

Markland Wood Streets Plan

Public Consultation Report
August 2026



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Consultation Summary

Public and interest group consultation for Phase 1 of the Markland Wood Streets Plan took place from May 12 to June 9, 2026.

Consultation activities included a virtual community interest group meeting, project team staff attending community meetings with schools and residents' associations, a public drop-in event, an online interactive map, and comment tracking. Over 50 people attended the in-person drop-in event, and 296 map comments were received along with 37 people providing comments by mail, phone and email.

Communications to notify the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to project interest groups, and 9,013 notices distributed by Canada Post throughout the project area. Information was also shared in community newsletters, school communications and through the local Councillor's office.

Top priorities and issues raised among participants were:

- Excessive speeding of motor vehicles on neighbourhood streets particularly Markland Drive, Mill Road, Toledo Road, Renforth Drive and Neilson Drive
- Making roads safer for pedestrians, especially students travelling to schools including Bloordale Middle School, Millwood Junior Public School, St. Clement Catholic School, Silverthorn Collegiate and Eatonville Junior Public School
- Better cycling connectivity along major streets and also through parks and the trail network
- Better traffic flow through intersections at major roads, such as Burnhamthorpe Road, Bloor Street West and The West Mall

A second phase of consultation is planned for winter 2027 to receive feedback on proposed changes.

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

Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for the Markland Wood area that will address five main areas of concern:

- Road safety for vulnerable road users (i.e. seniors, school children, and people walking or cycling)
- Motor vehicle speeding
- Through traffic on local streets
- Supporting transportation options (e.g. transit, walking and cycling)
- Curbside activity (e.g. parking, bus stops, loading zones)

The Markland Wood Streets Plan focuses on the neighbourhood between Etobicoke Creek to the west, Dundas Street to the south, The West Mall to the east, and Burnhamthorpe Road to the north.

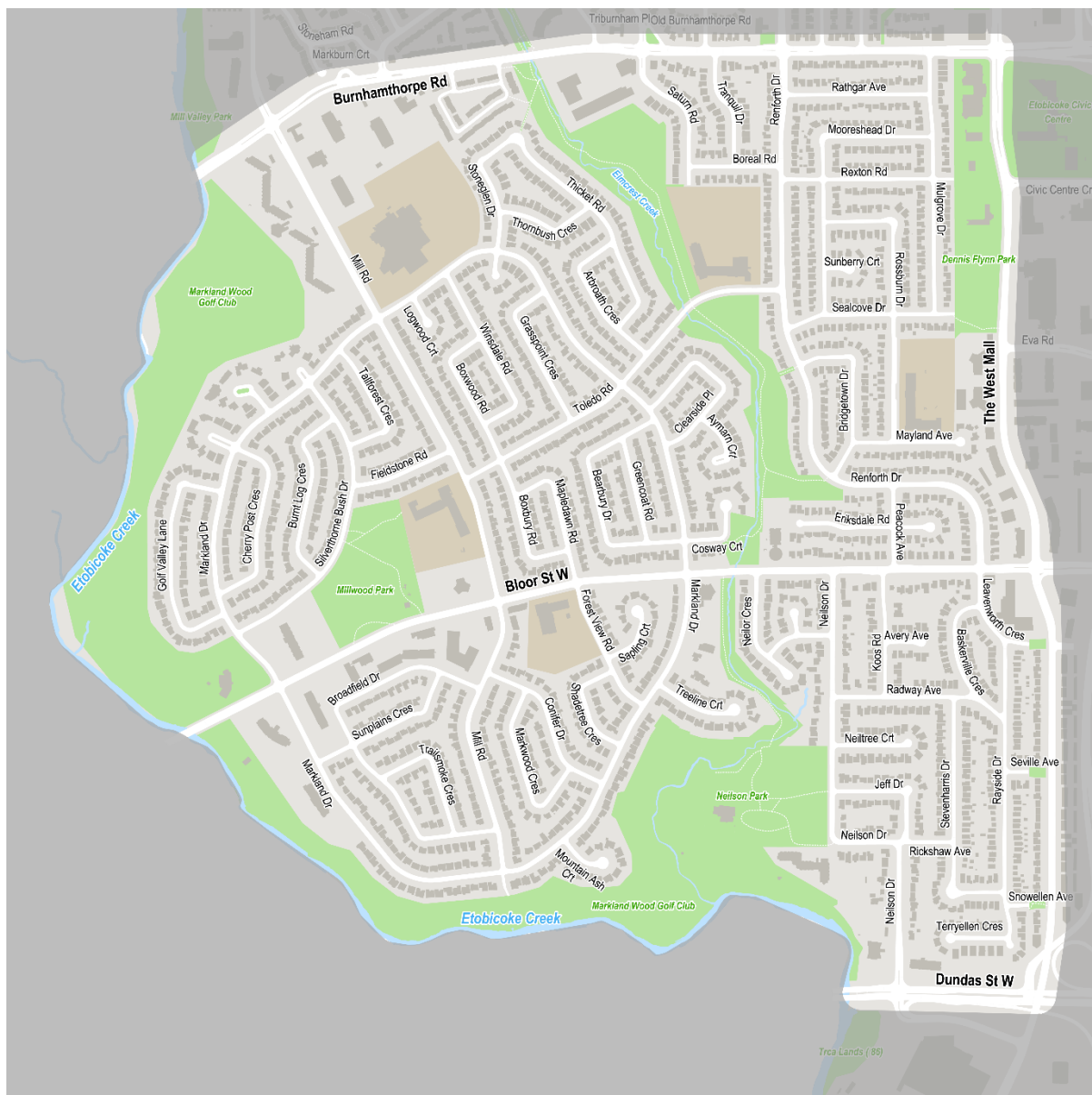


Figure 1: Map of area covered by Markland Wood Streets Plan

Overview of Communications and Consultation Activities

Communication Activities

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

- Project web page toronto.ca/MarklandWood (519 unique visits)
- Notice delivered via Canada Post (9,013 addresses in the project area)
- E-notification to project subscribers (96 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (116 contacts)
- City staff attendance at community-organized meetings: Board meeting of Markland Wood Homeowners Association and Millwood Junior School Parent Council meeting



Figure 2: Information desk at the drop-in event



Figure 3: Streets Plan information materials

Toronto
Public Consultation

May 12, 2020

Markland Wood Streets Plan


Photo showing children and parents going to school


Photo showing unmarked crosswalk at Trillium Road


Markland Wood Streets Plan project area

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for the Markland Wood neighbourhood. The Streets Plan will recommend changes to traffic operations and road design to support safety and mobility for everyone using the streets.

The Markland Wood Streets Plan will investigate five main areas of improvement:

1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Motor vehicle speeding
3. Through traffic on local streets
4. Supporting transportation options (e.g. transit, walking and cycling)
5. Curbside activity (e.g. parking, bus stops, loading zones)

Project Area
The project area is located between Etobicoke Creek to the west, Dundas Street to the south, The West Mall to the east, and Burnhamthorpe Road to the north. The City invites residents to learn more about the project and participate in identifying issues, opportunities, and ideas for the neighbourhood.

Learn More  Visit the project webpage and toronto.ca/marklandwood	Attend the Public Drop-In Event  View information panels, provide	Provide Feedback  Tell us about your transportation
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Figure 4: Public Consultation Notice for the Markland Wood Streets Plan

Consultation Activities

Comments on the project were received through the following activities:

Activity	Date	Participation
Community Interest Group Meeting	May 12, 2026	9 attendees (100 invited)
Public Drop-In Event	May 26, 2026	103 comments received by staff, 92 comments shared on the map, 58 attendees
Interactive Map and Online Survey	May 12, 2026 – June 9, 2026	296 comments received from 75 individuals
Email/Phone/Mail comments	May 12 – June 9, 2026	37 comments received from 35 individuals

What We Heard

- Participants were in favour of road safety improvements, specifically those that would improve safety for vulnerable road users through road design, reduce cut-through traffic and reduce speeding.
- Bloor Street West, Mill Road, Markland Drive, Burnhamthorpe Road East, The West Mall and Renforth Drive were top locations noted for speeding motor vehicles. Many of the location-specific suggestions involved measures to reduce motor vehicle speed (e.g., speed humps, bump outs, planters, etc.), lowered speed limits and clarifying rules of the road (i.e., more signage, pavement markings and enforcement).
- School road safety was mentioned around local schools including Millwood Junior Public School, Bloordale Middle School, Silverthorn Collegiate, St. Clement Catholic School and Eatonville Junior Public School. Location-specific comments mentioned a desire to see improved crosswalks and measures to reduce motor vehicle speed.
- Markland Drive forms a circle in the area, and there are many people who walk daily in the area. There were requests for traffic calming and trail improvement, while also some desire to not see road changes in the area.
- There were varying perspectives on cycling infrastructure, with some residents both requesting more bikeways and others requesting that no new connections be added.

Interactive Map and Online Survey

An interactive map was available online via Social Point and allowed respondents to identify specific locations on a map where they experienced concerns or saw opportunities for transportation changes.

Participation in the survey was anonymous, and optional demographic questions were included (see [Appendix](#) for map participant profile).



Figure 5: Image of online interactive map

Interactive map comments are summarized by theme below.

Road Safety

Location	Comment Summary
Bloor Street West	- Request for refreshed painted road markings at crosswalks - Poor sightlines due to elevation changes result in safety concerns - Turning in and out of property driveways is difficult with motor vehicle drivers travelling at high speeds - Turning in and out of Bloordale United Church is a safety concern for motor vehicle drivers
Bloor Street West intersections at Markland Drive, Mill Road, Renforth Drive and The West Mall	- Safety concerns with motor vehicle turning movements at major intersections along the Bloor Street West corridor - Road safety concerns with visibility behind the TTC buses - Safety concerns with right- and left-hand turning motor vehicles at plaza at Mill Road - Sightline issues for turning vehicles
Sealcove Drive	- Dead end at Dennis Flynn Park, consider a way for garbage and recycling trucks to turn around - At Rosscorn Drive, the intersection has low visibility and low stop sign compliance

Location	Comment Summary
Bloor Street West and Markland Drive (western part of circle)	- Concerns over low visibility due to parked cars and TTC buses at this intersection
Burnhamthorpe Road and Mill Road	- Traffic safety concerns around Millgate Manor seniors' residence
Markland Drive	- Poor visibility at turn in road at Stoneglen Drive - Intersection with Mill Road, concern for motor vehicle and pedestrian safety at the four-way stop. Low stop sign compliance
Neilson Drive and Dundas Street West	- Sightline issues due to large trucks and oncoming traffic. Safety concerns due to high-speed traffic coming from Highway 427
Neilson Drive and Radway Avenue	- Concerns about sightlines due to private hedges
Neilson Drive and Rickshaw Avenue	- The four-way stop causes confusion for motor vehicles due to alignment of intersection
Saturn Road	- At end of street at the park, consider a way for garbage and recycling trucks to turn around
The West Mall south of Bloor Street West	- Consider closing one of the plaza entrances off The West Mall

Speed

Location	Comment Summary
Bloor Street West, at Markland Drive, Mill Road, Forest View Road, Mapledawn Road, Neilson Drive and The West Mall	- High motor vehicle speeds at all intersections and along the corridor, with both westbound and eastbound vehicles
Burnhamthorpe Road	- High motor vehicle speeds with vehicles coming from Mississauga
Logwood Court	- Request for speed humps between Mill Road and Silverthorn Collegiate parking lot
Markland Drive	- High motor vehicle speeds, particularly at night - Speeding concerns between Bloor Street West and Toledo Road; and around Cherry Post Crescent - Motor vehicles travel at high speeds around Silverthorn Collegiate Institute
Mill Road	- High motor vehicle speeds between Burnhamthorpe Road and Markland Drive
Neilson Drive	- Multiple comments about motor vehicles travelling at high speeds and the danger it poses for collisions and pedestrian safety - Comments about low compliance with stop signs
Renforth Drive	- High motor vehicle speeds in both directions all along the street from Burnhamthorpe Road to Bloor Street West
Toledo Road	- Motor vehicles travel at high speeds in front of Bloordale Middle School

Volume

Location	Comment Summary
Bloor Street West and Mill Road	- Concern for increased traffic volume with new condominium development - Concerns about queuing for turn lanes
Bloor Street West and Neilson Drive	- Suggestions to study traffic light timing and turning motor vehicle lanes to improve congestion
Bloor Street West and Peacock Avenue	- Intersection is very busy with motor vehicles at rush hour
Bloor Street West and Renforth Drive	- Intersection doesn't have any stop control but is very busy with motor vehicles turning left onto Bloor Street. Multiple suggestions for a traffic signal that works in coordination with signal at The West Mall
Burnhamthorpe Road and Mill Road	- Traffic queuing occurs for turning motor vehicles
Burnhamthorpe Road and The West Mall	- Busy and dangerous intersection for pedestrians and motor vehicles
Mulgrove Drive and Burnhamthorpe Road	- Request for restriction onto Mulgrove Drive from Burnhamthorpe Road during rush hours
Renforth Drive	- High volume of motor vehicles turning onto Renforth Drive from Burnhamthorpe Road - At Toledo Road, the intersection is busy at school hours with pedestrians and motor vehicles
Rexton Road	- Consider connecting Rexton Road to The West Mall to reduce traffic volume on Burnhamthorpe Road
The West Mall and Bloor Street West	- At weekday rush hours the westbound light is too short and traffic frequently backs up to The East Mall
Toledo Road	- Heavy traffic during school pick-up and drop-off

Pedestrians

Location	Comment Summary
Bloor Street West and Mill Road	- Dangerous intersection for children crossing to and from school due to speeding motor vehicles and vehicles running red lights
Bloor Street West and Neilson Drive	- Dangerous corner for pedestrians due to low visibility, motor vehicles travelling at high speeds and low compliance of traffic signals
Bloor Street West and Peacock Avenue	- Pedestrians cross the street without crosswalks or traffic signals to access the bus stops
Bridgetown Drive	- Concerns with sidewalk maintenance during winter - Intersection at Mayland Avenue has a high number of students crossing to get to Eatonville Junior School
Burnhamthorpe Road	- Concern about pedestrian safety at entrance to plaza at 666 Burnhamthorpe Road

Location	Comment Summary
Conifer Drive	- Concerns for students walking to school safely due to parked cars and dangerous driving at school pick up and drop off
Dennis Flynn Park	- Add a paved or maintained path on the already travelled pedestrian route through the park to the bus stop on The West Mall
Dundas Street West and Highway 427 exit	- Pedestrian crossing is unsafe due to high motor vehicle speeds and poor sightlines
Koos Road	- Extend sidewalk to reach Bloor Street West
Mill Road	- At Silverthorn Collegiate dismissal time many motor vehicles are making dangerous turns creating unsafe conditions of students on foot
Neilson Drive	- Fill in missing sidewalk between Bloor Street West and Radway Avenue - Many children cross Neilson Drive to access the park, no crosswalks are in place
Radway Avenue, Rickshaw Avenue	- Request for filling in of missing sidewalks
Rayside Drive	- Stairs at south end down to Dundas Street West are not wheelchair accessible and difficult to navigate in the winter
Renforth Drive	- Many students cross the street at Rexton Road to get to Bloordale Middle School - At Peacock Avenue many pedestrians are crossing without any cross walks or stop controls
Stevenharris Drive	- Request to fill in missing sidewalks
The West Mall	- Many students cross this street to get to Eatonville Junior School and crosswalk is ignored by motor vehicle drivers - At Bloor Street West intersection, remove slip lane to improve pedestrian safety - Many students cross The West Mall at various places between Bloor Street West and Dundas Street West to access TTC bus stops, there is a lack of safe pedestrian crossings and motor vehicles travel at high speeds
Toledo Road at Bloordale Park trail exit	- Requests for safer crossing options for pedestrians
Whole project area	- Requests for improved road markings for pedestrian crossings

Cycling

Location	Comment Summary
Bloor Street West	- Consider adding bike lanes
Bloor Street West and Leavenworth Crescent	- Consider extending bike lanes to connect to The West Mall and avoiding the busy Bloor Street West and The West Mall intersection
Burnhamthorpe Road and Mill Road	- Request for looking at condition of cycling infrastructure at this intersection - Request for extension of bike lane south to Bloor Street West - Request for bike lane not to be extended south to Bloor Street West
Markland Drive circle	- Request for bike lanes
Neilson Drive	- Request for a cycling connection when the Dundas Bus Rapid Transit (BRT) is installed
Neilson Park	- Request to improve bike trails through the park
Toledo Road	- Request for bike lanes to link Mill Road and Renforth Drive to encourage more kids to bike to school

Public Transit

Location	Comment Summary
Bloor Street West	- At Markland Drive (western part of circle), request for bus bay for TTC bus #49 to turn around as the parked bus blocks motor vehicle traffic - Request for safer crossings or moving bus stops at mid-block bus stops - Requests for more frequent and reliable transit service
Plaza at 666 Burnhamthorpe Road	- Eastbound TTC stop is on a busy stretch of road, consider moving further west to a safer spot
The West Mall and Bloor Street West	- Consider moving bus stops to ease congestion and road safety at the intersection

Parking

Location	Comment Summary
Boxwood Road and Boxbury Road	- Allow parking on only one side of the street during school hours
Burnt Log Crescent	- On street parking is an issue and very congested
Forest View Road	- Request for changes to improve school bus loading zone such as a lay-by, to improve flow of traffic and drop off and pick up
Markland Drive	- By St. Clement Church, street parking is an issue, particularly on weekends

Location	Comment Summary
Mill Road	- Parked cars cause sightline issues at Bloor Street West intersection - Parking congestion in front of Millwood Junior School during school drop off and pick up hours
Renforth Drive	- At Peacock Avenue, allow lower boulevard parking where there is enough space
Toledo Road	- At Bloordale Middle School parked cars at pick-up and drop-off cause sightline issues

Other

Location	Comment Summary
Bloor Street West	- At border with the City of Mississauga, request for connection with different elements of road infrastructure in the Bloor Street redesign work
Bloor Street West and Markland Drive (western part of circle)	- Concerns of impact of new developments on parking, increased traffic and land use
Bloordale Park North	- Requests for improvements to trail maintenance for accessibility and safety, lighting on pathway, and widening to make room for people cycling and pedestrians - Request for more tree cover - High volume of off leash dogs
Burnhamthorpe Road	- Request for improvements in tunnel by plaza at 666 Burnhamthorpe Road, better lighting and drainage - Improve accessibility and lighting at entrance to plaza
Dennis Flynn Park	- Improve drainage as the park tends to be soggy and floods when there is heavy rain
Etobicoke Creek	- Request for access and a walking trail along the creek
Mill Road	- At the south end of Mill Road, consider a connection of Mill Road to Southcreek Road
Neiltree Court	- Request for exemption for basketball nets to be allowed on the street as visual cues for traffic calming to prioritize child safety and protect neighbourhood play
Renforth Park	- Requests for improvements to trail, such as widening, spraying for ticks, and better lighting
The West Mall	- Consider connecting Leavenworth Crescent to The West Mall by a sidewalk or connect the road, to improve traffic flow and pedestrian safety
Whole project area	- Issues with motor vehicles running through red lights and through stop signs

Public Drop-in Event

The public consultation event was held on May 26, 2026, from 6:30 to 8:30 p.m. at St. Clement Catholic School. Attendees were able to view information panels about the project and speak with members of the project team. Attendees were also able to provide feedback on a large roll plan map of the project area.

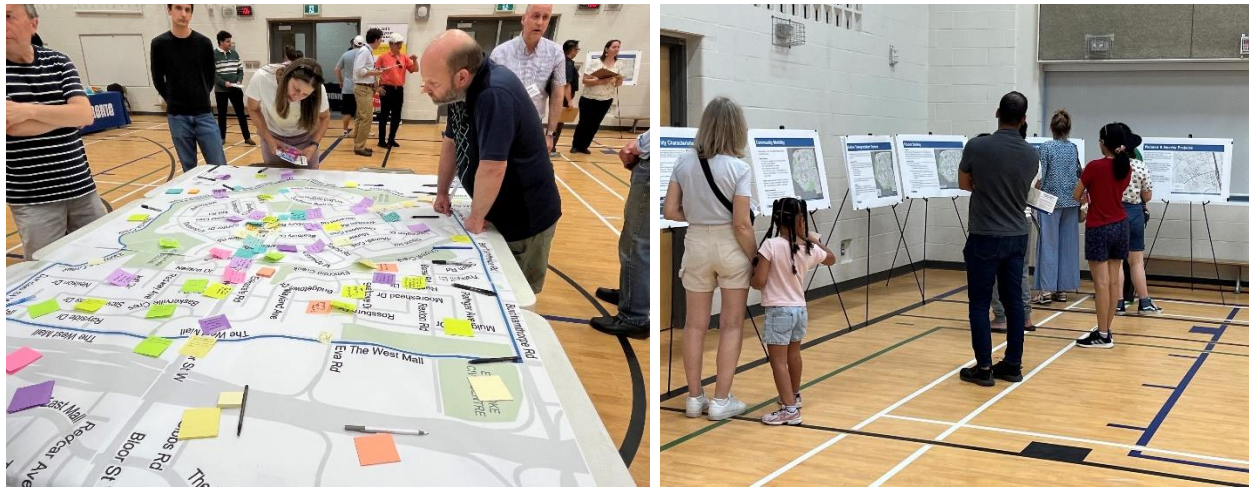


Figure 6 and Figure 7: Images from the public drop-in event

Participant comments are summarized by theme below.

Road Safety

Location	Comment Summary
Bloor Street West and Mill Road	- Sightline issues for motor vehicles travelling westbound due to the hill - Request to add a dedicated left turn lane for motor vehicles either westbound or eastbound direction - Request for red light camera
Broadfield Drive and Sunplains Crescent	- Request for review of in-road flexible speed signs and pavement marking improvement
Burnhamthorpe Road and Mill Road	- The road feels tight with corners too tight for large trucks to turn
Burnhamthorpe Road and The West Mall	- Review signal timing for pedestrian crossing - Request for a traffic warden
Forest View Road and Bloor Street West	- Add a red-light camera
Markland Drive and Bloor Street West	- Add turning lane for motor vehicles travelling both westbound and northbound - Request for red light cameras - Request for advance green lights for motor vehicles travelling in both directions on Bloor Street West
Mill Road	- Stop sign at Silverthorn Collegiate is not complied by motor vehicles
Mulgrove Drive and Burnhamthorpe Road	- Add turn restrictions for motor vehicles driving north on Mulgrove Drive
Neilson Drive	- Existing in-road speed signs are in poor condition

Location	Comment Summary
Renforth Drive	- Dangerous for motor vehicles to turn left to go eastbound on Bloor Street West as there are no traffic lights - Request for stop control at Bloor Street West
The West Mall and Eva Road	- Dangerous for motor vehicles to make left-hand turns
Toledo Road and Markland Drive	- Request for in-road flexible speed signs at the area of the intersection
Toledo Road and Mill Road	- Dangerous intersection
Toledo Road and Renforth Drive	- Dangerous intersection - Request for speed humps

Speed

Location	Comment Summary
Bloor Street West	- Motor vehicles travel at high speeds near Mill Road and St. Clement Catholic School
Mill Road	- High motor vehicle speeds between Bloor Street West to Markland Drive - Requests for speed cushions
Neilson Drive	- Requests for speed humps or bollards to address high motor vehicle speeds
Renforth Drive	- Motor vehicles travel at high speeds, requests for speed humps
The West Mall	- Motor vehicles travel at high speeds, request for speed cameras - High speeds a concern in front of Eatonville Junior Public School
Toledo Road	- Request for speed humps near Bloordale Middle School
Whole project area	- Request for no speed humps - Lack of existing 30 km/h speed signs - Requests for speed cameras

Volume

Location	Comment Summary
Mill Road	- Traffic infiltration occurs, of non-local traffic
Mill Road and Burnhamthorpe Road, The West Mall and Burnhamthorpe Road, Dundas Street West and The West Mall	- Motor vehicle drivers avoid these intersections due to high amounts of vehicles and congestion

Pedestrians

Location	Comment Summary
Bloor Street West and Markland Drive	- Request for pedestrian crosswalk, lots of people crossing due to bus stop on the north side of Bloor Street West
Bloor Street West and Mill Road	- Conflicts between pedestrians and motor vehicles making left-hand turns
Burnhamthorpe Road and Highway 427	- On ramp pedestrian crossing is dangerous, pedestrians not very visible
Burnhamthorpe Road and The West Mall	- Conflicts between pedestrians, particularly seniors, crossing the road and motor vehicles making a left-turn
Mapledawn Road and Bloor Street West	- Request for a crossing guard
Markland Drive	- Circular road with high amount of pedestrians walking daily, for families, seniors, small children, people with pets - Request for sidewalks
Sealcove Drive and Renforth Drive	- Request for crossing guard at the crosswalk
Silverthorn Collegiate	- Pedestrians crossing unsafely - Request for wider sidewalks
Toledo Road and Renforth Drive	- Request for a crossing guard - Dangerous intersection, many school children
Whole project area	- Instead of chirping sound, pedestrian signal should say the words 'walk' and 'wait'

Cycling

Location	Comment Summary
Bloor Street West	- Multiple requests for better bike lane connectivity from Highway 427 into Mississauga - Concern over increased congestion if more bike lanes added to the road - Requests for no bike lanes to be added
Markland Drive	- Circular bikeway to connect to Mill Road would be an improvement - Bike lanes need to be separated and in the boulevard
Markland Wood Plaza	- Request for a bike share station
Mill Road	- Request for no bike lanes to be added
The West Mall	- Request for no bike lanes to be added

Public Transit

Location	Comment Summary
Bloor Street West	- The #49 Bloor West TTC bus service is too infrequent and unreliable for resident use - Concern about overcapacity of bus routes with increased development pressure - Dangerous pedestrian crossing to catch the #49 or #112 buses, request for bus stops to move

Parking

Location	Comment Summary
Bloordale Middle School	- Motor vehicles park three cars wide at school drop off and pick up times
Markland Drive	- Golf club parking spills out into neighbourhood streets
Southwestern quadrant of project area	- Request for increase in time limit for street parking-more than 3 hours

Other

Location	Comment Summary
Leavenworth Crescent, Baskerville Crescent, Koos Road, Neilson Drive	- Streets need major pothole repairs
Mill Road	- Suggestion for a bridge over Mill Road to help with traffic
Stevenharris Drive, Rayside Drive & Rickshaw Avenue	- Repaving of roads taking a long time, over 5 years
Trails	- Trail in Renforth Ravine that runs under Burnhamthorpe Road is often flooded and has poor lighting
Whole project area	- E-bikes and e-scooters on sidewalks feel dangerous to pedestrians - Request for a tax credit for people who use public transit
Whole project area	- Concern over new housing developments and increased pressure on services and infrastructure in the area
Whole project area	- E-bikes and e-scooters on sidewalks feel dangerous to pedestrians - Request for a tax credit for people who use public transit
Leavenworth Crescent, Baskerville Crescent, Koos Road, Neilson Drive	- Streets need major pothole repairs
Stevenharris Drive, Rayside Drive & Rickshaw Avenue	- Repaving of roads taking a long time, over 5 years
Trails	- Trail in Renforth Ravine that runs under Burnhamthorpe Road is often flooded and has poor lighting
Whole project area	- Concern over new housing developments and increased pressure on services and infrastructure in the area

Interest Group Feedback

The comments received through meetings with community interest groups are summarized by theme below.

Road Safety

Location	Comment Summary
Bloor Street West and Markland Drive	- Request for left turn lanes in both directions, more time for pedestrians to cross
Burnhamthorpe Road and Mill Road intersection	- Request for a dedicated left turn lane for people driving west to turn south onto Mill Road

Speed

Location	Comment Summary
Bloor Street West	- Issues with late night speeding between the two intersections with Markland Drive - Request for speed cameras

Pedestrians

Location	Comment Summary
Bloor Street West	- East of Mill Road, children cross long stretches of Bloor Street West without traffic signals or crosswalks to access sports fields

Cycling

Location	Comment Summary
Burnhamthorpe Road	- The large grassy area on Burnhamthorpe Road could be a good place for an off-street bike lane
Dundas Street West	- When Dundas BRT is built, a bike lane will be added. Request to improve the connection between Dundas Street West to the rest of the project area
Whole project area	- Increased education on cycling connections and safe cycling - Only one school in the project area has bicycle parking

Other

Location	Comment Summary
Whole project area	- The City needs to get on board with micromobility and personal electric vehicles. The Adaptive and Inclusive Micromobility study by Access 2 Accessibility found that electric mobility options can improve community access for people with disabilities and older adults - E-scooters, e-skateboards and e-bikes need different infrastructure above and beyond pedal bikes, many new and different electric-powered mobility devices exist now - From a disability perspective need to look at including micromobility and PEVs, and how to safely incorporate them at the start of the project not as an afterthought - Micromobility vehicles are not to be used on sidewalks - Consider e-scooters parking locations in the study

Additional Feedback

The comments received through phone, email, and mail are summarized by theme below.

Road Safety

Location	Comment Summary
Bloor Street West and Markland Drive	- Parked vehicles slow down traffic, there will be increased traffic due to new development, request for left turn lanes
Bloor Street West and Mill Road	- Add left-turning lanes on Bloor Street West for cars turning south on to Mill Road - Traffic lights for traffic traveling north and south are not long enough
Burnhamthorpe Road and Mill Road intersection	- Signal timing changes since bike lanes installed have made the eastbound left turn lane more dangerous
Neilson Drive and Rickshaw Avenue	- Request for a higher visibility stop sign to avoid cars making rolling stops
Toledo Road and Mill Road	- Request for a stop sign to reduce speeding instead of adding speed humps

Speed

Location	Comment Summary
Bloor Street West	- Motor vehicles travel at high speeds here, request for safety measures, particularly in front of St. Clement Catholic School
Markland Drive	- Install speed humps to reduce motor vehicle speeding on this road
Mill Road between Burnhamthorpe Road and Markland Drive	- Motor vehicles travel at high speeds, concern for pedestrian safety due to lack of traffic lights or pedestrian crossings
Neilson Drive	- Multiple requests for speed humps to reduce high motor vehicle speeds
The West Mall	- Concern for motor vehicles travelling at high speeds

Volume

Location	Comment Summary
Bloor Street West and Markland Drive	- Traffic signals timed and controlled (from 6 a.m. to 10 a.m. Monday to Friday, no left turns allowed from Bloor Street. From 3 p.m. to 7 p.m. no right turns from Mill Road to Markland Drive westbound)
Renforth Drive	- Request for advance green left turn at Burnhamthorpe Road in both directions (north and south)
The West Mall	- Right turn lane turning onto Bloor Street West should be right turn only to reduce congestion at the intersection

Pedestrians

Location	Comment Summary
Bloor Street West and The West Mall intersection	- Remove slip lane on southeast corner to increase pedestrian safety
Cherry Post Crescent	- Reject any current or future plans to install missing sidewalks
Markland Drive and Bloor Street West	- Pedestrian traffic signal only active if button is pressed, should go green every time
Rickshaw Avenue	- Request for missing sidewalk to be filled in
The West Mall	- Request for crosswalk or traffic signal at multiple locations along The West Mall between Bloor Street West and Dundas Street, especially near bus stops to increase pedestrian safety

Cycling

Location	Comment Summary
Bloor Street West	- Request for bike lane between The West Mall and Mill Road to connect to Bloor Street bike lanes in Mississauga - Request for added bike lanes without removing a lane of motor vehicle traffic
Burnhamthorpe Road	- Extend bike lane from Mill Road to the Elmcrest Creek via the large boulevard on Burnhamthorpe Road
Neilson Drive	- Request for connection between Bloor Street and Dundas Street
Renforth Drive	- Extend bike lane south of Bloor Street West

Public Transit

Location	Comment Summary
Whole project area	- Increase bus service on #48, #49 and #50 buses because of new apartment buildings in the area - Request for bus laybys at all bus stops on Bloor Street west

Parking

Location	Comment Summary
Markland Drive from Bloor Street West to Sunplains Crescent	- Do not allow parking on both sides of the road
Mill Road	- Parking near Millwood School at school drop off can be obstructive

Other

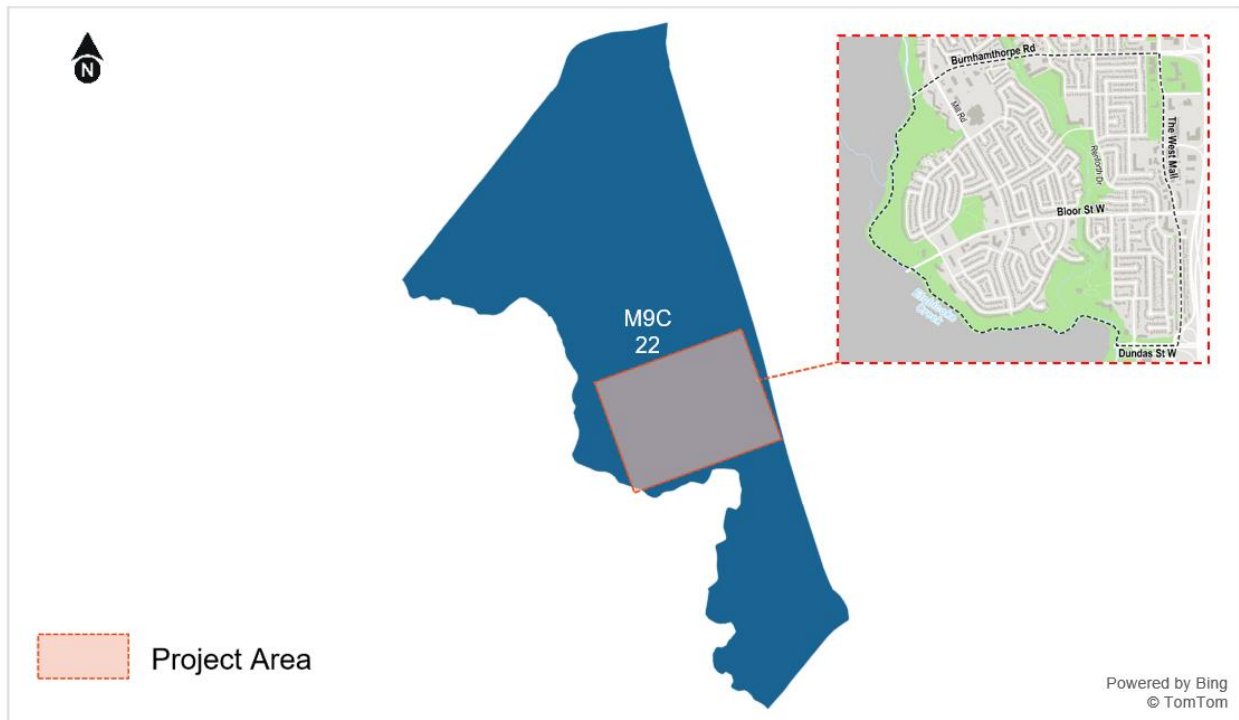
Location	Comment Summary
Bloor Street West and Highway 427	- Request for cycling lane as it's one of the few safe cycling routes over the highway
Whole project area	- Concern about safety of people travelling on e-scooters - Motorized bikes and e-scooters on sidewalks pose a safety risk to pedestrians - Request for a bus route that will connect Markland Wood to the future Eglinton West LRT expansion - No additional bike lanes on Rathburn Road - Lack of walkable destinations such as a grocery store, bakery, café, gathering place, that can be travelled to without a car

Appendix

Survey Participant Profile

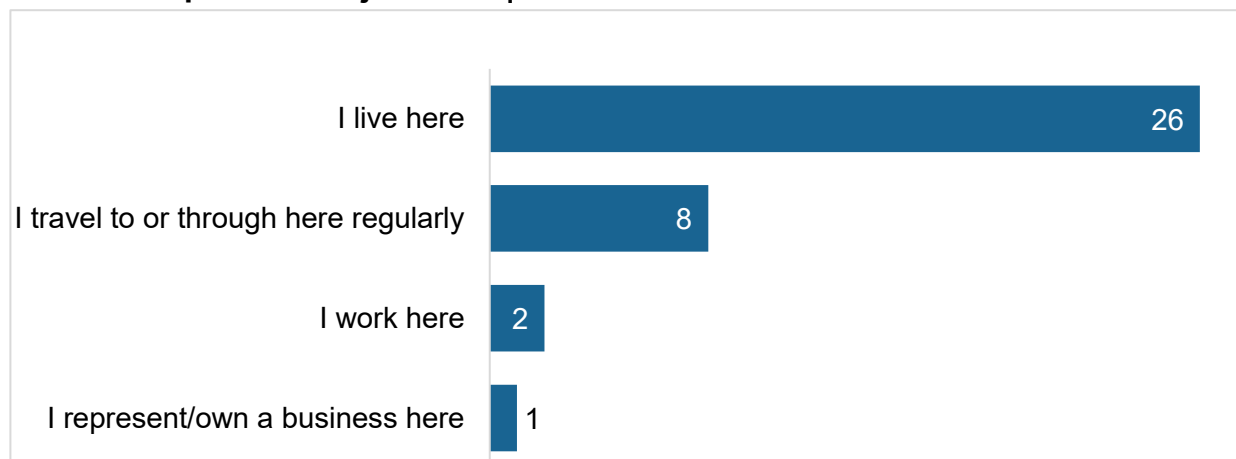
Some online map participants provided optional demographic information described below.

Postal Code | n=23



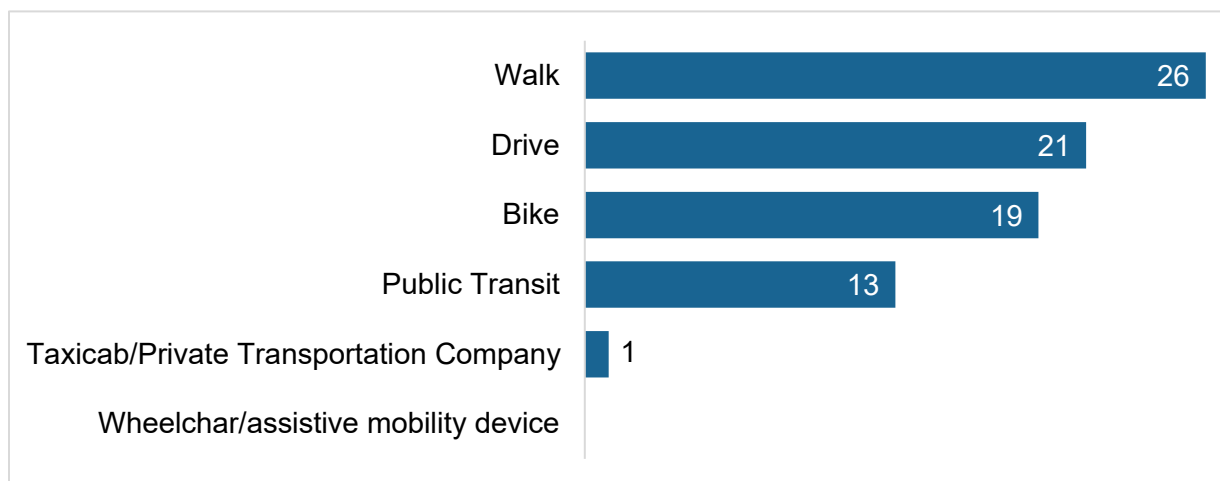
Twenty-two survey respondents live in the study area, and one respondent lives nearby in M8Z.

Relationship to the Project Area | n=37



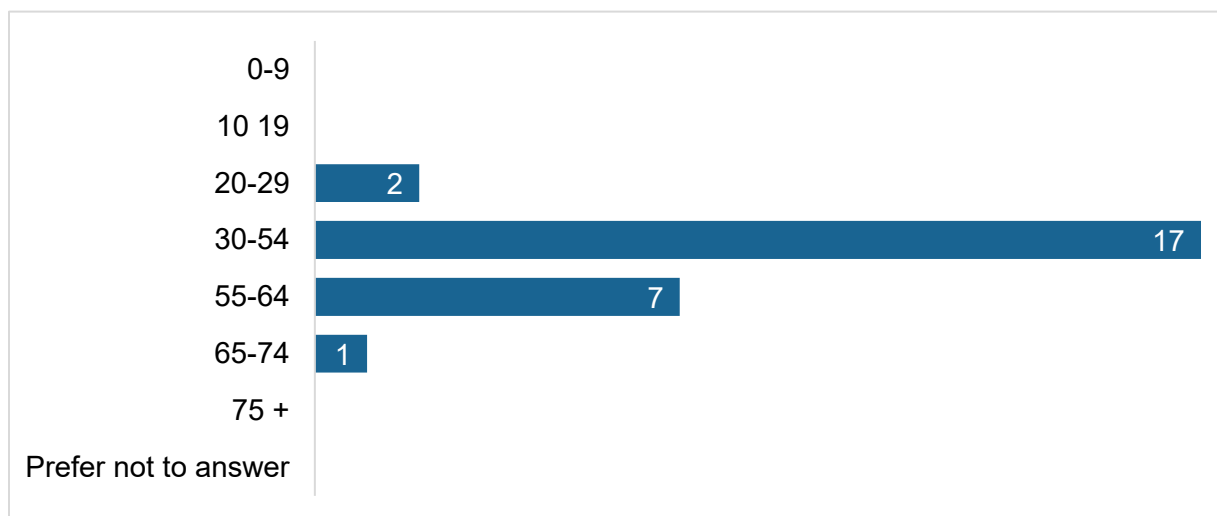
The majority of respondents live within the project area. Other relationships with the project area that were identified include travelling to or through the area regularly, owning a business or working in the area.

Typical Ways of Travelling In and Near the Project Area | n=80



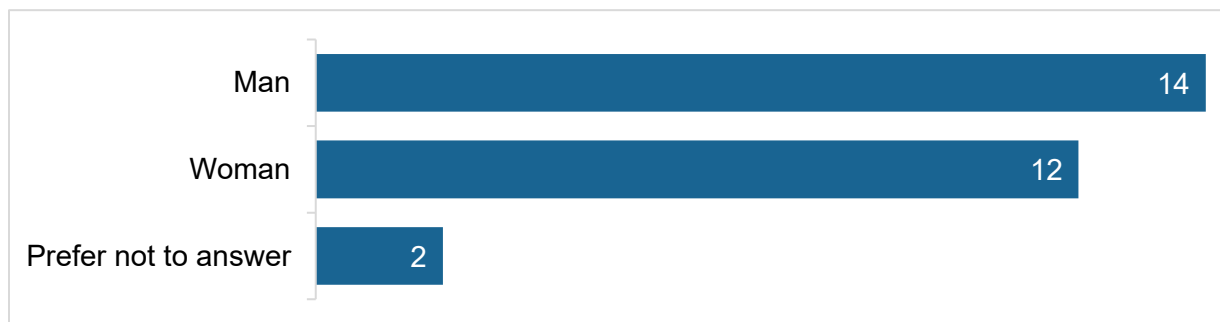
Most survey respondents walk and drive in the project area, followed by respondents who cycle or take public transit. Respondents travel around the project area in many ways and were able to select more than one mode of transportation.

Age | n=27



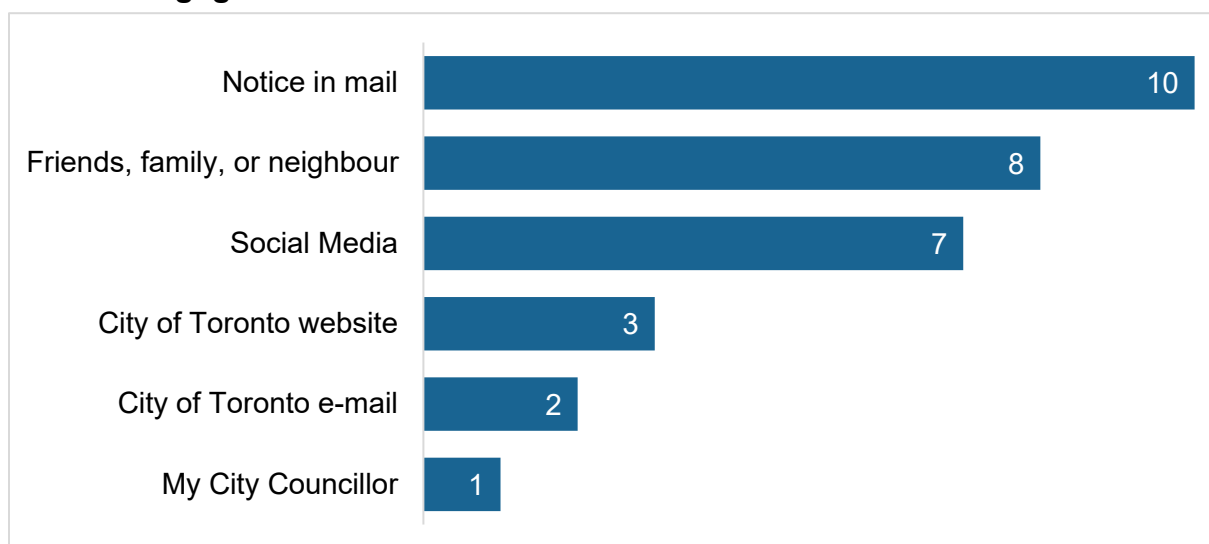
Most survey respondents are in the 30-54 age category, followed by respondents in ages 55-64 and ages 20-29.

Gender | n=28



More than half of survey respondents identified as men, followed by women and a couple participants chose not to answer.

Point of engagement | n=31



Most survey respondents heard about this consultation by the notice delivered to the project area, followed by word of mouth from friends, family or neighbours, social media and City of Toronto web page and email.