

Caledonia Park Road and Davenport Road Safety Improvements

Public Consultation Report
October 2025

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Consultation Summary

Public and interest group consultation for Caledonia Park Road and Davenport Road Safety Improvements took place from August 27 to September 24 with a follow up interest group meeting on October 14, 2025.

Consultation activities included interest group meetings, public drop-in event and comment tracking. Over 30 people attended the in-person drop-in event, over 10 people were present for each meeting with the Joseph J. Piccininni Advisory Council and 28 people providing comments by phone and email.

Communications to inform the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to project stakeholders, and 6,068 flyers distributed by Canada Post throughout the project area.

Overall, there was support for the proposed safety improvements to provide a meaningful difference for people travelling in the neighbourhood across all modes of transportation. There were mixed comments depending on the specific measure.

For **Caledonia Park Road**, there was strong support for safety enhancements to the intersection with Davenport Road due to how unsafe people currently feel crossing. There was also support for the missing sidewalk (from Davenport Road, north 330m) and the addition of more trees and plantings.

For **Davenport Road**, there was support for a new signalized intersection at Foundry Avenue and Davenport Road to improve safety and access to Earls court Park from nearby residents. Others were concerned that a new signal would exacerbate traffic congestion on Davenport Road between Lansdowne Avenue and Caledonia Park Road. There was also support for improving cycling connections both to improve existing conditions and design for the future connection to the Davenport Diamond Greenway. Some respondents were concerned that the cycle track and bi-directional facility upgrades would only add to traffic congestion.

For **Earls court Park Path**, there was a high level of concern raised about the potential for conflict between path users (pedestrians) and more people cycling (including e-bikes and e-scooters) on the path as a main route and traveling at high speeds. While others expressed support for improving the cycling and pedestrian connections at the north and south entrances to the park, there were questions about the design of the park access points and the importance of providing signage and reminders for people to share the path with slower speeds.

The feedback gathered through this consultation will inform staff recommendations to the Infrastructure & Environment Committee (IEC) and City Council.

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

Project Overview

The City of Toronto is proposing to install road safety upgrades on Caledonia Park Road from St. Clair Avenue West to Davenport Road and on Davenport Road, from Caledonia Park Road to Foundry Avenue. In 2026, road work is planned on Caledonia Park Road between St Clair Avenue West and Davenport Road which provides an opportunity to make changes to these intersecting streets.

Members of the public and interest group members were provided with opportunities to provide feedback on:

- Improving pedestrian and cycling connections including:
 - o installing signal at Davenport Road & Foundry Avenue
 - o addition of parking protected cycle tracks on north side of Davenport Road and convert east-bound bike lane on Davenport Road to bi-directional cycle track from Foundry Avenue to Caledonia Park Road
- Enhance safety at three intersections including:
 - o Caledonia Park Road & St. Clair Avenue West
 - o Caledonia Park Road & Davenport Road
 - o Davenport Road & Foundry Avenue
- Install a missing sidewalk on Caledonia Road between Davenport Road and St. Clair Avenue West
- Planting trees and other green infrastructure along Caledonia Park Road

Some changes to parking are required to support intersection safety. There will be no reduction in the number of motor vehicle travel lanes.



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/CaledoniaDavenport (309 unique visits)
- Canada Post direct mail (6,068 addresses in the project area)
- Email to interest groups including resident associations, community groups, organizations, institutions, elected officials and interested individuals (60+ contacts)

Consultation Activities

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

| Activity | Date | Participation |
|------------------------|--------------------------------|--|
| Interest Group Meeting | September 9, 2025 | 10+ attendees |
| Interest Group Meeting | October 14, 2025 | 10+ attendees |
| Public Event | September 10, 2025 | 30 attendees |
| Email/Phone | August 27 – September 24, 2025 | 32 comments received from 28 individuals |

What We Heard

Interest Group Feedback

The comments received through meetings with the Joseph J. Piccininni Advisory Council on September 9 and October 14, are summarized below:

| Topic | Question and Comment Summary |
|---------------------------------------|--|
| Caledonia Park Road | <ul style="list-style-type: none">- Install bike lanes on Caledonia Park Road instead of indicating Earls court Park Path as a multi-use trail for cycling commuters or delivery people on e-bikes.- Request to show volume of people cycling currently on St Clair Avenue and Caledonia Park Road in order to better understand growth of cycling and warranted works. |
| Davenport Road | <ul style="list-style-type: none">- Cycle track will create confusion on road. |
| Davenport Road: Foundry Avenue Signal | <ul style="list-style-type: none">- Adding a signal at Foundry Avenue is too close to signals at Lansdowne Avenue and Caledonia Park Road and will create more traffic congestion.- Signal is needed to improve safety for Foundry Avenue residents to cross the road and access to Earls court Park. |

| Topic | Question and Comment Summary |
|--|---|
| Earlscourt Park | <ul style="list-style-type: none"> - Long history of community advocacy and effort to have the path build with intention to make it safer and accessible for people, seniors, families, children etc. - Very personal appeal to respect the community's use of park and path and that it does not become a major/primary thru route for people cycling which places the community at risk and moves away from the purpose of the path. - Park is part of the neighbourhood's garden and backyard. - Restrictions on bike traffic bylaws should be publicly posted and enforced in park. - Can City guarantee the safety of users who are concerned about conflicts with people cycling and especially with speed/fast moving vehicles like e-bikes and e-scooters. |
| Parking | <ul style="list-style-type: none"> - Consider parking permits for Caledonia Park Road. - Important to provide convenient parking options for JJP and Park users without permits. |
| Other: Silverthorn Cycling Connection, Consultation, E-bike rule enforcement | <ul style="list-style-type: none"> - Cycling infrastructure is a disaster, confusing and did not consider residents access to their own neighbourhood. - Feeling that the City pushes projects like this one and other bicycle related project onto residents without genuine consultation. - City is growing, important to be welcoming and at the same time there is concern about the demands on park use. - St Clair Avenue resident experiences dangers of e-bikes on sidewalk not being respectful. This is a regular occurrence and request for enforcement of rules in park and on street. |

Public Event

At the September 10, 2025, drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

| Topic | Question and Comment Summary |
|---------------------|--|
| Caledonia Park Road | <ul style="list-style-type: none"> - Erosion on the south end/east side of Caledonia Park Road needs to be addressed. - Current motorized speed and narrowing travel lanes will help slow people down especially after 10:30 p.m. - Consider adding No right-turn-on-red prohibition buses excepted St Clair Avenue/Caledonia Park Road for westbound traffic. - Concern about conflicts with large trucks that use road on the way to stockyards. - Support for more trees and plantings (e.g., high bushes) to help provide barrier between road and people on sidewalk especially where street curves. - Unobstructed and unclear site lines at Caledonia Park Road and St Clair Avenue West intersection are a safety concern. |

| Topic | Question and Comment Summary |
|--------------------------------------|--|
| Davenport Road: Foundry Intersection | <ul style="list-style-type: none"> - New signal will make people’s current stressful commute easier and safer road crossing especially with young children. - Concern that new signalized intersection will exacerbate traffic congestion. - Concern about current lack of synchronization along Davenport Road. |
| Earlscourt Park | <ul style="list-style-type: none"> - Add reflective markers on the gates at the Earlscourt Park north entrance for better visual or provide separation with bollards. - Concern about speed and behaviour of people on e-scooters and e-bikes that use path. - Improve the edge of the path as it is a steep drop-off into the grass. - Access at the Earlscourt Park south entrance needs improvement. - Access ramp at the Earlscourt Park south entrance is slippery in the winter. - South section of path closest to Davenport Road is quite narrow and could be widened. - Inquiries about winter maintenance of path. - Consider adding barriers along path to slow people cycling. - Request to fix stairs that are crumbling and rusted handrail. - Comment that the park is meant for people and not for inviting people to cycle through because it is not a good mix. - Comment that there is pooling of water especially after heavy rain at the bottom of trail near Foundry Avenue (armour stone location). - Current congestion on path can be seen by people moving onto grass from path to avoid conflict with another person riding by. |
| Other: | <ul style="list-style-type: none"> - Suggest advance left at Davenport Road and Lansdowne Avenue intersection. - Request westbound left turn at Lansdown Avenue /Davenport Road intersection (note: outside of this project scope). - Request for a speed study of corridor. - Request for enforcement of e-bikes rules and penalties for riding on sidewalks or speeding down Earlscourt Park Path. - Concern about newly installed Silverthorne Avenue cycling connection due to difficult site lines for people in parked cars trying to move into lane and need to avoid oncoming bike traffic from behind as well as associated project costs like lights and bollards. |

Additional Feedback

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

| Topic | Comment Summary |
|--|--|
| Caledonia Park Road | <ul style="list-style-type: none"> - Interest and requests for bike lane or multi-use trail along road. - Suggest "no right on red" sign at Davenport Road for people driving southbound on Caledonia Road because tendency for people driving is to look eastbound to ensure that there is no westbound Davenport travelling traffic. |
| Davenport Road: Cycling Connections | <ul style="list-style-type: none"> - Support for cycle track and bi-directional facility on south side to connect with future Davenport Diamond Greenway as safe, continuous, route for people of all ages. - Consider space for large bikes/trailers waiting to turn from Davenport Road into Earls court Park and at Davenport and Foundry Avenue. |
| Davenport Road: Caledonia Intersection | <ul style="list-style-type: none"> - Concern about drivers moving quickly downhill on Davenport Road with a green light fail to check for either people cycling or pedestrians coming down the stairs from Earls court Park. - Suggest extending even a minimal physical barrier (bollards) corner farther down the hill on Davenport Road or bump out at corner to reduce people driving from moving into the bike lane before turning onto Caledonia Park Road. - Consider Leading Pedestrian Interval (three-way red light) that allows pedestrians to cross before cars. - Consider that this intersection will likely see much higher pedestrian traffic as the area develops and after the Metrolinx Multi-Use Trail is complete. |
| Davenport Road: Cycle Track | <ul style="list-style-type: none"> - Consider extending cycle track west to Wiltshire Avenue which is used northbound and southbound by people cycling to avoid Symington Avenue. - Consider allocating extra space for westbound bike lane because it is also a bus stop at Caledonia Park Road. - Concern that cycle track would make the lane unusable for people on e-bikes, e-scooters, and various other non-conventional devices and recommendation to not replace the existing bike lanes with cycle tracks unless the City is also planning to revise its existing by-laws that allow e-bikes and e-scooters safe access to cycle track as well. - Suggest that bike lanes need to extend through the intersection of Lansdowne Avenue. - Lansdowne Avenue and Davenport Road has a memorial white bicycle which serves as a reminder that public infrastructure that separates cyclists and cars is paramount to keeping people safe. |

| Topic | Comment Summary |
|---|--|
| Davenport Road: Foundry Intersection | <ul style="list-style-type: none"> - Given proximity to signalized intersections at Lansdowne Avenue and Caledonia Park Road, concern that adding a signalized crossing will further exacerbate traffic congestion along Davenport Road and nearby intersections. - Inquiries about installing a pedestrian crossover (PXO) instead of a traffic signal so that the light would be activated only when needed. - Support for signals because currently difficult movement and poor site lines for people driving north on Foundry Avenue making left onto Davenport Road. - Suggest installing “No Left” from Foundry Avenue in place of signalized intersection. - Signals will make crossing Davenport Road to access Earls court Park safer from Foundry Avenue. - Pedestrians crossing Davenport Road at Caledonia Park Road and Lansdowne Avenue are often put in perilous situations with turning cars not looking for them. |
| Earls court Park | <ul style="list-style-type: none"> - Suggest adding signage to the ramp leading into Earls court Park to indicate it's a shared use path, so that cyclists are safe/slow and pedestrians aren't mad about bikes using the ramp. - Suggest “cyclists yield to pedestrians” signage at entry points and along path. - Path is already very busy especially on the weekends and with no cycling facility on Caledonia Park Road, more people will use the path and increase likelihood of conflict. - Concern about future conflicts between different path users including people on e-bikes, cycling, scooters, running or people with strollers, young children and dogs. |
| Other | <ul style="list-style-type: none"> - Consider additional safety improvements for connections further north of project area, whether on Caledonia Park Road itself or via nearby side streets to improve safety for people walking and cycling along St. Clair Avenue West. - With future development, design should leave room for a future signalized intersection on Caledonia Park Road between Davenport Road and St Clair Avenue. |