



Alton Towers Neighbourhood Connections

Public Consultation Report
October 2025



Contents

Consultation Summary	2
Project Overview	3
Overview of Communications and Consultation Activities.....	3
Communication Activities	3
Consultation Activities.....	3
What We Heard.....	4
Survey.....	5
Public Consultation Drop-in Event.....	15
Additional Feedback (email, telephone and pop-up engagement).....	16
Appendices.....	17

For questions about this report, please contact:

Anna Kim
Senior Coordinator, Public Consultation Unit
AltonTowersConnections@toronto.ca
416-338-1837

Consultation Summary

Public and interest group consultation for the first of Alton Towers Neighbourhood Connections project took place from May 28, 2025 to June 25, 2025.

Consultation activities included three meetings with interest groups, one pop-up community engagement activity, a public drop-in event, an online feedback survey, and comment tracking. Twenty-eight people attended the in-person public drop-in event held on June 11, 2025, 43 survey responses were received and seven people provided comments by mail, phone and email.

Overall, public consultation participants expressed support for road safety improvements on Ingleton Boulevard to help reduce motor vehicle speeds including a 30 km/hr speed limit, improve pedestrian crossings and make the road safer for people walking and cycling.

In terms of options provided for Ingleton Boulevard, participants indicated greater support for Option 2, a dedicated bikeway, than for Option 1, a neighbourhood greenway in Sections 2 to 4 of the corridor. Supportive comments for Option 2 overwhelmingly cited safety for people cycling as the main reason for separated infrastructure. Comments by those who do not support the addition of cycling infrastructure cited observing a low number of cyclists on the road, concerns that new infrastructure will not be used and concerns about the cost of construction and maintenance.

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

A second phase of consultation is planned for Spring 2026 to receive feedback on Alton Towers Circle, Whistling Hill Drive, Ketchum Place, Audrelane Court, Oakhaven Drive and Boxdene Drive.

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

Project Overview

Alton Towers Neighbourhood Connections Phase One public consultation invited residents and community interest groups to learn more and provide feedback on proposed changes to Ingleton Boulevard between Middlefield Road and Alton Towers Circle. The proposed changes aim to create safer and more accessible neighbourhood streets for everyone especially for seniors, school children, pedestrians and people cycling, and to better connect residents to local destinations. From 2014 to 2023, there were 105 collisions on Ingleton Boulevard, with seven involving pedestrians or people cycling.

Planned roadwork scheduled for 2027 to repave the road and repair and replace damaged curb and sidewalk provides an opportunity to make the road safer for everyone on Ingleton Boulevard. No vehicle lanes will be removed through this project.

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/AltonTowersConnections (277 unique visits)
- Notice delivered by private delivery service (6500 addresses in the project area). The notice contained information in English along with both Simplified and Traditional Chinese.
- Emails to interest groups including schools, community centers, the local library, high-rise buildings in the project area and elected officials (17 contacts)
- Pop-up community engagement activity at a fun fair event at Macklin Public School (About 20 people directly engaged)

Consultation Activities

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

Activity	Date	Participation
Virtual Community Interest Group Meetings	May 1, 2025 (Macklin Public School Principal); May 27, 2025 (Macklin Public School Parent Council Meeting); June 3, 2025 (Alton Towers Community Interest Group Meeting)	10 attendees (17 invited)
Public Drop-In Event	June 11, 2025	28 attendees
Online Survey	May 28, 2025 to June 25, 2025	43 responses
Pop-Up Engagement Activities	June 5, 2025	20 participants directly engaged
Email/Phone	May 28, 2025 to June 25, 2025	6 comments received from 6 individuals

What We Heard

- Overall, participants acknowledged road safety issues and speeding on Ingleton Boulevard. Participants expressed the desire for improvements to calm motor vehicle traffic including a 30 km/hr speed limit, to make the roads safer for pedestrians and to address motor vehicle traffic congestion at schools during drop-off and pick-up times. Participants generally indicated support for speed humps. Some expressed concerns about the impact of chicanes and narrowing of lanes of traffic for drivers.
- Overall, survey respondents expressed support for proposed cycle tracks on Ingleton Boulevard. While there was some support for Option 1, the majority of survey respondents supported Option 2, a dedicated bikeway on Ingleton Boulevard, citing safety as the key factor for desiring separated infrastructure for people cycling. Respondents opposed to dedicated cycling infrastructure cited a low number of people cycling on the road along with concerns about the cost of construction and maintenance of the bikeway.
- Survey participants expressed a similar amount of support for the two proposed options for changes at Ingleton Boulevard and Alton Towers Circle but there was slightly more support for converting the intersection of Ingleton Boulevard and Alton Towers Circle to an all-way stop over the improved pedestrian crossover option, citing safety for all road users especially pedestrians, and traffic calming impact as the main reasons for supporting this option.
- Public feedback included comments about the need to add crossings for pedestrians on streets near the project area including the intersection of McNicoll Avenue and Shady Hollow Drive where respondents cited motor vehicle accidents occurring and on Brimley Road to connect Oakhaven Drive and Audrelane Court, a route that is already being used by people including many seniors as a road crossing.

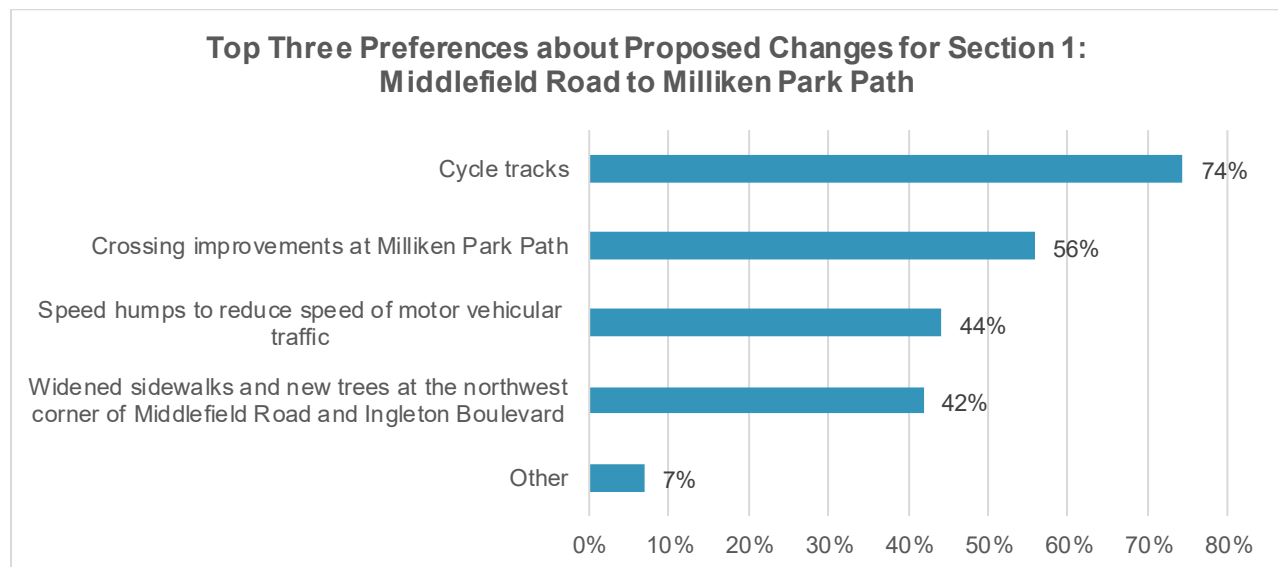
Survey

The survey was available online and in print format and included background information on the project. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See Appendix for survey participant profile.

Responses received to each question are presented here by project section.

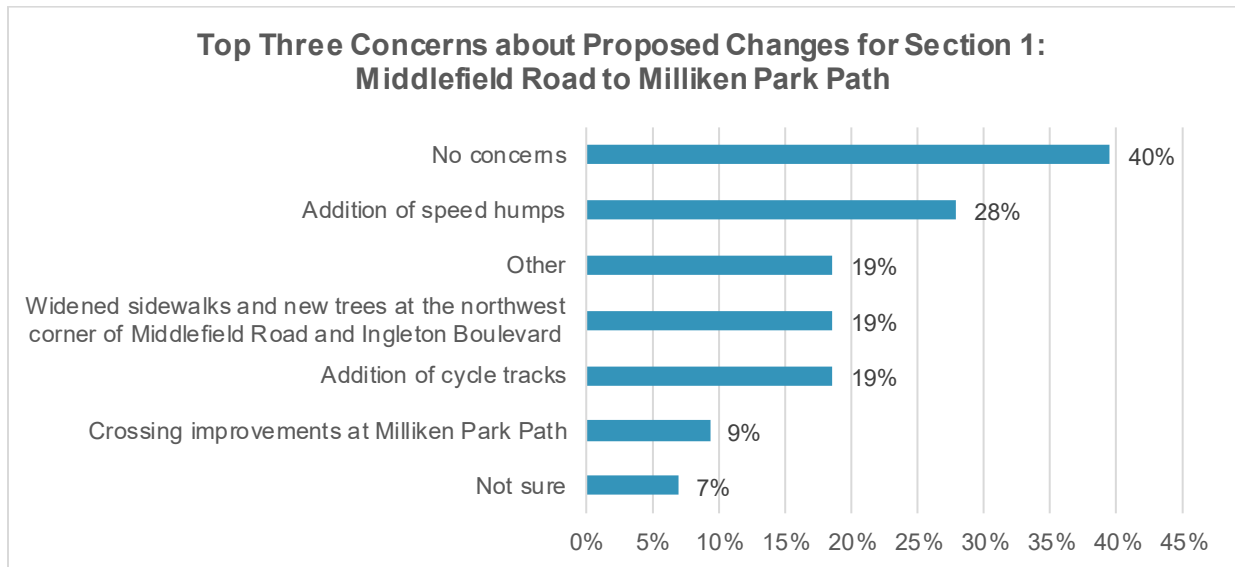
Section 1: Middlefield Road to Milliken Park Path

Question: What do you like about the proposed changes for Section 1: Middlefield Road to Milliken Park Path? Select your top three.



Forty-three respondents answered this question. The most popular proposed changes were cycle tracks, selected by almost 75% of respondents followed by crossing improvements at Milliken Park Path which was selected by over 50% of respondents. The third most popular proposed change was speed humps to reduce speed of motor vehicular traffic (44%). Of the 40 respondents, 42% selected widened sidewalks and new trees at Middlefield Road and Ingleton Boulevard as one of their top three changes. Five respondents selected 'Other,' and indicated that they would like no changes on this section of Ingleton Boulevard or that they opposed the project as a whole.

Question: What concerns you about the proposed changes for Section 1: Middlefield Road to Milliken Park Path? Select your top three concerns.



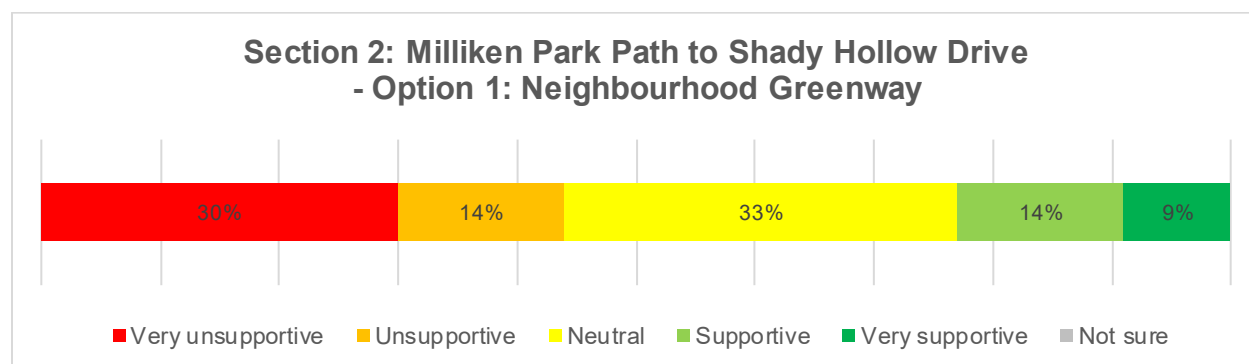
There were 43 respondents to this question. Forty percent of respondents said they have no concerns. The top concern about proposed changes was the addition of speed humps, which was selected by almost 30% of respondents. The third most selected concern were widened sidewalks and new trees at the northwest corner of Middlefield Road and Ingleton Boulevard, the addition of cycle tracks, and 'Other.' Concerns cited as 'Other' included aggressive drivers on the road, the proposed design impeding motor vehicular traffic, the proposed reduction of the speed limit, narrowing the road in front of schools, cycle tracks causing issues for passive water drainage and cycle tracks not being protected.

Comments about proposed changes for Section 1

Many survey respondents' comments expressed support for safer walking and cycling infrastructure and increased connectivity for people cycling. Comments also expressed support for traffic calming to make the road safer. One respondent noted the desire to have the roads widened at the intersection. Respondents opposed to the proposed changes cited the low number of people cycling on the road and the perceived small number of pedestrians and people cycling involved in collisions.

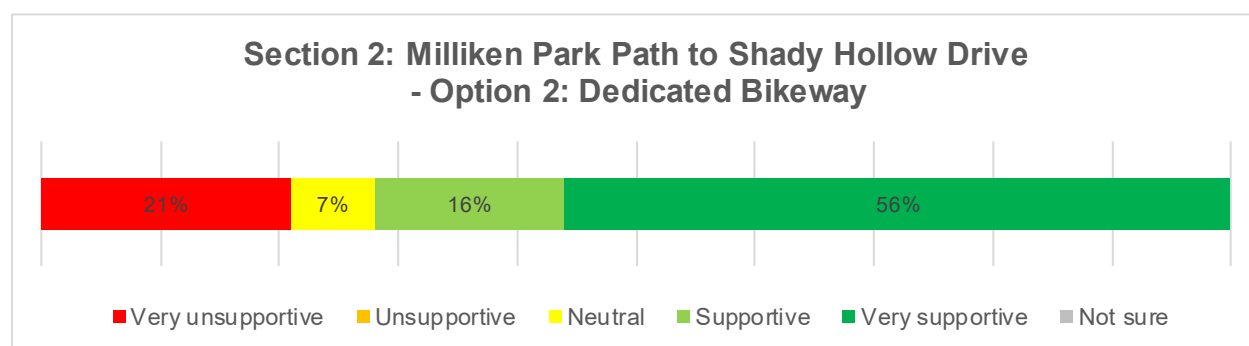
Section 2: Milliken Park Path to Shady Hollow Drive

Question: For Section 2: Milliken Park Path to Shady Hollow Drive, are you supportive of Option 1: Neighbourhood Greenway?



There were 43 respondents to this question. Thirty percent of respondents are very unsupportive, 14% are unsupportive, 33% are neutral, 14% are supportive, and 9% are very supportive. No one selected 'not sure.'

Question: For Section 2: Milliken Park Path to Shady Hollow Drive, are you supportive of Option 2: Dedicated Bikeway?



There were 43 respondents to this question. Twenty-one percent were very unsupportive, no one selected unsupportive, 7% selected neutral, 16% selected supportive, 56% selected very supportive and no one selected 'not sure.'

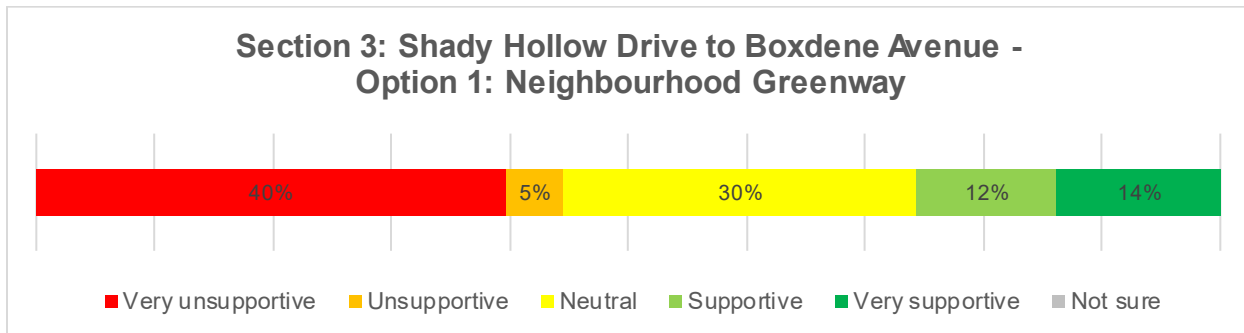
Comments about Section 2

Some respondents supportive of Option 1 expressed concerns about clearing snow from bike lanes.

Respondents supportive of Option 2, who provided comments, feel strongly that people cycling need safety that they believe is provided by separated cycle tracks. Other comments included concerns about the narrowing of vehicle travel lanes with the addition of separated cycle tracks. Some respondents commented that the sidewalk is sufficient for cyclists and that not many people cycle on the road.

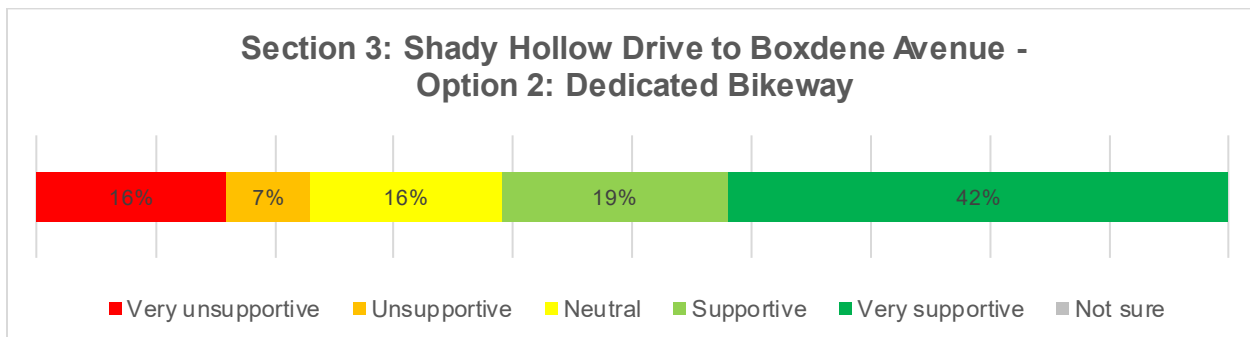
Section 3: Shady Hollow Drive to Boxdene Avenue

Question: For Section 3: Shady Hollow Drive to Boxdene Avenue, are you supportive of Option 1: Neighbourhood Greenway?



There were 43 respondents to this question. Forty percent selected very unsupportive, 5% selected unsupportive, 30% selected neutral, 12% selected supportive, 14% selected very supportive and no one selected not sure.

Question: For Section 3 Shady Hollow Drive to Boxdene Avenue, are you supportive of Option 2: Dedicated Bikeway?



There were 43 respondents to this question. Sixteen percent selected very unsupportive, 7% selected unsupportive, 16% selected neutral, 19% selected supportive, 42% selected very supportive and no one selected not sure.

Comments about Section 3

Respondents supportive of Option 1 believe this would be a more efficient use of resources and some commented that chicanes and speed humps will sufficiently slow down motor vehicular traffic resulting in the ability of people cycling to safely share the road with motor vehicular traffic. Some raised concerns about e-bike users impacting pedestrians on a multi-use trail.

Respondents supportive of Option 2 cited the safety provided by separated infrastructure for people cycling as the primary reason for their support. Some respondents expressed concerns about the impact of a bikeway on traffic in front of Macklin Public School, citing potential impact to parking or exacerbating the traffic in front of the school during drop-off and pick-up times.

Some concerns about e-bike users Some respondents commented that the multi-use trail in Option 2 might encourage more students to cycle to school.

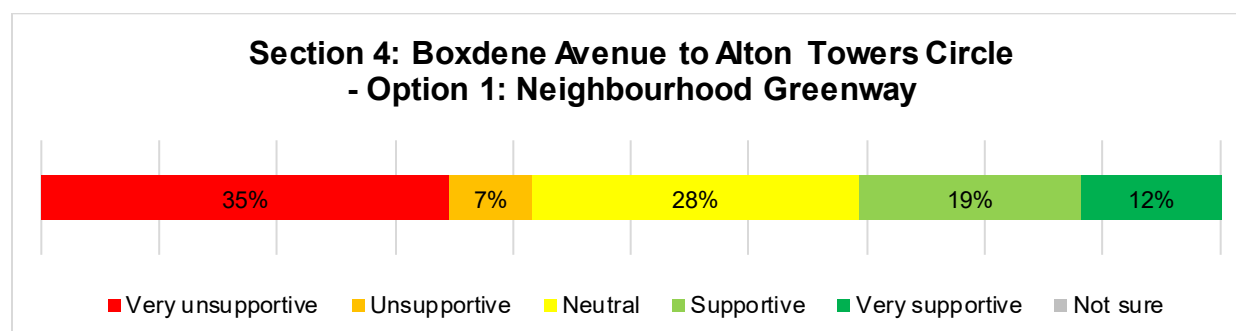
A small number of respondents were unsupportive of both options and cited concerns about the use of taxpayer resources for the project.

Comments about what is important for the proposed crossing improvement at Macklin Public School.

When asked about what is important for the proposed crossing improvement at Macklin Public School, the majority of respondents to this question stated safety for children, improvements to the crosswalk to make it safer for pedestrians, a shorter distance to cross the road, reducing the speed limit, measures to slow cars down and prevent speeding in front of the school, limiting parking in front of the school and having separated and dedicated bike lanes to the school for safety reasons. One respondent expressed concerns about the safety of children that might be impacted by a shared walkway with pedestrians as “cyclists can inadvertently run into them and cause accidents.”

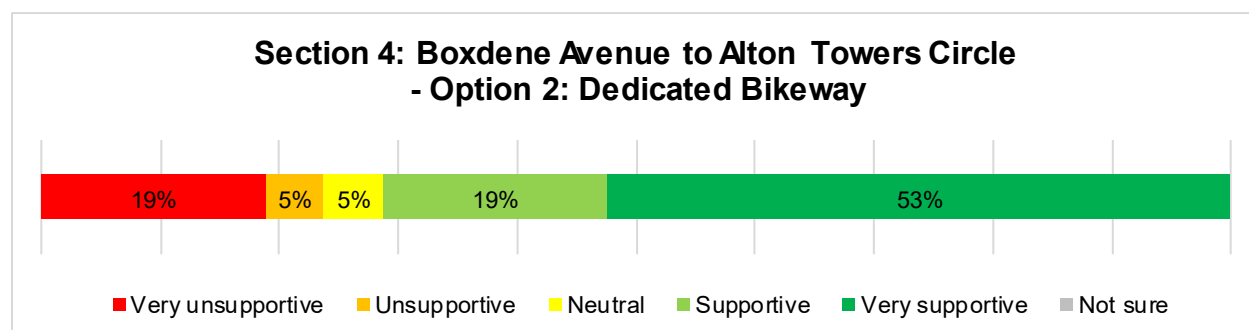
Section 4: Boxdene Avenue to Alton Towers Circle

Question: For Section 4: Boxdene Avenue to Alton Towers Circle, are you supportive of Option 1: Neighbourhood Greenway?



There were 43 respondents to this question. Thirty-five percent selected very unsupportive, 7% selected unsupportive, 28% selected neutral, 19% selected supportive, 12% selected very supportive and no one selected 'not sure.'

Question: For Section 4: Boxdene Avenue to Alton Towers Circle, are you supportive of Option 2: Dedicated Bikeway?



There were 43 respondents to this question. Nineteen percent were very unsupportive, 5% were unsupportive, 5% were neutral, 19% selected supportive, 53% selected very supportive and no one selected 'not sure.'

Comments about Section 4

Respondents supportive of Option 1 cited preference for a wider road and concerns about the loss of parking and snow removal on the dedicated bikeway.

Respondents supportive of Option 2 overwhelmingly cited safety for people cycling as the primary reason for their support, and some respondents commented that the dedicated bikeway would promote cycling.

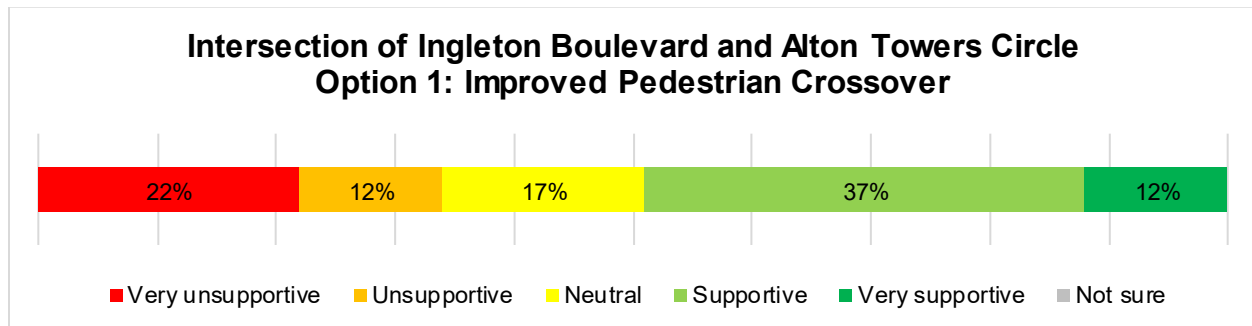
A small number of respondents were unsupportive of both options and cited concerns about the use of taxpayer resources for the project.

Comments about what is important about the proposed crossing in front of Divine Infant Catholic School

Seventeen respondents answered this question. The majority of respondents to this question cited the safety of children and all road users and some respondents cited lowering traffic speed and measures to calm traffic as important considerations for the proposed crossing in front of Divine Infant Catholic School.

Ingleton Boulevard and Alton Towers Circle

Question: For the intersection of Ingleton Boulevard and Alton Towers Circle, are you supportive of Option 1: Improved Pedestrian Crossover?



There were 41 respondents to this question. 22% selected very unsupportive, 12% selected unsupportive, 17% selected neutral, 37% selected supportive, 12% selected very supportive and no one selected 'not sure.'

Comments about Option 1 for the intersection of Ingleton Boulevard and Alton Towers Circle

Respondents were asked to explain their responses about Option 1: Improved Pedestrian Crossover.

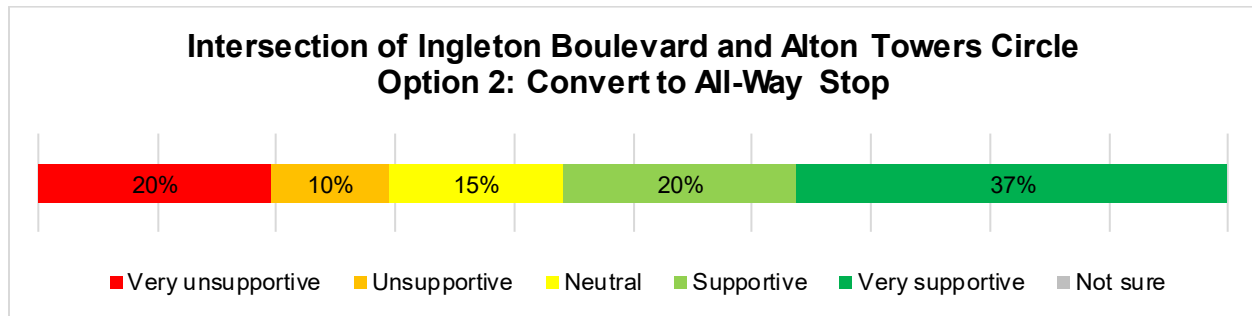
The most common reasons respondents cited for not supporting this option included:

- Pedestrians being limited to crossing on only one side of the intersection
- The narrowing of the road for motor vehicle traffic
- The lack of protection for people cycling from motor vehicles turning onto Alton Towers Circle from Ingleton Boulevard
- The observation that motor vehicles often do not stop when the pedestrian signal has been activated
- Drivers traveling north on Alton Towers Circle would not be required to stop at the intersection.

The most common reasons respondents cited for supporting this option included:

- Safety for pedestrians resulting from the proposed curb extensions, the shorter crossing distance for pedestrians and the raised crosswalk
- Greater traffic efficiency
- The ability to make a left turn from the cycle track.

Question: For the intersection of Ingleton Boulevard and Alton Towers Circle, are you supportive of Option 2?



There were 41 respondents to this question. 20% selected very unsupportive, 10% selected unsupportive, 15% selected neutral, 20% selected supportive, 37% selected very supportive and no one selected not sure.

Comments about Option 2 for the intersection of Ingleton Boulevard and Alton Towers Circle

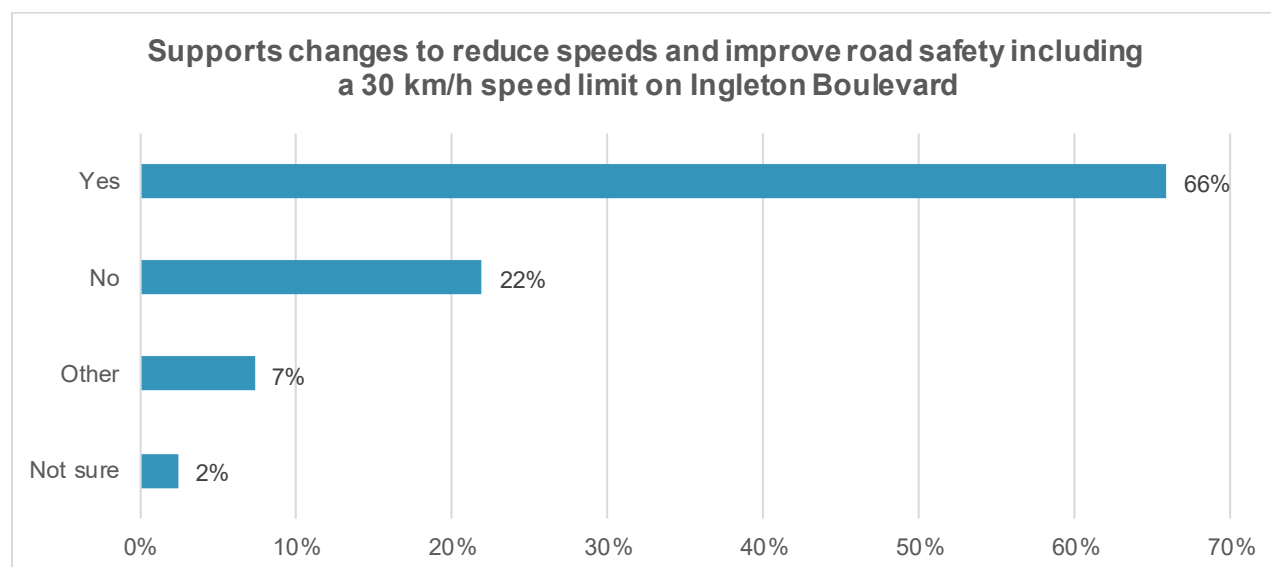
Respondents were asked to explain their responses about Option 2: Convert to All-Way Stop. The most common reasons respondents cited for supporting this option included:

- Safety for all road users
- Inclusion of a pedestrian crossing on all intersection sides
- The all-way stop would help to reduce speeding on Alton Towers Circle.

Reasons for not supporting Option 2 at this intersection included:

- The perception that the proposed changes are excessive for the location and the volumes of users
- Concern that this design would be confusing owing to the proposed locations of the cyclist crossings (on the sidewalk and next to pedestrian crossings).

Question: Overall, do you support changes to reduce speeds and improve road safety on Ingleton Boulevard including a 30 km/hr speed limit?



There were 41 respondents to this question. The majority of respondents support the proposed changes to reduce speeds and improve road safety on Ingleton Boulevard. Just over 20% do not support the proposed changes to reduce speeds and improve road safety on Ingleton Boulevard and just over 10% selected 'Other' or said they were not sure about supporting the proposed changes to reduce speeds and improve road safety on Ingleton Boulevard.

Additional comments

Survey respondents were asked to share any additional comments, concerns, observations, or suggestions related to Ingleton Boulevard. Additional comments included the perception that proposed changes are unnecessary or are a waste of taxpayer money along with expressions of support for road safety improvements and cycling infrastructure. One respondent commented on the dangers of an intersection near Ingleton Boulevard (Shady Hollow Drive and McNicoll Avenue) where a bus stop is next to the left turn lane which blocks traffic or leads to collisions.

Public Consultation Drop-in Event

At the June 11, 2025 public drop-in event, attendees were able to view information panels and roll plans about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Comment Summary
Bus stops	- There are too many bus stops within close proximity of each other - Bus stop at White Heather Boulevard and Shady Hollow Drive not needed
Chicanes	- Concern that chicanes create risk of motor vehicles driving into oncoming traffic or driving in the middle of the road and preference for speed humps - Do not want chicanes
Connectivity	- Desire for a new road to access the community centre - New loading area needed in front of Milliken Park
Construction	- Concern that nearby City construction work is taking a long time
Cycling	- Concern that people in the suburbs are not familiar with bike lanes which could result in accidents - Comment about not seeing many cyclists in the area - Concern about additional cost of maintenance of cycling infrastructure - Support expressed for both proposed options in Sections 2 to 4 - Support for raised curb for separated bikeway - Curb cut needed at trail crossings at Brimley Road and Brimwood Boulevard, Muirlands Drive to Muirlands Park and Ketchum Place
Intersection design	- Preference for all-way stop at Alton Towers Circle - Widen sidewalk on Alton Towers Circle - Left turn lane on Ingleton Boulevard to Middlefield Road needs to be moved further behind the existing stop bar to make the turn easier
Lighting	- Need for lighting improvements on Ingleton Boulevard
Parking	- On-street parking is highly used especially near Middlefield Road and Muirlands Drive - People park on Ingleton Boulevard for events at Milliken Park - Parking needs will arise from new temple and development at Middlefield Road - Motor vehicle traffic should not be allowed in the school area during drop-off
Pedestrian safety	- Crossing needed on Brimley Road to connect Audrelane Court and Oakhaven Drive - Crossing needed on McNicoll Avenue at Shady Hollow Drive
Traffic calming	- Signage is needed to slow down motor vehicle traffic - Speed limit reduction does not reduce accidents - Speed camera could slow down traffic - Support for traffic calming measures - Support for speed humps, including in front of The Divine Infant Catholic School - Traffic calming needed on McNicoll Avenue at Shady Hollow Drive
Road maintenance	- Snow clearing needs to be improved on Ingleton Boulevard - No street sweeping happens on Ingleton Boulevard

Additional Feedback (email, telephone and pop-up engagement)

The comments received through phone and email and comments received at the pop-ups are summarized by theme below:

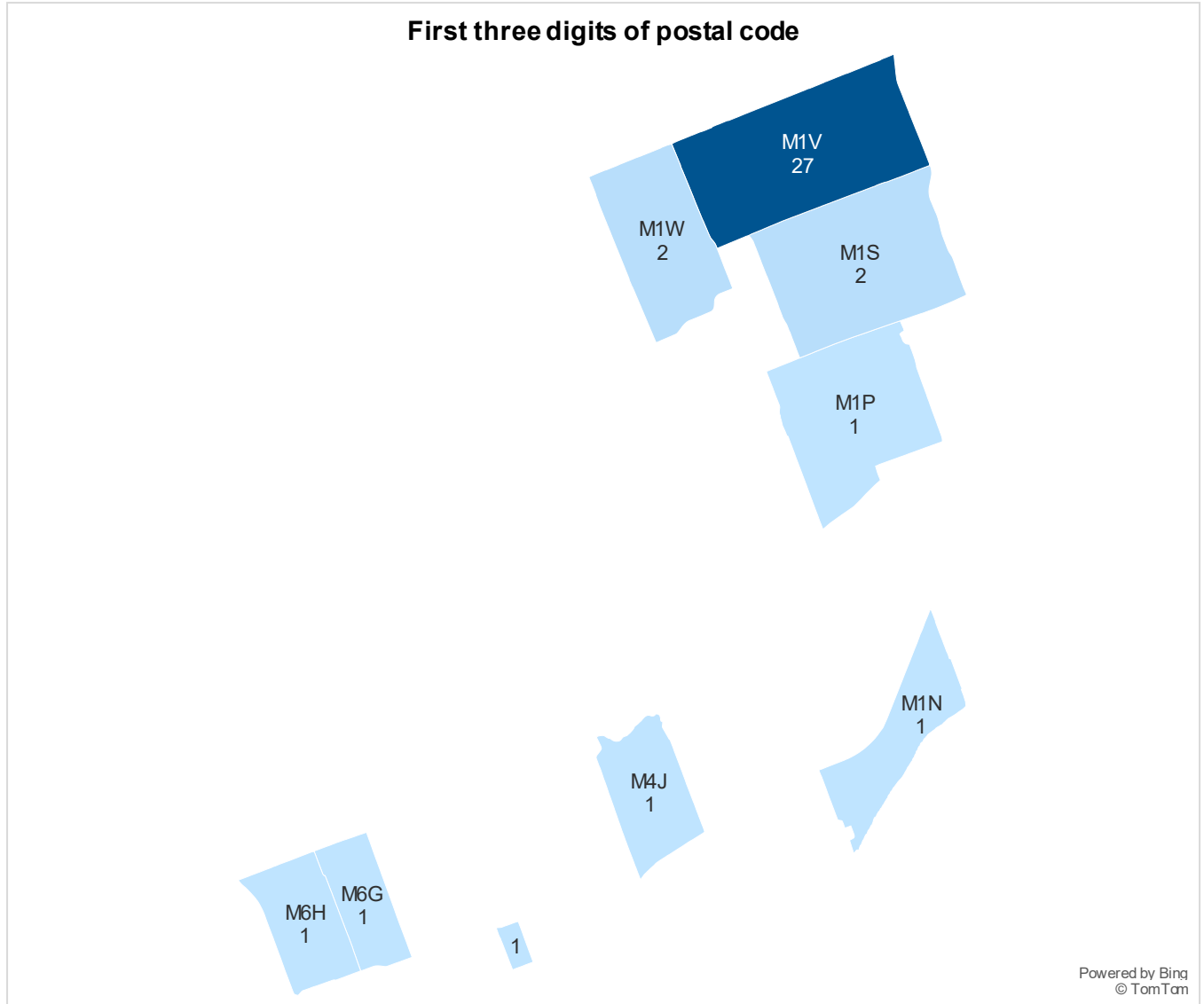
Theme	Comments
Cycling	- Concern that constructing bike lanes is not an efficient use of public funds; would prefer to see funds used to repair roads - People ride bicycles on the sidewalk - A bikeway on Ingleton Boulevard would help with an east-west cycling route - Very little bike traffic observed on Ingleton Boulevard - Concern that cyclists are using pedestrian crossings; enforcement of cycling rules is needed - People do not use bikeways in the winter - Separated bikeway is safer but opposed to poured-in place concrete barriers at driveways - Parents of children at Macklin Public School expressed support for separated cycling infrastructure in the area owing to feeling unsafe driving next to cyclists and the safety that a separated cycle track provides for cyclists
Parking	- Expresses concern about eliminating on-street parking and would like to see feedback about changes on Huntingwood Avenue
Road safety	- Concerns about traffic on Ingleton Boulevard especially parking at Macklin Public School where drivers park on both sides of the road in front of the school resulting in a chaotic and dangerous situation - Request for parking enforcement at Macklin Public School - Concern that Vision Zero Road Safety Plan is best suited for inner-city streets and does not fit with suburban areas of the City
Schools	- Concern about traffic congestion and chaos during drop-off and pick-up at schools - For families living in the condominiums on Alton Tower Circle, it is faster to walk children to Macklin Public School using the path in Muirlands Park than it is to drive
Traffic calming	- A sign displaying speed might be better to reduce the speed of motor vehicle traffic than speed humps

Appendices

Appendix A: Survey Participant Profile

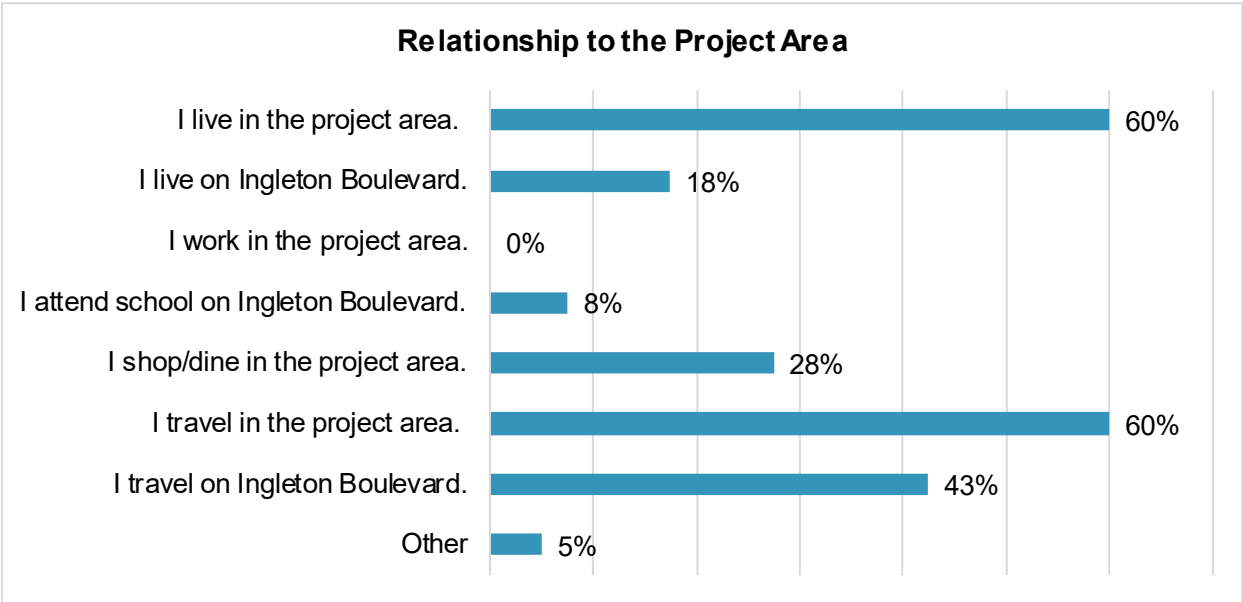
This section provides demographic information about the survey respondents.

Postal Code | n=37



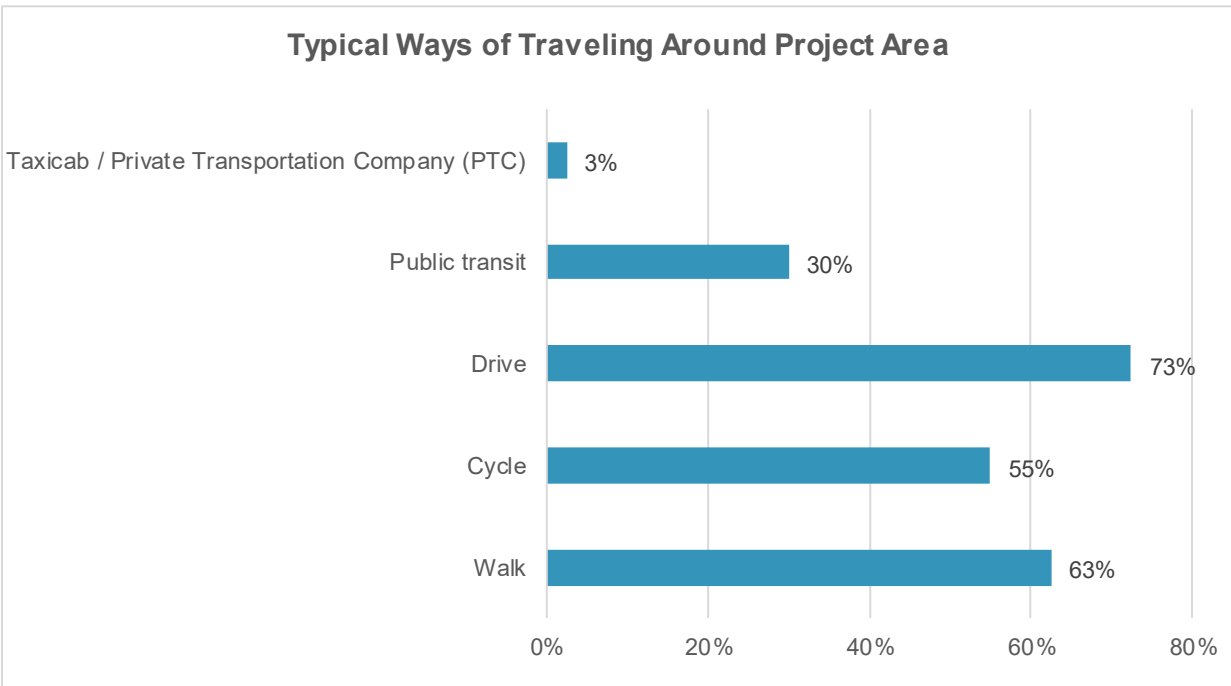
Of the 37 respondents who provided the first three digits of their postal code, almost 70% live in the project area (M1V) and some near the project area (M1S, M1P and M1W), with other respondents scattered across the city. A few respondents did not provide their postal code.

Relationship to the Project Area | n=40



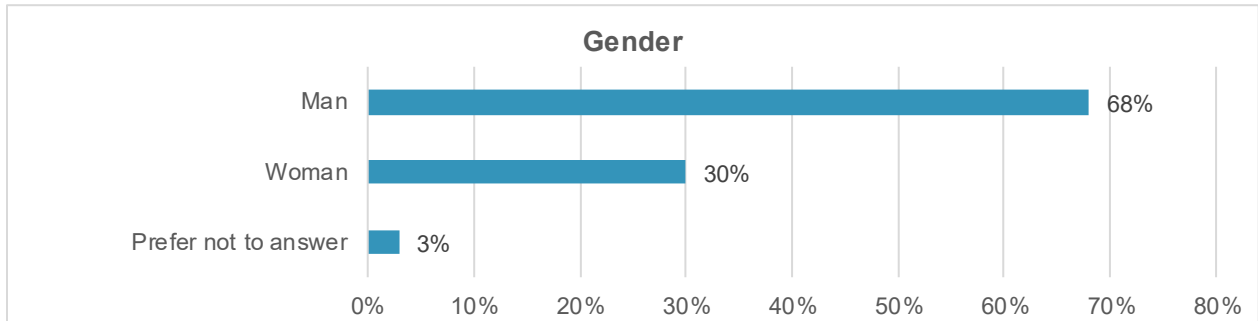
All survey respondents identified a relationship with the project area. 60% of respondents live in the project area and almost 20% live on Ingleton Boulevard. 60% of respondents for this question travel in the project area.

Typical Ways of Travelling Around the Project Area | n=40



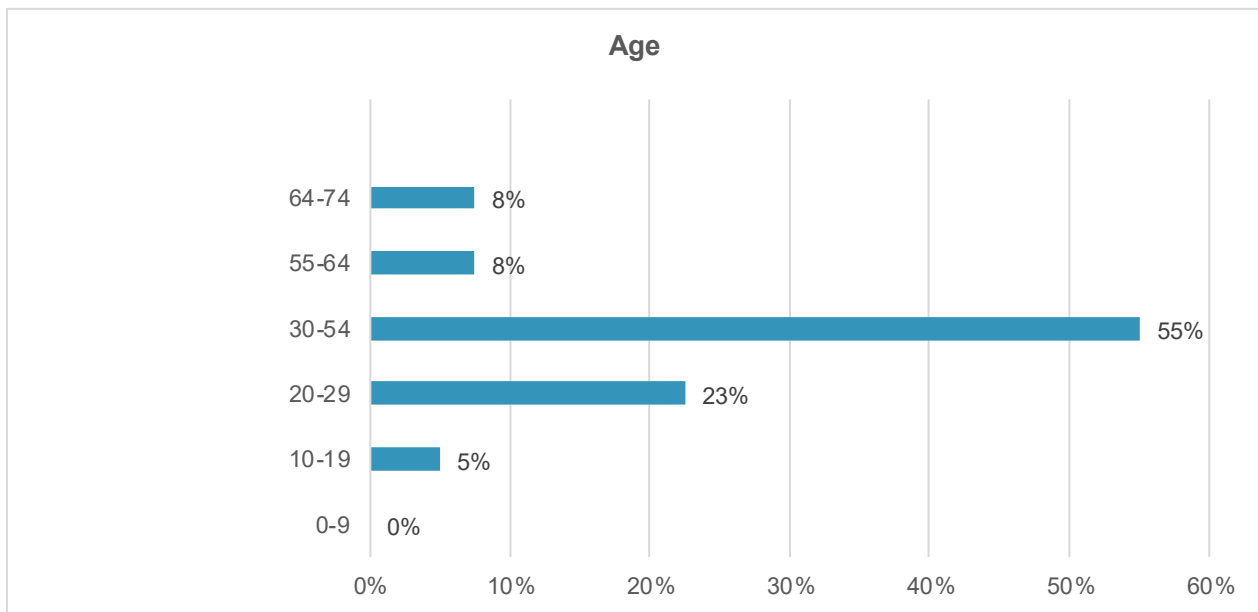
Almost three quarters of survey respondents drive in the project area, followed by more than half of respondents who walk or cycle and slightly less than one third of respondents use public transit. All respondents identified at least two ways of typically travelling in the project area.

Gender | n=40



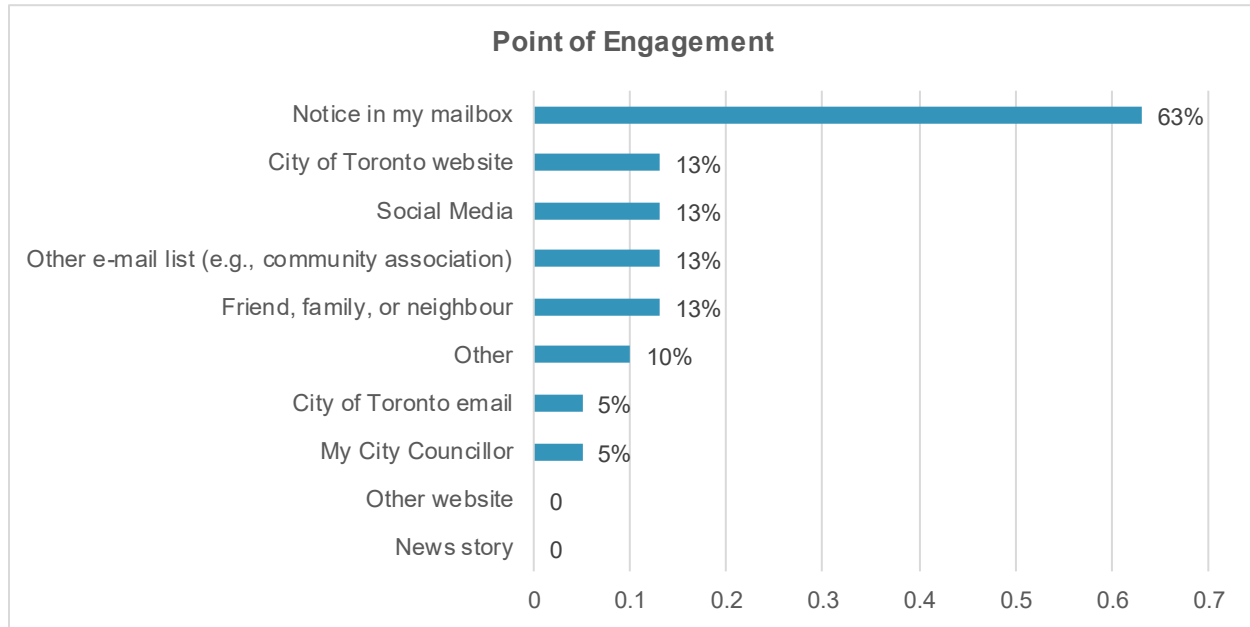
Almost 70% of survey respondents identified as men, followed by women and one participant who chose not to answer.

Age | n=40



Most survey respondents fall in the working age categories. 84% are between 20 and 64 years old.

Point of Engagement | n=40



Over 60% of survey respondents heard about this consultation by the notice delivered to mailboxes in the project area. Some survey respondents heard about the consultation through multiple points of engagement.