



Sandhurst Circle Neighbourhood Connections: A Road Safety Improvement Project

Public Consultation Report
May 2026



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Consultation Summary

Public and interest group consultation for Sandhurst Circle Neighbourhood Connections took place from September 2025 to March 2026 and consisted of two phases.

Phase 1 took place from September 9 to December 8, 2025, and had the primary goal of understanding local road safety issues including road safety priorities in school areas.

Phase 2 of consultation took place from January 7 to March 14, 2026, and had the primary goal of gathering feedback about proposed changes to address road safety concerns.

Communications to notify the public and interest groups about the project and opportunities to participate included mailed notices, emails to interest groups and schools, a project webpage, online survey, and posters. Consultation activities included public drop-in events, online surveys, virtual meetings with interest groups, meetings with administrators of all six schools directly in the project area and school parent councils, activities and workshops for students, pop-ups, and responding to comments by phone and email.

Input received during Phase 1 included general support for improving road safety and identification of key local road safety issues, which included speeding and road safety at intersections and in school zones. Participants expressed a desire for safe bikeways, slower driving speeds, and more crossing guards.

In Phase 2, participants generally agreed with the need for road safety improvements to address speeding, traffic conflicts in school drop-off and pick-up areas and safe crossings. There was mixed support for the proposed bikeways. Many participants expressed support for dedicated spaces for people to safely cycle and the accompanying traffic calming measures including speed humps, speed limit reduction and improvements to crossings and intersections. Participants also voiced concerns about the impacts of proposed bikeways to on-street parking and to school drop-off and pick-up areas. Some felt the safety of paint-only bike lanes was insufficient and preferred physical separation. Many participants also raised concerns about the perceived impacts of the proposed changes on motor vehicle travel, loss of road space for motor vehicles, potential traffic congestion, and winter maintenance.

There was a high level of opposition to the design option with a one-way segment for motor vehicles on Chartland Boulevard South due to the inconvenience it would create for local residents and people driving.

In response to feedback gathered, the proposed designs that will be recommended to City Council have been revised to address key concerns raised by community members.

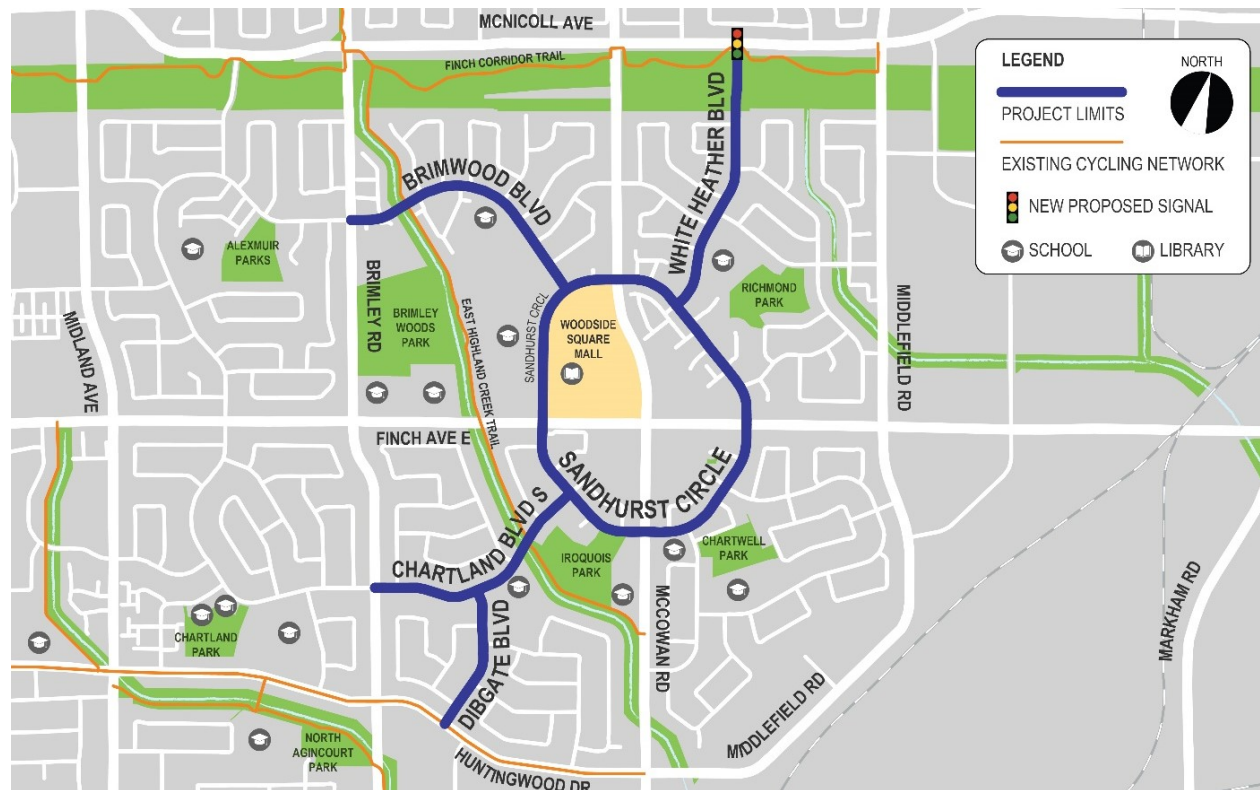
More information about the project can be found at toronto.ca/SandhurstConnections.

Project Overview

The Sandhurst Circle Neighbourhood Connections project proposes road safety improvements to Sandhurst Circle, Brimwood Boulevard, Chartland Boulevard South from Brimley Road to Sandhurst Circle, Dibgate Boulevard and White Heather Boulevard to improve safety for all road users, including people walking and cycling by:

- Installing bikeways and safer road crossings, with no changes to the number of motor vehicle lanes
- Creating a local cycling network with connections to the Finch Corridor Trail, East Highland Creek Trail, local destinations including schools, Woodside Square Mall, public transit, parks and the Alton Towers area

Proposed road safety improvements would serve six school zones and an area with a history of many traffic collisions. From 2015 to 2025, 510 reported collisions occurred on these roads. Of these collisions, 42 involved people walking or cycling, including two fatalities, one involving a high school student, and two serious injuries. Proposed changes are focused on reducing future collisions and eliminating traffic-related fatalities and serious injuries.



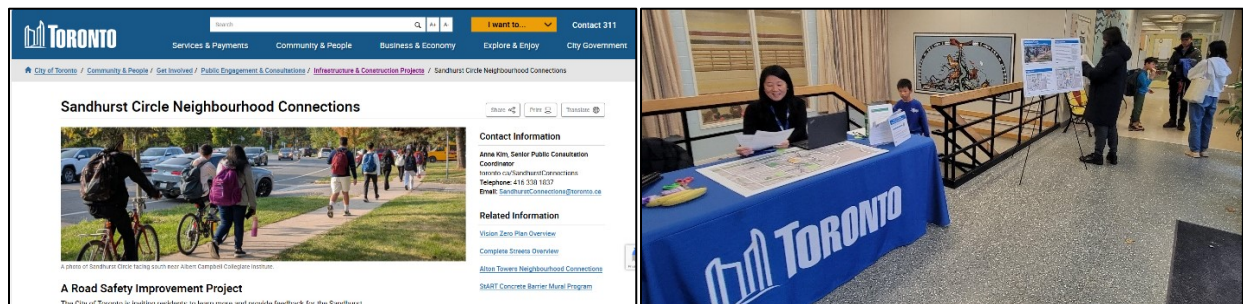
Project map for Sandhurst Circle Neighbourhood Connections

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/SandhurstConnections (1075 unique visits)
- Notice delivered through Canada Post (9,812 addresses in the project area) translated into Traditional Chinese and Simplified Chinese
- Email to interest groups including schools, local businesses, residents' associations, community groups, organizations, institutions and elected officials (15 contacts)
- Poster in English, Traditional Chinese and Simplified Chinese posted at Woodside Square Mall and sent by email
- Social media posts by City of Toronto Cycling & Pedestrian Projects (13 posts)



Top row, left to right: Public consultation notice; Posters in English, Traditional Chinese and Simplified Chinese. Middle row, left to right: Project web page; pop-up at Iroquois Junior Public School. Bottom row, left to right: Pop-up at Woodside Square Mall, Workshop at Iroquois Junior Public School and site visit at Percy Williams Junior Public School.

Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
In-person meetings with school administrators	October 20, 2025:	3 participants Albert Campbell Collegiate Institute, Brimwood Boulevard Junior Public School, Iroquois Junior Public School
In-person meetings with school administrators	October 21, 2025:	3 participants Our Lady of Grace Catholic School, Percy Williams Junior Public School
In-person meeting with management at Woodside Square Mall	October 21, 2025	4 participants
Pop-Up Activity at Iroquois Junior Public School	November 13, 2025	25 participants
Presentation and Engagement Workshop at Iroquois Junior Public School	November 18, 2025	100 participants
Pop-Up Activity at Woodside Square Mall	November 20, 2025	40 participants
Student Travel Survey for Albert Campbell Collegiate Institute	November 26 – December 10, 2025	120 participants
In-person meetings with school administrators	December 8, 2025	4 participants Albert Campbell Collegiate Institute and École élémentaire catholique Saint-Jean-de-Lalande
Virtual Interest Group Meeting: Brimwood Boulevard Junior Public School Parent Council	January 21, 2026	16 attendees
Virtual Interest Group Meeting: École élémentaire catholique Saint-Jean-de-Lalande Parent Council	January 22, 2026	7 attendees
In-Person Interest Group Meeting: Albert Campbell Collegiate Institute School Parent Council	January 22, 2026	10 attendees
In-Person Interest Group Meeting: Iroquois Junior Public School Parent Council	January 22, 2026	15 attendees
Virtual Interest Group Meeting: Resident Associations, Businesses and Community Groups	January 27, 2026	6 attendees (25 invited)
In-Person Workshop with Students in Grades 4 to 6, Brimwood Boulevard Junior Public School	February 12, 2026	70 participants

Activity	Date	Participation
Virtual Interest Group Meeting: Percy Williams Junior Public School Parent Council and In- Person Walkabout	February 18, 2026; February 24, 2026	19 participants
Online Survey	February 14 to March 16, 2026	231 responses
Pop-Up Activity at Woodside Square Mall	February 24 and 25, 2026	50 participants
Public Drop-In Event	February 28, 2026	59 attendees
Email/Phone	Date – Date	14 comments received from 14 individuals



Top row, left to right: Pop-up at Woodside Square Mall; Workshop at Brimwood Boulevard Junior Public School. Middle row: Public drop-in event. Bottom row: Workshop at Brimwood Boulevard Junior Public School.

Public Input: Understanding local road safety issues

From October to December 2025, the project team undertook a wide range of activities to seek input on local road safety issues. Activities during this first phase of consultation included multiple site visits to all six schools in the project area; one-on-one meetings with administrators of those six schools; a meeting with the management staff at Woodside Square Mall; pop-up activities at Woodside Square Mall; and student engagement activities, specifically, a student engagement workshop at Iroquois Junior Public School and an online student travel survey for Albert Campbell Collegiate Institute. Overall, more than 300 people were engaged.

Key road safety issues identified during this first phase of consultation included:

- **Intersection safety concerns** at many intersections in the project limits: drivers not obeying stop signs and pedestrian crossovers (PXOs), poor sightlines, near misses, collisions and fatalities, pedestrians needing longer times to cross intersections. Brimwood Boulevard and Sandhurst Circle was flagged as a dangerous intersection, and there were requests made for advanced turns.
- **Concerns about school zone safety** at most schools in project limits: people driving too fast, not following pick-up / drop-off rules, making U-turns; and unsafe conditions for students crossing the street including traffic congestion, speeding, hectic conditions
- **Concerns about speeding** especially in front of schools and in the mall parking lot and the need for more speed humps in and near the project area.
- Concerns about **e-bikes on the sidewalk** and in mixed road traffic, e-bikes traveling too fast on sidewalks
- Request for **crossing guards** in school areas that do not already have crossing guards (such as on Brimwood Boulevard)
- Desire for **safe bikeways** so people can get to the trails and local destinations safely by bicycle
- Request to **consider safety improvements west of Brimley Road** in other nearby school areas
- Concerns about winter maintenance of roads and use of flex posts which are often damaged.

Public Feedback on Proposed Changes: Overview

- Participants across all consultation activities conveyed a wide range of concerns about driver behaviour in the project area and a desire to see changes to improve safety on roads. Concerns included speeding on roads and at intersections, the safety of pedestrians at crossings and traffic congestion, particularly in front of schools. Many participants expressed the desire for traffic calming measures, more enforcement, and more crossing improvements for the safety of pedestrians.
- Participants expressed mixed support for road safety improvements. Approximately half of survey participants agree or strongly agree that the proposed changes would improve safety and comfort for road users on Sandhurst Circle (46%), Brimwood Boulevard (42%) and White Heather Boulevard (56%).
- Participants raised concerns about the impact of the proposed changes to vehicle travel in the area, namely, reduced road space for motor vehicle traffic, potential traffic congestion and winter maintenance of roads. Participants notably voiced concerns about the removal of on-street parking. 40% of survey respondents selected this as a concern for Brimwood Boulevard; 33% for Chartland Boulevard South, 47% for Dibgate Boulevard and 38% for White Heather Boulevard. Many participants cited the need for drop-off and pick-up areas on roads near schools and parking for visitors.
- Many participants did not support the option of one-way travel on Chartland Boulevard South. This proposed option was the top concern among respondents (selected by 61% of survey respondents) and 74% of survey respondents were unsupportive of this option.
- There was mixed support for the proposed bikeways. Many participants expressed support for dedicated spaces for people to safely cycle and the accompanying traffic calming measures including speed humps, speed limit reduction and improvements to crossings and intersections. Many participants also raised concerns about the proposed bikeways regarding perceived impact on motor vehicle travel: loss of road space for motor vehicles, potential traffic congestion, and winter maintenance. Some felt the safety of paint-only bike lanes was insufficient and preferred physical separation.

Interest Group Feedback on Proposed Changes

The comments received through meetings with interest groups are summarized below:

Meeting with Community Groups (January 27, 2026)

Location	Topic	Comment Summary
Brimwood Boulevard	Bikeway	- Concerns about the safety of Option 2. Cars using the designated pick-up and drop-off area on the street could be dangerous for people cycling on the road.
	Parking	- Parking in front of the schools during drop-off and pick-up times is an issue. Sometimes cars are double-parked on both sides. Suggests not permitting parking in front of the schools and allowing parking only on one side of the road. Suggests encouraging parents to park near the school and then walk their children to the school. - Suggests creating a bus loading zone in front of Brimwood Boulevard Junior Public School which could also be used by drivers to drop-off and pick-up their children at school.
	Cycling	- Many people cycle along Brimwood Boulevard. Current conditions make cycling dangerous. Welcomes safer cycling infrastructure for this area.
	Intersections	- Suggests making intersection of Brimwood Boulevard and Sandhurst Circle safer as many road users ignore the stop signs.
White Heather Boulevard	Speed management	- Current speed humps on White Heather Boulevard are not sufficient to prevent speeding of motor vehicles due to the height of the speed humps.
	Parking	- Removing parking near Percy Williams Junior Public School (PWJPS) might create more issues. - Some parents of students at PWJPS park in residential driveways to drop-off and pick-up their children. Parking is a bigger challenge in the area in the winter when snow piles up on the side of the road.
	Intersection	- Welcomes the proposed signal and crosswalk at McNicoll Avenue. Suggests paying special attention to the large trees at the intersection which can create sightline issues for motor vehicles turning.
Sandhurst Circle	Bikeway	- Preference for low-wall barriers for separating cycle tracks. Flex posts are easily damaged or broken.
N/A	Speed humps	- Asks if speed humps extend across the entire road into bike lanes.
	Data	- Asks about the availability of cycling data for the Sandhurst Circle area.

School Parent Council Meetings

Topic	Comment Summary
Bikeways: Painted bike lanes	<ul style="list-style-type: none"> - Inquiry about the impact of bike lanes on parking on Dibgate Boulevard. - Concerns about parents parking in bike lanes. Enforcement is recommended. - Request for a traffic study to measure impact of bike lanes on traffic speed. - Inquiry about children using the bike lanes. - Suggestion to make the one-way could operate during part of the year or certain times of day like the area near Alvin Curling Public School.
Bikeway: Cycle tracks on Sandhurst Circle	<ul style="list-style-type: none"> - Preference expressed for concrete low wall barriers for cycle track separation because flex posts are often knocked over during snow removal. - Inquiry about impact of low-wall barriers on school bus loading zones. - Concerns about potential traffic congestion in front of Albert Campbell Collegiate Institute for parents dropping off or picking up their children. - Concerns about the possibility of motorized scooters using bike lanes at high speeds and posing a safety hazard. - Concerns about the possibility of diverting bus loading zone at École élémentaire catholique Saint-Jean-De-Lalande to Marrakesh Drive as doing so would require the school caretaker to manually clear the snow on the walkway from the bus to the school and thereby add to the caretaker's workload.
Parking	<ul style="list-style-type: none"> - Providing space at schools for parents to drop-off and pick-up their children is important. - Concern that it would be a challenge to prevent parents from parking in the bike lanes. - Double-parking and U-turns occur in front of schools and parents use the driveways of residences near the school to park. - Inquiry about the ability of school principals to issue tickets to enforce parking restrictions.
Road Safety	<ul style="list-style-type: none"> - Support for more road safety improvements. - Suggestion for schools to have pick-up and drop-off planning to help facilitate having parents park away from the school and then walking their children to the school. - Some motor vehicle traffic from McNicoll Avenue does not slow down at the speed humps and there are issues with compliance with the stop signs. - Motor vehicle traffic speeding on McNicoll Avenue. - When the bridge on Chartland Boulevard South underwent construction, there was no enforcement of one-way traffic and many drivers did not comply with the one-way directive. Compliance with one-way proposed as part of Option 1 is hard to imagine.

Topic	Comment Summary
Traffic Volume	<ul style="list-style-type: none"> - Suggestion to use Albert Campbell Collegiate Institute's parking lot to manage school-related traffic. - White Heather Boulevard is increasingly being used as a cut-through route by motor vehicles. - The lack of a crosswalk north of the school on White Heather Boulevard contributes to congestion on the road due to jaywalking.
Intersections	<ul style="list-style-type: none"> - Suggestion for a full traffic signal to be installed at Brimwood Boulevard and Sandhurst Circle to help maintain the flow of traffic as traffic can back up to McCowan Road. - Desire to see a crossing guard at Brimwood Boulevard and Sandhurst Circle.
Other	<ul style="list-style-type: none"> - Brimwood Boulevard Junior Public School has a French Immersion program so it would be good to share information through the school to ensure parents of students in that program who do not live in the project area receive notification. - Request for data about injuries in school areas and data related to cycling in the area. - Request for an all-way stop at Richmond Park Boulevard and Bethany Leigh Drive due to dangerous driving and near-misses - Appreciation expressed for being consulted about the project.

Public Drop-in Event

At the public drop-in event held on February 28, 2026, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Sandhurst Circle

Topic	Comment Summary
Bikeway	<ul style="list-style-type: none"> - Appreciation for planned artwork on low wall barriers. - Concern about potential traffic congestion due to bikeway. - Concern that snow will obstruct drivers' view of low wall barriers for cycle track and drivers might hit them. - Concerns about snow removal. - Support for bikeway on Sandhurst Circle.
Parking	<ul style="list-style-type: none"> - Tour buses stop on Sandhurst Circle to pick up passengers, causing traffic to back up.
Traffic Operations	<ul style="list-style-type: none"> - Suggestions for turn lanes. - Suggestions for advance left-turns due to poor visibility for left-turning vehicles. - TTC buses sometimes divert onto Sandhurst Circle. Concern about ability of buses to turn as buses are quite long. - Traffic signal requested at Brimwood Boulevard.

Brimwood Boulevard

Topic	Comment Summary
Parking	<ul style="list-style-type: none"> - Support for maintaining parking on Brimwood for school drop-off and pick-up and for guests of local residents. - More enforcement of parking restrictions needed. - Cars usually park on road near 20 Brimwood Boulevard. - Keep parking on Brimwood Boulevard near Macklingate Court.
Bikeway	<ul style="list-style-type: none"> - Support for bike lanes. - Support for bike lanes if pick-up and drop-off area in front of schools is extended to Amanda Drive. - Support for connections to trails and visibility of bike lanes on Brimwood Boulevard. - Suggestion for wayfinding for cycling connection to Finch Hydro Trail from Wellpark Boulevard.
Intersections	<ul style="list-style-type: none"> - Request for a crossing guard at Sandhurst Circle due to many students walking on Sandhurst Circle and crossing Brimwood Boulevard. - Request to signalize intersection of Brimwood Boulevard and Sandhurst Circle. - Suggestion to widen intersection at Brimley Road. - Suggestion to add a turn lane for northbound traffic from Brimley Road onto Brimwood Boulevard.
Pedestrian crossing	<ul style="list-style-type: none"> - Suggestion for more stop signs at crosswalks on Brimwood Boulevard. - Students do not use the pedestrian crosswalk (PXO). - Many pedestrians cross Brimwood Boulevard at Delburn Drive.
Speed management	<ul style="list-style-type: none"> - Dislike of current speed humps on Brimwood Boulevard. - Speeding is a problem. - Suggestion to add a speed limit sign near 20 Brimwood Boulevard.

Topic	Comment Summary
Turning movements	- U-turns are problem.
Other	- Need to keep traffic flowing. - Flex posts are knocked over in the winter. - Flex posts at Amanda Drive narrow the road, making two-way traffic difficult. - Many people riding e-bikes use sidewalks.

Chartland Boulevard South

Topic	Comment Summary
Bikeway	- Opposition to Option 1 (One-way street for motor vehicles) owing to lack of cyclists, inconvenience to drivers and potential congestion on side streets. - The proposed bike lane west of Dibgate Boulevard would not connect to a bikeway; questions reason for extending bike lanes west of Dibgate Boulevard. - Concern about maintenance of roads in the winter; side streets are not well plowed. - Two bike lanes are not needed as most people walk in the area. - More enforcement of parking regulations in front of school is needed. - Option 1 is confusing.
Parking	- Support for maintaining parking on Chartland Boulevard South. - Request for dedicated bus loading zone in front of Iroquois Junior Public School. Suggestion to create a bus bay or layby. - Support for drop-off and pick-up zone in front of Iroquois Junior Public School.
Speed management	- Support for proposed speed humps

Dibgate Boulevard

Topic	Comment Summary
Parking	- Request to retain some parking on Dibgate Boulevard. - People park on Dibgate Boulevard and nearby roads.
Bikeway	- Bike lanes are not necessary due to the low number of cyclists.
Speed management	- Questions about the placement of speed humps including how far apart they will be spaced and how many speed humps would be installed.
Other	- Dibgate Boulevard is used for cut-through traffic.

White Heather Boulevard

Topic	Comment Summary
Pedestrian crossing	- Request for a midblock PXO (crossing) on White Heather Boulevard.
Bikeway	- Support for bike signal at McNicoll Avenue.
Intersection crossing	- Strong support for signal at McNicoll Avenue. - Support for Option 2 (All turns permitted for motor vehicles). - Sightline issue for right turns onto White Heather from McNicoll Avenue. - There is a steep gradient at the intersection for cyclists. - Signage needed to notify cyclists of unusual left turn.

General

Topic	Comment Summary
Winter maintenance.	- Snow at intersections can lead to sightline issues. - Issues with snow removal. Snow is not cleared up to the curb; questions about how bike lanes would be cleared of snow. - Concern about flex posts interfering with snow removal. - Many streets are not well maintained in the winter.
Trails	- Connection to East Highland Creek Trail from Finch Avenue is poorly maintained. - There is good trail access in the project area. Wayfinding signs are needed. - East Highland Creek Trail needs better maintenance. Take care of potholes and hedge overgrowth.
Education	- Suggestion for more education about pedestrian safety at schools. - Comment about need for Provincial government to improve road safety by having higher standards for driver competency.
Bikeway	- Support for proposed changes, and suggestion that more changes are needed. - Perception that there are not many cyclists in the area.
Parking	- Developments in the area near Brimley Woods Park expected to create need for more parking. - Parking in the project area is needed for visitors and moving trucks. - Request for the City to work with school boards to enable more drop-off and pick-up areas for schools.
Cost	- Opposition to project. Suggestion that funds would be better spent on road safety education. - Does not agree that \$500,000 cost estimate for project is worth it.
Data	- Questions about the sources and accuracy of data about collisions in the project area.
Speed management	- Concern that lowering speed limit has contributed to more aggressive behaviour of drivers. - Suggestion that speed cameras are better tools to enforce speed limit, not bike lanes. - Would like speed cameras to be reinstalled. - Support for speed humps.
Project Web Page	- Request for more clarity about proposed parking restrictions on Dibgate Boulevard and Chartland Boulevard South.

Topic	Comment Summary
E-bikes	<ul style="list-style-type: none"> - Concerns about e-bikes used on sidewalks. - Concern that painted bike lanes will not necessarily address problem of e-bikes on sidewalks.

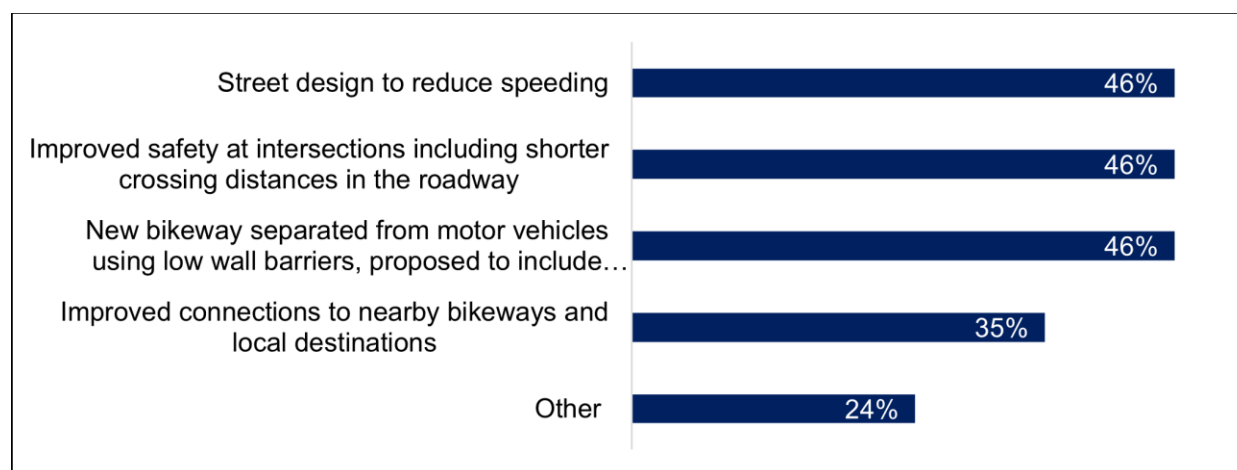
Survey

The survey was available online and in print format and included background information on the project. The questions included 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 for each question for each road are presented in this section.

Sandhurst Circle

Question: What do you like about the proposed changes for Sandhurst Circle? Select your top three.



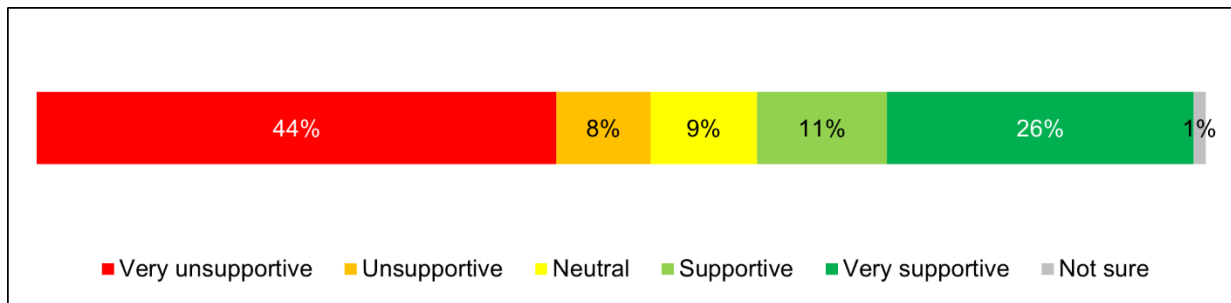
There were 136 respondents for this question. Just under half of respondents selected Street design to reduce speeding (63 respondents or 46%), Improved safety at intersections including shorter crossing distances in the roadway (63 respondents or 46%) and New bikeway separated from motor vehicles using low wall barriers, proposed to include painted artwork (62 respondents or 46%) as the top three proposed changes they like. 35% of respondents selected Improved connections to nearby bikeways and local destinations and 24% of respondents selected 'Other.'

Many of the respondents who selected 'Other' expressed opposition to the proposed bikeway on Sandhurst Circle. Comments by these respondents expressed concerns related to the loss of road space due to the narrowing of the vehicle lanes, increase in traffic congestion and impacts on traffic flow, the impact on winter maintenance of the road, emergency vehicle access, and space for school buses and large vehicles. A few comments expressing opposition to the proposed bikeway on Sandhurst Circle included the assumption that Sandhurst Circle has four lanes for vehicle travel.¹ Some respondents also expressed the view that this project is not a

¹ Sandhurst Circle has only one vehicle lane per direction; the perception of four lanes is likely due to the current width of each lane, which is well above current City standards.

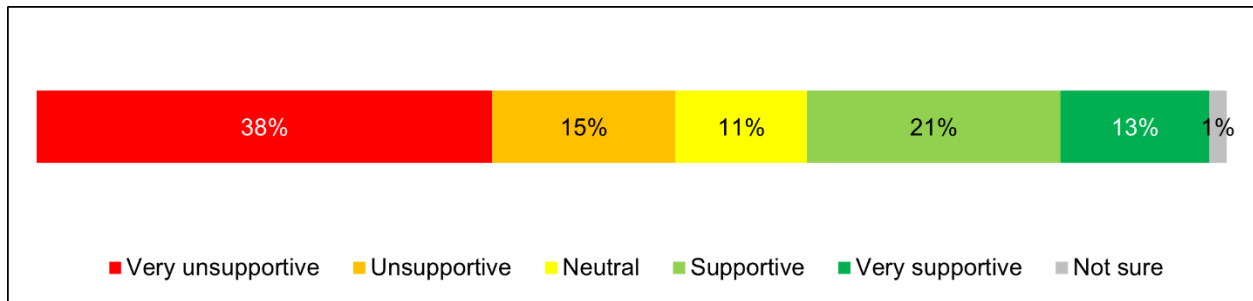
good use of the City's budget and commented that the number of people cycling does not justify the use of funds or space for bikeways and that painted bike lanes would be adequate.

Question: In front of Albert Campbell Collegiate Institute on Sandhurst Circle, there are two design options for bikeway designs. Are you supportive of Option 1 : Cycle track with low wall barriers?



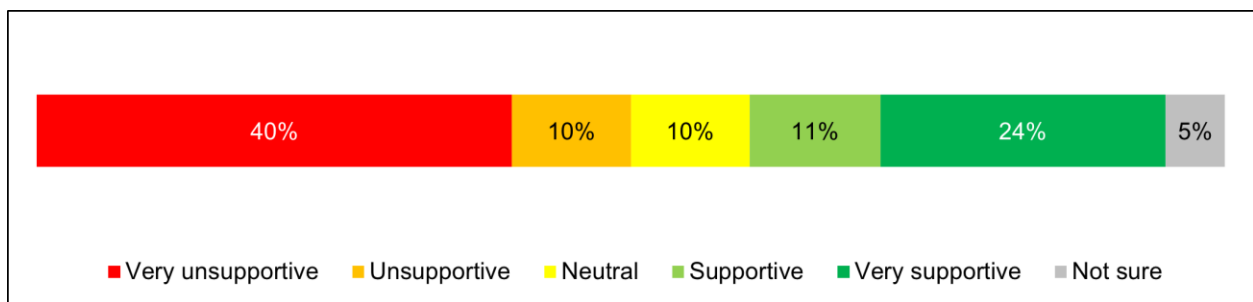
There were 136 respondents to this question with 37% very supportive or supportive of Option 1; 9% neutral; 52% unsupportive or very unsupportive; and 1% not sure.

Question: In front of Albert Campbell Collegiate Institute on Sandhurst Circle, there are two design options for bikeway designs. Are you supportive of Option 2: Cycle track with flex posts?



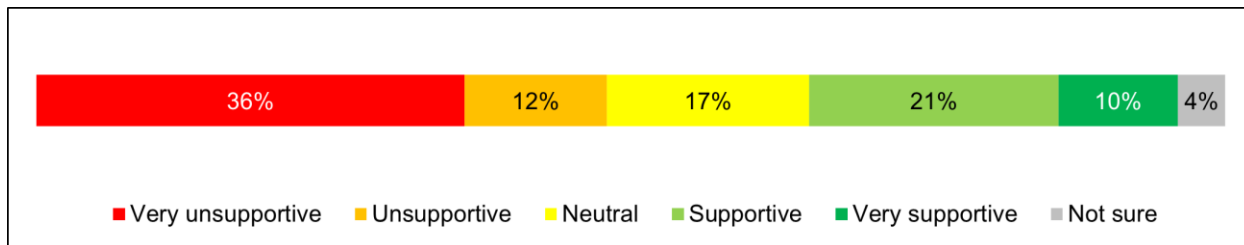
There were 136 respondents to this question with 34% very supportive or supportive of Option 2; 11% neutral; 53% unsupportive or very unsupportive; and 1% not sure.

Question: In front of École élémentaire catholique Saint-Jean-de-Lalande, there are two design options for bikeway designs. Are you supportive of Option 1 : Cycle track with low wall barriers? This option would shift the bus loading zone to the back of the school.



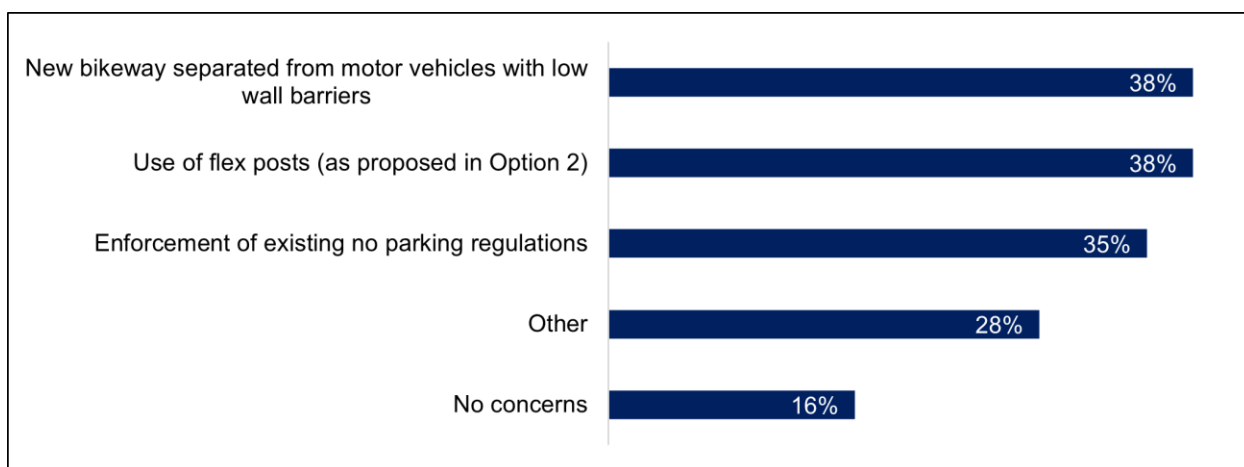
There were 136 respondents to this question with 35% very supportive or supportive of Option 1; 10% neutral; 50% unsupportive or very unsupportive; and 5% not sure.

Question: In front of École élémentaire catholique Saint-Jean-de-Lalande, there are two design options for bikeway designs. Are you supportive of Option 2: Cycle track with flex posts? This option would allow bus loading in front of the school.



There were 136 respondents to this question with 31% very supportive or supportive of Option 2; 17% neutral; 38% unsupportive or very unsupportive; and 4% not sure.

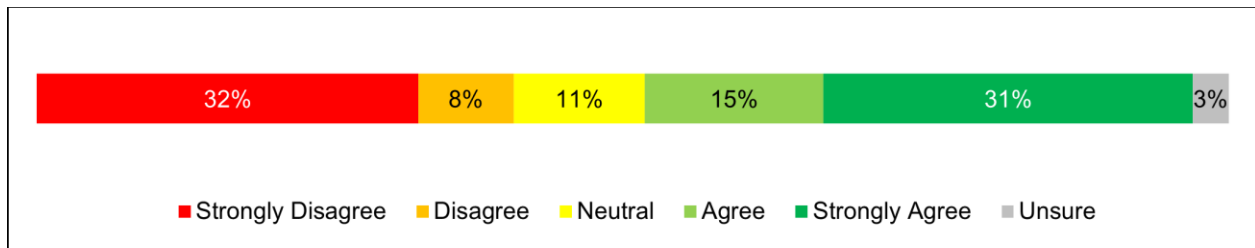
Question: What concerns do you have about proposed changes for Sandhurst Circle? Select your top three.



There were 136 respondents for this question. The top three concerns selected by respondents were New bikeway separated from motor vehicles with low wall barriers (38%); Use of flex posts as proposed in Option 2 (38%); and Enforcement of existing no parking regulations (35%). 28% of respondents selected 'Other' and 16% chose 'No concerns.'

About one-third of the respondents who selected 'Other' expressed opposition to the proposed changes. The remainder of the comments expressed concern about the loss of road space, the narrowing of the motor vehicle lanes, the impact on traffic and concerns about winter maintenance and snow removal. Some comments expressed concerns about flex posts. Three comments stated support for the bikeway.

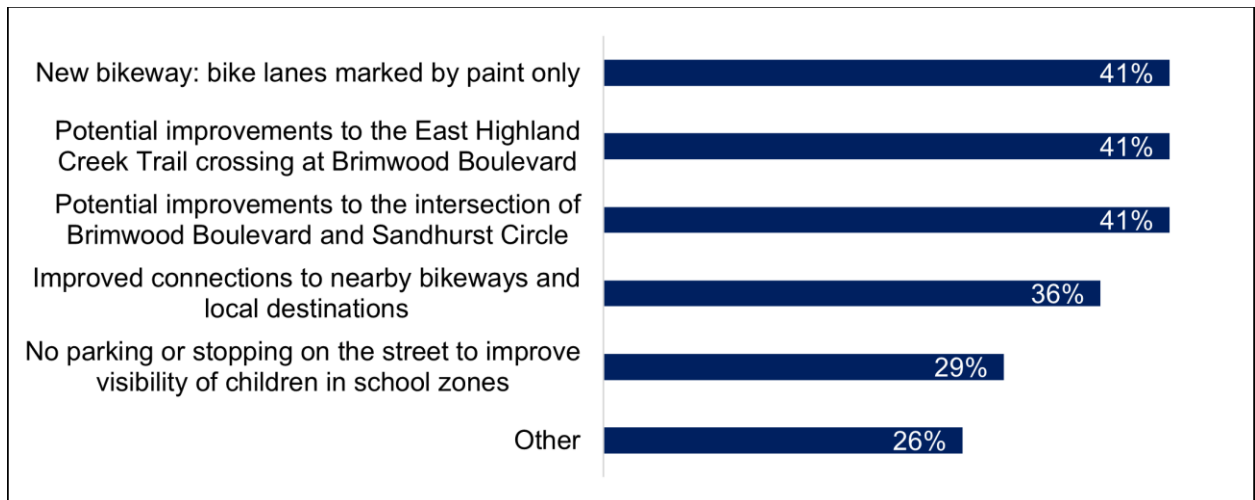
Question: Do you agree that the proposed changes on Sandhurst Circle will improve safety and comfort for road users?



There were 136 respondents for this question with 46% strongly agreeing or agreeing; 11% neutral; 40% disagreeing or strongly disagreeing; and 3% unsure.

Brimwood Boulevard

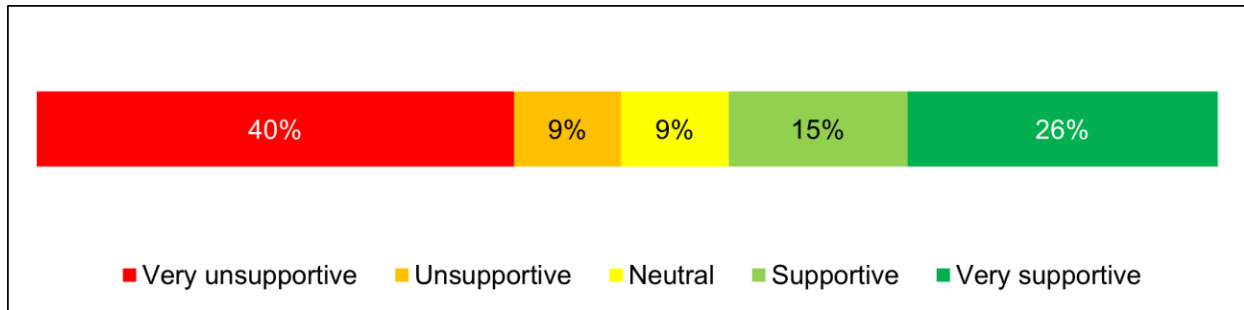
Question: What do you like about the proposed changes for Brimwood Boulevard? Select your top three.



There were 95 respondents for this question. The top three preferences of respondents for the proposed changes for Brimwood Boulevard were New bikeway: bike lanes marked by paint only (selected by 41% of respondents); Potential improvements to the East Highland Creek Trail crossing at Brimwood Boulevard (41%) and Potential improvements to the intersection of Brimwood Boulevard and Sandhurst Circle (41%). 36% selected 'Improved connections to nearby bikeways and local destinations,' 29% selected 'No parking or stopping on the street to improve visibility of children in school zones' and 26% selected 'Other'.

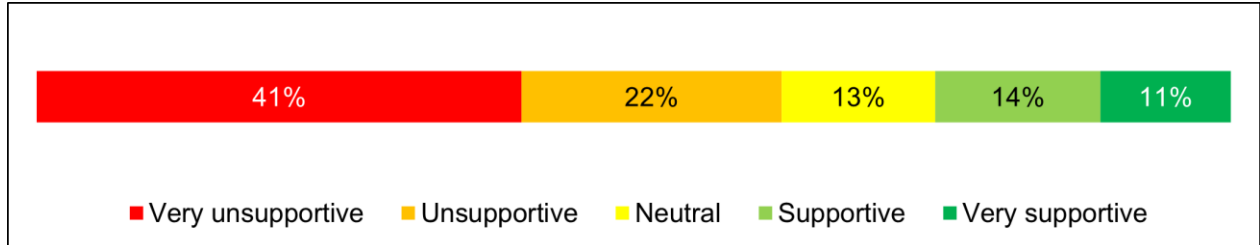
Comments made by respondents who selected 'Other' generally expressed opposition to proposed changes and voiced concerns about speed humps and the need for protected bike lanes.

Question: In front of schools on Brimwood Boulevard (Brimwood Boulevard Junior Public School and Our Lady of Grace Catholic School), there are two design options for bikeway designs. Are you supportive of Option 1: Bike lanes on both sides of the road? This option would not allow on-street school drop-off/pick-up in front of the schools (only allowed in parking lots and other side streets).



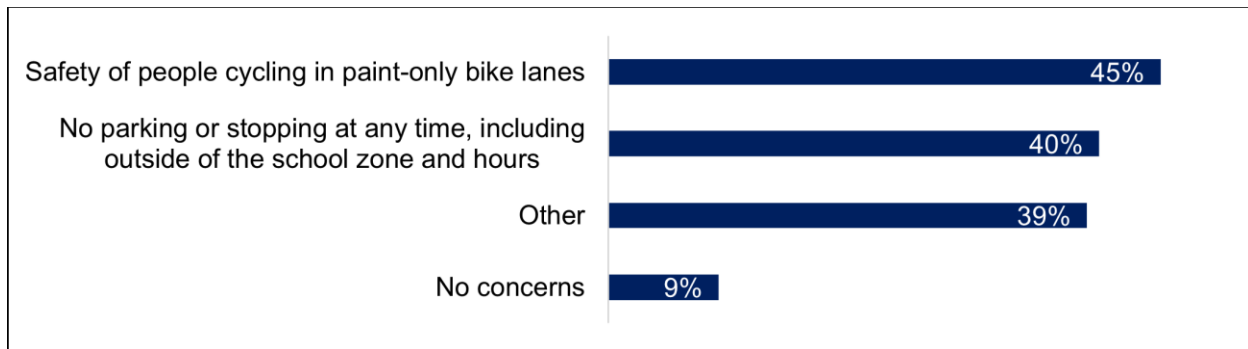
There were 95 respondents to this question with 41% very supportive or supportive; 9% neutral; and 49% very unsupportive or unsupportive.

Question: In front of schools on Brimwood Boulevard (Brimwood Boulevard Junior Public School and Our Lady of Grace Catholic School), there are two design options for bikeway designs. Are you supportive of Option 2: Option 2: Bike lane on one side of the road? This option would allow on-street school drop-off/pick-up and limited parking in front of the schools. On the school side there would be shared lane markings ('sharrows') for people cycling in the roadway.



There were 95 respondents to this question with 25% very supportive or supportive; 63% very unsupportive or unsupportive; and 13% neutral.

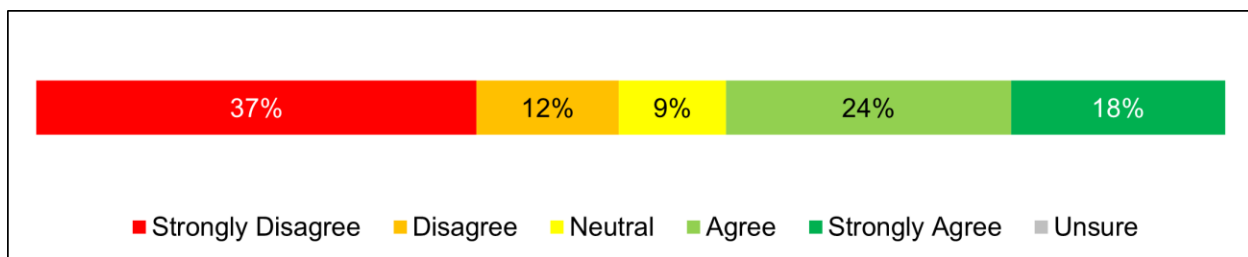
Question: What concerns do you have about the proposed changes for Brimwood Boulevard? Select your top three concerns.



There were 95 respondents to this question. The top three concerns selected by respondents were ‘Safety of people cycling in paint-only bike lanes’ (45%), ‘No parking or stopping at any time, including outside of the school zone and hours’ (40%) and ‘Other’ (39%). 9% of respondents selected No concerns.

Respondents who selected ‘Other’ expressed concerns about impact to traffic, concerns about the loss of parking for parents dropping off and picking up children at schools and concerns about the loss of parking for guests and delivery vehicles. Respondents who selected ‘Other’ also expressed a dislike of the proposed bike lanes and the project overall. Some respondents expressed their dislike of the quantity of speed humps on Brimwood Boulevard, which were installed in the fall of 2025, separate from the current project. Some respondents expressed concerns about safety of cyclists using paint-only bike lanes and the desire for protected bikeways to avoid dangers from sharing the road with motor vehicle traffic.

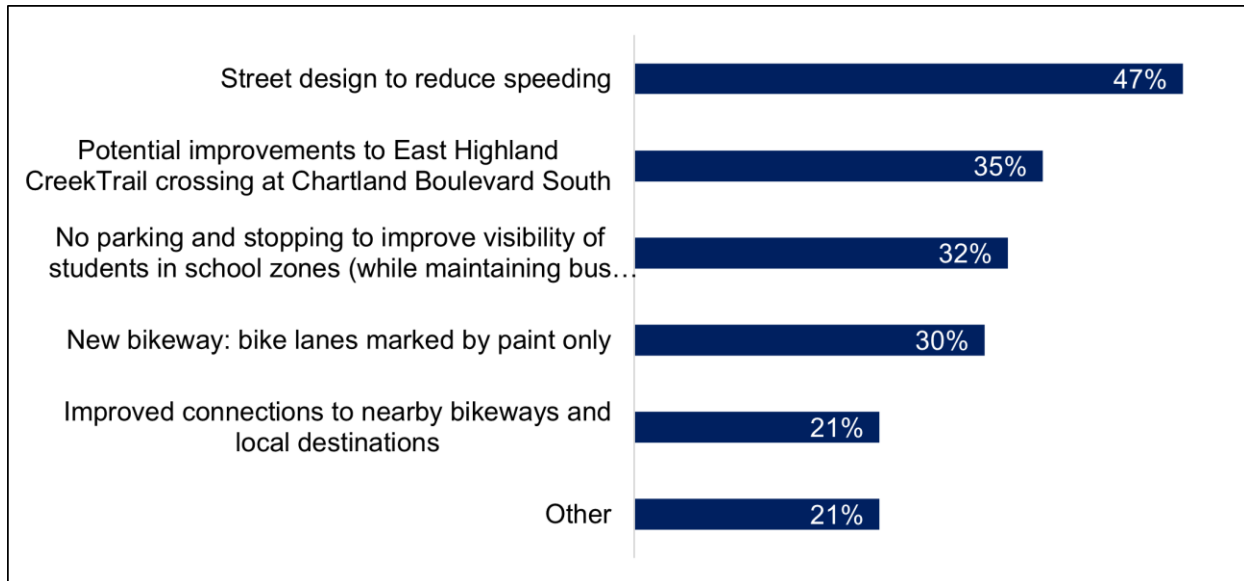
Question: Do you agree that the proposed changes on Brimwood Boulevard will improve safety and comfort for road users?



There were 95 respondents to this question with 42% expressing strong agreement or agreement that the proposed changes on Brimwood Boulevard will improve safety and comfort for road users, 49% expressing disagreement or strong disagreement and 9% being neutral.

Chartland Boulevard South

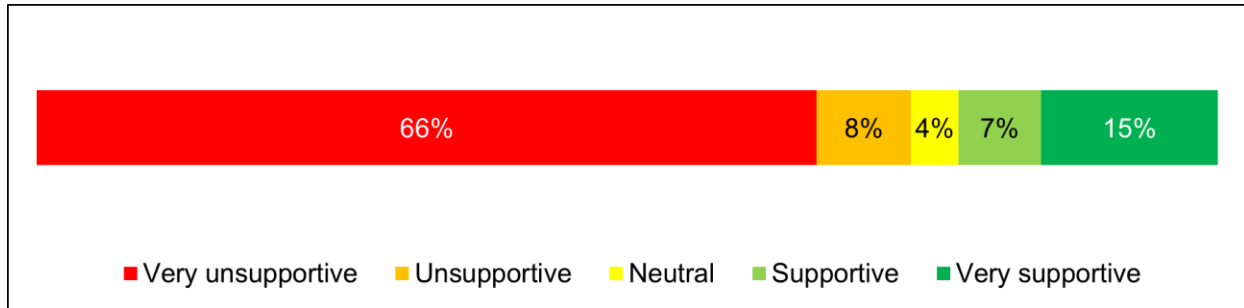
Question: What do you like about the proposed changes for Chartland Boulevard South? Select your top three.



There were 137 respondents for this question. Close to half of all respondents identified 'Street design to reduce speeding' as one of the top three changes they like. 35% of respondents selected 'Potential improvements to East Highland Creek Trail crossing at Chartland Boulevard South', and '32% selected 'No parking and stopping to improve visibility of students in school zones (while maintaining bus loading zones)' 30% of respondents selected 'New bikeway: bike lanes marked by paint only,' 21% of respondents selected 'Improved connections to nearby bikeways and local destinations' and 21% of respondents selected 'Other.'

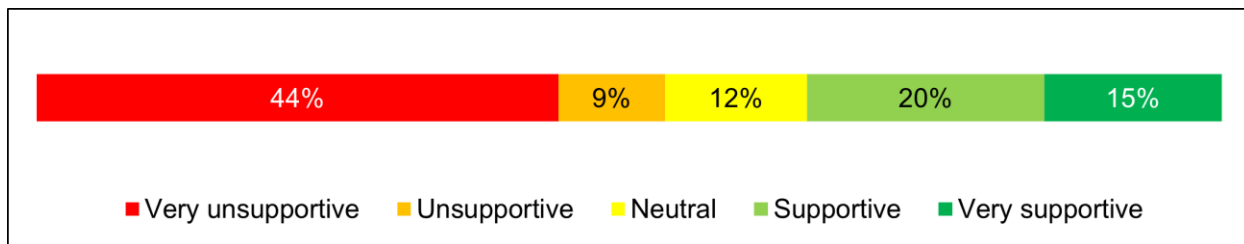
Comments made by respondents who selected 'Other' expressed opposition to the proposed changes overall, opposition to the proposed one-way option and the desire to have no changes, citing a low number of cyclists or the belief that road conditions are already safe for cyclists. Respondents also voiced concerns about the loss of parking, and the desire for speed humps.

Question: In front of Iroquois Junior Public School on Chartland Boulevard South, there are two design options for bikeway designs. Are you supportive of Option 1: One-way street for motor vehicles (eastbound only) between Dibgate Boulevard and Briarscross Boulevard?



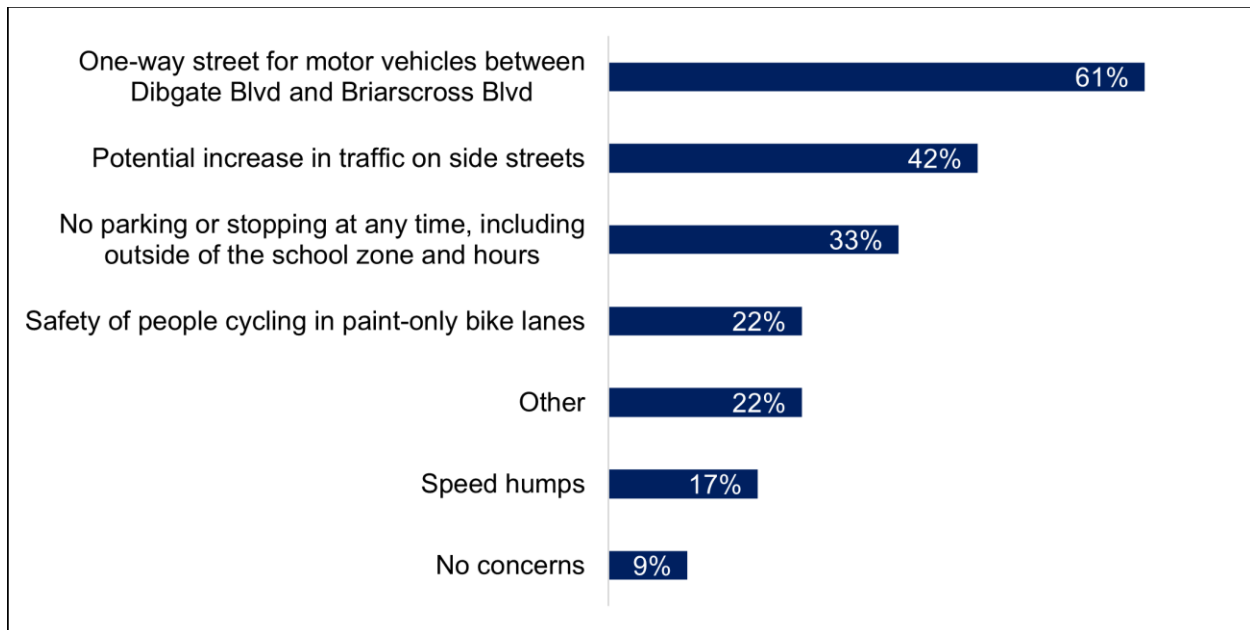
There were 137 respondents to this question with 74% very unsupportive or unsupportive; 4% neutral; and 22% very supportive or supportive.

Question: In front of Iroquois Junior Public School on Chartland Boulevard South, there are two design options for bikeway designs. Are you supportive of Option 2: Maintain two-way traffic on Chartland Boulevard South?



There were 137 respondents to this question with 53% very unsupportive or unsupportive; 12% neutral; and 35% very supportive or supportive.

Question: What concerns do you have about the proposed changes for Chartland Boulevard South? Select your top three concerns.

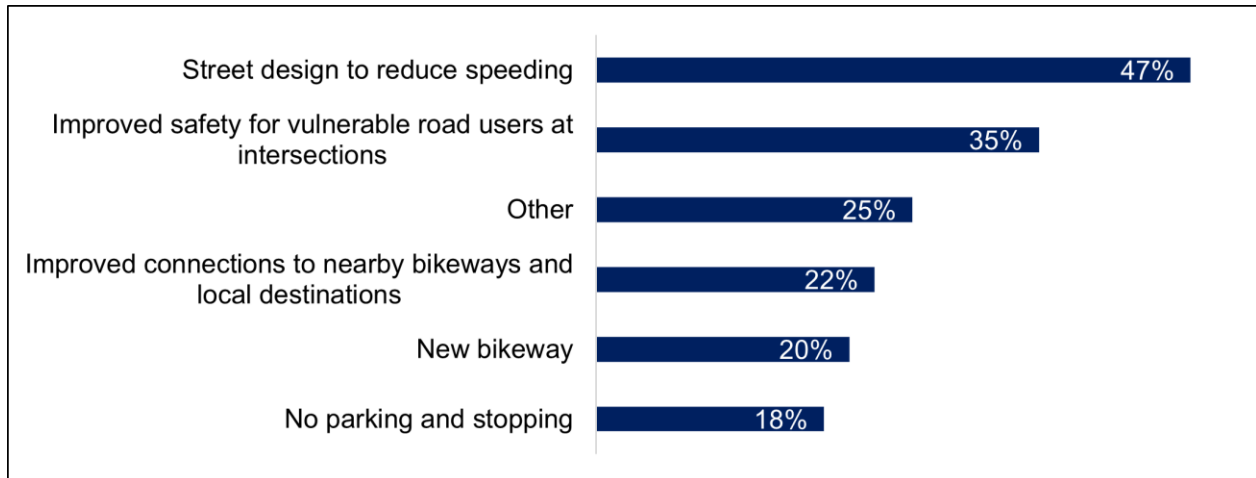


There were 137 respondents to this question. The top concern among respondents was the one-way direction of traffic, selected by 61%. 42% of respondents identified 'Potential increase in traffic on side streets' as a top concern and 33% selected 'No parking or stopping at any time, including outside of the school zone and hours'. 22% of respondents selected 'Safety of people cycling in paint-only bike lanes,' as a top concern, 22% selected 'Other,' 17% selected 'Speed humps,' and 9% selected 'No concerns.'

Respondents who selected 'Other' expressed opposition to all proposed changes, concerns about the loss of parking and concerns about the impact on road maintenance in the winter. Respondents also expressed concerns about the safety of cyclists using paint-only bike lanes and sharing the road with motor vehicle traffic.

Dibgate Boulevard

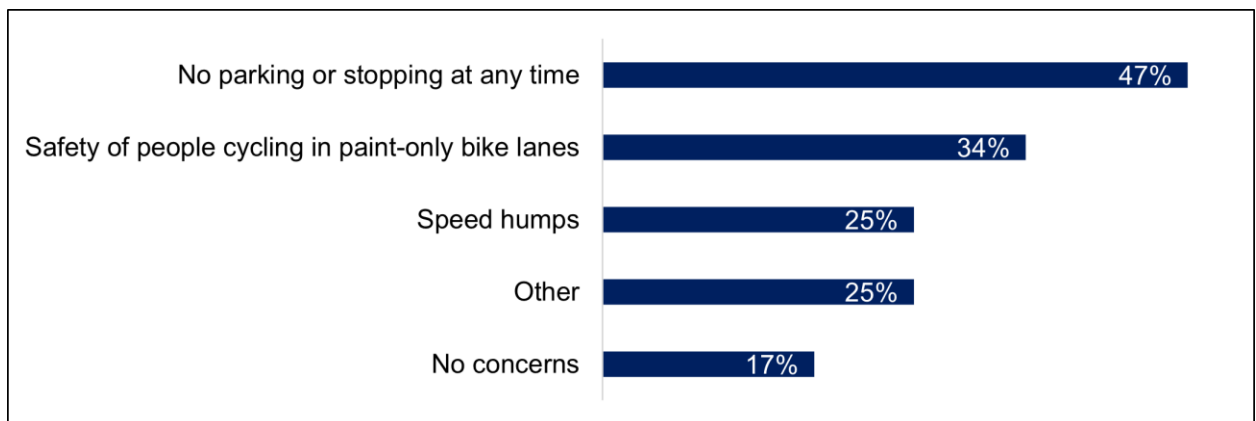
Question: What do you like about the proposed changes for Dibgate Boulevard? Select your top three.



There were 137 respondents to this question. The top three preferences of respondents were 'Street design to reduce speeding' (47%), 'Improved safety for vulnerable road users at intersections' (35%) and 'Other' (25%). 22% of respondents selected 'Improved connections to nearby bikeways and local destinations,' 20% selected 'New bikeway: bike lanes marked by paint only,' and 18% selected 'No parking and stopping.'

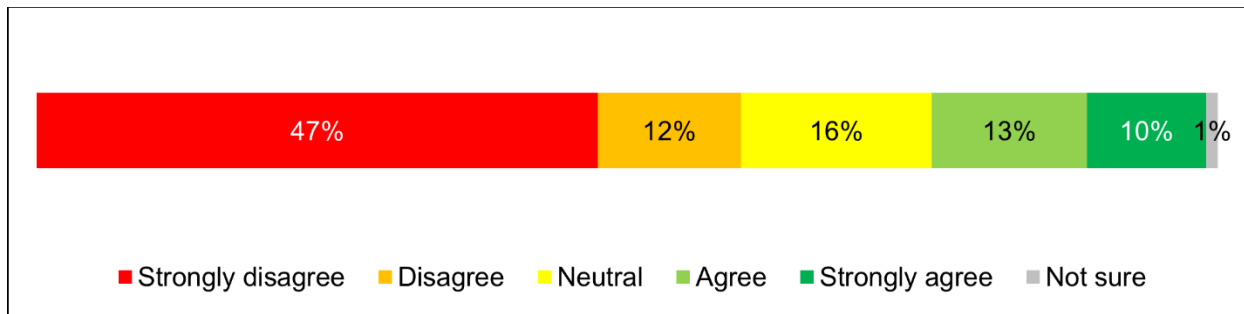
Many respondents who selected 'Other' expressed opposition to and dislike of all proposed changes. Some respondents expressed concerns about the loss of parking, bollards, road maintenance in the winter and speeding.

Question: What concerns do you have about the proposed changes for Dibgate Boulevard? Select your top three.



There were 137 respondents to this question. The top three concerns selected by respondents were 'No parking or stopping at any time' (47%), 'Safety of people cycling in paint-only bike lanes' (34%) and 'Speed humps' (25%).

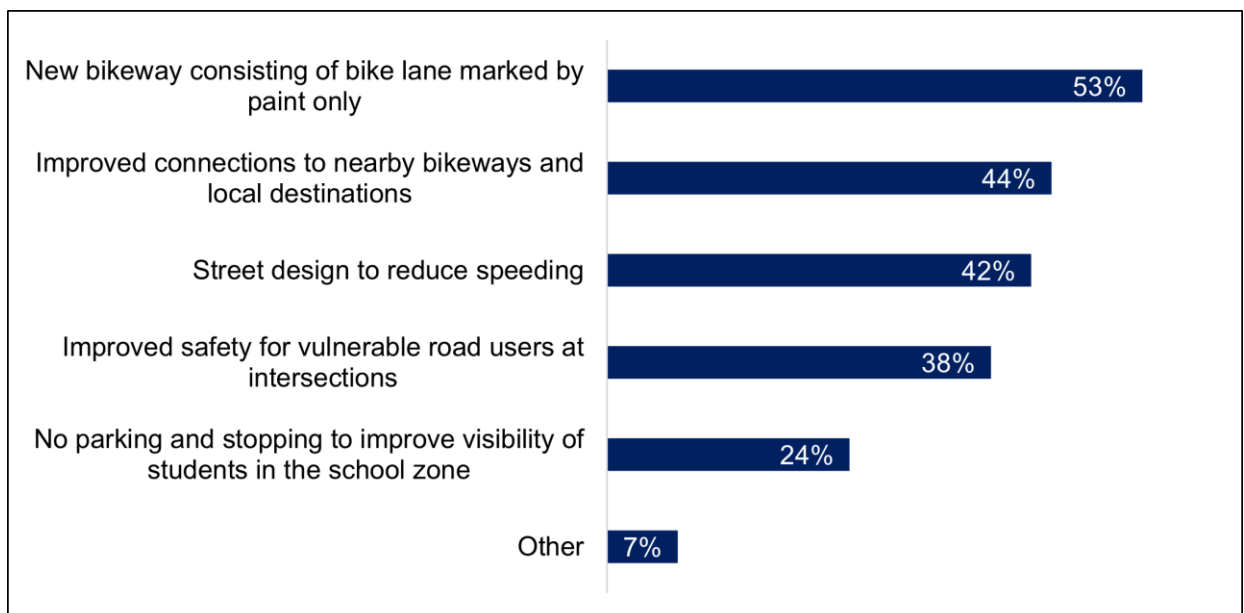
Question: Do you agree that the proposed changes on Chartland Boulevard South and Dibgate Boulevard will improve safety and comfort for road users?



There were 137 respondents to this question with 23% expressing strong agreement or agreement that the proposed changes on Chartland Boulevard South and Dibgate Boulevard will improve safety and comfort for road users, 59% expressing disagreement or strong disagreement and 16% being neutral.

White Heather Boulevard

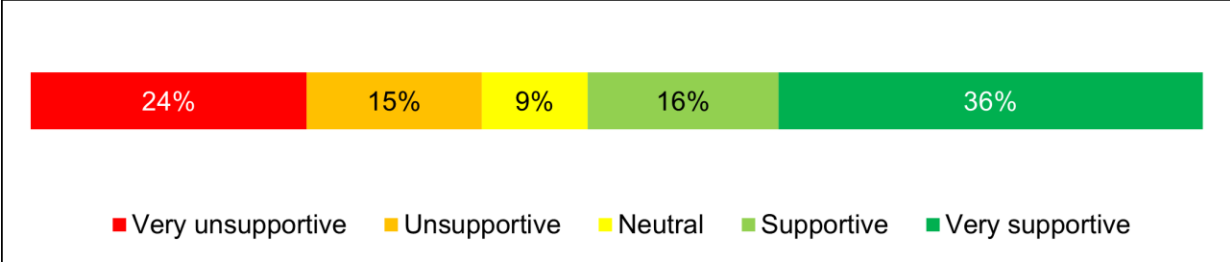
Question: What do you like about the proposed changes for White Heather Boulevard? Select your top three.



There were 55 respondents to this question. Over half of respondents identified the painted bikeway as one of the top three things they like about the changes proposed for White Heather Boulevard. 44% selected 'Improved connections to nearby bikeways and local destinations', and 42% selected 'Street design to reduce speeding'. 38% of respondents selected 'Improved safety for vulnerable road users at intersections,' 24% selected 'No parking and stopping to improve visibility of students in the school zone,' and 7% selected 'Other.'

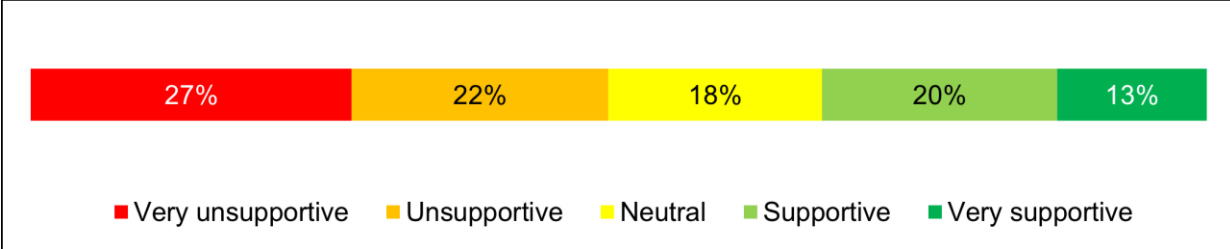
Respondents who selected 'Other' stated they like the proposed stop light at White Heather and McNicoll Avenue and others expressed disagreement about the proposed parking restriction in front of Percy Williams Junior Public School and concerns about traffic congestion in front of the school during drop-off and pick-up times.

Question: In front of Percy Williams Public School, there are two design options for bikeway designs. Are you supportive of Option 1: Bike lanes on both sides of the road (this option would not allow on-street school drop-off/pick-up in front of the school)?



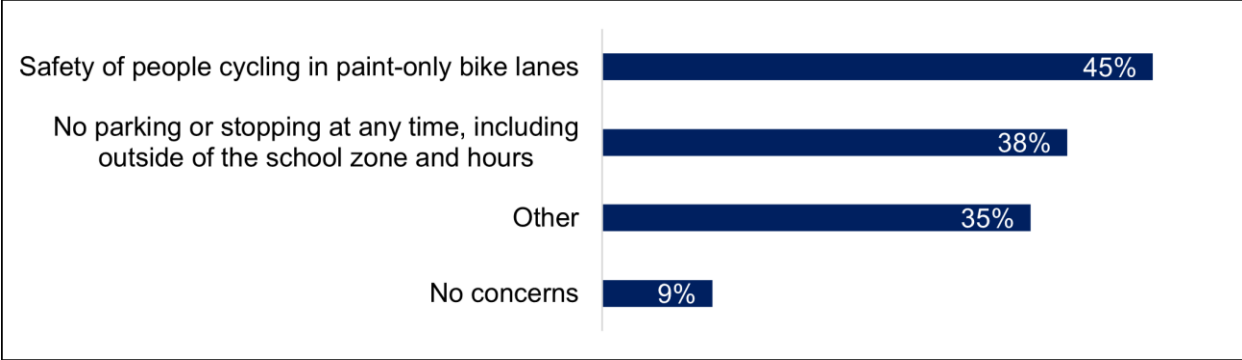
There were 55 respondents to this question with 52% being very supportive or supportive, 9% neutral and 39% very unsupportive or unsupportive.

Question: In front of Percy Williams Public School, there are two design options for bikeway designs. Are you supportive of Option 2: Bike lane on one side of the road (this option would allow on-street school drop-off/pick-up in front of the school)?



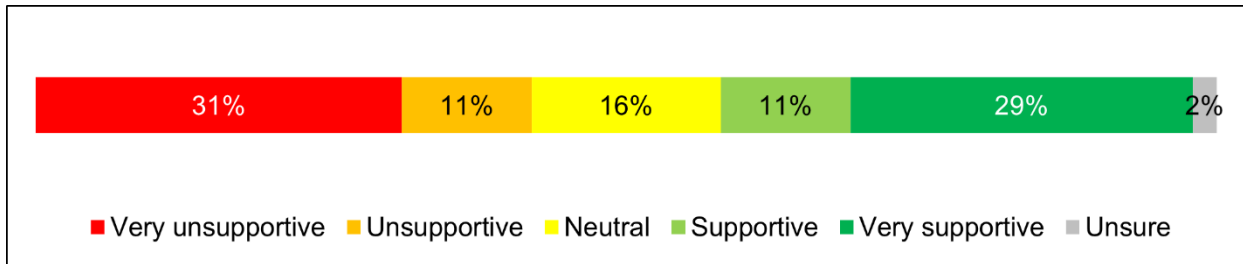
There were 55 respondents to this question with 33% being very supportive or supportive, 18% neutral and 49% very unsupportive or unsupportive.

Question: What concerns do you have about the proposed changes for White Heather Boulevard? Select your top three.



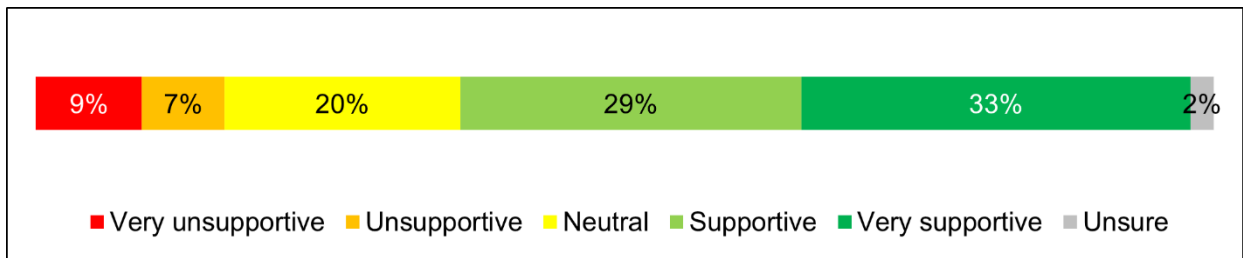
There were 55 respondents to this question. The top three concerns of respondents were 'Safety of people cycling in paint-only bike lanes' (45%), 'No parking and stopping any time, including outside of the school zone and hours' (38%), and 'Other' (35%). 9% of respondents selected 'No concerns.' Respondents who selected 'Other' expressed concerns about the safety of cyclists using shared lanes, opposition to and support for proposed parking changes and congestion during drop-off and pick-up times at Percy Williams Junior Public School.

Question: At White Heather Boulevard and McNicoll Avenue, there are two design options for the proposed traffic signal. Are you supportive of Option 1: Left turns would not be permitted for motor vehicles?



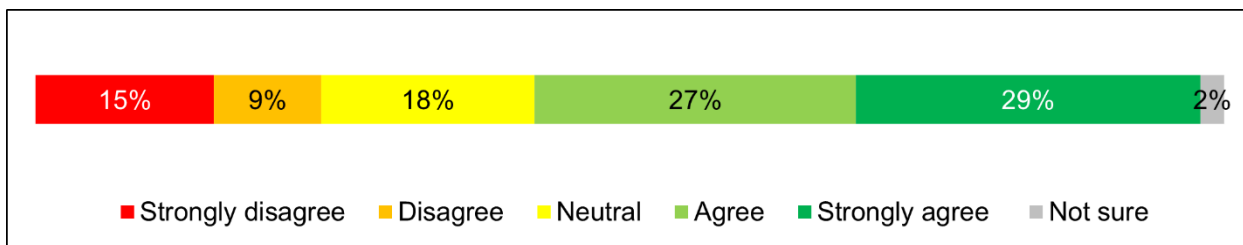
There were 55 respondents to this question with 40% being very supportive or supportive, 16% being neutral, 42% being unsupportive or very unsupportive and 2% unsure.

Question: At White Heather Boulevard and McNicoll Avenue, there are two design options for the proposed traffic signal. Are you supportive of Option 2: All turns would be permitted for motor vehicles?



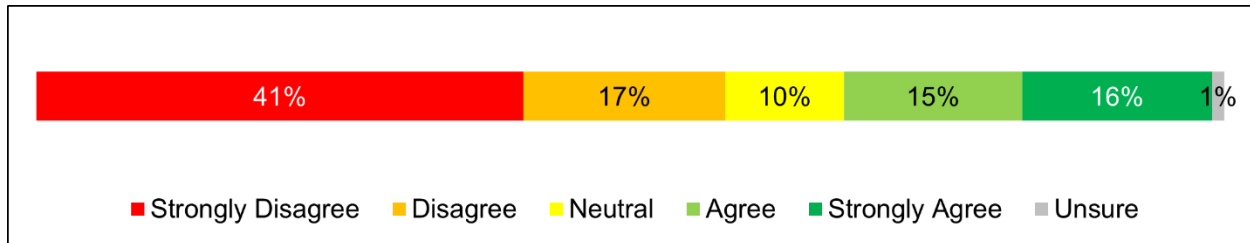
There were 55 respondents to this question with 62% being very supportive or supportive, 20% being neutral, 16% being unsupportive or very unsupportive and 2% unsure.

Question: Do you agree that the proposed changes on White Heather Boulevard will improve safety and comfort for road users?



There were 55 respondents to this question with 56% expressing strong agreement or agreement that the proposed changes on White Heather Boulevard will improve safety and comfort for road users, 24% expressing disagreement or strong disagreement and 18% being neutral.

Question: Overall, do you agree that the proposed changes on Sandhurst Circle, Brimwood Boulevard, Chartland Boulevard South, Dibgate Boulevard and White Heather Boulevard will improve safety and comfort for road users?



There were 227 respondents to this question that grouped all the streets together, with 31% expressing strong agreement or agreement that the combined changes as originally proposed on Sandhurst Circle, Brimwood Boulevard, Chartland Boulevard South, Dibgate Boulevard and White Heather Boulevard will improve safety and comfort for road users, 58% expressing disagreement or strong disagreement, 10% being neutral and 1% unsure.

Question: Please share any additional comments, concerns, observations, or suggestions related to Sandhurst Circle Neighbourhood Connections.

There were 73 respondents to this question.

Twenty-three comments expressed opposition to the project or parts of the project for various reasons including the belief that the project is a waste of money, the perception that bikeways are not needed on all or some of the streets owing to the lack of cyclists in the area, problems caused by other bikeways, namely on Huntingwood Drive, concerns about the impact of the proposed changes on drivers including the loss of road space for motor vehicle traffic, potential traffic congestion, winter maintenance issues, and the perception that changes are not needed or that speed humps alone would address road safety issues.

Eleven comments were related to cycling infrastructure. These comments expressed concerns about the safety of paint-only bike lanes and the need for physical separation or barriers to protect cyclists and the need to expand the cycling network to other streets such as Wellpark Boulevard. Other comments welcomed the efforts to create safer infrastructure for cyclists.

Three comments expressed concerns about the bikeway options on Sandhurst Circle in front of the schools.

Nine comments were related to concerns about driver behaviour, particularly speeding on roads and at intersections and non-compliance with stop signs, and the need for more enforcement and cameras.

Seven comments were about flex posts, most of which raised concerns about flex posts being damaged and one comment suggesting more flex posts be installed on Brimwood Boulevard to reduce speeding.

Five comments were related to parking. Some of these comments expressed concerns about the loss of on-street parking and some comments cited road safety issues due to existing on-street parking.

Four comments relate to the proposed changes on White Heather Boulevard. Three comments relate to the intersection at McNicoll Avenue and include support for the proposed bike lane

location, concerns about trees creating sightline issues for drivers and opposition to restricting left turns. One comment expressed concern about the safety of paint-only bike lanes near Percy Williams Junior Public School due to the behaviour of drivers during school drop-off and pick-up times.

Three comments expressed opposition to the proposed one-way on Chartland Boulevard South.

Three comments relate to pedestrian safety and include support for proposed changes as they would make walking safer and suggestions for adding a pedestrian crossover on Sandhurst Circle just south of Albert Campbell Collegiate Institute and improving the intersection of Brimwood Boulevard and Sandhurst Circle.

Additional Feedback

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

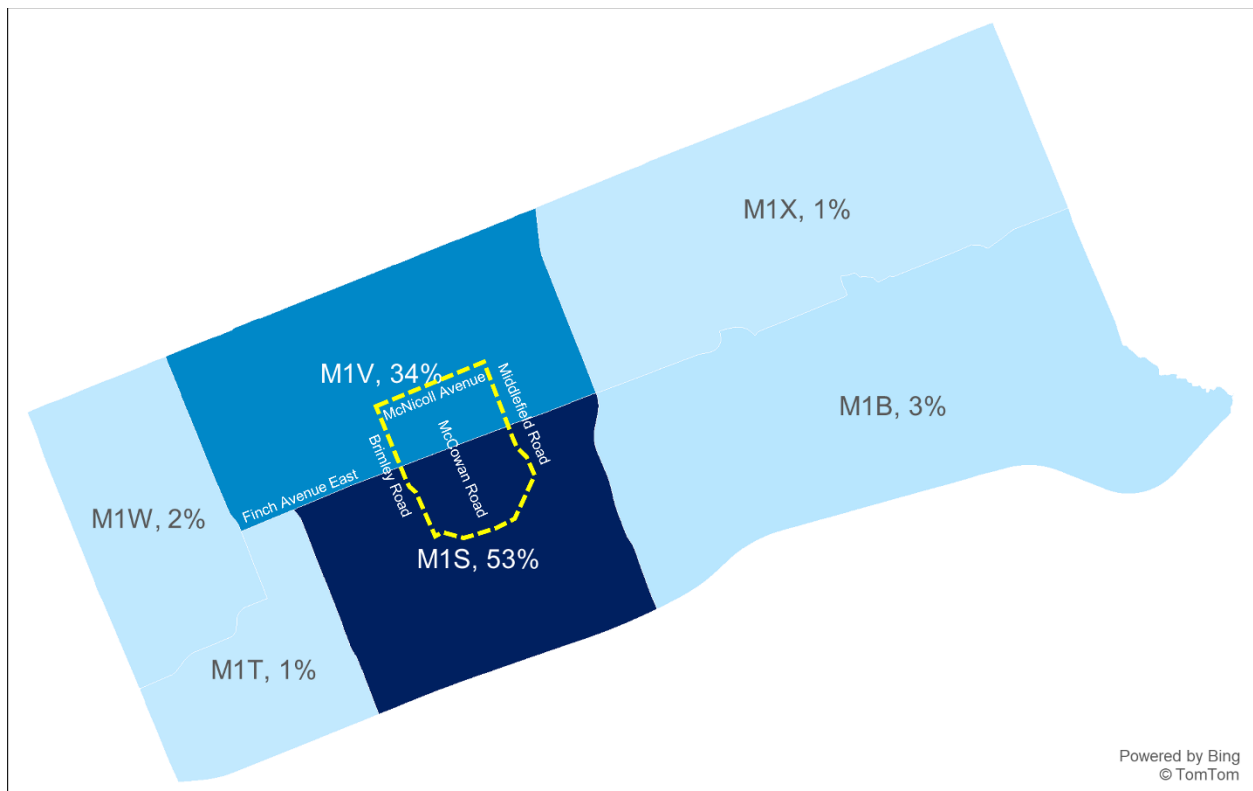
Theme	Comments
Speed humps	<ul style="list-style-type: none"> - Mixed support for speed humps..
Bikeways	<ul style="list-style-type: none"> - Mixed feedback about paint-only bike lanes: support for bikeway and opposition due to narrowing of roads. - Supports proposed changes. - Suggestion for City to review data to ensure proposed bikeway infrastructure aligns with community demand.
Parking	<ul style="list-style-type: none"> - Concerns about parking removal on Chartland Boulevard South and Dibgate Boulevard. - Suggestion to retain parking on Chartland Boulevard South between Dibgate Boulevard and Brimley Road. - Concerns about impact to side streets if parking is removed on Dibgate Boulevard. - Suggestion to put a driveway in front of Iroquois Junior Public School for drop-off and pick-up. - Expresses need for on-street parking due to future local development. - Suggestion to ban parking and stopping in front of all schools except school buses to improve road safety. - Concern that parking removal could create barriers for people with limited mobility. Request for Wheel-Trans and other vehicles serving people with mobility issues to have a dedicated curbside interface. - Proposed changes need to be aligned with future developments in the area.
Road narrowing	<ul style="list-style-type: none"> - Concerns about impact on road safety and motor vehicle operation due to loss of road space and installation of flex posts. - Concerns about emergency vehicle access, winter maintenance and traffic congestion on Sandhurst Circle due to proposed lane width reduction and cycle tracks with low-wall barriers. - Concern that this does not address issue of traffic volume in front of schools
Winter maintenance	<ul style="list-style-type: none"> - Concerns about lack of snow removal on cycle tracks separated by flex posts.
Data	<ul style="list-style-type: none"> - Request for traffic impact study, review of impact on winter maintenance and cycling data. - Request for projected metrics to measure success of project.

Theme	Comments
Enforcement	<ul style="list-style-type: none"> - Suggestion for police to enforce no stopping zone on Chartland Boulevard South in front of Iroquois Junior Public School. - Suggestion for regular ticketing of drivers who do not comply with the no parking and no standing signs in front of Iroquois Junior Public School. - Suggestion for more police enforcement of drivers.
One-way option on Chartland Boulevard South	<ul style="list-style-type: none"> - Concern that one-way option would disrupt access to area south of Iroquois Junior Public School for local residents and increase traffic on side streets, some of which have school bus routes. - Concern that the one-way option would encourage drivers to make U-turns. - Traffic on Chartland Boulevard South does not warrant this change.
Pedestrian crossings	<ul style="list-style-type: none"> - Suggestion to change PXOs to full traffic signals as PXOs are routinely ignored by pedestrians and drivers. - Request for a signalized mid-block crossing on Sandhurst Circle near Woodside Square Mall just north of Finch Avenue East to make crossing safer and to encourage cars to slow down.
Flex posts	<ul style="list-style-type: none"> - Concern that flex posts are prone to damage, are costly to maintain and create a false sense of security. Prefers concrete curbs or raised tracks.
Intersections	<ul style="list-style-type: none"> - Opposes left-turn restriction at White Heather Boulevard and McNicoll Avenue.
Cost	<ul style="list-style-type: none"> - Request for cost estimate of project installation and maintenance costs for ten years.
Other	<ul style="list-style-type: none"> - Suggestion to ban permitting of six-plex construction in the area. - Request for information in French for École Élémentaire Catholique Saint-Jean-de-Lalande.

Appendices

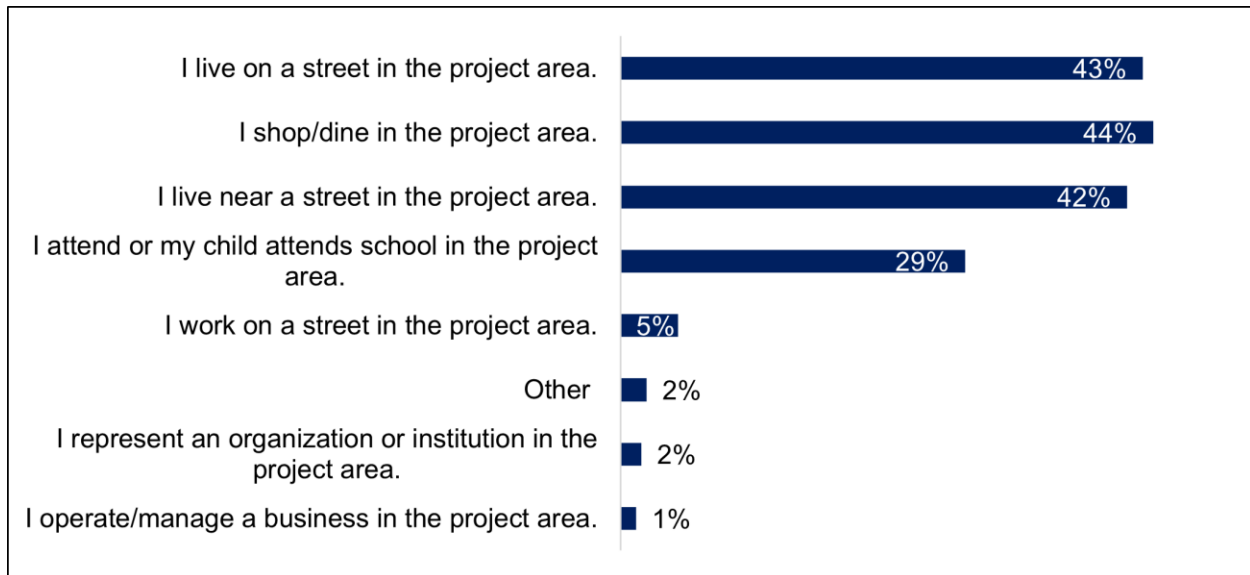
Appendix A: Survey Participant Profile

Postal Code | n=231



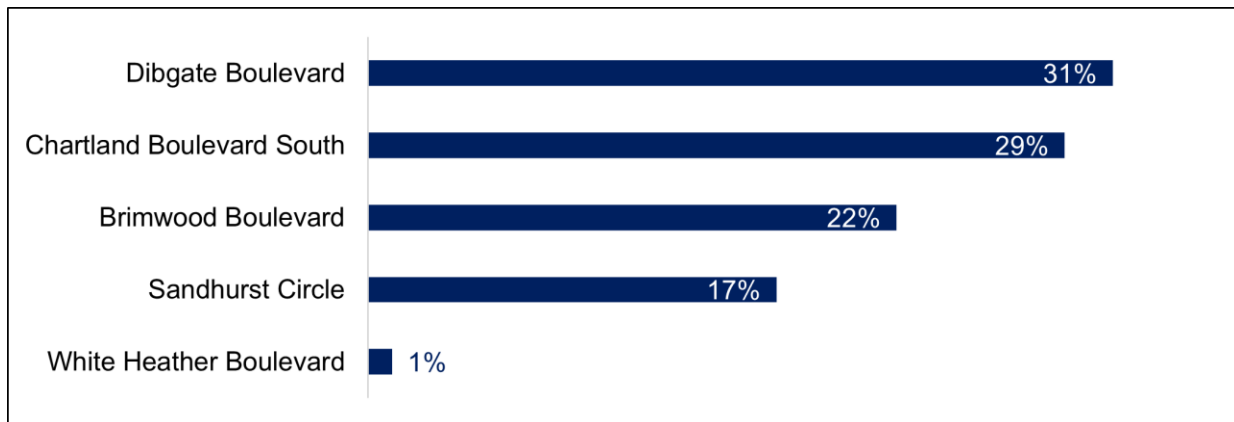
Of those who provided this information, just over half live in or near the study area (M1S), with 41% of other respondents neighbouring the project area as shown in the map.

Relationship to the Project Area | n=231



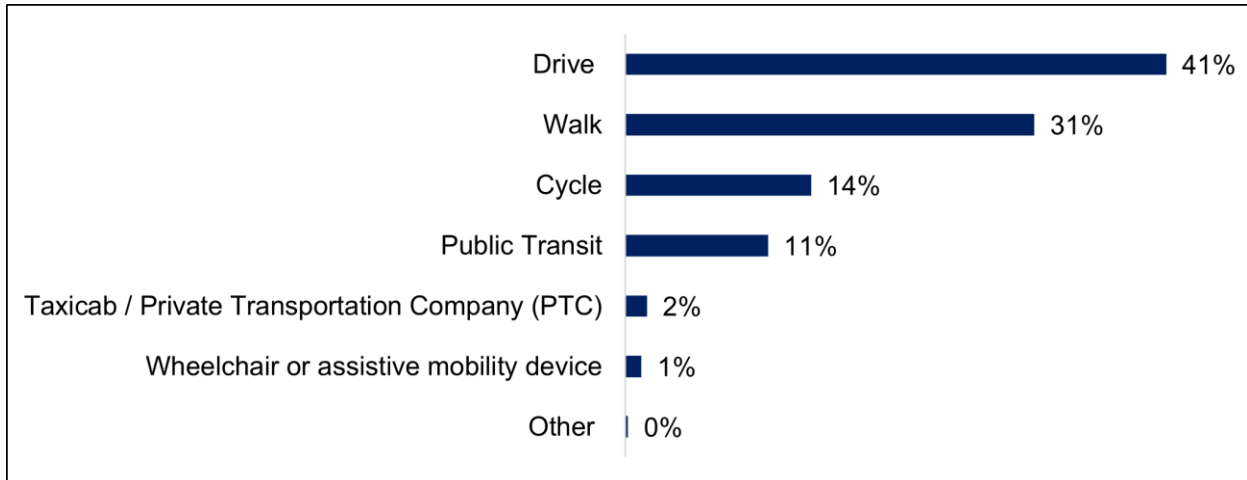
56% of the survey respondents live in or near the project area. 20% shop/dine in the project area and 13% attend or have a child who attends school in the project area.

I live on a street in the project area | n=100



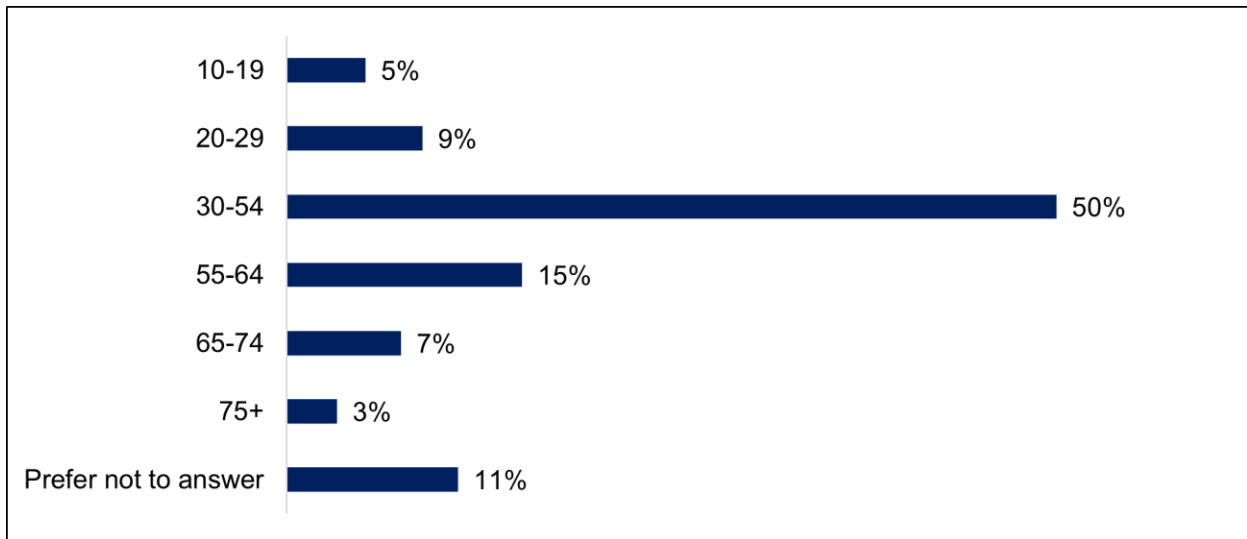
Of the 100 survey respondents who live on a street in the project area, 60% live on Dibgate Boulevard or Chartland Boulevard South. Just over one-fifth live on Brimwood Boulevard, 17% on Sandhurst Circle and 1% on White Heather Boulevard.

Typical Ways of Travelling In/Near the Project Area | n=231



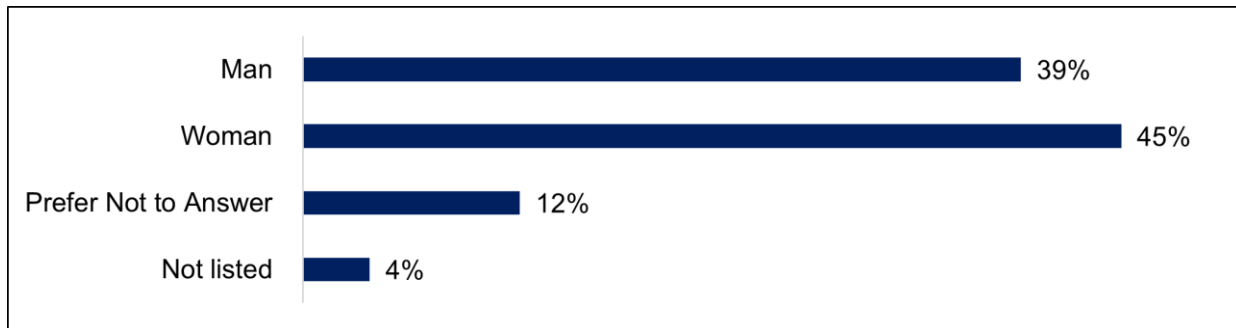
Over 40% of survey respondents typically travel through the project area by driving, just over 30% by walking, 14% by cycling, 11% by public transit, 2% by taxicab or a PTC and 1% using a wheelchair or assistive mobility device.

Age | n=218



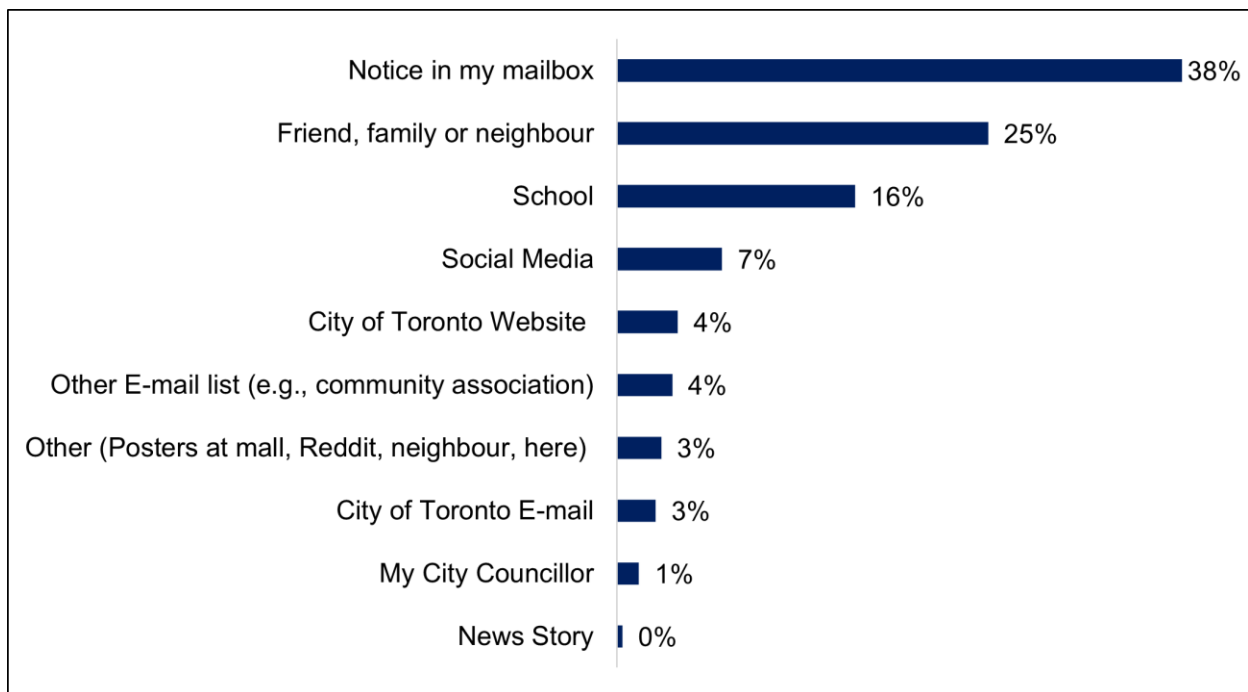
Half of the respondents to this question are 30-54 years old, 25% are 55 years or older, 14% are 29 or younger and 11% preferred not to answer this question.

Gender | n=218



45% of the respondents to this question identify as a woman and 39% of the respondents identify as a man. 12% preferred not to answer this question. A few survey respondents questioned the point of this question.

Point of Engagement | n=218



Almost 40% of respondents to this question learned about this public consultation by the notice in their mailbox and 25% from a friend, family or neighbour. 16% heard about the public consultation from a school, followed by social media, other e-mail lists, Other, City of Toronto e-mail and a City Councillor.