

Southwest Agincourt Transportation Connections Study

toronto.ca/ConnectingSWAgincourt

Virtual Public Meeting #2

July 13, 2022



Land Acknowledgement

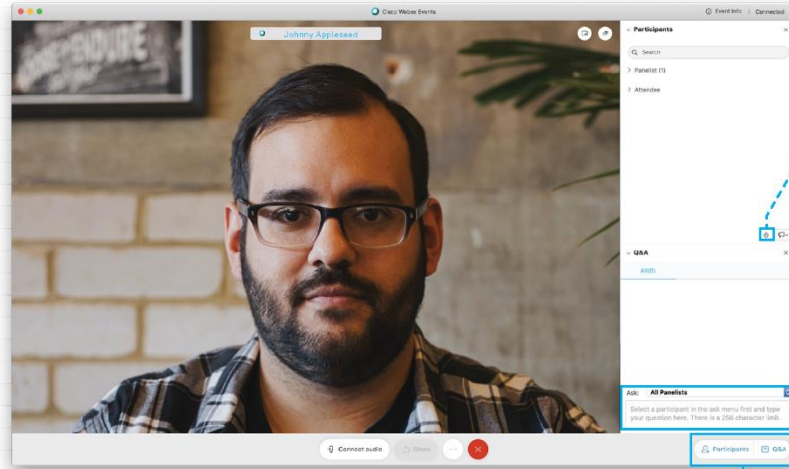
We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples, and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit, and the Williams Treaties, signed with multiple Mississaugas and Chippewa bands.

Welcome! Meeting Agenda

1. Introductions
2. Project Overview
3. What We Heard To Date
4. Evaluation & Recommended Design Options
 1. Complete Street
 2. Multi-Use Trail
 3. Other Transportation Improvements
5. Next Steps
6. Question & Answer Period

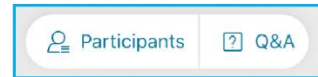


Webex Basics: Laptop/Desktop Participants



Raise your Hand: Submit a Verbal Question

- Press the icon to raise your hand.
- If selected, the Facilitator will say your name and unmute you.
- After your question is asked, the Facilitator will put you back on mute.
- Press the icon again to put down your hand.



Open the Participants and Q&A Panels

- Press to toggle between opening and closing Participants and Q&A Panels

■ Opened

■ Closed

A screenshot of the 'Ask' box in the Q&A panel. It shows a dropdown menu with 'All Panelists' selected. Below the dropdown, there is a text input field with the placeholder text: 'Select a participant in the ask menu first and type your question here. There is a 256 character limit.'

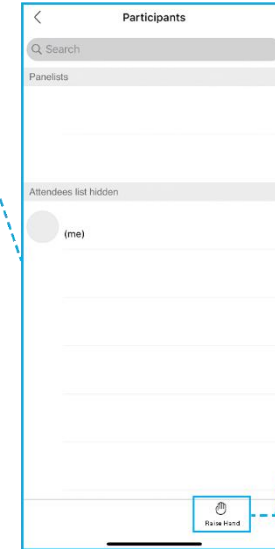
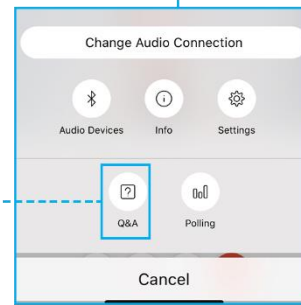
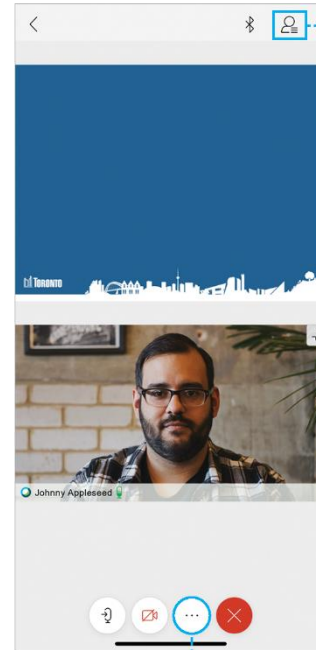
Q & A Box: Submit a Typed Question

- Only staff will be able to see submitted questions.
- Ask questions to All Panelists.
- Your question will be redirected to a Panelist to answer verbally.

Webex Basics: Smart Phone/Tablet Participants

Q & A Box: Submit a Typed Question

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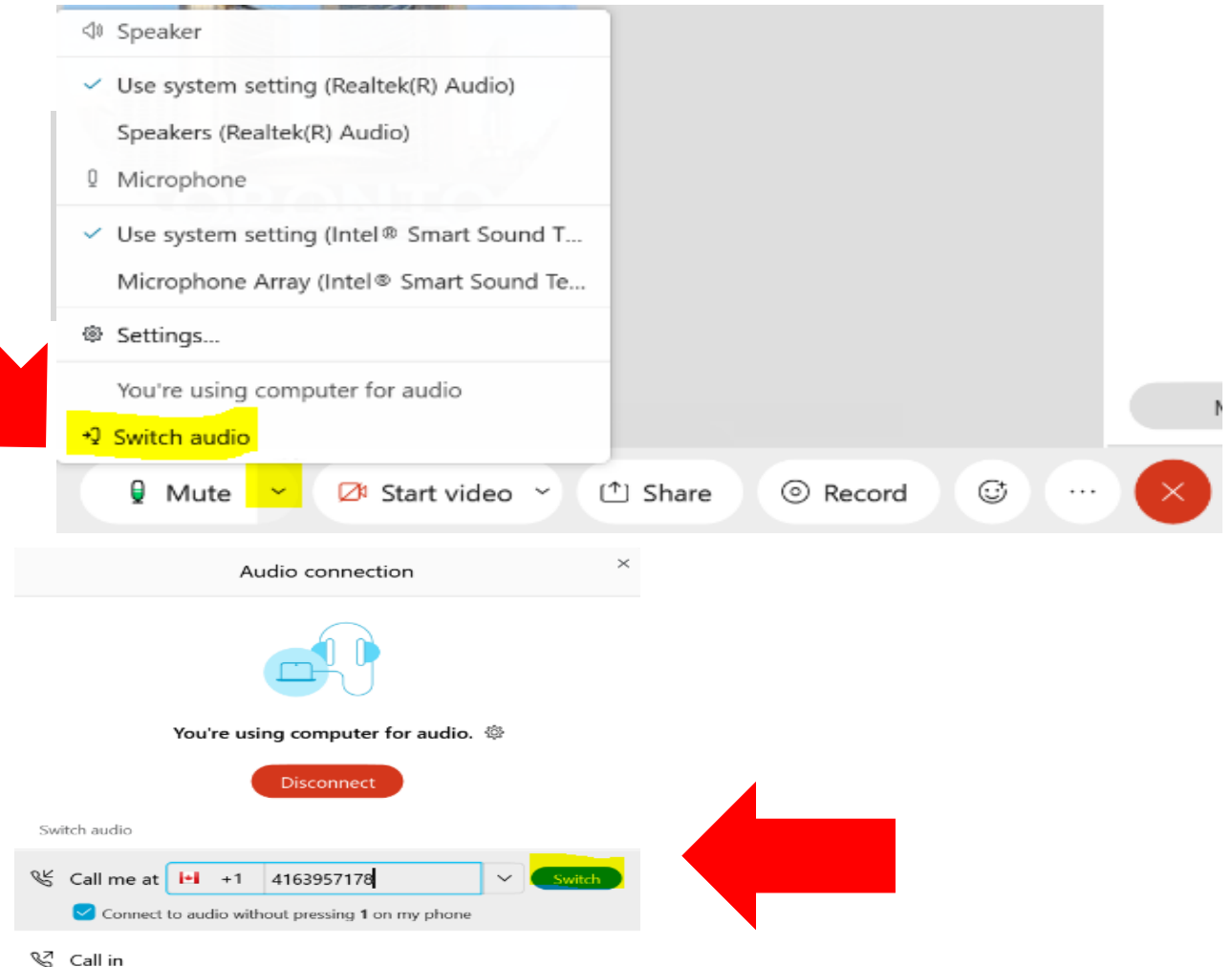
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WebEx Audio Trouble?

WebEx can call you!

1. Click **the arrow** beside your mute button
2. Click “**Switch audio**”
3. Use “**Call me**” function
 - Enter your phone #
 - WebEx will call your phone
 - No long distance charges



Still not working? Try this!

Call Into the Meeting

Dial: **416-915-6530**

When prompted for a meeting number,
enter: **2462 006 2756**

Meeting Code of Conduct

- **Be patient:** Virtual meetings don't always run as smoothly as planned.
- **Be brief:** Limit yourself to one question or comment when you are called on to speak.
- **Be respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

We want to hear from you – please don't be shy!

Project Team Introductions

City of Toronto

- Cassidy Ritz, Manager, Major Projects
- Niki Siabanis, Senior Project Manager, Major Projects
- Sonali Praharaj, Project Lead, Major Projects
- Ryan Lo, Senior Public Consultation Coordinator

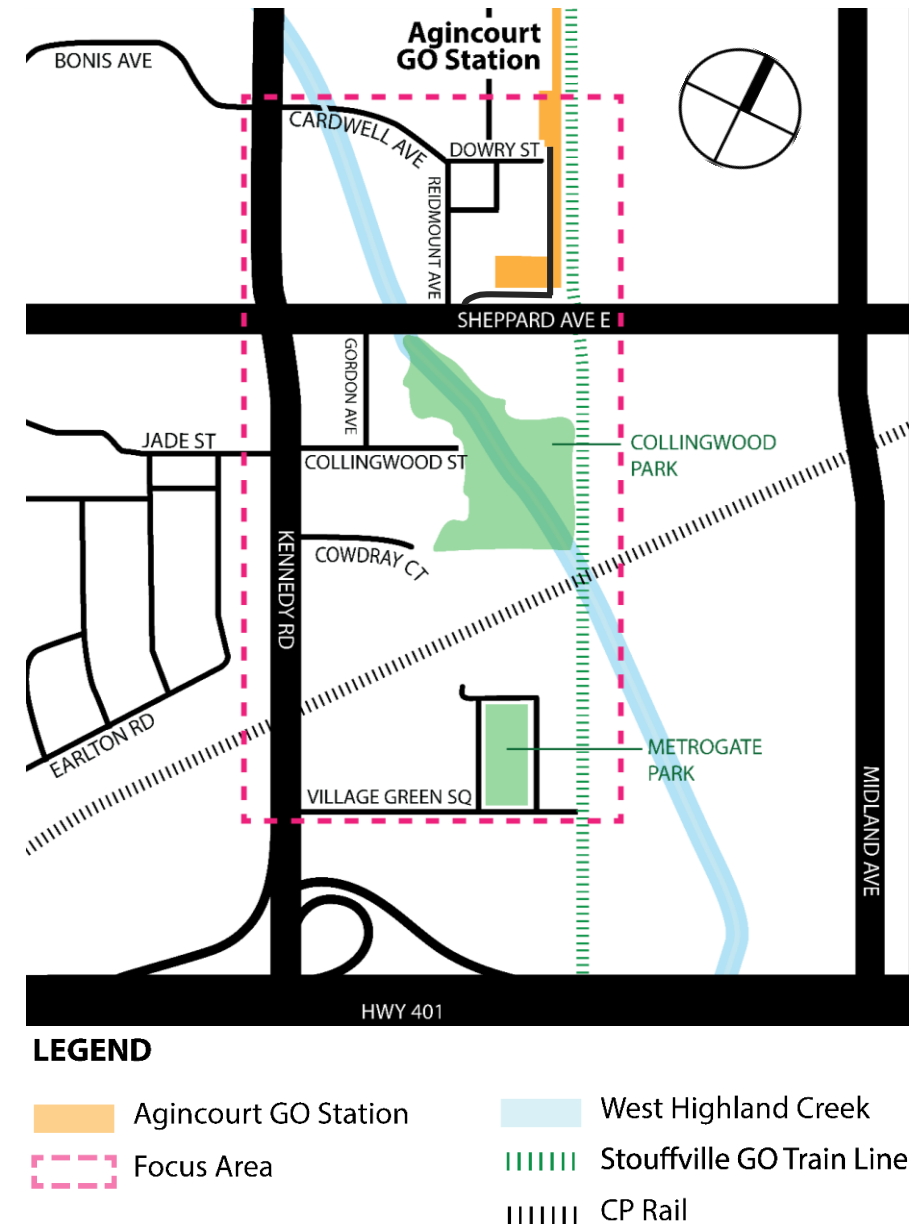
WSP Consulting Team

- Peter Yu, Project Manager
- John Mende, Project Director
- James Schofield, Active Transportation Lead
- Steven Vanharen, Water/Floodplain Lead

Project Overview

Background & Goals

- The Agincourt Secondary Plan in the City's Official Plan identifies the need for transportation improvements to accommodate growth in the area, including a new street and improved pedestrian access
- The two rail corridors and West Highland Creek create challenges in achieving a connected transportation network
- In anticipation of development growth, this study seeks to:
 1. Improve **transportation network connectivity, safety, and user comfort** for all modes of transportation
 2. Provide high quality transportation infrastructure that addresses the area's **current and future needs**
 3. Mitigate **traffic congestion**



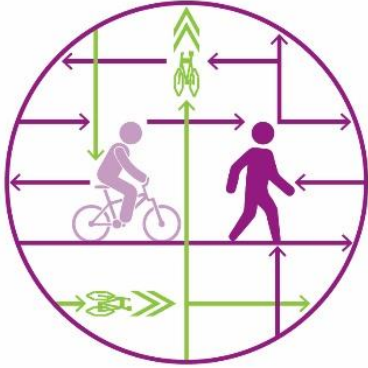
Problem and Opportunity Statement

The study area is experiencing significant growth and is constrained by the Canadian Pacific Railway, Metrolinx Stouffville GO Rail Corridor, and the West Highland Creek, resulting in a disconnected local street network that limits the movement of people in the area.

The Agincourt Secondary Plan provides direction for the expansion of the transportation network to accommodate the growth that is expected to occur in the area.

The Environmental Assessment will evaluate alternatives to provide for the planned transportation network and grade separation using existing and potential new street and multi-use trail connections. The infrastructure improvements will help support development growth within the Focus Area and improve access to Agincourt GO Station, Collingwood Park, schools, and other local destinations.

City Policies and Guidelines



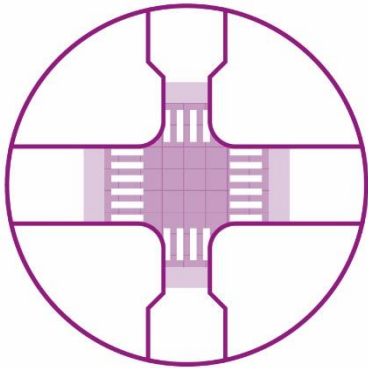
Official Plan Policies



Vision Zero Road Safety Plan



TransformTO: Climate Action Strategy



Intersection Design Best Practices and Guidelines



Complete Streets Guidelines

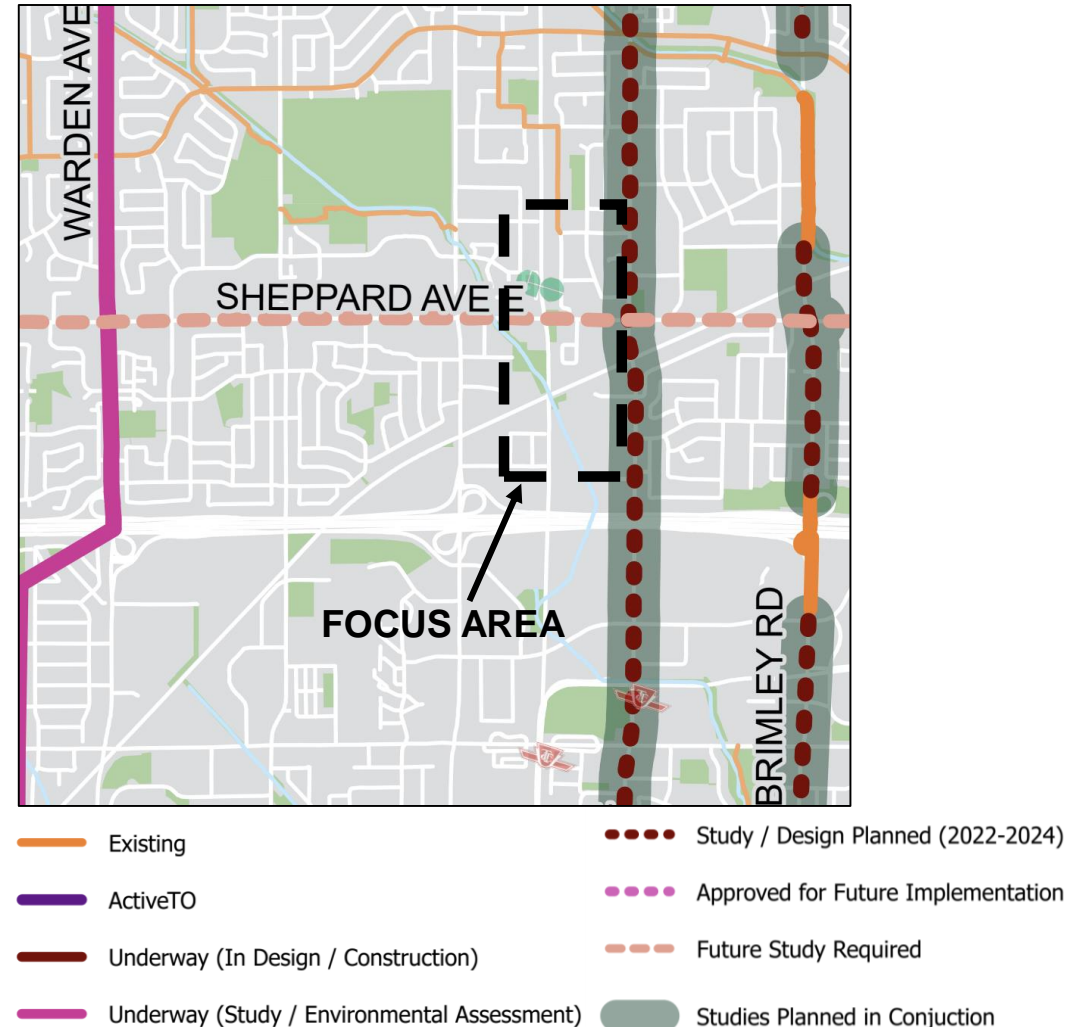


Green Street Technical Guidelines and Standards

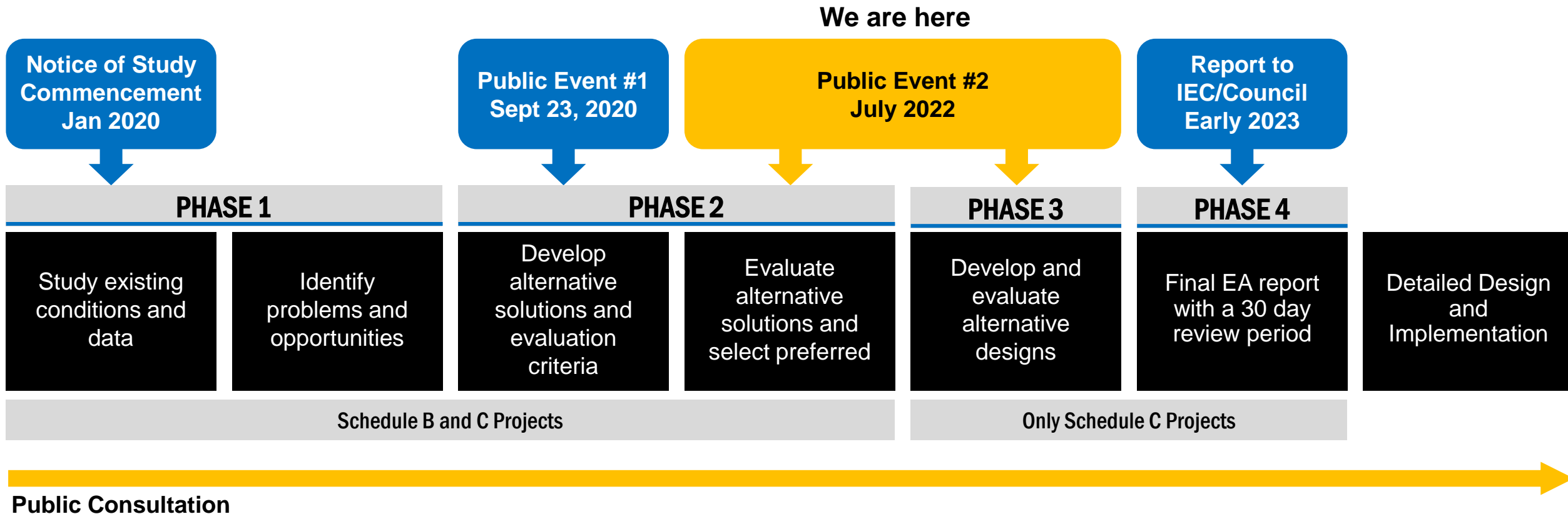
Planned Improvements From Other Plans and Projects

- Agincourt GO Station improvements
- A planned bikeway along Sheppard Avenue East identified in the City's Cycling Network Plan
- Transportation improvements identified in the Agincourt Mall Official Plan Amendment (OPA 459) adopted in 2019
- Other development-related changes (i.e. Dual turn lane at Kennedy Road and Village Green Square)

City's Cycling Network Plan



Project Status



What Has Been Done Since Public Event #1



Completed and uploaded **Public Event #1 Consultation Summary** on project webpage



Evaluated 4 complete street and 2 multi-use trail options to identify preferred alignments



Worked with external agencies and other City divisions on the design of the recommended alignments



Advanced designs for the recommended alignments and other proposed transportation improvements that do not require a Schedule C EA

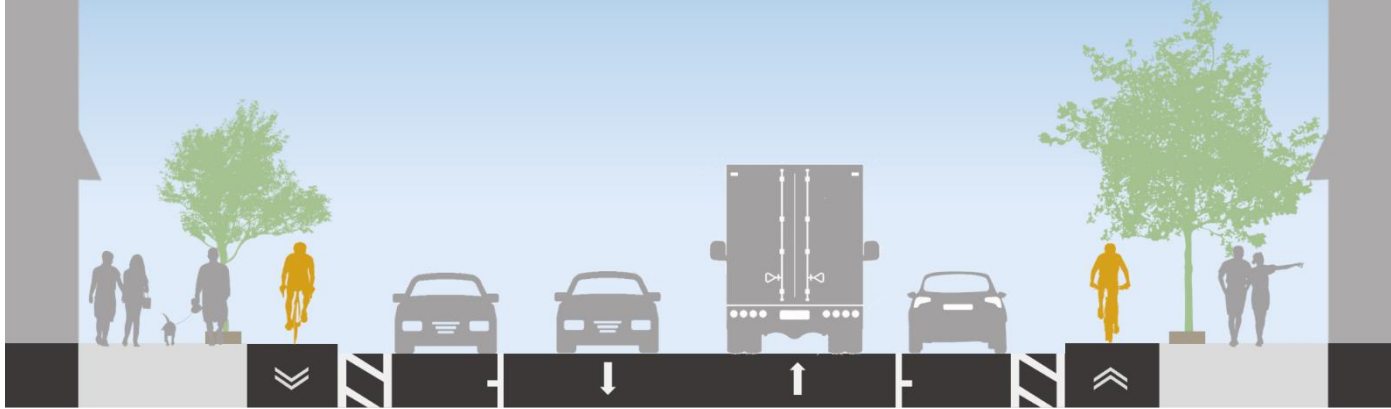


Recap of Public Event #1

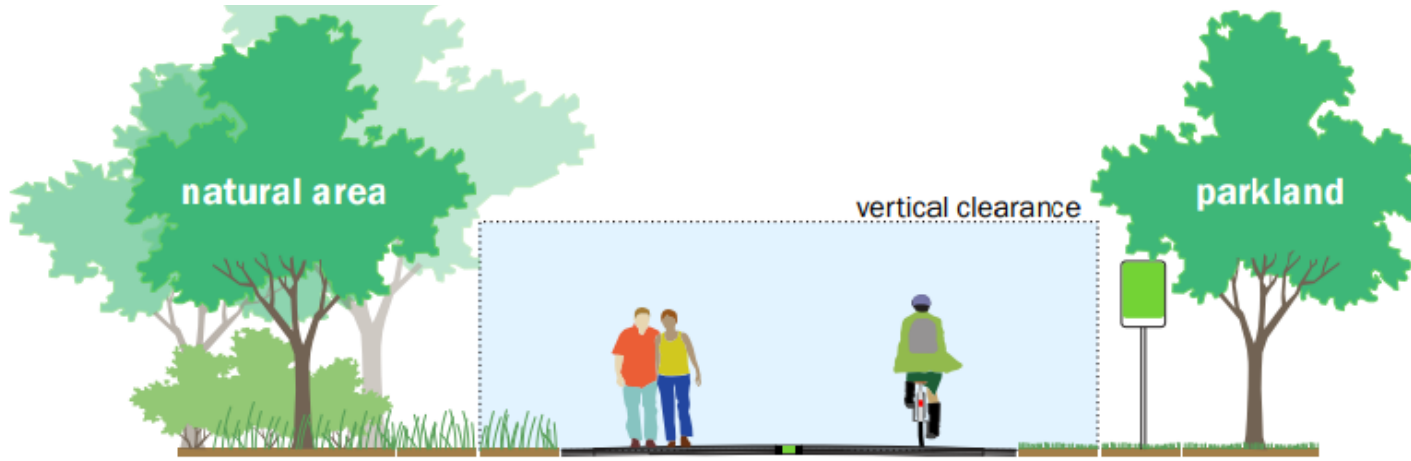
Problem and opportunity statement, alternatives presented and feedback received

Terminology

Complete Street



A complete street accommodates the needs of all street users, such as people walking, cycling and driving, taking the local context into account.








A multi-use trail is a facility generally dedicated and designed for recreational use and active transportation, such as people walking and cycling.





Complete Street Alignments Presented at Public Event #1

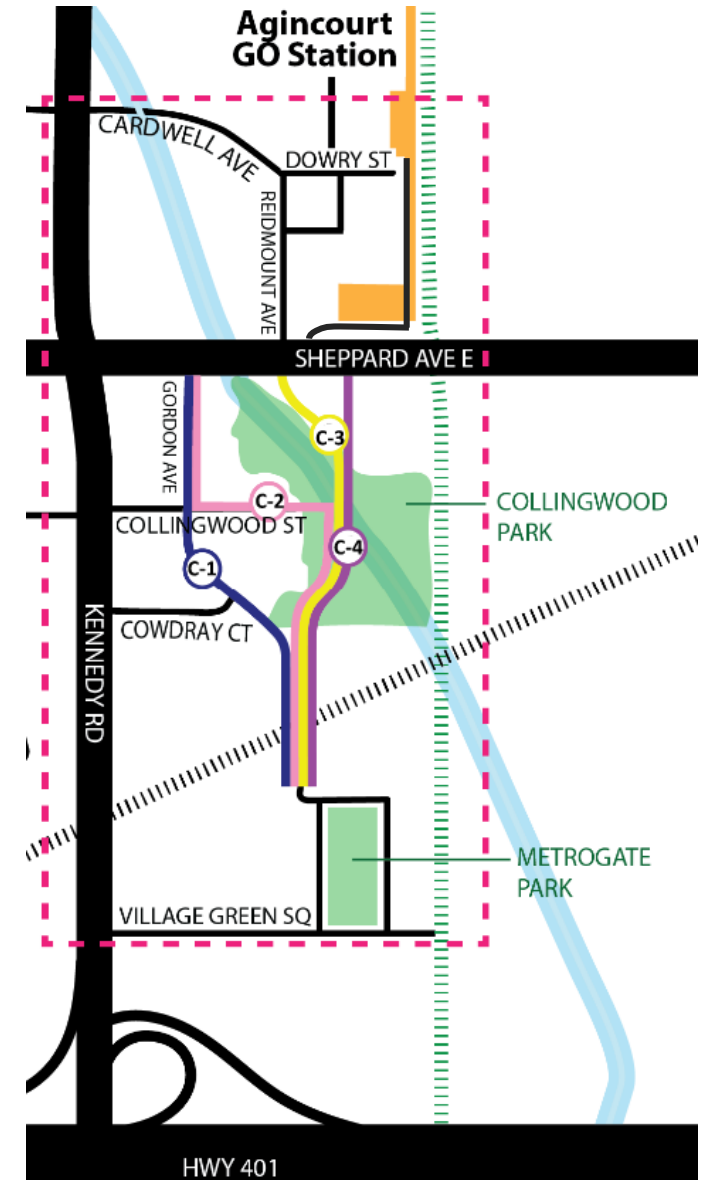
- The new north-south complete street would connect Village Green Square, Cowdray Court and Sheppard Avenue East via Gordon Avenue
- The project team presented **four alternative alignments**, and their advantages and disadvantages
- All four alignments would cross the CP Rail line via an underpass

LEGEND

 Agincourt GO Station
 Focus Area

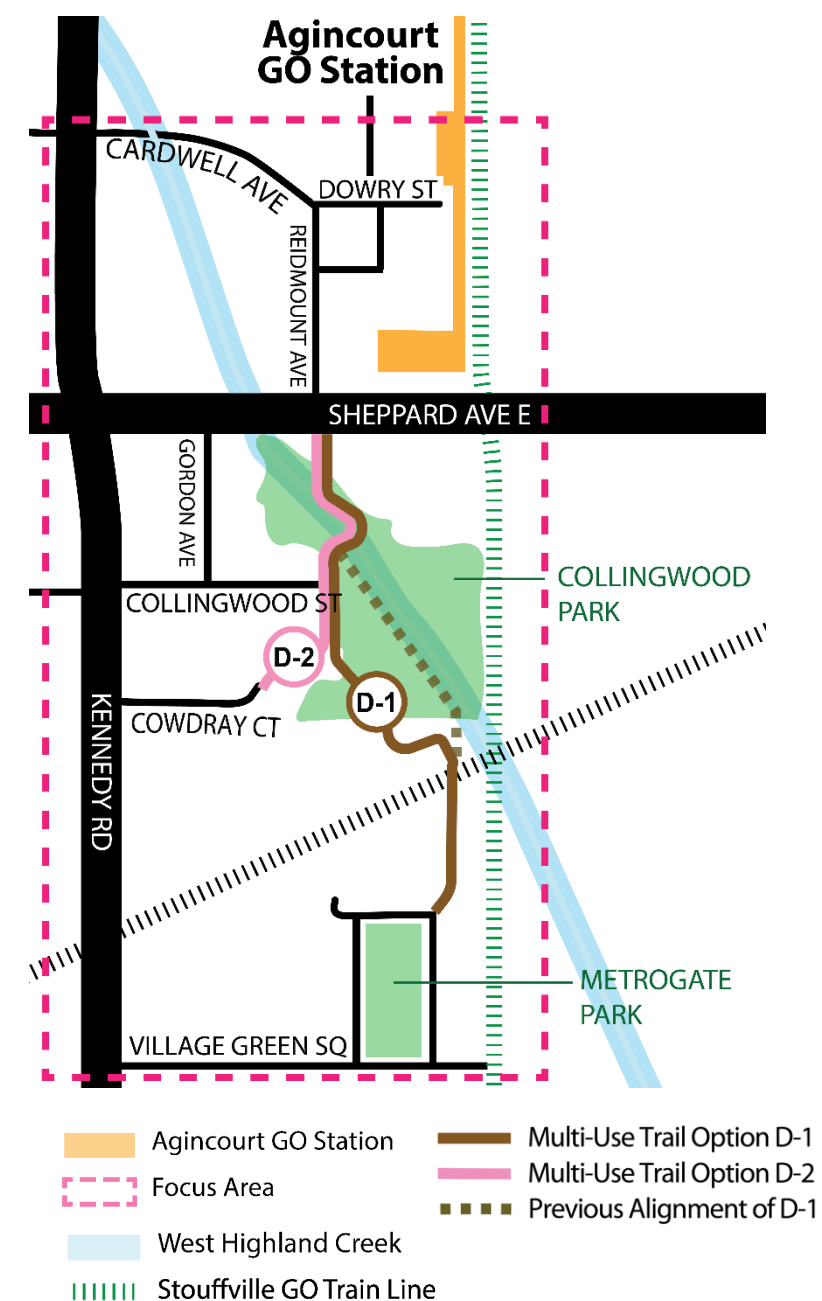
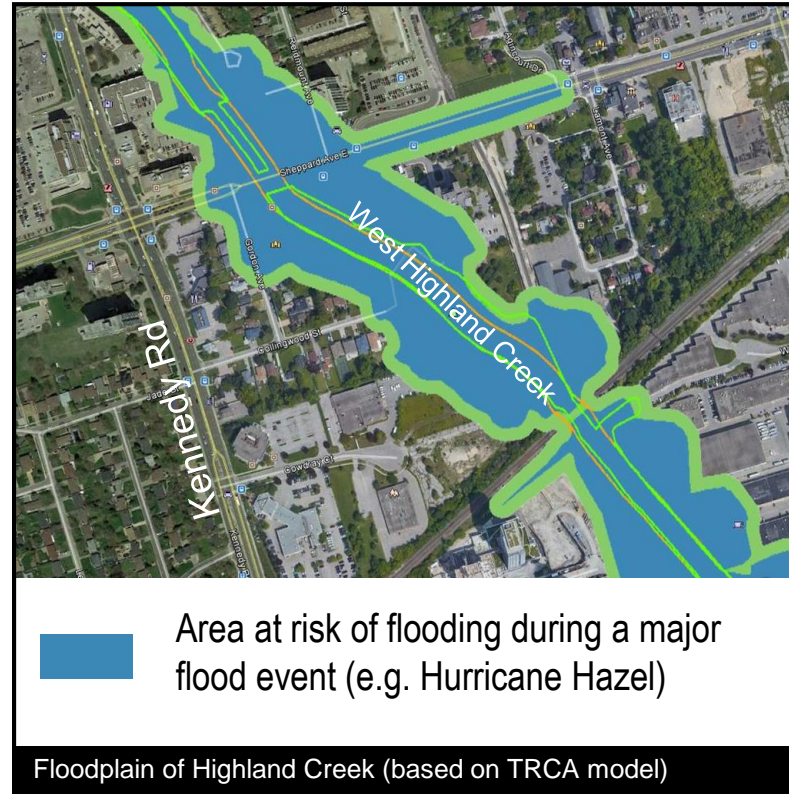
 West Highland Creek
 Stouffville GO Train Line
 CP Rail

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










Multi-use Trail Alignments Presented at Public Event #1

- The multi-use trail **would connect to destinations** (Agincourt GO Station, transit stops on Sheppard Avenue, Collingwood Park and Metrogate Park)
- **Two trail alignments** were presented at the first public event. Depending on the alignment of the complete street, the trail would be packaged together and/or overlap with the complete street in certain locations
- The project team has since **refined the alignment of Alternative D-1** based on floodplain challenges



Evaluation Criteria

	Constructability and Design	<ul style="list-style-type: none"> • Construction and lifecycle costs • Impact on floodplain • Construction phasing
	Socio-Economic Environment	<ul style="list-style-type: none"> • Property, noise and neighbourhood characteristics • Impact to Collingwood Park
	Natural Environment	<ul style="list-style-type: none"> • Impacts to vegetation, wildlife, species of concern • Impact to groundwater quality or quantity, as well as flooding
	Cultural Environment	<ul style="list-style-type: none"> • Impact to identified potential built heritage and cultural heritage landscapes • Impact to archaeological resources
	Policy Framework	<ul style="list-style-type: none"> • Policies and Guidelines • Addressing Problem and Opportunity Statement
	Healthy Communities	<ul style="list-style-type: none"> • Promotion of transportation choices through the provision of well-connected, continuous and comfortable cycling and walking routes • Greenhouse gas emissions and air quality
	Equitable Mobility	<ul style="list-style-type: none"> • Provide equitable, safe and reliable access to high quality, efficient transit, walking and cycling routes • Traffic impacts to existing streets and residents • Network resiliency for emergency services, and all modes of transportation

What We Have Heard So Far

Complete Street

- Support for the new street was largely focused on the opportunity to enhance all modes of transportation in the area and reduce traffic congestion
- Concern for the new street is primarily focused on private property impact, impact to Collingwood Park, local street environments and flood plain considerations
- Complete street alignment **C-1** received more support compared to other complete street alignments

Multi-use Trail

- Similar support for both trail alignments
- Support for new trail is focused on having safer pedestrian and cycling access to Agincourt GO Station and Collingwood Park. The trail would also be a safer and more comfortable route than Kennedy Road
- Concern about **D-1** focused on proximity to the West Highland Creek and rail corridor






































Evaluation and Recommended Design Options

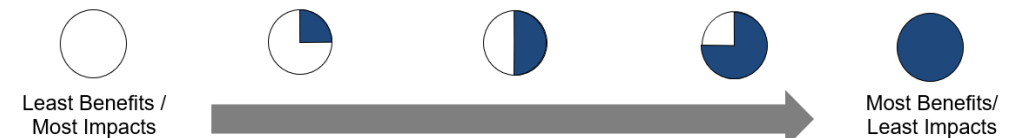


Evaluation of Complete Street Alternatives

Evaluation: Complete Street Alignment Alternatives

Criteria	Do Nothing	C 1 (via Gordon Ave)	C 2 (via Gordon Ave & along Collingwood Park)	C 3 (creek crossing to Reidmount Ave)	C 4 (creek crossing to Agincourt GO Driveway)
					
Healthy Community					
Equitable Mobility					
Constructability & Design					
Socio-Economic Environment					
Natural Environment					
Cultural Environment					
Overall	Not Recommended	Recommended	Not Recommended	Not Recommended	Not Recommended

Legend:



Future Traffic Analysis

Future 2035 traffic volumes have been projected, accounting for planned developments and traffic growth in the study area.

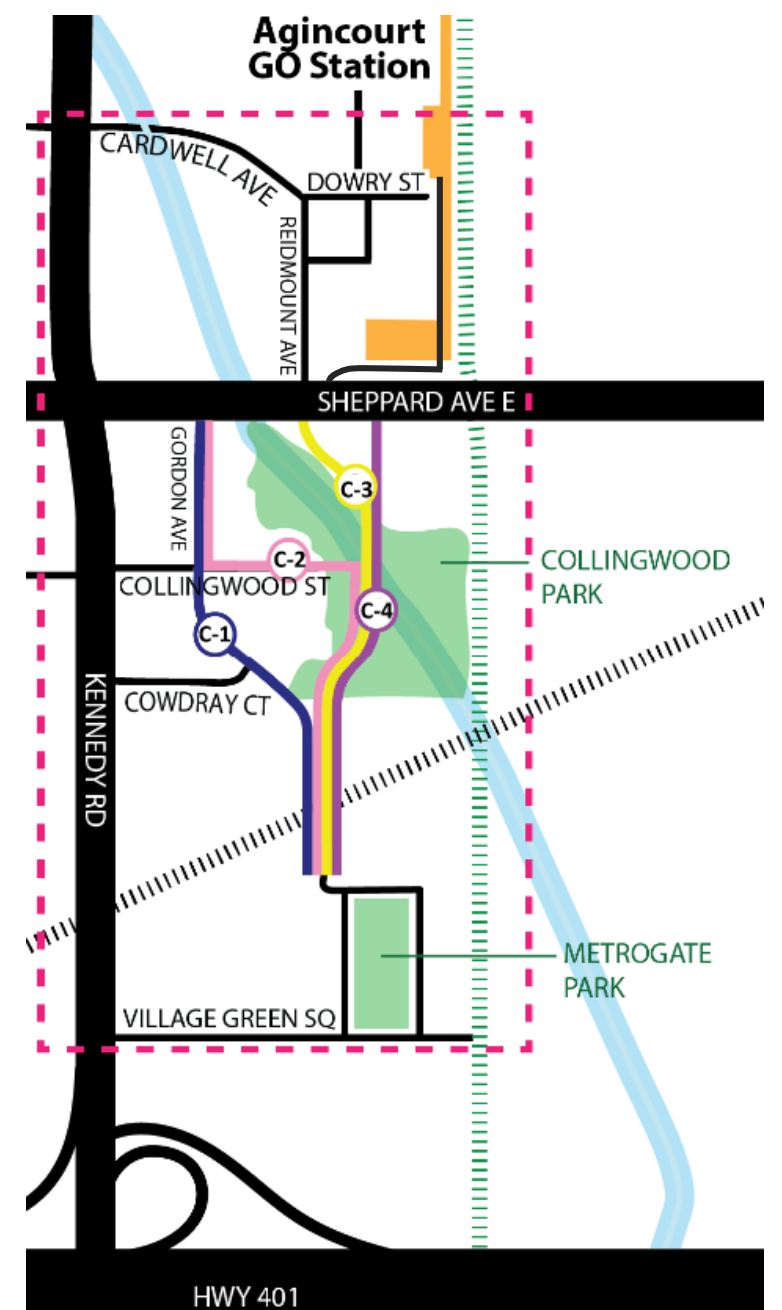
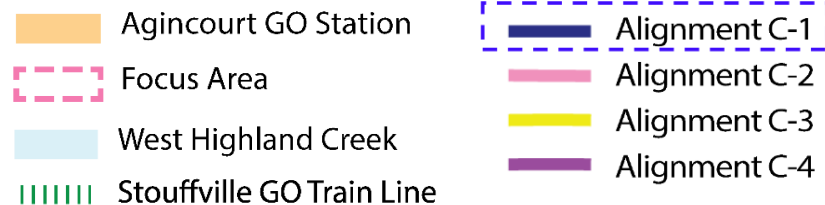
- ✓ The new complete street will mitigate traffic on Kennedy Road and reduce congestion at the Kennedy Road and Sheppard Avenue intersection
- ✓ Traffic signals will be optimized along Kennedy Road at Sheppard Avenue, Cowdray Court and Village Green Square, and at the Agincourt GO Station driveway

Option	Morning Peak Hour Volume on Kennedy Road*	Volume to Capacity Ratio At Kennedy/Sheppard intersection** (Average of Weekday AM & PM and Saturday peak hours)	Travel time along Sheppard Avenue and Kennedy Road in study area (Average of Weekday AM & PM and Saturday peak hours)
Do nothing	4,195	140%	Baseline
C-1	345 ↓	39% ↓	4% ↓
C-2	345 ↓	38% ↓	4% ↓
C-3	152 ↓	11% ↓	9% ↑
C-4	345 ↓	38% ↓	1% ↓

*Between Sheppard Avenue East and Collingwood Street
 **Volume to capacity is the measure of how much capacity is available at an intersection, with 100% being at-capacity. Anything higher represents congested conditions.

Recommended Complete Street Alignment: C-1 (via Gordon Ave)

- ✓ Least impact to TRCA regulated areas protected under *O.Reg. 166/06*, including the floodplain
- ✓ Greatest benefit for equitable mobility
- ✓ Lowest construction and maintenance cost
- ✓ Does not impact existing Collingwood Park and allows for an expansion of the park
- ✓ No anticipated impacts to fish and habitat
- ✓ Moderate property impacts



Complete Street C-1: Proposed Street Width

The proposed width of the street varies depending on the location:

— 23m Street Width:

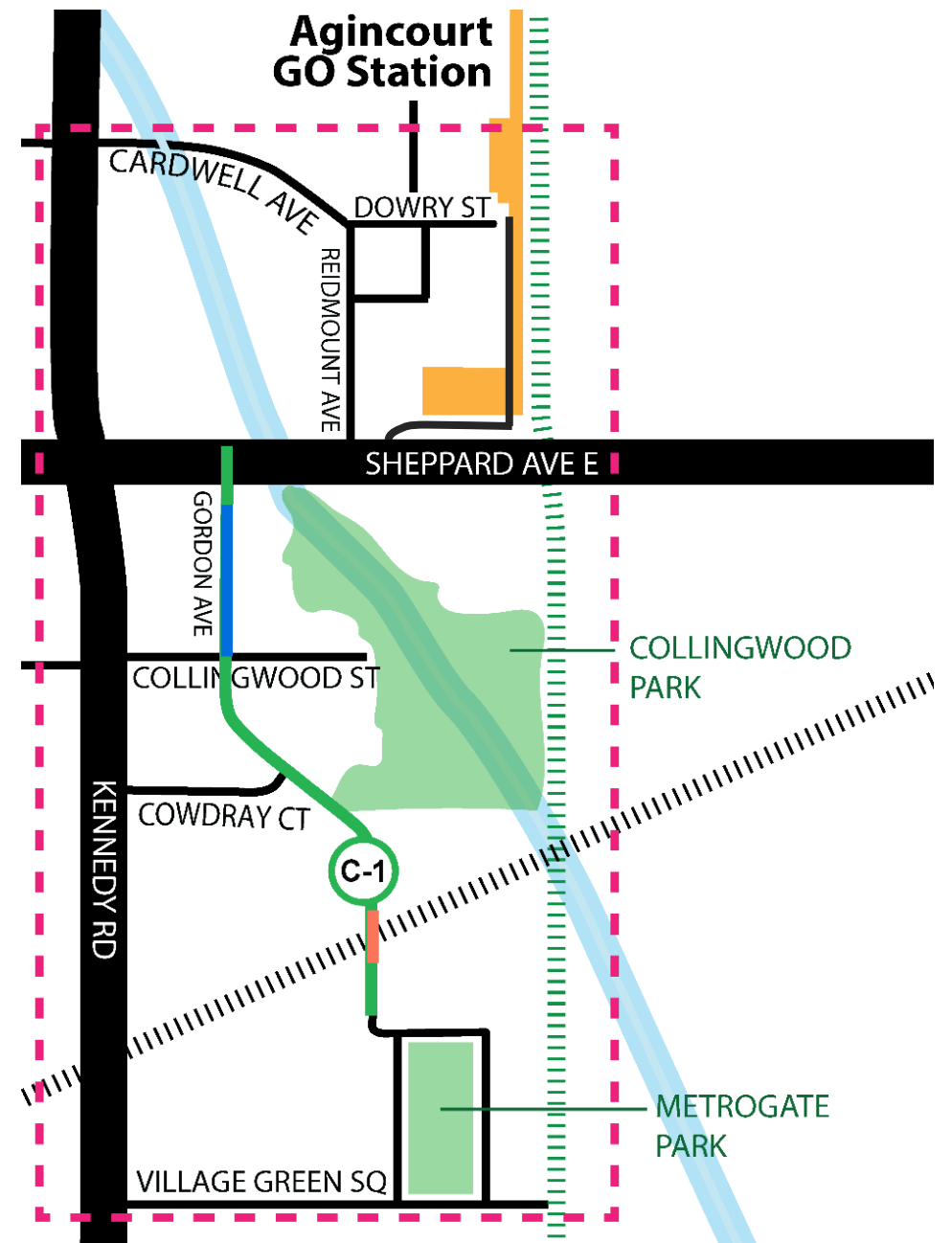
- At Sheppard Avenue East to accommodate a northbound left-turn lane and protected intersection for pedestrians/cyclists
- South of Collingwood Street to the underpass and south of the underpass

— 20m Street Width:

- South of Sheppard Avenue East to Collingwood Street to minimize impacts to existing residential properties

— 19m Street Width:

- At the underpass to accommodate vehicular lanes and elevated cycle track and sidewalk





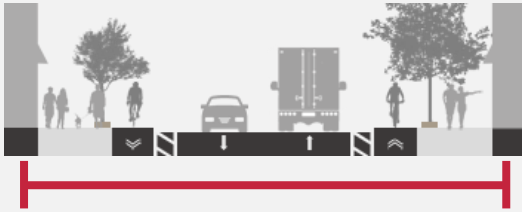
Complete Street Design Options

Complete Street: Design Elements

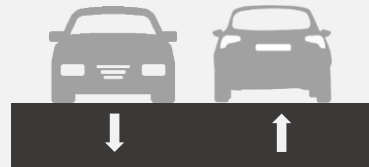
There are two design options for the new complete street.
Both options will have these common design elements below:

Design Constants

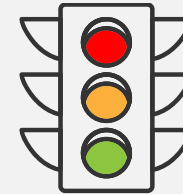
19-23m Street Width*



1 Vehicle Lane in Each Direction



New Signals at Cowdray Crt & Sheppard Ave



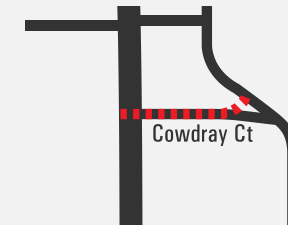
Protecting for Future Transit & Stops



Sidewalks on both sides of the street



Safe realignment of Cowdray Court



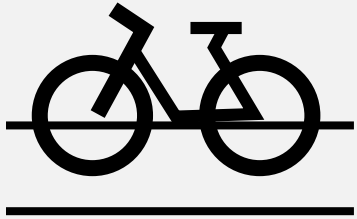
*Street width depends on the segment and constraints

Complete Street: Design Elements

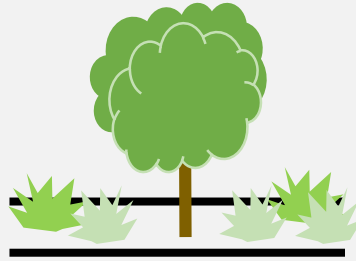
The two design options will vary in the design elements below:

Design Variables

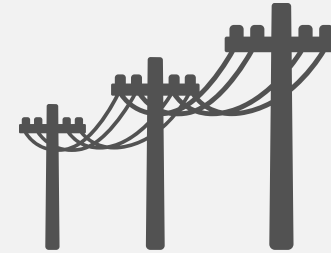
**Bikeway Type & Width, &
Intersection Treatments**



**Type & Width
of Planting Area***



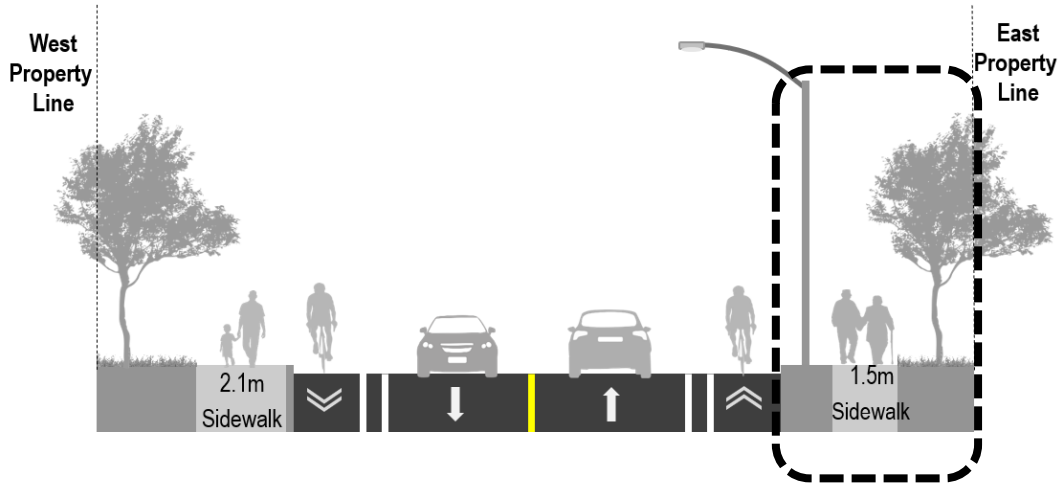
**Location of Utilities
/Sidewalk Width**



*Street width depends on the segment and constraints

Complete Street Design Options for Gordon Avenue

Basic Option



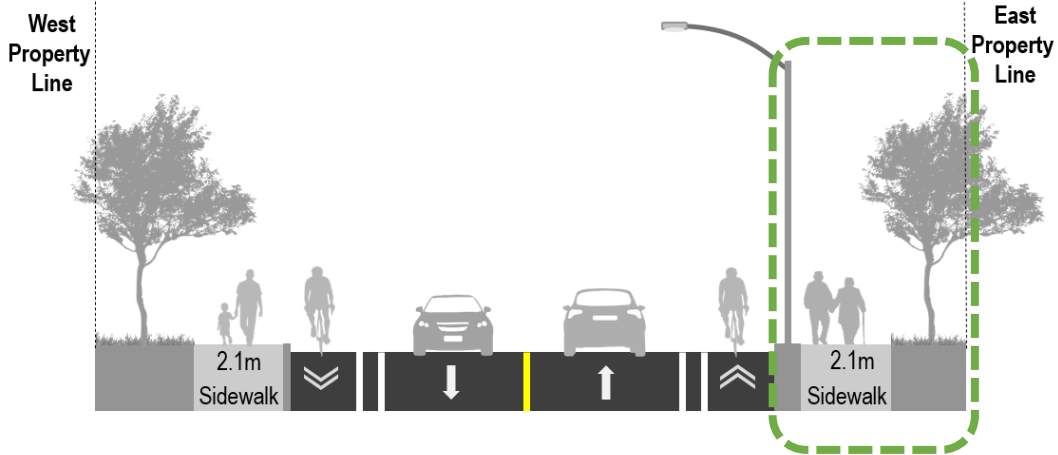
Both Options:

- ✓ 20m right of way
- ✓ Standard boulevard planting (sod and trees) generally in current location; retention of mature trees where possible
- ✓ 1.6m wide buffered bike lanes in each direction

Basic Option:

- ✓ Existing utility pole locations maintained along Gordon Avenue resulting in 1.5 m wide sidewalk on the east side of Gordon Avenue

Enhanced Option

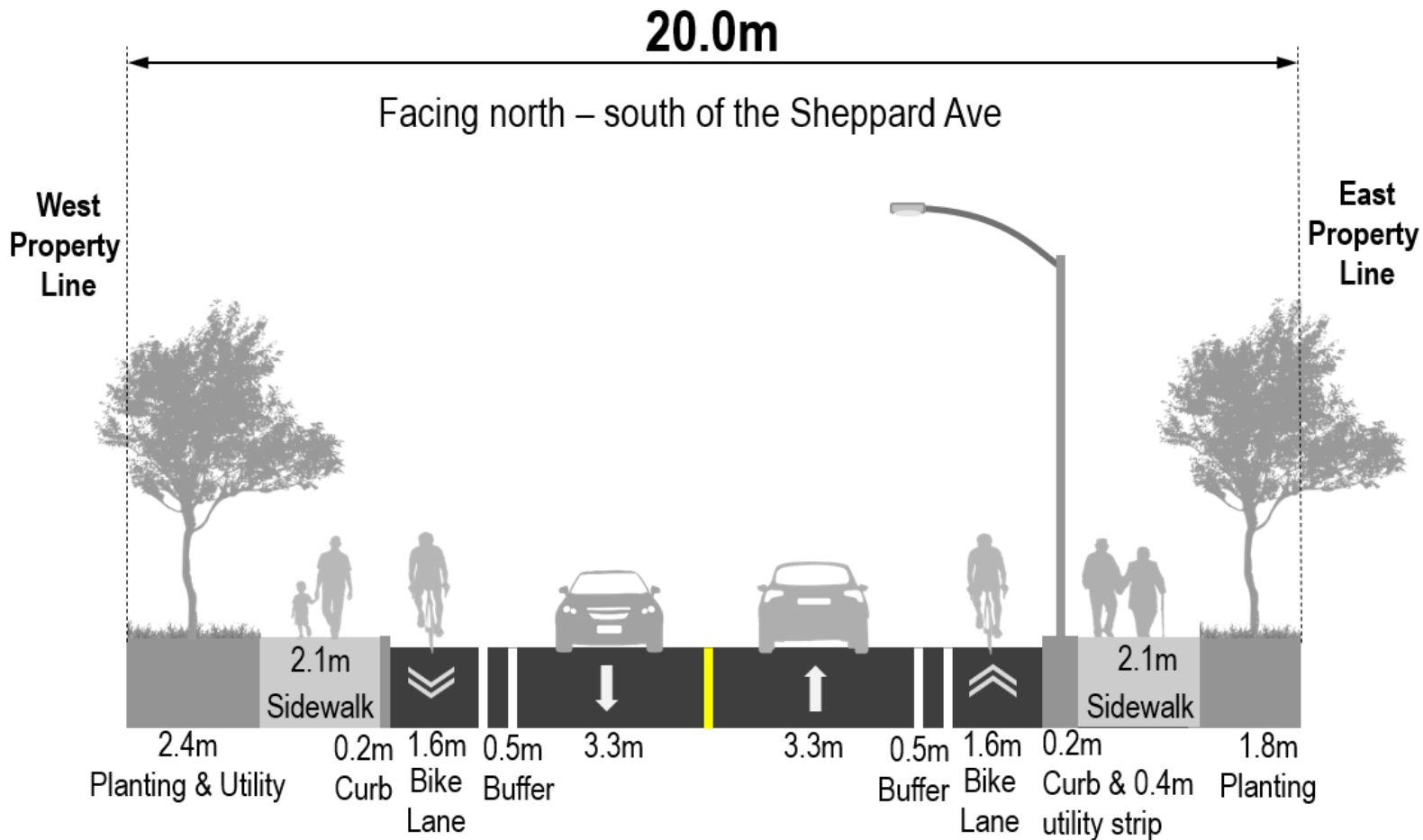


Enhanced Option:

- ✓ Relocation of utility poles to achieve 2.1m wide sidewalks on both sides of Gordon Avenue

Recommended

Recommended Complete Street Design for Gordon Avenue



- ✓ Better addresses the Problem and Opportunity Statement than the Basic Option
- ✓ Improves the pedestrian environment and accessibility along Gordon Avenue
- ✓ Has moderate additional costs and no additional property impacts over the Basic Option

Recommended Complete Street Design for Gordon Avenue

Sheppard Ave E

Collingwood St.



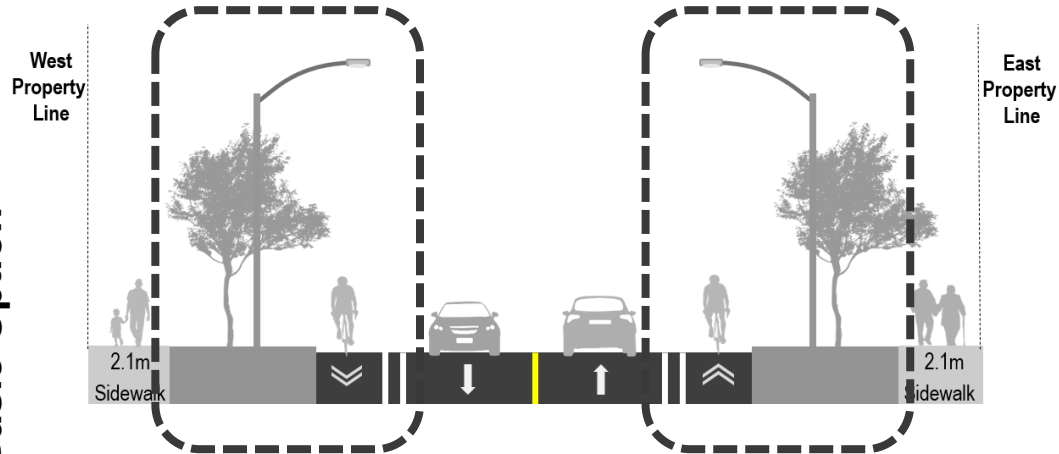
Recommended Complete Street Design for Gordon Avenue



Artistic rendering looking north
on Gordon Ave toward Sheppard Ave E

Complete Street Design Options for New Section

Basic Option



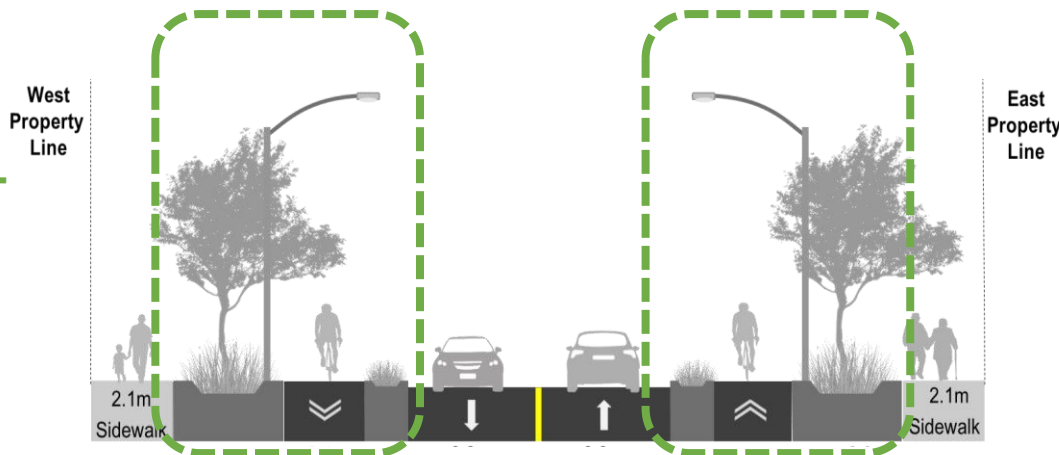
Both Options:

- ✓ 23m right of way
- ✓ New utilities underground with new street lights
- ✓ 2.1m wide sidewalks on both sides of the street
- ✓ Potential for on-street parking opportunities

Basic Option:

- ✓ 1.8m wide buffered bike lanes in each direction
- ✓ Standard boulevard planting (sod and trees)

Enhanced Option

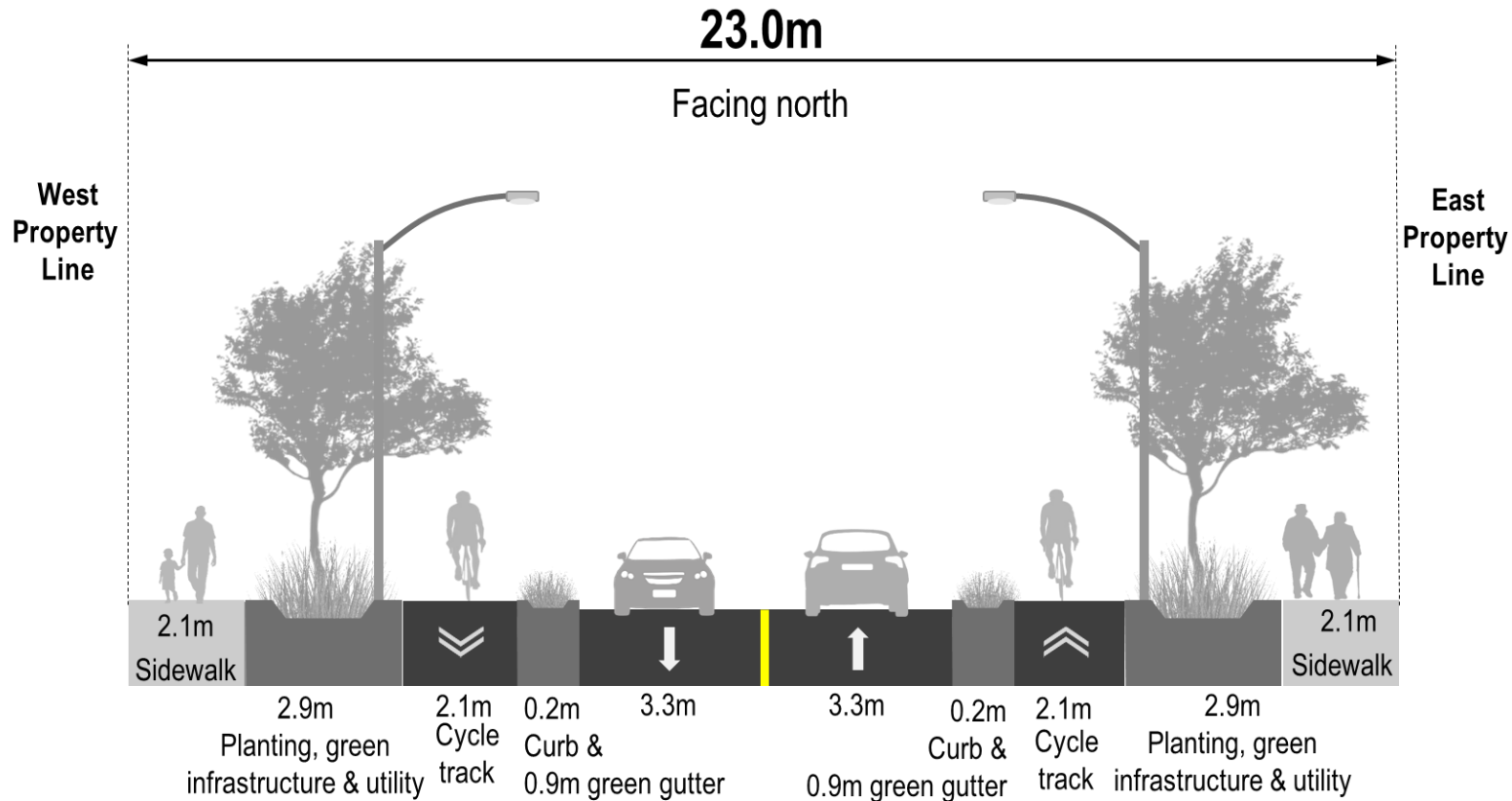


Recommended

Enhanced Option:

- ✓ 2.1m raised cycle track with a wider physical buffer
- ✓ Green gutters in cycle track buffer and green infrastructure integrated into planting areas
- ✓ Green infrastructure helps to reduce the volume of stormwater runoff that enters the City's sewer system from streets and other hard surfaces

Recommended Complete Street Design for New Section



- ✓ Better addresses the Problem and Opportunity Statement than the Basic Option
- ✓ Enhances cycling and walking environments (comfort and safety)
- ✓ Has moderate additional costs and no additional property impacts over the Basic Option
- ✓ Provides opportunities to improve the natural environment, reduces stormwater run-off
- ✓ Beautifies the street

Recommended Complete Street Design for New Section Collingwood Street to Cowdray Court

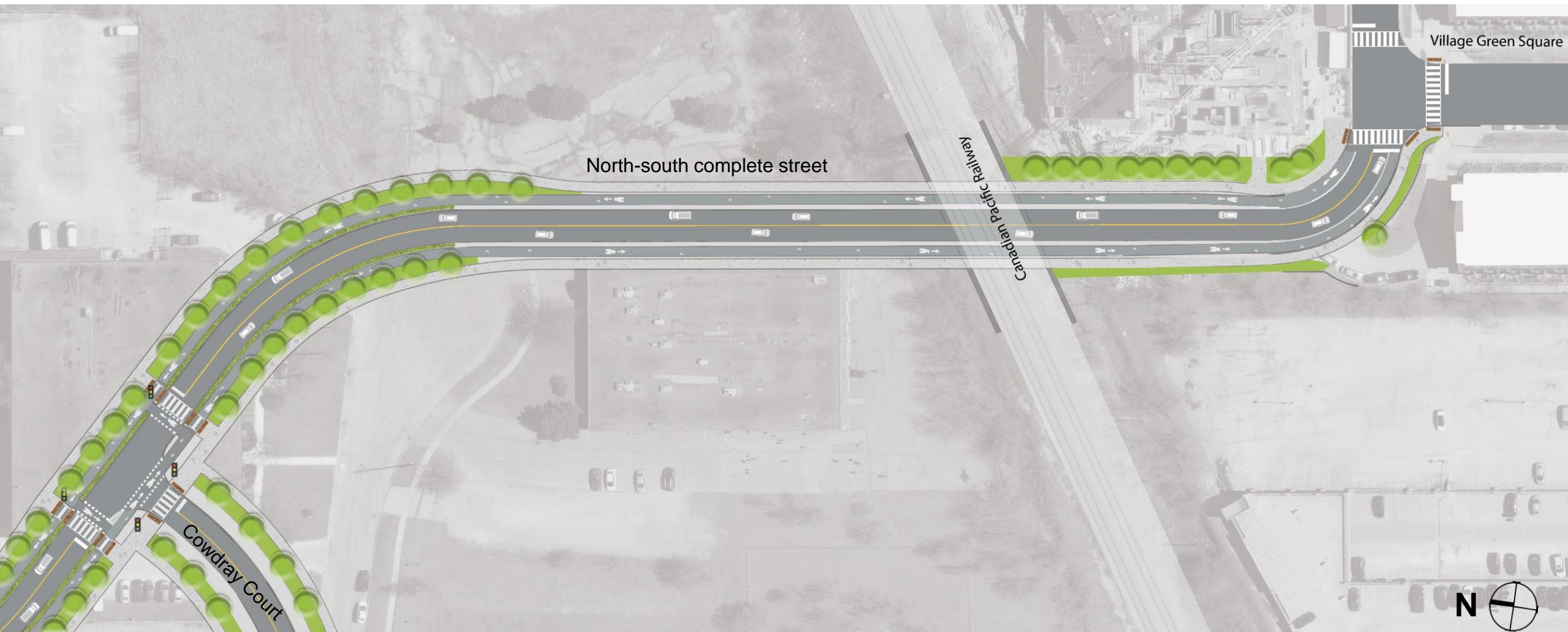


Recommended Complete Street Design at Cowdray Court



Artistic rendering looking north
on the new complete street toward Cowdray Court

Recommended Complete Street Design for New Section Cowdray Court to Village Green Square



Recommended Complete Street Design at Underpass



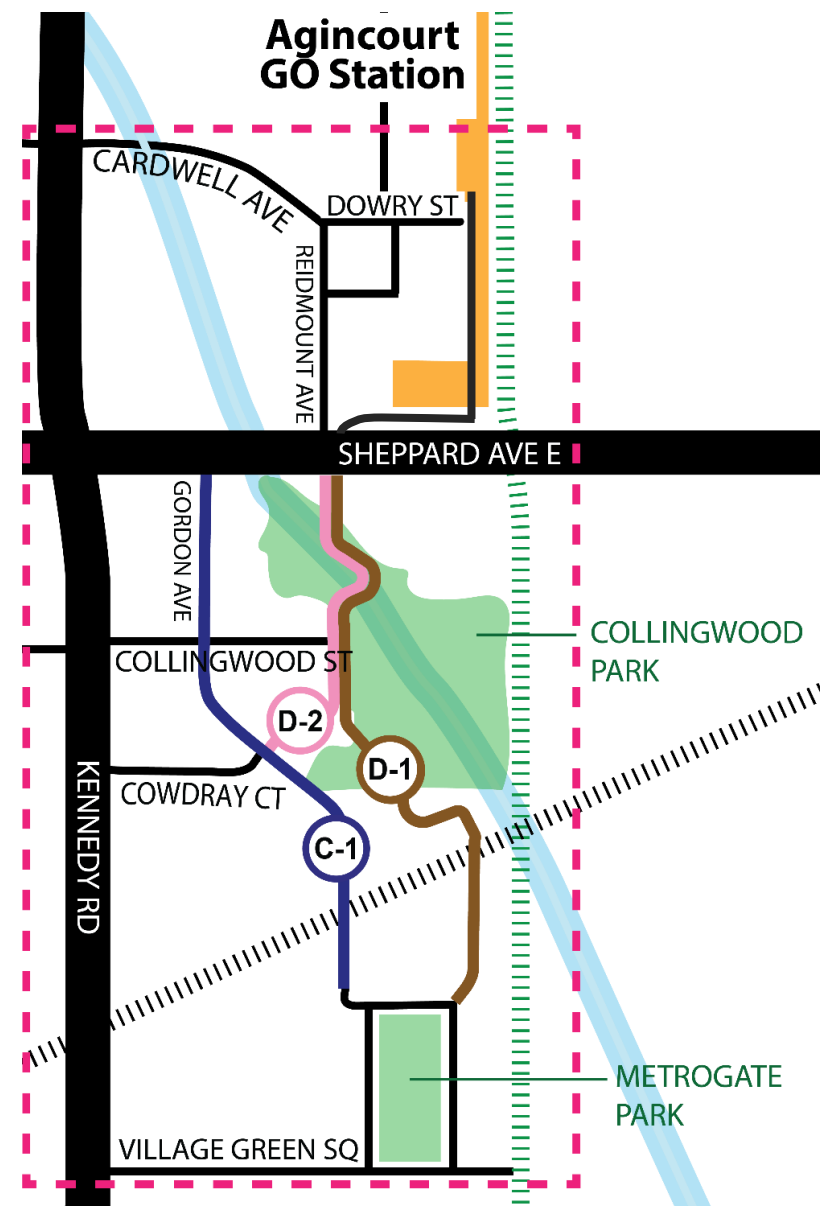


Evaluation of Multi-Use Trail Alternatives




























Multi-Use Trail

The two alternative multi-use trail alignments were evaluated, while considering the presence of the recommended complete street alignment (C-1).

- Agincourt GO Station
- Focus Area
- West Highland Creek
- Stouffville GO Train Line
- Complete Streets Alignment C-1
- Multi-Use Trail Option D-1
- Multi-Use Trail Option D-2



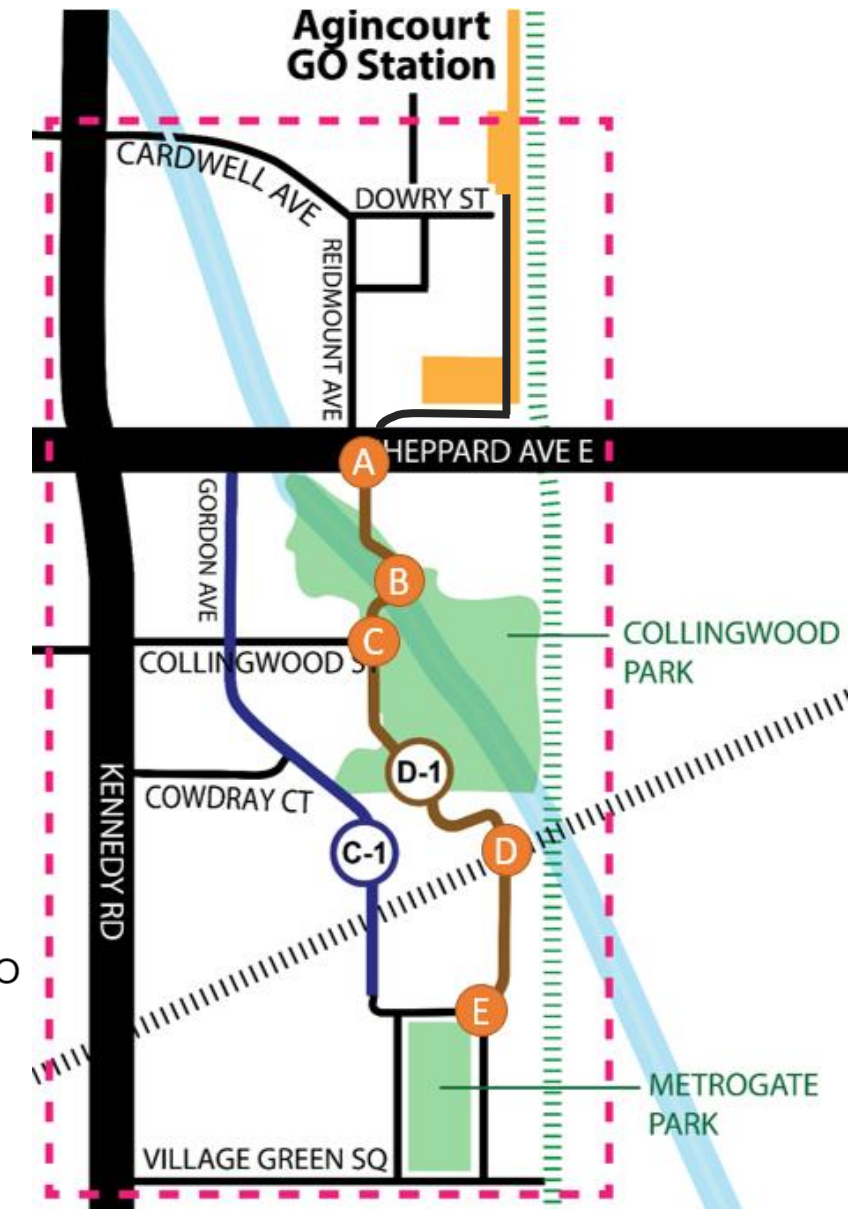
Evaluation: Multi-Use Trail Alignment Alternatives

Evaluation Criteria	Complete Street C 1 (baseline)	D 1 (along Highland Creek & GO Rail Line)	D 2 (Connecting to C 1)
Policy Framework			
Healthy Community			
Equitable Mobility			
Constructability & Design			
Socio-Economic Environment			
Natural Environment			
Cultural Environment			
Overall		Recommended	Not Recommended
Legend:	    		
	Least Benefits / Most Impacts  Most Benefits/ Least Impacts		

Recommended Multi-Use Trail Alignment: D-1

- ✓ Provides additional active transportation crossing of the rail corridor, improving network resiliency to and from Agincourt GO Station
- ✓ Shorter construction period, resulting in the potential for earlier improvements for pedestrians and cyclists
- ✓ Serves as a stand-alone recreational trail for all ages and abilities

- Complete Street Alignment C-1
- Multi-Use Trail Alignment D-1
- A Connection to traffic signal at Sheppard Ave E and Agincourt GO Station driveway
- B Existing pedestrian bridge over West Highland Creek
- C Connection to Collingwood St
- D CP Rail corridor crossing
- E Connection to Village Green Square

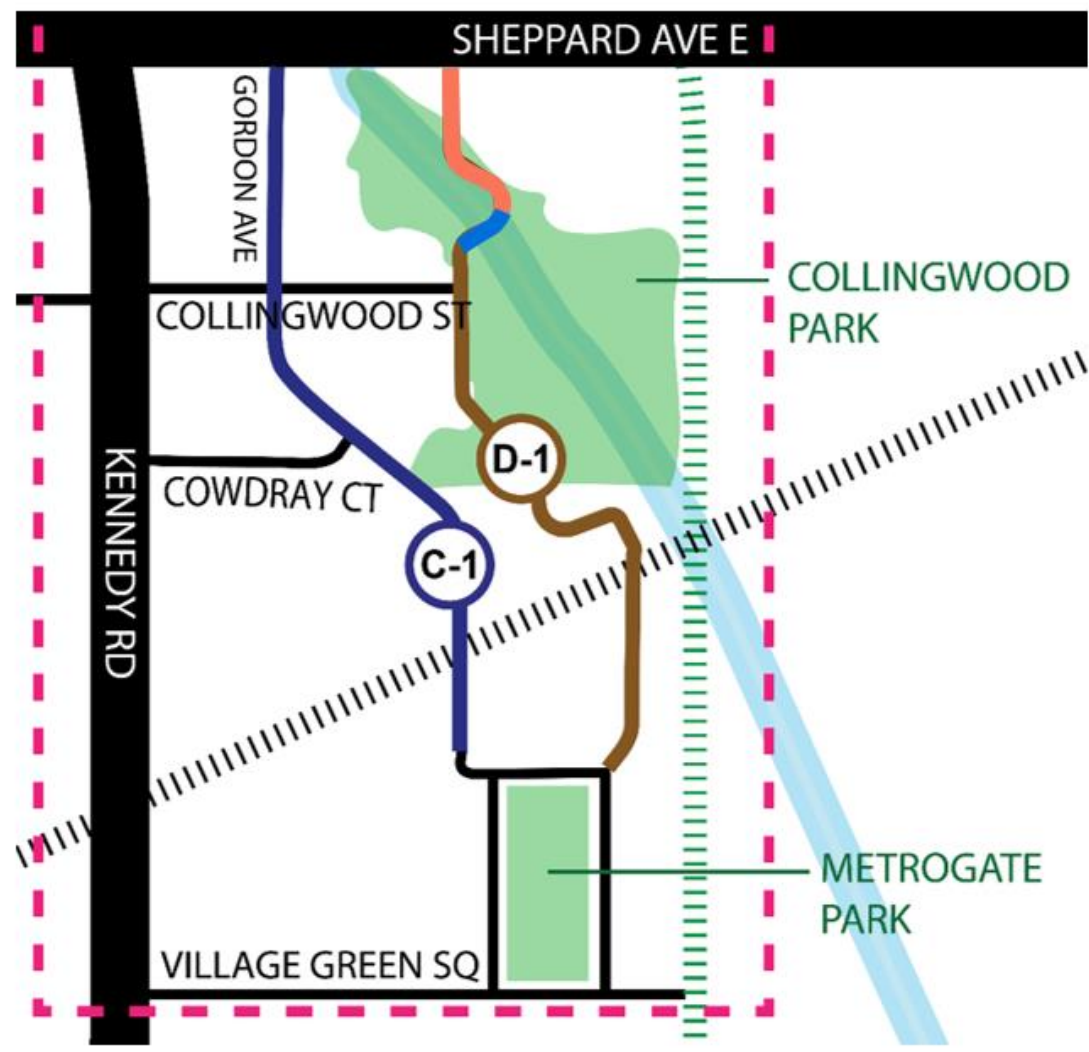
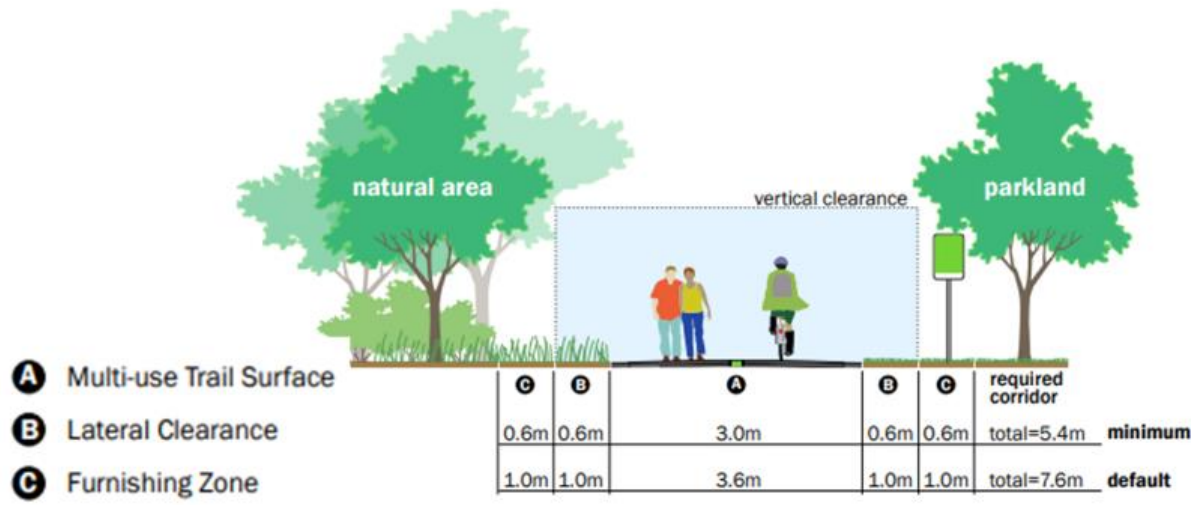




Multi-Use Trail Design

Recommended Multi-Use Trail Alignment: D-1

- **5.4 m trail** north of West Highland Creek due to constraints with existing buildings
- **3.3m trail** over West Highland Creek using the existing bridge
- **7.6m trail** south of West Highland Creek with planting on either side, given constraints are minimal and meet the City’s desired targets



Multi-use Trail Recommended Design








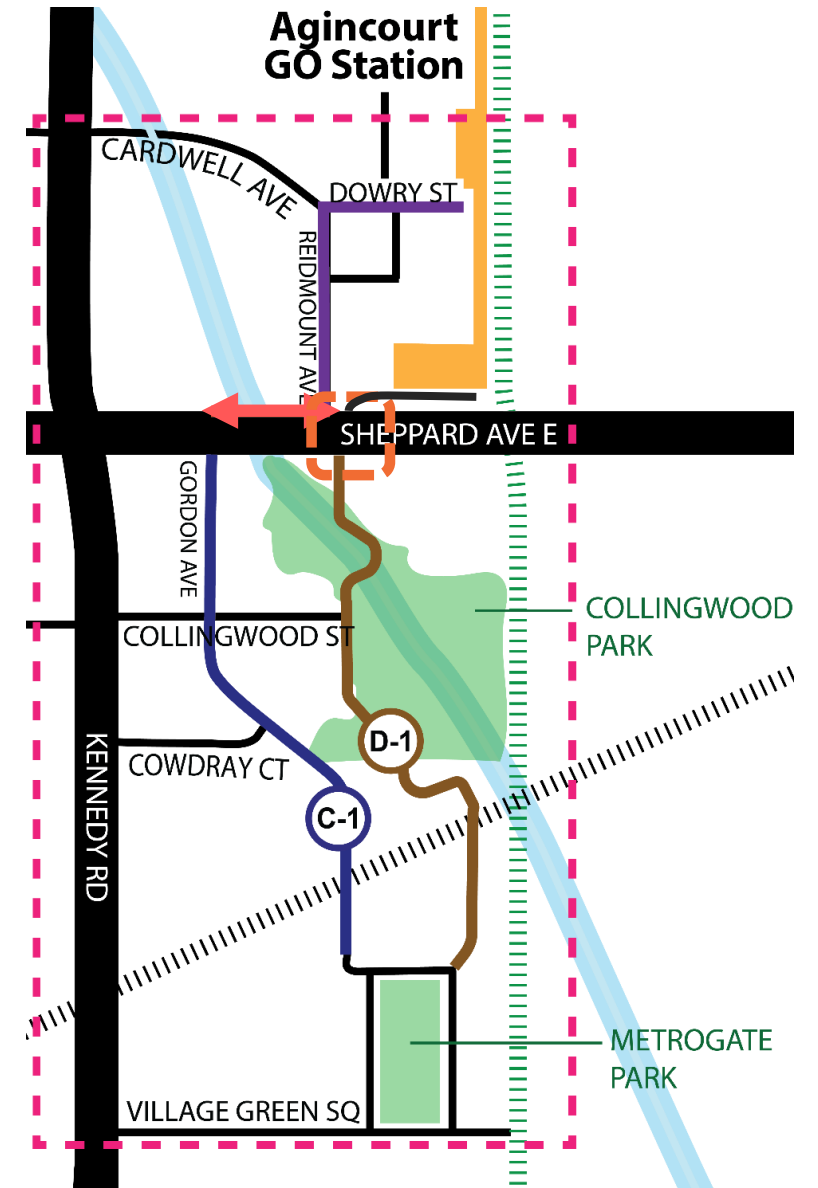


Other Transportation Improvements

Improvements to Existing Network

Additional recommendations to improve safety for all modes of transportation in the Focus Area, as well as connect people to Agincourt GO Station include:

-  1. **New sidewalks** along Collingwood Street
-  2. **Interim two-way cycle track** along Sheppard Avenue East between Gordon Avenue and Agincourt GO Station driveway
-  3. **Advisory bike lanes** on Reidmount Avenue and western segment of Dowry Street, and new sidewalk on Dowry Street
-  4. **Dedicated pedestrian and cycling facilities** on Dowry Street
-  5. **Pedestrian and cycling safety enhancements** to Sheppard Avenue intersection at Agincourt GO driveway



1. New Sidewalks on Collingwood Street

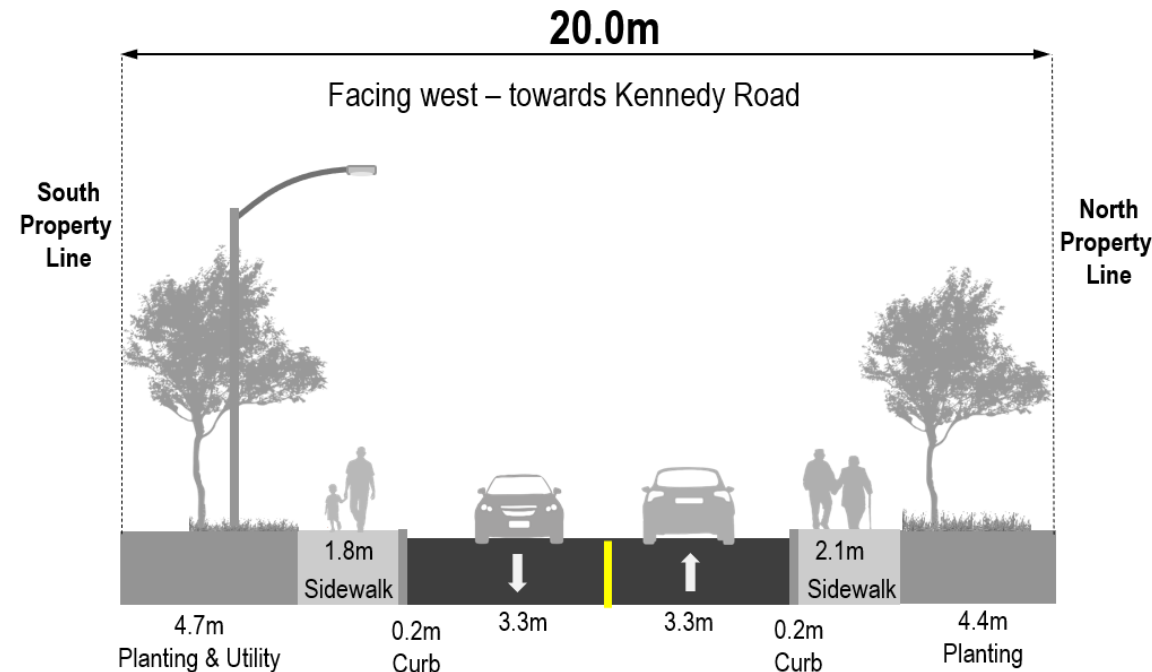
Collingwood Street and Dowry Street do not currently have sidewalks. Sidewalks on both sides of the street will improve for people walking to and from the new street, Collingwood Park and Agincourt GO Station.

North side

- 2.1 m wide sidewalk proposed
- Shortened driveways within the City's right-of-way (no impact to portion of driveways on private property)
- No utility or tree conflicts
- Timing: near-term improvement

South side

- 1.8 m wide sidewalk proposed
- Vehicle lanes reduced to the City's minimum widths to minimize utility and tree conflicts
- No impacts to private property
- Timing: longer-term initiative related to the next road resurfacing or reconstruction

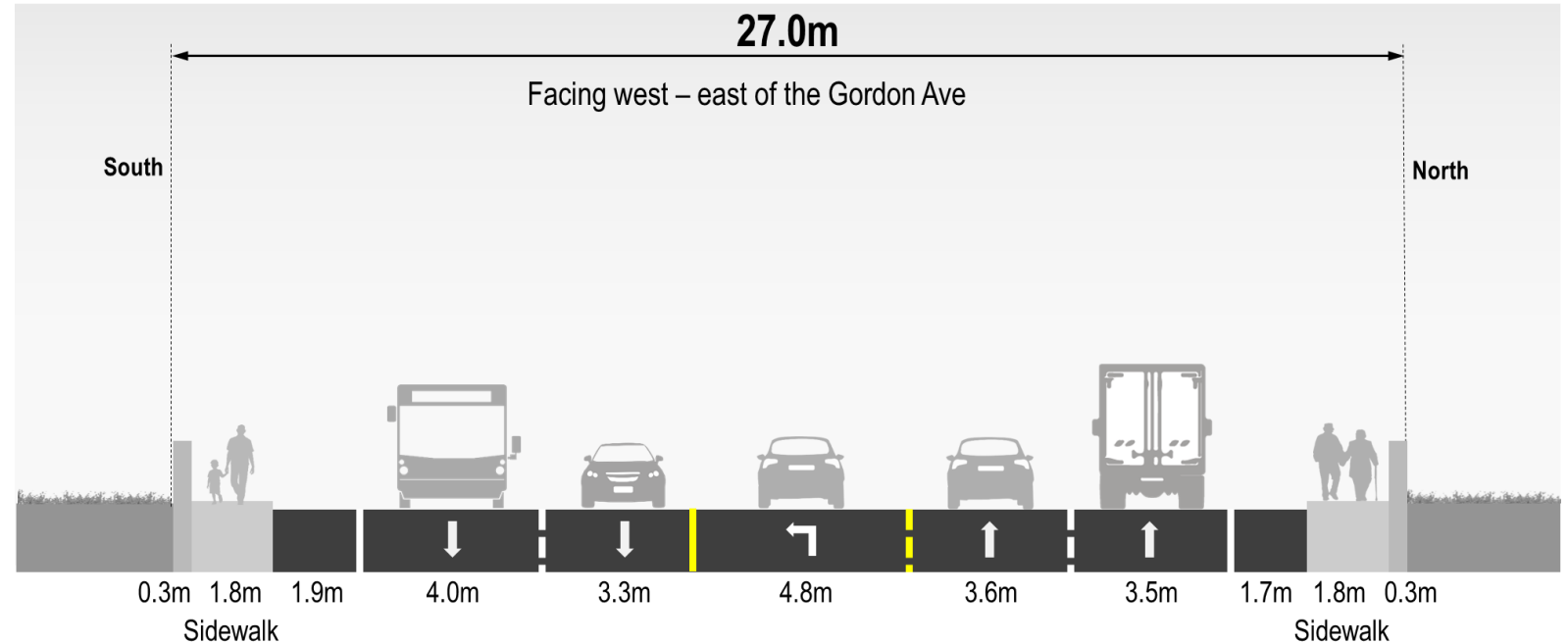


1. New Sidewalks on Collingwood Street



2. Sheppard Avenue East: Existing Conditions

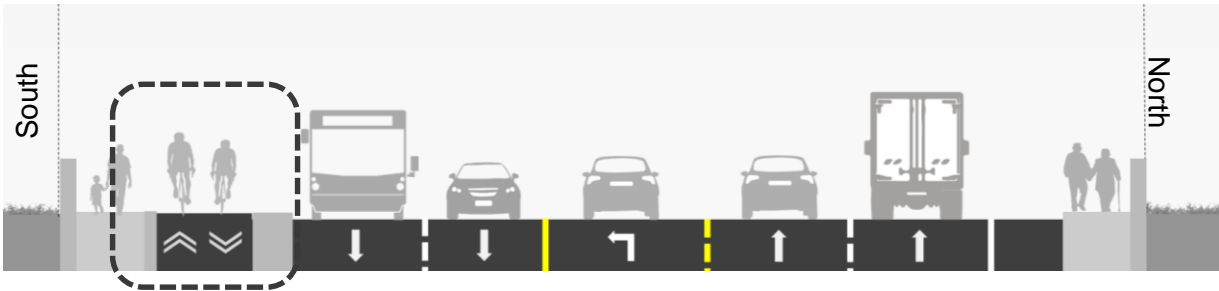
- Wide vehicular lanes that exceed the City's current lane width guidelines
- No dedicated cycling facilities
- In advance of the City implementing permanent cycling facilities along Sheppard Avenue, interim bikeway is required to connect to Agincourt GO Station via the new complete street



2. Sheppard Avenue East: Interim Cycling Facility Options

Option 1
Two-way cycle track on the south side of Sheppard Avenue

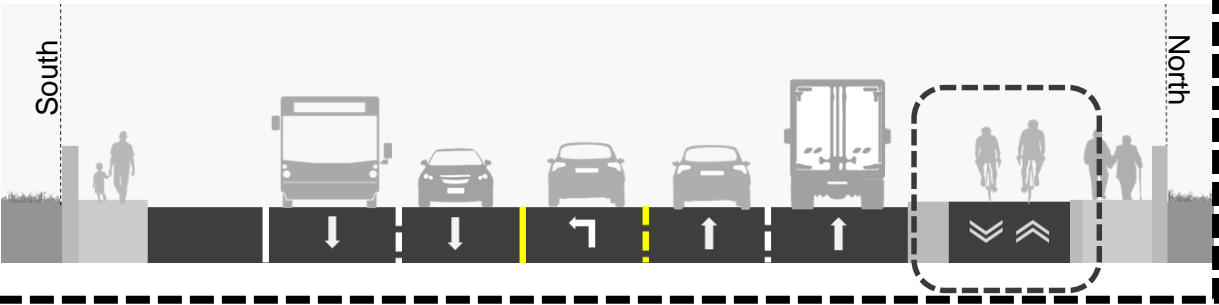
- X Impacts eastbound curb lane approaching Agincourt GO station driveway
- X Impacts existing TTC bus stop.



Option 2
Two-way cycle track on the north side of Sheppard Avenue

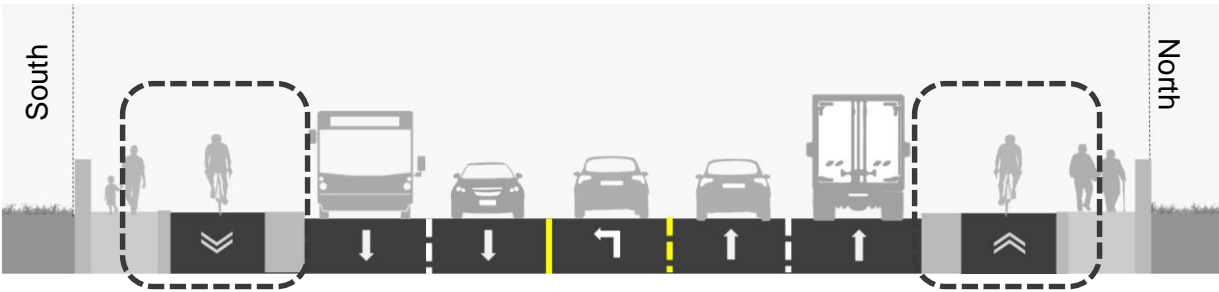
- ✓ Creates the safest connection to the proposed advisory bike lanes along Reidmount Avenue
- ✓ Does not impact the existing TTC bus stop or motor vehicle operations along Sheppard Avenue between Gordon Ave and the GO station driveway

Recommended

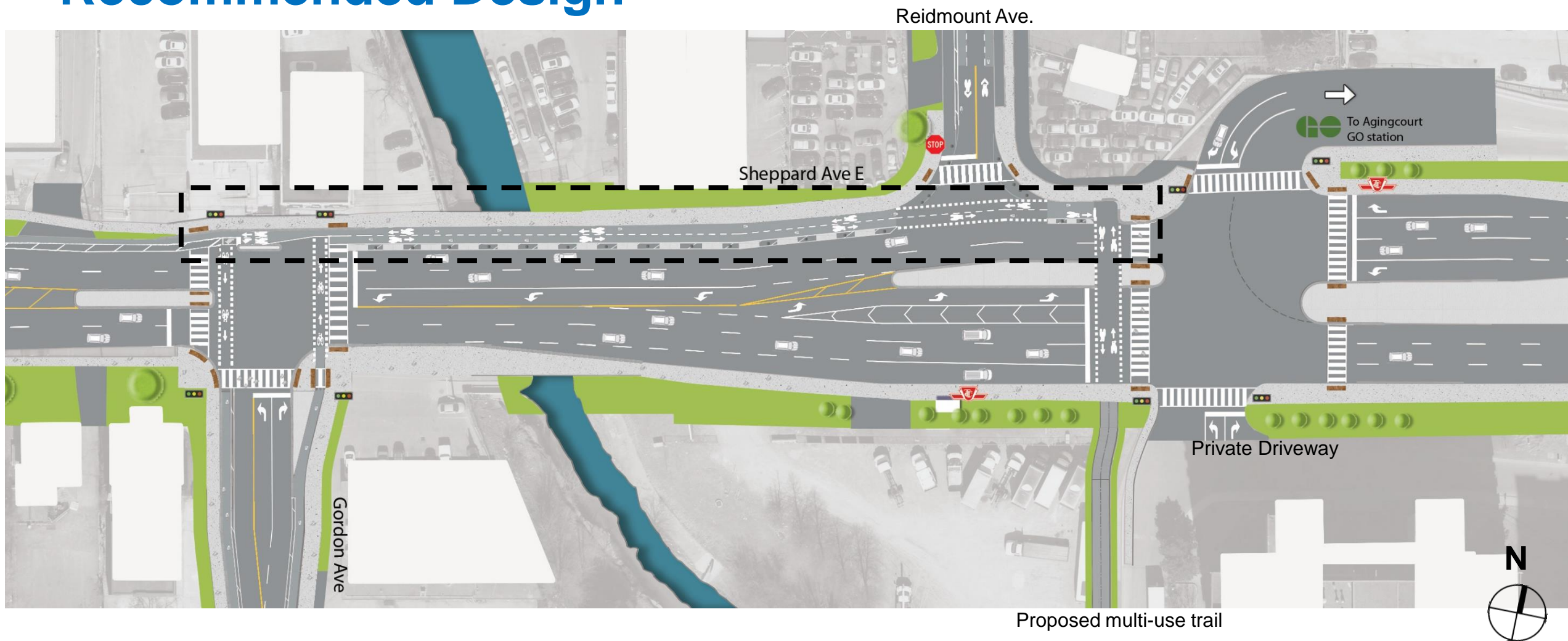


Option 3
One-way cycle track on both sides of Sheppard Avenue

- X Impacts eastbound curb lane approaching the Agincourt GO station driveway
- X Impacts existing TTC bus stop.



2. Interim Cycle Track along Sheppard Avenue East Recommended Design



3. Reidmont Avenue and Dowry Street: Existing Conditions

Reidmont Avenue Looking South



- Sidewalks on both sides of Reidmont Avenue.
- No parking signs on both sides of the street

West side of Reidmont Avenue



- Transformers along the west side of Reidmont Avenue create discontinuity in sidewalk, and preclude a near-term implementation of sidewalk within the boulevard

Dowry Street Looking East



- No sidewalk on both sides of Dowry Street. "No Parking" signs on both sides of the street

3. Reidmount Avenue: Cycling Facility Options

Recommended

Option 1: Advisory Bike Lanes & On-Street Parking

- Painted bike lanes that allow a centre driving lane and restricted on-street parking on one side
 - Cars may drive in the bike lane to pass an on-coming vehicle
 - No change to the existing curb and sidewalk.
 - No property impact
- ✓ opportunity for on-street parking to be provided on one side
 - ✓ a form of traffic calming along the street
 - ✓ defined space for cycling



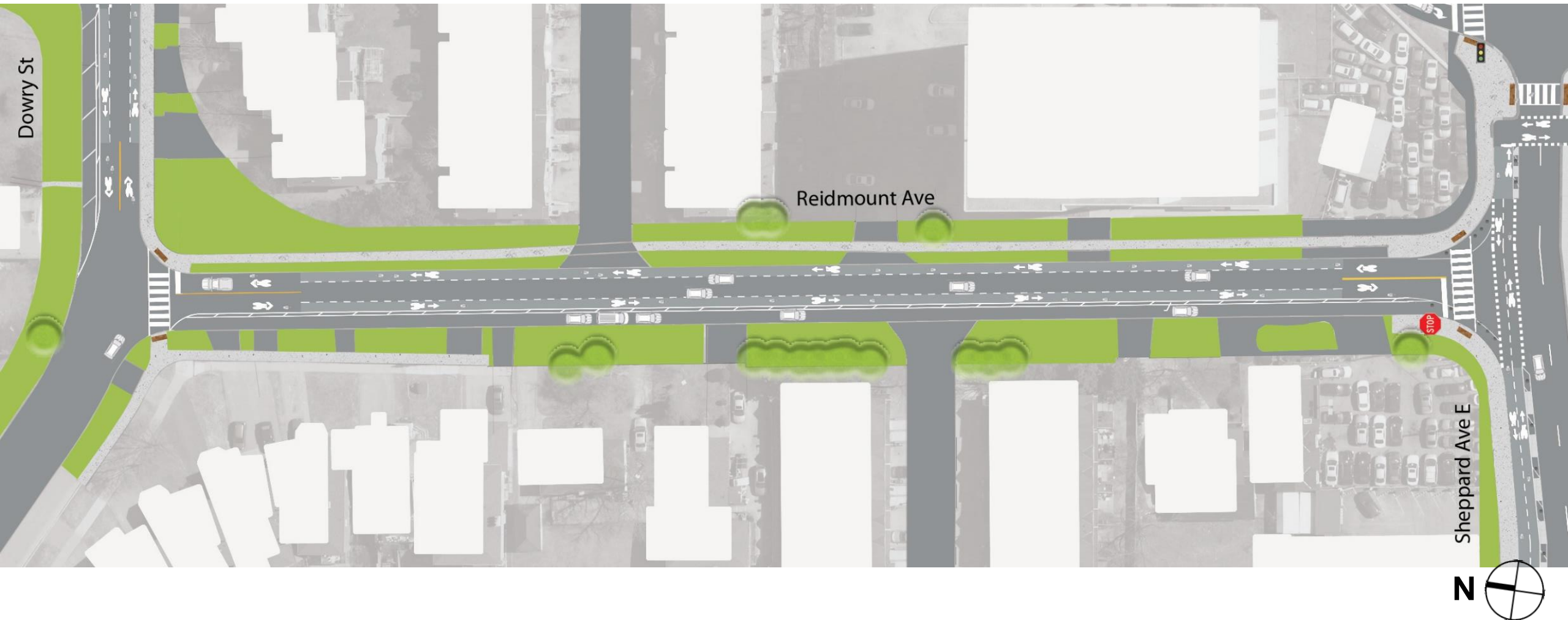
Option 2: Shared Lane Markings/Sharrows

- Maintains two driving lanes while alerting drivers of the expectation to share the lane with cyclists
 - Bicycle symbols guide cyclists where they should ride
 - No change to the existing curb and sidewalk
 - No property impact
- X No dedicated space for cyclists
 - X On-street parking not recommended



Image Source: CBC

3. Reidmount Avenue Recommended Design: Sheppard Avenue East to Dowry Street



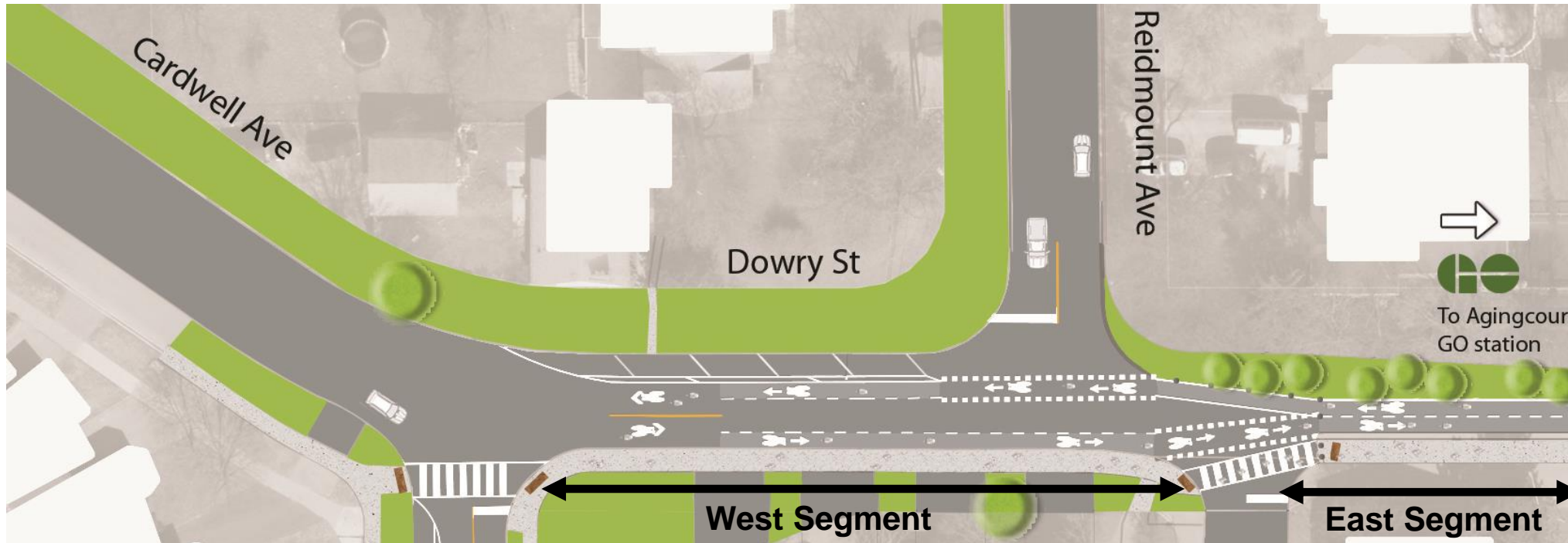
4. Dowry Street Improvements

West segment: Advisory bike lanes and sidewalk on south side of the street

- Addition of a 2.1 m wide sidewalk on the south side of the street within the City's right-of-way
- Shortened driveways within the City's right-of-way with no impact to private property
- No utility or tree conflicts

East segment: Pedestrians and cyclists only

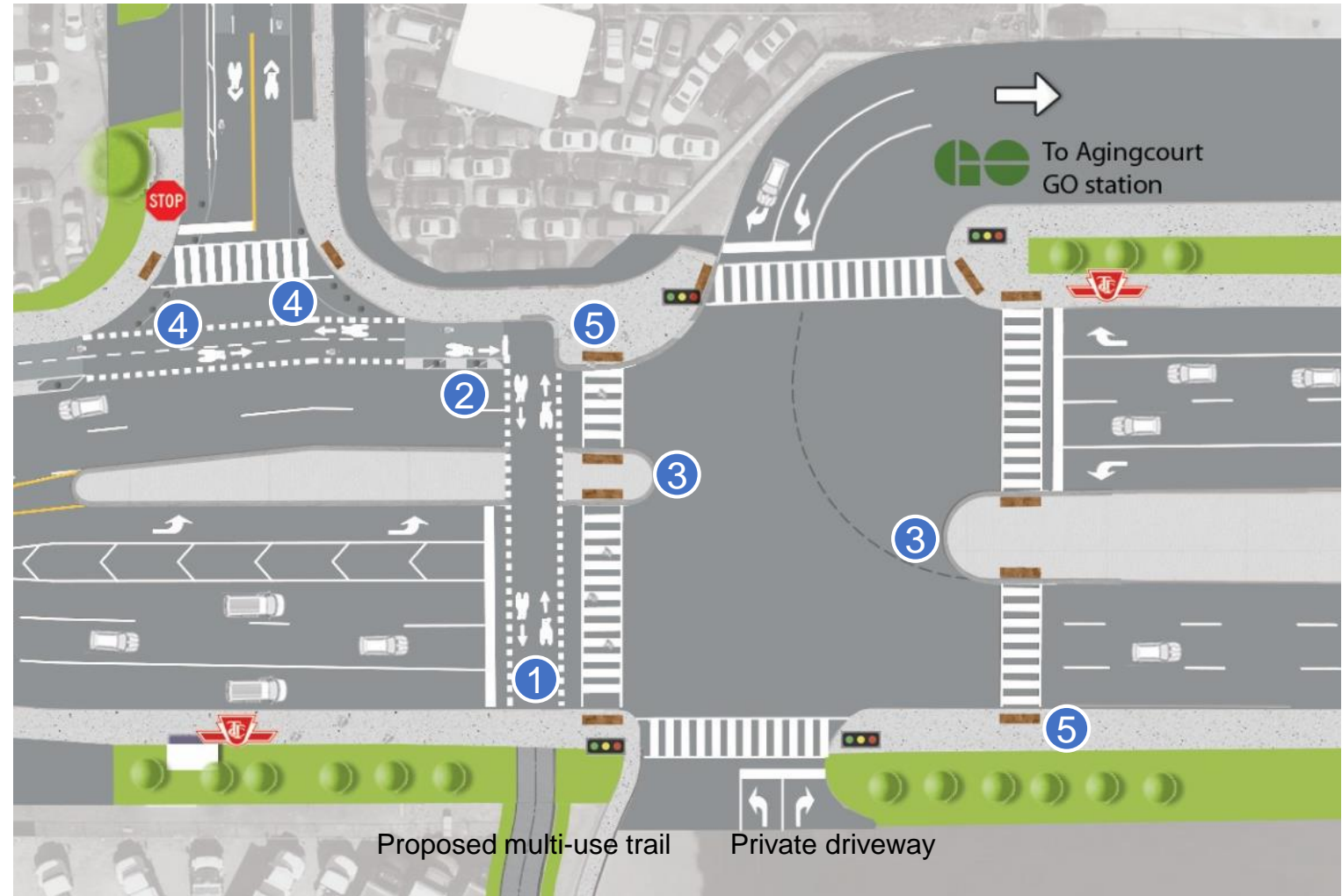
- Previously closed to vehicle traffic for Agincourt GO Station improvements
- 3m wide, 2-way bike lane
- 2.1m wide sidewalk and planting/amenity area



5. Sheppard Avenue East & Agincourt GO Driveway

Intersection Safety Improvements

- 1 Multi-use trail connection across Sheppard Avenue with bicycle signals
- 2 Physical protection for cyclists at northwest corner
- 3 Raised medians extended over crosswalk to provide refuge for people cycling and walking across the street, and slow turning vehicles
- 4 Tightened corner radii at Reidmount Ave./Sheppard Ave. E. using paint and posts to slow turning vehicles
- 5 New Tactile Walking Surface Indicator (TWSI) plates added at all 4 corners to improve accessibility for people with low or no vision



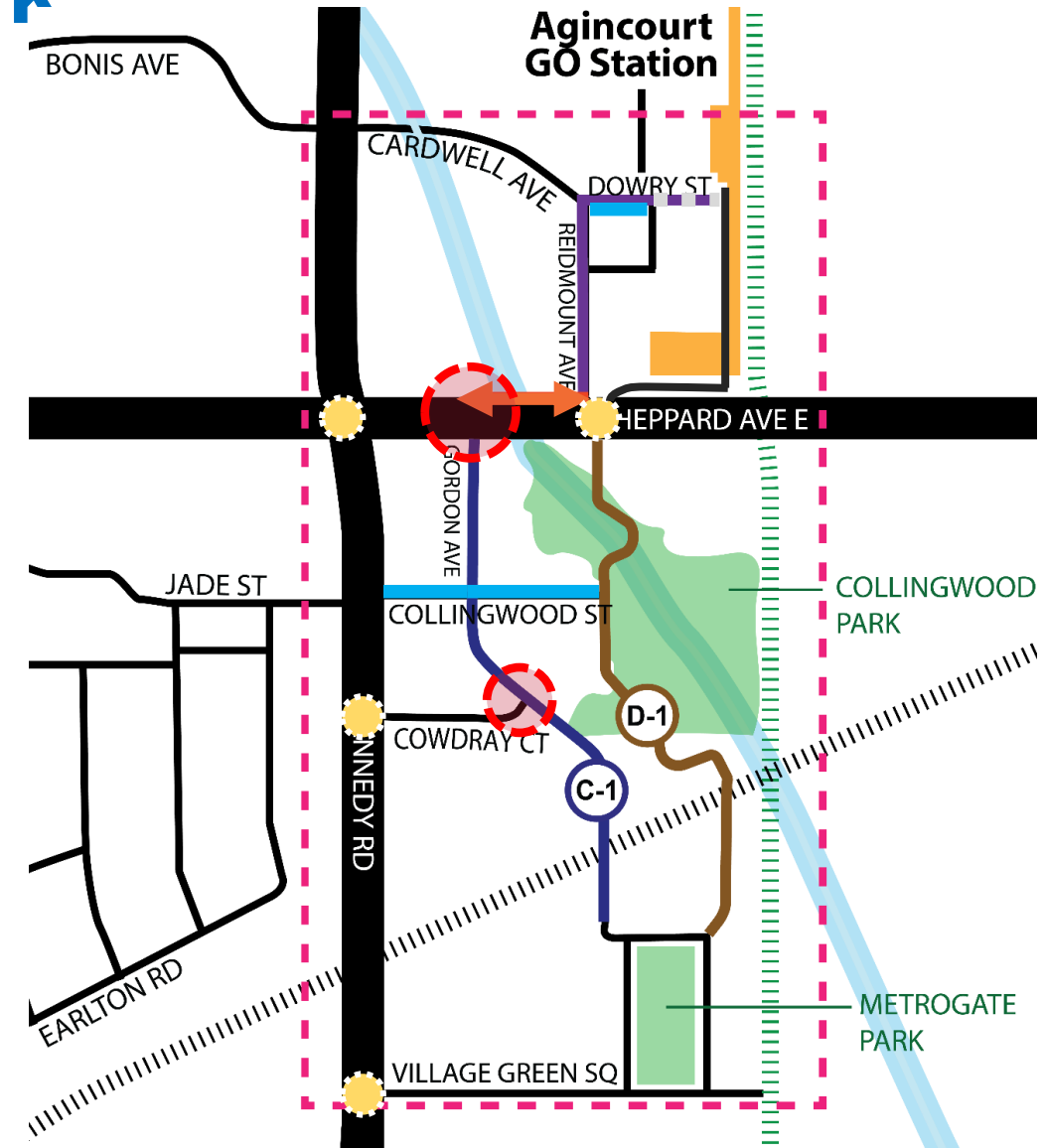
Overall Recommended Network

Infrastructure Improvements

- Complete Street Alignment C-1
- Multi-Use Trail Alignment D-1
- New sidewalks
- Interim bi-directional cycle track
- Advisory bike lanes
- Pedestrians and cyclists only segment
- New traffic signals
- Optimized traffic signal timing

Other Landmarks:

- Focus Area
- Agincourt GO Station
- West Highland Creek
- Stouffville GO Train Line
- CP Rail

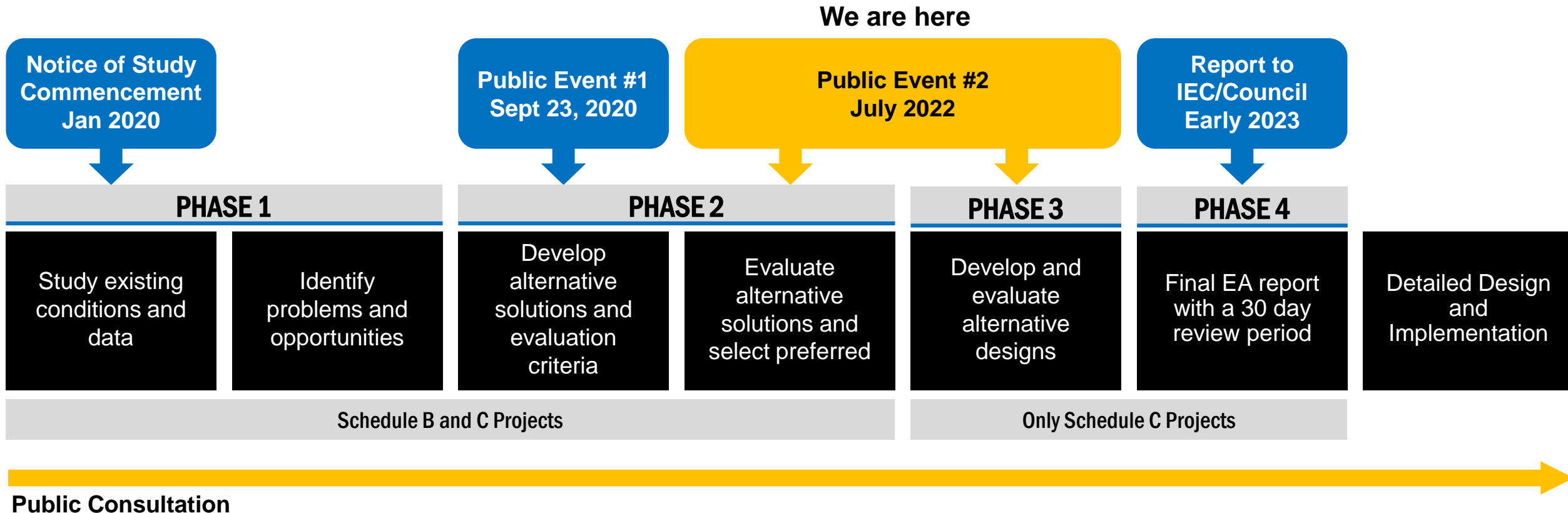




Next Steps

Next Steps

- Review public feedback; prepare a Consultation Summary Report and post on the project website
- Refine recommended improvements based on feedback and develop an implementation plan
- Report to Infrastructure & Environment Committee (IEC) and City Council on recommendations and prepare final EA report for public review



Question and Answer Period

By Phone:

- To raise or lower your hand virtually, key in *3.

By Computer:

- Click the Participants button at the bottom of the video (the Participants panel will open to the right).
- Then click the “Raise Hand” or “Q&A” button at the bottom right.

For smartphones:

- Click the Participants panel button at the top right corner of the screen.
- Then click “Raise Hand” or “Q&A” at the bottom right of the screen.

We Want to Hear From You

We would like to know what you think about the transportation improvements that are being recommended.

Provide feedback by **July 27th, 2022**:

1. Complete the online feedback survey; or
2. Request a copy by mail or email

toronto.ca/ConnectingSWAgincourt

Stay Connected

To submit questions or to join the project mailing list:

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