



Huntingwood Drive Road Upgrades: Pharmacy Avenue to Kennedy Road

Public Consultation Report
August 2022

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Project Overview

In 2023, the City is planning to undertake road repairs and upgrades on Huntingwood Drive from Pharmacy Avenue to Kennedy Road due to the poor condition of the road. The City invited residents to learn more and provide feedback on opportunities for cycling, pedestrian, motor vehicle operations, and road safety upgrades as such opportunities only happen every 50-100 years, and are a once in a lifetime opportunity.

Bicycle lanes were installed on Huntingwood Drive in 2020 and improved in 2021 as part of the ActiveTO program to improve safety and connections to nearby transit, parks, and trails. Since installation, cycling volumes have grown on the corridor by 30% with no impact to motor vehicle travel times.

There are three options to upgrade the existing bicycle lanes to create a safe and beautiful cycling route, they include:

- Option 1: Pavement marking and separator upgrades only
- Option 2: Concrete buffered bicycle lanes
- Option 3: Greened/planted buffered bicycle lanes

Engagement Overview

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project Website www.toronto.ca/huntingwood
- Notice issued by Canada Post direct mail to 15,973 addresses
- Email to stakeholder list including resident associations, community groups, organizations, institutions, and elected officials
- Social media posts via @TO_Cycling

Consultation Activities

The public were invited to comment on the project and provide feedback through the following activities:

- Virtual public meeting held on May 11, 2022
- Survey available online from April 27 to June 12, 2022
- Phone calls (3 conducted) and emails (4 received and responded to)

Feedback Summary

While there was support for all options, Option 1 received slightly more overall support. Feedback received from participants identified concerns with the impacts that City operations and services would have on the various options (e.g., garbage removal, street sweeping and catch basin cleaning). There was also concerns expressed with parking removal as well as parking of cars within the current bike lanes.

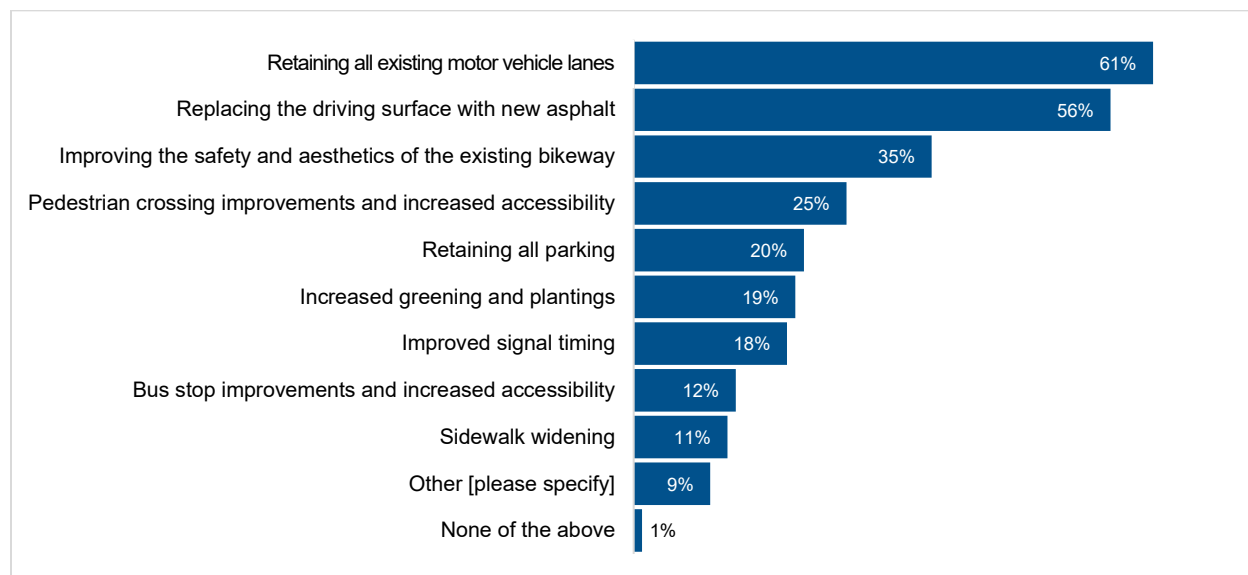
Online Survey

The survey included background information on the project, and asked two multi-choice questions with comment boxes, and optional demographic questions. Participation in the survey was anonymous. There were 993 completed surveys.

Responses received to each question in the online comment form are described in this section.

Question 1 – Which of the proposed changes are most important to you?

Of the proposed changes, the most important was retaining all existing motor vehicle lanes chosen by 61% of respondents, followed closely by replacing the driving surface with new asphalt at 56%. Improving the safety and aesthetics of the existing bikeway was selected by 35% of respondents, followed by pedestrian crossing improvements with 25%.



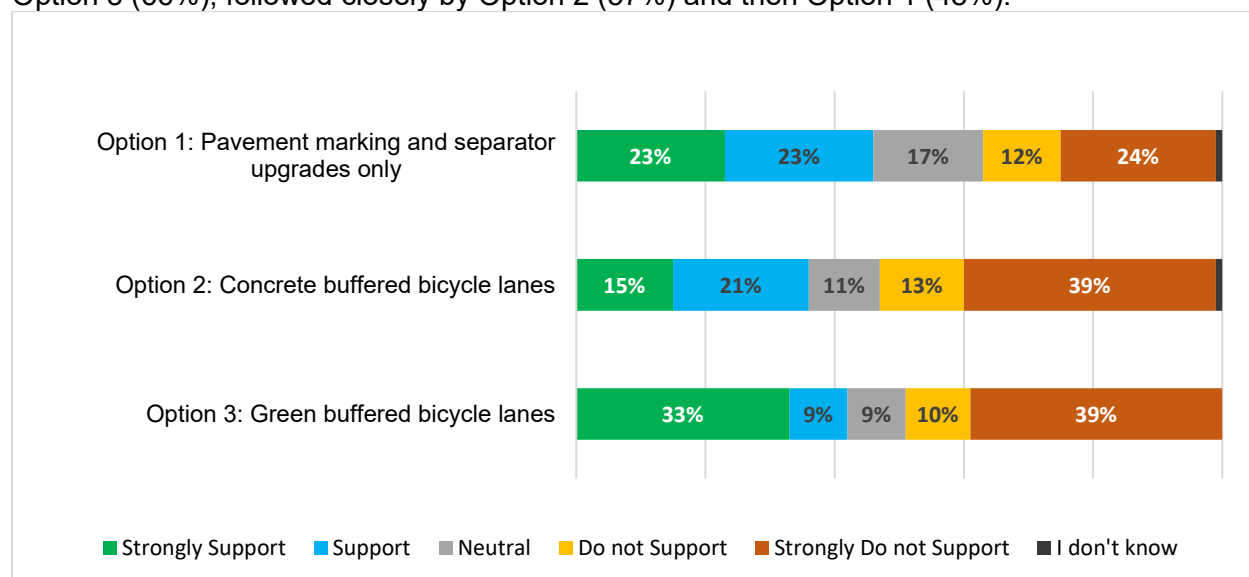
Responses also included:

- Many respondents requesting the removal of flexi-posts in bike lanes as they get damaged during winter and not safe
- Making lane markings clearer and more prominent
- Suggestion to replace existing bike lanes with cycle tracks or protected bike lanes for better separation
- Suggestion to designate bike lanes on one side of road and create designated parking areas with green boulevard divider or widen sidewalk and add bike lane to widened space
- Requests for right-hand turns on red light to be better managed with bike lanes, safer parking

Question 2 - How supportive are you of the proposed changes in each option?

A total of 993 responses were received. Overall support was slightly higher for Option 1 (Pavement marking and separator upgrades only) at 46% then Option 3 (Green buffered bicycle lane) at 42%. Support was lowest for Option 2 (Concrete buffered bicycle lanes) at 36%.

Support for Option 1 was highest among persons who regularly travelled along Huntingwood by motor vehicle (46%). Persons who regularly travelled by bicycle were more supportive of Option 3 (66%), followed closely by Option 2 (57%) and then Option 1 (48%).



Public Event

On May 11, 2022, a virtual public event was held. Participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Operational Street Needs	- Impact of bicycle lanes on snow plowing, garbage removal operations, street sweeping, catch basin cleaning
Lane widths	- Current bicycle lanes are narrow; Cyclists must enter traffic lane to pass
Parking	- Cars continue to park in the bike lanes on the north side
Visibility	- Concern about visibility of each option for cyclists and drivers particularly at night

Additional Feedback

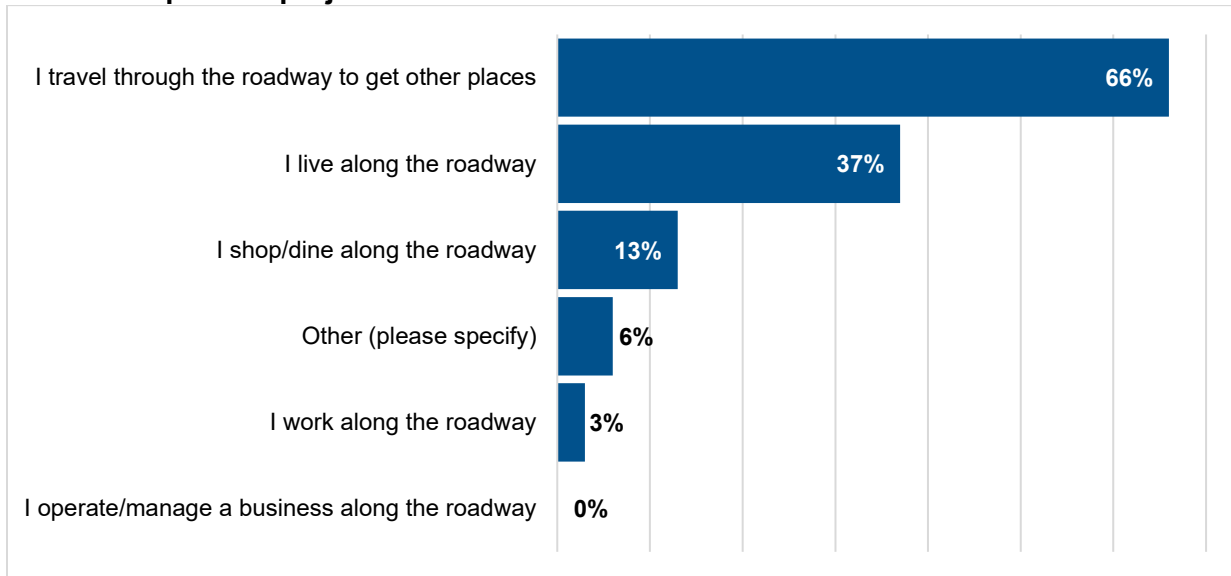
The questions and comments received through phone and email are summarized by theme below:

Theme	Comments
Existing paint/bollards	Not user friendly, markings faded, no one knows where to park, bollards ugly and get run over
Other safety considerations	Reduce speed limit, concern with sidewalk cycling
Safety of medians	Concrete median too dangerous especially in winter
Cycling connections	Need north/south cycling lanes on Victoria Park Ave and Brimley Rd
Remove cycling facilities	No cyclists so bike lanes not needed

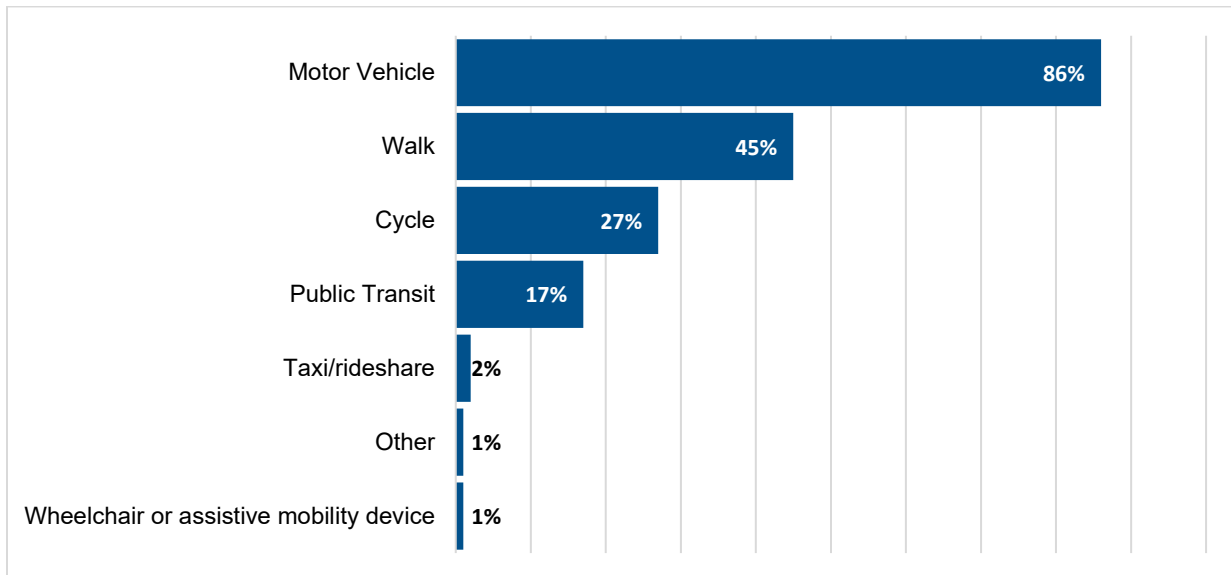
Appendices

Appendix A: Online Survey Demographics

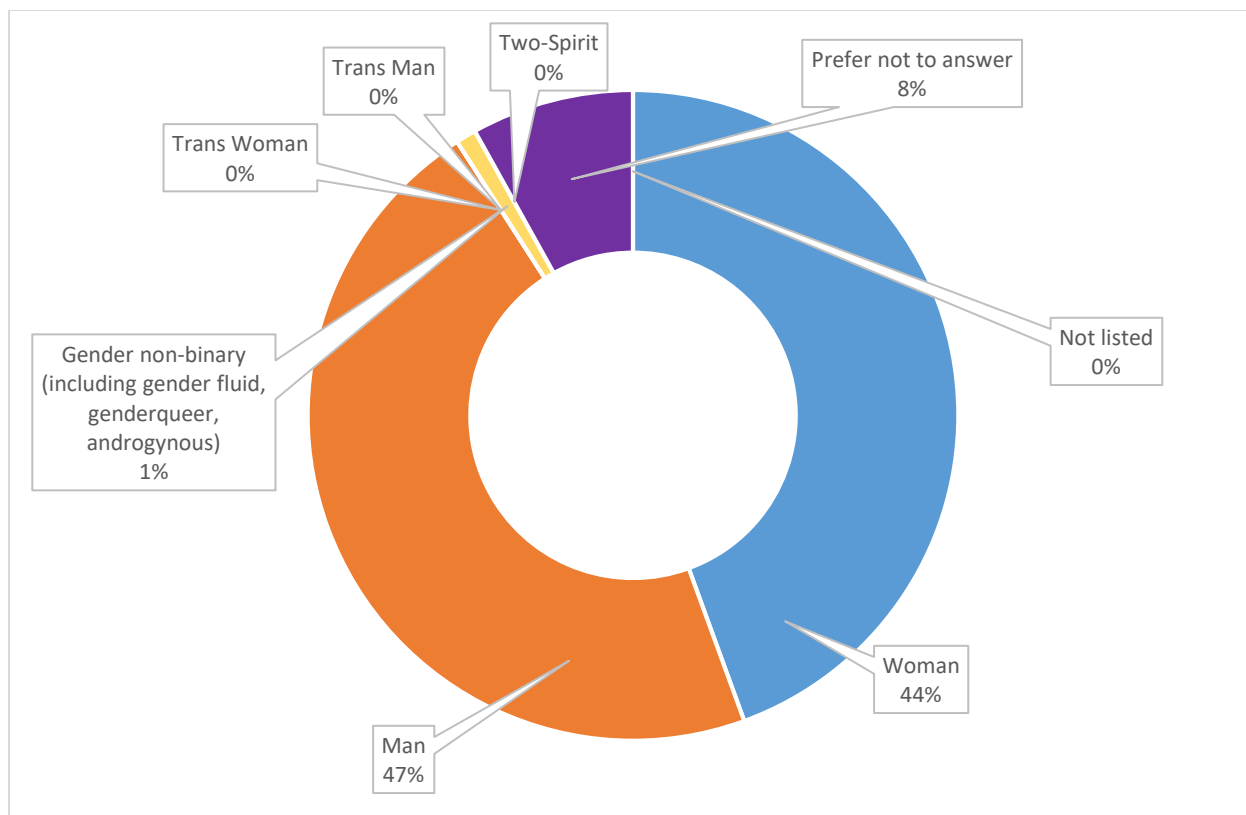
Relationship to the project area



Regular Travel Methods



Gender



Age

