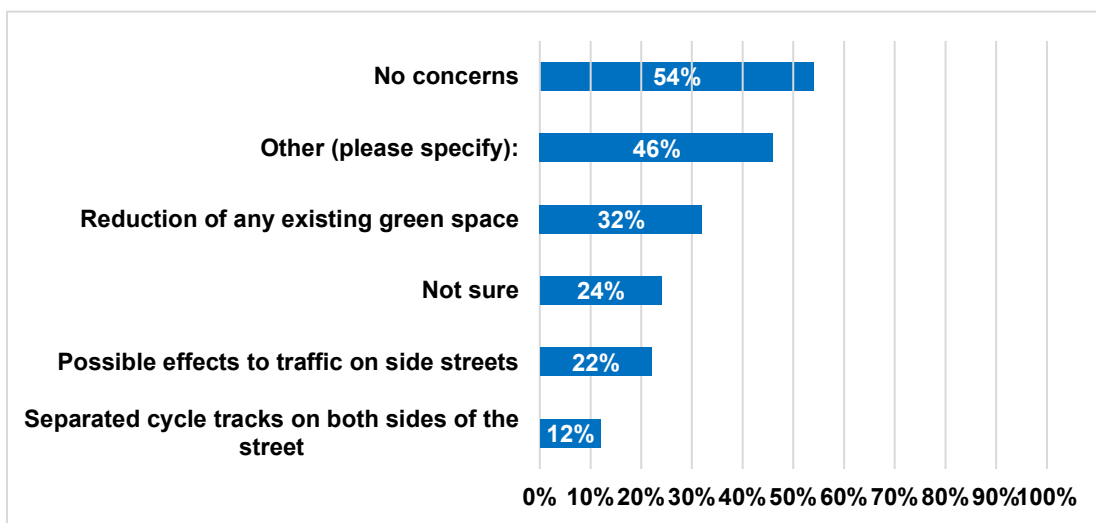


There were 59 respondents to this question, with 75% responding “separated cycle tracks on both sides of the street”, 64% responding “improved road safety”, and 54% responding “tree and shrub planting”. A total of 22% reported “other”. Respondents were allowed to provide their top 3 responses to this question.

Other responses include:

- Grass separation for cycle and pedestrian tracks
- Raised crossing as physical reminder to stop
- Retention of motor vehicle travel lanes

Question – What concerns do you have about proposed changes for this segment? Select your top three.



There were 59 respondents to this question, with 54% responding “no concerns”, 46% responding “other” and 32% responding “reduction of any existing green space”. A total of 24% responded “not sure”. Respondents were allowed to provide their top 3 responses to this question.

Other responses include:

- A dedicated busway is needed given the high ridership
- Potential traffic as a result of changes
- Project should not be prioritized given the financial state of the City
- Potential property tax increases/the taxpayer bearing the cost of the project
- Multi-use trails are dangerous for pedestrians when shared with cyclists
- TTC stops before the intersection will result in longer wait times for cars wanting to turn right

Question- In a few words, please explain your response. You can provide additional comments later in the survey.

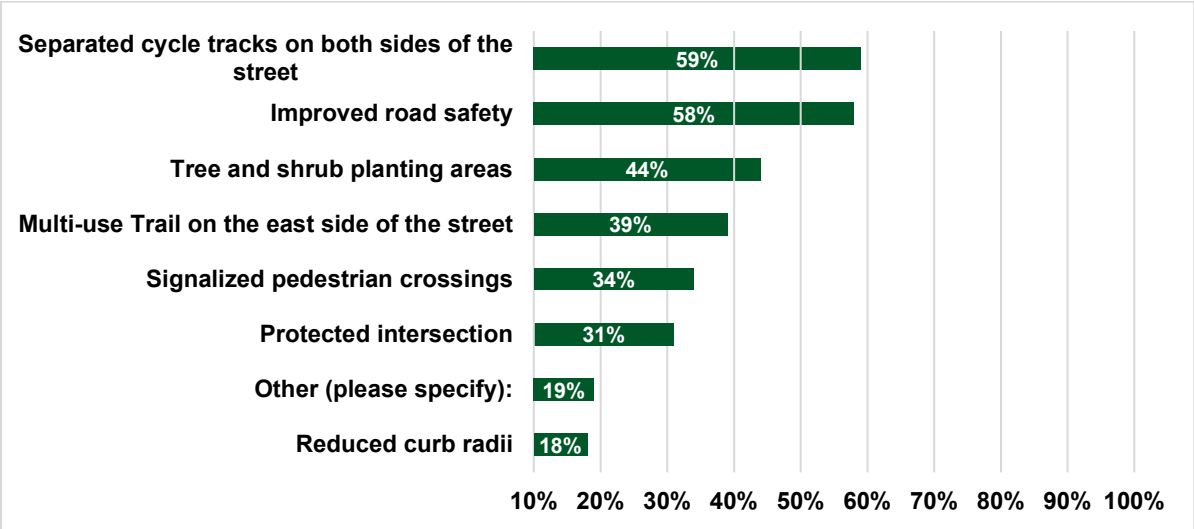
There were 26 responses to this question, summarized below:

Theme	Summary
Construction Impacts	<ul style="list-style-type: none"> - Construction will reduce lanes on Bathurst Street and create traffic congestion
Design Types/Considerations	<ul style="list-style-type: none"> - Cycling the hill around the Sherman Campus is currently unsafe and separating modes of transit could solve that issue Improved road safety, cycle tracks and protected intersections are important changes - Multi-use trails will be unsafe for pedestrians - Great to create a connection to Ear Bales Park - Ensure more sturdy curb bump outs and raised pedestrian crossings along with better illumination are added, especially at Bathurst Street and Finch Avenue - The one-way cycle tracks force cyclists to switch to the other side of the road to use the multi-use trail and that is a safety concern - Streetscape proposal should have a natural feel to make the area more welcoming - Consider narrowing the road as part of the project
Opposition to Project	<ul style="list-style-type: none"> - Defer the project until the City has addressed more pressing issues - Bike lanes are not a priority right now - Put the bike lanes on side streets - No one is biking along Bathurst Street as it is too steep - This is a waste of taxpayer money
Safety of Vulnerable Road Users	<ul style="list-style-type: none"> - The speeding on Bathurst Street needs to be addressed as it impacts pedestrians - We need to make streets safer for pedestrians
Support for Project	<ul style="list-style-type: none"> - The area is not currently walkable or bikeable and this could encourage more biking and walking to local destinations

Theme	Summary
	<ul style="list-style-type: none"> - The proposal is a complete street which means a fair share of the road for all users - Design considers cycling connectivity and expanding green space and is supported - As cyclists in the area, these road safety improvements are appreciated
Traffic Flow	<ul style="list-style-type: none"> - Ensure changes do not impact traffic flow - Proposal will create more traffic congestion than what currently exists

Proposed Changes: Sherman Campus (Prosserman Jewish Community Centre) Entrance to Bainbridge Avenue and Raoul Wallenberg Road

Question – What do you like about the proposed changes for this segment? Select your top three.

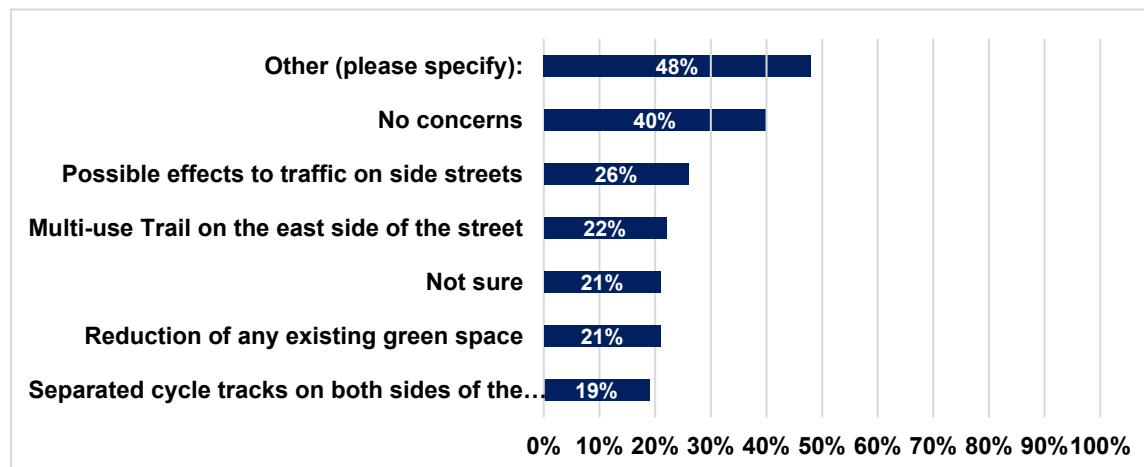


There were 85 respondents to this question, with 59% responding “separated cycle tracks on both sides of the street”, 58% responding “improved road safety”, and 44% responding “tree and shrub planting”. A total of 19% reported “other”. Respondents were allowed to provide their top 3 responses to this question.

Other responses include:

- TTC queue jump lane
- A reliable connection from Codsell Drive to nearby local destinations
- Retention of motor vehicle travel lanes

**Question – What concerns do you have about proposed changes for this segment?
Select your top three.**



There were 85 respondents to this question, with 48% responding “other”, 40% responding “no concerns”, and 26% responding “possible effects to traffic on side streets”. A total of 21% were not sure. Respondents were allowed to provide their top 3 responses to this question.

Other responses include:

- More greenspace should be added
- The multi-use path should be on both east and west sides of the streets, as it is confusing to switch between the multi-use path and sidewalk
- It does not address speeding
- The cycle tracks in this segment just ends and puts the cyclist at risk/cycle tracks should go to Wilson Avenue
- Not all streets have raised crossing
- The cost of the project
- Construction will reduce lanes and cause horrible gridlock
- Bike lanes are not a priority in this area at this time
- Buses will occupy right turn lanes on Bathurst Street
- It is a burden to the taxpayer

Question- In a few words, please explain your response. You can provide additional comments later in the survey.

There were 42 responses to this question, summarized below:

Theme	Summary
Construction Impacts	- Construction will reduce lanes on Bathurst Street during the construction phase which will create traffic congestion for all travellers
Cycling Connections	- Proposal is creating improved recreational access to Earl Bales Park, Sherman Campus
Design Types/Considerations	- Multi-use Trails can increase conflict between cyclists and pedestrians. Ensure the trail is wide enough to prevent conflicts - There should only be cycle tracks instead of Multi-use Trails

Theme	Summary
	<ul style="list-style-type: none"> - Design should include measures to reduce motor speeds on Bathurst Street - All proposed bump-ups should be made using sturdy materials and not flexi-posts
Opposition	<ul style="list-style-type: none"> - The speeding on Bathurst Street needs to be addressed as it impacts pedestrians - We need to make streets safer for pedestrians
Safety	<ul style="list-style-type: none"> - The area is not currently walkable or bikeable and this could encourage more biking and walking to local destinations - The proposal is a complete street which means a fair share of the road for all users - Design considers cycling connectivity and expanding green space and is supported - As cyclists in the area, these road safety improvements are appreciated
Support for Project	<ul style="list-style-type: none"> - In support of all the changes and improvements proposed - Proposal will create a better experience for all road users
Transit	<ul style="list-style-type: none"> - Prioritize improving public transit
Traffic Flow	<ul style="list-style-type: none"> - Ensure proposed changes do not impact traffic flow - Prioritize fixing the traffic issues before making these changes

Question – Please share any additional comments, concerns, observations, or suggestions related to the Bathurst Complete Street project.

There were 70 responses to this question, summarized below:

Theme	Summary
Cost/Financial Concerns of Project	<ul style="list-style-type: none"> - The project seems very expensive - This is a waste of taxpayer money - Please do not proceed with this expensive work - There are other priority issues in the City that the money should be spent on implementing
Design Considerations	<ul style="list-style-type: none"> - Right hand turning lane is needed northbound at Bathurst Street and Sheppard Avenue - Reconsider Multi-use Trails and keep a consistent cycle track - Consider connecting the bike lanes to Wilmington bike lanes - Need clearly paved and marked connections to additional trails, including to G Ross Lord Park, Earl Bales Park via the Hinder property, and the trails behind Sherman Campus - There should be even more tree coverage, especially in hilly areas - Consider lowering the speed on Bathurst Street - Replace leading pedestrian intervals with leading through arrow intervals - Design forces cyclists to switch to the other side of the road to use Multi-use Trail and is confusing

Theme	Summary
	<ul style="list-style-type: none"> - Extend concrete medians at major intersections to prevent cars from crossing multiple lanes of oncoming traffic - Protected intersections should have pedestrian refuge islands between the cycle track and roadway in order to shorten the crossing distance
Duration of Work	<ul style="list-style-type: none"> - 4 years is a long, disruptive period for the project to be implemented - Inquiry regarding why the work needs to occur over such a lengthy period - Wish implementation would be over a shorter period of time
Opposition to Project	<ul style="list-style-type: none"> - The City should not install bike lanes in this area - This project is not necessary - This is not wanted by residents - This project is not appropriate for this area as no one bikes here - Stop catering to cyclists
Safety Concern	<ul style="list-style-type: none"> - Will not feel safe using Multi-Use Trails - Consider how these changes will impact seniors with vision and mobility issues - Concerned about how dangerous the design could be for people with dogs - Pedestrian infrastructure at major intersections need to be improved
Support for Project	<ul style="list-style-type: none"> - Love the project, especially since it does not require taking away motor vehicle travel lanes - Support these projects that provide better safety for all road users - Strong support for the project and hope it is implemented - Children will now be able to safely bike to school - Happy that Bathurst Street will be beautified - Designs provide fair share of road space for all road users and does not remove current travel lanes for motor vehicles - support green space, pedestrian and bike friendly improvements, more trees
Traffic Congestion	<ul style="list-style-type: none"> - Hoping that this project will not result in increased traffic in the area - Traffic congestion will increase as a result of the construction
TTC Operations	<ul style="list-style-type: none"> - Good idea to move the bus stop north of Bathurst Street and Ellerslie Avenue to the south - Need dedicated bus lanes to move more people along this busy commuting route - Inquiry regarding what will happen to Raoul Wallenberg bus stop - More should be done to increase bus speed and capacity
General	<ul style="list-style-type: none"> - Consider extending the cycle track further south past the 401 - Provide more bike parking facilities along the area

Theme	Summary
	<ul style="list-style-type: none"> - Survey does not general real feedback - Need to see data that justifies making these improvements

Public Consultation Event

The public consultation event held on January 30 included a presentation followed by a Question & Answer period, as well as an opportunity for attendees to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Comment Summary
Construction Considerations	<ul style="list-style-type: none"> - Ensure access is always maintained on Bathurst Street so that commuting time does not significantly increase - Add time restrictions during construction for cars using side streets such as Eilerslie Drive to reduce bottleneck on these streets
Cost of Project	<ul style="list-style-type: none"> - Concerns regarding the cost of the project and its impact to taxpayers
Design Considerations	<ul style="list-style-type: none"> - Consider signaling instead of a midblock crossing to the north at Reiner Road - Add protected island at the Northeast corner of Bathurst Street and Greenwin Village Road, as well as Bathurst Street and Fisherville Drive - Increase signal timing for cars at Sherman Campus - Additional signage needed at Newtonbrook Trail - Consider restriction right-turn-on-red at all intersections - Add advanced left turn at Bathurst Street and Dewlane Drive - Add bike crossing at Cedarcroft Drive and Patricia Avenue - Inquiry regarding traffic congestion as a result of curb radii reductions
Effectiveness of Vision Zero	<ul style="list-style-type: none"> - More accidents have been caused on Bathurst Street since Vision Zero has been implemented
TTC Operations	<ul style="list-style-type: none"> - Add TTC bus parking on Greenwin Village Road
General	<ul style="list-style-type: none"> - More studies need to be done of the use of the cycle tracks - Want to see penalties on red light infractions for pedestrian and cyclists - An education piece for all road users needs to be added to this project to remind road users of their responsibilities when using the road

Interest Group Feedback

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

Topic	Comment Summary
Accessibility	<ul style="list-style-type: none"> - Inquiry regarding what accessibility learnings have been incorporated into the project
Bikeway Design	<ul style="list-style-type: none"> - Inquiry regarding size of bikeway, given the size of bikeways on University Avenue - Inquiry regarding whether bikeways will be separated from car traffic for the entire length of the project

Topic	Comment Summary
	- Inquiry regarding how whether multi-use trails will be uni-directional or bi-directional
Connection to Other Bikeways/Extension	- Inquiry regarding how multi-use trails will connect to other proposed bikeways to prevent cyclists from riding the wrong way - Inquiry regarding how the bikeway will connect to destinations such as York University, Finch Hydro Corridor Trail and the City of Vaughan
Construction Impacts	- Inquiry regarding the scale of construction impacts - Inquiry regarding increased commuting time for people driving during construction, given previous experiences on Bathurst Street
Consultation	- Inquiry regarding the inclusion of synagogues in the area in conversations about the project
Design Considerations	- There is not enough room for the bus stop plus cycle track and to store snow at Bathurst Street and Delaware Drive - Inquiry regarding the inclusion of street furniture such as community boards close to plazas or designated crossing areas - Tree Planting request at 5978 Bathurst Street
Impact to Future Development	- Inquiry regarding how the project will affect future development along the Bathurst corridor, especially in the areas north of Finch Avenue
Impact to Trees	- Inquiry regarding how much of the pathway will be needed to achieve a true tree canopy as depicted in the project rendering - Inquiry regarding how many new trees will be planted and where
Safety Concerns and Considerations	- At Bathurst Street and Patricia Avenue there is a safety concern due to several car accidents. - At Bathurst Street and Rockford Drive, the road curves and gives drivers the impression that they can speed.
Support for Designs	- Safer sidewalks will be most impactful to community - The safer cycling infrastructure will present cycling as a viable option and make the area more welcoming
Traffic Flow	- Inquiry regarding consideration of adding a left turn lane heading northbound on Bathurst Street to Sheppard Avenue

Additional Feedback

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

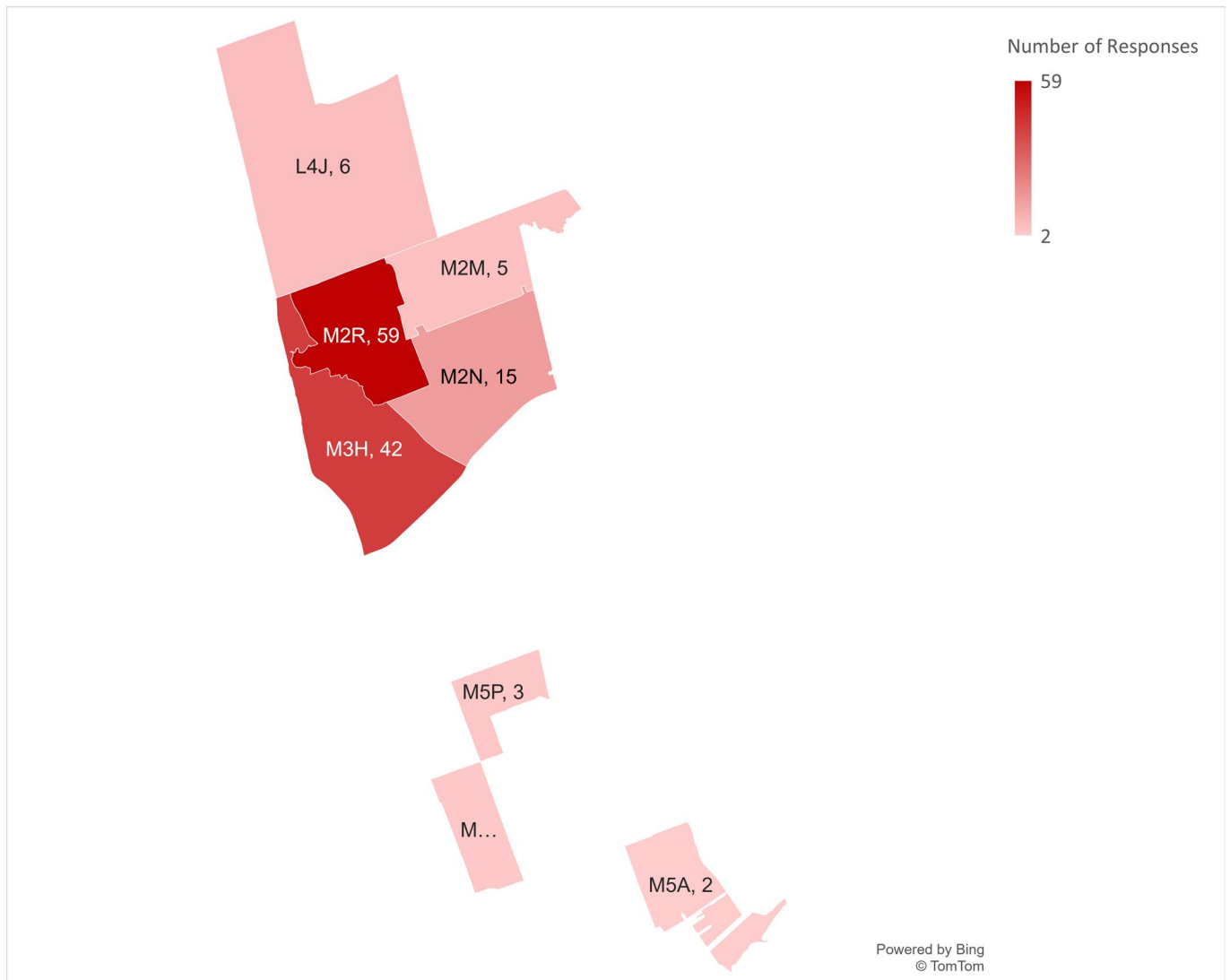
Theme	Comments
Construction Impacts	- Implementation of the project will result in more travel delays because of the construction - Construction on Bathurst Street in 2023-2024 negatively impacted businesses and residents and should not be repeated
Consultation Concerns	- Inquiry regarding translated materials and the rationale for translation in Russian, Mandarin and Farsi, when English and French are the official languages
Current Congestion Issues	- Suggestion to extend the concrete median on Bathurst Street at the Bathurst-Sheppard Plaza so vehicles accessing plaza do not cause traffic backups on Bathurst Street - Current proposal does not solve the issue of current traffic congestion on Bathurst Street - Left turn light is needed at Bathurst Street and Sheppard Avenue

Theme	Comments
	<ul style="list-style-type: none"> - There are traffic congestion issues at Bathurst Street and Greenwin Village Road that extends to Greenwin Village Road and Bisson Drive, due to TTC queuing on Greenwin Village Road
Design Considerations	<ul style="list-style-type: none"> - Not supportive of the cutting down of trees - Preference for multi-use trails instead of cycle tracks - Supportive of decision to place construct cycle tracks in the area between the roadway and sidewalk and not in the roadway, which would take away a motor vehicle travel lane - Curb radii reduction would result in congestion on side streets - Suggest installing protected intersections at all signalized intersections - Tree planting should be done closer to the curb and the cycle tracks towards the sidewalk to ensure greater safety
Opposition to Project	<ul style="list-style-type: none"> - This project is a waste of taxpayer money - Do not move forward with this project and instead spend it on other priority issues - No one cycles in the area so it is a terrible decision to add bike lanes - Adding cycle tracks will slow down traffic and cause chaos
Safety Concerns	<ul style="list-style-type: none"> - There have been recent accidents at the intersection of Bathurst Street and Carscadden Drive and Ellerslie Avenue. This intersection is unsafe - The proposal is adding another variable to an already busy street instead of solving the current safety issues at intersections - Please address the issue of e-scooters and bikes riding on the sidewalk even when bike lanes are installed - Proposal will make it unsafe for people who walk along Bathurst Street with their dogs, due to the reduction in the current size of green spaces in the area beside the sidewalk - Multi-use trails are unsafe because of the potential for conflict between pedestrians and cyclists
Support for Project	<ul style="list-style-type: none"> - Having lived in the area for many years, this level of community renovation is welcome - The proposed improvements will make it safer and easier to walk to destinations such as Earl Bales Park - Ecstatic that the city is installing dedicated bike lanes and hopefully raised crossings to protect people walking, biking and driving

Appendices

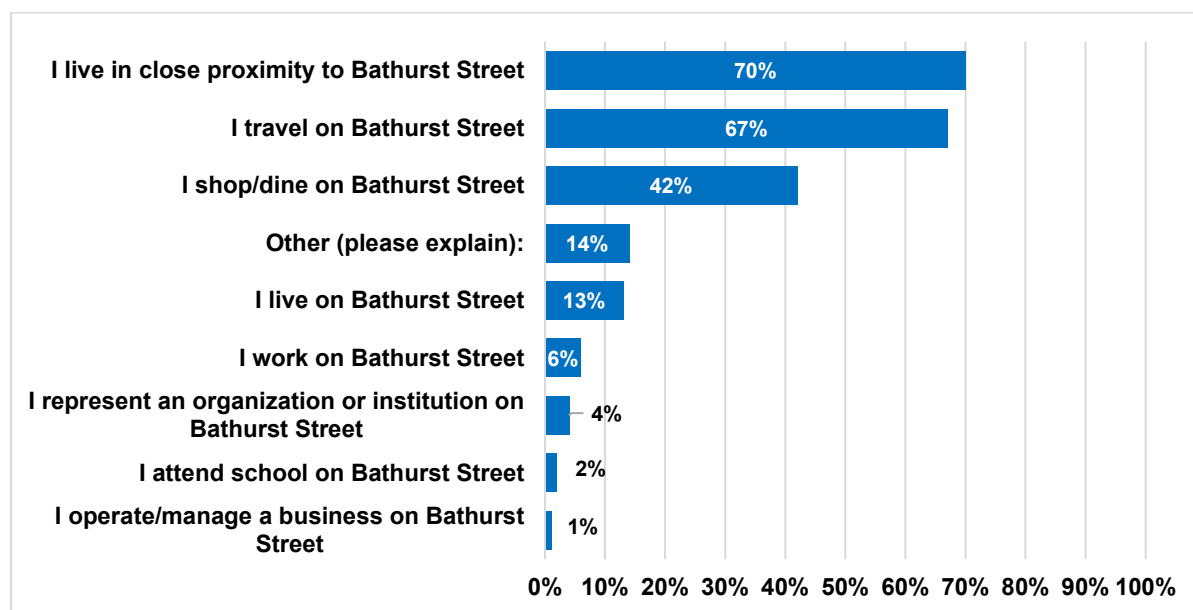
A total of between 13 and 168 survey respondents provided optional demographic information described below.

Postal Code | n=168



Just under half of all survey respondents live in or near the study area (M2R) between Steeles Avenue and the Hinder Property, with 42 respondents living in the Bathurst Manor area and other respondents scattered across the city. Notably, 6 responses were received from the Thornhill area, outside the City of Toronto.

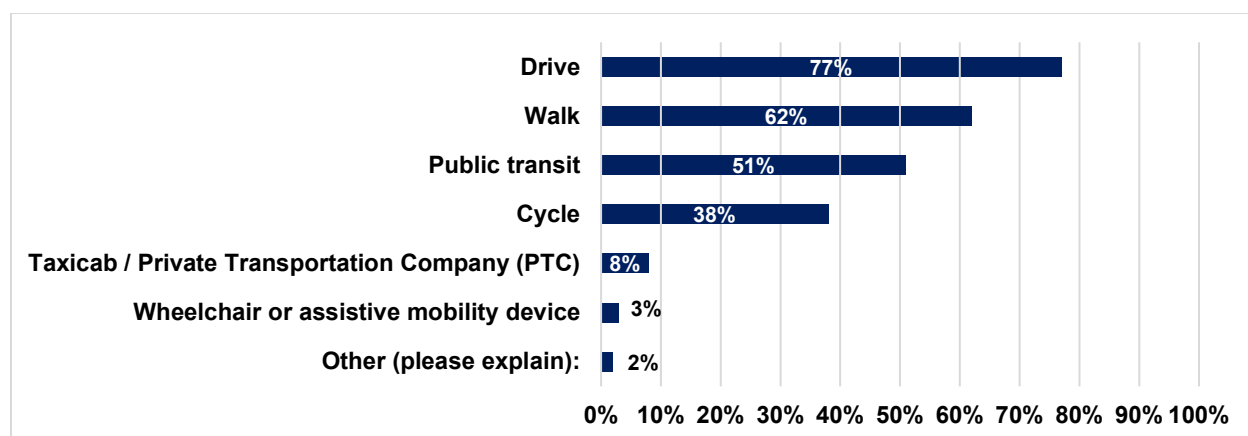
Relationship to the Project Area | n=168



Almost all respondents live in close proximity to Bathurst Street, followed by over half who travel on Bathurst Street and just under a half who shop/dine on Bathurst Street. Respondents were allowed to provide multiple responses to this question.

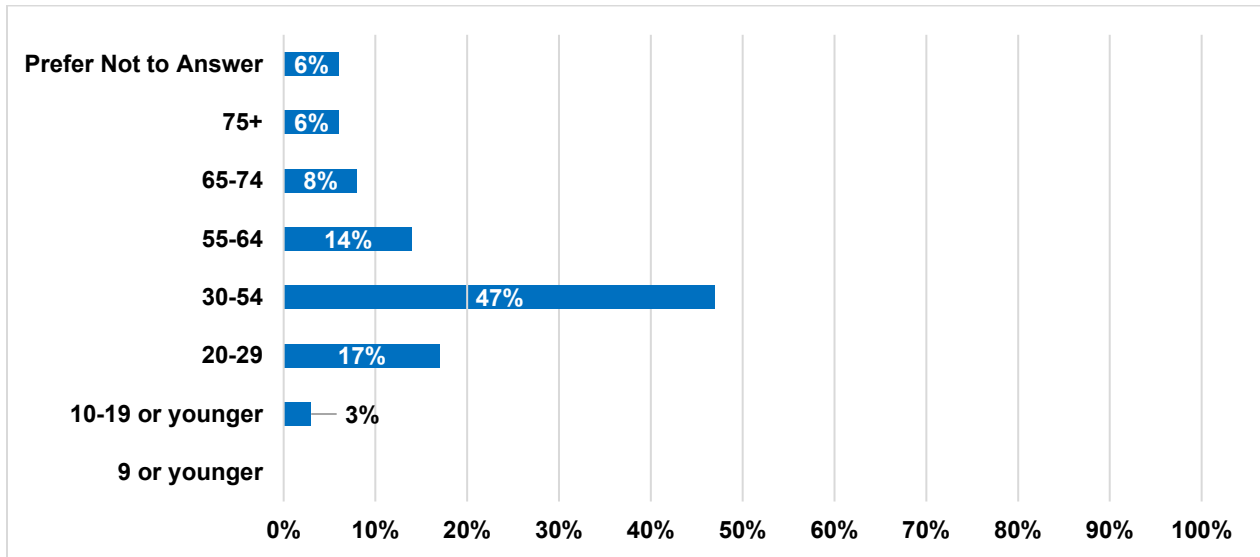
Other relationships with the project area that were identified include respondents who have relatives living close to Bathurst Street, respondents whose children attend school on or close to Bathurst Street including at Bathurst Street and Finch Avenue and several who live on east-west local roads that connect to Bathurst Street, including Dewlane Drive and Kingsbridge Court and respondents who live in suburban communities close to Bathurst Street

Typical Ways of Travelling In/Near the Project Area | n=168



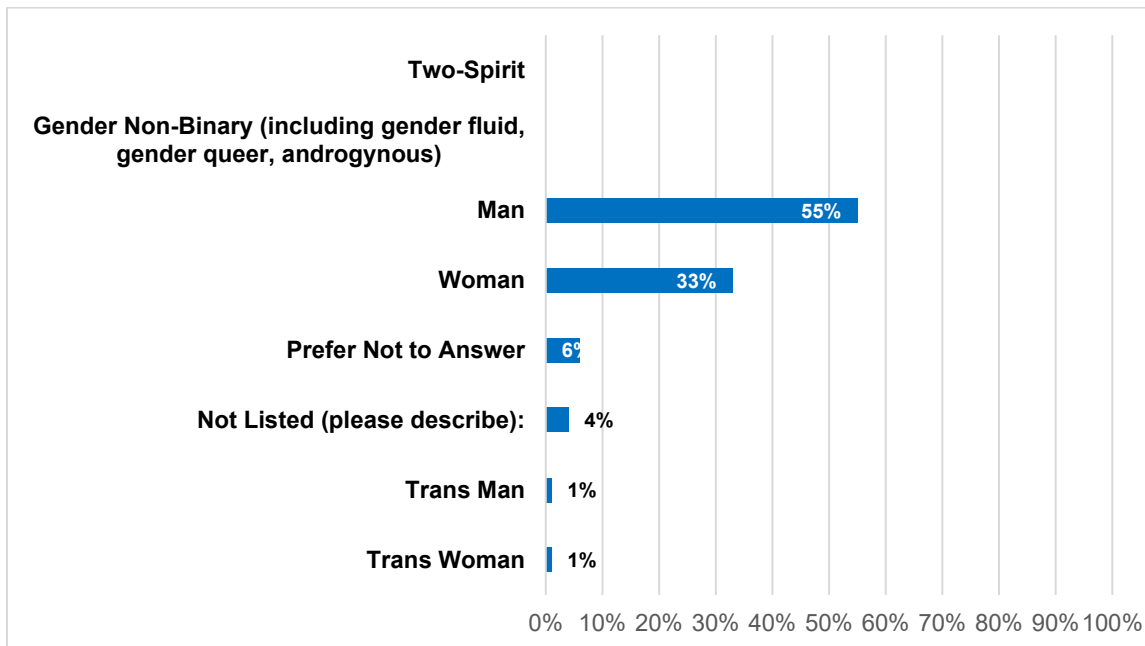
Most survey respondents drive in or near the project area, followed by more than half of respondents who walk, or take public transit. Less than half of respondents cycle on or around Bathurst Street. Respondents were allowed to provide multiple responses to this question.

Age | n=137



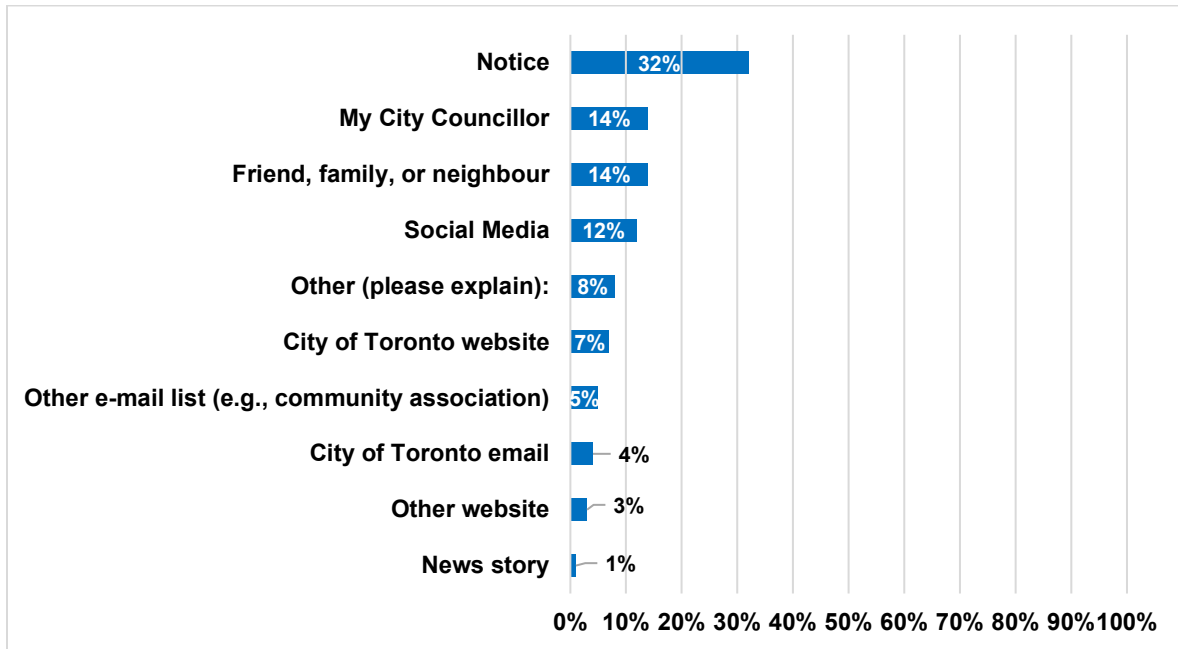
Most survey respondents are in the youth and working age categories. This is followed by respondents in the young adult category. Respondents in the seniors category range between 6%-14%. A total of 6% preferred not to answer.

Gender | n=137



Slightly more than half of survey respondents identified as men, followed by women and some participants who chose not to answer.

Point of Engagement | n= 137



Most survey respondents heard about this consultation by the flyer (notice) delivered to the project area, followed by a City Councillor, friend, family or neighbour and social media.