



# **Scarborough Village Streets Plan**

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## **Phase Two Public Consultation Report** **April 2026**

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## Consultation Summary

Public and interest group consultation for Phase Two of the Scarborough Village Streets Plan took place from November 20, 2025 to December 18, 2025. The focus of Phase Two public consultation was to obtain feedback about proposed changes to address safety and mobility concerns within the project area.

Phase Two public consultation activities included a virtual community interest group meeting, a public drop-in event, an online survey, and comment tracking. Over 20 people attended the in-person drop-in event, 45 survey responses were received along with eight people providing comments by mail, phone and email.

Communications to notify the public and interest groups about Phase Two public consultation and opportunities to participate included updating the project website, sending targeted emails to community interest groups, distribution of 6,882 notices about public consultation to all addresses within the project area by Canada Post, sending information about public consultation to the project email list and posting posters throughout the project area.

Overall, public and interest group consultation participants expressed positive feedback about the proposed changes for road safety, speed management, conflict management and school-related safety measures. Participants expressed a high level of support for road safety measures in school areas and measures to improve conflict management. Public consultation participants expressed the desire to see more conflict management measures notably on Mason Road. While participants expressed support for proposed changes to address motor vehicle speeding, there was a mixed response to specific locations for proposed speed humps and concerns raised about effective snow removal and emergency vehicle access on roads with speed humps.

While outside the scope of the project, there was notable concern voiced by the public about the potential transportation impacts from development applications in the project area specifically on Bellamy Road South.

The feedback gathered through this consultation will inform staff recommendations to City Council.

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

## Project Overview

The Scarborough Village Streets Plan is proposing changes to traffic operations and road design to enhance safety and accessibility for everyone using the streets.

The Scarborough Village Streets Plan focuses on the neighbourhood between Bellamy Road South (west), Markham Road (east), the CN Railway (north), and an area just south of Kingston Road, including Bellehaven Crescent and Hill Crescent south. The study area covers the western portion of the City of Toronto neighbourhood of Scarborough Village. The Scarborough Village area was nominated for a neighbourhood Streets Plan by members of the local community.

The Scarborough Village Streets Plan has sought public feedback through two phases of public consultation.

Phase One consisted of public and interest group consultation from April 2 to April 30, 2025, and focused on identifying local issues and opportunities. The top priorities and issues raised among participants were:

- Concerns about speeding of motor vehicle traffic on neighbourhood streets particularly, Bellamy Road South, Mason Road, Kingston Road and Windy Ridge Drive.
- The need to make roads safer for pedestrians especially school children at Bliss Carman Senior Public School and Mason Road Junior Public School
- A strong desire for improvements to intersections and infrastructure for pedestrians notably along Bellamy Road South, Mason Road, Lochleven Drive, Markham Road, Eglinton Avenue East, Kingston Road and some streets south of Kingston Road.
- Opposition to the installation of sidewalks south of Kingston Road particularly on Parkcrest Drive due to the impact on trees, private property, disruption to the character of the area and the opinion that sidewalks result in speeding.

Phase Two took place from November 20, 2025, to December 18, 2025, and consisted of City staff sharing proposed changes to traffic operations and street designs with the public for feedback. Proposed changes were based on safety and mobility concerns identified in Phase One along with data analysis, and a review of City programs and policies. Proposed changes for the Scarborough Village Streets Plan included:

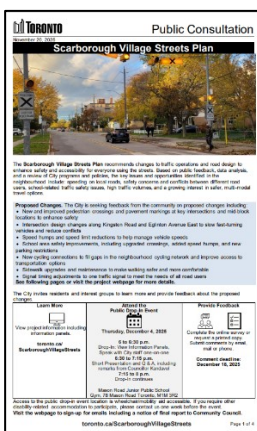
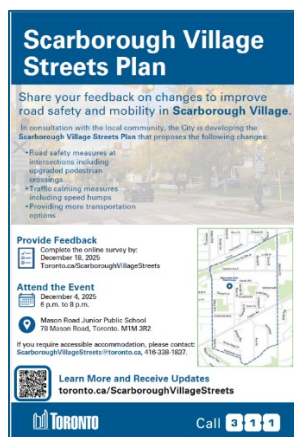
- Measures to address speeding on local roads including speed humps and speed limit reductions
- Measures to address safety concerns and conflicts between different road users including new and improved pedestrian crossings and pavement markings at key intersections and mid-block locations
- School area safety improvements including upgraded crossings, added speed humps, and new parking restrictions
- Measures to address a growing interest in safer, multi-modal travel options including new cycling connections to fill gaps in the neighbourhood cycling network and improve access to transportation options.

# Overview of Communications and Consultation Activities

## Communication Activities in Phase Two of Public Consultation

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page [toronto.ca/ScarboroughVillageStreets](https://toronto.ca/ScarboroughVillageStreets) (150 unique visits)
- Notice delivered via Canada Post (6,882 addresses in the project area)
- E-notification to project subscribers (73 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (32 contacts)
- Follow up emails with school administrators to ensure awareness about the project, to obtain and to disseminate information to parents of school children and the larger community.
- Posters dropped off at schools, multi-residential buildings, and shops in the project area and posted at bus stops and near road crossings.



Images showing public consultation communications and activities (left to right): poster advertising public consultation; notice mailed to all addresses in the project area; and public drop-in event held at Mason Road Junior Public School.

## Consultation Activities

Comments on the project were received through the following activities:

Activity	Date	Participation
Online Survey	November 20 to December 18, 2025	45 responses
Email/Phone	November 20 to December 18, 2025	Comments received from eight individuals.
Interest Group Meeting	November 28, 2025	4 attendees (30 invited)
Drop-In Public Event	December 4, 2025	20 attendees

## What We Heard

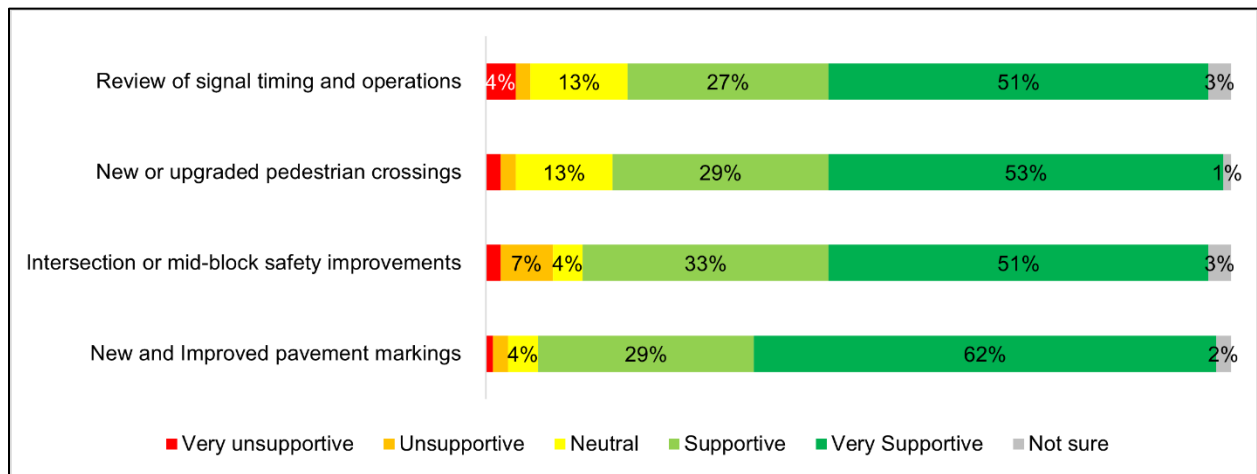
- Overall, public and interest group consultation participants expressed positive feedback about the proposed road safety and speed management measures. Respondents expressed overwhelming support for proposed changes to address conflict management issues and school-related safety. Some participants suggested additional conflict management measures including a traffic signal at Whitecap Boulevard and Mason Road and more All-Way Stop signs at intersections of smaller roads.
- While the majority of respondents expressed support for proposed changes to address speed management issues, there was a mixed response to specific locations for proposed speed humps. Notably, over 25% of survey respondents do not support speed humps proposed for Markham Road South and Bellhaven Crescent south of Kingston Road. Some survey respondents and drop-in participants raised concerns about speed humps related to perceived difficulties with snow removal, road grades and the view that speeding problems do not exist in the neighbourhood. Those who support speed humps expressed the view that they are necessary to deter speeding and communicated the desire to see speed humps on roads south of Kingston Road.
- Mason Road, Markham Road south of Kingston Road and Parkcrest Drive were key locations noted for concerns about speed and road safety. Suggestions for these locations included traffic calming measures, in particular, speed humps, more signage and conflict management measures including stop signs, and the addition of a motor vehicle lane to create better traffic flow.
- There was notable concern from community members expressed through emails and at the drop-in event about the potential transportation impacts from development applications in the project area on Bellamy Road South.

## Survey

The survey, hosted by Medallia, was available online on the project web page and included background information about the project before asking questions about the proposed changes. The survey consisted of single-select questions and open-ended comment boxes. Participation in the survey was anonymous, and optional demographic questions were included (see Appendix for survey participant profile). Responses received to each question are presented in this section.

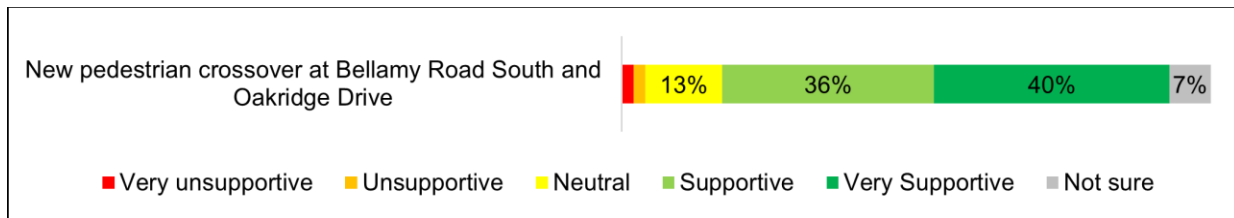
### Conflict Management Measures

**Question 1. In general, do you support the following proposed changes to respond to conflict management issues in the project area?**



- **Review of signal timing and operations:** There were 45 responses, with 78% who are strongly supportive or supportive of this proposed change, 13% neutral, 6% very unsupportive or unsupportive and 3% unsure.
- **New or upgraded pedestrian crossings:** There were 45 responses, with 82% who are strongly supportive or supportive of this proposed change, 13% neutral, 4% very unsupportive or unsupportive and 1% unsure.
- **Intersection or mid-block safety improvements:** There were 45 responses, with 84% who are strongly supportive or supportive of this proposed change, 4% neutral, 9% very unsupportive or unsupportive and 3% unsure.
- **New and improved pavement markings:** There were 45 responses, with 91% who are strongly supportive or supportive of this proposed change, 4% neutral, 3% very unsupportive or unsupportive and 2% unsure.

**Question 2. Do you support the following proposed changes to respond to conflict management issues at these locations?**



- **New pedestrian crossover at Bellamy Road South and Oakridge Drive:** There were 45 responses, with 76% who are strongly supportive or supportive of this proposed change, 13% neutral, 4% very unsupportive or unsupportive and 7% unsure.

**Comments:**

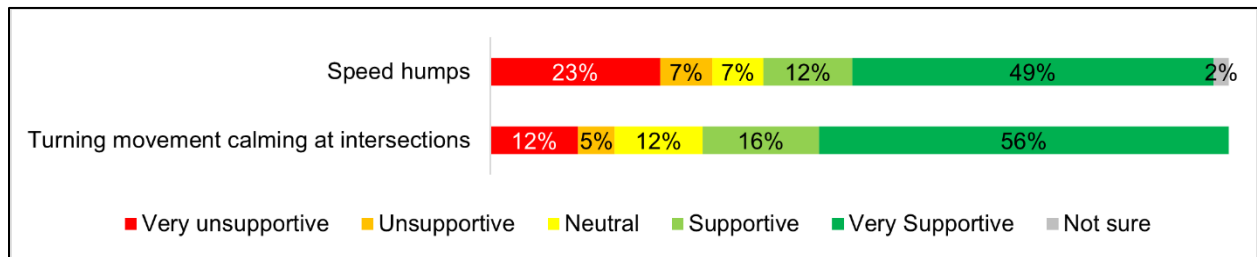
Overall, the majority of respondents support the proposed conflict management measures.

Comments about these measures included the desire to see more changes in addition to the ones proposed, namely:

- Adding All-Way Stop signs at all intersections with side/local roads
- Implementing measures at other intersections along Bellamy Road South
- Installing a signal at the intersection of Mason Road/Whitecap Boulevard and Kingston Road
- Including changes to Eglinton Avenue East and Kingston Road as part of the Scarborough Village Streets Plan
- Making changes to the intersection at Parkcrest Drive and Kingston Road to address the traffic congestion in the single northbound lane owing to the traffic volume on Parkcrest Drive and the duration of the red light. Suggestions include adding a northbound motor vehicle lane to create better traffic flow.

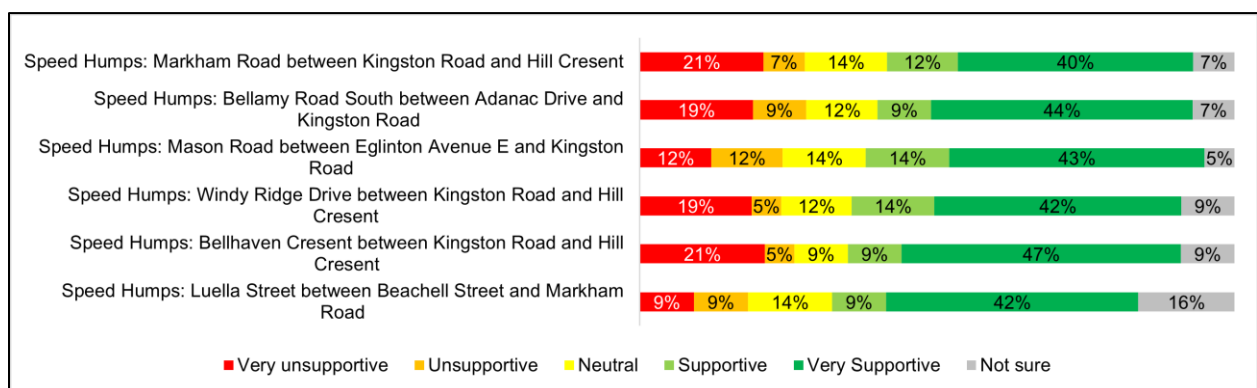
## Speed Management

**Question 3. In general, do you support the following proposed changes to respond to speed management in the project area?**



- **Speed humps:** There were 43 responses, with 61% who are strongly supportive or supportive of this proposed change, 7% neutral, 30% very unsupportive or unsupportive and 2% unsure.
- **Turning movement calming at intersections:** There were 43 responses, with 72% who are strongly supportive or supportive of this proposed change, 12% neutral and 17% very unsupportive or unsupportive.

**Question 4. Do you support the following proposed changes to manage vehicle speeds at these locations?**



- **Speed Humps: Markham Road between Kingston Road and Hill Crescent:** There were 43 responses, with 52% who are strongly supportive or supportive of this proposed change, 14% neutral, 28% very unsupportive or unsupportive and 7% unsure.
- **Speed Humps: Bellamy Road South between Adanac Drive and Kingston Road:** There were 43 responses, with 53% who are strongly supportive or supportive of this proposed change, 12% neutral, 28% very unsupportive or unsupportive and 7% unsure.
- **Speed Humps: Mason Road between Eglinton Avenue East and Kingston Road:** There were 43 responses, with 57% who are strongly supportive or supportive of this proposed change, 14% neutral, 24% very unsupportive or unsupportive and 5% unsure.
- **Speed Humps: Windy Ridge Drive between Kingston Road and Hill Crescent:** There were 43 responses, with 56% who are strongly supportive or supportive of this proposed change, 12% neutral, 24% very unsupportive or unsupportive and 9% unsure.

- **Speed Humps: Bellehaven Crescent between Kingston Road and Hill Crescent:** There were 43 responses, with 56% who are strongly supportive or supportive of this proposed change, 9% neutral, 26% very unsupportive or unsupportive and 9% unsure.
- **Speed Humps: Luella Street between Beachell Street and Markham Road:** There were 43 responses, with 51% who are strongly supportive or supportive of this proposed change, 14% neutral, 18% very unsupportive or unsupportive and 16% unsure.

Overall, the majority of respondents support the proposed speed management measures.

While overall the majority of respondents expressed support for proposed changes to address speed management issues, at some locations, notably Markham Road, Bellamy Road South and Bellehaven Crescent, over 25% of respondents do not support the proposed changes to address speeding.

The most common reasons noted from respondents that do not support the proposed speed management measures included:

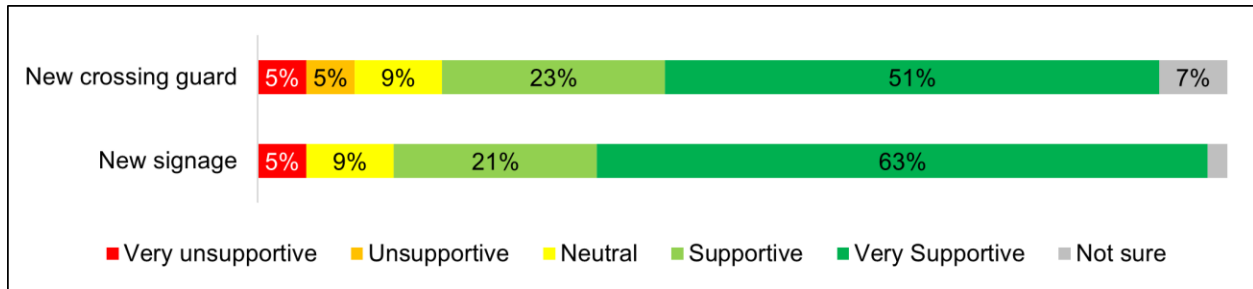
- The perception that speed management measures are not needed
- Concerns about increased travel times for emergency vehicles
- Concerns about the impact of speed humps for drivers in the winter with snow on the roads and the perception that speed humps hinder snow removal
- Concerns that speed humps will have a damaging impact on motor vehicles
- Concerns that speed humps placed on roads with steep grades will result in dangerous conditions for people cycling
- Concerns that placing speed humps on Bellamy Road South would negatively impact public transit users particularly at Eglinton GO station.

Other comments about speed management measures included:

- The desire to have stop signs along Mason Road as a measure to slow drivers down
- The desire to have the speed limit on Kingston Road and Eglinton Avenue East reduced
- The desire to have a minimal number of speed humps placed on roads
- The desire to have speed humps placed on Annis Drive and Parkcrest Drive.

## School-Related Safety Issues

**Question 5. In general, do you support the following proposed changes to respond to School-Related Safety issues in the project area?**



- **New crossing guard:** There were 43 responses, with 74% who are strongly supportive or supportive of this proposed change, 9% neutral, 10% very unsupportive or unsupportive and 7% unsure.
- **New signage:** There were 43 responses, with 84% who are strongly supportive or supportive of this proposed change, 14% very unsupportive or unsupportive and 2% unsure.

Overall, the majority of respondents support the proposed school-related safety measures.

The most common reasons noted that do not support the proposed measures included:

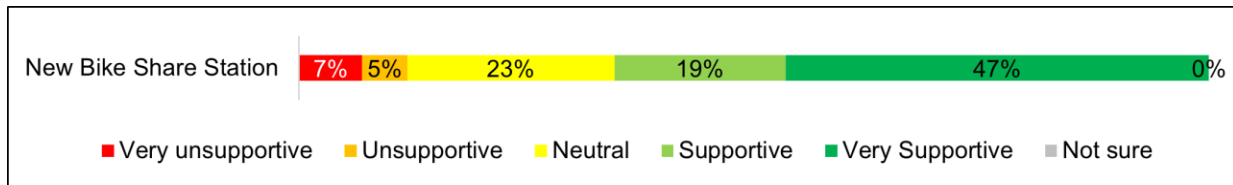
- The perception that pedestrians do not face any problems at these locations.

Other comments included:

- The desire for additional measures including reviewing the duration of traffic lights to allow students who are walking to have longer crossing times along with more bus service and active transportation measures to maintain walking access to schools
- The desire to see changes to parking rules and behaviour including restricting overnight parking on Bellamy Road South, stopping drivers from parking on Bellamy Road South when dropping off students to prevent blocking the roadway for emergency vehicles, and to prevent obstruction of the view of the crosswalk
- The desire to have Eglinton Avenue East and Kingston Road included in this project

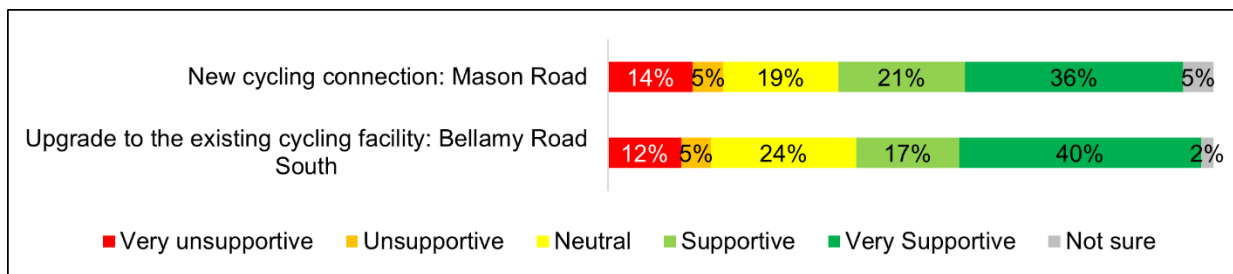
## Mobility and Transportation Demand

**Question 6. In general, do you support the following proposed changes to respond to mobility and transportation demand in the project area?**



- There were 43 responses, with 66% who are strongly supportive or supportive of this proposed change, 23% neutral and 12% very unsupportive or unsupportive.

**Question 7. In general, do you support the following proposed changes to respond to mobility and transportation demand in the project area?**



- **New cycling connection: Mason Road:** There were 42 responses, with 57% who are strongly supportive or supportive of this proposed change, 19% neutral, 19% very unsupportive or unsupportive and 5% unsure.
- **Upgrade to the existing facility: Bellamy Road South:** There were 42 responses, with 57% who are strongly supportive or supportive of this proposed change, 24% neutral, 17% very unsupportive or unsupportive and 2% unsure.

Overall, the majority of respondents support the proposed changes to respond to mobility and transportation demand in the project area.

Encouraging cycling was the primary reason cited by respondents who supported the proposed changes.

Additional comments about cycling include the need for cycling routes to connect to a larger cycling network, the desire to have cycle tracks built for the safety of people cycling, and the suggestion to widen sidewalks and convert them into multi-use trails for pedestrians and cyclists.

The most common reasons for not supporting these changes include the perceived lack of demand for these changes, the lack of a quantified cost-benefit explanation for these changes and the perceived lack of data to support these changes.

## Public Drop-in Event

The public consultation event held on December 4, 2025 included a presentation followed by a Question and Answer period followed by a drop-in period where attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Location	Comment Summary
Speed	Mason Road	<ul style="list-style-type: none"> <li>- Support for proposed speed humps.</li> <li>- Speed humps on the hill on Mason Road could make it difficult to drive up and down in the winter. Recommends putting speed humps only on the northern half of the road and not on the southern part with the hill.</li> </ul>
	Hill Crescent	<ul style="list-style-type: none"> <li>- Inquiry about impact of proposed speed humps on road access for emergency vehicles and winter maintenance vehicles.</li> <li>- Recommends speed humps to be installed on this road owing to cut-through traffic and speeding.</li> </ul>
	Kingston Road and Markham Road	<ul style="list-style-type: none"> <li>- Suggests a speed hump in the right turn lane from Kingston Road to Markham Road</li> </ul>
	Kingston Road	<ul style="list-style-type: none"> <li>- Suggests not reducing speed limit. Considers the road to function like a highway.</li> </ul>
	Markham Road near Hill Crescent	<ul style="list-style-type: none"> <li>- The steep hill may impact proposed speed humps.</li> </ul>
	Markham Road south of Kingston Road	<ul style="list-style-type: none"> <li>- The speed limit sign is hidden.</li> <li>- Cars speed on this section and on turns to Kingston Road.</li> <li>- There is no sidewalk.</li> </ul>
	Unspecified	<ul style="list-style-type: none"> <li>- Opposes speed humps.</li> </ul>
	Ravine Drive south of Kingston Road	<ul style="list-style-type: none"> <li>- Recommends collecting speed data in this area owing to the observation of speeding.</li> </ul>
Road Safety	Kingston Road	<ul style="list-style-type: none"> <li>- Concerns about proposed narrowing of arterial road lanes and impact on access for first responder vehicles and wider trucks.</li> <li>- Recommends review of coordination of traffic signals especially signal that are close together.</li> <li>- Recommends signal coordination between lights at Whitecap Boulevard and Bellamy Road South.</li> </ul>
	Kingston Road and Windy Ridge Drive	<ul style="list-style-type: none"> <li>- Concerns about potential traffic impact owing to development applications for condo projects which is anticipated to result in 300 additional residents.</li> </ul>
	Mason Road and Eglinton Avenue East	<ul style="list-style-type: none"> <li>- Recommends extending the green light on Mason Road to allow for more left-turn traffic.</li> </ul>
	Mason Road	<ul style="list-style-type: none"> <li>- Need for bigger and more speed limit signage.</li> </ul>

Topic	Location	Comment Summary
	Mason Road and Knowlton Drive	- Suggestion to put a stop sign at the intersection owing to difficulties seeing cars driving up the hill especially when there are snowbanks.
	Mason Road north of Adanac Drive	- Drivers use plaza at Mason Road north of Adanac Drive as a cut-through. Recommends blocking this route.
	Parkcrest Drive	- Parking on Parkcrest Drive. Traffic gets congested at the intersection of Kingston Road.
	Bellamy Road South north of Kingston Road	- Many cars park on Bellamy Road South just north of Kingston Road. Suggestion to remove parking.
	Unspecified	- Bollards placed at intersections result in drivers using two lanes to turn.
	Kingston Road and Bellehaven Crescent	- The timing of the traffic signals needs to be adjusted. Currently, the wait time is long.
Cycling	Bellamy Road South between Eglinton Ave East and Kingston Road	- Inquiry about cycling and pedestrian connections to Bellamy Road South.
	Kingston Road	<ul style="list-style-type: none"> <li>- Inquiry about where bike lanes will be placed west of Danforth Avenue and west of Cliffside Drive.</li> <li>- Suggestion to use bike trails east of the project area and local streets parallel streets to main streets for cycling so cyclists do not have to compete with the main street traffic.</li> <li>- Suggestion about other cycling opportunities in place of putting a bikeway on Kingston Road owing to concerns for the safety of all road users. 27 condo developments are planned which will increase traffic.</li> <li>- Support for proposed bike lanes.</li> <li>- Opposes bike lanes and lane reductions owing to the insufficient number of cyclists.</li> </ul>
	Unspecified	- Inquiry about the need for Bike Share since many cyclists have their own bicycles.
	Unspecified	- Inquiry about the meaning of bikeway
	Decommissioned Line 3 (TTC) and Scarborough Rail corridor	<ul style="list-style-type: none"> <li>- Inquiry about using lands acquired for the Scarborough Express tracks (the location of decommissioned Line 3) for cycle tracks.</li> <li>- Suggestion to use Scarborough Rail corridor as another cycling route.</li> </ul>
Pedestrians	Bellehaven Crescent, Ravine Drive, Hill Crescent	<ul style="list-style-type: none"> <li>- Inquiry about plans to install sidewalks on these roads which have no sidewalks owing to high pedestrian traffic.</li> <li>- Inquiry about the potential installation of sidewalks along streets south of Kingston Road and impact on trees and storm water management.</li> <li>- Does not want sidewalks installed on these roads to protect trees and for storm water management.</li> </ul>

<b>Topic</b>	<b>Location</b>	<b>Comment Summary</b>
Parking	Unspecified	- Recommends more parking availability owing to construction of condos and lack of public transit.
	Parkcrest Drive	- Drivers park illegally. There is a lack of enforcement of parking by-laws. Recommends changing this area to a no-standing zone for the parking by-law to be better enforced.
Public Transit	Unspecified	- Support for more RapidTO bus lanes.
	Eglinton Avenue East and Mason Road	- The bus stop on the north side of Eglinton Avenue East used to be at east side of Mason Road but is now west side of the road. Recommends returning it to the east side owing to concerns about the northbound left-turn traffic potentially hitting pedestrians crossing to and from the bus stop.
Other	N/A	- Inquiry about when the data informing this project was collected.
	N/A	- Inquiry about existence of budget for implementation of proposed changes.
	Rockwood Drive	- Concern about right turns onto Kingston Road.
	Faircroft Boulevard	- Road work is needed.
	Mason Road and Eglinton Avenue East	- Street lighting needs improvement. Currently, it is difficult to see people crossing at the intersection at night.
	Bellamy Road North at Eglinton Avenue East	- Recommends a southbound left-turn signal owing to the many pedestrians crossing the intersection.
	N/A	- Does not like the land acknowledgement.
	Eglinton Avenue East and Brimley Road	- Bollards prevent trucks from turning and are often broken.

## Interest Group Feedback

The comments received through meetings with community interest groups and affected property owners are summarized below:

Topic	Location	Comment Summary
Speed	Unspecified	- Inquiry about the impact of speed humps on snow clearing.
	Unspecified	- Concern about the placement of speed limit signs. More signs are needed so that drivers, no matter where they enter a road, know the speed limit.
	Unspecified	- Inquiry about impact of the size of new speed management signs issued by the province.
Road Safety	Bellamy Road South between Stanland Drive and Kingston Road	- Are there plans to implement an additional pedestrian crossover (PXO) between Stanland Drive and Kingston Road? Almost half of the student population of Bliss Carmen Senior Public School is traveling from north of Adanac Drive and east of Bellamy Road South.
Parking	Bellamy Road South in front of Bliss Carmen Senior Public School	- Concerns about enforcement of parking restrictions recently approved by the Scarborough Community Council.
Pedestrians	Cree Avenue north of Bliss Carmen Senior Public School	- Many families are using this segment of Cree Avenue to drop off and pick up their kids. The road gets very congested during peak drop-off and pick-up times which makes it unsafe for pedestrians. Inquiry about creating a pedestrian priority route here. - Concerns about road space and pedestrian safety during this time owing to construction.
	Windy Ridge and Hill Crescent	- Concern expressed about the potential to add sidewalks in the future owing to impact on big trees, storm water management, and right of way, acknowledging that the City does not currently have plans to add sidewalks here.
Public Transit	Mason Road and Eglinton Avenue East	- Desire to see the City work with the TTC to adjust the placement of the TTC bus stop owing to safety concerns previously raised.
Other	N/A	- Inquiry about opportunity to add feedback after Phase Two.
	N/A	- Inquiry about the source of data about the number of Scarborough Village area households who do not own cars.

## Additional Feedback

The comments received through phone and email are summarized by theme below:

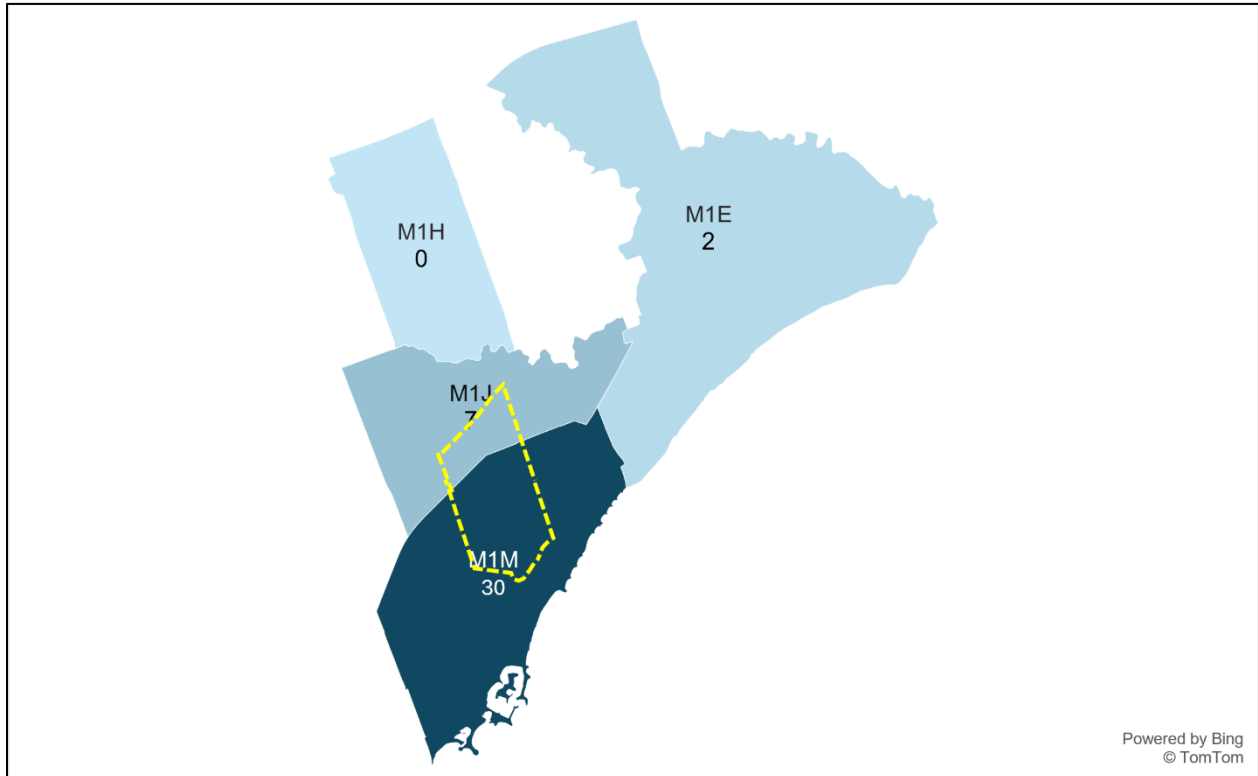
Topic	Location	Comment Summary
Speed	Beachell Street	- Requests speed humps on Beachell Street due to concerns about speeding. Beachell Street is used as a cut-through by motor vehicle traffic. Speeding could get worse when the park is installed at the end of Beachell Street.
	Kingston Road	- Plan does not address excessive speeding on Kingston Road.
	Markham Road, south of Kingston Road	- Opposes speed humps, believing speed management is not needed and that Vision Zero data does not support interventions for this area - Supports speed humps south of Kingston Road.
	Unspecified	- Inquiry about the impact of speed humps on emergency vehicles. - As the aging population grows, Emergency Vehicle Services should not be impeded. - Speed humps could lead to cut-through traffic on nearby roads.
Road Safety	Bellamy Road South	- Concern about development proposals and impact of increased density on the safety of traffic in the area.
	Unspecified	- Pavement markings are a waste of resources. How this will improve or enhance safety is a mystery.
	Unspecified	- The only proposals that make sense are the Crossing Guards, new Signage and traffic signal changes to allow longer crossing times.
Pedestrians	Parkcrest Drive	- Inquiry about the status of sidewalk on Parkcrest Drive.
Cycling	Unspecified	- I have lived in the area since 1997 and seldom see anyone bike riding. The proposed Bike Share Station at the GO Train seems redundant.
Other	Kingston Road	- Plan does not address noise issues due to motor vehicles.

# Appendices

## Appendix A: Survey Participant Profile

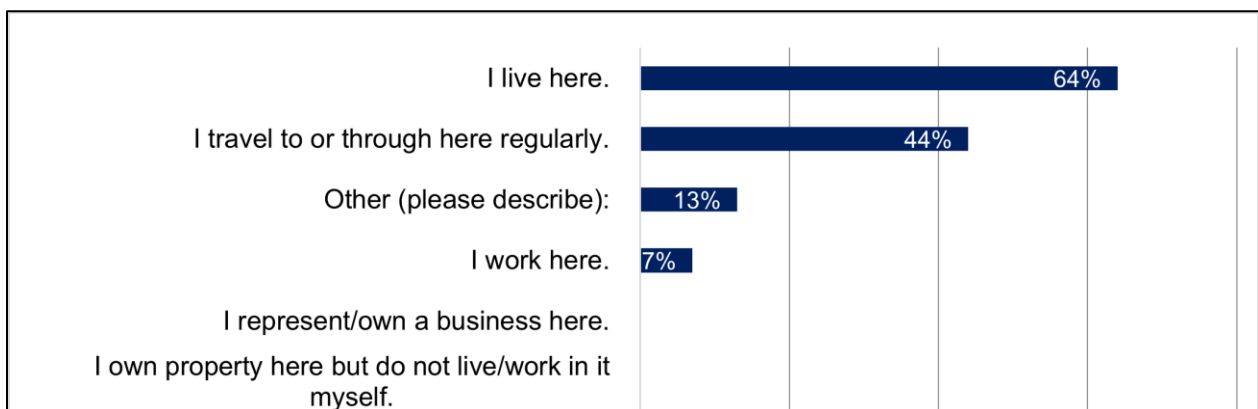
A total of 45 survey respondents provided optional demographic information described below.

### Postal Code | n=45



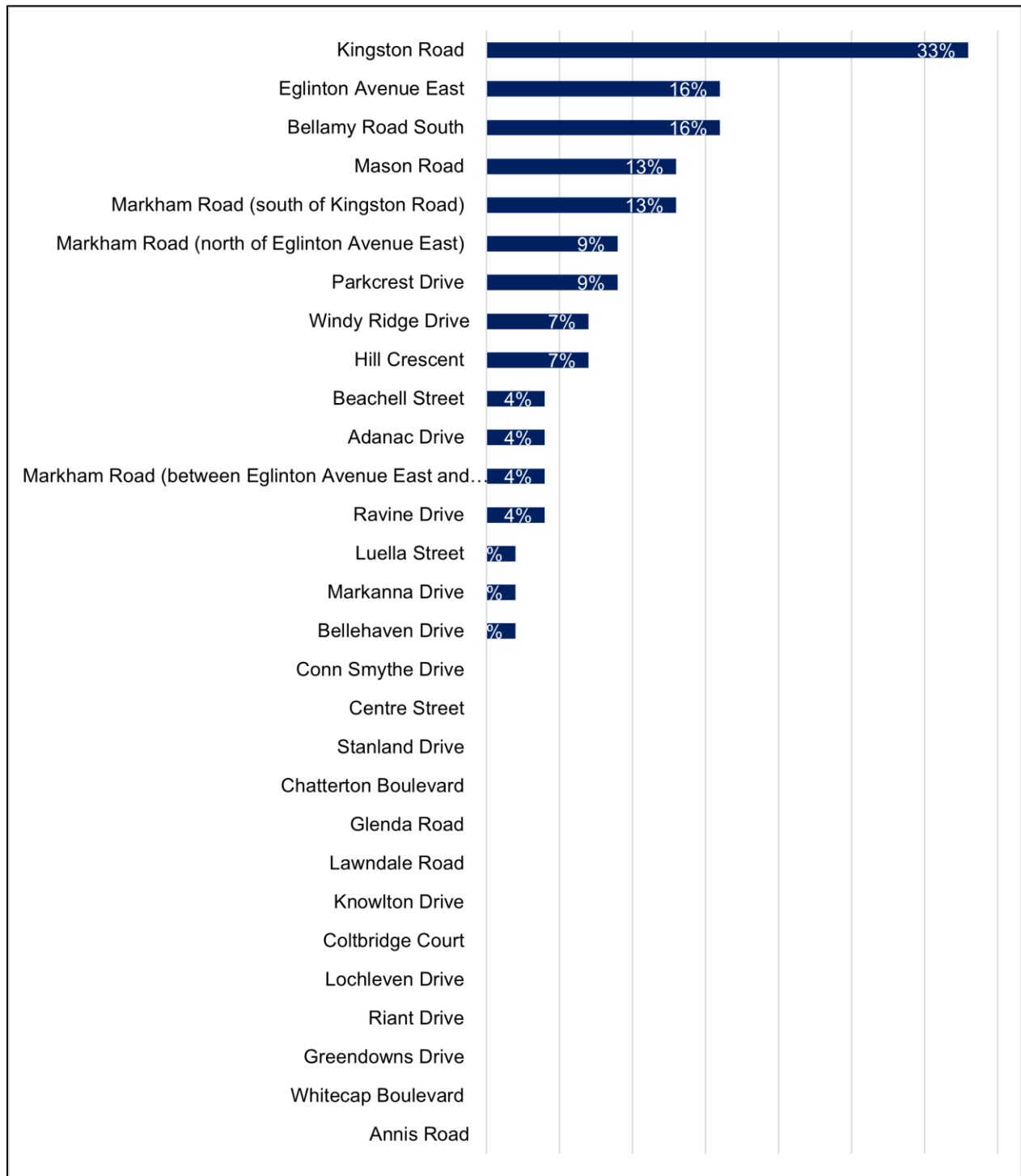
More than 80% of all survey respondents have a postal code starting with M1J or M1M and live in or near the project area (demarcated by yellow on map), with almost 65% of survey respondents living in the project area south of Kingston Road (M1M). Most other respondents live close to the project area and two respondents preferred not to answer this question.

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



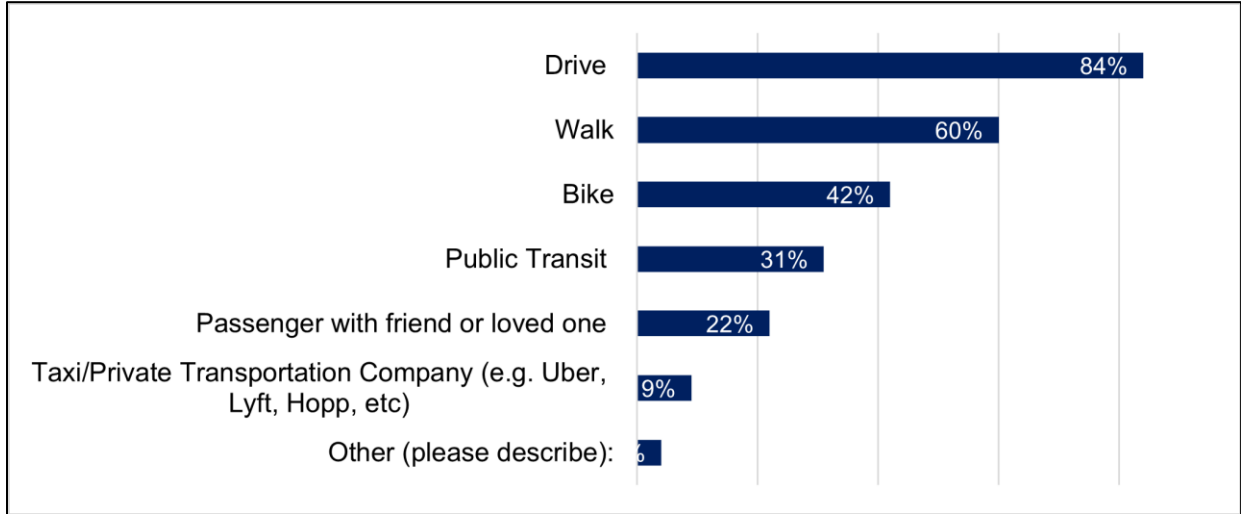
All survey respondents reported a relationship with the area. Other relationships with the project area that were identified include living close to the project area and having children who attend school in the project area.

**Street(s) in the project area where you live, work and/or own property | n=45**



All survey respondents reported that they live, work and/or own property on a street in the project area. Over 75% of respondents report that they live, work and/or own property on Kingston Road or south of Kingston Road in the project area.

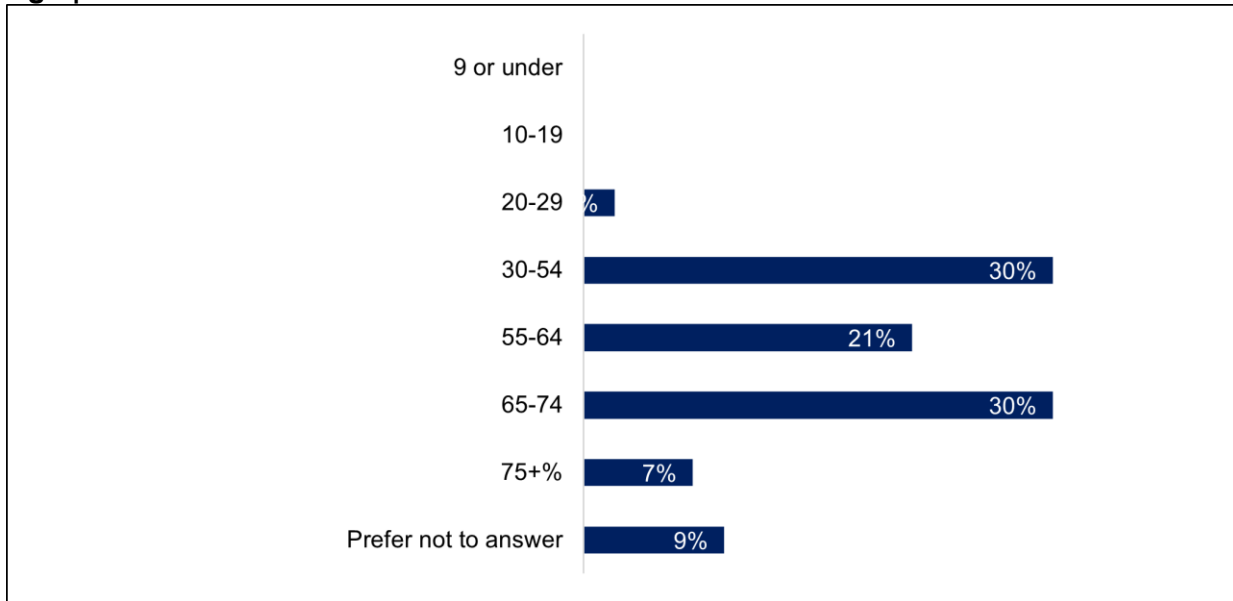
**Typical Ways of Travelling In/Near the Project Area | n=45**



Most survey respondents drive and/or walk in or near the project area. Over 40% of survey respondents cycle in the project area followed by respondents who take public transit or are passengers in a motor vehicle or a taxi/private transportation company.

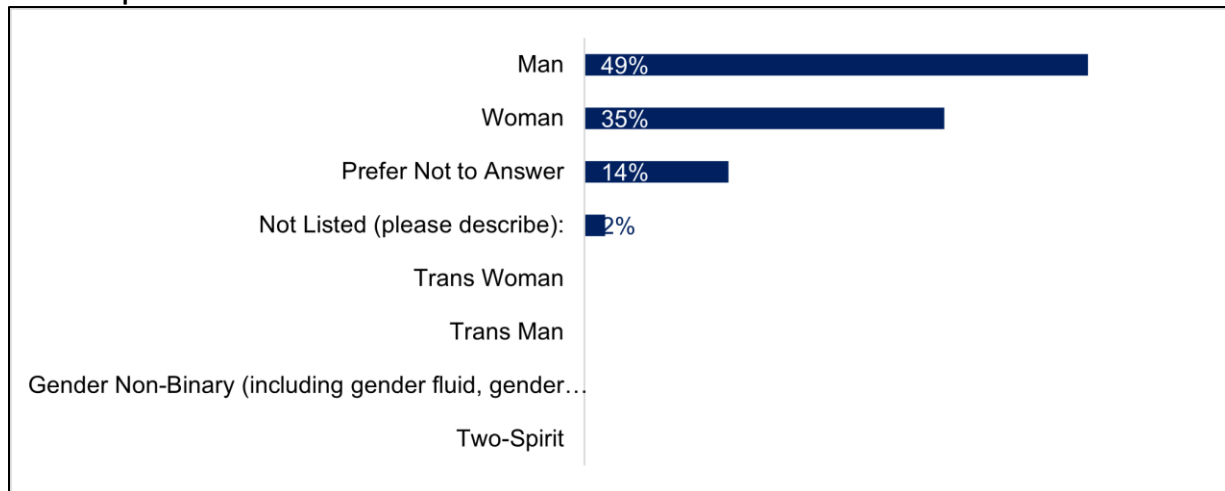
## Appendix B: About You - Participant Demographic data

### Age | n=43



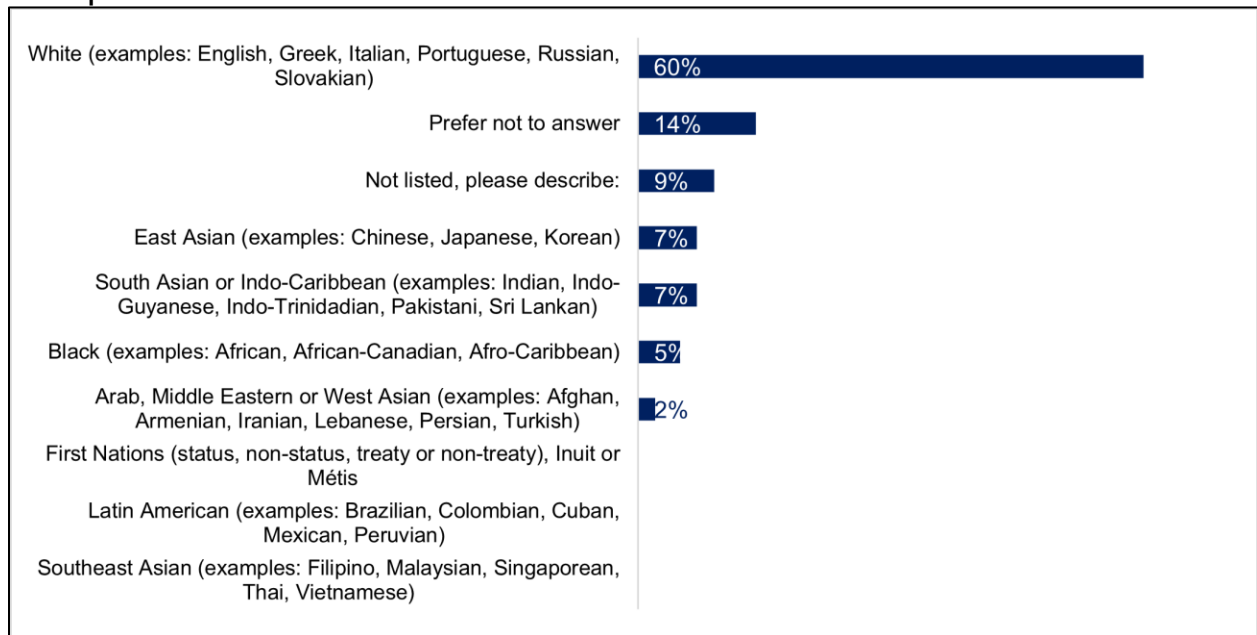
Most survey respondents are between 30 and 74 years old. Just under one third of survey respondents are of working age. Compared to census data, there was less participation of working age residents (40 per cent of the Scarborough Village population is working age). Compared to the latest census data which states that 14 per cent of Scarborough Village's population is older than 65 years old, there are notably more survey respondents from people 65 years and older.

### Gender | n=43



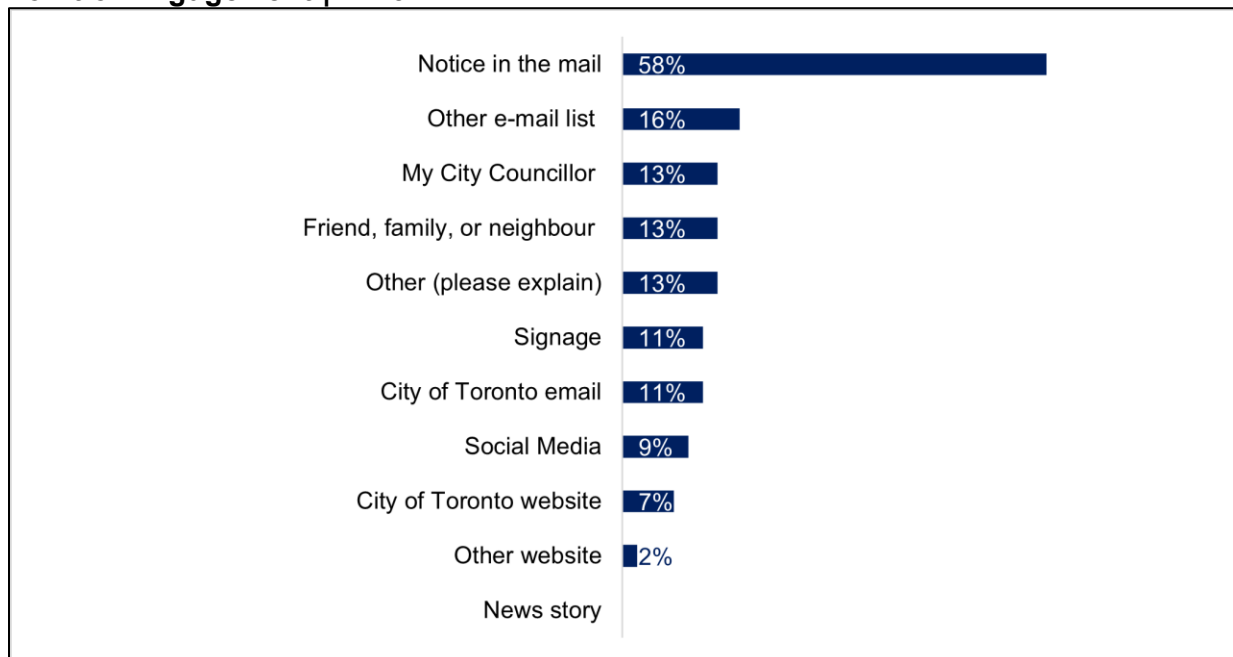
Almost 50% of survey respondents identified as men, followed by 35% identifying as women. 14% of survey participants chose not to answer. Compared to the latest census data, there was much stronger participation from men (48 per cent of Scarborough Village's population) compared to women (52 per cent of Scarborough Village's population).

## Race | n=43



The majority of respondents, 60%, identified themselves as White. This proportion is not consistent with Census data which shows 78% of the population of the City of Toronto neighbourhood of Scarborough Village to consist of visible minorities. (Source: [Neighbourhood Profile Data - City of Toronto](#)). 14% of survey respondents preferred not to answer this question and comments included questioning the relevance of the question.

## Point of Engagement | n=43



Most survey respondents heard about this consultation by the notice delivered by Canada Post to the project area, followed by other mailing lists, their City Councillor, friends, family or a neighbour or by other means including a residents' association and one respondent reported hearing about the project through a local cycling organization. Over 10% of survey respondents heard about the consultation through the project email list or by a poster.