



Ferrand Drive Area Safety Improvements

Public Consultation Report
March 2024



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Consultation Summary

Public and interest group consultation for the Ferrand Drive Area Safety Improvements took place from December 8, 2023, to January 10, 2024.

Consultation activities included early engagement with property owners, a virtual interest group meeting, a public drop-in event, an online survey and comment tracking. Fourteen (14) people attended the public drop-in event and 39 survey responses were received, along with four (4) people provided comments by phone and email.

Communications to inform the public and interest groups about the project and opportunities to participate included a project web page; targeted emails to interest groups; 7,322 multilingual notices distributed by Canada Post to Eglinton Avenue East to the north, Don Mills Road to the west and Don Valley Parkway (DVP) to the east and south, and posted at 15 multi-unit residential buildings and community locations, such as Dennis R. Timbrell Resource Centre and Flemington Health Centre; and 25 multilingual lawn signs installed in Flemington Park.

Feedback from survey respondents and interest groups were generally supportive, however, residents living in the project area shared mixed views on the proposed changes, particularly on Ferrand Drive. For the proposed changes to Ferrand Drive, Option 1 – Cycle Tracks with Contra-flow received greater support than Option 2 – Cycle Tracks with On-street Parking Accommodation through the online survey, with 71 per cent and 27 per cent support respectively. However, survey respondents who live in the project area shared stronger support for Option 2 compared to Option 1, with 20 per cent and 54 per cent support respectively.

Residents who completed the online survey and attended the public drop-in event shared concerns about the removal of on-street parking spaces because there is a lack of existing on-street parking and loading options for Sonic Way condo residents. Residents or their visitors most commonly use nearby on-street parking spaces once a week for more than an hour.

Overall, there is support for the proposed changes on all other segments. Over 70 per cent of survey respondents strongly support or support the proposed changes to the Ferrand Drive ramp, Rochefort Drive and Deauville Lane. There was general support for the proposed Ferrand Drive to Eglinton Avenue East connection and traffic signal at Eglinton Avenue East at the DVP southbound on-ramps. Participants expressed the need for improved safety measures at the at the DVP on-ramps, including clear signage, physical barriers for protection and setting back motor vehicles to improve visibility for all road users.

Overall, participants who are supportive of the changes felt that bikeways would enhance safety for vulnerable road users and facilitate connections to local destinations and prefer the installation of protected bikeways over wayfinding pavement markings. Those who oppose the changes feel the project is unnecessary due to low perceived cycling volumes observed in the Ferrand Drive area. Survey respondents also expressed concerns that an increase in the number of people cycling in the neighbourhood could raise the likelihood of collisions.

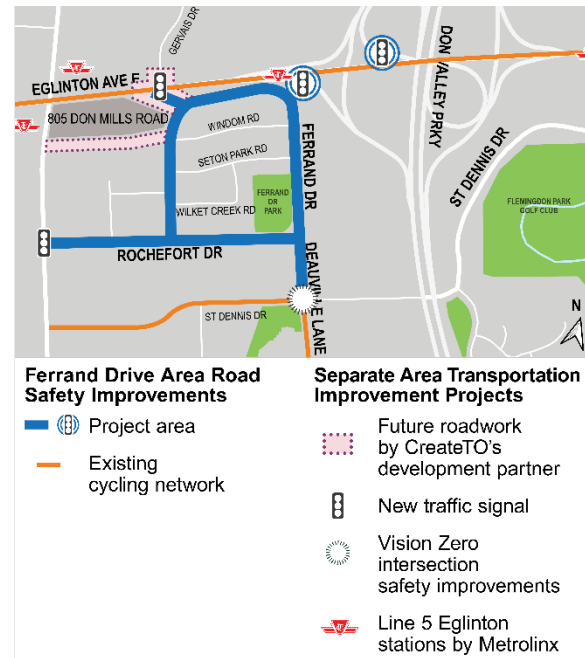
In response to feedback gathered through this consultation and in discussion with the local Councillor, the proposed design has been revised to include elements of Options 1 and 2 proposed for Ferrand Drive. The hybrid proposal includes: converting on-street parking spaces to cycle tracks in both directions on the east segment (from Option 1); converting two-way motor vehicle traffic to one-way westbound and adding cycle tracks in both directions to the top segment (from Option 1); and adding a one-way cycle track to the west segments, while retaining seven (7) on-street parking spaces and adding all-way stops and pedestrian crosswalks at the Ferrand Drive/Seton Park Road intersection (from Option 2).

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

Project Overview

The proposed road safety improvements in the Ferrand Drive area, near the Don Mills Road/Eglinton Avenue East intersection, would expand the cycling network into the northern part of Flemington Park. It would improve road safety for pedestrians and people cycling to access local destinations, rapid transit and cycle tracks in the growing and evolving community.

Public consultation invited feedback on the proposed changes on the Ferrand Drive ramp, Ferrand Drive, Rochefort Drive, Deauville Lane, as well as the proposed connection and traffic signal from the Ferrand Drive area to Eglinton Avenue East towards the Don Valley Parkway (DVP) southbound on-ramps.



Overview of Communications & Consultation Activities

Notification Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page: toronto.ca/LeasideNTP (160 unique visits)
- Multilingual notices delivered through Canada Post (7,322 addresses in the project area; translated into Urdu and Farsi)
- Multilingual notices posted in multi-storey residential buildings and community locations (15 locations in the project area)
- Multilingual lawn signs (25 signs installed in Flemingdon Park; translated into Urdu and Farsi)
- E-notification to project subscribers (11 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (77 contacts)
- Social media posts @TO_Cycling_Ped

Consultation Activities

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

Activity	Date	Participation
Property Owner Meetings	November – December 2022	3 properties
Virtual Interest Group Meeting	November 27, 2023	7 attendees (70 invited)
Public Drop-in Event	December 12, 2023	14 attendees
Online Survey	December 8, 2023 – January 10, 2024	39 responses
Email/Phone	December 8, 2023 – January 10, 2024	Comments received from 4 individuals



Examples of consultation notification activities, including from left to right: notices, social media posts and lawn signs.

What We Heard

Key Highlights

- **Greater overall support from survey respondents for Option 1 – Cycle Tracks with Contra-flow, but greater support from survey respondents living in the project area for Option 2 – Cycle Tracks with On-street Parking Accommodation.** While overall survey respondents expressed stronger support for Option 1 over Option 2 on Ferrand Drive, survey respondents who live in the project area expressed stronger support for Option 2 compared to Option 1.
- **Mixed feedback about the conversion of on-street parking/loading spaces into bikeways.** Many Sonic Way residents mentioned that the existing parking and loading space at the condos are inconvenient, so most residents use the on-street parking spaces on Ferrand Drive. However, many participants also expressed support for the loss of parking/loading spaces in return for improved road safety for vulnerable road users.
- **Over 70 per cent of survey respondents support the proposed changes on the Ferrand Drive ramp, Rochefort Drive and Deauville Lane, from Rochefort Drive to St. Dennis Drive.** This includes 67 per cent of people who drive or use taxi/rideshare services; 73 per cent of people who walk or use an assistive mobility device; and 91 per cent of people who cycle.
- **Overall support for additional safety measures installed on Eglinton Avenue East, at the DVP southbound on-ramps.** Many participants expressed a desire for wayfinding signage, physical protection and adequate signal timing for pedestrians and people cycling. Some participants were concerned that the proximity of the proposed traffic signal and existing traffic signal at the Eglinton Avenue East/Don Mills Road intersection would increase traffic congestion during peak hours.

Online Survey

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

Responses received to each question are presented in this section.

Question: Are you supportive of the proposed changes on the Ferrand Drive ramp, from Eglinton Avenue East to Ferrand Drive?



■ Very unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very supportive ■ Not sure/Prefer not to answer

There were 38 respondents to this question, with 71 per cent very supportive or supportive of the proposed changes; 5 per cent neutral and 24 per cent unsupportive or very unsupportive. No respondents were not sure or preferred not to answer.

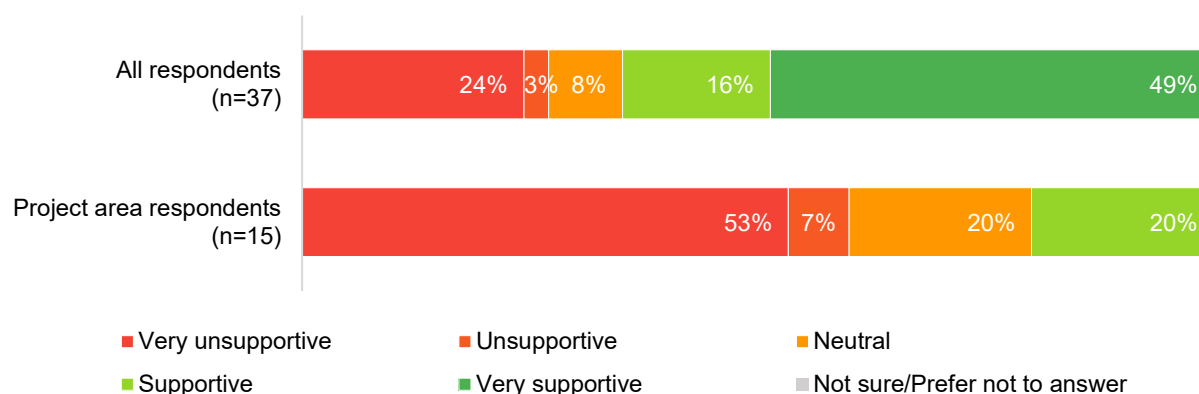
The most common reasons for support include:

- Improves safety for vulnerable users, but physical separation desired to further protect vulnerable users from people driving at high speeds on the ramp
- Provides connections to other bikeways and community destinations (e.g. Eglinton Avenue bikeway and Aga Khan Museum)

The most common reasons for opposition include:

- Lack of people currently cycling in the neighbourhood
- Installing bikeways will encourage more people to cycle and increase chance of collisions between road users
- Residents need better infrastructure for people driving, including maintaining existing on-street parking spaces

Question: Are you supportive of the proposed changes on Ferrand Drive: Option 1 – Cycle Tracks with Contra-flow?



There were 37 respondents to this question, with 65 per cent very supportive or supportive of the proposed changes; 8 per cent neutral and 27 per cent unsupportive or very unsupportive. No respondents were not sure or preferred not to answer.

There were 15 respondents to this question who live or own property in the area, with 20 per cent very supportive or supportive of the proposed changes; 20 per cent neutral and 60 per cent unsupportive or very unsupportive. No respondents were not sure or preferred not to answer.

The most common reasons for support include:

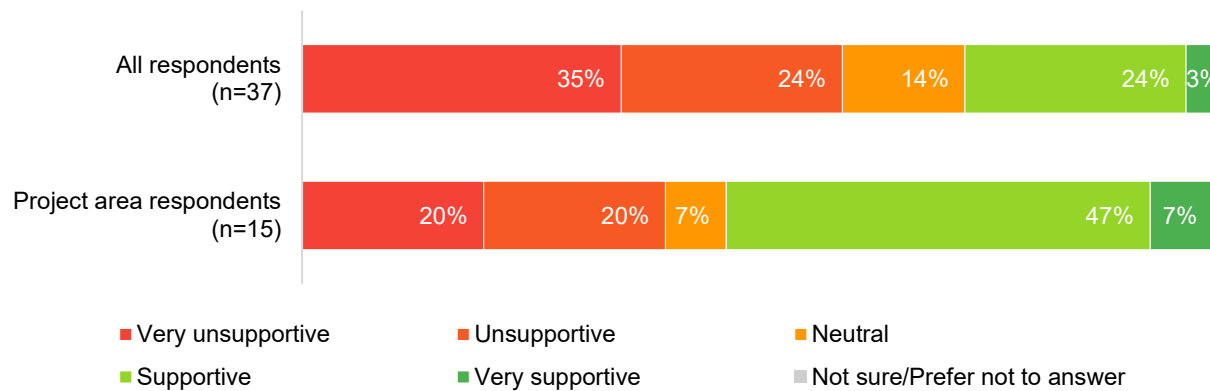
- Protected cycle tracks are critical for slowing traffic speeds and improving safety
- Bikeways would encourage more people to cycle by completing the Thorncliffe Park-Flemington Park connection to Eglinton Avenue East
- One-way travel would reduce non-local traffic
- Removal of on-street parking would have minimal impacts for the community

The most common reasons for opposition include:

- On-street parking spaces that are used by current residents and condo visitors should not be removed when there are no people currently cycling in the area
- Future condo residents would increase the need for additional on-street parking spaces

- Converting Ferrand Drive from two-way to one-way traffic would encourage more people to drive the wrong way and illegally exit using the Ferrand Drive ramp

Question: Are you supportive of the proposed changes on Ferrand Drive: Option 2 – Cycle Tracks with On-street Parking Accommodation?



There were 37 respondents to this question, with 27 per cent very supportive or supportive of the proposed changes; 14 per cent neutral and 59 per cent unsupportive or very unsupportive.

There were 15 respondents to this question who live or own property in the area, with 54 per cent very supportive or supportive of the proposed changes; 7 per cent neutral and 40 per cent unsupportive or very unsupportive. No respondents were not sure or preferred not to answer.

The most common reasons for support include:

- When compared to Option 1, two-way motor vehicle travel should be maintained instead of changing a portion of the roadway to one-way motor vehicle travel
- Fewer changes for residents while improving safety for road users

The most common reasons for opposition include:

- On-street parking and parking lots should be prioritized because there are no people cycling in the area that would use the bikeways
- Cycle tracks should be installed on the top segment instead of sharrows because shared roads and higher speeds would make it less safe for vulnerable road users
- Encouraging more people to cycle would increase chance of collisions

Question: Are you supportive of the proposed changes on Rochefort Drive, from Deauville Lane/Ferrand Drive (east segment) to Ferrand Drive (west segment)?



■ Very unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very supportive ■ Not sure/Prefer not to answer

There were 37 respondents to this question, with 78 per cent very supportive or supportive of the proposed changes; 5 per cent neutral and 16 per cent unsupportive or very unsupportive.

The most common reasons for support include:

- Retains most on-street parking spaces while improving safety for vulnerable road users
- Balances the needs for all road users
- Two-way cycle tracks are needed in this area and will improve safety for vulnerable road users

The most common reasons for opposition include:

- Concerns about the removal of on-street parking, and general opposition to prioritizing bikeways over parking for existing and future condo visitors
- Misunderstanding that the Line 5 Eglinton Crosstown LRT is being built by the City and the opinion that the completion of that project is not being prioritized

Question: Are you supportive of the proposed changes on Rochefort Drive, from Ferrand Drive (west segment) to Don Mills Road?



■ Very unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very supportive ■ Not sure/Prefer not to answer

There were 15 respondents to this question, with 71 per cent very supportive or supportive of the proposed changes; 14 per cent neutral and 16 per cent unsupportive or very unsupportive.

The most common reasons for support include:

- Overall support for two-way cycle tracks and separated infrastructure
- Provides roadway space for all road users, especially for vulnerable road users

The most common reasons for opposition include:

- There are no people cycling in the area
- Cycle tracks are not necessary and will not be used

Question: Are you supportive of the proposed changes on Deauville Lane, from Rochefort Drive to St. Dennis Drive?



■ Very unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very supportive ■ Not sure/Prefer not to answer

There were 36 respondents to this question, with 66 per cent very supportive or supportive of the proposed changes; 22 per cent neutral and 11 per cent very unsupportive.

The most common reasons for support include:

- Protected bikeways are important in improving safety in the area
- Will provide a connection to the bikeways in the southern portion of Flemington Park

The most common reasons for opposition include:

- Because people driving frequently turn onto Rochefort Drive from Ferrand Drive/Deauville Lane, adding a bikeway will lead to more collisions
- Paid Green P on-street parking should be replaced by free on-street parking

Question: Please share any comments, concerns or suggestions about road safety improvements at the Ferrand Drive to Eglinton Avenue East Connection.

There were 21 respondents to this question. The most frequent comments include:

- Support for a connection that would improve mobility options for pedestrians (including those who use strollers) and people cycling
- Support for formalizing desire lines
- Suggestions for adding wayfinding signs to help people navigate the area
- Suggestions for adding physical and/or natural barriers to prevent access to the private property and reduce noise

Question: Please share any comments, concerns or suggestions about road safety improvements at the DVP southbound on-ramps.

There were 26 respondents to this question. The most frequent comments include:

- Support for improved safety for vulnerable users
- Support for improved sightlines
- Support for the proposed changes, but concerns that this would not be implemented with the upload of the DVP to the provincial government
- Support for a future westbound crossride for people cycling
- Concerns that a new traffic signal would impact traffic flow because of the proximity to the Eglinton Avenue East/Don Mills Road intersection, especially during peak hours
- Suggestion for traffic light to be triggered only by sensor or push button
- Suggestions for motor vehicle stop bars behind the on-ramp entrances, as well as appropriate signal timing for pedestrians and people cycling

Question: Please share any comments, concerns or suggestions related to the Ferrand Drive Area Safety Improvements.

There were 14 respondents to this question. The most frequent comments include:

- Support for the removal of on-street parking
- Support for connection to Eglinton Avenue East for Thorncliffe Park residents
- Opposition to project because of the opinion that there number of collisions are inaccurate, or that the cycling network doesn't need to be expanded into this area because there are very few people cycling today
- Opposition to beginning this project when other construction projects in the area (e.g. Line 5 Eglinton Crosstown LRT) has not been completed
- Suggestion for the implementation of on-street parking permits in the area

- Suggestion to install Automated Speed Enforcement (ASE) to further low motor vehicle speeds

Public Drop-in Event

At the December 12, 2023, public drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Question & Comment Summary
Support for project	<ul style="list-style-type: none"> • Several comments of support for Option 1 • People park on the street even though there is space in the neighbouring parking lots
Opposition to project	<ul style="list-style-type: none"> • Factor in the number of people cycling, especially in the wintertime, to the decision-making process • Cycle tracks take away space for people driving and would add to traffic volumes • Cost of installing cycle tracks not worth it, and people driving should be prioritized
DVP Southbound On-ramps	<ul style="list-style-type: none"> • Put red light camera to ensure compliance • Bushes make it hard to see pedestrians and cyclists on Eglinton Avenue East, approaching the DVP
Ferrand Drive	<ul style="list-style-type: none"> • Keep on-street parking on the west segment, but remove on-street parking on the east segment to maintain parking and loading access for condo residents • There is a lot of non-local traffic on this street
Ferrand Drive ramp	<ul style="list-style-type: none"> • There is a lack of compliance on the existing one-way, and many people exit the community using the ramp
Rocheft Drive	<ul style="list-style-type: none"> • People avoid walking on the north side of Rocheft Drive because of drug dealers, who live in the apartments south of Rocheft Drive
Suggestion for additional features for bikeways	<ul style="list-style-type: none"> • Install bollards at entrance to bikeways to make it more obvious for people driving • Install higher barriers • Add splash guard between two-way cycle tracks
Other area concerns	<ul style="list-style-type: none"> • Roadwork is not coordinated with cycling infrastructure • Roadway maintenance needs to be prioritized • Construction on the East Don Trails bridges haven't been completed • Car-free zones around schools to reduce traffic congestion • Construction has made living in the area difficult • Snowplows create snowbanks that block garbage bins on garbage day

Topic	Question & Comment Summary
Out-of-scope	<ul style="list-style-type: none"> • The City should gather data when the DVP is closed for cycling events to gather data and compare with daily motor vehicle volumes • City Planning's new Application Information Centre is confusing, and doesn't allow residents to quickly find new development applications by area • Install bikeways in each direction on all roads in the city • Ensure roadway maintenance inspectors cycle to locations

See [Appendix B](#) for public drop-in event participant profile.

Interest Group Feedback

The comments received through meetings with interest groups and affected property owners are summarized below:

Topic	Question & Comment Summary
Support for project	<ul style="list-style-type: none"> • General support for Option 1
DVP Southbound On-ramps	<ul style="list-style-type: none"> • Overall concerns that people driving will try to speed up to pass vulnerable road users crossing the on-ramp <ul style="list-style-type: none"> ○ Desire for signs/pavement markings set back from the intersection for people driving compared to where people cycling would be required to stop ○ Desire for the installation of bike signals
Ferrand Drive	<ul style="list-style-type: none"> • Top segment & west segment: Support for switching this segment to one-way (Option 1), to give people a clearer view of cars entering from Eglinton Avenue East. For example, on Windom Road, sightlines are obstructed because of the road is narrow with a sharp curve. • West segment: Two-way cycle track should be considered instead of one-way cycle tracks in each direction
Consultation & Education	<ul style="list-style-type: none"> • Townhouses and Church of Jesus Christ of Latter-Day Saints should be notified about the proposed changes • Inform residents about traffic changes through multilingual education materials
Safety for vulnerable road users	<ul style="list-style-type: none"> • There are a lot of schools in the area, the safety of families and children should be prioritized <ul style="list-style-type: none"> ○ Parents biking with their children to school or cycling alone will be much safer with cycle tracks • Past projects have shown that bikeways will also benefit people who drive and pedestrians
Traffic speeds	<ul style="list-style-type: none"> • Coordinate the installation of automatic speed enforcement in the area

Additional Comments

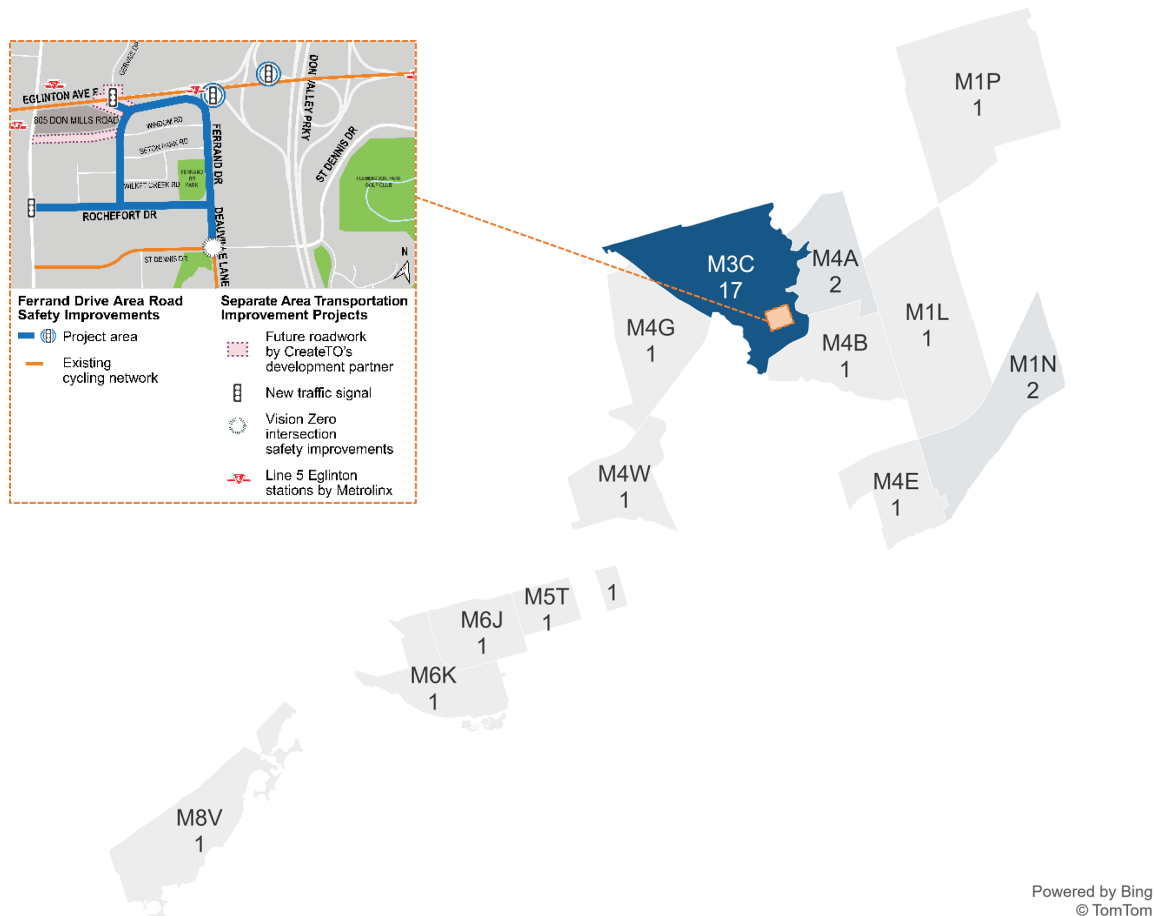
The comments received through phone and email are summarized by theme below:

Topic	Question & Comment Summary
Ferrand Drive ramp	<ul style="list-style-type: none">Concerns about people ignoring the No Entry/One-way sign from Ferrand Drive to Eglinton Avenue East
Cost	<ul style="list-style-type: none">Concerns that bikeways are a waste of taxpayer money
Traffic calming	<ul style="list-style-type: none">Option 1 would reduce traffic speeds where there are blind corners where Ferrand Drive curves

Appendix A: Online Survey Participant Demographics

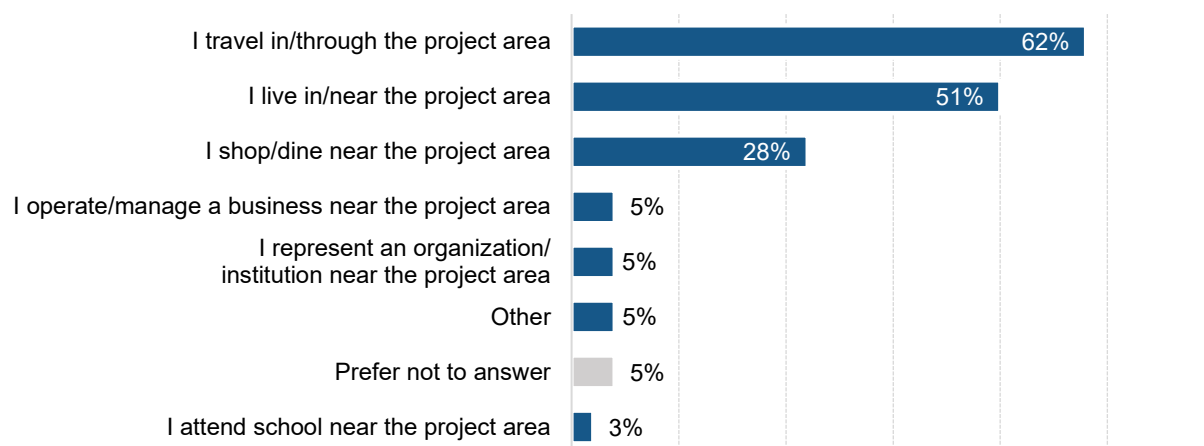
A total of 39 survey respondents provided optional demographic information described below.

Postal Code | n=39



Just under half of all survey respondents live in or near the study area (M3C), with other respondents scattered across the city. An additional 18 per cent of respondents were not sure or preferred not to answer this question.

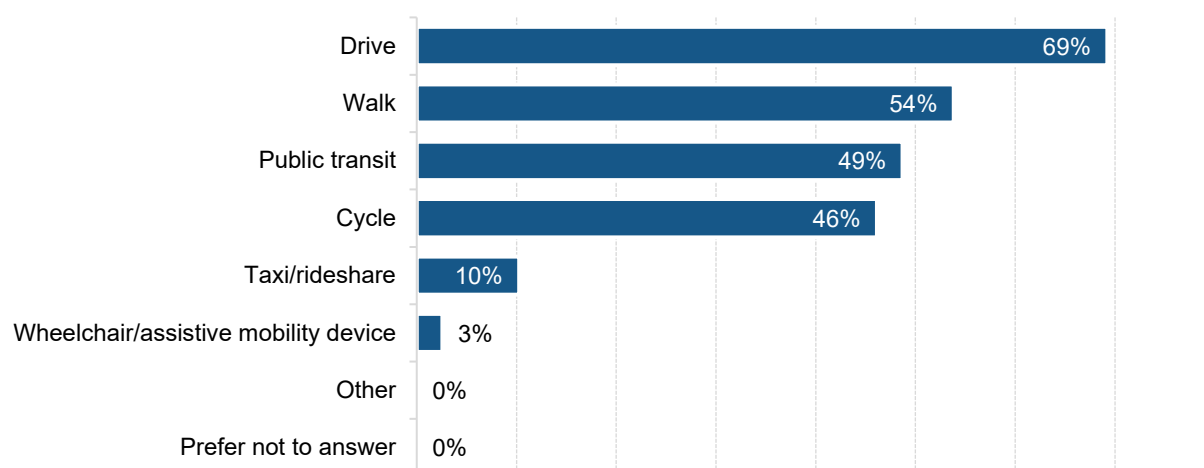
Relationship to the Project Area | n=39



Despite a large proportion of survey respondents identifying a postal code outside of the project area, almost all respondents identified a relationship with the area.

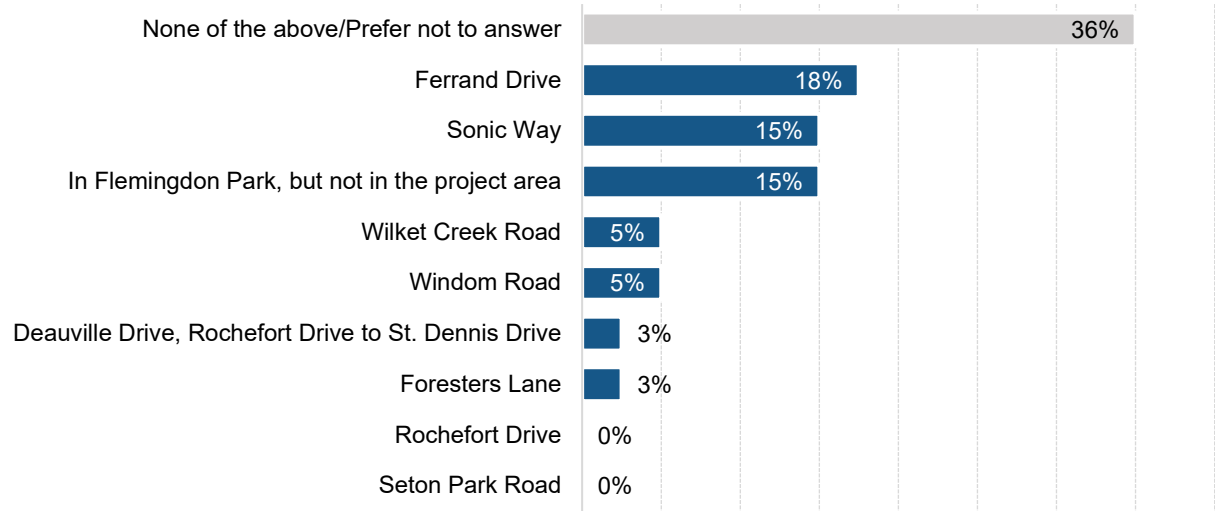
Other relationships with the project area that were identified include one respondent representing a city-wide road safety advocacy group and another with an employer who owns properties in the area.

Typical Ways of Travelling In/Near the Project Area | n=39



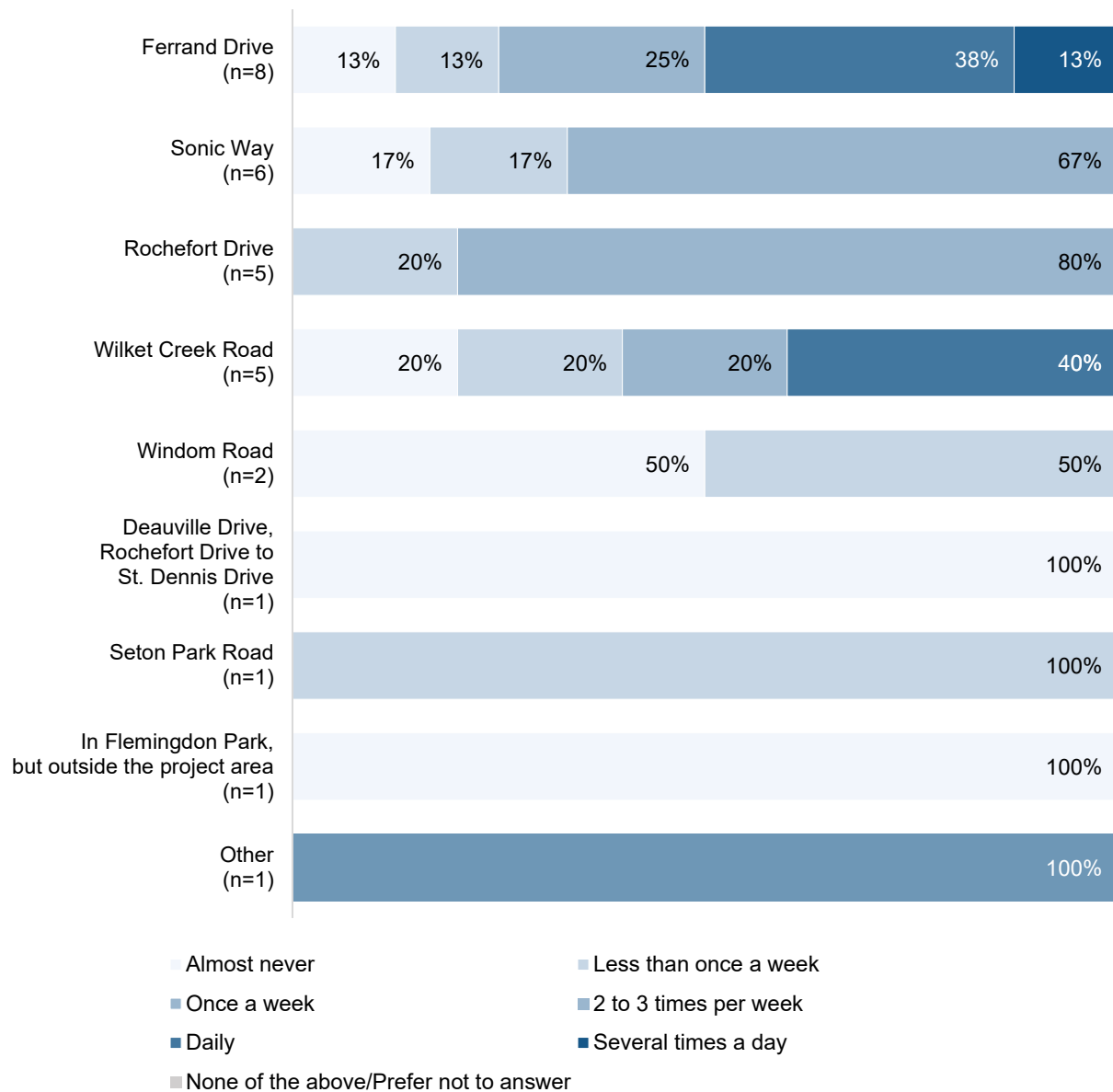
Most survey respondents drive in or near the project area, followed by about half of respondents who walk, take public transit or cycle. Despite having a strong number of respondents identifying cycling as a typical way of travel in/near the project area, about half of those respondents also drive.

Location of Property in the Project Area | n=39

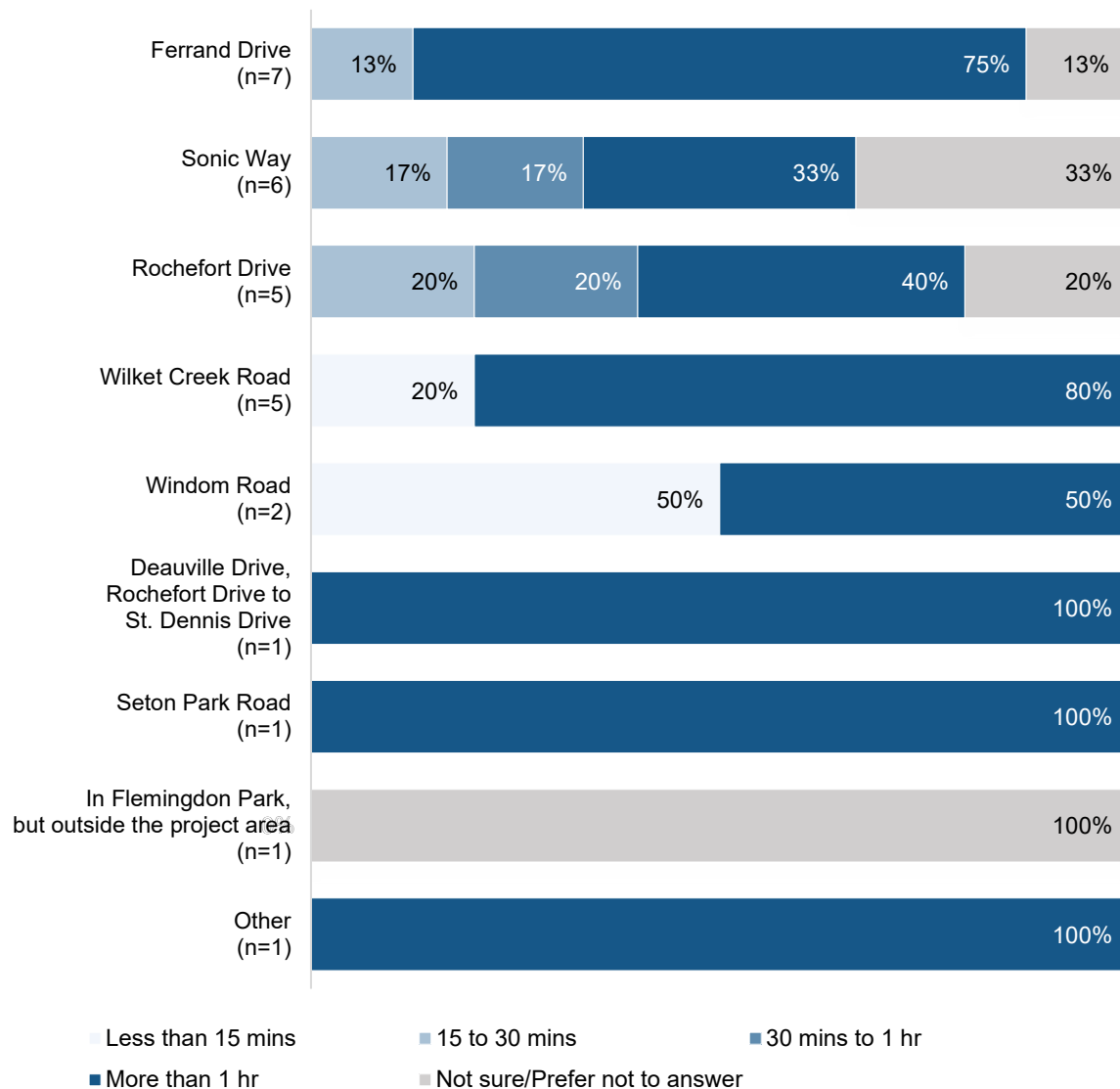


All but two streets in the project were represented in the responses. There were also a large proportion of survey respondents who live, own property or work in Flemington Park but not in the project area, as well as those who selected none of the above or preferred not to respond.

Frequency of On-street Parking Space Use by Street | n=13



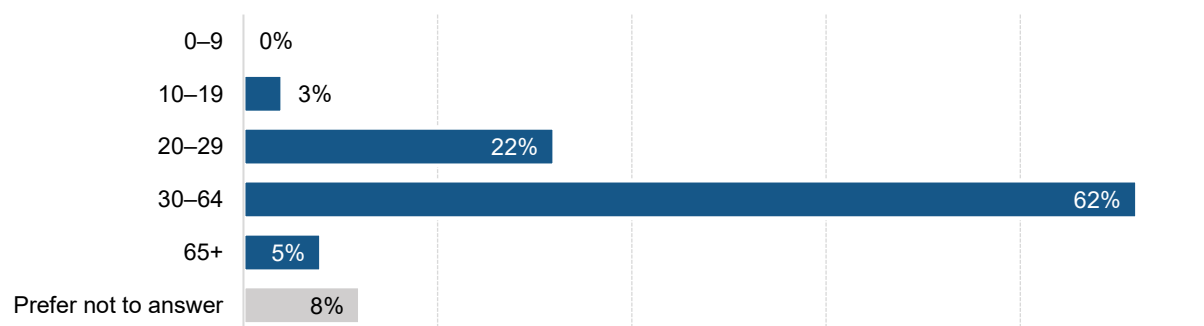
Average Length of Time On-street Parking Space is Occupied by Street | n=13



One-third of survey respondents who live, own property or work in the project area identified on-street parking or loading needs for themselves, visitors, employees or local interest group members.

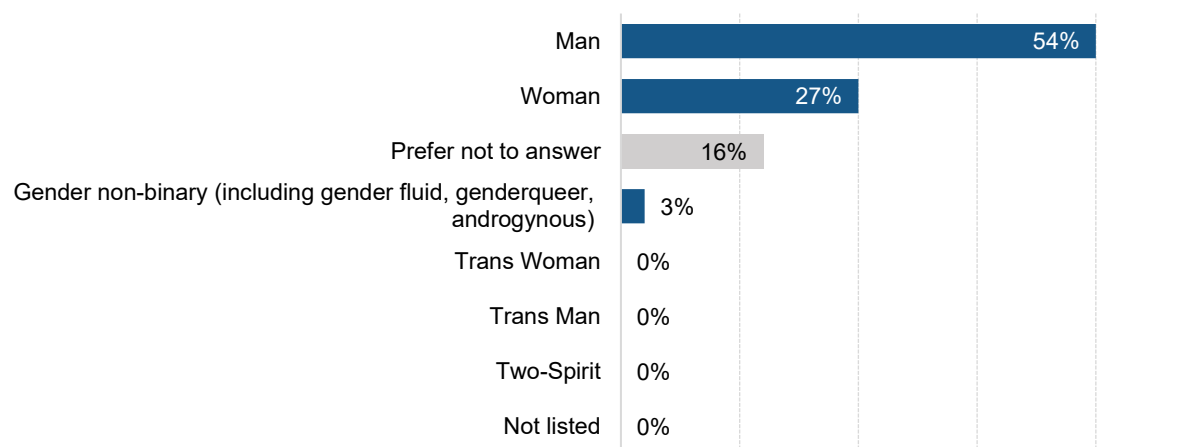
Ferrand Drive, Sonic Way, Rochefort Drive and Wilket Creek Road were identified as the most used streets for parking or loading, with most respondents using the on-street parking spaces at least once a week for more than an hour.

Age | n=37



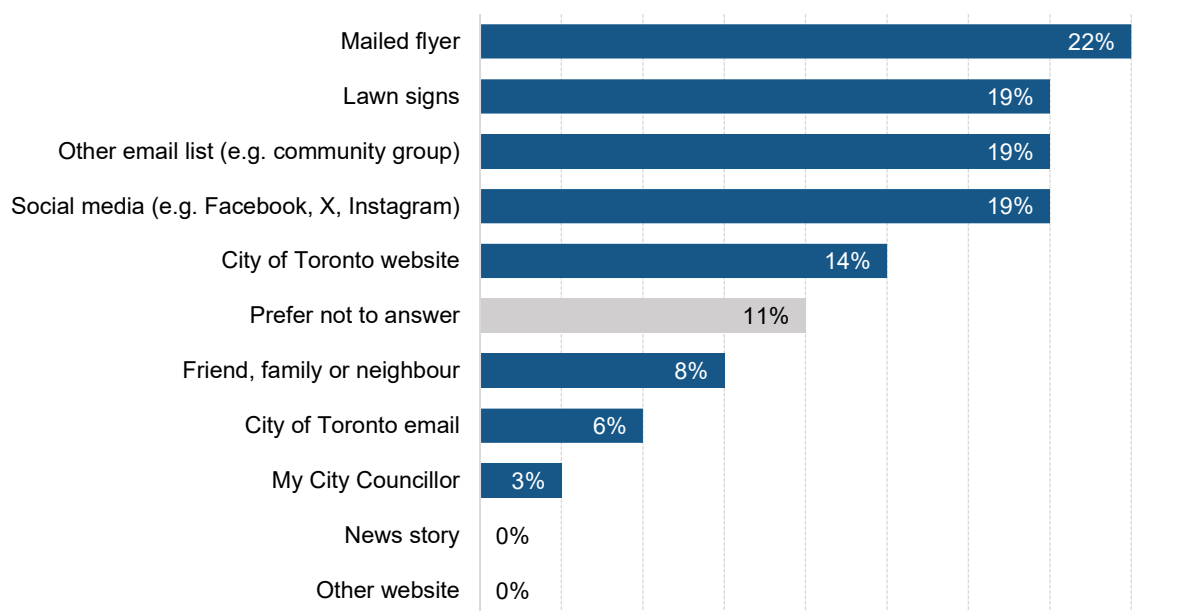
Most survey respondents are in the youth and working age categories. Compared to the latest census data and general City consultation trends, there were fewer respondents from people 65 years and older (around 11 per cent of Thorncliffe Park's population).

Gender | n=37



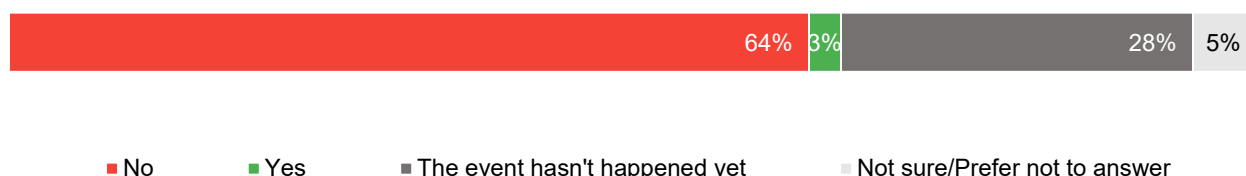
Slightly more than half of survey respondents identified as men, followed by women and many participants who chose not to answer. Compared to the latest census data, there was much stronger participation from men (48 per cent of Flemington Park's population) compared to women (52 per cent of Flemington Park's population).

Point of Engagement | n=36



Most survey respondents heard about this consultation by the flyer delivered to the project area, followed by lawn signs, other mailing lists and social media.

Attendance at Public Drop-in Event | n=39



Most respondents didn't attend the drop-in event or filled out the survey ahead of the event.

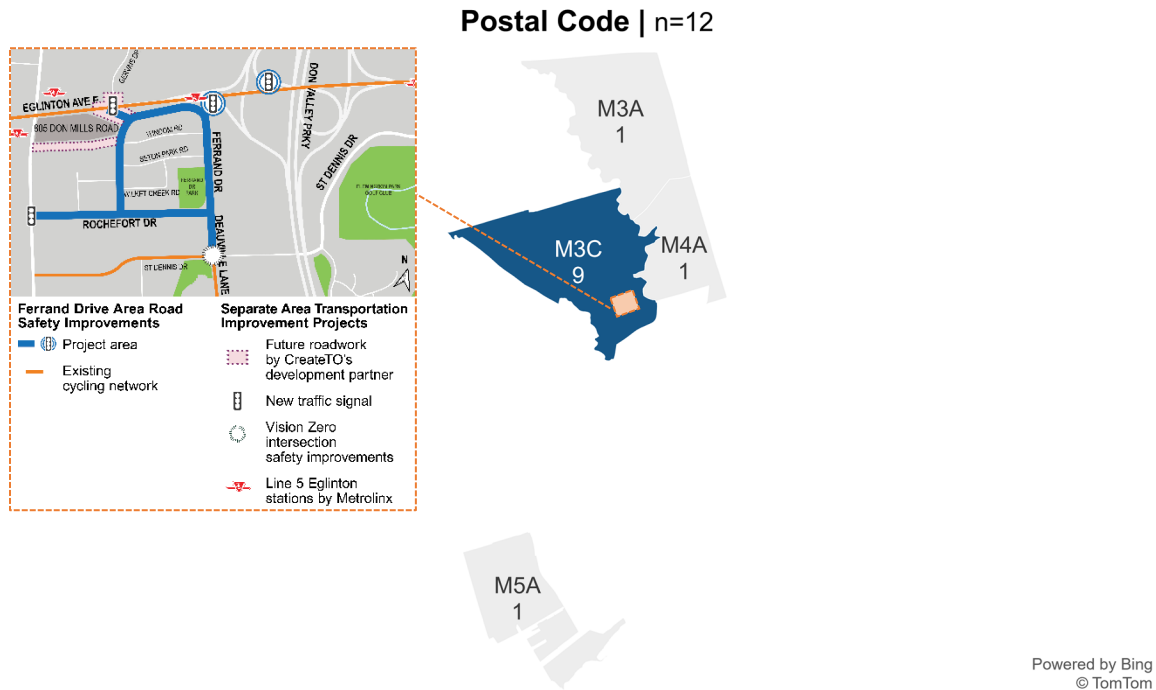
Attendance at Public Drop-in Event | n=39



While most respondents didn't attend the public drop-in event, over 85 per cent of respondents reviewed the consultation materials posted on the project web page ahead of filling out the survey.

Appendix B: Public Drop-in Event Participant Demographics

A total of 12 of the 14 public drop-in event participants provided optional demographic information described below.



Most public drop-in event participants live in or near the study area (M3C), with other participants living relatively nearby.