



*Berner Trail, Malvern West Neighbourhood*

# Malvern West Streets Plan

---

**Public Consultation Report: Phase Two**  
April 2025



# Contents

<b>Consultation Summary</b> .....	2
<b>Project Overview</b> .....	3
<b>Overview of Communications and Consultation Activities</b> .....	4
Communication Activities .....	4
Consultation Activities .....	5
<b>What We Heard</b> .....	5
Survey .....	5
Public Consultation Drop-in Event .....	13
Interest Group Feedback .....	15
Additional Feedback .....	16
<b>Appendices</b> .....	18

**For questions about this report, please contact:**

Anna Kim  
Senior Coordinator, Public Consultation Unit  
[Anna.Kim@toronto.ca](mailto:Anna.Kim@toronto.ca)  
416-338-1837

# Consultation Summary

Public and interest group consultation for the Malvern West Streets Plan took place from November 20, 2024, to December 18, 2024. This was the second of two phases of consultation. Participants were invited to provide feedback on proposed changes to address safety and mobility concerns within Malvern West identified in Phase One.

Consultation activities included:

- A virtual community interest group meeting,
- Multiple community-based pop-up activities on three separate dates
- A public drop-in event on December 4, 2024
- An online survey
- A dedicated project email and phone line

Thirteen people attended the virtual community interest group meeting, 19 people attended the in-person public drop-in event, over 230 people were engaged at pop-up activities, and 128 survey responses were received. Fifteen people provided 18 comments by mail, phone, and email.

Communications to notify the public and interest groups about the project and opportunities to participate in the consultation included a project website, targeted emails to over 40 community interest groups, distribution of 9,652 notices printed in English, Tamil, and Urdu throughout the project area. Three pop-up engagement activities were held in the community and public engagement signs (printed in English, Tamil, and Urdu) were posted throughout the project area. Additionally, 1,500 postcards printed in English, Tamil, and Urdu, were distributed at pop-up activities, schools, and community organizations, including a local mosque, daycares, community centers, and high-rise buildings.

Overall, public and interest group consultation participants expressed positive feedback about the proposed measures. Many expressed the desire to see further road safety measures implemented. There was a high level of support for road safety measures in school areas and the desire to see more measures in school zones to make pedestrian crossings safer.

Regarding the proposed speed management measures, most public and interest group consultation participants expressed positive feedback. Some participants who support the proposed changes cited concerns about children and speeding near schools. A few participants expressed concerns including the perception that speed humps could impact school bus access.

There was a mixed level of support for the proposed changes to transportation options. About 60% of survey respondents expressed positive feedback for the proposed addition of the bikeways already included in the City's Cycling Network Plan. Some participants expressed concerns that new bikeways could cause traffic congestion and create conflict with cars. Other participants expressed the need for safe accessible and separated bike lanes.

The feedback gathered through this consultation will inform staff recommendations to City Council.

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

# Project Overview

The Malvern West Streets Plan (MWSP) project area covers the neighbourhood of Malvern West, which is located between Markham Road to the west, Finch Avenue East to the north, Neilson Road to the east, and Sheppard Avenue to the south. The neighbourhood of Malvern West was nominated for a Neighbourhood Streets Plan (NSP) study by the Ward 23 Scarborough North City Councillor in 2023.

Neighbourhood Streets Plans (NSPs) are a new service for neighbourhoods where traffic and travel patterns challenge the safety and mobility of people using the streets. An NSP consists of two phases of consultation, where a team of City staff work with communities to identify local issues and opportunities (Phase One) and recommend changes to traffic operations and street designs (Phase Two).

Phase One of the MWSP public and interest group consultation took place from April 2 to April 30, 2024, and identified three main areas of concern:

1. Road safety for vulnerable road users (i.e. seniors, school aged children, pedestrians and people cycling).
2. Excessive speeding of motor vehicles on neighbourhood streets.
3. Lack of crossing opportunities for pedestrian connections and safety.

In Phase Two of the MWSP, public and interest group consultation took place from November 20 to December 18, 2024, to obtain feedback on the following proposed changes to address the main safety and mobility concerns identified in Phase One:

1. Road safety measures at specific intersections including new or upgraded pedestrian crossings and pedestrian head start signals; geometric safety improvements such as curb extensions, left turn calming and truck aprons; and improved pavement markings such as high visibility crosswalks, stop bars and centerlines.
2. Speed measures including speed humps and speed cushions on specific roads and edge lines on various streets to visually narrow travel lanes and promote driver alertness.
3. Providing additional transportation options through the addition of bikeways on specific roads to the City's Cycling Network Plan.



# Overview of Communications and Consultation Activities

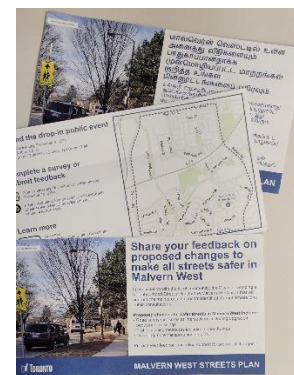
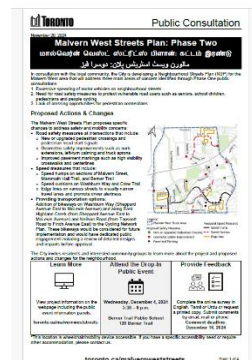
## Communication Activities

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

- Project web page [toronto.ca/MalvernWestStreets](https://toronto.ca/MalvernWestStreets) (237 unique visits).
- Notice delivered via private courier (9,652 addresses in the project area; a private courier was hired owing to a Canada Post labour disruption at the time of consultation).
- E-notification to project subscribers (20 contacts).
- Emails to interest groups including all schools in Malvern West and other institutions, community organizations, community groups, neighbourhood networks, businesses, and elected officials (80 contacts for over 40 interest groups).
- Follow up phone calls with school administrators to ensure awareness about the project, to obtain input about the proposed changes, and to disseminate information to parents of school children and the larger community.
- Several pop-up activities held in the project area to help ensure widespread awareness about the project.
- Posters and postcards dropped off at community and religious organizations and many schools and multi-residential buildings in the project area.
- Signs posted by the road throughout Malvern West.

The notices, postcards and engagement signs were printed in English, Tamil and Urdu.

### Communication Activities for Phase Two Consultation of Malvern West Streets Plan



Clockwise from top left: 1. Engagement sign on Washburn Way at the crosswalk by Dr. Marion Hillard Senior Public School; 2. Pop-Up Activity at Malvern Town Centre Mall; 3. Notice mailed to all residents in Malvern West; 4. Postcards about Phase Two Public Consultation for MWSP; 5. Pop-Up Activity at Lester B. Pearson Collegiate Institute.

## Consultation Activities

Comments on the project and proposed changes were received through the following activities:

Activity	Date	Participation
Interest Group Meeting (Virtual)	November 13, 2024	13 attendees (4 regrets; 41 invited)
Pop-Up Activities at Malvern Town Centre Mall, Burrows Hall Library and Fresh Land Supermarket	November 20, 2024	100+ individuals
Drop-In Public Event	December 4, 2024	19 attendees
Pop-Up Activity at Lester B. Pearson Collegiate Institute	December 12, 2024	30+ individuals
Pop-Up activity at City Councillor's Holiday Event at Malvern Town Centre Mall	December 14, 2024	100+ individuals
Online survey (available in English, Tamil and Urdu)	November 20 – December 18, 2024	128 responses
Comments received by email/phone	November 20 – December 18, 2024	18 comments received from 15 individuals

## What We Heard

- Overall, public and interest group consultation participants expressed positive feedback about the proposed road safety and speed management measures. Many participants expressed the need for additional road safety measures in school areas including a flashing light for the pedestrian crossover at Berner Trail Junior Public School and the crossover near Malvern Public School. Participants also supported measures to make the pedestrian crossing at Crow Trail and Neilson Road safer where traffic can become heavy during drop-off and pick-up times.
- A few participants raised concerns about speed humps owing to perceived difficulties with snow removal, potential vehicular damage, and the view that speeding problems do not exist in the neighbourhood.
- There was mixed support for the proposed addition of new bikeways to the City's Cycling Network Plan. Some comments about bikeways included concerns about traffic congestion, potential conflict with cars, concerns about the possible removal of driving lanes and traffic delays. Other participants expressed the need for safe, accessible, and separated bike lanes.

## Survey

The survey was available online on the MWSP webpage. The survey outlined background information about the project and summarized the proposed changes. The survey had multiple choice questions, in addition to open ended comment boxes. The online survey for the MWSP was available in English, Tamil and Urdu.

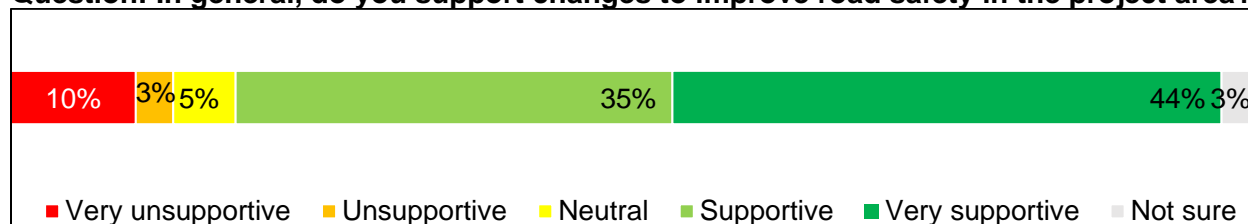
Of the 128 surveys completed, one survey was completed in Tamil and one survey was completed in Urdu.

Participation in the survey was anonymous, and optional demographic questions were included. See Appendices A and B for survey participant profile information.

Responses received to each question are presented in this section.

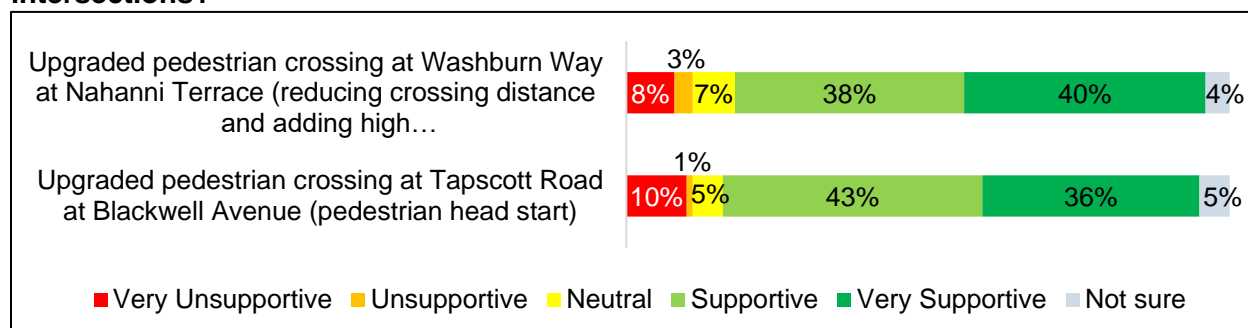
## Road Safety Measures

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



There were 121 responses to this question, with 79% of respondents either very supportive or supportive of the proposed changes; 5% neutral and 13% either unsupportive or very unsupportive; and 3% of respondents were not sure.

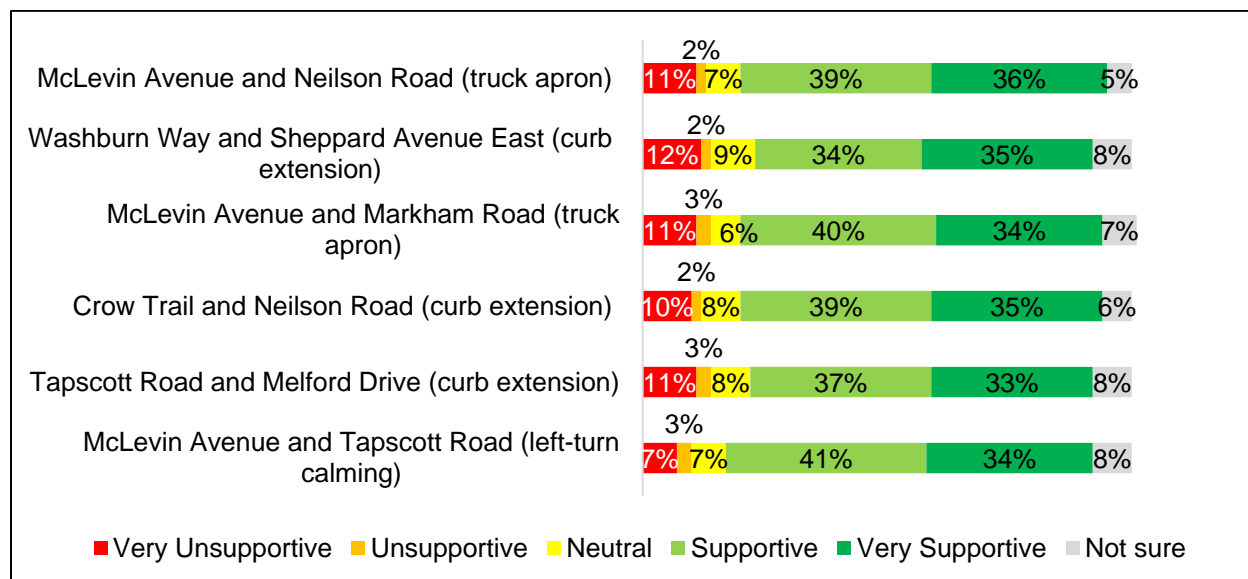
**Question: Do you support new and upgraded pedestrian crossings at the following intersections?**



There were 121 respondents to this question.

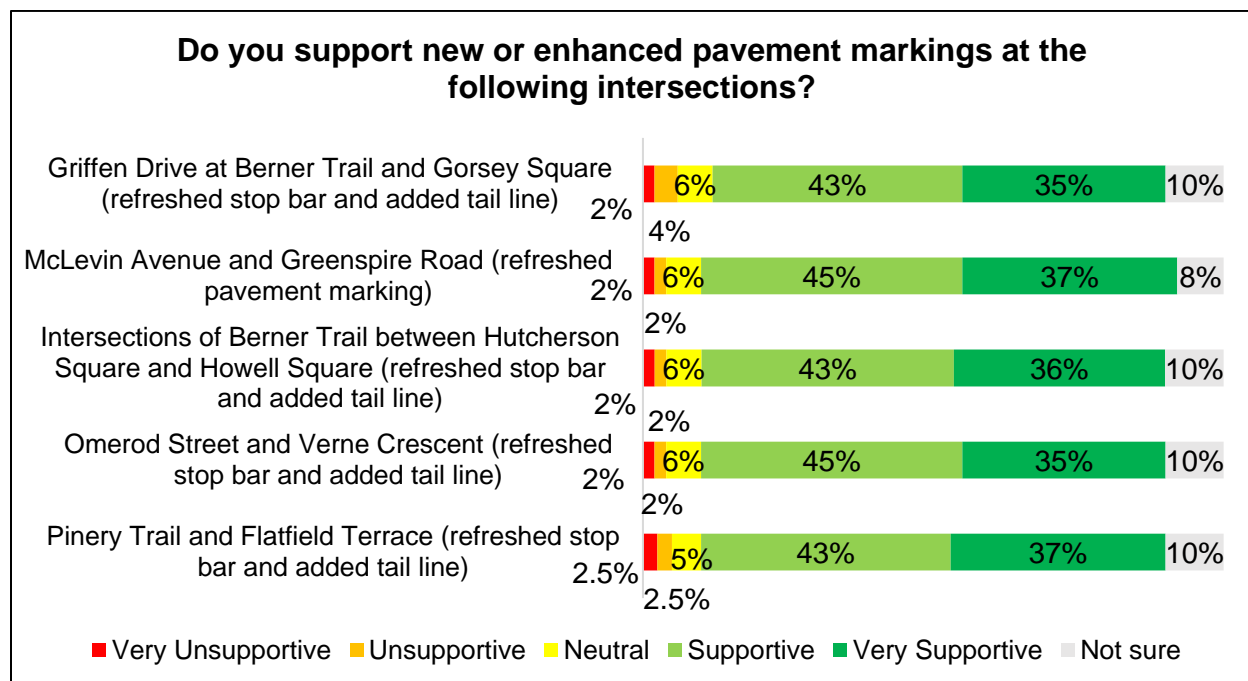
- For the proposed upgraded pedestrian crossing at Washburn Way at Nahanni Terrace, 78% were either supportive or very supportive of the proposed changes; 7% were neutral; 8% were either unsupportive or very unsupportive; and 4% of respondents were not sure.
- For the proposed upgraded crossing at Tapscott Road and Blackwell Avenue, 79% were either supportive or very supportive of the proposed changes; 5% were neutral; 10% were either unsupportive or very unsupportive; and 5% of respondents were not sure.

**Question: Do you support geometric safety improvements which include curb extensions, left-turning calming or truck aprons at the following intersections?**



There were 121 responses to this question. For the proposed geometric safety improvements, more than two-thirds of survey respondents were very supportive or supportive; a small number were neutral; 10-14% were unsupportive or very unsupportive; and under 8% of respondents were not sure.

**Question: Do you support new or enhanced pavement markings at the following intersections?**



There were 121 responses to this question. For the proposed new or enhanced pavement markings, overall, about 80% were very supportive or supportive of the proposed changes; 5% were neutral; 5% were unsupportive or very unsupportive; and overall, about 10% of respondents were not sure.



## Comments:

The most common reason noted for supporting the road safety measures was that those measures will help reduce the number of collisions and will make roads safer for vulnerable road users.

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

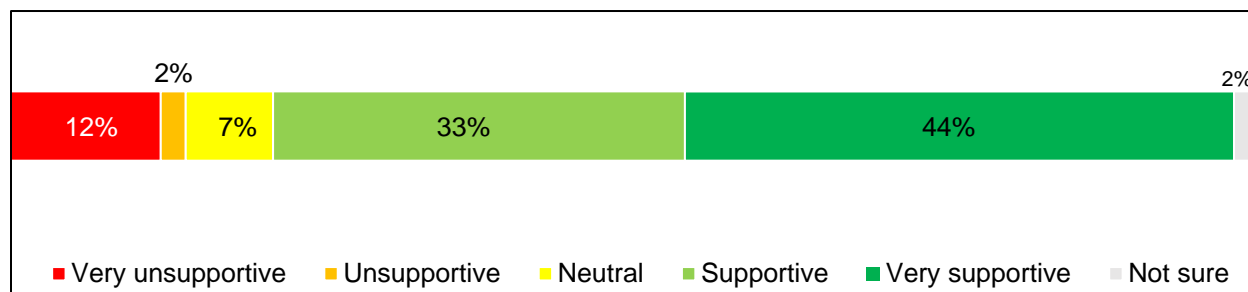
- Concerns about the efficacy of proposed changes. Drivers may not abide by the changes especially if there are many restrictions.
- Some drivers use the pedestrian head start signal as an opportunity to make a right turn without looking out for pedestrians. This behaviour undermines the safety benefits the head start is meant to provide.

Some comments expressed the desire for additional changes including:

- Left turn signals at intersections where school traffic is particularly heavy: Tapscott Road/Washburn Way and McLevin Avenue/Neilson Road
- A curb extension or truck apron at McLevin Avenue and Tapscott Road
- Extending the sidewalk on Ormerod Street (north side from Verne Crescent to Markham Road; note this measure was added to proposed changes during Phase Two)
- A “Watch Your Speed Sign” which displays a driver’s speed on Ormerod Street to manage speed
- Implementing raised pedestrian crossings that are at grade with the sidewalk to serve as a crosswalk and as a speed bump to reduce the amount of independent speed bumps implemented would make crossing safer and reduce money spent
- Increased police patrol
- Upkeep of safety enhancements; some respondents noted that the truck aprons at Markham Road and Finch Avenue need repair
- Consistency of pedestrian crossings requiring pedestrians to activate the crossing light
- A desire to see schools teach children about safe cycling and pedestrian safety at crosswalks, traffic lights and on sidewalks.

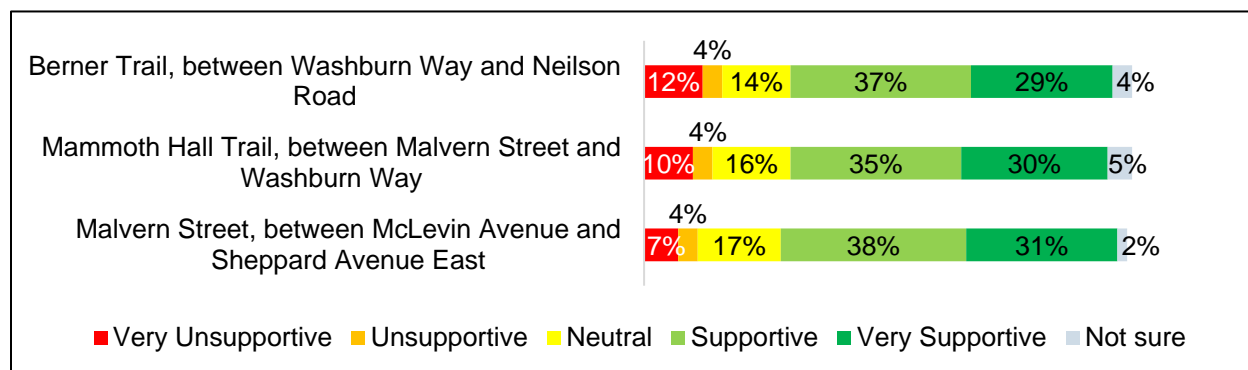
## Speed Measures

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



There were 125 respondents for this question. 77% were either supportive or very supportive of the proposed changes; 7% were neutral and 14% were either unsupportive or very unsupportive; and 2% of respondents were not sure.

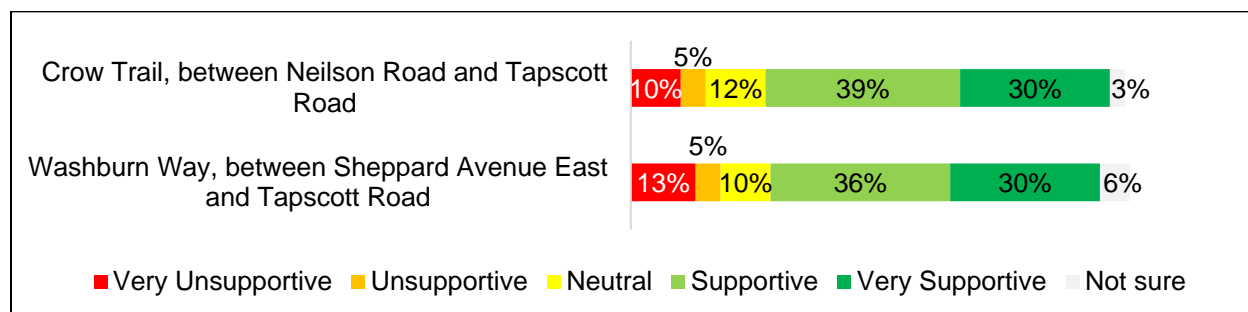
**Question: Do you support the installation of speed humps at the following locations?**



There were 125 respondents for this question.

- For the proposed speed humps on Berner Trail between Washburn Way and Neilson Road, 66% of respondents were very supportive or supportive of the proposed changes; 14% were neutral; 16% were unsupportive or very unsupportive; and 4% of respondents were not sure.
- For the proposed speed humps on Mammoth Hall Trail between Malvern Street and Washburn Way, 65% of respondents were very supportive or supportive of the proposed changes; 16% were neutral; 14% were unsupportive or very unsupportive; and 5% of respondents were not sure.
- For the proposed speed humps on Malvern Street between McLevin Avenue and Sheppard Avenue East, over 69% of respondents were very supportive or supportive of the proposed changes; 17% were neutral; 11% were unsupportive or very unsupportive; and 2% of respondents were not sure.

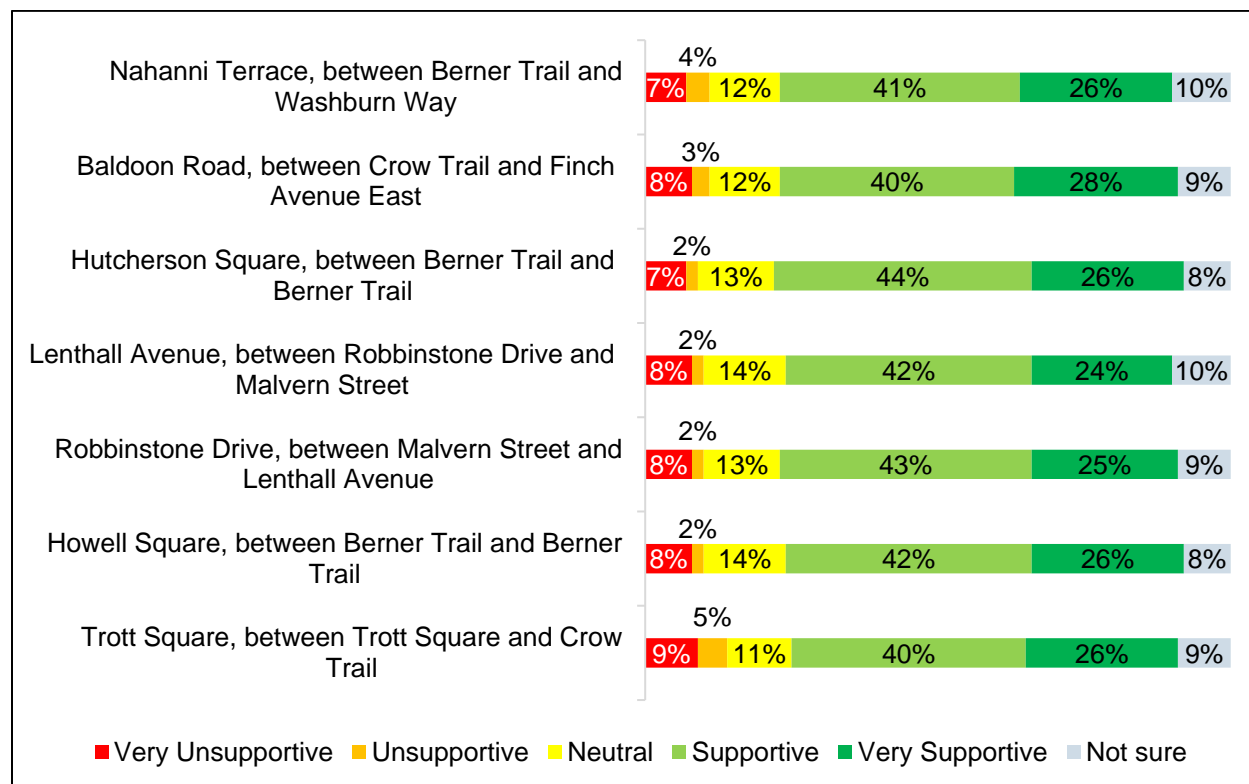
**Question: Do you support the installation of speed cushions at the following locations?**



There were 125 responses to this question.

- For the proposed speed cushions on Crow Trail between Neilson Road and Tapscott Road, 69% of the respondents were either very supportive or supportive of the proposed changes; 12% were neutral; 15% were either unsupportive or very unsupportive; and 3% of respondents were not sure.
- For the proposed speed cushions on Washburn Way between Sheppard Avenue East and Tapscott Road, 67% of the respondents were very supportive or supportive of the proposed changes; 10% were neutral; 17% were unsupportive or very unsupportive; and 6% of respondents were not sure.

**Question: Do you support the installation of edge lines on the following streets and intersections?**



There were 125 responses to this question. For the proposed edge lines, about two-thirds of respondents were very supportive or supportive; there was a range of 11-14% who were neutral; and overall, about 10% were unsupportive or very unsupportive; and 8-10% of respondents were not sure.

**Comments:**

The most common reasons noted for supporting these measures to manage speed included:

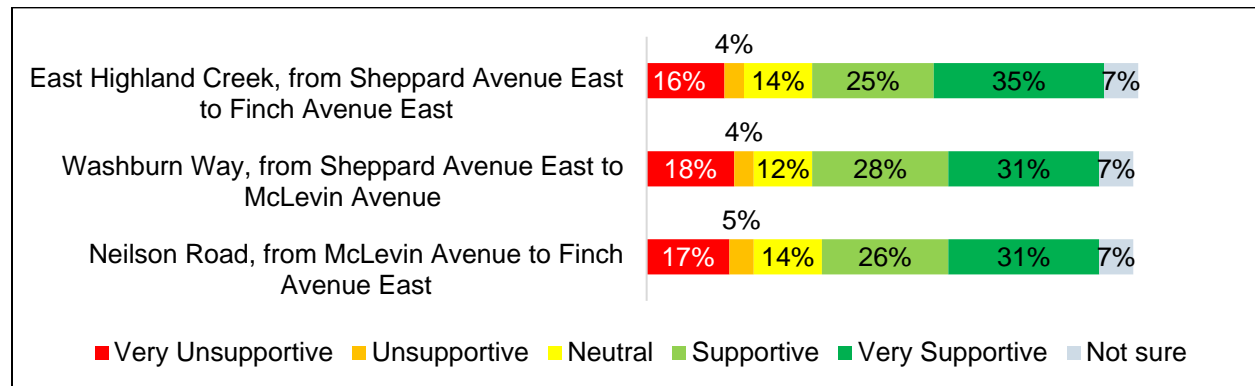
- Increased safety for children and school areas
- Acknowledging that there is speeding in the area
- Observations of increased motor vehicle traffic due to the increased population in the neighbourhood owing to the housing development in the area.

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

- Concern that these measures will be ineffective
- The belief that edge lines do not slow vehicles down
- The opinion that roads are already safe and do not need these measures
- Concern about the cost for installing these measures.

## Transportation Options

**Question: Do you support the addition of the following bikeways in the City's Cycling Network Plan? (These bikeways would be considered for future implementation and would have dedicated public engagement including a review of detailed designs and impacts before approval.)**



There were 121 responses to this question.

For the proposed bikeway additions to the City's Cycling Network Plan, approximately 60% of respondents were either very supportive or supportive, 14% were neutral, 20% were unsupportive or very unsupportive, and 7% were not sure.

### Comments:

The most common reasons noted for supporting bikeways included:

- The increase in transportation options
- Health benefits of cycling.

The most common reasons noted for not supporting bikeways included:

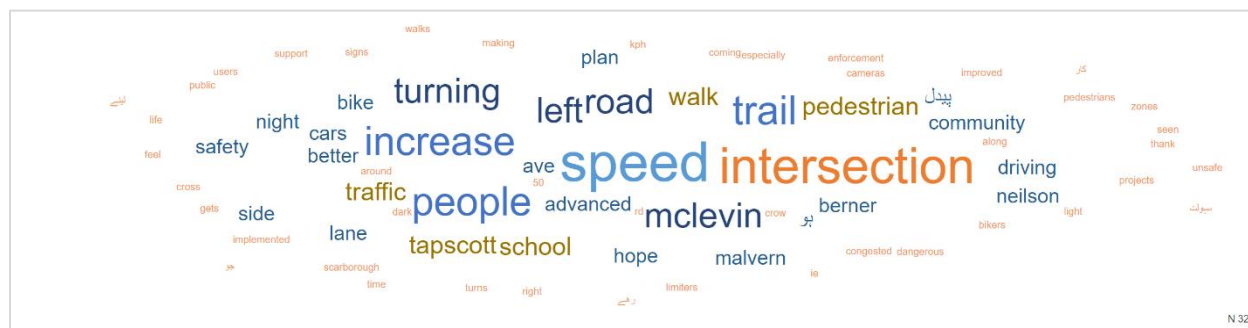
- Concerns about congestion and conflict with motor vehicle traffic
- Concern that bike lanes could end up being removed by the provincial government and thus could be a waste of money.

Other comments:

Many of the comments expressed the need for safe, separated cycling paths that do not remove lanes for motor vehicle traffic, within existing boulevards.

**Question: Please include any additional comments, concerns, observations or suggestions related to the Malvern West Streets Plan.**

32 additional comments were received.



*This word cloud reflects feedback received through the additional comments section.*

Six comments expressed positive support for the proposed changes.

Some comments were location-specific:

- Berner Trail Junior Public School: Participants would like to see the current crosswalk equipped with a flashing light. One participant noted that cars are parking near the current crosswalk, which impacts sightlines. One participant expressed the desire to have no parking at night on Berner Trail enforced.
- Neilson Road and McLevin Avenue: Participants described the east-west traffic lanes to be confusing when making left turns both eastbound and westbound, and suggested an advanced traffic light for left turns for both directions.
- McLevin Avenue: Pedestrian crossing needed midway between Neilson Road and Tapscott Road. Desire to see a speed camera along this road between Tapscott Road and Nugget Avenue.
- McLevin Avenue and Tapscott Road: Requests for the intersection to be better lit to increase safety and visibility for pedestrians who cross at night.
- Crow Trail and Neilson Road: Observed that cars park in the area to wait for people getting off the bus and drivers do U-turns on Crow Trail. The area is congested.
- Tapscott Road: Some respondents noted that they feel unsafe walking along Tapscott Road at night. They requested better lighting and maintenance of greenery to avoid it hanging over sidewalks. This road also has limited salt coverage and snow clearing.
- Malvern Street and Sheppard Avenue East: Respondents commented that the intersection is too small and needs to be redesigned.
- Markham Road: Request for additional speed cameras due to unsafe driving in the area.

Respondents provided some general comments about various traffic measures:

- Pedestrian head start is leading to an unsafe situation for pedestrians, as drivers use it to roll through intersection and make advanced right-hand turn.
- Visibility of truck aprons is low.
- Request for more left turn signals for turning traffic especially in school zones.
- Request for more speed humps.
- Recommendation to increase use of speed cameras and red-light cameras instead of adding speed humps.
- A desire to see increased police enforcement.

Other comments not directly related to the project were also received.



## Public Consultation Drop-in Event

At the December 4, 2024 public drop-in event held at Berner Trail Public School, 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 Measures</b>	Intersection of Neilson Road and Sheppard Avenue East.	<ul style="list-style-type: none"> <li>• Pedestrian safety measures needed.</li> <li>• A dangerous intersection. Turning light needed.</li> <li>• Need turning light here. Left turn is difficult.</li> </ul>
	Intersection of Neilson Road and Tapscott Road.	<ul style="list-style-type: none"> <li>• Area is dark. Pedestrians are not very visible. Make pedestrian crossovers more visible at night.</li> </ul>
	Intersection of Neilson Road and McLevin Avenue.	<ul style="list-style-type: none"> <li>• Desire to see left turn signals. Near miss observed between speeding car and pedestrians.</li> </ul>
	McLevin Avenue west of Neilson Road near NoFrills grocery store.	<ul style="list-style-type: none"> <li>• Lack of sidewalk on the east side of McLevin Avenue makes it difficult to walk in the area.</li> </ul>
	Berner Trail by Berner Trail Public School	<ul style="list-style-type: none"> <li>• Crosswalk needed near Berner Trail school. Drivers do not stop.</li> <li>• Near miss observed when a person was crossing and one car had stopped but another car went around the stopped car and almost hit the pedestrian.</li> <li>• Crossing guard needed</li> </ul>
	Intersection of Tapscott Road and Lighthall Crescent.	<ul style="list-style-type: none"> <li>• Pedestrian crossing needed</li> </ul>
	Intersection of Mammoth Hall Trail and Greenspire Road.	<ul style="list-style-type: none"> <li>• Westbound needs right-turn calming measure.</li> </ul>
	Intersection of Mammoth Hall Trail and Malvern Street.	<ul style="list-style-type: none"> <li>• Non-compliance with stop sign observed. Drivers need to come to a complete stop.</li> <li>• Education needed.</li> <li>• Cars do not always comply with the direction from the crossing guard.</li> </ul>
	Malvern Street.	<ul style="list-style-type: none"> <li>• Stop control needed at intersections with side streets.</li> <li>• Cars are using the road to connect to Highway 401 at Progress which creates safety problems.</li> </ul>
	Intersection of Markham Road and Nugget Avenue.	<ul style="list-style-type: none"> <li>• There is a school in the mosque at Nugget and Markham Road and many kids cross at the intersection. Public education about road safety is needed.</li> </ul>
	No location specified.	<ul style="list-style-type: none"> <li>• Support for all road safety measures.</li> </ul>

Topic	Location	Comment Summary
		<ul style="list-style-type: none"> <li>Painted curb extensions are not as visible as bollards.</li> <li>Desire to see curb extensions without bollards.</li> <li>In-road flex posts do not work.</li> <li>Cars are using local roads to cut through to Highway 401 at Progress and at Neilson Road.</li> <li>More information requested about raised crosswalk policy and pilot sites. Would like to see some in the area.</li> </ul>
<b>Speed Measures</b>	Neilson Road and Tapscott Road.	<ul style="list-style-type: none"> <li>Cars often speed. Speed bumps and traffic camera needed.</li> </ul>
	Malvern Street.	<ul style="list-style-type: none"> <li>Speeding and dangerous driving. Should reduce speed to 30 km/h. Residents on Malvern Street do not have noise protection.</li> </ul>
	Malvern Street and Mammoth Hall Trail.	<ul style="list-style-type: none"> <li>Support for speed humps, but consider traffic signals. Some volume is school traffic.</li> </ul>
	Mammoth Hall Trail and Washburn Way.	<ul style="list-style-type: none"> <li>Happy with the speed humps proposed on Mammoth Hall Trail</li> </ul>
	Washburn Way	<ul style="list-style-type: none"> <li>Narrow Washburn Way.</li> </ul>
	No location specified.	<ul style="list-style-type: none"> <li>Support for edge lines and speed cushions; mixed support for speed humps.</li> <li>Automatic Speed Enforcement camera flash is a problem at night.</li> </ul>
<b>Transportation Options</b>	Sheppard Avenue East.	<ul style="list-style-type: none"> <li>Desire to see a bike lane on Sheppard.</li> </ul>
	Neilson Road.	<ul style="list-style-type: none"> <li>Consider bike lanes be placed in the boulevard on Neilson Road</li> </ul>
	No location specified.	<ul style="list-style-type: none"> <li>Support for all proposed bike lanes.</li> <li>Preference for separated bike lanes.</li> <li>Desire to see driving lanes maintained.</li> </ul>
	Bus routes.	<ul style="list-style-type: none"> <li>Desire to see TTC 33A bus service continue beyond Tapscott Road on McLevin Ave.</li> </ul>
<b>Other</b>		<ul style="list-style-type: none"> <li>Education for drivers is needed to stop cellphone usage, ensure drivers comply with stop signs, look both ways and make eye contact with pedestrians.</li> <li>Education needed about bike safety.</li> <li>Don't need any recommended changes. Lowered speed limits are working.</li> <li>Proposed changes are too extensive.</li> </ul>

## Interest Group Feedback

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

Topic	Location	Comment Summary
Road Safety Measures	Intersection of Neilson Road and Crow Trail.	<ul style="list-style-type: none"> <li>Proposed curb extension doesn't resolve the issue with TTC buses blocking the right turn lane on Neilson Road by St. Gabriel Lalemant Catholic School. Have the TTC revert the bus layover location back to where it was before the COVID pandemic.</li> <li>There are many cars in the morning that park on Crow Trail close to Neilson Road to drop children at daycare, which poses a danger to pedestrians and families crossing to get to the school and this blocks traffic on Crow Trail. There has been no success in resolving the issue through 311 or with Toronto Police Services to date.</li> </ul>
	Berner Trail Public School/Daycare	<ul style="list-style-type: none"> <li>Request for a traffic light at the crosswalk. People park on the north side the street and try to cross over to the south side, mid block, to get to the school and daycare.</li> </ul>
Speed Measures	Berner Trail Public School	<ul style="list-style-type: none"> <li>Berner Trail can be hectic during school pick-up and drop-off times. Speed humps may be able to slow some of the traffic down.</li> </ul>
Transportation Options	Proposed routes.	<ul style="list-style-type: none"> <li>Interested in knowing about timelines for public consultations for proposed cycling routes.</li> </ul>
	Malvern Street (Planned Near-Term Route already in the Cycling Network Plan).	<ul style="list-style-type: none"> <li>Street is quite narrow. Concern that installing bike lanes may make the road quite congested.</li> </ul>
Other	Brenyon Way and Sewells Road (outside Malvern West).	<ul style="list-style-type: none"> <li>Concern about the pedestrian traffic signal. The pedestrian traffic signal should turn on automatically with the green light. When cars make a left turn from Brenyon Way, it would be helpful for pedestrians to be aware of the number of seconds they have to cross the street.</li> </ul>

## Additional Feedback

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

Topic	Location	Comment Summary
<b>Road Safety Measures</b>	Ormerod Street.	<ul style="list-style-type: none"> <li>There are many school buses on Ormerod and also cars speeding down the road to beat the traffic lights. Cars cut through parking lot to bypass school buses.</li> <li>There is a no left-turn sign at Ormerod onto Markham Road but people are turning left. Recommends speed humps or one-way street.</li> <li>It's very busy in the morning. It is used by cars as a cut through to Markham Road.</li> <li>There is no sidewalk on this road and there are lighting issues at night. It is dangerous to walk on the road.</li> <li>The speed camera has been tampered with.</li> </ul>
	Intersection of Crow Trail and Neilson Road	<ul style="list-style-type: none"> <li>TTC buses using the stop on Neilson Road at the northwest corner of Neilson Road and Crow Trail as a layover location which creates an unsafe condition for pedestrians in the crosswalk across Crow Trail. By parking right at the corner, buses block traffic and sightlines. Drivers heading south on Neilson Road and turning right onto Crow Trail end up turning from the middle lane to circumvent the parked buses. But with their view of the crosswalk, and any pedestrians in it or about to enter it, being restricted by the idling bus, it can be quite dangerous for pedestrians using the crosswalks and has resulted in some near misses at the crosswalk.</li> </ul>
	Berner Trail Junior Public School.	<ul style="list-style-type: none"> <li>Crosswalk should be replaced with a flashing pedestrian crossing here.</li> </ul>
	Unspecified.	<ul style="list-style-type: none"> <li>Suggest that the proposed speed humps be made into raised crosswalks and strategically located to coincide with pedestrian crossings and stop signs to maximize safety for pedestrians</li> </ul>

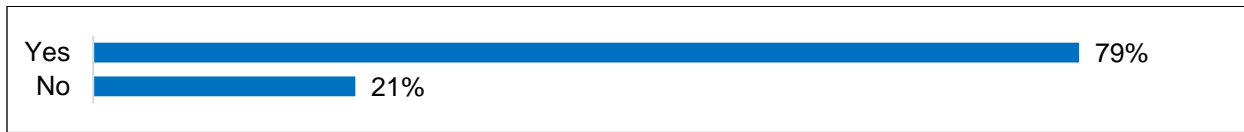
Topic	Location	Comment Summary
		and community walkability and leverage default driver behaviours.
	Unspecified.	<ul style="list-style-type: none"> <li>Concern about visibility issues due to measures like curb extensions or truck aprons.</li> </ul>
<b>Speed Measures</b>	Mammoth Hall Trail, Washburn Way and Malvern Street.	<ul style="list-style-type: none"> <li>Do not see the need for speed bumps and speed cushions in the area. Concern about cost, road maintenance and damage to cars.</li> </ul>
	Mammoth Hall Trail.	<ul style="list-style-type: none"> <li>Opposition to speed humps and cushions on Mammoth Hall Trail and on neighbouring streets. Concern about cost, road maintenance and damage to vehicles. Support for edge lines, pedestrian crossings, and pavement markings.</li> </ul>
	Mammoth Hall Trail/Berner Trail at Washburn Way.	<ul style="list-style-type: none"> <li>Flashing red light at the intersection is not noticeable and stop signs are easily missed. Add Geometric Safety Improvements here.</li> </ul>
<b>Transportation Options: TTC</b>	McLevin Avenue between Tapscott Road and Neilson Road.	<ul style="list-style-type: none"> <li>Desire to see extension of TTC routes to cover this part of McLevin Avenue.</li> </ul>



# Appendices

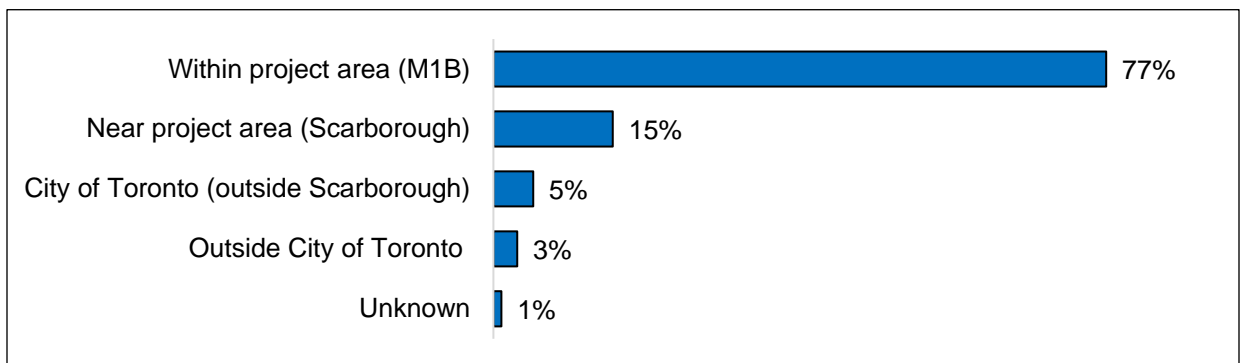
## Appendix A: About You (Mandatory survey questions about participant)

### Question 1: Do you live in the project area?

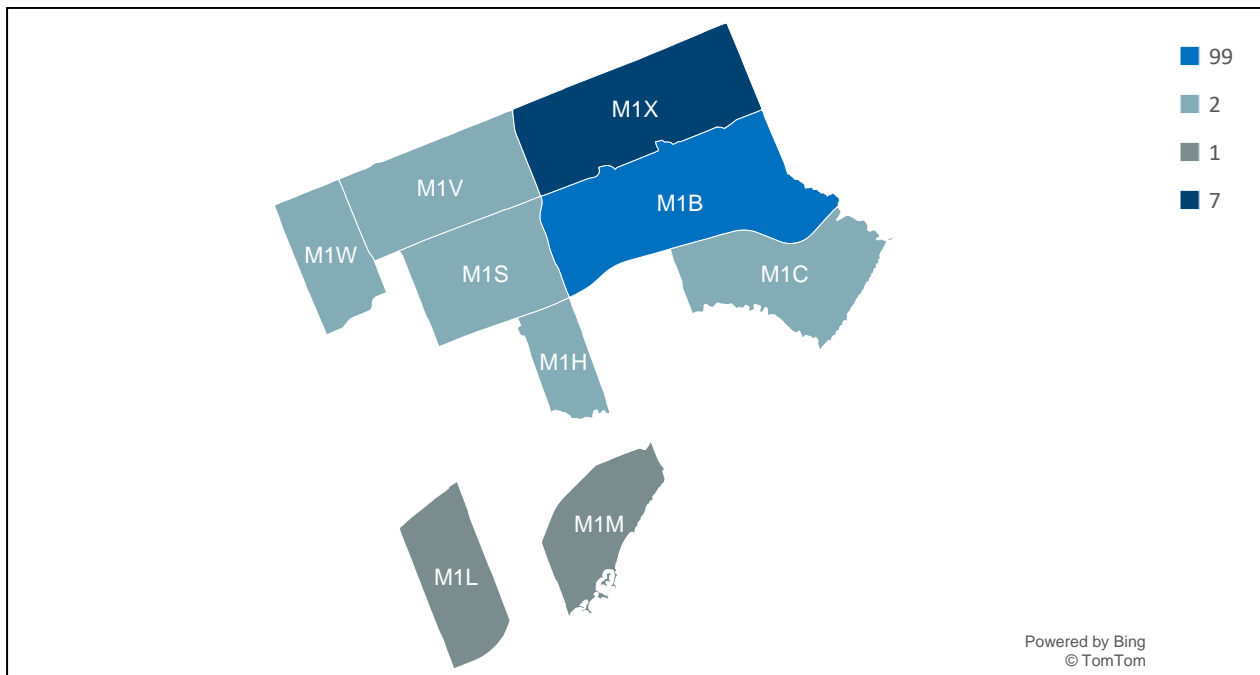


Most survey respondents live in the project area.

### Question 2: What are the first three digits of your postal code?

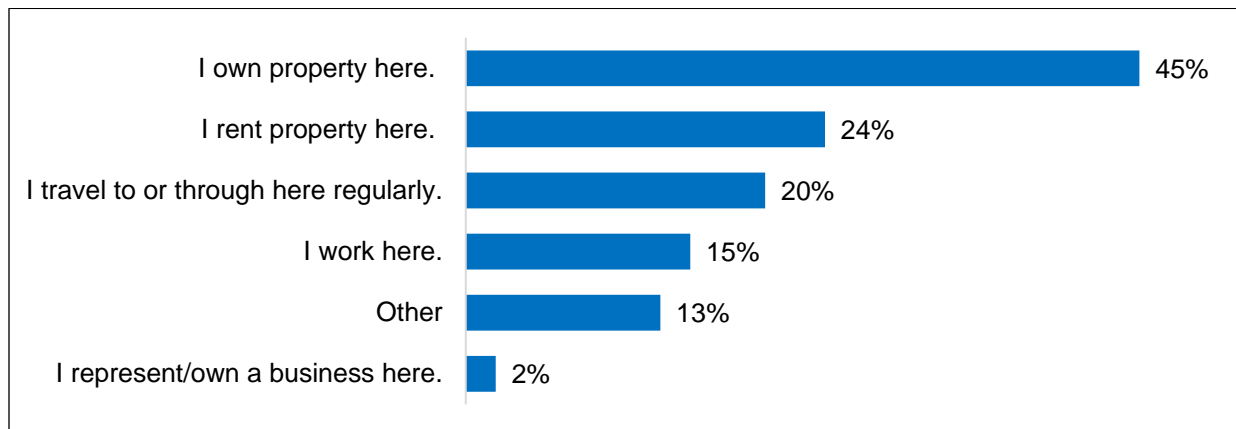


The majority of respondents live in the project area. Most other respondents live near the project area.



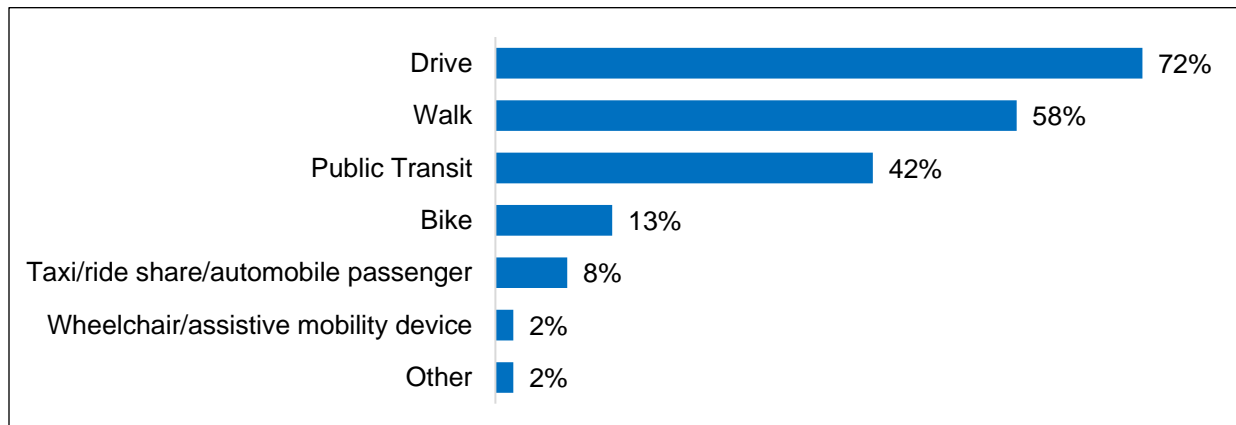
Map of respondents by postal code within Scarborough indicated on survey. Postal codes outside Scarborough include M2J (1); M4C (1); M4J (1); M5H (1); M9C (2); L1M (1); L1N (1); L1V (1) and L6X (1).

**Question 3: Describe your relationship to the project area.**



Almost 70% of the respondents own or rent property in the project area. 24% of survey respondents report renting property in the neighbourhood which closely aligns with the data reported by the census of 26.3%. 20% of survey respondents travel to or through the project area regularly and 15% of survey respondents report working in the neighbourhood. Many of the survey respondents who selected 'Other' indicated that they attend community activities, use services or attend schools in the area.

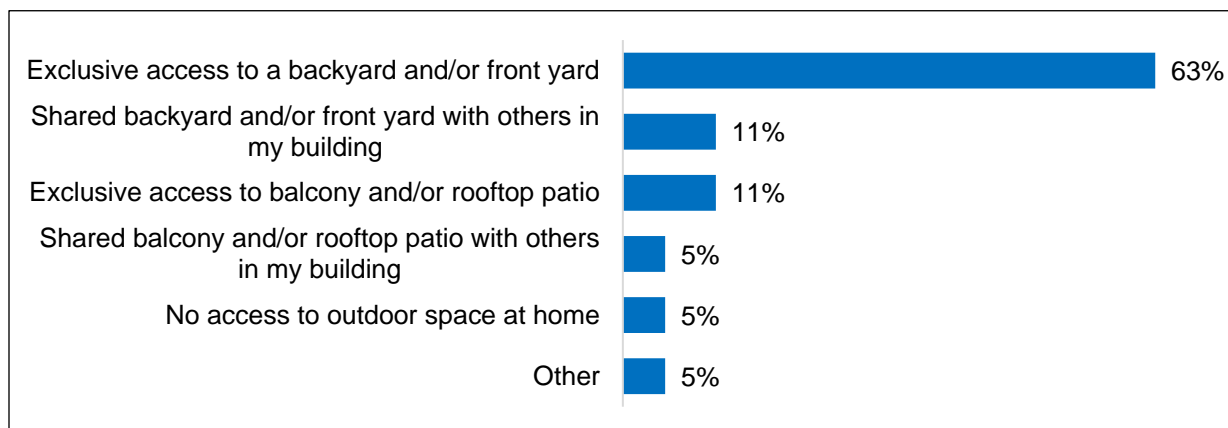
**Question 4: How do you typically travel within Malvern West? Check all that apply.**



Most survey respondents typically travel within Malvern West by driving. This corresponds with mobility data about the neighbourhood which reports that 73% of all trips are made by car as a driver or passenger.

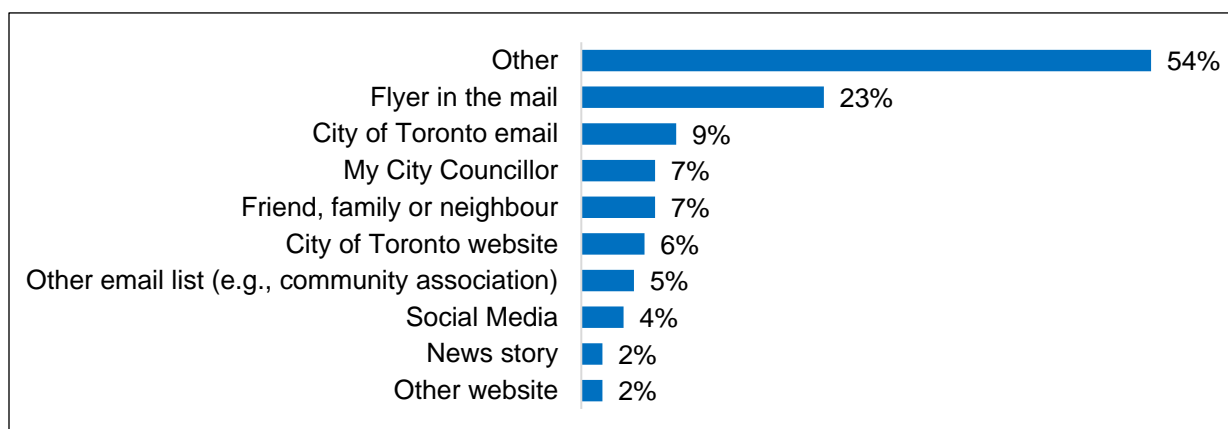
Over 40% of the survey respondents report using public transit to travel through the project area. This is more than double the neighbourhood data which shows that 19% of all trips in the neighbourhood are made by public transit.

**Question 5: How does your household access outdoor space? Select only response.**



Almost two-thirds of survey respondents have exclusive access to a backyard and/or front yard.

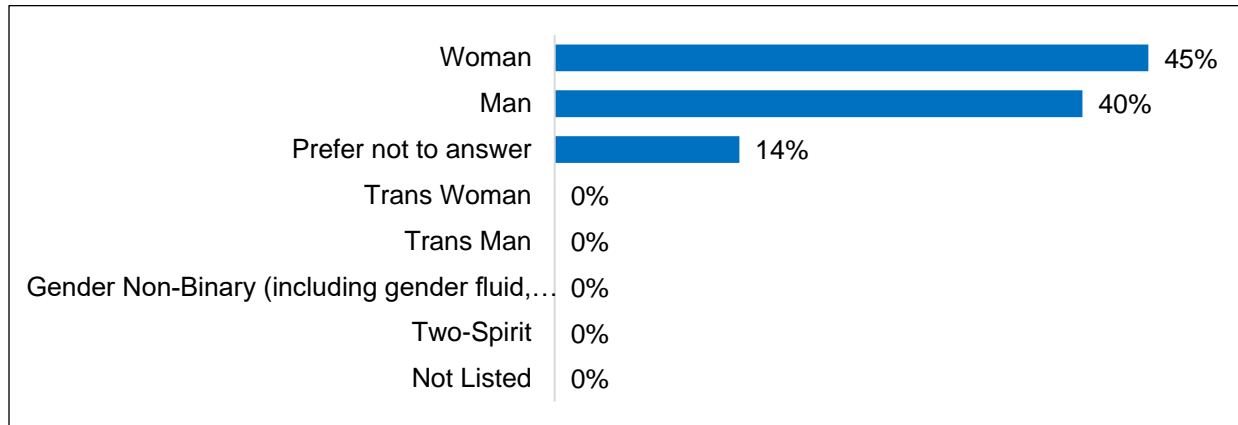
**Question 6: How did you hear about this project? Select all that apply.**



More than half of survey respondents selected 'Other' as a way of hearing about the project. Most who selected 'Other' identified pop-up activities and schools as their source of information about the project. A few mentioned posters in the community.

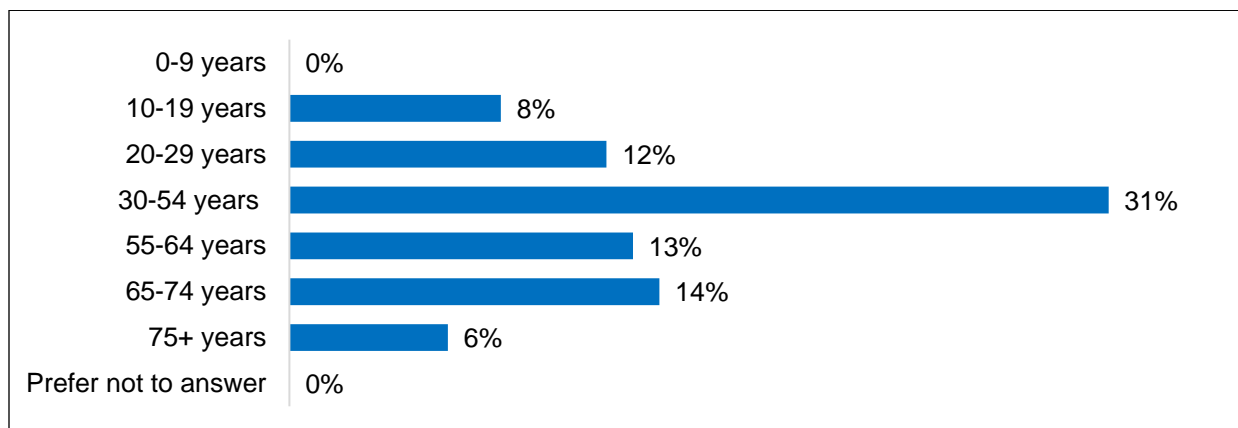
## Appendix B: About You Demographic Questions (Optional)

### Question 1: What best describes your gender? Select one.



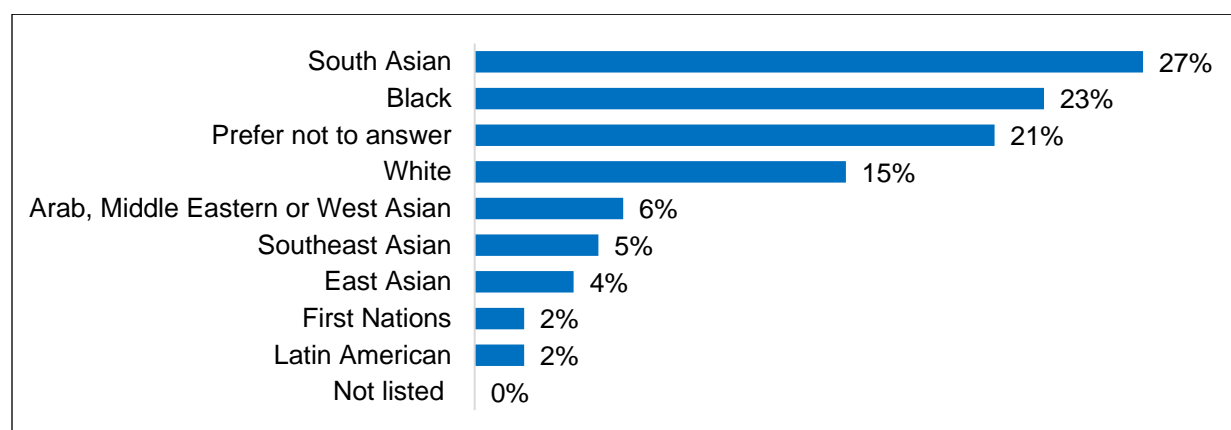
Almost more than half of the survey respondents who answered this question identified their gender as a woman and 40% identified as a man.

### Question 2: What is your age? Select one.



8% of survey respondents who answered this question are 10-19 years old. Over 30% are in the working age category which correlates to the proportion of the population of this age category in the neighbourhood. 13% are 55-64 years old which corresponds to the proportion of the population of this age group which is 14%. 20% of the survey respondents are seniors (65 years and older) which is slightly higher than the 15% of the population reported by census data.

**Question 3: Which race categories best describe you? Please select all that apply.**

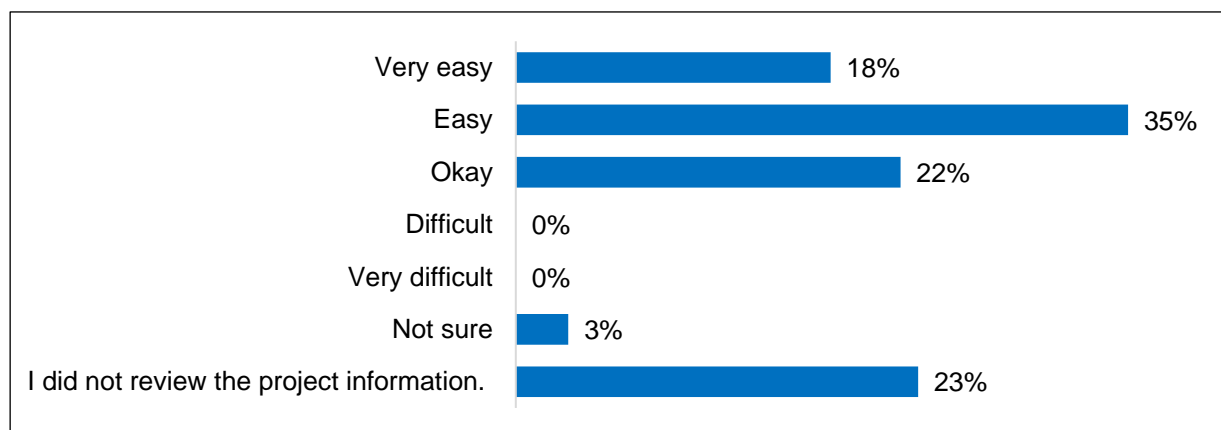


27% of survey respondents identify as South Asian which is lower than the proportion (46%) of South Asians living in the neighbourhood. 23% of the survey respondents identify as Black which is slightly higher than the proportion of the Black population in the neighbourhood according to recent census data (17%).

**Question 4: Have you reviewed the information and materials on the project web page?**



**Question 5: Did you find the information on the project web page easy to understand?**



Over 75% of survey respondents reported that the project web page was okay or easy to understand. No survey respondents found the project web page difficult to understand. Almost one quarter of survey respondents did not view the project information. 3% responded 'Not sure.'