



North York Community Council
October 16, 2023

RE: NY8.24 – Leaside Neighbourhood Transportation Plan

To Councillor James Pasternak, Chair, and Members of North York Community Council,

Cycle Don Valley Midtown is the ward advocacy group for Cycle Toronto in Ward 15 and Ward 16. We provided extensive comments in August 2022 and again in July 2023 for consideration in the development of the Leaside Neighbourhood Transportation Plan (attached). Many of our previous recommendations apply to the longer-term plan for Leaside and will be assessed in light of emerging travel patterns post-pandemic and after the implementation of the Eglinton Crosstown LRT. In principle, we favour changes to road design to calm and control traffic in the neighbourhood over signage and use of impediments like speed humps.

The following are our comments specifically in response to **Agenda Item: NY8:24 – Leaside Neighbourhood Transportation Plan**.

Bayview at Sutherland crossing for people walking, cycling and driving, and the South Leaside 88 bus

We are extremely pleased to see a traffic signal proposed for this location that will make it easier and safer for people to access the cemetery and have submitted comments separately through Agenda Item: NY8:23.

Conversion of diagonal parking on McRae Drive

The staff report (Appendix) indicates the conversion of diagonal parking on McRae Drive between Laird and Millwood Road to parallel parking. This is a welcome change because it is dangerous for cyclists who are not able to make eye contact or even see drivers as they are backing out and the conversion would ultimately free up space for a parking protected bike lane in this location. However, the map circulated by the project team does not show a conversion to parallel parking on McRae between Rumsey Road and Millwood Road and we are concerned that the institutions (Community Centre, Library, Tennis Club and Leaside United Church) that rely on this parking may not be aware of the conversion and should be consulted.

Improvements to Hanna Road and Eglinton Avenue intersection

We see the proposed changes as a good first step in slowing vehicles down as they enter the neighbourhood from Hanna Road (see Vision Zero intersection improvements below). We have long identified Hanna Road and Eglinton Avenue as requiring a traffic signal for safe access to the future Eglinton Avenue bikeway, and we see Hanna Road as being a major north/south traverse for people on bikes as part of the neighbourhood cycling network. We trust that the realignment of the traffic signal (and TTC bus stop) will be addressed as part of the longer-term plan. Hanna Road is frequently cited along with Parklea and Parkhurst as a route for “cut-through” traffic and the presence of a neighbourhood bikeway along Hanna could mitigate this concern.

Vision Zero intersection improvements

We support the proposed improvements to slow vehicles and improve visibility of people walking and biking, but want to be assured that people biking are not going to get squeezed out at the narrowed intersections.

Traffic calming and control – road design preferred over speed humps and in-road signage

The experience of our local members is that existing speed humps on streets, such as Broadway and Bessborough, only slow drivers as they go over the hump but do not affect speeds between humps. Larger SUVs and pick-up trucks do not appear to be deterred by the humps. In-road signage often results in motorists “squeezing” by cyclists, rather than braking and waiting to pass. In-road signs are in effect on Merton between Yonge and Mt. Pleasant, and many are damaged, indicating that drivers are not deterred from hitting them. We would prefer to see changes to the physical road design (narrowing the travel lanes, bump outs, on-street parking) to calm and control traffic. In the near-term plan, we question the proposed placement of both speed humps and in-road signage, which appears to leave sections of roadway unimpeded, inviting drivers to speed in an attempt to regain time lost in the traffic calmed sections..

Bike Share Network in Leaside

We applaud the expansion of Bike Share in Leaside with stations now located on Kilgour Road, McRae Drive and Fleming Avenue and hope to see continued expansion, especially to facilitate last-mile trips from within Leaside to the Line 5 LRT stations at Laird and at Bayview.

We urge you to support NY8:24 – Leaside Neighbourhood Transportation Plan and give consideration to our comments above. We look forward to working with our Leaside neighbours and the City on developing a longer-term plan that supports the Council approved initiatives of Vision Zero, TransformTO Climate Action, Toronto Complete Streets Guidelines and the approved plans for the Laird in Focus area and Eglinton Connects Streetscape.

Thank you for your consideration.

Respectfully submitted,
Geoff Kettel, Phil Oliva and Holly Reid

On behalf of Leaside members of Cycle Don Valley Midtown

C.c. Barbara Gray, General Manager, Transportation Services
Leaside Residents Association
Cycle Toronto
Walk Toronto

Attachment:

[Leaside Neighbourhood Transportation Plan Submission – August 2022](#)

[Leaside Neighbourhood Transportation Plan Near-term Submission – July 2023](#)