



Davenport Road and Macpherson Avenue Safety Improvements

Public Consultation Report
February 2026

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Consultation Summary

Consultation for safety improvements on Davenport Avenue, Cottingham Road, Poplar Plains Road, and Macpherson Avenue took place from January 5 to January 28, 2026.

During consultation, members of the public had the opportunity to provide feedback on the proposed design of six intersections and three mid block safety improvements.

Consultation activities included a virtual public meeting, a feedback survey and comment tracking of emails and phone calls. Sixty-six (66) people registered to participate in the virtual public meeting of which 33 people attended, there were 44 survey responses received, and 19 people asked questions or provided comments through 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 community interest groups, 3,213 flyers distributed by Canada Post throughout the project area, two letters sent to individual properties and 50 notices handed out in person during the evening peak travel period in the project area on January 7, 2026.

There is overall support from participants for the proposed changes, along with some concerns about the potential impacts of the changes.

Proposed changes that received the most support are:

- The traffic signal at Davenport Road/Poplar Plains Road and Macpherson Avenue. Respondents described this intersection as very dangerous for pedestrians and confusing for all road users. Those in support of the proposed change consider it a necessary safety improvement and a priority.
- The intersection improvements on Cottingham Road at Glen Edyth Drive and Davenport Road. Respondents considered this intersection to be hazardous and confusing. Support is for changes that will make the intersection more 'normal' and for improved pedestrian visibility and safety.

Key concerns were raised about the impacts of the proposed changes:

- Concern that concrete barrier curbs on Poplar Plains would impede traffic flow and access to private driveways
- Concern that the new signalised intersection at Davenport Road/Poplar Plains Road and Macpherson Avenue would either slow traffic, create a traffic queue that extends to Dupont Avenue, or cause cars to speed between the proposed new signal and the current signal at Davenport Road and Dupont Avenue
- Concern that the proposed crossings at Rathnelly Avenue and corresponding loss of two permit parking spaces would result in insufficient on-street parking at Rathnelly Avenue and Macpherson Avenue. There is concern that permit parking demand here is very high and that there are limited alternatives available for local residents with parking permits.

Feedback gathered through this consultation will inform staff recommendations and proposed changes that will be presented to Toronto and East York Community Council.

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

Project Overview

The City of Toronto is proposing safety improvements at several intersections and locations along Davenport Road, Cottingham Road, Poplar Plains Road and Macpherson Avenue. The proposed improvements address concerns previously raised by the community about unsafe conditions for pedestrians, people cycling and dangerous vehicle movements at intersections, and will bring the road design to current City standards. The proposed improvements aim to enhance safety and accessibility for all road users and build new pedestrian and cycling connections in the neighborhood.

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/DavenportMacpherson (409 unique visits)
- Notices delivered through Canada Post (3,213 addresses in the project area)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (27 contacts)
- Notices to property owners where City right-of-way changes are adjacent to private property (potential front or side yard impacts on City property)

Consultation Activities

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

Activity	Date	Participation
Virtual Public Meeting	January 15, 2026	33 attendees
Online Survey	January 5 – January 28, 2026	48 responses
Email/Phone	January 5 – January 28, 2026	Emails and phone calls received from 19 individuals, including one collective letter from a group of three neighbours

What We Heard

There is overall support for the proposed changes, especially for pedestrian improvements which are considered essential for safety by many people who provided feedback. There is some concern changes will negatively affect traffic flow and deep concerns for the potential impacts on permit parking and access to private driveways.

During consultation, staff heard safety concerns with current conditions, which include low stop compliance at intersections, incorrect use of one-way streets, confusing intersection configuration and safety concerns for pedestrians, people cycling, students and other vulnerable road users, especially at the Davenport Road/Poplar Plains and Macpherson Avenue intersection.

Accordingly, proposed changes that received the most support were the traffic signal at Davenport Road/Poplar Plains Road at Macpherson Avenue and the intersection improvements at Glen Edyth Drive, Cottingham Road and Davenport Road.

Comments received in support of both intersections primarily focused on pedestrian safety, with the changes considered necessary to improve current conditions, especially at Davenport Road/Poplar Plains Road at Macpherson Avenue. Concerns were raised about the potential

negative impact these changes could have on traffic flow, as well as impacts on character of the neighborhood, with some participants commenting that the current conditions work well enough. During consultation, support was received for:

- Pedestrian safety improvements
- Cycling infrastructure improvements: better separation of road users between bikes, motorized vehicles and pedestrians
- Improvements to vehicle flow and intersection movements; more clarity for drivers on how to engage at intersections
- Traffic calming and separation of uses; barriers between cars, bikes and pedestrians
- Additional public space

Concerns about the impacts of proposed changes were generally more focused on specific locations:

- Concerns that concrete barrier curbs on Poplar Plains would impede traffic flow:
 - Vehicles would no longer be able to pass the illegally parked cars by (illegally) using the bike lane
 - Snow pile-up during winter conditions could further narrow the road making driving difficult
 - Concern the turn radii to enter private driveways could be too tight for vehicles to navigate.
- Concern that the concrete barrier curbs would exacerbate the current issues with traffic flow during school drop-off and pick up times at Mabin School
- Concern the new signalised intersection at Davenport Road/Poplar Plains Road and Macpherson Avenue would either;
 - Slow traffic flow coming from south of Dupont Avenue
 - Create a traffic queue that extends to Dupont Avenue
 - Cause drivers to speed up to 'race the light' to avoid having to wait through an additional red light at the intersection
- There is a high level of concern from local residents who use permit parking along Rathnelly Avenue that there would be insufficient parking alternatives available in proximity, if the proposed pedestrian crossings and adjustments to the parking on Rathnelly Avenue are made.
- Additional safety concerns were raised;
 - Low stop compliance by vehicles at Davenport Road and Huron Street, impacting pedestrians and people cycling
 - Low vehicle stop compliance, and low stop compliance among people cycling at Poplar Plains Road at Poplar Plains Crescent, impacting students and families who cross Poplar Plains Road to walk to school (Brown Public School and Mabin School).

A few people who provided feedback commented that the changes are unnecessary.

Survey

The online survey included background information on the project. The questions were designed to receive open feedback on each location where there are proposed changes. Multi-choice or multi-select questions were asked to help understand who was providing feedback and relationship to the project area.

The survey was available in print on request. Participation in the survey was anonymous. See Appendix for survey participant profile.

Survey respondents were provided with an opportunity to provide feedback based on the location of proposed changes. These are listed in the column on the left in the table below. The comment summary summarizes feedback received for each section.

Location of proposed change	Comment Summary
<p>Davenport Road Cycle Track between Huron Street and Poplar Plains Road (Approximately 22 comments received)</p>	<p>Support for proposed changes</p> <ul style="list-style-type: none"> ● It will make cycling in this area more safe for people cycling, people driving and pedestrians, ● It will make commutes and errands by bike more accessible ● It will make connecting with the Dupont-Davenport intersection much safer ● It will solve the problem of the dangerous left turn from Davenport to McPherson ● Support for the physical barrier that separate people cycling from people driving ● Support for the separation barrier for pedestrians ● Support for all cycling infrastructure from stated non-cyclists <p>Concern with proposed changes</p> <ul style="list-style-type: none"> ● Considered unnecessary ● Concern the new configuration will confuse people cycling and be unpredictable for people driving ● Preference for single direction lanes (current configuration) ● Transition between the two-way cycle track and the single cycle track is unclear <p>Comments about Current conditions</p> <ul style="list-style-type: none"> ● Drivers often drift into the bike lane ● Drivers and delivery trucks parking in the bike lane ● Drivers in the area are aggressive and travel at high speed ● The bend in the road is dangerous, visibility is poor, vehicles often hit the guardrails ● Drivers often enter Macpherson the wrong way ● Low stop compliance at Huron Street ● Road has low visibility, with almost hidden driveways ● It is not wide enough to be cleared thoroughly from snow <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Extend the cycle track west along Macpherson ● Pedestrian improvements are needed at Huron Street; better signage, better lighting, and a pedestrian crosswalk

Location of proposed change	Comment Summary
	<ul style="list-style-type: none"> - Student walk to Waldorf School and up the hill to Mabin and Brown Public School
<p>Cottingham Road at Glen Edyth Drive and Davenport Road (Approximately 19 comments received)</p>	<p>Support for proposed changes</p> <ul style="list-style-type: none"> ● General support – “like” and “love” the proposed changes ● It will make the intersection normal, people will understand how to proceed ● Drivers will stop/slow down at the intersection ● It will improve pedestrian safety ● It will make the overall area more accessible for the many people in the area who walk, use assistive devices such as walkers, scooters, and wheelchairs ● Support for the bicycle crossing ● Appreciation for additional public space with the parkette extension <p>Concern with proposed changes</p> <ul style="list-style-type: none"> ● Concern for the double stops at Glen Edyth and Cottingham Road, unsure how it would work ● Concerns drivers will be captive at Cottingham Road and not able to exit (to turn right or left) ● Concern for access to Glen Edyth will be awkward, may require a movement similar to a U-turn ● Confusing and unnecessary re-routing of bikes <p>Current conditions</p> <ul style="list-style-type: none"> ● Current conditions are extremely hazardous and confusing: <ul style="list-style-type: none"> - It is unclear how to navigate the intersection when driving - Drivers do not stop or look for pedestrians - Pedestrian crossing is dangerous, especially for children going to the park - Cars have difficulty merging on to Davenport Road - The Cottingham stop sign is too far from Davenport Road ● Frequent accidents and near misses that jeopardize the safety of vulnerable community members' ● Low stop compliance at Huron Street creates dangerous conditions for pedestrians and people cycling <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Install a roundabout at Glen Edyth Drive and Cottingham ● Additional pedestrian safety improvements are needed at the intersections such as a crosswalk, overhead flashing light or speed humps

Location of proposed change	Comment Summary
	<ul style="list-style-type: none"> ● Install a pedestrian cross walk south of Cottingham Road on Davenport Road ● Improve (street) lighting along Davenport Road
<p>Proposed Glen Edyth Drive Parkette Extension (Approximately 11 comments received)</p>	<p>Support for proposed changes</p> <ul style="list-style-type: none"> ● General support - this will be nice ● Appreciate the new seating area ● Appreciate the raised cycle tracks ● Design is well-thought through <p>Concern with proposed changes</p> <ul style="list-style-type: none"> ● The plan is unclear and may be confusing for people cycling ● The parkette is exposed and unsafe, not an ideal location ● Concern parkette will not be maintained and fall to disrepair <p>Current conditions</p> <ul style="list-style-type: none"> ● Lots of children use the park ● The area has too much traffic for a parkette ● Appreciate the Bike Share access <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● The space is better used for a roundabout
<p>Cottingham Road at Poplar Plains Road (Approximately 19 comments received)</p>	<p>Support for proposed changes</p> <ul style="list-style-type: none"> ● General support for all recommended changes here ● Support for concrete barriers along the bike lane, “love”, “like” the proposed change ● Cars are often entering the bike lane to drive or park <p>Concern with proposed changes</p> <ul style="list-style-type: none"> ● Changes considered unnecessary ● Adjusted curb radii would disrupt people cycling, people cycling will be too close to vehicles ● Concrete curbs will prevent passage of emergency vehicles ● Concrete curbs will slow down and prevent traffic flow during peak travel times (school pick up and drop off) <p>Current conditions</p> <ul style="list-style-type: none"> ● Dangerous driving and cycling <ul style="list-style-type: none"> - Cars drive fast - Low stop compliance at Cottingham Road for people driving and people cycling, better signage is needed - People cycling ‘down’ Poplar Lanes Road - Drivers do not see kids who come out of Pump Park

Location of proposed change	Comment Summary
	<ul style="list-style-type: none"> ● Parents doing pick up and drop off at Mabin school stop and park illegally slowing or preventing traffic flow ● Stopped/parked cars force moving vehicles into the bike lane ● Road is narrow and busy, used by parents, commuters and emergency vehicles ● There are segments of missing sidewalk on the east side of Poplar Plains Road <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Additional pedestrian safety improvements needed 'uphill' for students walking to Brown Public School, such as lighted crosswalks ● Install mirrors at cross streets to assist with visibility ● Treat Boulton Drive Parkette as a roundabout with one-way streets ● Improve road signage <ul style="list-style-type: none"> - Make the stop sign on the south-east corner of Boulton and Cottingham more visible
<p>Boulton Drive at Poplar Plains Road triangle (Approximately 12 comments received)</p>	<p>Support for proposed changes</p> <ul style="list-style-type: none"> ● General support for this section <p>Concern with proposed changes</p> <ul style="list-style-type: none"> ● Changes considered unnecessary ● A U-turn is currently used to access Boulton Drive from Poplar Plains Road, new configuration is unclear ● Changes do not go far enough <p>Current conditions</p> <ul style="list-style-type: none"> ● The asphalt pathway that traverses Boulton Drive Parkette can be icy in the winter, better maintenance is needed <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Install a no U-turn sign ● Add a pedestrian crosswalk at the bottom of the parkette
<p>Macpherson Avenue at Davenport Road and Poplar Plains Road (Approximately 35 comments received)</p>	<p>Support for proposed changes</p> <ul style="list-style-type: none"> ● Support for changes considered "important", for pedestrian and cycling safety <ul style="list-style-type: none"> - "Ecstatic", "most necessary", "love", "Thank God", "Excellent", "Fantastic" - Significantly safer for pedestrians - Important for safe pedestrian north-south crossing on the west side of the intersection ● Add more pedestrian safety features, add a raised crosswalk ● Will improve traffic flow

Location of proposed change	Comment Summary
	<ul style="list-style-type: none"> ● Will better regulate vehicle flow ● Will make vehicle movements /directions more clear for people driving ● Will have a positive impact for vehicles merging onto Davenport Road farther west (at Cottingham Road) ● Fearful of NIMBY rejection by people driving <p>Concern with proposed changes</p> <ul style="list-style-type: none"> ● Unsure of how the intersection will work ● Preference for current configuration and the quirky nature of the street. will ruin historic neighbourhood character ● Unnecessary change and expense <ul style="list-style-type: none"> - Will not improve safety - Conditions are only bad during peak traffic periods ● Will create gridlock between Dupont Avenue and Davenport Road and impede north/west traffic flow ● The two traffic signals in close proximity will cause people driving to speed in attempt to get through both intersections ● Concern this would impede the high volume of northbound traffic on Davenport that is turning left (westbound) ● Will increase traffic infiltration along Macpherson Avenue/from Avenue Road, restrict continuous westbound traffic flow <p>Current conditions</p> <ul style="list-style-type: none"> ● Considered a 'death trap' by pedestrians <ul style="list-style-type: none"> - Extremely dangerous - Avoided by pedestrians - This is the worst intersection in Toronto - Several close calls and incidents shared ● Confusing for drivers to navigate ● Low visibility at intersection ● The left turn for people cycling is "a nightmare" ● Low stop compliance for drivers turning right ● Eastbound traffic flow impeded by cars parked in front of businesses ● In general cars do yield to pedestrians but some speed through making it dangerous ● Increased traffic flow in recent years ● Current design prevents traffic infiltration from Macpherson Avenue/Avenue Road ● Pedestrian island works well <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Add raised pedestrian crosswalks ● Time lights with Dupont Avenue

Location of proposed change	Comment Summary
	<ul style="list-style-type: none"> ● Install a red light camera and Dupont Avenue ● Traffic lights that respond to volumes ● Restrict right turn on red, stop right turns on red for southbound vehicles ● Restrict (ban) south-bound left turns from Macpherson Avenue (to manage traffic infiltration) ● Reduce speed limit on Macpherson Avenue, add traffic calming measures
<p>Macpherson Avenue at Davenport Road (Approximately 17 comments received)</p>	<p>Support for proposed changes</p> <ul style="list-style-type: none"> ● General support for changes, they are needed ● Support for the guardrail <p>Concern with proposed changes</p> <ul style="list-style-type: none"> ● Changes considered unnecessary and will ruin the neighbourhood ● No perceived benefit for pedestrians or people cycling <p>Current conditions</p> <ul style="list-style-type: none"> ● Vehicles drive the wrong way down a one-way street ● Sidewalk is in poor condition due to construction ● Cars that speed encroach on the sidewalk at times <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Install a lighted pedestrian crosswalk ● Add speed bumps ● Narrow or close the entrance to Macphersons Avenue ● Continue the bike lane along Macpherson Avenue ● Improve “Do not Enter” signage on Macpherson ● Add guardrail to the middle of the road (to separate vehicles on Davenport Road)
<p>Macpherson Avenue at Rathnelly Avenue (Approximately 17 comments received)</p>	<p>Support for proposed changes</p> <ul style="list-style-type: none"> ● General support for changes ● In favour of all-way stop at the intersection ● Support for crosswalks to improve pedestrian safety ● The stop sign is needed on Rathnelly Avenue, despite impact on parking <p>Concern with proposed changes</p> <ul style="list-style-type: none"> ● Concern for the impact of parking removal (2 spots) <ul style="list-style-type: none"> – Unfair to residents, no reasonable alternatives are available, will cause hardship, may reduce property values – The impact to residents is closer to four parking spots when illegal use of parking is considered – Additional spots (8) are also being removed at the Green P lot with the installation of EV chargers

Location of proposed change	Comment Summary
	<ul style="list-style-type: none"> ● Changes may result in an increase of traffic infiltration if vehicles can continue westbound or turn southbound at Davenport Road/Poplar Plains ● Concern for increased traffic infiltration with normalised intersection at Polar Plane Road/Davenport Road <p>Current conditions</p> <ul style="list-style-type: none"> ● People park along Rathnelly utilising additional (illegal) parking spots. ● Vehicles travel the wrong direction on a westbound only one-way street ● vehicles speed at along MacPherson Avenue and ignore the westbound stop sign at Rathnelly Avenue ● Bollards on the (south-east) corner are constantly destroyed by unsafe driving <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Include shared lane markings for people cycling ● Improved signage for the one-way street along Macpherson and at Aileen Robertson laneway ● Review safety of parking lot entrance and exit for EVs ● Increase the south sidewalk and narrow Macphersons Avenue to encourage vehicles to slow down and stop and then proceed with caution ● Remove restrictions for homes on the west side of Rathnelly Avenue for off street parking ● Allow permit parking holders free/unlimited access to the Green P
<p>General Feedback (Several comments received, but lots of repetition from previous sections)</p>	<p>Support for proposed changes</p> <ul style="list-style-type: none"> ● General support expressed for prioritising safety improvements as well as aesthetic improvements ● Changes have long been waited for ● “Every change is thoughtfully considered and enhances safety for vulnerable road users” ● “Will fundamentally improve the quality of life for my family” ● Support for all changes but priority for the Davenport Road/Poplar Plains and Macpherson Avenue intersection <p>Concern with proposed changes</p> <ul style="list-style-type: none"> ● Changes are needed now, not in 2027 ● More consultation is needed ● Changes considered unnecessary and will ruin the neighbourhood and are a waste of money ● Pedestrian improvements are not needed <ul style="list-style-type: none"> - Pedestrian road markings cost money, require maintenance and are not helpful

Location of proposed change	Comment Summary
	<ul style="list-style-type: none"> - Pedestrians pay more attention when there are no markings <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Greater traffic enforcement is needed ● Traffic calming is needed to slow cars down ● Resurfacing needed for Macpherson Avenue and Davenport ● Signal Spadina Avenue and Macphersons Avenue disrupts traffic flow ● Sidewalk missing on Poplar Plains Crescent <p>General cycling feedback</p> <ul style="list-style-type: none"> ● Low stop compliance among people cycling ● Street lighting needs to be improved, especially for bike lanes at driveways/intersections ● Install bike signals at traffic lights ● Support for use of coloured asphalt in bike lanes

Virtual Public Meeting

The virtual public meeting was held on January 15, 2026, and included a presentation followed by a Question & Answer period. A summary of the virtual public meeting Q&A, which includes responses, can be found online at toronto.ca/DavenportMacpherson.

Participant comments are summarized below:

Topic	Comment Summary
General support for changes	<ul style="list-style-type: none"> ● Changes will greatly improve safety for all road users in our neighborhood. ● Appreciate the changes being made to allow for better crossing for people walking and cycling
Proposed changes to Cottingham Road at Glen Edyth Drive and Davenport Road	<p>Current conditions</p> <ul style="list-style-type: none"> ● Cars do not fully stop at intersection ● Crossing is dangerous for pedestrians and people cycling ● During rush hour, westbound Davenport Road is backed up all the way from Bathurst Street. <p>Support for proposed changes</p> <ul style="list-style-type: none"> ● Support expressed for safety improvements <p>Concerns with proposed changes</p>

Topic	Comment Summary
	<ul style="list-style-type: none"> ● Concern this design will block cars from Glen Edyth attempting to access Davenport Road (subjected to other cars giving way). <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Request for improved safety at Huron Street (pedestrian crosswalk)
<p>Proposed changes to Poplar Plains Road and Cottingham Road at Poplar Plains Road</p>	<p>Current conditions</p> <ul style="list-style-type: none"> ● Poor traffic flow, the issues is primarily in relation to Mabin School drop off and pick times ● Too much traffic ● Cars park (illegally) along all available streets adjacent to the school (Poplar Plain Road, Cottingham Road, Boulton Drive) during school pick up and drop off periods, and vehicles are unable to pass or (Illegally) use the bike lane to pass ● Current concerns for speeding and low stop compliance at Poplar Plains Cresent and at Cottingham Road ● Cyclists going northbound are not stopping at stop signs (Macpherson Avenue and Cottingham Street) ● There are not enough safe pedestrian crossings options along the route for school children walking to school (Mabin or Brown Junior Public School) <p>Support for proposed changes</p> <ul style="list-style-type: none"> ● Support expressed for safety improvements ● Support for the concrete barriers <p>Concerns with proposed changes</p> <ul style="list-style-type: none"> ● The road would become too narrow, ● There will not be enough space for a vehicle to access or exit private residential driveways in one safe turn ● Concrete barriers would prevent people driving to pass illegally parked cars ● Concrete barriers would make winter conditions and windrows/snow pile up worse than it currently is, and possibly make the street to narrow to use (safely) <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Request for pedestrian improvement at Poplar Plains Crescent, especially with consideration for children to who walk to school and for access to the side of the neighbourhood

Topic	Comment Summary
	<ul style="list-style-type: none"> ● Install a mirror at Poplar Plains Road and Poplar Plains Crescent to improve visibility (of people cycling) ● Traffic diversion to prevent traffic from travelling up Poplar Plains Road ● Schedule installation of changes during the summer break to avoid conflict with school
<p>Proposed changes to Boulton Drive at Poplar Plains Road triangle</p>	<p>Current conditions</p> <ul style="list-style-type: none"> ● Cars travelling west on Cottingham Road approaching Boulton Drive miss the stop sign. <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Reposition stop sign to make more visible
<p>Proposed changes to Davenport Road/Poplar Plains Road at Macpherson Avenue</p>	<p>Current conditions</p> <ul style="list-style-type: none"> ● Vehicles travelling north are not required to stop creating safety concerns for pedestrians and other road users ● Low stop compliance ● Current configuration is not intuitive, drivers are often confused <p>Support for proposed changes</p> <ul style="list-style-type: none"> ● Support for normalised movement in all directions <p>Concerns with proposed changes</p> <ul style="list-style-type: none"> ● Suggest changes are excessive ● It will cause congestion and back traffic up to Dupont Avenue <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Request for raised crosswalks at all of the crossings ● Suggestion for a pedestrian crosswalk (only) ● A red light camera at Dupont Avenue
<p>Proposed changes to Macpherson Avenue at Rathnelly Avenue</p>	<p>Current conditions</p> <ul style="list-style-type: none"> ● Vehicles travel the eastbound the wrong direction on Macphersons between Rathnelly Avenue and Avenue Road ● Heavily used and relied on street parking including the use of two (illegal) parking spots not counted in the City's parking assessment ● Limited parking alternatives available especially for those on the south end of Rathnelly ● Underused parking spots on the south side of MacPherson ● Reduction of available parking the Green P lot due to installation of EV charging stations

Topic	Comment Summary
	<p>Concerns with proposed changes</p> <ul style="list-style-type: none"> ● Unfair impact on for residents living on the west side of Rathnelly Avenue ● Safety concerns and difficulty for families have to walk farther with children ● Concern for impact on property values <p>Additional requests/suggestions</p> <ul style="list-style-type: none"> ● Raised crosswalks at Rathnelly/Macpherson

Additional Feedback

The comments received through phone and email are summarised according to theme.

Theme	Comments
General Support	<ul style="list-style-type: none"> ● Plans are thoughtful ● General support expressed ● The two-way cycle track will make cycling safer (on that section) ● Support for road resurfacing
General Concerns	<ul style="list-style-type: none"> ● Changes are excessive, if necessary, they should be implemented in stages ● There is traffic congestion in the city; Bicycle lanes, sidewalk projections, on-street parking make it worse. ● Poplar Plains is a historic thoroughfare and a beautiful route with a natural flow and topography that is unique in the city. Over-engineering risks permanently damaging its character ● New configurations challenge predictability which is dangerous
Cycling conditions	<ul style="list-style-type: none"> ● People drive into the bike lanes on Poplar Plains often as well as on Davenport Road ● Low stop compliance among people cycling up Poplar Plains Road; a suggestion received to remove the stop signs for people cycling ● Preference for single cycle lanes on Davenport Road; the two directional bike lane is confusing and potentially dangerous among people cycling
Mabin School congestion	<ul style="list-style-type: none"> ● Mabin school drop-off and pick-up causes traffic delays on Poplar Plains with residual effect on the surrounding streets. Impacts are from vehicles stopping in the road and parking illegally blocking traffic. He changes will make conditions worse as cars will not be able use the bike lane to pass.

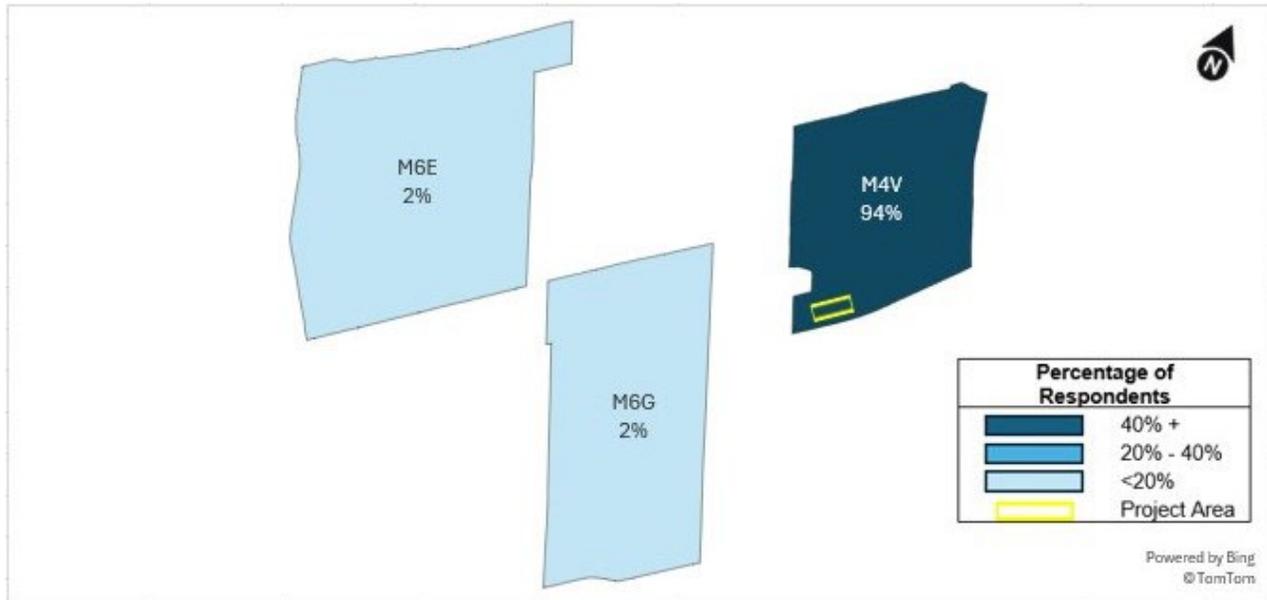
Theme	Comments
Concrete curbs	<ul style="list-style-type: none"> ● Support for concrete curbs to protect the bike lane ● Poplar Plains is a narrow road and the curbs will make navigating the road more difficult especially in winter ● Concrete curbs will result in traffic delays as people driving will be unable to maneuver around stopped/parked cars ● Curbs will make it difficult for people driving to enter residential driveways along Poplar Plain Road ● Winter maintenance will be difficult, snow will pile up
Parking	<ul style="list-style-type: none"> ● Requested no parking on the north side of Cottingham Road all along to Glen Edyth Drive as turns are difficult when cars park too close to the intersection ● Concern that city staff did not consider real number of parking spots used (legal and illegal) and have underestimated the impacts of parking removal (2 legal spots but 4 spots used regularly) ● Parking on Rathnelly Avenue is essential for local residents
Pedestrian safety	<ul style="list-style-type: none"> ● Cross walks needed further north on Poplar Plains Road for students walking to both schools (Poplar Plains Crescent) ● Low stop compliance at Davenport Road and Huron Street is unsafe for pedestrians crossing Davenport Road ● “Vision Zero” pedestrian safety improvements are needed at Davenport Road/Poplar Plains Road and Macphersons Avenue <ul style="list-style-type: none"> - Suggestions for a round about to manage traffic at this location
Traffic signal at Davenport Road/Poplar Plains Road and Macphersons Avenue	<ul style="list-style-type: none"> ● This intersection has been a problem for 90 years (photo form 1936 attached) ● Concern the traffic signal may cause traffic delays and back up to Dupont Avenue and/or Cottingham Road and Glen Edyth Drive ● The new traffic signal should be coordinated with the signal at Dupont Avenue for continuous traffic flow ● Concern that opening westbound traffic flow along Mapcherson Avenue will increase traffic infiltration ● It is not convenient for people cycling who may have to stop instead of building momentum and there are no considerable improvement for those cycling east - west ● Rather install a north-south pedestrian crosswalk on west side of the intersection (instead of the full signal)

Theme	Comments
One-way streets	<ul style="list-style-type: none"> ● Cars drive the wrong way on both one-way segment of Macpherson Avenue additional signage and deterrents are needed ● Install additional signage
Traffic calming	<ul style="list-style-type: none"> ● Install speedhumps on <ul style="list-style-type: none"> - Poplar Plains Road - the eastern portion of Macpherson (west of Avenue Road), vehicles speed on this stretch
Glen Edyth Drive, Cottingham Road and the Cycle tracks	<ul style="list-style-type: none"> ● The configuration at Cottingham Road and Glen Edyth Drive will make it difficult for vehicles turning off Davenport Road to make an immediate left onto Gen Edyth Drive ● The cycle cross ride on the north side of Davenport in addition to the two-way cycle tracks is confusing for both people cycling and driving ● This will be more dangerous for people cycling ● The cross ride at Huron Street would make it more dangerous for pedestrians to cross
Other concerns outside of project area	<ul style="list-style-type: none"> ● Falling tiles in the pedestrian underpass at Avenue Road and Macpherson

Appendices

Appendix A: Survey Participant Profile

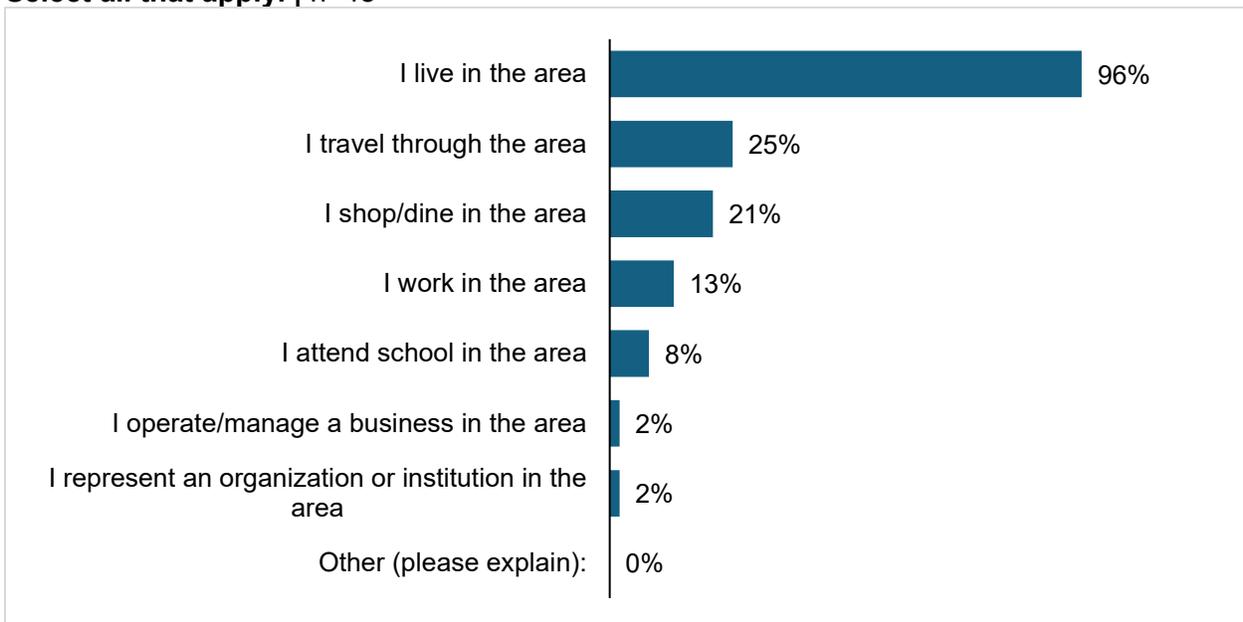
What are the first 3 digits of your postal code? | n=48



Almost all survey respondents live in the M4V postal code area, which is where changes are proposed.

Which statements describe your relationship to the project area?

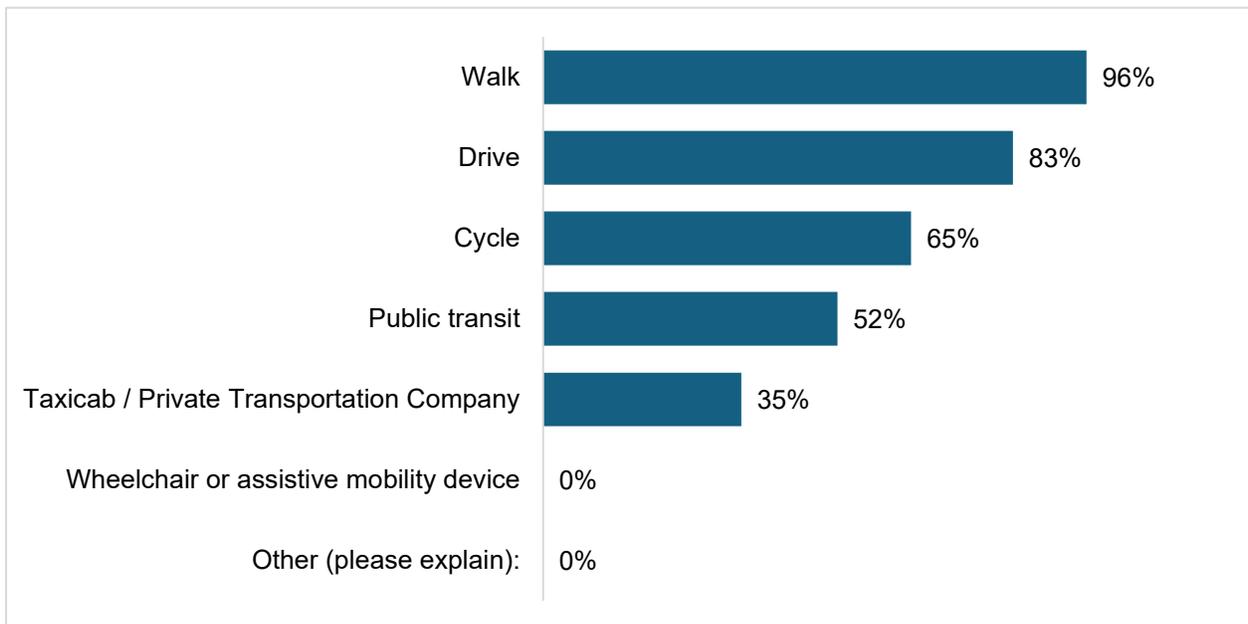
Select all that apply. | n=48



Almost all respondents describe their relationship as living in in the project area (96%). This correlates with the postal code information. A significant portion of respondents travel through area.

The respondents who attend school in the area, also reported living in the area.

How do you typically travel in the area? Select all that apply. | n=48



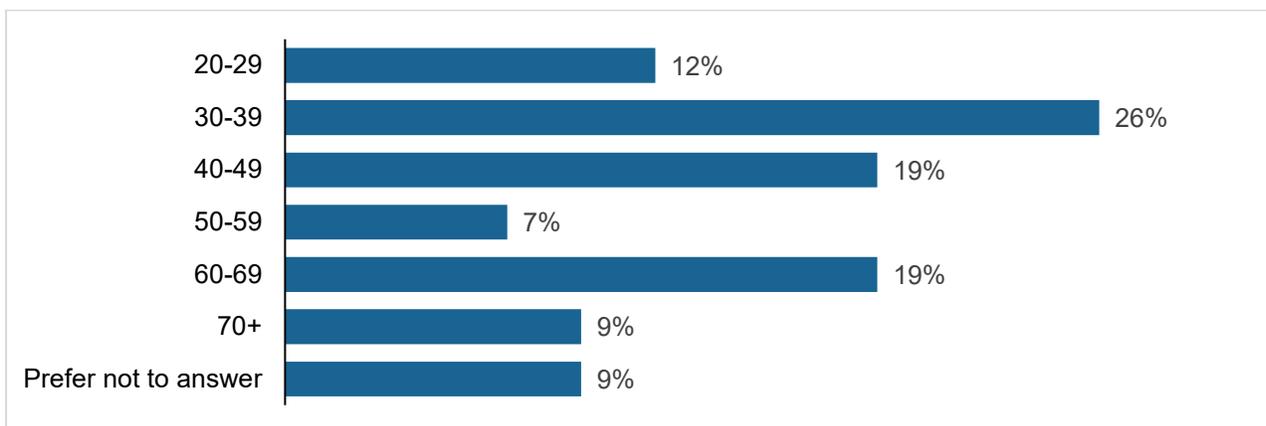
Almost all survey respondents walk in the area (96%), a large portion drive (83%) and many respondents (68%) cycle. More than half of survey respondents travel by public transit. Many survey respondents use private transportation companies.

Many respondents are multi-modal, considering the large number of respondents that walk and the number that drive, and cycle. A further look at survey results indicates that 58% of respondents, walk, drive and cycle.

Of those who travel through the area, 91% reported an M4V postal code. In whole numbers 11 respondents reported that they people travel through the area, 10 of whom live within the postal code.

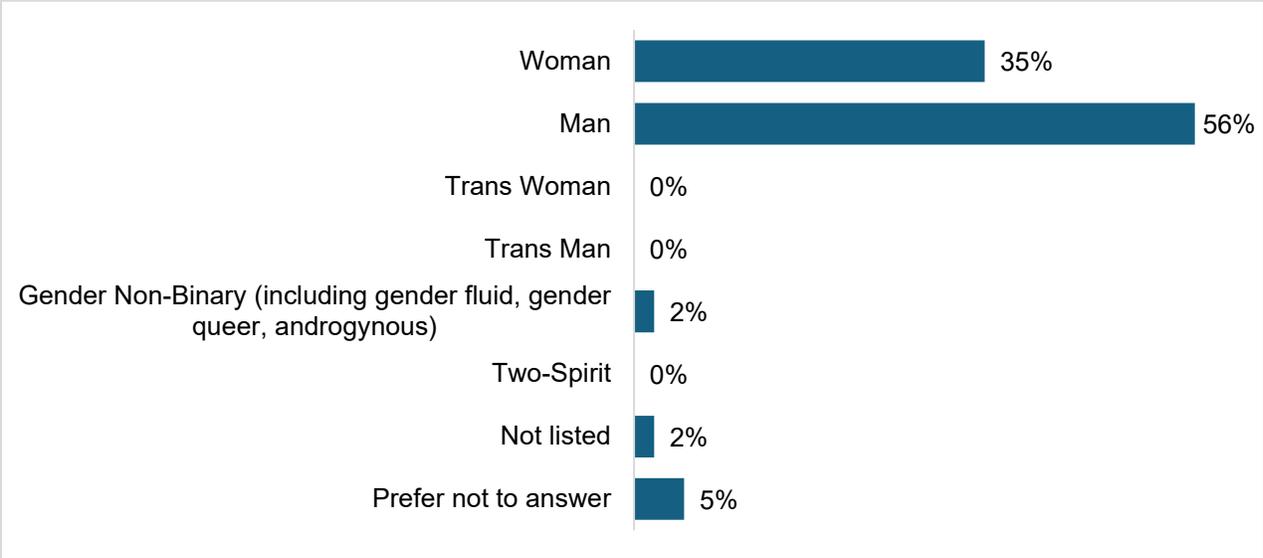
A total of 43 survey respondents provided optional demographic information described below.

What is your age? | n=43



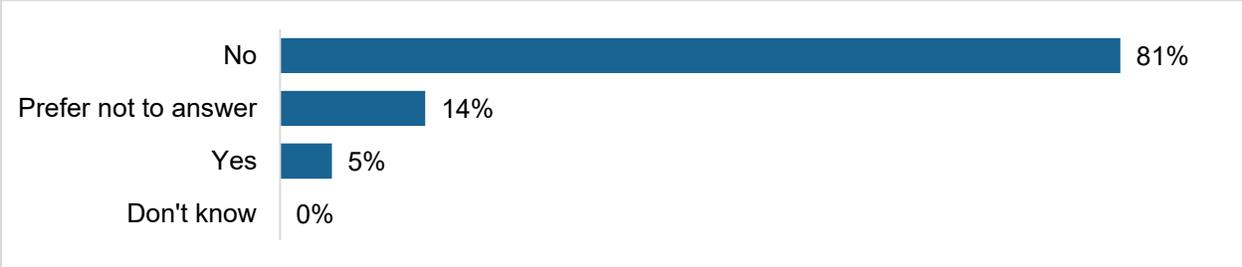
The largest age bracket that survey respondents identified is 30–39 (26%). This is consistent with the City of Toronto [Ward Profile](#) for Toronto- St Paul’s. The majority of respondents fall within working age (15-65) when age brackets are combined. There was a relatively high response rate among 60-69 year olds (19%) who make up 11% of the ward population.

What best describes your gender? Please select one. | n=43



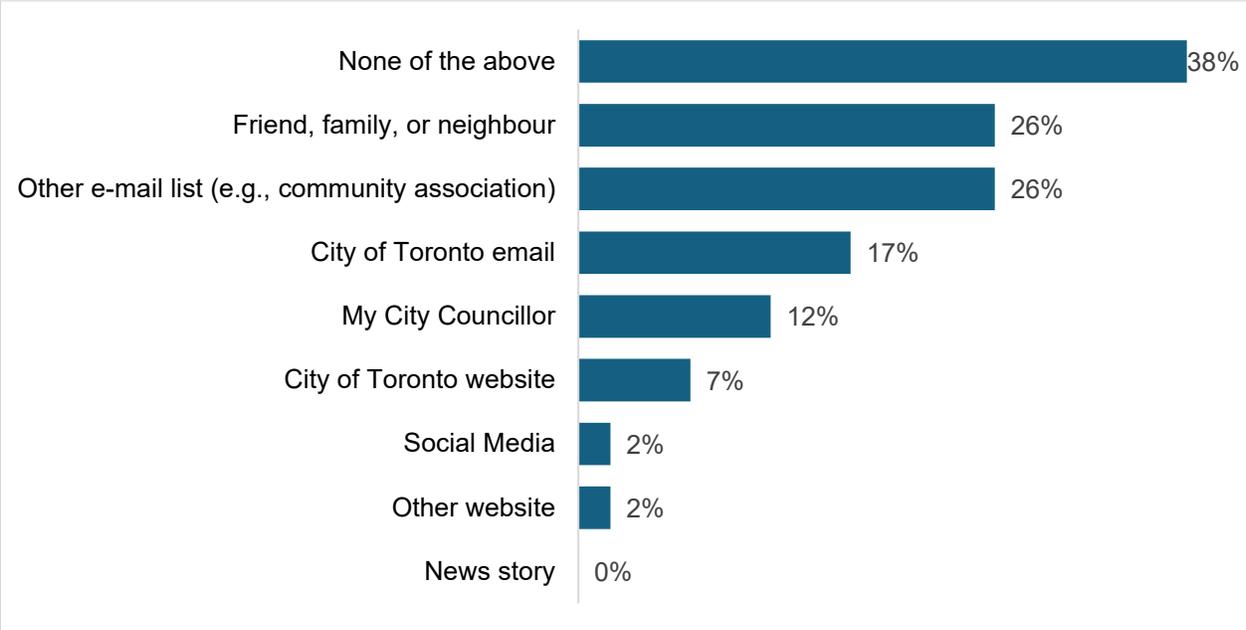
Considerably more men (56%) responded to the survey than women (35%).

Do you identify as a person with a disability? | n=43



There is some representation from people who identify as having a disability.

How did you hear about this project? Select all that apply. | n=43



Most survey respondents heard about the project from non-typical sources (38%). Others heard about the project through email lists (26%), friends, family and neighbours (26%).