

# **Maple Leaf and Rustic Neighbourhood Streets Plan**

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**Public Consultation Report**

November 19th, 2024



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# Consultation Summary

Public and interest group consultation for Phase 2 of the Maple Leaf and Rustic Neighbourhood Streets Plan took place from September 24th to October 21<sup>st</sup>, 2024.

Consultation activities included three interest group meetings, a pop-up event, an in-person public drop-in event, a survey, and comment tracking. Over 200 people attended the in-person drop-in event, and 308 survey responses were received, along with 42 people providing comments by mail, phone and email.

Communications to notify the public and interest groups about the project and opportunities to participate included a project website, targeted emails to 36 interest groups, mailed distribution of over 10,000 notices through Canada Post throughout the project area, in-person distribution of 300 postcards to schools and seniors' residences, and 50 engagement signs posted at streets and intersections across the area where changes were proposed.

Phase 2 consultation participants were divided over their support for proposed changes and, overall, were overwhelmed by the high number of changes proposed. Feedback from residents around speed management measures, road safety improvements, construction of new sidewalks in the area and parking management was split between those respondents who are supportive and others who are unsupportive. Feedback around proposed volume management (particularly directional changes to local streets) and new bikeways was generally unsupportive.

In addition to feedback on the proposed changes, concerns were raised about congestion on the main streets and requests were made for more measures that limit entry into the neighbourhood to reduce non-local vehicle traffic. Concerns were also raised about the consultation process: there were questions about level of consensus required and suggestions for a more collaborative approach to informing staff recommendations for the neighbourhood.

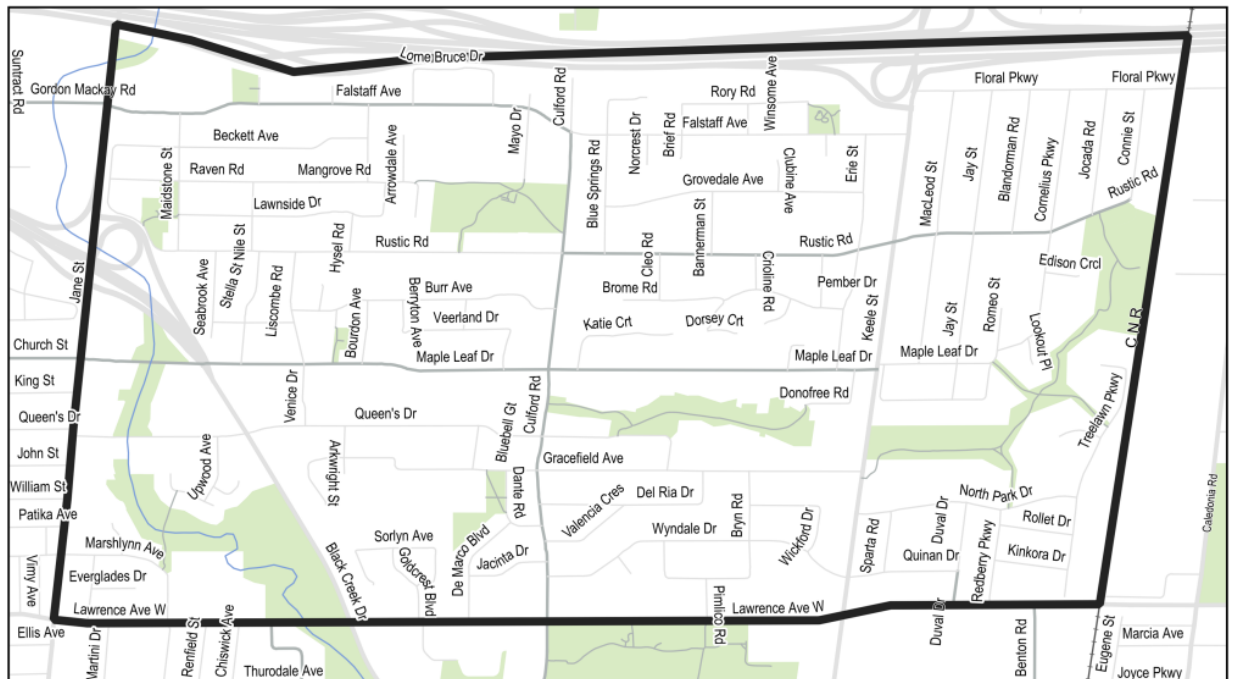
Feedback gathered through this consultation will inform future proposals developed by City staff, along with input from additional engagement with area residents.

More information about the project can be found at [toronto.ca/mapleleafrusticstreets](https://toronto.ca/mapleleafrusticstreets).

# Project Overview

In consultation with local community, the City is developing a Neighbourhood Streets Plan

1. Road safety for vulnerable road users (i.e. seniors, school children, and people walking or cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Opportunities to support active transportation



Map of the project area

The project area is located between Jane Street to the west, the rail corridor to the east, Highway 401 to the north, and Lawrence Avenue West to the south.

## Overview of Communications and Consultation Activities

### Communication Activities

A variety of methods were used to notify people of the Maple Leaf & Rustic Neighbourhood Streets Plan and opportunities to participate in Phase 2 consultation:

- Project web page [toronto.ca/mapleleafrusticstreets](https://toronto.ca/mapleleafrusticstreets) (1,038 unique visits)
- Notice delivered through Canada Post (10,865 addresses in the project area bounded by Jane Street to the west, Lawrence Avenue West to the south, the rail corridor to the east and Highway 401 to the north)
- E-notification to project subscribers (237 contacts)
- Email to interest groups including seniors residences, schools, emergency services, community groups and community housing (36 contacts)

- Postcards dropped off at local points of interest and large engagement signs posted at streets and intersections where changes are proposed (300 postcards, 50 engagement signs)

## Share Your Feedback!

### Maple Leaf and Rustic Neighbourhood Streets Plan

The City of Toronto is developing a Neighbourhood Streets Plan for the Maple Leaf and Rustic neighbourhoods to address road safety concerns in the community.

**Proposed changes include:**

- Speed humps and in-road flexible speed signs
- Safety improvements at intersections and pedestrian crossings
- New one-way routing on local streets with higher traffic volumes or safety conflicts
- Changes to on-street parking
- New sidewalks and bikeway routes

#### Attend the Public Event

Learn more about the project, speak with the project team and share your feedback on the proposed changes.

**Tuesday, October 8, 2024**  
Drop-in from 6 to 8:30 p.m.  
Presentation and Q&A at 6:30 p.m.

**Amesbury Middle School**  
201 Gracefield Drive

#### Provide Feedback

Complete the online survey by **October 21, 2024** to share feedback on the proposed changes.

Survey link available on the project webpage:  
[toronto.ca/MapleLeafRusticStreets](https://toronto.ca/MapleLeafRusticStreets)

#### Learn More

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If you have a specific accessibility need, require accommodation, or interpretation, please contact us.

Call **3 1 1**
Call **3 1 1**

Caption: Engagement Postcard

The screenshot shows the project website for the Maple Leaf & Rustic Neighbourhood Streets Plan. It features a navigation bar with categories like Services & Payments, Community & People, and Business & Economy. The main content area includes a photo of people walking, a list of four main areas of concern (road safety for vulnerable users, excessive speeding, excessive motor vehicle traffic, and opportunities for active transportation), and a detailed list of proposed changes such as 'Bathurst Complete Street', 'Bayview Avenue Road Resurfacing', and 'Dixson Complete Street'. A 'Stay Informed' section provides contact information for Rachel Yanchyshyn, the Senior Public Consultation Coordinator.

Caption: Project Website

Photos from Drop-In Event and Community Pop-Up







## Consultation Activities

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

Activity	Date	Participation
Community Interest Group Meeting and follow up individual meetings with school principals	October 3, 9, and 16, 2024	5 attendees (36 invited)
Drop-In Public Event	October 8, 2024	250 attendees
Online Survey	September 24-October 21	308 responses
Pop-up Event	October 1, 2024	15 attendees, 7 comments
Email/Phone	September 24 – October 21	43 comments received from 36 individuals

## What We Heard

- Participants who provided feedback as part of Phase 2 consultation are divided over their support for various changes that were proposed, and are overall overwhelmed by the high number of proposed changes in the project area.
- Construction of new sidewalks in the area had divided negative and positive feedback.
- Feedback indicated a general concern for high motor vehicle speeds in the area, and support was mixed for the proposed speed management measures. There was both positive and negative feedback for speed humps and speed cushions. In-road Flexible Speed Signs and designation of Community Safety Zones were the speed measures that had the most support.
- Among road safety measures, feedback around minor intersection improvements and pavement markings had the highest level of support, while left-turn and east-west through travel restrictions at the intersection of Keele Street and Wyndale Drive/Quinan Drive did not have a high degree of support.



- Feedback around changes in restrictions and allowances to parking indicated concern around access to public parks and local businesses and increased congestion on local streets where parking would be allowed.
- Feedback around volume management (particularly directional changes) was generally negative and concern around inconvenience for local residents was high. Requests were made for more measures that limit entry into the neighbourhood.
- Feedback about new bikeways was generally negative, with many residents stating that they do not bike in the area, do not see many people who bike, or do not see the need for bike lanes.
- Concerns were raised about congestion on the main streets, specifically Jane Street, Lawrence Avenue West and Keele Street.
- Although police enforcement for traffic laws (parking, speeding, running stop signs, ignoring signs regarding turn restrictions) is not within the scope of Neighbourhood Streets Plan recommendations, lack of enforcement was often raised as a concern.

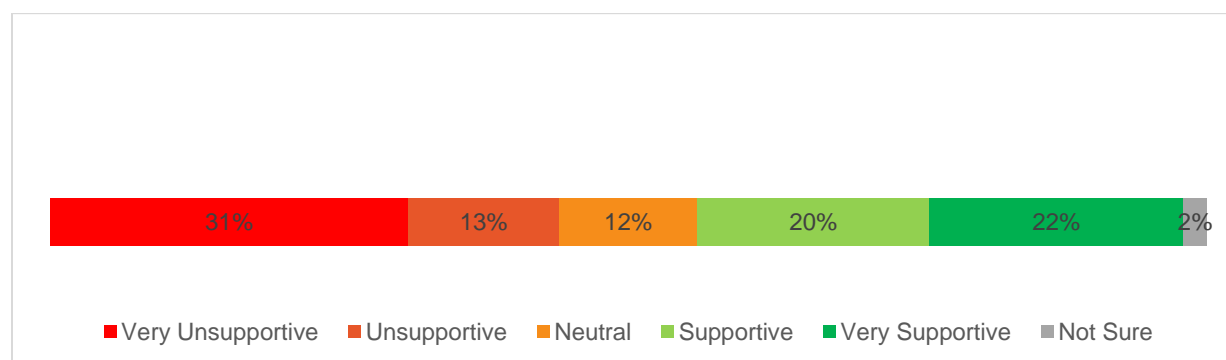
## Survey

The survey was available online via a link on the project web page and included background information before asking questions which included multi-choice or multi-select responses, in addition to open ended comment boxes.

Participation in the survey was anonymous, and optional demographic questions were included. Most respondents live in the project area (98%) and typically drive (96%) and/or walk (70%). (see Appendix for more information).

Responses received to each question are presented in this section.

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



In response to the question of general support for speed management measures, there were 333 responses. Forty-two percent (42%) were very supportive or supportive; 12% neutral and 44% unsupportive or very unsupportive. There were 2% of respondents who were not sure.

The most common reasons noted for support of speed management measures included:

- Concerns over high motor vehicle speed in the area
- Lack of police enforcement of high speeds

The most common reasons noted for not supporting speed management measures included:

- Concerns about the effectiveness of speed humps

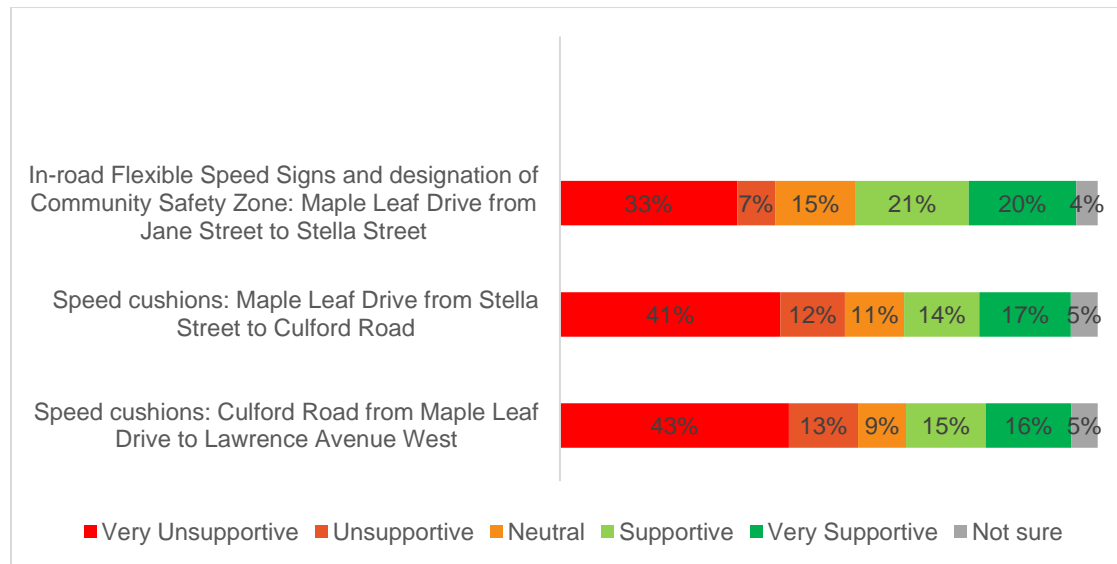
- Cost of speed humps
- Preference for police enforcement rather than alterations to the road
- Inconvenience to local residents

**Question- Do you support the installation of speed humps?**

	<b>Very Unsupportive</b>	<b>Unsupportive</b>	<b>Neutral</b>	<b>Supportive</b>	<b>Very Supportive</b>	<b>Not sure</b>
Bryn Road from Gracefield Avenue to Wyndale Drive	32%	12%	21%	13%	14%	7%
Burr Avenue from Liscombe Road to Culford Road	34%	13%	19%	13%	17%	6%
Cornelius Parkway from Rustic Road to Maple Leaf Drive	40%	12%	18%	15%	16%	5%
Culford Road from Falstaff Avenue to Maple Leaf Drive	43%	14%	10%	15%	15%	3%
Dante Road from Gracefield Avenue to Culford Road	33%	16%	17%	13%	14%	7%
Del Marco Boulevard from Dante Road to Lawrence Avenue West	34%	11%	20%	13%	15%	7%
Del Ria Drive from Valencia Crescent to Gracefield Avenue	34%	11%	21%	11%	15%	7%
Dorsey Drive from Brome Road to Erie Street	33%	12%	22%	12%	14%	7%
Duval Drive from North Park Drive to Lawrence Avenue West	36%	12%	17%	14%	15%	7%
Erie Street from Falstaff Avenue to Maple Leaf Drive	37%	13%	14%	15%	15%	5%
Falstaff Avenue from Jane Street to Culford Road	41%	12%	11%	15%	18%	3%
Grovedale Avenue from Blue Spring Road to Erie Street	36%	12%	17%	14%	15%	7%
Lawnside Drive from Maidstone Street to Raven Road	35%	12%	20%	13%	15%	7%
Liscombe Road from Rustic Road to Maple Leaf Drive	39%	11%	17%	13%	15%	6%
Maidstone Street from Rustic Road to Falstaff Avenue	36%	12%	17%	14%	15%	7%
Maple Leaf Drive from Keele Street to Cornelius Parkway	40%	10%	14%	14%	18%	4%
North Park Drive from Keele Street to Treelawn Parkway	38%	10%	18%	13%	15%	5%
Queens Drive from Culford Road to Gracefield Avenue	40%	11%	14%	16%	16%	5%
Quinan Drive from Keele Street to Duval Drive	36%	11%	19%	13%	15%	7%
Rustic Road from Keele Street to Connie Street	36%	10%	21%	12%	15%	6%
Rustic Road from Maidstone Street to Hysel Road	38%	12%	16%	13%	17%	5%
Sparta Road from North Park Drive to Quinan Drive	36%	12%	17%	15%	16%	5%
Stella Street from Rustic Road to Maple Leaf Drive	37%	14%	17%	13%	15%	5%
Treelawn Parkway from North Park Drive to north terminus	38%	11%	20%	11%	14%	7%

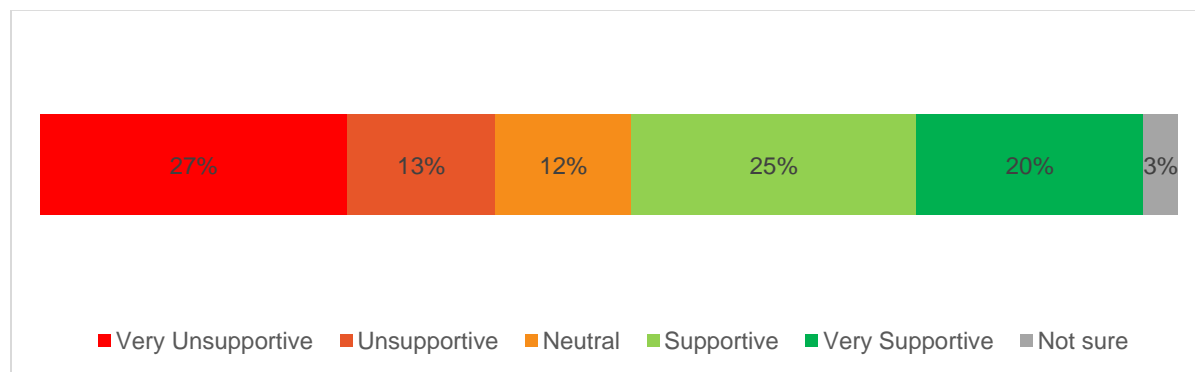
When asked about their level of support for speed humps on specific streets, a higher percentage of respondents were unsupportive or very unsupportive, compared to those who were supportive or very supportive, for all streets. Proposed speed management on Falstaff Avenue from Jane Street to Culford Road had the least support, with 63% of respondents unsupportive or very unsupportive, and 33% supportive or very supportive.

**Question- Do you support the installation of other measures to reduce speeds?**



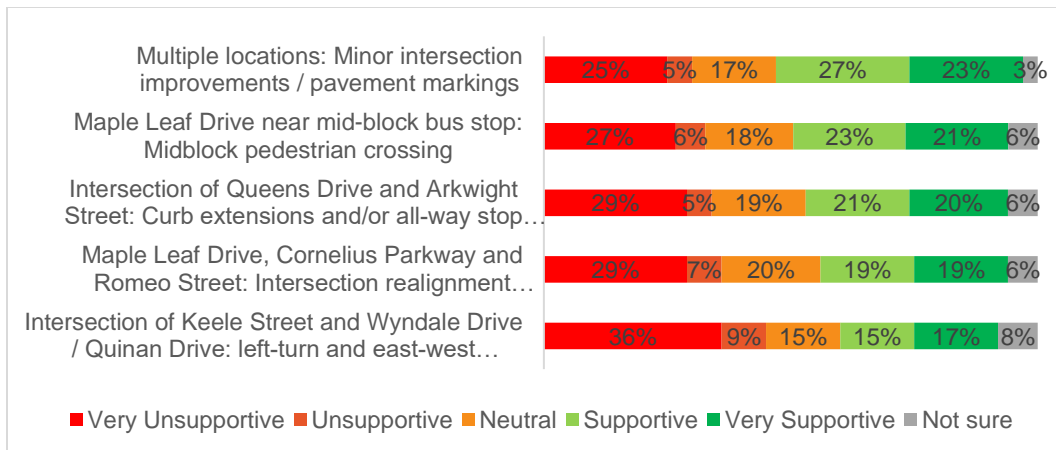
There was a relatively low level of support for other speed management measures. Proposed in-road flexible speed signs and the designation of a Community Safety Zone on Maple Leaf Drive had the highest level of support, with 41% of respondents supportive or very supportive and 40% unsupportive or very unsupportive.

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



There were 333 respondents to this question, with 45% very supportive or supportive of changes to improve road safety in the project area, in general; 12% neutral and 44% unsupportive or very unsupportive. There were 3% of respondents who were not sure.

**Question- Do you support the installation of road safety improvements at these locations?**



There was mixed response to proposed safety improvements at specific locations. Almost half of respondents (48%) said they were supportive or very supportive of minor intersection improvements and pavement markings at multiple locations and 31% were unsupportive or very unsupportive. The other proposed road safety improvements also had a higher percentage of respondents who were supportive or very supportive, except for the left-turn and east-west through travel restrictions at the intersection of Keele Street and Wyndale Drive/Quinan Drive, which had 45% unsupportive or very unsupportive respondents and 32% supportive or very supportive.

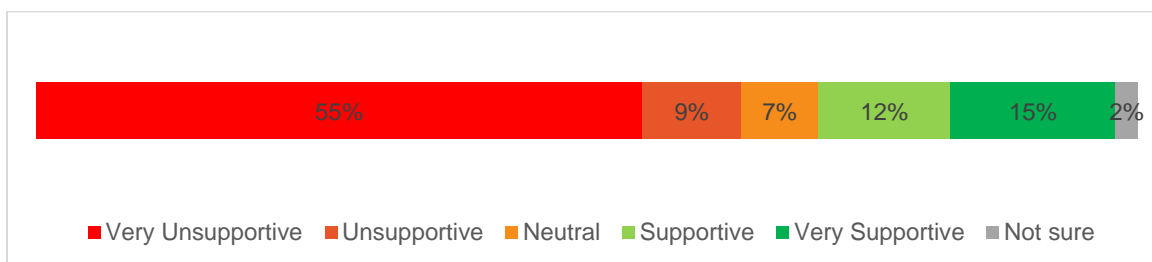
The most common reasons noted for support of road safety improvements included:

- Appreciation for improvements to unsafe conditions in the area
- A desire to see measures to curb unsafe driving habits

The most common reasons noted for not supporting road safety improvements included:

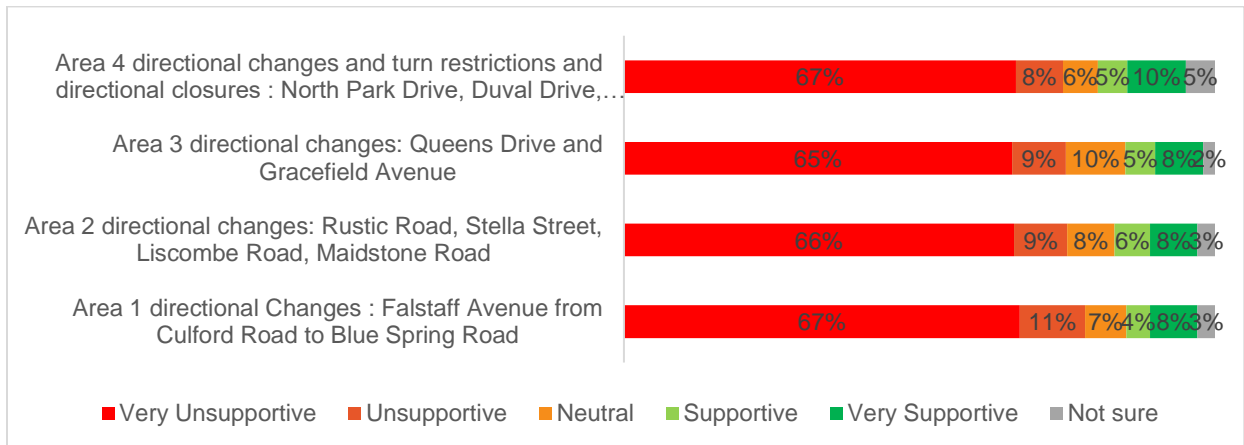
- Concerns about the effectiveness of road safety improvements
- Cost of road safety improvements
- Preference for police enforcement rather than alterations to the road
- Inconvenience to local residents, and delayed travel time.

**Question –In general, do you support changes that reduce motor vehicle volumes in the project area?**



There were 318 respondents to this question, with 65% very unsupportive or unsupportive of proposed changes that reduce motor vehicle volumes in the project area, in general; 7% neutral and 27% supportive or very supportive. There were 2% of respondents who were not sure.

**Question- Do you support the proposed directional changes (one-way street conversions), turn restrictions, and directional closures?**



There was a very low level of support for proposed directional changes. All four areas of proposed directional changes (one-way street conversions), turn restrictions and directional changes had significantly higher percentages of respondents who were unsupportive or very unsupportive of the changes.

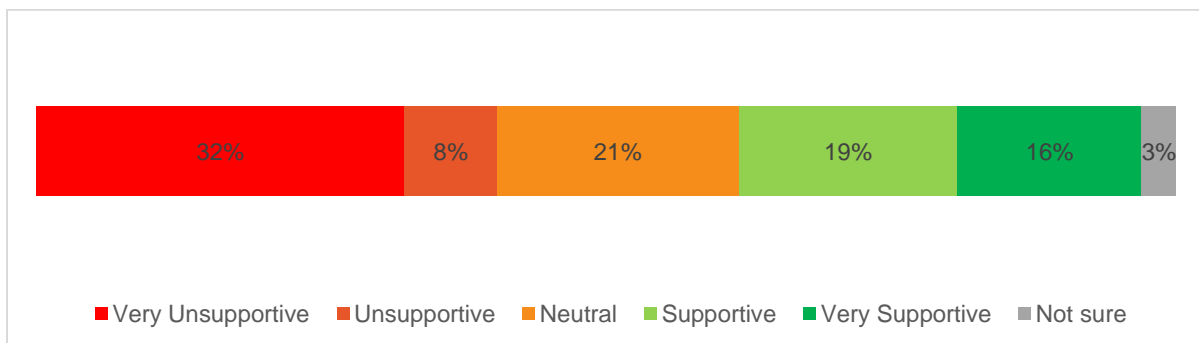
The most common reasons noted for support of changes to reduce motor vehicle volumes included:

- Making streets safer for all road users and not only prioritizing fast movement of cars

The most common reasons noted for not supporting changes to reduce motor vehicle volumes included:

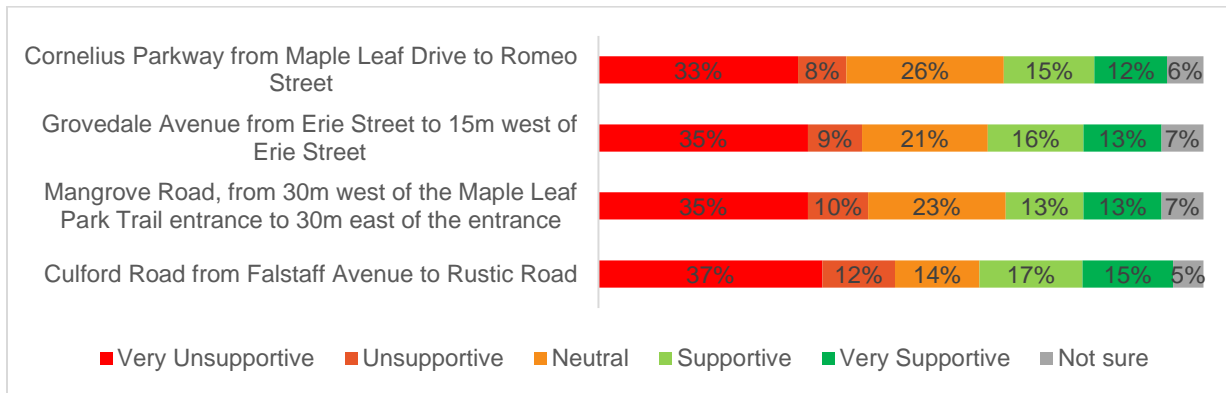
- Concerns about the effect of directional changes (one-way streets) on local residents
- Inconvenience to local residents, delayed travel time
- Concerns that directional changes would increase vehicle traffic in school areas
- Concerns that direction changes would lead to confusion on the part of drivers

**Question –In general do you support changes to on-street parking in the project area?**



There were 316 respondents to this question, with 40% very unsupportive or unsupportive of proposed changes to on-street parking in the project area, in general; 21% neutral and 35% supportive or very supportive. There were 3% of respondents who were not sure.

**Question- Do you support the changes to restrict on-street parking at these locations?**



The proposed changes to restrict on-street parking at four locations all had a higher percentage of unsupportive or very unsupportive respondents than supportive or very supportive.

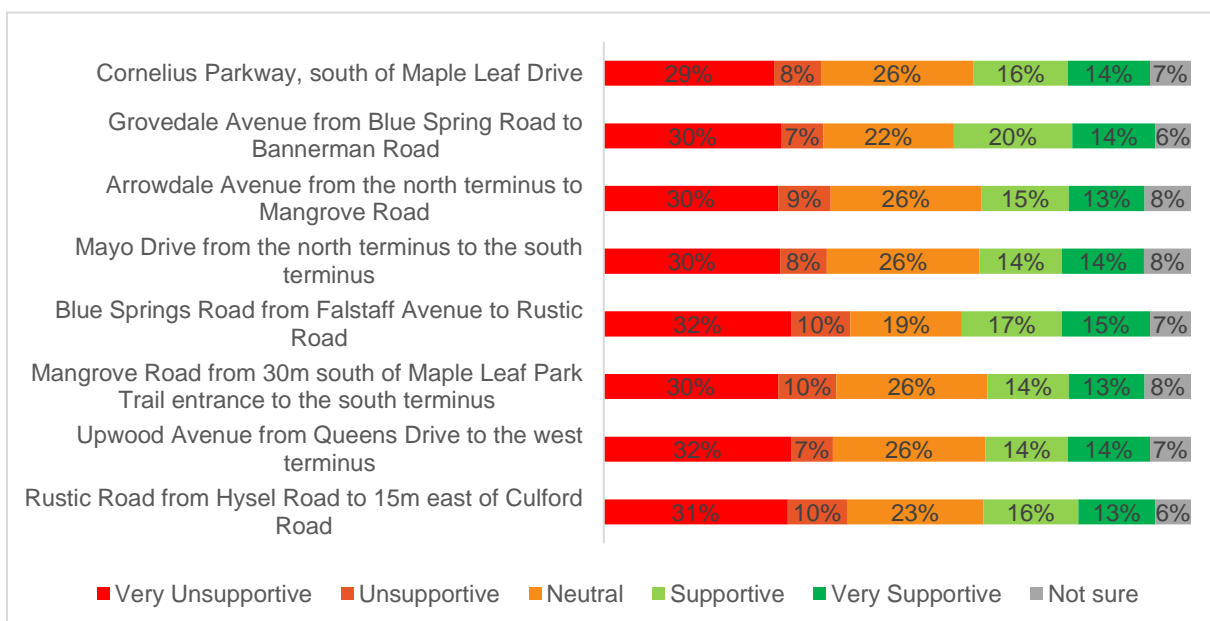
The most common reasons noted for support of on-street parking restrictions measures included:

- More clearance for snow removal and waste removal
- Congestion on main streets is made worse with parked cars

The most common reasons noted for not supporting on-street parking restrictions measures included:

- Parking concerns are only at school pickup and dropoff times
- Isn't an area of concern therefore should not be changed
- Preference for police enforcement of existing parking conditions rather than alterations to parking regulations
- There is already limited parking for access to amenities such as parks and businesses

**Question- Do you support the changes to allow on-street parking at these locations?**



The proposed changes to allow on-street parking on eight streets all had a higher percentage of unsupportive or very unsupportive respondents than supportive or very supportive.

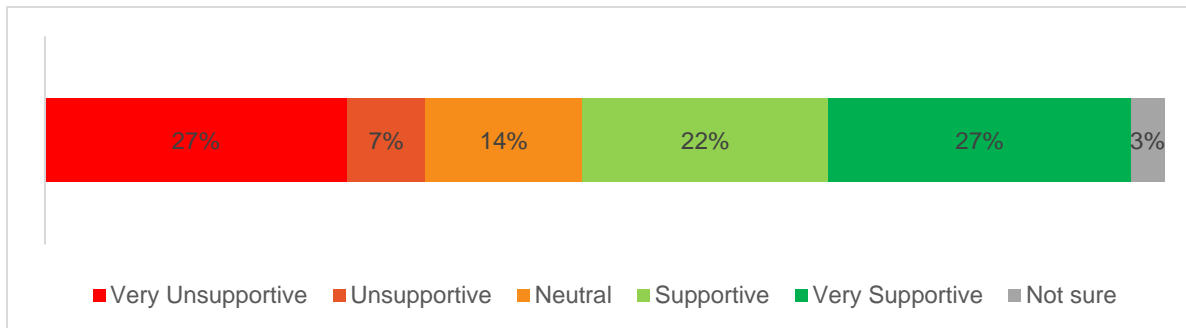
The most common reasons noted for support of changes to allowing on-street parking measures included:

- Allowing day parking only in some areas will make safer access for to parks and playgrounds for cyclists and pedestrians

The most common reasons noted for not supporting changes to allowing on-street parking measures included:

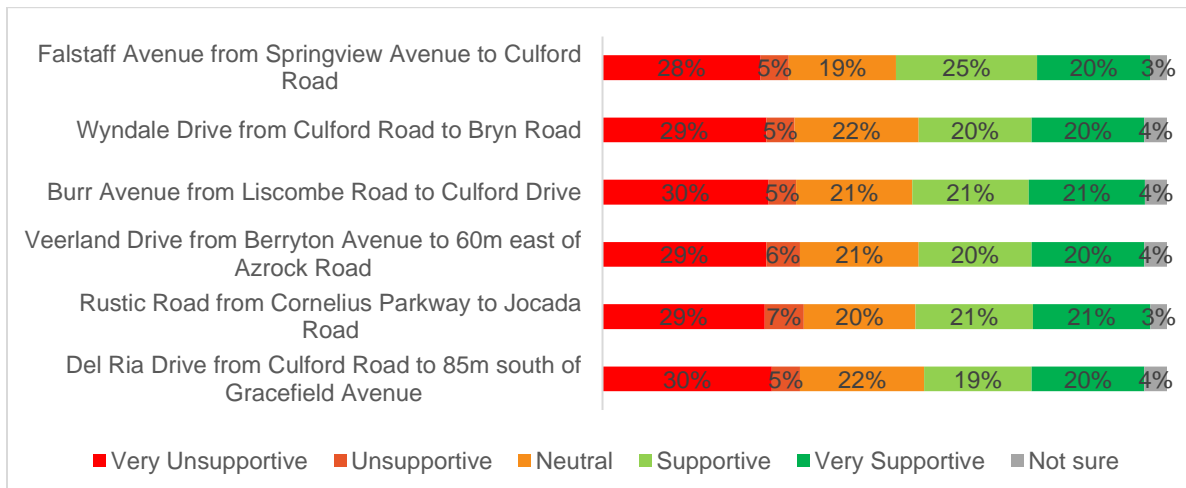
- More parking will cause too much congestion
- Many homes already have private driveways for parking
- Preference for police enforcement of existing parking conditions rather than alterations to parking regulations

**Question –In general, do you support the construction of new sidewalks in the project area?**



There were 314 respondents to this question, with 49% very supportive or supportive, in general, of proposed changes to the construction of new sidewalks in the project area; 14% neutral and 34% unsupportive or very unsupportive. There were 2% of respondents who were not sure.

**Question- Do you support the near-term construction of new sidewalks at each location?**



For all six locations, the proposed near-term construction of new sidewalks had a higher percentage of supportive or very supportive respondents than unsupportive or very unsupportive.

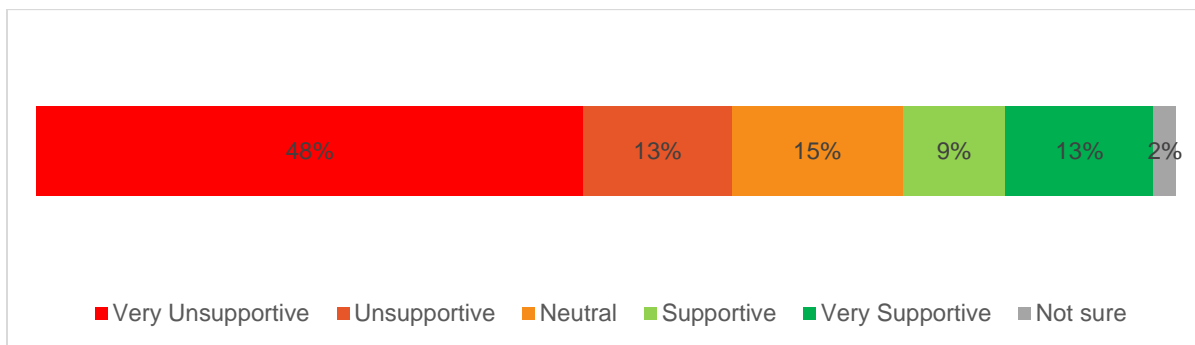
The most common reasons noted for support of the construction of new sidewalks included:

- Increased safety for pedestrians, particularly children and seniors

The most common reasons noted for not supporting of the construction of new sidewalks included:

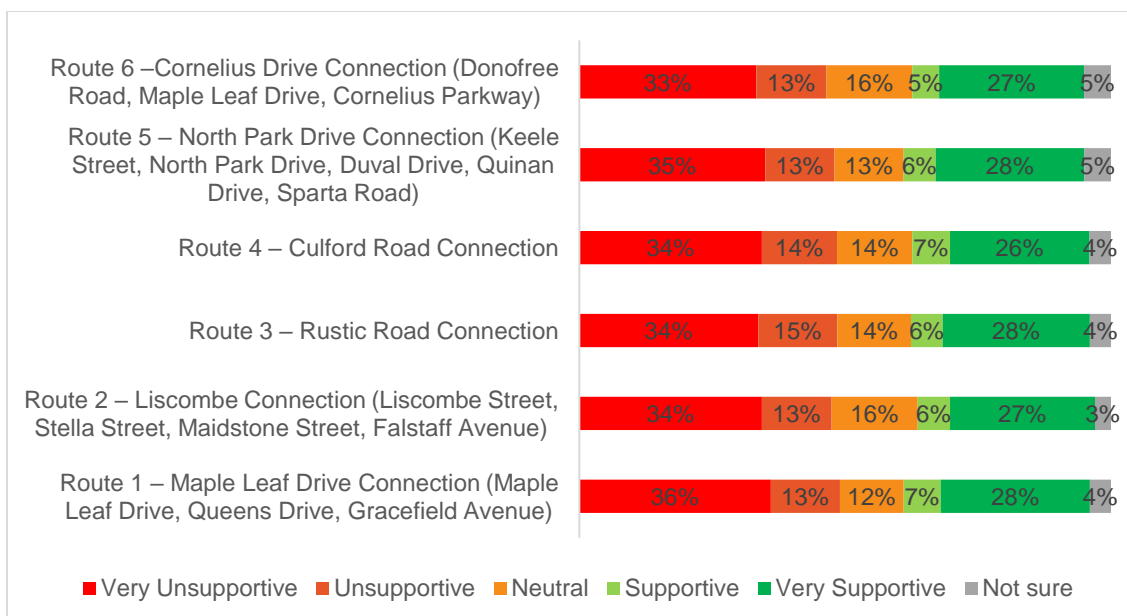
- Loss of road space for drivers
- Concerns for snow clearing

**Question- In general do you support the construction of new bikeways in the project area?**



There were 314 respondents to this question, with 61% very unsupportive or unsupportive, in general, of proposed new bikeways in the project area; 15% neutral and 21% supportive or very supportive. There were 2% of respondents who were not sure.

**Question- Do you support new bikeways along these routes subject to further design consultation?**





All six proposed bikeway routes had a higher percentage of unsupportive or very unsupportive respondents than supportive or very supportive.

The most common reasons noted for support of the proposed bikeway routes included:

- Safer conditions for people cycling, particularly school children

The most common reasons noted for not supporting for proposed bikeway routes included:

- Loss of road space for drivers
- Cost of installing bikeways
- The opinion that bikeways are unnecessary because not many people who cycle in the project area

Table 2 Summary of additional location-based comments provided in survey

<b>Topic</b>	<b>Location</b>	<b>Comment Summary</b>	
<b>Road Safety</b>	Maple Leaf Drive and Keele Street	Drivers run the red light	
	Queens Drive and Maple Leaf Drive	Request for traffic signal or crosswalk	
	Burr Avenue and Bourdon Avenue	Drivers do not stop at the stop sign	
	Gracefield Avenue and Arkwright Street	Request for an all-way stop	
<b>Speed</b>	North Park Drive from Keele Street to Redberry Parkway	Support for speed humps	
	Treelawn Parkway	Dead end street, no need for speed humps	
	Maple Leaf Drive, Culford Road	Request for automated speed enforcement instead of speed cushions, concern for buses going over speed humps	
	Erie Street, Rustic Road, Keele Street	Adding speed humps will create queuing	
	Project area	Supportive of measures to reduce speed	
	Falstaff Avenue	Support for speed humps to reduce speed	
	Culford Road in front of Maple Leaf Public School	Request for speed to lower to 30 km/h	
	<b>Volume</b>	Falstaff Avenue at Jane Street	Request for widened street to reduce congestion
		Falstaff Avenue, Maidstone Street	Opposition to one-way streets on these roads
Keele Street and Lawrence Avenue West		Highly congested intersection should be addressed	
North Park Drive and Quinan Drive		Support for turn restrictions, entry restrictions on Quinan Drive at Keele Street	
Jane Street and Maple Leaf Drive		Request restrictions of left turn from Jane Street to Maple Leaf Drive from 7-9 am	

<b>Topic</b>	<b>Location</b>	<b>Comment Summary</b>
	Queens Drive, Bluebell Gate, Gracefield Avenue	Unsupportive of directional changes
	Keele Street and Lawrence Ave West	Concerns that signal timing is contributing to congestion for left turns
<b>Cycling</b>	Culford Road and Lawrence Ave West, Maple Leaf Drive and Stella Street, Maple Leaf Park and North Park Drive	Request for bike share stations
	Culford Road, Maple Leaf Drive, Rustic Road	Concern that adding bike lanes will increase to vehicle congestion
	Gracefield Avenue	Streets are too busy with school traffic to support bike lanes
<b>Pedestrian Infrastructure</b>	Keele Street and Rustic Road	Safety concerns due to confusion about signal timing for pedestrians
	Keele Street and Wyndale Drive, Maple Leaf Drive and Keele Street	Concern for pedestrian safety with turning cars
	Queens Drive and Arkwright Street	Concerns about adding curb extensions to the intersection would slow down drivers
	Falstaff Avenue	Request to install missing sidewalk on north side between Culford Road and Northcrest Drive
	Burr Avenue	Residents expressed both support and opposition to sidewalks on one side
<b>Parking</b>	Rustic Road, Culford Road	Allow parking on north side of Rustic Road west of Culford Road to allow access to Maple Leaf Park
	Culford Road from Falstaff Avenue to Rustic Road	Request that no parking be allowed due to congestion and visibility issues
	Mangrove Road	Concerns to allow parking as it obstructs views for drivers
	Erie Street	Request for parking allowed only on one side of the street due to poor visibility
<b>Other</b>	Falstaff Avenue and Mayo Drive	Low lying tree branches blocking visibility for vehicle traffic

## Drop-in Event

The event held on October 8<sup>th</sup>, 2024, included a drop-in portion and a presentation followed by a Question & Answer period. At the 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
<b>Road Safety</b>	Maple Leaf Drive and Culford Road	Concerns for school children and safety during pickup and drop off times
	Keele Street and Falstaff Avenue	Lack of police enforcement in No Stopping areas
<b>Speed</b>	Falstaff Avenue, Maple Leaf Drive	Speeding is a concern on these roads
	Redberry Parkway and Lawrence Avenue West	Concerns about speed and requests for new traffic signal
	Project area	Lack of police enforcement of speeding
<b>Volume</b>	Project area	Nearby major highways (401 and 400) result in higher traffic volumes in this neighbourhood
		Request for some restrictions to limit the amount of traffic coming into the neighbourhood; police enforcement of existing restrictions required
	North Park Drive, Quinan Drive, Duval Drive	The focus should be to encourage people to stay on arterial roads
		Directional changes would be inconvenient for local residents, and would increase traffic on Redberry Parkway
	Keele Street and Lawrence Avenue West	High volume intersection, request for two left turn lanes southbound Requests to address congestion at this intersection Design of intersection causes congestion
	Stella Street, Liscombe Road, Rustic Road, Maidstone Street	Directional changes will bring more traffic onto Maple Leaf Drive, create inconvenience to local residents
	Queens Drive, Bluebell Gate, Gracefield Avenue	Directional changes will not alleviate school traffic, and would cause inconvenience for local residents, divert traffic onto Maple Leaf Drive
	Jane Street and Maple leaf Drive	Turn restrictions going east onto Maple Leaf requested
	Rustic Road and Culford Road	Highly congested intersection
	Falstaff Avenue	Relocation of St Fidelis school will result in increased traffic

<b>Topic</b>	<b>Location</b>	<b>Comment Summary</b>
<b>Cycling</b>	Rustic Road	Insufficient space for bike lanes
<b>Parking</b>	Rustic Road	Concerns about existing parking management on these streets and parking enforcement
	Blue Springs Road	Question: will parking be on both sides as it is currently on only one side of the street
	Culford Road	Borders on a park, opposed to removal of parking

A copy of the event summary notes can be found online at [toronto.ca/MapleLeafRusticStreets](http://toronto.ca/MapleLeafRusticStreets).

### **Interest Group Feedback**

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

<b>Topic</b>	<b>Location</b>	<b>Comment Summary</b>
<b>Road Safety</b>	Queens Drive and Arkwright Drive	Supportive of intersection safety improvements
	St Fidelis Catholic School (new location on Falstaff Avenue)	Supportive of Community Safety Zone designation and intersection improvements
<b>Volume</b>	Chaminade College School, 490 Queens Drive	One-way street on Queens Drive will be inconvenient for buses. Consideration that one-way could be shortened to only go from Bluebell Gate to Arkwright Street instead of all the way to Venice Drive
	St Fidelis Catholic School (new location on Falstaff Avenue)	Supportive of turn restrictions to improve motor vehicle flow
<b>Pedestrian Infrastructure</b>	Intersections of Church Street and Jane Street, and Maple Leaf Drive and Jane Street	Recent elderly pedestrian accident at Church Street and Jane street. Request for crosswalk improvement, particularly for the elderly or visually impaired
<b>Parking</b>	Chaminade College School, 490 Queens Drive	Request for parking restrictions in front of the school at pick up and drop off times
	St Fidelis Catholic School (new location on Falstaff Avenue)	Supportive of parking restrictions on the north side of Falstaff Avenue. The new school will have a bigger driveway loop

## Additional Feedback

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

Topic	Location	Comment Summary
Road Safety	Keele Street and Rustic Road and Keele Street and Maple Leaf Drive	Request for longer left hand turn signal
	Stella Street	Support for intersection improvements
	Culford Road and Maple Leaf Drive, Culford Road and Lawrence Avenue (left lane turn lane on Culford Road), Culford Road and Flamborough Drive, Culford Road and Gulliver Road	Align stop markings with stop signs to avoid confusion
Speed	Treelawn Parkway	Speed humps are unnecessary as it is a dead-end street
	Redberry Parkway	Concerns about high speeds and traffic volumes if Sparta Drive becomes a one-way street.  Request for traffic light at Lawrence Ave West
	Grovedale Avenue, Demarco Blvd	Requests for no speed humps on these streets
	Maple Leaf Drive and Jane Street	Request for turn restriction during peak hours Support for speed humps on Maple Leaf Drive Request to not add turn restrictions from Jane Street onto Maple Leaf Drive—it will make access difficult for residents of 1881 Jane Street
Volume	North Park Drive, Sparta Road and Quinan Drive	One-way streets will make it inconvenient for residents to move around the neighbourhood. Request for traffic light at Quinan Drive and Keele Street
	Gracefield Avenue, Bluebell Gate, Queens Drive	One-way streets will make it inconvenient for residents to move around the neighbourhood
	Keele Street and Lawrence Avenue West	Request for more time for left turns from south on Keele to going east on Lawrence Ave West Request to move the southbound bus stop on Keele to the South side of Lawrence Avenue West Request to add a right turn lane on south side of Keele turning east onto Lawrence Ave West.

<b>Topic</b>	<b>Location</b>	<b>Comment Summary</b>
	Falstaff Avenue between Blue Springs and Culford Road	Concerns about one-way directional changes and impeding the flow of traffic
	Stella Street	Concerns about one way direction changes resulting into more traffic coming on to Seabrook Avenue
	Rustic Road and Hysel Road	Concerns about one-way directional change being confusing for senior residents who drive
<b>Pedestrian Infrastructure</b>	Raven Road	Requests for missing sidewalks to be constructed
<b>Parking</b>	Blue Springs Road	Request to restrict parking at south end of Blue Springs Road
	Culford Road	Concerns about families being able to access the park without parking

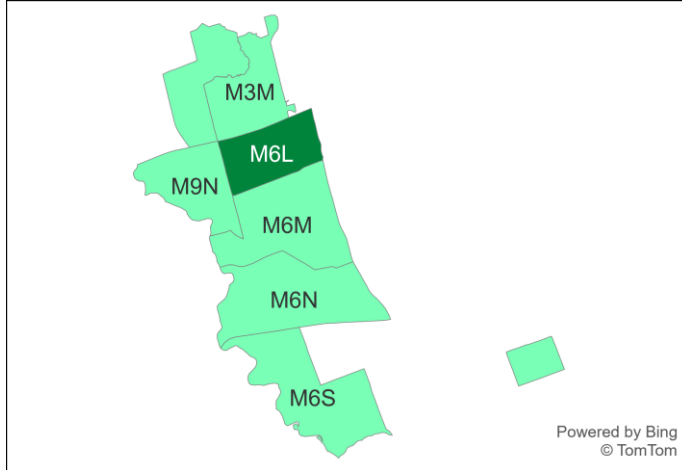
# Appendices

## Appendix A: Survey Participant Profile

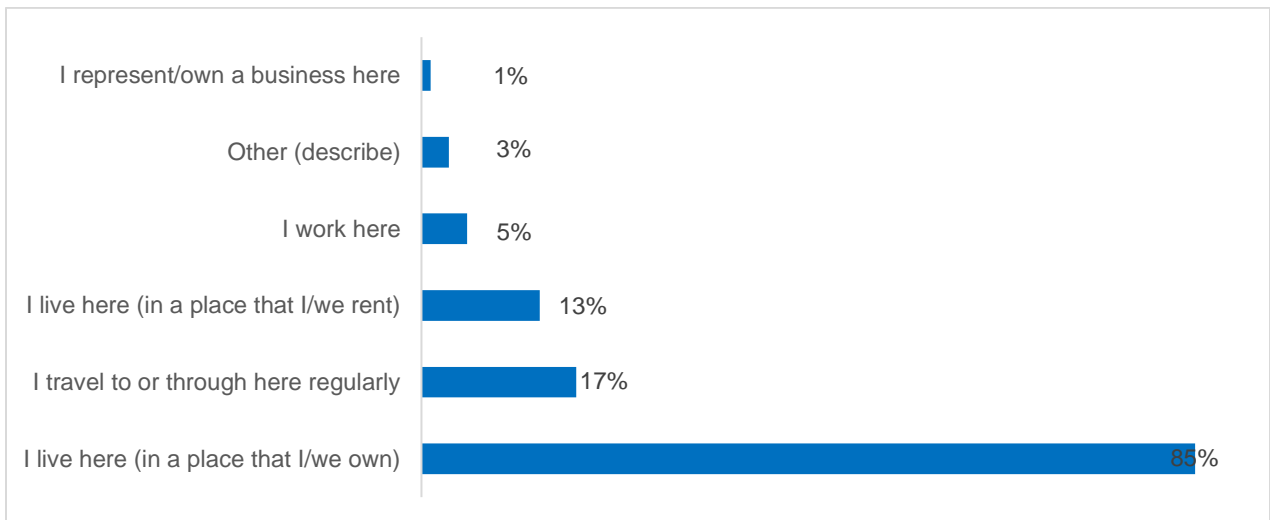
A total of 325 survey respondents provided optional demographic information described below.

### Postal Code | n=325

Over 94% of survey respondents live in the study area (M6L)

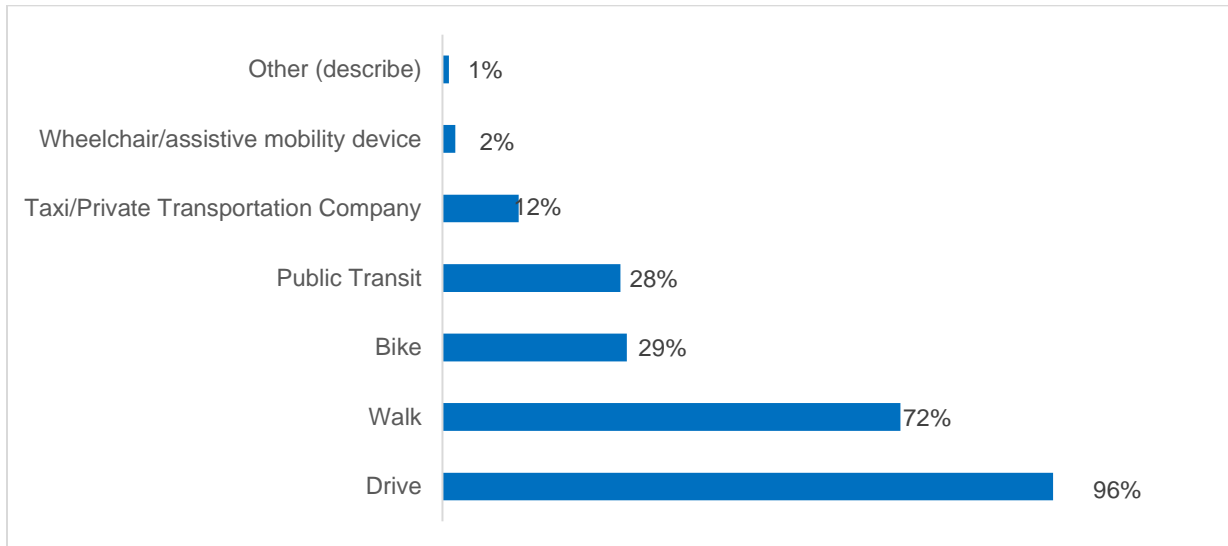


### Relationship to the Project Area | n=369



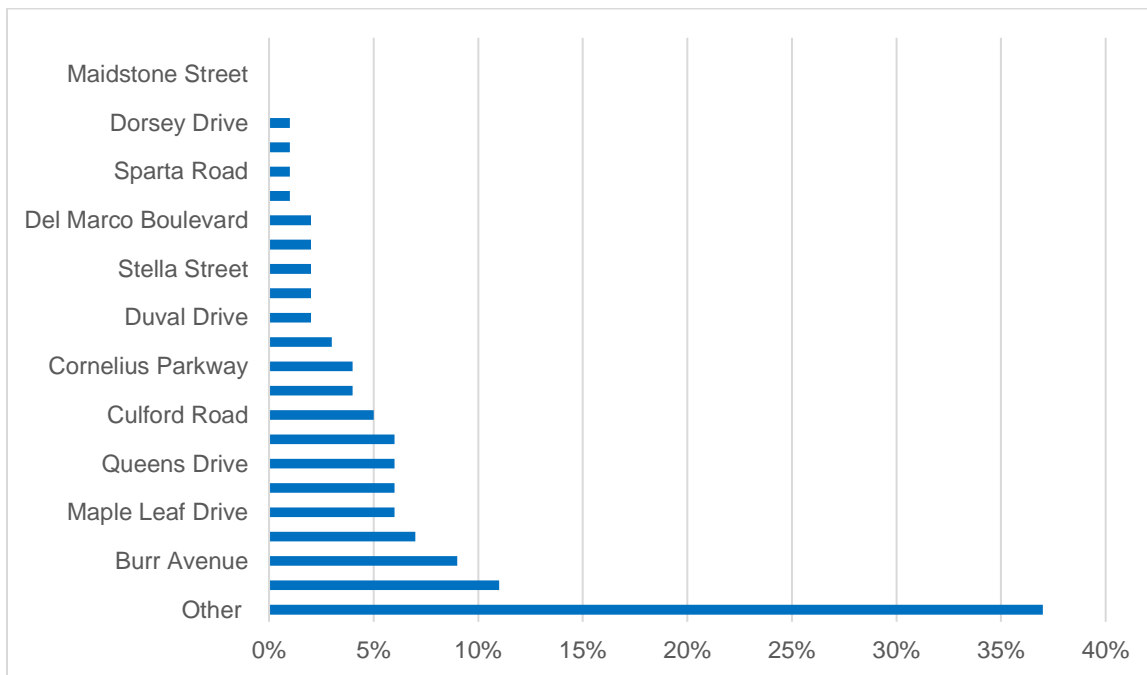
All survey respondents identified a relationship with the area, with 98% living in the area. There is a discrepancy in representation in this survey as renter households in Rustic represent 62% of residents, and owners represent 38%. In Maple Leaf, 45% are renters and 55% are owners. There is an overrepresentation of homeowners who responded to the survey.

### Typical Ways of Travelling In/Near the Project Area | n=359



Most survey respondents drive in or near the project area, followed by three quarters of respondents who walk. One third of respondents take public transit or cycle.

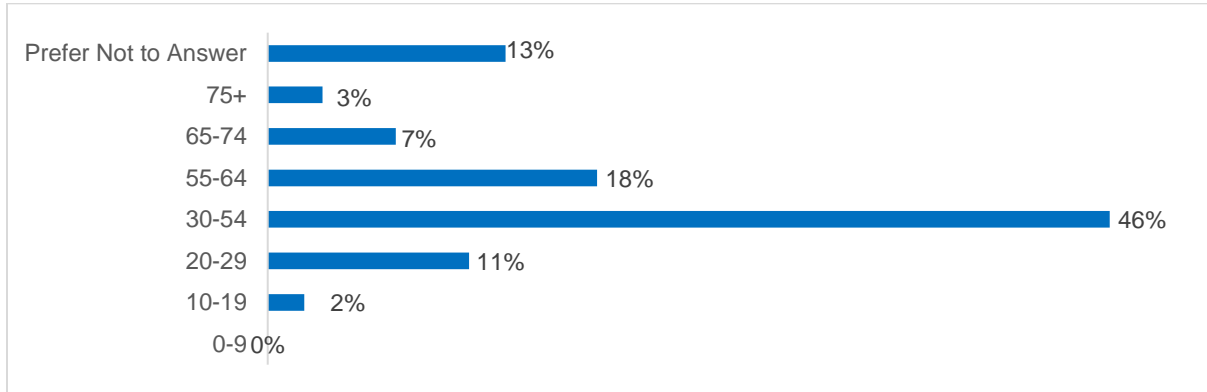
### Location of Property in the Project Area | n=344



There were other streets within the project area but the streets above were the streets most affected by the changes. There were 17 other streets in the area that respondents live on, representing 37% of survey respondents.

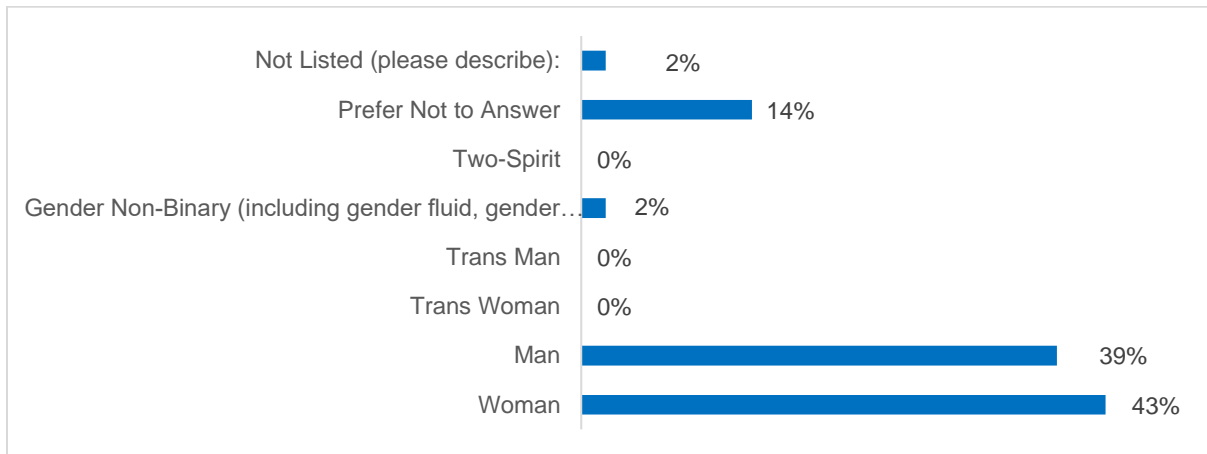


### Age | n=306



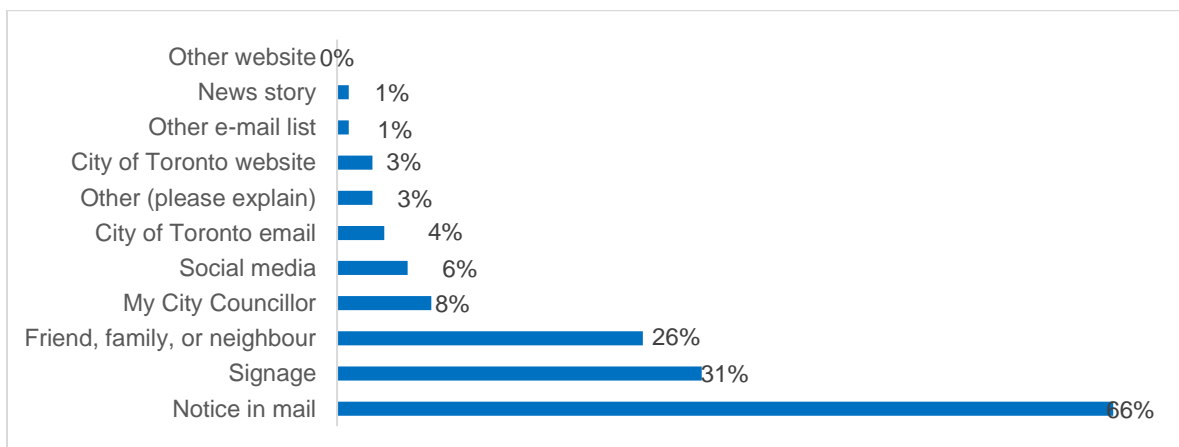
Most survey respondents are in the 30-54 age category, or preferred not to answer.

### Gender | n=304



Slightly more than half of survey respondents identified as women, followed by men and many participants who chose not to answer.

### How did you hear about this project?



Most survey respondents heard about this consultation by the notice delivered to the project area, followed by engagement signage, friend, family or neighbour, and their city councillor.