



Silverthorn Cycling Connections

Responses to Common Questions and Feedback

Public Consultation - Phase 1
March 2024



This document has been developed to provide responses to some of the most common questions and feedback received during Phase 1 of consultation on Silverthorn Cycling Connections.

This document is not the Public Consultation Report. For more information on the results of the public consultation, please see the Public Consultation Report – Phase 1 on the website at [Toronto.ca/Silverthorn](https://toronto.ca/silverthorn)

Public consultation for Phase 1 was completed between December 2023 and February 2024. During this period, interest groups, residents and community members were asked to provide feedback on proposed changes. Three interest group meetings were held with the local schools starting in December 2024. 12,497 notices were delivered by Canada Post to local residents and 60 people attended and participated in the public drop-in meeting on Tuesday, January 30, 2024, at St. Paul VI Catholic School. Public comments and feedback were collected from 390 survey responses (available via an online survey from January 19 to February 13, 2024), and 7 phone calls and 22 emails.

Following consideration of feedback that was received, as well as technical and policy considerations, City staff have made a recommendation to City Council's Infrastructure and Environment Committee for approval. The project will be considered at the Infrastructure and Environment Committee meeting on March 27, 2024. A copy of the staff report which describes the recommendation is available at [IE12.4. Learn more about this process and how to participate.](#)

Responses to Common Questions and Feedback

General

The questions and feedback included below pertain to the whole project.

Question or Feedback	Response
<p>Why is this project happening now? Why has this route been chosen?</p>	<p>In 2024, road resurfacing is planned on Silverthorn Avenue from Rockwell Avenue to St. Clair Avenue West. Road resurfacing provides a once in 25-year opportunity to make changes to improve road safety. The Silverthorn Cycling Connections project proposes changes as part of the planned road resurfacing to fulfill the City’s commitment to the Vision Zero Road Safety Plan and the Cycling Network Plan.</p> <p>The proposed route was approved in principle by City Council as part of the 2022-2024 Near-term Cycling Network Implementation Plan. Many criteria are considered when selecting routes, including equity, current and potential cycling demand, public feedback, transit access, connectivity, and more. You can learn more about the Cycling Network Plan and how it is developed on the City’s website. As part of the development of the Cycling Network Plan, other routes were evaluated for this area, but the Silverthorn route was selected because it connects to key destinations including local schools, libraries and transit stations and it provides a continuous north-south route and links to major existing east-west cycling routes.</p> <p>Safety improvements are proposed in this project as part of the City’s commitment to the Vision Zero Road Safety Plan. The Plan’s goal is to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone, especially for seniors, pedestrians, and people cycling.</p> <p>For more information on the background and goals of the project see the project website – Toronto.ca/Silverthorn</p>
<p>On-street permit parking should not be reduced.</p>	<p>All options proposed either do not impact total numbers of parking or have minor net parking increases. A goal of the project is to minimize impacts to parking. In some spots, there are minor parking reductions while in other spots there are minor parking increases. In Segment 1, for instance, one parking spot is removed by prohibiting parking in front of the SADRA park trail to facilitate a crossing of Silverthorn Avenue with curb ramps and a curb extension.</p>
<p>Please consider traffic calming on “x” street.</p>	<p>Requests for traffic calming have been received for many streets adjacent to the proposed route. While speed humps have not been proposed as part of the project at this time, the project team will review requests against the City’s Traffic Calming Policy and advance data collection and feasibility study for requested locations.</p>

Question or Feedback	Response
<p>Will proposed changes impact City services such as garbage pickup or emergency services?</p>	<p>All City services will continue to operate as normal. The project team consults with City services throughout the design and implementation process.</p>
<p>There are not sufficient people cycling in this area to warrant building bikeways. People do not bike in the winter.</p>	<p>Many people already choose to bike in the Silverthorn neighbourhood and there are numerous local destinations and existing cycling routes to connect to. The 2016 Census identified that up to 10% of people in areas of the neighbourhood choose to bike to work as their main mode of transportation, and up to 60% walk, bike or take transit.</p> <p>Bike lanes and neighbourhood greenways are designed to enhance safety for people cycling and reduce conflicts with motor vehicles, which can make biking a more accessible and viable transportation option for people of all ages and abilities. The goals of TransformTO and reducing reliance on motor vehicles is to make it easier for people to choose to cycle or walk, while maintaining the ability for people to drive.</p> <p>Increasingly people who chose to cycle for the convenience and efficiency are continuing to do so year-round. Recent counts suggest that up to 30% of people cycling in September are continuing to do so in February. With better bikeways and winter maintenance, winter cycling is becoming an increasingly desirable option.</p>
<p>A connection should be made to the West Toronto Railpath.</p>	<p>This route improves access to the West Toronto Railpath by adding connections to Davenport Road and Osler Street. The St Clair Avenue West Area Transportation Master Plan has further planned improvements:</p> <ul style="list-style-type: none"> ■ Intersection safety improvements at Davenport Road and Osler Street ■ On-street shared lane markings on Osler Street to connect to existing bike lanes on Davenport Road (from the current northern end of the Railpath at Cariboo Avenue) ■ New two-way cycle track on the Davenport Road extension, from Old Weston Road to Union Street
<p>Proposed changes to streets, particularly where direction flips are proposed, will cause increased traffic on major arterials which are already congested. What is the City doing to address congestion on these streets?</p>	<p>Changes to local street circulation is not anticipated to have notable impacts to major arterial traffic. This is mainly since major arterial roadways carry significantly higher motor vehicle volumes compared to local streets.</p> <p>Adjacent projects are expected to improve conditions on St. Clair Avenue West and Davenport Road as part of the St Clair Avenue West Area Transportation Master Plan, including:</p> <ul style="list-style-type: none"> St Clair Avenue West Widening Gunns Road, Keele Street, and Davenport Road Extensions <p>The City is growing, and encouraging cycling and walking is an important tool to ease traffic and congestion on the streets by reducing reliance on motor vehicles, particularly for trips under 5 km. As part of this, the City's goal is to make cycling and walking safer and more comfortable.</p>

Question or Feedback	Response
<p>With proposed changes to streets, will access be maintained to my house? How much time will diversions add to people driving?</p>	<p>Maintaining access for residents, pick-up and drop-off at schools, and City services is key to the project. All options proposed in this project maintain access to all homes and destinations in the neighbourhood. While some folks who choose to drive may need to adjust the travel routes that they're used to, in most cases it is not anticipated that these will add more than a few minutes of driving time. Concerns regarding added diversion to people driving were most prominently received for Option 2 and 3 in Segment 3. The recommendation to City Council's Infrastructure and Environment Committee is to proceed with Option 1 in Segment 3 which does not change street operations.</p>
<p>Concerned that an option will push traffic to "x" street. What consideration has been given to other streets?</p>	<p>Concerns regarding traffic shifting to other local streets, particularly for Option 2 in Segment 1, and for Option 2 and 3 in Segment 3, were common. The project team took a neighbourhood level approach to traffic circulation in option development. The team collected, reviewed, and mapped historical and new traffic data across the neighbourhood. All options proposed were reviewed from the perspective of reducing non-local traffic in the neighbourhood at large. Based on analysis of existing and proposed travel patterns as well as other factors, notable increases in traffic on adjacent streets are not anticipated.</p> <p>It takes time for people to adjust to changes and in the 12-18 months following installation the project team will collect, monitor, and evaluate data after installation and continue to collect feedback from the community to address any issues that arise. If issues arise and there are operational challenges, the project team will consider measures to address them. Some examples include turn or through restrictions, additional safety improvements, signage, etc.</p>
<p>Please consider additional safety improvements to address poor stop sign compliance and/or speeding at "x" intersection or on "x" street.</p>	<p>Requests for additional safety measures have been received for many streets adjacent to the proposed route. In response to these requests, curb extensions at intersections of Rockwell Avenue and Prescott Avenue, Rockwell Avenue and Blackthorn Avenue, and others are under review for addition to the project. A review of stop sign visibility will be completed at locations identified through public feedback and additional improvements will be considered.</p>

Segment 1: Silverthorn Avenue from Rogers Road to St Clair Avenue West, Blackthorn Avenue from Rogers Road to Rockwell Avenue

The feedback and questions included below pertain to Segment 1.

Question or Feedback	Response
<p>Please fix the intersection of Silverthorn Avenue and Rockwell Avenue with signalization.</p>	<p>Signalization has been reviewed and is not warranted at this location given the existing traffic volumes. Due to relatively low volumes, a signal is likely to increase delay for all road users. Moreover, given the offset nature of the intersection and history of non-compliance, signalization is not anticipated to achieve the project's goals.</p>

Question or Feedback	Response
Concerned regarding driveway access for the cross-section of Silverthorn Avenue between Rowntree Avenue and Turnberry Avenue in Option 2.	In response to public feedback on Option 2, on Silverthorn Avenue between Rowntree Avenue and Turnberry Avenue, the parking has been changed from adjacent to the southbound contra-flow on the west side to adjacent to the curb on the west side to improve driveway access.
Please consider improvements to neighbourhood access for people turning left from the north-east, particularly for school buses accessing General Mercer P.S.	In response to public feedback, a southbound left-turn exception for school buses will be added to the intersection of Rockwell Avenue and Old Weston Road. A westbound left-turn lane at Blackthorn Avenue and Rogers Road is under review.

Segment 2: Hounslow Heath Road from St. Clair Avenue West to Laughton Avenue

The feedback and questions included below pertain to Segment 2.

Question or Feedback	Response
The road surface on Hounslow Heath Road is poor.	Local road resurfacing is planned for Hounslow Heath Road as part of ongoing State of Good Repair works in 2025.
Changes proposed in Segment 2 are insufficient and more improvements for the comfort and safety of pedestrians and cyclists are needed. Several suggestions were provided for adding cycling infrastructure and reducing non-local traffic.	This option was proposed as a 'lighter touch' option as it is anticipated that the traffic diversion proposed in Segment 1 Option 2 will contribute to reducing volumes on this street. As part of Phase 1 implementation, the project team will collect data, monitor, and evaluate the volumes and speeds on Hounslow Heath Road. Phase 2 of the project will provide an opportunity to re-visit Segment 2 incorporating the findings from monitoring and evaluation, and feedback from the community received as part of Phase 1.
Several suggestions were provided to include additional road safety improvements at intersections along Hounslow Heath Road, including to add a stop sign at Spring Grove Avenue.	Suggestions for road safety improvements along the project corridor are under review and study by the project team for inclusion in the design, pending feasibility, adherence to City policies and guidelines, and appropriateness to achieve project goals. A curb extension has been proposed as part of the design at Spring Grove Avenue. In response to public feedback, an all-way stop is under review at the intersection of Spring Grove Avenue and Hounslow Heath Road.

Segment 3: Laughton Avenue from St Clair Avenue West to Davenport Road

The feedback and questions included below pertain to Segment 3.

Question or Feedback	Response
Changes proposed for Option 1 are insufficient and more improvements for the comfort and safety of pedestrians and cyclists are needed. Several suggestions were provided for adding cycling infrastructure and reducing non-local traffic.	Option 1 was proposed as a 'lighter touch' option. The recommendation to Infrastructure and Environment Committee is to proceed with Option 1 in Segment 3. It is anticipated that the traffic diversion proposed in Segment 1 Option 2 will contribute to reducing volumes on this street. During Phase 1 implementation, the project team will collect data, monitor, and evaluate the volumes and speeds on Laughton Avenue. Phase 2 of the project will provide an opportunity to re-visit Segment 3 incorporating the findings

Question or Feedback	Response
<p>Several suggestions were provided to include additional road safety improvements at intersections along Segment 3. Specifically, requests were received to realign the intersection of Connolly Street and Laughton Avenue, add a crossing at Rutland Street and Laughton Avenue, and install crossings at Exeter Street and Laughton Avenue.</p>	<p>from monitoring and evaluation, and feedback from the community received as part of Phase 1.</p> <p>Suggestions for road safety improvements along the project corridor are under review and study by the project team for inclusion in the design pending feasibility, adherence to City policies and guidelines, and appropriateness to achieve project goals.</p> <p>Note:</p> <ul style="list-style-type: none"> - Laughton Avenue and Connolly Street is considered for re-alignment with ‘quick-build’ materials - A crossing of Laughton Avenue on the north side of the intersection of Rutland Street has been included - All stop signs along the corridor will be reviewed for visibility/sight line issues and modifications proposed <p>In response to public feedback:</p> <ul style="list-style-type: none"> - East-west crossings of Laughton Avenue are under review at Exeter Street and Hounslow Heath Road - An all-way stop and/or other improvements are being considered at the intersection of Talbot Street and Laughton Avenue

For questions about this report, please contact:

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