



Photo of mapping activity during consultation with students at Davisville Junior Public School

Improving Davisville Avenue

Phase 2 Public Consultation Report
June 2026



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Consultation Summary

Public and Interest Group consultation for the *Improving Davisville Avenue* project took place over two phases between November and February 2025 and April 1 and May 3, 2026. Phase two consultation activities included a survey, interest group meetings, a public drop-in event and comment tracking by phone and email. Over 60 people attended the in-person drop-in event and 628 survey responses were received along with 46 people providing comments by phone and email.

Communications to inform the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to 11 Interest Groups and over 10,000 notices distributed by Canada Post throughout the project area.

Overall, there is strong support for the project's safety objectives. Nearly three-quarters of survey respondents agree that the proposed changes will improve safety and comfort for all road users, including pedestrians, people cycling, using transit, and driving.

Feedback from respondents who live on or near Davisville Avenue was generally supportive of improving road safety and pedestrian conditions. Interest groups were largely supportive of the project's alignment with road safety principles while emphasizing concerns that traffic infiltration onto parallel streets could occur if safety improvements are introduced on Davisville Avenue.

Top priorities identified through the survey included:

- Improving pedestrian crossings through better sightlines and speed reduction measures
- Reducing vehicle speeds by narrowing overly wide travel lanes
- Adding physically separated cycle tracks on both sides of the street
- Enhancing streetscape quality through greenery and seating

Pedestrian safety and comfort consistently emerged as the highest-ranked priorities, particularly near schools, parks, and transit stops. Road resurfacing was a priority for those who live on and travel on Davisville Avenue.

Workshops with grade 3, 4, 7 and 8 students at Davisville Junior Public School revealed significant interest in pedestrian crossover improvements, with many students sharing personal experiences with non-yielding or speeding vehicles on Davisville Avenue.

Across all consultation activities, several general concerns emerged regarding:

- Removal of time-of-day on-street parking on the south side of Davisville Avenue, parking displacement and lack of interest in using paid off-street parking or underground spaces
- Potential for traffic diversion to neighbouring streets such as Merton Street and Balliol Street with emphasis that the proposed southbound left-turn prohibition at Yonge Street and Davisville Avenue may cause parallel intersections to experience increased demand
- Winter maintenance and snow clearing around cycle tracks, raised medians, curb extensions, and pedestrian crossings
- Requests for wider sidewalks for seniors and people with mobility devices

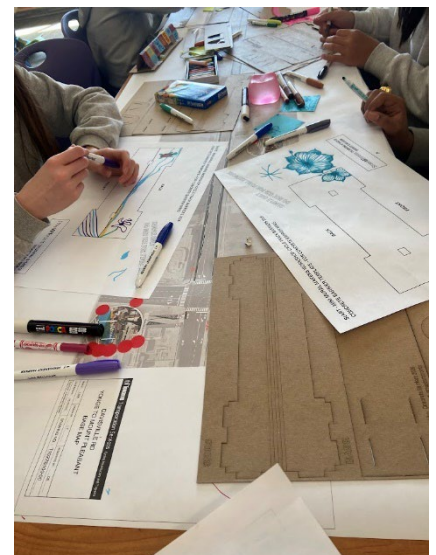


Photo of student workshop activities at Davisville Junior Public School

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

Project Overview

The City of Toronto is proposing road safety improvements on Davisville Avenue between Yonge Street and Mount Pleasant Road. The project builds on community priorities identified during previous phases of consultation and includes changes to intersection safety and operations, new trees and streetscaping, transit stop upgrades and new bikeways.

The proposed changes aim to create a more vibrant, people-focused street that supports growth, better connects to transit and local destinations like the future Davisville Community and Aquatic Centre, and improves safety for all road users.

Overview of Communications and Consultation Activities

Consultation Activities

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

Activity	Date	Participation
Virtual Interest Group Meetings	March 31, April 1 & April 28, 2026	23 attendees (27 invited)
Drop-in public event	April 16, 2026	61 attendees
Survey	April 1 – May 3, 2026	628 responses
Student workshops	April 6 & April 9, 2026	80 attendees
Email/phone	April 1 – May 3, 2026	Comments received from 46 individuals

What We Heard

Through the survey, public drop-in event, interest group meetings, emails and phone communications, feedback consistently identified road safety as the top priority. Feedback emphasized the need to reduce speeding, improve driver yielding, and make pedestrian crossings safer particularly near schools, parks, transit stops, and senior-serving destinations. Many participants supported changes that improve pedestrian visibility, simplify vehicle movements, and create more predictable road conditions for all road users.

Support for proposed changes varied by travel behaviour. People who walk, cycle, or use transit were more likely to prioritize protected cycle tracks, citing improved safety, comfort, and connectivity, as well as better conditions for less-confident cyclists and children.

Those who primarily drive raised concerns about cycle tracks, including winter maintenance, vehicle access, traffic flow, and the removal of 37 on-street parking spaces, which they said could worsen short-term parking challenges.

Many respondents supported streetscape improvements such as greenery, seating, and upgraded transit stops, seeing them as ways to create a more inviting and livable street.

Residents on Merton Street and Balliol Street, expressed concern about potential traffic diversion due to proposed turn restrictions at Yonge Street.

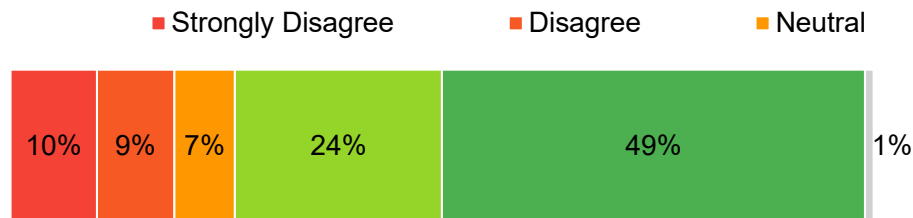
Most participants expressed support for the project's focus on improving safety on Davisville Avenue. Feedback consistently emphasized that clear design, reliable maintenance, monitoring, and enforcement will be critical to ensuring the proposed quick-build improvements function as intended and deliver longer-term safety benefits.

Survey

The survey was available online and in print format and included background information on the project. The questions included multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See Appendix A for survey participant profile.

Responses received to each question are presented in this section.

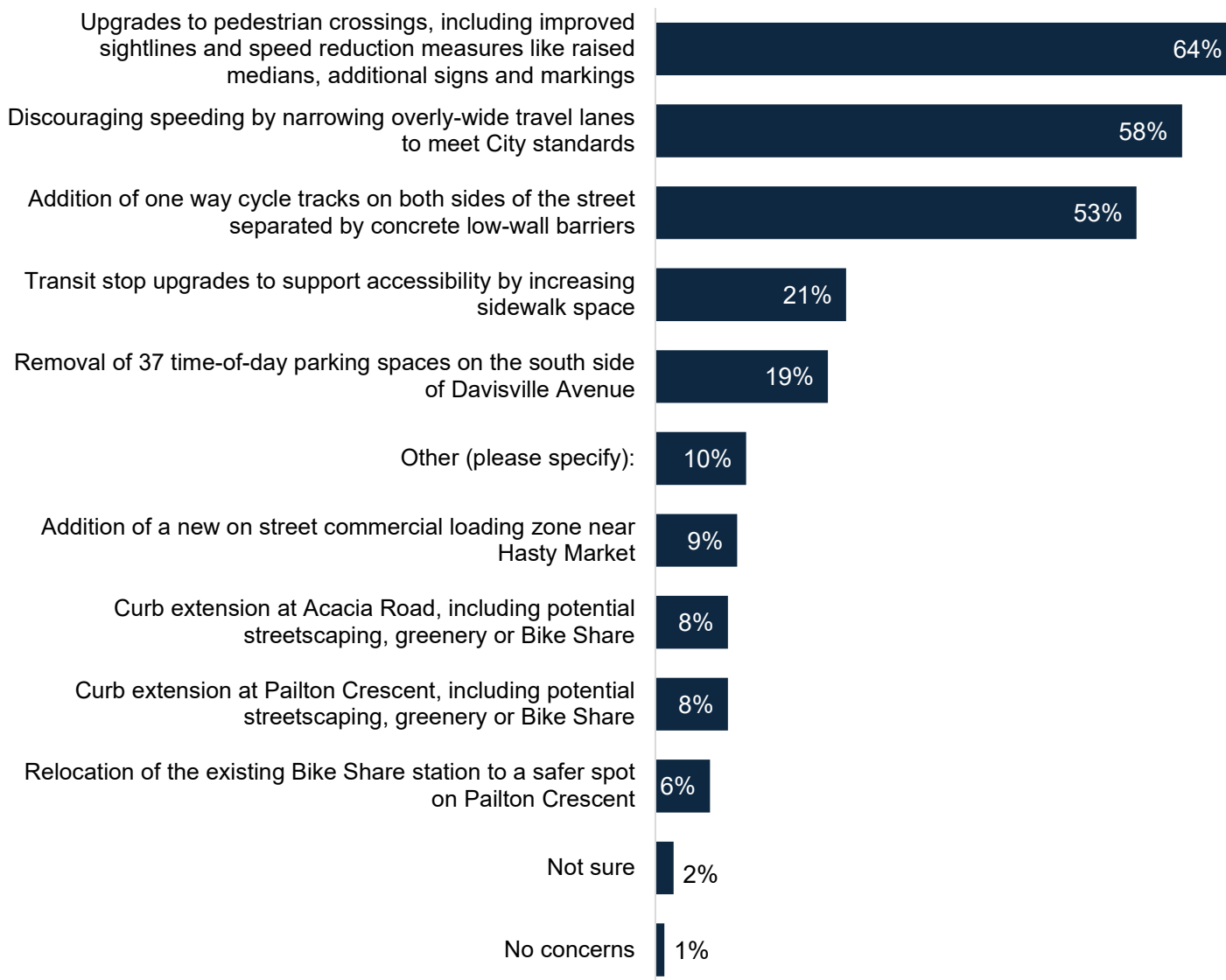
Q1: Overall, do you agree that the proposed changes on Davisville Avenue will improve safety and comfort for road users? This includes pedestrians, people cycling, people using transit and people driving.



A total of 539 people responded to this question. Overall, 73% of respondents agreed or strongly agreed that the proposed changes on Davisville Avenue would improve safety and comfort for road users, including pedestrians, people cycling, using transit, and driving. Nearly half (49%) strongly agreed, while 19% disagreed or strongly disagreed. The remaining 8% of respondents were neutral (7%) or not sure (1%).

When examined by travel behaviour, respondents who walk, cycle, or use transit on Davisville Avenue were more likely to express stronger agreement with the proposed changes. At the same time, most survey respondents (approximately 60%) reported that they drive on or around Davisville Avenue, and overall agreement with the proposed changes remained high among this group.

Q2: Which of the proposed changes are most important to you?



There were 554 responses to this question. Respondents were asked to identify their top priorities from a list of proposed improvements. Pedestrian-focused improvements ranked highest overall, particularly near schools, parks, and transit stops. Speed reduction emerged as a top concern among nearly all respondent groups.

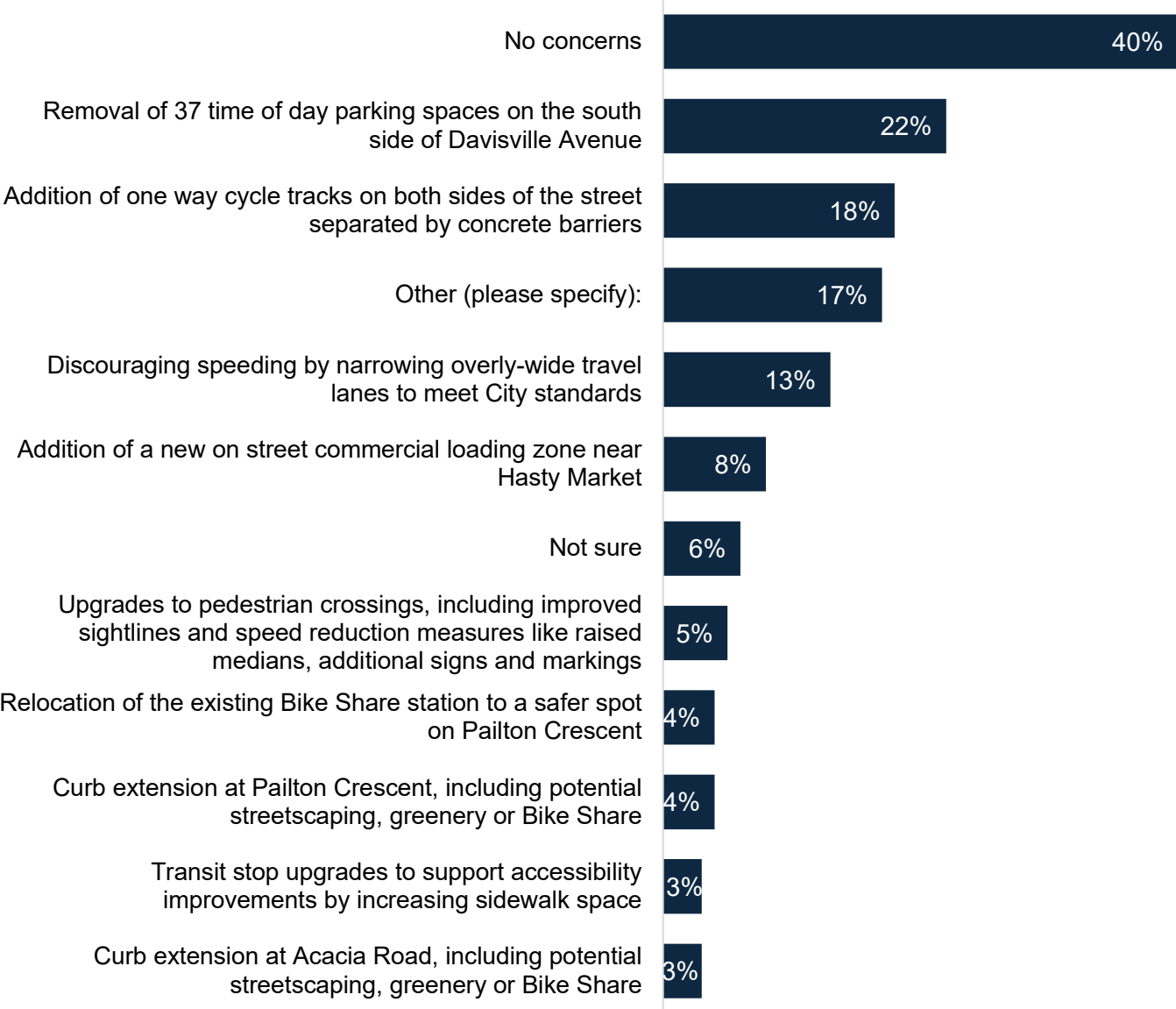
The most strongly supported measure was upgrades to pedestrian crossings (64%), including improved sightlines and speed reduction features, reinforcing the emphasis on pedestrian safety. Measures aimed at discouraging speeding by narrowing over-wide travel lanes also received strong support (58%), further highlighting safety and speed management as key priorities. Just over half of respondents (53%) prioritized the addition of separated cycle tracks. Transit stop upgrades received moderate support while curb extensions and Bike Share relocation were viewed as less critical.

The 10% of respondents who selected “other, please specify”, provided the following feedback:

- Concerns about traffic congestion, driver behaviour, and diversion onto nearby residential streets

- Requests for improved pedestrian safety measures, including crossings, signals, and visibility
- Concerns about removal of on-street parking and about limited parking supply

Q4: What concerns do you have about the proposed changes for Davisville Avenue?



There were 542 responses to this question. While many respondents (40%) indicated no major concerns, several recurring themes emerged through open-ended written comments. Concerns about the project vary strongly by travel mode, with drivers significantly more likely to cite parking removal as a concern, while pedestrians most often reported having no concerns.

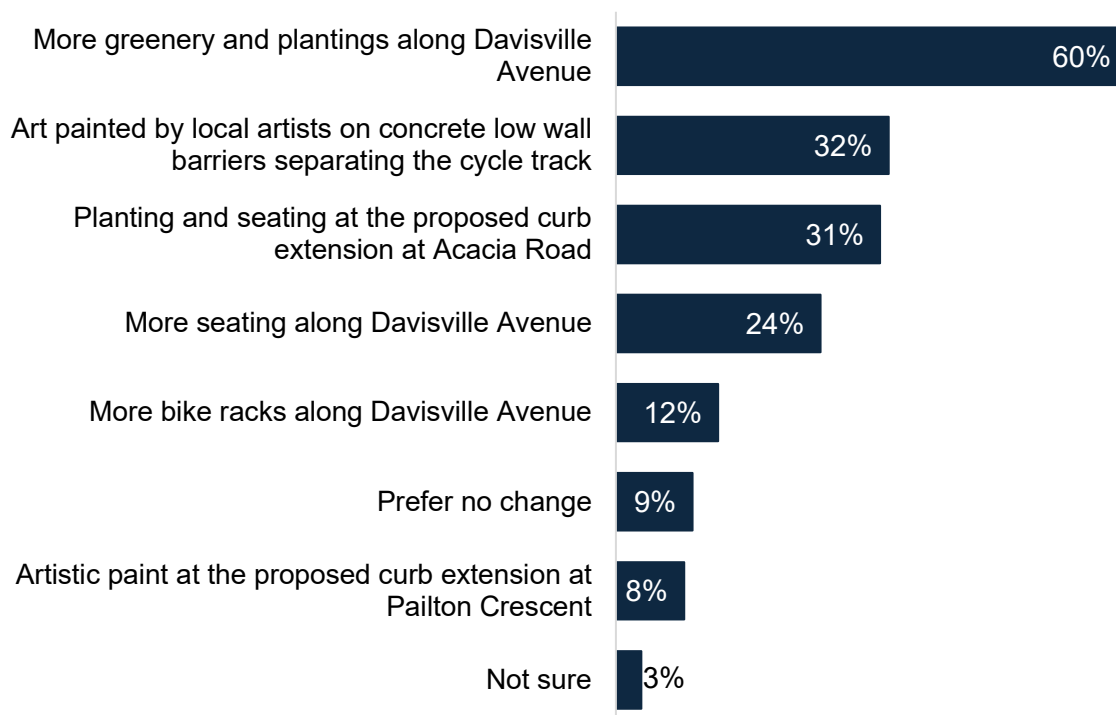
Among those who expressed concerns, the most frequently cited issue was the proposed removal of 37 time-of-day on-street parking spaces on the south side of Davisville Avenue (22%). Respondents raised concerns about parking displacement, impacts on nearby businesses, school drop-off and pick-up. These concerns were raised more often by respondents who indicated they primarily drive or operate or rely on nearby businesses.

The addition of separated cycle tracks on both sides of the street was the second most commonly identified concern (18%), sharing apprehension about potential impacts on traffic flow, winter maintenance, and emergency vehicle access. A similar share of respondents selected “Other” (17%), with written comments frequently referencing traffic operations, sidewalk conditions, and general skepticism about the project scope. Several written comments expressed disappointment with the absence of sidewalk widening from this project’s scope.

The 17% of respondents who selected “other, please specify”, provided the following feedback:

- Concerns about pedestrian safety, including narrow sidewalks, unsafe crossings, and the need for signals and raised crossings, particularly near schools and at Yonge Street Davisville Avenue
- Mixed views on cycling infrastructure, with concerns about safety and driver behaviour
- Concerns about traffic operations, including congestion, unsafe passing, speeding, and impacts to adjacent streets
- Opposition to proposed left-turn restrictions, with concerns about increased congestion and calls for safer intersection design, concern about traffic diversion onto neighbouring residential streets
- Concerns about reduced parking and loading, particularly related to access for medical appointments, deliveries, and mobility needs

Q5: The project team is seeking input on what streetscape beautification features should be prioritized along Davisville Avenue. Select your top two priorities from the list below.



There were 551 responses to this question. Responses indicate strong overall support for streetscape enhancements along Davisville Avenue, with a clear preference for greening initiatives. Increasing greenery and plantings was the most popular option, selected by 60% of respondents.

Support was moderate for public art on cycle track barriers (32%) and planting with seating at the proposed curb extension at Acacia Road (31%). Fewer respondents prioritized additional

seating (24%) or bike racks (12%), while a small minority preferred no changes (9%) or were unsure (3%). Overall, the results suggest that greening elements are viewed as the most valued enhancement, while other public realm features are seen as complementary but lower-priority additions.

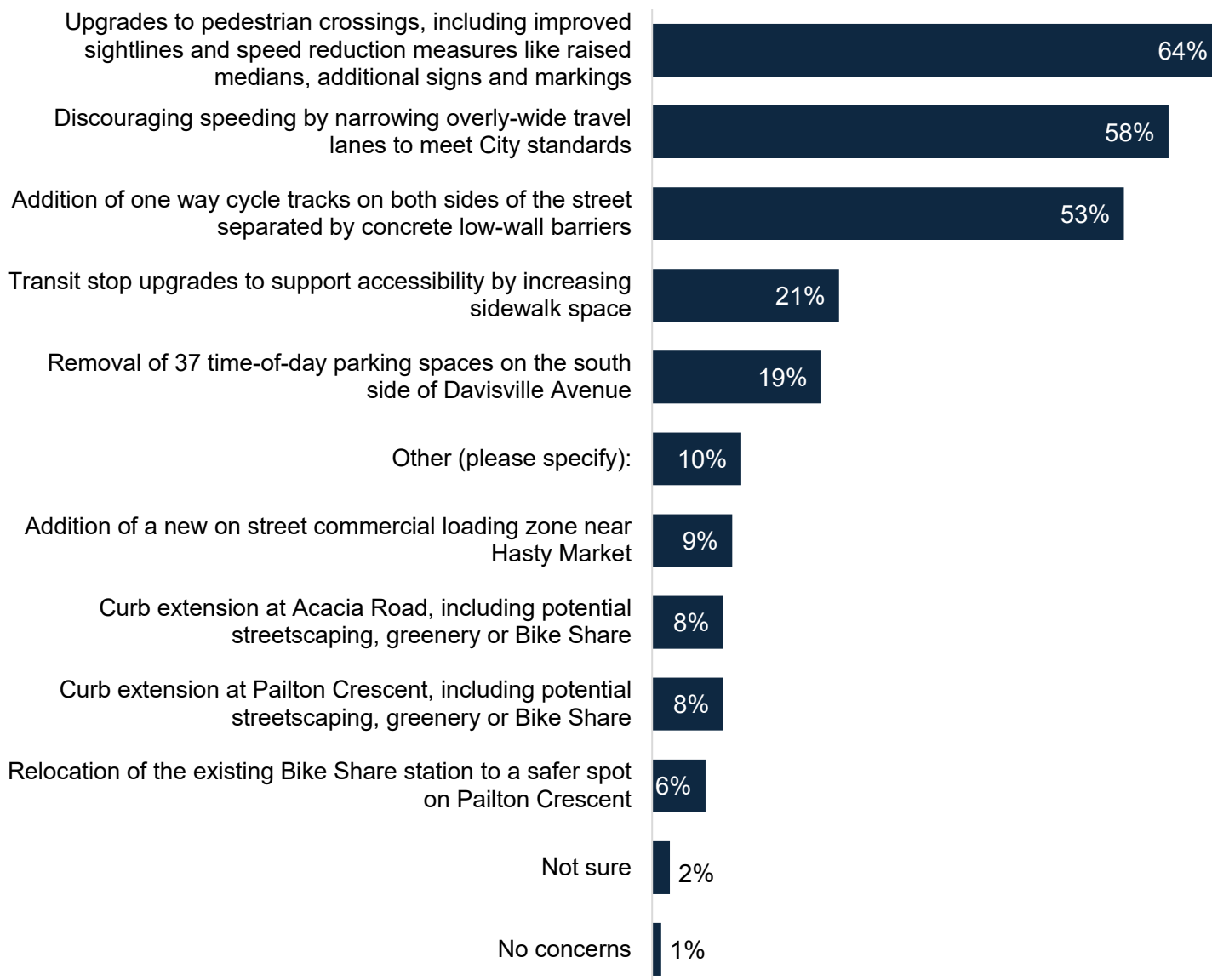
Support for the proposed design changes closely aligns with how people use the street, with safety and accessibility improvements resonating most strongly among those who walk, cycle, or use the roadway daily.

48% of respondents who selected to further explain their answers provided the following feedback summarized by theme.

Theme	Summary of Comments Received
Pedestrian Safety & Comfort	<ul style="list-style-type: none"> - Prioritize pedestrian safety through slower vehicle speeds, improved crossings, raised medians, and safer street design - Davisville Avenue currently feels dangerous for pedestrians and that sidewalks are too narrow to accommodate existing foot traffic, especially during peak times and winter conditions
Sidewalk Width & Walkability	<ul style="list-style-type: none"> - Sidewalks are too narrow, often obstructed by utility poles and loading activity - Sidewalk widening should take precedence over cycling infrastructure, citing high pedestrian volumes and frequent need to step into the roadway
Greening & Climate Resilience	<ul style="list-style-type: none"> - More trees, plantings, and green space, with respondents citing shade, cooling, wind buffering, stress reduction, and climate resilience (heat island mitigation, stormwater benefits) - Greenery was consistently favoured over painted treatments
Public Art & Streetscape Enhancements	<ul style="list-style-type: none"> - Mixed views on public art: many supported art as a way to beautify a and celebrate local culture, while others felt paint on the road was less durable, tacky, or lower priority compared to greenery
Cycling Infrastructure & Speed Reduction	<ul style="list-style-type: none"> - Support expressed for safer cycling conditions and reduced vehicle speeds, especially from regular cyclists and multimodal users - Some respondents preferred cycling routes on quieter parallel streets and raised concerns about mopeds using bike lanes and conflicts with pedestrians
Traffic Flow & Neighbourhood Impacts	<ul style="list-style-type: none"> - Changes could worsen congestion and divert traffic onto neighbouring residential streets - Some emphasized Davisville's role as an arterial road and cautioned against lane reductions or turn removals, while others prioritized reducing through-traffic in favour of local livability
Parking	<ul style="list-style-type: none"> - Opposition from some residents regarding parking removal, particularly concerns about apartment access, visitor parking, construction impacts, and daily usability - Support for parking removal to reduce congestion, reallocate space
Community, Health & Quality of Life	<ul style="list-style-type: none"> - Many respondents highlighted benefits to mental health, community interaction, and neighborhood vibrancy from seating, greenery, and people-focused design - Seniors were frequently cited as benefiting from seating and improved walking conditions
Equity & Accessibility	<ul style="list-style-type: none"> - Emphasis on designing for vulnerable users (seniors, children, pedestrians, cyclists) - Respondents highlighted accessibility needs in winter, snow clearance concerns, and the importance of inclusive, comfortable public spaces

Project Approach & Trust	<ul style="list-style-type: none"> - A subset of respondents felt decisions were predetermined or expressed concern about construction duration, cost, air quality, and disruption - Some questioned value for money, particularly when perceiving limited benefits for drivers
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Q6: What do you like about the proposed design changes at the intersection of Yonge Street and Davisville Avenue?

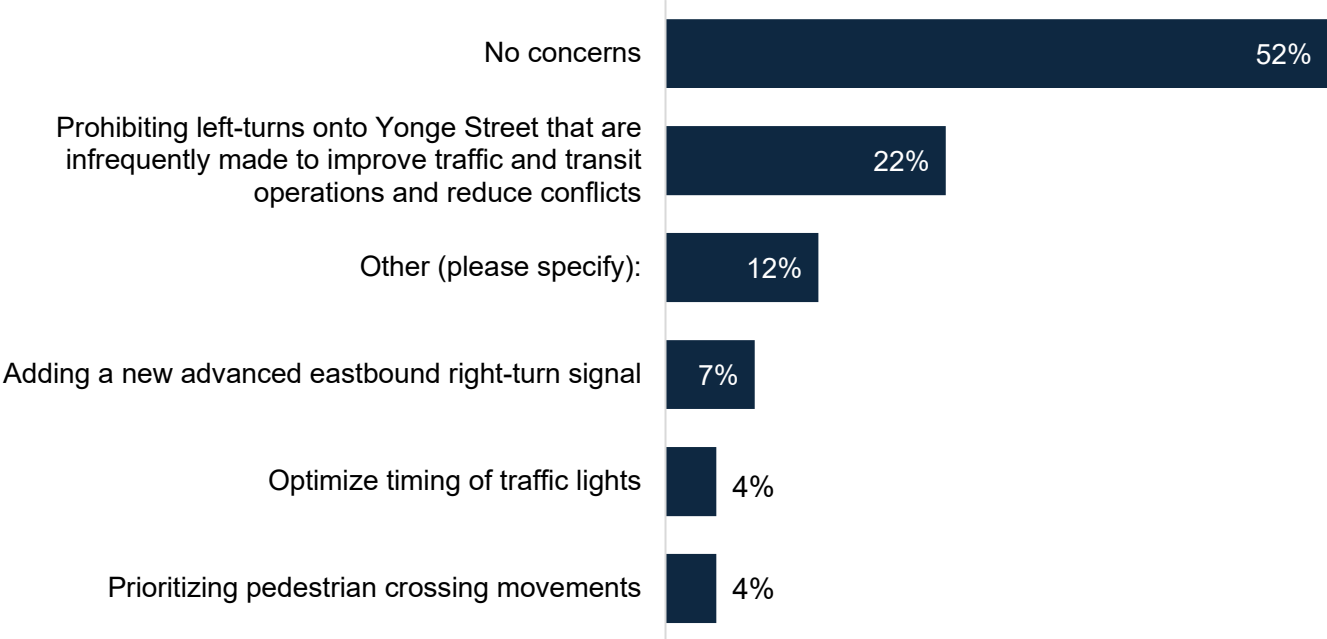


There were 538 responses to this question. Nearly two-thirds of respondents (62%) prioritized pedestrian crossing movements, making this the most supported option by a wide margin. Almost half (49%) supported prohibiting infrequently used left turns onto Yonge Street to improve traffic and transit operations. Lower but still notable support was expressed for optimizing traffic signal timing (30%) and adding a new advanced eastbound right-turn signal (26%). Only a small minority preferred no changes (6%) or were unsure (3%). Overall, respondents most strongly supported changes that simplify movements, reduce conflicts, and improve pedestrian safety rather than maintaining existing traffic patterns.

The 10% of respondents who selected “other, please specify”, provided the following feedback:

- Pedestrian safety concerns, particularly at Yonge Street and Davisville Avenue, including requests for longer crossing times, all-way crossings, and banning right turns on red
- Reports of frequent conflicts between drivers and pedestrians, with drivers often not yielding
- Mixed views on cycling infrastructure, with support for bike lanes but strong emphasis on full physical separation
- Concerns about e-bikes, mopeds, and delivery riders creating safety risks and the need for better enforcement
- Concerns about unsafe driver behaviour, including speeding, blocking intersections, and non-compliance with signals
- Mixed feedback on left-turn restrictions, with suggestions for alternatives like advance signals, dedicated turn phases, or pedestrian scrambles

Q7: What concerns do you have about the proposed design changes at the intersection of Yonge Street and Davisville Avenue?



There were 504 responses to this question. More than half of respondents (52%) reported no concerns with the proposed design changes. Among those who did express concerns, the most common concern related to the proposed left-turn prohibition at Yonge Street to improve traffic and transit operations (22%).

Comments received in response to “other, please specify” (12%) were mixed with many providing additional concerns citing the proposed turn prohibitions will result in traffic infiltration and diversion to intersections at Merton Street and Balliol Street. The 12% of respondents who selected “other, please specify”, provided the following feedback:

- Concerns that the proposal does not go far enough to improve pedestrian safety, including limited space at intersections and future growth pressures
- Gaps in cycling infrastructure, with missed opportunities to create a continuous, connected network
- Concern that intersection signal changes will divert traffic onto nearby residential streets, increasing congestion and safety risks
- Concerns about loss of parking and ongoing curbside conflicts, especially affecting businesses and transit operations

- Feedback that the proposal lacks sufficient streetscaping and pedestrian-focused improvements
- Recognition that growth and intensification will increase pressures, and concern the proposal shifts rather than solves these issues

Q8: Overall, how supportive are you of the proposed improvements to pedestrian crossovers?

■ Very Unsupportive ■ Unsupportive ■ Neutral ■ Supportive ■ Very Supportive ■ Not Sure



There were 540 responses to this question. Overall, 82% of respondents indicated they were supportive or very supportive, including 54% who were very supportive and 28% who were supportive. Only 10% were unsupportive or very unsupportive (5% each), while 8% were neutral and 1% were not sure.

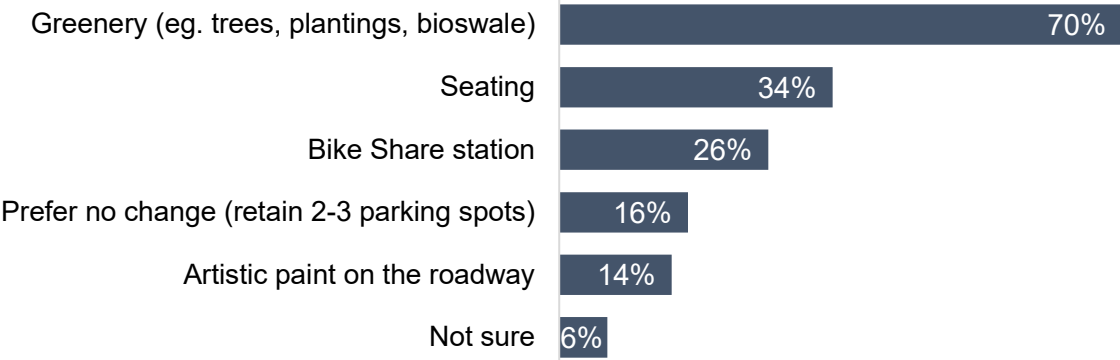
Support was strongest among respondents who walk frequently on Davisville Avenue, including those living near or on the roadway and those who regularly access schools, parks, and transit stops. Strong support was also evident among respondents who reported driving on or near Davisville Avenue, indicating improvements to pedestrian crossovers can improve safety, comfort and clarity for all road users.

43% of respondents who selected to further explain their answers provided the following feedback summarized by theme.

Theme	Summary of Comments Received
Pedestrian Safety & Accessibility	<ul style="list-style-type: none"> - Improve pedestrian safety, especially given the presence of children, schools, parks, and heavy foot traffic - Strong interest in safety measures such as medians, narrower lanes, curb extensions, reduced curb radii, and full pedestrian signals, with some suggesting three-phase signalized crossings to fully separate pedestrians and vehicles
Cycling Infrastructure & Active Transportation	<ul style="list-style-type: none"> - Safer crossings would also benefit cyclists and improve overall active transportation conditions - Calmer traffic and better-designed crossings contribute to a more pedestrian- and cyclist-friendly roadway and support safer travel for vulnerable road users
Traffic Operations & Driver Behaviour	<ul style="list-style-type: none"> - Infrastructure changes alone will have limited impact without enforcement, citing frequent instances of drivers speeding, ignoring signals, or failing to yield at crossovers - Design measures that slow vehicles passively are more reliable than signage alone
Proposed Turn Restrictions & Intersection Improvements	<ul style="list-style-type: none"> - Consider advanced pedestrian phases, full signalization of pedestrian crossovers and better separation of movements to reduce conflicts, particularly in high-volume areas

Traffic Diversion & Neighbourhood Impacts	- Additional controls or traffic changes at crossovers could negatively affect traffic flow or shift congestion elsewhere if not carefully managed
Parking, Loading & Curbside Management	- Support for safety improvement with concerns about impacts to existing parking, asking that markings, medians, or crossing upgrades be implemented without further reducing curbside parking
Streetscaping, Greenery & Public Realm Enhancements	- Importance of well-designed refuge islands and medians that remain accessible year-round
Growth & Development	- Davisville Avenue is becoming increasingly pedestrian-oriented as the neighbourhood grows, with more families and residents relying on safe crossings

Q9: The City wants to understand your priorities for how the curb extension space at Acacia Road could be used. Select your top two priorities from the list below for Acacia Road.



There were 521 responses to this question. Responses show a strong preference for greening the curb extension at Acacia Road, with seven in ten respondents (70%) selecting greenery such as trees, plantings, or bioswales as their top priority. Seating (34%) and a Bike Share station (26%) received moderate support, indicating interest in amenities that support comfort, accessibility, and active transportation. Artistic paint on the roadway was a lower priority (14%), while 16% of respondents preferred no change and wished to retain 2–3 parking spaces. Only 6% of respondents were unsure.

Preferences strongly align with how respondents experience the street daily. Those who indicated they walk and take transit on Davisville Avenue were most likely to prioritize greenery and seating, reflecting a desire for comfort, shade, rest opportunities, and an improved walking environment. Those who indicated they drive on Davisville Avenue were more likely to prefer no change, indicating concerns about parking availability and curbside access.

Respondents living on or near Davisville Avenue or Acacia Road were especially supportive of greenery and seating. In comparison, those living outside of the project area showed a slightly higher interest in artistic paint and Bike Share than those living on Davisville Avenue or Acacia Road.

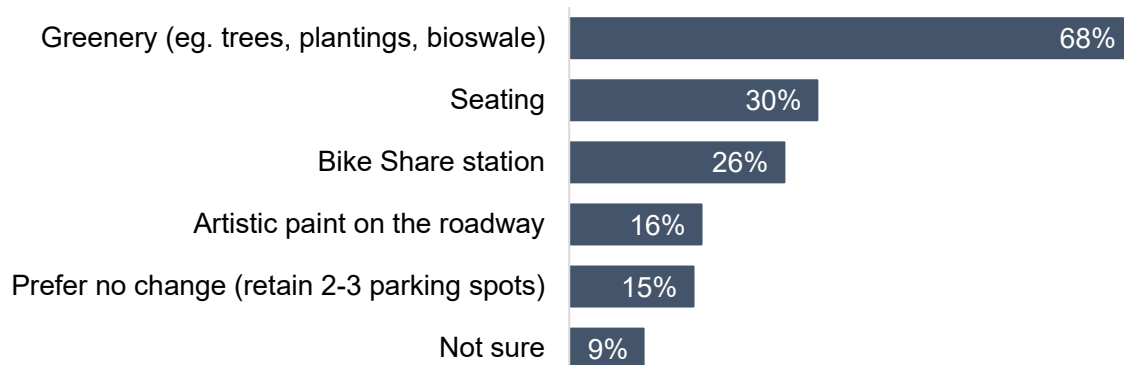
Respondents over 45 years of age prioritized greenery and seating at higher rates than the overall average, with roughly three-quarters selecting greenery and over 40% selecting seating

as a top priority. In contrast, respondents under 45 years of age showed stronger interest in Bike Share stations, with approximately one-third selecting this as a top priority.

31% of respondents who selected to further explain their answers provided the following feedback summarized by theme.

Theme	Summary of Comments Received
Greenery & Climate-Responsive Design	<ul style="list-style-type: none"> - Greenery was the most consistently supported element for Acacia Road. Respondents described the area as overly “hardscaped” and emphasized the value of trees, native plants, bioswales, and other low-maintenance greenery to provide shade, cooling, flood mitigation, and visual appeal
Bike Share & Active Transportation	<ul style="list-style-type: none"> - Add a Bike Share station at Acacia Road, particularly due to its proximity to the park and popularity as a cycling destination - Frequent Bike Share shortages in warmer months and viewed additional stations as a way to encourage cycling, reduce car dependency, and support both residents and visitors
Seating, Seniors & Accessibility	<ul style="list-style-type: none"> - Seating and greenery are important to accommodate seniors, people with disabilities, and those who need rest while walking - Conditional support, noting seating should only be installed if the space feels safe and comfortable
Pedestrian Safety & Comfort	<ul style="list-style-type: none"> - Curb extensions at Acacia Road should improve pedestrian safety and comfort - Improving crossings and creating a calmer environment were recurring priorities for Acacia Road
Parking & Driver Considerations	<ul style="list-style-type: none"> - Concerns about existing parking availability and the need for on-street parking for residents, families, visitors, and people who rely on cars for caregiving or mobility reasons
Streetscape Design Preferences	<ul style="list-style-type: none"> - Preference for functional and attractive public-realm improvements over artistic paint on the roadway - Paint was often described as ineffective, unattractive, or short-lived, while greenery and infrastructure were seen as more impactful and lower risk

Q10: The City wants to understand your priorities for how the curb extension space at Pailton Crescent could be used.



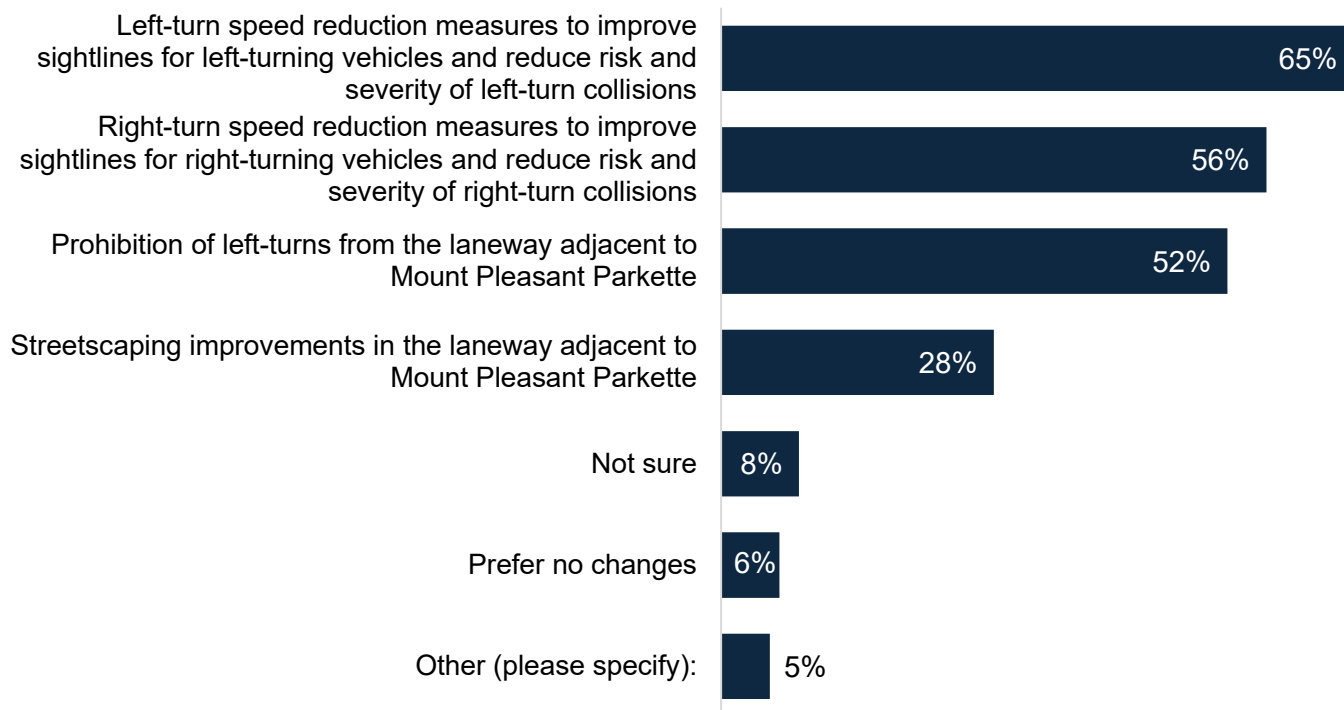
There were 517 responses to this question. Responses show a strong preference for greening the curb extension, with more than two-thirds of respondents (68%) selecting greenery such as

trees, plantings, or bioswales as their top priority. Seating (30%) and a Bike Share station (26%) received moderate levels of support. Artistic paint on the roadway was a lower priority (16%), while a notable minority preferred no change and wished to retain 2–3 parking spaces (15%). Only 9% of respondents were unsure. Overall, respondents favoured functional and people-focused uses for the curb extension over decorative treatments.

31% of survey respondents selected to further explain their answers summarized below by theme.

Theme	Summary of Comments Received
Public Realm & Streetscaping Preferences	- Respondents frequently suggested that greenery is more successful, lower risk, and longer lasting than painted treatments
Effectiveness & Safety	- Need for physical or clearly visible boundaries such as planters, greenery, or infrastructure rather than paint to slow vehicles or protect pedestrians - Importance of high visibility at Pailton Crescent, noting that any treatment should be clearly legible to drivers. Bright colours or physical barriers were preferred over subtle or purely decorative treatments
Equity & Neighbourhood Context	- Pailton Crescent's design should prioritize practical safety outcomes and visual quality, given the presence of seniors

Q11: What do you like about the proposed changes do you like at the Mount Pleasant Road intersection?



There were 517 responses to this question. Nearly two-thirds of respondents (65%) selected left-turn speed reduction measures as a top priority. Right-turn speed reduction measures were also frequently selected as a top priority (56%), indicating widespread concern about turning speeds, sightline limitations, and safety at the Mount Pleasant Road intersection and the

adjacent pick-up and drop-off area near Greenwood College School by the Mount Pleasant Parkette.

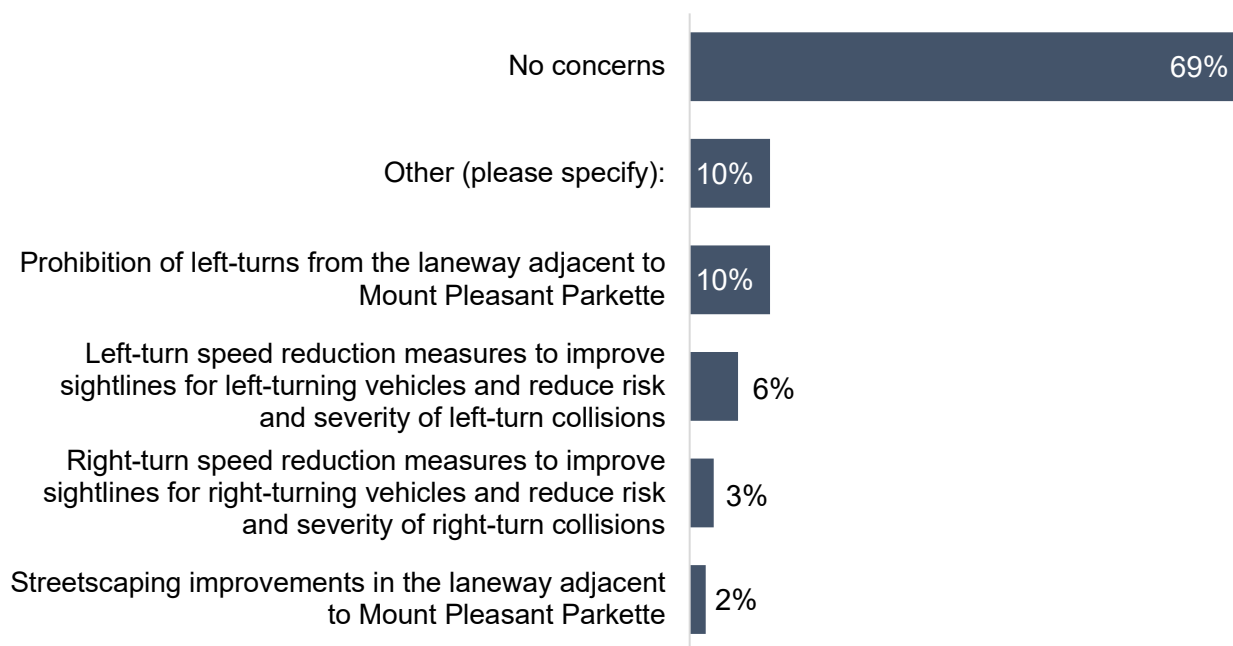
Just over half of respondents (52%) selected the prohibition of left turns from the laneway adjacent to the Mount Pleasant Parkette among their top priorities. This suggests that many respondents view changes to laneway access and turning behaviour as an important way to improve safety and reduce potential conflicts at this location. Streetscaping improvements in the laneway were selected less frequently as a priority (28%).

Residents living near Mount Pleasant Road were more likely to prioritize safety-focused features, including turning speed reductions and the laneway left-turn prohibition. Respondents who expressed strong interest in pedestrian safety elsewhere in the survey were also more likely to select the laneway left-turn prohibition as a preferred element at this intersection. Very few respondents selected “prefer no changes” (6%) or “not sure” (8%), suggesting that most respondents were able to identify at least one aspect of the proposed changes they viewed positively.

The 5% of respondents who selected to further explain their answers provided the following feedback

- Ongoing issues with speeding, unsafe crossings, and driver behaviour, with calls for better lighting, traffic calming, and improved pedestrian design
- Mixed views on cycling infrastructure, with support for safer streets but concerns about congestion and visibility at intersections
- Right-turn movements are widely seen as risky, with divided opinions on restrictions and some noting potential for unsafe alternatives like U-turns
- Recognition that ongoing development will add pressure to traffic and road safety conditions

Q12: What concerns do you have about the proposed design changes to the Mount Pleasant Road intersection?



There were 477 responses to this question. A strong majority of respondents (69%) reported no concerns. The remaining concerns were dispersed across specific elements, with 10% citing

concerns related to the prohibition of left-turns from the adjacent laneway and an additional 10% selecting “Other” concerns.

Drivers were more likely to express concern about the prohibition of left-turns from the laneway.

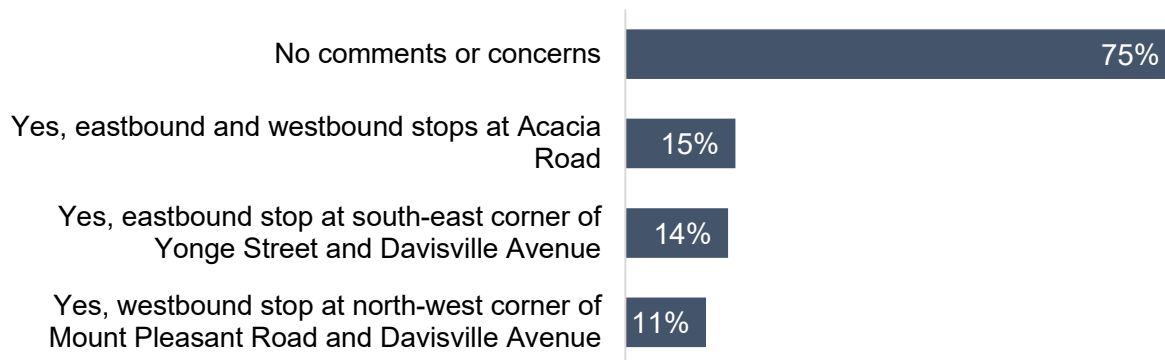
Concerns about the turn-speed reduction measures were limited, with only 6% expressing concern about left-turn speed reductions and 3% about right-turn speed reductions. Very few respondents were concerned about streetscaping improvements (2%).

Respondents who agreed that the overall project improves safety and comfort were significantly more likely to indicate no concerns. Those who expressed disagreement overall were over-represented among the minority selecting laneway left-turn prohibitions as a concern.

The 10% of respondents who selected to “other, please specify” provided the following feedback.

- Consistent calls for tighter curb radii, shorter crossings, longer signal times, protected cycling facilities, and better intersection design
- Persistent issues with aggressive driving and poor compliance (e.g., speeding, rolling and unsafe turns), with mixed views on whether proposed changes would calm traffic or worsen congestion and driver behaviour
- Expectation that turn restrictions could divert traffic onto nearby residential streets, increasing congestion, pollution, and neighbourhood safety risks, especially with continued growth and school activity

Q13: Do you have any comments or concerns to share about the proposed bus stop removals?



There were 510 responses to this question. Most respondents (75%) indicated no comments or concerns regarding the proposed transit stop removals. The majority of respondents indicated general comfort with the proposed stop removals.

19% of survey respondents selected to further explain their answers provided the following feedback.

- Mixed views on TTC stop consolidation: the Acacia Road stop is valued for access to June Rowlands Park; concerns about removing the westbound stop at Mount Pleasant and Davisville Avenue north west corner due to difficult crossings conditions for older adults; and mixed feedback on removing the eastbound stop at Yonge Street Davisville Avenue

- Some support for consolidation improving bus speeds, but preference for maintaining nearby stops to limit walking distance, reduce crowding, and preserve access to community destinations
- Support for safety improvements at intersections that reduce conflicts and protect children and seniors, while avoiding added walking complexity

Drop-in Event

At the drop-in event held on April 16, 2026, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Theme	Summary of Comments Received
Pedestrian Safety & Accessibility	<ul style="list-style-type: none"> - Narrow-sidewalks, particularly on the south side of Davisville, made worse in winter conditions. Seniors, people using mobility devices, caregivers, and children were frequently mentioned as having difficulty passing safely - Pedestrian crossings at Yonge Street, Mount Pleasant, and in front of Davisville Junior Public School, citing long wait times, confusion about how to use pedestrian crossovers, crowding, and increasing pedestrian volumes due to new development and school activity - Interest in wider sidewalks, better lighting, shorter crossing distances, and real traffic signals instead of pedestrian crossovers - Pedestrians wait too long to cross the street at Yonge Street and Davisville Avenue
Cycling Infrastructure & Active Transportation	<ul style="list-style-type: none"> - Mixed feedback on cycle tracks. Some respondents supported cycling infrastructure for safety and avoided Davisville due to current conditions, while others expressed concern that bike lanes would be used by fast delivery riders or mopeds, feel unsafe for children, or introduce conflicts near sidewalks and driveways. - Preference of bike lanes on parallel streets (Balliol, Merton, Millwood) or a one-sided or two-way design rather than cycling on both sides of Davisville. - Strong emphasis placed on physical separation, maintenance, and repair quality
Traffic Operations & Driver Behaviour	<ul style="list-style-type: none"> - Many comments focused on speeding, lane widths, signal timing, queuing, TTC delays, and driver non-compliance. Requests included lower speed limits (30–40 km/h), better signal coordination, shorter or more frequent green phases, red-light cameras, no-right-turn-on-red measures, enforcement of distracted driving and tinted windows, and education campaigns to improve road user behaviour.
Proposed Turn Restrictions & Intersection Improvements	<ul style="list-style-type: none"> - Extensive feedback on turn restrictions and signal design, particularly at Yonge/Davisville and Mount Pleasant/Davisville. Some supported left-turn prohibitions and calming to improve pedestrian safety, while others requested advanced left turns, conditional/time-of-day restrictions, alternative signal phasing, or pedestrian scramble crossings - Concerns included vehicle path conflicts, excessive queuing, impacts to TTC reliability, and uncertainty created by current designs

Theme	Summary of Comments Received
Traffic Diversion & Neighbourhood Impacts	<ul style="list-style-type: none"> - Strong concern that restricting movements on Davisville especially left turns at Yonge would divert traffic onto nearby residential streets such as Merton, Balliol, and Millwood - Residents noted existing congestion, steep grades, construction activity, and safety risks on these streets and requested a more holistic network-wide approach - Several suggested adding traffic calming or turn restrictions on side streets if Davisville changes proceed
Parking, Loading & Curbside Management	<ul style="list-style-type: none"> - Concerns about loss of on-street parking, particularly near medical buildings and services, highlighting challenges for seniors, people with disabilities, Wheel-Trans users, and caregivers assisting passengers - Paid parking was described as full or inaccessible, and some anticipated increases in handicap permits as an unintended consequence - Requests included more public parking, maintaining accessible spaces, modifying restrictions, or re-evaluating the allocation of curb space
Streetscaping, Greenery & Public Realm Enhancements	<ul style="list-style-type: none"> - Mixed views on streetscaping elements. Some supported greenery, low-wall barriers, and beautification, while others felt benches and planters are not appropriate for the volume of traffic on Davisville Avenue - Concerns were raised about planters and tall grasses blocking sightlines, cluttered sidewalks, and winter maintenance challenges. Some suggested focusing investments on safety, sidewalks, and road condition rather than aesthetic element
Growth, Development & Long-Term Context	<ul style="list-style-type: none"> - Emphasis on the need to “future-proof” designs around schools, parks, and the Aquatic Centre, coordinate underground infrastructure and drainage upgrades, and ensure street changes account for growth rather than reacting after issues emerge
Other	<ul style="list-style-type: none"> - Calls for stronger enforcement (e.g., speeding, yielding, red-light cameras) and public education on safe behaviour - Frustration with road conditions, including potholes, poor pavement, and questions about resurfacing timelines - Concerns about drainage, flooding (e.g., Acacia), and whether underground infrastructure issues are being addressed alongside surface changes

Interest Group Feedback

The comments received through meetings with interest groups are summarized below:

Theme	Summary of Comments Received
Pedestrian Safety & Accessibility	<ul style="list-style-type: none"> - Pedestrian safety is a priority at crossings given high volumes on Davisville Avenue, particularly near the school and June Rowlands Park - Interest in converting pedestrian crossovers to full signalized intersections - Questions raised about near-miss incidents, pedestrian delay, and whether on-demand or signalized crossings could improve safety and accessibility - Interest in safer biking and walking conditions to schools on Davisville Avenue

Theme	Summary of Comments Received
Cycling Infrastructure & Active Transportation	- Mixed views on cycling infrastructure. Some participants supported larger, more permanent concrete barriers to protect cyclists and reduce conflicts, while others raised aesthetic concerns and requested painting or beautification
Traffic Operations & Driver Behaviour	- Asks for speed limit reduced to 30 km/h - Emphasized the importance of considering the broader neighbourhood and avoiding the displacement of traffic onto local residential roads
Proposed Turn Restrictions & Intersection Improvements	- Concerns relating to traffic diversion to Merton Street or Balliol Street if left turns are prohibited from Davisville Avenue onto Yonge Street
Parking, Loading & Curbside Management	- Concerns about curbside parking and how changes at intersections and along the roadway could affect vehicle movements and access, particularly near pedestrian crossovers and commercial areas
Streetscaping, Greenery & Public Realm Enhancements	- Interest in beautification opportunities through StreetARToronto (START) program to enhance streetscape elements like the low-wall barriers
Growth & Development	- Participants referenced the dense, evolving nature of the Davisville area, including the presence of schools, community facilities, and increasing activity - Need for improvements to account for current and future growth, ensuring pedestrian priority and safe movement as the neighbourhood continues to intensify

Additional Feedback

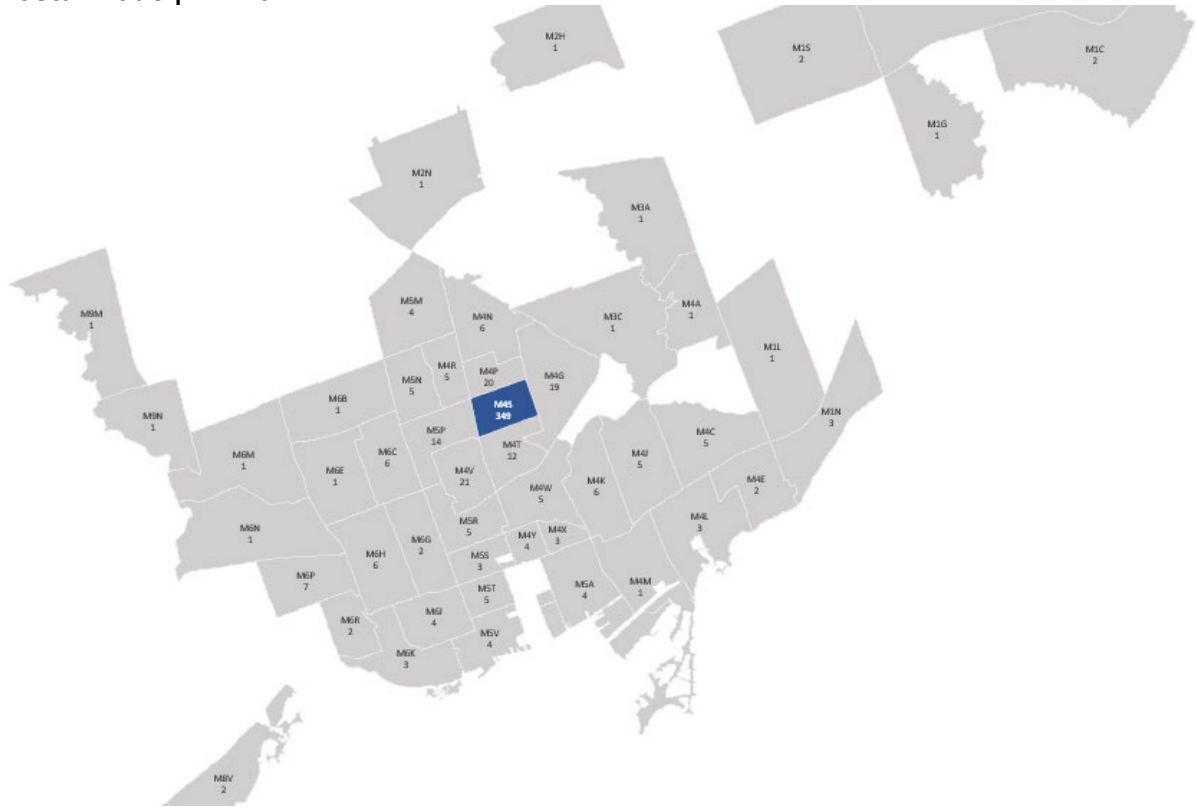
The comments received through phone and email are summarized by theme below:

Theme	Comments
Accessibility & Sidewalks	- Narrow, obstructed sidewalks limit safe pedestrian movement, with calls for wider, more accessible space
Growth & Future Development	- Need to consider Davisville within the broader network to avoid shifting traffic and safety issues to nearby streets
Pedestrian Safety	- Ongoing safety issues include speeding, poor sightlines, and drivers failing to yield especially near schools, parks, transit stops, and major intersections
Proposed Design Improvements	- Preference for clear, durable design measures supported by enforcement of speeds, turns, and crossings - General support for cycling improvements, alongside concerns about maintenance, access, intersections, and network gaps
Proposed Turn Restrictions & Intersection Improvements	- Strong concern from Merton Street and Balliol Street residents about traffic diversion due to reduced capacity or turn restrictions
Parking, Loading & Curbside Management	- Concerns about losing on-street parking and maintaining access to medical offices, loading, and driveways

Appendix A: Survey Participant Profile

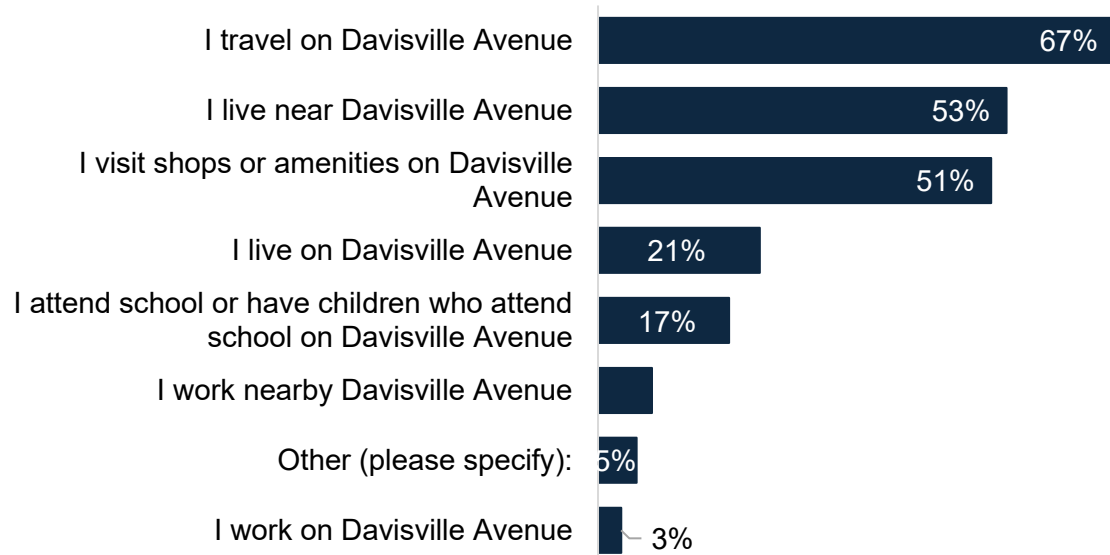
A total of 110 survey respondents provided optional demographic information described below.

Postal Code | n=110



Just over half of all survey respondents live within the project area (M4S), with the remainder primarily located in nearby midtown Toronto postal codes (e.g., M4P, M4V, M4G, M4T). Only a small share of respondents indicated postal codes outside the immediate area.

Relationship to the Project Area | n=110

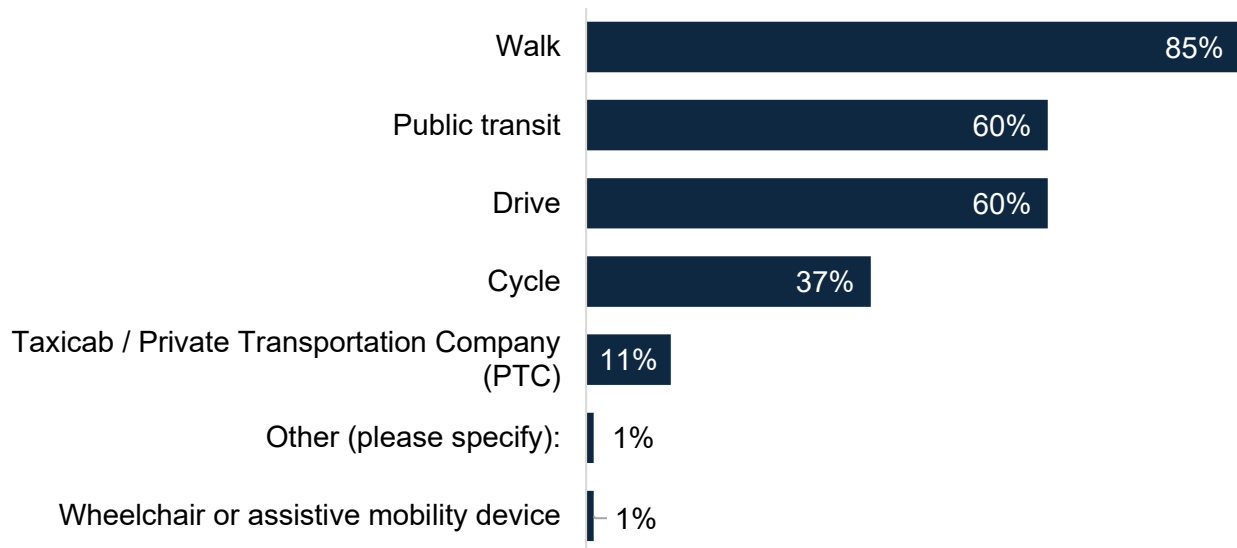


Despite some respondents identifying postal codes outside the immediate project area, nearly all respondents reported having a direct relationship with Davisville Avenue.

Most respondents indicated they:

- Live on or near the roadway (approximately 75–80%)
- Visit shops or amenities in the area (approximately 50–60%)
- Travel along Davisville regularly (majority)
- Work nearby or on the roadway (approximately 25–30%)
- Attend school or have children attending school in the area (approximately 15–30%)

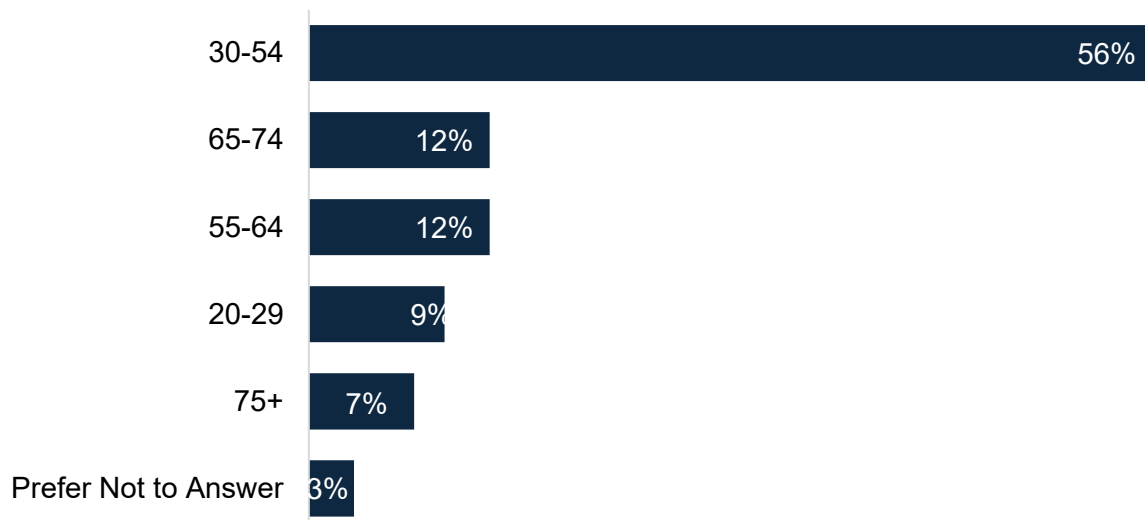
Typical Ways of Travelling In/Near the Project Area | n=110



Walking is the most common mode of travel among respondents, followed by driving and public transit. Cycling is also widely reported.

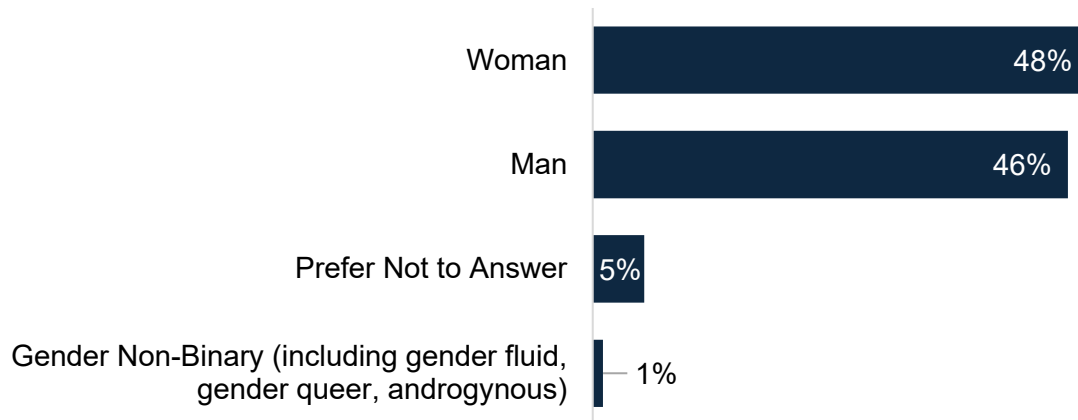
Most respondents reported using multiple travel modes, indicating a highly multimodal group of participants. Despite strong representation of walking and cycling, a significant proportion of those respondents also drive.

Age | n=105



Most survey respondents are within the working-age population. Overall, the survey skews toward middle-aged adults, with a notable representation of older adults (55+).

Gender | n=105



Slightly more than half of respondents identified as women, followed by men, with a small number identifying as non-binary or preferring not to answer:

How did you hear | n=110

Most survey respondents reported hearing about the consultation through direct City outreach methods. The most common source was a mailed or delivered notice (34%), followed by community or other e-mail lists (23%). Word-of-mouth also played an important role, with 16% of respondents hearing about the consultation through a friend, family member, or neighbour.

Digital channels also contributed to outreach, with 15% of respondents citing social media and 9% identifying City of Toronto email communications. Smaller proportions of respondents heard about the consultation through their City Councillor (7%), the City of Toronto website (3%), and other websites (2%), while 1% reported learning about the consultation through a news story. An additional 12% selected “other,” which includes a range of sources such as building newsletters, school communications, and local organizations.