



# West Parkdale Cycling Connections

**Date:** Wednesday, February 19, 2025

**Meeting Type:** Virtual

**Start time:** 6:00 p.m. **End Time:** 8:30 p.m.

## Project Overview:

West Parkdale Cycling Connections were installed in fall 2024 to connect gaps in the cycling network from The Queensway to Brock Avenue and create safe cycling facilities with access to destinations like High Park, St. Joseph's Health Centre, retail, transit, and schools.

## Meeting Objectives:

Share information on the project background, results of traffic data collection and options for reducing traffic infiltration in the West Parkdale neighbourhood and receive feedback from the community.

## Meeting Overview:

The meeting was facilitated by Robyn Shyllit, Program Manager, Public Consultation Unit. A [presentation](#) was provided by Emily Dalphy, Senior Project Manager, Transportation Services, followed by an opportunity for participants to ask questions and hear responses from City staff.

## Questions & Comments

The following questions and answers were provided during the meeting. All questions have been categorized by topic.

### St. Joseph's Health Centre area (Glendale Avenue, Parkdale Avenue and Sunnyside Avenue)

| Question & Comments   | Project Team Response  |
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| Parking enforcement needs to be applied in this area. There are a lot of contractors and people parking for more than an hour and elderly neighbours can't park close to where they live. | <p>Parking enforcement is provided by Toronto Police Services. On their <a href="#">CORE</a> site, residents can request enforcement of driver behaviour, including requests for parking enforcement. You can also call 416-808-2222 to connect with non-emergency police services to submit your complaint over the phone.</p> <p>We will also take this comment back and suggest to Toronto Police Services that they provide additional enforcement in this area. Additional parking restrictions or paid parking will be easier for Toronto Police Services to enforce, rather than just a</p> |

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|  | time-based restriction. We can help facilitate that process if the community is interested.   |
| I spoke to paramedics and was told they do not like the changes and find them disruptive to their jobs. The City is not taking into account how many residents in the area are being impacted and inconvenienced by the bike route, compared to the number of cyclists using the bike lanes. I question the accuracy of previous consultation. | <p>We consult on all projects with our partners in emergency services. On this project we did many rounds of in-depth consultation with the teams in Paramedic Services who do route planning and route design for getting to and from the hospitals because it is of critical importance to them. We received their approval that the design we brought to the public was appropriate.</p> <p><i>Additional note not mentioned during the meeting: The City is also collecting feedback from St. Joseph's Health Centre and will be reaching out to representatives from Paramedic Services to discuss their feedback on the project and the proposed options presented to the community.</i></p>  |
| Please address the loss of on-street parking in the area and whether the City is exploring solutions to add more on-street parking in the area.  | <p>As part of this project, parking was removed in order to put in dedicated bikeway space such as on Glendale Avenue and Sunnyside Avenue. Near the hospital, some of the parking was retained.</p> <p>As part of designing a new bikeway or road project, we bring everything up to our current design standards. For neighbourhoods with very narrow roadways such as West Parkdale, this means that we sometimes need to restrict or remove parking in order to facilitate access for things like emergency vehicles. A lot of the parking was restricted at the intersections in order to ensure they are traversable by larger vehicles, particularly for Toronto Fire Services. Sometimes we are able to add back parking at certain intersections, but in this neighbourhood there are not a lot of opportunities to do so.</p> <p>Around the area of the St Joseph's Health Centre, we could add additional parking restrictions or implement paid parking, which would increase parking turnover and improve availability. Paid parking increases availability for residents to park and it is much easier to enforce compared to just time-based parking. This would ultimately be the best solution to improve availability of parking within the area. However, this would mean that neighbourhood visitors would need to obey those same rules.</p> |
| If we added paid on-street parking around the hospital, would that mean there would be fewer parking spaces for permit parking? Would paid on-street parking also lead to hospital visitors parking further away from the hospital on other residents' streets?  | Permit holders would still be able to park on the block; they would be exempt from paid parking rates. Generally, metered parking leads to people staying for shorter periods of time because they are on the clock, which makes permit parking more available, so it is generally a benefit for permit holders. Restrictions can also be added to increase the amount of time during the day that the parking is reserved  |

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|   | <p>for permit holders only; however, that would exclude any neighbourhood visitors. As well, visitors may not want to pay for parking.</p> <p>As mentioned, paid parking is much easier for Toronto Police Service to enforce than timed parking. It may be worth considering for the community. You can give your feedback about that to us or to the Councillor's office. If a significant number of people want to change the parking regime on their street, we can facilitate changing the bylaws.</p> <p>For large land uses such as hospitals, requiring payment for on-street parking on the immediate side streets would encourage people to park onsite at the hospital itself, as they may weigh convenience with cost. We would work closely with the City's parking team to advise us on what would strike the right balance for the neighbourhood as well as for commercial parking on Roncesvalles Avenue and other opportunities to try to mitigate parking demand.</p> |
| Request for a painted crosswalk at Sunnyside Avenue and Pearson Avenue.   | Zebra markings will be installed at Sunnyside Avenue and Pearson Avenue after a curb cut (ramp) is put into the sidewalk. This is planned for the upcoming summer construction season.  |
| <p>Suggestion to return the section of Sunnyside Avenue between Parkdale Road and Pearson Avenue back to a two-way street.</p> <p>The change to one-way on Sunnyside Avenue between Parkdale Road and Pearson Avenue has caused a lot of problems: removal of parking spots on Sunnyside Avenue and one on Pearson Avenue, and funnels traffic up Pearson Avenue.</p> | We are not looking to make route changes at this time. This meeting to is obtain feedback from the community for recommendations that will be brought to Community Council.   |

## Macdonell Avenue

| Question & Comments  | Project Team Response  |
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| <p>What is the City doing to ensure that drivers are complying with the street direction changes and following the law?</p> <p>What is going to be done about the cars reversing on Macdonell or blowing straight through to get through the one block that was changed. This was/is not part of the bike route, and I've personally been almost hit twice both as a biker and</p> | <p>After changing road circulation, the City does things such as adding the in-street flexible "no-entry" signs to try and reinforce the directional change. From an engineering and design standpoint, we try to ensure signs are visible to discourage the behaviour of wrong-way driving.</p> <p>We have also worked with various mapping providers to ensure maps are correct so the people using them are not sent the wrong way. Ultimately if people choose</p> |

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| <p>as a runner on the sidewalk where a car jumped the curb to avoid another.</p> <p>As a cyclist, there is more conflict with cars while cycling along Macdonell Avenue, as I have seen cars ignoring the one-way sign.</p>  | <p>to violate the law, it is under the purview of the Toronto Police Services to enforce and provide support.</p> <p>On Macdonell Avenue, if drivers are continuing southbound on the northbound section, then extending the northbound one-way on Macdonell Avenue or converting the block of Rideau Avenue to one-way eastbound would also help to resolve this issue. Staff are currently studying both options.</p>   |
| <p>One-way change on Macdonell Avenue requires an additional eight turns to get home, makes the roads more unsafe. Changes need to be reconsidered. Proposed changes make it worse for residents, restricts people coming from Lansdown Avenue. Need to think about residents.</p> <p>Options that restrict access to homes is a no-go, i.e. can't make Rideau Avenue a one-way and have families divert a whole block to get to their house.</p> <p>Are you considering converting Macdonell between Garden and Fern back to southbound? It was perfectly safe to cycle on that block of Macdonell before the change, and I don't see why it wouldn't continue to be safe given the other traffic changes.</p> <p>You have not struck the right balance. I think you are hearing from local residents that our movements have been very restricted with these changes. The further changes proposed are only to make these worse. The change in direction to one way on Macdonell needs to be changed back to alleviate traffic issues on Fern and allow residents to be able to drive home without having to weave through the neighborhood, which make the roads a lot less safe.</p> | <p>It is difficult to balance restricting access and preventing cut-through traffic.</p> <p>Due to the existing traffic pattern of drivers using Macdonell Avenue to bypass congestion on Lansdowne Avenue, Queen Street West or the Queensway, the circulation change made on Macdonell Avenue had a slight impact on cut through traffic but also shifted it to Fern Avenue. We are looking at making additional traffic circulation changes, acknowledging that it would have impacts on residents, and we would like to hear from you as to what would be the right balance between limiting access and preventing cut-through traffic.</p> |

## Fern Avenue

| Question & Comments   | Project Team Response  |
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| What can be done about the stop sign at Macdonell Avenue and Fern Avenue? Drivers are going too fast and vehicles do not stop at the stop sign. Walking along Fern Avenue with kids | The intersection of Sorauren Avenue at Fern Avenue is planned for roadworks either this year or next year; exact timing will be confirmed. Crosswalks with zebra markings will be added across all four legs of the intersection. Both the |

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| <p>on the way to the school and the amount of traffic is significant and road is narrow. Very high traffic volume during school pick up and drop off, it is dangerous.</p> <p>What more can be done along the strip of Fern Avenue at Sorauren Avenue? Can a crosswalk be added at the stop sign at Macdonell Avenue and Fern Avenue?</p> | <p>intersection at Sorauren Avenue and Fern Avenue as well as the one at Fern Avenue and Macdonell Avenue are missing curb cuts (ramps), which is why the zebra markings have not been put in as yet. We are looking at ways to program adding new curb cuts for accessibility and adding the zebra markings as well.</p> <p>We have previously communicated to residents that complaints about driver behaviour and speed can be submitted to Toronto Police Services' online reporting platform <a href="#">CORE</a> to request enforcement of neighbourhood traffic issues. We encourage residents to fill out the online form as Toronto Police Services uses that information to create an enforcement detail to come to your area.</p> |
| <p>What plans does the City have to address the rate of travel on Fern Avenue? There has been an increase in speeding which is not addressed in your plan.</p>  | <p>The data that has been collected on every street has been reviewed and compared to the City's Council endorsed <a href="#">2023 Traffic Calming Policy</a>, which outlines warrants for speed humps on local roadways. Based on the most recent traffic counts, Fern does not quite meet the minimum traffic speed warrant that determines eligibility for traffic calming, and we have not proposed speed humps yet. The increase in traffic may have an effect on speed. As we continue to monitor Fern Avenue, and especially if we make additional changes, we can continue to look at whether speed humps are warranted.</p>   |

## Pearson Avenue

| Question & Comments  | Project Team Response  |
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| <p>I would like to propose another option for the City to consider: make Pearson Avenue the designated bike route going eastward and restore Macdonell Avenue as it was before. The changes that have been put in place have not affected motorists but just shifted cut-through traffic volume to Fern Avenue instead of Galley Avenue. This change would benefit the residents on Fern Avenue because they won't have an increase in cut-through traffic volume, parents with kids in front of the school won't have safety concerns, and cyclists' route would be shortened going west to east.</p> | <p>Each of the streets in the West Parkdale neighbourhood was looked at for various cycling infrastructure. Galley Avenue was chosen for the cycling east-west connection because it's slightly wider than the other streets in the neighbourhood, and we were able to retain parking on one side while allowing a contra-flow lane for cyclists to go against vehicular travel. This is not feasible on Pearson Avenue and we would not have been able to provide a two-way cycling connection. As well, we would not get the traffic calming effects from adding a contra-flow lane on Galley Avenue. Therefore, Pearson Avenue was determined not to be a feasible cycling route.</p> |
| <p>Why did there need to be a one-way change on Pearson Avenue at Macdonell Avenue?</p> <p>The changes have really limited the mobility of the local residents within Roncesvalles. I live on Pearson Avenue</p>   | <p>The one-way change on Pearson Avenue at Macdonell Avenue was recommended to reduce through travel on Pearson Avenue to Lansdowne Avenue and promote lower traffic volumes on the portions of Macdonell Avenue and Seaforth Avenue with designated bikeways.</p>   |

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| where the one-way was changed. There were not a lot of traffic before, it was not an issue.   |  |
| Why were so many parking spots removed? On Pearson Avenue at the corner of Macdonell there were three parking spots in a row that are now blocked off, and there is no apparent rationale for this. It is a one-way street turning on to another one-way street. The same applies to other locations, so many parking spots are now prohibited and parking has been impossible for local residents. | <i>Answered earlier:</i> As part of designing a new bikeway or road project, we bring everything up to our current design standards. For neighbourhoods with very narrow roadways such as West Parkdale this means that we need to restrict or remove parking in order to facilitate access for things like emergency vehicles. A lot of the parking was restricted at the intersections in order to ensure they are traversable by larger vehicles, particularly for Toronto Fire Services. Sometimes we are able to add back parking at certain intersections, but in this neighbourhood, there are not a lot of opportunities to do so. |

## Sorauren Avenue

| Question & Comments  | Project Team Response  |
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| Suggest reversing the direction for Fern Avenue and Wright Avenue between Sorauren Avenue and Macdonell Avenue.<br><br>There is a lot of traffic on Wright Avenue in the morning with people driving from Parkside Drive on Wright Avenue to Lansdowne Avenue through the neighbourhood and contributing to the traffic volumes. The afternoon traffic is the reverse of that. I am a cyclist that uses the new route regularly. | During the initial determination of the West Parkdale Cycling Connections route, we looked at additional circulation changes and swapping some of the one-ways such as Wright Avenue and Fern Avenue. However, although we made a handful of changes, we tried not to change everything in the neighbourhood. Additional circulation changes that we could make would have a broader impact to neighbourhood access. The circulation changes that have been made resulted in some decreases in volume on Wright Avenue between Sorauren Avenue and Macdonell Avenue, but we will keep an eye on traffic patterns and take another look at Wright Avenue traffic during the morning period. |
| The one-way on Pearson Avenue forces residents to drive longer to leave the neighbourhood. Increases traffic on Sorauren Avenue. Very stressful to parallel park, waiting cars honking behind you. Road is in terrible condition. Cycling on Sorauren Avenue feels less safe.  | Sorauren Avenue is designated as a collector roadway, which is a higher form of classification that is expected to have higher volumes of traffic than a local roadway. We want to balance that with neighbourhood safety and parking access. This is something that City staff can take a look at.  |

## Seaforth Avenue

| Question & Comments  | Project Team Response   |
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| On Seaforth Avenue between O'Hara Avenue and Brock Avenue, when there are big vehicles parked on the street, | Following the key principles of cycling and bikeway design, we first look at direct and intuitive routes. Ultimately, we try to have cyclists be able to travel both ways on specific streets instead of having one-way travel in one direction on one street |

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| <p>cyclists have to stop or get off the roadway to allow larger vehicles like trucks to pass. It is dangerous.</p> <p>I would like to share one observation that I have made as a cyclist: I have noticed that some drivers do not give space to oncoming cyclists on the contra-flow sections on Macdonell, Seaforth or Maple Grove, where there is no marked contra-flow lane (e.g. driving close to the right-side curb where cyclists would pass). I don't know if this is out of malice or out of unfamiliarity with this setup, but I have had a few uncomfortable incidents where I felt that I had to take my bike onto the sidewalk.</p> <p>At the end of street there are some concrete blocks that were placed there to separate cars that are turning from cyclists, however there are vehicles with accessibility stickers parking in that area which restricts the space for right turns and creates a conflict when you have cars turning and cyclist on-coming at the same time. In the winter this area is not plowed.</p> | <p>and going the opposite direction on another street, which is why we chose Seaforth Avenue.</p> <p>The design we ended up with acknowledges that the street is quite narrow. We implemented the one-way patterns to try to keep traffic volumes as low as possible and to minimize the number of conflicts between people cycling and driving in opposite directions, especially with, as you mentioned, larger vehicles on the narrow streets.</p> <p>The other option was to remove all the parking in the neighbourhood in order to put in a designated bikeway; however, we deemed this option to not be feasible.</p> <p>Regarding the accessible parking, we will double-check to make sure that we have 'No Stopping' signs up as this does not allow for the use of accessibility permits, instead of 'No Parking' signs.</p> |
| <p>Can additional flexi-post signs or more permanent concrete curbs or other infrastructure be placed on the stretch of Seaforth Avenue west of Lansdowne Avenue where the directional change has taken place?</p>  | <p>The team will take back your suggestion for additional materials on Seaforth Avenue.</p>   |

## Access

| Question & Comments  | Project Team Response  |
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| <p>Has the City contacted Uber, Lyft, Google and other mapping programs to make sure their information is up to date?</p> <p>Biggest complaint on various local Facebook groups: Drivers continually driving the wrong way down streets carefree. Amazon and Uber are the two worst. What is the plan to liaise with them?</p> | <p>Whenever we make changes to street directions, our protocol includes liaising with Google and Waze, which is owned by Google, as well as Apple Maps, and we do have confirmation that they implemented the circulation changes. We have also changed our own centerline data, which should reverberate through some of the other services. However, we will go back and check to see if there is anything specific for Uber, Lyft, and Amazon that can be addressed with their mapping tools.</p> |
| <p>This program has not done anything to address the needs of elderly people who need to use their car or a vehicle for hire.</p>  | <p>Regarding access for seniors, older adults, persons with disabilities, we have added new accessible loading zones at the request of residents on Galley Avenue and on Seaforth Avenue. We are looking for opportunities to add those accessible</p>   |

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| <p>When I need to drop off items at my house, it is now illegal to stop to do so as I cannot enter the bike lane or stop in traffic.</p> <p>I have also witnessed ambulances, police cars and fire trucks going the wrong way on the one-way street.</p> <p>If a TTC bus breaks down or a streetcar gets blocked on Queen Street West or Roncesvalles or Howard Park there is no way to get around them due to the new changes.</p> | <p>areas and to change parking to promote availability for services like Wheel Trans as we are doing through all of our projects. Safety for seniors and older adults is one of our focus areas for our Vision Zero road safety plan. The best way to promote their safety is to slow traffic and to provide options as well. We are trying to promote the ability for all users to access our transportation system by any mode, which would overall decrease motor vehicle volumes and speeds.</p> |
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## Options

| Question & Comments  | Project Team Response   |
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| <p>What are the factors that the City uses to determine if a bikeway project is successful, and whether major changes need to be made to the bikeway itself?</p> <p>Is the City counting the number of cyclists using the route?</p> | <p>The focus of the project is safety. The lives of cyclists are as important as the lives of any other person in the city, and the City does not just look at how many people ride a bike on a particular route to determine whether the route is justified. Evidence has shown that when we build cycling infrastructure and connect it with other cycling infrastructure, each link in the network gets more people riding although we may not see that right away in the first few days or weeks.</p>   |
| <p>Has the City ever been able to strike a magic balance in any neighbourhood between making non-resident access more difficult and yet having direct car access for residents, and is this a realistic expectation?</p>             | <p>This is not a problem exclusive to Toronto; it's an issue in all cities. When we have public streets, that means they are open for public access.</p> <p>A Neighbourhood Greenway cycling project like the West Parkdale Cycling Connections tries to strike a balance between maintaining local access while also mitigating cut through and diversion of motor vehicles. The circulation changes that were implemented tried to strike that balance, but we found there have been some unintended impacts that we now want to try and mitigate. In order to prevent that intrusion or cut-through traffic it will make it harder for residents to also access or circulate through their neighbourhood.</p> <p>We hope to make additional changes based on the options presented and the feedback that we hear, and we will continue to take additional data collection to ensure the problems are not just shifting from street to street as well as meeting the goals of the project and our municipal standards and guidelines. Any changes that we make, we will continue to collect monitoring and evaluation data and come back to the community to make sure the additional circulation changes as proposed have resolved the issues.</p> |



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| Option 4 is a fantastic option. Safety, traffic infiltration and motorist behaviour in our neighbourhood are massive concerns and option 4 will help with that.   | Comment noted. |
| <p>The plan to add a 'No Left Turn' at Pearson Avenue and Roncesvalles Avenue will make it very difficult for residents to enter the neighbourhood. Does not have a laneway or parking pad, has a lot of trouble finding on-street parking.</p> <p>Preventing north turn on Roncesvalles Avenue from Pearson Avenue will trap residents in the neighbourhood.</p> | Comment noted. |

## Additional Questions

The following questions and comments were also submitted before and during the meeting but were not addressed during the meeting.

| Question & Comments   | Project Team Response   |
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| Traffic count data from October has not been posted to the portal yet - why, when will this data be posted and will there be another meeting after we have seen the data?   | October traffic counts were made available to the public as of January 31, 2025 through the City's Open Data Portal databases for <a href="#">traffic volumes at intersections</a> and <a href="#">midblock traffic volumes and speeds</a> .  |
| How can patients and visitors quickly access the hospital from the east?  | For those driving from the east, St. Joseph's Health Centre entrances on Sunnyside Avenue and Glendale Avenue can be accessed via The Queensway.  |
| <p>What is the City doing to make cyclists stop at stop signs?</p> <p>What is the City doing to improve pedestrian safety?</p>  | <p>Traffic enforcement is provided by Toronto Police Services. Complaints about cycling behaviour can be submitted to Toronto Police Services' online reporting platform <a href="#">CORE</a> to request enforcement of neighbourhood traffic issues.</p> <p>The City has several initiatives to improve pedestrian safety. Cycling projects support pedestrian safety by helping slow down and reduce motor vehicle traffic.</p> |
| Would there be able to be changes to open up the west side of Seaforth to make it a one way going west instead of east so to alleviate the traffic and open up an outlet to keep traffic flowing? If that solution is not enough, would opening up the laneways at the bottom to going one way off of Lansdowne to create a relief valve as well? | <p>Changes to Seaforth Avenue west of Lansdowne Avenue would have broader impacts to traffic circulation in the neighbourhood, including for the TTC bus route that currently travels east on Seaforth Avenue.</p> <p>City staff can consider the suggestion to look at the laneways.</p>   |

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| Hi, I'd like to share this observation: We noticed a lot more (and faster) traffic (cars) using the laneway between Lansdowne Ave and Macdonell Ave (from south of the fire station to Seaforth) as a shortcut to avoid the one-way change at Seaforth Ave =kids unsafe. | Thank you for sharing this observation. City staff can conduct traffic counts in the laneway north of Seaforth Avenue and east of Macdonell Avenue to determine whether changes should be recommended.   |
| What considerations are being made for the block of Macdonell north of Rideau? It remains two-way but only has enough space for one direction of traffic and cars regularly drive on the sidewalk.   | Macdonell Avenue north of Rideau Avenue is not formally part of the West Parkdale Cycling Connections project, but City staff are currently looking at options to address traffic concerns in this area. Changes would require removing on-street parking, which would impact adjacent residents. There may be options to provide additional parking on other streets nearby.  |
| I would like to know why Fern was selected, and why they think an 80% increase in traffic is acceptable on a school street - if protecting vulnerable groups was a guiding principle?  | The City's traffic counts from October 2025 show that post-installation motor vehicle volumes have not increased on Fern Avenue between Roncesvalles Avenue and Sorauren Avenue, where Fern Avenue Public School is located.<br><br>However, motor vehicle volumes have increased on Fern Avenue between Sorauren Avenue and Macdonell Avenue, and the presentation included options for additional changes that may be recommended to reduce those volumes. |
| If turning left from Sunnyside to Pearson has time restrictions how would traffic from Parkdale Road access Roncesvalles between Pearson and Marion?   | The option proposed would not involve a restriction on turning left from Sunnyside Avenue onto Pearson Avenue. Instead, it would involve a restriction on turning left from Pearson Avenue onto Roncesvalles Avenue. People driving from Parkdale Road would still be able to turn right onto Sunnyside Avenue, left onto Pearson Avenue, and right onto Roncesvalles Avenue.  |
| Will the City address the drop in property values for homes that have lost their on-street parking?  | Staff made all efforts to minimize impacts to on-street parking during the design stages of this project. However, on-street parking is not a right. Decisions regarding the municipal right-of-way, curbside regulations, and the availability or prohibition of on-street parking are within the authority of City Council and/or Community Council.   |
| Could the Ontario government force all these changes to be reversed?   | The City cannot comment on the purview of the provincial government. The West Parkdale Cycling Connections project was approved by City Council, who have directed staff to install cycling facilities across the City in line with the Cycling Network Plan.  |



## **Attendees**

Community members: 75

Parkdale—High Park Councillor's office:

- Councillor Gord Perks
- Peter Nguyen, Policy Advisor

City of Toronto:

Transportation Services:

- Adam Popper, Manager Cycling and Pedestrian Projects (Acting)
- Emily Dalphy, Senior Project Manager

Public Consultation Unit:

- Tracy Manolakakis, Manager
- Robyn Shyllit, Program Manager
- Sivahami Vijenthira, Senior Coordinator
- Michele Blackwood, Coordinator