

Southwest Agincourt Transportation Connections Study

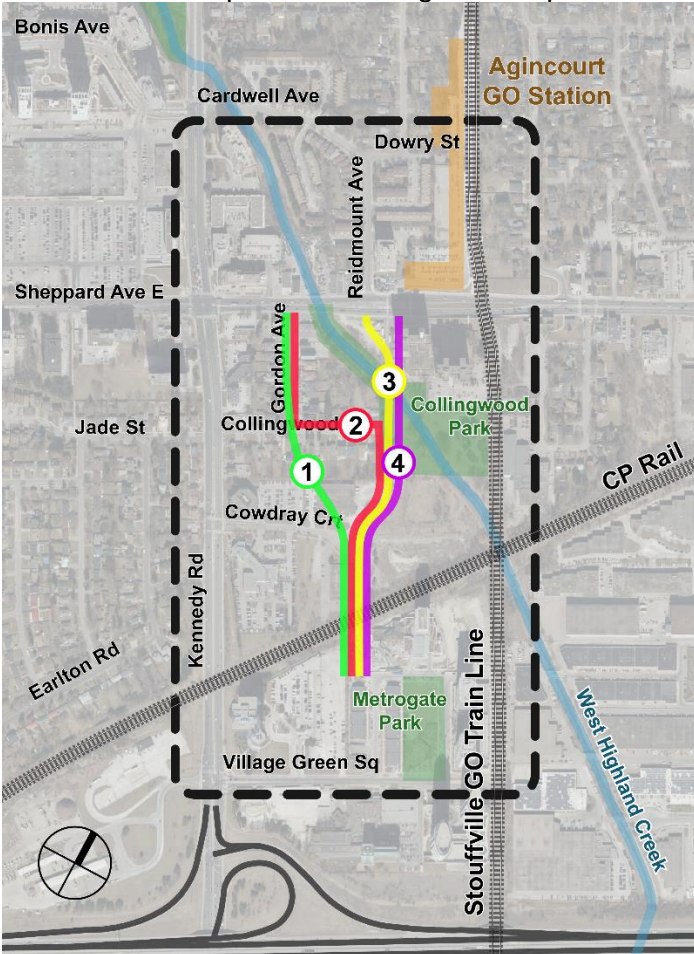
Public consultation is an important part of this study. We would like to know your thoughts and opinions about the proposed improvement options. **Submit your completed form by mail or e-mail before October 7, 2020.**

To view the consultation materials for this study visit: toronto.ca/ConnectingSWAgincourt ,
e-mail Stephanie.GrisBringas@toronto.ca or call 416-392-3643

Q1. Please indicate your level of support for each street alignment option.
An image of the four street alignments options is provided on the next page.

<p>Street Alignment Option C-1</p> <ul style="list-style-type: none"> - Connects to Sheppard Ave. East via Gordon Ave. - Intersects with Collingwood St. and Cowdray Crt. - Does not cross West Highland Creek (avoids complex engineering and environmental considerations) - Allows for potential future westward expansion of Collingwood Park - Minimal floodplain considerations - Involves modifications to right-of-way along Gordon Ave. - Addition of traffic signals at Gordon and Sheppard would create spacing challenges with existing signals on Sheppard - No new street frontage on Collingwood Park - Private property impacts 	<ul style="list-style-type: none"> <input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
<p>Street Alignment Option C-2</p> <ul style="list-style-type: none"> -Connection to Sheppard Ave. East at Gordon Ave. via Collingwood St. - Intersects with Collingwood St. and Cowdray Crt. - Adds street frontage to Collingwood Park and facilitates public access - Does not cross West Highland Creek (avoids complex engineering and environmental considerations) - Addition of traffic signals at Gordon and Sheppard would create spacing challenges with existing signals on Sheppard - Involves modification to the right-of-way on Gordon Ave. and Collingwood St. - Private property impacts 	<ul style="list-style-type: none"> <input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
<p>Street Alignment Option C-3</p> <ul style="list-style-type: none"> - Connection to Sheppard Ave. East at Reidmount Ave. - Intersects with Collingwood St. and Cowdray Crt. - Direct connection to existing street network north of Sheppard - Potential for direct connection to potential active transportation connection on Reidmount Ave. and Dowry St. - New traffic signals at Reidmount Ave. would require changes to GO station driveway and 4091/4101 Sheppard driveway - Crosses West Highland Creek (complex engineering and environmental considerations) - Large portions of the street located in the flood plain - Private property impacts 	<ul style="list-style-type: none"> <input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
<p>Street Alignment Option C-4</p> <ul style="list-style-type: none"> -Connection to Sheppard Ave. East at the GO station driveway - Intersects with Collingwood St. and Cowdray Crt. - Connects to an existing signalized intersection on Sheppard - Connection to Sheppard needs to be compatible with 4091/4011 Sheppard driveway (complex property issues) - Crosses West Highland Creek (complex engineering and environmental considerations) - Large portions of the street located in the flood plain - Private property impacts 	<ul style="list-style-type: none"> <input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
<p>No new north-south street</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know

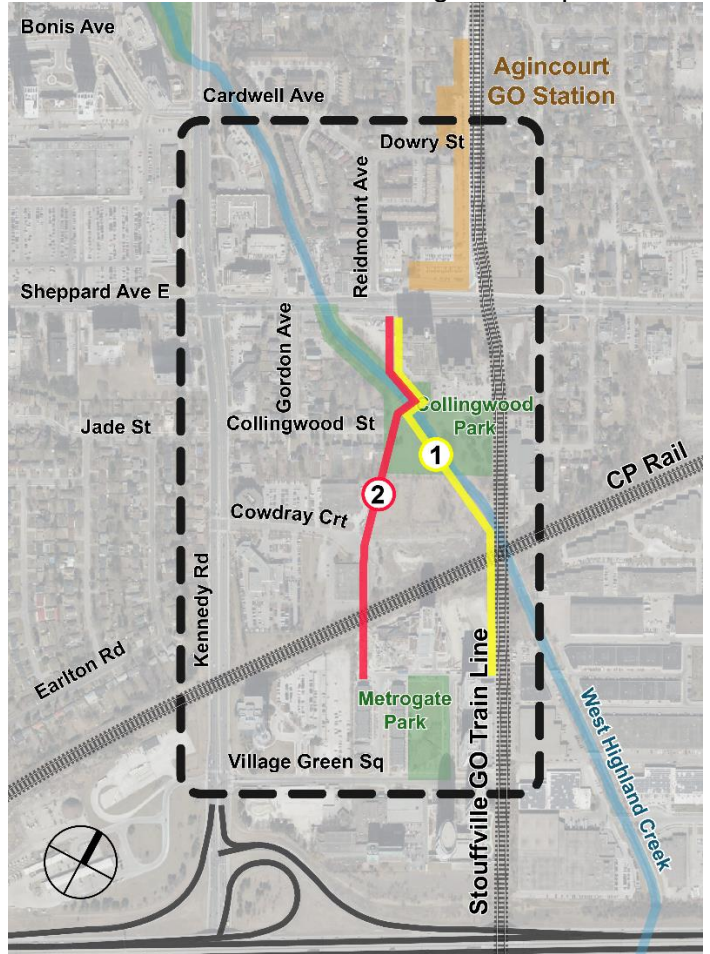
New Complete Street Alignment Options



Legend

- Complete Street Alignment C-1
- Complete Street Alignment C-2
- Complete Street Alignment C-3
- Complete Street Alignment C-4

New Multi-Use Trail Alignment Options



Legend

- Multi-Use Trail Alignment D-1
- Multi-Use Trail Alignment D-2

Q2. Which benefits or advantages of the street alignment options are most important to you?
Select your top 3 priorities.

- New street connects to Sheppard Ave. at an existing signalized intersection/crossing
- New street connects to potential active transportation connection north of Sheppard
- New street increases street frontage of Collingwood Park
- New street allows for potential future expansion of Collingwood Park
- Other, please specify _____

Q3. Which disadvantages or challenges associated with the street alignment options are most concerning for you? Select your top 3 priorities.

- Impacts on the natural environment
- Flood plain regulations and considerations
- Changes to the right of way on Gordon Ave. and/or Collingwood St.
- Traffic impacts on local streets
- Private property impacts
- Other, please specify _____

Q4. Do you have other comments about the potential north-south street or the alignment options?

Q4. Please indicate your level of support for each multi-use trail alignment option.
An image of the two trail alignments options is provided on the previous page.

<p>Trail Alignment Option D-1</p> <ul style="list-style-type: none"> -Trail connection at cul-de-sac in north east corner of Village Green Square -Passes under the CP Rail line where it crosses the Metrolinx GO Trail corridor -Meets Sheppard Avenue East near the Agincourt GO Station driveway -Connection at Sheppard will need to be compatible with 4091-4011 Sheppard Ave. East driveway (complex property considerations) -May not be compatible with new street alignment options C-3 and C-4 -Some sections of the trail will have limited visibility of trail users -Proximity to West Highland Creek and flood plain raises safety concerns 	<ul style="list-style-type: none"> <input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
<p>Trail Alignment Option D-2</p> <ul style="list-style-type: none"> -Trail connection at cul-de-sac in the north west corner of Village Green Sq. -Trail design would be incorporated into the design of the new street where it passes under the CP Rail corridor -Meets Sheppard Avenue East near the Agincourt GO Station driveway -Connection at Sheppard will need to be compatible with 4091-4011 Sheppard Ave. East driveway (complex property considerations) -Allows easier trail access from future developments on Cowdray Court and Village Green Square -Some portions of the trail are in the flood plain 	<ul style="list-style-type: none"> <input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know
<p>No new multi-use trail</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Strongly agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Neutral/Neither agree nor disagree <input type="checkbox"/> Somewhat disagree <input type="checkbox"/> Strongly disagree <input type="checkbox"/> Don't know

Q5. Please explain your response to Q4.
Which advantages or disadvantages of the options are most important for you?

Q5. Do you have any additional comments about the potential multi-use trail or the trail alignment options?

Q6. Do you have any comments or concerns about the other potential improvements that are being considered?

<p>Active transportation connection on Reidmount Avenue and Dowry Street</p> <ul style="list-style-type: none"> • Addition of an accessible cycling and pedestrian connection • Interim improvement (rather than major capital construction work) • Compatible with all new street and multi-use trail alignment options • Would connect to pedestrian- and cyclist-only portion of Dowry St 	
<p>Optimization of existing streets and intersections</p> <ul style="list-style-type: none"> • Sidewalk connection on Collingwood Street • Improvement of existing sidewalks • Improvement of intersection control, pavement markings, and/or by-laws • New cycling facilities on Sheppard Avenue East • Optimization of traffic signal timing at busy intersections 	
<p>Improvements to transit service</p> <ul style="list-style-type: none"> • Relocation of bus stops to reflect location of new street and/or trail • Prioritize accessibility and connectivity of transit-pedestrian linkages • Provide space for potential future transit operation on new complete street 	

Q7. Are there other solutions that should be considered?

Q8. Each of the potential improvements will be evaluated against a set of evaluation criteria. Do you have any comments or concerns regarding the proposed evaluation criteria? Are there other criteria that should be included?

Q6. Do you have any observations or experiences related to transportation in or through the study Focus Area that have not been captured by the project team?

About You (Optional)

What is your postal code? _____

Please describe your perspective. (Select all that apply)

- | | |
|---|---|
| <input type="checkbox"/> I live in the study area | <input type="checkbox"/> I am a property owner in the study area |
| <input type="checkbox"/> I work in the study area | <input type="checkbox"/> I represent a faith group in the study area |
| <input type="checkbox"/> I study in the study area | <input type="checkbox"/> I represent a residents' group in the study area |
| <input type="checkbox"/> I shop and/or dine in the study area | <input type="checkbox"/> I represent a non-profit or community organization in the study area |
| <input type="checkbox"/> I travel through the study area | <input type="checkbox"/> I represent a business in the study area |
| <input type="checkbox"/> I represent a school | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> I represent an interest group | |

How do you typically travel to/from/through the study area? (Select all that apply)

- | | |
|--|---|
| <input type="checkbox"/> I walk | <input type="checkbox"/> I use the GO Train |
| <input type="checkbox"/> I bike | <input type="checkbox"/> I use TTC |
| <input type="checkbox"/> I use a mobility device | <input type="checkbox"/> I use taxis / rideshare services |
| <input type="checkbox"/> I drive | <input type="checkbox"/> Other: _____ |

About the Virtual Public Meeting

If you attended the Virtual Public Meeting on September 23, please help us to improve by letting us know your thoughts about the event.

	Strongly disagree	Disagree	Neutral/ Undecided	Agree	Strongly Agree
The information presented was clear and easy to understand.					
Staff were able to answer my questions.					
Do you have any additional comments about the Virtual Public Meeting?					

Contact Us:

Stephanie Gris Bringas Telephone: 416-392-3643 Email: Stephanie.GrisBringas@toronto.ca	Mail: City of Toronto - Public Consultation Unit 55 John Street, Metro Hall, 19 th Floor Toronto, ON M5V 3C6
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