



Silverthorn Cycling Connections

Public Consultation Report – Phase 1
March 2024



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Consultation Summary

Public consultation and delivery for Silverthorn Cycling Connections is separated into two phases. This consultation summary covers Phase 1 for proposed changes on Silverthorn Avenue from Rogers Road to St. Clair Avenue West, Blackthorn Avenue from Rogers Road to Rockwell Avenue, Hounslow Heath Road, and Laughton Avenue.

Phase 1 is divided into three segments:

Segment 1 proposes changes along Silverthorn Avenue from Rogers Road to St Clair Avenue West with associated changes on Blackthorn Avenue from Rogers Road to Rockwell Avenue;

Segment 2 proposes changes along Hounslow Heath Road from St Clair Avenue West to Laughton Avenue; and

Segment 3 proposes changes along Laughton Avenue from St Clair Avenue West to Davenport Road.

Various communication tools were used to inform the public about the project and interest groups, residents and community members were asked to provide feedback on proposed changes. Three (3) one-on-one interest group meetings were conducted from December 2023 to February 2024 to identify loading, access and road safety needs for General Mercer Junior Public School and St. Paul VI Catholic School. For the broader community, 12,497 notices were delivered by Canada Post 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 were received.

The survey asked the community about priorities for proposed changes. The findings show that the community supports road safety measures with pedestrian safety, safety for people cycling and reducing excessive speeding indicated as top three priorities. In addition, when asked what features they would like to see in the project, the top three answers included more greening, improved safety for vulnerable road users at intersections, and separated cycle tracks and dedicated bike lanes.

The survey also asked for feedback on the proposed changes and options. The results are summarized below by segment.

For Segment 1, two options were proposed, and the results leaned supportive for both options. In Option 1, 40% of respondents were 'supportive' or 'very supportive' and 32% were 'unsupportive' or 'very unsupportive' of the proposed changes. Concerns about Option 1 were about insufficient safety measures for vulnerable road users; however, other community members liked that Option 1 maintains existing street operations. For Option 2, 51% of respondents were 'supportive' or 'very supportive' of the proposal and 39% were 'unsupportive' or 'very unsupportive'. Concerns about Option 2 included increased travel time for residents who drive, shifting traffic to adjacent streets, and related road safety issues on those adjacent streets. Community members in support of Option 2 liked the reduction in non-local traffic and frequently noted the need for road safety improvements at intersections, particularly at Silverthorn Avenue and Rockwell Avenue.

For Segment 2, there was only one option and the results leaned supportive of the proposed changes. 54% of respondents were 'supportive' or 'very supportive' of the proposed changes and 26% were 'unsupportive' or 'very unsupportive.' Many noted that proposed changes are non

disruptive to existing street operations, however, others noted that not enough road safety measures were proposed for this segment.

For Segment 3, the results for all three options proposed leaned unsupportive. For Option 1 and Option 3, they leaned strongly towards unsupportive, while for Option 2, the results were more balanced between unsupportive and supportive. For Option 1, 31% of respondents were 'supportive' or 'very supportive' and 45% were 'unsupportive' or 'very unsupportive' of the proposed changes; for Option 2, this was 41% and 44%, respectively; and for Option 3, this was 28% and 50%, respectively. A key concern with Option 1 was that the road safety improvements proposed were insufficient, while those in support favoured maintaining existing street operations. While Option 2 received support due to the proposed continuous bike lane, concerns for both Option 2 and 3 included added inconvenience, travel time, or indirect access for drivers and those living north of St Clair Avenue West for school pick-up and drop-off.

Following consideration of public feedback as well as technical and policy considerations, changes have been made to the proposal and a final recommendation has been developed to proceed to City Council's Infrastructure and Environment Committee for approval. A separate document has been prepared to provide responses to some of the most common questions and feedback. This document can be found on the project website.

After installation, data collection, evaluation, and further communications with the public and interest groups is planned as part of monitoring changes and providing updates on the implementation of the project.

More information about the recommendation to City Council's Infrastructure and Environment Committee meeting on March 27th, 2024, next steps, and the project overall can be found at toronto.ca/Silverthorn.

Project Overview



Map of Phase 1 of the Silverthorn Cycling Connections project and its 3 segments.

In 2024, road resurfacing is planned on Silverthorn Avenue from Rockwell Avenue to St. Clair Avenue West. Road resurfacing provides once in 25-year opportunity to make changes to improve road safety. Silverthorn Cycling Connections proposes changes as part of the planned road resurfacing to fulfill the City’s commitment to the Vision Zero Road Safety Plan, which aims to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone, and the Cycling Network Plan.

The City Council-approved 2022-2024 Cycling Network Plan’s Near-Term Program identifies Silverthorn Avenue, Laughton Avenue, and Hounslow Heath Road for cycling improvements to connect destinations and neighbouring cycling routes from Davenport Road to Rogers Road. Due to ongoing Fairbank Silverthorn Storm Trunk Sewer System works, the project will be advanced in two phases to avoid implementation conflicts. Implementation in 2024 is part of Phase 1 which proposes cycling, pedestrian and road safety upgrades between Davenport Road and Rogers Road on Silverthorn Avenue, Blackthorn Avenue, Hounslow Health Road and Laughton Avenue.

The focus of this report is on Phase 1 consultation. In Phase 2, the City will complete a second phase of consultation for extending cycling connections and road safety improvements from Rogers Road to Eglinton Avenue West after the Fairbank Silverthorn Storm Trunk Sewer System work in the area is complete.

Overview of Communications and Consultation Activities

Communication Activities

- A variety of methods were used to notify people of the project and opportunities to participate:
- Project web page: toronto.ca/Silverthorn
- Notice delivered through Canada Post (12,497 addresses in the project area)
- Email to community interest groups including residents’ associations, community groups, organizations, institutions and elected officials (19 contacts)
- Social media posts @TO_Cycling
- Notice translated into Portuguese

Consultation Activities

Comments were received from the public and community interest groups through a variety of consultation and engagement activities. These activities are summarized in the table below.

Activity	Date	Participation
Public Drop-in Meeting	January 30, 2024	60 attendees
Online Survey	January 16 – February 13, 2024	390 responses
Three individual community interest group meetings	December 2023 – February 2024	St. Paul VI Catholic School General Mercer Junior Public School General Mercer Junior Public School Council
Email/Phone	January 16 – February 13, 2024	7 phone calls 22 emails



Photo from the public drop-in event on Tuesday, January 30, 2024 at St Paul VI Catholic School.

What We Heard

Common themes and feedback emerged from the consultation activities, including the survey, phone calls, emails, and public drop-in meeting. The following provides a high-level summary of the themes heard by consultation activity participants. A detailed breakdown of comments heard by interest groups and the public can be found in subsequent sections.

Segment 1:

A key theme was support for road safety improvements including bikeways, but particularly at intersections such as at Silverthorn Avenue and Rockwell Avenue

A key theme was a desire to maintain existing street operations, often with concern over street direction changes in Option 2 and possible impacts to travel times, direct access for drivers and congestion on surrounding major routes

There was some concern that changes, particularly in Option 2, would direct traffic to other neighbourhood streets and near schools

Segment 2:

Many respondents liked that the proposed changes are non-disruptive to existing street operations

Many respondents found that the proposal did not have enough road safety measures or improvements for people walking and cycling and asked for the project to include dedicated cycling facilities, traffic calming, curb extensions, etc.

For Segment 3:

A key concern for Option 2 and 3 was added inconvenience, commute time, or reduced direct access for drivers, including possible impacts to congestion on surrounding major routes

Some respondents were concerned that Option 3 was confusing for drivers, and others felt it was not worth it for a short stretch of dedicated bike lane

Some respondents liked Option 2 due to its continuous bike lane

In general, the feedback reflected that participants in favour of the proposed cycling infrastructure prefer dedicated bikeways over shared lane markings where possible. Conversely, some respondents are opposed to changes generally and do not believe the volume of people cycling justifies the proposed changes to these streets. Respondents also want to see connections to other cycling facilities, including the West Toronto Railpath.

Overall, the community and community interest groups frequently identified existing safety issues in the neighbourhood and were in support of seeing road safety measures, specifically intersection safety improvements, increased safety measures around school areas and parks, dedicated cycling infrastructure, and vehicle speed reduction and traffic calming measures.

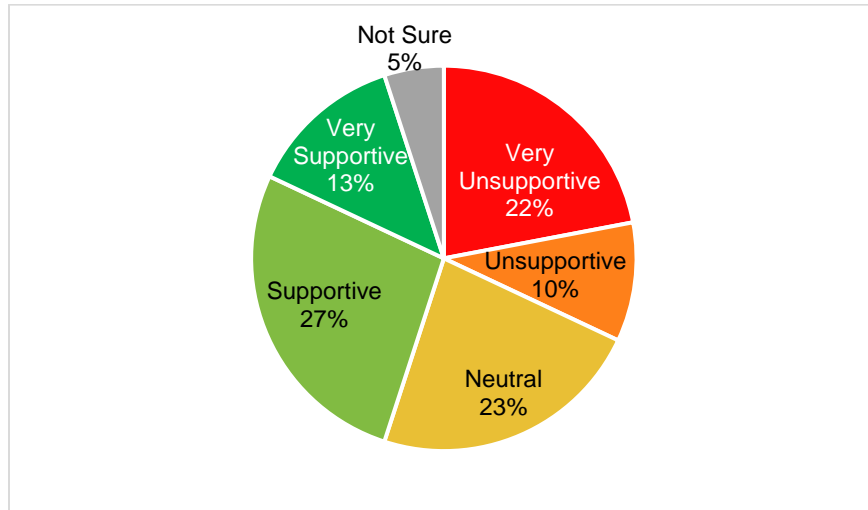
Feedback Survey

The survey was available online and in print format and included background information on the project. Questions included multi-choice or multi-select responses in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See Appendix for survey participant profile.

Responses received to each question are presented in this section by segment (Segment 1, 2 and 3).

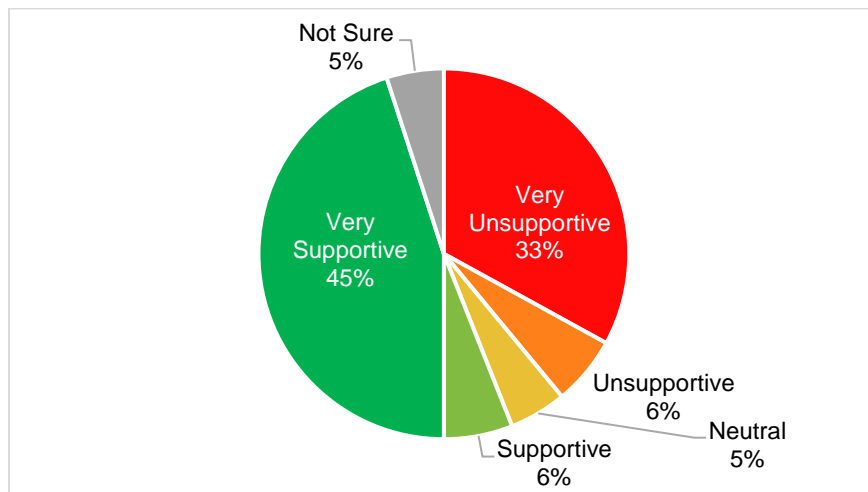
Segment 1 – Silverthorn Avenue and Blackthorn Avenue from Rogers Road to St Clair Avenue West

Question – Are you supportive of Option 1 on Silverthorn Avenue from Rogers Road to St Clair Avenue West?



Survey responses for Segment 1, Option 1 (contraflow bikeway; maintaining existing street operations) leaned supportive of proposed changes. Results indicated 40% of respondents were either 'very supportive' or 'supportive' and 32% were either 'very unsupportive' or 'unsupportive' of the proposed changes in Option 1.

Question – Are you supportive of Option 2 on Silverthorn Avenue and Blackthorn Avenue from Rogers Road to St Clair Avenue West?



Survey responses for Segment 1, Option 2 (contraflow bikeway; changing vehicle travel directions north of Rockwell Avenue) leaned supportive of proposed changes. Results indicated 51% of respondents were either 'very supportive' or 'supportive' and 39% were either 'very unsupportive' or 'unsupportive' of the proposed changes in Option 2.

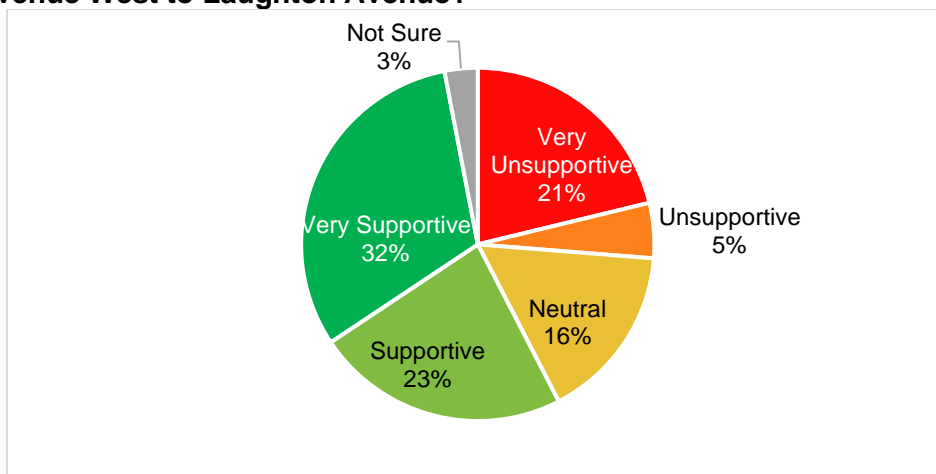
When asked to provide additional comments on Segment 1 and Option 1 and/or Option 2, the following comments were received and are summarized below.

Topic	Comment Summary
Cycling infrastructure and people cycling	<p>Option 2 is preferred so people cycling can travel north and south on Blackthorn Avenue and Silverthorn Avenue, respectively on dedicated cycling infrastructure as opposed to in a shared lane</p> <p>Add cycling infrastructure south of Rockwell Avenue on Blackthorn Avenue</p> <p>Add wayfinding signage directing people cycling to the nearby bridge over the railway line</p> <p>Provide a cycling connection to the West Toronto Railpath</p> <p>Consider a cycling connection to Carleton Village Public School</p> <p>Add cycling connections on Osler Avenue and Pryor Avenue</p> <p>The northbound cycling facility on Blackthorn Avenue in Option 2 ends at an unsignalized intersection at Rogers Road meaning that a northbound to westbound left turn will be difficult for cyclists</p> <p>Ensure there is enough space for people cycling, people driving and people parking on Silverthorn Avenue between Rowntree Avenue and Turnberry Avenue</p> <p>Delivery vehicles may block the cycling facilities</p> <p>There are not enough people cycling to warrant this proposal</p> <p>People do not bike in the winter</p>
Left-turn access from Rogers Road	<p>Improve neighbourhood access for people driving from the north-east</p> <p>Allow southbound left-turns from Old Weston Road onto Rowntree Avenue, Turnberry Avenue or Rockwell Avenue</p> <p>Do not prefer to perform an unsignalized left-turn at Blackthorn Avenue or Rosethorn Avenue; these turns feel more dangerous for people driving</p>
Option 2 increases road safety	<p>Limits non-local vehicle access</p> <p>Reduces speeding</p>
Option 2 is inconvenient for people driving and may increase traffic on other streets	<p>Makes school pick-up and drop-off difficult for people driving</p> <p>Difficult for people driving to access Helen Ave</p> <p>Limits access and increase inconveniences for residents that drive</p> <p>Limits access to Rogers Rd</p> <p>Adds to commute time for people driving, especially when delivery vehicles are parked or it is garbage pick-up day</p> <p>Changes existing road operations</p> <p>Increases vehicle accidents, confusion, and general non-compliance</p> <p>Increases congestion on Rogers Road and St Clair Avenue West</p> <p>Diverts traffic onto Blackthorn Avenue, Rosethorn Avenue, Turnberry Avenue</p>
Parking	<p>Do not remove residential permit parking</p> <p>Add more parking where possible</p>
People driving and road safety	<p>Non-compliance issues on Silverthorn Avenue; people drive northbound when they are not permitted to; increase compliance</p> <p>People driving do not at stop signs along the corridor (e.g., at Howick Avenue, Prescott Avenue)</p> <p>People driving speed through the neighbourhood (e.g., on Rockwell Avenue)</p> <p>Install speed humps on Howick Avenue</p>
Silverthorn Avenue and	<p>Existing configuration forces people driving to cross-over into oncoming traffic when turning; traffic flow is confusing</p>

Topic	Comment Summary
Rockwell Avenue Intersection	Feel unsafe navigating through this intersection walking or on bike Cars are often parked in the middle of the intersection Improve visibility; it is currently very poor Consider additional enforcement Upgrade it to a signalized intersection Option 2 is preferred because of the safety improvements at this intersection

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

Question - Are you supportive of the proposed changes on Hounslow Heath Road from St. Clair Avenue West to Laughton Avenue?



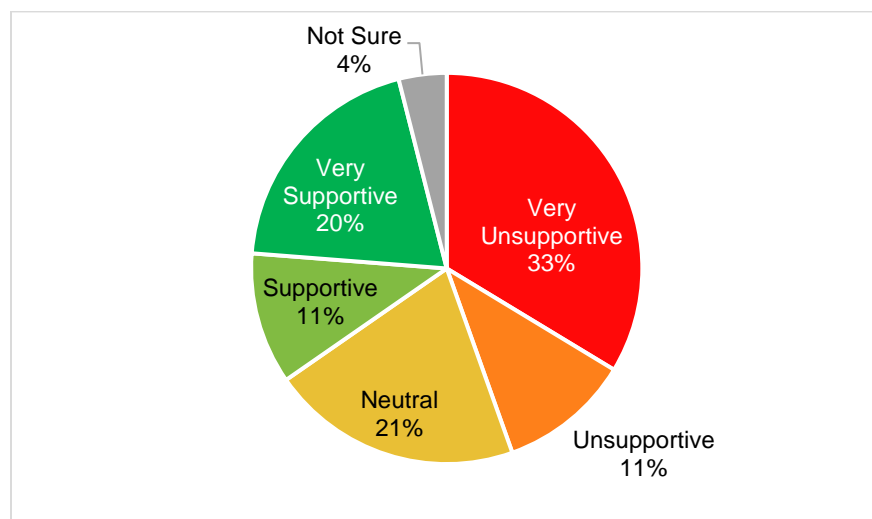
Survey responses for Segment 2 (shared lane markings; maintaining existing street operations) leaned supportive of proposed changes. Results indicated 55% of respondents were either 'very supportive' or 'supportive' and 26% were either 'very unsupportive' or 'unsupportive' of the proposed changes in Segment 2.

When asked to provide additional comments on Segment 2, the following comments were received and are summarized below.

Topic	Comment Summary
Cycling infrastructure	Shared lane markings are not adequate; consider dedicated cycling infrastructure Not in support of adding wayfinding markings Remove parking and add dedicated cycling infrastructure; people cycling do not feel safe travelling next to parked cars
Road safety	Consider additional traffic calming and speed reduction measures (e.g., enforcement and curb extensions) Consider making this segment one-way; road is too narrow for parking, two-way vehicle travel and people cycling Repave the road Improve the left-turn for people driving from Laughton Avenue onto Hounslow Heath Road when travelling northbound Improve visibility at the blind corner on Hounslow Heath Road Add a stop sign along Hounslow Heath Road at Spring Grove Avenue Improve the bollards in front of Wallace Espresso by creating a fence or a wall

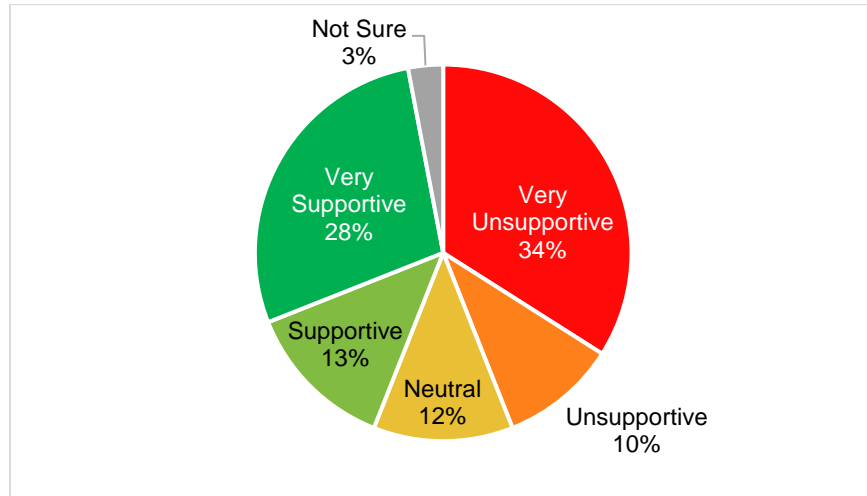
Segment 3 – Laughton Avenue from St. Clair Avenue West to Davenport Road

Question – Are you supportive of Option 1 on Laughton Avenue from St. Clair Avenue West to Davenport Road?



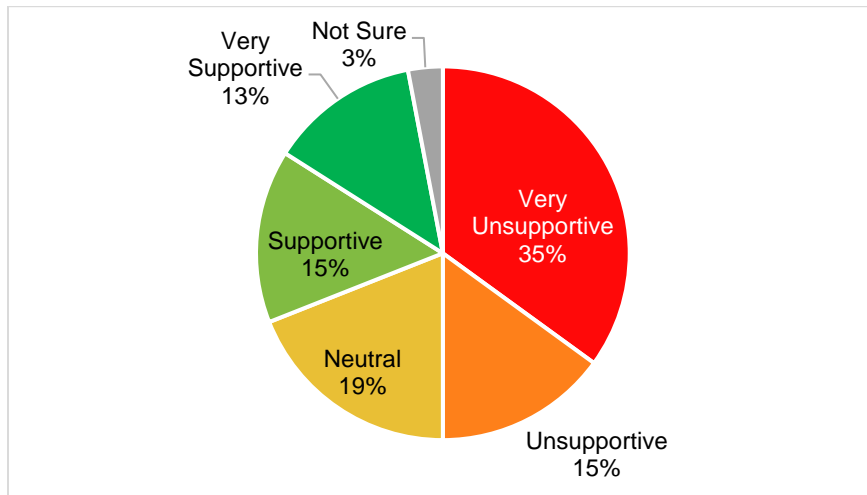
Survey responses for Segment 3, Option 1 (shared lane markings; maintaining existing street operations) leaned unsupportive of proposed changes. Results indicated 31% of respondents were either 'very supportive' or 'supportive' and 44% were either 'very unsupportive' or 'unsupportive' of the proposed changes in Option 1.

Question – Are you supportive of Option 2 on Laughton Avenue from St. Clair Avenue West to Davenport Road?



Survey responses for Segment 3, Option 2 (contraflow bikeway and shared lane markings; changing vehicle travel directions) were mixed. Results indicated 41% of respondents were either 'very supportive' or 'supportive' and 44% were either 'very unsupportive' or 'unsupportive' of the proposed changes in Option 2.

Question – Are you supportive of Option 3 on Laughton Avenue from St. Clair Avenue West to Davenport Road?



Survey responses for Segment 3, Option 3 (contraflow bikeway and shared lane markings; changing vehicle travel directions; different configuration to Option 2) leaned unsupportive of proposed changes. Results indicated 28% of respondents were either 'very supportive' or 'supportive' and 50% were either 'very unsupportive' or 'unsupportive' of the proposed changes in Option 3.

When asked to provide additional comments on Segment 3 and Option 1, Option 2 and/or Option 3, the following comments were received and are summarized below.

Topic	Comment Summary
Cycling infrastructure and people cycling	<p>Option 1 (shared lane markings) is not sufficient for cycling improvements; people driving speed on these streets and it will not be safe for people cycling</p> <p>Option 2 is preferred; prioritize people cycling with a continuous bikeway</p> <p>The contraflow lane should be changed to northbound as it is uphill and people cycling may have worse experience sharing the road northbound</p> <p>Option 3 introduces a lot of change for a very small contraflow bikeway; does not seem worth the trade-offs</p> <p>Consider removing parking for more space for people cycling</p> <p>Install the bikeway on Rutland Street and Wiltshire Avenue instead</p>
One-way suggestions	<p>Make Hounslow Heath Road one-way and Rutland Street the opposite direction</p> <p>Make Laughton Avenue from Hounslow Heath Road to St Clair Avenue W one-way and maintain two-way traffic on Laughton Avenue from Hounslow Heath Road to Davenport Road</p> <p>Extend the northbound-only section in Option 3 from Connolly Street to Exeter Street to restrict southbound cut-through traffic</p> <p>Add a cycling-only block on Laughton Avenue between Rutland Street and Connolly Street to provide continuity with Wadsworth Park</p>
Option 2 reduces cut-through traffic	<p>Option 2 reduces cut-through traffic, and reduces concern of cut-throughs on Rutland Street</p> <p>Need to reduce cut-through traffic given new developments in the area</p>
Option 2 and 3 are inconvenient for people driving and may increase traffic on other streets	<p>The street direction changes will make it difficult for people driving to travel in the area</p> <p>Maintain two-way vehicle traffic on Laughton Avenue; it is important to access community amenities (e.g., Carlton Village PS, Wadsworth Park parks)</p> <p>Changes isolate people living on Exter Street and Talbot Street</p> <p>Makes travel difficult between Davenport Road and St Clair Avenue W</p> <p>Forces more traffic onto St Clair Avenue W and other major streets, which are already congested</p> <p>Option 2 may create a route for people driving northbound to avoid Caledonia Park Rd</p> <p>Consider an advance left-turn signal at Davenport Road to facilitate southbound vehicle movements and minimize pedestrian collisions at Symington Avenue intersection</p> <p>Option 3 may divert traffic onto Rutland Street, Wiltshire Avenue and other streets; increased traffic may warrant a new traffic signal at Wiltshire Avenue and Davenport Road</p>

Topic	Comment Summary
People driving and road safety	<p>Compliance:</p> <ul style="list-style-type: none"> ○ Compliance in Option 3 may be low for people driving; may not comply with the one-way block ○ Option 3 seems less confusing than Option 2 for people driving ○ People driving do not comply with stop signs on Laughton Avenue <p>Speeding:</p> <ul style="list-style-type: none"> ○ Reduce vehicle speeds on this segment ○ Option 2 may increase vehicle speeds as it will be easier to drive faster on a one-way street ○ People driving speed towards the green light at Davenport Road / St. Clair Avenue W intersection given the short block <p>Schools:</p> <ul style="list-style-type: none"> ○ Road safety measures are needed as this section is near the two schools ○ Add barriers in front of the school to safely separate pedestrians from the street <p>Intersections:</p> <ul style="list-style-type: none"> ○ Explore opportunities to realign the Connolly Street and Laughton Avenue intersection ○ Improve safety at Hounslow Heath Road, Laughton Avenue and Exeter Street intersection <p>Improve road safety on Laughton Avenue; consider bump-outs, separated bike lanes, increased enforcement</p> <p>Improve road safety on Laughton Avenue, Hounslow Heath Rd, Rutland Street and Connolly Street; include higher speed humps, curb cuts and painted crosswalks at all sides of the intersections</p> <p>Add a specific traffic calming measure at Laughton Avenue and Pelham Avenue; consider an intervention that will narrow the street at the stop sign</p> <p>Support turning Laughton Avenue into a one-way street in Option 2; vehicle travel lanes are too narrow for people driving to travel both ways</p>

Public Drop-in Event

At the January 30, 2024 public drop-in event, attendees were able to view information panels about the project, provide comments on project roll plan maps, and speak with members of the project team. The same materials were made available on the public webpage. Participant comments are summarized in the table below.

Topic	Comment Summary
Compliance	People driving may go through the diverters
Congestion	<p>High volume of traffic on Rogers Road; proposal may make this worse</p> <p>Proposal may add to travel time for people driving</p> <p>Consider traffic impacts associated with the new developments</p> <p>People driving are forced on certain routes because of the railway constraint to the east of the project limits</p> <p>Concerned about non-local traffic infiltration in the neighbourhood</p>

Topic	Comment Summary
<p>People cycling and cycling connections</p>	<p>Increase enforcement; people cycling need to follow speed limit and rules of the road</p> <p>People cycling do not use bikeways; there are not enough people cycling to justify this project</p> <p>People cycling and people driving who are reversing out of their driveways may come into conflict; may be more difficult to back out of driveways</p> <p>Do not support the bikeway</p> <p>Wheel-Trans and delivery vehicles may block the bikeway and the road for people driving</p> <p>Connect bikeway to the West Toronto Railpath, Kingsley Avenue, Pelham Avenue and Carlton Village Public School</p> <p>Add bike signals at intersections: Rogers Road and Silverthorn Avenue; Laughton Avenue and Davenport Road; Hounslow Heath Road and Davenport Road; and at St Clair Avenue West</p> <p>Add bike share station outside of or within the park (Segment 3)</p>
<p>People driving and road safety</p>	<p>Intersections:</p> <ul style="list-style-type: none"> ○ Improve visibility at Laughton Avenue and Rutland Street intersection ○ Support the addition of zebra crossings in the proposal; more painted crosswalks are needed for Segment 3 ○ Add a crossing across Laughton Avenue at Rutland Street and the park ○ Install a safe crossing at Exeter Street ○ Improve all of the crosswalks on Laughton Avenue <p>Speeding and traffic:</p> <ul style="list-style-type: none"> ○ Proposal may increase traffic in the neighbourhood ○ Reduce speeding and conflicts on Blackthorn Avenue ○ Increase speed enforcement measures ○ Reduce speeding at intersections ○ People driving may cut through Howick Avenue; install speed humps on Howick Avenue ○ Add speed humps on Connolly Street and Wiltshire Avenue ○ Maintain two-way traffic on Laughton Avenue ○ Add speed cameras ○ People driving may use the laneways or Rutland Street and Wiltshire Avenue to cut through in Segment 3, Option 2 and 3 <p>Install bollards outside of the butcher shop at Rowntree Avenue and Silverthorn Avenue to prevent vehicles driving through pedestrian ramps</p> <p>In support of the safety measures in Segment 1 Option 2</p> <p>Address traffic volume and congestion issues on St Clair Avenue W</p> <p>Maintain access to Exeter Street</p> <p>Maintain access to Davenport Road for people who live in the neighbourhood north of St Clair Avenue W</p> <p>Install curb cuts at Exeter Street and Laughton Avenue in all options</p>

Topic	Comment Summary
Rockwell Ave and Silverthorn Ave Intersection	<p>Improve the intersection of Rockwell Avenue and Silverthorn Avenue without changing traffic flow; add lights; add a crosswalk</p> <p>Option 1 does not do enough to improve safety at Rockwell Avenue and Silverthorn Avenue intersection</p> <p>In support of the safety measures in Segment 1 Option 2; traffic diverter may slow down people cycling; a pedestrian crossing is needed here</p>
Schools	<p>Pick-up and drop-off areas are chaotic with people parking</p> <p>Concerned about traffic diversions onto Osler Street near the school</p> <p>Maintain existing traffic on Laughton Avenue to support pick-up and drop-off at St Paul IV Catholic School</p> <p>Add better pavement markings for pick-up and drop-off areas</p> <p>Assign crossing guards to direct traffic near schools</p>
TTC	TTC busses use Laughton Avenue as an alternative route; maintain access for TTC vehicles
Turn Maneuvers	<p>In Option 1 and 2 (Segment 1), people driving will not have a signalized left from Rogers Road; improve Rogers Road and its turn lanes to allow people driving to more easily access their neighbourhood from the north-east</p> <p>Allow left turns on Rockwell Avenue, Rowntree Avenue and Turnberry Avenue when driving south on Old Weston Road</p>
Other	Maintain access for emergency services

Community Interest Group Feedback

The comments received through meetings with community interest groups are summarized below.

Topic	Comment Summary
General Mercer Junior Public School	<p>Many students are bussed into the school; design for school bus travel</p> <p>People driving currently mainly use Turnberry Avenue for pick-up and drop-off</p> <p>Pick-up and drop-off times are challenging for street operations</p> <p>Add crossing guards at all intersections near the school</p> <p>Add school safety signage</p> <p>Many young children in the neighbourhood and concerned for road safety</p>
Parking	<p>Increase parking enforcement along the corridor, particularly at intersections</p> <p>People park in intersections and in front of the convenience store at Rockwell Avenue and Silverthorn Avenue, which blocks sightlines and decreases visibility for pedestrians crossing the street</p>
People cycling	Good opportunity to add cycling infrastructure; area is growing
People driving	<p>Consider neighbourhood-scale traffic impacts</p> <p>Worried about Option 2 sending more people driving onto Rosethorn Avenue, Turnberry Avenue and/or Blackthorn Avenue as well as other neighbourhood streets, look at possible improvements to these streets</p> <p>Area is already congested and difficult for buses to arrive on time; concerned this proposal may add to this</p>

Topic	Comment Summary
Road safety	Reduce speeding and improve stop sign compliance Improve intersection safety at all Silverthorn Avenue intersections, especially at Rockwell Ave, and at all intersections along Rockwell Ave Add larger stop signs, pedestrian crossovers (PXOs) and/or flashing lights along Silverthorn Avenue
St Paul VI Catholic School	Maintain vehicle access and bus loading; avoid conflicts with people cycling Develop and circulate construction management plan if diversions are needed during installation No bus loop on property, busses queue on Hounslow Heath Road Converting Laughton Avenue to one-way may improve traffic flow in front of school; provide clear signage and enforcement at the start
Timing	Coordinate installation with St Clair Avenue W streetcar work

Additional Feedback

The comments received through phone and email are summarized by theme below.

Theme	Comments
Additional Streets	Consider safety measures at Chambers Avenue and Howick Avenue intersection; there is a steep corner turn from one to the other and there is not appropriate street width to accommodate this turn, two lanes of vehicle traffic and parked cars. People driving also use this route as a cut-through and are often travelling at excessive speeds There is a lot of congestion and long travel times in the area along the major streets Consider adding speed humps to slow down people driving on Chambers Avenue and Howick Avenue Concerned about rerouting traffic onto other streets when vehicle traffic direction changes are installed
Cycling Connections	Provide a better connection to the West Toronto Railpath Consider Osler St instead of Hounslow Heath Road or Laughton Avenue to better connect to the West Toronto Railpath Supportive of a north-south connection to Davenport Road and Dupont Street Consider adding cycling infrastructure on streets south of Davenport Road, including Laughton Avenue, Pelham Avenue, Osler Street and Cariboo Avenue Consider adding cycling infrastructure on Symington Avenue Add wayfinding signage that indicates where nearby cycling routes (i.e., Davenport Road, West Toronto Railpath, etc.) exist Provide a connection to the Innes Bridge Improve the connection from High Park
Compliance	People driving do not stop at stop signs People driving travel illegally northbound on Silverthorn Avenue north of St Clair Avenue West
Greening	Indicate where trees, permeable surfaces, benches and water fountains are being added
Intersections	Add an east-west pedestrian crossing on the north side of Rutland Street and Laughton Avenue

Theme	Comments
	<p>Add left-turn boxes and shared lane markings for people cycling at Laughton Avenue and Davenport Road</p> <p>Option 2 and 3 in Segment 3 may put additional pressure at Davenport Road and Wiltshire Avenue intersection; this intersection is already dangerous without a bike lane</p> <p>Improve crosswalks along Laughton Avenue</p> <p>In support of safety measures at Rockwell Avenue and Silverthorn Avenue</p>
Cycling Demand	<p>There is not enough demand from people cycling to justify this project and the proposed changes</p> <p>Not many people cycle in this neighbourhood</p>
Segment 1	<p>Option 1</p> <ul style="list-style-type: none"> ○ Allows for the safe travel of people cycling while maintaining existing road operations for people driving <p>Option 2</p> <ul style="list-style-type: none"> ○ In support of this option ○ Improve safety along the road and intersections of Prescott Avenue, especially if this option is chosen ○ Increased traffic on Prescott Avenue is a concern ○ Increased traffic on Rosethorn Avenue near the elementary school is a concern ○ Altering the flow of traffic in the neighbourhood ○ Creating congestion when there is a parked, stopped or loading vehicle; there is already a lot of congestion on the nearby section of St Clair Avenue W at Old Weston Rd ○ Making it difficult to back out of driveways as the parking is set to the other side of the road <p>Do not limit driveway access</p> <p>Do not remove parking</p> <p>Consider improving winter maintenance (snow clearing) operations</p> <p>Maintain Silverthorn Avenue in its current form</p>
Segment 3	<p>Consider putting the bike lane on Wiltshire Avenue and Rutland Street instead of Laughton Avenue as it is more desirable for people cycling</p> <p>Option 1</p> <ul style="list-style-type: none"> ○ In support as it is the least disruptive to existing street operations <p>Option 2</p> <ul style="list-style-type: none"> ○ Unclear for people cycling that the route requires turning from Hounslow Heath Road onto Laughton Avenue or the reverse ○ Adding travel time for people driving who live in the neighbourhood as it may force them to drive on St Clair Avenue W and increase carbon emissions ○ May increase vehicle speeds as two-way traffic seems to slow drivers down <p>Option 3:</p> <ul style="list-style-type: none"> ○ End up sending more traffic onto Rutland Street than intended ○ Creates more traffic and increase vehicles speeding on Wiltshire Avenue, Rutland Street and Hounslow Heath Road ○ Shared lane markings may not provide enough protection for people cycling in Option 1 and 3 ○ Adding travel time for people driving who live in the neighbourhood and increase carbon emissions

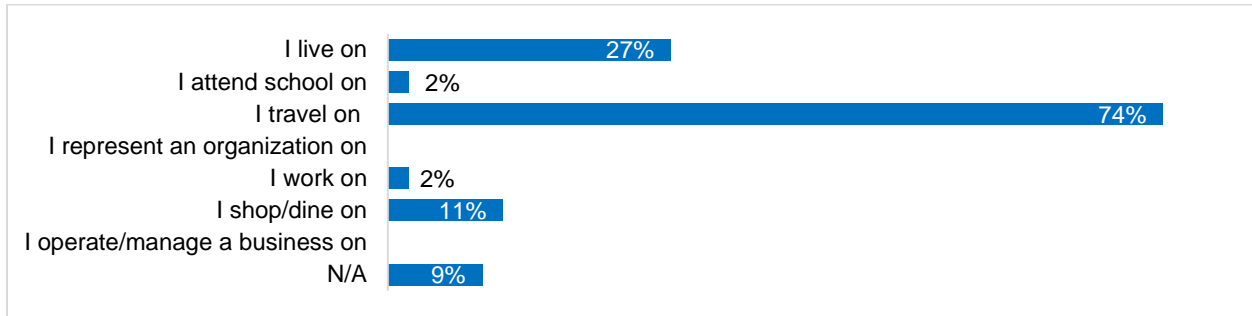
Theme	Comments
	<ul style="list-style-type: none"> ○ Consider a 'No Turns' restriction on Laughton Avenue to stop additional traffic in front of the school ○ Compliance may be low around the park in Option 3 <p>A one-way may push southbound traffic to Osler Street, where there is Carlton Village PS; this may create more congestion and decrease safety for children</p> <p>Maintain two way-traffic on Laughton Avenue</p> <p>There is already cut-through traffic on Laughton Avenue</p> <p>The existing speed humps on Rutland Street are ineffective at calming vehicle traffic; raise them</p> <p>Include new speed humps where possible</p> <p>Prioritize safety on Laughton Avenue because of pedestrian traffic and school children</p> <p>Consider possible increases in laneway vehicle traffic</p> <p>Maintain access to Dupont Street to allow people driving to exit the neighbourhood easily</p> <p>Need more data about existing traffic volumes on Rutland Street and Wiltshire Avenue</p>
St. Paul VI Catholic School	<p>School pick-up and drop-off is busy and chaotic with busses and parents</p> <p>Consider a one-way loop for pick-up and drop-off by making the very north stretch of Laughton Avenue one-way (i.e., just south of St Clair Avenue West before the school parking lot)</p> <p>Encourage parents to walk children to school instead of driving</p>

Appendices

Appendix A: Survey Participant Profile

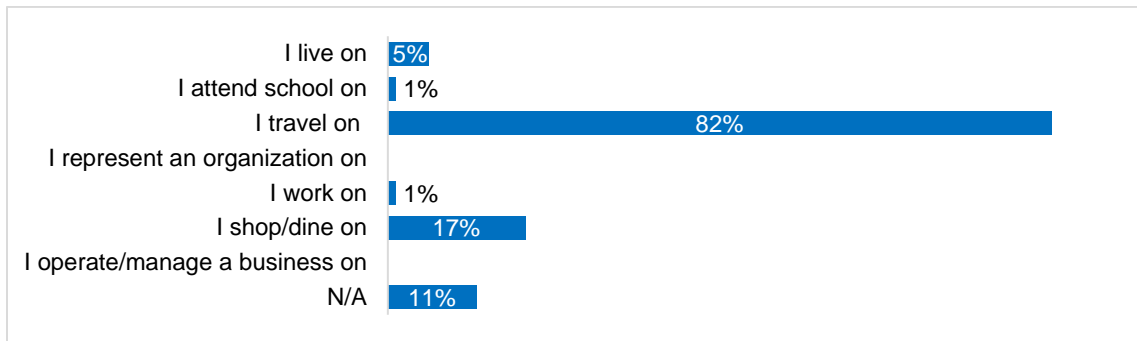
The following questions were in the 'About You' section of the survey available online from January 16 to February 13, 2024.

Question - Which statements describe your relationship to Silverthorn Avenue from Rogers Road to St. Clair Avenue West? Select all that apply.



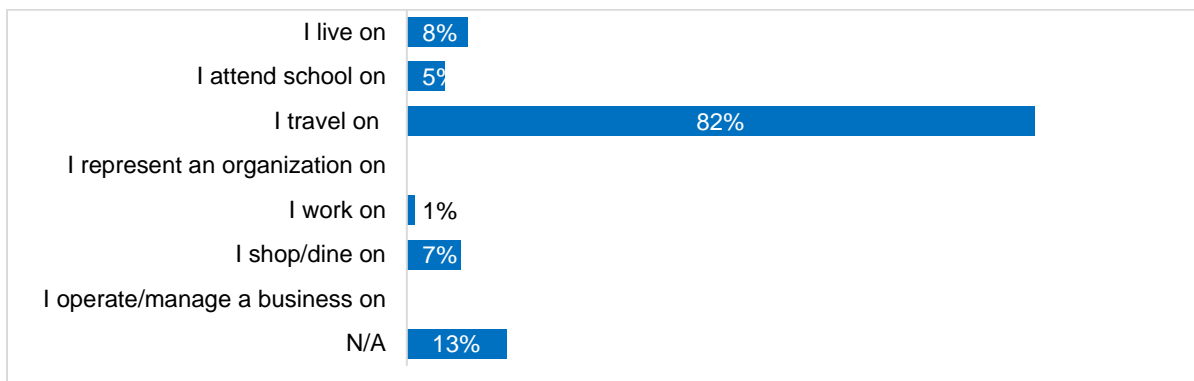
Majority of the respondents travel on Silverthorn Avenue and a large portion also live on the street.

Question - Which statements describe your relationship to Hounslow Heath Road from Rogers Road to St. Clair Avenue West? Select all that apply.



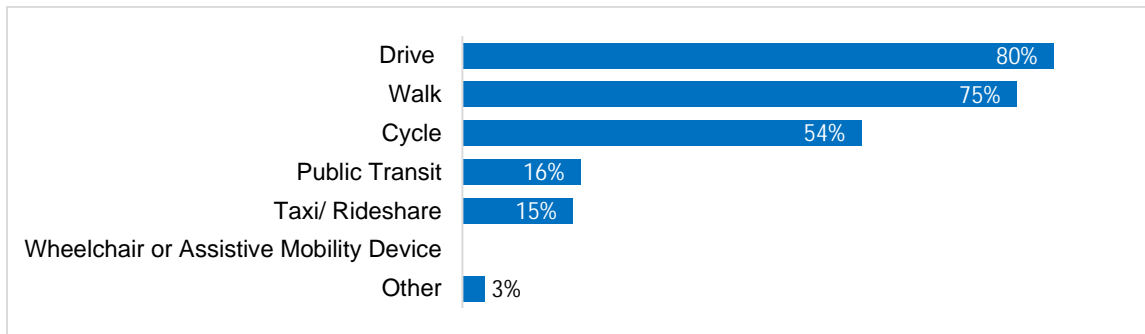
A majority of respondents travel on Hounslow Heath Rd.

Question - Which statements describe your relationship to Laughton Avenue from Rogers Road to St. Clair Avenue West? Select all that apply.



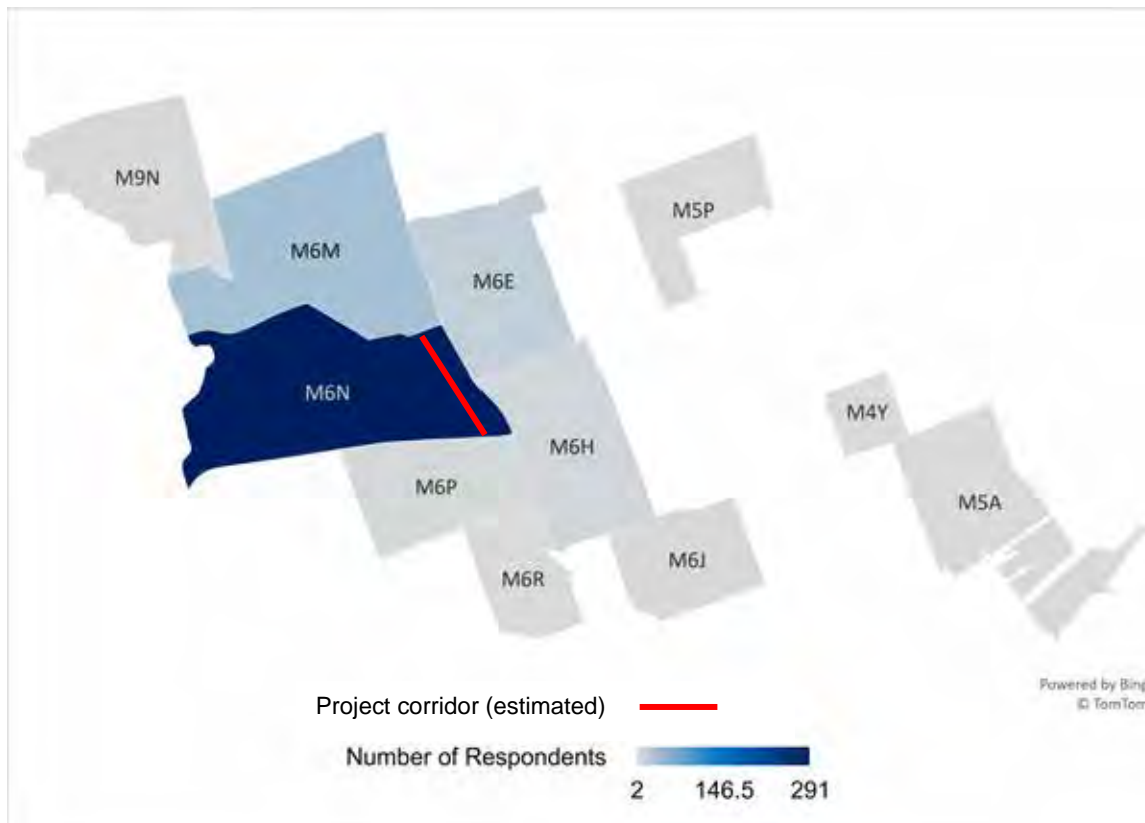
A majority of respondents travel on Laughton Avenue.

Question - How do you typically travel on or around Hounslow Heath Road, Laughton Avenue and Silverthorn Avenue, from Rogers Road to St. Clair Avenue West?



Survey respondents mainly drive, walk and cycle along or near the project corridor; however, some noted that they take public transit and taxi/rideshare.

Question - What are the first 3 digits of your postal code?



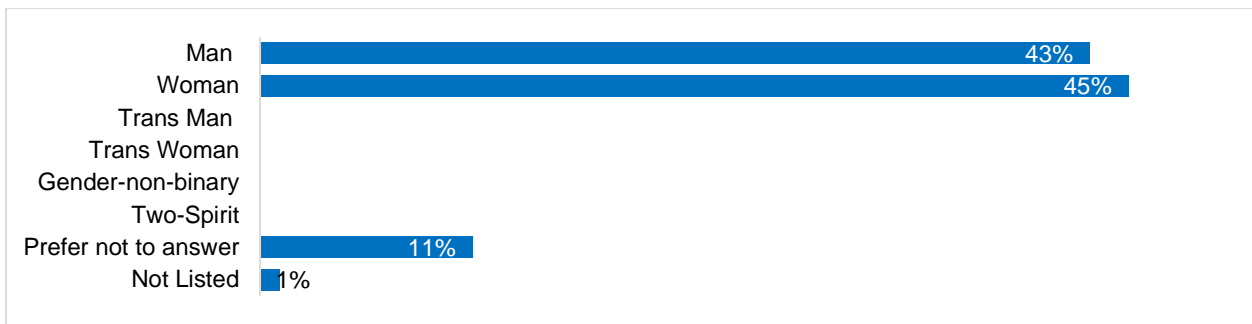
The majority of respondents came from the M6N area code which is within the study area and along the project corridor. Specifically, M6N covers the area where the project is proposed, including Laughton Avenue, Hounslow Heath Road and Silverthorn Avenue from Davenport Road to Rogers Road, as well as the surrounding streets. The second largest portion of respondents are from the M6M area, which is located at the northern end of the project corridor, largely north of Rogers Road.

Question - What is your age?



The majority of responses came from people between the ages of 30 and 54.

Question – What best describes your gender?



Most of the respondents identified as either a man or a woman.