



Wallace Emerson Neighbourhood Streets Plan

Phase 2 Public Consultation Report June 2024



Contents

Consultation Summary	2
Project Overview	4
Overview of Communications and Consultation Activities	4
Communication Activities.....	4
Consultation Activities	4
What We Heard	4
Survey	5
Public Drop-in Event.....	14
Interest Group Feedback	16
Youth Feedback	17
Additional Feedback	18
Appendix	20

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Consultation Summary

Phase 2 of the Wallace Emerson Neighbourhood Streets Plan took place from March 12 to April 18, 2024. The goal of Phase 2 consultation was to collect feedback from residents on the proposed changes to the neighbourhood that respond to community concerns identified in Phase 1. Consultation activities included:

- A virtual meeting with community interest group representatives held on March 12, 2024
- A public drop-in event held on March 25, 2024
- A meeting with students at Pauline Junior Public School's Eco Club on April 11, 2024
- A project survey made available online and in-print, as requested
- A dedicated project email and phone line

Over 90 people attended the in-person public drop-in event and 538 survey responses were received. An additional 27 people provided comments by phone and email.

Communications to notify the public and interest groups about the project and opportunities to participate in engagement activities included a project webpage, emails to project subscribers and community interest groups, 6,728 flyers distributed by Canada Post to residents and businesses and signage at high-traffic intersections throughout the project area. It was also promoted by City accounts on X, formerly Twitter.

Overall, public feedback collected through activities in Phase 2 consultation indicated a support for the proposed actions presented. Support was most evident in the survey, where the majority of respondents identified that they were 'supportive' or 'very supportive' of the changes proposed. 87% of respondents were either 'supportive' or 'very supportive' of the proposed changes to improve road safety in the project area, which includes geometric safety improvements at intersections and by refreshing centrelines and pavement markings on Wallace Avenue. Many of the comments received indicated a desire to see more changes to address road safety, especially on local roads. Some of the areas highlighted include:

- Converting Wallace Avenue between Lansdowne Avenue and Dufferin Street from two-way to one-way for motor vehicles.
- Placing more focus on making Dupont Street safer for pedestrians and people cycling. Some suggestions include intersection geometric safety improvements, adding more signals and installing bike lanes.
- Increasing green infrastructure opportunities throughout the community alongside other changes. Some suggestions include more bump-outs and planters.

Feedback received also suggested that speeding is a concern throughout the community. There is support for the proposed changes to address motor vehicle speeds like the installation of in-road flexible speed signs on Lappin Avenue. Participants expressed that more police enforcement is needed to complement the proposed changes, as previous efforts to reduce speed have not alleviated the issue. Additionally, participants supported the proposed changes to address motor vehicle volumes, with many respondents supportive of proposed one-way street conversions. Participants also expressed strong support for the proposed active transportation changes. However, concerns were raised over their potential impact to parking capacity on some local roads, especially on Hallam Street.

Phase 2 consultation materials displayed the proposed closure of Croatia Street (from Brock Avenue to the new Collegiate Road) to motor vehicles. The majority of residents were either

'supportive' or 'very supportive' of the proposal. Feedback explained that this segment is dangerous for pedestrians and that residents would support animating the closed roadway.

The feedback gathered through this consultation, along with technical considerations and City policies and guidelines, will inform staff recommendations to City Council.

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

Project Overview

Overview of Communications and Consultation Activities

Communication Activities

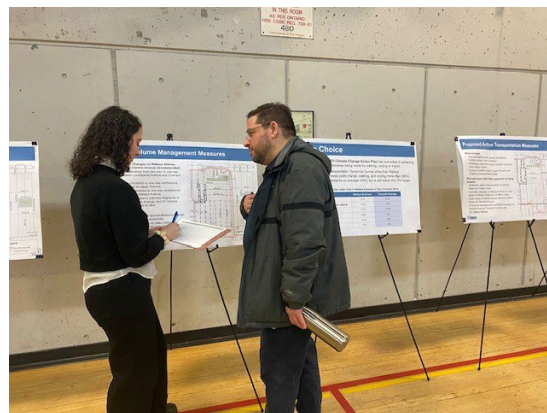
A variety of methods were used to notify people of the project and opportunities to participate:

- Project webpage toronto.ca/WallaceEmersonStreets
- Notice delivered through Canada Post (6,728 addresses between Dupont Street, Croatia Street, Bartlett Street and Lansdowne Avenue)
- E-notification to project subscribers (146 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (29 contacts)
- Social media posts @TO_Cycling_Ped

Consultation Activities

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

Activity	Date	Participation
Community Interest Group Meeting	March 12, 2024	6 attendees (14 invited)
Online Survey	March 13 – April 8, 2024	538 responses
Email/Phone	March 18 – April 30, 2024	comments received from 27 individuals
Drop-In Public Event	March 25, 2024	95 attendees
Visit to Pauline Junior Public School Environment Club	April 11, 2023	18 attendees



Photos of attendees participating in March 25, 2024 Public Drop-in Event.

What We Heard

- There is support for the recommendations presented to the community. Feedback suggests that the community generally agrees that the proposed changes could respond well to road safety concerns.
- There is significant support for the proposed changes to cycling, specifically the Hallam Street cycle tracks, with many requests to extend further east, and to add a contraflow bike lane to Wallace Avenue between Lansdowne Avenue and Dufferin Street.

- In addition to general support for the proposed changes, the community would like to see more proposed changes to address road safety. Specific streets where participants want to see more change are Lappin Avenue, Lansdowne Avenue north of Bloor Street, Dupont Street and Wallace Avenue.
 - On Wallace Avenue, requests were received to implement a one-way directional change between Lansdowne Avenue and Dufferin Street.
 - Participants requested additional measures on Lappin Avenue to reduce traffic infiltration and speeding.
- Mixed support levels for proposed parking changes throughout the community. Specific streets referenced include Hallam Street. Residents living in and around this area suggest that there is currently not enough parking and that the situation will become worse as the area becomes denser. There were also concerns around permanent permit parking changes on Emerson Avenue and St Clarens Avenue, with residents citing impact to street cleaning and to residents with accessibility needs.
- More greening opportunities need to be created as recommendations are implemented. The two main locations that the community would like to see become greener are Lappin Avenue and the closed section of Croatia Street.

Survey

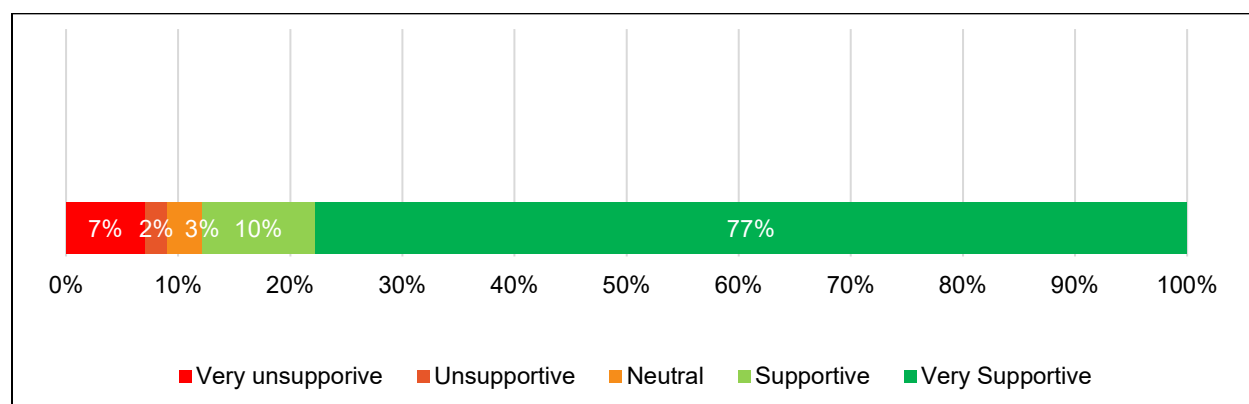
The survey was available online via Medallia (formerly Check Market) and included background information before asking multi-choice and multi-select responses, in addition to open ended comment boxes.

Participation in the survey was anonymous, and optional demographic questions were included (see Appendix for survey participant profile).

Responses received to each question are presented in this section.

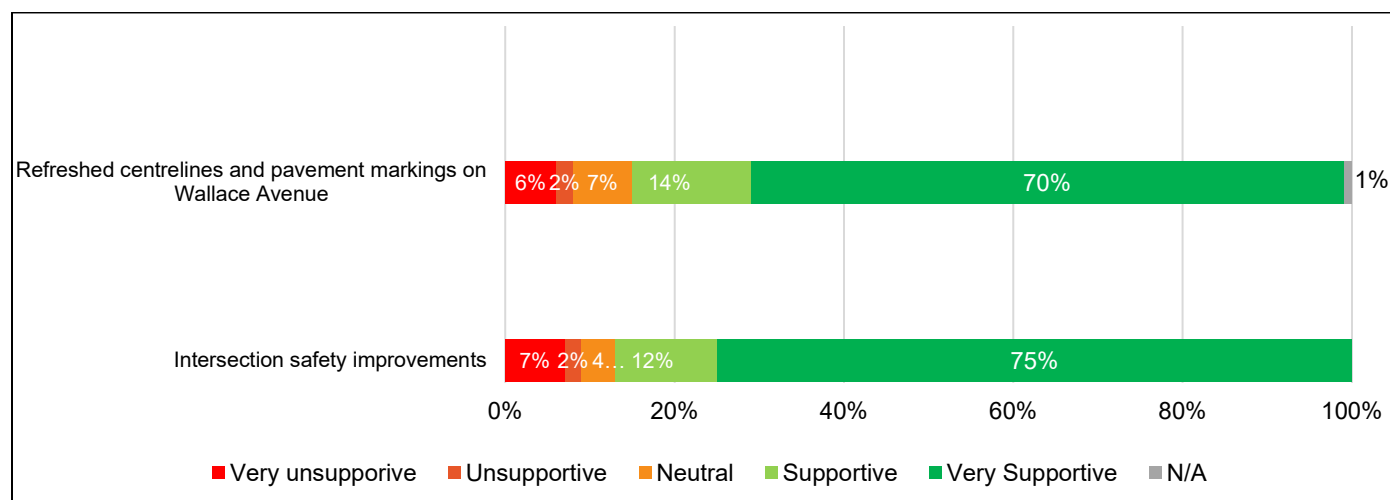
Proposed Changes to Improve Road Safety

Question – In general do you support changes to improve road safety in the project area?



There were 525 responses to this question, with 87% either 'supportive' or 'very supportive', 9% either 'unsupportive' or 'very unsupportive' and 3% neutral.

Question – Do you support the installation of the proposed road safety improvements?



There were 525 responses to this question.

- **Refreshed centrelines and pavement markings on Wallace Avenue:** 84% responded 'very supportive' or 'supportive' and 8% responded 'very unsupportive' or 'unsupportive'
- **Intersection safety improvements:** 87% responded 'very supportive' or 'supportive' and 9% responded 'very unsupportive' or 'unsupportive'

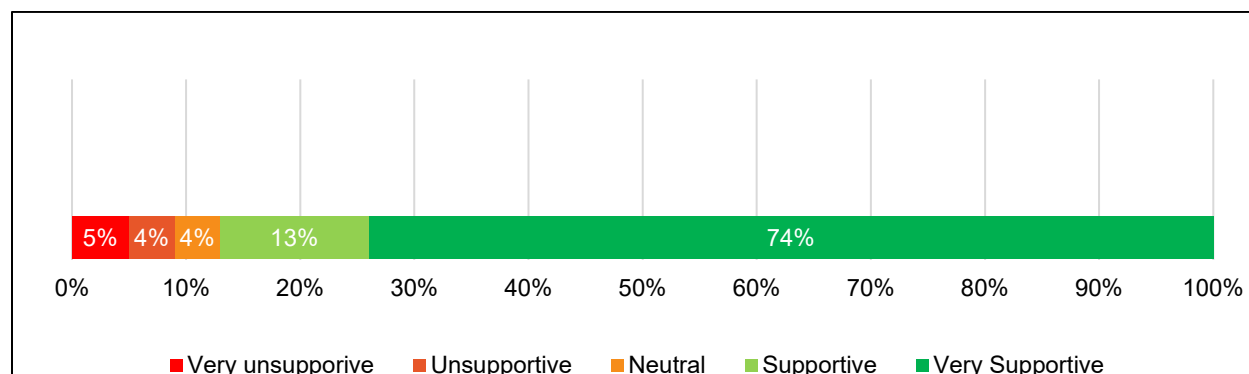
Question – Please include any additional comments you would like to share about the proposed road safety improvements.

There were 201 responses to this question. A summary of some of the most common comments include:

- Requests for more changes to address road safety concerns
- Requests for traffic-calming measures
- Requests for changes to address road safety concerns at specific intersections: Lappin/Lansdowne, Lappin Avenue/Antler Street, Wallace Avenue/Emerson Avenue, Millicent Street/Dufferin Street, Wallace Avenue/Lansdowne Avenue, Wallace Avenue/Dufferin Street, Russet Avenue/Wallace Avenue, Lansdowne Avenue/Dupont Street, Emerson Avenue/Dupont Street
- Wallace Avenue feels unsafe with narrow sidewalks, car congestion and speeding
- There are too many cars parked on Wallace Avenue which create sightline issues
- Consider making Wallace Avenue a one-way street between Lansdowne Avenue and Dufferin Street
- Bike lanes ruining streets
- No desire to remove parking on Wallace Avenue

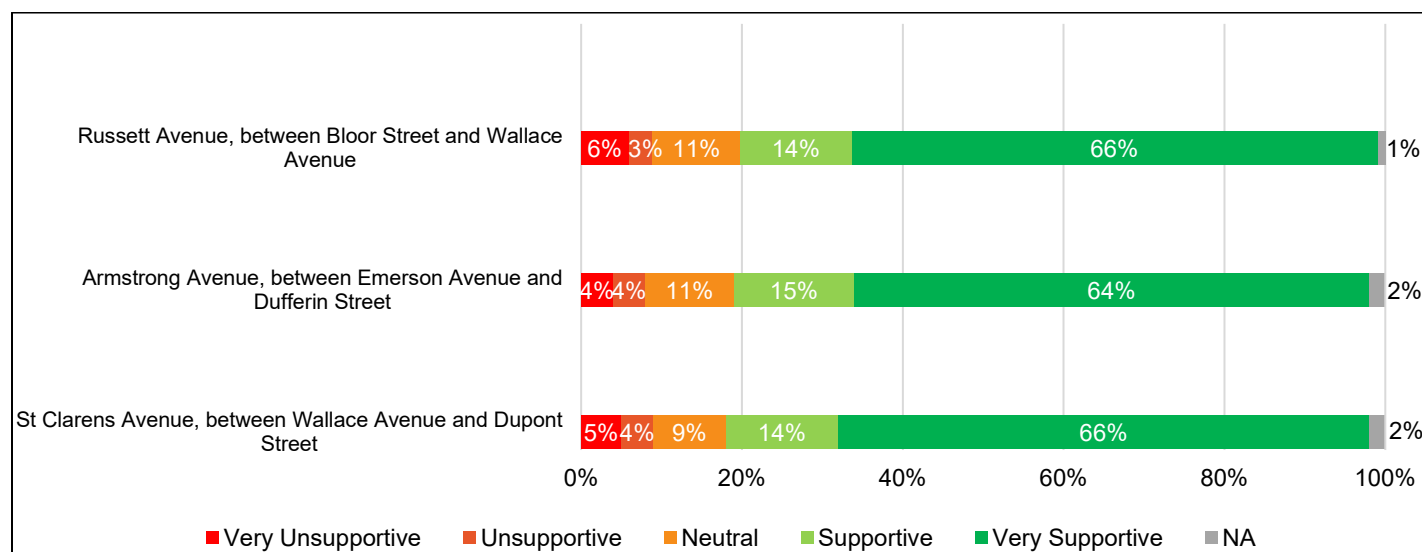
Proposed Changes to Address Motor Vehicle Speeds

Question – In general do you support changes reduce motor vehicle speeds in the project area?



There were 518 responses to this question, with 87% either 'supportive' or 'very supportive', 9% either 'unsupportive' or 'very unsupportive' and 4% neutral.

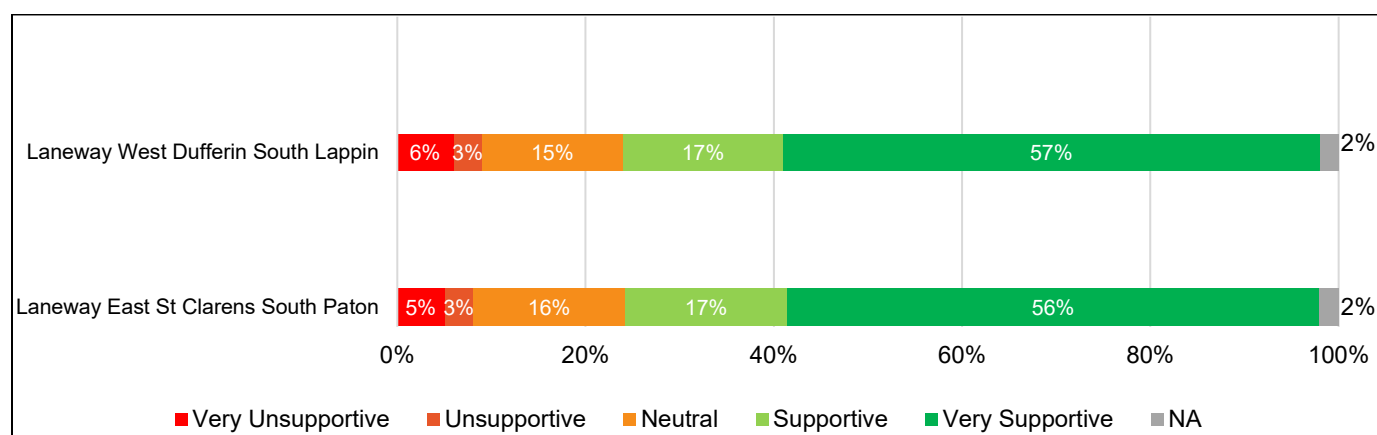
Question – Do you support the installation of speed humps on neighbourhood streets?



There were 518 responses to this question.

- **Russett Avenue between Bloor Street and Wallace Avenue:** 80% of respondents were 'very supportive' or 'supportive'. 11% were 'neutral' and 9% were 'very unsupportive' or 'unsupportive'
- **Armstrong Avenue between Emerson Avenue and Dufferin Street:** 79% of respondents were 'very supportive' or 'supportive'. 11% were 'neutral' and 8% were 'very unsupportive or unsupportive'
- **St Clarens Avenue between Wallace Avenue and Dupont Street:** 80% of respondents were 'very unsupportive' or 'supportive'. 9% were 'neutral' and another 9% were 'very unsupportive' or 'unsupportive'.

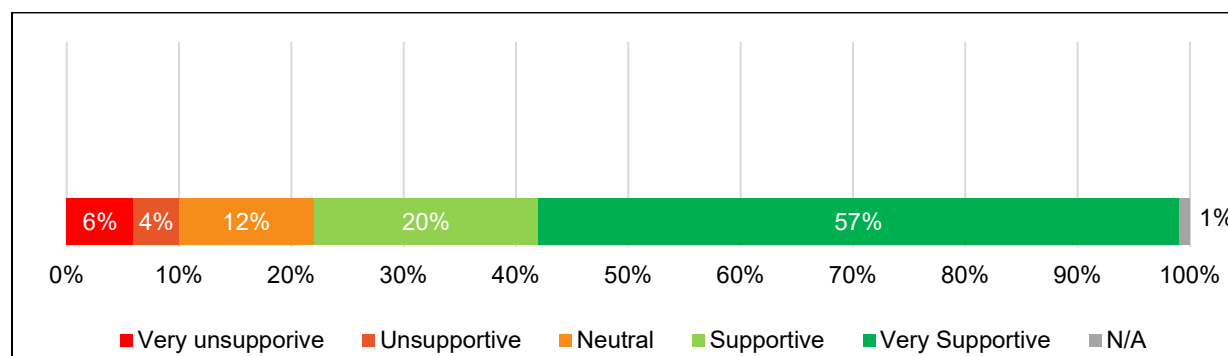
Question – Do you support the installation of speed bumps in laneways?



There were 518 responses to this question.

- **Laneway West Dufferin South Lappin:** 74% of respondents were 'very supportive' or 'supportive'. 15% were 'neutral' and 9% 'very unsupportive' or 'unsupportive'.
- **Laneway East St Clarens South Paton:** 73% of respondents were 'very supportive' or 'supportive'. 16% were 'neutral' and 8% 'very unsupportive' or 'unsupportive'.

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



There were 518 responses to this question, with 77% responding 'very supportive' or 'supportive', 12% neutral and 10% 'very unsupportive' or 'unsupportive'.

Question - Please include any additional comments you would like to share about the proposed speed humps, speed bumps and in-road flexible speed signs.

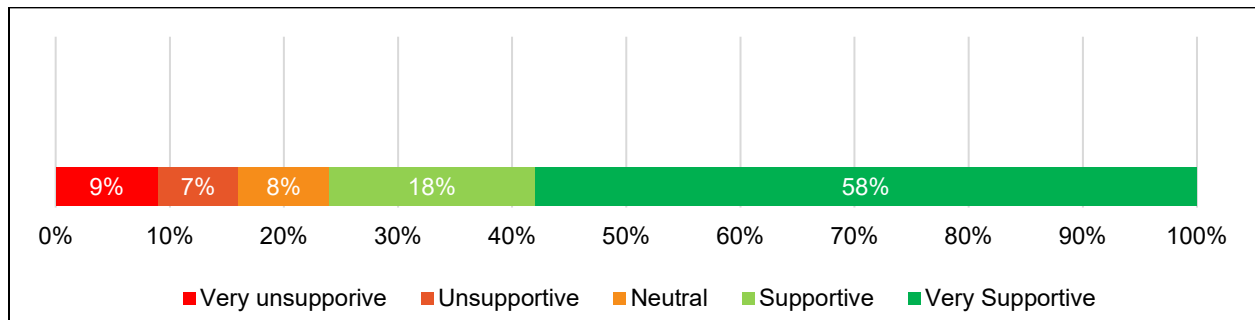
There were 154 responses to this question. A summary of some of the most common comments include:

- Requests for more changes to reduce speeding
- Speed humps can help reduce speeding but are not effective enough
- Bulb-outs, traffic calming measures should be implemented on Lappin Avenue; around the school areas
- Lappin Avenue needs green infrastructure
- Armstrong Avenue needs changes, there is excessive speeding

- The community is becoming denser so this is the right time to implement changes to make it safer
- Flexible materials are not visually appealing and not effective safety measures; please consider better materials
- Wallace Avenue is unsafe for children and parents walking to school; more changes are needed
- The proposals will help decrease the speeding in the community
- Install more speed enforcement cameras to catch people speeding
- Dufferin Street needs to be included in these measures as it is an unsafe route for pedestrian and people cycling
- Laneways are in bad shape and need to be fixed before any speed bumps are considered
- In-road flexible signs are not effective and cause issues
- Lappin Avenue is a very wide street and signs will not be enough to reduce speeding

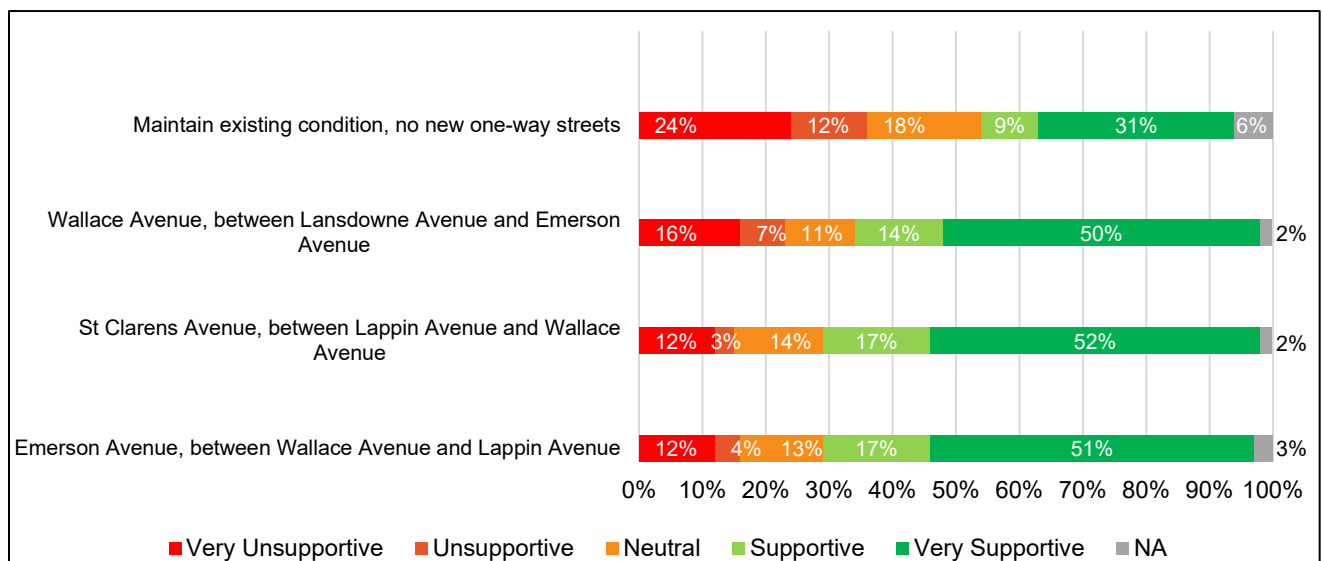
Proposed Changes to Address Motor Vehicle Volumes

Question – In general do you support one-way street conversions that may reduce motor vehicle volumes in the project area?



There were 515 responses to this question, with 76% either 'supportive' or 'very supportive', 16% either 'unsupportive' or 'very unsupportive' and 8% neutral.

Question – Do you support the proposed one-way street conversions?



There were 515 responses to this question.

- **Maintaining existing condition, no new one-way streets:** 40% of respondents were 'very supportive' or 'supportive'. 36% were 'very unsupportive' or 'supportive' and 18% 'neutral'
- **Wallace Avenue between Lansdowne Avenue and Emerson Avenue:** 64% of respondents were 'very supportive' or 'supportive'. 23% 'very unsupportive' or 'unsupportive' and 11% 'neutral'
- **St Clarens Avenue between Lappin Avenue and Wallace Avenue:** 69% of respondents were 'very supportive' or 'supportive'. 15% 'very unsupportive' or 'unsupportive' and 14% 'neutral'.
- **Emerson Avenue between Wallace Avenue and Lappin Avenue:** 68% of respondents were 'very supportive' or 'supportive'. 16% 'very unsupportive' or 'unsupportive' and 13% 'neutral'.

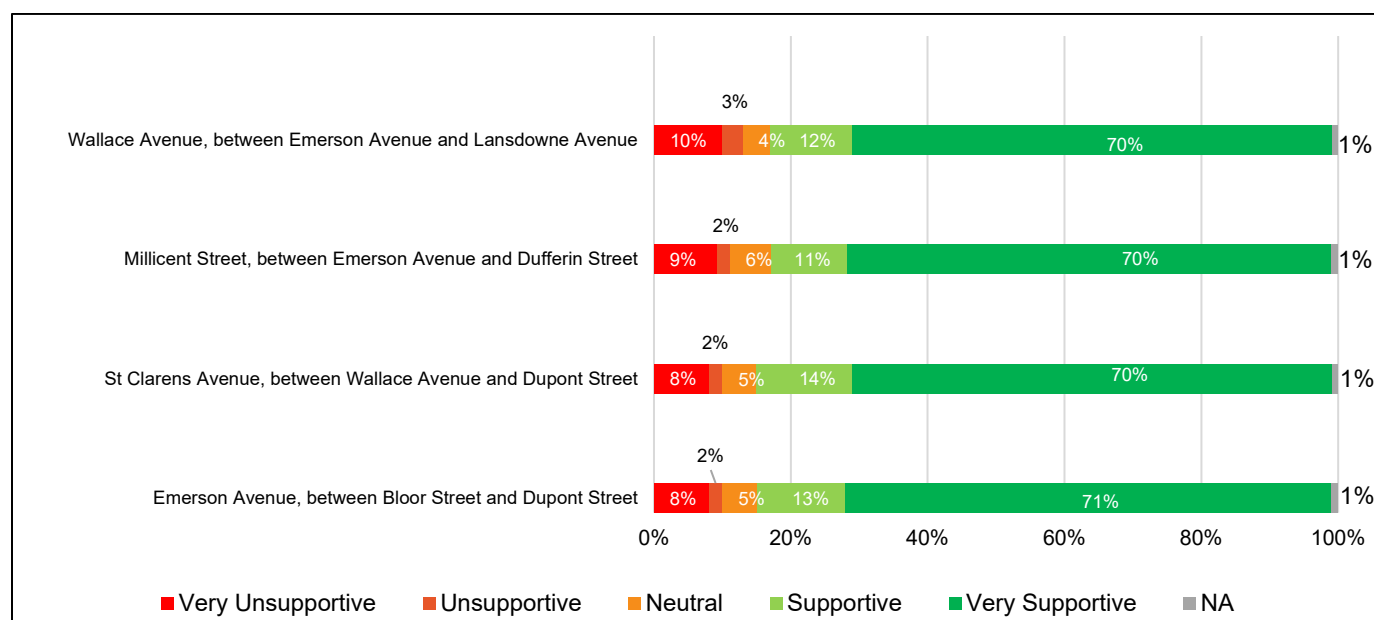
Question – Please include any additional comments you would like to share about the proposed one-way street conversions.

There were 161 responses to this question. A summary of the most common responses include:

- Convert Wallace Avenue to a one-way street between Lansdowne Avenue and Dufferin Street; this street has way too many cars using it as a cut-through street
- These changes will make it harder to travel throughout the neighbourhood, including for residents traveling home
- Changes to Wallace Avenue would be ineffective and cause more traffic
- Consider making Brock Avenue one-way
- Support for all the one-way conversions; acknowledgement that volumes in the community are high
- Directional conversions will affect the communities that are immediately adjacent to this neighbourhood; they need to be able to travel across freely
- Wallace Avenue is already operating fine, do not change it
- These changes will result in more traffic volumes on Lappin Avenue
- Do not make directional conversions on Emerson Avenue as laneways are already hard to navigate and this will make it more difficult.

Proposed Cycling Facilities

Question – Do you support the proposed contra-flow bikeways?



There were 514 responses to this question.

- **Wallace Avenue between Emerson Avenue and Landsowne Avenue:** 82% were 'very supportive' or 'supportive'. 13% were 'very unsupportive' or 'unsupportive' and 4% were 'neutral'
- **Millicent Street between Emerson Avenue and Dufferin Street:** 81% were 'very supportive' or 'supportive'. 13% were 'very unsupportive' or 'unsupportive' and 6% were 'neutral'
- **St Clarens Avenue between Wallace Avenue and Dupont Street:** 84% were 'very supportive' or 'supportive'. 10% were 'very unsupportive' or 'unsupportive' and 5% were 'neutral'
- **Emerson Avenue between Bloor Street and Dupont Street:** 84% were 'very supportive' or 'supportive'. 10% were 'very unsupportive' or 'unsupportive' and 5% were 'neutral'

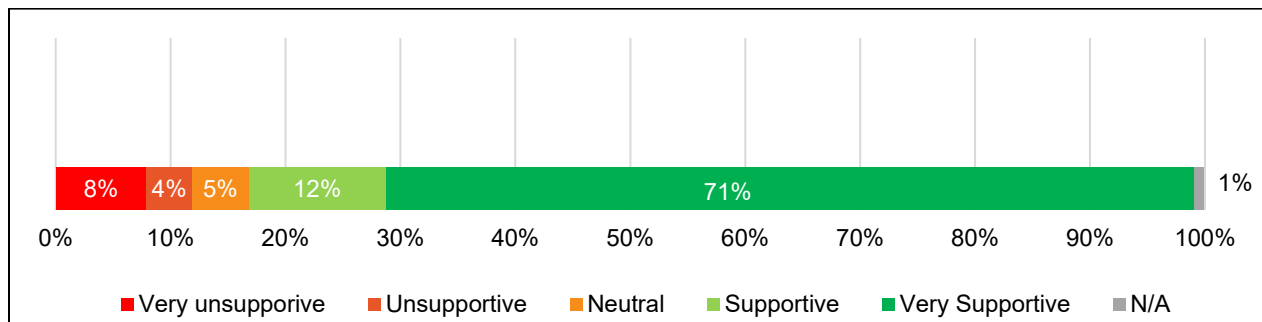
Question- Please include any additional comments you would like to share about the proposed contra-flow bikeways.

There were 158 responses to this question. A summary of the most common responses include:

- Support for bikeway proposals and requests for additional routes
- Requests for implementation as soon as possible
- Acknowledgements that bikeways would encourage more people to travel by bike
- There are many existing cyclists who would benefit from proposed routes
- The bike lanes need to be safe in order to encourage more people to feel safer using them
- Supportive of the bikeways if they do not affect parking
- The contraflow bike lane on Wallace Avenue should be extended from Lansdowne Avenue to Dufferin Street
- Support for creating a local east-west connection from Millicent Street to Hallam Street
- Request for contra-flow bikeway on St Clarens; people are already biking the wrong way
- Preference for bikeways on Lappin Avenue instead of Millicent Street

- Adding bikeways to narrow streets will make it dangerous for all road users
- There is already a bikeway on Bloor Street so contraflow lanes are not necessary
- Some participants unsupportive of all bikeway projects
- Bikeways need to be considered on Dupont Street since it is currently unsafe
- Adding bike lanes on Emerson Avenue will make the roadway feel busier and create more tension between road users
- There are not enough people cycling to warrant these changes, especially with the seasonality of cycling
- Bike lanes are needed on Lansdowne Avenue (specifically north of Bloor Street West)

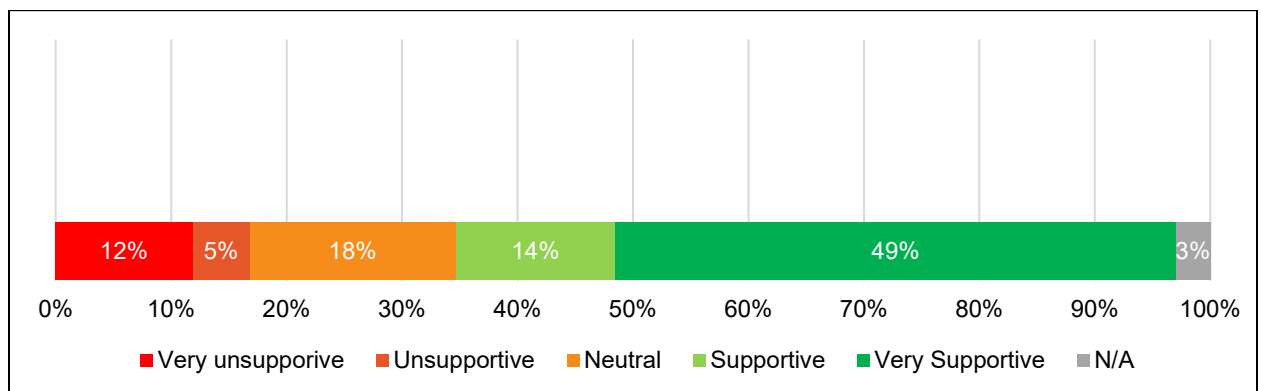
Question – Are you supportive of the proposed cycle track on Hallam Street?



There were 514 responses to this question, with 83% of respondents 'very supportive' or 'supportive', 12% 'very unsupportive' or 'unsupportive' and 5% 'neutral'.

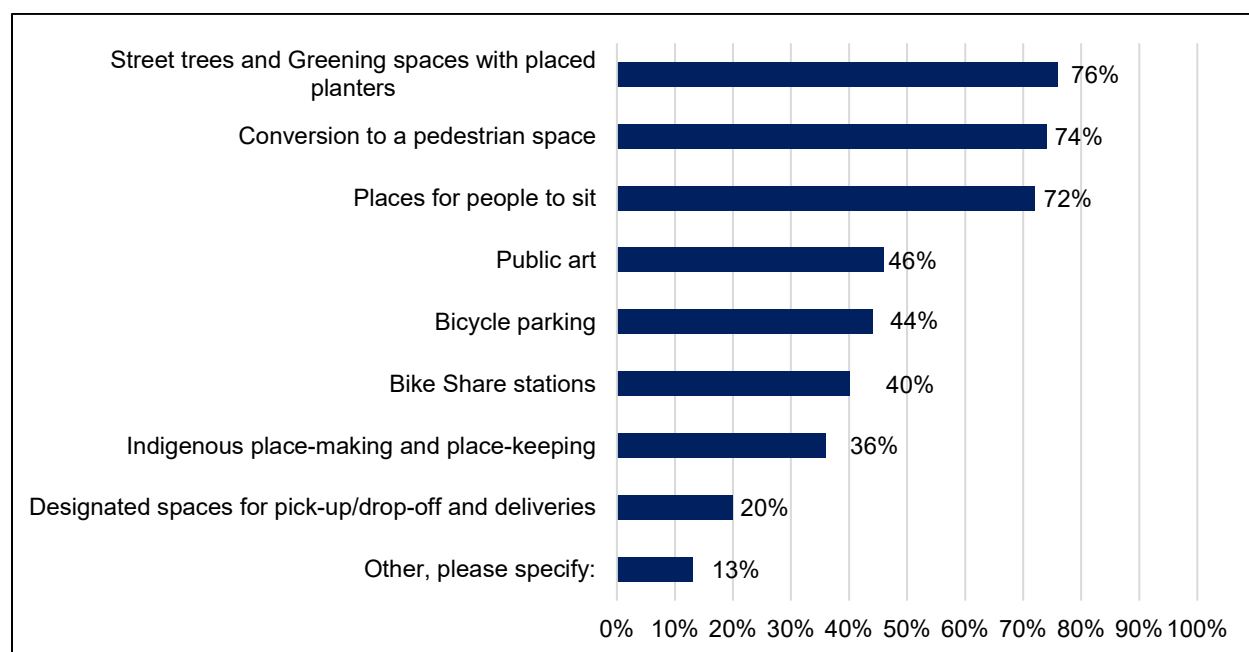
Changes for Croatia Street

Question – In general do you support the closure of this segment of the street, pending the completion of the development of the TDSB lands?



There were 513 responses to this question, with 63% of respondents 'very supportive' or 'supportive', 18% 'neutral' and 17% 'very unsupportive' or 'unsupportive'.

Question – Overall, what are your top 5 priorities for animating Croatia Street between Brock Avenue and the new Collegiate Street once it is closed? Access to Croatia Street via Dufferin Street would remain available.



There were 513 responses to this question. Respondents were allowed to provide multiple responses to this question, with the top five priorities identified as:

- 76% for street trees and greening spaces with placed planters
- 74% for conversion to a pedestrian space
- 72% for places for people to sit
- 46% for public art
- 44% for bicycle parking

Other comments submitted include:

- Keep the road open to cars to provide vehicle access to the park
- This section is vital for locals to access the mall by car
- Request for an off-leash dog park
- Name this area Bloordale Beach Park
- Prioritise parking
- Explore as many of these priorities as possible
- Wider sidewalks are needed
- Could be a playground for children
- A space for children from Bloor Collegiate to hang out
- Community gardens

Question – Please share any additional comments, concerns, observations, or suggestions related to the Wallace Emerson Neighbourhood Streets Plan.

There were 200 responses to this question. A summary of the main feedback submitted are found below:

General Support for Project

- Fully supportive of recommendations and desire for them to be implemented soon

- Providing more options for traveling throughout the community will make it safer and decrease traffic
- This plan is overdue and is great work by the City

Impact to Motor Vehicle Travel

- Getting around by car is becoming more difficult in this neighbourhood
- Changing vehicular travel directions will only make it harder to get around the neighbourhood and make it harder for residents to get home if traveling by car
- Consider the density coming into the community; these changes will make it more difficult to travel
- Dangerous and increasing traffic need to be reduced and the plan can achieve this

Support for Active Transportation Recommendations

- Continue to add safe cycling infrastructure throughout the community

Parking Impacts

- Do not support parking removals; it is already difficult to park in the neighbourhood and this will make it worse
- Keep alternate-side street parking in place

Pedestrian Safety

- Brock Street and Croatia Street intersection is really unsafe and the segment should be closed off to cars

Other Considerations Based on Recommendations

- More enforcement is needed to make the changes more effective
- More recommendations are needed, especially to address other unsafe intersections
- This plan should be expanded to address issues west of Lansdowne Avenue
- There are other important City issues that should be addressed before transportation issues and not this (examples cited are crime, theft, pavement conditions)
- The area needs more beautification
- Need changes to address road safety concerns on arterial roads (Dufferin Street, Dupont Street, Lansdowne Avenue)
- Disappointed that issues identified along Dupont Street are not reflected in the proposal

Public Drop-in Event

At the March 25, 2024 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	Location	Comment Summary
Speed Management	General	<ul style="list-style-type: none"> • Speed humps have not helped with excessive speeding throughout the community • More speed management measures needed on arterials • More speed humps are needed to reduce speeding
	Lansdowne Avenue	<ul style="list-style-type: none"> • Excessive speeding
	Dufferin Street	<ul style="list-style-type: none"> • Excessive speeding

Topic	Location	Comment Summary
Road safety	General	<ul style="list-style-type: none"> Better visibility needed at several intersections of local roads
	Wallace Avenue and Dufferin Street	<ul style="list-style-type: none"> Unsafe intersection Request for traffic signal
	Wallace Avenue	<ul style="list-style-type: none"> Missing pavement markings at crosswalks at Emerson Avenue and St. Clarens intersection Cars are speeding through the corridor and it is unsafe for pedestrians
	Croatia Street	<ul style="list-style-type: none"> Support for the closure between the school and Brock Avenue; currently unsafe Keep Croatia Street open
Parking Management	General	<ul style="list-style-type: none"> More accessibility for drivers with disabilities needs to be considered wherever parking changes are made
	Hallam Street	<ul style="list-style-type: none"> There needs to be more parking because of the community services and religious services at the intersection of Hallam Street and Dufferin Street Between Dufferin Street and Bartlett Street, there are accessible parking spots that may be removed and these are not being taken into account
	Wallace Avenue	<ul style="list-style-type: none"> Alternate parking (with speed humps) has helped with traffic calming, should be repeated elsewhere
	Emerson Avenue	<ul style="list-style-type: none"> Reconsider permanent parking changes, alternate-side parking has worked Changes to parking impacts contractors and residents who are loading/unloading
Street Environment	Lappin Avenue	<ul style="list-style-type: none"> Additional improvements, including green infrastructure should be considered
Active Transportation Measures	General	<ul style="list-style-type: none"> Cyclists are not obeying the rules of the road and seldom use bike lanes Where possible, add protected elements to bike lanes
	Hallam Street	<ul style="list-style-type: none"> Extend bike lane further east There is more than enough space for the bike lanes so parking does not need to be removed The Hallam cycle tracks will provide a necessary and safe local connection alternative to Bloor Street
	Wallace Avenue	<ul style="list-style-type: none"> The contraflow bike lane should be extended to Dufferin Street Extend contraflow bike lane east
Volume Management	General	<ul style="list-style-type: none"> Consider turn restrictions instead of one-ways Consider two-way access to laneways

Topic	Location	Comment Summary
	Wallace Avenue and Emerson Avenue	<ul style="list-style-type: none"> Reconsider directional change Consider making Wallace Avenue one-way from Lansdowne Avenue to Dufferin Street
	Lappin Avenue	<ul style="list-style-type: none"> Concerned that directional changes will result in more motor vehicles diverting through this street, specifically traffic from Lansdowne Avenue
	St Clarens Avenue	<ul style="list-style-type: none"> Traffic infiltration goes through here to get to Lansdowne Avenue
	Margueretta Street	<ul style="list-style-type: none"> Complaints about cars travelling the wrong way
	Wallace Avenue	<ul style="list-style-type: none"> High traffic volumes especially around the schools during peak hours
Other	General	<ul style="list-style-type: none"> Excited about the changes The recommendations can help make the community safer for pedestrians and people cycling Excessive noise from cars and motorbikes is a problem More enforcement is needed to reinforce changes Missed opportunity to make improvements along Dupont Street, it is unsafe
	Collegiate Street	<ul style="list-style-type: none"> Traffic calming should be considered when the new road is built Provide recommendations to reduce traffic infiltration from the new road to Pauline Avenue

Interest Group Feedback

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

Topic	Location	Comment Summary
Traffic	Wallace Avenue	<ul style="list-style-type: none"> City should consider making the street one-way from Dufferin Street to Lansdowne Avenue
Pedestrian Safety	Wallace Avenue and Pauline Avenue	<ul style="list-style-type: none"> There is a visibility issue at this intersection that make it unsafe for pedestrians, especially students going to Pauline Junior Public School Cars mount the curb at this intersection
	Wallace Avenue and Emerson Avenue	<ul style="list-style-type: none"> Request to paint crosswalks with higher visibility markings (e.g. zebra crosswalks)
	Patton Road	<ul style="list-style-type: none"> Missing sidewalk on the west side of the street up to where it connects to Lansdowne Avenue, request to prioritize

Topic	Location	Comment Summary
Road Safety & Active Transportation	Hallam Street	<ul style="list-style-type: none"> Interest in expanding the cycle track further east to connect to Shaw Street cycling facilities
	Lansdowne Avenue, north of Bloor Street	<ul style="list-style-type: none"> More improvements needed, like a bikeway. It is currently unsafe.
	Millicent Street-Lappin Avenue	<ul style="list-style-type: none"> Question regarding why Millicent Street was chosen over Lappin Avenue as an east-west cycling connector
Parking Management	Wallace Avenue	<ul style="list-style-type: none"> Preference to maintain parking on the north side of the street so that parking is not reduced
Street Environment	General	<ul style="list-style-type: none"> It would be good to bring forward recommendations that are not part of the scope of the project, for example garbage collection Desire to identify ways to ensure the community can come together to offer support and register as advocates for the plan to ensure the initiatives are passed at Council Suggestions for materials to implement a curb extension in the short term, including bollards and planters
	Lappin Avenue	<ul style="list-style-type: none"> Question regarding a longer-term vision to improve the infrastructure and streetscape

Youth Feedback

Consultation activities invited youth to provide feedback at the March 25, 2024 drop-in event, as well as at a meeting of the Environment Club at the Pauline Junior Public School on April 11, 2024. The feedback is summarized below:

- Travel to school by walking and travel to parks mostly by biking
- Favourite destinations in and around the neighbourhood are Christie Pits, the Community Centre, the parks
- There is no painted crosswalk at Wallace Avenue and Emerson Avenue and it is unsafe to cross the street and get to school
- Wallace Avenue and Emerson Avenue and Wallace Avenue and Pauline Avenue are very busy intersections and feel unsafe
- Students use laneways as routes to school and have experienced cars speeding through them
- Sometimes people cycling travel the wrong way on one-way streets making it unsafe, especially when crossing
- More bike lanes would improve safety in the neighbourhood
 - Providing more bike lanes and a complete network can encourage more people to cycle
- Painting crosswalks near the school will make drivers pay attention at intersections and make it safer for kids to get to school
- One-way streets near schools are not preferred since it makes it more challenging for pick-up/drop-off

- Speed humps can slow speeding down but do not install too many of them as it will make driving difficult
- Some of the changes will make drivers pay more attention
- Changes will be confusing at first, but people will get used to them

Additional Feedback

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

Topic	Location	Comment Summary
Traffic	Intersection of Wallace Avenue and Lansdowne Avenue	<ul style="list-style-type: none"> • Reconsider street direction changes because drivers traveling from the Junction area use Wallace Emerson Streets to get across the City and changes will make this challenging to do
	Collegiate Street/Pauline Avenue	<ul style="list-style-type: none"> • Concern that the new street will connect to Pauline Avenue and will be used by vehicles to bypass traffic, leading to more infiltration on Wallace Avenue
	Croatia Street	<ul style="list-style-type: none"> • Closure will cause traffic chaos and make it difficult for people wanting to access Dufferin Mall by car
Road Safety & Active Transportation	Margueretta Street	<ul style="list-style-type: none"> • Speeding is an issue despite the existing speed humps • Cars frequently travel the wrong way when traveling to the Green P parking lot
	Wallace Street and Emerson Street	<ul style="list-style-type: none"> • Difficult for pedestrians to cross this intersection, cars do not yield
	Emerson Avenue	<ul style="list-style-type: none"> • Suggest painting sharrows on this street
	Wallace Avenue and Dufferin Avenue	<ul style="list-style-type: none"> • Traffic lights should be added here; this intersection is dangerous
	Armstrong Avenue	<ul style="list-style-type: none"> • There is excessive speeding on this street and additional speed mitigation measures are needed
Parking Management	General	<ul style="list-style-type: none"> • Permanent parking on one side of the street will impact residents with mobility issues and accessible parking permit holders
	Hallam Street	<ul style="list-style-type: none"> • There is insufficient parking currently and removing parking will affect current and future residents, including those living on neighbouring streets who rely on parking there • Strong objection to any plans to remove parking on to accommodate cyclists
	Emerson Avenue	<ul style="list-style-type: none"> • Opposition to making parking permanent on one side of the street; results in difficulty in cleaning the street • Maintain alternate-side parking on this street

Topic	Location	Comment Summary
Street Environment	Hallam Street and Bartlett Avenue	<ul style="list-style-type: none"> • Focus on cleaning the street of leaves and not on parking changes
	Lappin Avenue	<ul style="list-style-type: none"> • Currently there is a lack of greenery on the street • Consider including green infrastructure on if changes are being made to the street
Other	General	<ul style="list-style-type: none"> • General support for the recommendations and the plan; it will make it safer to travel throughout the neighbourhood • Exciting project giving hope for the future of the neighbourhood • Consider including some streets just west of Lansdowne Avenue that connect to the study area • Installation of speed bumps, one-way streets and other infrastructure are good planning strategies for this community • More traffic calming measures are needed in this community
	Hallam Street	<ul style="list-style-type: none"> • Community members are distributing flyers spreading misinformation about proposals; residents support proposals
	Bartlett Avenue	<ul style="list-style-type: none"> • Residents were not notified of this project • Residents are reliant on parking on Hallam Street and any removals will make it more difficult to find parking

Appendix

Survey Participant Profile

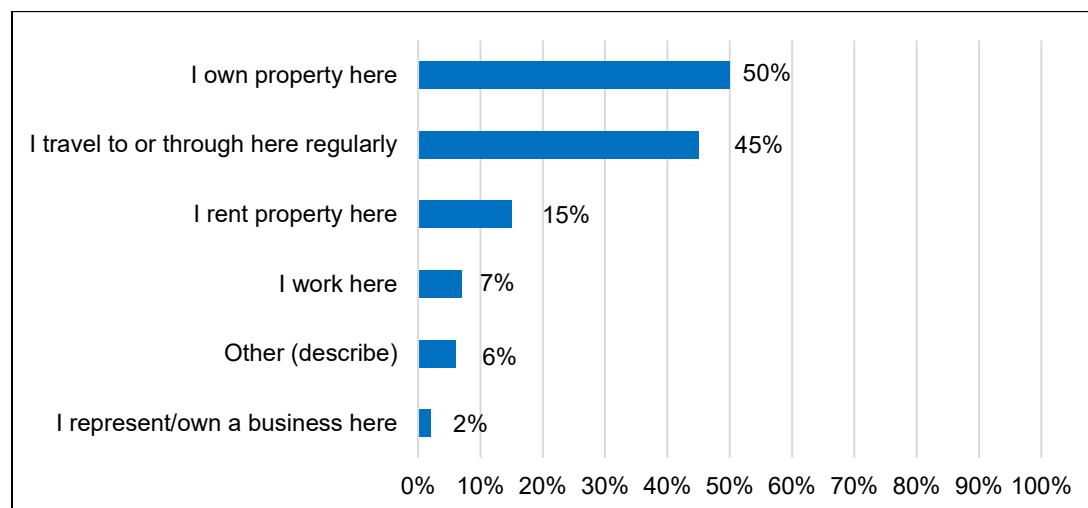
A total of 536 survey respondents provided mandatory demographic information and 503 provided optional demographic information. These are described below.

Postal Code | n=536



Of the 536 responses to this question, 400 or 75% of respondents live in the study area (M6H), and another 8% live on neighbouring streets (M6P) with other respondents scattered across the city.

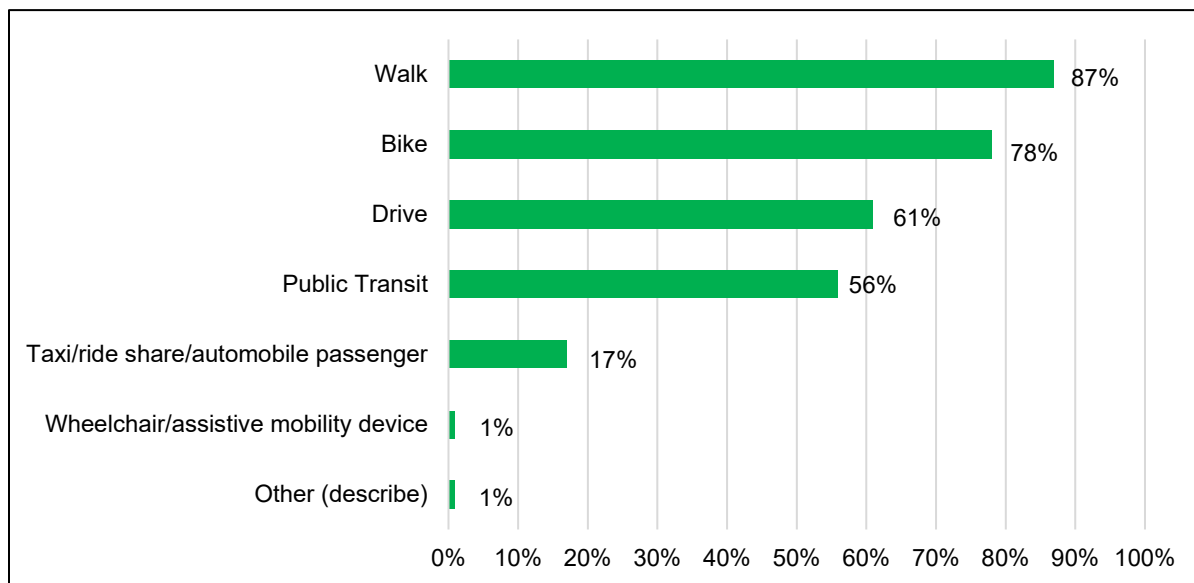
Relationship to the Project Area | n=536



Half of the respondents (50%) own property in the area, with 45% traveling to or through the area regularly. 15% of respondents rent property in the project area.

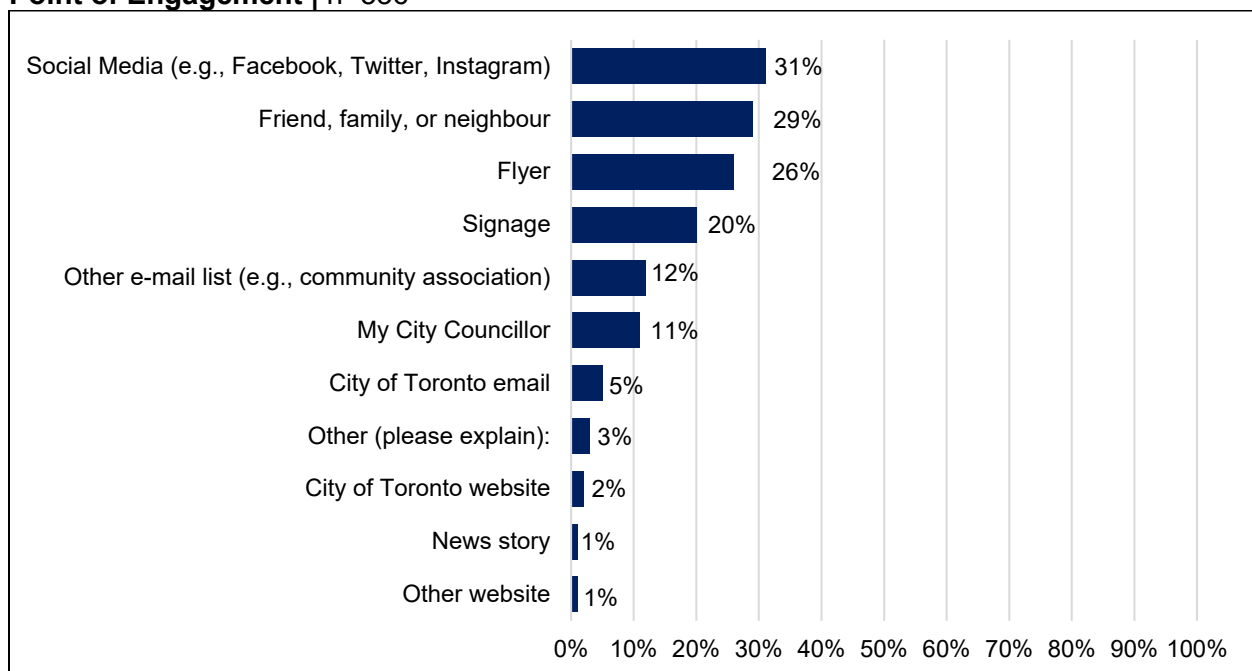
Other relationships with the project area that were identified include owning property or living nearby, parents with children who go to school in the area and visitors of friends and businesses. Respondents were allowed to provide multiple responses to this question.

Typical Ways of Travelling In/Near the Project Area | n=536



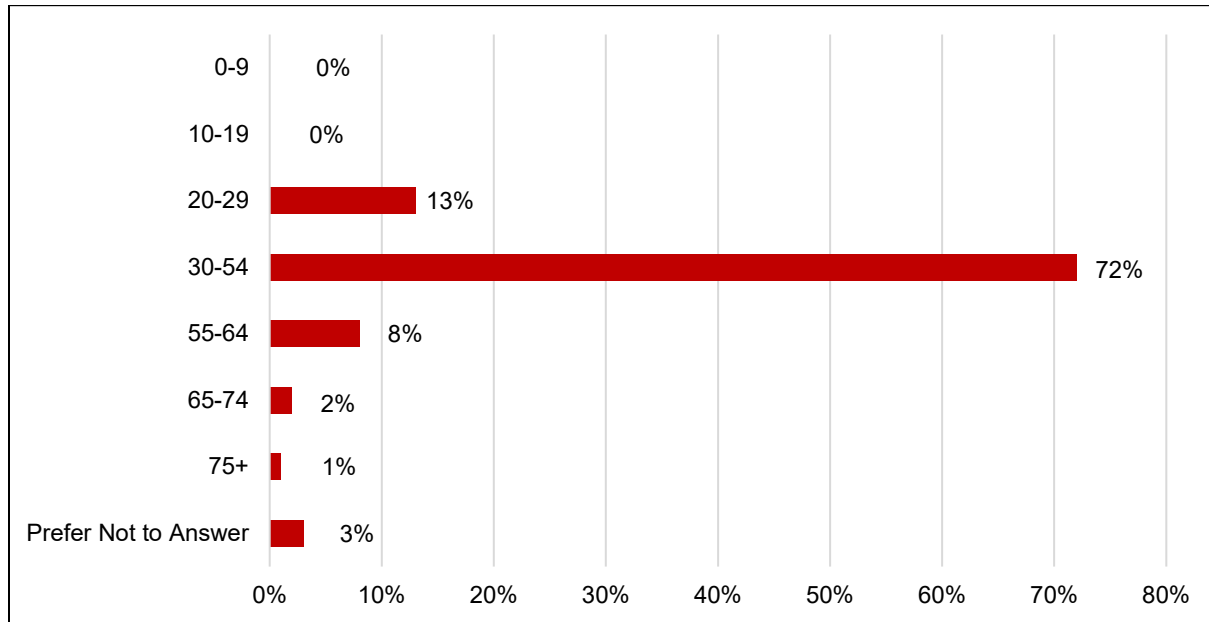
Most survey respondents walk or near the project area, followed by more than half who cycle, drive or take public transit or cycle. Respondents were allowed to provide multiple responses to this question.

Point of Engagement | n=536



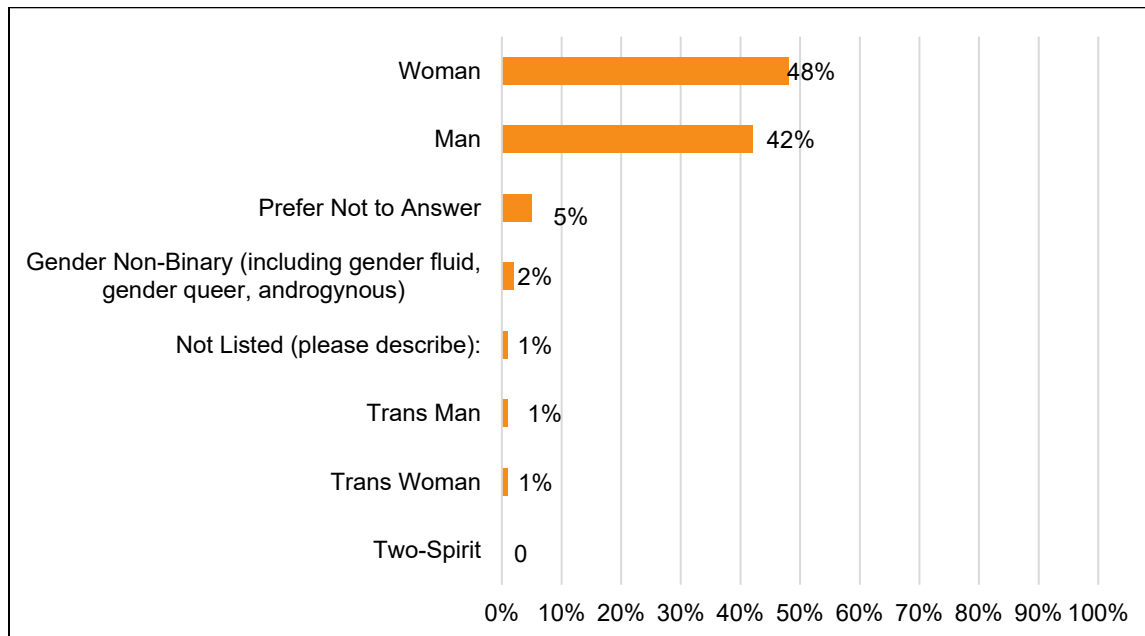
Most survey respondents heard about this consultation through social media, followed by through a friend, family or neighbour and by the flyer delivered to the project area.

Age | n=503



Most survey respondents are in the working age category (72%), which is above the neighbourhood's average working age population of 54%. 13% of respondents are in the youth category, slightly above the neighbourhood's average youth age of 11%.

Gender | n=503



While slightly less than half of survey respondents identified as women (48%), they represented the highest gender of respondents. This is slightly under the neighbourhood's average female population of 50.7%. Respondents who identified as men stood at 42%, slightly less than the neighbourhood average of 49.3% and 5% preferred not to answer.