

# **Flemingdon Park Streets Plan**

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**Public Consultation Report**  
January 2026

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# Consultation Summary

Public and interest group consultation for the Flemingdon Park Streets Plan took place from May to July 2025, with the public comment period open for five weeks from June 20 to July 28, 2025.

Consultation activities included a virtual community interest group meeting and one-on-one conversations with schools. Pop-up events and a public drop-in event were hosted, along with an online survey and continued comment tracking. The project team interacted with approximately 70 people at in-person events, approximately 150 survey responses were received, and approximately 10 people provided comments via phone and email.

Communications to notify the public and interest groups about the project included a project webpage, targeted emails to over 40 community interest groups, 14,856 flyers (in English, Farsi, Urdu, and Gujarati) distributed by Canada Post throughout the project area along with staff participation in community group meetings and door-to-door outreach to schools and community serving organizations. On-street signage with project information was installed in the neighbourhood and project notices and postcards were made available local community centres and the public library.

Top priorities and issues raised by participants through the Phase 1 consultation were:

- Excessive congestion, particularly during peak-hours. Frequently noted contributing factors included peak-hour non-local traffic, school traffic and school busses, road configuration including one-way conversions and reduced lane-widths, ongoing construction, and placement of traffic signals.
- Need for improved pedestrian infrastructure, including formalizing well-used informal paths near schools, businesses, and green spaces and improved pedestrian safety on sidewalks and crossings through pavement markings, refuge islands, and curb extensions.
- Feedback on cycling infrastructure was mixed. Some participants emphasized the need for improved safety for people cycling, including protected bikeways and intersection safety measures, citing concerns about excessive motor vehicle speeds, steep slopes, and conflicts with pedestrians and motor vehicle drivers using bike lanes. Several participants also raised concerns about physically separated bikeways, citing an increase in traffic congestion, possible safety risks for motor vehicle drivers, and challenges for emergency vehicle operations. Some participants suggested alternative designs including painted bike lanes or shared lanes, while some participants felt that dedicated cycling infrastructure was not needed in the neighbourhood.
- Concerns about road configuration, including reduced lane widths and one-way conversions. Participants felt reduced lane widths have led to congestion, inconvenient and unsafe conditions for motor vehicle drivers, and may impact emergency vehicle access. Many expressed concerns about the one-way conversion of Ferrand Drive, citing increased congestion and decreased access to the neighbourhood.

A second phase of consultation is planned for Spring 2026 to receive feedback on the proposed changes to address issues identified during Phase 1.

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

## Project Overview

The Flemingdon Park Streets Plan aims to identify, prioritize and recommend short and long-term improvements to traffic operations and road design to support safety for all modes of transportation. The Streets Plan aims to address four main areas of concern:

1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Opportunities for active transportation (walking and cycling) and access to transit stops and stations

The project area is located between Eglinton Avenue East to the north, Don Mills Road to the west, the east branch of the Don River to the east and Overlea Boulevard to the south.

This report summarizes consultation activities and feedback received during consultation that took place from May to July 2025.

## 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 webpage [toronto.ca/FlemingdonParkStreets](https://toronto.ca/FlemingdonParkStreets)
- Notice delivered via Canada Post (14,856 addresses in the project area).
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (50+ contacts)
- In-person visits and postcard drops at 10+ organizations and schools
- On-street signage posted in the neighbourhood, in English, Urdu, Farsi, and Gujarati



*Pop-up at Flemo Farms Farmer's Market, summer 2025*

### Consultation Activities

Comments on the project was received through the following activities:

Activity	Date(s)	Participation
Interest Group Meetings	<ul style="list-style-type: none"><li>• May 2, 2025</li><li>• June 17, 2025</li></ul>	15+ (Over 50 invitations sent)
Guest Presentations: a) East York and Don Valley Cluster Meeting b) Thorncliffe Flemingdon Park Residents Council	<ul style="list-style-type: none"><li>• May 21, 2025</li><li>• June 25, 2025</li></ul>	~25 attendees

Activity	Date(s)	Participation
Pop-Up Events: a) Flemo Farms Farmers Market b) Dennis R Timbrell Library and Resource Centre	<ul style="list-style-type: none"> <li>• June 26, 2025</li> <li>• July 7, 2025</li> </ul>	~30 interactions
Drop-In Public Event	July 14, 2025	~30 attendees
Online Interactive Map and Survey	June 20 – July 28, 2025	150 responses
Email/Phone	June 20 – July 28, 2025	Comments received from 10 individuals

## What We Heard

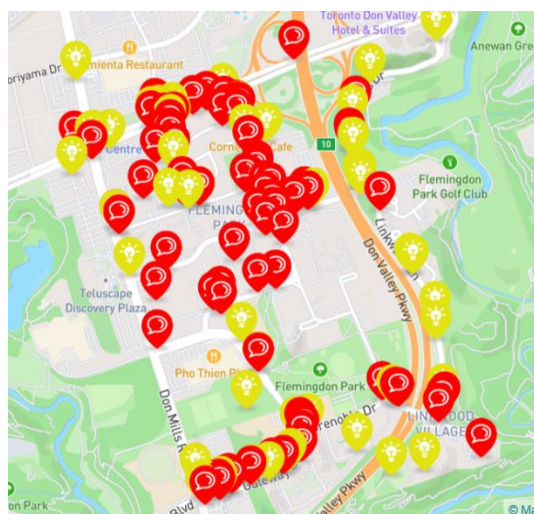
Top priorities and issues raised by participants through the Phase 1 consultation were:

- **Traffic congestion:** Excessive congestion was the most frequently expressed concern on St. Dennis Drive, Ferrand Drive, Gateway Boulevard, Rochefort Drive, Spanbridge Road, Grenoble Drive, and at several intersections. Participants highlighted excessive peak-hour non-local traffic due to motor vehicle drivers using neighbourhood streets as an alternative to driving on the Don Valley Parkway, Don Mills Road, and Eglinton Avenue. They said this leads to congestion, safety risks, and excessive noise.
- **Cycling infrastructure and safety:** Feedback on cycling infrastructure varied. Some participants felt bikeways are not needed in the neighbourhood due to low cycling volumes and noted that painted lanes or on-street shared lanes would provide adequate safety for people cycling. In contrast, many participants who cycle in or through the neighbourhood noted the need for additional safety at intersections, and on roads with steep slopes and high motor vehicle speeds.
- **Road configuration:** Participants raised concerns about road configuration particularly narrowed lane widths on roads with physically separated bikeways. Participants expressed concern about increased congestion, and inconvenient and unsafe conditions for motor vehicle drivers, including emergency vehicles. Some also speculated that conditions may worsen during winter months.
- **Need for improved pedestrian infrastructure and safety:** Several locations where pedestrians informally cross to make connections to businesses, schools, parks and trails were identified. Participants requested measures to ensure safety and accessibility at these locations, particularly for children walking to school.

## Interactive Map and Survey

An online interactive map, hosted on Social Pinpoint, invited respondents to identify location-specific concerns or opportunities for transportation changes. Participation was anonymous, and optional demographic questions were included in an associated survey (see Appendix for Survey Participant Profile).

Comments received through the interactive map and survey are presented in this section.



*Feedback markers on the online interactive map*

## Road Safety

Location	Comment Summary
Don Mills Road and Eglinton Avenue East Intersection	<ul style="list-style-type: none"> <li>- Allow left turn on Eglinton Avenue to reduce rush hour congestion</li> <li>- Increase turn signal timing, by at least double</li> <li>- Consider installing a roundabout</li> <li>- Install additional signage indicating turn restrictions near Don Mills Road</li> </ul>
Ferrand Drive and Eglinton Avenue East Intersection	<ul style="list-style-type: none"> <li>- Non-compliance with newly installed traffic signal and turn restrictions</li> <li>- Permit a left turn to Ferrand Drive from the intersection of Eglinton Avenue and Gervais Drive.</li> <li>- Allow through access to Ferrand Drive from Gervais Drive</li> <li>- Concerns about reduced lane widths</li> <li>- Narrowed lane widths lead to inconvenience for motor vehicle drivers turning right from Don Mills Road to Rochefort Drive</li> </ul>
Ferrand Drive and Windom Road Intersection	<ul style="list-style-type: none"> <li>- Install additional one-way signage</li> <li>- Concrete bollards are inconvenient for motor vehicle drivers</li> </ul>
Ferrand Drive	<ul style="list-style-type: none"> <li>- Remove the concrete bollards. Safety concerns for vehicle drivers exiting onto Eglinton Avenue due to the bollards</li> <li>- Concerns about reduced lane widths, due to possible increase in congestion and safety issue for motor vehicle drivers, school busses, and emergency vehicles</li> <li>- Some bollards may be obstructing fire hydrants</li> </ul>
Ferrand Drive and Rochefort Drive Intersection	<ul style="list-style-type: none"> <li>- Remove the concrete bollard closest to the intersection.</li> </ul>
Don Mills Road and Rochefort Drive Intersection	<ul style="list-style-type: none"> <li>- Re-evaluate the sharp turn at this intersection</li> </ul>
Deauville Lane and St. Dennis Drive Intersection	<ul style="list-style-type: none"> <li>- Safety concerns due to the new driveway at 25 St. Dennis Drive</li> </ul>

Location	Comment Summary
Don Mills Road and St. Dennis Drive Intersection	- Install advanced green light on left turns
St. Dennis Drive	- Non-compliance of one-way turn restrictions by motor vehicle drivers exiting onto St. Dennis Drive from Dennis R Timbrell Resource Centre parking
Grenoble Drive at Trail head/ Saint John XXIII Parish Church Intersection	- Install traffic lights
Sunny Glenway and Gateway Boulevard Intersection	- Non-compliance of turn restrictions and parking restrictions during school pick up and drop-off times
St. Dennis Drive	<ul style="list-style-type: none"> <li>- Install signage indicating no left turn for motor vehicle drivers exiting the gas station</li> <li>- Non-compliance with U-turn restrictions at the intersection. Extend the median strip with grass and concrete to discourage turning</li> <li>- Install advance green lights</li> </ul>
Linkwood Lane and Spanbridge Road Intersection	- Non-compliance with stop signs. Install a traffic light at this location
Linkwood Lane and St. Dennis Drive Intersection	<ul style="list-style-type: none"> <li>- Install a traffic signal</li> <li>- Excessive congestion on St. Dennis Drive and Deauville Lane due to the four-way stop at this intersection. Convert to a traffic light or roundabout to keep the traffic flowing</li> </ul>

## Speed

Location	Comment Summary
Ferrand Drive and Eglinton Avenue East Intersection	- Install a traffic camera or speed sensor
Ferrand Drive and Windom Road Intersection	- Excessive speeding and congestion on Windom Road are safety concerns for children
Deauville Lane and St. Dennis Drive Intersection	- Excessive nighttime speeding on St. Dennis Drive past the golf course
Sunny Glenway & Gateway Boulevard Intersection	<ul style="list-style-type: none"> <li>- Excessive speeding and non-compliance with 'Do Not Block' signage make it difficult to turn out of driveways. Install additional signage.</li> <li>- Install a speed bump or a rumble strip to decrease speeds near the crosswalk and driveways</li> </ul>
Linkwood Lane & Spanbridge Road Intersection	- Excessive speeding and non-compliance with stop signs
Linkwood Lane Intersection	- Install chicanes to discourage non-local traffic and speeding
Linkwood Lane and Windy Golfway Intersection	- Excessive speeding, install speed bumps.
Linkwood Lane and St. Dennis Drive Intersection	<ul style="list-style-type: none"> <li>- Install a traffic camera and other speed enforcement measures</li> <li>- Allow parking on east side of Linkwood Lane to discourage speeding for southbound motor vehicle drivers</li> </ul>

Location	Comment Summary
St. Dennis Drive	<ul style="list-style-type: none"> <li>- Safety concerns for people cycling due to excessive speeding</li> <li>- Install speed bumps</li> <li>- Install chicanes to discourage non-local traffic and speeding.</li> </ul>
Windom Road	<ul style="list-style-type: none"> <li>- Excessive speeding</li> </ul>

## Volume

Location	Comment Summary
Ferrand Drive and Eglinton Avenue East Intersection	<ul style="list-style-type: none"> <li>- Excessive congestion during peak hours, exacerbated by school busses</li> <li>- Make the right-turn exit a mandatory stop on red light to allow direct access from Gervais Drive and westbound Eglinton Avenue</li> <li>- Open a direct exit from Ferrand Drive to Eglinton Avenue east to ease congestion</li> <li>- Remove the bike lanes, restore two-way traffic on Ferrand, and add an eastbound exit ramp</li> <li>- Convert into a two-way intersection</li> </ul>
Ferrand Drive	<ul style="list-style-type: none"> <li>- Need for improved access to Eglinton Avenue, especially with the increasing population. Introduce an exit eastbound onto Eglinton Avenue</li> </ul>
Don Mills Road & Wynford Drive Intersection	<ul style="list-style-type: none"> <li>- Coordinate traffic signal timings from Eglinton Avenue to Green Belt lands to ease congestion</li> </ul>
Windom Road	<ul style="list-style-type: none"> <li>- Excessive traffic routing through Windom Road due to Ferrand Drive being one-way</li> <li>- Excessive speeding and non-compliance with stop signs</li> </ul>
Ferrand Drive and Windom Road Intersection	<ul style="list-style-type: none"> <li>- Non-compliance with parking restrictions</li> </ul>
Ferrand Drive and Seton Park Road Intersection	<ul style="list-style-type: none"> <li>- Excessive congestion. Install speed bumps instead of stop signs to manage traffic.</li> </ul>
Rochefort Drive	<ul style="list-style-type: none"> <li>- Excessive congestion, install a traffic light</li> </ul>
Don Mills Road and Rochefort Drive Intersection	<ul style="list-style-type: none"> <li>- Excessive congestion</li> </ul>
St. Dennis Drive	<ul style="list-style-type: none"> <li>- Excessive congestion, which may worsen with upcoming development</li> <li>- Install four motor vehicle lanes on this road</li> <li>- Add additional signage or change traffic lights to indicate turn restrictions in effect</li> </ul>
Don Mills Road & St. Dennis Drive Intersection	<ul style="list-style-type: none"> <li>- Excessive congestion makes it inconvenient to access driveways</li> <li>- Maintain the option to turn left onto Gateway Boulevard from southbound Don Mills Road</li> <li>- Restrict non-local traffic on all eastbound streets off of Don Mills Road during peak hours</li> </ul>
Grenoble Drive & Spanbridge Road Intersection	<ul style="list-style-type: none"> <li>- Excessive non-local traffic from Don Valley Parkway</li> <li>- Excessive congestion due to traffic coming from Grenoble Public School</li> <li>- Install a stop sign</li> </ul>



Location	Comment Summary
Linkwood Lane & Spanbridge Road Intersection	<ul style="list-style-type: none"> <li>- Restrict peak-hour non-local traffic from Don Valley Parkway</li> <li>- Excessive congestion on Spanbridge Road and Linkwood Lane due to Ontario Line construction</li> </ul>

## Pedestrians

Location	Comment Summary
Ferrand Drive and Rochefort Drive Intersection	<ul style="list-style-type: none"> <li>- Install crosswalk markers on both sides for pedestrian safety</li> </ul>
Deauville Lane and St. Dennis Drive Intersection	<ul style="list-style-type: none"> <li>- Safety concern for pedestrians on the right turn slip lane. Remove the slip lane and have motor vehicle drivers do a regular right turn</li> <li>- Concerns about electric scooters on the sidewalk</li> </ul>
Don Mills Road and Gateway Boulevard Intersection	<ul style="list-style-type: none"> <li>- Motor vehicle drivers do not comply with turn restrictions</li> </ul>
Grenoble Drive	<ul style="list-style-type: none"> <li>- Install a pedestrian crossing and a crossing guard near Grenoble Public School to increase safety for children walking to school.</li> <li>- Install a crosswalk near Saint John XXIII Parish Church for pedestrian and people cycling who cross the street from the park and trail on the east side</li> </ul>
Grenoble Drive and Gateway Boulevard Intersection	<ul style="list-style-type: none"> <li>- Install a crosswalk</li> </ul>
Linkwood Lane & Edgecliff Golfway Intersection	<ul style="list-style-type: none"> <li>- Install traffic lights to ensure safety for people crossing the street to the TTC bus stop</li> </ul>
Don Mills Road and St. Dennis Drive Intersection	<ul style="list-style-type: none"> <li>- Concerns about people cycling and using e-scooters on the sidewalk</li> </ul>

## Cycling

Location	Comment Summary
Ferrand Drive and Eglinton Avenue East Intersection	<ul style="list-style-type: none"> <li>- Increase safety for people cycling on this stretch. Painted lanes do not provide adequate separation from the motor vehicle lane</li> <li>- The off-ramp from Eglinton Avenue to Ferrand Drive is not safe enough to accommodate bikeways, particularly in winters</li> <li>- Cycling infrastructure seems to be underutilized</li> <li>- Convert into a two-way street. Currently unsafe due to lack of one-way signage in the neighbourhood</li> </ul>
Ferrand Drive and Windom Road Intersection	<ul style="list-style-type: none"> <li>- Concrete bollards are not maintained well</li> </ul>
Ferrand Drive and Rochefort Road Intersection	<ul style="list-style-type: none"> <li>- Install bike lanes on Don Mills Road – people cycle on the sidewalk, leading to conflicts with pedestrians</li> <li>- Avoid reducing on-street parking to build cycling infrastructure. More parking is needed to accommodate upcoming housing developments.</li> </ul>

Location	Comment Summary
Deauville Lane and Rochefort Drive Intersection	<ul style="list-style-type: none"> <li>- Concerns about physically separated bikeway</li> <li>- Inconvenience and safety issues for motor vehicle drivers due to reduced lane widths, particularly in winters</li> <li>- Excessive congestion during rush hour caused by left turning motor vehicle drivers southbound onto St. Dennis Drive</li> </ul>
Deauville Lane and St. Dennis Drive Intersection	<ul style="list-style-type: none"> <li>- Some support for a physically separated bikeway due to the steep slopes on St. Dennis Drive</li> <li>- Concerns about concrete bollards causing congestion and potential safety issues for motor vehicle drivers and emergency vehicles. Consider using the parking lane as a buffer for the bike lane</li> <li>- Install a roundabout at the intersection of St. Dennis Drive and Linkwood Lane, with improved pedestrian signages</li> <li>- Concerns about perceived underutilization of cycle tracks</li> </ul>
Grenoble Drive	<ul style="list-style-type: none"> <li>- Concern about safety of adults and children cycling, including children. The bikeway is frequently used by motor vehicle drivers and pedestrians, and by parked cars</li> <li>- Some participants suggested installing a physically separated bikeway to increase safety for people cycling, while others suggested removing the bike lanes</li> <li>- Install a Bike Share station</li> </ul>
Sunny Glenway and Gateway Boulevard Intersection	<ul style="list-style-type: none"> <li>- Concerns about narrowed lane widths and perceived underutilization of bike lanes</li> <li>- Concerns about safety of people cycling, since motor vehicle drivers often use bike lanes</li> <li>- Some supported installing a physically separated bikeway, while others suggested removing the bikeway or modifying it to stay beside the curb</li> </ul>
Don Mills Road and St. Dennis Drive Intersection	<ul style="list-style-type: none"> <li>- Install flexi-post bollards to protect bikeways. In-road safety sign at this location leads to motor vehicle drivers swerving into the bike lane</li> <li>- Excessive congestion</li> <li>- Concerns about perceived underutilization of biking infrastructure</li> </ul>
Grenoble Drive and Spanbridge Road Intersection	<ul style="list-style-type: none"> <li>- Mixed feedback on cycling infrastructure</li> </ul>
Linkwood Lane Spanbridge Road Intersection	<ul style="list-style-type: none"> <li>- Safety concerns for people cycling due to excessive speeding</li> <li>- Consider reducing the width of the sidewalk to install bikeways</li> <li>- Install cycle tracks on the shoulder between Linkwood Lane and Don Valley Parkway</li> <li>- Some expressed concern that installing a bikeway would make the lanes too narrow and reduce on-street parking for residents</li> </ul>

Location	Comment Summary
Linkwood Lane and Windy Golfway Intersection	- Install a multi-use trail on the west side of the street for pedestrians and people cycling
Don Valley Parkway and Eglinton Avenue East Intersection	- Safety concerns for people cycling. Motor vehicle drivers often cross over the bike lanes to get onto the highway.

## Other

Location	Comment Summary
Don Mills Road and Eglinton Avenue East Intersection	- Need green space in this area
Ferrand Drive and Rochefort Road Intersection	- Need more green spaces or a new park
Deauville Lane and St. Dennis Drive Intersection	- Concern about flood drains on the street
Grenoble Drive	- Excessive noise by modified vehicles - Need a dog park
Grenoble Drive and Gateway Boulevard Intersection	- Need for storm drain maintenance – floods lead to losing the turning lane
Sunny Glenway and Gateway Boulevard Intersection	- Excessive noise
Grenoble Drive and Spanbridge Road Intersection	- Need for prompt winter maintenance and snow removal on the bridge

## Public Drop-in Event

The in-person Public Drop-in Event was held on July 14 at the Flemington Park Ministry. Attendees were able to view information panels and speak with members of the project team. Participant comments are summarized below:

### Road Safety

Location	Comment Summary
Ferrand Drive	<ul style="list-style-type: none"><li>- One-way conversion of this street has increased congestion and decreased access to the neighbourhood. Restore two-way motor vehicle traffic.</li></ul>
St. Dennis Drive and Deauville Road Intersection	<ul style="list-style-type: none"><li>- Missing left turn signal</li></ul>
Shady Golfway and Linkwood Lane Intersection	<ul style="list-style-type: none"><li>- Safety risks for motor vehicle drivers due to steep slopes</li></ul>

### Speed

Location	Comment Summary
Calstock Drive	<ul style="list-style-type: none"><li>- Excessive speeding</li></ul>
Shady Golfway and Linkwood Lane Intersection	<ul style="list-style-type: none"><li>- Excessive speeding</li></ul>

### Volume

Location	Comment Summary
Ferrand Drive	<ul style="list-style-type: none"><li>- Excessive non-local traffic</li></ul>
Gateway Boulevard	<ul style="list-style-type: none"><li>- Excessive non-local traffic</li></ul>
St. Dennis Drive and Deauville Road Intersection	<ul style="list-style-type: none"><li>- Excessive congestion makes it difficult to navigate this intersection.</li><li>- Excessive non-local traffic on St. Dennis Drive was noted as a contributing factor for congestion. Congestion may have worsened due to narrowed lane widths and introduction of physically separated cycle tracks</li></ul>
Rochefort Drive and Don Mills Road Intersection	<ul style="list-style-type: none"><li>- Add a signal here to reduce motor vehicle speeds and volumes coming in from Don Mills Road</li><li>- Consider adding left turn restriction to Rochefort Road</li></ul>
Eglinton Avenue East and Wynford Drive Intersection	<ul style="list-style-type: none"><li>- Excessive congestion from Gateway Boulevard to Wynford Drive</li></ul>
St. Dennis Drive and Don Mills Road Intersection	<ul style="list-style-type: none"><li>- This intersection gets blocked during peak hours</li></ul>
Eglinton Avenue East & Don Mills Road Intersection	<ul style="list-style-type: none"><li>- Consider using the parking lot at this location for other purposes</li></ul>
Spanbridge Road and Grenoble Drive Intersection	<ul style="list-style-type: none"><li>- Excessive non-local traffic. Implement a turn restriction during peak hours</li></ul>

Location	Comment Summary
Across the neighbourhood	<ul style="list-style-type: none"> <li>- Implement access restrictions to manage non-local traffic in the neighbourhood</li> <li>- Upcoming construction on Don Mills Road may worsen congestion in the neighbourhood</li> </ul>

## Cycling

Location	Comment Summary
Ferrand Drive	<ul style="list-style-type: none"> <li>- Concern that bikeways may be leading to congestion and unsafe conditions for motor vehicle drivers</li> </ul>
Rocheft Road	<ul style="list-style-type: none"> <li>- Concern that bikeways in the neighbourhood may be leading to congestion, unsafe conditions for motor vehicle drivers, and potentially decreased access for emergency vehicles</li> </ul>
Deauville Lane and St. Dennis Drive Intersection	<ul style="list-style-type: none"> <li>- Concerns about perceived underutilization of cycling infrastructure.</li> <li>- Many suggested removing the bikeways or converting them into shared facilities. Concerns that concrete bollards may create unsafe conditions for vehicle drivers</li> <li>- Concerns about winter maintenance, and possibility of increased safety risks in winters</li> </ul>

## Pedestrians

Location	Comment Summary
Shady Golfway and Linkwood Lane Intersection	<ul style="list-style-type: none"> <li>- Missing crosswalk</li> </ul>

## Public Transit

Location	Comment Summary
Eglinton Avenue East and Ferrand Drive Intersection	<ul style="list-style-type: none"> <li>- Traffic near this intersection leads to delayed transit service. Adjust signal timing on Eglinton Avenue East,</li> </ul>

## Parking

Location	Comment Summary
Gateway Boulevard	<ul style="list-style-type: none"> <li>- Parking spots are often blocked by larger vehicles</li> </ul>
Linkwood Lane	<ul style="list-style-type: none"> <li>- Peak-hour congestion due to school busses parked on Linkwood Lane</li> </ul>

## Interest Group Feedback

The comments received through virtual meetings with community interest groups, guest presentations at community group events, and through one-on-one in-person interactions are summarized below:

### Road Safety

Location	Comment Summary
Ferrand Drive	<ul style="list-style-type: none"><li>- Concerns about one-way conversions leading to confusion and congestion</li></ul>
General	<ul style="list-style-type: none"><li>- Concern about possible decrease in access for emergency service vehicles</li><li>- Excessive speeding</li><li>- Need for education and enforcement to improve behaviours of pedestrians and people cycling</li></ul>

### Volume

Location	Comment Summary
Ferrand Drive	<ul style="list-style-type: none"><li>- Excessive non-local traffic on Ferrand Drive</li><li>- Support for protected bikeways in the area – people cycling use the route commute to work</li></ul>
Gateway Boulevard and Grenoble Drive Intersection	<ul style="list-style-type: none"><li>- Concerns about congestion during school pick up and drop-off times</li></ul>
St. Dennis Drive, and across the neighbourhood	<ul style="list-style-type: none"><li>- Excessive non-local traffic</li></ul>

### Pedestrians

Location	Comment Summary
Deauville Lane and St. Dennis Drive Intersection	<ul style="list-style-type: none"><li>- Install a midblock crossing</li><li>- Add additional signage across the neighbourhood for pedestrians and people cycling. In-road speed signs may not be suitable in all weathers</li></ul>
Grenoble Drive	<ul style="list-style-type: none"><li>- Need for safer crossing options for children walking to school, particularly during peak hours. Many children walk to school alone or with other children</li></ul>
Gateway Boulevard	<ul style="list-style-type: none"><li>- Long distance between pedestrian crossings on Gateway Boulevard south of Grenoble Drive, but adding another crossing may worsen the congestion</li><li>- Need for more designated pedestrians crossings, particularly in front of the plaza and near schools. Pedestrians, including children cross the road unsafely due to a lack of crossings.</li></ul>
Gateway Boulevard and Grenoble Drive Intersection	<ul style="list-style-type: none"><li>- Unsafe crossing behaviours by children due to missing pedestrian crossing on one side of the road</li></ul>
Gateway Boulevard and Don Mills Road Intersection	<ul style="list-style-type: none"><li>- Non-compliance with turning restrictions (no right turn on red light), leading to conflicts with pedestrians crossing the road</li></ul>

Location	Comment Summary
Across the neighbourhood	<ul style="list-style-type: none"> <li>- Safe access to green spaces and nearby ravines is a priority in the neighbourhood. There are clear desire lines near green spaces where safe pedestrian crossing are not available or few</li> </ul>
Across the neighbourhood	<ul style="list-style-type: none"> <li>- Concerns about e-bikes in the neighbourhood affecting pedestrian safety. Issues highlighted include excessive speeding and using sidewalks</li> </ul>

### Parking

Location	Comment Summary
Across the neighbourhood	<ul style="list-style-type: none"> <li>- Concerns about removal of free parking spaces</li> </ul>

### Other

Location	Comment Summary
Across the neighbourhood	<ul style="list-style-type: none"> <li>- Add more lighting on streets to ensure safety of all road users</li> </ul>

### Additional Feedback

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

### Road Safety

Location	Comment Summary
Grenoble Drive	<ul style="list-style-type: none"> <li>- Excessive speeding, install speed bumps</li> <li>- Excessive non-local traffic</li> </ul>
Spanbridge Road and Grenoble Drive Intersection	<ul style="list-style-type: none"> <li>- Excessive speeding and congestion during peak hours</li> </ul>
St. Dennis Drive and Wynford Drive Intersection	<ul style="list-style-type: none"> <li>- Install a traffic light</li> </ul>
St. Dennis Drive and Deauville Lane Intersection	<ul style="list-style-type: none"> <li>- Drivers in the left lane routinely stop far ahead of staggered stop lines, obstructing traffic and making it difficult for TTC buses to turn safely</li> </ul>
Linkwood Lane	<ul style="list-style-type: none"> <li>- Install speed bumps</li> </ul>
Ferrand Drive and Eglinton Avenue East Intersection	<ul style="list-style-type: none"> <li>- Restore two-way traffic flow, current one-way setup leads to excessive non-local traffic from Don Mills Road diverting to residential streets</li> </ul>
St. Dennis Drive and Linkwood Lane Intersection	<ul style="list-style-type: none"> <li>- Motor vehicle drivers coming from Linkwood Lane make aggressive right turns, leading to safety risks for others</li> </ul>
Gateway Boulevard and Grenoble Drive Intersection	<ul style="list-style-type: none"> <li>- Non-compliance to all-way stops signs and unsafe turns.</li> </ul>
Don Mills Road and Rochefort Drive Intersection	<ul style="list-style-type: none"> <li>- Install a traffic light. Current traffic flow is ineffective and leads to congestion</li> </ul>

Location	Comment Summary
Across the neighbourhood	<ul style="list-style-type: none"> <li>- Non-compliance of all-way stop signs leading to unsafe conditions</li> <li>- Excessive non-local traffic on residential streets</li> <li>- Install speed cameras as an alternative to reducing speeds</li> </ul>

## Volume

Location	Comment Summary
Eglinton Avenue and Ferrand Drive Intersection	<ul style="list-style-type: none"> <li>- Restore two-way traffic and allow access to Eglinton Avenue and Gervais Drive, to improve neighbourhood access and decrease congestion</li> </ul>
St. Dennis Drive	<ul style="list-style-type: none"> <li>- Congestion due to excessive stop signs on St. Dennis Drive</li> </ul>
Windom Road	<ul style="list-style-type: none"> <li>- Congestion due to narrowed lane widths</li> </ul>
Shady Golfway	<ul style="list-style-type: none"> <li>- The all-way crossing leads to congestion. Replace the all-way crossing with a traffic signal</li> </ul>
Spanbridge Road and Grenoble Drive Intersection	<ul style="list-style-type: none"> <li>- Congestion due to several traffic cameras placed close to each other and due to bunching of TTC busses</li> </ul>
Rocheft Drive	<ul style="list-style-type: none"> <li>- Excessive congestion causing safety issues on Rocheft Drive. Question about what will happen to the bike lanes after the upcoming development and demolition (7-11 Rocheft Drive)</li> </ul>
Across the neighbourhood	<ul style="list-style-type: none"> <li>- Traffic and congestion concerns may increase with the upcoming developments and transit options</li> </ul>

## Pedestrians

Location	Comment Summary
Linkwood Lane	<ul style="list-style-type: none"> <li>- Install a crosswalk between Shady Golfway and Linkwood Lane</li> </ul>
Across the neighbourhood	<ul style="list-style-type: none"> <li>- Pedestrian non-compliance to signals at intersections. Suggestion to increase road safety education for pedestrians.</li> <li>- Need for pedestrian connections to trails and green spaces like North York Hydro Green Space</li> <li>- Stop signs do not provide adequate safety at pedestrian crossings due to frequent non-compliance by motor vehicle drivers. Install traffic lights.</li> <li>- Need for more lighting on streets for increased visibility and safety</li> <li>- Safety concerns due to e-scooters using sidewalks</li> </ul>



## Cycling

Location	Comment Summary
Ferrand Drive	<ul style="list-style-type: none"> <li>- Concern that concrete bollards may be low quality and deteriorate quickly</li> <li>- Remove or replace metal poles and cement blocks with rounded barriers</li> <li>- Restore two-way traffic and access from Eglinton Avenue to reduce congestion and improve neighborhood connectivity.</li> <li>- One-way restrictions hinder emergency vehicles and driveway access</li> </ul>
Gateway Boulevard and Don Mills Road (both intersections)	<ul style="list-style-type: none"> <li>- Need for protected bikeways leading up to the intersection. Motor vehicle drivers drive in bike lanes to make right turns, making it unsafe for people cycling</li> </ul>
Across the neighbourhood	<ul style="list-style-type: none"> <li>- Concern about perceived underutilization of cycling infrastructure. Suggestion to replace the physically separated bikeway with shared lane markings</li> <li>- Bike lanes are frequently used by motor vehicle and motorized mobility devices leading to safety risks for people cycling</li> <li>- New bikeways have made cycling in the area more safe, but there is a need for more protected bikeways to ensure that motor vehicle drivers are not using the bike lanes illegally</li> </ul>

## Other

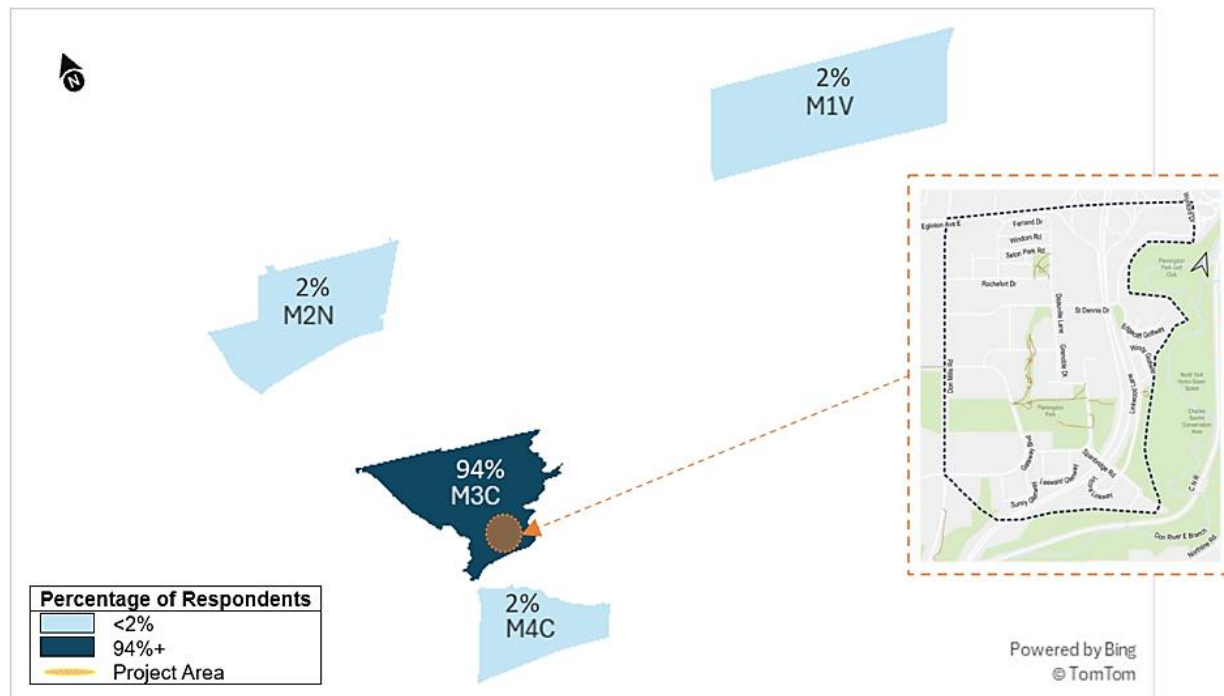
Location	Comment Summary
Ferrand Drive	<ul style="list-style-type: none"> <li>- Improve snow clearing response; current delays combined with traffic changes make winter travel unsafe and inefficient</li> </ul>
Linkwood Lane	<ul style="list-style-type: none"> <li>- Need for metal gates at the park due to coyotes in the area, and more frequent garbage collection at the park</li> </ul>
Linkwood Lane, St. Dennis Drive	<ul style="list-style-type: none"> <li>- Grass maintenance required on both sides of Linkwood Lane and St. Dennis Drive</li> </ul>
Spanbridge Road	<ul style="list-style-type: none"> <li>- Need for a more convenient connection between Spanbridge Road and East York, particularly in winters</li> </ul>
Across the Neighbourhood	<ul style="list-style-type: none"> <li>- Excessive noise due to modified vehicles is a concern since there are schools, retirement homes, and multiple high rise buildings in the area</li> </ul>

# Appendices

## Appendix A: Survey Participant Profile

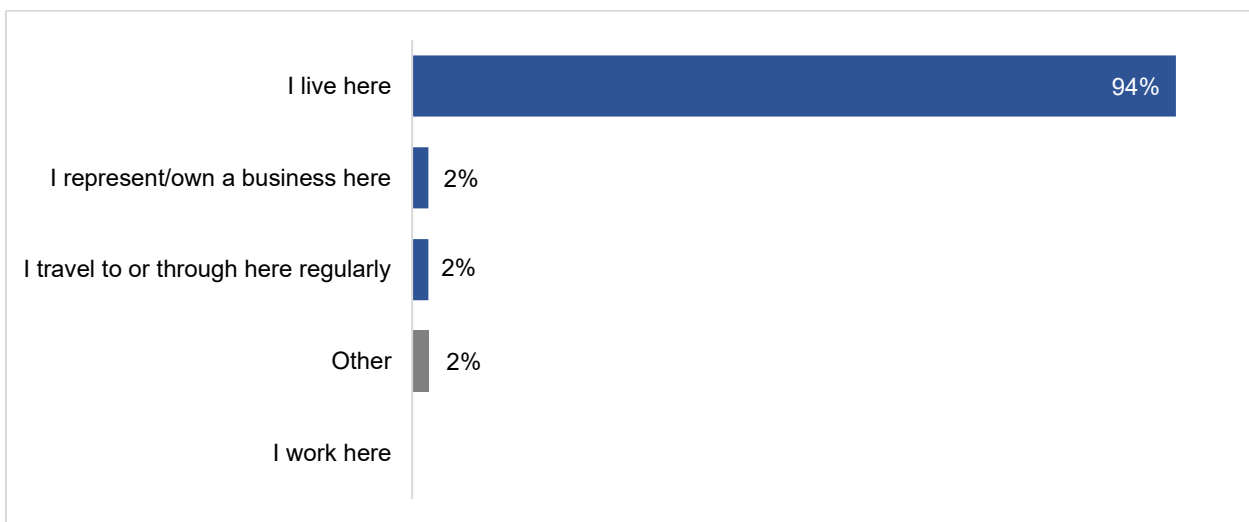
### Postal Code | n (total number of responses) =45

A total of 45 responses were received for the following optional demographic question below. All responses came from respondents who provided postal codes from the project area. 45 of the 48 responses came from M3C postal code.



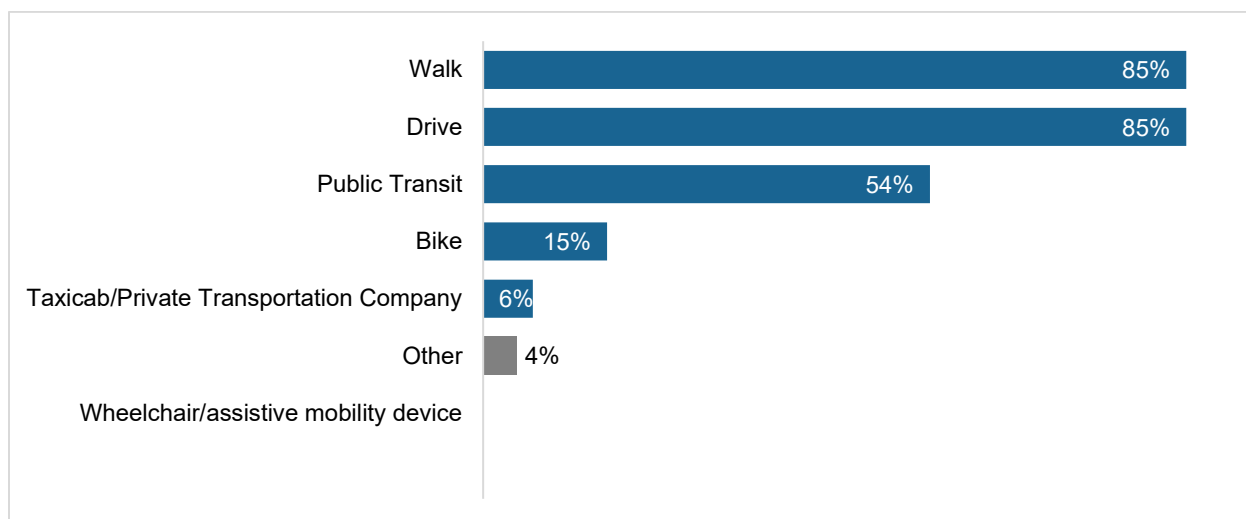
### Relationship to the Project Area | n = 45

Most respondents said they lived in the project area, followed by a few who represent/own a business in the project area or travel to or through the project area.



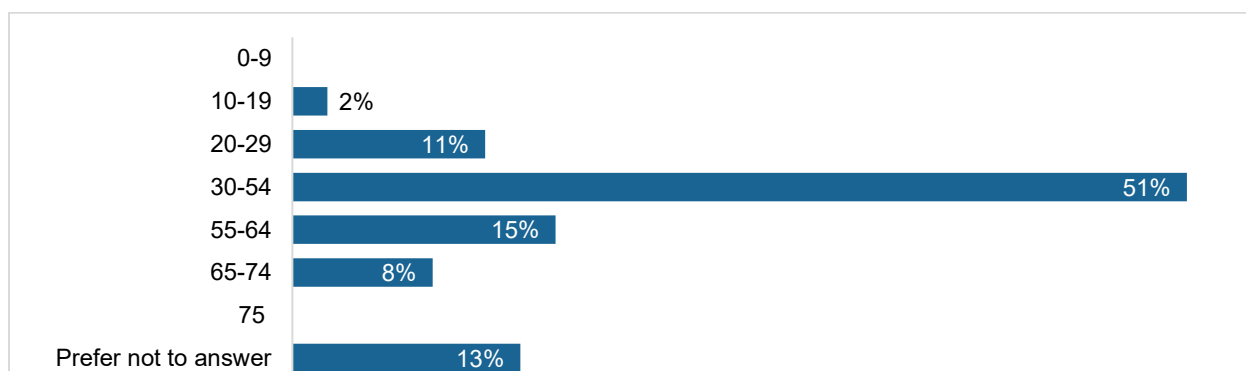
### Typical Ways of Travelling In/Near the Project Area | n = 45

Of the 45 responses received for this question, 85% from respondents who typically either walk or drive in the project area, followed by 54% who use public transit and close to 15% who bike.



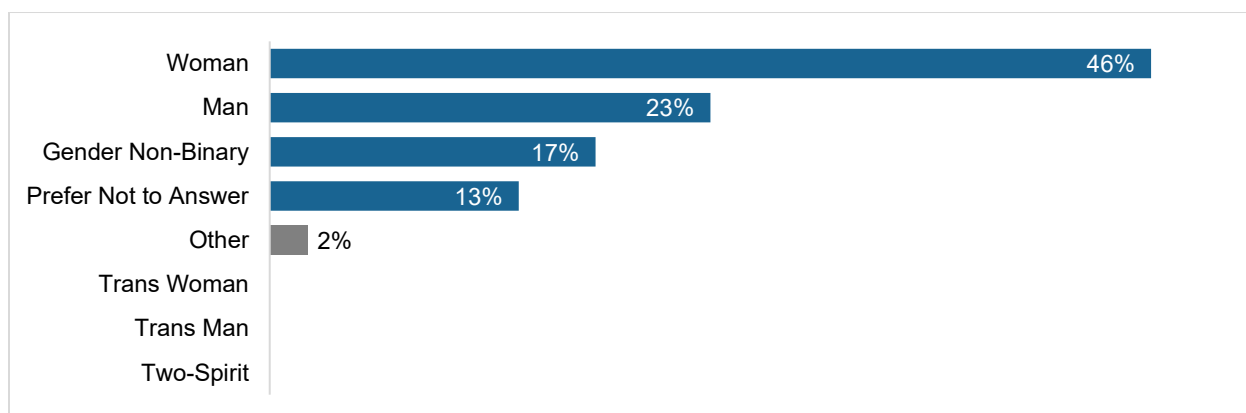
### Age | n = 45

Over 51% of the responses came from respondents who identified as being 30-54 years old, 15% of the respondents identified as being 55-64 years old, and 11% as being 20–29 years old.



### Gender | n = 45

Almost half of the 45 responses came from respondents who identified as being women and 23% from those who identified as being men, and 17% from those who identified as being gender non-binary (including gender fluid, gender queer, androgynous).



## Point of Engagement | n = 45

More than 60% of the respondents heard about the project through notices received in mail, 17% from friends, family or neighbours, 11% from social media and 7% from lawn signage.

