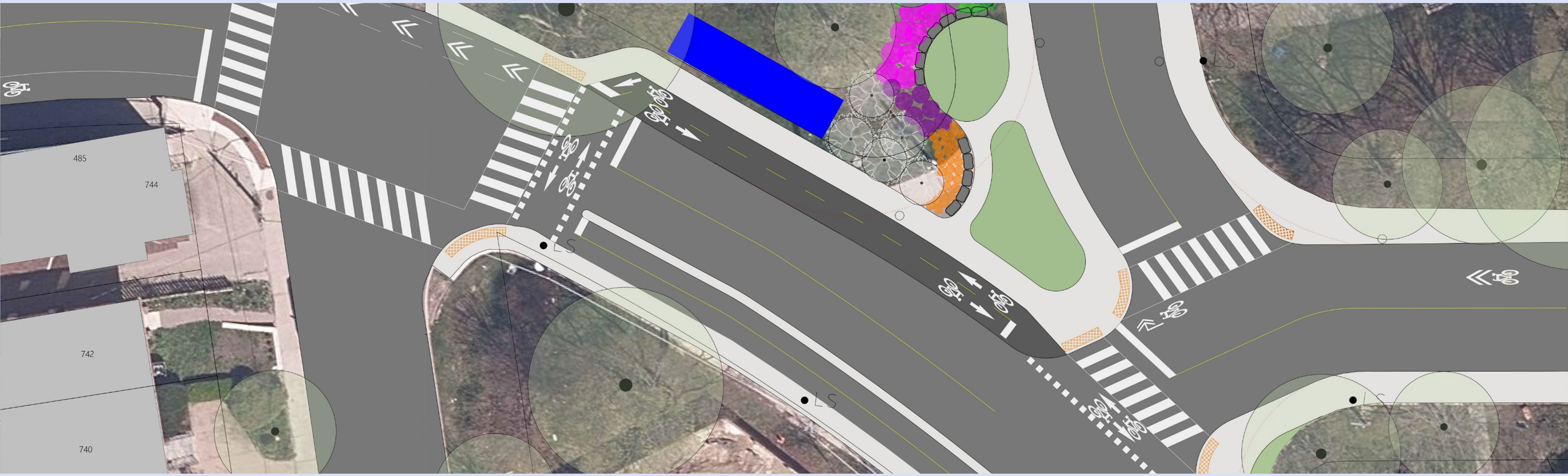


Safety Improvements on Davenport Road, Cottingham Road, Poplar Plains Road and Macpherson Avenue

Virtual Public Meeting

January 15, 2026

Land Acknowledgement

I acknowledge the land I am standing on today is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Metis peoples.

I also acknowledge that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaty signed with multiple Mississaugas and Chippewa bands.

Tkaronto is built on sacred land that is part of an agreement between Indigenous peoples and then extended to allied nations to peacefully and respectfully care for it. By making a land acknowledgement, we are taking part in an act of reconciliation and honouring the land and Indigenous heritage which dates back over 10,000 years.

Project Overview

The City of Toronto is proposing safety improvements to several intersections and along several blocks in the Davenport Road and Macpherson Avenue area.

The project includes safety upgrades to six intersections:

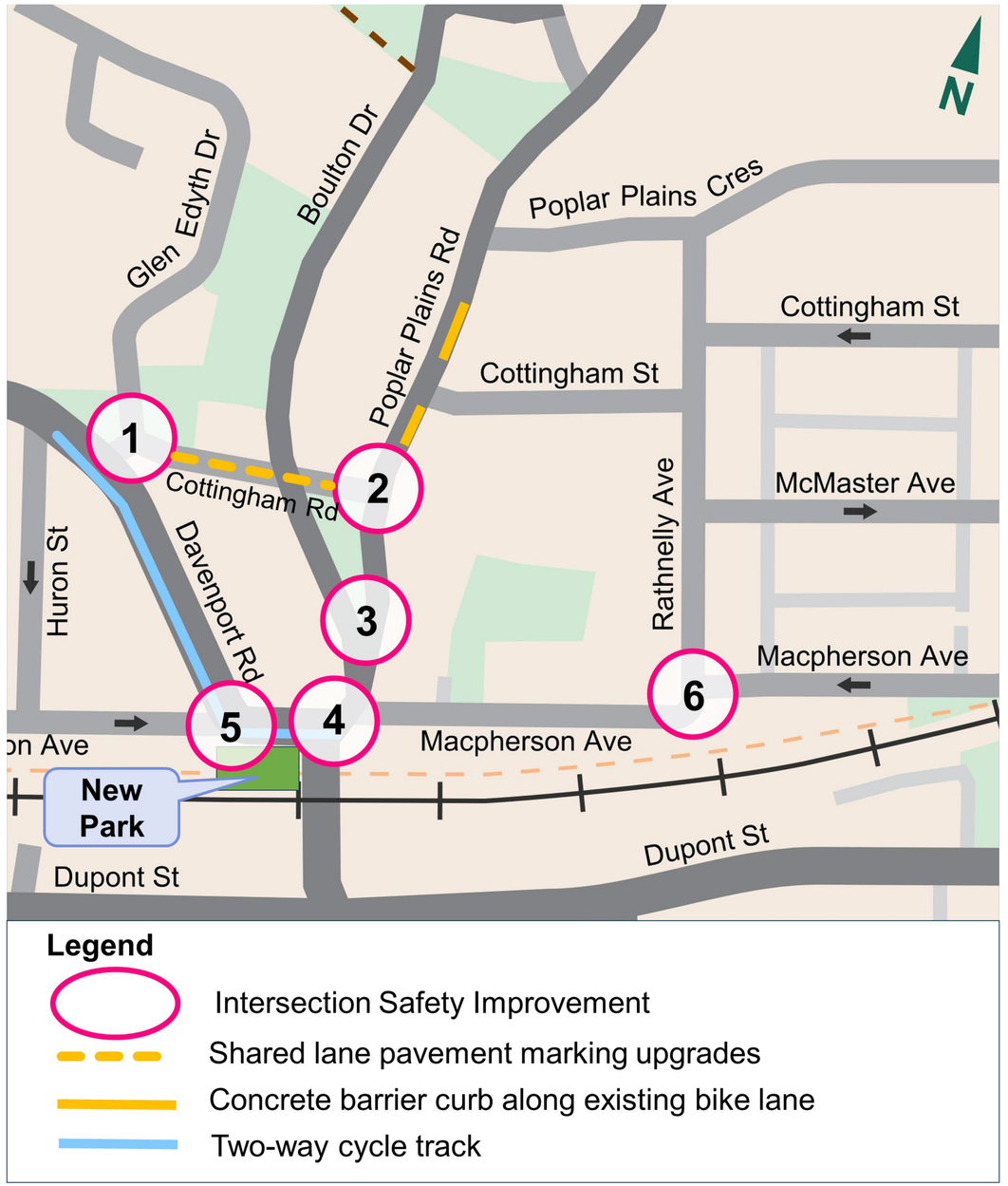
1) Cottingham Road at Glen Edyth Drive and Davenport Road
2) Cottingham Road at Poplar Plains Road
3) Boulton Drive at Poplar Plains Road triangle
4) Davenport Road/Poplar Plains Road at Macpherson Avenue
5) Macpherson Avenue at Davenport Road
6) Macpherson Avenue at Rathnelly Avenue

The project also includes three mid-block safety improvements:

- Davenport Road and Macpherson Avenue between Huron Street and Poplar Plains Road
- Poplar Plains Road from Cottingham Road to Poplar Plains Crescent
- Cottingham Road from Poplar Plains Road to Davenport Road

The proposed changes would improve safety for all road users by:

- Reducing dangerous vehicle movements and providing safe and clear direction through intersections
- Improving and providing new safe connections for people walking and cycling



Why Now

The project is being advanced now for several reasons.

Between 2015 and 2018, residents and residents' groups worked with the local Councillor's office to pursue safety improvements at four intersections in this area through the City's Transportation Safety and Local Improvements program. The City prepared preliminary designs and installed some improvements using temporary materials.

In 2021, design was completed for a new park south of Macpherson Avenue at Davenport Road that will be constructed in 2026. New connections to the park are required for pedestrians and people cycling.

In 2027, there is planned road resurfacing in the area in which provides an opportunity to make more complete and permanent safety improvements in the greater area.

Top image illustrating road resurfacing works, bottom images showing the new park proposed on the south-west corner of Macpherson Avenue and Davenport Road.

Project Goals and Opportunities

The Vision Zero Road Safety Plan is an action plan focused on reducing traffic-related fatalities and serious injuries on Toronto’s streets.

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users.

Staff look at opportunities for integrating safety improvements into the City's state-of-good-repair program, where roadway resurfacing or reconstruction is planned.

Improve safety for people walking, cycling and driving

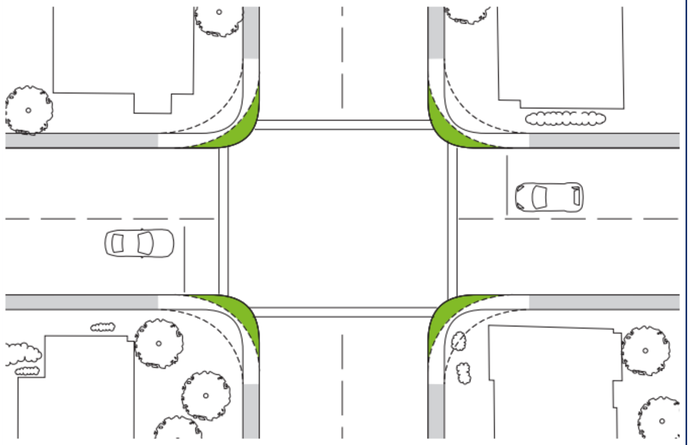
Enhance the walking and cycling experience

Maintain or enhance greening

Vision Zero | Designing for Road Safety

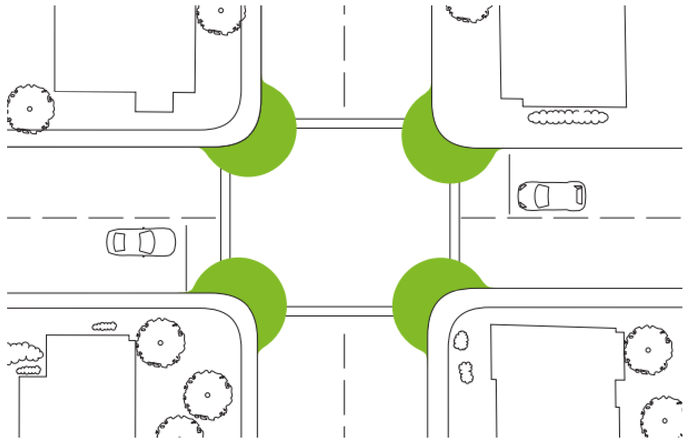
The City is proposing a combination of the common treatments outlined below to improve safety at the intersections in the Davenport Road and Macpherson Avenue area. Standard improvements also include sidewalk enhancements to improve accessibility and upgraded and/or refreshed roadway markings.

Curb radii reductions tighten up the intersection corners to slow down turning drivers and improve visibility and pedestrian crossing safety.



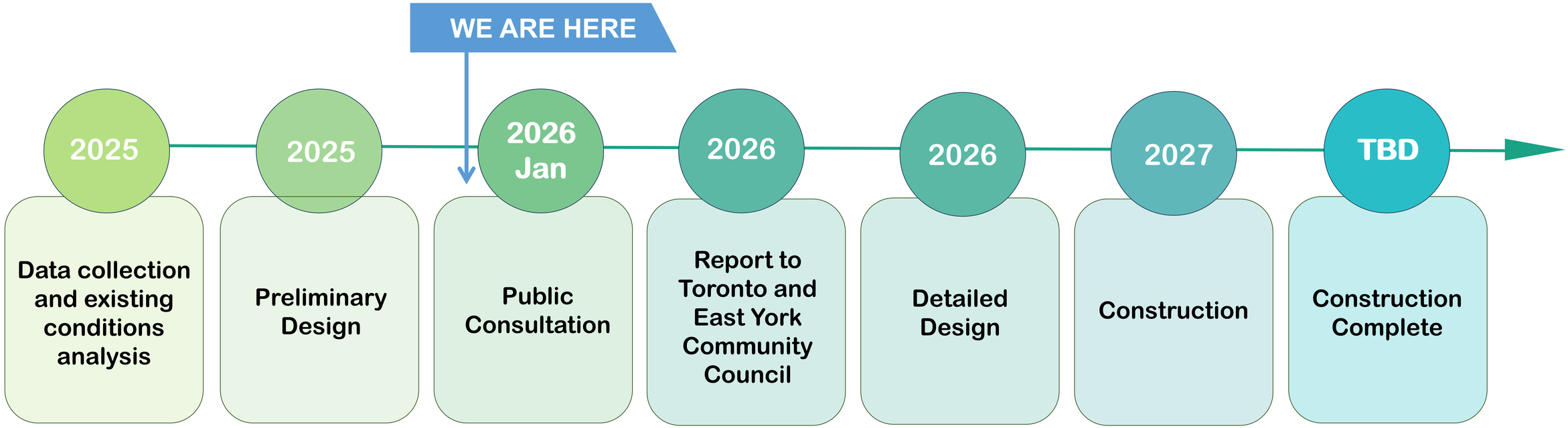
Intersection realignments modify the layout of a roadway to reduce the crossing distance and traffic exposure for pedestrians and people cycling, and guide people driving to turn more slowly and navigate through the intersection safely. May involve reducing the overall width of the roadway.

Curb extensions bump the curb out into an intersection to reduce the crossing distance for pedestrians and make it easier for drivers to see other road users traveling through the intersection.



Project Timeline

Following public consultation, the detailed design process is expected to begin in 2026. Construction of the safety improvements and resurfacing is anticipated to begin in 2027. Timelines are subject to change.



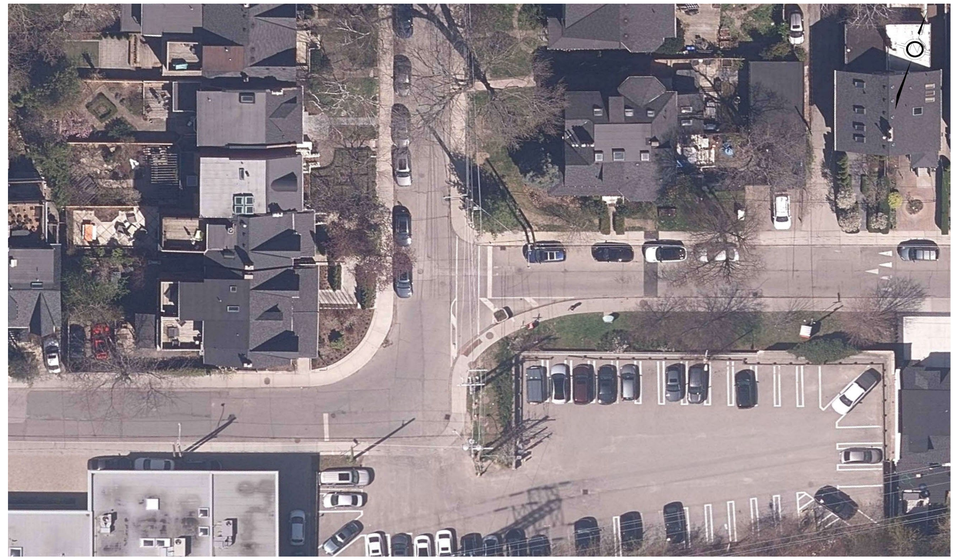
Existing Conditions

In the project area the following conditions exist:

- Irregular intersections which lead to unpredictable and unsafe vehicle movements.
- Unclear lane use on wide streets which makes it confusing for people driving and people cycling to navigate intersections.
- Wide and unmarked crossings for pedestrians which create potential conflicts between pedestrian and vehicles.
- Missing accessibility features at pedestrian crossings such as clearly marked crossing areas and tactile indicators
- Wide lane widths and steep grades which encourage fast and unsafe motor vehicle speeds.
- Wide curb radii at corners which encourage fast vehicle turn movements and
  - Makes it harder for people driving to see pedestrians
  - Leads some drivers to enter one-way streets the wrong way
- Not enough crossing opportunities for people walking or cycling to navigate the neighbourhood safely
- No protection along existing bike lanes and through intersections for people cycling

There is also low compliance at stop signs and fast vehicle speeds which lead to unsafe road conditions for all road users.

Cottingham Road at Davenport Road and Glen Edyth Drive



Macpherson Avenue at Rathnelly Avenue

Road Safety

Speeding

Speed limits in the neighbourhood are generally 30 km/h on Local Roads (i.e. Macpherson Road), 40 km/h on Collector Roads (i.e. Poplar Plains Road and Boulton Drive) and 40km/h on Arterial Roads (i.e. Davenport Road).

Speeding and low stop compliance has been observed, especially on Davenport Road and Boulton Road.

Collision History

Over the last 10 years, a total of 50 collisions have been reported within the study area including:

- Seven involving a vulnerable road user:
  - One collision involving a pedestrian
  - Six collisions involving a person cycling

Cottingham Road at Davenport Road and Glen Edyth Drive

Macpherson Avenue at Davenport Road and Poplar Plains Road

Cottingham Road at Davenport Road and Glen Edyth Drive

- High vehicle volumes, an average of 9,798 vehicles per day
  - The highest volume of motor vehicles (77%) are travelling north and south on Davenport Road.
- Low vehicle volumes on Glen Edyth Drive and Cottingham Road meets the warrants for a stop control intersection
- Highest vehicle volume is travelling from Cottingham Road westbound onto Davenport Road.
- Relatively high volume of pedestrians and people cycling for a local intersection, indicating need for safer crossings.

Pedestrian crossing Glen Edyth Drive

Road Safety

Traffic Studies Macpherson Avenue at Davenport Road and Poplar Plains Road

- High vehicle volumes, an average of 11,941 vehicles per day with numerous conflicting movements among vehicles, people cycling, and pedestrians.

  - The highest volume of motor vehicles are making northbound left turns and eastbound right turns.

- Stop control at high volume intersections can result in low stop compliance and provides insufficient protection for pedestrian and conflicting movements.

- Pedestrian volumes are relatively low, likely due to the lack of safe crossings.

  - The highest pedestrian volumes are crossing east-west.

- High volumes of people cycling due to multiple intersecting bike lanes.

  -The highest volumes of people cycling are crossing north-south.

The intersection meets the warrants for a traffic signal.

Motor vehicles navigating the Macpherson Avenue at Davenport Road and Poplar Plains Road intersection

Two-Way Cycle Tracks

Davenport Road is an important east-west corridor for people cycling.

Due to the narrow width of the road north of the railway tracks, there is no room for protection along the existing bike lanes.

The City is proposing a two-way cycle track on Davenport Road / Macpherson Avenue between Huron Street and Poplar Plains Road that would provide concrete separation for people biking without affecting vehicle movement.

Two-way cycle tracks allow bicycle movement in both directions on one side of the road.

Benefits of two-way cycle tracks include:

- Dedicated and protected space for people cycling by improving perceived comfort and safety. Eliminates risk and fear of collisions with over-taking vehicles.
- Low implementation cost when making use of existing pavement and drainage and using parking lane or other barrier for protection from traffic.
- More attractive to people of all levels and ages.

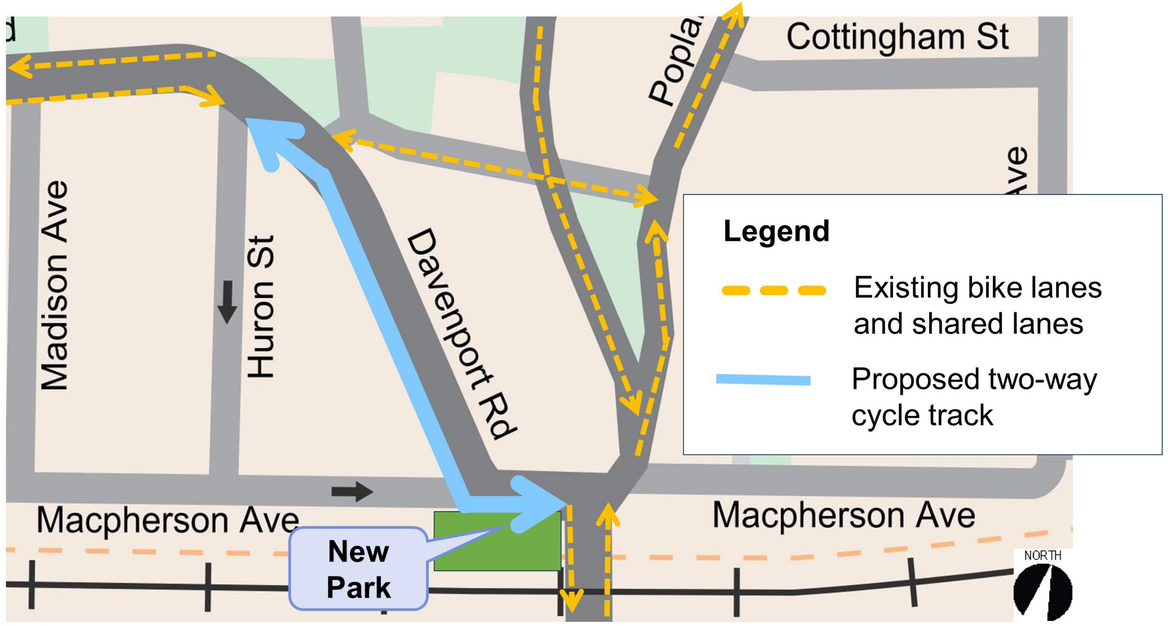
Two-way cycle tracks on Lake Shore Boulevard West

Two-Way Cycle Tracks

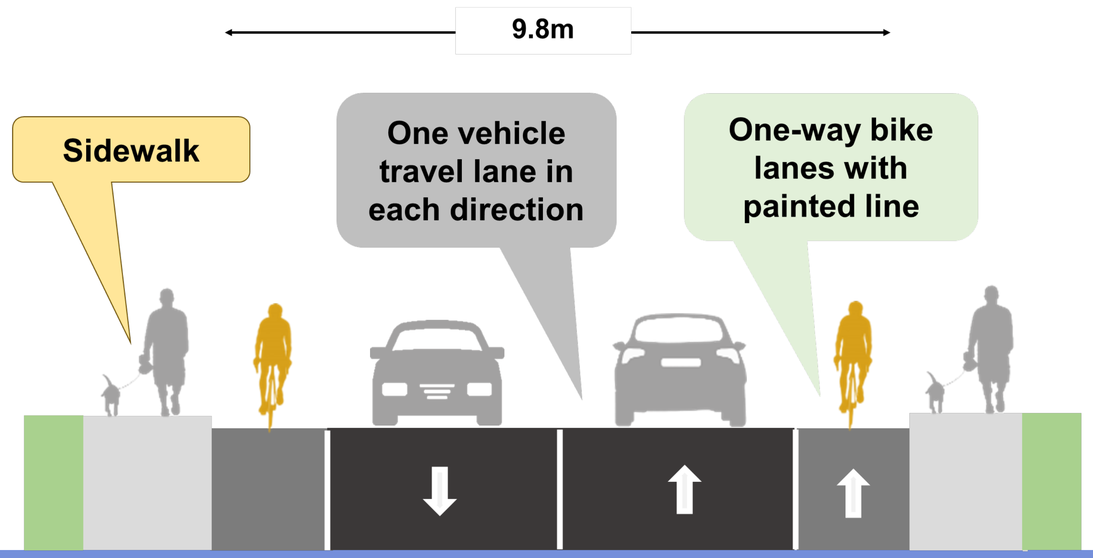
Davenport Road / Macpherson Avenue between Huron Street & Poplar Plains Road

The proposed design changes the existing one-way painted bike lanes to a single two-way cycle track. The change includes:

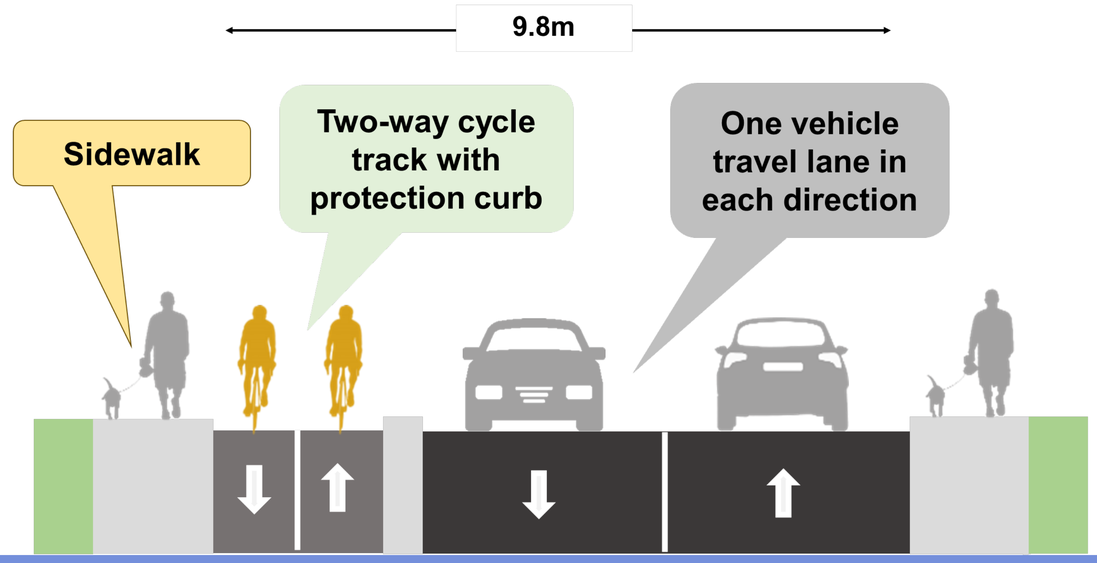
- A protective concrete curb along the south side of Davenport Road / Macpherson Avenue to separate people cycling from people driving
- No impacts to parking or vehicle movement.
- Opportunity for westward extension of the two-way cycle track along Davenport Road in the future



Existing Cross Section, Facing North



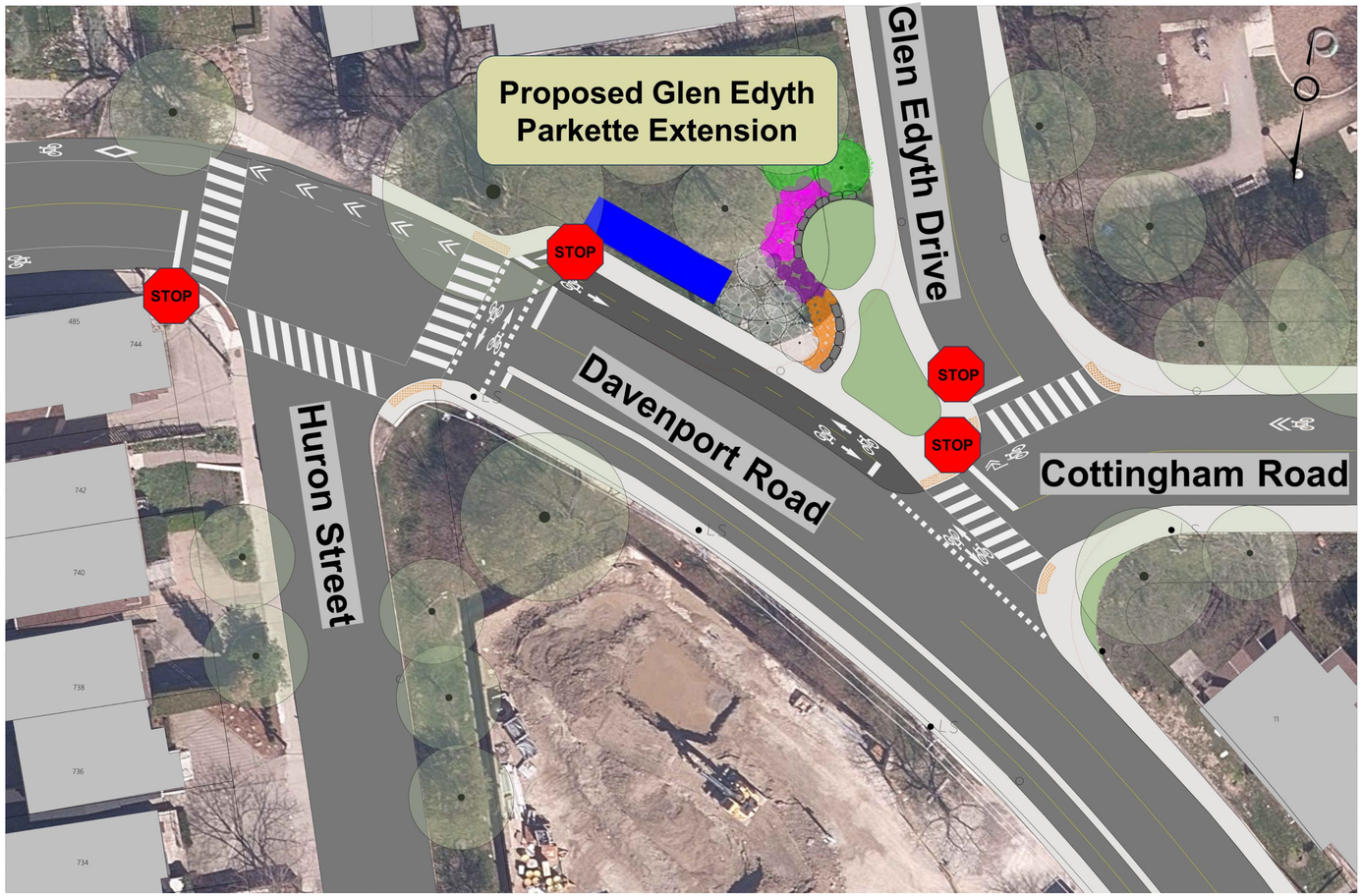
Proposed Cross Section, Facing North



Cottingham Road at Glen Edyth Drive and Davenport Road
Proposed Changes

The proposed design the creates a more typical intersection with clear direction for vehicles and reduced pedestrian crossing distances. The proposal includes:

- New intersection design with two separate intersections:
  1. Cottingham Road and Davenport Road: Extending Cottingham Road to create a normalized three-way intersection with reduced curb radii, narrowed and marked pedestrian crossing and cycle crossride across Cottingham Road.
  2. Glen Edyth Drive and Cottingham Road: Expansion of Glen Edyth Drive Parkette with the extension of Glen Edyth Drive by approximately 13.5 metres ending at Cottingham Road.
- Improved street lighting to the City standard.
- Upgraded shared lane markings on Cottingham Road.
- No impacts to parking or existing trees.

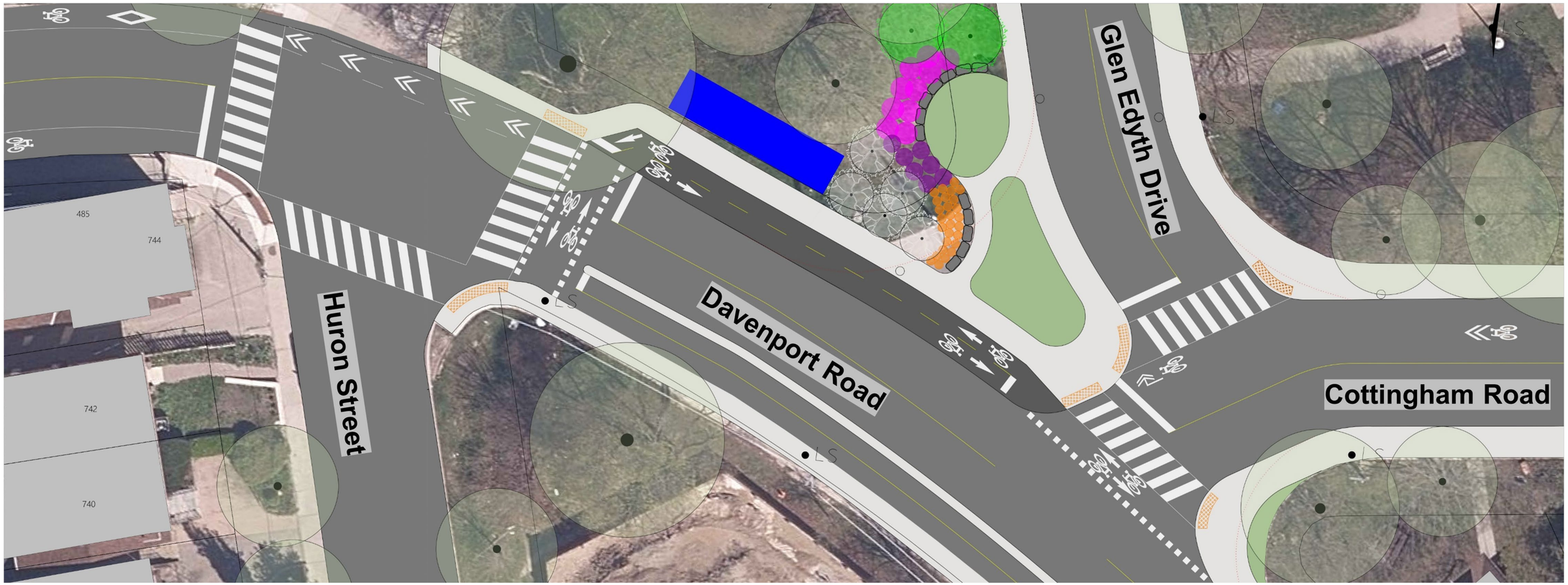


Cottingham Road at Glen Edyth Drive and Davenport Road

Proposed Changes – Cycling Connections

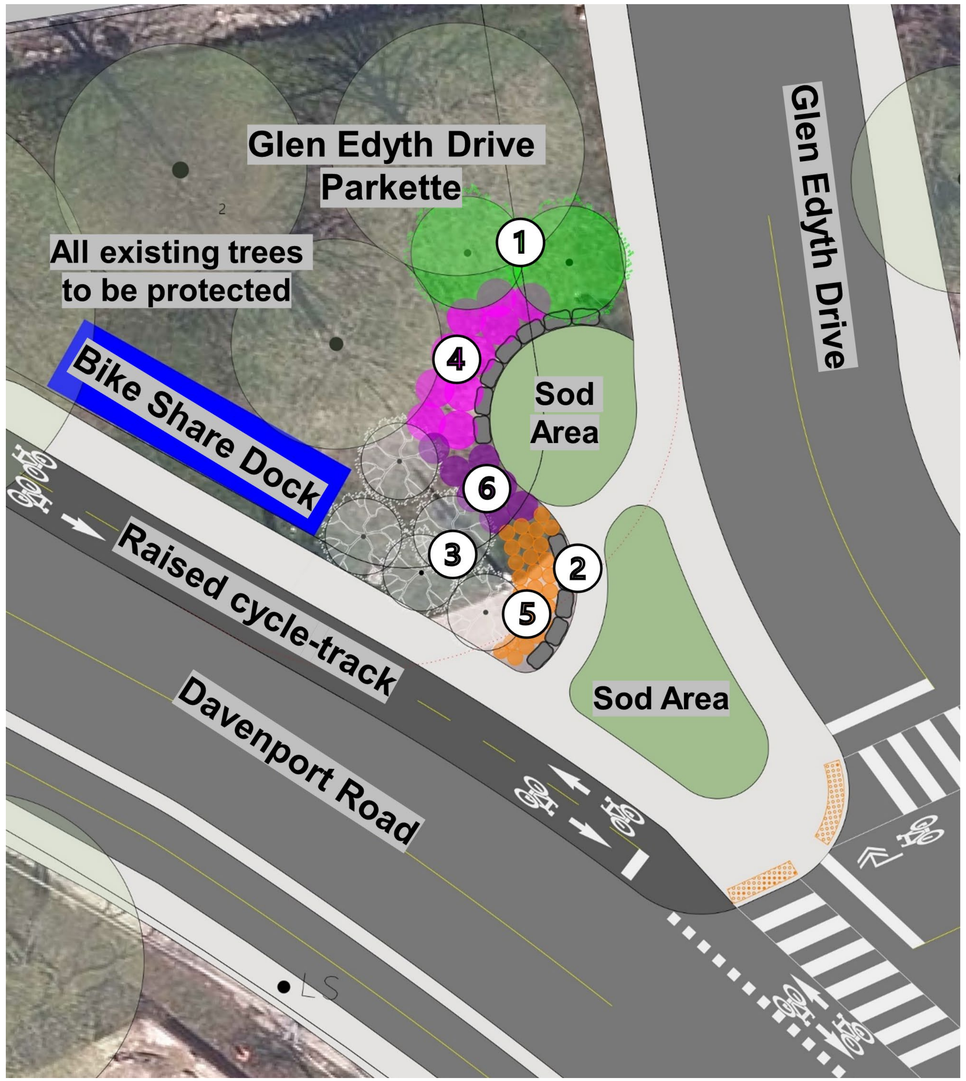
Along with safe connections for pedestrians and people driving, the design includes new safe connections from the proposed two-way cycle track on Davenport Road to existing bike lanes.

- People cycling between the Davenport two-way cycle track and shared lanes on Cottingham Road would use a raised cycle track along the parkette edge and new crossrides across Cottingham and Davenport at Huron to make the connection safety.
- People cycling westwards along the two-way cycle track would use the crossride across Davenport Road at Huron Street and proceed westwards on the one-way bike lane on the north side of Davenport.



Proposed Glen Edyth Drive Parkette Extension

The proposed extension of Glen Edyth Drive Parkette would include planting, a concrete pathway, sod areas and armourstone seating walls. A new sidewalk and raised two-way cycle track run along the south of the parkette.



White Spruce, *Picea glauca*

Armourstone seating wall

Serviceberry, *Amelanchier laevis*

Nannyberry,
Viburnum lentago

Northern Sea Oats Grass,
Chasmanthium latifolium

Fragrant Sumac, *Rhus aromatica*

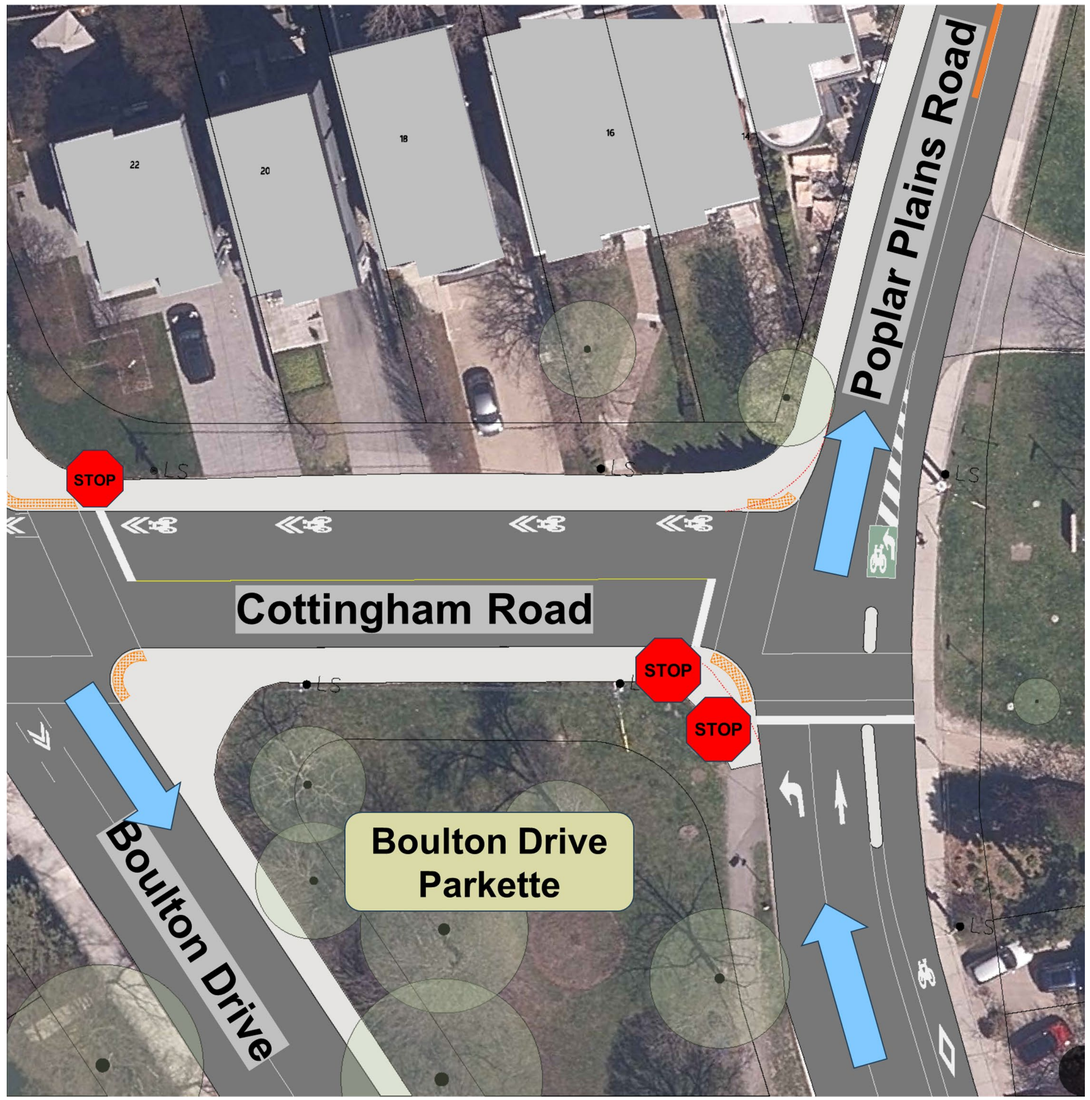
Cottingham Road at Poplar Plains Road
Proposed Changes

The proposed design provides clearer direction for people driving and new safe crossings for people cycling.

The proposal includes:

- Curb radii reductions with narrowed and clearly marked crossings to improve pedestrian safety
- Designated and marked vehicle left-turn lane and through lane on Poplar Plains Road south of Cottingham Road.
- Concrete barrier curbs at the intersection and in locations north along Poplar Plains Road to provide physical protection for people cycling
- A two-stage crossing queue box provides a dedicated space for people cycling while waiting to turn left onto Cottingham Road
- No impacts to parking or existing trees
- Refreshed paint marking to indicate shared lane use on Cottingham Road

A concrete barrier curb provides protection along a bike lane like what is proposed along Poplar Plains Road bike lane



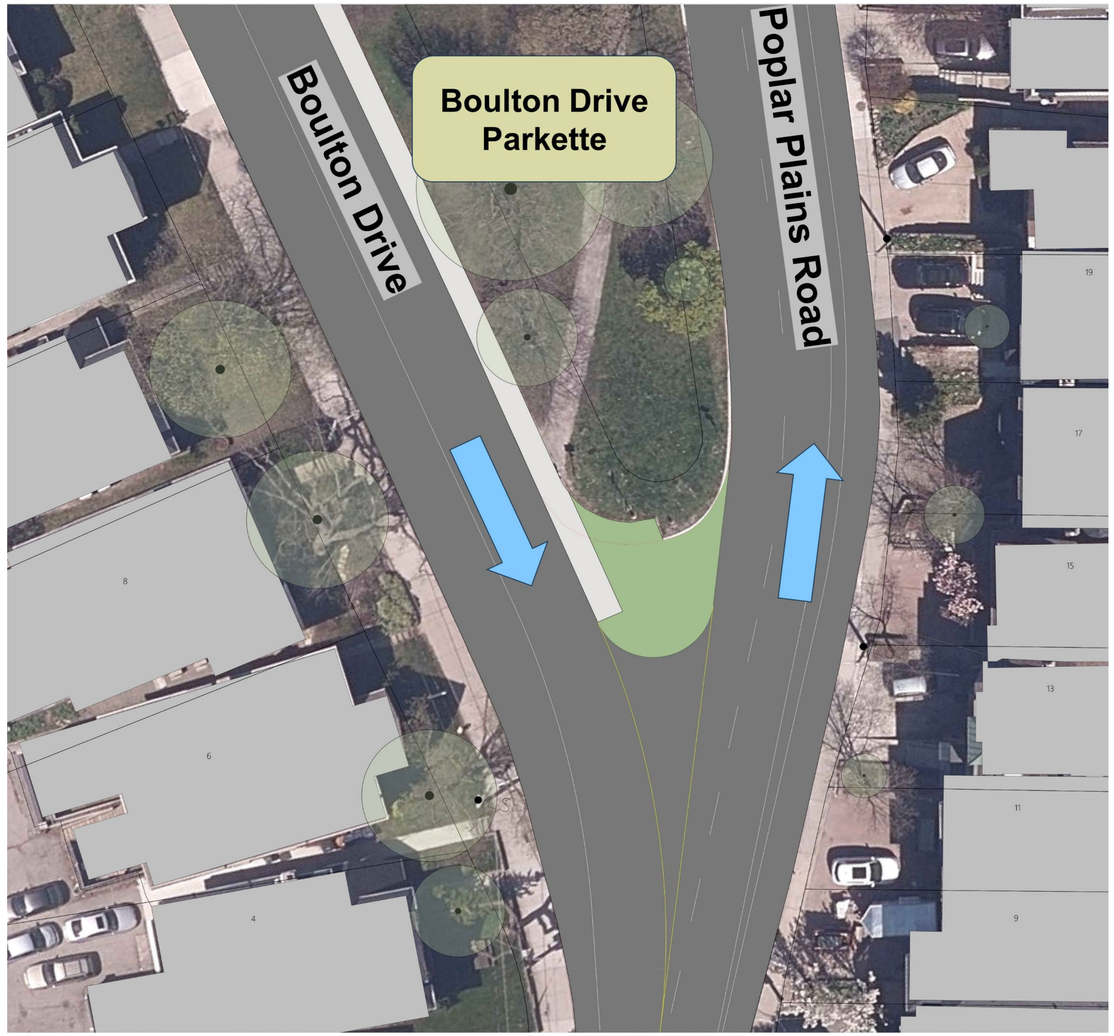
Boulton Drive at Poplar Plains Road Triangle
Proposed Changes

The proposed design reduces the turn radius at this corner to restrict unsafe vehicle manoeuvres.
The proposal includes:

- Extension of Boulton Drive Parkette to the south with sod area.
- Sidewalk extension to the south.
- No impacts to parking or existing trees.

The corner radius reduction will:

- Restrict illegal U-turns from Poplar Plains Road to Boulton Drive while protecting legal U-turns from Boulton Drive to Poplar Plains Road.
- Encourage vehicles to travel and turn at appropriate speeds.



Macpherson Avenue at Davenport Road and Poplar Plains Road
Proposed Changes

The proposed design reconfigures the skewed intersection into a normalized four-leg intersection. Proposed changes create clear direction for people driving and new safe connections for pedestrians and people cycling.

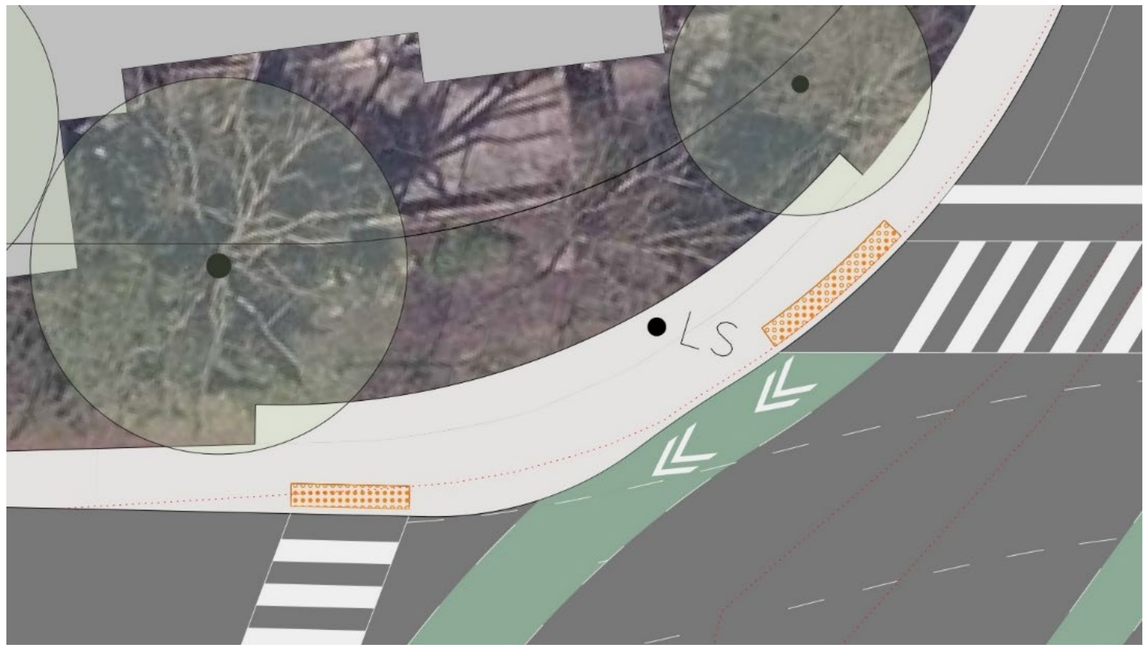
The proposal includes:

- A new traffic signal and removal of roadway medians and barriers.
- Improved road alignment on the south side of the intersection, supported by the two-way cycle track west of Davenport Road / Poplar Plains Road
- Through traffic westbound on Macpherson Avenue
- Curb radii reductions and narrowed, clearly marked pedestrian crossings at all legs of the intersection
- Accessibility upgrades for people with low to no vision at all corners, including tactile walking surface indicators
- No change to prohibited southbound left turn movement from Poplar Plains Road
- No impacts to parking or existing trees
- Marked crossing areas for people cycling

(Continued on next slide)

Macpherson Avenue at Davenport Road and Poplar Plains Road
Proposed Changes

Proposed intersection design reconfiguration includes:



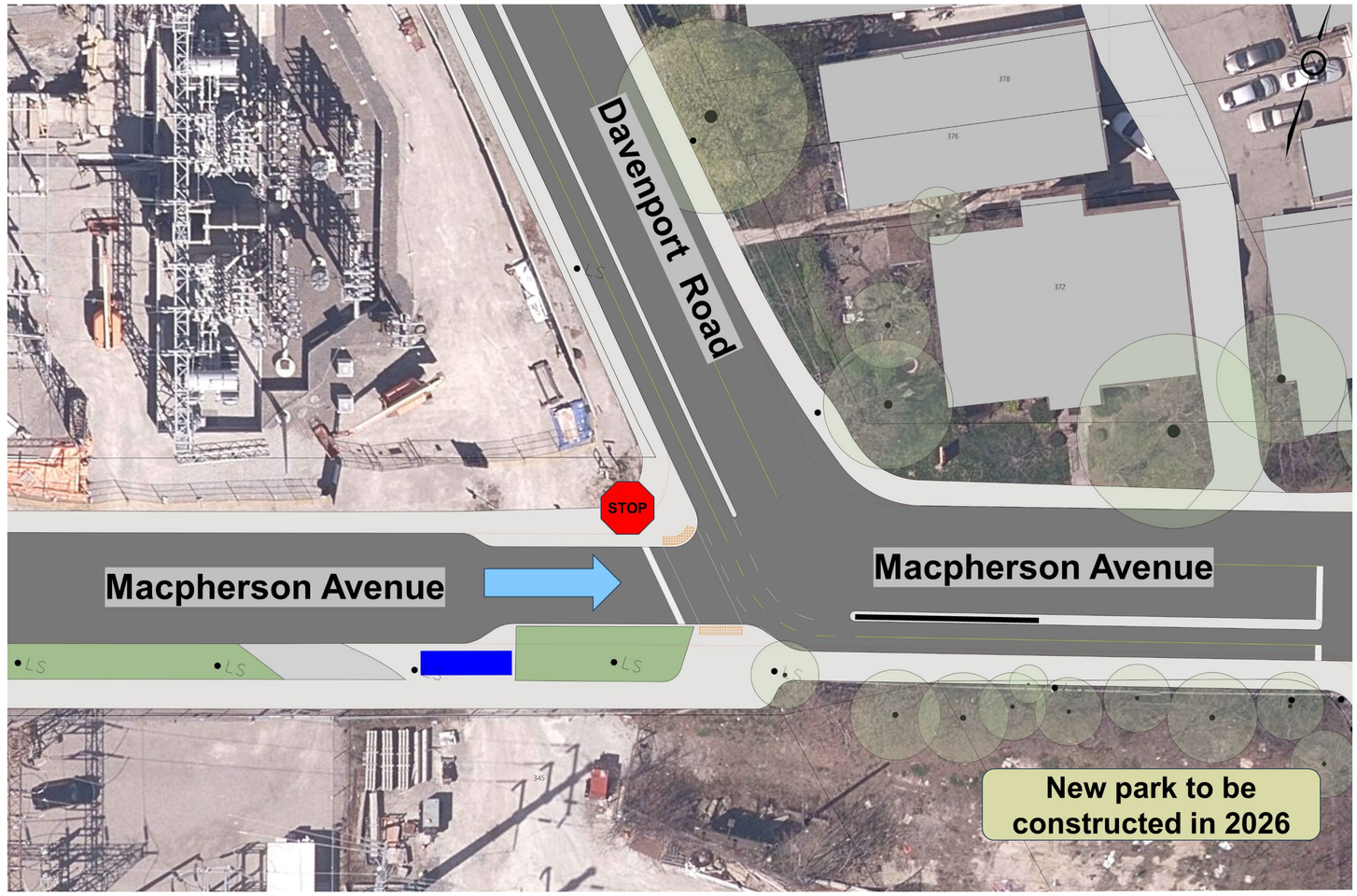
- Expanded sidewalk for a safe pedestrian waiting area at the northwest corner.

- New protected two-stage left turn queue-box and crossride across the south leg of the intersection to connect people cycling between the two-way cycle track on Macpherson Avenue and the existing one-way bike lanes intersecting here.

Macpherson Avenue at Davenport Road
Proposed Changes

The existing painted curb extension will be made permanent. Will improve safety for all road users at the intersection. The proposal includes:

- Curb extensions and curb radii reductions at the north-west and south-west corners of the intersection to help restrict wrong way turning movements from Davenport Road westbound onto Macpherson Road
- Narrowed and clearly marked pedestrian crossing across Macpherson to improve pedestrian safety and provide safe access to future new park
- A portion of sidewalk on the east side of Davenport Road shifted eastwards to widen the roadway at this tight bend and allow two larger vehicles to safety pass each other at appropriate speeds.
- A vehicle guard rail will be installed on the concrete barrier curb
- No impacts to parking

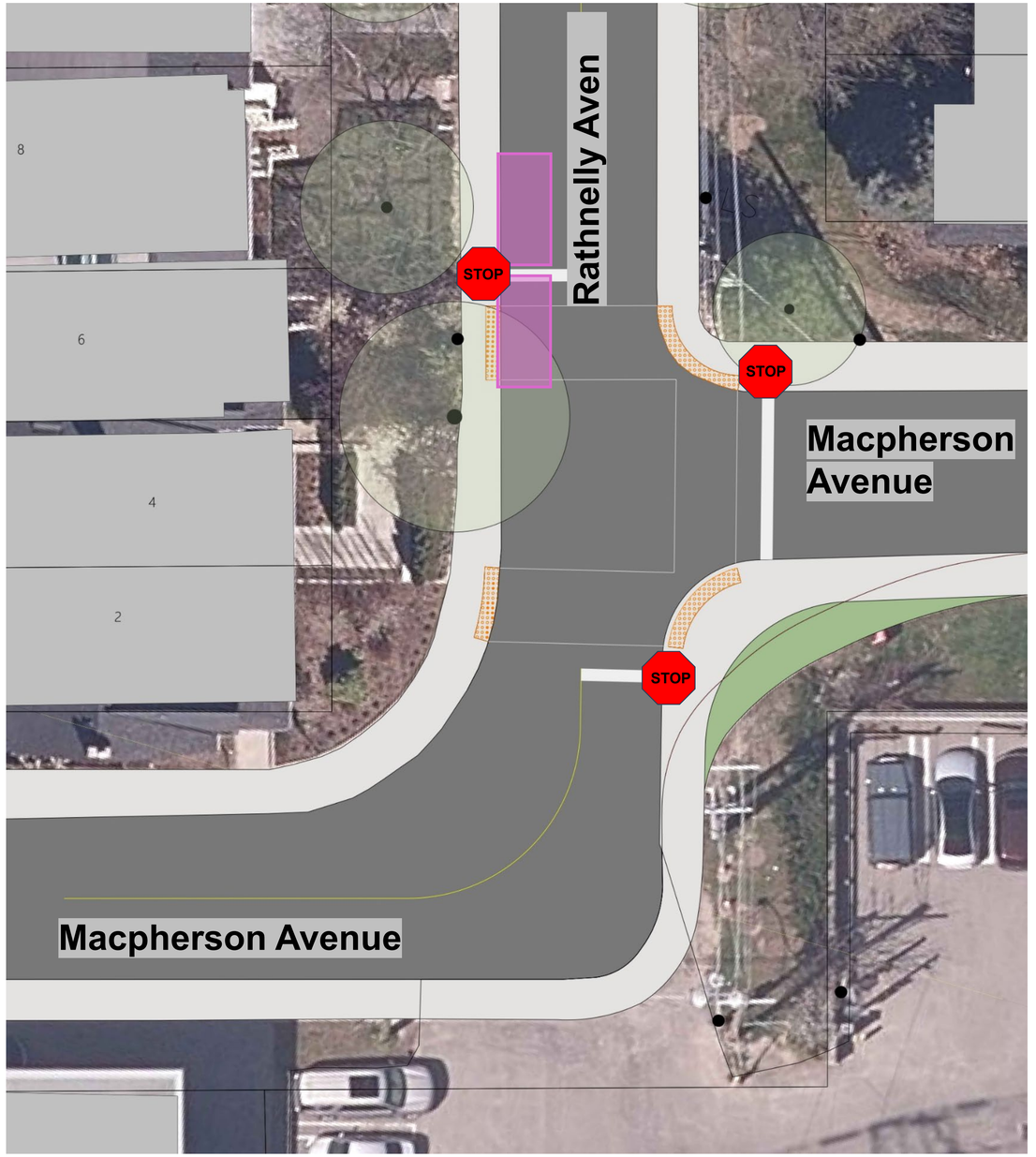


Macpherson Avenue at Rathnelly Avenue
Proposed Changes

The design reconfigures the intersection three-way stop-controlled intersection and allows pedestrians to safely cross Rathnelly Avenue.

The proposal includes:

- A permanent curb radius reduction on the southeast corner to replace the existing painted curb extension.
- Narrowed and clearly marked pedestrian crossings with tactile indicators
- Relocated stop sign eastbound on Macpherson Avenue.
- New stop control southbound on Rathnelly Avenue.
- Reduction of two on-street permit parking spaces on Rathnelly Avenue.
- No impacts to existing trees



Provide Feedback

Take the survey. Provide feedback on the proposed design using the online survey.

Provide feedback via email, phone or mail. Stay up to date by visiting the project webpage and subscribe to receive email updates.

Comment deadline:
January 28, 2026

toronto.ca/
DavenportMacpherson

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