



Weston Cycling Connections

Public Consultation Report
February 2024

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Consultation Summary

Public consultation for Phase 1 of Weston Cycling Connections took place from October to December 2023. Consultation activities included door-to-door engagement with every business property on Pine Street, a loading and delivery survey, in-person and virtual meetings with community interest groups, a pop-up event at Weston Winterfest, a public drop-in event, and an online survey that generated 145 survey responses, in addition to six people providing comments by phone and email.

Communications to inform the public about the project and engage them in opportunities to participate included a project webpage, targeted emails to 33 local organizations and community interest groups, mailed distribution of nearly 14,000 flyers through Canada Post across the project area, posts on the City's Cycling & Pedestrian Public Consultations webpage and content on the City's Cycling and Pedestrian Project unit's social media channels.

Overall, there is support for the introduction of a bikeway from Denison Road East to Church Street along Sam Frustaglio Drive, Wright Avenue, and Pine Street. Feedback from residents, Weston Collegiate Institute, the Weston Village Business Improvement Area, the Weston Village Residents Association and other community interest groups was generally positive. A major reason given for supporting the bikeway is that it formalizes a route that is already in use by people cycling in Weston, thereby making the route safer and more welcoming.

A top priority among survey participants, whether they support the project or oppose it, is for bike lanes or cycle tracks to be installed on both sides of the street along the entirety of the route rather than shared lane markings. There is a high level of concern among participants that shared lane markings do not provide enough safety for people cycling, particularly on roadways that are shared with buses and trucks. Businesses on Pine Street south of Lawrence Avenue West also have concerns about conflicts between delivery vehicles and people cycling in that section of the proposed route.

Some survey participants oppose the project due to concerns about the impact that a bikeway would have on people driving, especially if the bikeway requires the removal of on-street parking or space for cars. Some participants are concerned that bike lanes will exacerbate the unsafe and illegal behaviour by people driving on Pine Street in front of Weston Collegiate Institute during pick-up and drop-off times.

The feedback gathered through this consultation will inform staff recommendations to City Council.

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

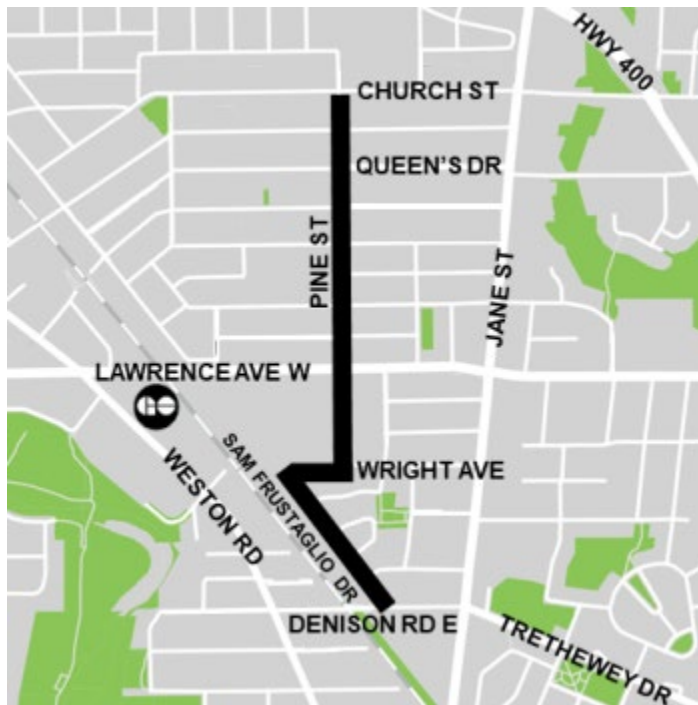
Project Overview

Weston Cycling Connections proposes the first on-street cycling facilities within the Weston neighbourhood. The Weston cycling network will connect local destinations within the community and neighbouring areas, and enhance safe, active mobility options for residents.

This project is part of the City Council-approved Cycling Network Plan, in which the 2022 - 2024 Near-Term Implementation Program identifies several key cycling routes throughout Weston to connect key destinations and create links to neighbouring communities.

Weston Cycling Connections will take place over three phases. This public consultation focused on Phase 1 of the project: north-south cycling connections proposed to be installed in summer 2024 from Denison Road East to Church Street along the following streets:

- Sam Frustaglio Drive – Denison Road East to Wright Avenue
- Wright Avenue – Sam Frustaglio Drive to Pine Street
- Pine Street – Wright Avenue to Church Street



In Phase 2 of the project, east-west cycling connections are proposed to be installed from the Humber River Recreational Trail to the Rustic and Maple Leaf neighbourhoods, to Trethewey Drive, and to the Weston GO station. Public consultation is expected to take place for Phase 2 in 2024, with installation to take place in 2025.

In Phase 3 of the project, north-west connections are proposed to be installed to Weston Road and crossing Highway 401 to Wilson Avenue. Public consultation expected to take place in 2025, with installation to take place in 2026.

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/westoncycling (414 unique visits)
- Notice delivered through Canada Post (13,737 addresses in the project area)
- Emails to community interest groups including resident associations, business associations, community groups, organizations and institutions (33 contacts)
- Hand-delivered meeting invitations to businesses and organizations on Pine Street (7 properties)
- Pop-up event and postcard distribution at Weston Winterfest (100+ visitors)
- Social media posts through the City's Cycling and Pedestrian Projects unit's @TO_Cycling_Ped account (2 posts on X and 1 post on Instagram)

Consultation Activities

Comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Door-to-door engagement with businesses on Pine Street and loading and delivery survey to understand daily operations	October 24, 2023	7 properties
Meeting with Weston Collegiate Institute and Toronto District School Board representatives	October 27, 2023	2 attendees
Meeting with community interest groups	October 30, 2023	8 attendees (40 invited)
Public drop-in event	November 28, 2023	23 attendees
Meeting with Weston Village Business Improvement Area representative	December 12, 2023	1 attendee
Online survey	November 14 – December 12, 2023	145 responses
Email/phone comments	October 20 – December 11, 2023	10 comments received from six individuals

What We Heard

The following provides a high-level summary of comments received through all consultation activities. A detailed breakdown of comments heard by community interest groups and the public can be found in subsequent sections.

- Of survey participants who provided comments, 20% expressed excitement and appreciation for the introduction of a bikeway in Weston; 48% expressed concerns that shared lane markings do not offer adequate protection for people cycling. Some recommended parking removals or one-way street conversions to create space for bike lanes or cycle tracks across the whole route.
- Of survey participants who provided comments, 15% expressed concerns about the impacts of bikeways on drivers, particularly impacts on on-street parking.
- Some people are concerned about potential conflicts between TTC buses and people cycling on Pine Street south of Lawrence Avenue West. Businesses on that block are also concerned about possible conflicts between delivery vehicles and other road users, including people cycling, on a fairly narrow roadway.
- Some people are concerned about the unsafe and illegal driver behaviour that has been observed in front of Weston Collegiate Institute during pick-up and drop-off times, but there are differing opinions regarding how the project can best address the issue. Some recommend adding cycle tracks with physical barriers in front of the school while others oppose any bike infrastructure because it could generate conflict between people cycling and people driving.
- In addition, some people noted the need for safety improvements and additional pavement markings to reduce confusion at the Pine Street and Wright Avenue intersection, as well as safety improvements at the Pine Street and Lawrence Avenue West intersection.

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 – Do you support the proposed changes on Sam Frustaglio Drive and Wright Avenue?

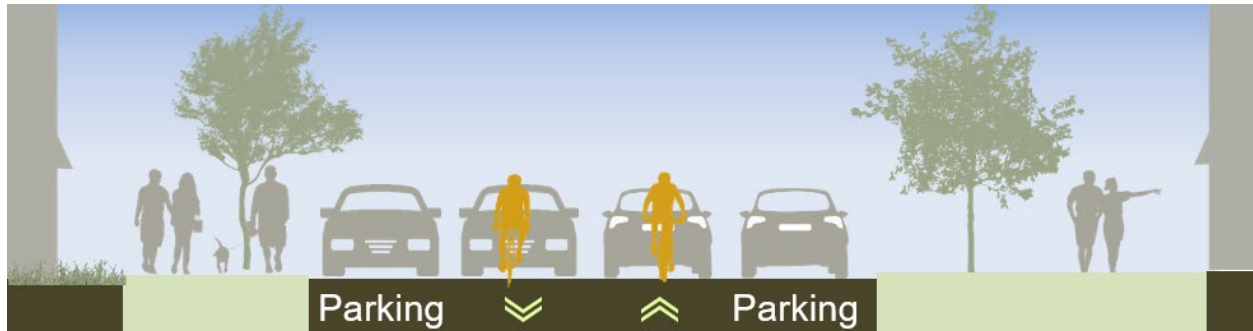
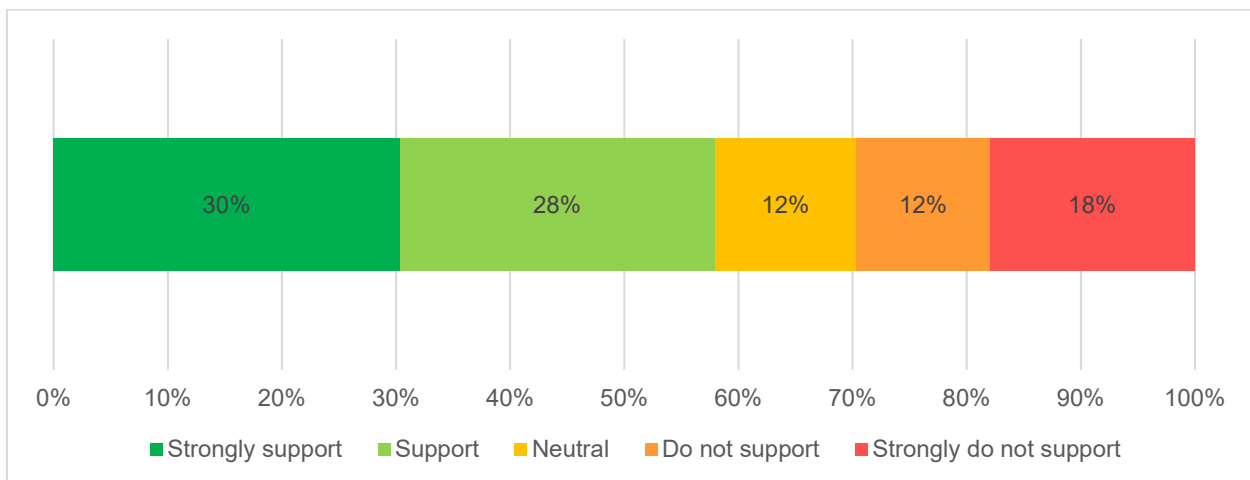


Illustration showing proposed changes on Sam Frustaglio Drive and Wright Avenue: shared lane markings in both directions.



There were 145 responses to this question, with 58% supporting or strongly supporting the proposed changes and 30% not supporting or strongly not supporting the changes.

The most common reasons noted for supporting the changes were:

- This is already the route used by people cycling to the grocery store and other shops
- There is a need for more on-street cycling infrastructure in the neighbourhood

The most common reasons noted for not supporting the proposed changes included:

- Shared lane markings do not offer adequate protection for people cycling; bike lanes are preferred
- The on-street parking spaces are underused and should be removed on at least one side of the street to create space for bike lanes

- There is no need for a bikeway because there are not enough people who cycle in the neighbourhood

Question – Do you support the proposed changes for Option 1 for Pine Street, between Wright Avenue and Lawrence Avenue West?

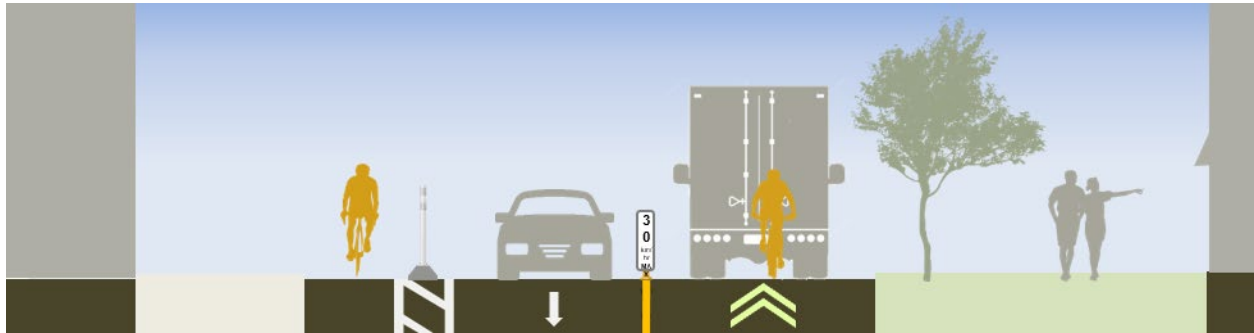
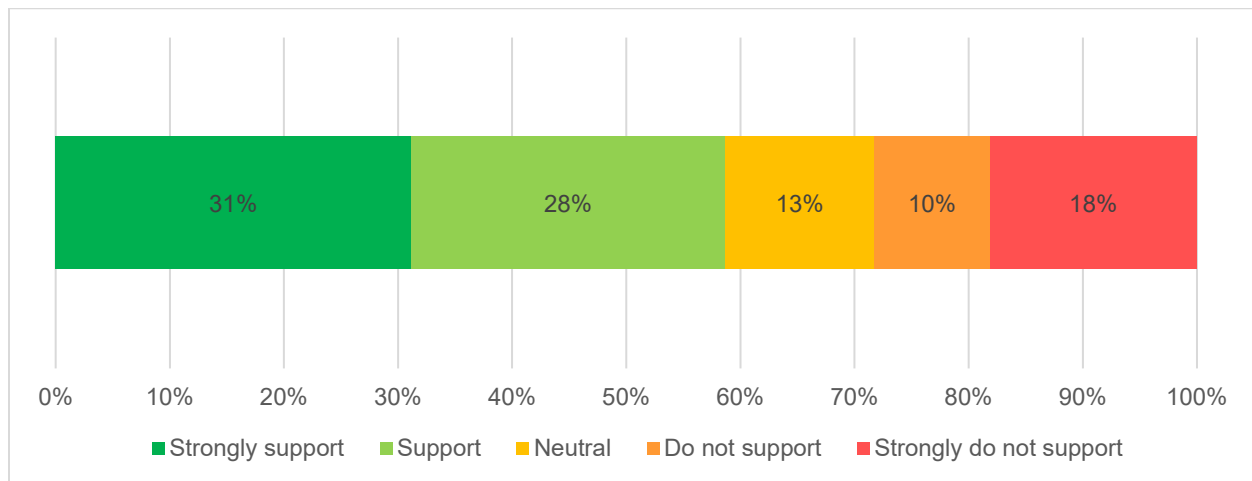


Illustration showing proposed changes for Option 1 on Pine Street between Wright Avenue and Lawrence Avenue West: southbound buffered bike lane and northbound shared lane markings.



There were 138 responses to this question, with 59% supporting or strongly Option 1 and 28% not supporting or strongly not supporting it.

The most common reason noted for supporting Option 1 was:

- It provides protection for people biking in the southbound direction, which is uphill, with the shared lane in the northbound direction, which is downhill

The most common reasons noted for not supporting Option 1 were:

- Shared lane markings do not offer adequate protection for people cycling, especially when sharing road space with TTC buses; cycle tracks are preferred on both sides of the street
- The street should be converted to one-way to create space for cycle tracks on both sides
- There is no need for a bikeway because there are not enough people who cycle in the neighbourhood

Question – Do you support the proposed changes for Option 2 for Pine Street, between Wright Avenue and Lawrence Avenue West?

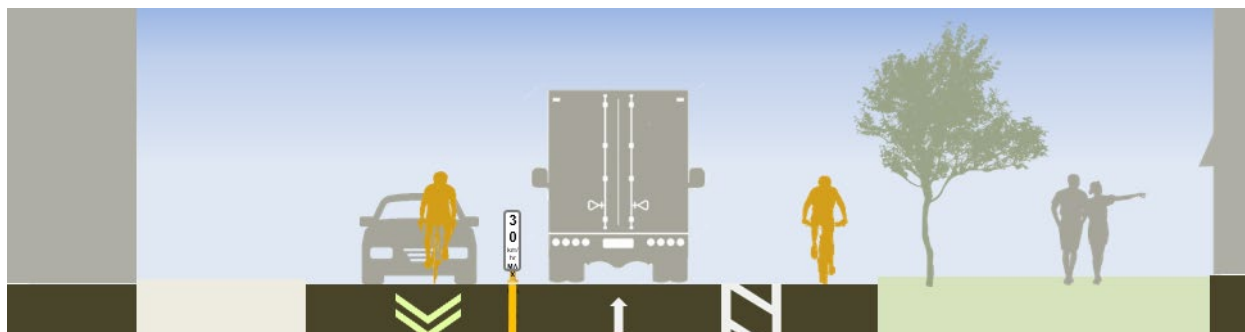
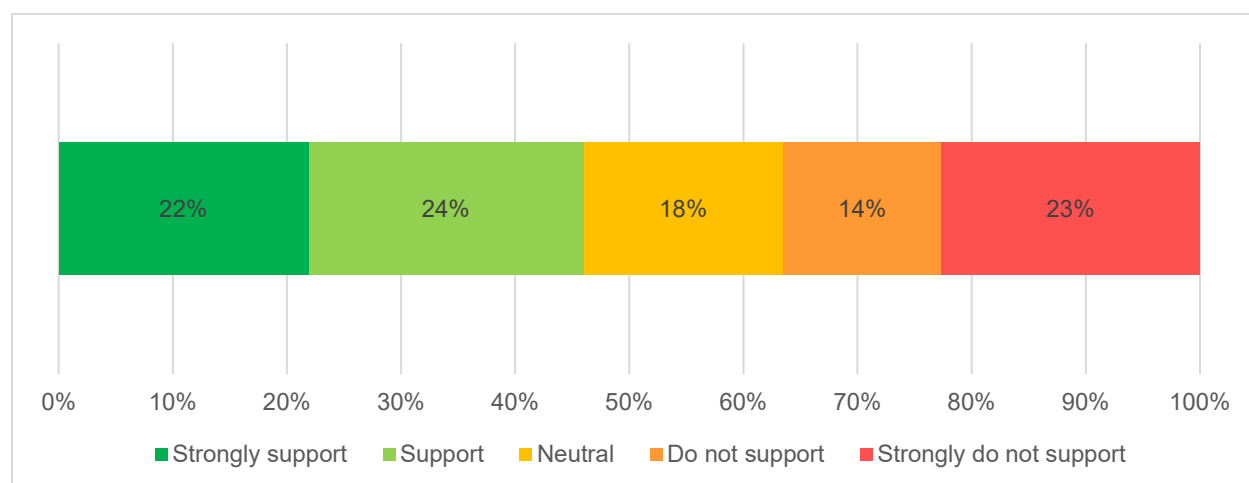


Illustration showing proposed changes for Option 2 on Pine Street between Wright Avenue and Lawrence Avenue West: southbound shared lane markings and northbound buffered bike lane.



There were 137 responses to this question, with 46% supporting or strongly supporting Option 2 and 37% not supporting or strongly not supporting it.

The most common reason noted for supporting Option 2 was:

- It provides protection in the northbound lane so that people cycling do not have to share road space with TTC buses

The most common reasons noted for not supporting Option 2 were:

- Shared lane markings do not offer adequate protection for people cycling; cycle tracks are preferred on both sides of the street
- There is no room for a bike lane in the northbound lane because there are often TTC buses parked in it
- There is no need for a bikeway because there are not enough people who cycle in the neighbourhood

Question – Do you support the proposed changes for Option 1 on Pine Street, from Lawrence Avenue West to Church Street?

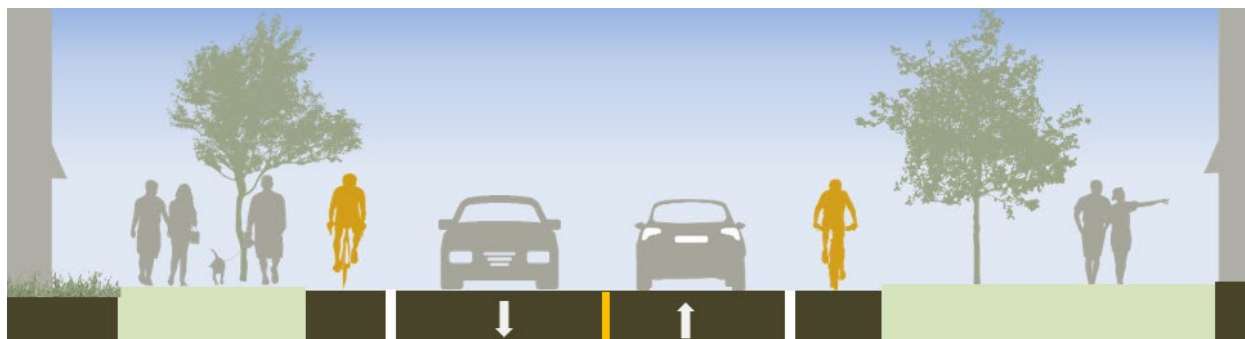
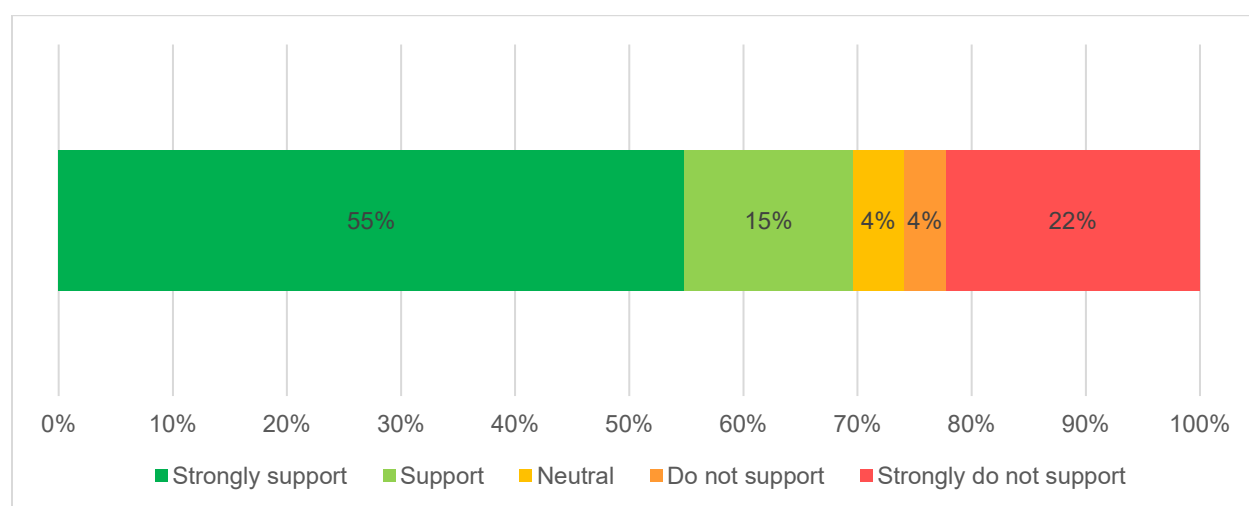


Illustration showing proposed changes for Option 1 on Pine Street from Lawrence Avenue West to Church Street: bike lanes in both directions.



There were 135 responses to this question, with 70% supporting or strongly supporting Option 1 and 26% not supporting or strongly not supporting it.

The most common reasons noted for supporting Option 1 were:

- Bike lanes provide more safety and comfort than shared lane markings
- Bike lanes support traffic calming by narrowing motor vehicle lanes and reducing speeds

The most common reasons noted for not supporting Option 1 were:

- It will exacerbate existing motor vehicle congestion and create conflict with people driving in front of schools and daycares on Pine Street
- It will remove on-street parking
- There is no need for a bikeway because there are not enough people who cycle in the neighbourhood

Question – Do you support the proposed changes for Option 2 on Pine Street, from Lawrence Avenue West to Church Street?

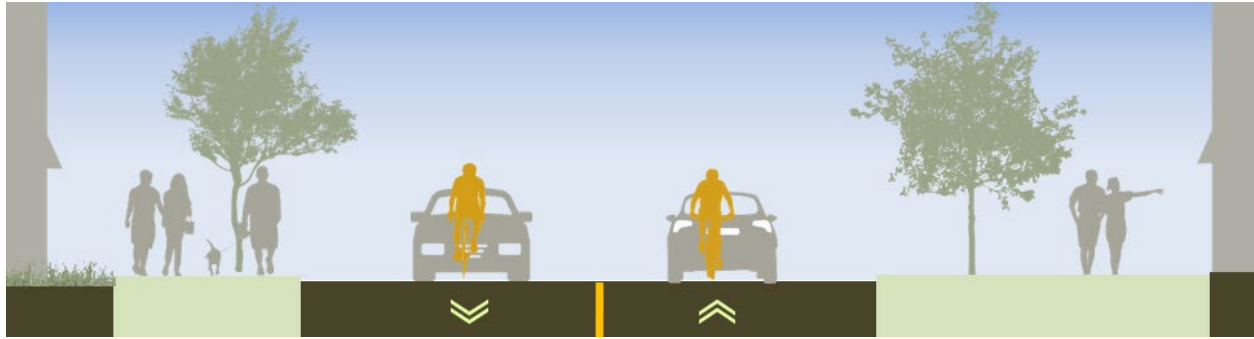
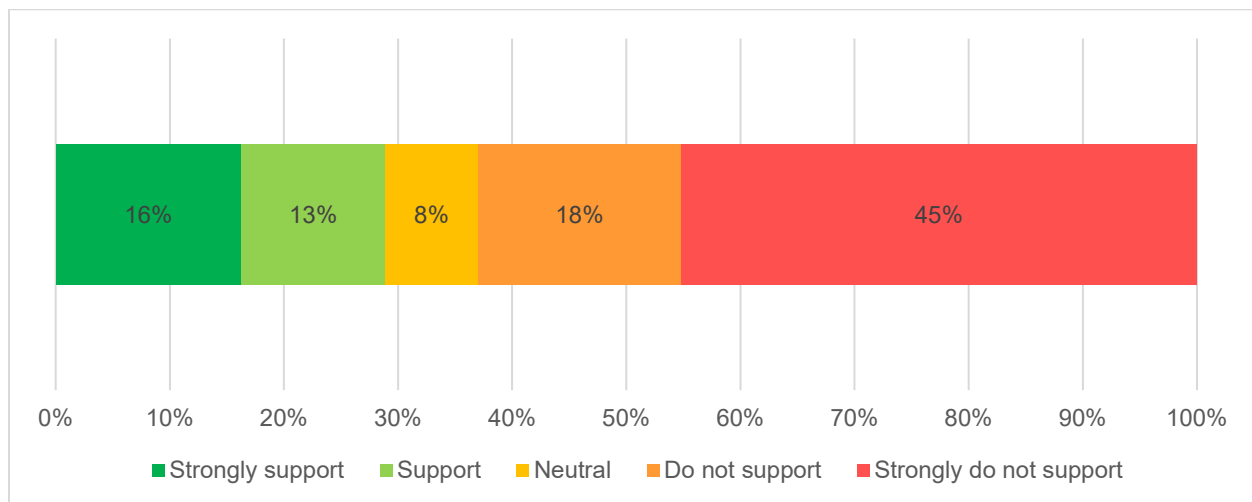


Illustration showing proposed changes for Option 2 on Pine Street from Lawrence Avenue West to Church Street: shared lane markings in both directions.



There were 135 responses to this question, with 29% supporting or strongly supporting Option 2 and 63% not supporting or strongly not supporting it.

The most common reasons noted for supporting Option 2 were:

- It preserves on-street parking
- Existing traffic volumes allow for shared lanes

The most common reasons noted for not supporting Option 2 were:

- Shared lane markings do not offer adequate protection for people cycling and do not encourage people to bike; bike lanes or cycle tracks are preferred
- The on-street parking spaces are underused and should be replaced with bike lanes

Public Drop-In Event

The public drop-in event held on November 28, 2023 and included a presentation and question and answer period. Attendees were also able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Comment Summary
Bikeway design	• General support for proposed route • The proposed route is appropriate because it is what people cycling already use • Bike lanes or cycle tracks are preferred on both sides of Pine Street, Wright Avenue and Sam Frustaglio Drive rather than shared lane markings
Bikeway rationale	• The number of people who currently bike on Pine Street should be taken into consideration when deciding whether to implement bike lanes or sharrows
On-street parking	• The proposed removal of parking spaces on Pine Street between Queen's Drive and Church Street is unfair to the residents who paid for on-street parking permits • If on-street parking spaces are removed on Pine Street, residents will need to park on adjacent streets which are already very busy
Safety	• Cycling in and around Weston is currently scary • Streets need to be slowed down and made safer • Lighting may need to be improved along the route • Pine Street and Wright Avenue intersection is very large and open, making it confusing and hard to navigate; additional pavement markings are needed to clarify movement • People driving tend to speed through Pine Street and King Street intersection because it is the first clear section after a number of speed humps on King Street
Winter	• Concern about snow piling along the curb on Pine Street because it is already a narrow street • Accessibility visits should be done in the winter with manual wheelchairs
Phase 2 of project	• Support for a bikeway along Denison Road East to Trethewey Drive • Suggestion for bikeway from Uphill Avenue to Weston Road via Gary Drive, which is wide enough • Support for connection to Humber River Trail • Support for bikeway on Oak Street to encourage more ridership, especially towards the northwest • Suggestion for bikeway on King Street rather than along John Street pedestrian bridge and ramp • Cycling network in Weston should connect to healthcare, libraries and shopping plazas

Out of project scope	• Suggestion for bikeway connection across Humber River to Kingsview Village-The Westway • Suggestion for bikeway connection from Trethewey Drive to the York Beltline Trail at Caledonia Road • Suggestion for grade separation on Lawrence Avenue West under the rail overpass from Ralph Street to Weston Road • Suggestion to require bike parking at commercial plazas and to add additional bike parking to parks • Suggestion to provide free Bike Share passes for low income residents
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Feedback from Community Interest Groups

The comments received through meetings with community interest groups as well as with businesses on Pine Street are summarized below:

Topic	Comment Summary
Bikeway design - Overall	• General support for proposed route and for introduction of on-street cycling infrastructure to Weston neighbourhood • The proposed route is appropriate because it is what people cycling already use • Shared lane markings are not a form of cycling infrastructure
Bikeway design – Pine Street from Lawrence Avenue West to Church Street	• General support from representatives of Weston Collegiate Institute and the Toronto District School Board for Option 1 for Pine Street from Lawrence Avenue West to Church Street • The school bus loading zone in front of Weston Collegiate Institute is currently misused as a pick-up and drop-off zone
Bikeway design – Pine Street from Wright Avenue to Lawrence Avenue West	• Option 1 is appropriate for Pine Street from Wright Avenue to Lawrence Avenue West because it protects people cycling from truck traffic • Concern from businesses on Pine Street about potential for conflict between people cycling and delivery vehicles, especially because of the roadway width in this segment; delivery drivers sometimes have difficulty manoeuvring larger trucks into and out of loading docks due to the narrow roadway
Communications	• Suggestion to share project information at Weston Winterfest, hosted by Weston Village Business Improvement Area • Suggestion to promote new bikeway in front of Weston Collegiate Institute by working with students, teachers, and staff on launch event in the first week of school
Phase 2 of project	• There is a 40-storey development proposed at the corner of South Station Street and John Street and the community has requested that John Street adjacent to the development be turned into a large pedestrian plaza • Suggestion for bikeway connection from John Street pedestrian bridge to Little Avenue via Pantelis Kalamaris Lane and Elsmere Avenue

	• Concern about loss of two trees in order to implement bikeway on the area next to the sidewalk along Denison Road East • Suggestion to improve pedestrian safety on Little Avenue by adding bump-outs and tree planters
Out of project scope	• Interest in Trethewey Drive bikeway design • Interest in improvements to Weston Road and Lawrence Avenue West intersection • Interest in Bike Share growth plan • Interest in on-street bikeway connections between communities and Humber River Trail access points north and south of Lawrence Avenue West • Suggestion to add temporary signage at Humber River Trail access point at Mallaby Park to direct people to next trail access point at Crawford-Jones Memorial Park

Additional Feedback

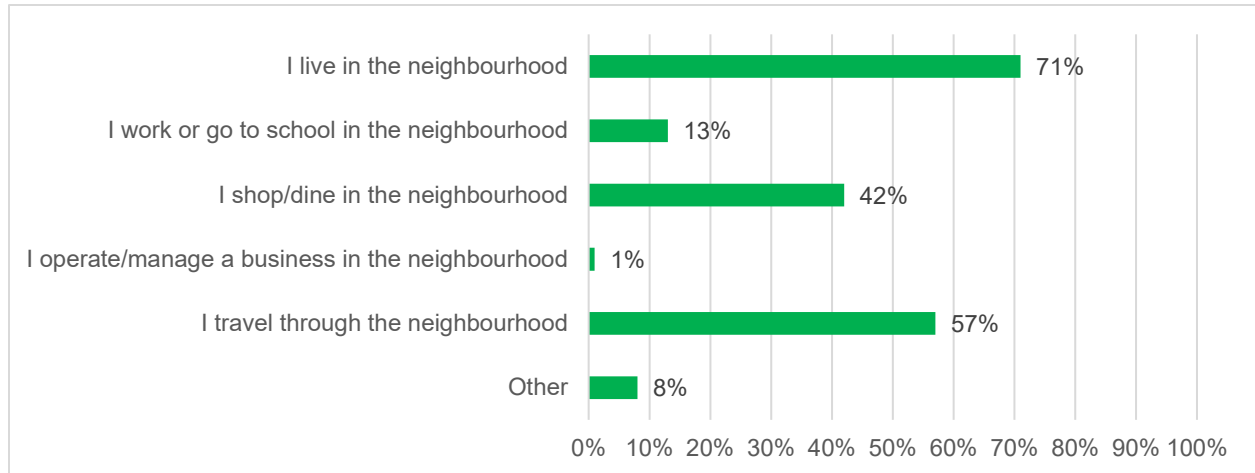
The comments received through phone and email are summarized by theme below:

Theme	Comments
Bikeway design	• Suggestion to use the City right-of-way on the west side of Pine Street between Wright Avenue and Lawrence Avenue West to create a bidirectional bikeway off the roadway • There is no need for bikeways because there are not enough people who cycle in the neighbourhood, and those who do can continue to share the roadway with motor vehicles
Safety	• Concern that the pavement on the east side of Pine Street south of Lawrence Avenue West is unsafe for people cycling because it is damaged and “knuckled” • Suggestion to add speed humps to Sam Frustaglio Drive due to speeding and cut-through traffic
Traffic	• Concern that bikeway on Pine Street could generate more motor vehicle traffic on King Street • Concern that bikeway will create motor vehicle congestion in the neighbourhood
Out of project scope	• Interest in proposed bikeways across the rest of York South—Weston • Need for more police officers to enforce speed limits

Appendices

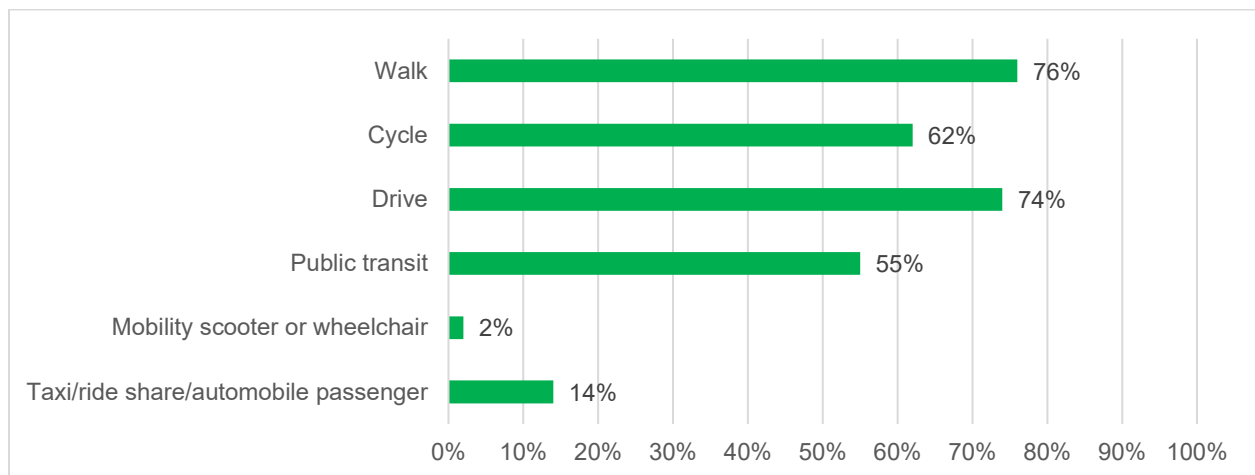
Appendix A: Survey Participant Profile

Please describe your relationship to the Weston neighbourhood. Check all that apply.



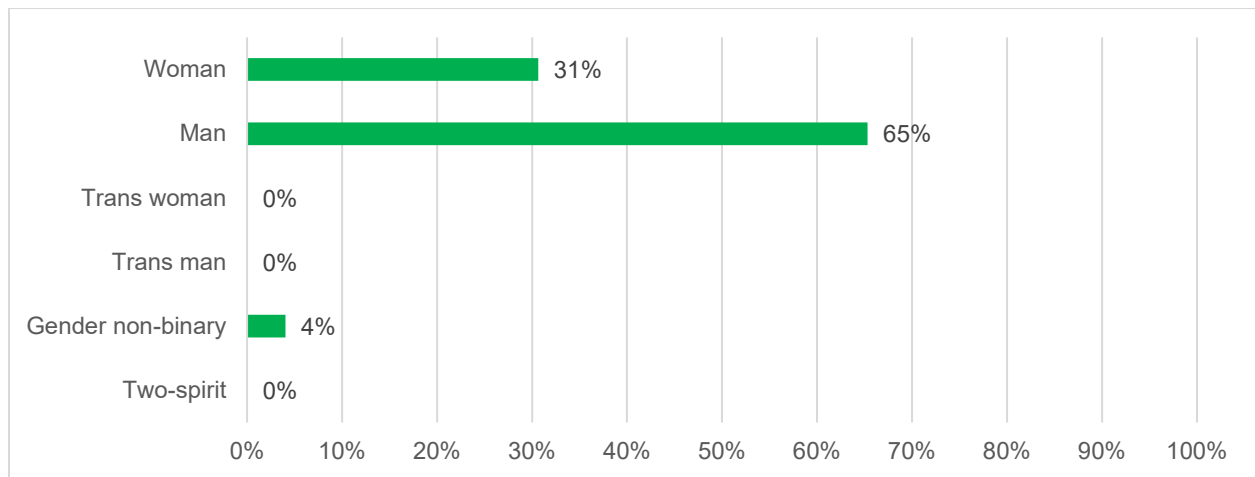
The majority of survey participants live in the neighbourhood (71%).

How do you typically travel through the Weston neighbourhood? Check all that apply.



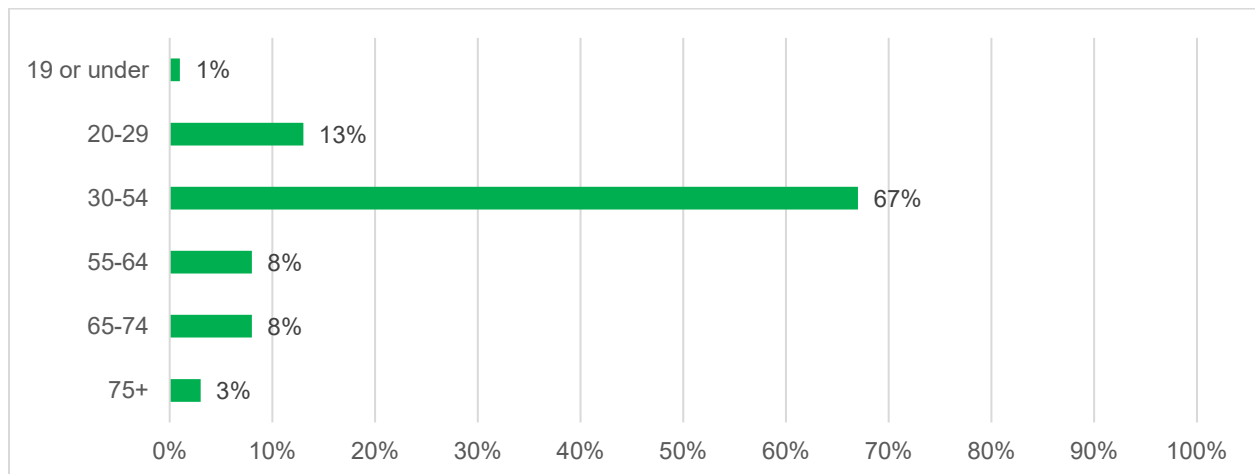
The majority of survey participants walk (76%) and/or drive (74%) through the neighbourhood.

What best describes your gender? (Optional)



The majority of survey participants describe their gender as “man” (65%).

What is your age? (Optional)



The majority of survey participants are 30-54 years old (67%).