

Flemingdon Park Streets Plan

Public Consultation Report
June 2026

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Consultation Summary

Public and interest group consultation for the Flemingdon Park Streets Plan Phase 2 took place from May 6 to 25, 2026, and focused on obtaining feedback about proposed changes to address safety and mobility concerns within the project area.

Phase 2 public consultation activities included virtual and in-person community interest group meetings, 4 pop-up events, a survey and comment tracking through phone and email. The project team interacted with over 65 people at in-person consultation activities, and 66 survey responses were received. Four individuals provided feedback by phone and email.

Communications to notify the public and interest groups about the project and opportunities to participate included a project website, targeted emails to over 40 community interest group contacts and over 25 project subscribers, and notices mailed to 12,167 addresses in the project area via Canada Post.

Feedback generally included high support for changes proposed to improve safety for vulnerable road users. Proposed traffic calming (speed hump and speed cushions) received mixed feedback. While many prioritized addressing excessive speeding and confirmed the need for traffic calming at proposed locations, others expressed concern that slowing down speeds may worsen existing peak-hour traffic. Signage to address excessive speeding received high support, with some concerns about possible non-compliance.

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

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

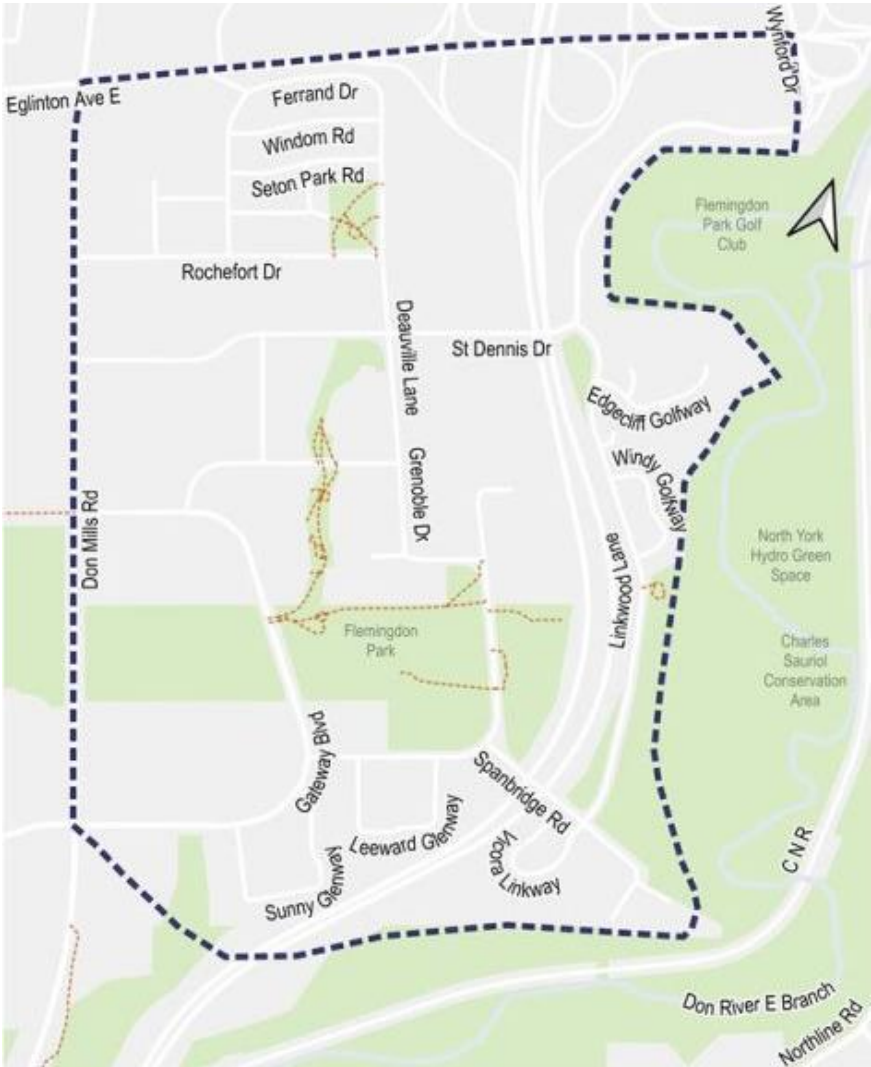
Project Overview

The Flemington Park Streets Plan is proposing changes to traffic operations and road design to enhance safety and accessibility for everyone using the streets. The neighbourhood was nominated for a Neighbourhood Streets Plan by members of the local community. The Streets Plan investigated three main areas of concern:

- 1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
- 2. Excessive speeding
- 3. Traffic congestion

The Flemington Streets Plan focuses on the neighbourhood between Eglinton Avenue East, Don Mills Road, the Don River and Overlea Boulevard.

Figure 1: Map of the Flemington Park Streets Plan study area



Overview of Communications and Consultation Activities

Phase 2 took place from May 6 to 25, 2026. City staff shared the proposed changes 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.

Communication Activities

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

- Project web page toronto.ca/FlemingdonParkStreets (161 unique visits)
- Notice delivered via Canada Post to 12,167 addresses in the project area
- E-notification to project subscribers (25+ contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (40+ contacts)
- Lawn signs posted in the project area



Staff interacting with community at pop-up events, and lawn sign placed on Gateway Boulevard

Consultation Activities

Comments on the project were received through the following activities:

Activity	Date	Participation
Pop-Ups	<ul style="list-style-type: none"> ○ May 8, 2026 ○ May 22, 2026 ○ May 23, 2026 	40 individuals and 25 businesses
Online Survey	May 6 – May 25, 2026	66 responses
Email/Phone	May 6 – May 25, 2026	Comments received from 4 individuals
Interest Group Meetings	<ul style="list-style-type: none"> ○ May 12, 2026 ○ May 21, 2026 	5 individuals (40+ invites sent)

What We Heard

- Feedback across all activities included high support for the proposed pedestrian crossover on Gateway Boulevard. Schools, church, and several businesses near the location expressed support and said the pedestrian crossover will improve safety for seniors and children.
- Proposals for new painted crosswalks and new or improved pavement markings also received high support. In the survey, painted crosswalks were highly supported or supported by 67% of all the respondents, and pavement markings by 70% of the respondents.
- While participants frequently said excessive speeding was a concern in the neighbourhood, feedback on traffic calming measures was mixed, with some concerns about a possible increase in congestion due to lower speeds.
- Feedback identified the following locations where additional traffic calming measures are desired: Windom Road, Grenoble Drive, Sunny Glenway, and Gateway Boulevard.
- Feedback included majority support for the proposed signage to address excessive speeding, with some concerns about possible non-compliance.

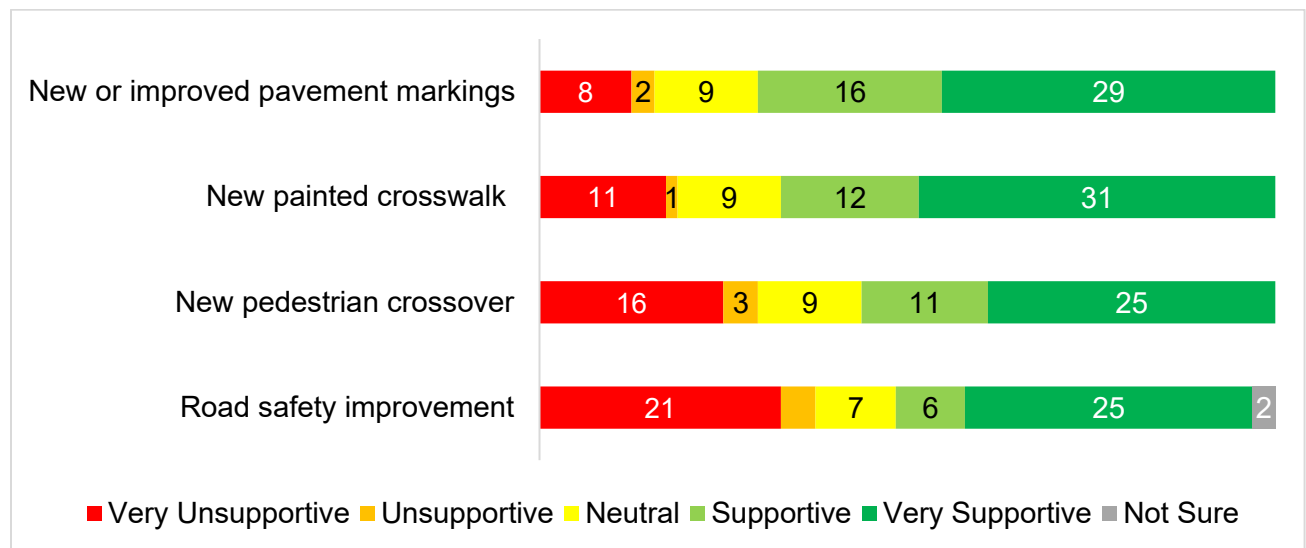
Survey

The survey, hosted by Medallia, was available online on the project web page and included background information before asking multiple-choice and open-ended questions.

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.

Road Safety for Vulnerable Road Users

In general do you support the following proposed changes to respond to lack of road safety for vulnerable road users in the project area?



- **New or improved pavement markings.** There were 64 responses, with 45 very supportive or supportive, 9 neutral, and 10 very unsupportive or unsupportive.
- **New painted crosswalk.** There were 64 responses, with 43 very supportive or supportive, 9 neutral, and 12 very unsupportive or unsupportive.
- **New pedestrian crossover.** There were 64 responses, with 36 very supportive or supportive, 9 neutral, and 19 very unsupportive or unsupportive.
- **Road safety improvement (change to road design and geometry).** There were 64 responses, with 31 very supportive or supportive, 7 neutral, 24 very unsupportive or unsupportive, and 2 unsure.

Please include any additional comments you would like to share about the proposed changes to respond to lack of road safety for vulnerable road users.

The most common reasons noted that support changes to address road safety for vulnerable road users included:

- Increased safety for pedestrians, particularly seniors and children, due to the proposed Pedestrian Crossover on Gateway Boulevard. Many pedestrians cross the street at this location to access the church, shopping plaza, and school.

- Increased crossing safety for pedestrians due to the proposed crosswalk at the Ferrand Drive and Rochefort Drive intersection. Suggestion to install signage near the intersection to let drivers know that pedestrians may be crossing.
- Less unsafe turning behaviour due to the road safety improvement on Gateway Boulevard.

The most common reasons noted that do not support changes to address road safety for vulnerable road users included:

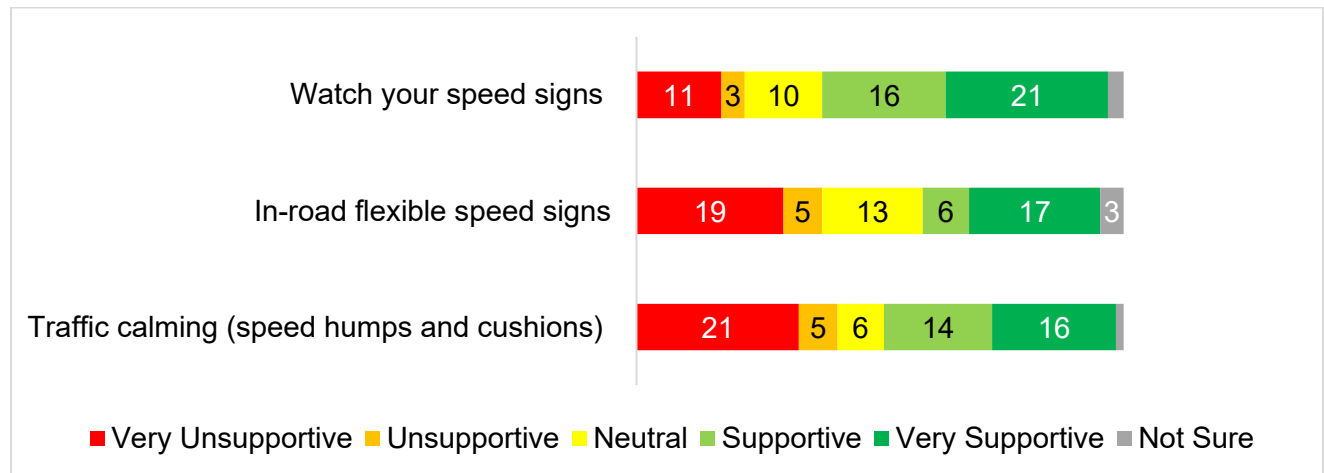
- Concern that the median at on Gateway Boulevard may prevent ease of access to Overlea Boulevard and to Don Mills Road.
- Lack of pedestrian compliance with traffic regulations.

Additional feedback about the changes to address road safety for vulnerable road users included:

- Need for additional pedestrian safety measures near Flemingdon Park and the library, and measures to address excessive speeding on Sunny Glenway.
- Need for improvements to the Don Mills and Gateway Boulevard intersection. Consider removing on-street parking and reviewing signal times to discourage U-turns.
- Need for improvements on Overlea Boulevard, from Don Mills Road to 80 Overlea Boulevard.
- Participants also expressed concerns about congestion, existing cycling infrastructure, and use of e-bikes and scooters.

Excessive Speeding

In general do you support the following proposed changes to respond to excessive speeding in the project area?

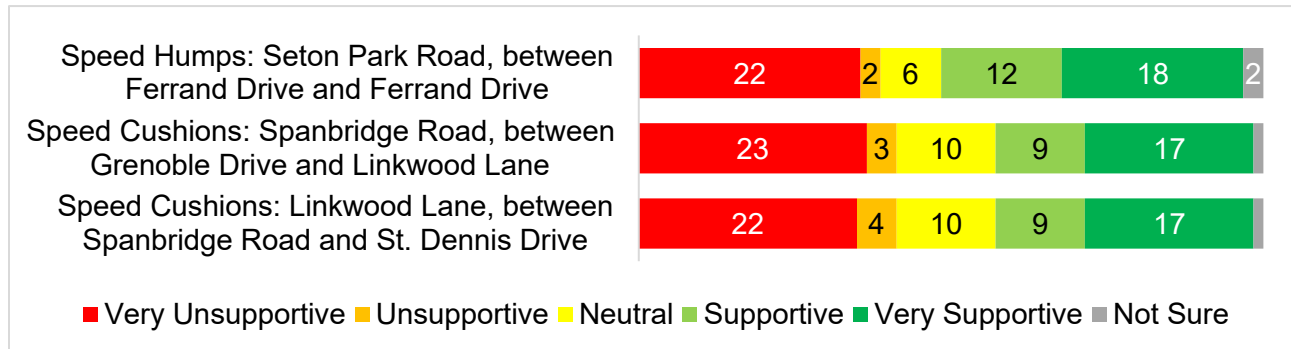


Of all the proposed changes to respond to excessive speeding, 'watch your speed' signs received the strongest support from survey respondents, with 37 of the 63 respondents very supporting or supporting the proposed changes. Proposed in-road flexible speed signs and traffic calming received mixed feedback.

- **Watch your speed signs.** There were 63 responses, with 37 very supportive or supportive, 10 neutral, 14 very unsupportive or unsupportive and 2 unsure.

- **In-road flexible speed signs.** There were 63 responses, with 23 very supportive or supportive, 13 neutral, 24 very unsupportive or unsupportive and 3 unsure.
- **Traffic calming (speed humps and cushions).** There were 63 responses, with 30 very supportive or supportive, 6 neutral, 26 very unsupportive or unsupportive and 1 unsure.

Do you support the proposed traffic calming (speed humps and speed cushions) at these locations?



- **Speed Humps: Seton Park Road, between Ferrand Drive and Ferrand Drive.** There were 62 responses, with 30 very supportive or supportive, 6 neutral, 24 very unsupportive or unsupportive and 2 unsure.
- **Speed Cushions: Spanbridge Road, between Grenoble Drive and Linkwood Lane.** There were 63 responses, with 26 very supportive or supportive, 10 neutral, 26 very unsupportive or unsupportive and 1 unsure.
- **Speed Cushions: Linkwood Lane, between Spanbridge Road and St. Dennis Drive.** There were 63 responses, with 26 very supportive or supportive, 10 neutral, 26 very unsupportive or unsupportive and 1 unsure.

Please include any additional comments you would like to share about the proposed changes to respond to excessive speeding in the project area.

The most common reasons noted that support changes to address road safety for vulnerable road users included:

- Increased road safety, since excessive speeding is a concern at the identified locations and several additional streets in the neighbourhood.
- Feedback also included requests for additional traffic calming measures on: Windom Road, due to excessive non-local traffic; Grenoble Drive, particularly near the school; Sunny Glenway; and near 10 Gateway Boulevard.

The most common reasons noted that do not support changes to address road safety for vulnerable road users included:

- Concern that slowing down speeds may worsen the existing traffic, particularly on Linkwood Lane.
- Concerns about potential non-compliance, and suggestion to increase police presence as an alternative.
- Concerns about possible damage to motor vehicles due to speed humps.

Please share any additional comments, concerns, observations, or suggestions related to the Flemington Park Streets Plan.

The most common additional comments, concerns, observations, or suggestions included:

- High concern about non-local traffic, peak-hour congestion, and ongoing construction projects impacting traffic flow and pedestrian safety throughout the neighbourhood.
- Road resurfacing is requested at many locations in the neighbourhood, including at the east intersection and pedestrian crosswalk at Don Mills Road and Gateway Boulevard.
- Mixed feedback on cycling infrastructure, including:
 - concerns about the perceived underutilization of existing bikeways, with requests to remove concrete bollards used as physical separation
 - request to upgrade the painted bike lanes to protected cycle track
 - request to install a bikeway from the intersection of Don Mills Road and Gateway Boulevard to the community hub at 45 Overlea Boulevard
- Request for increased access to the neighbourhood. Requests to add additional on- and off-ramps to Don Valley Parkway, and restoring two-way traffic on Ferrand Drive.
- Install traffic signal at the intersection of Spanbridge Road and Grenoble Drive and at the intersection of Linkwood Lane and St. Dennis Drive.
- Consider using chicanes to discourage non-local traffic and address excessive speeding.
- The intersections of Don Mills Road with Gateway Boulevard and Overlea Boulevard need safety improvements and additional signage to inform people about the new turning restrictions.

Interest Group Feedback

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

Speed

Location	Comment Summary
Gateway Boulevard	- Speeding concerns on Gateway Boulevard

Road Safety

Location	Comment Summary
Don Mills Drive and St. Dennis Drive intersection	- Non-compliance with and lack of awareness about turning restrictions is leading to conflicts between motor vehicles
Throughout the neighbourhood	- Add signage to indicate upcoming changes

Pedestrian

Location	Comment Summary
Gateway Boulevard	- Support for the proposed pedestrian crossover, particularly since many children cross the street unsafely at this location
Throughout the neighbourhood	- Support for proposed changes to increase road safety for vulnerable road users - Construction related road closures are creating unsafe conditions for pedestrians

Other

Location	Comment Summary
Eglinton Avenue West and Ferrand Drive intersection	- Consider converting the road from Eglinton Avenue East to Ferrand Drive into a two-way when it is redesigned as a part of the development at 80 Don Mills Road

Public Feedback: Pop-ups, Phone, and Email

The comments received through pop-ups, phone and email are summarized by theme below:

Speed

Location	Comment Summary
Linkwood Lane	- Support for traffic calming, excessive speeding is a frequent concern
Gateway Boulevard	- Excessive speeding, request for traffic calming near the school
Windom Road	- Excessive speeding and concern about potential increase in non-local traffic - Request for traffic calming
Throughout the neighbourhood	- Support for proposed measures, with some concerns about lower speeds possibly worsening congestion

Road Safety

Location	Comment Summary
Eglinton Avenue East and Ferrand Drive intersection	- Access to Ferrand Drive from Eglinton Avenue East and Gervais Drive is confusing. Need for clarity on legal access points
Gateway Boulevard	- High support for the proposed median on Gateway Boulevard. Illegal U-turns are a frequent issue at this location
Don Mills Road and Gateway Boulevard intersection	- Unsafe intersection with a sharp left turn that is difficult to navigate
Don Mills Road and St. Dennis Drive intersection	- Request to review signal timing and add signage to indicate turning restrictions

Pedestrian

Location	Comment Summary
Gateway Boulevard	- High support for the proposed pedestrian crossover

Other Feedback

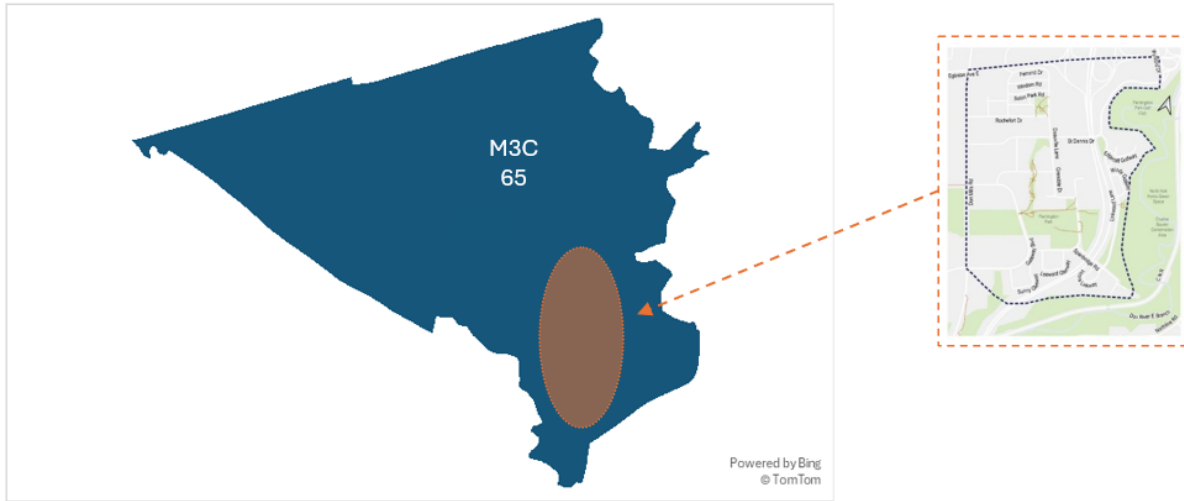
Location	Comment Summary
Gateway Boulevard	- Concerns about unsafe parking conditions and increased congestion due to fruit trucks parked near 10 Gateway Boulevard
Public Consultation	- Requests for consultation materials to be available in Pashto, Arabic, and French
Throughout the neighbourhood	- Road closures due to several construction projects are leading to delays and unsafe conditions for all road users

Appendices

Appendix A: Survey Participant Profile

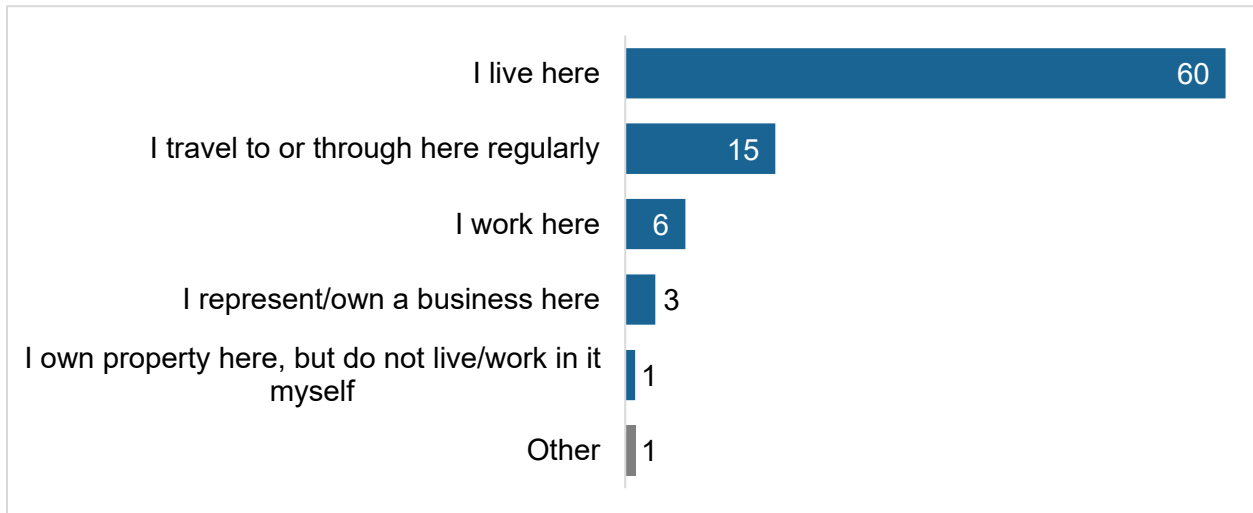
A total of 66 survey respondents provided optional demographic information described below.

Postal Code | n=66



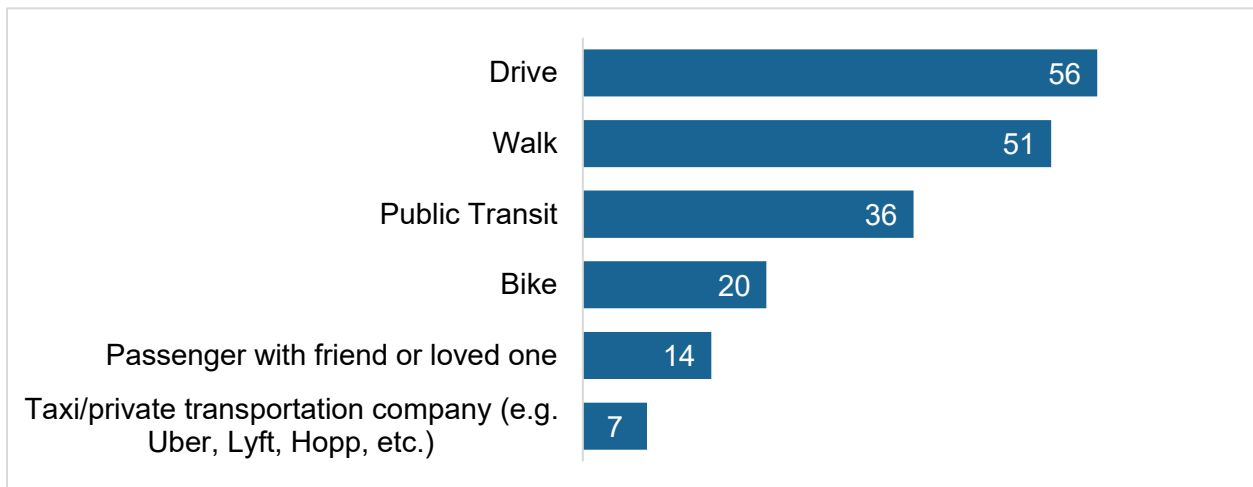
Of the 66 survey respondents, 65 said they resided in the M3C postal code, within which the study area is located.

Relationship to the Project Area | n=66



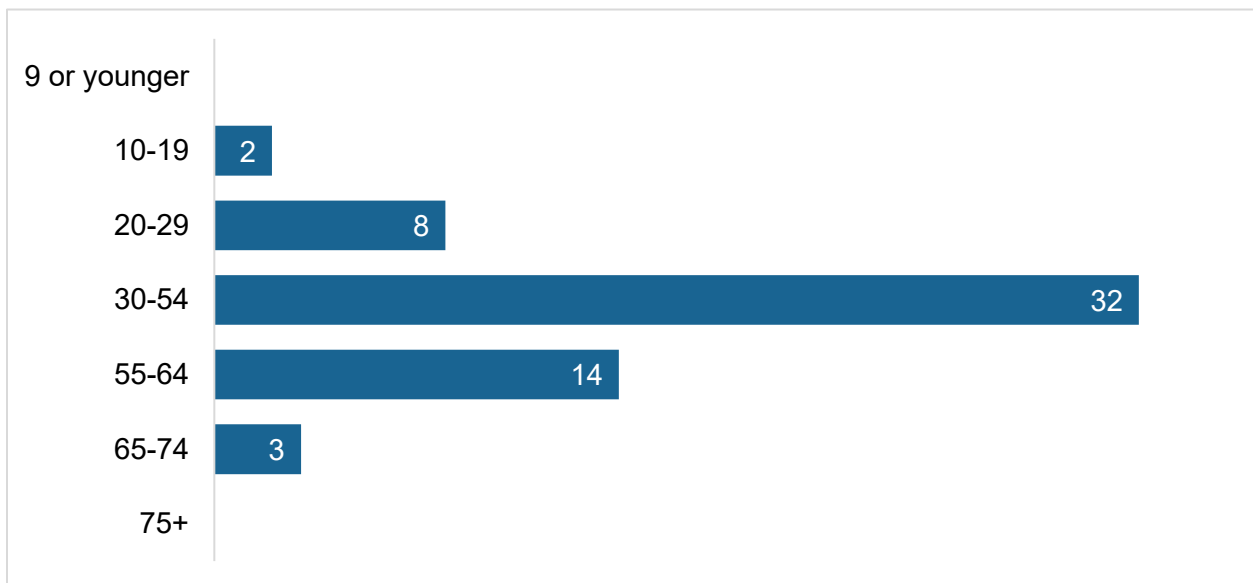
Of the survey respondents, 60 identified that they live in the study area, 15 travel to or through the study area, 6 work in the study area, and 3 represent or own a business in the study area.

Typical Ways of Travelling In/Near the Project Area | n=66



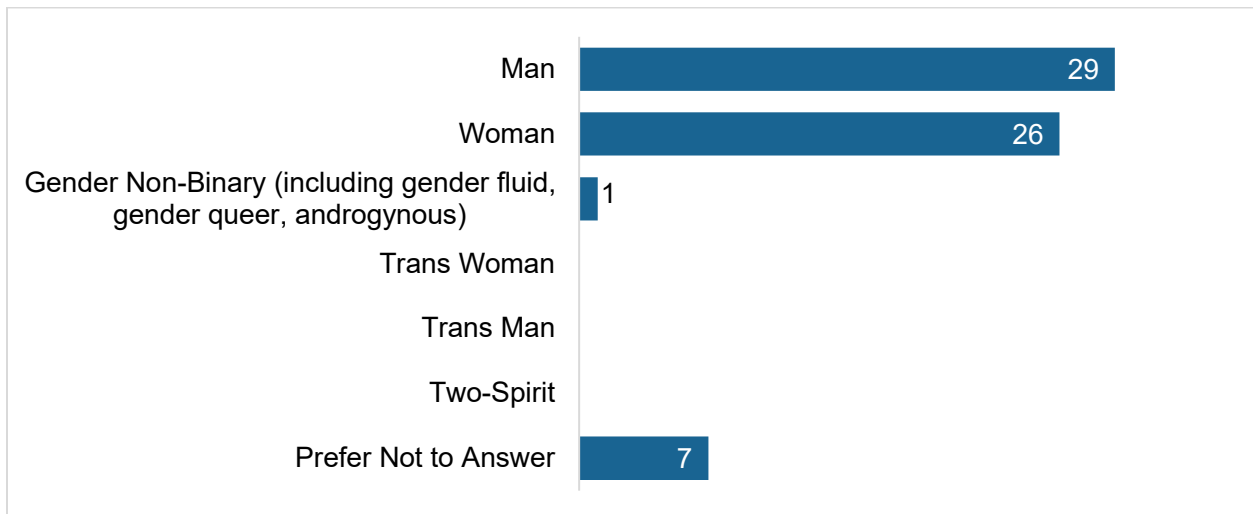
Of the 66 survey respondents, 56 said they drive in the area, followed by 51 who walk, and 36 who take public transit. Five respondents said they use mobility devices to travel within the study area.

Age | n=66



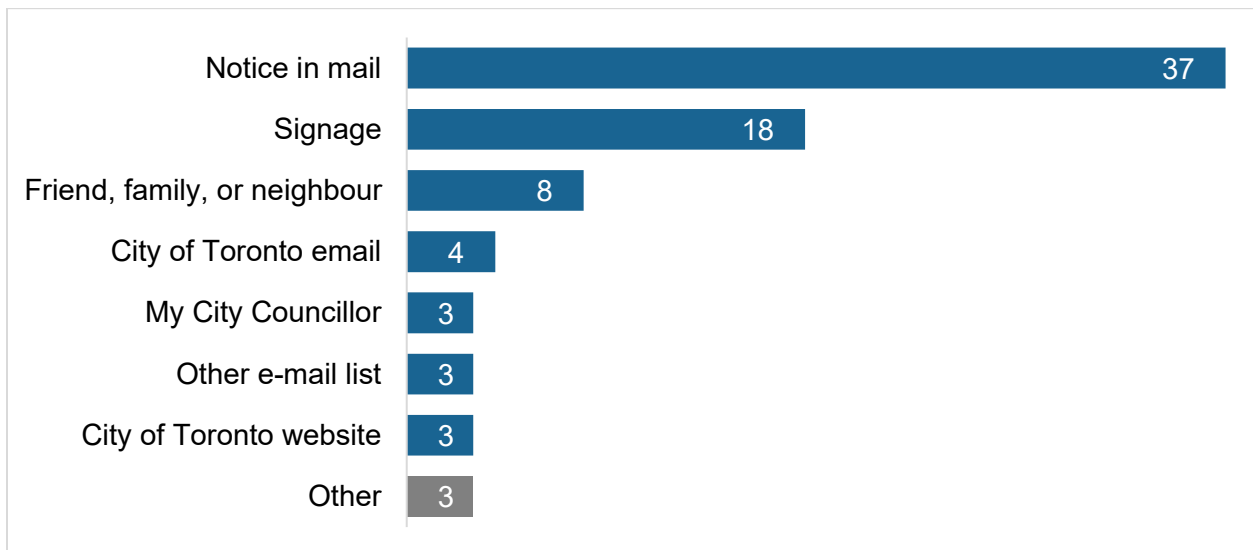
Of the 66 survey respondents, 46 identified as being 30-64 years old, followed by 10 under 29 years old, and 3 who identified as being 65-74 years old. While there was a stronger participation by respondents in the working age category, seniors above 65 years of age (15.6% of Flemington Park's population) were underrepresented in survey responses.

Gender | n=66



Of the 66 survey respondents, 29 identified as men, 26 as women, and 1 as gender non-binary. Seven respondents preferred not to answer. Compared to the latest Census data, participation by men (48% of Flemingdon Park's population) was higher than participation by women (52% of Flemingdon Park's population).

Point of Engagement | n = 66



Of the 66 survey respondents, 37 heard about the project through mailed notices, 18 through promotional signage, followed by 8 who heard about the project through a friend, family, or neighbour.