TORONTO

REPORT FOR ACTION

Leaside Neighbourhood Transportation Plan (Near-Term Plan)

Date: September 28, 2023
To: North York Community Council
From: Director, Project Design and Management, Transportation Services
Wards: Ward 15, Don Valley West

SUMMARY

The purpose of this report is to share the findings from phase one of the Leaside Neighbourhood Transportation Plan (LNTP), a study led by Transportation Services at the request of North York Community Council. The study encompassed an assessment of existing conditions in the study area, analyses to determine appropriate changes to the streets, and a multi-staged engagement process with area residents and stakeholders. Phase one, the near-term plan, was focused on assessing site-specific improvements that mitigate traffic and safety concerns in the study area and involving the community in the decision-making process. Phase two, the long-term plan, is expected to take place after local travel patterns have adapted to Line 5 Eglinton and the bikeway on Eglinton Avenue East between Bayview Avenue and the Don River.

This report summarizes the study findings and recommends traffic and safety management changes that can be implemented in the neighbourhood in the near-term. Recommended changes include that installation of traffic calming measures, intersection realignment of intersections, amendments to on-street parking, new traffic control signals, and new bike share stations. Changes are targeted to be implemented within the next three years.

RECOMMENDATIONS

The Director, Project Design and Management, Transportation Services recommends that:

1. North York Community Council amend City of Toronto Municipal Code Chapter 950, Traffic and Parking, generally as outlined in Attachment 1.

2. North York Community Council direct the Director of Project Design and Management, Transportation Services, to request the City Clerk poll eligible householders on Bessborough Drive, between Eglinton Avenue East and Craig Crescent, between Field Avenue and Sharron Drive and between Millwood Road and

Field Avenue, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

3. Subject to favourable results of the poll:

a. authorize the installation of traffic calming (speed humps) on Bessborough Drive between Eglinton Avenue East and Craig Crescent Drive, between Field Avenue and Sharron Drive and between Millwood Road and Field Avenue.

b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install five speed humps on Bessborough Drive, between Eglinton Avenue East and Craig Crescent, between Field Avenue and Sharron Drive and between Millwood Road and Field Avenue, for traffic calming purposes, generally as shown on Attachment 6, dated September 2023, Attachment 7, dated September 2023 and Attachment 8, dated September 2023 and Attachment 9, dated September 2023.

4. North York Community Council direct the Director of Project Design and Management, Transportation Services, to request the City Clerk poll eligible householders on Craig Crescent between Bayview Avenue and Divadale Drive to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

5. Subject to favourable results of the poll:

a. authorize the installation of traffic calming (speed humps) on Craig Crescent between Bayview Avenue and Divadale Drive.

b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install two speed humps on Craig Crescent between Bayview Avenue and Divadale Drive, for traffic calming purposes, generally as shown on Attachment 10, dated September 2023.

6. North York Community Council direct the Director of Project Design and Management, Transportation Services, to request the City Clerk poll eligible householders on Donlea Drive between Rumsey Road and Sutherland Drive, and between Don Avon Drive and Bretcliffe Road, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

7. Subject to favourable results of the poll:

a. authorize the installation of traffic calming (speed humps) on Donlea Drive between Rumsey Road and Sutherland Drive, and between Don Avon Drive and Brentcliffe Road.

b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install four speed humps on Donlea Drive between Rumsey Road and Sutherland Drive, and between Don Avon Drive and Brentcliffe Road, for traffic calming purposes, generally as shown on Attachment 11, dated September 2023, and Attachment 12, dated September 2023.

8. North York Community Council direct the Director of Project Design and Management, Transportation Services, to request the City Clerk poll eligible householders on Hanna Road between Eglinton Avenue East and Donlea Drive, between Parkhurst Boulevard and Parklea Drive, between Millwood Road and Field Avenue, and between Randolph Road and Sutherland Drive to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

9. Subject to favourable results of the poll:

a. authorize the installation of traffic calming (speed humps) on Hanna Road between Eglinton Avenue East and Parklea Drive, between Parkhurst Boulevard and Parklea Drive, between Millwood Road and Field Avenue, and between Randolph Road and Sutherland Drive.

b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install four speed humps on Hanna Road between Eglinton Avenue East and Parklea Drive, between Parkhurst Boulevard and Parklea Drive, between Millwood Road and Field Avenue, and between Randolph Road and Sutherland Drive, for traffic calming purposes, generally as shown on Attachment 13, dated September 2023, Attachment 14, dated September 2023, Attachment 15, dated September 2023 and Attachment 16, dated September 2023.

10. North York Community Council direct the Director of Project Design and Management, Transportation Services, to request the City Clerk poll eligible householders on Rolph Road between Southvale Drive and Sutherland Drive to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

11. Subject to favourable results of the poll:

a. authorize the installation of traffic calming (speed humps) on Rolph Road between Southvale Drive and Sutherland Drive.

b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install two speed humps on Rolph Road between Southvale Drive and Sutherland Drive for traffic calming purposes, generally as shown on Attachment 17, dated September 2023.

12. North York Community Council direct the Director of Project Design and Management, Transportation Services, to request the City Clerk poll eligible householders on Rumsey Road between Divadale Drive and Broadway Avenue, between Donlea Drive and Divadale Drive, between Eglinton Avenue East and Donlea Drive and between Parklea Drive and Eglinton Avenue East to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

13. Subject to favourable results of the poll:

a. authorize the installation of traffic calming (speed humps) on Rumsey Road between Divadale Drive and Broadway Avenue, between Donlea Drive and Divadale Drive, between Eglinton Avenue East and Donlea Drive and between Parklea Drive and Eglinton Avenue East.

b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install four speed humps on Rumsey Road between Divadale Drive and Broadway Avenue, between Donlea Drive and Divadale Drive, between Eglinton Avenue East and Donlea Drive and between Parklea Drive and Eglinton Avenue East for traffic calming purposes, generally as shown on Attachment 18, dated September 2023 and Attachment 19, dated September 2023.

14. North York Community Council direct the Director of Project Design and Management, Transportation Services, to request the City Clerk poll eligible householders on Sharron Drive between Bessborough Drive and Hanna Road to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

15. Subject to favourable results of the poll:

a. authorize the installation of traffic calming (speed humps) on Sharron Drive between Bessborough Drive and Hanna Road.

b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install one speed hump on Sharron Drive between Bessborough Drive and Hanna Road for traffic calming purposes, generally as shown on Attachment 20, dated September 2023.

16. North York Community Council direct the Director of Project Design and Management, Transportation Services, to request the City Clerk poll eligible householders on Sutherland Drive between Divadale Drive and Donlea Drive to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

17. Subject to favourable results of the poll:

a. authorize the installation of traffic calming (speed humps) on Sutherland Drive between Donlea Drive and Divadale Drive.

b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install one speed hump on Sutherland Drive between Donlea Drive and Divadale Drive for traffic calming purposes, generally as shown on Attachment 21, dated September 2023.

FINANCIAL IMPACT

The estimated cost for the installation of one speed hump is $4,000; up to 24 speed humps are recommended, subject to polling in favour. The estimated cost of installing a stop control is $2000. Funding for all measures is subject to availability and competing priorities within Transportation Services Capital Budget.

DECISION HISTORY

In November 2022, North York Community Council adopted item 2023.NY1.9 (Leaside Neighbourhood Transportation Plan Status Update), which provided a status update and projected timeline for planned work and community outreach.
https://secure.toronto.ca/council/agenda-item.do?item=2023.NY1.9

In June 2022, North York Community Council adopted item 2022.NY33.61 (Request for a Status Report on the Leaside Neighbourhood Transportation Plan), directing Transportation Services to report to the first North York Community Council meeting of the 2022 to 2026 term with an update on the Leaside Neighbourhood Transportation Plan, and for such report to include an overview of:

- Engagement undertaken to-date.
- Future plans for public consultation.
- An implementation timeline for the first phase of the plan.

http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.NY33.61

In October 2019, North York Community Council adopted item 2019.NY9.12 (Leaside Traffic Management Plan and Speed Limit Reduction) directing Transportation Services to work with the community to evaluate their traffic concerns and develop a Traffic Management Plan.
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY9.12

In August 2014, North York Community Council adopted item 2014.NY34.103 (Report Request - Proposed 30 km/h Road Speed Limit Throughout Leaside) instructing Transportation Services to investigate and report on the feasibility of implementing a 30 km/h speed limit on various roadways in Leaside.
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.NY34.103

COMMENTS

In response to a Community Council request (2019.NY9.12) staff initiated a two-phased transportation study of Leaside. The study area is bounded by Glenvale Boulevard/Killdeer Crescent/Rykert Crescent to the north, Bayview Avenue to the west, the West Don River/Eglinton Avenue East/Laird Drive line to the east and the CPR line to the south. Refer to Attachment 2 for a map of the study area. Study area boundaries for the Leaside Neighbourhood Transportation Plan (LNTP) were defined in the request for study (2019.NY9.12). This report summarizes the findings of the near-term plan (phase one).

Existing Conditions

Study Focus

Three primary concerns have been raised by the Leaside community: motor vehicles using local roads for circulation; speeding; and vulnerable road user safety. Current

residents have voiced a concern that the network of local roads is being used by motorists to avoid the adjacent arterials, and especially to by-pass the intersection of Eglinton Avenue East and Bayview Avenue as well as construction activities on arterial roadways.

Street Network Characteristics

The Leaside area is characterized by a grid-like road network consisting of three arterial roads (Bayview Avenue, Eglinton Avenue, and Laird Drive), four collector roads (Broadway Avenue, McRae Drive, Millwood Road, and Southvale Drive), and local roads (all remaining road segments). The majority of the area is designated for residential use, however there is commercial designation fronting on the three arterial roads. There are many community destinations within the neighbourhood: nine schools; several parks and ravine access points; a library; an arena; a community centre; and other community amenities. Key destinations adjacent to the study area include shops and the Leaside Business Park on the east side of Laird Drive, Mount Pleasant Cemetery located west of Bayview Avenue, and Holland Bloorview Kids Rehabilitation Hospital and Toronto Rehabilitation Institute located north of Glenvale Boulevard.

Local and collector roads within the residential neighbourhood have speed limits of 30 km/h. Local roads are 8.5 metres wide and collector roads range from 8.5-11.6 metres wide. Two-way travel movements are permitted on collector and local roads and meet the current guideline that recommends a maximum of 3.0 metres per travel lane for streets operating at 30 km/h or less, when space for curbside parking is considered. The majority of roadways permit daytime parking on one or both sides of the road. Sidewalks meet or are above the standard minimum width of 1.5 metres and are available on both sides of all collector roads and the majority of local roadways, on one side on some roadways, with the exception of eight block segments.

There is no designated cycling infrastructure on roadways in the study area. A signed bicycle route is available on Broadway Avenue between Bayview Avenue and Rykert Crescent and an entrance to the trail system via Serena Gundy Park is available at the Broadway Avenue and Rykert Crescent intersection. Mount Pleasant Cemetery is located west of Bayview Avenue and provides a connection to the City's multi-use trail system via the Beltline Trail. Bicycle parking is available in the study area along the major arterials and at local destinations, and four Bike Share Toronto stations are located within (or within close proximity) to the study area (refer to the Bike Share System Map for latest locations).

Context of Community Concern

There is a history of community-led advocacy to improve safety and mobility conditions in the area. Over the years, members of the Leaside community have expressed concerns about transportation conditions and road user behaviour to their local Councillor and City staff. Through-traffic patterns, speeding by motor vehicles, the volume of motor vehicles on local roads, non-compliance with traffic regulations, road user safety, atypical geometric design of intersections, and road curves are among the most frequently cited concerns. The Leaside Residents Association (formerly Leaside Property Owners Association) and the South Leaside Traffic Committee developed

several resident-led traffic calming plans and recommendations for traffic changes in the area. Residents have also submitted a series of petitions related to speed management and requests for traffic calming.

The road network in the Leaside neighbourhood has a grid-like pattern and provides several direct connections to Eglinton Avenue East, Bayview Avenue, and Laird Drive. Roads near the major arterial intersections may be attractive as alternatives for motorists. High traffic volumes on Eglinton Avenue East, Bayview Avenue, and Laird Drive may motivate road users to seek alternate routes.

Travel patterns in the Leaside neighbourhood have been impacted by the construction of the Line 5 Eglinton Light Rail Transit system and development activities. Temporary traffic restrictions and lane reductions associated with nearby infrastructure work will be removed when construction is completed. Current residents in the community have cited concerns with potential travel patterns of new residents and visitors, and future users of Line 5 Eglinton.

Traffic Volume, Speed and Travel Patterns

Traffic data was collected and analyzed to assess multi-modal traffic trends in the neighbourhood. Traffic studies were completed by City staff or its service providers to quantify motor vehicle speed and volume. Traffic data used to inform the development of the near-term plan was collected between October 2021 and October 2022. Data collected in 2017, 2018 and 2019 was also considered and reflect pre-pandemic travel patterns. Traffic studies are available for public viewing on the City's Open Data portal.

Traffic studies indicate that the volume of vehicles is generally within the expected capacity on local and collector roads, 2,500 and 8,000 vehicles per day, respectively. Traffic volumes are below the target maximum indicated in the Road Classification guidelines on all neighbourhood roads, except on seven block segments that intersect with Eglinton Avenue East or Bayview Avenue. Data suggests that construction conditions from Line 5 Eglinton have impacted motor vehicle volumes at these locations.

Speed studies collect precise travel speed data from motor vehicles. Studies indicated that there are local roads in the neighbourhood where motor vehicles travel over 38 km/h (8 km/h above the posted limit). Many roads where speeds exceed 38km/h were observed are in School Safety Zones and Community Safety Zones.

Refer to Attachment 3 for a table of motor vehicle volumes and speeds in Leaside.

Data analyzed indicates that the majority of motor vehicle trips in Leaside are taken by local residents. The Transportation Tomorrow Survey is a regional study conducted by the University of Toronto Data Management Group that aims to collect information about urban travel patterns in southern Ontario. According to the Transportation Tomorrow Survey, Leaside residents typically choose motor vehicle travel over walking, cycling and taking public transit. Table 1 displays average mode share in Leaside, compared to the city averages.

Table 1: Average mode share in Leaside versus the City of Toronto

Mode	AM in Leaside	PM in Leaside	City-wide Average
Motor vehicle	45%	57%	46%
Passenger in motor vehicle	17%	12%	11%
Walking	21%	7%	13%
Cycling	3%	2%	13%
Transit	14%	22%	28%

Location-based data collected for the Laird in Focus Planning Study (2016) show that over 50 percent of motor vehicle trips start and end within Leaside, over 75 percent of motor vehicle trips start and end within Leaside or within two kilometres of the neighbourhood, and AM peak period travel distances in the neighbourhood have an average trip length of 1.6 kilometres. Findings from the Laird in Focus transportation studies are available on the City's website.

Road Safety (5 Year Collision History)

Collision history from the last five years was reviewed with a special emphasis on collisions involving vulnerable road users, and those that resulted in a death or serious injury. Collision history provided by the Toronto Police Service for the five-year period ending in December 2022, indicated that there have been ten collisions that resulted in a death or serious injury within the study area.

Of the ten collisions that resulted in a death or serious injury, nine occurred on the arterial roads that bound the neighbourhood (Bayview Avenue, Eglinton Avenue East, and Laird Drive) and one took place at the intersection of two local roads within Leaside. Seven collisions involved a pedestrian or person cycling, and one collision resulted in a fatality. Refer to Attachment 4 for a five-year summary of collisions that resulted in a death or serious injury.

Traffic Management Measures

Speed management tools like speed humps and automated speed enforcement cameras (ASEs) encourage compliance with the regulatory speed limit. Speed limit reductions were implemented on all local and collector roads in the study area in 2019, with the exception of Moore Avenue between Bayview Avenue and Southvale Drive. A speed limit reduction from 40 km/h to 30 km/h on the local road segment of Moore Avenue is recommended as part of this report.

Speed humps are located on one block segment in Leaside: Broadway Avenue between Laird Drive and Don Avon Drive. ASEs have rotated through locations in Ward 15 and were installed on Bessborough Drive (north of Field Avenue) in 2020. Volume management tools like turn restrictions have been implemented to reduce the number of vehicles on local roads and discourage infiltration of through traffic onto local streets.

The areas surrounding Northlea Elementary and Middle School, Bessborough Drive Elementary School, St. Anselm Catholic Elementary School and Rolph Road Elementary School were designated as School Safety Zones in 2019 and 2020. Additionally, the local roads adjacent to Leaside High School and Maria Montessori School were designated as Community Safety Zones in 2020.

Traffic at local intersections is controlled by stop controls and all-way stop controls. Traffic at the intersection of Divadale Drive and Winsloe Avenue is controlled by a yield sign; a stop sign is recommended to bring it up to standard. Traffic at intersections of two arterial roadways, or an arterial roadway and collector roadway are controlled by traffic control signals. Pedestrian head start signals have been introduced at eight intersections with traffic control signals to provide pedestrians an opportunity to begin crossing the street before vehicles proceed and establish a presence in the crosswalk. Pedestrian crossovers are located at four intersections in the study area, and eleven intersections are supported by crossing guards during the school year.

Refer to Attachment 5 for a complete inventory of traffic management tools implemented in the neighbourhood to date.

Public Engagement

Public consultation was a key element of the project approach; engagement with area residents and stakeholders was facilitated continuously throughout the development of the near-term plan. The two objectives of public consultation were: to enrich the study team's understanding of traffic issues in the neighbourhood, and to understand the extent to which proposed changes were supported by the community.

A variety of methods were used to notify members of the public and stakeholders of the project and opportunities to participate in consultation activities, including:

- Project web page (toronto.ca/LeasideNTP)
- Notices via Canada Post Neighbourhood Mail (8,902 addresses)
- Email to project emailing list, including residents' associations, community groups, organizations, local businesses, institutions and elected officials (508 contacts)

A series of three engagement activities informed the development of the LNTP near-term plan.

- February 2022: A public information session was held to introduce the project objectives, study process, potential neighbourhood improvements, and provide an opportunity for the public to provide feedback to the project team. A summary of the public information session is available on the project website.
- July-September 2022: A digital mapping tool allowed members of the public to provide site specific feedback on their transportation experiences in Leaside, and identify areas of concern and ideas for improvements. A total of 257 unique respondents submitted 458 comments. A consultation report summarizing the findings of the digital feedback tool is available on the project website.
- May-June 2023: A virtual public meeting was held on June 7, 2023 and was supported by an online survey (open from May 23-June 20, 2023). At the public meeting staff presented the near-term plan recommendations and answered

questions from the participants, it was attended by 89 people. The online survey collected feedback about the public's level of support for the proposed changes, 513 unique responses were received. The meeting summary and public consultation report are available on the project website.

Overall, public feedback collected identified general support for the proposed changes.

- Over 80 percent of survey respondents support or feel neutral about speed humps,
- Over 80 percent support or feel neutral about the installation of a traffic signal at Bayview Avenue and Sutherland Drive,
- 65 percent of respondents support or feel neutral about the implementation of interim intersection safety improvements,
- 70 percent of respondents support or feel neutral about in-road flexible speed signs,
- 70 percent of survey respondents support or feel neutral about converting angled parking to parallel parking Protection of existing trees,
- 70 percent of respondents support or feel neutral about overnight, on-street parking permits, and
- and 80 percent of survey respondents support or feel neutral about installing more bike share stations in the neighbourhood.

Respondents had an opportunity to provide open-ended comments about the near-term plan. Frequently heard comments include: support for the near-term plan, concerns about intensification and new developments and their impact on traffic congestion, some support for increased levels of enforcement, some concerns that the near-term plan will not do enough to discourage high vehicle speeds and volumes, and requests to consider more interventions identified as part of the long-term plan like raised crosswalks, narrowing streets, and one-way routing.

Neighbourhood Transportation Plan Components

Road Safety Improvements

Traffic Control Signal

Introducing traffic controls can provide clarity on expected road user behaviour and consequently improve safety for all road users. Traffic control signals are recommended at the Bayview Avenue and Sutherland Drive intersection to facilitate the movement of pedestrians and people cycling to and from the Mount Pleasant Cemetery.

Through the LNTP study public consultation process, requests were received to implement a traffic control signal at the intersection of Bayview Avenue and Sutherland Drive. Residents expressed concerns about the existing east-west crossing conditions and connection between Leaside and the Mount Pleasant Cemetery. Staff analyzed the request to install a traffic control signal at Bayview Avenue and Sutherland Drive. City Council approval of the traffic controls signals is required since the TTC operates transit service on Bayview Avenue and Sutherland Drive. A companion report titled "Traffic Control Signals - Bayview Avenue and Sutherland Drive" has been submitted to the October 2023 meeting of North York Community Council on this matter.

Vision Zero Intersection Improvements

Permanent intersection safety improvements are planned at three intersections in Leaside, targeted for delivery in 2023: Bessborough Drive/Craig Crescent/Divadale Drive, Bessborough Drive/Eglinton Avenue East and McRae Drive/Rumsey Road/Sharron Drive.

New intersection designs will bring intersections up to current standards and guidelines, improve road user safety and accessibility. Design elements will help slow vehicles, improve sightlines and decrease the pedestrian crossing distances. Elements that will be implemented include:

- Normalizing intersections with curb extensions and corner radii reductions;
- Raised intersection and crosswalk (Bessborough Drive/Craig Crescent/Divadale Drive and Bessborough Drive/Eglinton Avenue East, respectively);
- High visibility zebra markings;
- Extension of sod boulevards;
- Addition of tactile plates at corners; and
- Protection of existing trees.

Renderings of the three intersections can be found on the LNTP website, under the "Vision Zero Intersection Safety Improvements" tab.

Vision Zero Interim Geometric Safety Improvements
Interim Geometric Safety Improvements use quick-build materials such as paint, signs, and plastic bollards, to achieve safety improvements more rapidly in areas where a capital works or other major projects are not yet planned. Site visits and feedback collected from Leaside residents and stakeholders identified two atypical intersections that do not meet current standards, and could be designed to improve safety conditions for road users. The intersections of Hanna Road and Eglinton Avenue East and Macnaughton Road and Cameron Crescent will be considered for curb extensions and radii reductions to decrease the crossing distances for pedestrians and improve visibility of vulnerable road users.

Sightline Improvements
Safety at intersections can be impacted by sightline obstructions that reduce the visibility of road users. Physical obstructions like vegetation, fences and other materials located off the street can obstruct the visibility of road users and lead to conflicts. Through the consultation period sightline obstructions caused by overgrown vegetation were identified at Randolph Road and Kenrae Road, Randolph Road and Stickney Avenue and Rolph Road and Southvale Avenue.

Traffic Calming

Speed Humps
Area residents expressed concerns about motor vehicle speeds throughout Leaside highlighting that aggressive driving and speeds above the posted speed limit were common behaviours, especially near school.

Speed studies performed in the neighbourhood capture the operating speeds of motor vehicles; the speed at which 85 percent of traffic is travelling at or below. Studies conducted confirmed that some local roads in the neighbourhood experience operating

speeds at 8km/h or more over the posted speed limit, 30 km/h. Local roads where operating speeds exceeded 38 km/h are identified in Table 2. This threshold is derived from industry best practices, as the City's Traffic Calming Policy is under review.

Table 2: Local roads with operating speeds above 38 km/h

Roadway	From	To
Bessborough Drive	Eglinton Avenue East	Divadale Drive
Bessborough Drive	Field Avenue	Sharron Drive
Bessborough Drive	Millwood Road	Field Avenue
Craig Crescent	Bayview Ave	Divadale Drive
Donlea Drive	Rumsey Road	Sutherland Drive
Donlea Drive	Don Avon Drive	Brentcliffe Road
Hanna Road	Eglinton Avenue East	Parklea Drive
Hanna Road	Parkhurst Blvd	Parklea Drive
Hanna Road	Millwood Road	Field Avenue
Hanna Road	Randolph Road	Sutherland Drive
Rolph Road	Southvale Drive	Sutherland Drive
Rumsey Road	Divadale Drive	Broadway Ave
Rumsey Road	Donlea Drive	Divadale Drive
Rumsey Road	Eglinton Avenue East	Donlea Drive
Rumsey Road	Parklea Drive	Eglinton Avenue East
Sharron Drive	Bessborough Drive	Hanna Road
Sutherland Drive	Donlea Drive	Divadale Drive

Staff investigated all traffic calming options that are outlined in the Traffic Calming Guide for Toronto. Speed humps were determined to be the most appropriate strategy to improve compliance with the regulatory speed limits. Speed humps are the most common traffic calming measure used in the City because of its effectiveness and low cost. Speed humps are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds. They are installed mid-block and used on local and collector roads only and provide benefits like speed and volume reduction, improved safety conditions, minimal impact on people cycling, snow clearing and emergency services, and are self-enforcing.

The investigation on the streets identified in Table 2 concluded that speed humps are an appropriate measure for the following reasons:

- Minimum Volume: The average daily traffic volume is close to or exceeding 1,000 vehicles per day on all road segments.
- Minimum Speed: The operating speeds range from 8-17 km/h above the 30 km/h posted speed limit.
- Area Conditions: All roadways are located within, or within close proximity to a School Safety Zone or Community Safety Zone.

Staff recommend the installation of speed humps on the roadways identified in Table 2. The locations of the proposed speed humps are shown in Attachment 6-21.

Feedback collected throughout the consultation process indicated general support for speed humps; approximately 80 percent of survey participants support or feel neutral about them. However, the City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally poll property owners/occupants who are directly affected by the installation of traffic calming measures. Under the policy, the poll will be considered in favour of traffic calming if it satisfies the following requirements:

- A response rate of 50 percent plus one;
- A response rate of 25 percent if the subject street is within a Community Safety Zone or a School Safety Zone; and
- A support rate of at least 60 percent of the valid responses.

Subject to approval by Community Council of the recommendations in this report, the City Clerk will poll property owners/occupants. Should the results support installing traffic calming measures on the streets identified in Table 2, Transportation Services staff will schedule installation based on relative need and competing priorities.

In-Road Flexible Speed Signs

In-road flexible speed signs are vertical posts installed in the centre of the road that act as a traffic calming tool to encourage compliance with speed limits. They serve as both a visual reminder of the posted speed limit and physical device to slow motor vehicle speeds. The signs are eligible to be installed on two-way roads with one travel lane in each direction, designed parking areas or parking prohibitions to maintain a clear through lane, and with a posted speed limit not exceeding 40 km/h. Unlike speed humps, they can be installed on TTC bus routes, if approved by TTC. In-road flexible speed signs are being pursued on segments of Millwood Road between Randolph Road and Southvale Drive and McRae Drive and Rumsey Road. Millwood Road is a collector road that supports two-way traffic with a posted speed limit of 30 km/hr. Operating speeds range from 8-12 km/hr above the posted speed limit and volumes are below the expected capacity of 8,000 on a collector road.

Addressing Parking Concerns

Area residents expressed interest in amending parking regulations in Leaside, specifically:

- Implement a one-hour maximum time limit on Glenvale Boulevard from Hanna Road to Brentcliffe Road;

- Explore opportunities to permit on-street, overnight parking on local streets; and
- Prohibit residents of new buildings from qualifying from overnight, on-street parking permits.

Parking regulations on Glenvale Boulevard between Bayview Avenue and Brentcliffe Road are not consistent. Between Bayview Avenue and Hanna Road, parking is limited for one hour from 10:00 a.m. to 6:00 p.m. on Monday to Friday, excluding public holidays. From Hanna Road to Brentcliffe Road parking is permitted for up to three hours. Area residents have identified Glenvale Boulevard as a desirable location for long-term parking due to its proximity to regional destinations located directly north of the street. Staff recommend amending the parking regulations on the segments of Glenvale Boulevard from Hanna Road to Brentcliffe Road to provide consistency with the regulations in effect on the west side of the roadway and other adjacent streets. The proposed change will still allow residents and their visitors to park on the street during weekends and public holidays for a maximum period of three hours. More information about the context and existing conditions of Glenvale Boulevard can be found in Attachment 22.

Throughout the LNTP public consultation process, residents expressed interest in permitting on-street, overnight parking on local roads in the neighbourhood. The on-street permit parking system was originally developed as a means to accommodate residential parking for residents within older areas of the city, where the off-street parking supply was either not available or insufficient to accommodate prevailing car ownership trends.

On-street, overnight parking is not permitted on any road in the neighbourhood, except one block of Randolph Road between McRae Drive and Stickney Avenue. On-street permits entitle permit holders to park their car on a street within a specified area exclusively during permit parking hours, including overnight. Area residents identified that this behaviour already exists on some streets for two main reasons: there is insufficient off-street parking space on their property, and guests and visitors who travel with a motor vehicle do not have parking options.

Area residents want to explore opportunities to expand the on-street parking program in Leaside to provide a legal option for overnight, on-street parking. Streets where on-street permit parking will be explored were selected based on resident requests submitted through the digital mapping tool, online survey, emails and phone calls to staff:

- Thursfield Crescent (from Brencliffe Road to Rykert Crescent)
- Glenvale Boulevard (from Bayview Avenue to Brentcliffe Road)
- Parklea Drive (from Hanna Road to Laird Drive)
- Crofton Road (from Rumsey Road to Sutherland Drive)
- Sutherland Drive (from Crofton Road to Stickney Avenue)
- Randolph Road (from Stickney Avenue to Lea Avenue)
- Beaufield Avenue (from Glenvale Boulevard to Broadway Avenue)
- Divadale Drive (from Sutherland Drive to Brentcliffe Road)
- Donegall Drive (from Parkhurst Boulevard to Millwood Road)
- Leacrest Road (from Rolph Road to west of Hanna Road)

- Parkhurst Boulevard (from Rumsey Road to Sutherland Drive)

The majority of on-street parking permits are allocated to residents in low density, detached and semi-detached dwellings. Higher density residential developments such as condominiums, have historically been excluded from the permit parking program. In December 2021 (item 2021.PH29.3), City Council approved the exclusion of residents of, visitors to, or tradespersons at new developments from the on-street permit parking program. Development applications in the LNTP study area will be informed of these exclusions.

Mode Choice

Bike Share Toronto
Bike Share Toronto is the City's shared bicycle service that provides 24/7 access to a network of 9,000+ bikes across 700 stations. It is a convenient, affordable and sustainable mobility option that supports the City's transportation network. The program's Four-Year Growth Plan aims to expand the program into the City's 25 Wards and electrify at least 20 percent of the fleet. The growth plan includes new stations and expanded service in Leaside. A station at 165 McRae Drive was installed in April 2023, and a station at Laird Drive and McRae Drive is targeted for installation later in 2023.

Line 5 Eglinton
Line 5 Eglinton (Eglinton Crosstown LRT) is a 25-station transit line that will provide a midtown connection between east and west Toronto. Line 5 Eglinton will connect to two TTC Subway stations and three GO stations and the City's network of busses. Two stops will be located in the LNTP study are: Leaside (Bayview Avenue and Eglinton Avenue East) and Laird (Laird Avenue and Eglinton Avenue East). More information about Line 5 Eglinton is available on the Metrolinx website.

Eglinton Bike Lanes
The Cycling Network Plan serves as a comprehensive roadmap and work plan, outlining the City’s planned network of cycling infrastructure. Bike lane implementation on Eglinton Avenue East is identified in the near-term plan (2022-2024). This includes the segment of Eglinton Avenue East in the LNTP study area: between Bayview Avenue and Brentcliffe Road. Changes are anticipated to be implemented in coordination with Line 5 Eglinton. Further consultation will be facilitated with the community in advance of delivery in the LNTP study area.

Implementation Timeline

The traffic management elements outlined in this report are proposed to be rolled out in phases; the timing of installation will be dependent on the complexity of delivery, polling requirements, availability of materials, funding and competing priorities. Elements that can be delivered in the short-term include changes that are currently underway like intersection improvements, sightline improvements, in-road flexible speed signs and new bike share stations. By-law changes, like one-hour parking restrictions and a new stop sign, can also be implemented in the short-term, pending Council approval.

Elements of the plan that would be delivered in up to three years include changes that require capital infrastructure and resident polling. Households located on streets where speed humps and permit parking are proposed will be polled by the City Clerk. The installation of speed humps and implementation of permit parking is contingent on positive polling results. The polling process could take approximately one year to complete.

Long-Term Plan (Phase Two)

The LNTP study area has been impacted by changes associated with transit projects, development applications and planning studies. These projects and initiatives impact existing travel behaviours and patterns and will reshape the future conditions of the neighbourhood. The long-term plan will need to be informed by neighbourhood changes associated with: the Eglinton Crosstown Line 5 Eglinton; bikeway installation on Eglinton Avenue East and Millwood Road Safety Improvements (as identified in the Cycling Network Plan's Near-Term Implementation Program), planning directions of the Ontario Line; the Laird-In-Focus planning area; and, proposed and potential development sites.

The development of the long-term plan (phase two) is contingent on the completion of the Line 5 Eglinton and bikeway installation on Eglinton Avenue East. Travel behaviour changes associated with the new transit and transportation infrastructure will be studied before major network changes are considered.

The long-term plan will assess the impacts of the transportation network changes and consider changes that align with the new neighbourhood conditions. Data collection required to support the long-term plan cannot take place until the new infrastructure is completed and in use.

Conclusion

The development of the LNTP near-term plan was informed by traffic data and public feedback. Residents and stakeholders in Leaside expressed concerns with road user safety, as well as motor vehicle speeds and volumes on neighbourhood roads. Recommendations respond to site-specific opportunities to mitigate traffic and safety concerns. Traffic data shows that there is low compliance with speed limits on some roads in School Safety Zones and Community Safety Zones and traffic calming elements are recommended to encourage slower speeds. Safety improvements that provide safer crossing opportunities for vulnerable road users and improve motorist behaviours around intersections are being pursued. To support modal shift to walking, cycling and transit, new mode choices are being implemented to make it more convenient to engage in active transportation.

Public consultation was a key element of the project approach; engagement with area residents and stakeholders was facilitated continuously throughout the development of the near-term plan. Area residents and stakeholders were given opportunities to share their concerns and ideas for improvements to enrich staff's understanding of traffic issues and opportunities in the neighbourhood. The public was also surveyed to

understand the extent to which recommendations are supported by the community. Surveying results indicated general support for the proposed changes.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

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SIGNATURE

Jacquelyn Hayward
Director, Project Design and Management, Transportation Services

ATTACHMENTS

Attachment 1 - Amendments to Chapter 950
Attachment 2 - Study Area Map
Attachment 3 - Motor Vehicle Speeds and Volumes
Attachment 4 - Collision Data Review for Leaside Study Area
Attachment 5 - Traffic Management Inventory for Leaside Study area
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Attachment 8 - TC- 181 Speed Hump Location Plan - Bessborough Dr: Field Ave-Sharron Dr
Attachment 9 - TC- 182 Speed Hump Location Plan - Bessborough Dr: Millwood Rd-Field Ave
Attachment 10 - TC 172- Speed Hump Location Plan - Craig Cres: Bayview Ave-Divadale Dr
Attachment 11 - TC- 176 Speed Hump Location Plan - Donlea Dr: Rumsey Rd-Sutherland Dr
Attachment 12 - TC- 177 Speed Hump Location Plan - Donlea Dr: Rumsey Rd: Don Avon Dr-Brentcliffe Rd
Attachment 13 - TC 171- Speed Hump Location Plan - Hanna Rd: Eglinton Ave E-Parklea Dr
Attachment 14 - TC 178- Speed Hump Location Plan - Hanna Rd: Parkhurst Blvd-Parklea Dr
Attachment 15 - TC 179 - Speed Hump Location Plan - Hanna Rd: Millwood Rd-Field Ave
Attachment 16 - TC 180- Speed Hump Location Plan- Hanna Rd: Randolph Rd-Sutherland Dr
Attachment 17 - TC 183- Speed Hump Location Plan - Rolph Rd: Southvale Dr-Sutherland Dr

Attachment 18 - TC 173- Speed Hump Location Plan - Rumsey Rd: Eglinton Ave E-Broadway Ave
Attachment 19 - TC 174- Speed Hump Location Plan - Rumsey Rd: Parklea Dr-Eglinton Ave E
Attachment 20 - TC 184- Speed Hump Location Plan - Sharron Dr: Bessborough Dr-Hanna Rd
Attachment 21 - TC 175 - Speed Hump Location Plan - Sutherland Dr: Divadale Dr-Donlea Dr
Attachment 22 - Existing Conditions on Glenvale Boulevard

Attachment 1 - Amendments to Chapter 950

TO BE RESCINDED

CHAPTER 950 - SCHEDULE XII: PERMITTED ANGLE PARKING

Highway	**Side**	**Between**
McRae Drive	Northeast	A point 15 metres north of Millwood Road and a point 15 metres south of Field Avenue
McRae Drive	South	A point 15 metres east Randolph Road and a point 56.5 metres further east
McRae Drive	South	A point 15 metres west and a point 47 metres west of Randolph Road
McRae Drive	South	A point 15 metres west of Sutherland Drive and a point 28 metres further west
McRae Drive	Southeast	A point 15 metres north of Millwood Road and a point 23 metres south of Rumsey Road

CHAPTER 950 - SCHEDULE XXXV: SPEED LIMITS ON PUBLIC HIGHWAYS

Highway	**Between**	**Speed Limit (km/h)**
Moore Avenue	Bayview Avenue and Pottery Road	40
Moore Avenue	Pottery Road and Southvale Drive	40

TO BE ENACTED

CHAPTER 950 - SCHEDULE XXXV: SPEED LIMITS ON PUBLIC HIGHWAYS

Highway	Between	Speed Limit (km/h)
Moore Avenue	Bayview Avenue and Pottery Road	30
Moore Avenue	Pottery Road and Southvale Drive	30

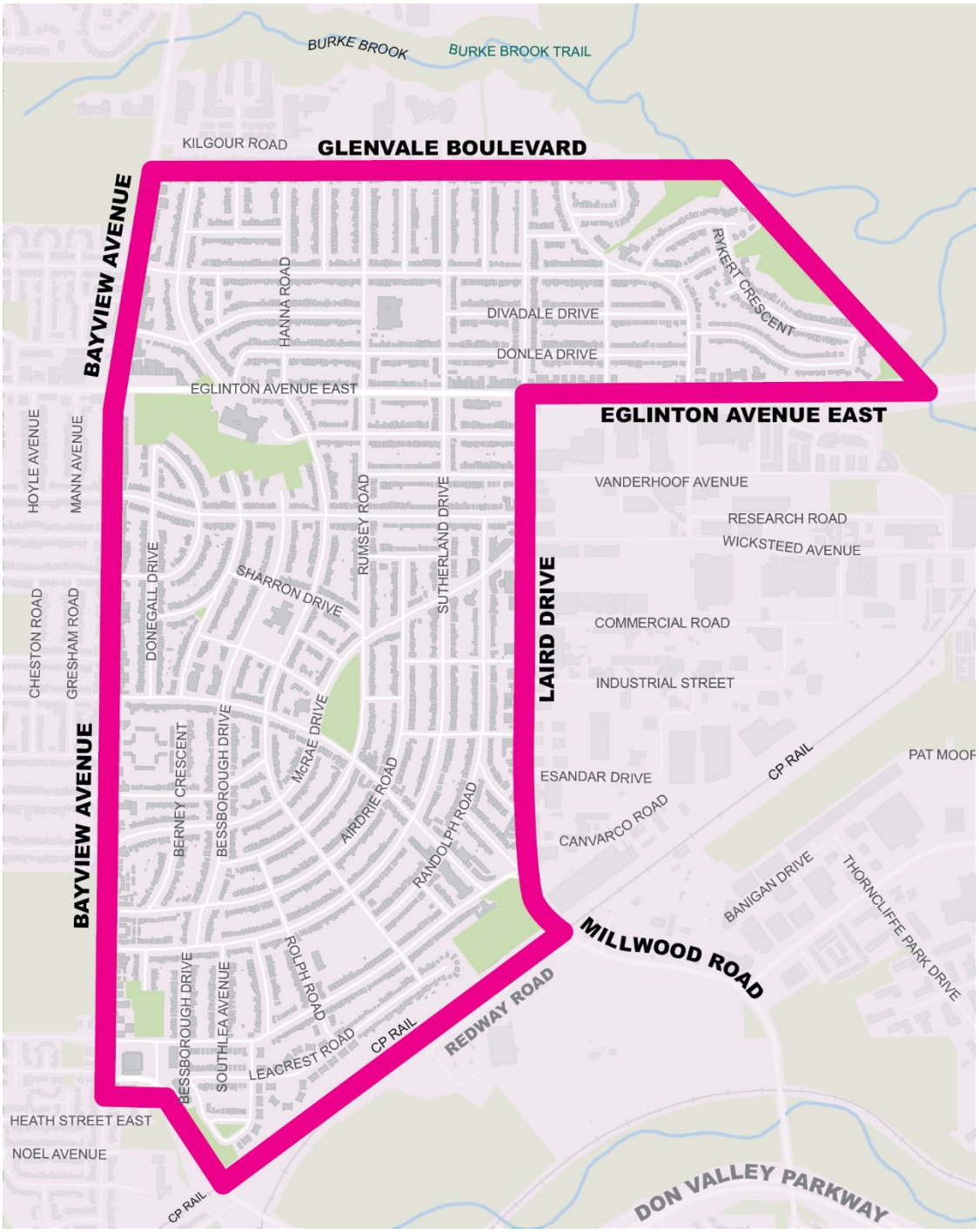
CHAPTER 950 - SCHEDULE XXVII: COMPULSORY STOPS

Intersection	Stop Street or Highway
Divadale Drive and Winsloe Avenue	Winsloe Avenue

CHAPTER 950 - SCHEDULE XV: PARKING FOR RESTRICTED PERIODS

Highway	Side	Between	Time and/or Days	Maximum Period Permitted
Glenvale Boulevard	North	Hanna Road and Brentcliffe Road	10:00 a.m. to 6:00 p.m., Mon. to Fri., except public holidays	1 hour
Glenvale Boulevard	South	Hanna Road and Brentcliffe Road	10:00 a.m. to 6:00 p.m., Mon. to Fri., except public holidays	1 hour

Attachment 2 - Map of Leaside Neighbourhood Transportation Plan Study Area



Attachment 3 - Motor Vehicle Speeds and Volumes

Motor vehicle speeds and volumes from traffic counts collected in 2021 and 2022.

Roadway	From	To	Road Classification	Speed Limit (km/h)	85% Speed (km/h)	Average Daily Vehicle Volume
Bessborough Drive	Eglinton Ave East	Divadale Drive	Local	30	40.3	4,512
Bessborough Drive	Field Avenue	Sharron Drive	Local	30	39.4	1,139
Bessborough Drive	Millwood Road	Field Avenue	Local	30	41.5	1,401
Brentcliffe Road	Broadway Avenue	Don Avon Drive	Local	40	34.6	624
Broadway Avenue	Bayview Avenue	Bessborough Drive	Collector	40	34.3	3,950
Broadway Avenue	Winsloe Ave	Hanna Road	Collector	40	34.3	7,864
Broadway Avenue	Hanna Road	Tanager Avenue	Collector	40	34.3	3,652
Broadway Avenue	Don Avon Drive	Brentcliffe Road	Collector	40	33.4	1,871
Craig Crescent	Bayview Avenue	Divadale Drive	Local	30	38.9	2,931
Donlea Drive	Rumsey Road	Sutherland Drive	Local	30	42.8	1,943
Donlea Drive	Don Avon Drive	Brentcliffe Road	Local	30	40.2	1,265
Field Avenue	Bessborough Drive	Hanna Road	Local	30	36.8	602
Hanna Road	Eglinton Ave East	Donlea Drive	Local	30	38.3	2,786
Hanna Road	Parklea Drive	Eglinton Avenue East	Local	30	31.9	2,328

Roadway	From	To	Road Classification	Speed Limit (km/h)	85% Speed (km/h)	Average Daily Vehicle Volume
Hanna Road	Parkhurst Boulevard	Parklea Drive	Local	30	38.8	2,388
Hanna Road	Crandall Road	Sharron Drive	Local	30	37.8	1,504
Hanna Road	Field Ave	Crandall Road	Local	30	37.0	1,779
Hanna Road	Millwood Road	Field Avenue	Local	30	43.5	1,335
Hanna Road	Randolph Road	Sutherland Drive	Local	30	38.5	1,390
Hanna Road	Southvale Drive	Randolph Road	Local	30	35.0	1,405
McRae Drive	Sutherland Drive	Randolph Road	Collector	30	41.1	6,682
McRae Drive	Field Avenue	Trace Manes Park Trail	Collector	30	44.6	6,842
McRae Drive	Bayview Avenue	Heather Road	Collector	30	42.3	6,091
Millwood Road	Donegall Drive	MacNaughton Road	Collector	30	42.0	6,880
Millwood Road	MacNaughton Road	Bessborough Drive	Collector	30	41.9	6,893
Millwood Road	McRae Drive	Rumsey Road	Collector	30	39.3	7,113
Millwood Road	Randolph Road	Southvale Drive	Collector	30	43.1	5,825
Millwood Road	Krawchuk Lane	Malcolm Road	Collector	40	38.6	11,065
Moore Avenue	Pottery Road	Bessborough Drive	Collector	40	48.3	12,128

Roadway	From	To	Road Classification	Speed Limit (km/h)	85% Speed (km/h)	Average Daily Vehicle Volume
Rolph Road	Southvale Drive	Sutherland Drive	Local	30	38.2	871
Rumsey Road	Divadale Drive	Broadway Avenue	Local	30	38.4	1,825
Rumsey Road	Donlea Drive	Divadale Drive	Local	30	38.5	2,406
Rumsey Road	Eglinton Avenue East	Donlea Drive	Local	30	47.2	1,515
Rumsey Road	Parklea Drive	Eglinton Avenue East	Local	30	47.1	1,499
Sharron Drive	Bessborough Drive	Hanna Road	Local	30	38.5	919
Southvale Drive	Hanna Road	Rolph Road	Collector	30	44.0	11,041
Sutherland Drive	Donlea Drive	Divadale Drive	Local	30	38.7	1,761

Attachment 4 - Collision Data Review for Leaside Study Area

Collision History (2017-2022) in the study area that resulted in a death or serious injury

Location	Date	Collision Type
Bayview Avenue and St Cuthberts Road/Balliol Street	September 8, 2017	Cyclist - Vehicle
Hanna Road and Sutherland Drive	January 1, 2018	Cyclist - Vehicle
Laird Drive and Lea Avenue	June 16, 2018	Cyclist - Vehicle
Millwood Road near Laird Drive	January 19, 2019	Vehicle lost control (fatality)
Eglinton Avenue East between Parkhurst Boulevard and Eglinton Avenue East	October 15, 2019	Pedestrian - Vehicle
Laird Drive and Lea Avenue	October 24, 2019	Vehicle lost control
Eglinton Avenue East and Brentcliffe Road	December 6, 2019	Pedestrian - Vehicle
Eglinton Avenue East and Bayview Avenue	January 4, 2020	Pedestrian - Vehicle
Eglinton Avenue East between Brentcliffe Road and Glassworks Drive	May 2, 2020	Vehicle lost control
Bayview Avenue and Davisville Avenue	February 25, 2022	Pedestrian - Vehicle

Attachment 5 - Traffic Management Inventory for Leaside Study Area

Strategy	Intersection/Street	Location Detail	Quantity	Installation Date
Speed Humps	Broadway Avenue	Between Laird Drive and Don Avon Drive	2	August 16, 2018
Automated Speed Enforcement Camera	Bessborough Avenue	North of Field Avenue	1	July 6-October 25, 2020
Turn restriction	Bayview Avenue and Glenvale Boulevard	Westbound right and southbound left	2	Record not found
Turn restriction	Bayview Avenue and Broadway Avenue	Westbound right	1	Record not found
Turn restriction	Bayview Avenue and Craig Crescent	Westbound right and southbound left	2	Record not found
Turn restriction	Bayview Avenue and Parkhurst Boulevard	Westbound left and southbound left	1	October 7, 2016
Turn restriction	Bayview Avenue and McRae Drive	Southbound left	1	Record not found
Turn restriction	Moore Avenue and Southlea Avenue	Eastbound left	1	Record not found
Turn restriction	Southvale Drive and Moore Avenue	Westbound right	1	Record not found
Turn restriction	Southvale Drive and Astor Avenue	Eastbound left	1	Record not found
Turn restriction	Millwood Road and Southvale Drive	Eastbound left	1	Record not found

Strategy	Intersection/Street	Location Detail	Quantity	Installation Date
Turn restriction	Millwood Road and Malcolm Road	Eastbound left	1	March 27, 2018
No right turn on red	Laird Drive and McRae Drive	Southbound right	1	Record not found
Turn restriction	Laird Drive and Parkhurst Boulevard	Eastbound left and southbound right	2	Record not found
Turn restriction	Laird Drive and Vanderhoof Drive	Eastbound left	1	Record not found
Turn restriction	Laird Drive and Parklea Drive	Northbound left	1	Record not found
Turn restriction	Eglinton Avenue East and Don Avon Drive	Northbound left	1	Record not found
Turn restriction	Eglinton Avenue East and Brentcliffe Road	Eastbound left	1	Record not found
Turn restriction	Millwood Road and Donegall Drive	Westbound right	1	Record not found
Turn restriction	Millwood Road and MacNaughton Road	Westbound right	1	Record not found
No right turn on red	Millwood Road and McRae Road	Northbound right, southbound right, eastbound right, westbound right	4	August 28, 2014
Turn restriction	Millwood Road and Malcolm Road	Eastbound left	1	March 27, 2018

Strategy	Intersection/Street	Location Detail	Quantity	Installation Date
School safety zone	Northlea Elementary and Middle School	n/a	n/a	June 27, 2019
School safety zone	Bessborough Drive Elementary	n/a	n/a	May 3, 2019
School safety zone	St Anselm Catholic Elementary School	n/a	n/a	May 3, 2019
School safety zone	Rolph Road Elementary School	n/a	n/a	November 2, 2020
Community safety zone	Hanna Road and Parklea Drive	Hanna Road from Eglinton Avenue East to Parkhurst Boulevard and Parklea Drive from Rumsey Road to the dead end	n/a	September 14, 2020
Community safety zone	Brencliffe Road	Brentcliffe Road from Rykert Crescent to Glenvale Boulevard	n/a	March 10, 2020
Local geometric safety improvement	Eglinton Avenue East and Bessborough Drive	Northwest and northeast sides	n/a	2021
Local geometric safety improvement	Bessborough Drive and Craig Crescent and Divadale Drive	Northwest, southwest, northeast and southeast sides	n/a	2021

Strategy	Intersection/Street	Location Detail	Quantity	Installation Date
Local geometric safety improvement	Rumsey Road, McRae Road and Sharron Drive	All legs of the intersection	n/a	Targeted for fall 2023
Flashing beacon	Northlea Elementary and Middle School	Broadway Avenue and Rumsey Road, Donlea Drive and Rumsey Road, Donlea Drive and Sutherland Drive, Broadway Avenue and Sutherland Drive, and Divadale Drive between Hanna Road and Rumsey Road and between Sutherland Drive and Laird Drive	6	June 27, 2019

Strategy	Intersection/Street	Location Detail	Quantity	Installation Date
Flashing beacon	Bessborough Drive Elementary School / St. Anselm Catholic Elementary School	Millwood Road and MacNaughton Road, Bessborough Drive between Sharron Drive and Millwood Road (4), Crandall Road and McRae Drive, Bessborough Drive and Millwood Road, Millwood Road between Bessborough Drive and Hanna Road, Bessborough Drive and McRae Drive	9	May 3, 2019
Flashing beacon	Rolph Road Elementary School	Rolph Road between Rumsey Road and Airdrie Road, and between Sutherland Drive and Southvale Drive, Hanna Road between Airdrie Road and Randolph Road (2), Randolph Road and Rutherglen Road	5	November 2, 2020

Strategy	Intersection/Street	Location Detail	Quantity	Installation Date
Pedestrian crossover	Hanna Road	Immediately southeast of Randolph Road	1	Record not found
Pedestrian crossover	Sharron Drive and Hanna Road	West side of Hanna Road	1	Record not found
Pedestrian crossover	Bayview Avenue and Parkhurst Boulevard	Immediately north of Parkhurst Boulevard	1	Record not found
Pedestrian crossover	Broadview Avenue	Immediately west of Rykert Crescent (west intersection)	1	Record not found
Accessible pedestrian signal	Bayview Avenue and Fleming Crescent	Pushbutton Actuated	n/a	February 7, 2020
Pedestrian head start signal	Bayview Avenue and Davisville Avenue	EW Leading Pedestrian Interval on both NX & SX	n/a	June 29, 2020
Pedestrian head start signal	Millwood Road and Sutherland Drive	n/a	n/a	August 19, 2021
Pedestrian head start signal	Laird Drive and Millwood Road	n/a	n/a	November 23, 2022
Pedestrian head start signal	Laird Drive and Esandar Drive	n/a	n/a	November 23, 2022
Pedestrian head start signal	Laird Drive and Commercial Road	n/a	n/a	November 23, 2022
Pedestrian head start signal	Laird Drive and McRae Drive	East and west crosswalk	n/a	December 5, 2019

Strategy	Intersection/Street	Location Detail	Quantity	Installation Date
Pedestrian head start signal	Eglinton Avenue East and Sutherland Drive	n/a	n/a	December 22, 2021
Crossing guard	Broadway Avenue and Rumsey Road	Stop control	1	Record not found
Crossing guard	Broadway Avenue and Sutherland Drive	Stop control	1	Record not found
Crossing guard	Eglinton Avenue East and Rumsey Road	Signalized intersection	1	Record not found
Crossing guard	McRae Drive and Sutherland Drive	Stop control	1	Record not found
Crossing guard	McRae Drive and Rumsey Road	Stop control	1	Record not found
Crossing guard	McRae and Millwood Road	Signalized intersection	1	Record not found
Crossing guard	Hanna Road and Millwood Road	Stop control	1	Record not found
Crossing guard	Bessborough Drive and Millwood Road	Stop control	1	Record not found
Crossing guard	Bessborough Drve and McRae Drive	Stop control	1	Record not found
Crossing guard	Rolph Road and Sutherland Drive	Stop control	1	Record not found
Crossing guard	Rolph Road and Southvale Drive	Stop control	1	Record not found

Attachment 6 - TC 170- Speed Hump Location Plan - Bessborough Dr: Eglinton Ave E-Craig Cres

SH PROPOSED TWO-WAY SPEED HUMP

A TRAFFIC CALMING ZONE MAXIMUM 30

B

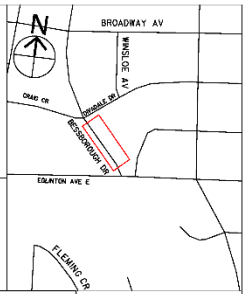
DISCLAIMER:

THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR

* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY.

NOTE:

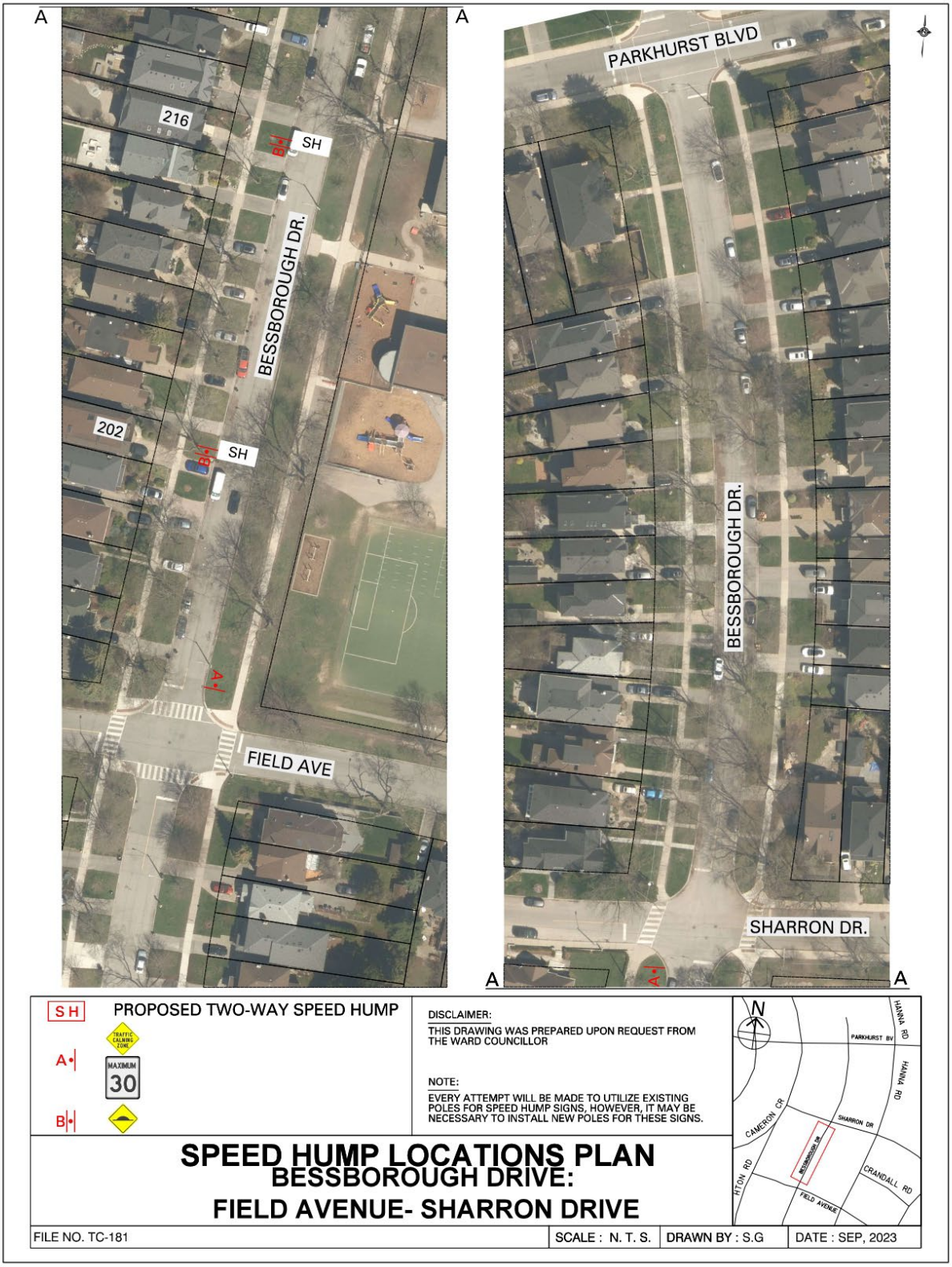
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

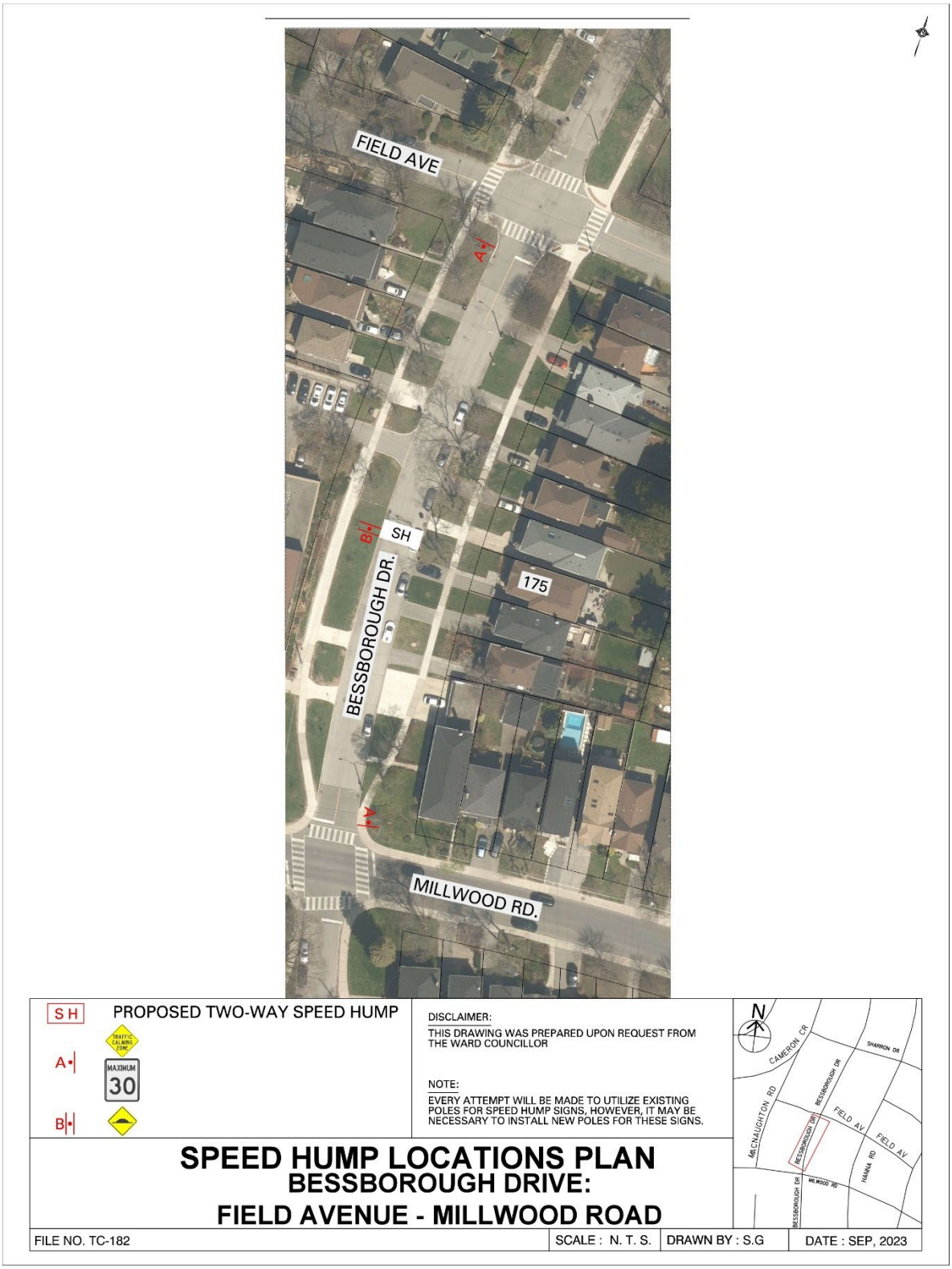


SPEED HUMP LOCATIONS PLAN
BESSBOROUGH DRIVE
EGLINTON AVENUE EAST - CRAIG CRESCENT

FILE NO. TC-170	SCALE : N. T. S.	DRAWN BY : N.D	DATE : SEPT, 2023

Attachment 8 - TC- 181 Speed Hump Location Plan - Bessborough Dr: Field Ave- Sharron Dr




FIELD AVE
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BESSBOROUGH DR.
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PROPOSED TWO-WAY SPEED HUMP
TRAFFIC CALMING ZONE
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MAXIMUM
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DISCLAIMER:
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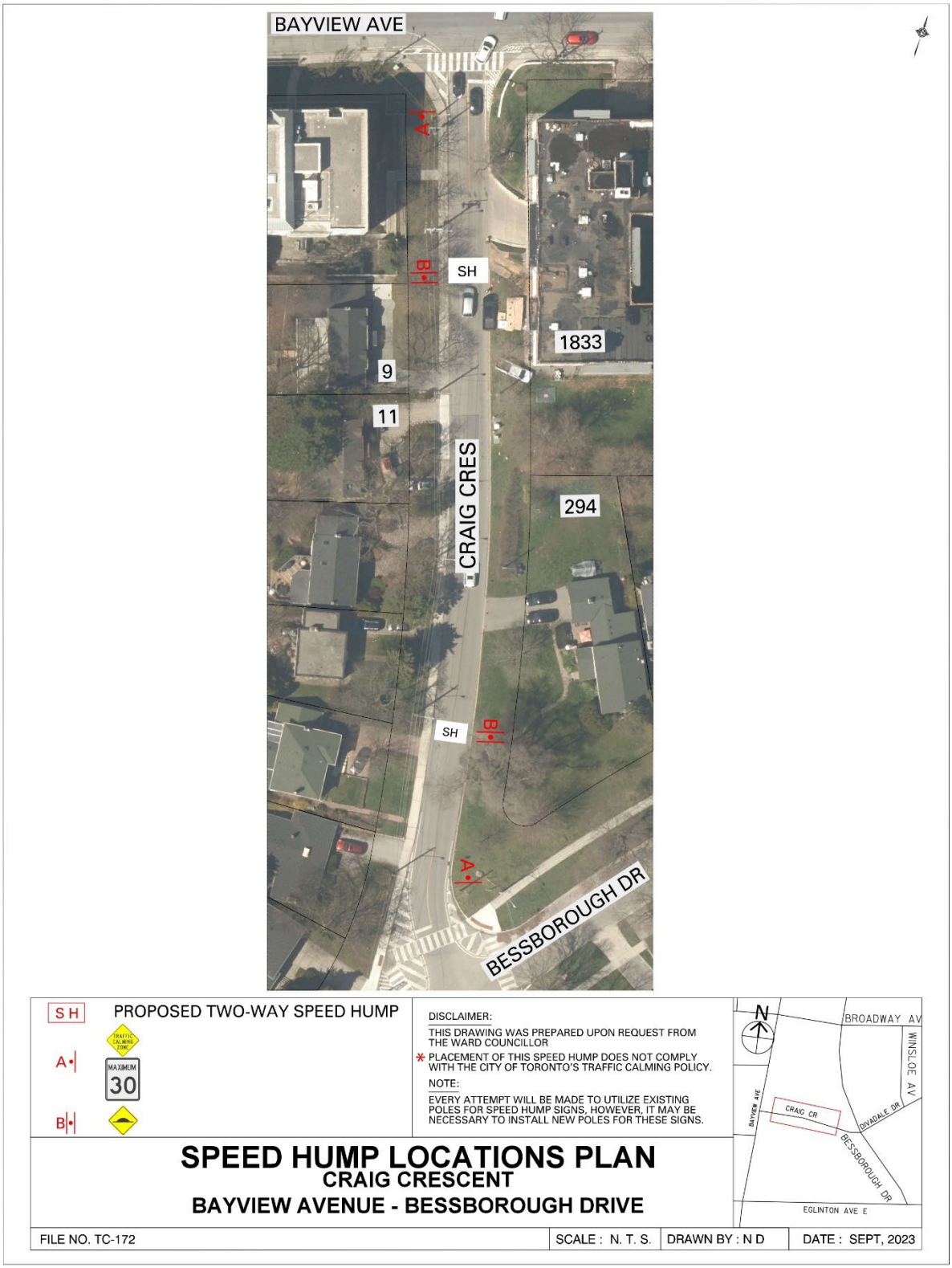
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.
N
CAMERON CR
SHARRON DR
BESSBOROUGH DR
FIELD AV
MILLWOOD RD
HANNA RD
SPEED HUMP LOCATIONS PLAN
BESSBOROUGH DRIVE:
FIELD AVENUE - MILLWOOD ROAD
FILE NO. TC-182
SCALE : N. T. S.
DRAWN BY : S.G
DATE : SEP, 2023

Attachment 10 - TC 172- Speed Hump Location Plan - Craig Cres: Bayview Ave-Divadale Dr



S H PROPOSED TWO-WAY SPEED HUMP

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MAXIMUM 30

DISCLAIMER:

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NOTE:

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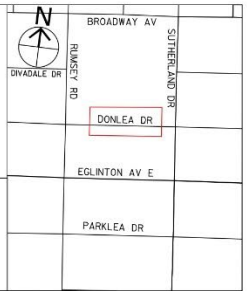

SPEED HUMP LOCATIONS PLAN

DONLEA DRIVE

RUMSEY ROAD - SUTHERLAND DRIVE

FILE NO. TC-176	SCALE : N. T. S.	DRAWN BY :N. D.	DATE : SEPT, 2023

Attachment 12 - TC- 177 Speed Hump Location Plan - Donlea Dr: Rumsey Rd: Don Avon Dr-Brentcliffe Rd

S H PROPOSED TWO-WAY SPEED HUMP

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B

DISCLAIMER:

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NOTE:

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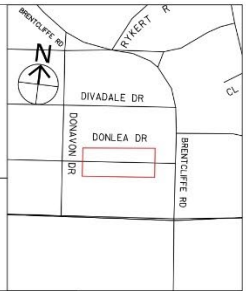


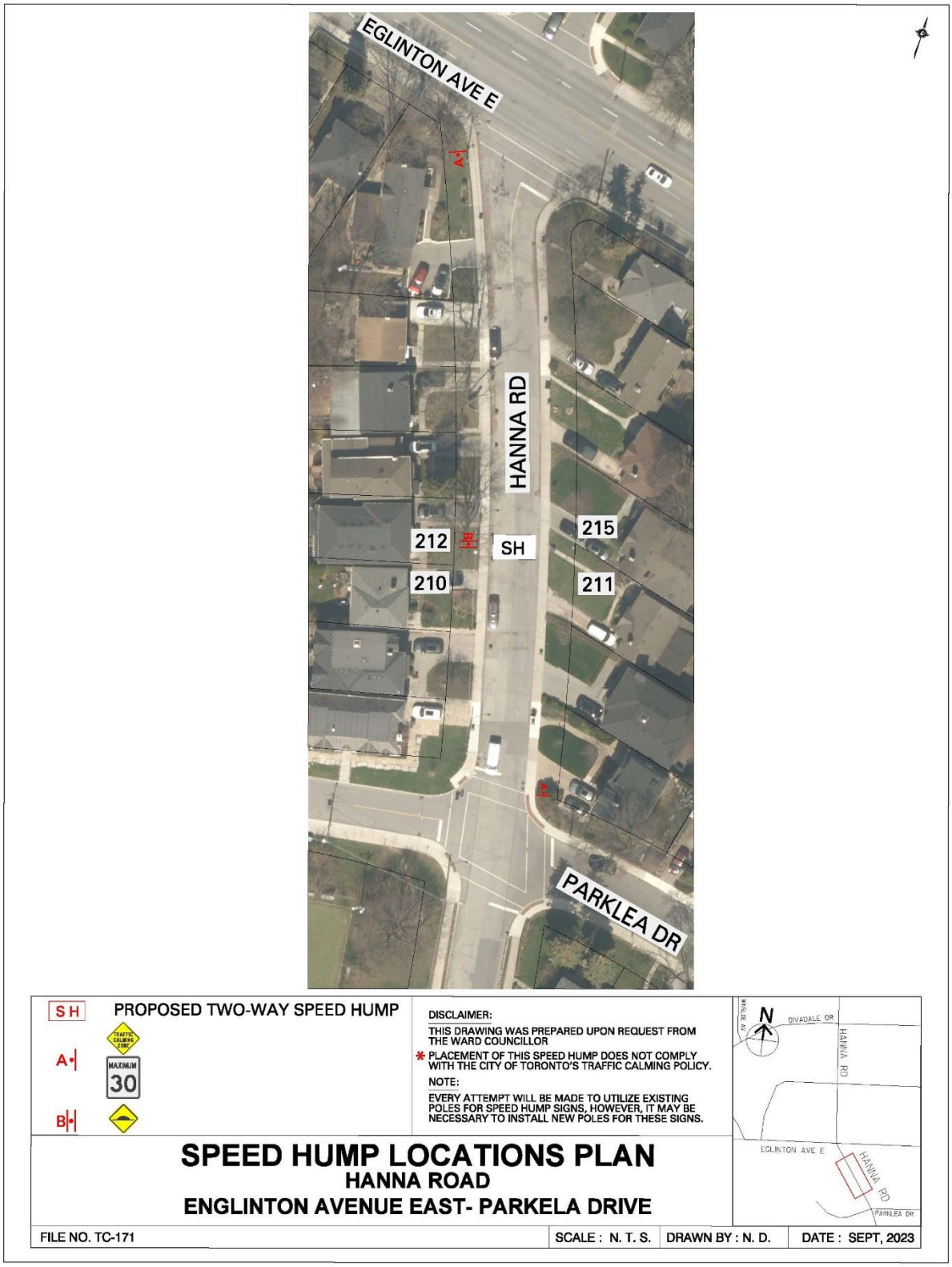
SPEED HUMP LOCATIONS PLAN

DONLEA DRIVE

DON AVON DRIVE - BRENTCLIFE ROAD

FILE NO. TC-177	SCALE : N. T. S.	DRAWN BY : N. D.	DATE : SEPT, 2023

Attachment 13 - TC 171- Speed Hump Location Plan - Hanna Rd: Eglinton Ave E-Parklea Dr



Attachment 14 - TC 178- Speed Hump Location Plan - Hanna Rd: Parkhurst Blvd-Parklea Dr

Attachment 15 - TC 179 - Speed Hump Location Plan - Hanna Rd: Millwood Rd-Field Ave

S H PROPOSED TWO-WAY SPEED HUMP

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DISCLAIMER:
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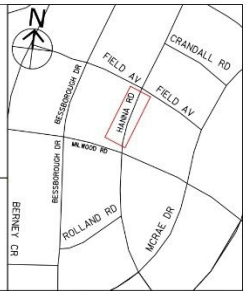

SPEED HUMP LOCATIONS PLAN
HANNA RD:
FIELD AVENUE - MILLWOOD ROAD

FILE NO. TC-179	SCALE : N. T. S.	DRAWN BY : S.G	DATE : SEP, 2023

Attachment 16 - TC 180- Speed Hump Location Plan- Hanna Rd: Randolph Rd-Sutherland Dr

S H PROPOSED TWO-WAY SPEED HUMP

A

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DISCLAIMER:

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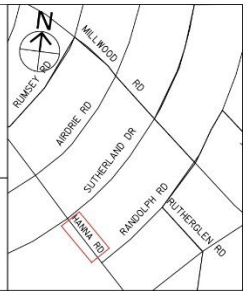
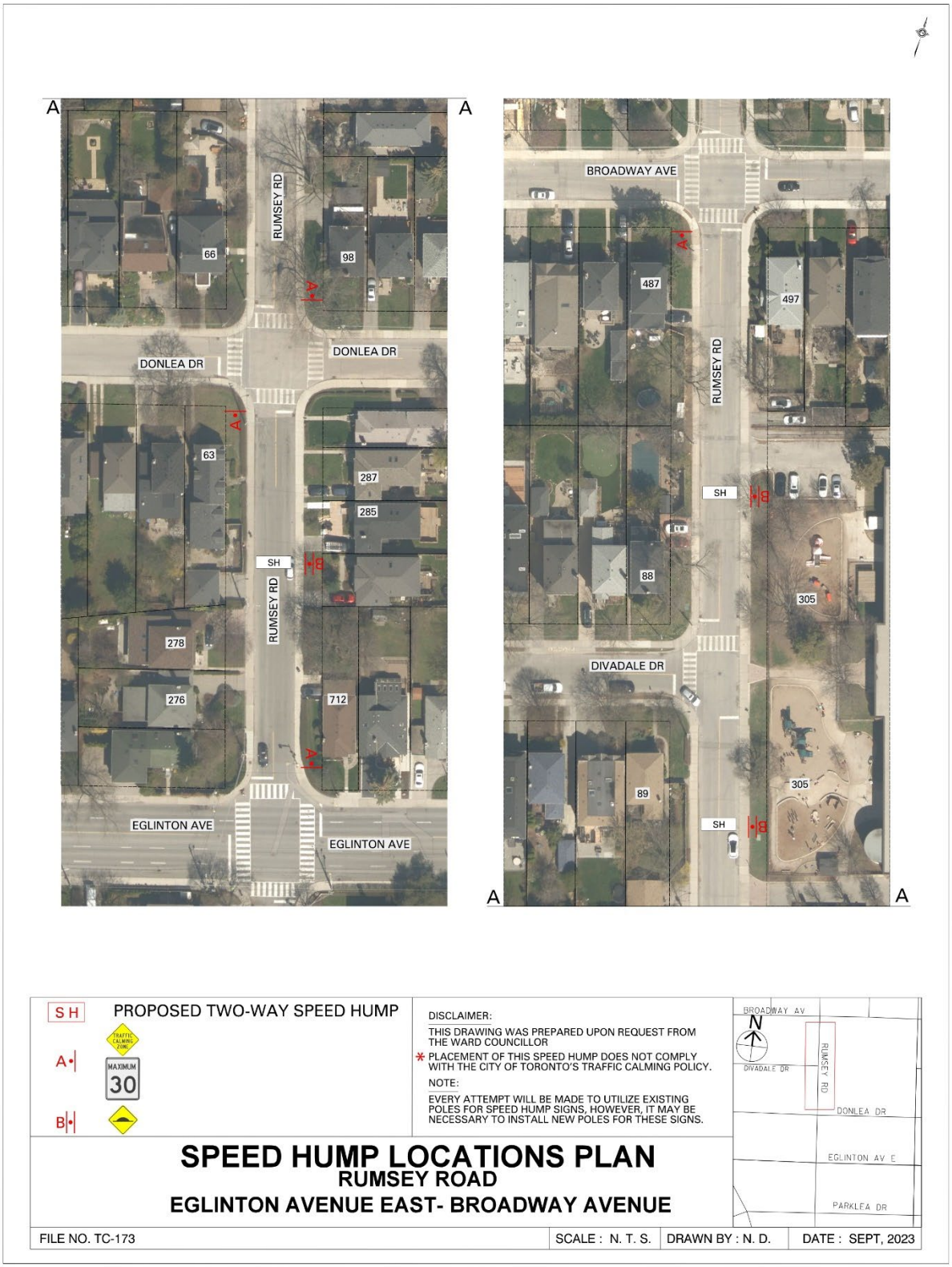


SPEED HUMP LOCATIONS PLAN
HANNA RD:
SUTHERLAND DRIVE-RANDOLPH ROAD

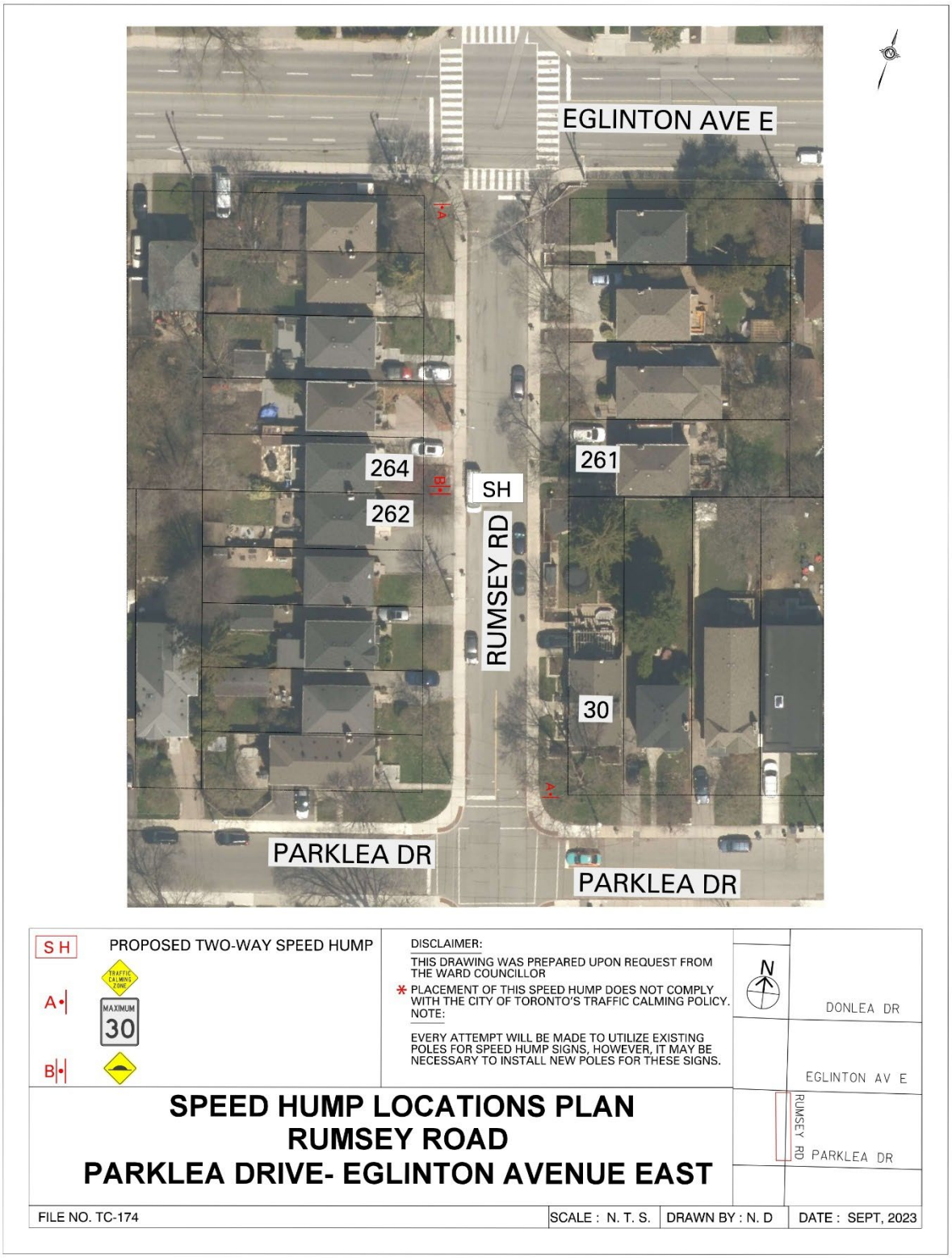
SCALE : N. T. S. | DRAWN BY : S.G | DATE : SEP, 2023

Attachment 17 - TC 183- Speed Hump Location Plan - Rolph Rd: Southvale Dr-Sutherland Dr

Attachment 18 - TC 173- Speed Hump Location Plan - Rumsey Rd: Eglinton Ave E-Broadway Ave



Attachment 19 - TC 174- Speed Hump Location Plan - Rumsey Rd: Parklea Dr-Eglinton Ave E



Attachment 20 - TC 184- Speed Hump Location Plan - Sharron Dr: Bessborough Dr-Hanna Rd

S H PROPOSED TWO-WAY SPEED HUMP

A

TRAFFIC CALMING ZONE

MAXIMUM 30

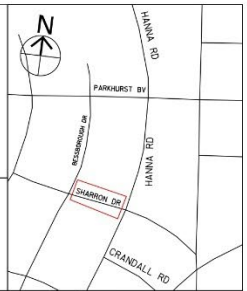
B

DISCLAIMER:

THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR

NOTE:

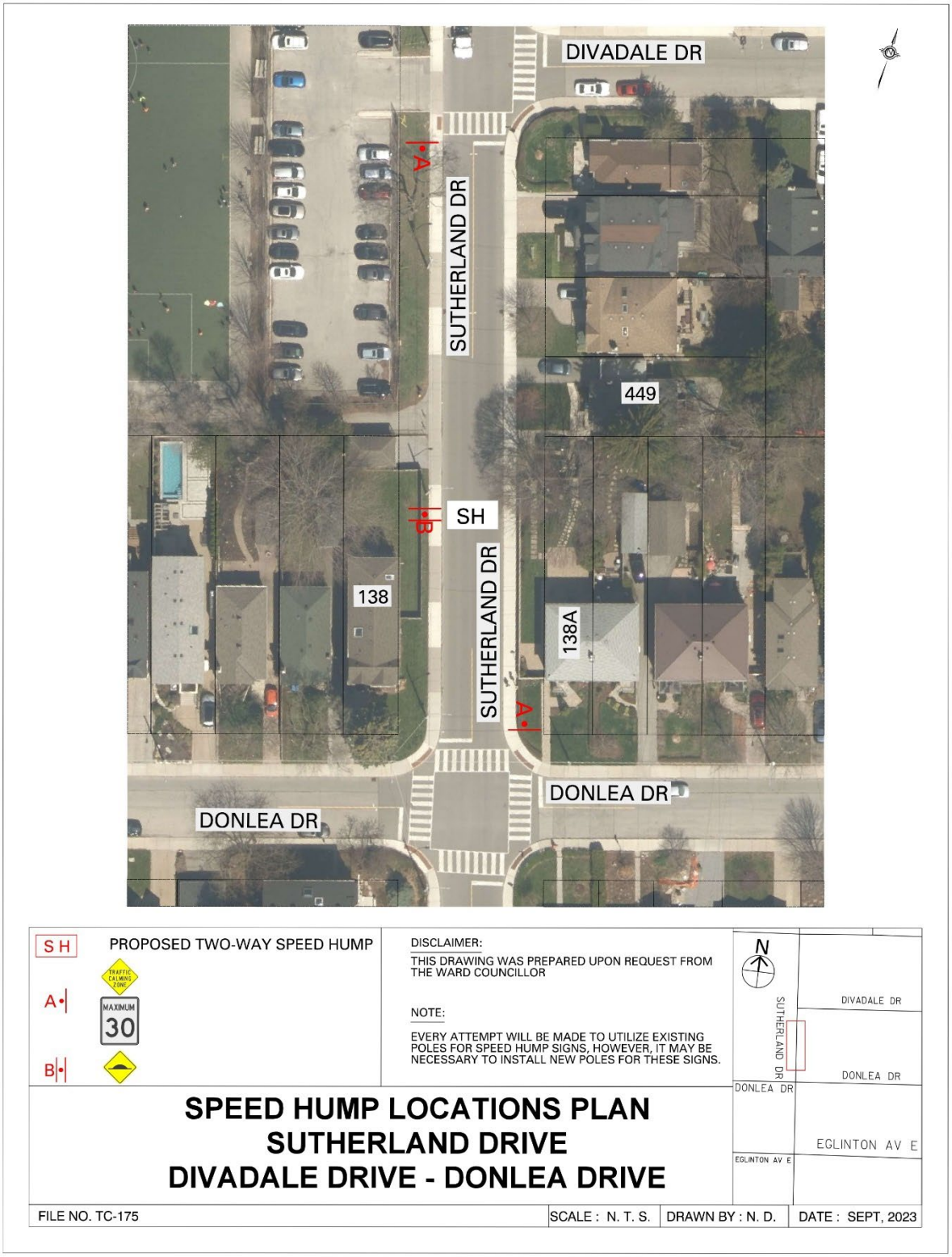
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
SHARON DRIVE:
HANNA ROAD - BESSBOROUGH DRIVE

FILE NO. TC-184	SCALE : N. T. S.	DRAWN BY : S.G	DATE : SEP, 2023

Attachment 21 - TC 175 - Speed Hump Location Plan - Sutherland Dr: Divadale Dr-Donlea Dr



Attachment 22 - Existing Conditions on Glenvale Boulevard

Glenvale Boulevard is a local roadway operating with two-way traffic on a pavement width of approximately 8.5 metres, and a posted speed limit of 30 km/h. There is no TTC Service provided on Glenvale Boulevard.

The following parking regulations are in effect on Glenvale Boulevard between Bayview Avenue and Hanna Road:

North side:
- Parking is prohibited from 8:00 a.m. to 10:00 a.m. on Monday to Friday, excluding public holidays.
- Parking is allowed for a maximum period of one-hour, from 8:00 a.m. to 6:00p.m., Monday to Friday, excluding public holidays.
- Parking, when otherwise permitted, is allowed for a maximum period of three hours (unsigned, statutory).

South side:
- Parking is prohibited at all times.

The following parking regulations are in effect on Glenvale Boulevard between Hanna Road and Brentcliffe Road:

North side:
- Parking is allowed for a maximum period of three hours (unsigned, statutory).

South side:
- Parking is allowed for a maximum period of three hours (unsigned, statutory).

A field review confirmed the inconsistency in parking regulations across Glenvale Boulevard. The adoption of this proposal would increase the parking turn-over on Glenvale Boulevard between Hanna Road and Brentcliffe Road during periods of restricted parking. There were no objections to amending the existing one-hour parking maximum limit on Glenvale Boulevard between Bayview Avenue and Hanna Road.