

Date: Thursday, January 15, 2026

Meeting Type: Virtual

Start time: 6:00 p.m. **End Time:** 8:00 p.m.

Project Overview:

The City of Toronto is inviting residents to learn more and provide feedback on planned safety improvements at several intersections and locations along Davenport Road, Cottingham Road, Poplar Plains Road and Macpherson Avenue.

The plan aims to enhance safety and accessibility for all road users including pedestrians and people who cycle or drive, and to build new pedestrian and cycling connections in the neighbourhood. These improvements support the City's Vision Zero Road Safety Plan, Complete Streets Guidelines, and the TransformTO Net Zero Climate Action Strategy.

Meeting Objectives:

To share the planned safety improvements at several intersections and locations along Davenport Road, Cottingham Road, Poplar Plains Road and Macpherson Avenue and review the information that informs the staff recommendations which will be going to the Toronto and East York Community Council for approval.

Meeting Overview:

The meeting was facilitated by Aadila Valiallah, Senior Consultation Coordinator. A presentation was provided by Danielle Davis, Senior Project Manager, Vision Zero Projects, Transportation Services and Kayla Carnide, Project Designer, Vision Zero Projects, Transportation Services followed by an opportunity for participants to ask questions and hear responses from City staff.

Questions & Comments

The following questions and answers were provided during the meeting. All questions have been categorized by intersection or theme.

Cottingham Road at Glen Edyth Drive and Davenport Road

Question/Comment	Response
Support for changes at Cottingham, Glen Edyth and Davenport	
<p>Concern this design will block cars from Glen Edyth attempting to access Davenport Road (subject to other cars giving way). During rush hour, westbound Davenport Road is backed up all the way to Bathurst Street.</p>	<p>The purpose of the proposed change is to narrow the intersection and normalise it. In the current situation, it's a very wide intersection and cars are turning at the same time. It's unclear as to who has the right of way. Everybody must watch for each other.</p> <p>In the proposed design, someone at Glen Edyth Drive would have to wait for someone at Cottingham Road to clear the intersection before making the turn.</p> <p>We prioritized Cottingham Road because the volume is so much higher. Traffic volume on Glen Edyth is low.</p> <p>In the Poplar Plains intersection, we're now allowing cars to go straight through east – west with Macphersons. This will divert some traffic from going up Poplar Plains Road and along Cottingham Road.</p>
<p>Concern for the pedestrian crossing at Huron Street: It is extremely dangerous for pedestrians and cyclists, as cars frequently do not fully stop. They do rolling stops and there's a tendency not to grant right of way to pedestrians attempting to cross Davenport Road. Can there be a protected pedestrian crossing where pedestrians press the button and the lights overhead flash?</p>	<p>We can look at this intersection. The City is moving away from pedestrian crossovers and towards a 'half signal', which is a one direction traffic light to have a safe crossing for pedestrians. We find with the pedestrian crossovers there is poor compliance, as drivers don't always stop.</p>

Cottingham Road at Poplar Plains Road

Question/Comment	Response
<p>Cyclists going northbound on Poplar Plains are not stopping at intersections such as Cottingham West and Poplar Plains Crescent. Because of the hill, some cyclists are aggressively accelerating at Macpherson Avenue and Cottingham Street.</p>	<p>We understand that cyclists are not stopping at the pedestrian crossings, just rolling through. To prevent that we are putting in more clear pavement markings. We're also introducing a two-stage crossing for people cycling. It is an indicator that cyclists have to yield too</p>
<p>The Mabin school is primarily a commuter school. The amount of congestion and cars parked at the beginning and the end of the school day is becoming untenable for the neighborhood.</p> <ul style="list-style-type: none"> - Up to 30 cars parked legally and illegally. Drivers need to enter the bike lane to pass parked cars - What is the responsibility of the school? - How can we stop parents from parking illegally there? 	<p>We have heard and observed this behaviour. By installing the barriers, we are trying to prevent cars from going into the bike lane. By making things safer, we are also trying to encourage more people to bike and walk to school. We acknowledge that there is still a need for drop-off and pick-up.</p> <p>We could explore converting a vehicle lane on Poplar Plans below Cottingham Avenue to a parking lane, and that would create more space for parents to do some drop-off and pick-up.</p> <p>We could also coordinate working with the school to explore other parking spaces or other methods of transportation.</p>
<p>You've suggested turning the left turn lane on northbound Poplar Plains Road beside the park into a parking lane for the parents of the Mabin school, but they already use it. And they park all the way down Poplar Plains to Cottingham Road, and even further south along Bolton Drive by the parkette.</p>	
<p>Has the school been engaged yet?</p>	<p>We haven't engaged with the school yet.</p> <p><i>Post meeting note: the school received the public notice. City staff will follow-up with the school.</i></p>
<p>Children cross Poplar Plains Road at Plains Crescent on their way to school. There is a stop sign but low stop compliance.</p> <ul style="list-style-type: none"> - Could there be markings included at the intersection to make crossing more safe? This would support kids at Brown Public School or Mabin. 	<p>We haven't looked at this intersection as they are out of our limit of work. We can look into it.</p>

Question/Comment	Response
Request a mirror at the entrance to Poplar Plains Crescent and Cottingham Road so that drivers can see cyclists.	Comment noted
Please clarify the locations of the concrete barriers	The concrete barriers would be north and south of the school layby.
<p>Concern the concrete barrier curb would impact to vehicle flow / congestion and that during winter conditions the road would become too narrow (with snow).</p> <p>The traffic up Poplar Plains Road should not be through traffic. (Concern there is too much traffic on Poplar Plains Road)</p>	<p>The changes will allow the westbound traffic to go straight through to Davenport Road. We believe this (new) movement would reduce the number of people driving through the side streets, (such as) those driving up Poplar Plains, along Cottingham Road to connect to Davenport Road.</p>

Boulton Drive at Poplar Plains Road triangle

Question/Comment	Response
Request for no parking on the north side of Cottingham between Poplar Plains Road and Boulton Drive. One car can impede all traffic turning west.	
Cars travelling west on Cottingham Road approaching Boulton Drive miss the stop sign. It's because the stop sign on the south side of Macpherson Avenue is positioned on a hydro poll that is set back from the sidewalk. Suggest moving it to make more visible.	

Davenport Road / Poplar Plains Road at Macpherson Avenue

Question/Comment	Response
<p>Support for the proposed changes</p> <ul style="list-style-type: none"> – We're very excited that there's traffic light going in there. – There is almost no compliance from cars at Macpherson and Davenport Road. – It is impossible to cross the street south at this intersection. – The intersection used to work fine when you could make a right turn, left turn and through movement. Then it was changed and now I frequently do a U-turn turn left on Poplar Plains Road. I fully support signalization the intersection so that normal movements in all directions can be made. As it is now, it is not intuitive, and I find drivers are confused as to what to do. – I think the addition of a stop light makes a lot of sense at Poplar Plains/Davenport/Macpherson. Cars coming northbound on Davenport don't have a stop and I always worry about pedestrians crossing MacPherson there. 	
<p>What is the issue that's trying to be solved by these stoplights?</p>	<p>There is a very high volume of vehicle traffic at this intersection and there are also conflicting movements.</p> <p>There were residents who brought this forward as a safety issue from 2015 to 2018, because it's unsafe. The City investigated concerns and initially recommended an all way stop. However, when the design was reviewed by colleagues in traffic operations, along with the traffic data, it was determined the high vehicle volumes warrant a traffic signal because there will be drivers that will just not comply with stop signs.</p>
<p>Is the proposed traffic signal a temporary light first, or is it a permanent light from the beginning? Is it possible for a traffic light to be removed?</p>	<p>The traffic lights would go in as a permanent fixture. It would be closely coordinated with the traffic lights at Dupont Avenue and would involve a separate signal timing for northbound left turning. We can modify the signal phasing and timing to respond if issues arise.</p>

Question/Comment	Response
<p>Concern with the traffic signal</p> <ul style="list-style-type: none"> – it is bit of an overkill for that intersection. – It is going to cause tremendous congestion especially at rush hour – traffic coming northbound is going to bunch up at Dupont Street and it is going to cause chaos <p>Suggested alternative for pedestrians is a pedestrian crosswalk (suggested location Davenport Avenue and Bolton Drive and Poplar Plains Road)</p>	<p>We are working closely with our colleagues in the traffic signals unit to coordinate this very closely with the intersection at Dupont Street and Davenport Road. We are looking at a dedicated northbound left signal phase to unclog all of that movement.</p>
<p>Will the speed limit be reduced along Davenport Road and Macpherson Avenue in light of the high number of collisions?</p>	<p>The speed limit would not be reduced, as it is 40 km/h. That is on the low end for an arterial road.</p> <p>We have observed speeding on Davenport Road. We do expect the new bike lane curb, which narrows the road, to be an effective tool at helping to control the speed.</p>
<p>Can you clarify where the shared lane pavement markings will go along Macpherson Avenue? On the drawing, the dotted yellow line looks like it is along the train track area.</p>	<p>There aren't any shared lane markings proposed along Macpherson Avenue. The shared lane markings are going along Cottingham Road.</p> <p>There is a property line showing the railway right away which is also in yellow.</p>
<p>With respect to fatalities at these intersections in the past ten years. Do you have available data for us?</p>	<p>There were 50 collisions in last ten years and seven involving vulnerable road users.</p>
<p>Is there a plan to install a red-light camera at the intersection of Dupont Avenue and Davenport Road? It is wide intersection and there is significant traffic, and compliance is the issue.</p>	<p>This is something we can look into and flag to our traffic signal team.</p>

Macpherson Avenue at Rathnelly Avenue

Question/Comment	Response
<p>The people on the east side of Rathnelly Avenue and the north side of Macpherson Avenue have access to laneway parking. The people on the west side of Rathnelly Avenue do not and they must park on the street.</p> <ul style="list-style-type: none"> - The people at the south end of Rathnelly Avenue, are the people that are the most impacted by proposed changes. - Looking at the availability of permit parking spaces in (the larger 14D zone) 14 D is not appropriate, because people who live at the south end of Rathnelly Avenue won't go and park their vehicle up on Poplar Plains Crescent. - The south end of Rathnelly Avenue is extremely busy for parking, particularly in the summer with contractors, and the commercial units losing all those parking spaces. - There is a distinction between loss or identified bylaw permissible parking and perceived / used parking by residents and visitors the perceived / lived loss of parking is greater than 2 spots <p>We believe this is a negative outcome for safety</p> <ul style="list-style-type: none"> - having to park ten blocks away increases risk of slips and falls and, you know, carrying children with groceries et cetera. <p>We see it having a very direct and severe impact on our daily lives and will impact our home value negatively.</p> <ul style="list-style-type: none"> - Parking is incredibly challenging to find in the city. 	<p>I appreciate that this is a big impact for people and it impacts their daily lives. We appreciate that this area of parking is in high demand, and that some people don't have alternatives.</p> <p>All the feedback of related to the parking situation is well noted and we will take it back and take a look at this area again.</p> <p>We will be in touch with people who have emailed the project team and we will send an update on what happens with your feedback and how we might refine the design.</p>
<p>Multiple vehicles on an hourly basis traveling eastbound on Macpherson Avenue from Rathnelly Avenue towards Avenue Road. Many turn up the laneway, quite a few go to the commercial properties.</p>	
<p>Residents of the Rathnelly area who cannot get an on-street parking permit because of multiple cars, are able to get monthly parking in the Toronto Parking Authority Green P lot. We're losing close to ten parking spaces with the new EV charging stations in the Toronto Parking Authority Green P lot, and with the combination of improvements being proposed.</p>	<p>This very helpful information to have. We weren't unaware of the Green P arrangement.</p>

Question/Comment	Response
Was the project team aware of those developments?	
There are industrial and commercial businesses, on the south side of Macpherson Avenue that have very high customer volume and minimal parking or no parking of their own. Staff and customers park along Macpherson Avenue. It speaks to the shortage of parking in the area.	
Curious why do the new e-bike charging stations have their own private entrance onto Macpherson Avenue. Why are they not shown on the diagram?	Thank you for flagging as a safety issue.
Will there be improved signage at the corner of Macpherson Avenue and Rathnelly Avenue to make it crystal clear that Macpherson Avenue east of Rathnelly Avenue is one way only?	We haven't looked into the details of signage yet for this project, but that's definitely something that we can add.
While I am very concerned about parking. There should be more stringent requirements for on-street parking, to prevent homes that already have parking. It would allow those without parking to have some.	
I don't believe there is an issue with parking shortage. I live on Macpherson Avenue between Rathnelly Avenue and Poplar Plains Road. There are 4 or 5 permit parking spots on the south side of MacPherson and ours is the only car ever parked there. I understand that people want to have a parking space immediately in front of their house, but that is not evidence of a parking shortage.	

Construction

Question/Comment	Response
When are we expecting construction for the neighborhood?	We are expecting construction in 2027.
Will there be consideration for the timing of construction for the concrete barriers on Popular Planes across from the school?	We could try and write into the construction tender to try and avoid the school session. Putting in sections of curbs typically doesn't take very long for a contractor, and construction typically happens in the summer
What roads are going to be resurfaced?	The road resurfacing is planned to go along Macpherson Avenue and along Cottingham Road to Glen Edyth Drive and Bolton Drive.
Will there be re-grading? What impacts will this have on catch basins and water management so that the giant puddle of rain is eliminated on Macpherson Avenue?	The goal of any of the road resurfacing projects is that the basic grading issues are resolved

Studies and Data

Question/Comment	Response
Are you going to publish the data? Are we you going to be able to see it? Have you costed the items in this project?	There was a traffic study done for this project that had the data.
Request for data on accidents at Macpherson Avenue between Rathnelly Avenue and Avenue Road?	We're working on putting together a cost for it. We are preparing a report for Toronto and East York Community Council on February 19, 2026, for approval of proposed by-law changes.

Meeting details

Question/Comment	Response
Will this deck be shared with participants?	Yes, the updated presentation will be posted to the project website.
How many participants are on the call?	About 40 participants on are the call. Post meeting note: there were 33 participants excluding City and Councillor staff.

Total Participants: 33

Project Team and Panelists

Transportation Services

Danielle Davis, Senior Project Manager, Vision Zero Projects
Kayla Carnide, Project Designer, Vision Zero Projects

Public Consultation Unit

Aadila Valiallah, Senior Consultation Coordinator
Kelly Rahardja, Senior Consultation Coordinator
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Councillor Matlow's office

Noah Ross - Councillor Josh Matlow's Office