



Improving Davisville Avenue: Designing a Safer & More Beautiful Street Together

Welcome to the Drop-in!
April 16, 2026

Project Guide



The City of Toronto is seeking public feedback on the Improving Davisville Avenue project through phase 2 of public consultation.

The following panels show the project details, including background information, existing conditions and the proposed changes.

Project timeline:



Tell us what you think:

Once you have reviewed the project details, complete the short survey to provide feedback on the proposed changes.

The survey is open until May 3, 2026.



The survey is also available at toronto.ca/DavisvilleAvenue

Project Overview



The **Improving Davisville Avenue** is a 'quick-build' project that aims to create a street that is safer and more vibrant for people walking, biking, taking transit and driving between Yonge Street and Mount Pleasant Road.

The proposed changes include:

- Intersection safety and operation improvements
- New trees and streetscaping features
- Transit stop consolidation and upgrades to improve accessibility, travel time and reliability
- New bikeways



The following is **not** part of this project:

- Property acquisition; all work would be in the existing City right-of-way
- Full road reconstruction, the project would be implemented with mostly 'quick-build' features
- Works outside the road right-of-way, such as within park land

1

IMPROVE ROAD SAFETY

Improve road safety for pedestrians, people cycling, taking transit and driving

2

IMPROVE CONNECTIVITY

Improve connections and access for people walking and cycling to local community hubs, schools, parks, businesses and transit

3

ENHANCE STREET VIBRANCY

Enhance the streetscape with trees, greenery and street furniture



Policy Background for Road Safety Projects



There are several guiding policies that inform the Improving Davisville Avenue project:

Guiding Policies:



Official Plan:

Create an accessible transportation network



Complete Streets Guidelines: Streets are for people, placemaking and prosperity



Vision Zero Road Safety Plan: Prioritize the safety of our most vulnerable road users



TransformTO: Climate Action Strategy: Targets that 75% of trips under 5 km are walked, cycled or by transit by 2030

Davisville Avenue Specific:



Cycling Network Plan (2025 – 2027):

The City Council-approved 2025-2027 Cycling Network Plan Near-Term Implementation Program identifies Davisville Avenue from Yonge Street to Mount Pleasant Road for cycling improvements to connect people to destinations and existing cycling routes. Davisville Avenue is one of the City's highest-scoring routes due to safety, connectivity and existing cycling volumes.

Davisville Avenue is identified because it:

- Serves a dense residential area with nearby transit and local destinations like schools
- Connects and enhances the cycling network
- Aligns with **Vision Zero Road Safety Plan** and **Complete Street Guidelines** to improve safety and vibrancy for all road users

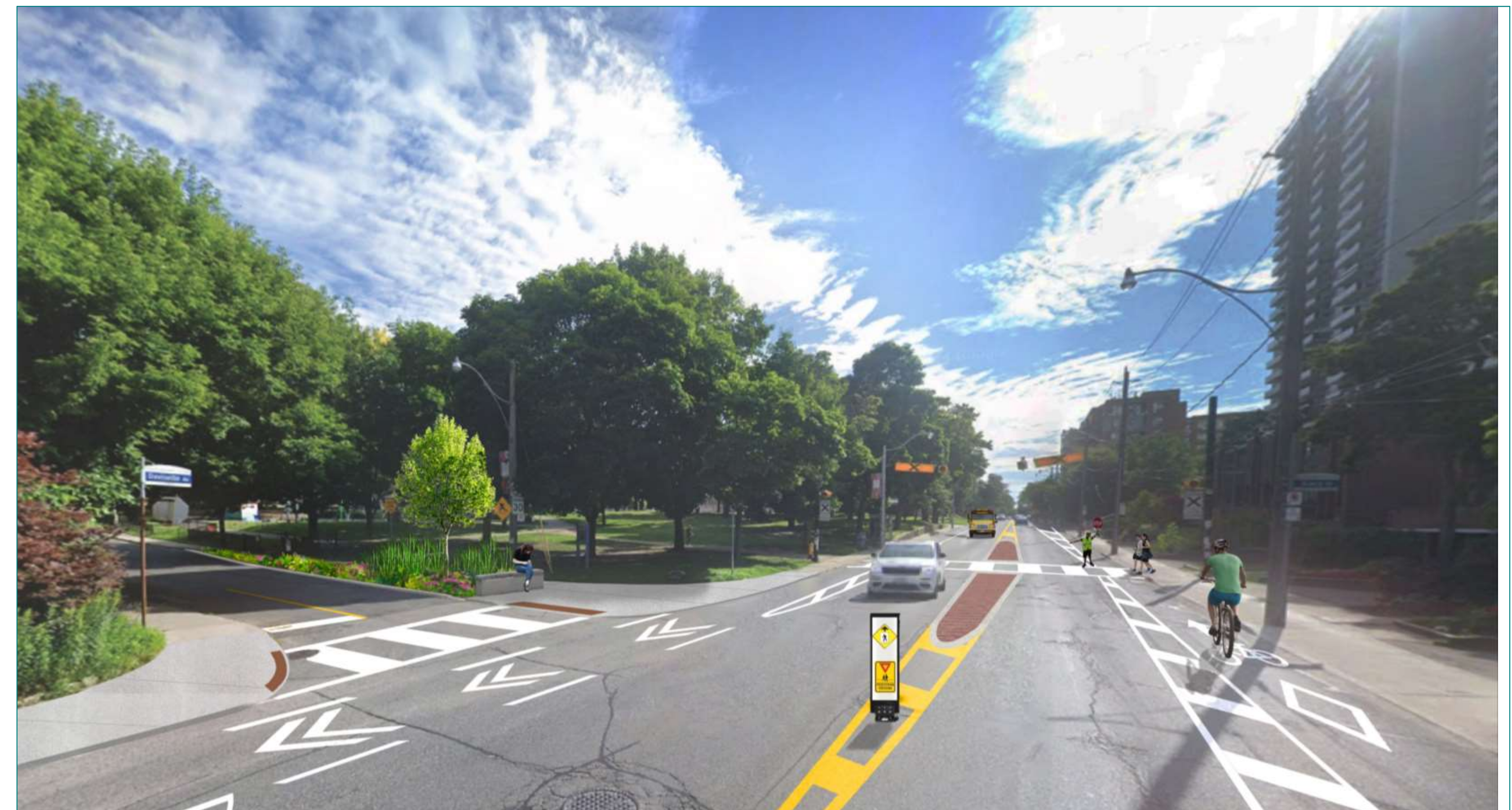
Policy Background for Davisville Avenue



Improvements to Davisville Avenue are proposed to match the area's growth, with street designs intended to better serve the area and help connect people to local destinations.

The policies outlined in the approved **Yonge–Eglinton Secondary Plan** envision Davisville Avenue as:

- **a greener and more welcoming street**, through changes such as reducing vehicle lane widths and reallocating space to walking, cycling, transit, and greenery; and
- **a more people-focused street that supports community life**, recognizing that Davisville Avenue links transit, parks, public schools, residential areas, and a future community hub and aquatic centre. Residents, especially children and families, should be able to walk and bike safely to these destinations.



Illustrated rendering of proposed changes on Davisville Avenue at Acacia Road (facing east)

Existing Conditions on Davisville Avenue



Davisville Avenue is a minor arterial with a posted speed limit of 40 km/h. The lanes are wider than City standard and sections of sidewalk are narrower than City standard.

There is an over-sized curb lane in each direction which is generally used by off-peak parking, curb extensions at pedestrian crossovers, commercial loading and a Bike Share station.

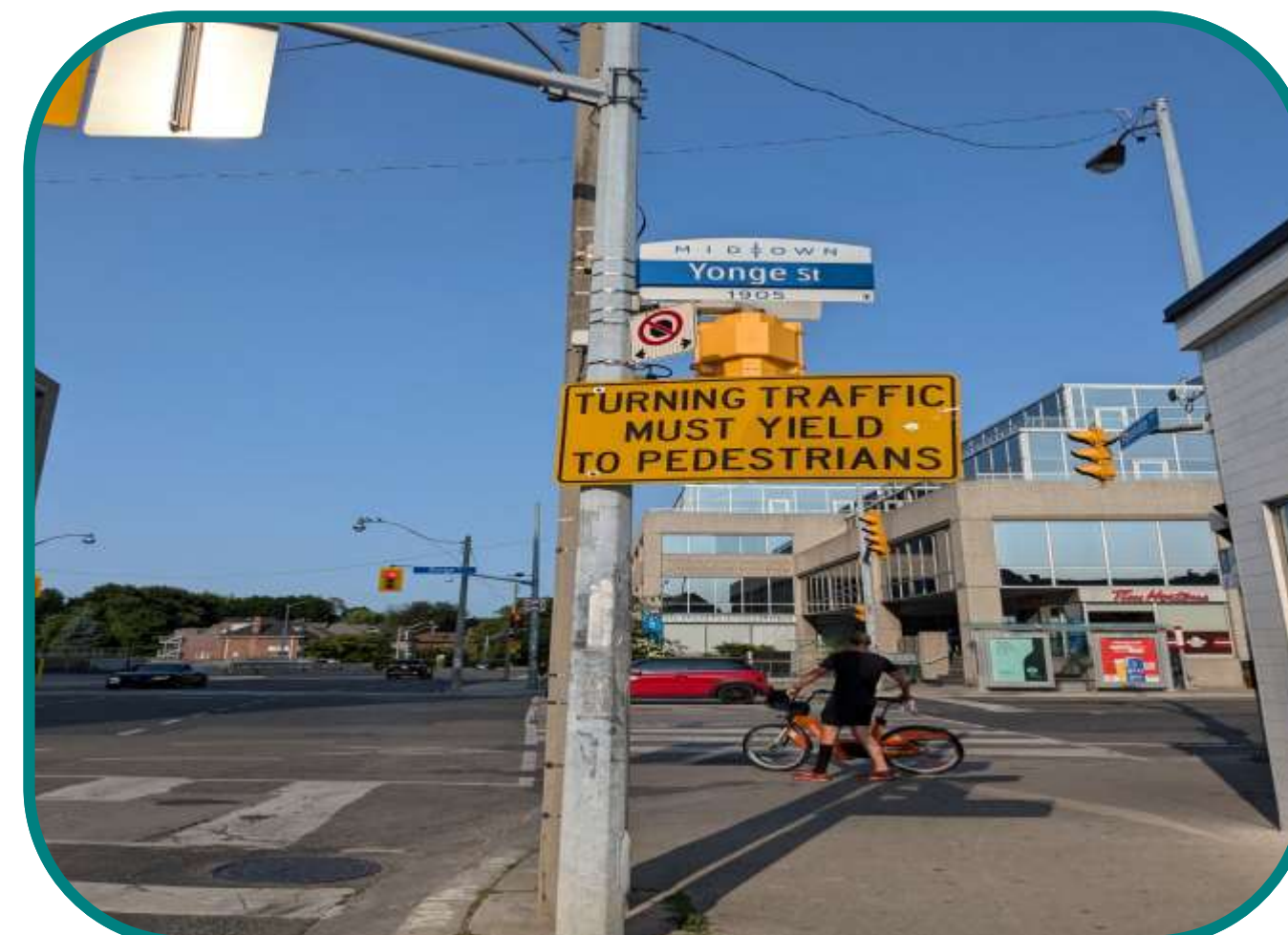
Up to 64% of those living on Davisville Avenue walk, bike or take transit to work.

On Davisville Avenue there are:

- ~1000 pedestrians per 8 hours
- ~50-100 people cycling per 8 hours
- ~7500 motor vehicles per 8 hours
- 9 TTC stops served by the 11 and 28 bus routes, with 4100 riders getting on & off on Davisville Ave daily
- 5 active developments, ~1600 units, ~700 parking spaces, ~1900 bike parking spaces
- 3 pedestrian crossovers with crossing guards



Pedestrian crossover safety is impacted by inconsistent yielding by drivers



High volumes of crossing pedestrians and turning vehicles conflict at Yonge Street



People cycle on Davisville Avenue but there are no safe cycling facilities



Curbside parking can block sightlines from driveways and side streets

Why Improvements are Proposed: Road Safety



Davisville Avenue is a Community Safety Zone and has two School Safety Zones. There is a history of collisions causing serious injuries or fatalities. Improving safety on this street is part of the City's commitment to the **Vision Zero Road Safety Plan**. The Plan's goal is to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone.

From 2016 to 2026, there were 19 collisions involving pedestrians and four (4) collisions involving people cycling. As a result, one (1) pedestrian was killed and five (5) were seriously injured.



Responding to What We Heard



The City completed Phase 1 of engagement between November 2024 and February 2025. Many activities took place to gather input from the public on existing conditions.

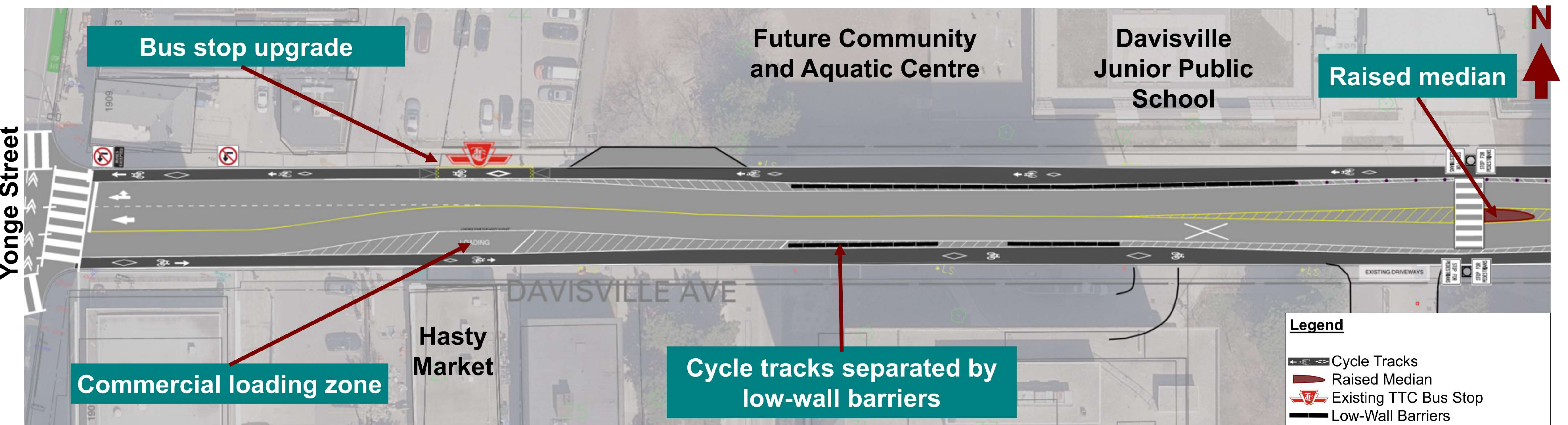
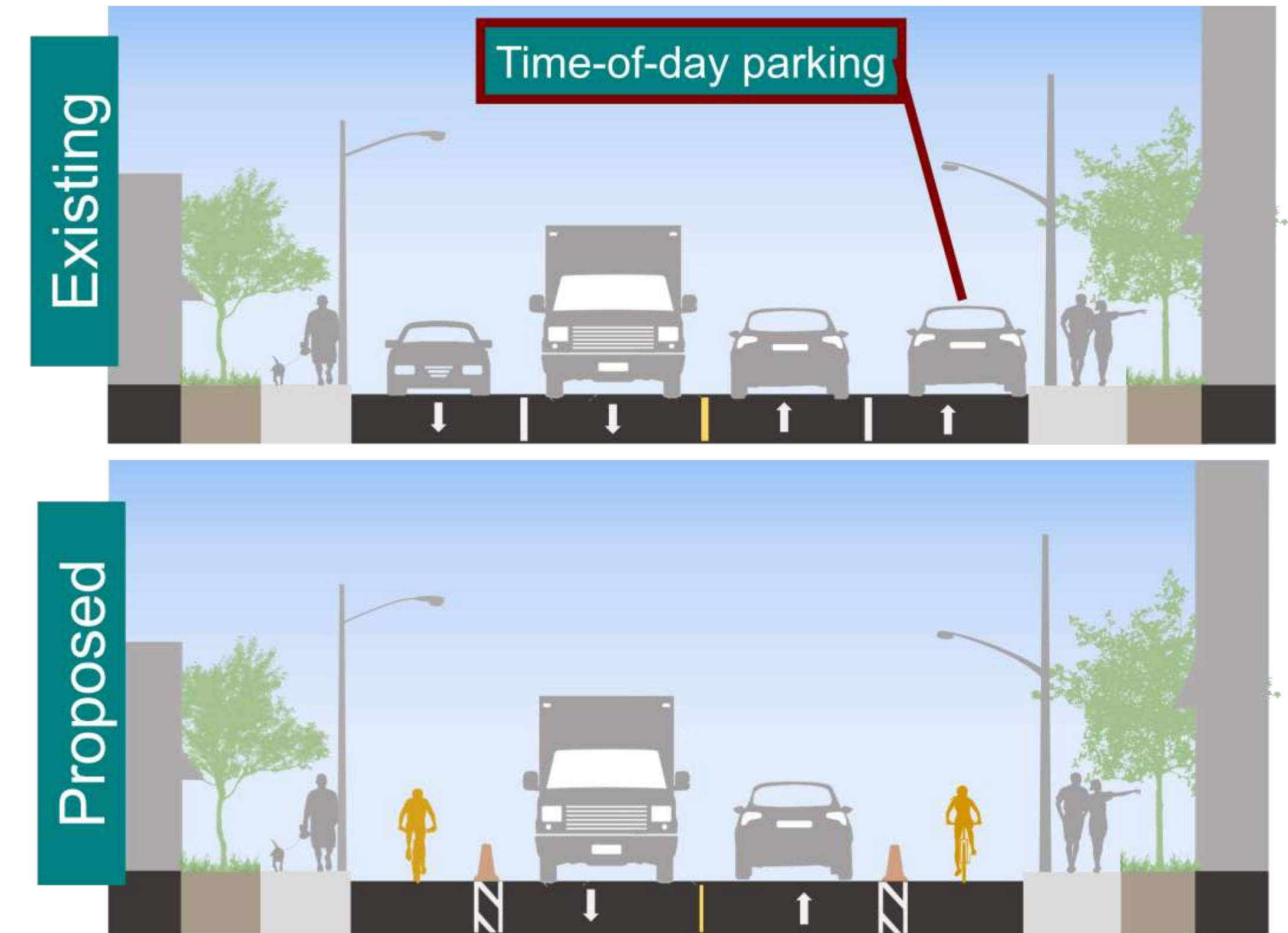
Feedback from the public was generally supportive with strong interest in road safety improvements.

What We Heard	The Proposed Design
Concern about pedestrian crossing safety	When drivers go slower, it is easier for them to see and yield the right-of-way to pedestrians. The proposed design would reduce speeding and increase visibility using speed management measures.
Sidewalks feel narrow and uncomfortable in places	This project will not include major road works which are required to rebuild sidewalks. The proposed design would focus on increasing space where people gather such as at transit stops.
Pedestrian experience should be improved and there are no safe facilities for people cycling	The proposed design would make better use of curbside space for trees, seating, planting, bikeways and Bike Share stations.
There are conflicts between pedestrians and motor vehicles at the Yonge Street intersection	The proposed design would improve safety by giving turning vehicles their own time to turn, optimizing signals and using turn restrictions where needed to keep traffic flowing.

Proposed Design | Yonge Street to Davisville Junior PS

In this section of Davisville Avenue, the proposed design would:

- Discourage speeding by narrowing travel lanes to meet City standards
- Improve pedestrian crossovers by increasing sightlines and adding speed reduction measures including a raised median
- Add one-way cycle tracks on the north and south side of the street separated by concrete low-wall barriers with gaps at driveways
- Remove time-of-day parking spots on the south side of Davisville Avenue
- Add new on-street commercial loading zone by Hasty Market

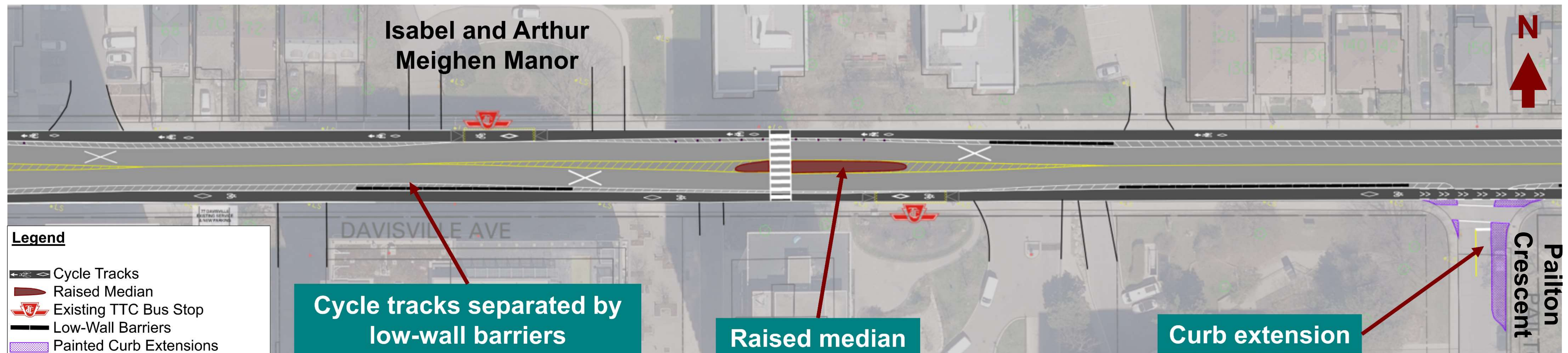


Proposed Design | Davisville Junior PS to Pailton Crescent

In this section of Davisville Avenue, the proposed design would:

- Discourage speeding by narrowing travel lanes to meet City standards
- Improve pedestrian crossover by increasing sightlines and adding speed reduction measures including a raised median
- Add one-way cycle tracks on the north and south side of the street separated by concrete low-wall barriers with gaps at driveways
- Remove time-of-day parking spots on the south side of Davisville Avenue
- Relocate existing Bike Share station on Davisville Avenue to a safer spot on Pailton Crescent
- Add a curb extension at Pailton Crescent to reduce pedestrian crossing distance and encourage slower turns for motor vehicles

Example of raised median at pedestrian crossover

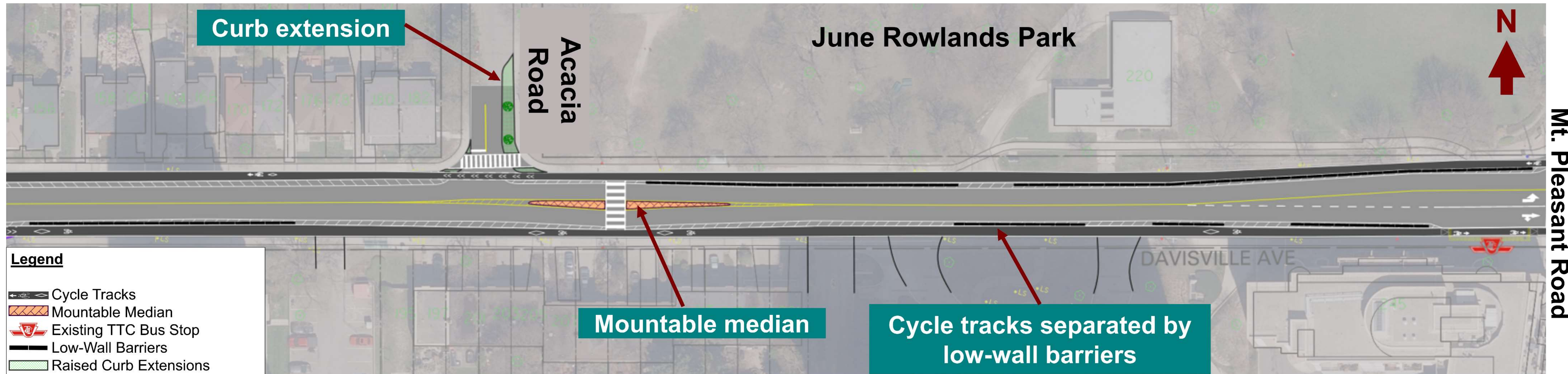


Proposed Design | Pailton Crescent to Mt. Pleasant Road

In this section of Davisville Avenue, the proposed design would:

- Discourage speeding by narrowing travel lanes to meet City standards
- Improve pedestrian crossover by increasing sightlines and adding speed reduction measures including a mountable median to retain the ability for people to turn left out of their driveways
- Add one-way cycle tracks on the north and south side of the street separated by concrete low-wall barriers with gaps at driveways
- Remove time-of-day parking spots on the south side of Davisville Avenue
- Add a curb extension at Pailton Crescent to reduce pedestrian crossing distance and encourage slower turns for motor vehicles

Example of concrete low-wall barriers



Proposed Design | Davisville Avenue & Yonge Street

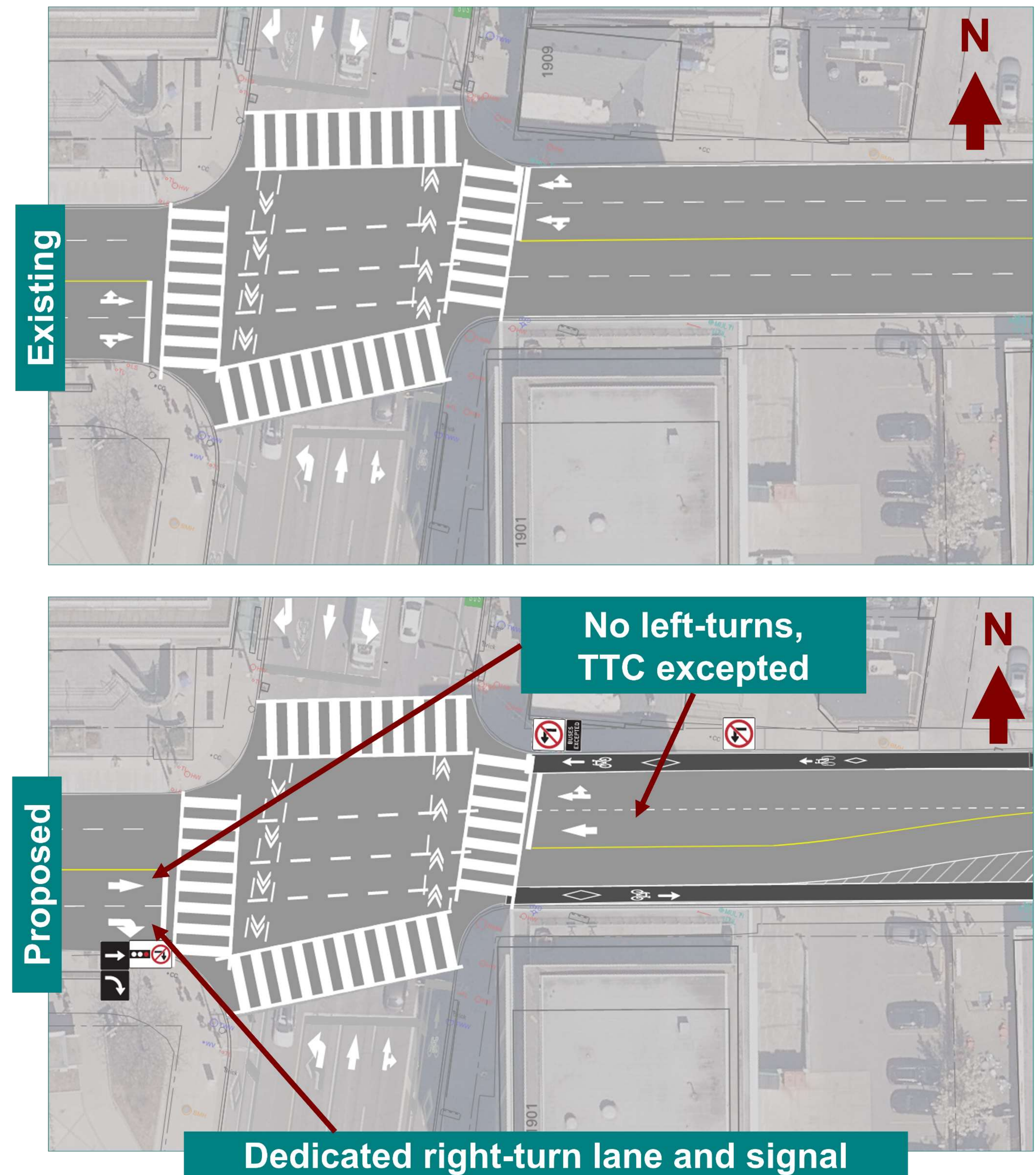


The proposed design at Davisville Avenue and Yonge Street would:

- **Add a separate signal for vehicles turning right to go south on Yonge Street to improve safety and reduce conflicts.** Vehicles would turn on a green arrow only, without conflicting with 6000+ daily crossing pedestrians on the south crossing.
- **Prohibit eastbound and westbound left-turns onto Yonge to help traffic move and reduce conflicts with pedestrians crossing Yonge Street.** These left-turns are only 3-9% of eastbound and westbound traffic but cause delay because of queuing vehicles. TTC vehicles will still be permitted to turn.
- **Minimize delays for all road users by optimizing the timing of traffic lights.**

These existing features would remain:

- Pedestrian head start on the east crosswalk
- A northbound advance green arrow



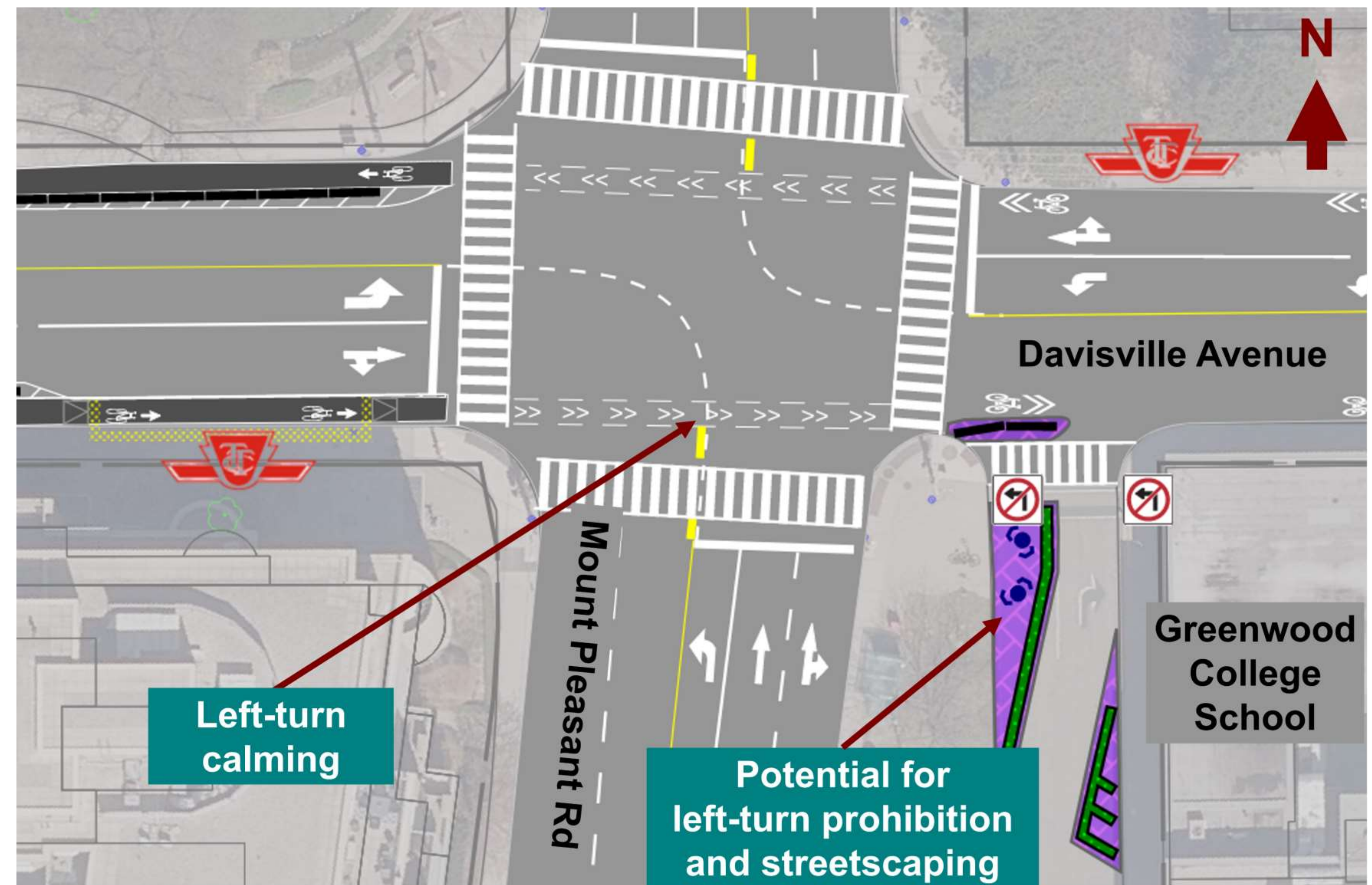
Proposed Design | Davisville Avenue & Mt. Pleasant Road

The proposed design at Davisville Avenue and Mount Pleasant Road would:

- **Add speed reduction measures** such as left-turn calming and corner radii reductions to reduce risk and severity of left-turn and right-turn collisions
- **Optimize traffic signal timing** to minimize delays for all road users

The City is in discussions with Greenwood College School regarding a potential prohibition of left-turns from the laneway adjacent to Mount Pleasant Parkette.

- Left-turns from the laneway have poor sightlines and a high risk of conflicts with pedestrians and other turning vehicles.
- The space created would introduce opportunities for a curb extension with streetscaping such as planters, seating and artistic paint.



Proposed Design | Pedestrian Crossovers



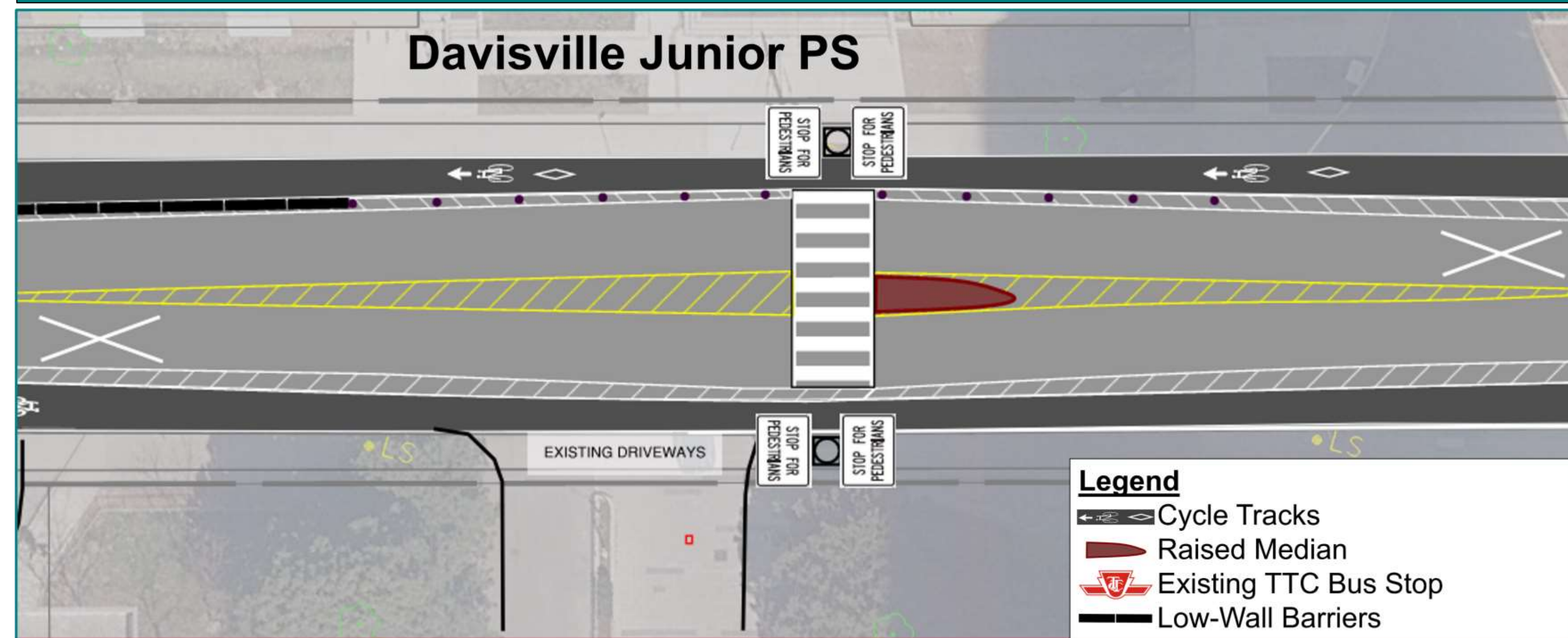
The proposed design at pedestrian crossovers aims to reduce speeding and improve comfort. When people driving go slower, it is easier for them to see and yield the right-of-way to pedestrians.

The proposed design would:

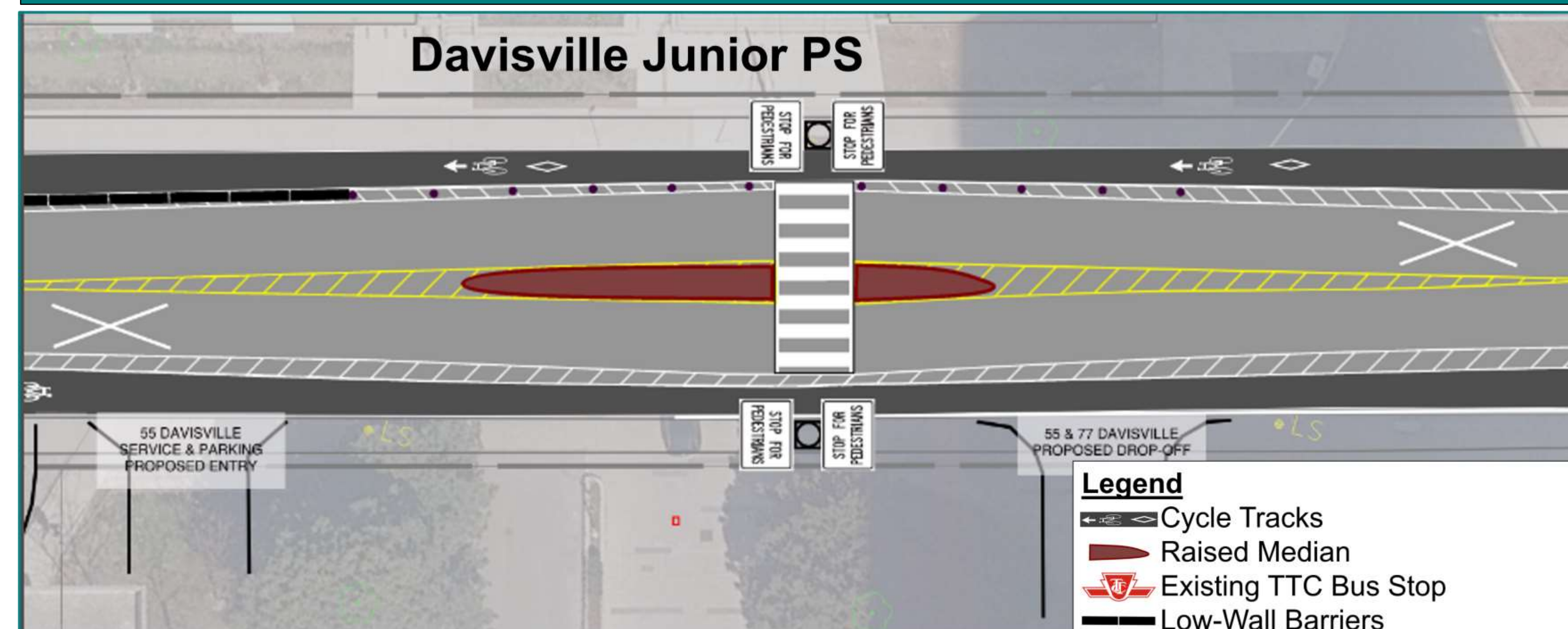
- Discourage speeding by narrowing travel lanes to meet City standards
- Improve visibility of crossing pedestrians by removing parked vehicles on the south side and keeping one lane in each direction
- Add a median to discourage speeding
- Remove existing curb extensions which are in poor condition

The pedestrian crossover at 50 Davisville Avenue (in front of Davisville Junior PS) could be improved as part of a future development, which would shift south-side driveways and allow a full median without blocking left turns.

Proposed Near-Term Design at 50 Davisville Avenue



Proposed Future Design at 50 Davisville Avenue Pending Re-development



Proposed Design | Pedestrian Crossovers



There have been requests from the community to convert existing pedestrian crossovers to full signals.

The project team does not recommend this approach along Davisville Avenue. A technical warrant was conducted for the pedestrian crossover at Davisville Junior Public School. Based on analysis of traffic volumes, pedestrian delay and collision history, a signal was not warranted at this location.

Full signals are not recommended for Davisville Avenue for the following reasons:

Full Signals Result in Longer Wait Times

- A full traffic signal would make pedestrians wait longer to cross. Today, most pedestrians can cross when they arrive, helped by a crossing guard during school hours.
- Studies in Canada show that when wait times are longer, more people take risks and cross against the light when they see gaps in traffic. This may happen often on Davisville Avenue because nearby traffic lights create breaks in traffic.

Full Signals Would Add Traffic Congestion and Impact TTC Operations

- Due to close spacing, signaling one or more of the pedestrian crossovers would increase congestion and the volume of queueing vehicles on Davisville Avenue, negatively impacting drivers and TTC operations.

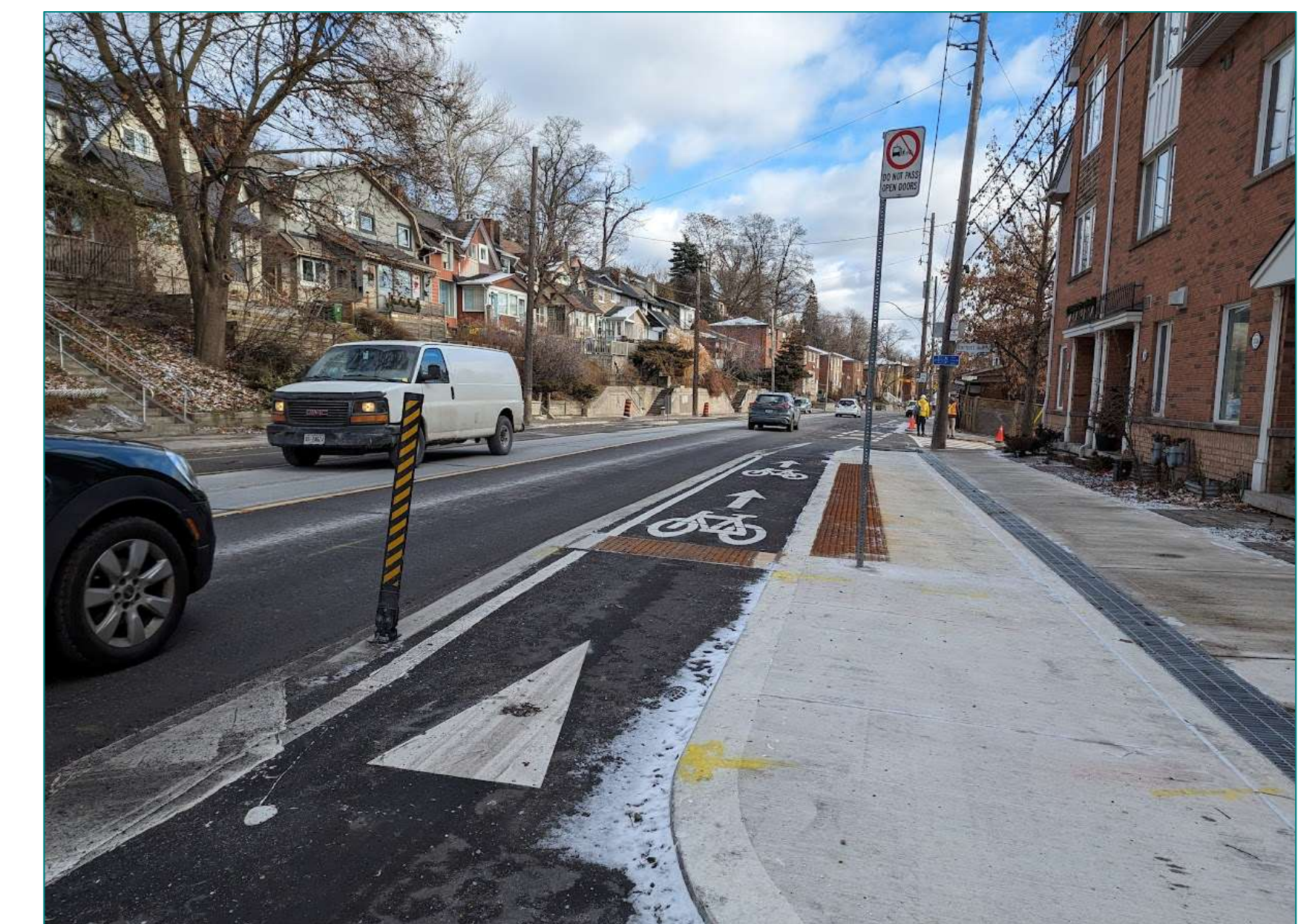
Proposed Design | Pedestrian Space and Accessibility

Minor construction can be used as part of this project to improve pedestrian space and accessibility. The project team is seeking public feedback on where the highest priorities are along Davisville Avenue.

Upgrades to improve pedestrian space and accessibility can include:

- Upgrading transit stops by extending the sidewalk and adding raised platforms for people cycling
- Replacing damaged pedestrian ramps at intersections and crossings
- Curb extensions at Acacia Road and Pailton Crescent

Redevelopment and major road works will create more opportunities to improve pedestrian space in the future.



Example of raised and extended bus stop platform providing additional sidewalk and waiting space

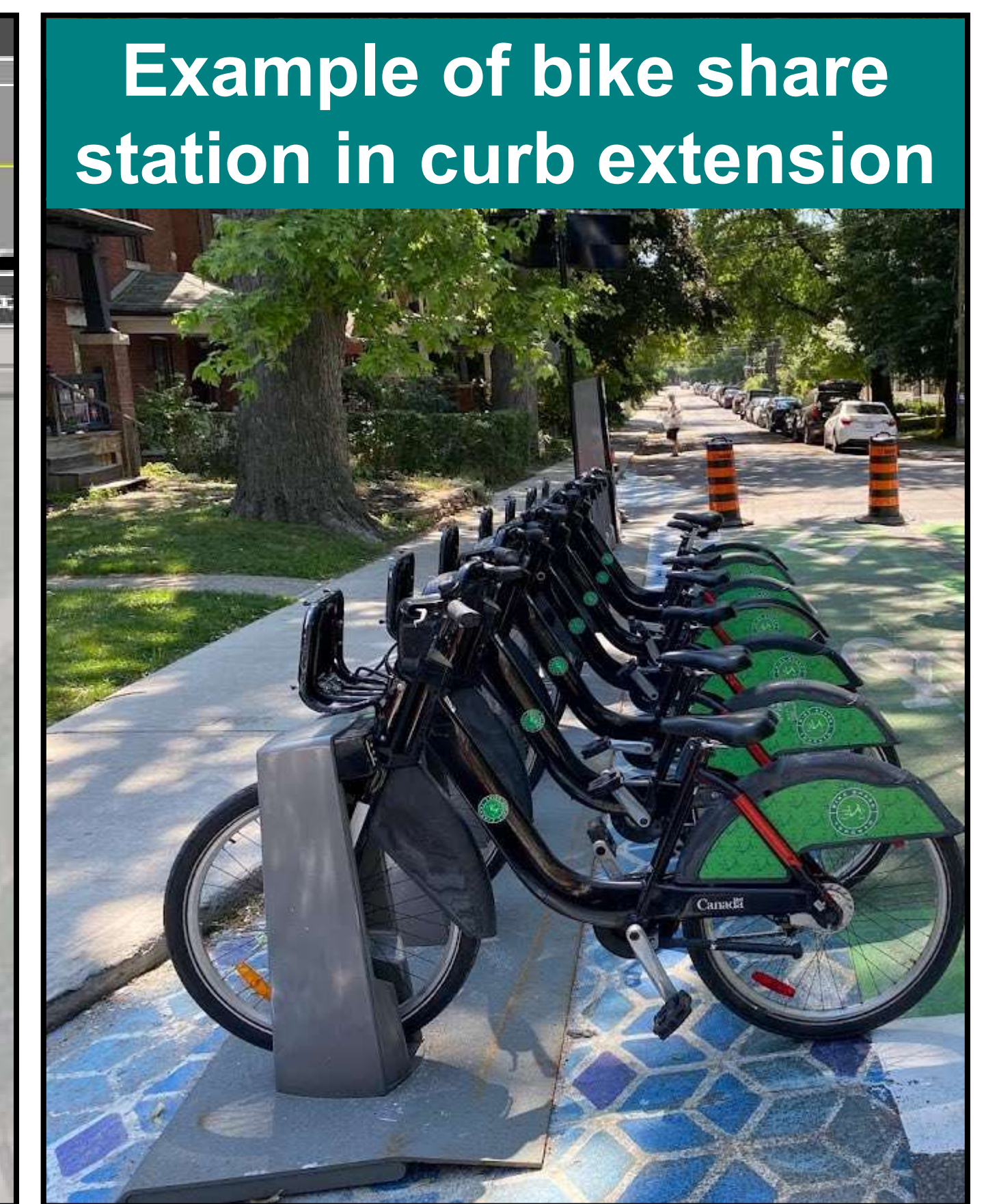
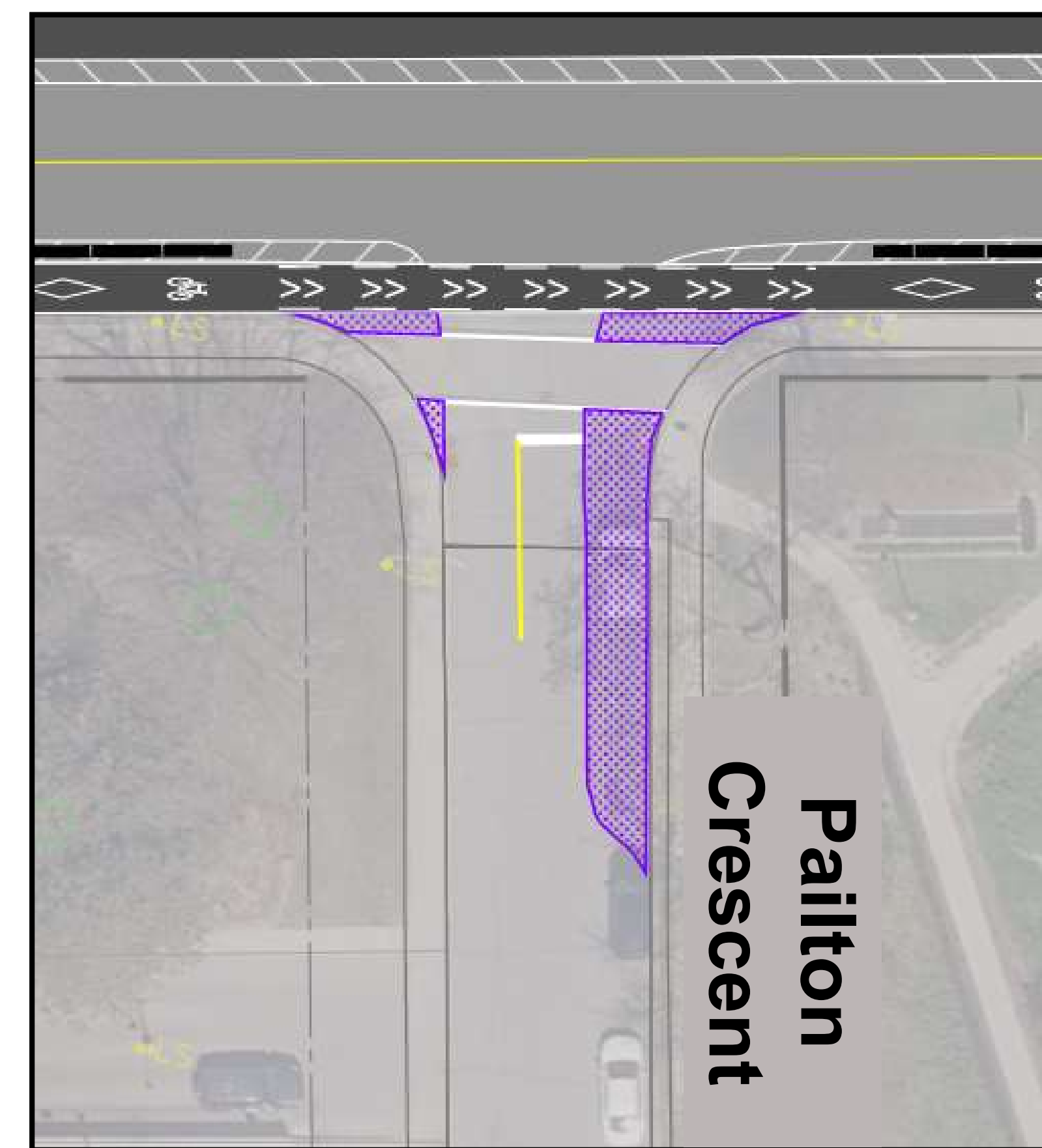
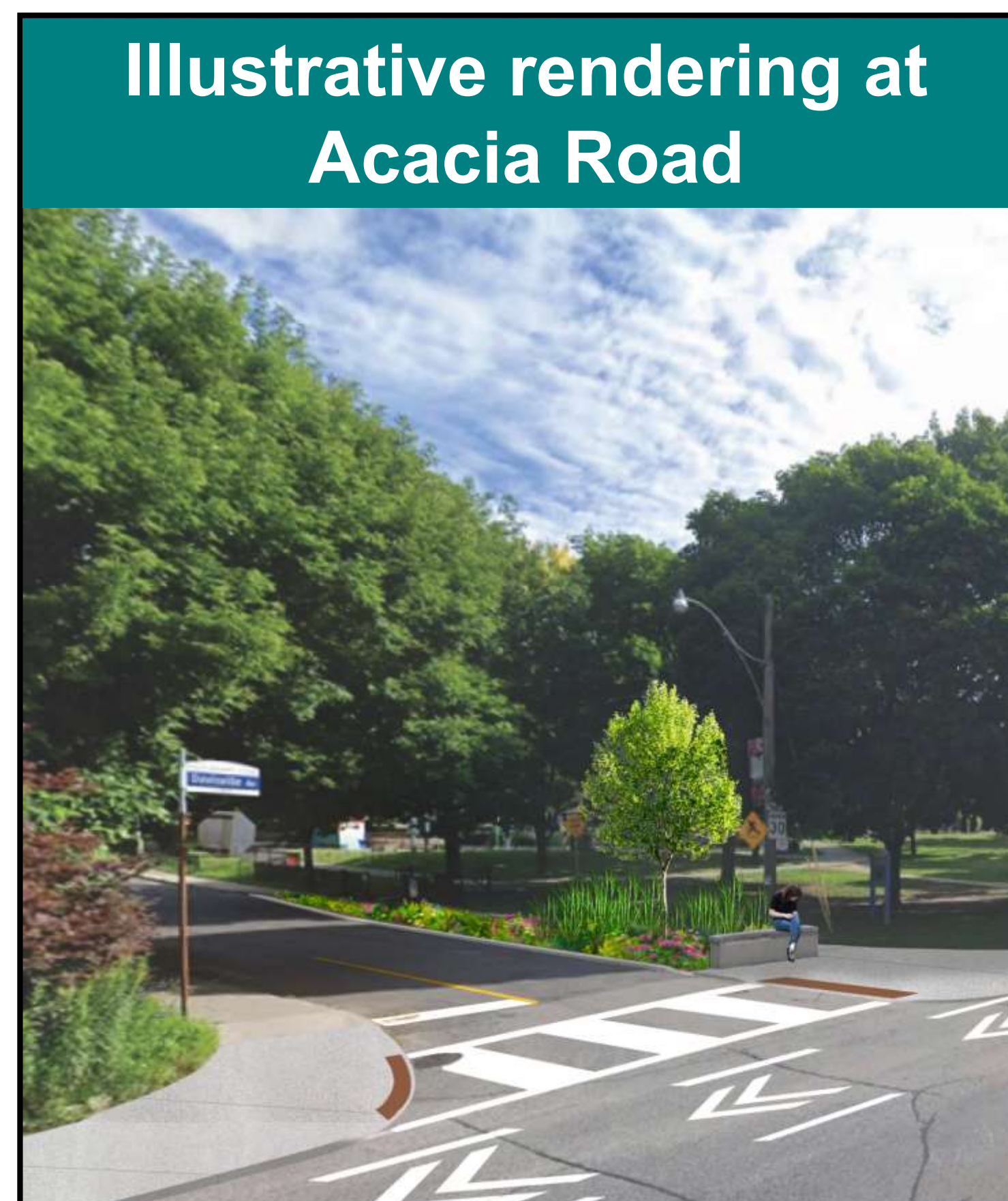
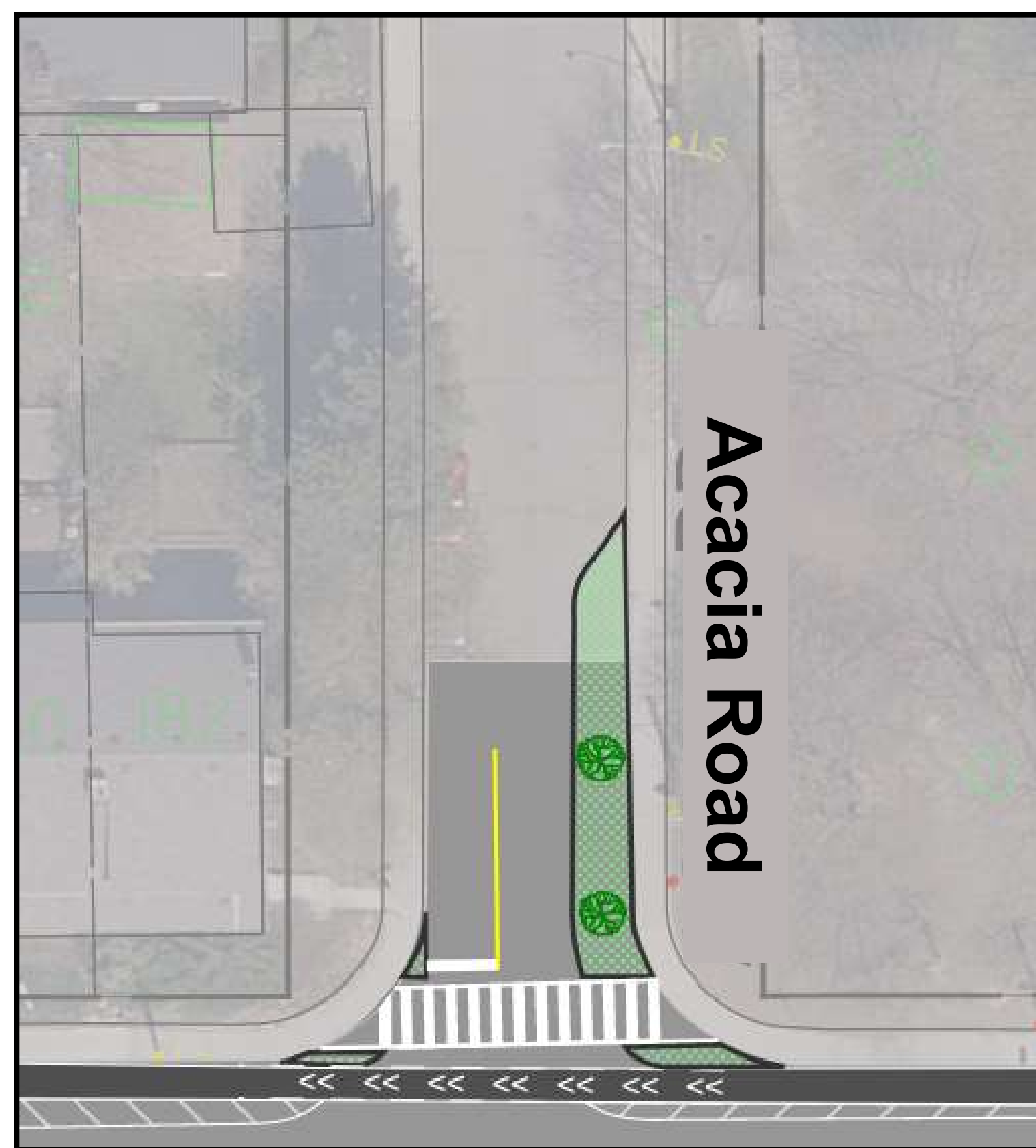
Proposed Design | Side Street Curb Extensions



Curb extensions are proposed at **Acacia Road** and at **Pailton Crescent** to reduce crossing distance, encourage slower turning speeds and improve pedestrian visibility. Curb extensions provide an opportunity for streetscaping and greening improvements such as artistic road paint, trees and seating or a Bike Share Station.

At Acacia Road, parking* is proposed to be shifted from the west to east side for safer access to June Rowlands Park. A parklet with seating and greenery is proposed. To implement this, 3 of 12 existing parking spots would be removed.

At Pailton Crescent, an artistic curb extension and a Bike Share Station is proposed. To implement this, 3 of 11 existing parking* spots would be removed.



*Parking on Acacia Road and Pailton Crescent is 1-hour maximum from 8 AM to 6 PM

Proposed Design | Streetscaping

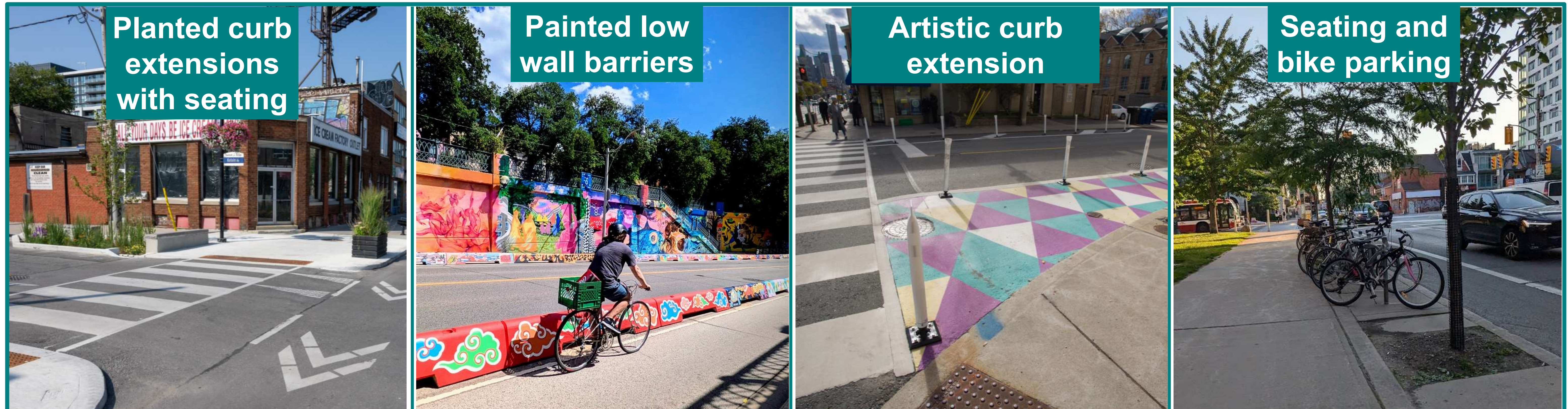


Streetscaping improvements can help make Davisville Avenue greener and more vibrant for people walking, cycling and waiting for transit.

The project team is asking for input on where streetscaping should be prioritized along Davisville Avenue.

Opportunities for streetscaping include:

- Using curb extensions and corner radii adjustments to add artistic paint
- Using curb extension space to plant trees and greenery and add seating
- Painting low wall barriers with art by local Toronto artists
- Adding seating where space allows
- Adding bike parking where space allows



Proposed Design | 'Quick-Build' Projects



The Improving Davisville Avenue project is proposing to use 'quick-build' materials like paint, bollards and concrete separation. The project would involve minor construction at a few high-priority locations. This public consultation is seeking feedback on community priorities.

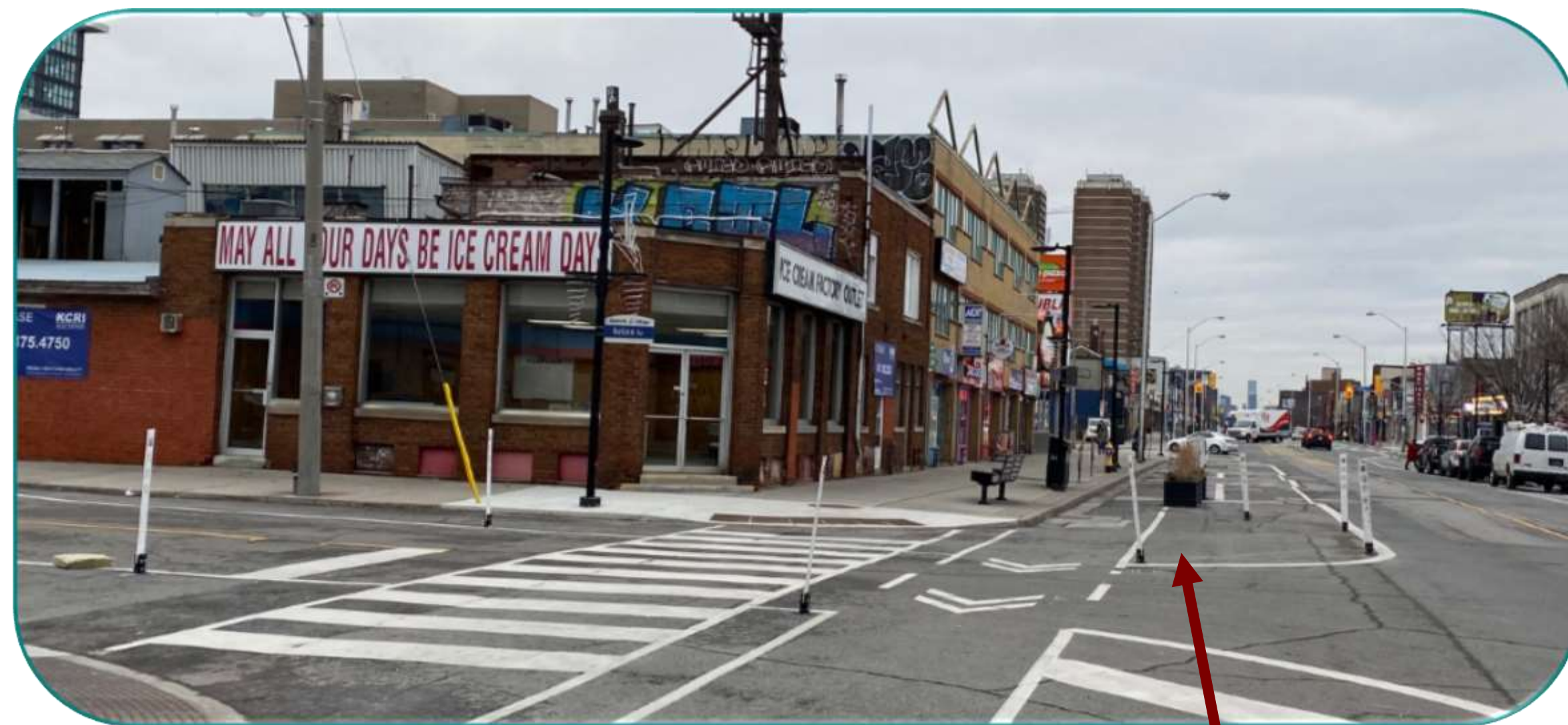
Proposed changes are intended to improve safety now and prepare the street for upgrades in the future to align with new development and scheduled road works.

Why 'quick-build' on Davisville Avenue?

- To implement safety improvements on a shorter timeline
- Prepare the street for future road works where 'quick-build' improvements can be upgraded
- Alignment with future and ongoing development
- Achieve policy objectives

Example of an upgraded 'quick-build' curb extension

Danforth Ave & Kelvin Ave



Before

Bollards and paint



After

Seating

Concrete curbs and bioswale

Proposed Design | Impacts to Traffic



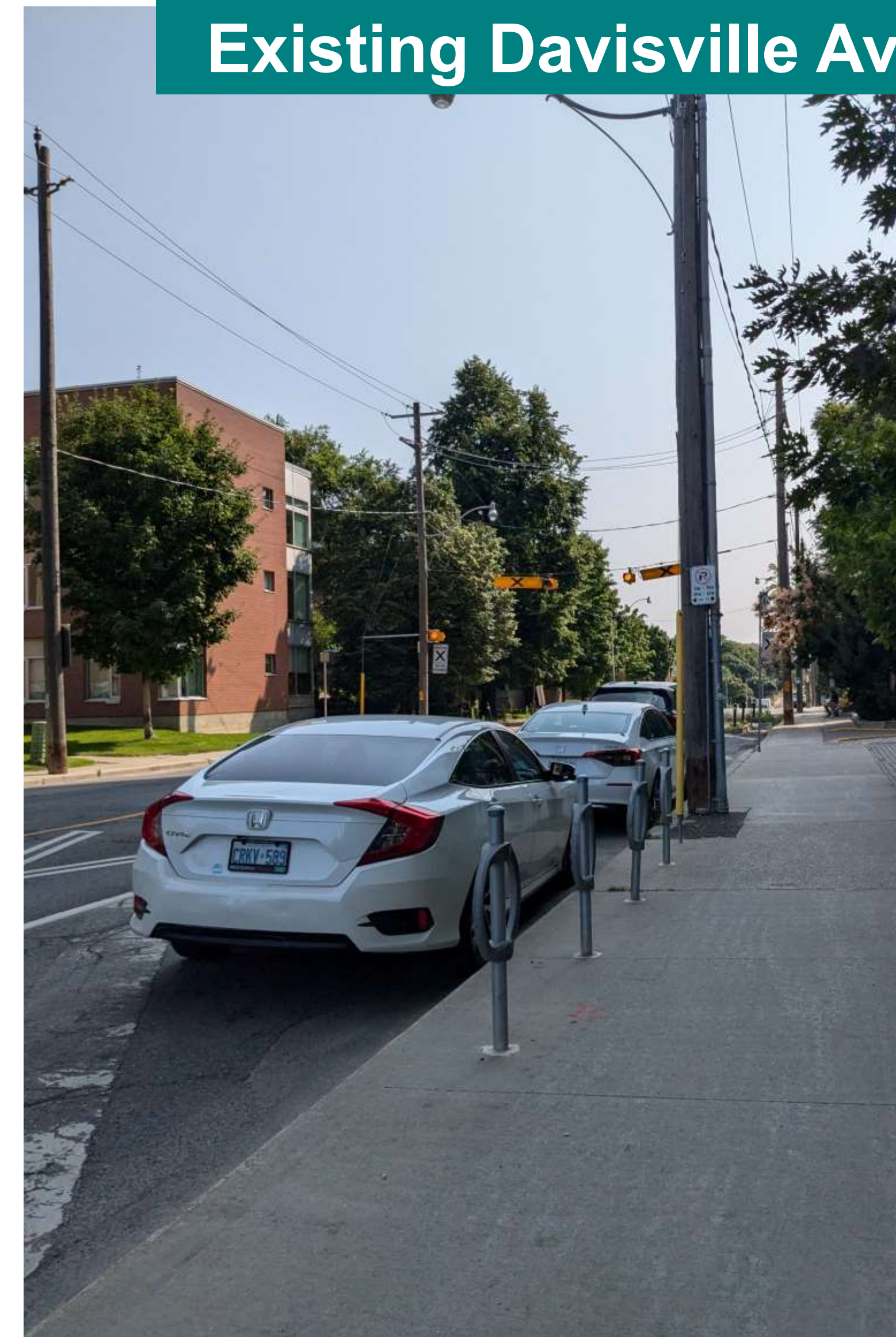
The Improving Davisville Avenue project proposes re-purposing curb lane space to make room for trees, seating, planting, bikeways and Bike Share stations.

Today, the curb lane starts and stops with off-peak parking, curb extensions at pedestrian crossings and commercial loading. While most drivers use the inner lane, the curb lane can be used to weave in and out traffic, causing safety concerns especially around pedestrian crossings.

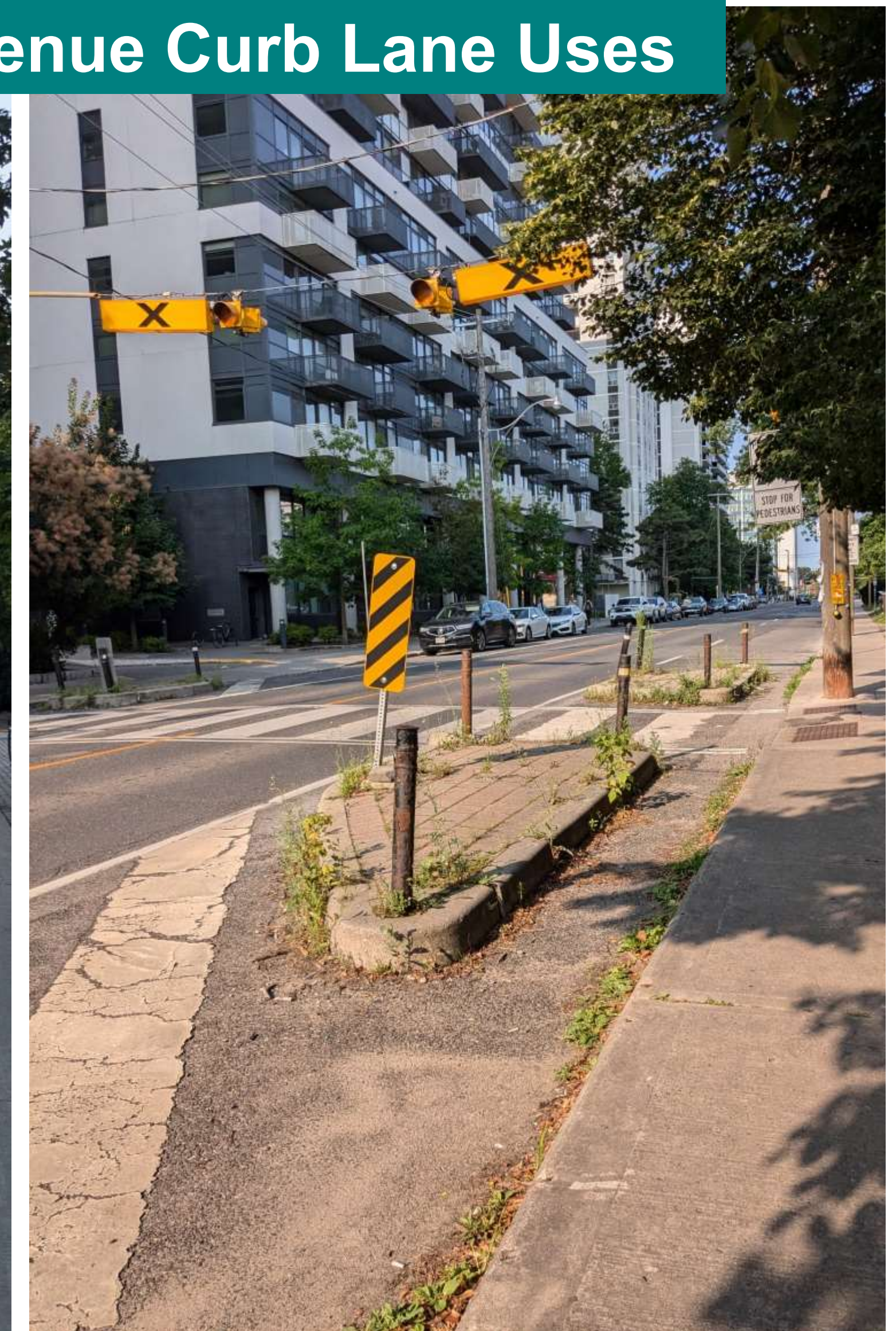
Simpler and smoother driving conditions

Traffic studies show that the intersections at Yonge Street and Mount Pleasant Road are operating under capacity. Updating signal timing and removing some conflicts between crossing pedestrians and turning motor vehicles is projected to help traffic move more smoothly.

Existing Davisville Avenue Curb Lane Uses



Parked vehicles on Davisville Avenue during off-peak periods

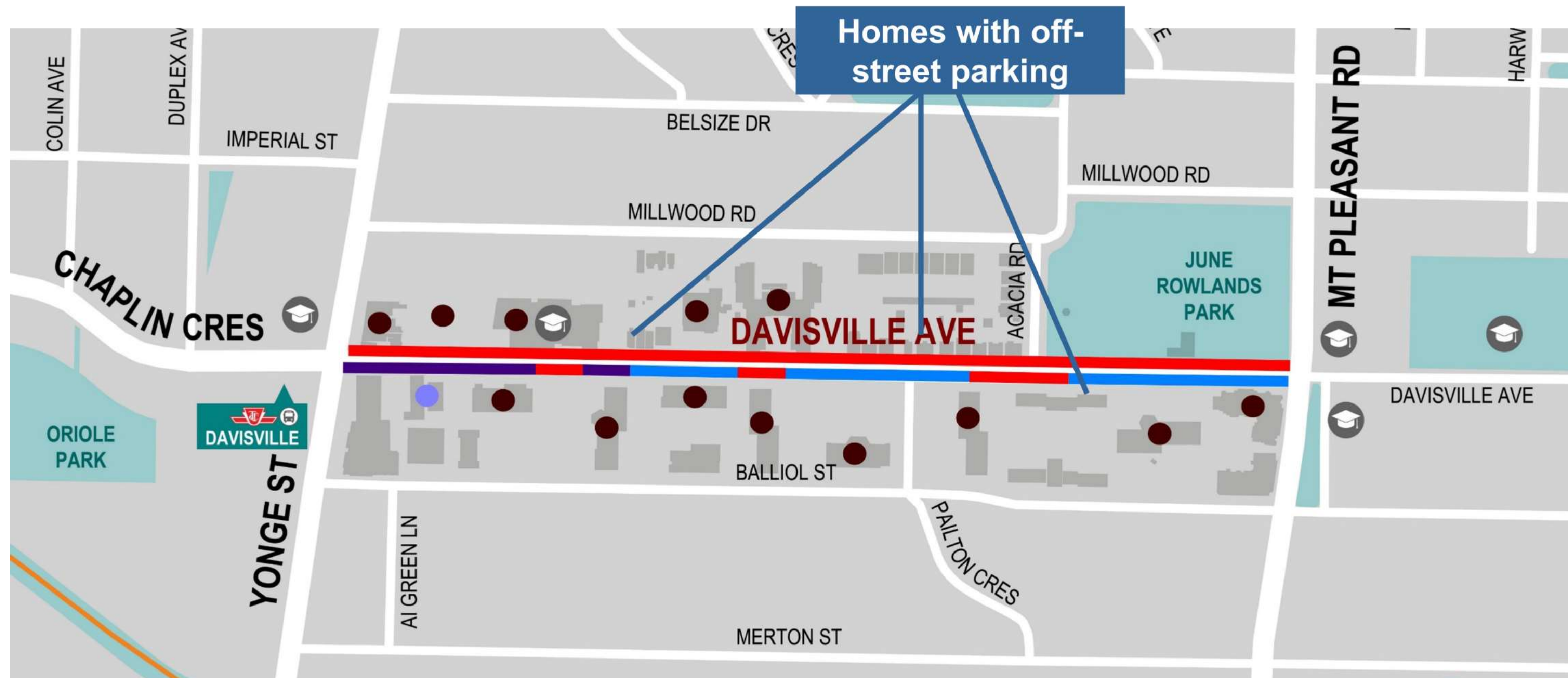


Curb extensions at pedestrian crossovers

Proposed Design | Impacts to Parking



Today, parts of Davisville Avenue's south side curb lane is used for approximately 37 off-peak parking spaces. Parked vehicles can create sightline issues at the pedestrian crossovers and driveways. Removing these parking spaces would improve safety and visibility and create space for the proposed bikeway. Most properties on Davisville Avenue have off-street parking and loading available to accommodate this change.



- No parking 7 AM – 9 AM, 4 PM – 6 PM Monday to Friday
- No stopping 7 AM to 6 PM
- No stopping anytime
- Building with off-street loading and parking
- Building with off-street parking, no off-street loading

Balliol Street, Pailton Crescent and Acacia Road have on-street parking on one side. Several buildings have paid parking open to the public such as 33 Davisville Avenue.

TTC Stop Changes



Using the TTC Service Standards, TTC has identified stops that can be consolidated to enhance bus operations and speed up transit travel time on Davisville Avenue. The project will focus upgrades for accessibility and sidewalk space on the remaining bus stops.

There are 9 existing stops within 800 metres and 5 stops will remain.

Bus stops identified for removal include:

- **Eastbound stop at south-east corner of Yonge Street** due to proximity to Davisville Station which is now accessible
- **Westbound stop at north-west corner of Mount Pleasant Road** as there is an existing stop at north-east corner. **The east side stop is anticipated to be upgraded through redevelopment**
- **Eastbound/westbound stops at Acacia Road** due to proximity to Pailton Crescent and Mount Pleasant Road stops



Next Steps



City staff will review public feedback and consider any changes to the proposed designs before reporting to a Committee of City Council.

An installation plan and timeline will be shared subject to necessary approvals.

**Provide comments
through the survey until
May 3, 2026 →**



The survey is also available at:
toronto.ca/DavisvilleAvenue

CONTACT US

If you have any questions or concerns, please contact:

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