



Southwest Agincourt Transportation Connections Study **Phase 2 Consultation Report**

August 10, 2022



Contents

Executive Summary	2
Project Summary	3
Notification Activities	4
Consultation Activities	4
One Window Commenting	4
Property Impact Meetings	4
Stakeholder Meetings	4
Public Event	4
Online Survey	4
Feedback Summary	5
Stakeholder Meeting & Comment Submissions	6
Public Event	6
One Window Comments	7
Online Survey	8
Appendix A: Public Event Notification: Notice	23
Appendix B: Online Survey	27
Appendix C: Online Survey Demographics	40

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Executive Summary

This report details the activities and feedback received during Phase 2 of consultation for the Southwest Agincourt Transportation Connections Study that took place between January 2021 and July 2022. During Phase 2 consultation, members of the public and stakeholders were provided with opportunities to offer feedback on the preferred alternative solutions and design options.

Stakeholder consultation activities in Phase 2 included stakeholder meetings and property impact meetings between June and July 2022.

Public consultation activities engaged over 13,000 households through a public notice, and more than 160 individuals through a virtual public meeting and an online survey.

Overall, public feedback identified the need to address existing congestion in the area, especially along Kennedy Road and Sheppard Avenue East, and to provide a safe alternative access route for all road users travelling to and from Village Green Square.

Residents raised concerns regarding the impact of the proposed signalized intersection at Gordon Avenue and Sheppard Avenue East would have on travel times along Sheppard Avenue East. Some residents were also worried about increased traffic on Gordon Avenue and Village Green Square as a result of the new complete street connection.

Overall, the feedback received demonstrated greater support for the recommended improvements south of Sheppard Avenue East, including the new complete street, the new multi-use trail and new sidewalks along Collingwood Street. In comparison, there was mixed feedback for the recommended improvements on Sheppard Avenue East, Reidmount Avenue and Dowry Street.

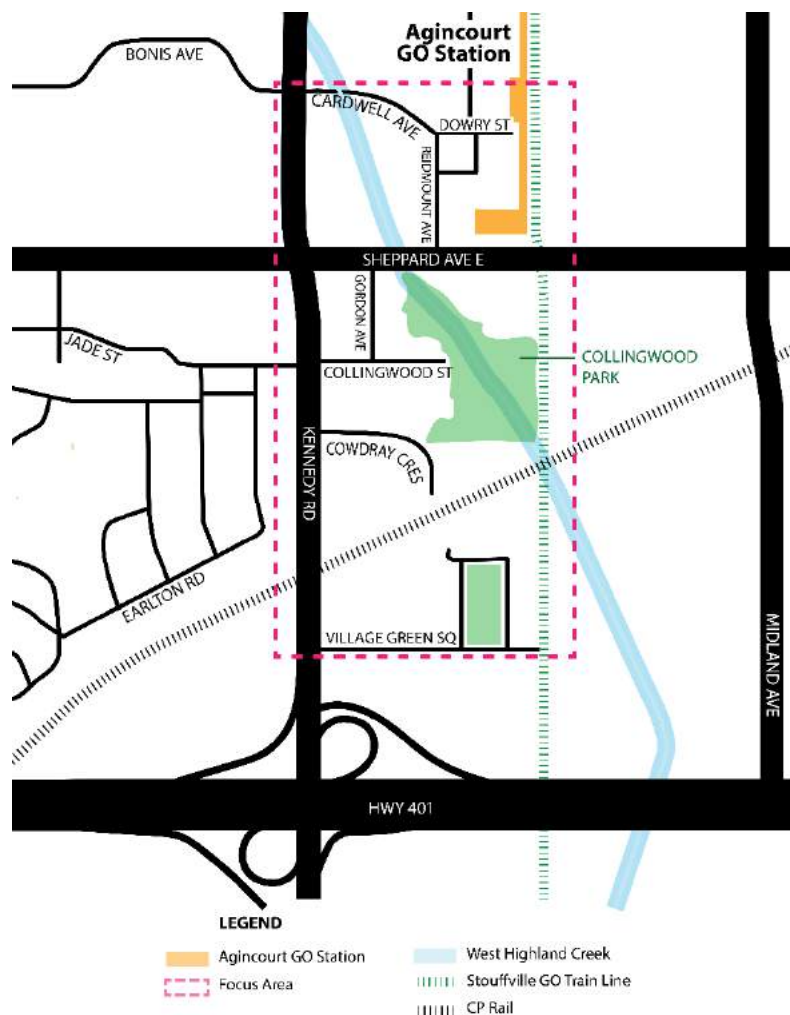
Project Summary

Southwest Agincourt 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 Southwest Agincourt Transportation Connections Study identified 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.

In Phase 1, the City sought public feedback in evaluating potential transportation solutions, including the alignment options for a new north-south complete street and a new north-south multi-use trail. A virtual public event on September 23, 2020 and other consultation activities were held. More information can be found in the Phase 1 consultation report on toronto.ca/ConnectingSWAgincourt.

This report summarizes consultation activities and feedback received during Phase 2 consultation, taking place from January 2021 – July 2022.



Map of Study Area

Notification Activities

A variety of methods were used to notify stakeholders and members of the public the week of June 27 about Phase 2 consultation:

- Project Website toronto.ca/ConnectingSWAgincourt
- Print Advertisement in Scarborough North Mirror, Sing Tao and Ming Pao newspapers
- Notice in English and Simplified Chinese sent through Canada Post direct mail (13,878 addresses in study area, bounded by Birchmount Road, Midland Avenue, Highway 401 and Huntingwood Drive)
- Registered mail, hand-delivered letters and emails to potentially impacted property owners
- Email to stakeholder list including residents associations, community groups, organizations, institutions, elected officials and individual residents (97 contacts)
- Emails provincial and municipal agencies and utilities
- Emails to First Nations

Appendix A: Public Event Notices

Consultation 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 29 comment submissions were received between January 2021 and July 2022. All comments were recorded and reviewed for consideration and response by the project team.

Property Impact Meetings

Four individual property impact meetings were held in July 2022 to discuss potential private property impact and impact to parking and access. One additional group meeting was held on July 11, 2022 with property owners on Gordon Avenue and Collingwood Street to discuss right-of-way impact.

Stakeholder Meetings

The project team held two virtual meetings, one with the members of the Executive Committee of the Agincourt Village Community Association (AVCA) on June 28, 2022 and another with the directors of the Metrogate condominium boards on July 19, 2022, to provide an update on the study and to receive feedback on the preferred alternative solutions and design options.

Public Event

The virtual public event took place on July 13, 2022 from 6:30 – 8:30 p.m. and was attended by 58 people.

The materials prepared for the public event, including the presentation slides and comment form were posted to the project website on June 29, 2022, and hard copy materials were made available upon request.

Online Survey

To provide additional feedback opportunity, an online survey was available from June 29 to July 27, 2022, that received 100 responses. Participation was anonymous. The survey included background information on the project and asked the 22 questions.

Appendix B: Online Survey

Feedback Summary

New complete street

The feedback received generally supported the recommended alignment and design options for the new complete street. Since there is only one access point at Kennedy Road to Village Green Square, many residents emphasized the pressing need to expedite the construction of a new road connection as the neighbourhood continues to grow through new residential development. This was especially evident whenever there was a traffic collision or an emergency in the neighbourhood. Many also appreciated the inclusion of cycling facilities and green infrastructure south of Collingwood Street. Some would like to see further protection of the cycling facilities north of Collingwood Street, as well as TTC bus service along this corridor between Agincourt GO and Village Green Square.

Since the recommended alignment would include the existing roadway of Gordon Avenue, many residents in the neighbourhood were concerned about the increased traffic congestion and the associated effects of pedestrian safety, noise, litter and air pollution. Others were concerned about the loss of street parking on Gordon Avenue and its impact to the church and the commercial properties.

Multi-use trail

Similar, the feedback received generally supported the recommended alignment and design options for the new multi-use trail. Many saw the benefits of a car-free pathway that would directly connect Agincourt GO and Village Green Square and provide a safe space for families to walk, roll and bike. Others believed that the trail would connect nearby neighbourhoods to Collingwood Park and further enhance this space.

Some residents raised concerns about safety due to the trail's alignment away from the residential neighbourhood, citing the current encampment near the CP Rail underpass. Others were concerned about the lack of winter maintenance, making the trail less usable year-round.

Collingwood Street

Residents were mostly supportive of the addition of sidewalks and crosswalks on Collingwood Street. Most respondents believed that it would improve safety and accessibility. Some believed that a sidewalk would only be necessary on one side of the street rather than both due to the low volume of pedestrian traffic.

Sheppard Avenue East

Nearly all feedback recognized the need to address the high levels of congestion on Sheppard Avenue East and Kennedy Road today. Many residents were concerned about the potential effects that the recommended changes would have on congestion, including the additional traffic signal at Gordon Avenue and the interim cycle track. Despite being informed about the synchronization of traffic signals, many still believed that the added number of signalled intersections along Sheppard Avenue East and the tight spacing between Kennedy Road and Gordon Avenue would be problematic. While some saw the safety benefits of the interim cycle track connecting Gordon Avenue, the multi-use trail and Agincourt GO, others remained skeptical of including cycling facilities on a short stretch of a busy arterial road.

Reidmount Avenue and Dowry Street

The feedback received for Reidmount Avenue and Dowry Street were mixed. While some appreciated the prioritization of pedestrians and cyclists, many residents believed that the advisory bike lane design would be unfamiliar, confusing and unsafe to drivers and cyclists. Some did not agree with including cycling facilities at all. Others suggested further protection within the available space and the extension of bike lanes northward to Marilyn Avenue.

Stakeholder Meeting & Comment Submissions

During the June 28 and July 19 stakeholder meetings, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Eastbound left turn to GO Station	<ul style="list-style-type: none"> The eastbound left turn would become very busy
Extension to Marilyn Avenue	<ul style="list-style-type: none"> The advisory bike lanes on Reidmount Avenue should be extended north to Marilyn Avenue to connect to a future tunnel at the GO train station
Multi-use trail	<ul style="list-style-type: none"> The multi-use trail would make the park accessible from the north and south There should be lighting installed along the trail
Pedestrian crossing to GO Station	<ul style="list-style-type: none"> Many children cross Sheppard Avenue East at this location to get to school
Property impact	<ul style="list-style-type: none"> Asked about property impact at Village Green Square
Sheppard and Kennedy intersection	<ul style="list-style-type: none"> Consider a bus layby at the intersection to improve congestion
Timelines	<ul style="list-style-type: none"> Asked when the study would be completed would be presented to City Council
Traffic signals	<ul style="list-style-type: none"> There are already seven traffic lights between Birchmount Road and Midland Avenue, adding another traffic signal on Sheppard Avenue East at Gordon Avenue would create more congestion The added traffic signal would be too close to the Kennedy Road intersection
Village Green Square circulation	<ul style="list-style-type: none"> Asked about the possibility of making Village Green Square a one-way street

Public Event

During the July 13th public event, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Construction timeline	<ul style="list-style-type: none"> Asked about the completion timeline of the improvements Asked about the timing and phasing of the complete street and the multi-use trail Emphasized the urgency of building the new complete street for emergency access to/from the Metrogate community, and overall connectivity
Development	<ul style="list-style-type: none"> Further development should not be approved without proper transportation infrastructure in place
Gordon Avenue / Complete Street	<ul style="list-style-type: none"> There would be more congestion, noise and pollution with the new complete street Concerned about the lack of street parking, especially for the medical centre, plaza and the church The complete street segment along Gordon Avenue should also include physical protection for cyclists

Topic	Question and Comment Summary
	<ul style="list-style-type: none"> • Asked about the rationale of a 4-way stop at Collingwood Street instead of a traffic signal • The new complete street should end at Cowdray Court and direct traffic onto Kennedy Road instead of through the residential neighbourhood • C-4 is the best option, from Village Green Square via an underpass to Collingwood Park and a bridge over the creek to Reidmount Avenue
Multi-use trail	<ul style="list-style-type: none"> • Concerned about the safety of the multi-use trail considering the current encampment situation near the rail underpass • Concerned about the lack of winter maintenance • Concerned that a multi-use trail would not address the issue of vehicular traffic and backlog along Village Green Square • Asked about the possibility of building a dog park along the trail • Suggested to connect the multi-use trail north of Sheppard Avenue East
Reidmount Avenue and Dowry Street	<ul style="list-style-type: none"> • The advisory bike lanes should extend to Marilyn Avenue to the pathway crossing the tracks • Bike lanes on Reidmount Avenue should be moved to the west side of the parking lane
Traffic signal	<ul style="list-style-type: none"> • Concerned about the impact of the new traffic signal at Sheppard Avenue East and Gordon Avenue to traffic flow and congestion • Concerned about the spacing between the traffic signals at Kennedy Road and Gordon Avenue
TTC	<ul style="list-style-type: none"> • Asked about bus laybys at Kennedy Road and Sheppard Avenue East • Asked about the timing of the Sheppard subway construction • Asked about transit service on the new complete street
Village Green Square	<ul style="list-style-type: none"> • Village Green Square only has one access road now and it is unsafe when there is an accident and emergency vehicles cannot enter • There should be a connection to Midland Avenue • There should be pedestrian crossings at the southwest and southeast corner of Metrogate Park to make it safer for families to cross

One Window Comments

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

Topic	Comment Summary
Construction plan	<ul style="list-style-type: none"> • Asked about the construction plan of the recommended improvements
Consultation timeline	<ul style="list-style-type: none"> • Asked about the consultation timeline of the study • Expressed the need to expedite the project
Gordon Avenue	<ul style="list-style-type: none"> • There would be more congestion, noise and pollution with the new complete street
Impact to Collingwood Park	<ul style="list-style-type: none"> • Concerned about the impact of the other proposed improvements, which were not recommended on Collingwood Park
Language barrier	<ul style="list-style-type: none"> • There are many Chinese-speaking residents in the area which makes it difficult to discuss the project with neighbours

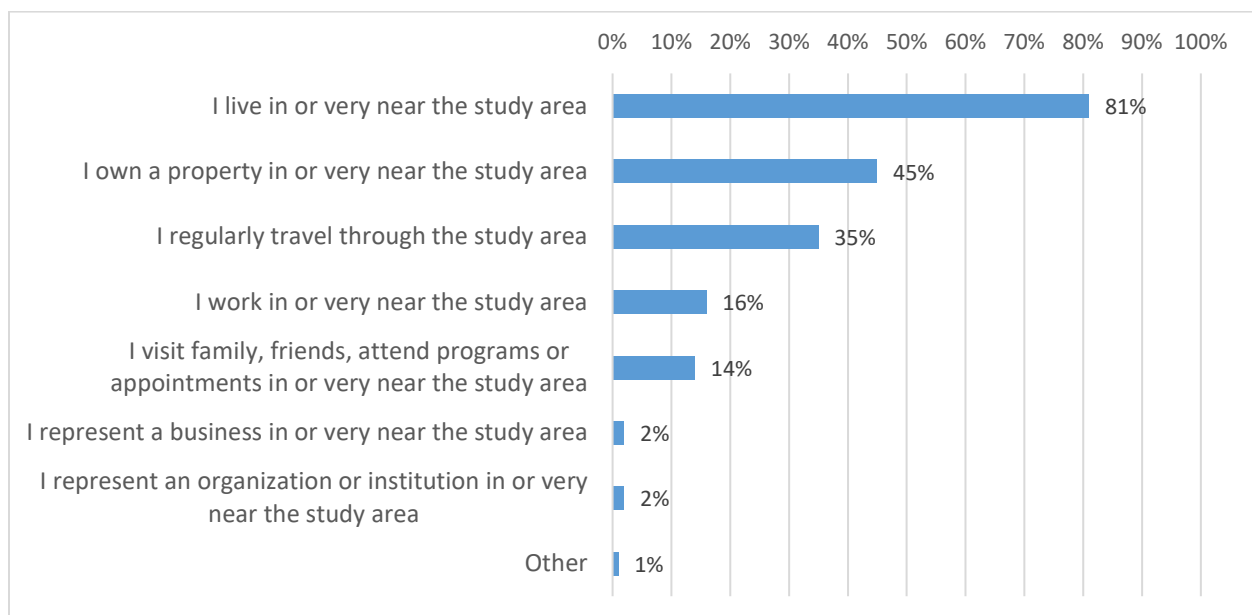
Topic	Comment Summary
Opposition	<ul style="list-style-type: none"> Some residents opposed the recommended alignment of the new complete street and multi-use trail
Physical separation	<ul style="list-style-type: none"> There should be physical separation for cyclists on Gordon Avenue, Reidmount Avenue and Dowry Street
Property impact	<ul style="list-style-type: none"> Individual property owners asked about the potential property impact of the new complete street and multi-use trail
Reidmount Avenue	<ul style="list-style-type: none"> The advisory bike lanes should extend to Marilyn Avenue to the pathway crossing the tracks
Sidewalks on Dowry Street	<ul style="list-style-type: none"> The City should expedite the construction of sidewalks on Dowry Street to connect Agincourt GO Station to sidewalks on Cardwell Avenue
Traffic signal	<ul style="list-style-type: none"> Concerned about the impact of the new traffic signal at Sheppard Avenue East and Gordon Avenue to traffic flow and congestion
Tree impact	<ul style="list-style-type: none"> Asked about the impact to trees in the area
TTC	<ul style="list-style-type: none"> Asked about whether the TTC route to Metrogate is going to be permanent Asked whether there could be an express bus on Kennedy Road that will take riders to Kennedy Station during peak hours
Village Green Square	<ul style="list-style-type: none"> Emphasized the need for another access road to Village Green Square Concerned about pedestrian safety in Village Green Square Concerned about emergency vehicle access to Village Green Square Asked about the possibility of a road connection to Midland Avenue

Online Survey

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

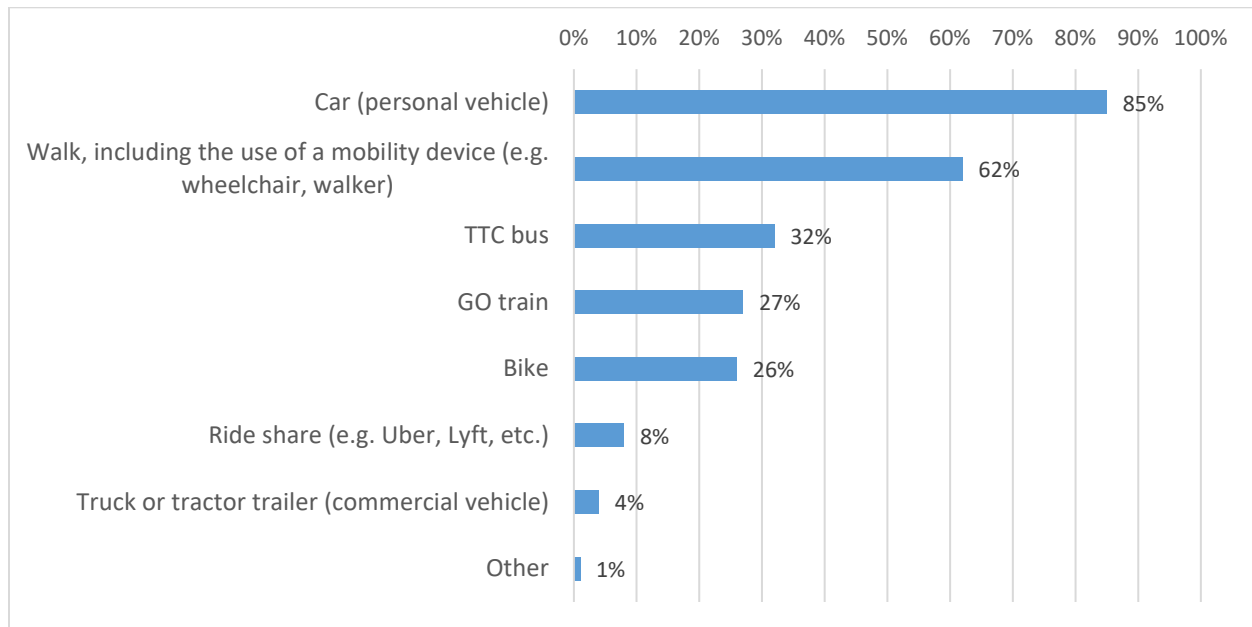
1) What best describes your relationship to the study area? (Select all that apply)

Most respondents live in or very near the study area.



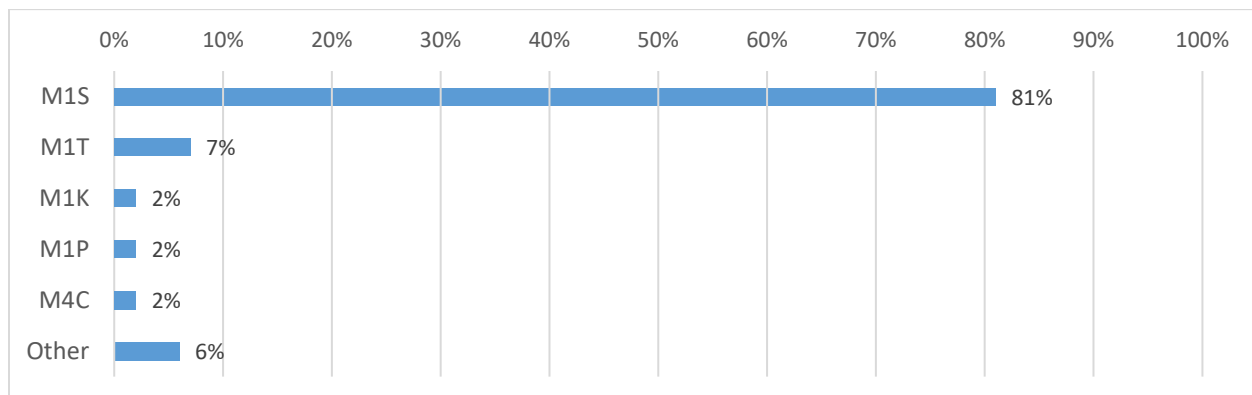
2) How do you typically travel within or through the study area? (Select all that apply)

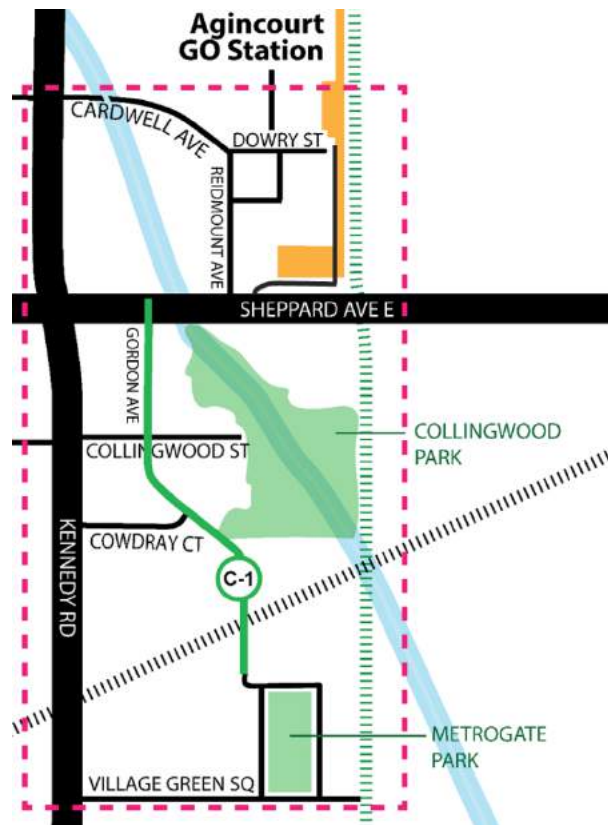
Most respondents travel by car, followed by walking (including the use of a mobility device), and TTC bus.



3) What are the first 3 characters of your postal code? (e.g. M1S)

Most respondents live in the M1S area, which roughly covers the area east of Kennedy Road except the Village Green Square neighbourhood. The M1T area covers the Village Green Square neighbourhood and the area west of Kennedy Road.

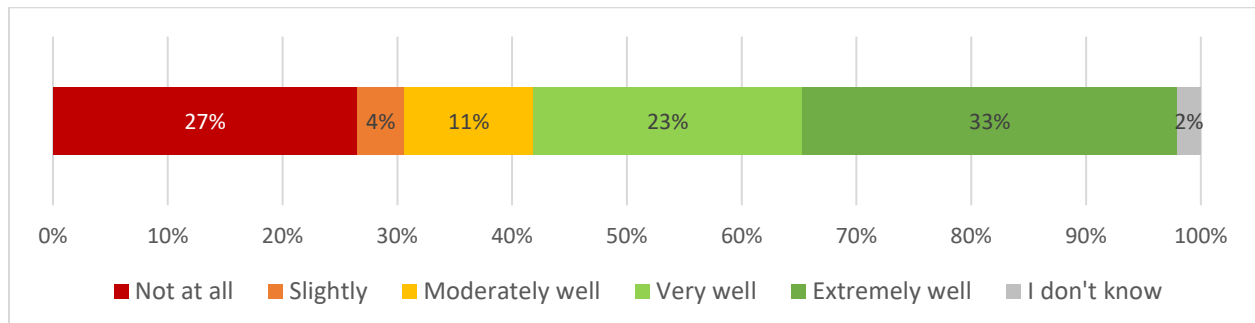




Map of the recommended complete street alignment (C-1)

4) On a scale of 1-5, how well do you think the recommended 'complete street' alignment (C-1) addresses the area's existing and future transportation needs?

The recommended complete street alignment (C-1) received fairly strong support from respondents. Over half of the respondents (56%) believed the alignment addresses the area's transportation needs very or extremely well, and 11% believed it does so moderately well.



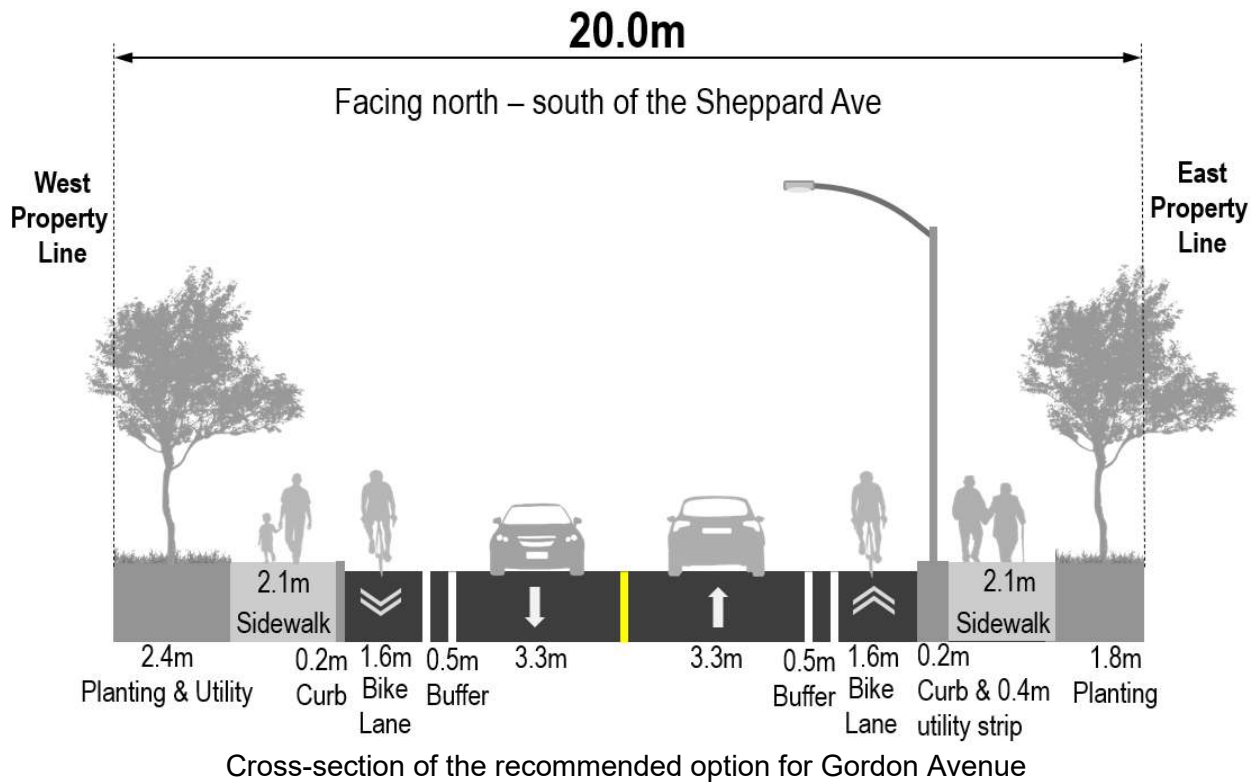
5) What advantages and disadvantages do you see with the recommended 'complete street' alignment?

Advantages

Topic	Comment Summary
Access to Village Green Square	<ul style="list-style-type: none">• The new complete street provides an alternate access route to and from Village Green Square for residents and emergency vehicles, which currently only has one access route• Residents would be able to access Sheppard directly without going through Kennedy Road
Connection to green spaces	<ul style="list-style-type: none">• The alignment directly connects the green spaces in the area
Reduce congestion	<ul style="list-style-type: none">• The new street would reduce traffic congestion in the area, especially on Kennedy Road
Safe route for pedestrians, cyclists and transit	<ul style="list-style-type: none">• The new complete street makes it safer for pedestrians and cyclists• The realignment of Cowdray Court to create a perpendicular intersection makes it safer• It preserves the potential for public transit

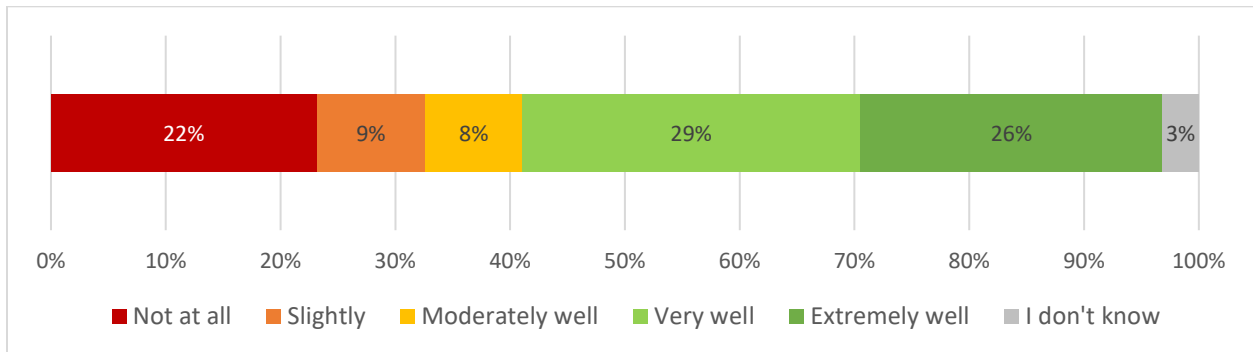
Disadvantages

Topic	Comment Summary
Additional traffic signal	<ul style="list-style-type: none">• The additional traffic signal at Gordon Avenue and Sheppard Avenue East would worsen congestion• The spacing between the traffic signals is too tight• There are already long queues in left turn lanes along Sheppard
Congestion	<ul style="list-style-type: none">• The route would become an unintended shortcut for vehicles, increasing vehicular traffic on Gordon Avenue• Traffic would be busy with only one lane each direction
Connection to destinations	<ul style="list-style-type: none">• The alignment is not direct enough to connect to Agincourt GO Station• The new street is not close enough to Collingwood Park
Cost	<ul style="list-style-type: none">• The project would cost taxpayers money
Left turns	<ul style="list-style-type: none">• The new configuration would make it difficult to turn left from Sheppard Avenue East onto Gordon Avenue and Reidmount Avenue
Noise and air pollution	<ul style="list-style-type: none">• The new street would generate noise and air pollution from the additional traffic in this quiet neighbourhood• Construction would create noise and dust
Out of scope	<ul style="list-style-type: none">• A better alternative would be to create a connection between Village Green Square and Midland Avenue
Parking	<ul style="list-style-type: none">• Lack of street parking on Gordon Avenue would affect the plaza, doctor's office and the church
Safety	<ul style="list-style-type: none">• The increase in traffic would make it less safe for children and seniors living in this neighbourhood
Winter maintenance	<ul style="list-style-type: none">• Fast snow removal is needed at the underpass as there might be black ice at that location



6) On a scale of 1-5, how well do you think the recommended option for Gordon Avenue addresses the area's existing and future transportation needs?

The recommended design option for Gordon Avenue received fairly strong support from respondents as well. Over half of the respondents (55%) believed the design option addresses the area's transportation needs very or extremely well, and 8% believed it does so moderately well.



7) What advantages and disadvantages do you see with the recommended option for Gordon Avenue?

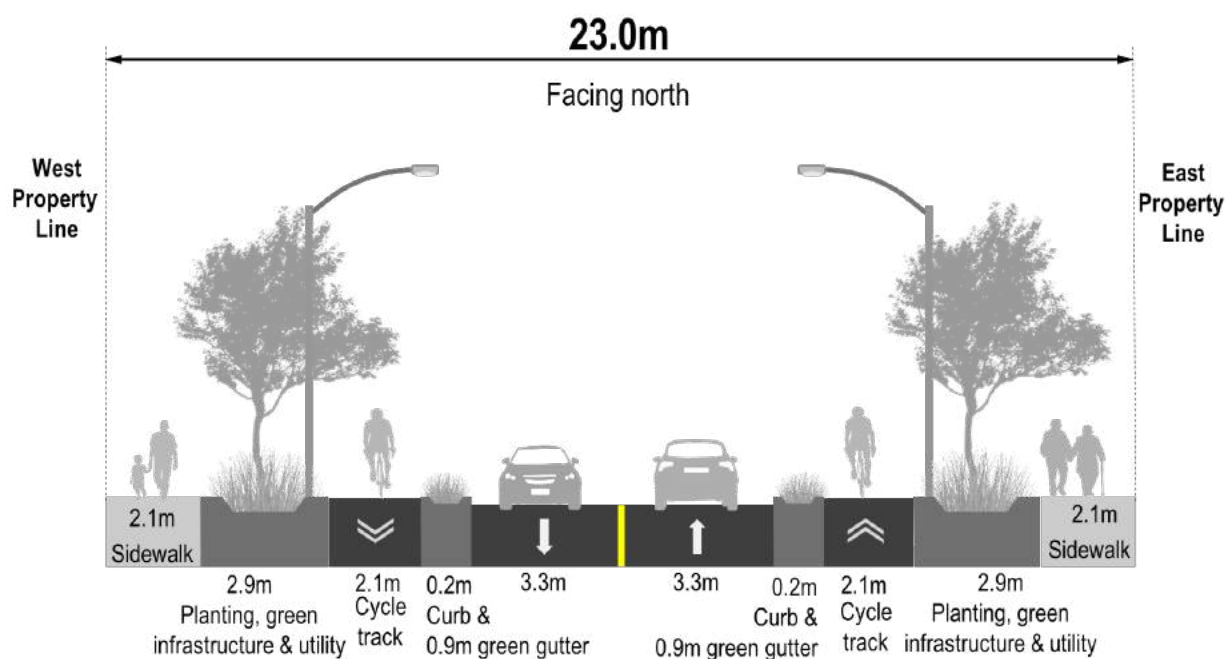
Comments similar to those previously mentioned in response to question 5 were not included in the summary below for brevity.

Advantages

Topic	Comment Summary
Convenience for commuters	<ul style="list-style-type: none"> Sidewalks make it more convenient for commuters travelling to Agincourt GO Station
Cycling infrastructure	<ul style="list-style-type: none"> Bike lanes provide safety for cyclists
Wide sidewalks	<ul style="list-style-type: none"> Wider sidewalks improve pedestrian safety and accessibility

Disadvantages

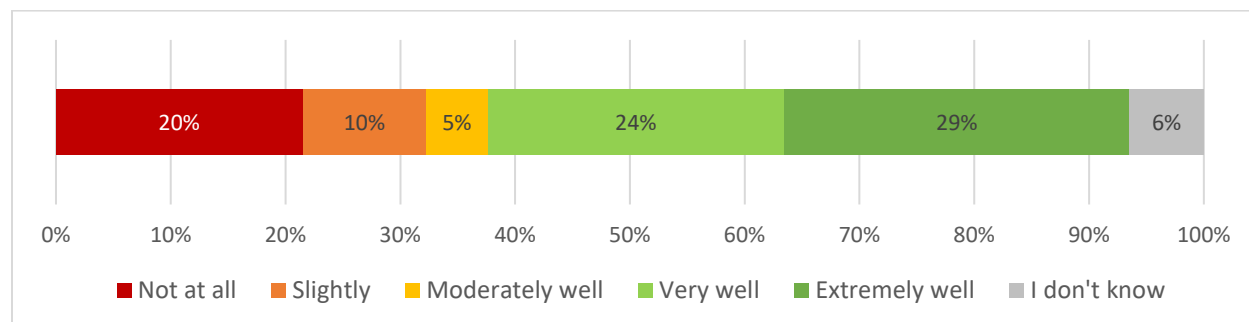
Topic	Comment Summary
Physical separation	<ul style="list-style-type: none"> There should be physical separation such as flexible posts or curb to protect cyclists Cars will pull into the painted bike lanes
Low traffic	<ul style="list-style-type: none"> The low volume of pedestrian and vehicular traffic on Gordon Ave is not worth the cost to go forward with this project There would be limited bike traffic



Cross-section of the recommended option for the new section of the complete street

8) On a scale of 1-5, how well do you think the recommended enhanced option for the new section of the 'complete street' addresses the area's existing and future transportation needs?

Similarly, the recommended design option for the new section of the complete street received fairly strong support from respondents. Over half of the respondents (53%) believed the design option addresses the area's transportation needs very or extremely well, and 5% believed it does so moderately well.



9) What advantages and disadvantages do you see with the recommended enhanced option for the new section of the 'complete street'?

Comments similar to those previously mentioned in response to question 5 were not included in the summary below for brevity.

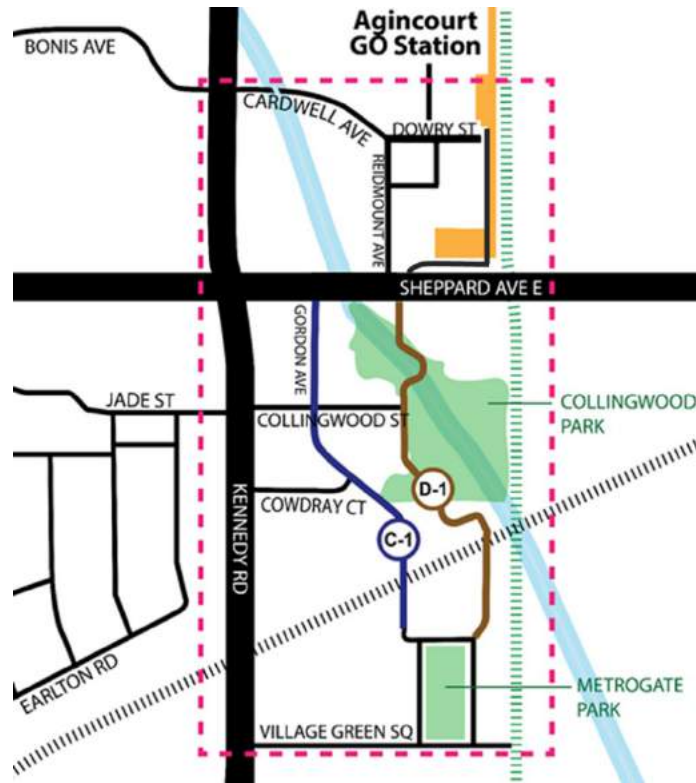
Advantages

Topic	Comment Summary
Greenery	<ul style="list-style-type: none"> There is a good amount of greenery and green infrastructure, which makes the area more beautiful
Physical separation	<ul style="list-style-type: none"> The cycle track buffer makes it much safer and more comfortable for cyclists of all ages and abilities Wider bike lanes are better The City should consider protected intersections, raised crosswalks and pedestrian/cyclist signal detection
Wide sidewalks	<ul style="list-style-type: none"> Wider sidewalks improve pedestrian safety and accessibility

Disadvantages

Topic	Comment Summary
Cyclist safety	<ul style="list-style-type: none"> There is no way for cyclists to enter or leave the bike lanes other than at intersections, where vehicular lanes are too wide 1.8 m wide buffered bike lane is good enough
Increased traffic	<ul style="list-style-type: none"> There would be more pedestrian and vehicular traffic in the area, which would be disruptive to residents
Parking	<ul style="list-style-type: none"> Parking on Collingwood Street would be challenging when others park there
Traffic signal at Cowdray Ct	<ul style="list-style-type: none"> Traffic signal at Cowdray Court is not necessary, a stop sign is sufficient
Winter maintenance	<ul style="list-style-type: none"> The recommended option with the road and cycle tracks would make it difficult for snow removal

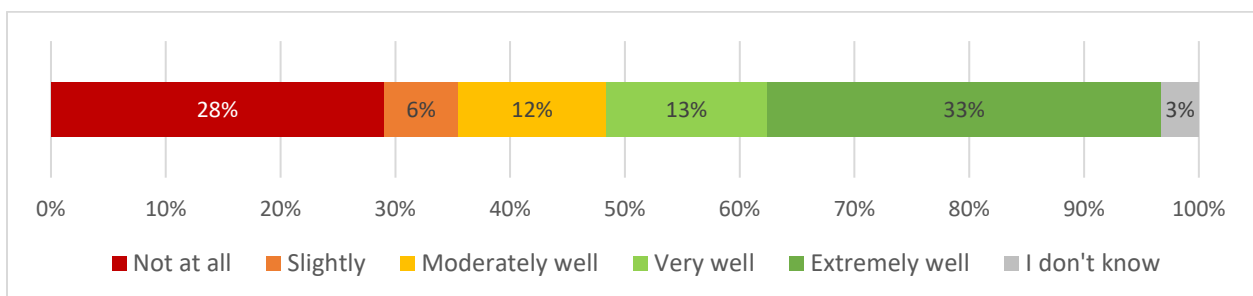
New Multi-Use Trail



Map of the recommended multi-use trail alignment (D-1), shown with the recommended complete street alignment (C-1)

10) On a scale of 1-5, how well do you think the recommended multi-use trail alignment (D-1) addresses the area's existing and future transportation needs?

In comparison to the new complete street, the recommended multi-use trail alignment received slightly less support. 46% believed that the alignment addresses the area's transportation needs very or extremely well, and 12% believed it does so moderately well.



11) What advantages and disadvantages do you see with the recommended multi-use trail alignment?

Advantages

Topic	Comment Summary
Access to Collingwood Park	<ul style="list-style-type: none"> The trail provides a new option for pedestrians and cyclists to directly access Collingwood Park The trail would enhance the park, which is now underused due to limited access

Topic	Comment Summary
	<ul style="list-style-type: none"> The trail connects communities at Metrogate and Agincourt Drive/Lockie/Huntingwood to Collingwood Park
Congestion relief	<ul style="list-style-type: none"> It would help with traffic considering the additional condo development in the neighbourhood
Connection to GO Station	<ul style="list-style-type: none"> The multi-use trail directly connects Village Green Square to Agincourt GO Station, which would reduce congestion and carbon emissions Residents no longer have to detour to Kennedy to access the GO Station
Promotes walking and cycling	<ul style="list-style-type: none"> The trail would promote the use of bicycles The trail is nice to have for pedestrians and cyclists Residents would have a longer trail for walking and cycling
Safety	<ul style="list-style-type: none"> A multi-use trail separate from cars is a safer option for pedestrians and cyclists The trail provides a safe pathway for families and children

Disadvantages

Topic	Comment Summary
Development	<ul style="list-style-type: none"> The recommended alignment would substantially impact the development potential of certain properties
Impact to wildlife	<ul style="list-style-type: none"> The park is home to many animals and plants
Overcrowding of Collingwood Park	<ul style="list-style-type: none"> Collingwood Park would become more crowded, leading to more litter and noise Many children and seniors currently use the park
Proximity to new complete street	<ul style="list-style-type: none"> Since C-1 and D-1 are parallel and very close to each other, and the complete street would include bike lanes, so D-1 would not be necessary If the City could create a trail here, then there should also be a road along this route to eliminate the traffic impact of an additional light
Safety	<ul style="list-style-type: none"> Residents are concerned about the existing encampment in the area There are concerns about safety of the trail especially at night because of its relatively remote location and if it is not well lit Users of the trail would feel safer if C-1 and D-1 share the same access points The lack of winter maintenance is a safety concern There would be potential conflict between cyclists and children playing at the park
Width and location	<ul style="list-style-type: none"> The trail is too narrow for both pedestrians and cyclists The access point should be on a less busy side The trail should include safe connections to areas outside of the study area

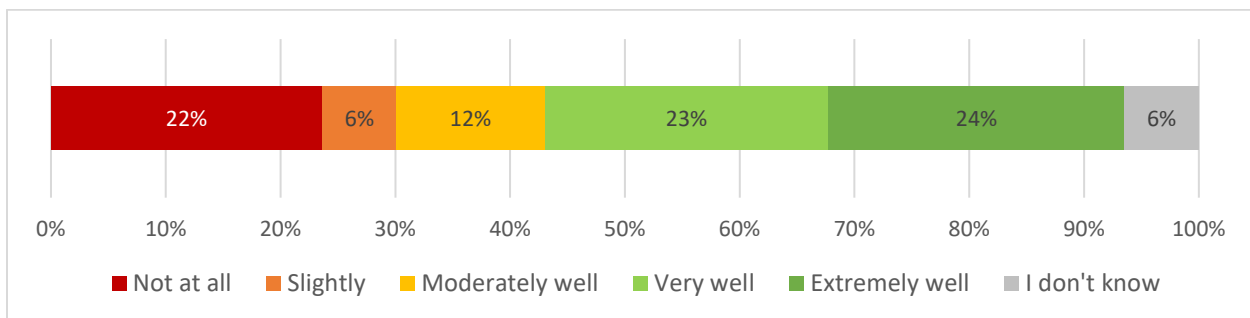
Sidewalks and Crosswalks on Collingwood Street



Stylized plan view of Collingwood Street with the recommended sidewalks and crosswalks

12) On a scale of 1-5, how well do you think the recommended sidewalks and crosswalks on Collingwood Street address the area's existing and future transportation needs?

47% of the respondents believed that the recommended sidewalks and crosswalks on Collingwood Street address the area's transportation needs, and 12% believed it does so moderately well.



13) What advantages and disadvantages do you see with the recommended sidewalks and crosswalks?

Advantages

Topic	Comment Summary
Current lack of sidewalks	<ul style="list-style-type: none"> It would be a great addition to a street that currently lacks sidewalks One sidewalk might be enough given the low level of pedestrian activity
Safety	<ul style="list-style-type: none"> The sidewalks would improve safety and accessibility Sidewalks should be cleared in the winter
Width	<ul style="list-style-type: none"> Wide, generous sidewalks

Disadvantages

Topic	Comment Summary
Construction	<ul style="list-style-type: none"> The construction would be disruptive to the neighbourhood
Cost	<ul style="list-style-type: none"> It is a waste of taxpayers' money The sidewalks and crosswalks lead to a dead end, which is Collingwood Park
Litter	<ul style="list-style-type: none"> There would be more litter on residents' front yards

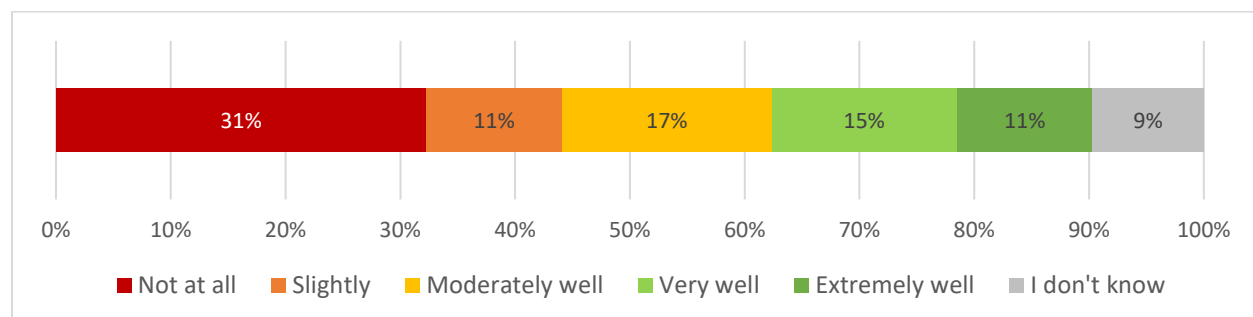
Interim Cycle Track on Sheppard Avenue East



Stylized plan view of Sheppard Avenue East with the recommended interim cycle track

14) On a scale of 1-5, how well do you think the recommended cycle track on Sheppard Avenue East addresses the area's existing and future transportation needs?

The survey respondents were generally less supportive of the recommended cycle track on Sheppard Avenue East. Only 26% believed that the cycle track addresses the area's transportation needs, and 17% believed it does so moderately well. 31% believed it would not address the needs at all.



15) What advantages and disadvantages do you see with the recommended interim cycle track on Sheppard Avenue East?

Advantages

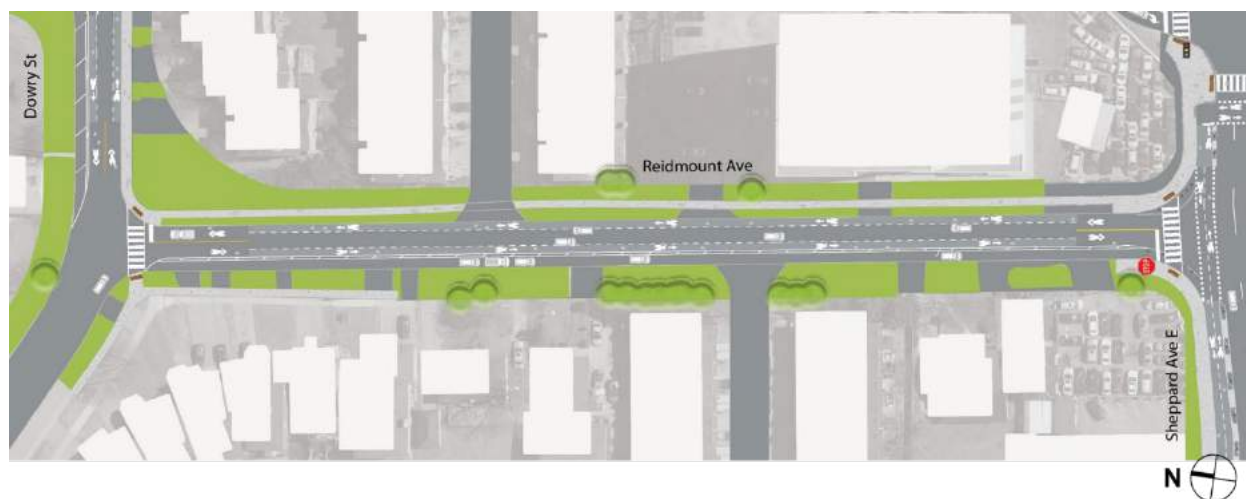
Topic	Comment Summary
Connection of cycling facilities	<ul style="list-style-type: none"> The design is sensible for a connection between Gordon Avenue, the multi-use trail and Agincourt GO
Environment	<ul style="list-style-type: none"> It promotes cycling, which is more environmentally friendly

Topic	Comment Summary
Safety	<ul style="list-style-type: none"> It improves safety for cyclists travelling on Sheppard

Disadvantages

Topic	Comment Summary
Congestion	<ul style="list-style-type: none"> The cycle track would worsen congestion when Sheppard is already very busy There are other cycling options on Bonis, Cardwell and Reidmount
Cycle tracks on both sides	<ul style="list-style-type: none"> The cycle tracks should be on both sides of Sheppard because it would make it easier to expand in the future
Extension of cycle track	<ul style="list-style-type: none"> The cycle track should continue west to Agincourt Mall and beyond Cyclists would have to share the road or ride on the sidewalk when the cycle track ends
Lack of cyclists	<ul style="list-style-type: none"> There is not much bike traffic in the area A study of how many cyclists would use this cycle track should be done
Construction	<ul style="list-style-type: none"> It would lead to more pollution and noise in the area
Safety	<ul style="list-style-type: none"> The intersection at Reidmount should be changed to sharp corners, allowing the crossing to be next to the bike lane and discouraging drivers from stopping on the crossing and bike lane Sheppard is a very busy road that is not safe for cyclists, especially for children Since the cycle track is temporary, it may confuse cyclists in the long term There is not enough buffer or protection for cyclists There should be buffers on both sides of the cycle track and speed limits should be enforced or lowered It could be dangerous if both cyclists passing in opposite direction collide and fall into traffic

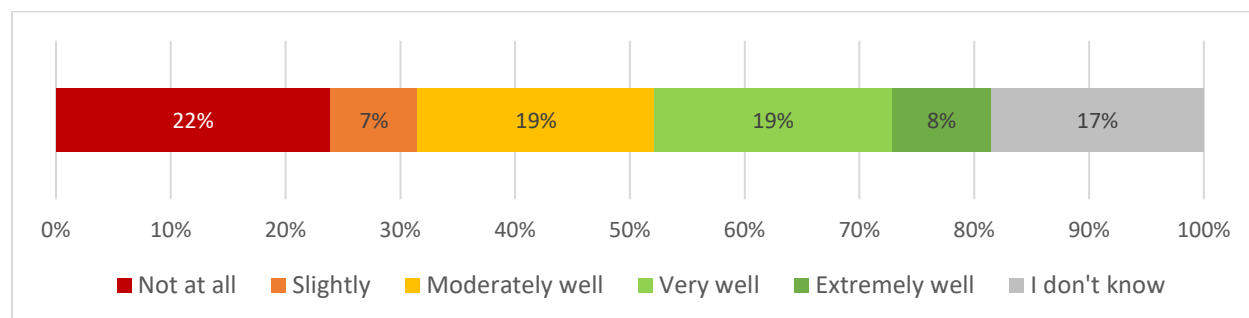
Advisory Bike Lanes on Reidmount Avenue and Dowry Street



Stylized plan view of Reidmount Avenue with the recommended advisory bike lanes

16) On a scale of 1-5, how well do you think the recommended advisory bike lanes on Reidmount Avenue and Dowry Street address the area's existing and future transportation needs?

The feedback received on the recommended advisory bike lanes was mixed. 27% believed that the bike lanes address the area's transportation needs, and 19% believed they do so moderately well. 22% believed they would not do so at all. Notably, 17% of respondents indicated that they did not know.



17) What advantages and disadvantages do you see with the recommended bike lanes?

Advantages

Topic	Comment Summary
Safety	<ul style="list-style-type: none"> Cyclists would be safer

Disadvantages

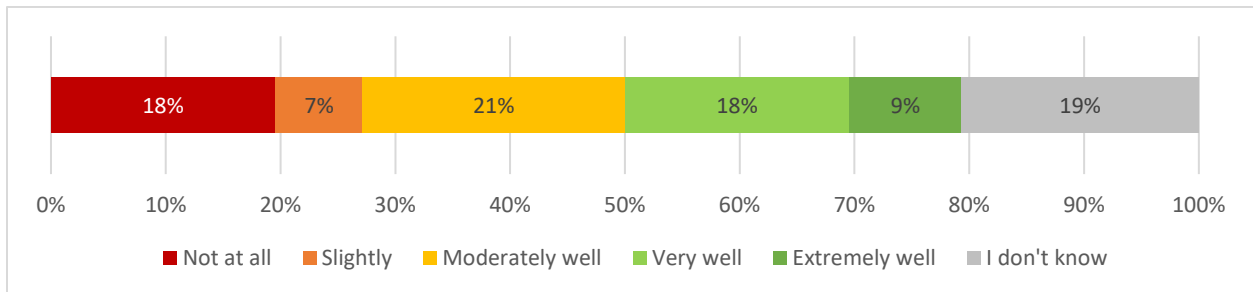
Topic	Comment Summary
Confusion	<ul style="list-style-type: none"> It is confusing and unsafe for drivers Drivers may interpret the bike lanes as an extension to the car lane and drive fast during low traffic; slanted curb or bollards might help calm traffic Drivers would make mistakes as there are very few roads like this in Scarborough It's not highly visible that it is a bike lane Lower the speed limit and have clear signs about when to use the bike lanes for motorists, otherwise they will disregard the cyclists
Congestion	<ul style="list-style-type: none"> This would cause more congestion
Cycling not a priority	<ul style="list-style-type: none"> The single car lane is unacceptable, bike lanes should not be the top priority Bike lanes are not necessary in the area, there are not many bikes
Parking	<ul style="list-style-type: none"> The used car dealership on both sides of Reidmount would take over and park their vehicles on both sides of the road; parking by-laws should be strictly enforced
Safety	<ul style="list-style-type: none"> If cars can barely fit in the driving portion, if there's oncoming traffic, this can provoke swerving into the advisory bike lanes, which makes it unsafe for cyclists Would prefer to see bike lanes moved to the east side of the road and turned into a cycle track, or use the parking area to protect cyclists It seems very dangerous to cyclists when two vehicles are travelling in opposite directions Drivers do not respect painted bike lanes, especially if they would have to use the bike lanes to pass each other, which would make it a very uncomfortable experience for cyclists Parked cars would cause blind spots for other drivers This is not safe for kids



Stylized plan view of Dowry Street with the recommended advisory bike lanes and pedestrian and cyclist only area

18) On a scale of 1-5, how well do you think the recommended changes on Dowry Street address the area's existing and future transportation needs?

Like the advisory bike lanes, the feedback received on the recommended changes on Dowry Street were mixed. 27% believed that the changes address the area's transportation needs, and 21% believed they do moderately well. 19% of the respondents said they did not know.



19) What advantages and disadvantages do you see with the recommended changes on Dowry Street?

Advantages

Topic	Comment Summary
Cycling	<ul style="list-style-type: none"> Cyclists get priority and they should be safer
Sidewalks	<ul style="list-style-type: none"> Sidewalks are much needed in the area Pedestrians are accommodated
Traffic calming	<ul style="list-style-type: none"> Narrowing of the road is good; if there is enough space, it could be turned into car parking to prevent cars from parking in the bike lanes

Disadvantages

Topic	Comment Summary
Safety	<ul style="list-style-type: none"> The curb sweep on Reidmount should be extended outward and sharpened to prevent driving in the restricted zone The restricted zone could also have solid barriers
Accessibility	<ul style="list-style-type: none"> There should be an option for people with disability to be picked up and dropped off at the train station on Dowry Street
Congestion	<ul style="list-style-type: none"> This would cause more congestion
Noise	<ul style="list-style-type: none"> This would cause noise

Topic	Comment Summary
Vehicle access	<ul style="list-style-type: none"> • Unsure where the cars would go or access homes
Allocation of space	<ul style="list-style-type: none"> • Drivers will not respect the painted bike lanes, it looks like there is enough space in the north to separate both, right now it does not feel safe to bike there • It would make more sense to create cycle tracks on the south side of Dowry and use the painted buffer to construct cycle tracks; this would prevent westbound cyclists from going across vehicular traffic intersecting Reidmount twice

Appendix C: Online Survey Demographics

Appendix A: Public Event Notification: Notice



Public Consultation

June 22, 2022

Southwest Agincourt Transportation Connections Study

The City of Toronto is studying transportation connections from Village Green Square to Sheppard Avenue East and the Agincourt GO Station. Transportation infrastructure improvements are needed to ensure people can drive, walk, and cycle to destinations safely and efficiently, and support the growing number of people living and working in this area as well as planned developments. The City invites you to attend a public meeting to learn about the recommended improvements and provide feedback.

Map of Recommended Solutions

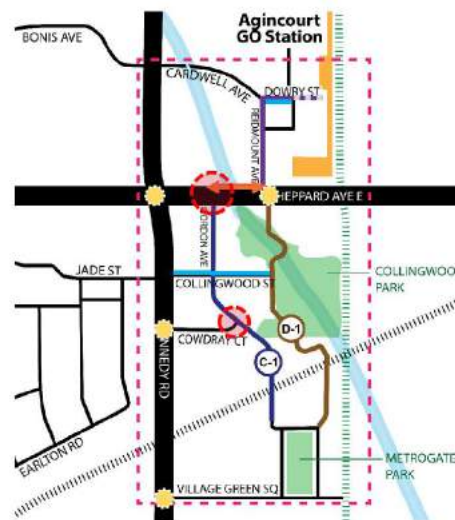
The study area is bounded by Cardwell Avenue to the north, the Stouffville GO train line to the east, Village Green Square to the south and Kennedy Road to the west. Several infrastructure improvements are being recommended within the study area.

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



Learn More



View project information on the website, including the presentation slides and translated materials.

toronto.ca/ConnectingSWAgincourt

Attend the Event



Wednesday, July 13, 2022
6:30 p.m. to 8:30 p.m.

Join online or by phone.
[See page 2 for details.](#)

Provide Feedback



Complete an online survey or request a printed copy. Submit comments by email, mail or phone.

Comment deadline:
Wednesday, July 27, 2022

Recommended Solutions

Since the first virtual public consultation event held in September 2020, the project team has completed a detailed evaluation of the alternatives for a new 'complete street' and new multi-use trail, as well as other transportation improvements in the area. The recommendations include:

- A new north-south 'complete street' that would provide space for people walking, cycling and driving. The new street would follow alignment C1 and connect Village Green Square, Cowdray Court and Sheppard Avenue East
- A new north-south multi-use trail that would follow alignment D-1 and connect Village Green Square, Collingwood Park and Sheppard Avenue East
- New sidewalks on Collingwood Street and Dowry Street to improve pedestrian safety and accessibility
- New cycling connections along Sheppard Avenue East, Reidmount Avenue and Dowry Street that would connect people cycling between the new 'complete street' and the Agincourt GO station
- Intersection safety improvements at Sheppard Avenue East and Agincourt GO Station driveway

toronto.ca/ConnectingSWAgincourt

Page 1 of 2

Recommended Design Options

Design options for the new north-south 'complete street' have been evaluated. On Gordon Avenue, the recommended design includes:

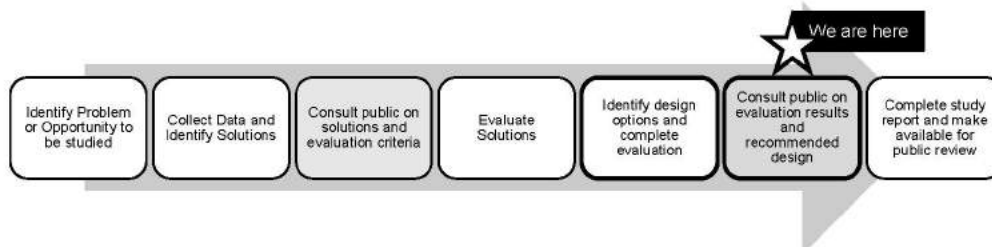
- 1 motor vehicle lane in each direction
- 1.6 m wide buffered bike lanes in each direction
- Standard boulevard planting (sod and trees) in current location; retention of mature trees where possible
- Relocation of utility poles to allow room for 2.1 m wide sidewalks on both sides of Gordon Avenue

On the new section of the 'complete street' south of Collingwood Street, the recommended design includes:

- 1 motor vehicle lane in each direction
- 2.1 m raised cycle track with a physical buffer
- Green gutters in cycle track buffer and green infrastructure integrated into planting areas
- New utilities underground with new street lights
- 2.1 m wide sidewalks on both sides of the street

Process



This study follows Ontario's [Environmental Assessment \(EA\) program](#) which promotes good environmental planning by determining and managing the potential effects of a project prior to implementation. The EA process includes identifying the problem or opportunity to be addressed, developing and evaluating a range of alternative solutions, providing opportunities for public input, and identifying preferred solutions.



Next Steps

Following the second phase of public consultation, the project team will continue to refine the preferred plan designs and present a report with final recommendations to the City of Toronto's Infrastructure & Environment Committee. If endorsed by Committee, and subsequently by Toronto City Council, the study will be filed with the Ministry of the Environment, Conservation and Parks (MECP) for a 30-day public review period for comment.

How to Join the Event

<p>Join by computer, smartphone or tablet</p>  <p>Visit the webpage and register: toronto.ca/ConnectingSWAgincourt</p>	<p>Join by phone (audio only)</p>  <p>Dial: 416-915-6530 Access Code: 2462 006 2756</p>
<p>Translated materials in Simplified Chinese are available on the project web page. Mandarin and Cantonese interpretation will be provided during the Questions and Answers period at the meeting. If you have a specific accessibility need or require accommodation, please contact us.</p>	

More Information

Ryan Lo
Sr. Consultation Coordinator, City of Toronto
Metro Hall, 19th Floor, 55 John Street
Toronto, ON. M5V 3C6

Email: Ryan.Lo2@toronto.ca
Tel: 416-395-7243

如果需要普通话协助, 请拨 311
如果需要廣東話協助, 請致電 311

* 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.

toronto.ca/ConnectingSWAgincourt

Page 2 of 2

2022年6月22日

Southwest Agincourt 交通连通研究

多伦多市政府正在研究从Village Green广场到Sheppard Avenue East和Agincourt GO火车站的交通连通措施。我们需要改善交通基础设施，以确保民众能够安全高效地驾车、步行和骑车以前往目的地，并因应该地区生活和工作人数的不断增加以及计划中的开发项目。市政府邀请您参加公众会议，了解建议的改善措施并提供意见反馈。

建议解决方案地图

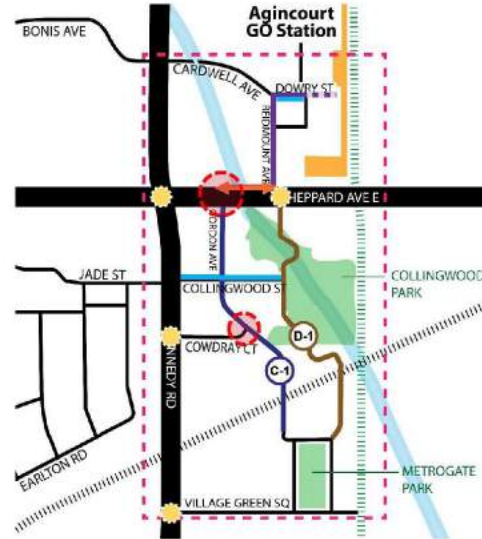
研究区域在Cardwell大道以南，Stouffville GO火车线以西，Village Green广场以北，Kennedy路以东。在研究区域内，市政府建议进行一些基础设施改善。

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



了解更多	参加活动	提出意见
 <p>在网站上查看项目信息，包括幻灯片展示和翻译材料。</p> <p>toronto.ca/ConnectingSWAgincourt</p>	 <p>2022年7月13日，星期三 晚上 6:30 — 8:30</p> <p>您可通过网络或电话参与活动，详情请见<u>第二页内容</u>。</p>	 <p>完成在线调查或索取纸质问卷。您可通过电子邮件、邮寄信件或电话提交意见。</p> <p>意见收集的截止日期：2022年7月27日，星期三</p>

建议解决方案

自2020年9月举行的第一次网络公众咨询活动以来，项目组已经完成了对新的“完整街道”和多用途步道替代方案以及该地区其他交通改善方案的详细评估。这些建议包括：

- 一条新的南北向“完整街道”，为民众提供步行、骑车和驾车的空间。新的街道将沿C1连接Village Green广场、Cowdray Court和Sheppard Avenue East
- 一条新的南北向多功能小径，沿D-1连接Village Green广场、Collingwood公园和Sheppard Avenue East
- 在Collingwood Street和Dowry Street新建人行道，以改善行人的安全和通行能力
- 沿着Sheppard Avenue East、Reidmount Avenue和Dowry Street新建自行车连接道，把新的“完整街道”和Agincourt GO火车站之间的自行车骑士连接起来。
- Sheppard Avenue East和Agincourt GO车站车道的交叉口安全改善措施

建议设计选项

新的南北向“完整街道”的设计方案已接受了评估。在Gordon Avenue，建议的设计要素包括：

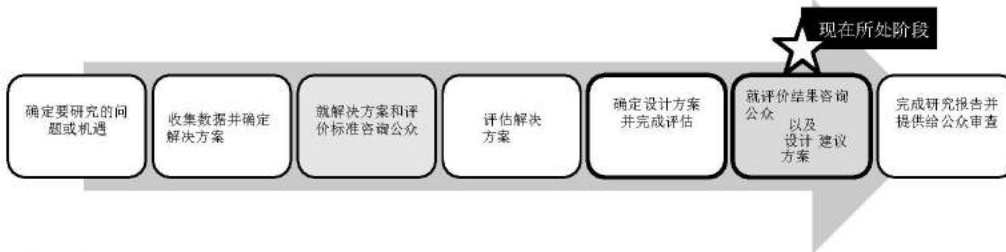
- 各方向有一条机动车道
- 各方向有1.6米宽的缓冲自行车道
- 在当前位置种植标准的林荫道（草皮和树木）；尽可能保留成熟的树木
- 迁移电线杆，以便在Gordon Avenue两侧留出2.1米宽人行道的空间

在Collingwood Street以南的“完整街道”新路段，建议的设计要素包括：

- 各方向有一条机动车道
- 2.1米宽的高沿自行车道，设置物理缓冲区
- 自行车道缓冲区的生态排水沟以及绿色生态基础设施与种植区相结合
- 新的公共设施管线埋设地下并建设新的路灯
- 街道两边有2.1米宽的人行道

过程



本研究遵循安大略省的环境评估（EA）计划，该计划通过在项目实施前确定和管理项目的潜在影响来推行良好的环境规划。环境评估程序包括确定要解决的问题或机会，制定和评估一系列替代解决方案，提供公众意见的机会，并确定首选解决方案。



下一步

在第二阶段的公众咨询之后，项目组将继续完善首选的计划设计，并向多伦多市基础设施和环境委员会提交一份包含最终建议的报告。如果得到委员会和多伦多市议会的认可，该研究报告将提交给环境、保育和公园厅（MECP），获得30天的公众审查期，征求意见。

如何参加活动

<p>通过电脑、智能手机或平板电脑参加</p>  <p>请访问网页并注册： toronto.ca/ConnectingSWAgincourt</p>	<p>通过电话参加（仅音频）</p>  <p>请致电：416-915-6530 电话连线代码：2462 006 2756</p>
<p>简体中文的翻译材料可在项目网页上找到。 在会议的问答阶段，将提供普通话和粤语翻译。 如果您有特殊的无障碍或便利的需求，请联系我们。</p>	

更多信息

Ryan Lo
多伦多市政府，高级咨询协调员
55 John Street, Metro Hall, 19th Floor
Toronto, ON M5V 3C6

电子邮件：Ryan.Lo2@toronto.ca
电话：416-395-7243

如果需要普通话协助, 请拨 311
如果需要廣東話協助, 請致電 311

* 信息将按照《市政信息自由和隐私保护法》的规定进行收集。除个人信息外，所有评论都将视为公共记录的一部分。** 为了帮助减少COVID-19的传播，咨询活动将只在网上、通过电话、电子邮件和邮件进行。

Appendix B: Online Survey

Southwest Agincourt Transportation Connections Study

Southwest Agincourt Transportation Connections Study

The City of Toronto is carrying out a study to identify ways to improve transportation connections between Village Green Square, Sheppard Avenue East and the Agincourt GO Station.

In anticipation of future growth in the area, this study seeks to improve transportation connectivity, safety and comfort for all road users, and access to the Agincourt GO Station, Collingwood Park and other local destinations.

We encourage you to join the Virtual Public Event before filling out the survey. If you are unable to attend, we encourage you to review the attached [slide deck](#) before completing the survey.

Public consultation is an important part of City projects and we want to hear your thoughts and opinions. All comments will be considered.

The survey closes on July 27, 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.

Additional project background materials and information about the Virtual Public Event on July 13, 2022, can be found at: toronto.ca/ConnectingSWAgincourt.

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.

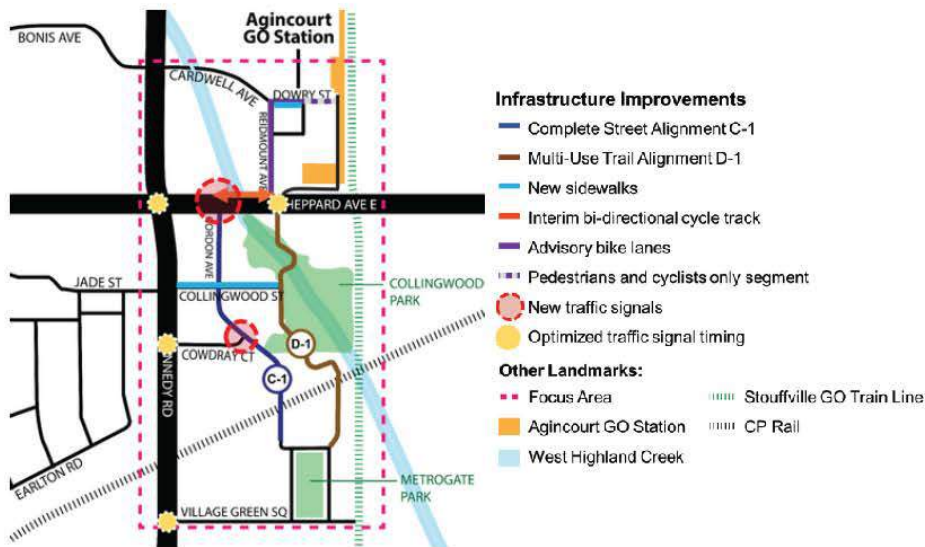
Please do NOT include any personal identification information in your responses, such as a name, address, phone number or email.

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 Southwest Agincourt Transportation Connections Study. 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, at 416-392-2990.

Page 2 - Project Overview

Project Overview



The study area is experiencing significant growth, including approximately 4,960 planned residential units and new office, retail, commercial and hotel spaces. The study area is also constrained by major physical barriers that have created a disconnected street network.

Improvements that are being considered as part of this study will help support development growth within the focus area and improve access to the Agincourt GO Station, Collingwood Park, schools, and other local destinations.

Since the first virtual public consultation event held in September 2020, the project team has completed a detailed evaluation of the complete street and multi-use trail alternatives, as well as other transportation improvements in the area and evaluated design options for the new north-south street.

This survey will provide more details on the recommended improvements and ask for your feedback on each.

Page 3 - Relationship to Study Area

* 1. What best describes your relationship to the study area? (Select all that apply)

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

* 2. How do you typically travel within or through the study area? (Select all that apply)

- | | |
|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| <input type="checkbox"/> Walk, including the use of a mobility device (e.g. wheelchair, walker) | <input type="checkbox"/> Bike |
| <input type="checkbox"/> TTC bus | <input type="checkbox"/> GO train |
| <input type="checkbox"/> Car (personal vehicle) | <input type="checkbox"/> Truck or tractor trailer (commercial vehicle) |

☐ Ride share (e.g. Uber, Lyft, etc.)

☐ Other (please specify)

* 3. What are the first 3 characters of your postal code? (e.g. M1S)

Additional options (question 3)

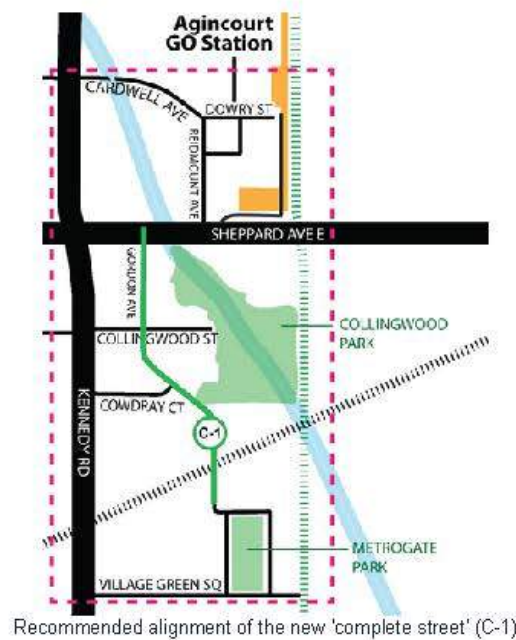
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- Min length: 3
- Max characters: 3

Page 4 - New Complete Street

New Complete Street

A new north-south 'complete street' is proposed to connect Village Green Square, Cowdray Court and Sheppard Avenue East via Gordon Avenue. This recommended alignment (option C-1) would:

- Include 1 motor vehicle lane in each direction, sidewalks and bike lanes
- Protect for potential future bus service
- Improve access for emergency services vehicles in the study area
- Include signalized intersections at Cowdray Court and Sheppard Avenue East, and an all-way stop at Collingwood Street



* 4. On a scale of 1-5, how well do you think the recommended 'complete street' alignment (C-1) addresses the area's existing and future transportation needs?

--	--	--	--	--	--

1 Not at all	2 Slightly	3 Moderately well	4 Very well	5 Extremely well	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. What advantages and disadvantages do you see with the recommended 'complete street' alignment?

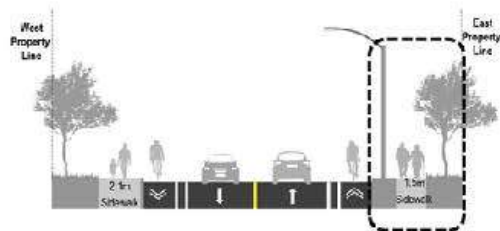
Page 5

New Complete Street: Gordon Avenue Section

There are two design options for the Gordon Avenue section of the new 'complete street'. Both options will have these common features:

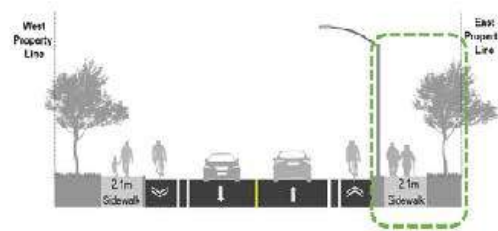
- 20 m right of way
- Standard boulevard planting (sod and trees) generally in current location with retention of mature trees where possible
- 1.6 m wide buffered, bike lanes in each direction

1. Basic Option



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

2. Enhanced Option (Recommended)



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



Artistic rendering of the recommended option of Gordon Avenue, looking north toward Sheppard Avenue East

* 6. On a scale of 1-5, how well do you think the recommended option for Gordon Avenue addresses the area's existing and future transportation needs?

1 Not at all	2 Slightly	3 Moderately well	4 Very well	5 Extremely well	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. What advantages and disadvantages do you see with the recommended option for Gordon Avenue?

Page 6 - New Complete Street cont'd

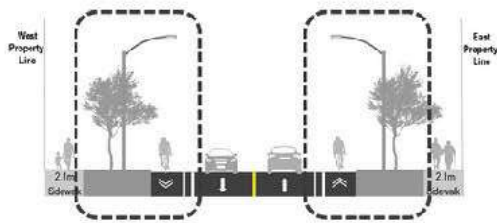
New Complete Street: South of Collingwood Street

There are two design options for the new section of the 'complete street'. Both options will have these common features:

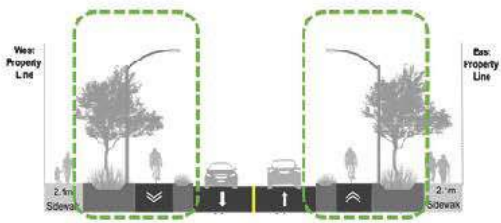
- 23 m right of way
- New utilities underground with new street lights
- 2.1 m wide sidewalks on both sides of the street
- Potential for on-street parking opportunities

1. Basic Option

2. Enhanced Option



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



- 2.1m raised cycle track with a wider physical buffer
- Green gutters in cycle track buffer and green infrastructure integrated into planting areas



Artistic rendering of the recommended option for the new section of the 'complete street', looking north toward Cowdray Court

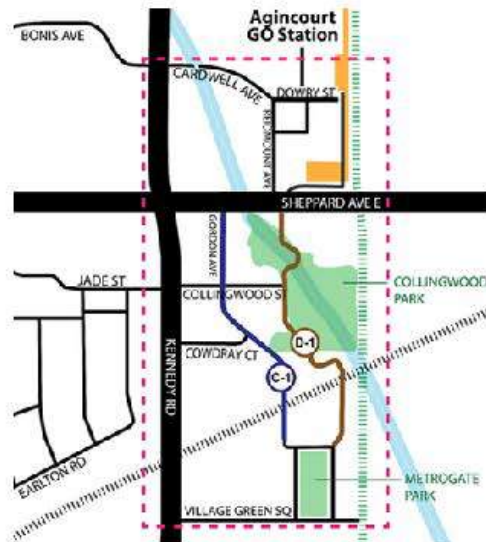
* 8. On a scale of 1-5, how well do you think the recommended enhanced option for the new section of the 'complete street' addresses the area's existing and future transportation needs?

1 Not at all	2 Slightly	3 Moderately well	4 Very well	5 Extremely well	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. What advantages and disadvantages do you see with the recommended enhanced option for the new section of the 'complete street'?

New Multi-Use Trail

A new north-south multi-use trail is proposed to connect Village Green Square, Collingwood Park and Sheppard Avenue East. This preferred alignment (option D-1) would provide access to key destinations including the Agincourt GO Station and Collingwood Park, and an alternative recreational route for people walking and cycling in addition to the new 'complete street'. The trail would allow people of all ages and abilities to move through expanded park and green space planned as part of development at Cowdray Court.



Recommended alignment of the multi-use trail (D-1), shown together with the preferred alignment of the 'complete street' (C-1)



Artistic rendering of the multi-use trail, looking north through Collingwood Park

* 10. On a scale of 1-5, how well do you think the recommended multi-use trail alignment (D-1) addresses the area's existing and future transportation needs?

1
Not at all

2
Slightly

3
Moderately well

4
Very well

5
Extremely well

I don't know



11. What advantages and disadvantages do you see with the recommended multi-use trail alignment?

Page 8 - New Sidewalks along Collingwood Street

Other Transportation Improvements

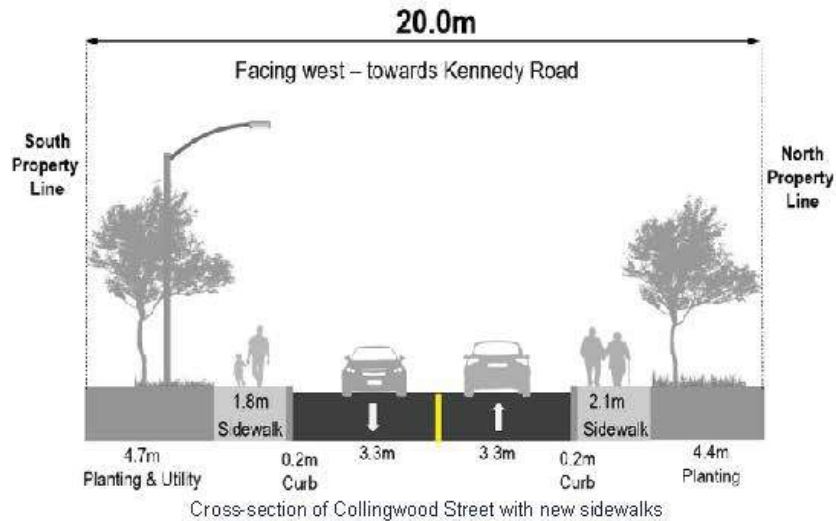
There are additional recommendations to improve safety for all modes of transportation in the study area, as well as connect people to Agincourt GO Station, that do not require a Schedule C EA.

- New sidewalks along Collingwood Street
- Interim two-way cycle track along Sheppard Avenue East between Gordon Avenue and Agincourt GO Station driveway

- Advisory bike lanes on Reidmount Avenue and western segment of Dowry Street, and a new sidewalk on Dowry Street
- Dedicated pedestrian and cycling facilities on Dowry Street
- Pedestrian and cycling safety enhancements to Sheppard Avenue intersection at Agincourt GO driveway

New Sidewalks along Collingwood Street

Collingwood Street currently doesn't have sidewalks. Sidewalks on both sides of the street, and crosswalks across the new complete street will improve safety for pedestrians destined to and from Collingwood Park, and to the new 'complete street'.



* 12. On a scale of 1-5, how well do you think the recommended sidewalks and crosswalks on Collingwood Street address the area's existing and future transportation needs?

1
Not at all

2
Slightly

3
Moderately well

4
Very well

5
Extremely well

I don't know



13. What advantages and disadvantages do you see with the recommended sidewalks and crosswalks?

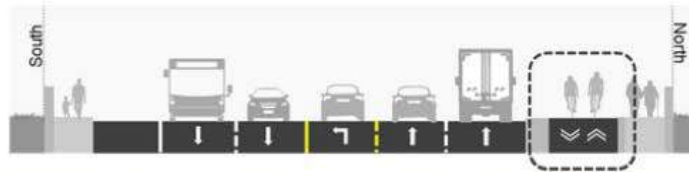
Page 9

Interim Cycle Track on Sheppard Avenue East (from Gordon Ave to Agincourt GO Station Driveway)

Page 9 of 13

A new interim cycle track is proposed on the north side of Sheppard Avenue East to provide a safe new cycling connection between the new 'complete street' and Agincourt GO Station.

- This recommendation does not impact the number of motor vehicle lanes on Sheppard Avenue East, or existing bus stops
- People cycling would continue northbound on the proposed advisory bike lanes on Reidmount Avenue and Dowry Street (see next section)
- ♦ Together, these linkages directly connect cyclists to new bicycle parking at Agincourt Station and provide a safer alternative over the GO Station driveway



Cross-section of the recommended option for an interim, two-way cycle track on the north side of Sheppard Avenue East, looking west



Recommended design of the interim cycle track on Sheppard Avenue East

* 14. On a scale of 1-5, how well do you think the recommended cycle track on Sheppard Avenue East addresses the area's existing and future transportation needs?

1.
Not at all

2.
Slightly

3.
Moderately well

4.
Very well

5.
Extremely well

I don't know



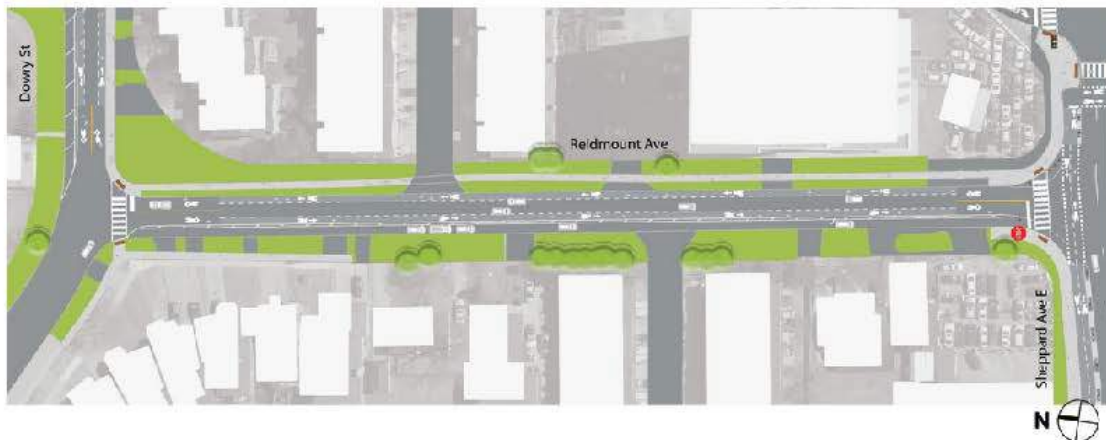
15. What advantages and disadvantages do you see with the recommended interim cycle track on Sheppard Avenue East?

Advisory Bike Lanes on Reidmount Avenue and Dowry Street

New advisory bike lanes are proposed on a segment of Reidmount Avenue between Sheppard Avenue East and Dowry Street, and the west segment of Dowry Street between Reidmount Avenue and the Agincourt GO Station access. The east segment of Dowry Street would be converted to a pedestrian and cyclist-only space.



Example of advisory bike lanes



Recommended design of advisory bike lanes on Reidmount Avenue

- There would be one vehicle lane in the centre of the road and two painted bike lanes on each side
- When two motor vehicles approach one another in opposite directions, they may be able to use portions of the bike lanes to pass one another
- No changes to the existing sidewalks
- Restricted on-street parking along the west side of Reidmount Avenue will provide additional on-street parking in the study area and contribute to traffic calming

- * 16. On a scale of 1-5, how well do you think the recommended advisory bike lanes on Reidmount Avenue and Dowry Street address the area's existing and future transportation needs?

1 Not at all	2 Slightly	3 Moderately well	4 Very well	5 Extremely well	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

17. What advantages and disadvantages do you see with the recommended bike lanes?

Dowry Street Improvements



The following changes are recommended on Dowry Street:

- A new sidewalk on the south side
- The east segment of Dowry Street would include dedicated space for cycling and walking, as well as planting/amenity space. This section of the street was previously closed to motor vehicles in order to facilitate the Agincourt GO Station improvements.

- * 18. On a scale of 1-5, how well do you think the recommended changes on Dowry Street address the area's existing and future transportation needs?

1 Not at all	2 Slightly	3 Moderately well	4 Very well	5 Extremely well	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



19. What advantages and disadvantages do you see with the recommended changes on Dowry Street?

Page 11 - About you

About you

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

20. What is your age?

- | | |
|--------------------------------|-----------------------------|
| <input type="radio"/> Under 15 | <input type="radio"/> 15-24 |
| <input type="radio"/> 25-34 | <input type="radio"/> 35-44 |
| <input type="radio"/> 45-54 | <input type="radio"/> 55-64 |
| <input type="radio"/> 65-74 | <input type="radio"/> 75-84 |
| <input type="radio"/> 85+ | |

21. Please identify your gender:

- | | |
|--------------------------------------------------------------------------------------------|--------------------------------------------|
| <input type="radio"/> Gender non-binary (including gender fluid, genderqueer, androgynous) | <input type="radio"/> Man |
| <input type="radio"/> Woman | <input type="radio"/> Trans man |
| <input type="radio"/> Trans woman | <input type="radio"/> Two-Spirit |
| <input type="radio"/> Not listed | <input type="radio"/> Prefer not to answer |

22. How did you hear about this study?

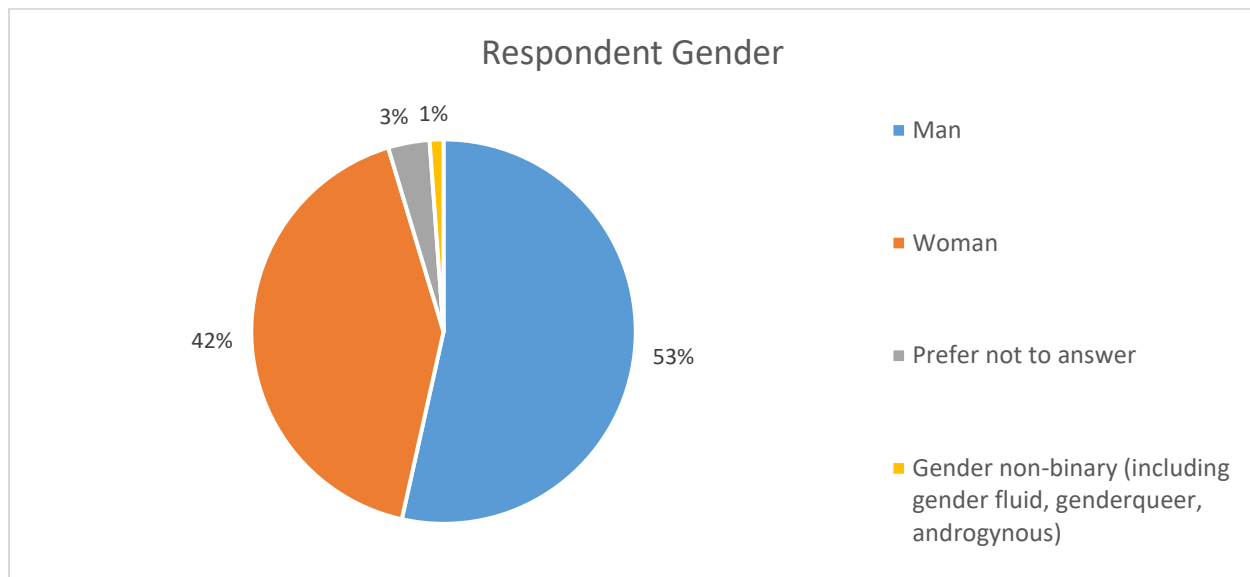
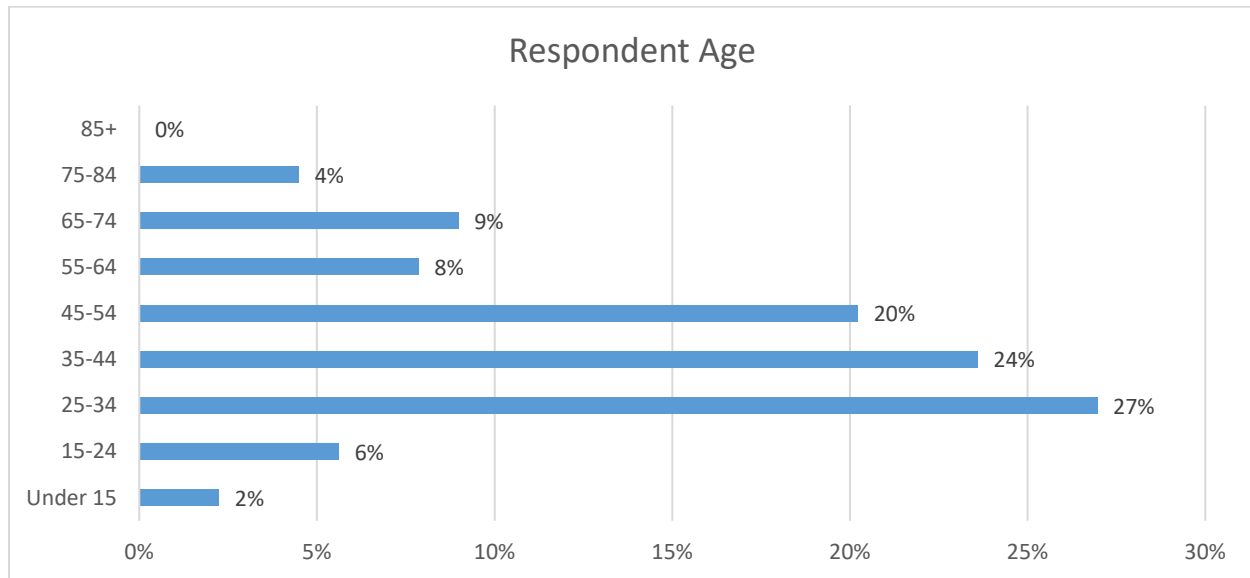
- | | |
|---------------------------------------------------------|-------------------------------------------------------|
| <input type="checkbox"/> City of Toronto website | <input type="checkbox"/> Email |
| <input type="checkbox"/> Mailed flyer | <input type="checkbox"/> Social media |
| <input type="checkbox"/> News update from my Councillor | <input type="checkbox"/> Conversation with City staff |
| <input type="checkbox"/> Word of mouth | <input type="checkbox"/> Other, please specify |

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/ConnectingSWAgincourt. Contact If you have any questions, please contact: Ryan LoSr. Public Consultation Coordinator, City of Toronto Telephone: 416-395-7243 Email: Ryan.Lo2@toronto.ca

Appendix C: Online Survey Demographics

Age and Gender of Respondents

A total of 89 respondents provided optional demographic information described below. The majority of respondents were between the ages of 25 – 54, with no responses provided from individuals over 85. Men represented 53% of responses, and women represented 42% of responses.



Sources of Information

Most respondents (49%) learned about the study from the mailed flyer, followed by social media (20%) and the City's website (19%). Some respondents who selected 'Other' indicated that they heard about the study from their condominium property management.

