



Bathurst Manor Neighbourhood Mobility Plan

Phase 2 Public Consultation Report
October 2023



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Consultation Summary

This report describes the activities and feedback received during the second and final phase of consultation for the Bathurst Manor Neighbourhood Mobility Plan (BMNMP). Consultation with stakeholders and members of the public took place between September 13 and October 11, 2023.

The two objectives of public consultation were: to enrich the study team's understanding of traffic issues in the neighbourhood with local knowledge, and to understand the extent to which proposed changes are supported by the community.

A variety of methods were used to notify members of the public and stakeholders of the project and opportunities to participate in Phase 2 consultation activities, including:

- Project web page (www.toronto.ca/BathurstManor)
- A mailed notice to neighbourhood addresses via Canada Post (7,520 addresses)
- Emails to project emailing list, including resident groups, community groups, organizations, local businesses, institutions and elected officials (46 contacts)

A series of activities informed the development of the BMNMP, organized in two phases of consultation. Phase 1 results can be found in a separate [summary report](#).

Phase 1

- July 2021: A Local Advisory Committee (LAC) was formed. Invites were extended to community members who had previously expressed interest in transportation and safety issues to the Councillor's office. The LAC is a non-political advisory body with a mandate to provide feedback, guidance, and advice to the City Project Team at key points during the BMNMP. A meeting was hosted to introduce the project objectives, potential neighbourhood improvements, and provide an opportunity for the LAC members to provide feedback.
- November 2021: A virtual public meeting was held on November 17, 2021 to introduce the project objectives, share opportunities for near-term changes and collect feedback from area residents and stakeholders. It was attended by 55 participants. The [presentation](#) is available on the project website.
- November 2021-January 2022: A digital mapping tool and online survey, allowed members of the public to provide site specific feedback on their transportation experiences in Bathurst Manor and identify areas of concern and ideas for improvements. A total of 138 comments were submitted. Comments could also be submitted via phone, email, or mail. A [summary](#) of all comments received in Phase 1, including the LAC meeting, public meeting, digital mapping tool and survey is available on the project website.
- Fall 2021-Spring 2022: Meetings were held with school administrators at Charles H. Best Junior Middle School, Wilmington Elementary School, Tanenbaum Community Hebrew Academy of Toronto, and William Lyon Mackenzie Collegiate Institute to collect feedback on traffic and travel behaviours, opportunities to improve access and safety around schools, and to inform the design of Wilmington bike lanes.

Phase 2

- September 2023: A meeting was held with the LAC to present the BMNMP and collect feedback in advance of the public event.
- September 2023: An in-person drop-in event open to all community members was held on September 27, 2023. The BMNMP was presented to community members on a

series [of information panels](#), and staff made a presentation and facilitated a question and answer period. Attendees had an opportunity to speak with staff and provide feedback. Over 130 people attended the event. Materials were posted online, in advance of the event, for those who could not attend.

- September-October 2023: An online survey was posted to collect feedback about the BMNMP and level of support for the proposed changes. In total, 358 unique responses were received.
- September-October 2023: Comments and questions were accepted via email and phone during the consultation period. 44 comments were received from 33 residents and stakeholders.

Overall, public feedback collected through the second phase of public consultation indicated mixed support of the proposed changes. Public feedback received at the drop-in event and over the phone and email was consistent with the results of the survey. The highest levels of support were expressed for changes addressing safety, including stop signs, traffic control signals, pedestrian crossings and sidewalks. The lowest levels of support were expressed for one-way roads.

- **Mixed feedback about changing sections of existing two-way roads to become one-way roads:** Approximately one-third of respondents supported or felt neutral about proposed one-way routes. Respondents are generally unsupportive of one-way travel restrictions because of 1) concerns that they will inconvenience local residents who travel by motor vehicle by requiring them to take alternate routes, and 2) concerns that they will increase congestion within Bathurst Manor.
- **Mixed feedback about speed humps and in-road flexible speed signs:** 52 per cent of survey respondents support or feel neutral about speed humps overall, and 51 per cent of respondents support or feel neutral about in-road flexible speed signs on Wilmington Avenue. Some respondents feel that speed humps will effectively address issues of speeding and improve neighbourhood safety. Respondents who are unsupportive are concerned that speed humps could cause damage to vehicles, increase emergency vehicle response times, inconvenience residents, and increase congestion on other streets. With regards to in-road flexible speed signs, some respondents feel that they are an effective and affordable method to discourage speeding, but others suggest the signs will have limited effectiveness, create a hazard to drivers and may interfere with snow plowing.
- **Support for all-way stop signs and pedestrian crosswalks:** 61 per cent of respondents support or feel neutral about installation of a traffic signal at Codsell Avenue and Wilmington Avenue, and over three-quarters support or feel neutral about proposed new stop signs in various locations, and installation of a crosswalk at Codsell Avenue and Wilson Heights Boulevard. Respondents feel that the new signs, traffic signal and crosswalk will improve safety and provide safer ways for pedestrians to cross the street and access neighbourhood destinations. Those opposed feel that the traffic lights at Codsell Avenue and Wilmington Avenue and some of the stop signs might contribute to increased congestion and are unnecessary given the area's other existing traffic lights and low pedestrian activity. Some respondents suggest that greater enforcement of existing stop signs is required. Many respondents proposed additional locations where the City should consider stop signs.
- **Support for new sidewalks and mixed feedback about bikeways throughout the neighbourhood:** The majority of respondents support the installation of sidewalks so pedestrians can have a separate, designated space. A few respondents feel that quieter roads in the neighbourhood do not require sidewalk installation to improve safety. Many respondents are supportive of additional bike routes through Bathurst Manor and expressed desire for separated bike lanes that connect to area destinations like

Downsview, Finch Hydro Corridor and Earl Bales Park. Some respondents are concerned about impacts to traffic, parking and snow clearing. Some respondents are also critical of the recent installation of raised platforms along the existing Wilmington bikeway.

Full details of survey responses are provided below (see pages 6-12).

Project Overview

The Bathurst Manor Neighbourhood Mobility Plan (NMP) will identify, prioritize and recommend short, medium, and long-term improvements to traffic operations and road design to support safety for all modes of transportation, including pedestrians and people driving and cycling.

The Bathurst Manor NMP will address three areas of concern:

1. Road safety for vulnerable road users (e.g. seniors, school children, pedestrians and people cycling)
2. Excessive speeding
3. Traffic using neighbourhood streets as a by-pass route

The Bathurst Manor NMP was initiated following direction from North York Community Council in 2019 to work with the community to develop a comprehensive plan to address community concerns.

The NMP also provided opportunities to discuss on-going and concurrent roadwork in the area. The most frequently raised item was in relation to a project which upgraded the bikeway on Wilmington Avenue in summer 2023, and included repainting and installation of raised platforms at some TTC stops. Staff also provided support with inquiries about routine maintenance such as snow removal, pothole repair, and trimming of trees and plants, as well as installation of sidewalks on Honiton Street and Shaftesbury Street.

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate in Phase 2 of consultation:

- Project web page toronto.ca/BathurstManor (704 unique visits)
- [Notices](#) delivered through Canada Post (7,520 addresses in the project area)
- E-notifications to residents subscribed to the project list (21 contacts)
- Emails to stakeholders including residents' associations, community groups, organizations, institutions and elected officials (25 contacts)
- Communication via the Councillor's office

Consultation Activities

Public and stakeholder comment on the project was received through the following consultation and engagement activities in Phase 2:

Activity	Date	Participation
Local Advisory Committee Meeting	September 11, 2023	Five attendees (13 invited)
Drop-In Public Event and Q&A	September 27, 2023	130+ attendees
Online Survey	September 14 – October 11, 2023	358 responses
Email/Phone	September 14 – October 17	44 comments received from 33 individuals

Activities conducted during Phase 1 are summarized in the [Phase 1 Consultation Report](#).

What We Heard

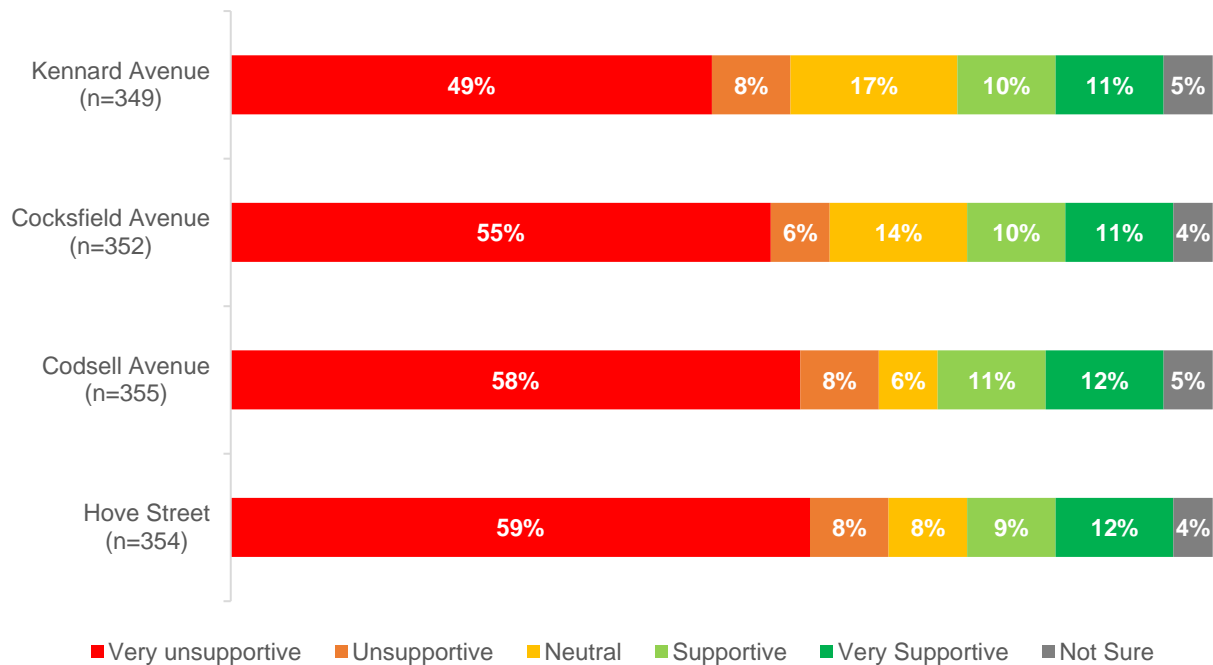
Survey

A survey was available via CheckMarket, an online survey platform. Respondents were also given an option to call and complete a survey over the phone, or complete it on paper at the in-person event. The survey presented information on each of the proposed changes before asking multiple choice questions that measured levels of support, and gave the option to include additional feedback in an open comment field.

Participation in the survey was anonymous, and optional demographic questions were included (see Appendix for survey participant profile). **82% of survey respondents indicated that they live in or very near Bathurst Manor.**

Responses received to each question are described in this section.

Question: Do you support the proposed one-way configurations on Kennard Avenue, Cocksfield Avenue, Codsell Avenue, and Hove Street?



A total of 356 people responded to this question.

- 38% of respondents supported or felt neutral about one-ways on Kennard Avenue
- 35% of respondents supported or felt neutral about one-ways on Cocksfield Avenue
- 29% of respondents supported or felt neutral about one-ways on Codsell Avenue
- 29% of respondents supported or felt neutral about one-ways on Hove Street

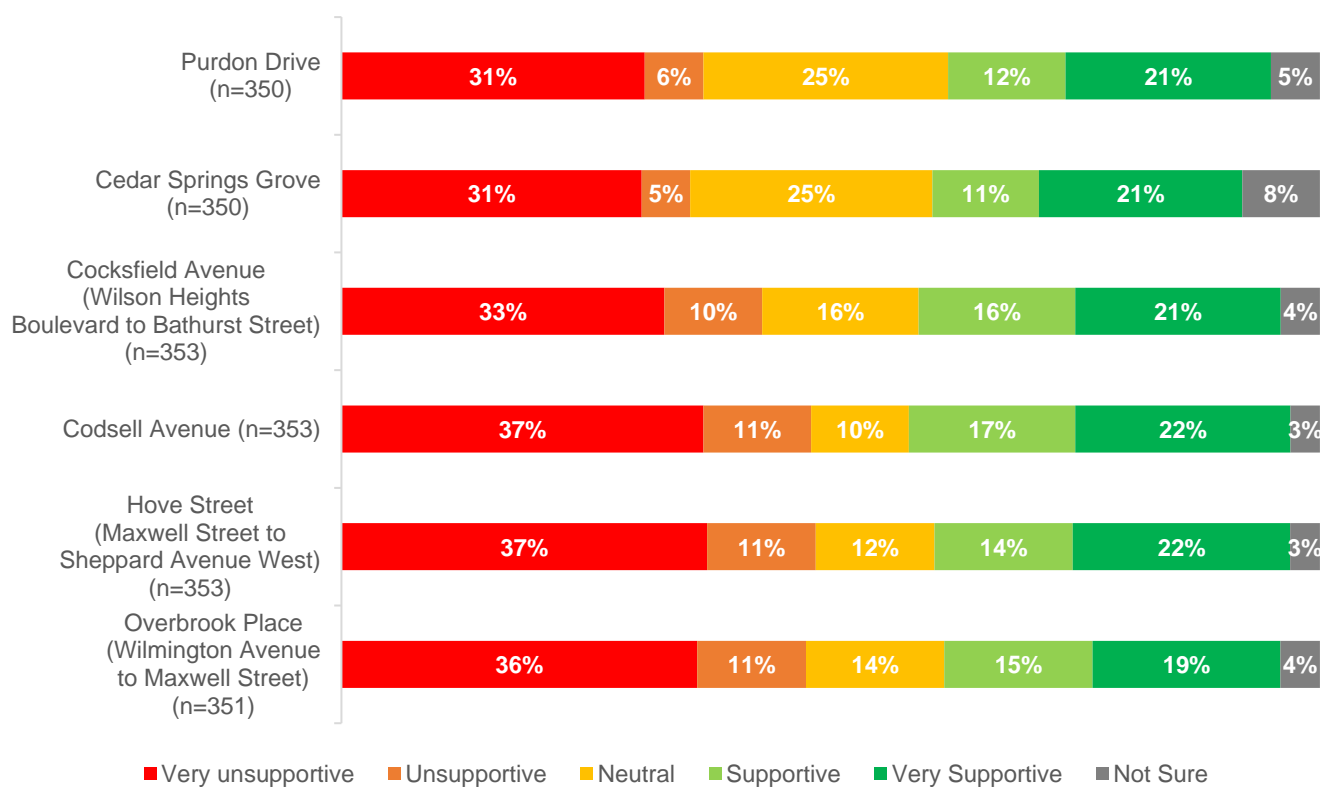
Of the 356 respondents, 26% (91 respondents) lived on one of the four proposed one-way streets. Among these respondents, 39% supported or felt neutral about the one-ways.

118 respondents left comments about one-ways. The most common reason for supporting the one-ways was that respondents felt it would help reduce the volume of traffic in the neighbourhood.

The most common concerns expressed about one-ways were:

- Inconvenience to local residents who drive, limits to motor vehicle entry/exit options for residents, and increase in total travel times when travelling by car
- Potential increases in congestion on other streets if cars take alternate routes
- Skepticism about effectiveness of one-ways as a method to address through traffic in the neighbourhood

Question: Do you support the installation of speed humps in Bathurst Manor?*



**Note: Maxwell Street was included as a candidate location for speed humps in the study materials, public notice and survey preamble, but was not included as a survey question due to a data entry error.*

A total of 357 people responded to this question. The responses have been broken out by overall support as well as support from residents of impacted streets.

	Supportive or neutral (Overall)	Supportive or neutral (residents of impacted street)	Unsupportive (Overall)
Purdon Drive	58%	75% (n=16)	37%
Cedar Springs Grove	57%	0% (n=3)	36%
Cocksfield Avenue (Wilson Heights Boulevard to Bathurst Street)	52%	58% (n=12)	43%
Codsell Avenue	49%	56% (n=36)	48%
Hove Street (Maxwell Street to Sheppard Avenue West)	48%	78% (n=35)	48%
Overbrook Place (Wilmington Avenue to Maxwell Street)	48%	39% (n=18)	47%

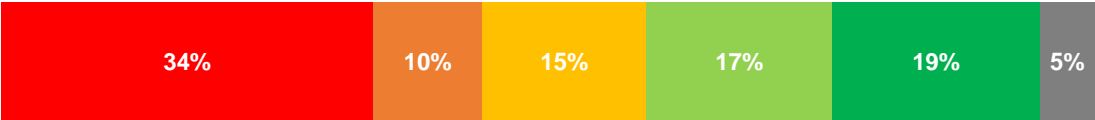
A total of 84 respondents left comments about speed humps. The most common reason for supporting speed humps was their ability to slow car speeds through physical road changes. Several respondents noted that stop signs and speed limits are not always respected.

The most common concerns expressed about speed humps were:

- Damage and wear and tear to vehicles
- Potential increases in congestion if people driving choose other streets to avoid speed humps
- Ineffective at preventing speeding if cars accelerate between speed humps
- Effectiveness in comparison to options like stop signs and police enforcement
- Necessity of speed humps since speed limits have recently been reduced to 30 km/h

Respondents also made many suggestions for additional locations where speed humps would be appropriate, including Evanston Drive. Some respondents also expressed support for speed humps on Maxwell Street.

Question: Do you support the installation of in-road flexible speed signs on Wilmington Avenue?



■ Very Unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very Supportive ■ Not Sure

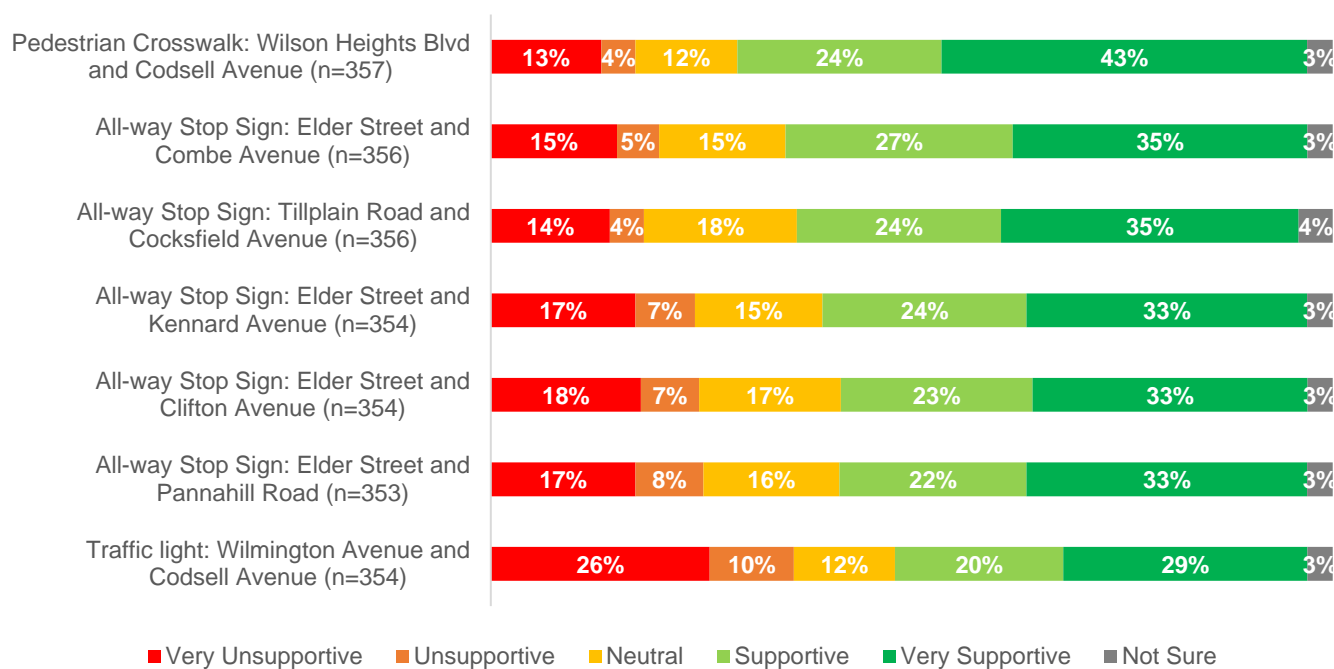
A total of 354 people responded to this question. 51% of respondents supported or felt neutral about installation of in-road flexible speed signs on Wilmington Avenue, and 44% were unsupportive.

A total of 71 respondents left comments about flexible speed signs. The most common reasons for supporting the signs were that they are relatively cheap and easy to install, and respondents felt they would help address speeding.

The most common concerns about in-road flexible speed signs were:

- Necessity of the signs given the change in speed limit on Wilmington Avenue to 40 km/h
- Effectiveness of signs, and belief that stop signs would be more effective
- Dangers to people driving and potential for vehicle damage
- Impeding snow plowing in the winter
- Appearance of the signs

Question: Do you support the installation of these road safety improvements?



A total of 358 people responded to this question. A total of 96 respondents left comments about road safety improvements

- 79% of respondents supported or felt neutral about a **pedestrian crosswalk** at Wilson Heights Boulevard and Codsell Avenue, and 17% were unsupportive. The most common reason for supporting the crosswalk was that it would facilitate a safer crossing for students attending William Lyon Mackenzie Collegiate Institute. The most common concern about the crosswalk was that it may contribute to congestion at that intersection.
- 61% of respondents supported or felt neutral about a **traffic light** at Wilmington Avenue and Codsell Avenue, and 36% were unsupportive. Respondents who were supportive of the light did not provide further comments. The most common concerns about the traffic light were:

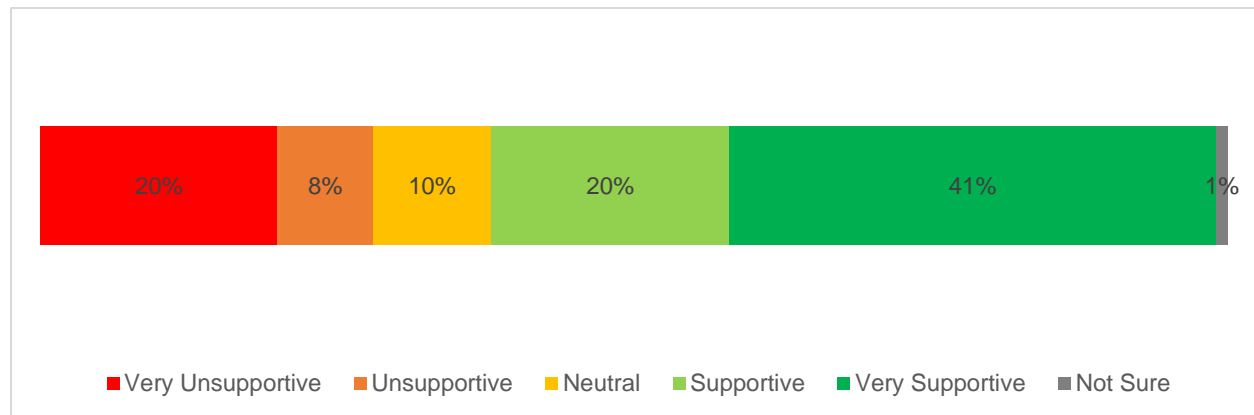
- Necessity of the light given its proximity to existing traffic lights at Sheppard and Wilmington
- Potential increase in congestion along Wilmington Avenue and Codsell Avenue. Some respondents suggested a crosswalk instead of a traffic light at this location.

Approximately two-thirds of respondents were supportive or neutral about new **stop signs** in various locations:

- 77% of respondents supported or felt neutral about an all-way stop sign at Elder Street and Combe Avenue, and 20% were unsupportive
- 77% of respondents supported or felt neutral about an all-way stop sign at Tillplain Road and Cocksfield Avenue, and 18% were unsupportive
- 72% of respondents supported or felt neutral about an all-way stop sign at Elder Street and Kennard Avenue and 24% were unsupportive
- 73% of respondents supported or felt neutral about an all-way stop sign at Elder Street and Clifton Avenue and 25% were unsupportive
- 71% of respondents supported or felt neutral about an all-way stop sign at Elder Street and Pannahill Road, and 25% were unsupportive

The most common reason for supporting proposed stop signs was that it would improve safety for all road users by helping reduce the speed of motor vehicle traffic and facilitate safer crossings at intersections for pedestrians. The most common concern about stop signs was potential for increased congestion. A few respondents questioned the selection of locations and many respondents also suggested additional locations for future stop signs. Many respondents also suggested that existing stop signs are not respected by some drivers and increased enforcement is needed.

Question: Do you support the installation of sidewalks in Bathurst Manor generally?



A total of 357 people responded to this question. 71% of respondents were supportive or neutral about installation of sidewalks in Bathurst Manor, and 28% were unsupportive.

A total of 76 comments were left about sidewalks. The most common reasons for supporting sidewalks included:

- Improved safety for pedestrians, especially children and seniors
- Encourages more trips within the neighbourhood by walking instead of driving

In addition, some respondents suggested additional locations where the City should also prioritize sidewalks.

The most common concerns about sidewalks included:

- Overall necessity of sidewalks, with some respondents indicating they feel safe walking on the road
- Cost and inconvenience of installation
- Impact of lane reductions or road narrowing resulting from installation of the sidewalks

Question: Do you have any comments about bikeway connections?

A total of 194 comments were left about bikeway connections. Of these comments:

- 38% (73 comments) were supportive or neutral about the addition of bikeways in Bathurst Manor
- 53% (103 comments) were unsupportive
- 9% (18 comments) were mixed – for example, respondents indicated general support for bikeways but did not agree with the proposed locations, or indicated their support would depend on the design.

Top themes from the comments included:

Topic	Comment Summary
Improved cycling connections	<ul style="list-style-type: none"> • Supportive of the proposed bike routes on Maxwell and Overbrook as they would provide new cycling connections to Bathurst Avenue, Earl Bales Park and the Finch Hydro Corridor
Safety	<ul style="list-style-type: none"> • New bikeways would help residents feel safer cycling around the neighbourhood • Proposed streets, particularly Codsell Avenue, may not be wide enough to safely accommodate a bikeway, and installing one could have negative safety impacts on both people driving and cycling
Congestion	<ul style="list-style-type: none"> • Concern about how bikeways would impact motor vehicle traffic on Maxwell Street and Overbrook Place, with particular concern about adding to congestion on Codsell Avenue
Necessity	<ul style="list-style-type: none"> • Concern that bikeways are unnecessary on these routes since they are not major streets, or that there is not a high enough level of demand for cycling infrastructure in the neighbourhood
Conflicts	<ul style="list-style-type: none"> • Concern about potential conflicts between different road users and a sense that people cycling do not follow the rules
Parking	<ul style="list-style-type: none"> • Concern about possible impacts to on-street parking and deliveries to homes
Wilmington Bikeway	<ul style="list-style-type: none"> • Dissatisfaction with the design of the upgraded bikeway on Wilmington Avenue. • Concern that the raised platform design of the Wilmington Avenue bike lane has created too many conflicts between people cycling, pedestrians and transit riders, and has contributed to increased congestion along Wilmington Avenue.

Additional Comments:

180 additional comments were provided at the end of the survey. Many respondents generally reaffirmed their support or lack of support for the proposed actions.

Additional themes not previously captured included:

- Concern about the temporary curb extensions that were previously installed in the neighbourhood using paint and white bollards. Several respondents felt that the bollards pose a hazard to drivers and are in poor condition
- Desire to see more stop signs than what is proposed
- Concern about the cost of implementing these actions
- Concern about congestion around schools on Wilmington at rush hour
- Desire to see increased safety education for people cycling and pedestrians
- Concern about overall quality of roads in the neighbourhood
- Desire to see additional traffic enforcement in the neighbourhood
- Additional ideas including:
 - Addition of a traffic light at Hove and Sheppard
 - Removing the raised platforms on the Wilmington bikeway
 - Peak period restrictions for congested areas

Drop-in Event and Q&A

A drop-in event was held on September 27, 2023 from 4:00 p.m. to 8:00 p.m. at Beth Emeth Bais Yehuda Synagogue in Bathurst Manor. The event included a presentation about the NMP followed by a question & answer period at 6:30 p.m. Attendees were able to view information panels about the project and speak with members of the project team. Approximately 130 people attended the event.

Participant comments provided to staff during the drop-in and Q&A are summarized below:

Topic	Comment Summary
<p>Volume Management <i>One-way travel restrictions</i></p>	<ul style="list-style-type: none"> • Mixed support for one-way on Kennard Avenue, with some in support and some concerned about congestion • Concerns: <ul style="list-style-type: none"> ○ Adding a one-way on Codsell Avenue and Cocksfield Avenue reduces entry and exit points to the neighbourhood, adds to inconvenience and travel times, and generally contributes to increased congestion on surrounding streets ○ Congestion around Wilmington Elementary and Charles H. Best Junior Middle School around pick-up and drop-off times ○ Reliability of data used to inform one-way recommendations. Some suggestions that temporary construction at Bathurst and Sheppard contributed to higher than normal infiltration during the period of data collection ○ Impact of development along Sheppard Avenue West on future traffic volumes • Suggestions: <ul style="list-style-type: none"> ○ Explore how to speed up turning movements at Finch Avenue West and Wilmington Avenue to reduce queuing ○ Consider time-of-day one-ways ○ Consider removal of some parking on Codsell Avenue and Cocksfield Avenue to facilitate traffic volumes ○ Consider increasing left turn storage lane on Bathurst Street at Cocksfield Avenue ○ Consider moving TTC stop at Overbrook Place and Wilmington Avenue further south ○ Consider changing time of garbage pick-up to reduce congestion
<p>Speed management <i>Speed humps</i></p>	<ul style="list-style-type: none"> • Support for speed humps to reduce speeds, especially on Codsell Avenue, Maxwell Street, and Cedar Springs Grove • Concerns about speed humps being ineffective at slowing vehicles, damaging vehicles and negatively impacting emergency vehicle travel times • Suggestions:

	<ul style="list-style-type: none"> ○ Increase enforcement through automated speed enforcement cameras or increased police presence ○ Increase stop signs in addition to speed humps
<p>Safety</p> <p><i>Stop signs, traffic lights, crosswalks, sidewalks, curb extensions</i></p>	<ul style="list-style-type: none"> ● Support for sidewalks on streets that don't have any ● Mixed support for traffic light at Codsell Avenue and Wilmington Avenue: <ul style="list-style-type: none"> ○ Concern it is unnecessary and will cause congestion ○ Supporters feel it will improve safety of crossing ● Concerns: <ul style="list-style-type: none"> ○ Existing stop signs are obstructed by snow and branches ○ Existing stop signs are not respected by drivers ○ Temporary curb extensions with white bollards do not provide safe conditions. Some feel that the bollards make them feel less safe and questioned if they impede snow clearing ○ Pedestrian crosswalk at Wilson Heights Boulevard and Codsell Avenue may impact flow of vehicles at rush hour ○ Questions about why four stop signs are proposed in a row along Elder Street ● Suggestions: <ul style="list-style-type: none"> ○ Introduce safety improvements to help cars safely exit the plaza at Sheppard and Bathurst onto Hove Street ○ Increase enforcement of stop signs ○ Consider stop signs at other locations: Elder/Acton; Codsell/Wilson Heights; Codsell/Honiton; Maxwell between Waterloo and Brighton ○ Consider sidewalks on Garthdale Court ○ Consider painted crosswalk at Codsell Avenue and Tillplain Road ○ Work on installing priority sidewalks soon and not waiting for reconstruction ○ Conduct education about safe crossings when walking ○ Consider a signal instead of a crosswalk at Wilson Heights Boulevard and Codsell Avenue to improve traffic operations
<p>Bikeways</p> <p><i>Wilmington Avenue bike lanes, new bikeways</i></p>	<ul style="list-style-type: none"> ● Concerns: <ul style="list-style-type: none"> ○ Potential increase in congestion on Codsell Avenue if bike lane is installed ○ General opposition to additional bikeways in the neighbourhood ○ Question about installation of bikeways before sidewalks have been provided

	<ul style="list-style-type: none"> ○ Belief that sometimes people cycling don't adhere to rules of road ○ Design of raised platforms at Wilmington Avenue. Specifically: <ul style="list-style-type: none"> ▪ Lack of visibility of the platforms for people driving ▪ Confusion around etiquette and who has the right of way at what times ▪ Safety for pedestrians and people unloading from buses and cars ▪ Contributions to congestion on Wilmington as cars must wait behind buses ● Suggestions: <ul style="list-style-type: none"> ○ Improve visibility of raised platforms and bikeways in general through bollards, more pavement markings, or making bike lanes raised the entire length of Wilmington Ave ○ Consider bikeways on Wilson Heights Boulevard ○ Improve education and signage around raised platforms ○ Ensure continued engagement with local schools
General comments	<ul style="list-style-type: none"> ● Concerns: <ul style="list-style-type: none"> ○ Potential for parking impacts to Maxwell Street resulting from speed hump installation ○ Operation of the pick-up and drop-off area in front of Charles H. Best Junior Middle School. ● Suggestions: <ul style="list-style-type: none"> ○ Improve or update the existing signage since loading is now allowed in that area ○ Explore how to provide a safer area for kids to pick up and drop off ○ Increase enforcement of existing traffic rules ● Questions about how data and modelling work is conducted, what information the City has used to recommend these changes, and what monitoring is done after implementation ● Insufficient communication and consultation on the project and uncertainty about whether input will be incorporated into final plan ● Potentially long timelines for implementation of plan

Local Advisory Committee Feedback

A meeting of the Bathurst Manor Neighbourhood Mobility Plan Local Advisory Committee was held on September 11, 2023 on WebEx. Five members of the committee were in attendance for all or part of the meeting.

Below is a summary of the questions and comments provided by members.

Topic	Comment Summary
Bikeways	<ul style="list-style-type: none"> • Support for the bike lanes on Wilmington Avenue as they helped to slow down traffic and force drivers to take caution when there are people cycling. • Concerns: <ul style="list-style-type: none"> ○ The bike lane on Wilmington Avenue has reduced a lot of road space. Cars can't pass buses at intersections with the new, raised bikeways installed and it adds to congestion. The removal of the left turn lane from Wilmington Avenue onto Maxwell Street, which also contributes to congestion ○ Notice about Wilmington bikeway upgrades did not give adequate information of the scope of the changes ○ There is no longer a dedicated right-turn lane at Finch Avenue West and Wilmington Avenue for cars which can be unsafe for cyclists because cars try to merge. It also adds to congestion and queuing • Suggestions: <ul style="list-style-type: none"> ○ Consider making the entirety of the bike lanes a raised cycle track in the future ○ Consider how to ensure that drivers don't drive into the bike lane (eg: bollards) • Questions: <ul style="list-style-type: none"> ○ Why was the bikeway on Wilmington handled separately from the NMP process? ○ How does the City monitor how much vehicle traffic has been displaced because of bike lanes? ○ Have we considered any other turning lane restrictions, especially at peak times?
Safety	<ul style="list-style-type: none"> • Support for speed humps and the crosswalk at Codsell Avenue and Wilson Heights Boulevard • Concerns <ul style="list-style-type: none"> ○ Width of edge lines on Wilson Heights Boulevard have tight turning radii on streets and make it hard to navigate for vehicles, especially larger vehicles ○ Impact of speed humps to emergency vehicle response times • Questions:

	<ul style="list-style-type: none"> ○ Is there any possibility of expediting the timeframe for installation and advancing the speed humps and signals faster? ● Suggestions: <ul style="list-style-type: none"> ○ Conduct road safety education with schools along Wilmington Avenue ○ Consider 4-way stops at Maxwell Street and Elder Street and Goddard Street and Overbrook Place.
Volume Management	<ul style="list-style-type: none"> ● Increased traffic on Hove Street and Codsell Avenue may have been caused by construction at the intersection at Bathurst Street/Sheppard Avenue West intersection. ● Questions <ul style="list-style-type: none"> ○ Has the City looked at additional turn restrictions, for example on streets that intersect with Sheppard Avenue West like Maxwell Street or Goddard Street? ○ Can the City increase enforcement of existing turn restrictions?
Speed Management	<ul style="list-style-type: none"> ● Concerns: <ul style="list-style-type: none"> ○ Parking along Hove Street at the bend makes it dangerous for cars travelling along that street ● Questions: <ul style="list-style-type: none"> ○ What happens if bollards get knocked down? How do snow plows work around them in the winter? Does it interfere with pedestrian crossings and prevent snow clearing?
Implementation	<ul style="list-style-type: none"> ● Suggestion: Consider polling community about all changes ● Question: <ul style="list-style-type: none"> ○ Is the proposal still in draft? Can we add or remove elements? ○ Will we have access to the data upon which the proposals are based?

Additional Feedback

Staff received 44 comments through phone and email from 33 individuals. Comments are summarized by theme below:

Topic	Comment Summary
Speed management	<ul style="list-style-type: none"> • Support for speed humps on Cocksfield Avenue and Maxwell Street and reminder of petitions submitted by residents in support • Concerns: <ul style="list-style-type: none"> ○ Speed humps, specifically: <ul style="list-style-type: none"> ▪ Impact on emergency vehicle response times ▪ Potential for increased fuel use and greenhouse gas emissions if drivers accelerate after humps ▪ Potential for damage to vehicles ▪ Efficacy of speed humps • Suggestions: <ul style="list-style-type: none"> ○ Implement limited speed humps and prioritize them on Codsell Street and Maxwell Street ○ Additional speed humps on Evanston Drive and Bryant Street
Volume management	<ul style="list-style-type: none"> • Concerns: <ul style="list-style-type: none"> ○ One-ways, specifically: <ul style="list-style-type: none"> ▪ Potential impact on congestion and increased volume on adjacent streets ▪ Inconvenience to residents trying to get home and overall decreased access to the neighbourhood ▪ Increased fuel expenses and travel times ▪ Increased travel times for emergency vehicles ○ One-way on Kennard does not address infiltration from other streets, and consider adding a sidewalk and parking restrictions instead • Suggestions: <ul style="list-style-type: none"> ○ Explore a longer advanced green light at evening rush hour at Sheppard Avenue West and Bathurst Street to encourage northbound traffic to turn left on Sheppard Avenue West rather than onto Codsell Avenue ○ Explore ways to improve connections within and in/out of the neighbourhood, such as allowing through-traffic at Yeomans Road and Sheppard Avenue West; connecting Waterloo Avenue to Wild Gingerway Road; connecting Dufferin Street to either Allen Road or Kennard Avenue; connecting Hove Street or Maxwell

	<p>Street to Bathurst Street via bridge near the east end of Bitterroot Road</p> <ul style="list-style-type: none"> ○ Revert existing partial one-way designation for Cocksfield Avenue between Wilmington Avenue and Goddard Street to a two-way ○ Ban street parking on Codsell Avenue from Bathurst Street to Maxwell Avenue during peak hours ○ Add paid parking areas to accommodate new developments in neighbourhood ○ Limit the one-way on Hove Street to start at Cocksfield Avenue or at the plaza at Hove Street and Sheppard Avenue West
<p>Road Safety</p>	<ul style="list-style-type: none"> ● Concerns: <ul style="list-style-type: none"> ○ Proposed traffic light at Codsell Avenue and Wilmington Avenue is unnecessary due to the existing light just to the south ○ Sidewalk continuity is not prioritized ○ Sidewalks are unsafe in winter because they are unplowed or obstructed by bins ○ Temporary curb extensions with paint and bollards, specifically: <ul style="list-style-type: none"> ▪ Feeling they are dangerous and may lead to collisions from cars turning too wide ▪ Bollards are frequently dirty and damaged ▪ May encourage unsafe crossing behaviour by pedestrians ● Suggestions <ul style="list-style-type: none"> ○ Add a crosswalk in front of Tanenbaum Community Hebrew Academy of Toronto at 200 Wilmington Avenue so students can access the Irving Chapley Community Centre ○ Add stop signs at additional locations: Elder Street and Waterloo Avenue; Overbrook Place and Goddard Street ○ Ensure updated pick-up and drop-off area signage at both school locations ○ Add automated speed enforcement on Wilson Heights Boulevard ○ Replace proposed traffic light with a crosswalk ○ Add more street lighting to improve pedestrian visibility ○ Improve quality of sidewalks along Sheppard Avenue West ○ Address visibility/sightline issues at intersections where bushes obstruct signs and sightlines

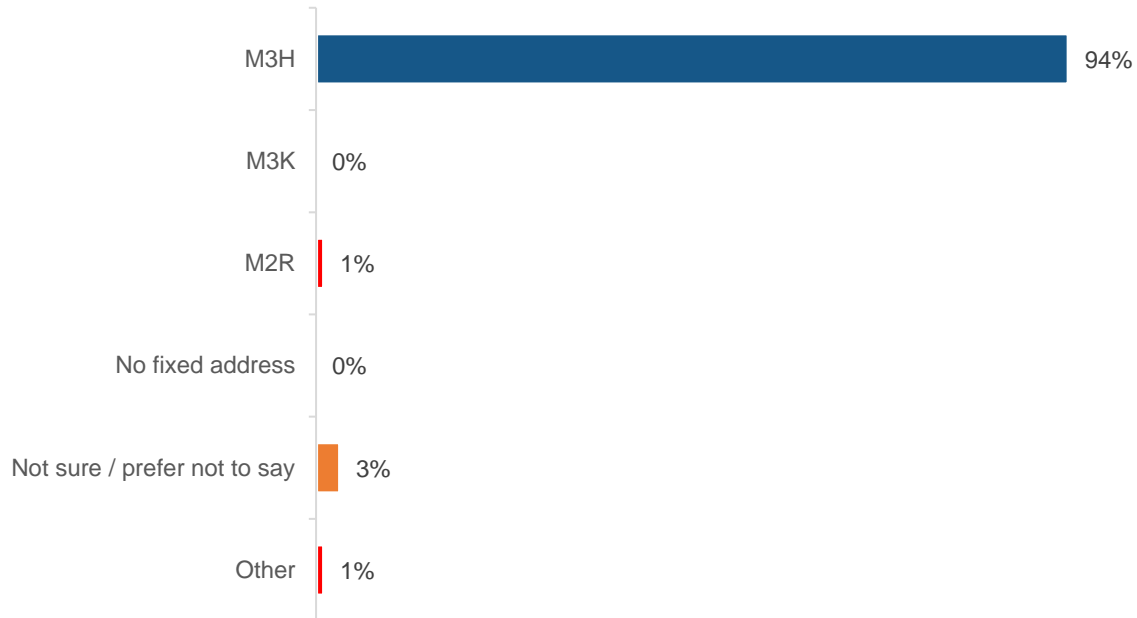
	<ul style="list-style-type: none"> ○ Consider a physically separated right-turn lane at Finch Avenue and Wilmington Avenue ○ Repair sidewalks on Hove Street just north of the plaza (difficult for wheelchair users to use) ○ Consider a light at Sheppard Avenue West and Hove Street
Bikeways	<ul style="list-style-type: none"> ● Support for existing and planned bikeways and improved connections to surrounding bikeways ● Concerns: <ul style="list-style-type: none"> ○ Proposed bikeways will add to congestion and safety issues ○ Unsure about the necessity of bikeways since local roads are wide and don't have a lot of motor vehicle traffic ○ Unsure about the selection of Codsell Avenue as a neighbourhood route ○ Design of existing Wilmington Avenue bikeway: <ul style="list-style-type: none"> ▪ Safety issues caused by raised platforms, specifically for people entering or exiting the bus ▪ Contributes to increased congestion since cars cannot maneuver around buses stopped at platforms and must wait in a queue ▪ Concerns that people cycling do not stop at TTC stops and risk colliding with pedestrians or cars ● Suggestions: <ul style="list-style-type: none"> ○ Add bollards at raised platforms to improve their visibility, especially in winter and at night ○ Improve education around bike lanes and raised platform etiquette
Other	<ul style="list-style-type: none"> ● Concerns: <ul style="list-style-type: none"> ○ Cost of the proposed changes and whether they provide good value ○ Data collected in 2022 and 2023 may have been skewed by the construction at Bathurst Street and Sheppard Avenue West, which has since concluded ○ Whether community will be informed when plan is finalized ○ Other small transportation projects are going ahead before BMNMP is finalized ● Suggestions: <ul style="list-style-type: none"> ○ Increase enforcement of road rules for all road users ○ Add street cameras

Appendix A: Survey Participant Profile

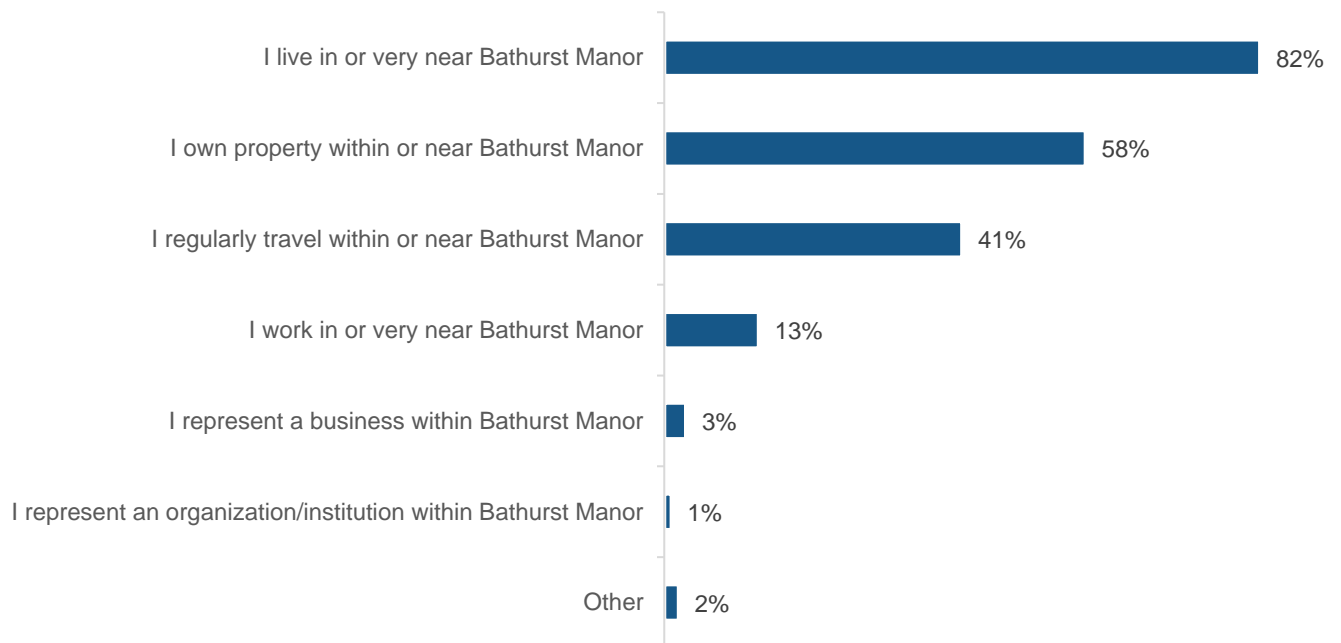
A total of 358 survey respondents provided optional demographic information. On some questions respondents could select all options that applied, therefore percentages may exceed 100%.

Relationship to Bathurst Manor

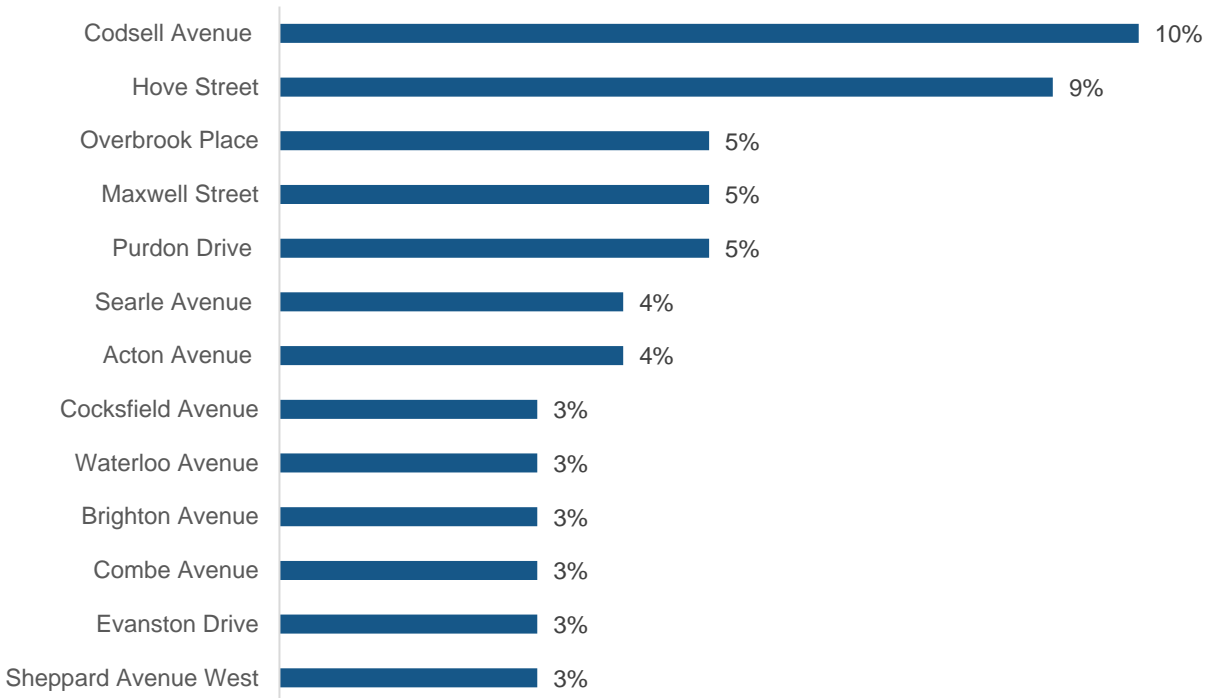
Almost all survey respondents indicated they live in the study area (M3H) with 2% living in surrounding postal code areas (M3K, M2R, M2N, M9M).



The majority of respondents either live in or near Bathurst Manor, or own property in or within Bathurst Manor.

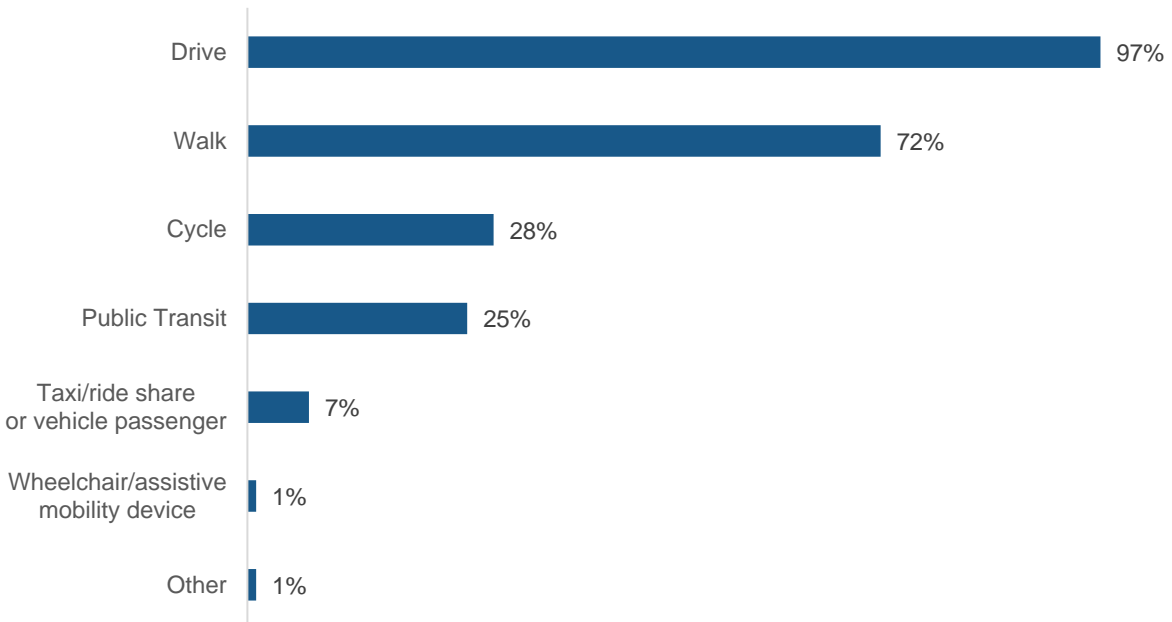


Respondents were spread throughout the neighbourhood, but a significant proportion lived on Codsell Avenue or Hove Street. Only streets with over ten respondents are shown. All other area streets had ten or fewer respondents.



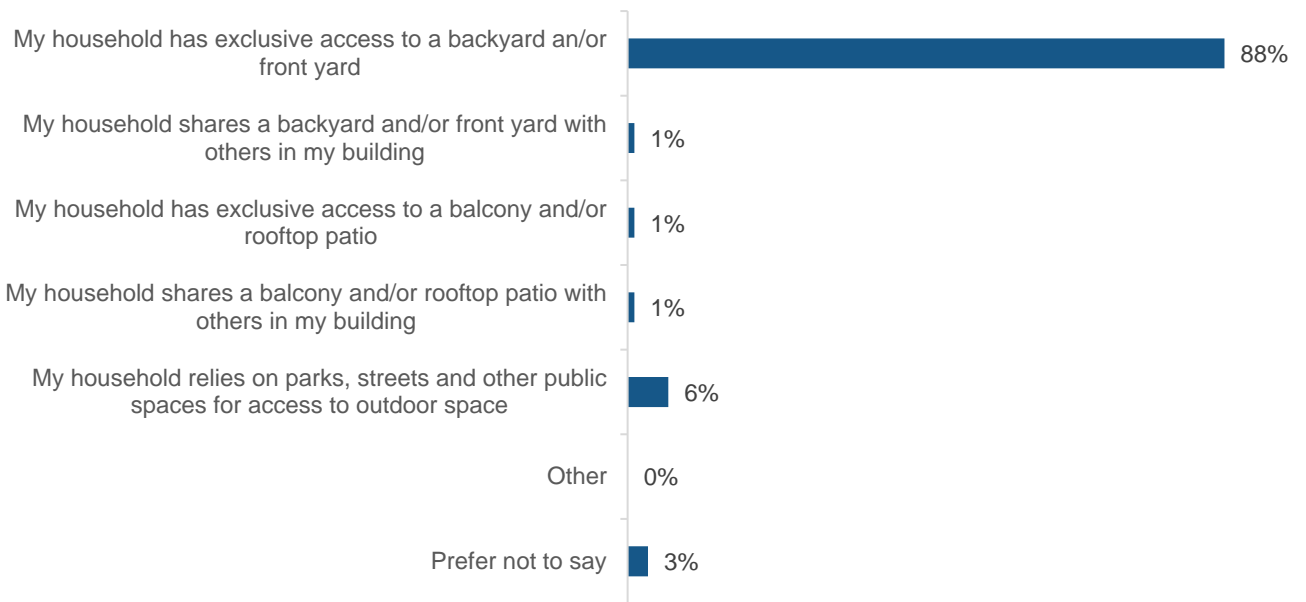
Typical ways of travelling in Bathurst Manor

Nearly all survey respondents indicated that their typical method of getting around in the neighbourhood is by driving.



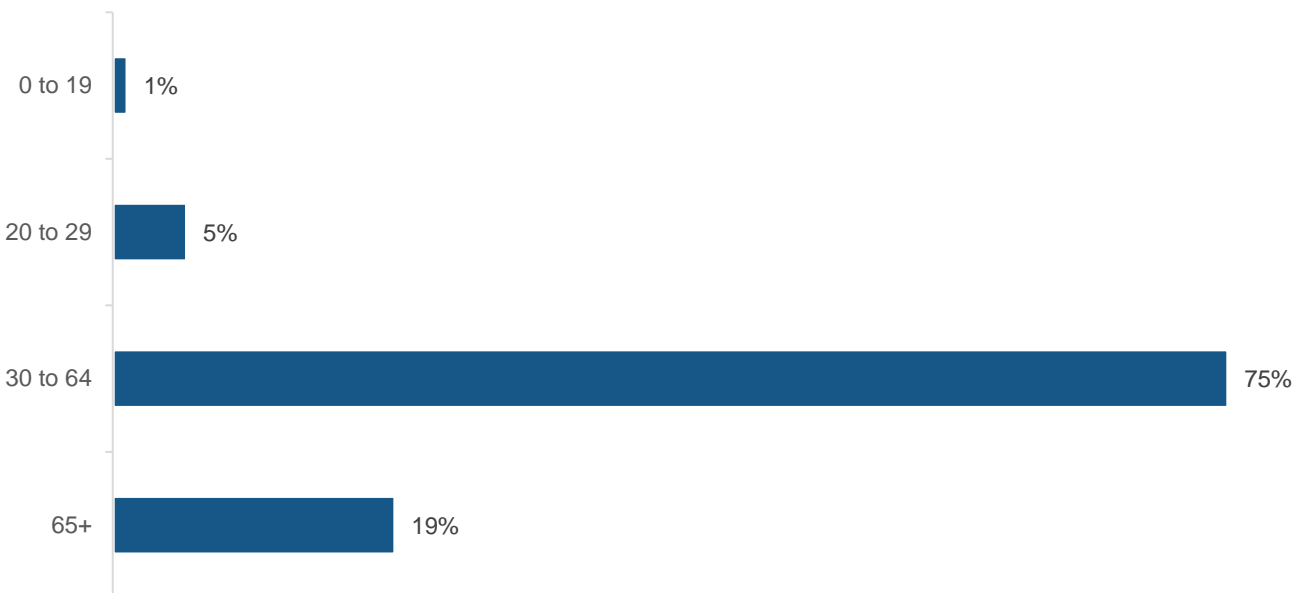
Access to Outdoor Space

The majority of respondents indicated they have exclusive access to a back or front yard.

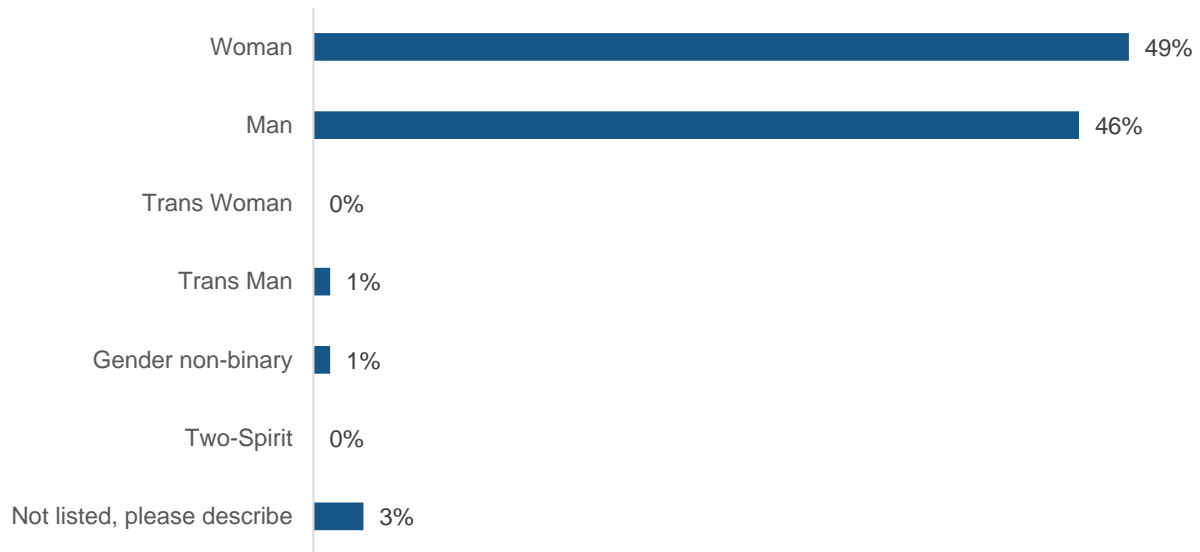


Age and Gender

Three-quarters of respondents are aged 30-64. When compared with Bathurst Manor's census data, this represents slightly above average participation among people aged 30-64, and representative participation for seniors over 65.



Survey respondents were generally representative of the gender demographics of Bathurst Manor.



Point of Engagement

The primary ways respondents heard about the consultation process was through a mailed notice, a friend, family or neighbour, and on social media.

