

Attachment 4 - Improving Davisville Avenue (Ward 12)

Improving Davisville Avenue supports the Vision Zero Road Safety Plan, which targets eliminating traffic-related fatalities and serious injuries by making roads safer for everyone, with a focus on those most vulnerable. A map of the project area is included as Figure 4-1.



Figure 4-1: Map of the Improving Davisville Avenue Project Area

From 2016 to 2026, there were 19 collisions involving pedestrians and four (4) collisions involving people cycling. As a result, one (1) pedestrian was killed and five (5) were seriously injured. This is shown in Figure 4-2.

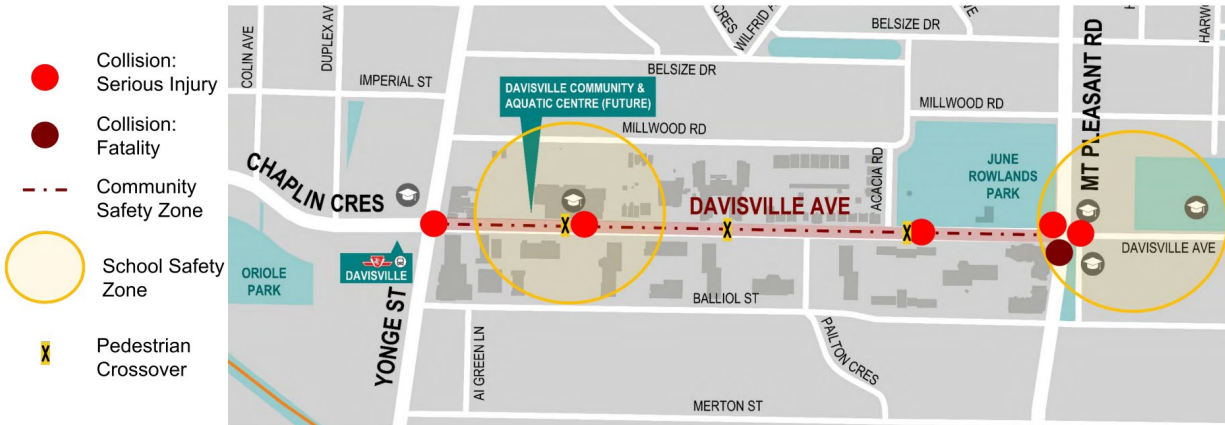


Figure 4-2: Map of Collision History on Davisville Avenue

Based on public feedback from consultation with the community, changes to the proposed road safety improvement designs have been made to incorporate the expressed needs of the community. A key concern expressed through public consultation was potential for traffic diversion from Davisville Avenue to neighbouring parallel streets, due to proposed westbound left-turn prohibitions. The recommended design removes the proposed left-turn prohibitions; left-turns at the intersection would continue to operate as they do today. The public consultation also requested public feedback on preferred interventions at Pailton Crescent and Acacia Road and feedback identified strong preference for greenery and seating over artistic paint or other options. The design would proceed to include greenery and seating at Acacia Road and addition of a Bike Share Station on Pailton Crescent with review of feasibility for greenery.

Recommended designs reflect these changes based on public feedback.

Consultation

Public and interest group consultation for Improving Davisville Avenue was conducted in two phases. Phase 1 consultation took place between November 2024 and February 2025 and focused on introducing the project objectives and gathering early feedback on roadway safety improvement features, pedestrian and cycling improvements, loading needs and road safety priorities, particularly around schools, intersections and pedestrian crossings.

Phase 2 consultation took place between April 1 and May 3, 2026, and presented proposed changes to Davisville Avenue, including improvements to pedestrian crossovers, addition of cycling infrastructure, streetscape and greening features, parking changes, transit stop adjustments, and intersection operational improvements.

Communications to notify the public and interest groups about the project and opportunities to participate in both phases included mailed notices, emails, a project webpage, and on-street signage. Consultation included a variety of activities such as a

public drop-in event, online surveys, direct outreach to interest groups, school workshops, pop-ups, and responding to comments received via phone and email.

Feedback collected during Phase 1 was generally supportive of the project. Participants were supportive of road safety interventions to improve the pedestrian experience on Davisville Avenue. Support for safety improvements focused on crossing conditions at pedestrian crossovers and the accessibility and widths of sidewalks throughout the project area. Feedback also showed a strong support for measures that would curb aggressive driver behaviour, speeding and unsafe turning conditions.

During Phase 2, participants showed strong support for the project's safety objectives. Nearly three-quarters of survey respondents agree that the proposed changes would improve safety and comfort for all road users, including pedestrians, people cycling, using transit, and driving. Participants identified upgrades to pedestrian crossings, measures to reduce speeding, improve sightlines, and addition of cycle tracks as the most important proposed changes. Streetscaping and greening were also strongly supported. The removal of time-of-day parking on the south side of Davisville Avenue was the most frequently cited concern, with respondents highlighting impacts on resident and visitor access as well as reduced short-term parking supply in the area. Additional concerns included potential traffic diversion to nearby residential streets due to cycle tracks and lane width narrowing, transit stop consolidation, snow maintenance, and access to driveways and loading areas. At Yonge Street and Davisville Avenue, participants noted challenges related to turning movements during high pedestrian times, with mixed opinions on the proposed prohibition of the left turn from Davisville Avenue onto Yonge Street. At Mount Pleasant Road, participants generally supported turn-calming measures to improve safety. Participants also identified sidewalk widening and road resurfacing as priorities.

More details on each phase of consultation, including the specific activities, participation and feedback received are available in consultation reports on the project webpage: toronto.ca/DavisvilleAvenue.