

Road Resurfacing & Reconstruction Opportunities on Sheppard Avenue East & Willowdale Avenue

Stage #1 Consultation Report

March 16, 2022

Prepared by:
Aadila Valiallah, Senior Coordinator, Public Consultation Unit

Aadila.Valiallah@Toronto.ca
416-338-2985

City of Toronto, Metro Hall
55 John Street, 19th Floor
Toronto, ON. M5V 3C6



Contents

Executive Summary 3

Overview 4

 Project Summary 4

Activities 5

 Notification 5

 Stakeholder Meeting(s) 5

 Public Meeting 5

 Comment Tracking via Phone and Email 6

 Online Comment Form 6

Feedback Summary 7

 Stakeholder Meeting 7

 Public Meeting 7

 Comment Tracking via phone and email 9

 Online Comment Form 11

 On-Line Feedback Form Open Comments – Sheppard Avenue East 14

 On-line Comment Form Open Feedback - Willowdale 16

Demographics 18

Summary 20

Next Steps 21

Appendices 21

Executive Summary

Public Consultation for Road Resurfacing & Reconstruction Opportunities on Sheppard Avenue East & Willowdale Avenue took place from November 25, 2021 – January 7, 2022.

Consultation activities included stakeholder and public meetings, comment tracking via phone and email and on on-line comment form. Over 160 people attended the virtual public meeting, almost 500 people submitted feedback via the on-line comment form and direct outreach was made to a number of property owners.

There is overall support for the project. The top priorities for those who provided feedback using the comment form were greater separation between bikes and cars, improved safety at intersections, and greening opportunities. When a similar question was posed asking about concerns, people were most concerned with protected bike lanes, intersections, turning lanes and transit connectivity.

The greatest issues arising among the open comments and feedback received are; planning and intensification along the corridor, and the current condition of traffic on Sheppard Avenue, generally described as poor. There is a communicated preference for maintaining all vehicle travel lanes, increased turning capacity at Bayview Avenue and Leslie Street, as well as requests for greater vehicle capacity in the corridor to accommodate new developments. Among these comments, reference has been made to the current low volume of cyclists, based on observation and in reference to the Cycling Network Plan, making the value of losing dedicated turning lanes in exchange for cycle tracks questionable.

The challenge with transformation is meeting the needs of today while planning for the future, being cognizant that the opportunities with road resurfacing and reconstruction are generally once in a lifetime. The projected outlook for this area of the city requires balancing competing needs for increased housing, climate change measures, increased mobility for all road users and improvements to current traffic movements.

The policy directives of the City are partially descriptive, describing the development context for Toronto as large and growing urban city, as well prescriptive, prescribing sustainable approaches to transportation and land development.

Overview

Project Summary

The City of Toronto is proposing cycling and road safety improvements for Sheppard Avenue East and Willowdale Avenue. The improvements are planned to be implemented as part of the scheduled road resurfacing and road reconstruction work for Sheppard Avenue East programmed in 2022-2024.

The primary focus of road resurfacing and reconstruction is to repair or replace damaged sections of the road, curb, and sidewalk which have deteriorated over time. This project includes options to improve safety and operations at intersections, install new cycle tracks, widen sidewalks, and where possible include new trees and green infrastructure. The project has 3 segments:

1. **Road Resurfacing** Sheppard Avenue East, Bonnington Avenue to Bayview Avenue: (2022-2023)
2. **Road Reconstruction** Sheppard Avenue East, Bayview Avenue to Leslie Street: (2023-2024)
3. **Cycle Track Extension** Willowdale Avenue, Empress Avenue to Sheppard Avenue: (2022-2023)

This report summarizes consultation activities and feedback received during Phase 1 of public consultation taking place from November 25, 2021 – January 7, 2022.

- Phase 1 consultation is designed to gauge the level of support for proposed changes to Sheppard Avenue East between Bonnington Place and Bayview Avenue during road resurfacing and to gauge the level of support for the proposed cycle track extension along Willowdale Avenue.
- Phase 2 consultation is planned for spring 2022 and is designed to gauge the level of support for the preferred road reconstruction design for Sheppard Avenue East between Bayview Avenue and Leslie Street.

Map of Study Area



Activities

Notification

A variety of methods were used to notify stakeholders and members of the public about Stage 1 consultation:

- Project Website www.toronto.ca/SheppardAvenueEast
- Public Event Notice delivered via Canada Post direct mail 32,077 addresses in study area roughly bordering: Park Home Avenue / Empress Avenue / Citation Drive, Highway 401, Glentworth Road, Beecroft Road / Botham Road)
- Email to stakeholder list including residents associations, community groups, organizations, institutions, local small businesses, and elected officials (100 contacts)

>>Appendix A: Public Notice

Stakeholder Meeting(s)

A stakeholder meeting was held on Tuesday November 30, 2022, 2:00pm – 4:00pm via Webex. More than 100 stakeholders were invited to attend. There were 15 participants representing the following organisations:

1. Bayview-Sheppard Neighbourhood Alliance (BSNA)
2. Bayview Branch of Toronto Public Library
3. Bayview Village Mall / Quadreal
4. Bayview-Sheppard Neighbourhood Alliance
5. CycleTO
6. Internet Light and Power
7. Saint Gabriel's Parish
8. Willowdale Centre Ratepayers Association (WCRA)
9. YMCA

The meeting was facilitated by Aadila Valiallah, from the Public Consultation Unit, and featured presentations by Cycling and Pedestrian Projects, Transportation Services Project Team; Karina Fortin, Senior Project Manager for Sheppard Avenue, David Dunn, Senior Project Manager for Willowdale Avenue and Owen McGaughey, Engineer.

During the meeting, participants were given an opportunity to ask questions and submit typed comments in the open Webex forum. Participants were invited to provide further feedback using the on-line Feedback Form or through direct communication via phone or email.

Public Meeting

The public event took place on December 7, 2021, 6:00pm – 8:30pm via Webex. There were 164 people in attendance. As a result of public interest and dialogue the meeting time was extended by half an hour.

A web-version of the presentation materials prepared for the public event were posted to the [project website](#) following the meeting.

>>Appendix B: Public Meeting #1 Presentation – December 7, 2021

Comment Tracking via Phone and Email

Members of the public were invited to contact the Public Engagement Unit directly via email or telephone to provide feedback. A total of 31 questions and comments were received via email and phone for review and response by the project team.

Online Comment Form

An online comment form was available November 30, 2021 to January 7, 2022*. A total of 491 comment form responses were received. 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 asked 12 questions listed below. The questions provided opportunity for multi-choice or multi-select responses, in addition to open ended comment boxes, and optional demographic questions. Questions were designed to generate feedback on project support and design options.

1. Which of these options best describes your relationship to the project area? Check all that apply.
2. How do you regularly travel along Willowdale Avenue or Sheppard Avenue East from Bonnington Place to Leslie Street? Check all that apply.
3. Please identify your gender.
4. Please select your age category.
5. What are the first 3 characters (letters and numbers) of your postal code?
6. What is your overall level of support for the proposed improvements and changes along Sheppard Avenue East?
7. We want to know your priorities. In designing the road and boulevard, what is most important to you? Select your top 5 priorities.
 - Wider sidewalks
 - Improved safety for vulnerable road users at intersections
 - More trees
 - Greater separation between bikes and cars
 - Greater separation between bikes and pedestrians
 - Improved waiting areas and accessible boarding platforms at transit stop
 - Improved signal timing at intersections to facilitate movements
 - Maintaining dedicated left turn lanes
 - Access to vehicular parking
 - More bicycle parking
 - More street furniture such as benches
 - Improved storm water run- off and drainage
 - Other priorities_____ (short answer box)
8. What is your main area of concern for Sheppard Avenue East? Check all that apply.
 - Sidewalks
 - Protected bike lanes
 - Connections (to nearby transit, bike lanes, parks and trails)
 - Intersections
 - Motor vehicle turning lanes
 - Traffic lanes
 - Transit stops
 - Parking for motor vehicles
 - Parking for bicycles
 - Stormwater management

- I do not have any concerns
 - Other _____ (short answer box)
9. Please describe any specific feedback for Sheppard Avenue East, including the location, if relevant.
 10. What is your level of support for the proposed changes along Willowdale Avenue?
 11. What is your main area of concern for Willowdale Avenue? Check all that apply.
 12. Please describe any specific feedback for Willowdale Avenue, including the location, if relevant.

* The comment form was re-opened briefly for those who attempted to complete the survey when it went off line for a few hours on January 7th.

>>Appendix C: Online Comment Form

Feedback Summary

Feedback is summarized according to the emerging themes and topics. Topics are presented in alphabetical order in the tables.

All comments have been paraphrased for reporting purposes, and were raised at least once during consultation. **Frequently raised concerns and inputs appear at the top of each section in bold.**

Stakeholder Meeting

During the stakeholder meeting, participants expressed questions and comments regarding the potential improvements. They are summarized below.

Theme	Feedback
Bayview redevelopment	Concerns with development impacts
Storm water	Improvements are needed to the road including storm water management.
Consultation process	Too much information to absorb at once. Request to share feedback form questions in pdf.
Safety	High interest in safety improvements for the public and considering senior population in the neighbourhood.
Proposed changes	Neighbourhood is mostly drivers – this is too much change at one time

Public Meeting

During the stakeholder and public meetings, participants expressed questions and comments regarding the potential improvements. They are summarized below.

Theme	Feedback
Area planning / connections:	<ul style="list-style-type: none"> • Concerns with the impact of new development (applications) on traffic and transportation • Plans should consider increased traffic with intensification of corridor • Car is the predominate means of travel and there is concern for the impact on traffic • Reduce travel lanes to encourage more people to take the underused Sheppard subways and support TransformTO • Extend the cycling network

	<ul style="list-style-type: none"> ○ south of Sheppard along Willowdale ○ on Bayview, ○ on Burbank, ○ on Sheppard Ave East to Betty Sutherland and local trails ● Consideration is needed for the high number of retirement homes in the area
Construction	<ul style="list-style-type: none"> ● Several construction projects at the same time will impact businesses and residents (Reimagine Yonge, North subway, Sheppard) ● More information on construction timing, impacts and notices was requested
Cycle tracks	<ul style="list-style-type: none"> ● Support for the separated cycle tracks ● Preference that cycle track has a uniform elevation and width ● Suggested side street alternative (Spring Gardens Avenue) ● Lack of demonstrated need for cycle tracks on Sheppard Ave ● Barrier treatment – modular dividers preferred over curbs and bollards ● Ensure maintenance of snow removal ● Regulate tracks for daytime use only
Greening and storm water	<ul style="list-style-type: none"> ● Improvements are needed to the road including storm water management ● Use trees as buffer treatment to separate cars from active transit, provide traffic calming, buffer noise ● Use high quality, low-maintenance, biodiverse, visually appealing native planting ● Ensure good soil quality (not engineer fill) to support plants
Intersections and turn lanes	<ul style="list-style-type: none"> ● Clarity on traffic management for the volume of cars at Bayview ● Concern about removal of mid-block turn lanes <ul style="list-style-type: none"> ○ Impact to traffic flow for vehicles leaving Sheppard ○ Impact on vehicles turning into Sheppard, lane provides refuge ● Identify clearly which left turn lane removals ● Right turn lane requested at Ambrose Road to access Medical buildings ● New signal requested at the Rexall (east of Willowdale) ● Requested signal upgrades: <ul style="list-style-type: none"> ○ Sensors that are responsive to traffic demand ○ Separate sensors for cyclists ○ Signals with sound for those with limited visions ● Left turn lane removal on Willowdale has a bad effect on traffic ● Consider bikes be exempt from the no through traffic at Provost Drive / Ambrose Road diverter intersection
Parking	<ul style="list-style-type: none"> ● Impact on Willowdale businesses to be considered ● More details on replacement parking should be shared, location, time of pay, cost
Utilities and things that help us move	<ul style="list-style-type: none"> ● Bury cables ● Move poles ● Remove median at segment B4

Comment Tracking via phone and email

Stakeholder Submissions

Below is a summary of feedback and formal submissions received from organised stakeholders groups. These comments have been summarised according to theme.

1. Bayview-Sheppard Neighbourhood Alliance
2. Henry Farm
3. St. Gabriel Village
4. Quadreal – Bayview Village

Theme	Feedback
Area planning / development	<ul style="list-style-type: none"> • Bayview Mall: The west exit should either be closed or significantly relocated and signed to avoid collisions from cars trying to reach the Bayview south turn lane across through lanes. • YMCA is a key location to be accommodated. • Unprecedented residential housing development and growing traffic problem. Need to accommodate the following: <ul style="list-style-type: none"> ○ 660-662 Sheppard: advanced green and right turn ○ 680-688 Sheppard: safety for pedestrians and cyclists from vehicles entering or exiting multi-unit laneways, request No U-Turn sign ○ Multi-unit development applications for Greenbriar Road and Talara Drive • Concern for the need and costs of accommodating cycle tracks with the project • Higher than average number of seniors - support safer sidewalks for pedestrians in areas where sidewalks are absent or below safety standards.
Construction	<ul style="list-style-type: none"> • Ensure there is no disruption to businesses during construction, be especially cognizant of impacts during peak shopping seasons. • Work with major stakeholders to finalise construction plans.
Cycle tracks	<ul style="list-style-type: none"> • Cycling counts current and projected are questioned. • Cycle tracks should not be built at the expense of vehicle lanes. • Safety for pedestrians and cyclists is important. • Two way cycle track on the north side can be confusing and is unnecessary as east bound cyclists can enter the mall at Barberrry Place.
Intersections	<ul style="list-style-type: none"> • Implement a dual left turn for westbound traffic at Bayview Avenue. • Signage and lane arrow pavement marking to assist drivers in recognizing the change should be part of design. • Request for advanced (responsive) signals for emergency vehicles at intersections. • The traffic signals at Barberrry Place and at Hawksbury Drive provide primary shipping access to the existing mall and need to accommodate large trucks and tractor trailers. • Mid-block east-bound turn lane into Bayview Village is important for directing mall patrons to the underground parking and relieving pressure on the adjacent left turns to access the mall.
Vehicle Traffic	<ul style="list-style-type: none"> • Build for current traffic conditions and increase vehicle capacity for future developments.

	<ul style="list-style-type: none"> • Maintain all lanes, while addressing safety of pedestrians and cyclists.
Greening	<ul style="list-style-type: none"> • Minimise the number of trees that will be lost through this project, with care for older established trees. • Replace with new trees and be aware of the ecological value of the replacement trees.

Public Submissions

A total of 31 comments were received via email and telephone. Comments are summarized according to theme in the table below.

Theme	Feedback
Area planning / connections	<ul style="list-style-type: none"> • Build for more cars <ul style="list-style-type: none"> ○ Sheppard needs increased vehicle capacity, to address 'catastrophic' traffic congestion ○ There are several developments planned for Sheppard as part of the intensification corridor that need to be accommodated • Focus on current need <ul style="list-style-type: none"> ○ Build for 40,000 cars per day not 1-300 bikes or future outlook of 3,000 bikes per day. • Emerging concerns with planning intensification • Connections <ul style="list-style-type: none"> ○ Connect to Yonge St. ○ Build cycle tracks along Bayview. ○ Expand network by connecting to the Don trails, Willowdale ○ Create more bike parking at the subway stations.
Cycle tracks	<ul style="list-style-type: none"> • Bike lanes are not needed on Sheppard <ul style="list-style-type: none"> ○ No one cycles on Sheppard ○ Those who cycle on Willowdale are leisure cyclists not commuters ○ Current demand is 1 – 300 – this does not warrant tax payers money. • Use green buffer between vehicles and bikes / pedestrians • Support for bike lanes <ul style="list-style-type: none"> ○ improved safety • Include bicycle parking • Two-way cycle tracks assist with access to key amenities. • Support for bike lanes but not at the expense turn lanes.
Greening	<ul style="list-style-type: none"> • Concern that setback of new condos encroach on the sidewalk rather than making space for greening.
Intersections and turn lanes	<ul style="list-style-type: none"> • Bayview <ul style="list-style-type: none"> ○ Maintain 6 lanes of traffic on Sheppard ○ Create a 2nd left turn lane to go south on Bayview ○ Replace island on the north-west corner to force cars in the right lane to turn right • Do not reduce lanes anywhere

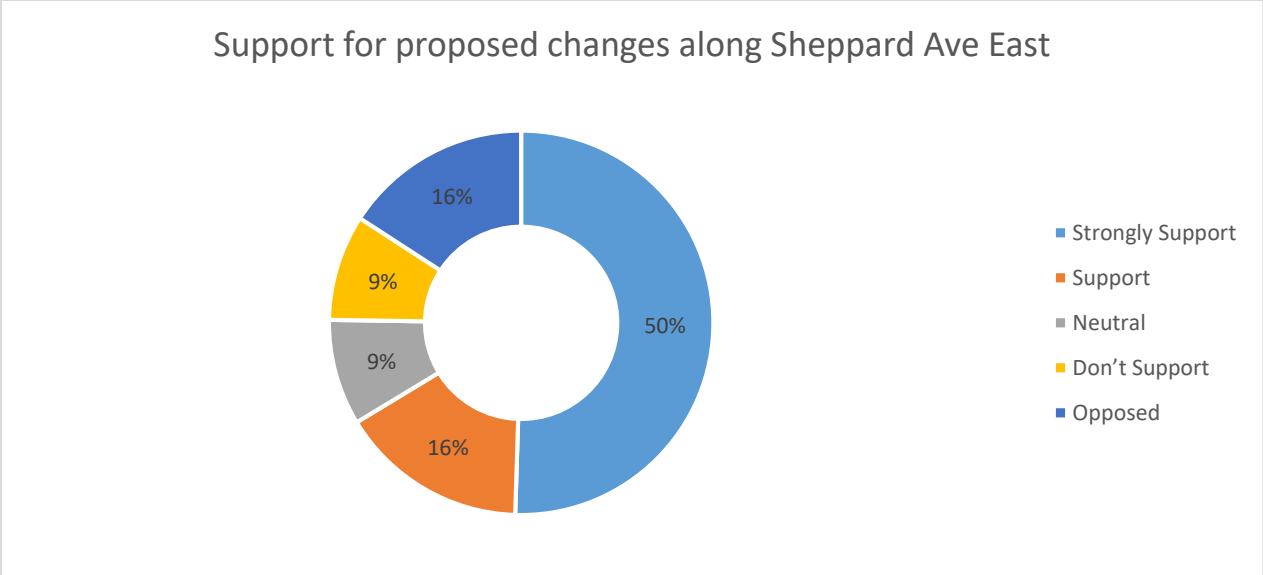
	<ul style="list-style-type: none"> • Mid-block left turns lanes are needed, removing them will create backed up traffic in the travel lanes • Remove dedicated right turn lanes at intersections and create protected intersections for the cyclists
Sidewalks	<ul style="list-style-type: none"> • Wider sidewalks are not needed. • Improved sidewalk will make the walk to the subway station smoother. • New building encroach sidewalk space.

Online Comment Form

A total of 491 responses were provided through the online comment form. All responses are presented below, including a summary of the open text comments received.

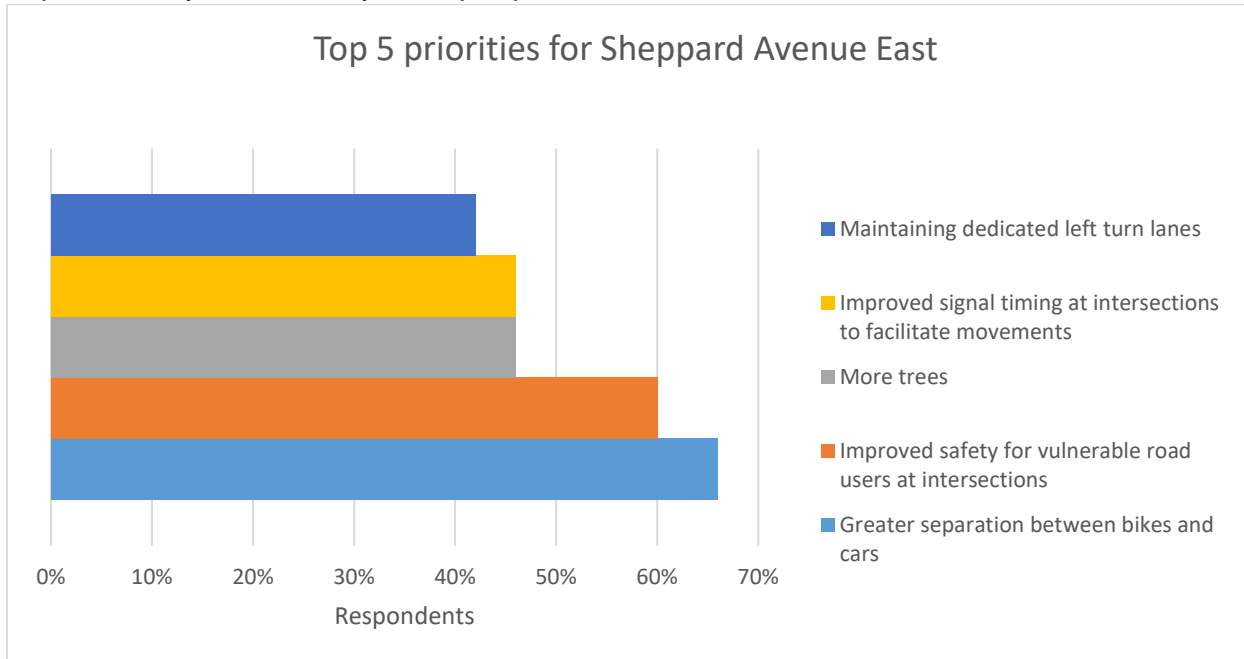
- Among respondents, 67% travel through the corridor, 46% live in the corridor.
- Responses were received from a fair range of age groups, with over 50% of responses coming from 25-55 year olds.
- There was a slight gender disparity with 25% more men responding than women.
- Respondents demonstrated an overall support for proposed changes on Sheppard Avenue East at 61%. Of the respondents 15% don't support the project or are strongly opposed.
- Similarly, support for the Willowdale cycle tracks is at 62% with 18% who are not in support or opposed.
- Based on the comments received, the greatest concerns are with traffic movement and turning at intersections, noting the anticipated increase of traffic with new area developments and increased housing.
- While some feel Sheppard Avenue is not suitable for bicycles, or that the community is not ready for cycle tracks as yet, others have emphasized the need for cycle tracks to create a safe enough environment for people to ride their bikes. Many people are looking forward to more connected cycle tracks to local networks and trails in the area.

What is your overall level of support for the proposed improvements and changes along Sheppard Avenue East?



There is overall support for the proposed changes. Overall sixty-six percent (66%) of respondents strongly support, or support proposed changes along Sheppard Avenue East. Twenty-five percent (25%) are opposed to, or don't support the project. Nine percent (9%) of respondents were neutral.

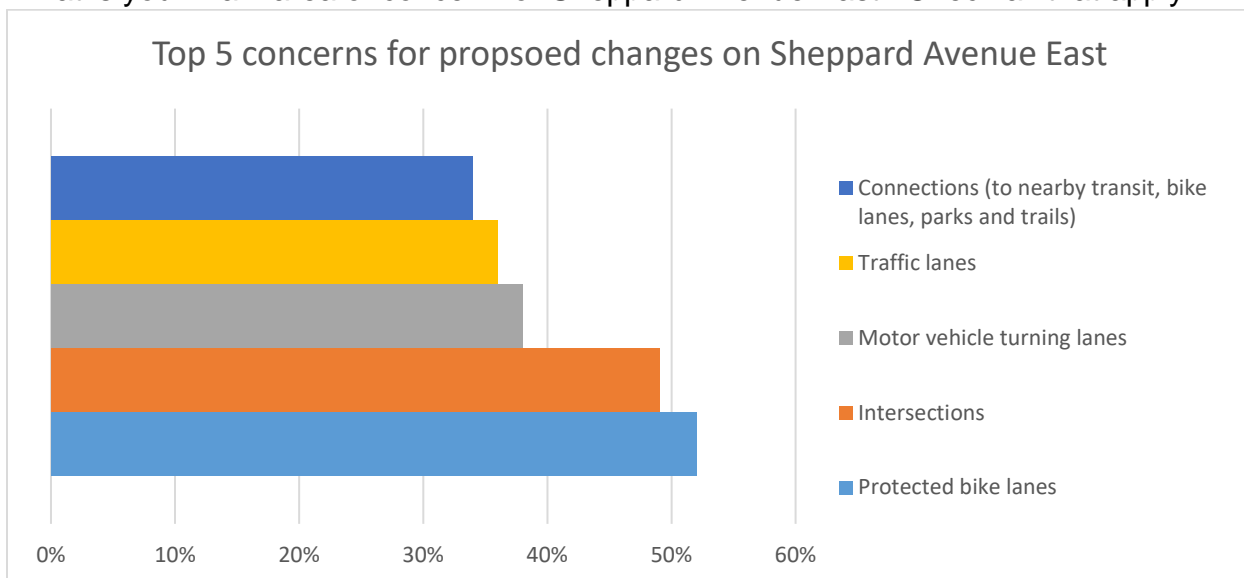
We want to know your priorities. In designing the road and boulevard, what is most important to you? Select your top 5 priorities.



Of the top 5 priorities, the top 2 are directly related to safety for all road users.

1. Greater separation between people on bikes and cars 66%
2. Improved safety for vulnerable road users at intersections 60%
3. More trees 46%
4. Improved signal timing at intersections to facilitate movements 46%
5. Maintaining dedicated left turn lanes 42%

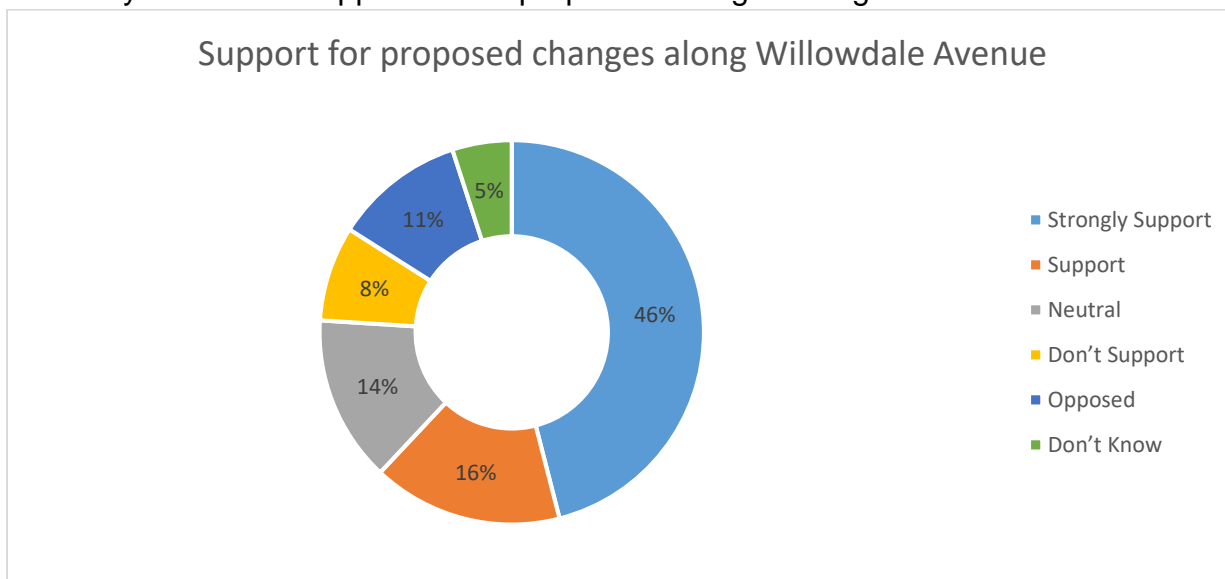
What is your main area of concern for Sheppard Avenue East? Check all that apply.



Of the top 5 concerns, the top 2 concerns are directly related to safety for all road users.

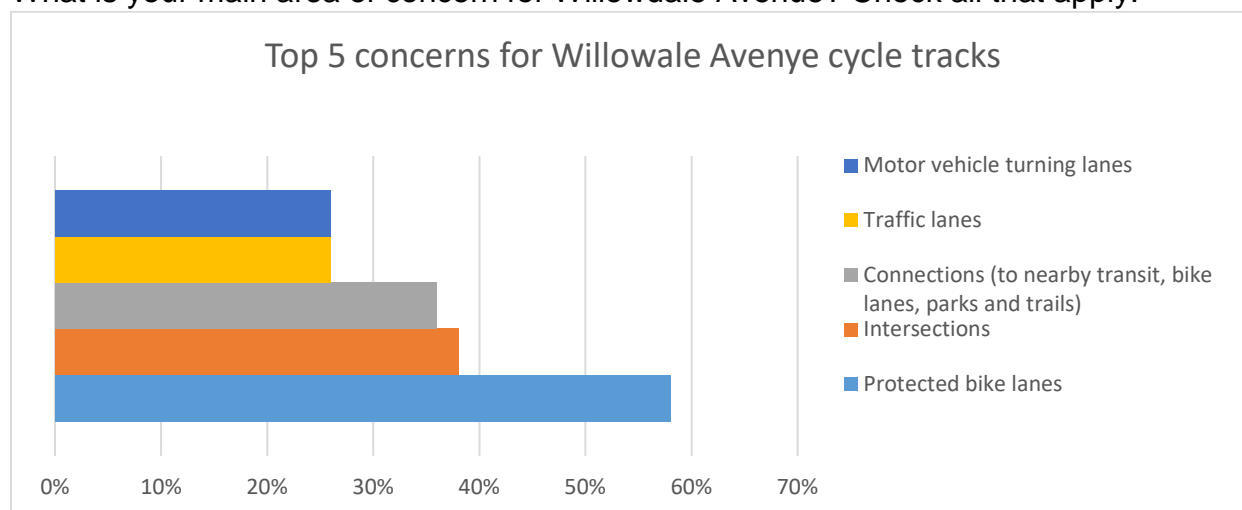
1. Protected bike lanes 52%
2. Intersections 49%
3. Turning lanes 38%
4. Traffic lanes 36%
5. Connections to nearby transit, bike lanes, parks and trails 34%

What is your level of support for the proposed changes along Willowdale Avenue?



There is overall support for the proposed changes. Sixty-two percent (62%) of respondents support or strongly support the proposed changes. Nineteen percent (19%) are opposed or don't support the proposed changes. Fourteen percent (14%) were neutral, while 5% were undecided (don't know).

What is your main area of concern for Willowdale Avenue? Check all that apply.



Of the top 5 concerns, the top 2 concerns are directly related to safety for all road users.

1. Protected bike lanes 58%
2. Intersections 38%
3. Connections to nearby transit, bike lanes, parks and trails 36%
4. Traffic lanes and turning lanes received equal concern 26%
5. Motor vehicle turning lanes 26%

On-Line Feedback Form Open Comments – Sheppard Avenue East

There was an opportunity to provide open comments in the on-line feedback form. The comments below are for Sheppard Avenue East:

Theme	Feedback
Area planning / connections:	<ul style="list-style-type: none"> • Lots of concern around impacts of intensification on transportation • Concern that planning is not integrating demand for all services <ul style="list-style-type: none"> ○ transportation, water, electricity, sewage • Concerns with the number of new (condo) developments and impact on transportation • Numerous discussion inputs on the weight of current usage and demand compared to future demand: many people emphasizing the need to be responsive to current needs, with a few supporting future outlook • Site specific development challenges: <ul style="list-style-type: none"> ○ Bayview Village ○ Willowdale and Sheppard (new condo) • Expand and connect cycle tracks <ul style="list-style-type: none"> ○ along Bayview ○ to Don Mills ○ to Yonge ○ to Shaughnessy ○ expand Betty Sutherland Trail to connect with Don Valley North Trail
Alternatives and objections	<ul style="list-style-type: none"> • Move cycle tracks to side streets • Build underpass or overpass for ether cars or bikes / pedestrians

	<ul style="list-style-type: none"> • Current and forecasted cycling volumes do not warrant cycle tracks at the expense of vehicle lanes
Bad Traffic, travel lanes, mid-block turn lanes	<ul style="list-style-type: none"> • Reducing the number of lanes will make traffic worse <ul style="list-style-type: none"> ○ keep 6 lanes west of Bayview • Keep mid-block left turn lanes, they are needed for smooth flow of traffic • Requests for traffic calming • Build for more cars and higher speed
Construction	<ul style="list-style-type: none"> • Ensure Cummer Avenue is accessible before closing off portions of Sheppard • Ensure construction is consistent across Sheppard
Cycle tracks	<ul style="list-style-type: none"> • Bike lanes are not suitable for Sheppard and should not be built at the expense of vehicle lanes • Separation of cars and bikes is needed to make cycling safe along Sheppard cycle tracks <ul style="list-style-type: none"> ○ Needed to ensure cycling on Sheppard is safe ○ Would encourage more cyclists to use Sheppard ○ Would encourage more families to cycle on Sheppard ○ Would get cyclists off the sidewalk • Preference for: <ul style="list-style-type: none"> ○ Uniform cycle track elevation ○ Raised cycle track is preferred • Include bike parking • Ensure tracks are family-friendly (safe, protected)
Greening + streetscape + pedestrian safety	<ul style="list-style-type: none"> • Plant more trees and ensure trees are properly cared for with adequate soil and nutrient provision • Concern that climate goals will not be reached if traffic is at a standstill (bike lanes are counter intuitive as they will slow traffic) • Use trees as barrier between bikes and cars, they will assist in noise reduction and temper the elements • Include public art / murals • Support for Complete Street approach that make the street safer for all people • Bury hydro lines • Maintain median of trees near Leslie Street • Sheppard has a heavy winds deterring pedestrian and making it hard for cyclists • Add crosswalks • Pedestrian experience is that Sheppard is noisy and sidewalk under bridge (Provost Road) is too narrow
Intersections and turn lanes	<ul style="list-style-type: none"> • Bayview <ul style="list-style-type: none"> ○ Request for 2Xleft turn lanes ○ Maintain 6 vehicle lanes ○ Intersection is busy and dangerous • Leslie <ul style="list-style-type: none"> • Maintain 3rd lane • Willowdale Avenue and Sheppard Avenue is very busy with traffic at the plaza and condo construction • Improve access to shops on Provost Drive

	<ul style="list-style-type: none"> • Improve pedestrian safety at Rean Drive intersection • Keep the following left turn lanes: <ul style="list-style-type: none"> ○ Into Canadian Tire ○ Hawkesbury Drive ○ Hycrest Avenue • Doris-Bonnington needs to be streamlined • Too many traffic signals between Bayview Avenue and Burbank / Bayview Avenue and Leslie Street • Reduction of turn lanes make is difficult to move through intersections • Add right turn lane at Ambrose Drive
Vehicle lanes	<ul style="list-style-type: none"> • No lane reductions (strong opposition) as it will lead to greater congestion • Response to narrowing lanes <ul style="list-style-type: none"> ○ Dangerous for drivers ○ Will slow traffic down • Implement traffic calming measure (reduce speed)
Maintenance and Storm water	<ul style="list-style-type: none"> • Fix potholes
Parking	<ul style="list-style-type: none"> • Include bike parking
Signals	<ul style="list-style-type: none"> • Advance left turn light at all (signalised) intersections • Sensors on all traffic lights to monitor and respond to traffic flow • Separate signals for bicycles • Back-up power supply for signals • Include pedestrian priority signals

On-line Comment Form Open Feedback - Willowdale

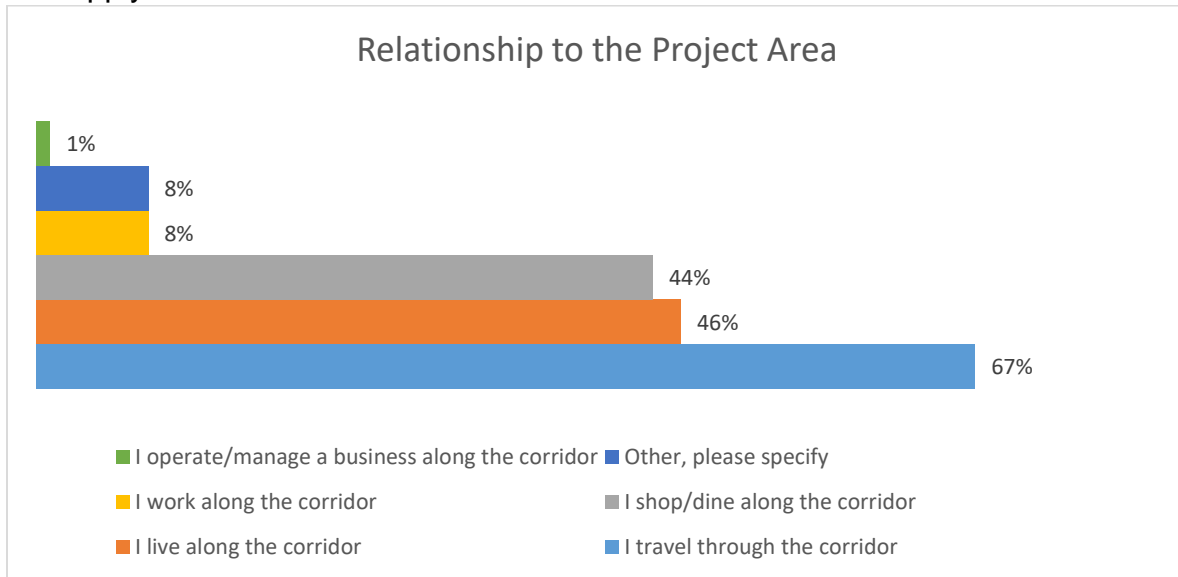
There was an opportunity to provide open comments in the on-line feedback form. The comments below are for Willowdale Avenue:

Theme	Feedback
Area planning / connections:	<ul style="list-style-type: none"> • Allow more mixed uses like retail and higher density on Willowdale • Extend cycle tracks <ul style="list-style-type: none"> ○ North to Finch Avenue ○ North to Steeles, this area is hard to access by bicycle ○ South of Sheppard Avenue ○ Connect to the Hydro Corridor • Fix the Willowdale and Finch crossing • Bike Share should expand into the neighbourhood • Improve transit (TTC) frequency
Alternatives and objections	<ul style="list-style-type: none"> • Use alternate side street routes • Cycle tracks make the road dangerous for drivers
Cycle tracks	<ul style="list-style-type: none"> • Support for cycle tracks <ul style="list-style-type: none"> ○ Improves safety will encourage more cycling ○ Improved connections will encourage more cycling ○ Protected lanes will make a huge improvement ○ Will support multiple modes of transportation and social interaction ○ The perfect road for cycling

	<ul style="list-style-type: none"> • Objection to bike lanes <ul style="list-style-type: none"> ○ We don't have the weather or season to implement cycle tracks ○ Not enough people cycle ○ It will make traffic worse and driving more dangerous • Varied opinions on protected tracks and barriers and painted lanes: Physical separation protects cycle tracks from cars entering the area but also restricts movement of cyclists • Support for connecting the track to Sheppard Avenue East. • Cycle tracks are under-used • Cycle tracks should be raised so it is safer for kids to use • The sight lines coming south near Spring Garden Avenue are poor
Enforcement	<ul style="list-style-type: none"> • Speed limits need enforcement • Cyclists weave in and out between sidewalks, road and bike lane and should be
Greening + streetscape + pedestrian safety	<ul style="list-style-type: none"> • Bury hydro lines • Include raised crosswalk
Intersections and turn lanes	<ul style="list-style-type: none"> • Protected intersections are needed for pedestrians and cyclists <ul style="list-style-type: none"> ○ The intersections do not have enough protection and feel dangerous ○ The crest of the hill at Sheppard Avenue and Spring Garden Avenue is a dangerous spot • Maintain left turn lane at intersections for traffic flow <ul style="list-style-type: none"> ○ Removal of left turn lane at Empress and Willowdale had caused traffic back up ○ Bike lanes to Shepard will make it more difficult to turn on to Sheppard, which is already difficult ○ Bike lane design make turning onto Willowdale difficult ○ Turning on to Willowdale from Sheppard is difficult • Signals <ul style="list-style-type: none"> ○ Advance turns should be at the end of a cycle to prioritise pedestrians ○ Improved signal timing is needed for pedestrians
Vehicle lanes	<ul style="list-style-type: none"> • Traffic congestion on Willowdale Avenue peaks during rush hour and is made worse by: <ul style="list-style-type: none"> ○ Cars turning left ○ Removal of bus bay ○ Narrowing of the lanes to accommodate cycle tracks • Cars drive very fast and traffic calming is needed • Design should accommodate space for cars to pass parked cars and busses • Add a third lane to Willowdale which changes direction depending on the time of day (similar to Jarvis Street)
Maintenance	<ul style="list-style-type: none"> • Bike lanes need to be maintained and cleared of debris, gravel and snow • Sidewalks need to be maintained • Concern for snow removal • Potholes and maintenance covers need to be fixed
Parking	<ul style="list-style-type: none"> • The businesses on Willowdale need parking • Parking replacement is needed as there is no parking on side streets during the day • There should be designated areas for temporary stopping

Demographics

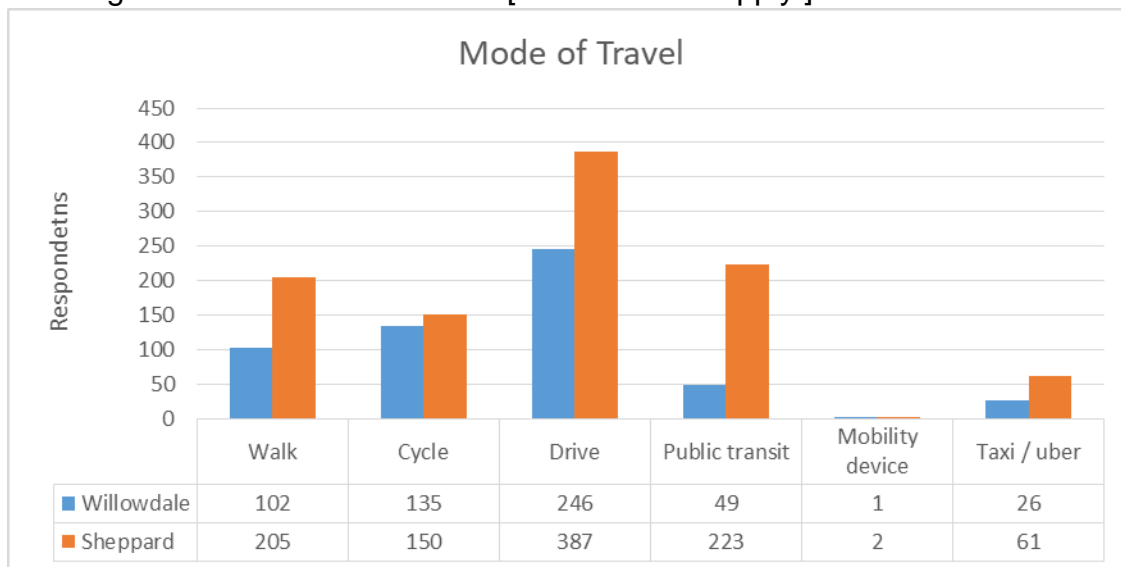
Demographic questions are asked to get a sense of who is responding the survey. Which of these options best describes your relationship to the project area? Check all that apply.



Most people, (67%) responding to the survey chose to describe their relationship to the area based on travel through the corridor. Many people selected multiple categories as the corridors serves multiple needs. Of the combined groups, those who use Sheppard Avenue to travel, shop and dine are the majority.

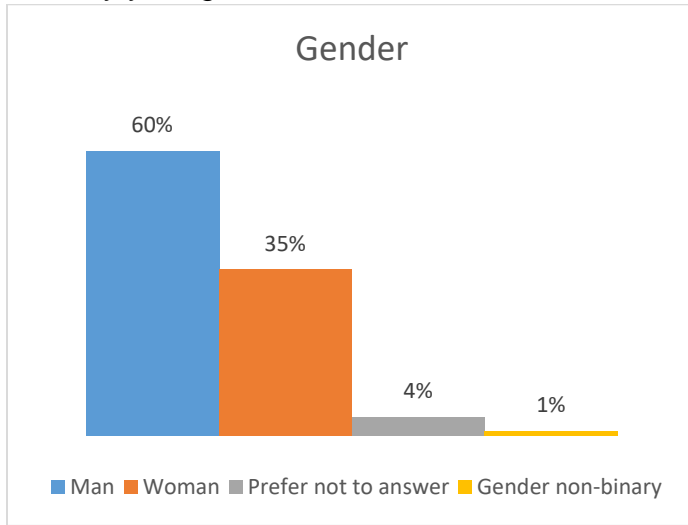
Live, travel, shop	18%
Live, travel	24%
Travel, shop / dine	38%

How do you regularly travel along Willowdale Avenue or Sheppard Avenue East from Bonnington Place to Leslie Street? [Check all that apply.]

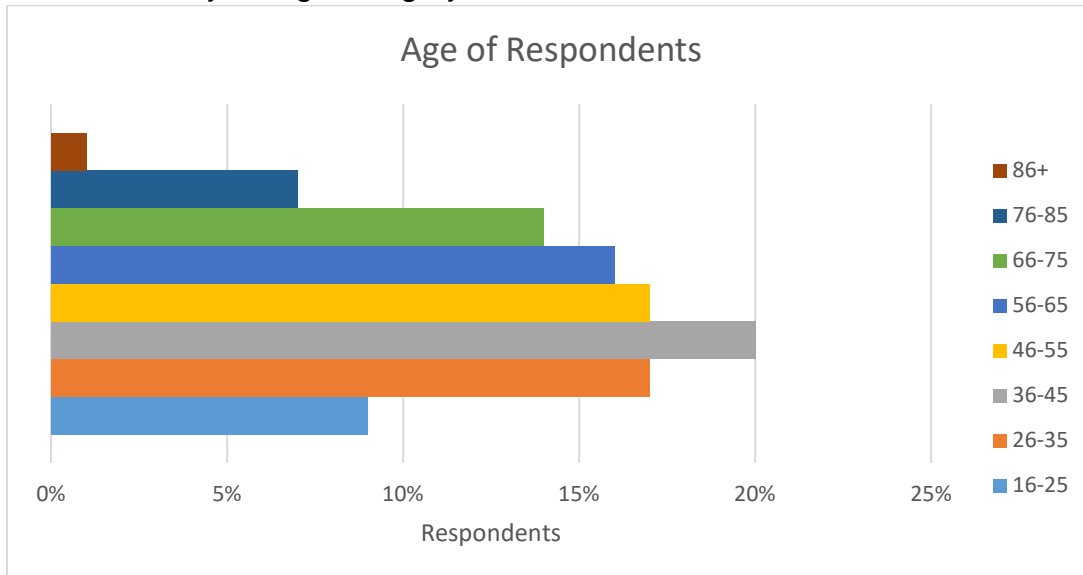


The most common mode of transportation is driving. This is expected based on the current land development patterns and transportation facilitates in the area. Planned intensification and development will impact travel and transportation needs.

Please identify your gender.



Please select your age category.



Median age for the area is 38-41 referencing profiles of both Ward 17 and Ward 18. The majority of responses are from the 46-55 age group and the top 3 age groups responding to the survey are 36 – 65. A deeper look into survey responses shows that responses from the 36 – 45 age group are roughly on par with the whole.

Summary

Area Planning

There is division on the need to build for now or build for the future.

Until recently the area was dominated by single family dwelling units, including along Sheppard Avenue. Within the various neighbourhoods there were pockets of apartments 5 stories and greater. Currently Sheppard Avenue is in the midst of intensification with several new buildings and new zoning for increased density and development. People are concerned about the impacts of increased population and housing on what is already a congested main thoroughfare. Much of the feedback in response to vehicle lanes and cycle tracks was couched in the context and concern of area planning and intensification. Reference was made to the low number of cyclists people currently 'see', and the projected number of cyclists indicated in the Cycling Network Plan studies from 2016.

New housing and condo development are planned and built to accommodate active transportation with less space for parking cars. Improvements accommodate all road users, with a shift from car-centric design to multi-modal active transit, which support new zoning and intensification.

Connections to nearby transit, bike lanes, parks and trails is an important consideration for all project segments.

Cycle tracks

There is overall support for the proposed cycle tracks along Sheppard Avenue east and for the Willowdale Avenue extension. Opinion varied on the best barrier treatment is varied, though overall, most responses indicate support for a physically separated barrier that keeps those who walk and those who cycle safely separated from vehicular traffic.

Vehicle lanes

Many members of the public who provided feedback were vocal about the need to preserve all lanes regardless of the function they serve, citing the detrimental impacts on traffic in an area where there is already poor traffic. Referencing the feedback form, maintaining dedicated left turn lanes ranked fifth, following 1. Greater separation of bikes and cars, 2. Improved safety, 3. More trees and 5. Improved signal timing. The greatest concern is the eliminating mid-bock turn lanes would back traffic up along the route.

Intersections

Safety at intersections is a priority and a concern along both Sheppard and Willowdale. Anecdotally the greatest bottlenecks reported are for west-bound traffic turning from Sheppard Avenue towards the 401 on-ramps at both Bayview Avenue and Leslie Avenue. Feedback suggests that concerns could be satisfied by making improvements to signal timing, and at Bayview Avenue, by including a second left turn lane for west bound traffic turning onto Bayview Avenue to access the 401, as at Sheppard Avenue and Leslie Street.

Greening

Greening and bioswales are an important expectation of this project. Feedback has been detailed urging the use of native tree species and proper care and maintenance of plants form the soil up.

Next Steps

Sheppard Avenue Road Resurfacing and Willowdale Avenue Cycle track extension

The project team will consider all feedback received together with technical considerations and policy guidelines to finalise the proposal for resurfacing from Bonnington Place to Bayview Avenue and the Willowdale cycle track extension.

The staff recommendations for the Sheppard Avenue road resurfacing from Bonnington to Bayview and the Willowdale cycle track extension will be discussed at the Infrastructure and Environment Committee, March 2022. Implementation is expected to take place in 2022-2023.

Sheppard Avenue Road Reconstruction

The project team will consider all feedback received together with technical considerations and policy guidelines to determine the preferred design option for road reconstruction from Bayview Avenue to Leslie Street.

The preferred design for road reconstruction from Bayview Avenue to Leslie Street will be presented during the Phase 2 public consultation in the spring 2022. Notification of public consultation will be distributed to households by Canada Post and through the project website generated email list. Notification will be circulated 2 weeks in advance of a public meeting.

The proposal for Sheppard Avenue road reconstruction will be finalised after the Phase 2 public consultation. The date for presentation to the Infrastructure and Environment Committee is not yet confirmed. Utility work and road reconstruction is expected for 2023-2024.

Appendices

Appendices are available on the [project website](#), under the Public Consultation tab,

>>Appendix A: Public Notice

>>Appendix B: Public Meeting #1 Presentation – December 7, 2021

>>Appendix C: Online Comment Form