



# New Sidewalk and Accessibility Upgrades on Panmure Crescent & Penetang Crescent

## Public Information Event Summary

**Date:** Tuesday, April 18, 2023

**Meeting Type:** Virtual

**Start time:** 6:30 p.m. – 8:00 p.m.

A virtual Public Information Session was hosted by the City of Toronto on April 18, 2023 from 6:30 p.m. to 8:00 p.m. through the Webex Events platform. The purpose of the event was to present details of new sidewalk and accessibility upgrades on Panmure Crescent between Bonnechere Crescent and Bonnechere Crescent and on Penetang Crescent between Haileybury Drive and Bonnechere Crescent, proposed to be installed as part of planned road resurfacing work in fall 2023. This project will improve conditions for all road users, particularly for pedestrians by installing new sidewalks. The planned improvements are in line with the City's Vision Zero Road Safety Plan as well to share information on the decision-making process to select these specific locations versus others in the community.

A total of 17 individuals attended the event online and by phone.

City Staff presented information about road safety improvements planned on Panmure Crescent and Penetang Crescent as part of upcoming road work in 2023, followed by a Question & Answer period. A copy of the presentation is available online at [toronto.ca/PanmurePenetang](https://toronto.ca/PanmurePenetang)

## Question & Answer Period

Attendees were able to submit questions to Panelists and members of the project team verbally and through the Q&A box.

Questions were answered verbally. Below is a summary of questions (and comments) that were answered during the event. [**Q = Question**, **A = Answer** and **C = Comment**]

### **Q: What is the reason for the sidewalks?**

**A:** The City's road classification criteria calls for sidewalks on both sides of arterial and collector roads and on one or both sidewalks of local roads. The City manages its new sidewalk program by reviewing the opportunity to build sidewalks where they are missing where programmed road work is planned to take place. New sidewalks are proposed to be installed on Panmure Cres and Penetang Cres based on the opportunity of the road resurfacing that is taking place this year. Road work is determined solely by the condition of the asphalt of the road and these roads were last resurfaced in 1985.

**C:** This work should be moved to a later date as the pavement is good, there is green space with grass which helps with flooding. We are not in favour of the sidewalk work.

C: I'm in favour, have a young child and do walks with the dog. There are lots of cars that speed down these roads. A sidewalk is safer than no sidewalk. There hasn't been an incident, but don't want to wait for an incident. Will defer to your expertise.

**Q: Will the current road be narrowed as part of this work?**

A: Both Panmure Crescent and Penetang Crescent will remain the existing widths.

**Q: Is there a reasoning for north versus south side on Penetang Crescent?**

A: When undertaking design of new sidewalk projects the City completes a feasibility review, and looks at multiple design options (sidewalk width/locations, boulevards). The key factor in determine side of road for new sidewalks on these streets was based on a completed arborist report and tree inventory. On Panmure and Penetang Crescent the option of installing sidewalks on south side identified significant impacts to trees with a high number of removals. The proposed design requires no tree removals and is the least impactful option.

**Q: The panels mentioned that the road will not be narrowed but also driveway parking spaces will not change?**

A: Transportation Services has used aerial imagery examine if new sidewalks will cause removal of driveway parking spaces. Existing driveway length were measured and driveway parking capacity calculated by using average standard length of a car. This calculation was also completed with driveway lengths after installation of 1.8m width of the new sidewalk. It was found that all driveways would be able to retain the same number as parking spots they currently have with the addition of new sidewalk.

**Q: Who will be responsible for clearing the snow on the sidewalk? What will be done first, the clearing of the road or the sidewalk?**

A: The City is responsible. The Winter Maintenance program is responsible for clearing snow after a certain amount of snowfall and both roads and sidewalks are supposed to be completed within a similar time frame.

**Q: Does it have any impact if I say no to sidewalks? Even if 100% of street residents in disagreement will plans be pushed through?**

A: Your feedback has an impact. City staff make recommendations. Staff review feedback and present recommendations to Infrastructure and Environment Committee and City Council based on three factors: community feedback, policy and technical guidance from Federal to Local levels of government. Members of the public also have an opportunity to comment at the Infrastructure and Environment Committee. The final decision is made by City Council. There are times when final decisions are not aligned with staff recommendations.

**Q: How do we contact the Infrastructure and Environment Committee?**

A: Members of the public can join the meeting virtually or in person on Wednesday, April 26<sup>th</sup> as a debutant or submit email comments to the Infrastructure and Environment Committee. *\*A slide was prepared with the [iec@toronto.ca](mailto:iec@toronto.ca) email and shared in the meeting.*

**Q: Why does the City not add sidewalks on every street as part of resurfacing work?**

A: There are a number of factors that are considered in identifying where sidewalks are installed including the scale of the planned road work.

**Q: I have lived in the area for 25 years and not in agreement. Regarding cost savings, could the costs for this project be put on hold and put towards sidewalk on Deerfield Road to access TTC and Brimley Road?**

A: It isn't possible to cancel a project in one place and start a new one elsewhere within the same timeline. Funds cannot necessarily be allocated to a different street where different requests are made. Challenges such as technical considerations and feasibility, capital program scheduling and budgeting, and the need to look at the feasibility of the other streets.

**Q: Deerfield Road has high traffic and access to various locations and the school. Kids wait on for the bus on Bonnechere Crescent, on peoples' lawns. Why are sidewalks not being built on other higher priority streets?**

A: The request for new sidewalks on these streets will be tracked. The City's policy is to have sidewalks on one or both sides of all local roads. There are over 800km of local roads in the City that do not have sidewalks. Transportation Services reviews the capital program holistically and bundles missing sidewalk projects where possible, while also building high priority stand-alone missing sidewalk projects.

**Q: Is it going to be another 50 plus years before Deerfield Road and Haileybury Drive get sidewalks?**

A: The Deerfield Road and Haileybury Drive sidewalks are not currently programmed, but Transportation Services will work toward programming these sidewalks now that a request has been received. Bundling capital work allows the City to have cost savings between programs while minimizing construction related disruptions to communities, while chipping away at the missing sidewalk links through designs that minimize impacts.

**Q: As a long-time resident, I have noticed that some people speed but it is never unsafe, could speed humps/bumps be used instead to calm traffic?**

A: Residents are required to request speed bumps and it goes to polling according to City's traffic calming policies. Speed humps are not a substitute for sidewalks as they serve different purposes. They are used as a traffic calming measure. It is also worth noting that the City's Traffic Calming Policy notes that neighbourhoods are required to have sidewalks on roads in order to have speed humps for accessibility.

**Q: When will the construction start and end?**

A: Pending City Council approval, the work is planned to start in the summer of 2023. Residents will receive notices with the additional construction related details closer to



the time of work being scheduled to begin. It is anticipated that the work will be completed in less than a few months.

**Q: What is the total cost of the project? Can we resurface the street and leave out the sidewalk?**

A: The standalone cost for the installation of these sidewalks is \$215,000 for 405m of new sidewalk on Panmure Crescent and \$118,000 for 230m of new sidewalk on Penetang Crescent. If Panmure sidewalk is bundled and delivered at some time as road resurfacing new sidewalks would cost \$141,000 (\$74,000 savings) and if Penetang Crescent sidewalk is bundled and delivered at some time as road resurfacing new sidewalks would cost \$80,000 (\$38,000 savings). Road resurfacing can happen without sidewalk work but it wouldn't be as cost effective.

**Q: Where are we expected to park during construction? How will those with mobility issues access their homes? And will there be security guarantees for vehicles parking overnight?**

A: The Engineering and Construction Service Division will provide more details about construction staging that will be shared with residents via pre-construction and construction notices. The general practice is that you will be able to access your driveways during construction.

**Event Panelists**

- Aadila Valiallah – Public Consultation Unit
- Amanda Ratych – Public Consultation Unit
- Becky Katz – Transportation Services
- Cheryl Bouzide-McKee – Transportation Services
- Councillor Michael Thompson, Ward 21 (Scarborough Centre)
- Katherine Wilson – Transportation Services