



Sentinel Road Safety Improvements Consultation Report

February 2022

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Contents

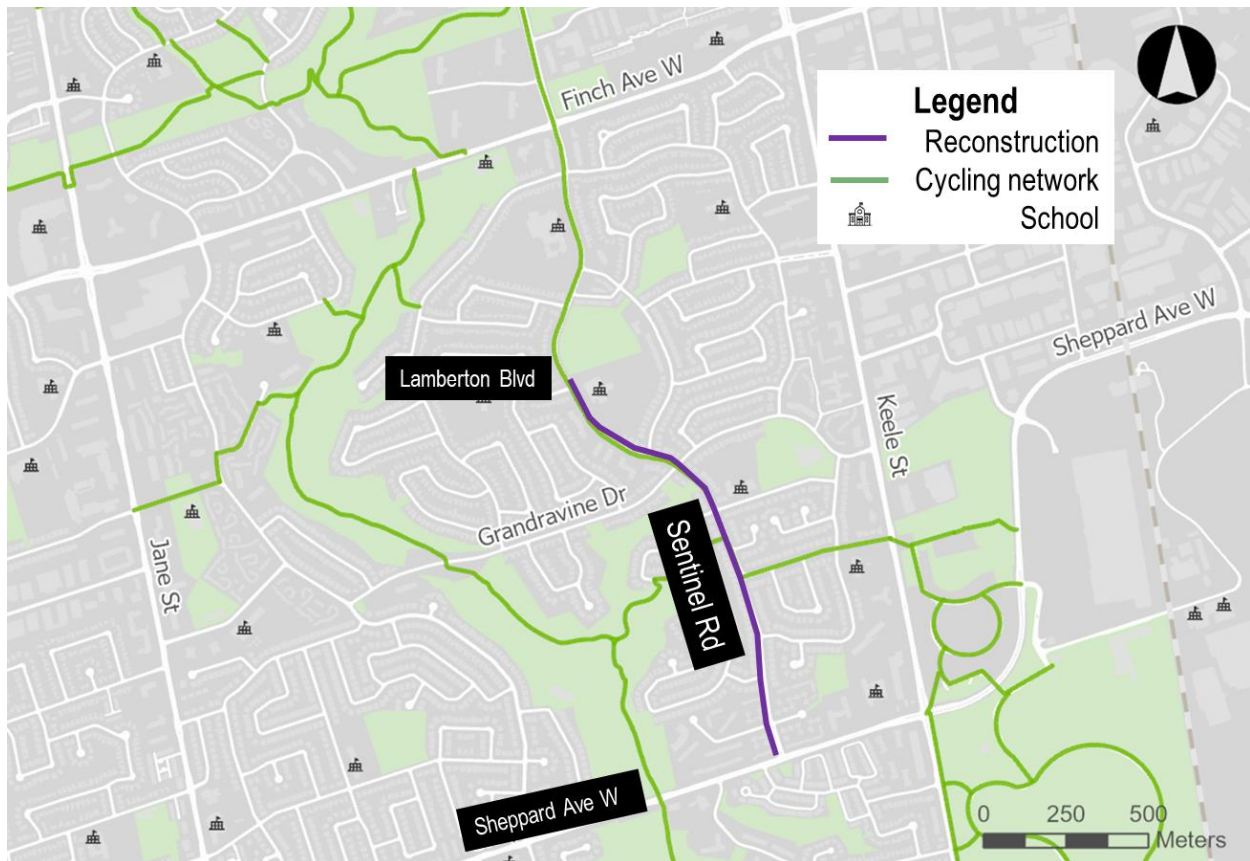
Overview	3
Project Summary	3
Notification.....	4
Activities.....	4
One Window Commenting.....	4
Stakeholder Meetings.....	4
Public Information Event	4
Online Comment Form	4
Feedback Summary.....	6
Stakeholder and Public Meetings	6
Online Comment Form	7
Demographics.....	10
Public Comments	11
Summary	12
Next Steps.....	13
Appendix A: Public Event Notification: Notices	14
Appendix B: Online Comment Form.....	16

Overview

Project Summary

In 2023, Sentinel Road from Lamberton Boulevard to Sheppard Avenue West is planned to be reconstructed due to the poor condition of the road. The reconstruction work provides an opportunity to review the street for changes to improve safety and operations for people driving, taking transit, walking and cycling.

This report summarizes consultation activities and feedback received during public consultation, taking place from August 24, 2021 to February 23, 2022.



Map of the project area

Notification

A variety of methods were used to notify stakeholders and members of the public from August 24, 2021 to February 23, 2022 about the public consultation:

- Project Website www.toronto.ca/YorkUDownsview
- Canada Post direct mail (9,235 addresses in study area) in English
- Emails to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (51 contacts)

>>Appendix A: Public Event Notification: Notices

Activities

One Window Commenting

Stakeholder representatives and members of the public were invited to share comments and ask questions via phone, email, or written letter. A total of 4 comment submissions were received from January 26 to February 23. All comments were recorded and reviewed for consideration and response by the project team.

Stakeholder Meetings

A stakeholder meeting was held on September 28, 2021 from 3:30-4:30 p.m. via Webex with the condominium corporation and property management of the townhouses on Enclave Mews and Inlet Mews (York Condominium Corporation No. 108). The meeting was arranged to discuss the potential streetscape improvements to the public right-of-way near the front driveway of the townhouses and potential impact to existing fencing and waste management access.

A stakeholder meeting was held on October 1, 2021 from 2:00-3:00 p.m. via Webex with Toronto Student Transportation Group to discuss the technical operations of school buses over the proposed truck aprons.

A stakeholder meeting was held on October 20, 2021 from 9:30-10:30 a.m. via Webex with Toronto Community Housing Corporation (TCHC) to discuss the potential improvements and impact to TCHC buildings in the project area, and engagement strategies with TCHC tenants.

All meetings were facilitated by Ryan Lo, Senior Coordinator in the Public Consultation Unit, and featured a presentation on the project by Adam Popper, Senior Project Manager, Cycling & Pedestrian Projects, Transportation Services. Opportunities for questions and feedback followed the presentation. A note-taker recorded minutes.

Public Information Event

The public event took place on February 9 from 6:30 – 8:30 p.m. via Webex, and was attended by 10 people.

The materials prepared for the public event, including the presentation slides and comment form were posted to the project website on January 25, and hard copy materials were made available upon request.

Online Comment Form

To provide additional feedback opportunity, an online comment form was available from January 25 to February 23, which received 61 responses. Participation was anonymous and results were reviewed for duplicate and invalid responses before being analyzed for this report.

The comment form included background information on the project, and summarized the proposed changes, including the raised cycle tracks and bus stops.

1. How supportive are you of the proposed raised cycle tracks in wide segments?
2. How supportive are you of the proposed raised cycle tracks at pinch points?
3. How supportive are you of the proposed changes to bus stops?

The comment form concludes by providing an open-ended comment box and optional demographic questions which offered opportunity for multi-choice or multi-select responses. The questions are listed below.

4. Please provide any additional comments and include specific locations, if applicable.
5. What best describes your relationship to the project area?
6. How do you typically travel within or through the project area?
7. What is your age?

>>Appendix B: Online Comment Form

Feedback Summary

Stakeholder and Public Meetings

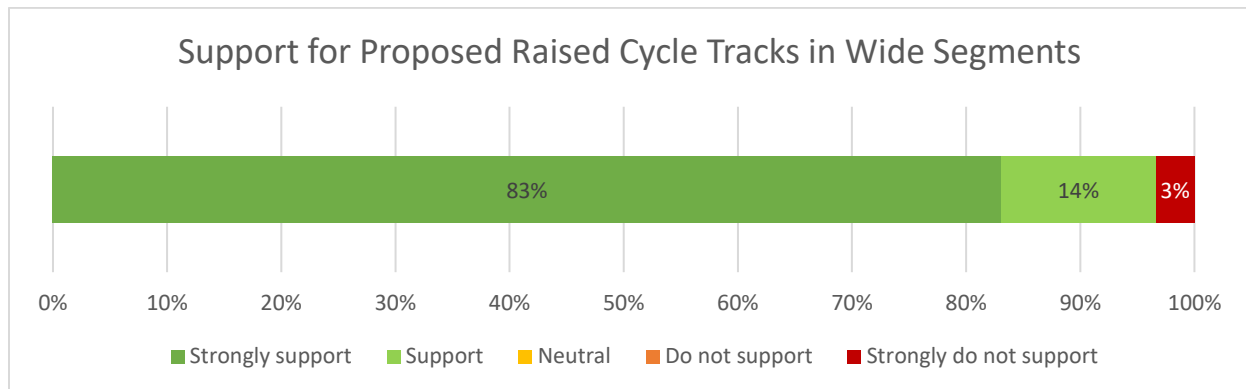
During the stakeholder meetings in September and October and the public meeting on February 9, 2022, participants expressed questions and comments regarding each of the potential improvements, summarized below:

Topic	Question and Comment Summary
Intersection improvements	<ul style="list-style-type: none">• Sentinel Road at Dovehouse Ave and Grandravine Drive are identified as intersections that require traffic calming and safety improvements• Stop bars should be moved back for motorists to better see cyclists and pedestrians crossing• The City should make sure school buses can operate safely over the proposed truck aprons
Widths of sidewalks and cycle tracks	<ul style="list-style-type: none">• The City should explore maximizing the widths of the sidewalks and cycle tracks, even at pinch points
Diversity of replanted trees	<ul style="list-style-type: none">• There should be a mix of tree species being replanted
Maintenance of walkways	<ul style="list-style-type: none">• Walkways are currently poorly maintained
Illegal parking	<ul style="list-style-type: none">• Cars are sometimes parked on the eastbound Dovehouse bike lanes
Raised cycle tracks	<ul style="list-style-type: none">• The changing grade of raised cycle tracks slows down cyclists and prevents them from using vehicle lanes when necessary• The bus stop integration would cause cyclists to stop completely
Buffer between sidewalk and cycle track	<ul style="list-style-type: none">• Concerned about pedestrians spilling over into the cycle track
Physical separation	<ul style="list-style-type: none">• Physical separation such as bollards and planters should be considered to separate vehicular traffic from cyclists and pedestrians
Utilities	<ul style="list-style-type: none">• The City should consider burying utilities underground and provide dedicated space for fibre optic cables
Impact to fencing	<ul style="list-style-type: none">• Will the project affect existing fencing of private properties?
Accessibility	<ul style="list-style-type: none">• Many older residents live in the area and many use mobility devices

Online Comment Form

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

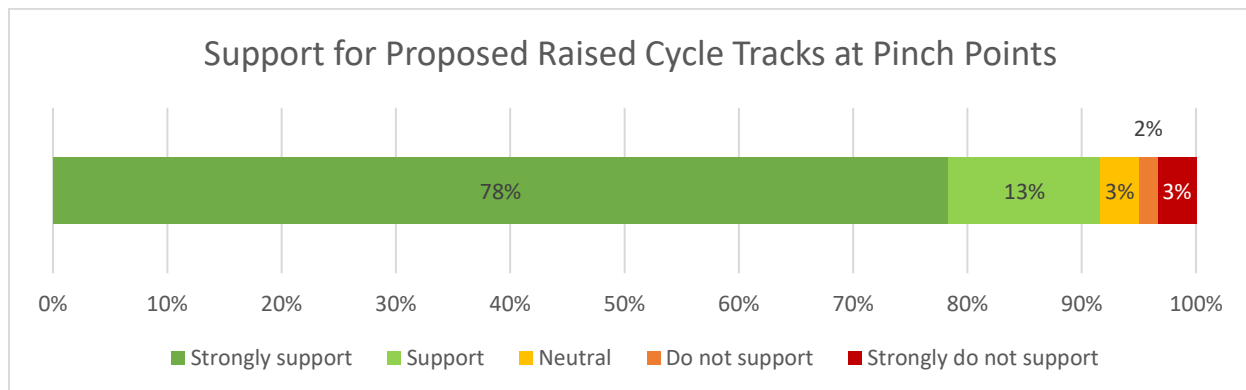
Q: How supportive are you of the proposed raised cycle tracks in wide segments?



The respondents were first presented with a description and cross-section illustrations to explain the configuration of the proposed raised cycle tracks in wide segments. They were then asked to indicate their level of support in the scale of 1-5.

There were 59 responses to this question. 83% strongly supported and 14% supported the proposed changes. 3% strongly opposed the changes. No respondents selected 'neutral' or 'opposed'.

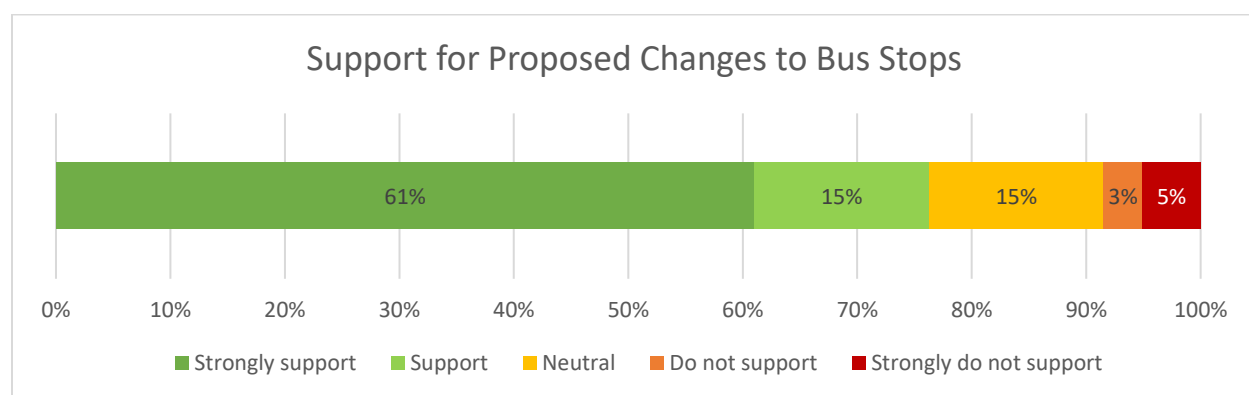
Q: How supportive are you of the proposed raised cycle tracks at pinch points?



Similarly, the respondents were first presented with a description and cross-section illustrations to explain the configuration of the proposed raised cycle tracks at pinch points. They were then asked to indicate their level of support in the scale of 1-5.

There were 60 responses to this question. 78% strongly supported and 13% supported the proposed changes. 3% were neutral. 2% opposed and 3% strongly opposed the changes.

Q: How supportive are you of the proposed changes to bus stops?



The respondents were first presented with a description and an annotated artistic rendering to illustrate the proposed integration of bus stops and the proposed cycle tracks. Since the project proposed the relocation of four bus stops, two maps were shown side-by-side to identify the existing and proposed locations of bus stops along Sentinel Road. Respondents were then asked to indicate their level of support for the proposed changes in the scale of 1-5.

There were 59 responses to this question. 61% strongly supported and 15% supported the proposed changes. 15% were neutral. 3% opposed and 5% strongly opposed the changes.

Q: Please provide any additional comments and include specific locations, if applicable.

A total of 25 responses were received to this question. Some responses contained multiple comments and were separated based on corresponding topics, which resulted in 29 comments in total.

5 out of 29 comments were related to the proposed changes to bus stops. There were 4 comments for each of the following topics: signage, support for the project and traffic calming. The rest of the topics each had 3 comments or less.

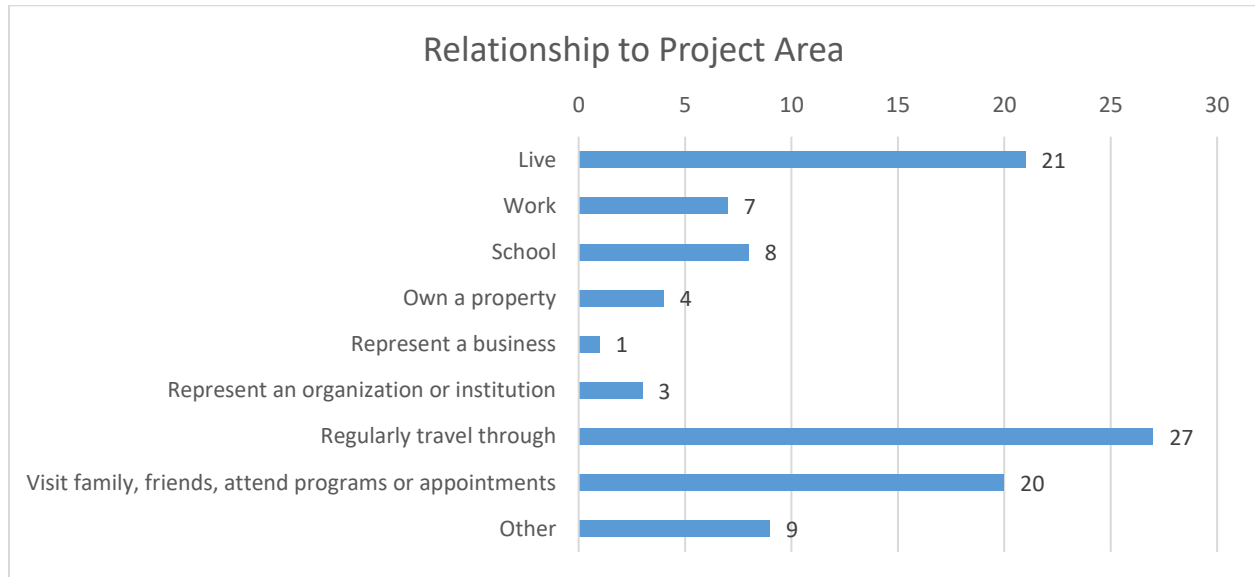
All the comments are summarized below by topic, in the order of the number of comments received:

Topic	Comment Summary
Proposed changes to bus stops	<ul style="list-style-type: none">• Cycle tracks need to be passing behind the bus stop to minimize conflicts between transit users and cyclists
Signage	<ul style="list-style-type: none">• Paint the cycle tracks in a different colour (e.g., red) to increase visibility and prevent confusion• Sign the route as part of the Northwest Cultural Trail
Support	<ul style="list-style-type: none">• This project will benefit students and others who travel to York University from points south• Raised cycle tracks beside sidewalks is best, raised cycle tracks beside roads is okay only where necessary
Traffic calming	<ul style="list-style-type: none">• The City should add a pedestrian island, a raised crosswalk or traffic table, textured pavement or curb bump-outs in front of the school• Traffic calming measures should be implemented at the Sentinel and Grandravine intersection, and along Grandravine Drive• Speed limit should be lowered to 30 km/h

Project scope	<ul style="list-style-type: none"> • The proposed cycle tracks should go further north to Finch Avenue West or Four Winds Drive • The Sheppard Avenue West boulevard trail should be extended west to the entrance of Downsview Dells Park to create a cycling loop of Sheppard Avenue West, Black Creek, Finch Hydro Corridor Trail and Sentinel
Vehicle lane width	<ul style="list-style-type: none"> • The vehicle lanes could be reduced to 3.3 m at pinch points to make cycle tracks wider • Narrower vehicle lanes at pinch points will have significant traffic calming impacts, in line with the goals of the project
Cycle tracks location	<ul style="list-style-type: none"> • Cyclists could jump onto the sidewalk if the cycle tracks are beside the sidewalk, making pedestrians uncomfortable • Cycle tracks do not need to be present on both sides of the road, a two-way wider cycling lane would be safer and more convenient and may reduce restructuring costs
Physical separation	<ul style="list-style-type: none"> • Fully separate bike barriers are essential • Separation of cycle tracks could help prevent them from being in the plow dump zone in the winter
Oppose	<ul style="list-style-type: none"> • Most drivers use Sentinel to cut across to Keele and Sheppard, narrowing the vehicle lane widths would cause more congestion and adding cycle tracks does not make sense when there are very few cyclists today
Trees	<ul style="list-style-type: none"> • Consider every possible alternative before removing existing trees, including narrowing the vehicle lanes to the absolute minimum • Preserving and planting trees would help provide shelter from extreme heat and wind, especially as climate change exacerbates these conditions

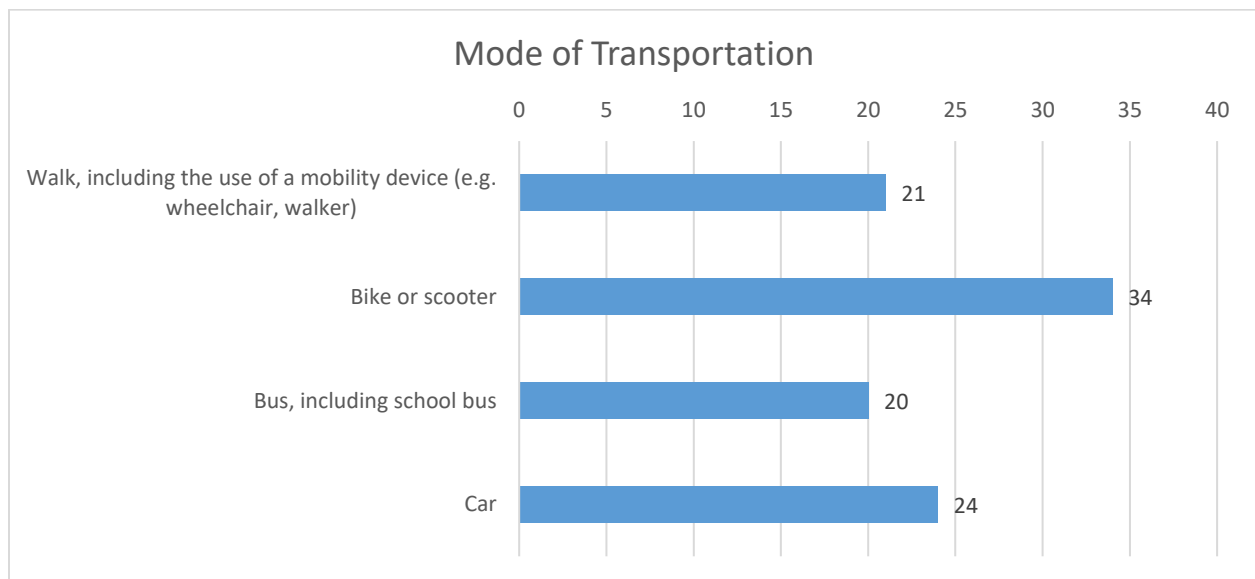
Demographics

A total of 58 respondents provided demographic information described below.



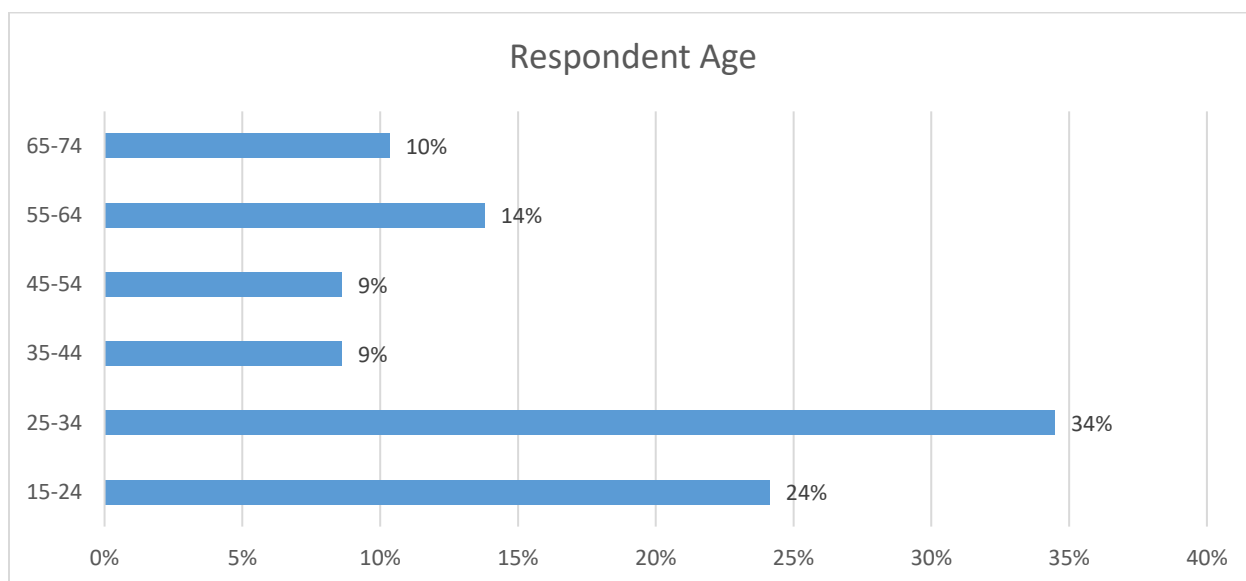
Respondents were able to select all options that apply to them. A majority of the respondents regularly travel through the project area or live there, or both.

A total of 56 respondents provided information about their regular mode of transportation.



Respondents were able to select all options that apply to them. A majority of the respondents ride a bike or a scooter. Many also drive a personal vehicle.

A total of 266 respondents provided information about their age.



58% of the respondents were between the ages of 15 – 34, with no responses provided from individuals under 15 or over 75.

Public Comments

Comments received via phone/email from members of the public are summarized below:

Topic	Comment Summary
Connection to York University	<ul style="list-style-type: none">• Appreciate new cycling connections to York University
Cycle track width	<ul style="list-style-type: none">• Cycle tracks should be widened to 3 metres to allow cyclists to pass others
Green infrastructure	<ul style="list-style-type: none">• Use technology such as Silva Cells (used at Sugar Beach) to support tree growth while creating paved, permeable surface for walking and cycling• Improve drainage so that water drains off from the cycle tracks and does not create ponding or freeze during winter

Summary

Potential conflicts between different road users

The feedback received indicated very strong levels of support for the proposed cycling and pedestrian infrastructure on Sentinel Road, both in wide segments and at pinch points. The level of support was not as strong for the proposed bus stop changes, as some respondents expressed concerns about the integrated bus stop and cycle track design would lead to potential conflict between transit users at the bus stop and cyclists travelling through.

While many respondents supported locating the cycle tracks away from vehicular traffic, some pointed out that faster cyclists may use the sidewalk to pass slower cyclists, and pedestrians may also inadvertently cross over to the cycle track without a physical barrier.

Traffic calming

Many residents pointed out that there have been road safety issues such as speeding and drivers rolling through stop signs at key intersections along Sentinel Road, including Dovehouse Avenue and Grandravine Drive, and segments in front of schools. They suggested that the City should implement additional traffic calming measures at these locations.

Maximize cycle track widths

Some respondents have asked the City to consider further widening the proposed cycle tracks, as the proposed widths of 1.5-1.8 m would only allow single-file cycling traffic and no room for safe passing. They suggested that the vehicle lanes could be further narrowed to the minimum width to create more space for the cycle tracks.

Greening strategies

Some respondents emphasized the need to diversify the tree species that would be planted and to ensure their health through relocation and the use of technology. They indicated that the preservation and increase of urban tree canopy would be important in the face of more extreme weather conditions due to climate change.

Next Steps

The project team will report to Infrastructure and Environment Committee and City Council in Spring 2022. Once approved by City Council, Engineering and Construction Services staff will review all feedback received, together with technical considerations, and stakeholder comments to develop detailed design work.

It is expected that the construction will begin in 2023.

Appendix A: Public Event Notification: Notices



Public Consultation




January 21, 2022

Sentinel Road Safety Improvements

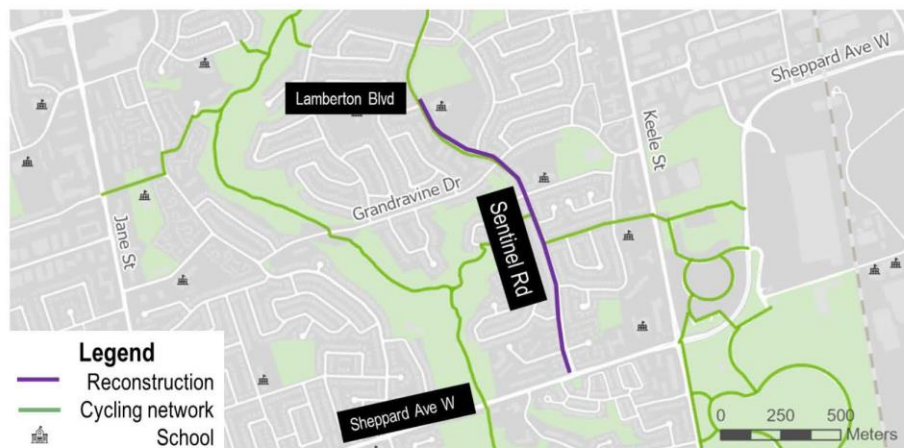


The City of Toronto is inviting residents to learn more and provide feedback on opportunities for cycling, pedestrian, motor vehicle operations, and road safety upgrades on Sentinel Road.

In 2023, Sentinel Road from Lamberton Boulevard to Sheppard Avenue West is planned to be reconstructed due to the poor condition of the road. Road reconstructions only happen every 50-100 years, so this is an important opportunity to implement changes to improve safety and operations for people driving, taking transit, walking and cycling.

Learn More	Attend the Event	Provide Feedback
 toronto.ca/yorkudownsview View project information on the website, including the project presentation and commonly asked questions.	 Wednesday, February 9, 2022 6:30 p.m. to 8:30 p.m. Join online or by phone. <u>See page 2 for details.</u>	 Submit comments by email, mail or phone or complete an online survey. Feedback deadline: Wednesday, February 23, 2022

Project Location



toronto.ca/yorkudownsview

Page 2 of 2

Why Consider Changes on Sentinel Road?

The City of Toronto is proposing changes on Sentinel Road as part of the road reconstruction to fulfill the City's commitment the Vision Zero Road Safety Plan. The Plan's goal is to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone, especially for seniors, school children, and people walking and cycling. From 2016 to 2020, there were 114 vehicle collisions on Sentinel Road between Lamberton Boulevard and Sheppard Avenue West. All proposed changes are focused on reducing future collisions.

Proposed Changes

Improvements for walking and cycling

- Sidewalks would be widened, where feasible
- Pedestrian crossings would be improved and made accessible
- Raised crosswalks would be installed at all intersections from Lamberton Boulevard to Streamdale Court/Brookwell Drive, except Grandravine Drive
- Raised cycle tracks would be added to both sides of the street
- Bus stops would be integrated with the raised cycle tracks

Improvements for driving

- There are limited proposed changes to the street for people driving. One vehicle lane in each direction would be maintained and traffic calming including raised crosswalks and changes in intersection curb radii would be installed



Impacts to public space and green features

- Some trees will be impacted to accommodate the road safety changes. Some trees will need to be replanted due to limiting conditions (e.g. hydro lines above) or removed to accommodate the proposed changes
- Additional trees will be planted to result in a net increase of trees in the area

Next Steps

Following consideration of your feedback, City staff will report to City Council for approval of the project in Spring 2022. Detailed design of the project will take place during Summer-Fall 2022, with implementation planned in 2023.

How to Join the Event

<p>Join by computer, smartphone or tablet</p>  <p>Visit the webpage and register: www.toronto.ca/yorkudownsview</p>	<p>Join by phone (audio only)</p>  <p>Dial: 416-915-6530 Access Code: 2453 462 8708</p>
<p>If you have a specific accessibility need or require accommodation, please contact us.</p>	

More Information

Ryan Lo
Senior Public Consultation Coordinator
Metro Hall, 19th Floor, 55 John Street
Toronto, ON. M5V 3C6

Email: Ryan.Lo2@toronto.ca
Tel: 416-395-7243
TTY: 416-338-0889
(7 days/week 8 a.m. – 5 p.m. Closed holidays)

* Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. ** To help reduce the spread of COVID-19 consultation activities will be conducted online, by phone, email, and mail only.

Appendix B: Online Comment Form

Sentinel Road Safety Improvements

Sentinel Road Safety Improvements

The City of Toronto is inviting community members to learn more about and provide feedback on the proposed design changes on Sentinel Road between Lamberton Boulevard and Sheppard Avenue West. The proposed changes aim to improve safety and enhance the transportation experience for people walking, cycling, driving and taking transit.

Public consultation is an important part of City projects. Please complete this feedback form so we can learn more about your thoughts and opinions. All comments will be considered.

Please submit your comments by February 23, 2022.

This is not a vote. Public and stakeholder opinions, along with technical and policy considerations, will be used to inform City staff recommendations and decisions to be made by City Council.

Before completing the survey, we invite you to learn more about the project by reviewing the attached [slide deck](#).

The project slide deck provides a summary of the proposed changes on Sentinel Road.

Additional project background materials and information about the Virtual Public Event on February 9, 2022, can be found at: toronto.ca/yorkudownsview.

Page 1 - Introduction

Contact

If you have any questions or difficulty completing this survey, please contact:

Ryan Lo
Sr. Public Consultation Coordinator, City of Toronto
Telephone: 416-395-7243
Email: Ryan.Lo2@toronto.ca

This form is intended to be anonymous.

No private information will be asked.

Please do NOT include any personal identification information in your responses, such as a name, address, phone number or email.

If you are requesting a response, please contact staff directly using the contact information above.

The personal information on this form is collected under the City of Toronto Act, 2006, s. 136(c) and the Municipal Freedom of Information and Protection of Privacy Act, and will be used for the purpose of obtaining your feedback about the Sentinel Road Safety Improvements project. With the exception of personal information, all comments will become part of the public record. Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakis 416-392-2990.

Page 2 - Project Overview

Project Overview

The proposed changes on Sentinel Road are guided by the City's [Vision Zero Road Safety Plan](#). The plan is focused on eliminating traffic-related fatalities and serious injuries by making our roads safer for everyone, especially vulnerable road users such as seniors, school children, and people walking and cycling. From 2016 to 2020, a total of 114 vehicle collisions occurred on Sentinel Road.

The goals of the project are to:

- Improve safety for everyone
- Enhance the walking, cycling and transit experience
- Maintain or enhance greening

This survey will provide more details of the proposed improvements and ask for your feedback.

Project Area



Page 3 - Raised Cycle Tracks: Wide Segments

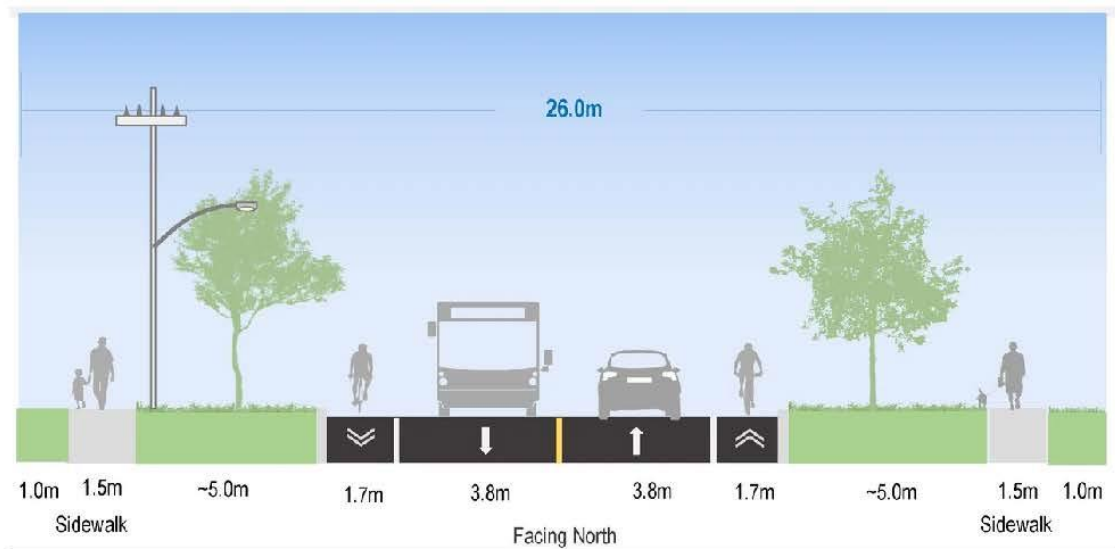
Proposed Changes

Raised Cycle Tracks: Wide Segments

Raised cycle tracks, level with the sidewalks, would be installed to provide dedicated space for people cycling.

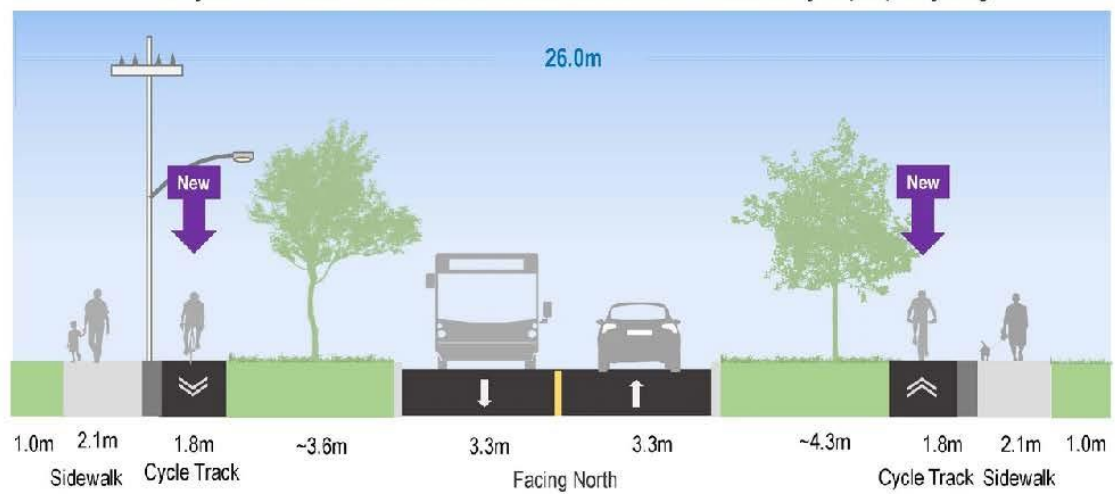
In wider segments of the road, most locations would have the cycle tracks installed next to the sidewalk with buffer space to maximize the comfort and safety of people cycling.

Existing



Proposed: cycle tracks next to sidewalk, most locations

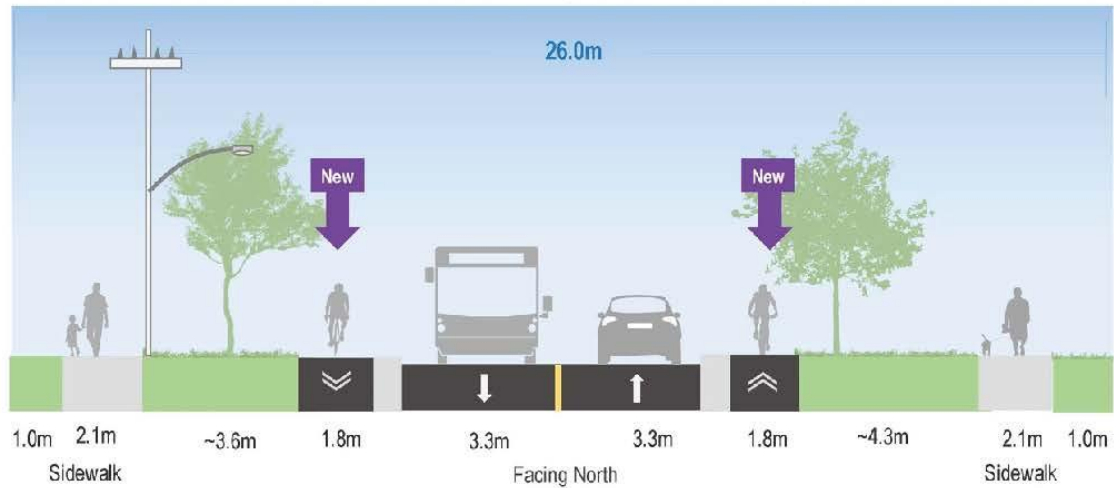
Add cycle tracks next to sidewalks to maximize the comfort and safety of people cycling



Proposed: cycle tracks next to roadway, where necessary

At locations where it is necessary to work around existing trees, the cycle tracks would be installed next to the roadway.

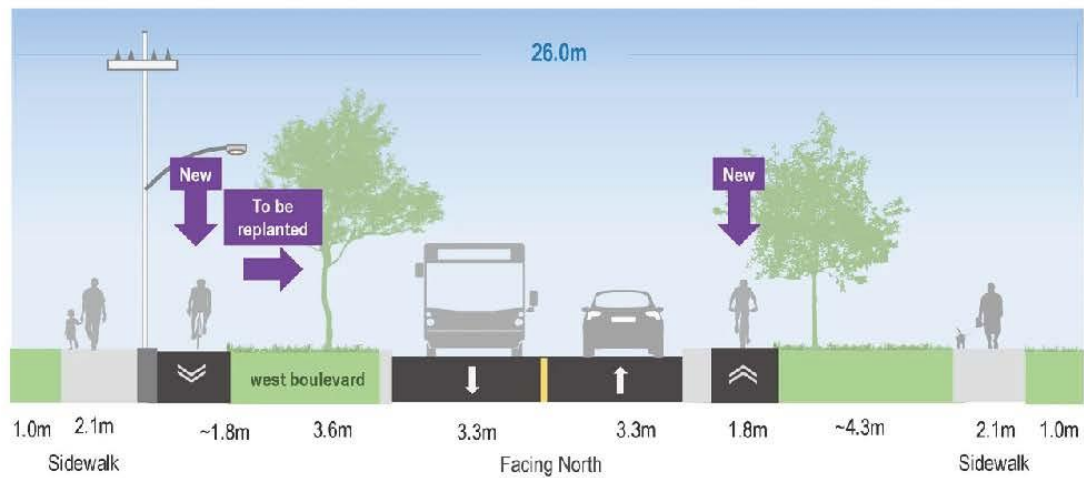
Add cycle tracks next to roadway to work around existing trees



Proposed: hydro-pruned trees, Hucknall Rd to Stilecroft Dr

At locations where trees are hydro-pruned (hydro lines above the tree are hindering its growth), the trees would be replanted in better growing conditions.

Add cycle tracks, remove hydro-pruned trees in the west boulevard and replant in better growing conditions



1. How supportive are you of the proposed raised cycle tracks in wide segments?

1
Strongly support

2
Support

3
Neutral

4
Do not support

5
Strongly do not support

I don't know



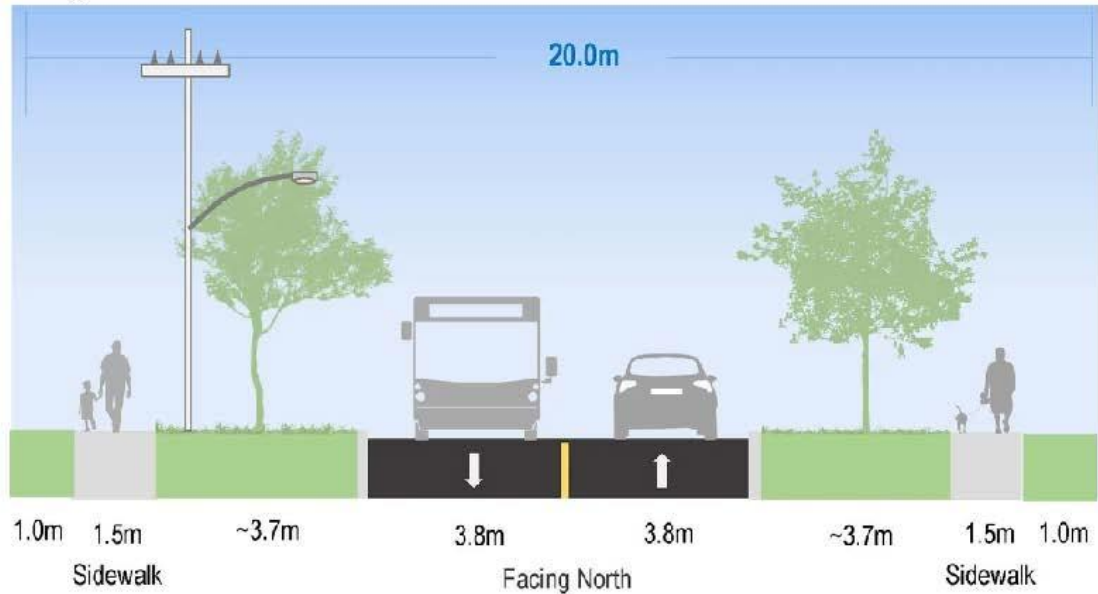
Page 4 - Raised Cycle Tracks: Pinch Points

Raised Cycle Tracks: Pinch Points

At pinch points where the road is narrower,

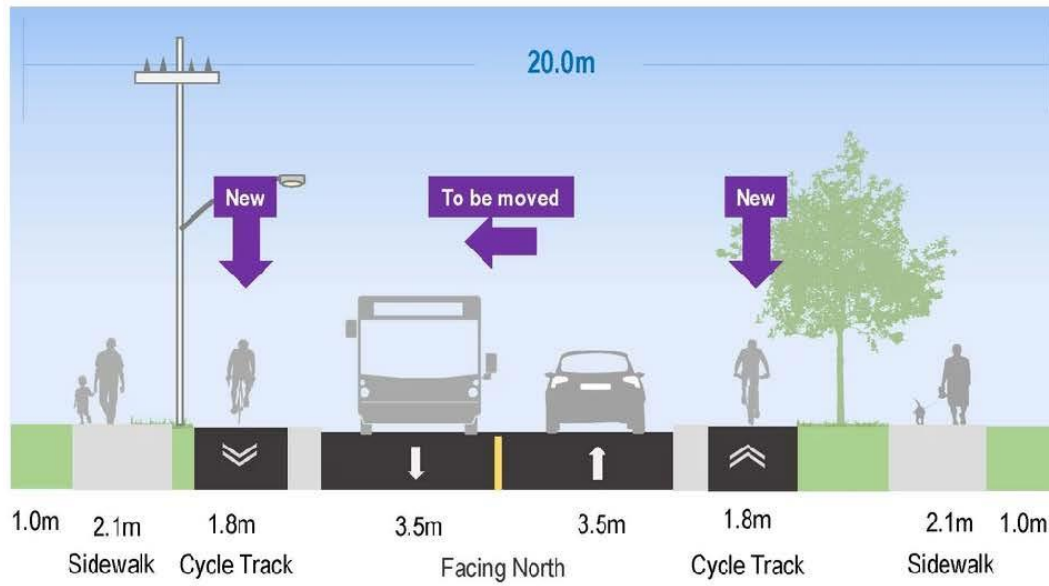
- cycle tracks would be installed next to the roadway
- the centre of the roadway would be moved horizontally to maintain room for trees

Existing



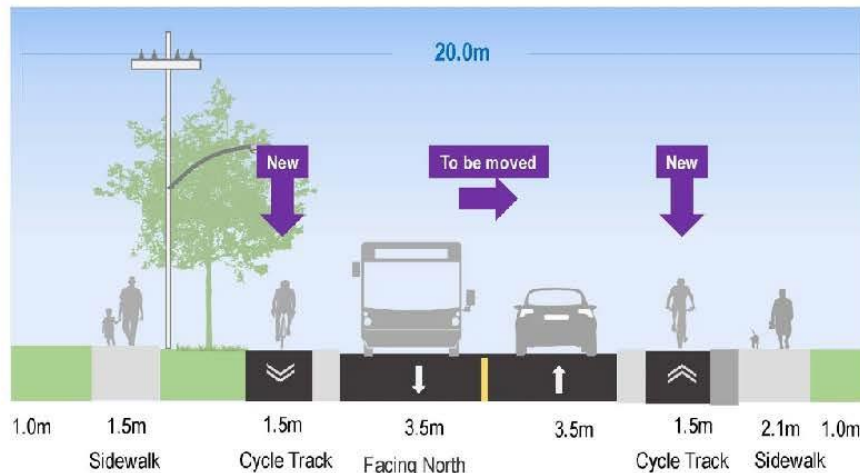
Proposed: Dovehouse Ave to Sharpecroft Blvd

Add cycle tracks, maintain room for trees on the east side by moving the centre of the roadway



Proposed: Fredrick Mowat Ln to Streamdale Ct

Add cycle tracks, maintain room for trees on the west side by moving the centre of the roadway and using minimum widths



2. How supportive are you of the proposed raised cycle tracks at pinch points?

1
Strongly support

2
Support

3
Neutral

4
Do not support

5
Strongly do not support

I don't know

Page 5 - Bus stop changes

Bus stops

Bus stops on Sentinel Road would be integrated with the proposed cycle tracks. There would be bright, tactile markings to alert people cycling to stop for people who are getting on or off the bus.



The yellow tactile strips, as seen in this artistic rendering, outline the bus stop area to alert people cycling to stop and keep the area clear.

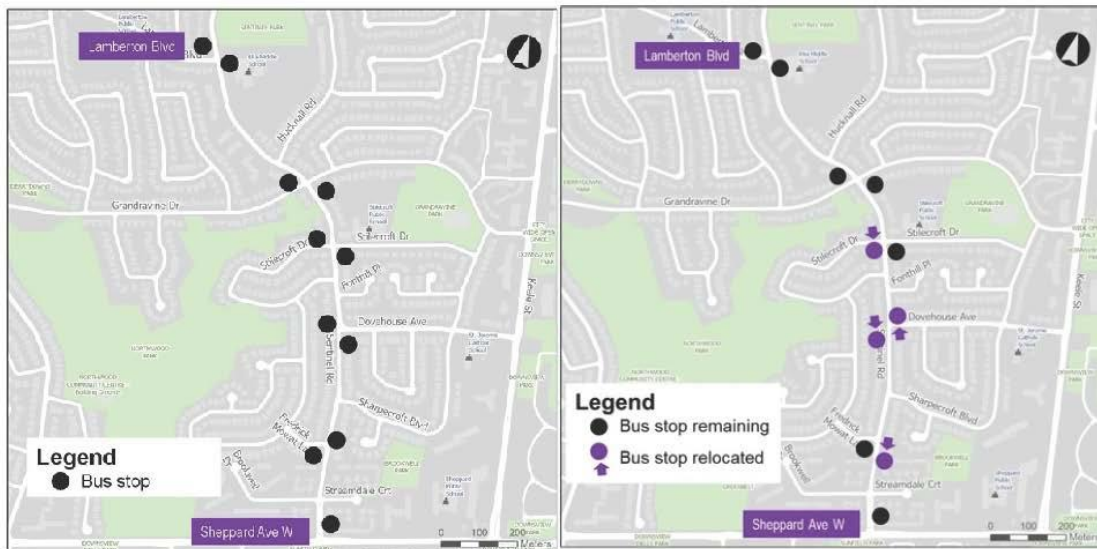
In addition, the following changes are proposed in coordination with the TTC:

- Four (4) would be relocated between Stilecroft Dr and Frederick Mowat Ln

The changes would improve bus travel times and reliability, and create optimal bus stop distances and waiting areas.

Existing

Proposed



3. How supportive are you of the proposed changes to bus stops?

1	2	3	4	5	
Strongly support	Support	Neutral	Do not support	Strongly do not support	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Page 6 - General Comments

4. Please provide any additional comments and include specific locations, if applicable.

Page 7 - About you

About you

The following questions are optional and help us understand who participates in the survey.

5. What best describes your relationship to the project area? (Select all that apply)

- | | |
|--|--|
| <input type="checkbox"/> I live in or very near the project area | <input type="checkbox"/> I work in or very near the project area |
| <input type="checkbox"/> I go to school in or very near the project area | <input type="checkbox"/> I own a property in or very near the project area |
| <input type="checkbox"/> I represent a business in or very near the project area | <input type="checkbox"/> I represent an organization or institution in or very near the project area |
| <input type="checkbox"/> I regularly travel through the project area | <input type="checkbox"/> I visit family, friends, attend programs or appointments in or very near the project area |

☐ Other, please specify

6. How do you typically travel within or through the project area? (Select all that apply)

☐ Walk, including the use of a mobility device (e.g. wheelchair, walker)

☐ Bike or scooter

☐ Bus, including school bus

☐ Car

7. What is your age?

☐ Under 15

☐ 15-24

☐ 25-34

☐ 35-44

☐ 45-54

☐ 55-64

☐ 65-74

☐ 75-84

☐ 85+

Your responses have been registered!

Thank you for taking the time to complete the survey, your input is valuable to us.

For more information, please visit toronto.ca/yorkudownsview.

Contact

If you have any questions, please contact:

Ryan Lo
Sr. Public Consultation Coordinator, City of Toronto
Telephone: 416-395-7243
Email: Ryan.Lo2@toronto.ca