



Elms-Old Rexdale Neighbourhood Streets Plan

Public Consultation Report
July 2024

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Consultation Summary

Phase 1 consultation for the Elms-Old Rexdale Neighbourhood Streets Plan took place from April 10 to May 8, 2024.

Consultation activities included a meeting with local resident associations and interest groups, a community pop-up event, a public drop-in event, a survey, an online interactive map, and comment tracking. Sixteen people attended the in-person drop-in event, and nineteen survey responses were received along with thirty-three people providing comments by mail, phone, email, and the interactive map.

Communications to notify the public about the project, and opportunities to participate included a project website, targeted emails to community interest groups, and 5,188 flyers distributed by Canada Post throughout the project area.

During this phase of consultation, top priorities identified by consultation participants were related to high traffic volumes and congestion, road safety and active transportation. Overall, there are concerns about motor vehicles speeding along Golfdown Drive and Elmhurst Drive, including the school zones. Participants also noted that motor vehicles use these streets as alternatives to arterial roadways since they provide a connection between Albion Road and Islington Avenue. Speeding concerns and the need for pedestrian crossings were also noted along Tandridge Crescent. In addition, participants expressed concerns with traffic congestion, excessive queuing, and pedestrian safety at intersections along Islington Avenue and Albion Road.

A second phase of consultation is targeted for late 2024. Phase 2 consultation will share the proposed changes in the neighbourhood and give residents and interest groups an opportunity to share feedback on the proposals.

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

Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for the Elms-Old Rexdale neighbourhood intended to address three main areas of concern:

- Road safety for vulnerable road users (e.g., seniors, school children, pedestrians and people cycling)
- Excessive speeding
- Excessive motor vehicle volumes on local streets

Overview of Communications and Consultation Activities



Pop-up event at Tandrige Crescent on April 18, 2024

Communication Activities

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

- Project webpage at toronto.ca/EORstreets
- Notice delivered through Canada Post (5,188 addresses in the project area)
- Email to interest groups including residents associations, community groups, organizations, institutions and elected officials (~30 contacts)
- Presentation to North Etobicoke Resident Council
- Pop-up event at Tandrige Crescent (~20 attendees)
- Social media posts @TO_Cycling_Ped (Toronto Cycling and Pedestrian Projects)
- Translation of notice into Punjabi, and a Punjabi-speaking interpreter at the drop-in event

Consultation Activities

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

Activity	Date	Participation
Pop-Up Event	April 18, 2024	~20 attendees
Drop-In Public Event	April 24, 2024	16 attendees
Online Survey	April 10-May 8, 2024	19 responses
Interactive Map	April 10-May 8, 2024	24 attendees
Email/Phone	April 10-May 8, 2024	Comments received from 9 individuals

What We Heard

- Participants were interested in road safety improvements, specifically those that could improve conditions for vulnerable road users, reduce non-local traffic and reduce speeding.
- Islington Avenue, Golfdown Drive, Elmhurst Drive, Allenby Avenue and Tandridge Crescent were the most commonly identified streets noted for concerns about speeding and pedestrian safety. Traffic management was the main concern at the intersections of Islington Avenue at Rexdale Boulevard, Rexdale Mall Entrance and Bergamot Avenue.
- Elmhurst Drive and Golfdown Drive were commonly noted as locations needing traffic management and traffic calming measures to respond to non-local traffic patterns between Islington Avenue and Albion Road. Pedestrian safety around schools is a concern on these streets, and requests for pedestrian crossings were received.
- There are also speeding and non-local traffic concerns along Burrard Avenue due to motor vehicles looking to bypass Islington Avenue congestion.
- There are requests to provide a left-turn opportunity at Islington Avenue between Allenby Avenue and Rexdale Mall Entrance to allow residents to access the westbound ramp for Highway 401.
- Parking management issues were noted along Turpin Avenue.
- Many of the location-specific suggestions involved speed management measures (e.g., speed humps, speed cameras), road safety (e.g. pedestrian crossings) and clarifying rules of the road (e.g., more signage, clear pavement markings, better parking management along streets and enforcement).
- Some residents suggested bikeways along Islington Avenue and Golfdown Drive for better connection and access to schools.

Online Interactive Map

An online interactive mapping tool allowed respondents to identify specific locations where they experienced concerns or saw opportunities for transportation changes. Participation in the mapping tool was anonymous, and optional demographic questions were included in a survey as part of the mapping tool (see Appendix for survey participant profile).

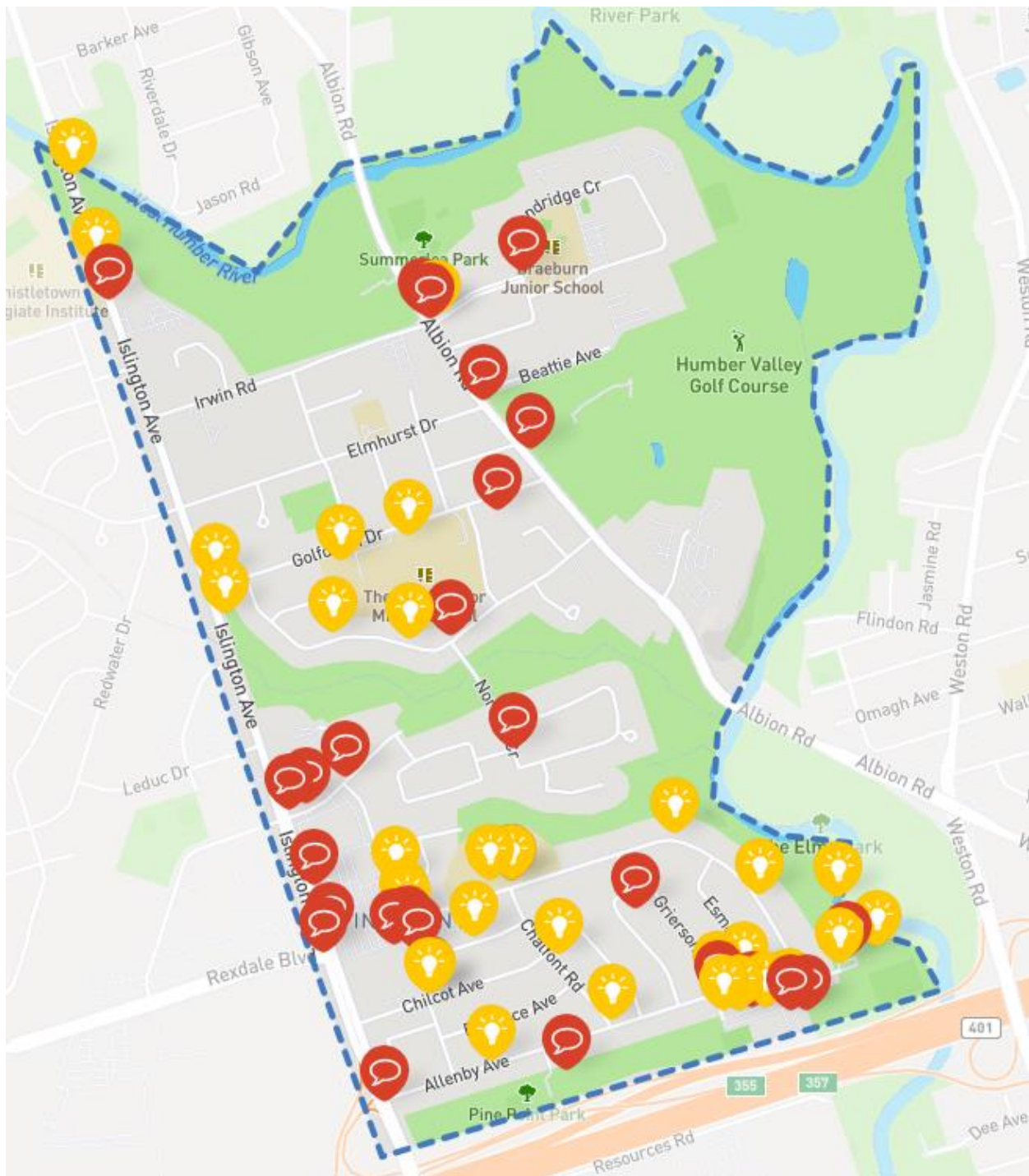


Image of Social Pinpoint map with comments

Comments received through the online map are summarized below.

Topic	Location	Comment Summary	
Traffic	Islington Avenue and Golfdown Drive	- Right turn lane needed from Golfdown Drive to Islington Avenue	
	Allenby Avenue	- Excessive speeding	
	Burrard Road	- Used to bypass traffic on Islington Avenue	
	Islington Avenue	- Traffic lights need to be better synchronized along Islington Avenue to reduce congestion - Excessive speeding	
	Hadrian Drive and Chalfont Road	- Request for raised intersection to reduce speeding through stop sign	
	Albion Road	- Road used to access the 401 highway - Need speed humps as cars come in from Golfdown Drive - Need enforcement of speed limit	
	Road Safety & Active Transportation	Hadrian Drive and Chalfont Road	- Need enforcement of stop sign
Hadrian Drive and Burrard Road		- Need enforcement of signs and speed limit - Consider a protected cycle track along the west side of Burrard Road and reduce the width of motor vehicle travel lane to reduce speeding	
Hadrian Drive		- Need sidewalks on the north and south sides as it is an accessibility issue	
Burrard Road and Chilcot Avenue		- Need a painted crosswalk at the intersection for pedestrians - Need enforcement of stop sign	
Islington Avenue		- Need bike lane along the road until Islington station	
Albion Road and Arcot Boulevard		- Dangerous crossing - Need to enforce traffic signal	
Shendale Drive and Norfield Crescent		- Need enforcement of stop sign	
Parking Management		Islington Avenue and Bergamot Avenue	- Street parking creates an issue when turning onto Islington Avenue
		Shendale Drive	- Street parking along curves at all hours creates a safety concern
	Hadrian Drive	- Create a drop-off zone for parents in front of the school	
	Tandridge Crescent and Arcot Boulevard	- Motor vehicles near the school often park in the intersection, reducing visibility and requiring cars to bypass them in opposite lanes	

Other	Islington Avenue and Humber Trail	- Need connection trail to Humber Trail from Islington Avenue
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Public Consultation Drop-in Event

At the public drop-in event on April 24, 2024, 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
Traffic	Burrard Road and Allenby Avenue	<ul style="list-style-type: none"> - Congestion on Islington Avenue causes traffic to turn on Allenby Avenue and then north along Burrard Road - Speeding of motor vehicles along both roads - Motorists use Burrard Road to travel to and from Walmart
	Burrard Road and Chilcot Avenue	<ul style="list-style-type: none"> - Traffic turns onto Chilcot Avenue and then Burrard Road to bypass Islington Avenue congestion - Need enforcement of stop sign
	Golfdown Drive	<ul style="list-style-type: none"> - Used by nonlocal traffic to travel between Islington Avenue and Albion Road - Need traffic calming - Excessive speeding - High traffic volumes - On-road parking should not be permitted - Need better cycling infrastructure
	Turpin Avenue	<ul style="list-style-type: none"> - Excessive speeding
	Allenby Avenue	<ul style="list-style-type: none"> - Excessive speeding is a persistent problem - Reduce speed limit
	Islington Avenue and Elmhurst Avenue	<ul style="list-style-type: none"> - The southbound left turn has low visibility and needs an advanced left turn
	Islington Avenue and Highway 401	<ul style="list-style-type: none"> - Need longer left turn signal for southbound traffic - Traffic congestion due to turn signal and line markings - Traffic signals need better coordination when accessing Highway 401
	Islington Avenue and Rexdale Boulevard	<ul style="list-style-type: none"> - Need better traffic signage - Nonlocal traffic and excessive speeding to access Costco
	Islington Avenue and Bergamot Avenue	<ul style="list-style-type: none"> - Need better signal coordination
	Chalfont Road	<ul style="list-style-type: none"> - Excessive speeding

	Albion Road	<ul style="list-style-type: none"> - Traffic due to commercial area - Excessive speeding
	Elmhurst Drive	<ul style="list-style-type: none"> - Need speed humps
Road Safety & Active Transportation	Golfdown Drive	<ul style="list-style-type: none"> - The crosswalk near the school needs improvement - Too many speed humps
	Golfdown Drive and Albion Road	<ul style="list-style-type: none"> - Need clearer signage at school drop-off zone and at Albion Road
	Turpin Avenue	<ul style="list-style-type: none"> - Need a drop-off zone in front of the school - Reduce the number of speed humps
	Islington Avenue and Allenby Avenue	<ul style="list-style-type: none"> - No opportunity to access westbound Highway 401 from Allenby Avenue/Chilcot Avenue/Hadrian Drive except from Bergamot Avenue
	Islington Avenue and Rexdale Boulevard	<ul style="list-style-type: none"> - Need pedestrian crossing at the south end of the intersection
	Bergamot Avenue	<ul style="list-style-type: none"> - Need enforcement of stop sign at Ringway Crescent
	Allenby Avenue	<ul style="list-style-type: none"> - Need pedestrian crossing to go to park on the south side - Cyclists use this road
	Rexdale Boulevard	<ul style="list-style-type: none"> - Congested left turn from Islington Avenue onto Rexdale Boulevard
	Hadrian Drive	<ul style="list-style-type: none"> - Sidewalk ends near Grierson Road but should connect to the trail - Limited visibility where the road bends
	Burrard Road and Chilcot Avenue	<ul style="list-style-type: none"> - Need enforcement of stop sign and better signage visibility
	Turpin Avenue and Elmhurst Drive	<ul style="list-style-type: none"> - Need enforcement of stop sign for the pedestrian crossing near the school
Parking Management	Grierson Road and Allenby Avenue	<ul style="list-style-type: none"> - Need more parking to access the community centre
	Turpin Avenue	<ul style="list-style-type: none"> - Vehicles parked on both sides of the road - Overnight parking permits should not be permitted - Need better parking signs near the park
	Allenby Avenue	<ul style="list-style-type: none"> - No parking on this road
Street Environment	Allenby Avenue	<ul style="list-style-type: none"> - Need more street lighting
	Golfdown Drive	<ul style="list-style-type: none"> - Inconsistent speed limit between streets and need to reduce the number of signs - Repave the crosswalk in front of the school near Turpin Avenue
Other	Islington Avenue	<ul style="list-style-type: none"> - Signals need to be coordinated all along the road

Community Pop-Up Event

The comments received through the community pop-up event are summarized below:

Topic	Location	Comment Summary
Traffic	Tandridge Crescent	- Speeding of motor vehicles, particularly around the curves
	Golfdown Drive	- Speeding along the road and in front of St. Stephen Catholic School and the Elms Junior Middle School
	Islington Avenue and Rexdale Boulevard	- Two eastbound right turn and left lanes should be a shared left/right lane
Road Safety & Active Transportation	Tandridge Crescent	- Pedestrians often cross midblock in front of 75 Tandridge Crescent - Request for speed cushions in front of Braeburn Junior School - Request for pedestrian crossing near Braeburn Junior School - Request for bike lanes to provide safer cycling conditions; currently, residents bike along the sidewalk
	Islington Avenue and Rexdale Boulevard	- Need a safer pedestrian crossing - Difficult for pedestrians to cross the intersection
	Islington Avenue and Arcot Boulevard	- Request for pedestrian crossing for students
	Albion Road and Arcot Boulevard	- Intersection has many collisions - Request for bike lanes along Albion Road
	Other	Tandridge Crescent

Additional Feedback

The comments received through phone and email are summarized below:

Topic	Location	Comment Summary
Traffic	Islington Avenue and Rexdale Boulevard	- Congestion and pedestrian safety while crossing the intersection
	Islington Avenue and Rexdale Mall Entrance	- Congestion and pedestrian safety while crossing the intersection
	Islington Avenue and Bergamot Avenue	- Pedestrian safety concerns - Request for a protected northbound left turn
	Golfdown Drive	- Speeding of motor vehicles
	Elmhurst Drive	- Congestion and speeding - Need speed enforcement
	Islington Avenue and Bergamot Avenue	- Congestion of motor vehicles at this intersection - Better traffic signal/signage needed
	Norfield Crescent	- Speeding of motor vehicles

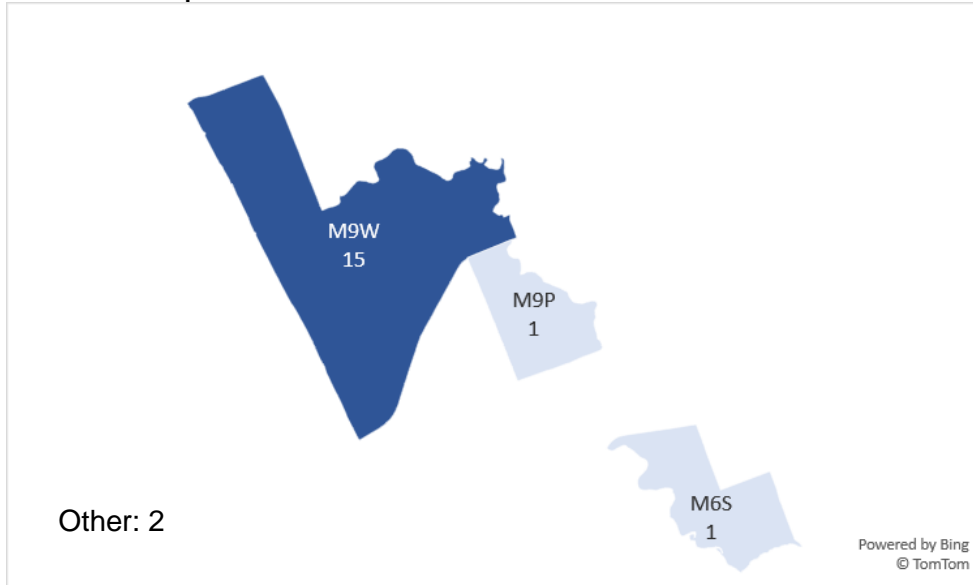
		<ul style="list-style-type: none"> - Used as cut through route for motor vehicles
	Burrard Road and Allenby Avenue	<ul style="list-style-type: none"> - Speeding of motor vehicles at intersection - Signage/speed humps needed to reduce speeding
Parking Management	Turpin Avenue	<ul style="list-style-type: none"> - Used for parking for those attending schools and churches in the area - Parking should only be allowed on one side of the street and permits should be required for overnight parking

Appendices

Appendix A: Survey Participant Profile

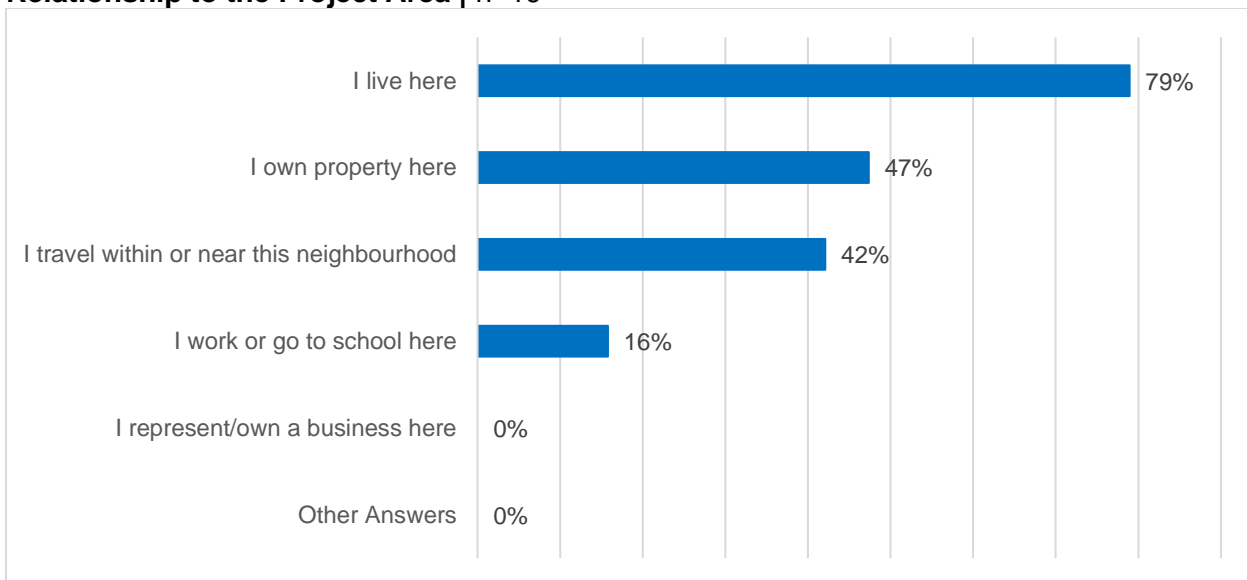
A total of 19 survey respondents provided optional demographic information described below.

Postal Code | n=19



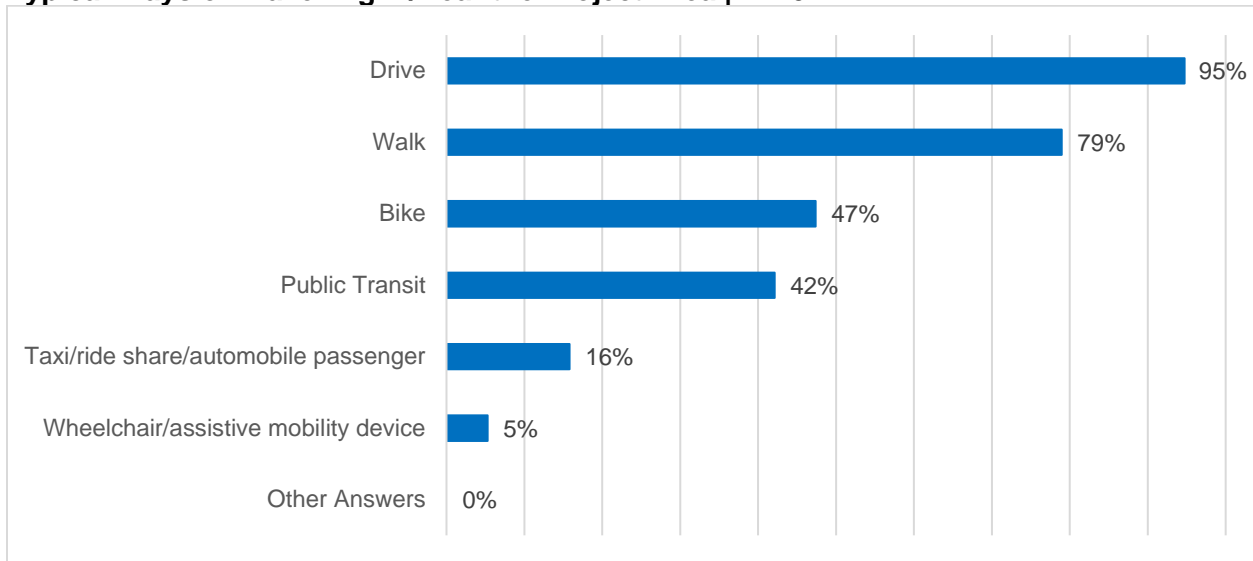
The majority of survey respondents (79%) live in or near the study area (M9W).

Relationship to the Project Area | n=19



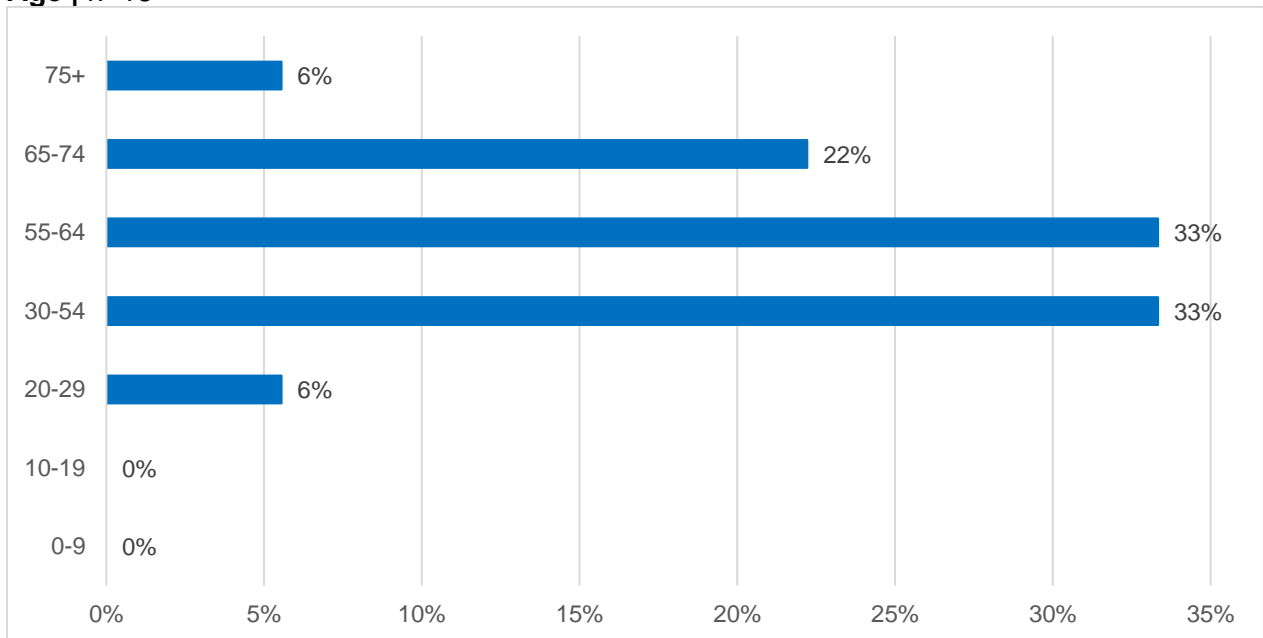
All respondents identified a relationship with the project area, with a majority identifying a postal code within the area. Respondents were able to select multiple responses.

Typical Ways of Travelling In/Near the Project Area | n=19



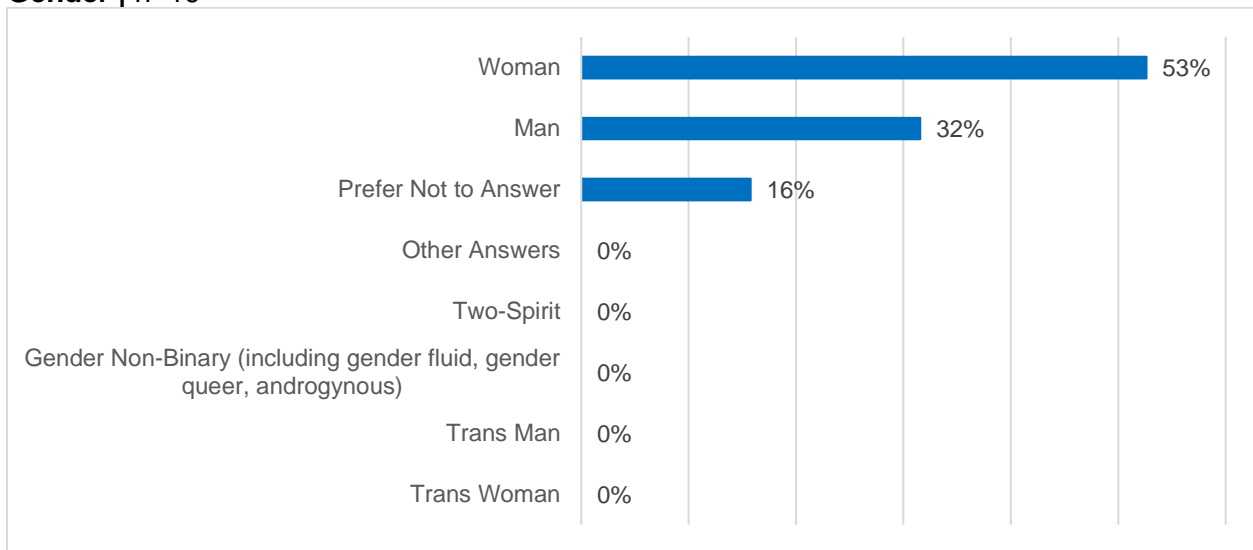
Most survey respondents drive or walk in or near the project area, and almost half of respondents take public transit (42%) or cycle (47%). Respondents were able to select multiple responses.

Age | n=18



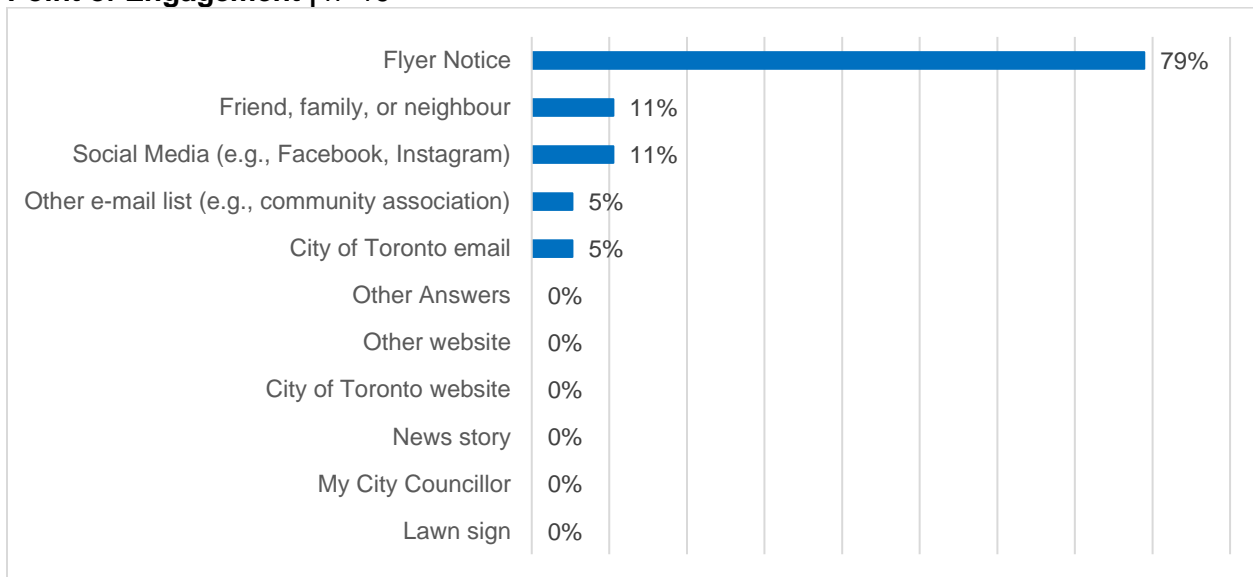
Most survey respondents are between 55-64 or 30-54 years of age. Based on the latest census data, there is more representation from respondents over 54 years of age (median age of residents in Elms-Old Rexdale is 38).

Gender | n=19



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

Point of Engagement | n=19



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