



Public Consultation Report Deauville Lane Intersection Improvements

September 2019

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1.0 Project Overview

1.1 Summary

This report summarizes consultation activities and feedback received in May and June 2019 regarding Vision Zero improvements being designed for two intersections in Flemingdon Park. They are along Deauville Lane at St. Dennis Drive and Grenoble Drive.

1.2 Background

In 2013, the St. Dennis Drive and Deauville Lane intersection was identified as the second most dangerous intersection in Toronto. Vehicles speeding and turning led to severe incidents involving pedestrians.

In 2016, The City of Toronto released the Complete Streets Guidelines which state that streets should safely accommodate all users – people walking, cycling, using transit and driving – and also enhance local neighbourhood character. In 2018, the City of Toronto issued Guidelines on Right-Turn Channels, recommending their removal where feasible because they are not accessible for people with low or no vision.

In 2018, Toronto City Council, as part of the Vision Zero Road Safety Plan, authorized the development of 10 intersection improvements across the city that can model the Complete Streets approach. Two were identified in Flemingdon Park on Deauville Lane. The City of Toronto's Vision Zero Road Safety Plan includes engineering improvements to protect vulnerable users —people walking, children, older adults and people on bicycles. Intersection Safety Improvements in Flemingdon Park are part of the Vision Zero Road Safety Plan which aims to eliminate collisions that result in death and serious injury.

1.3 Project Area

The project is located in Flemingdon Park near Don Mills and Overlea Boulevard, at the intersections of:

- Deauville Lane and St. Dennis Drive
- Deauville Lane and Grenoble Drive



1.3 Notification

Notification about the public event and opportunity to provide feedback was sent to all residents and businesses using Canada Post direct mail routes between the boundaries of Eglinton Avenue East (north), Don Valley Parkway (south and east), and Don Mills Road (west).

A range of notification methods were used to inform local residents and stakeholders about the project and public event, listed below:

- Project website www.toronto.ca/DeauvilleIntersections (May 28, 2019)
- Print newsletter sent to 6,125 addresses, including translated contact information in Urdu, Farsi, Slovak, Simplified Chinese, and Arabic (May 28, 2019)
- Email to stakeholder list including 60 local organizations, and local government representatives (May 28, 2019)
- Social media posts via @GetInvolvedTO @TorontoCycling and direct messages posted on social media pages for local groups
- Posters placed at intersections of Deauville Lane and St. Dennis Drive and Grenoble Drive intersections

>>Appendix A provides a copy of the event newsletter.

1.4 Activities

The following consultation and engagement activities were used to share information and receive feedback from local residents and stakeholders:

Activity	Date	# of participants
Comment Form (online + hard copy)	May 28 – July 2, 2019	44
Public Event	June 12, 2019	21
Program drop-in presentations at Dennis R. Timbrell Resource Centre	June 12, 2019	ESL Class: 12 Seniors: 35 Flemo Media: 4
Presentation at Don Mills Neighbourhood Improvement Area Roundtable	June 26, 2019	25
Email, phone and mail correspondence	May 28 – July 2, 2019	2
Total contacts		143

The online and hard copy comment form described the intersection improvements and asked respondents to identify their current concerns about each intersection, and what improvements they would be most interested to have at each intersection. Space was provided for additional comments, and collection of optional demographic information.

A public drop-in event took place on June 12, 2019, from 4:00 to 8:00p.m. at the Dennis R. Timbrell Resource Centre at 29 St. Dennis Drive in Flemingdon Park. Translators speaking Urdu and Slovak were available at the event, and voice translation was also available via the Microsoft Translate application software. A total of 21 people signed-in at the event, and comments were received through discussion with the project team, or documented in comments forms.



City Staff shared project information in brief presentations to community centre programs on June 12, and attended the Don Mills Neighbourhood Improvement Roundtable on June 26, 2019. Participants were able to ask questions and make comments directly to City Staff and were provided information to complete the comment form via hard copy, or online via the project website.

>>Appendix B provides a copy of the comment form.

>>Appendix C provides a copy of the information display boards.

2.0 Feedback Summary

2.1 Public event

In-person conversations with members of the project team reflected the following comments and questions:

Comments

- General
 - o Support for removal of dedicated right-turn channels
 - o General project support
- Design
 - o Request to add more benches and places to sit, people hang out in front of the community centre after school
 - o It is difficult to make left-turns at Deauville Lane and St. Dennis Drive
- Cycling
 - o Need to ensure barriers between cyclists and pedestrians/cars are visible so people don't drive over or trip on them
 - o Bike lanes are currently not frequently used
 - o
- Concerns
 - o Cyclists on the side walk are dangerous
 - o This project will create more congestion
 - o Cars will hit bikes
 - o Project does not solve cut through traffic
 - o Project is not necessary
- Other
 - o Linkwood and Spanbridge intersection is dangerous
 - o Linkwood Lane requires resurfacing

Questions

- Will traffic increase?
- When will construction take place?
- How is traffic managed during construction?

2.2 Phone and Email

A total of 2 communications were received via email, and no phone calls were received. All comments were reviewed and recorded by City staff for consideration.

Comments described:

- Support for the improvements to be constructed to create 'complete intersection'
- Requests for construction timeline to be accelerated
- Comments about collisions observed at St. Dennis and Deauville Lane
- Comments outside the project scope regarding street art in the neighbourhood

2.3 Drop-in presentations

Comments and questions received at drop-in presentations are summarized below.

Comments

- General project support
 - o Encourages children to feel safe riding bikes
 - o Improves public realm and encourages civic pride
- Education
 - o Requests for education of cyclists, drivers, and pedestrians on how to use the bike lanes or travel alongside them
- Design considerations
 - o Incorporating rails on benches to aid seniors sitting down and getting up
 - o Include garbage receptacles
 - o Include no smoking signs

Questions

- What are the expected increases to traffic congestion?
- What are the impacts to TTC stops?
- What are the considerations for snow clearing?

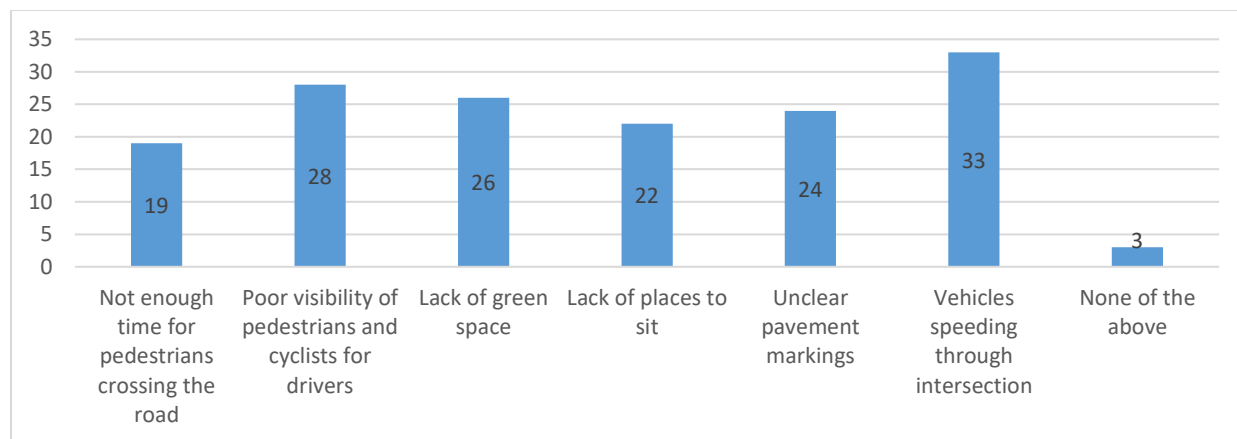
2.4 Comment Form

Responses received via online and hard-copy comment forms are summarized below.

>>Appendix B provides a copy of the comment form.

DEAUVILLE LANE & ST. DENNIS DRIVE

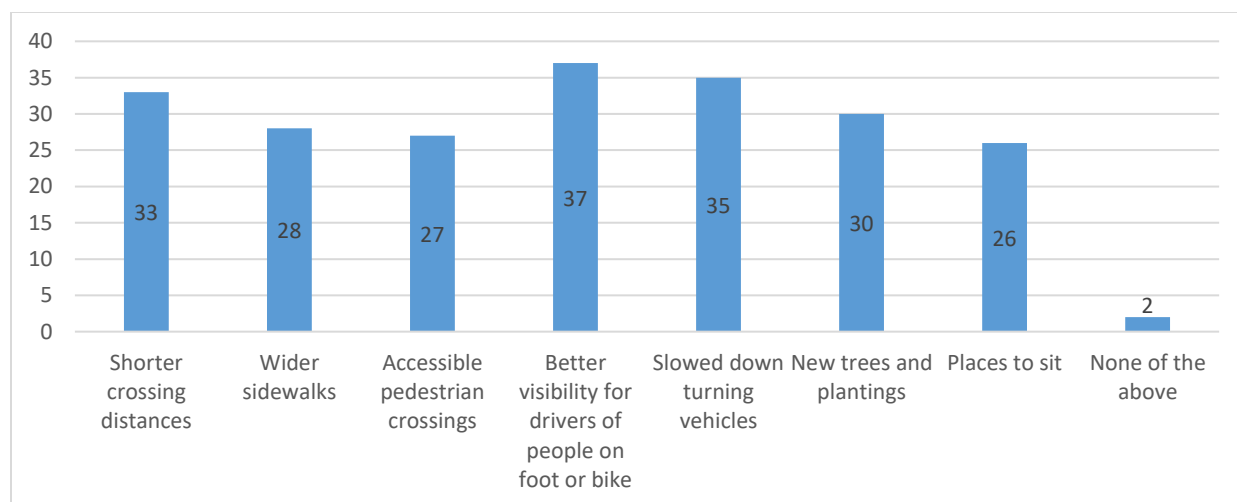
1. What are your concerns about the existing intersection conditions at Deauville Lane & St. Dennis Drive?



Respondents were able to select multiple responses to question 1.

Vehicles speeding through the Deauville Lane and St. Dennis Drive intersection received the highest amount of concern from respondents, followed by similar levels of concern for poor visibility of pedestrians and cyclist for drivers, lack of green space, unclear pavement markings, and lack of places to sit.

2. What improvements are you most interested to have at Deauville Lane & St. Dennis Drive?



Respondents were able to select multiple responses to question 2.

Similar levels of interest were selected for all Deauville Lane and St. Dennis Drive intersection improvements, with better visibility for drivers of people on foot or bike, and slowed down turning vehicles receiving highest levels of support.

Additional Comments

Additional comments received regarding existing conditions and improvements to the Deauville Lane and St. Dennis Drive intersection are summarized below.

Existing Conditions

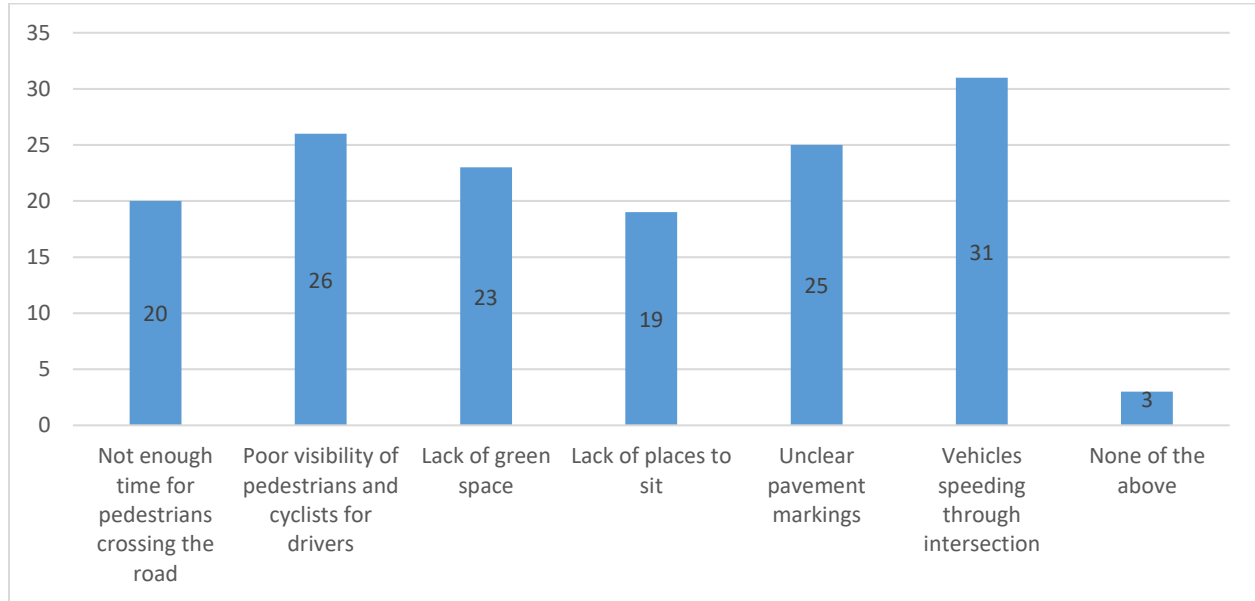
- Design
 - o Not enough separation between cyclists and drivers.
 - o Current right-turn lane creates a mixing zone where both drivers and cyclists need to look over their shoulder for the other
 - o The current roadway is too wide at the intersection to permit safe pedestrian crossings
 - o Simpler crossing needed for drivers and cyclists
- Traffic
 - o High non-local car volume
 - o Cars split up a dense walking neighbourhood needlessly
- Other
 - o Convenient area, easy to get around
 - o Close the St. Dennis underpass to car traffic (bike/pedestrian only) to keep all non-local traffic out of a dense neighbourhood and route all bypass traffic south. Also, build and connect a 4 lane road from Overlea/ Gateway Blvd to a widened Linkwood/redesigned Spanbridge.

Intersection Improvements

- Design
 - o Replace light posts with white bulbs for safety and better visibility at night
 - o Make it more visually pleasing
 - o Create safe places for bikes to wait when turning left
 - o Excited for a true protected intersection design!
 - o Separate cycling infrastructure
 - o More greenery, trees and flowers
 - o Safety first
 - o The tiny islands need some bollards or else vehicles will drive over them
 - o More places to sit
 - o Make sure it is clean, include waste receptacles
 - o Increase sidewalk widths
 - o The design will set a precedent for other intersections in Toronto and represents a massive leap forward in making protected intersections standard across the city
- Traffic
 - o Slower speed limits or a stop sign would help
 - o Slower speeds in general in neighborhood would be a great help
 - o Add red light camera and no right turn on red
 - o Make Deauville Lane one way so traffic can only flow southbound and eliminate bypass traffic along Deauville and Grenoble and keep it limited to St. Dennis and Spanbridge
- Other
 - o Construction timeline should be accelerated

DEAUVILLE LANE & GRENOBLE DRIVE

3. What are your concerns about the existing intersection conditions at Deauville Lane & Grenoble Drive?



Respondents were able to select multiple responses to question 4.

Vehicles speeding through the Deauville Lane and Grenoble Drive intersection received the highest amount of concern, followed by poor visibility of pedestrians and cyclists for drivers, unclear pavement markings, and lack of green space receiving similar levels of concern.

4. What improvements are you most interested to have at Deauville Lane & Grenoble Drive?



Respondents were able to select multiple responses to question 5.

Better visibility for drivers of people on foot or bike received the highest level of support for intersection improvements at the Deauville Lane and Grenoble Drive Intersection, and slowed turning vehicles, new trees and plantings, wider sidewalks and short crossing distances received similar levels of support.

Additional Comments

Additional comments regarding existing conditions and improvements to the Deauville Lane and Grenoble Drive intersection are summarized below.

Existing Conditions

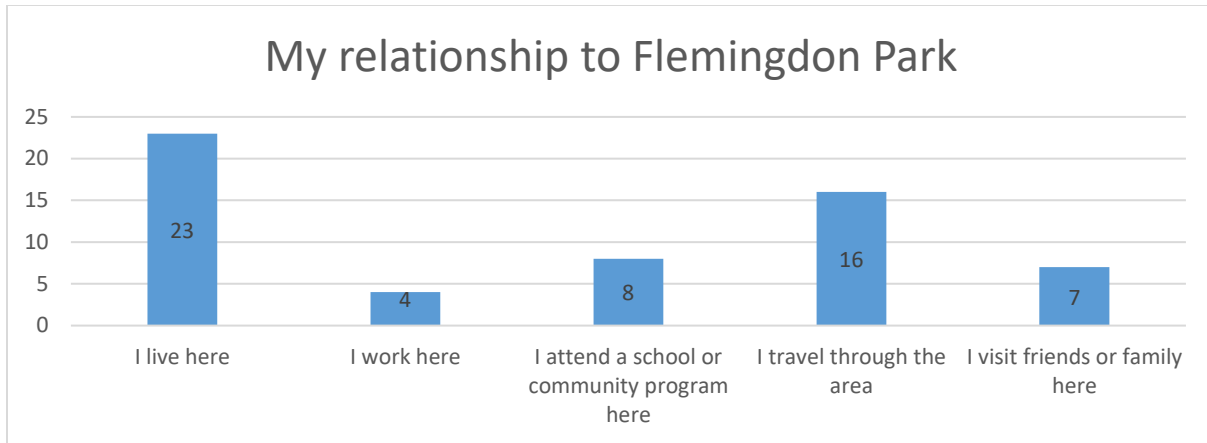
- Design
 - o Not enough separation between drivers and cyclists.
 - o The design of the right turn lanes puts cyclists at risk in the 'mixing zone'. Pavement markings do not protect cyclists.
- Traffic
 - o As is, the volume of traffic, especially at rush hour, is non-stop and completely inappropriate for a residential neighbourhood.

Intersection Improvements

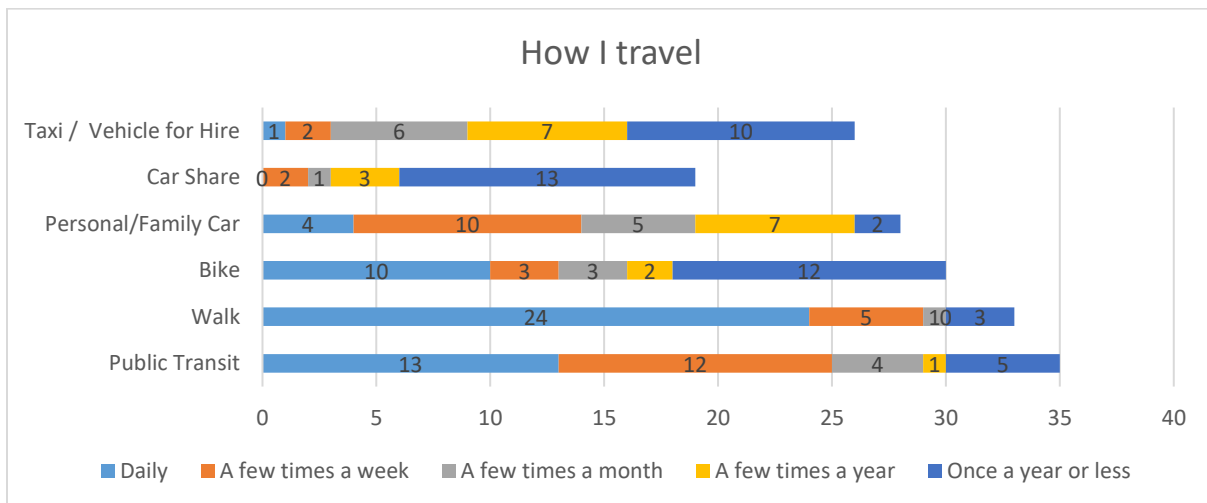
- Design
 - o Separation needed between cyclists and drivers.
 - o No more dashed lines, make it clear to drivers NOT to use bike lane to turn
 - o Replace street lights with white bulbs for better visibility and safety
 - o Intersection improvements will make the intersection look better
 - o Removal of right turn lane is a huge improvement.
 - o Protected bike lanes with a physical separation from cars and buses.
 - o I want the area to be clean
 - o A left turn box for cyclists should be added on the east side of Deauville to improve visibility
 - o We want more places to sit, more flowers, kept clean, and a water fountain
 - o Sidewalk repairs needed for people using shopping carts
- Other
 - o Should not count among the 10 complete intersection projects City Council approved last year
 - o Deauville should become one-way southbound
 - o Linkwood/St. Dennis and Spanbridge/Grenoble intersections are the big problem in this area for pedestrians

3.0 Demographics

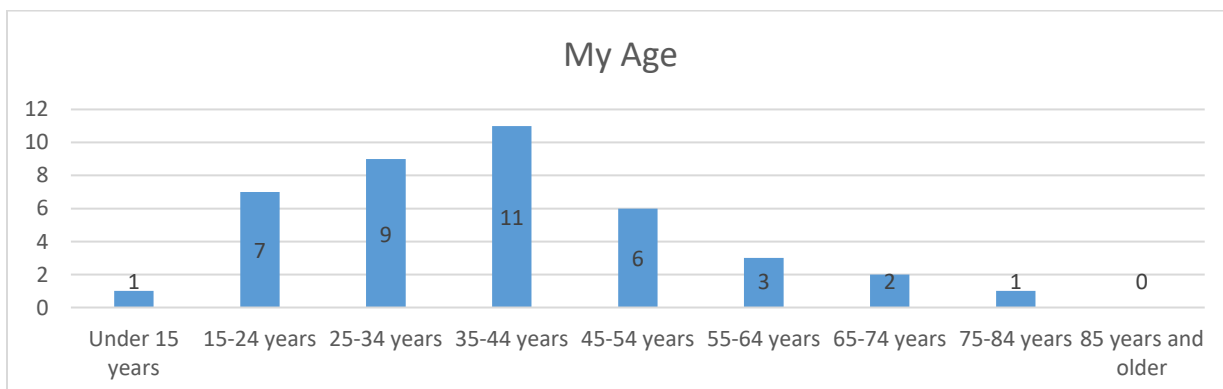
Respondents provided optional demographic information illustrated below.



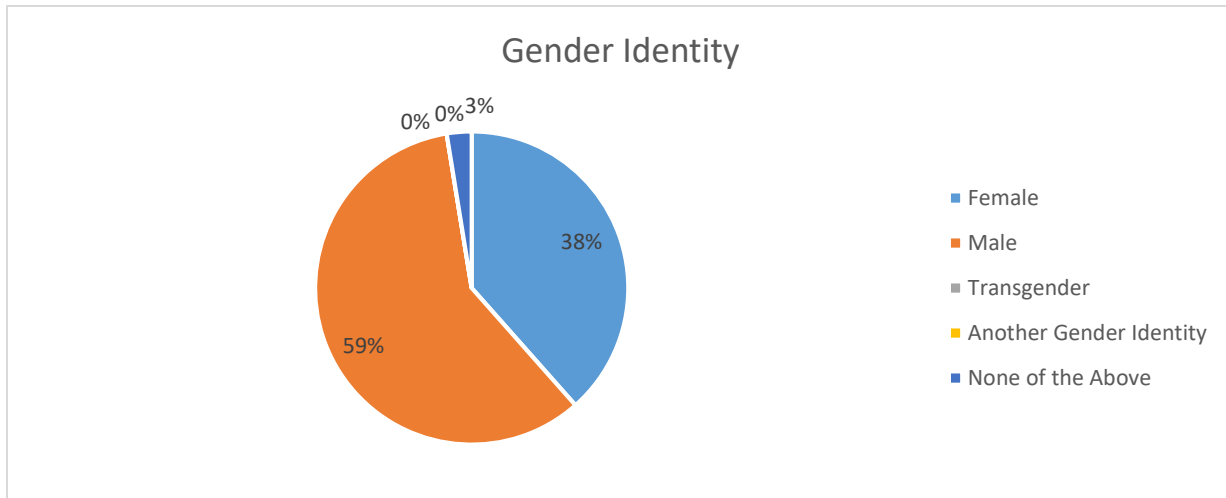
The majority of respondents specified that they live in Flemington Park, followed by those who travel through the area. Some also noted that they shop, buy groceries, use the arena, and visit restaurants in Flemington Park.



Respondents described walking as the mode of travel they used most frequently, followed by public transit and cycling.



Respondents spanned from children to seniors. The highest response rates coming from those ages 35-44 followed by 25-34, and 15-24 years of age.



More men than women completed the comment form.

4.0 Next Steps

City staff reviewed all comments received for consideration in final project designs.

Designs for intersection improvements at Deauville Lane and Grenoble Drive are expected to be complete in 2019, and construction is planned for 2019-2020.

Designs for intersection improvements at Deauville Lane and St. Dennis Drive are expected to be complete in 2019-2020, followed by Council approval in 2020-2021, and construction in 2022.

Public notices will be issued prior to construction.

Appendix A: Event Newsletter

Intersection Improvements on Deauville Lane at St. Dennis Drive and Grenoble Drive



The City of Toronto's Vision Zero Road Safety Plan calls for engineering improvements where they are most needed to protect vulnerable users of our transportation system—people walking, children, older adults and people on bicycles.

Vision Zero improvements are being designed for two intersections in Flemingdon Park and the City wants to hear from you. You are invited to a public drop-in event to speak with the project team, learn more and provide feedback. Information materials and an online comment form will be posted on the project website prior to the event: www.toronto.ca/deauvilleintersections

Date: Wednesday June 12, 2019

Time: 4:00 p.m. – 8:00 p.m.



Place: Dennis R Timbrell Resource Centre, 29 St. Dennis Drive Toronto, M3C 3J3




This venue is wheelchair accessible.

What could these changes mean for you?


Improvements for pedestrians & cyclists

-  • Shorter crossing distances
-  • Wider sidewalks
- Accessible pedestrian crossings
- Slowed down turning vehicles
- Separated turning lane for cyclists

Changes for motor vehicles

-  • Better visibility of people on foot & bike
- Minimal impacts on vehicle travel times
- Separation from pedestrians & cyclists

Public space and green features

-  • New trees and plantings
- Permeable paving materials
- Places to sit

No changes to

- Bus stops or bus routes
- Parking
- Driveway access

NEED MORE INFORMATION? If you have questions please contact us:

Public Consultation Unit	Robyn Shyllit · 416-392-3358 · robyn.shyllit@toronto.ca
TTY Hearing Impaired Service	416-338-0TTY (0889) (7 Days a week, 8:00 am – 5:00 pm, closed holidays)

For assistance reading this notice please call 311. Translators will be available at the public event.

للمساعدة باللغة العربية، رجا الاتصال على الرقم ٣١١

如果需要普通话协助, 请拨 311

برای درخواست کمک در لطفاً با 311 تماس بگیرید.

مدد کے لئے، براہ مہربانی 311 پر کال کریں

Kontaktujte 311 pre pomoc v slovenčine.

Potential Intersection Improvements

These renderings illustrate the potential improvements at each intersection.



Grenoble Drive & Deauville Lane

The right-turn lanes will be replaced by trees, plantings and places to sit. People walking and cycling will have shorter distances to cross the street.



St. Dennis Drive & Deauville Lane

The right-turn lane will be replaced with corner safety islands to slow turning vehicles and separate motor vehicles from people on foot and bike.

People walking and cycling will have shorter distances to cross the street.

www.toronto.ca/DeauvilleIntersections

www.toronto.ca/VisionZeroTO

Appendix B: Comment Form

Intersection Improvements on Deauville Lane at St. Dennis Drive and Grenoble Drive






The City of Toronto's Vision Zero Road Safety Plan calls for engineering improvements where they are most needed to protect vulnerable users of our transportation system—people walking, children, older adults and people on bicycles.

Vision Zero improvements are being designed for two intersections along Deauville Lane in Flemingdon Park at Grenoble Drive and St. Dennis Drive and the City wants to hear from you.






What could these changes mean for you?




Improvements for pedestrians & cyclists

-  • Shorter crossing distances
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-  • Separated turning lane for cyclists

Changes for motor vehicles

-  • Better visibility of people on foot & bike
-  • Minimal impacts on vehicle travel times
-  • Separation from pedestrians & cyclists

Public space and green features

-  • New trees and plantings
-  • Permeable paving materials
-  • Places to sit

No changes to

- Bus stops or bus routes
- Parking
- Driveway access

Provide your comments on pages 2-4 of this form OR via the project website, email, writing, or phone by June 23, 2019.

Robyn.Shyllit@toronto.ca | 416-392-3358

Metro Hall, 55 John Street, 19th Floor. Toronto, ON. M5V 3C6

www.toronto.ca/DeauvilleIntersections

The personal information is collected under the City of Toronto Act, 2006, s. 136(c) and 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. Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakakis 416-392-2990

Deauville Lane & ST. DENNIS DRIVE



Photograph of the current intersection at Deauville Lane & St. Dennis Drive.

The right-turn lanes will be replaced by trees, plantings and places to sit. People walking and cycling will have shorter distances to cross the street.

1. What are your **concerns** about the existing conditions at this intersection?

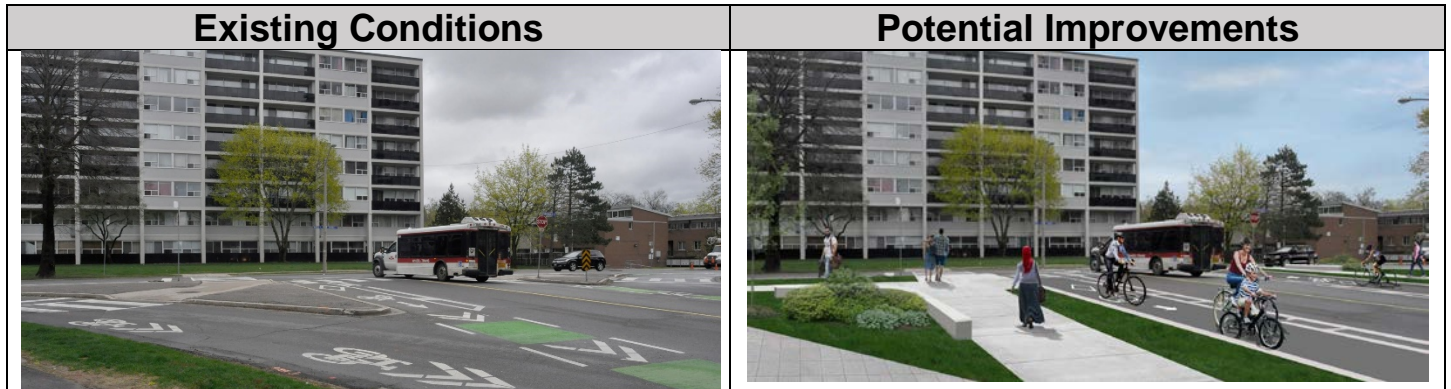
2. What **improvements** are you most interested to have at this intersection?

Concerns (✓ Check all that apply)	
<input type="checkbox"/>	Not enough time for people on foot to cross the road
<input type="checkbox"/>	Poor visibility of pedestrians and cyclists for drivers
<input type="checkbox"/>	Lack of green space
<input type="checkbox"/>	Lack of places to sit
<input type="checkbox"/>	Unclear pavement markings or signage
<input type="checkbox"/>	Vehicles speeding through intersection
<input type="checkbox"/>	Other: (please specify)

Potential Improvements (✓ Check all that apply)	
<input type="checkbox"/>	Shorter crossing distances
<input type="checkbox"/>	Wider sidewalks
<input type="checkbox"/>	Accessible pedestrian crossings
<input type="checkbox"/>	Better visibility for drivers of people on foot or bike
<input type="checkbox"/>	Slowed down turning vehicles
<input type="checkbox"/>	New trees and plantings
<input type="checkbox"/>	Places to sit
<input type="checkbox"/>	Other: (please specify)

Comments

Deauville Lane & GRENABLE DRIVE



Photograph of the current intersection at Deauville Lane & Grenoble Drive.

The right-turn lane will be replaced with corner safety islands to slow turning vehicles and separate vehicles from people on foot and bike. People walking and cycling will have shorter distances to cross the street.

3. What are your **concerns** about the existing conditions at this intersection?

4. What **improvements** are you most interested to have at this intersection?

	Concerns (✓ Check all that apply)
<input type="checkbox"/>	Not enough time for people on foot to cross the road
<input type="checkbox"/>	Poor visibility of pedestrians and cyclists for drivers
<input type="checkbox"/>	Lack of green space
<input type="checkbox"/>	Lack of places to sit
<input type="checkbox"/>	Unclear pavement markings or signage
<input type="checkbox"/>	Vehicles speeding through intersection
<input type="checkbox"/>	Other: (please specify)

	Potential Improvements (✓ Check all that apply)
<input type="checkbox"/>	Shorter crossing distances
<input type="checkbox"/>	Wider sidewalks
<input type="checkbox"/>	Accessible pedestrian crossings
<input type="checkbox"/>	Better visibility for drivers of people on foot or bike
<input type="checkbox"/>	Slowed down turning vehicles
<input type="checkbox"/>	New trees and plantings
<input type="checkbox"/>	Places to sit
<input type="checkbox"/>	Other: (please specify)

Comments

About You (optional)

A) My relationship to Flemingdon Park:

- I live here
- I work here
- I attend a school or community program here
- I travel through the area
- I visit friends or family here
- Other (please specify) _____

B) How I travel:

	Daily	A few times a week	A few times a month	A few times a year	Once a year or less
Public Transit (TTC / GO)					
Walk					
Bicycle					
Car					
Car share (Zipcar, etc.)					
Taxi/Vehicle for Hire (Uber, Lyft, etc)					
Other (please specify)					

C) My Age

- Under 15 years
- 15-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65-74 years
- 75-84 years
- 85 years and older

D) My Gender

- Female
- Male
- Transgender
- Another gender identity: _____

Add me to the list to receive email updates about this project.

Email: _____

Appendix C: Information Display Boards

INTERSECTION IMPROVEMENTS ON DEAUVILLE LANE

**AT ST. DENNIS DRIVE AND
GRENABLE DRIVE**

PUBLIC DROP-IN EVENT

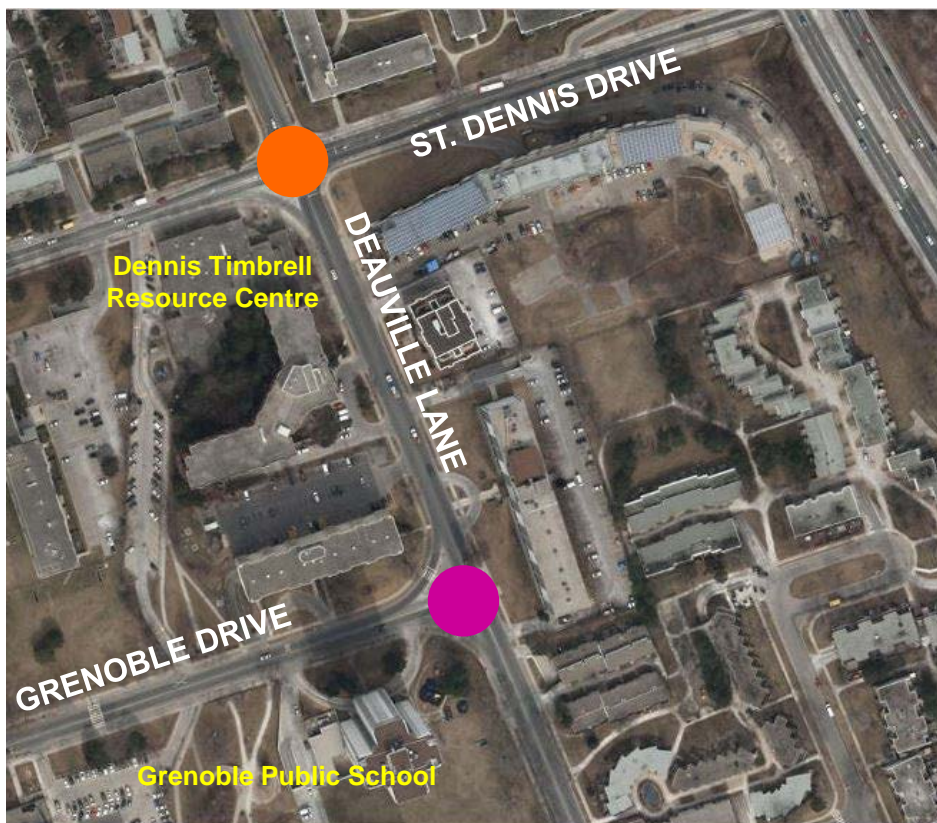
Wednesday, June 12, 2019
4-8pm

PROJECT BACKGROUND

In 2013, the St. Dennis Drive and Deauville Lane intersection was identified as the **second most dangerous intersections in Toronto**. Vehicles speeding and hitting pedestrians while turning led to the most severe incidents.

In 2016, The City of Toronto released the **Complete Streets Guidelines**. They state that streets should safely accommodate all users – people walking, cycling, using transit and driving – and also enhance local neighbourhood character.

In 2018, the City of Toronto issued **Guidelines on Right-Turn Channels**, recommending their removal where feasible because they are not accessible for people with low or no vision.

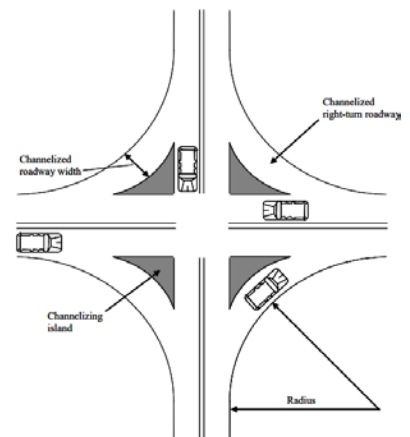
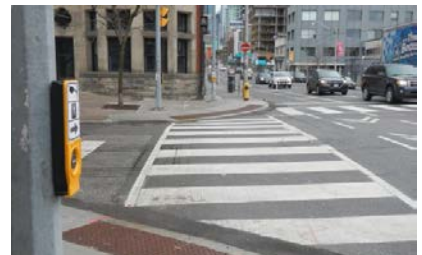


VISION ZERO ROAD SAFETY PLAN

In 2018, Toronto City Council, as part of the **Vision Zero Road Safety Plan**, authorized the development of 10 intersection improvements across the city that can model the Complete Streets approach. Two have been identified in Flemingdon Park on Deauville Lane.

The City of Toronto's Vision Zero Road Safety Plan includes engineering improvements to **protect vulnerable users** —people walking, children, older adults and people on bicycles.

Intersection Safety Improvements are part of the Vision Zero Road Safety Plan which aims to eliminate collisions that result in death and serious injury.



INTERSECTION SAFETY IMPROVEMENTS

Intersection safety improvements provide a number of benefits:



Shorter crossing distances for pedestrians



Improved sight lines for people driving, walking and cycling



Reduced vehicle speeds where vulnerable road users are crossing



Increased sidewalk widths and pedestrian waiting areas at corners



Improved accessibility and user experience for people of all ages and abilities



Opportunities to improve the surrounding public space



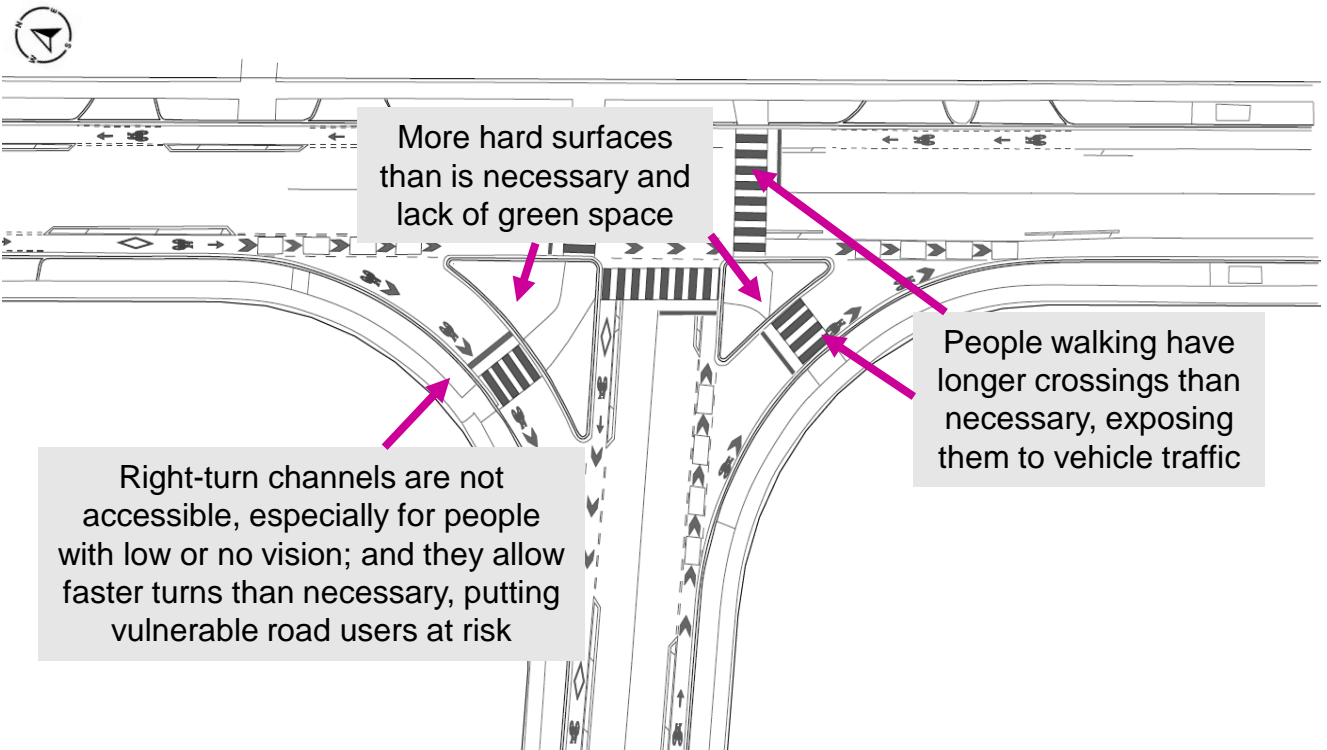
Opportunities to improve conditions for people cycling



Before (left) and after (right) removal of right-turn channels at Dundas St. E. and River St. (2016)

DEAUVILLE LANE and GRENoble DRIVE

Existing Conditions

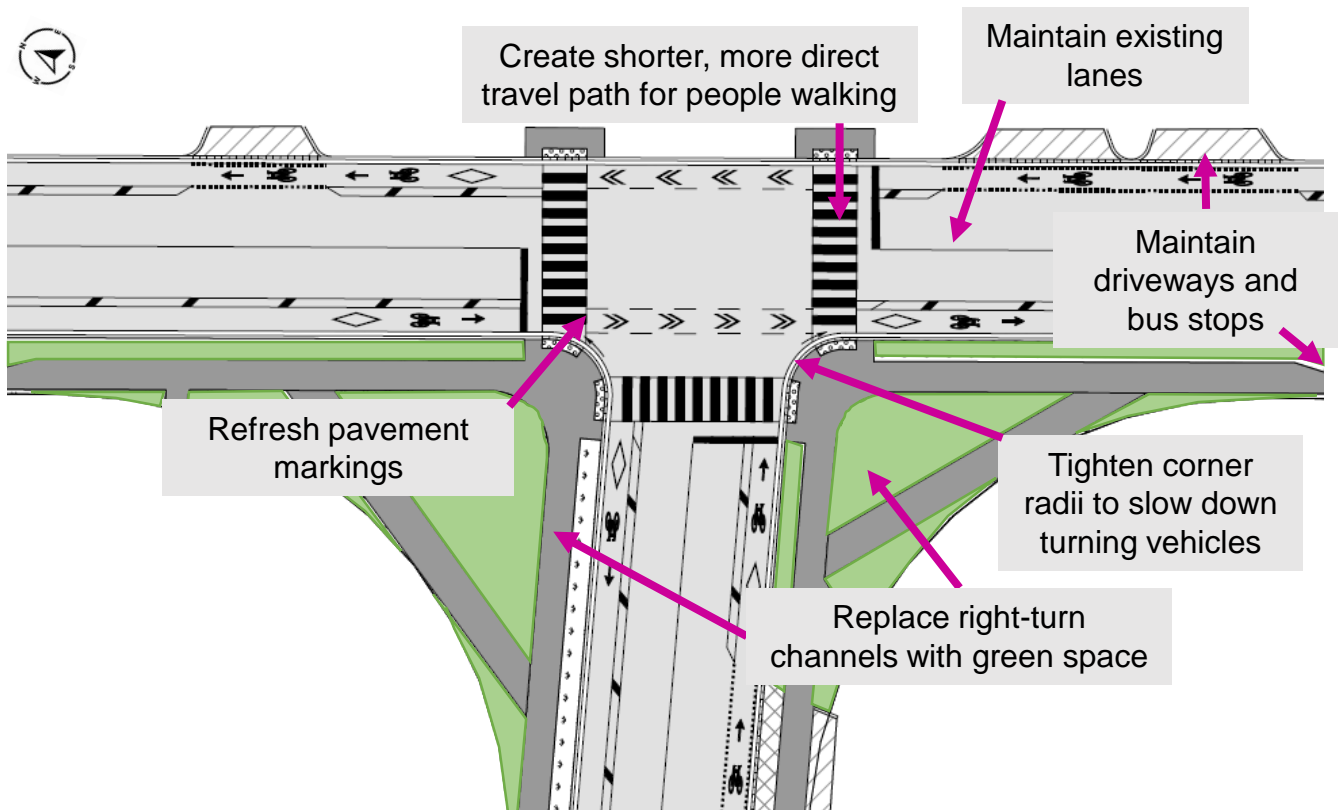


PLANNED INTERSECTION IMPROVEMENTS

Deauville Lane and Grenoble Drive

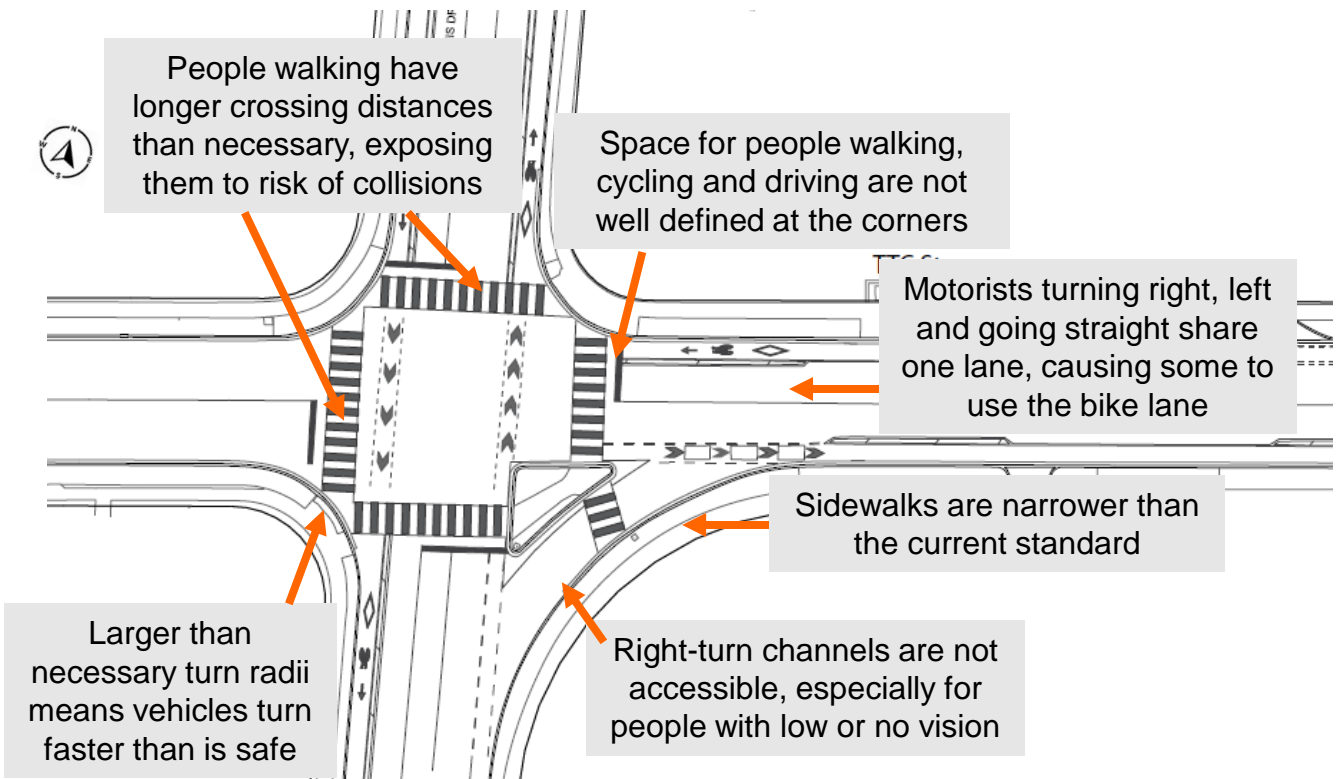


This rendering illustrates some of the planned improvements.



DEAUVILLE LANE and ST. DENNIS DRIVE

Existing Conditions

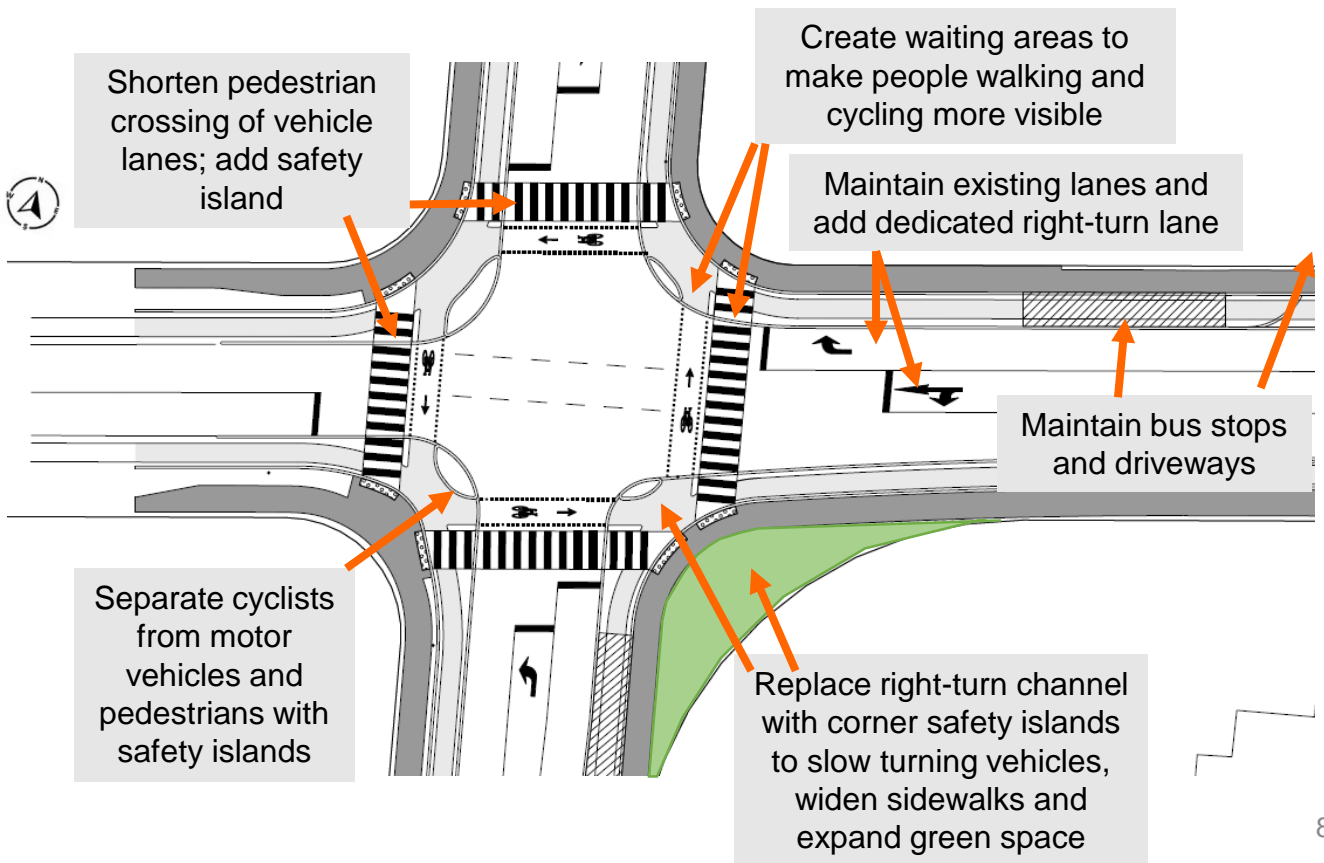


PLANNED INTERSECTION IMPROVEMENTS

Deauville Lane and St. Dennis Drive



This rendering illustrates some of the planned improvements.



NEXT STEPS

June - July 2019

- Public Drop-In Event (Wednesday, June 12, 4-8pm)
- Present design concepts and gather feedback
- Review comments received after public event and incorporate any necessary design changes

Deauville Lane and Grenoble Drive

- Finalize design in 2019
- Planned for construction in 2019-2020

Deauville Lane and St. Dennis Drive

- Finalize design in 2019
- Seek Council approval in 2020-2021
- Planned for construction in 2022

Public notices will be issued prior to construction

PROVIDE FEEDBACK, CONTACT US

Thank you for attending today's event.
All of the materials displayed are available on the
project website.

**Please fill out a comment form before you leave
or online by June 23, 2019.**

www.toronto.ca/DeauvilleIntersections

Contact:

Robyn Shyllit
Senior Public Consultation Coordinator
City of Toronto

Robyn.Shyllit@toronto.ca

416-392-3358 | TTY: 416-397-0831

