



# **West Parkdale Cycling Connections**

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**Public Consultation Report**  
April 2025



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## Consultation Summary

Public and interest group consultation for West Parkdale Cycling Connections took place from October 2023 to March 2024, and the bikeways were installed in fall 2024. A report describing all activities and feedback received is available at [toronto.ca/westparkdalecycling](https://toronto.ca/westparkdalecycling).

Additional consultation and engagement efforts took place from February to March 2025 regarding six options for potential changes in response to public feedback received after project installation regarding high motor vehicle volumes on Pearson Avenue between Sunnyside Avenue and Roncesvalles Avenue and on Fern Avenue between Macdonell Avenue and Sorauren Avenue. These efforts included a small group meeting, virtual public meeting, online comment form, and comment tracking. A total of 75 people attended the virtual public meeting, 299 responses were received through the online comment form, and comments were received by phone and email from 58 individuals. Communications to inform the public about opportunities to participate included the project web page, 10,038 flyers distributed by Canada Post throughout the project area, and e-notification to 238 project subscribers.

Overall, most residents and interest groups who provided feedback are not supportive of any of the potential changes that were presented, and a large proportion reiterated their opposition to the project as a whole. Some expressed support for the potential traffic volume reductions that some of the changes could bring to Fern Avenue, while the majority expressed concerns about further inconveniences to people who drive in the area, as well as the potential for non-compliance with signage changes. Some also took the opportunity to either ask for the removal of the West Parkdale Cycling Connections bikeway or to share suggestions for changes to the approved design to improve motor vehicle traffic flow. Others also shared suggestions to improve on-street parking availability.

Staff are reviewing the feedback received before making recommendations to Toronto and East York Community Council on the options presented. Staff will continue to monitor the project area through onsite observations, traffic counts, and public feedback.

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

## Project Overview

West Parkdale Cycling Connections were installed in fall 2024 to connect gaps in the cycling network from The Queensway to Brock Avenue and create safe cycling facilities with access to destinations like High Park, St. Joseph's Health Centre, retail, transit, and schools.

In response to public feedback received after project installation, staff proposed six options for potential additional changes to reduce traffic volumes on Pearson Avenue from Sunnyside Avenue to Roncesvalles Avenue, and on segments of Rideau Avenue, Macdonell Avenue, and Fern Avenue.

## Overview of Communications and Consultation Activities

### Communication Activities

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

- Project web page at [toronto.ca/westparkdalecycling](https://toronto.ca/westparkdalecycling) (1245 unique visits)
- Notice delivered through Canada Post (10,038 addresses in the project area)
- E-notification to project subscribers (238 contacts)
- Email to interest groups including residents associations, community groups, organizations, institutions and elected officials (48 contacts)

### Consultation Activities

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

Activity	Date	Participation
Online comment form	February 19 – March 9, 2025	299 responses
Virtual public event	February 19, 2025	75 attendees
Email/phone	February 3 – March 9, 2025	63 comments received from 58 individuals and organizations
Fern Avenue residents small group meeting	February 6, 2025	4 attendees

## What We Heard

The following provides a high-level summary of comments received through all consultation activities. A detailed breakdown of comments heard from interest groups and the public can be found in subsequent sections.

- Overall, of the comments received regarding the six proposed options for additional changes, most residents were opposed to any changes, but there was more support for two of the options and less support for the remaining four options.
- In the west end of the project area, the option to restrict the northbound left turn from the St. Joseph's Health Centre parking garage onto Sunnyside Avenue received more support than the other proposed option. However, this option is strongly opposed by St. Joseph's Health Centre itself.
- In the east end of the project area, the option to convert Macdonell Avenue to one-way northbound between Rideau Avenue and Fern Avenue received more support than the other three proposed options.

- Residents repeated concerns expressed during initial public consultation regarding street direction changes that have been installed for the project, as well as the loss of on-street parking spaces. They shared that the changes have caused frustration and inconvenience for residents, confusion for visitors, unsafe driving behaviour, and displaced traffic on adjacent streets and laneways.
- Many residents did not provide comments regarding the options and instead emphasized that they would prefer to see no further changes, reverting roadways to their former directions, or the removal of the bikeway entirely.
- However, some residents reached out specifically to share support for the project, out of concern that the bikeway would be removed.

## Virtual Public Meeting

The virtual public meeting event was held on February 19, 2025. It included a presentation followed by a Question & Answer period. The presentation and the meeting summary for the virtual public meeting can be found on the project web page at [toronto.ca/westparkdalecycling](https://toronto.ca/westparkdalecycling).

Participant comments are summarized below:

Topic	Comment Summary
Design suggestions (current design)	<ul style="list-style-type: none"> <li>- Return Sunnyside Avenue between Parkdale Road and Pearson Avenue back to a two-way street</li> <li>- Return Macdonell Avenue between Garden Avenue and Fern Avenue back to southbound</li> <li>- Return Pearson Avenue between Fuller Avenue and Macdonell Avenue back to eastbound</li> <li>- Make Pearson Avenue the designated bike route going east</li> <li>- Reverse the directions for Fern Avenue and Wright Avenue between Sorauren Avenue and Macdonell Avenue</li> <li>- Add flexi-post signs or more permanent concrete curbs or other infrastructure on the stretch of Seaforth Avenue west of Lansdowne Avenue where the directional change has taken place</li> </ul>
Enforcement and compliance	<ul style="list-style-type: none"> <li>- Requests for additional enforcement of illegal parking</li> <li>- Concern that drivers are not complying with one-way street direction change on Macdonell Avenue</li> <li>- Drivers ignoring new posted signage for access and street directions</li> <li>- Drivers are going too fast and vehicles do not stop at the stop sign at Fern Avenue and Macdonell Avenue</li> </ul>
Project impacts	<ul style="list-style-type: none"> <li>- Negative impacts experienced by neighbourhood residents as a result of the project related to convenience and access for emergency vehicles</li> <li>- Directional change on Pearson Avenue forces residents to drive longer to leave the neighbourhood and increases congestion on Sorauren Avenue</li> </ul>
Parking	<ul style="list-style-type: none"> <li>- Requests to add more on-street parking or restore parking removed in conjunction with the bikeway project</li> <li>- Questions regarding impact of paid on-street parking on permit holders as well as visitors around St. Joseph's Health Centre</li> <li>- Very stressful to parallel park on Pearson Avenue with waiting cars honking from behind</li> </ul>
Potential design options	<ul style="list-style-type: none"> <li>- Options presented limit access to homes for local residents, require circuitous routes and additional travel and turns to get home</li> </ul>

	<ul style="list-style-type: none"> <li>- Support for Option 4, which proposed converting Rideau Avenue to one-way eastbound between Macdonell Avenue and Lansdowne Avenue</li> <li>- The proposal to add a 'No Left Turn' at Pearson Avenue and Roncesvalles Avenue would make it very difficult for residents to enter the neighbourhood, and for residents who do not have a laneway or parking pad</li> </ul>
Process	<ul style="list-style-type: none"> <li>- Accuracy of public consultation process is questionable</li> </ul>
Safety	<ul style="list-style-type: none"> <li>- High traffic volume during school pick up and drop off on Fern Avenue is dangerous</li> <li>- When there are big vehicles parked on Seaforth Avenue, cyclists have to stop or get off the roadway to allow larger vehicles to pass which is dangerous</li> <li>- Request a painted crosswalk at Pearson Avenue and Sunnyside Avenue</li> <li>- Vehicles with accessibility stickers parking on Seaforth Avenue between O'Hara Avenue and Brock Avenue restrict space for right turns and create conflicts between cars turning and on-coming cyclists</li> </ul>
Other	<ul style="list-style-type: none"> <li>- Ensure online mapping programs and Private Transportation Companies have up to date information, work with City to reduce use of neighbourhood streets</li> <li>- Questions regarding data collection, selection of bikeway type, balancing priorities for various modes of travel</li> </ul>

## Additional Feedback

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

Theme	Comments
Design suggestions (current design)	<ul style="list-style-type: none"> <li>- Return Sunnyside Avenue between Parkdale Road and Pearson Avenue or between Galley Avenue and Pearson Avenue back to a two-way street and remove bike lanes</li> <li>- Return Macdonell Avenue between Garden Avenue and Fern Avenue back to southbound</li> <li>- Convert Merrick Street to one-way eastbound</li> <li>- Convert Pearson Avenue to a two-way bikeway</li> <li>- Connect current bikeway route to Martin Goodman Trail rather than The Queensway, which does not feel safe</li> <li>- Add left turn restriction from The Queensway onto Sunnyside Avenue</li> </ul>
Enforcement and compliance	<ul style="list-style-type: none"> <li>- Enforcement or design changes are needed to address noncompliance with stop signs, one-way direction changes, and truck restrictions</li> <li>- Residents should not be asked to submit traffic safety concerns to Toronto Police Services; instead, the City should address safety concerns directly</li> <li>- From St. Joseph's Health Centre: request for the City to request increased police coverage to address traffic violations in the neighbourhood, as well as increased signage at intersections and hospital driveways</li> </ul>
Project impacts	<ul style="list-style-type: none"> <li>- Happy with the changes and/or supportive of the work the City does</li> <li>- Current bikeway route and infrastructure have improved safety and access for people cycling in the neighbourhood</li> <li>- Cycling and pedestrian infrastructure is worth the loss of on-street parking and/or driving convenience</li> </ul>

	<ul style="list-style-type: none"> <li>- Current bikeway route and changes to street directions were not necessary to improve cycling safety</li> <li>- Current bikeway route and changes to street directions and parking have been inconvenient for local residents</li> <li>- Changes to one-way directions are causing EMS delays</li> <li>- Changes have increased motor vehicle volumes and speeds on Wright Avenue between Parkside Drive and Roncesvalles Avenue</li> <li>- Impacts of changes are exacerbated on garbage collection days or during road work, when trucks block the narrow roadways and there are no alternative routes for people driving in the neighbourhood</li> <li>- Changes have reduced property values</li> <li>- Residents who have paid to live in the neighbourhood should be prioritized over people who cycle</li> <li>- Residents with mobility needs must drive and/or must be driven, and they should be prioritized over able-bodied people who can cycle</li> <li>- Not enough people cycle to justify the impacts to the neighbourhood</li> </ul>
Parking	<ul style="list-style-type: none"> <li>- On-street parking loss has been inconvenient for local residents who lack parking pads or garages, as well as for visitors to St. Joseph's Health Centre</li> <li>- On-street parking loss is acceptable in exchange for cycling infrastructure</li> <li>- Add more parking spaces to Glendale Avenue and other streets near the St. Joseph's Health Centre</li> <li>- Change Pearson Avenue on-street parking regulations to allow only permit parking between Sunnyside Avenue and Roncesvalles Avenue</li> <li>- Add more on-street parking spaces on Pearson Avenue west of Macdonell Avenue</li> <li>- Convert free on-street parking around the hospital to paid parking, or reduce unpermitted parking time, to encourage use of hospital parking garage and improve on-street parking availability for residents with parking permits</li> </ul>
Potential design options	<ul style="list-style-type: none"> <li>- The proposed options are inconvenient to local residents</li> <li>- The proposed options will increase congestion on major streets</li> <li>- The proposed options will lead to further non-compliance</li> <li>- None of the proposed options are appropriate and other options should be considered</li> <li>- From St. Joseph's Health Centre: opposition to Option 2 for the Sunnyside Avenue and Pearson Avenue area, which proposed prohibiting the left-turn out of the hospital parking garage</li> </ul>
Process	<ul style="list-style-type: none"> <li>- Resident concerns expressed during initial public consultation were not taken into consideration; online comment form will be ignored as well</li> <li>- Not enough people in the neighbourhood were made aware of the project update, options for changes, and online comment form</li> <li>- Online comment form should include more specific information</li> <li>- Traffic counts should be posted publicly in a user-friendly way</li> <li>- Preferences of a minority of residents on Fern Avenue should not be prioritized above the interests of the wider community</li> <li>- From St. Joseph's Health Centre: request for City to follow up with Toronto Paramedic Services, Toronto Police Services and Toronto Fire Services to understand their experiences after the bikeway installation before making any additional roadway changes</li> </ul>
Safety	<ul style="list-style-type: none"> <li>- Concern about high speeds and volumes of truck traffic in the neighbourhood; more "no truck" signage is needed</li> </ul>



	<ul style="list-style-type: none"> <li>- Concern about increase in aggression and road rage on streets in the project area due to changes in traffic patterns</li> <li>- People cycling northbound on Sunnyside Avenue have difficulty turning east onto Galley Avenue due to degree of incline</li> <li>- North-south laneway west of Macdonell Avenue between Fern Avenue and Garden Avenue is dangerous due to two-way traffic volumes and blind corner</li> <li>- Cut-through traffic has increased in north-south laneway between Lansdowne Avenue and Macdonell Avenue</li> <li>- Cut-through traffic has increased in private lane north of Parkdale Avenue Junior and Senior Public School</li> <li>- Private Transportation Company navigation system appears not to have been updated with street direction changes; e.g., the navigation system instructs Uber drivers to drive westbound on Seaforth Avenue from Brock Street</li> <li>- Add pedestrian crossing at Seaforth Avenue and Brock Street</li> <li>- Add pedestrian crossing at Rideau Avenue and Lansdowne Avenue in order to improve transit access</li> <li>- Add stop sign at Pearson Avenue and Sorauren Avenue</li> <li>- Add additional yellow diamond bike signage on the northwest corner of Roncesvalles Avenue and Galley Avenue in order to ensure that people driving southbound on Roncesvalles Avenue are aware of people cycling on Galley Avenue</li> <li>- Reduce speed limits on all local streets in the area to 15 km/h rather than 30 km/h and then install speed humps on more streets</li> </ul>
Other	<ul style="list-style-type: none"> <li>- Convert Macdonell Avenue to one-way north of Rideau Avenue in order to address two-way motor vehicle congestion and speeding</li> <li>- Add lighting on Martin Goodman Trail</li> <li>- Prioritize snow removal on all streets with bikeways, including local streets with painted bike lanes and shared lanes like Macdonell Avenue and Seaforth Avenue</li> <li>- When installing the new traffic signal at Roncesvalles Avenue and Galley Avenue, consider installing the west-side pedestrian button closer to the curb</li> <li>- City should prioritize transit, traffic enforcement, traffic management, and construction delays rather than bikeways</li> </ul>

## Fern Avenue Residents Small Group Meeting

A virtual meeting was held on February 6, 2025 with a small group of residents of Fern Avenue in response to ongoing concerns related to the project. The purpose of the meeting was to discuss ideas related to traffic volume mitigation strategies to reduce motor vehicle volumes on Fern Avenue that have increased as a result of the traffic circulation changes on Macdonell Avenue, and to provide for a better understanding of the City's responses to resident concerns and questions. The meeting included a presentation from community members followed by a presentation by City staff and time for discussion.

The comments received through this meeting are summarized below:

Topic	Comment Summary
Data	<ul style="list-style-type: none"> <li>- Questions regarding duration and quality of data collected by the City</li> <li>- Requests to see City-collected traffic data</li> </ul>



	<ul style="list-style-type: none"> <li>- High motor vehicle and cycling volumes on Fern Avenue observed through independent resident-led data collection</li> <li>- Concern regarding consideration made for expanded Hindu Temple and Wabash Community Recreation Centre and projected impact of visitor volumes on neighbourhood roadways</li> </ul>
Design suggestions (current design)	<ul style="list-style-type: none"> <li>- Add signage on Lansdowne Avenue and Rideau Avenue to discourage truck flow into the neighbourhood and in particular onto Fern Avenue</li> <li>- Change the one-way direction on Seaforth Avenue to distribute the amount of cars from entering from Lansdowne Avenue</li> <li>- Extend northbound one-way on Macdonell Avenue between Fern Avenue and Rideau Avenue</li> </ul>
Project impacts	<ul style="list-style-type: none"> <li>- Negative impact of project on quality of life due to increased traffic, noise, and road vibrations caused by heavy vehicles</li> </ul>
Safety	<ul style="list-style-type: none"> <li>- Questions regarding level of priority being given to safety concerns raised for cyclists and pedestrians on Fern Avenue</li> <li>- Reduce traffic infiltration in the neighbourhood, specifically on Macdonell Avenue, Fern Avenue, and Rideau Avenue</li> </ul>
Process	<ul style="list-style-type: none"> <li>- Criticism of presentation, examples, best practices and design standards, consultation, and responses provided by the City</li> <li>- Questions regarding next steps to immediately address driver behaviour and traffic volumes on Fern Avenue and Macdonell Avenue</li> </ul>
Other	<ul style="list-style-type: none"> <li>- Request for City to address digital mapping directing traffic through the neighbourhood</li> <li>- Request for the area to be considered for the Neighbourhood Streets Plans program</li> </ul>

## Comment Form

An online comment form included opportunity for open-ended comment on each of the proposed design options and optional demographic questions. Participation was anonymous. See Appendix A for comment form participant profile. Responses received to each question are presented in this section.

### Question 1: Please provide feedback on any of the proposed options to reduce eastbound traffic volumes on Pearson Avenue.

**Option 1: Prohibit (all day) or restrict (specific time periods) the eastbound left-turn and/or eastbound through maneuver at Roncesvalles Avenue to encourage motorists to utilize Roncesvalles Avenue to access the neighbourhood from the south**

The most common positive comments shared regarding Option 1 included:

- It would reduce traffic volumes on Pearson Avenue
- It would limit traffic infiltration from The Queensway
- It would not impact St. Joseph's Health Centre operations

The most common concerns shared regarding Option 1 included:

- It would make it more difficult for residents to navigate the neighbourhood, particularly residents living on Pearson Avenue
- It would not be effective without enforcement
- It would cause confusion and noncompliance
- It would result in unsafe driving behaviour, e.g. people may turn right onto Roncesvalles Avenue and then make a U-turn in order to continue northbound

- It would increase traffic congestion on Queen Street West

Suggestions given relating to Option 1 included:

- Implement all-day restrictions to reduce confusion and improve compliance
- Implement time-based restrictions to reduce inconvenience
- Implement a restriction only on the eastbound through maneuver
- Implement restrictions on both left turns and the eastbound through maneuver
- To reduce traffic infiltration from The Queensway:
  - Improve signal timing at the King-Queen-Queensway-Roncesvalles (KQQR) intersection to allow more people to turn left from The Queensway onto Roncesvalles Avenue
  - Correct Google Maps navigational directions, which tell people that they cannot turn left from The Queensway onto Roncesvalles Avenue and instead direct people onto Sunnyside Avenue and Pearson Avenue
  - Remove the traffic signal at The Queensway and Sunnyside Avenue and prohibit left turns at that intersection, or limit left turns to access St. Joseph's Health Centre Parking Garage only
  - Convert the entirety of Sunnyside Avenue to one-way southbound
- To reduce traffic infiltration from Parkside Drive:
  - Convert Garden Avenue to one-way westbound between Indian Road and Parkside Drive
- Instead of this change, revert Sunnyside Avenue to a two-way street

**Option 2: Prohibit the left-turn from St. Joseph's Health Centre Parking Garage to require all outbound traffic to exit towards The Queensway.**

The most common positive comments shared regarding Option 2 included:

- It would be a simple change
- It would not impact local residents
- It would have fewer impacts to neighbourhood circulation than Option 1
- It would address the significant amount of hospital-related traffic on Pearson Avenue

The most common concerns shared regarding Option 2 included:

- It would not be effective without enforcement
- It would not address traffic infiltration from The Queensway
- It would make it difficult for St. Joseph's Health Centre staff who live in the neighbourhood to drive home after work
- It would cause traffic congestion southbound on Sunnyside Avenue, in part due to existing congestion on The Queensway
- It would cause traffic congestion on Glendale Avenue or Claude Avenue for those travelling northbound, as people would be unlikely to choose to turn left from The Queensway onto Roncesvalles Avenue

Suggestions given relating to Option 2 included:

- Reconstruct the St. Joseph's Health Centre Parking Garage driveway exit to direct people to turn right onto Sunnyside Avenue
- Add further in-road barriers to prevent noncompliance
- Improve signal timing for the traffic signal at The Queensway and Sunnyside Avenue to accommodate this change
- Complete a traffic count to understand how much traffic is coming from the St. Joseph's Health Centre Parking Garage, and how much of it is hospital staff
- Instead of this change, require St. Joseph's Health Centre to provide a staff shuttle from the subway to the hospital to improve transit usage among staff

- Instead of this change, convert Sunnyside Avenue to one-way northbound north of Pearson Avenue
- Instead of this change, revert Sunnyside Avenue to a two-way street

Additional suggestions shared for this area include:

- Reduce St. Joseph's Health Centre Parking Garage parking fees to encourage hospital visitors to park onsite instead of looking for free on-street parking
- Consider how traffic patterns will change during upcoming St. Joseph's Health Centre construction, including the relocation of the hospital parking garage

**Question 2: Please provide feedback on any of the proposed options to promote use of Lansdowne Avenue and discourage neighbourhood infiltration onto segments of Rideau Avenue, Macdonell Avenue, and Fern Avenue**

**Option 1: Restrict (specific time periods) the southbound right-turn from Lansdowne Avenue to Rideau Avenue**

The most common positive comments shared regarding Option 1 included:

- It is the least disruptive to local residents
- It would not lead to further traffic infiltration on other neighbourhood streets
- It would address traffic related to school drop-off at Fern Avenue Public School
- It would address traffic infiltration from Lansdowne Avenue

The most common concerns shared regarding Option 1 included:

- It would not be effective without enforcement
- It would cause confusion and noncompliance
- It would be inconvenient for local residents, especially those who shop at the No Frills located at Dundas Street West and Lansdowne Avenue
- It would be inconvenient for visitors to the temple and school on Fern Avenue
- It would increase traffic congestion on Sorauren Avenue
- It would increase traffic congestion on Lansdowne Avenue and at the intersections of Queen Street West, Lansdowne Avenue and Jameson Avenue
- It would increase traffic congestion on Dundas Street West and Queen Street West
- It would not address traffic infiltration outside of the selected time periods

Suggestions given relating to Option 1 included:

- Ensure that only specific time periods are targeted, i.e. only peak periods, to reduce disruption to local residents
- Exempt local residents from this rule
- Combine this option with Option 3
- Instead of this change, or in addition to this change, add a traffic signal to the Lansdowne Avenue and Rideau Avenue intersection
- Instead of this change, convert the entirety of Macdonell Avenue to a northbound street
- Instead of this change, revert Macdonell Avenue south of Fern Avenue to a southbound street

**Option 2: Prohibit (all day) or restrict (specific time periods) the westbound left-turn from Fern Avenue to Sorauren Avenue**

The most common positive comments shared regarding Option 2 included:

- It would reduce traffic volumes on Fern Avenue
- It would reduce traffic volumes on Sorauren Avenue

- It would be less disruptive for the neighbourhood

The most common concerns shared regarding Option 2 included:

- It would be inconvenient to local residents, particularly those who live on Fern Avenue or who park in the laneway between Wright Avenue and Fern Avenue
- It would make it more difficult for residents to circle the block looking for on-street parking
- It would not significantly reduce traffic volumes on Fern Avenue
- It would increase through-traffic on Fern Avenue to Roncesvalles Avenue, which would increase traffic volumes near Fern Avenue Public School
- It would increase traffic volumes on Macdonell Avenue and Wabash Avenue from those seeking to access Sorauren Avenue, which would also increase traffic volumes near Sorauren Avenue Park and the new Wabash Community Recreation Centre
- It would increase traffic volumes on Lansdowne Avenue
- It would increase traffic volumes in laneways
- It would not be effective without enforcement
- It would cause confusion and noncompliance

Suggestions given relating to Option 2 included:

- Implement time-based restrictions to reduce inconvenience
- Add a traffic camera at the intersection of Fern Avenue and Macdonell Avenue
- Instead of this change, revert Macdonell Avenue to a southbound street

### **Option 3: Extend the one-way northbound on Macdonell Avenue between Fern Avenue and Rideau Avenue**

The most common positive comments shared regarding Option 3 included:

- It would reduce traffic volumes on Fern Avenue and near Fern Avenue Public School
- It would cause the least disruption to local residents
- It would be the most intuitive change
- It would still allow people to access Sorauren Avenue Park from Lansdowne Avenue

The most common concerns shared regarding Option 3 included:

- It would be inconvenient to local residents, particularly those who park in the laneway between Wright Avenue and Fern Avenue, as well as those who live or park on streets south of Fern Avenue
- It would cause noncompliance
- It would increase traffic volumes on Macdonell Avenue and Wabash Avenue, which would also increase traffic volumes near Sorauren Avenue Park, Charles G. Williams Park, and the new Wabash Community Recreation Centre
- It would increase traffic volumes on Sorauren Avenue
- It would increase traffic volumes in laneways
- It would not address traffic infiltration from those who are travelling westbound to Parkside Drive

Suggestions given relating to Option 3 included:

- Install a physical barrier at Rideau Avenue and Macdonell Avenue to prevent people from driving southbound
- Install speed humps on Wabash Avenue and Macdonell Avenue
- Install missing sidewalk on northeast corner of Wabash Avenue and Macdonell Avenue and/or add a crosswalk at Wabash Avenue and Lukow Terrace

- Remove parking on Macdonell Avenue north of Rideau Avenue to accommodate two-way traffic volumes and reduce incidences of people driving onto the sidewalk when driving northbound
- Combine this option with Option 1
- Combine this option with a reversal of the traffic directions on Fern Avenue and Wright Avenue between Sorauren Avenue and Macdonell Avenue
- Instead of this change, convert Macdonell Avenue to a northbound street from Pearson Avenue or Garden Avenue
- Instead of this change, revert Macdonell Avenue to a southbound street

#### **Option 4: Convert Rideau Avenue to one-way eastbound between Lansdowne Avenue and Macdonell Avenue**

The most common positive comments shared regarding Option 4 included:

- It would have the greatest impact on traffic infiltration from Lansdowne Avenue
- It would not change traffic patterns within the neighbourhood
- It would address the narrow width of Rideau Avenue and make the street safer

The most common concerns shared regarding Option 4 included:

- It would be inconvenient for local residents arriving from Lansdowne Avenue, especially since Seaforth Avenue is also one-way eastbound
- It would not address existing eastbound cut-through traffic from Wright Avenue to Lansdowne Avenue via Macdonell Avenue and Rideau Avenue
- It would increase traffic congestion on Sorauren Avenue
- It would increase traffic congestion on Lansdowne Avenue

Suggestions given relating to Option 4 included:

- Combine this option with a change to convert Seaforth Avenue to one-way westbound
- Combine this option with the installation of a contra-flow westbound bike lane
- Instead of this change, revert Macdonell Avenue to a southbound street

Additional suggestions shared for this area include:

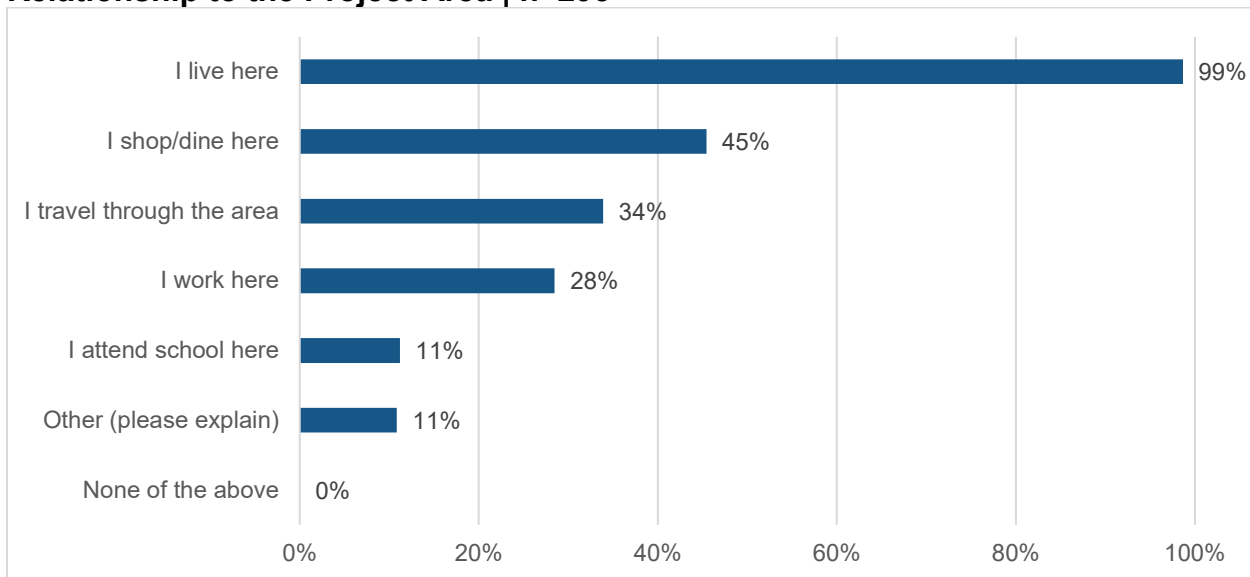
- Improve road maintenance around in-road street signage and barriers, which are currently surrounded by dirt and debris
- Repair roadway damage on Sorauren Avenue
- Install pedestrian crossing at Rideau Avenue and Macdonell Avenue
- Improve safety at intersections of Wright Avenue, Macdonell Avenue and Rideau Avenue
- Install speed humps on Fern Avenue
- Install speed cameras
- Encourage more police enforcement and ticketing
- Address existing cut-through route for people driving westbound to Parkside Drive via Rideau Avenue, Macdonell Avenue, Wabash Avenue, Sorauren Avenue and Fermanagh Avenue

# Appendices

## Appendix A: Comment Form Participant Profile

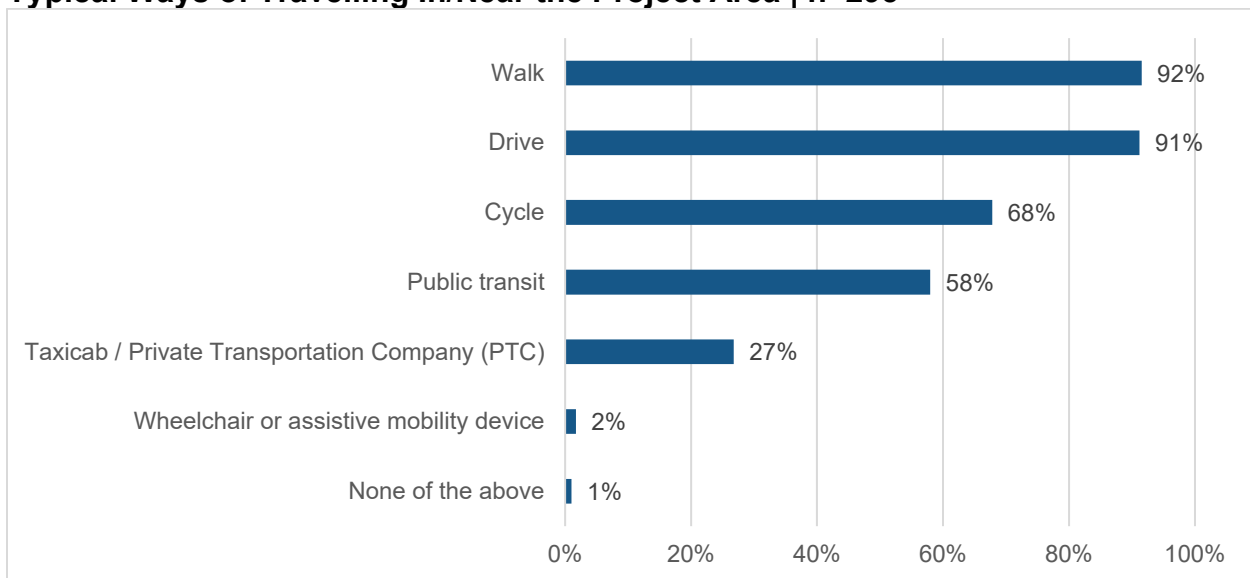
A total of 295 respondents provided optional demographic information described below.

### Relationship to the Project Area | n=295



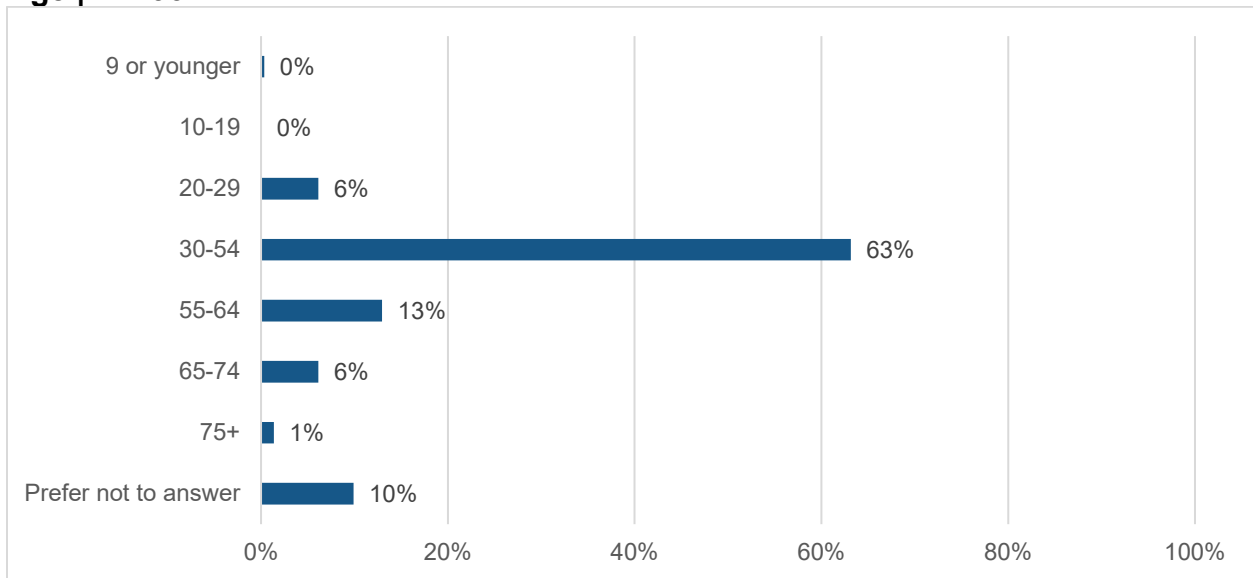
Most respondents (99%) live in the project area. Of those who selected “Other” as their response, the most common relationship to the area was that the respondent’s children attend school in the area.

### Typical Ways of Travelling In/Near the Project Area | n=295



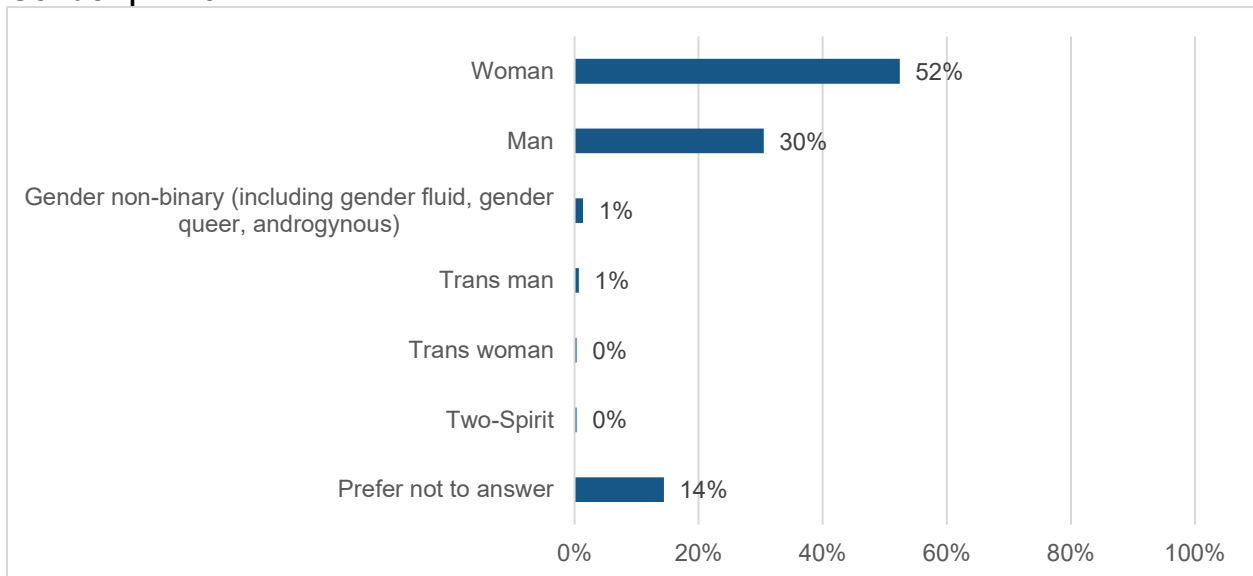
Most respondents walk (92%) and/or drive (91%) in or near the project area. A majority also cycle (68%) or take public transit (58%).

## Age | n=293



Most respondents are in the working age category (63%).

## Gender | n=292



Slightly more than half of respondents identified as women (52%).