

Wallace Emerson Neighbourhood Streets Plan

Date: September 6, 2024

To: Toronto and East York Community Council

From: Director, Planning, Design and Management, Transportation Services

Wards: Ward 9, Davenport

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to share the findings from the Wallace Emerson Neighbourhood Streets Plan (NSP) study led by Transportation Services. 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 the public and community organizations.

This report summarizes the study findings and recommends road safety and traffic management changes that can be implemented in the Wallace Emerson neighbourhood. Recommended changes include intersection safety improvements, traffic calming measures, and a directional change to address through-traffic on neighbourhood streets.

A summary of all changes proposed can be found in Table 4.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the installation of traffic calming (speed humps) and direct the City Solicitor to prepare a by-law to alter sections of the roadway to install:

a. Eight speed humps on St. Clarens Avenue, between Wallace Avenue and Dupont Street for traffic calming purposes, generally as shown on Attachment 2 and Attachment 3, dated June 2024, to the report dated September 6, 2024, from the Director, Planning, Design and Management, Transportation Services;

b. Six speed humps on Armstrong Avenue, between Emerson Avenue and Dufferin Street for traffic calming purposes, generally as shown on Attachment 4

and Attachment 5, dated June 2024, to the report dated September 6, 2024, from the Director, Planning, Design and Management, Transportation Services;

c. Seven speed humps on Russett Avenue, between Wallace Avenue and Bloor Street West for traffic calming purposes, generally as shown on Attachment 6 and Attachment 7, dated June 2024, to the report dated September 6, 2024, from the Director, Planning, Design and Management, Transportation Services; and

d. One speed hump on St. Clarens Avenue, between Bloor Street West and Lane North Bloor East St. Clarens for traffic calming purposes, generally as shown on Attachment 8, dated June 2024, to the report dated September 6, 2024, from the Director, Planning, Design and Management, Transportation Services.

2. Toronto and East York Community Council authorize the installation of speed bumps in Lane West Dufferin North Wallace, between Lane East Emerson Avenue South Armstrong and Lane West Dufferin North Wallace (north-south leg) generally as shown on Attachment 9, dated August 2024, to the report dated September 6, 2024, from the Director, Planning, Design and Management, Transportation Services.

3. Toronto and East York Community Council support, in principle, the concept for a directional change on Wallace Avenue, between Lansdowne Avenue and the south leg of St. Clarens Avenue (conversion to one-way operation in the eastbound direction) to address non-local traffic on local streets, subject to future consideration by Toronto and East York Community Council to enact this change in alignment with the installation of neighbourhood cycling facilities.

4. Toronto and East York Community Council support, in principle, the concept for neighbourhood cycling facilities in the neighbourhood, subject to future consideration by Infrastructure and Environment Committee, which comprise:

a. Wallace Avenue, between Lansdowne Avenue and St. Clarens Avenue (contra-flow bike lane)

b. St. Clarens Avenue, between Wallace Avenue and Dupont Street (contra-flow bike lane)

c. Emerson Avenue, between Bloor Street West and Dupont Street (contra-flow bike lane)

d. Millicent Street, between Emerson Avenue and Dufferin Street (contra-flow bike lane)

e. Intersection of Millicent Street, Dufferin Street, and Hallam Street (addition of Millicent Street into the existing traffic control signal at Dufferin Street and Hallam Street)

f. Hallam Street, from Dufferin Street to Bartlett Avenue (uni-directional cycle track)

5. Toronto and East York Community Council support, in principle, the concept for closing Croatia Street to motor vehicles between Brock Avenue and the motor vehicle access to Brockton Stadium, subject to future consideration by Toronto and East York Community Council to enact this change when the timing of the commissioning of Collegiate Road is known.

FINANCIAL IMPACT

The estimated cost for the installation of one speed hump or speed cushion is \$4,000; up to 22 speed humps or speed cushions are recommended, a total cost of \$88,000.

The estimated cost for the installation of one speed bump is \$500; up to four speed bumps are recommended, a total cost of \$2,000.

Funding of \$90,000 for the installation of 22 speed humps and four speed bumps are subject to availability and competing priorities within the 2024-2033 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

In November 2020, citing new complexity in the area after the adoption of TE14.46, Toronto and East York Community Council adopted item TE20.48 (Comprehensive Neighbourhood Streets Plan - Wallace Emerson Area) directing Transportation Services to establish a comprehensive neighbourhood streets plan for the Wallace-Emerson neighbourhood.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.TE20.48>

In March 2020, Toronto and East York Community Council adopted item 2020. TE14.46 (Traffic Management Plan - Wallace Emerson Area) which included parking and traffic amendments resulting from a review of traffic conditions within the Wallace Emerson neighbourhood.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.TE14.46>

COMMENTS

Community-led advocacy to improve transportation safety and mobility in the Wallace Emerson led to the formation of Wallace Emerson Traffic Management Committee (WETMC) in 2019. The group prepared a traffic plan for the neighbourhood which included various measures to address non-local traffic on neighbourhood streets, excessive speeding, and a lack of cycling connectivity across the neighbourhood. These efforts pre-dated the creation of the City's program for Neighbourhood Streets Plans.

The plan presented in this report is one of the first Neighbourhood Streets Plans developed, and is built on the community-led effort.

Existing Conditions

Street Network Characteristics

The Wallace Emerson neighbourhood is characterized by a grid-like road network of primarily one-way streets bounded by three major arterial roads (Dupont Street, Dufferin Street, and Bloor Street West), and one minor arterial (Lansdowne Avenue). The road network within the neighbourhood consists of three collector roads (Lappin Avenue, Emerson Avenue and Wallace Avenue), and nine local streets (St. Clarens Avenue, Emerson Avenue, Millicent Street, Armstrong Avenue, Margueretta Street, Brock Avenue, Pauline Avenue, Russett Avenue, and Croatia Street) accompanied by a system of laneways.

All local and collector streets in the neighbourhood have speed limits of 30km/hr with the exception of Lappin Avenue between Lansdowne Avenue and Emerson Avenue which has a speed limit of 40km/hr. Roadways on neighbourhood streets typically measure between 7.0m-7.5m wide with the exception of Lappin Avenue, formerly part of the Harbord Streetcar route, which is 12.9 m wide. All streets in the neighbourhood have traffic calming measures (speed humps) with the exceptions of Armstrong Avenue, Russett Avenue, and St. Clarens Avenue between Wallace Avenue and Dupont Street.

Two-way travel movements are permitted on Wallace Avenue and Lappin Avenue between Lansdowne Avenue and Dufferin Street, Brock Avenue between Bloor Street West and Croatia Street, and Croatia Street between Brock Avenue and Dufferin Street. All other streets in the neighbourhood operate one-way.

All streets in the neighbourhood have sidewalks on both sides of the street that meet or exceed the current Provincial minimum of 1.5 metres in width.

All streets in the neighbourhood allow daytime parking, and many alternate the side of street every 15 days. Overnight parking with a permit is allowed on all local streets in the neighbourhood.

The neighbourhood is primarily designated for residential use, however there are commercial uses fronting on Bloor Street West and Lansdowne Avenue.

There are many community destinations within the neighbourhood including: Wallace Emerson Community Centre, Wallace Emerson Park, Galleria Mall, New Horizons Seniors Center, Pauline Junior Public School, St. Sebastian Catholic Elementary School, St. Anthony's Catholic School, Bloor Collegiate Institute & Alpha II Alternative School, Dufferin TTC subway station, and Lansdowne TTC subway station.

The neighbourhood is served by various TTC routes. TTC bus routes 47A, 47B, 47C operate along Lansdowne Avenue and Caledonia Road. TTC bus route 29 operates from Dufferin Gate Loop to Wilson TTC subway station along Dufferin Street. TTC bus route 329 and 329S night bus service operate on Dufferin Street from Princes' Gate Loop to Steels Avenue West. TTC Bus Route 26 operates from St. George Station to Jane Station along Dupont Street.

Road Safety (10 Year Collision History)

The main objective of the City's Vision Zero Road Safety Plan is to eliminate all serious injury and fatal collisions. Collision history in the neighbourhood from the last 10 years was reviewed with a special emphasis on collisions that resulted in a death or serious injury.

The collision history provided by the Toronto Police Service for the 10-year period ending on January 31, 2023 indicated that there have been two collisions that resulted in death and 23 collisions that resulted in serious injuries in the Wallace Emerson neighbourhood. Of these collisions, 12 involved a pedestrian or person cycling. All collisions resulting in death or serious injury occurred on arterial roads. These collisions are summarized in Attachment 1.

Over the same 10-year period there have been 256 collisions in the study area involving a pedestrian or a person cycling. This includes reported collisions of any type including property damage only.

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. New traffic data was collected throughout 2023 for the purpose of the NSP; data previously collected in 2021 and 2022 was also used. Data previously collected in 2017, 2018 and 2019 was considered to reflect pre-pandemic travel patterns and was used for comparative purposes only. Traffic studies are available for public viewing on the City's Open Data portal.

Neighbourhood Streets Plan Components

Public Consultation

Consultation was a key element of the project approach. The two objectives of public consultation were: 1) to enrich the study team's understanding of traffic issues in the neighbourhood with local knowledge and to 2) to determine the extent to which proposed changes are supported by the community.

A variety of methods were used to notify residents and community organizations on the project and opportunities to participate in consultation activities, including:

- Project webpage (<https://www.toronto.ca/WallaceEmersonStreets>)
- Notices delivered through Canada Post (6,728 addresses)
- Over 4,000 promotional postcards distributed at community events and gathering places throughout the neighbourhood
- E-notification to project subscribers (146 contacts) and interest groups including residents associations, community groups, organizations, institutions and elected officials (29 contacts)

A series of activities informed the development of the NSP, organized in two phases of consultation. A summary of activities for each phase of engagement is presented in Table 1.

Table 1: Summary of community consultation

Phase	Activity	Date	Participation
1	Community Interest Group Meeting	February 6, 2023	5 attendees (18 invited)
1	Public Drop-In Event	February 16, 2023	47 attendees
1	Online Survey	February 2 - March 13, 2023	414 comments and 120 responses to demographic survey
1	Email/Phone	November 30, 2022 - March 1, 2023	Comments received from 12 individuals
2	Community Interest Group Meeting	March 12, 2024	6 attendees (14 invited)
2	Public Drop-In Event	March 25, 2024	95 attendees
2	Online Survey	March 13 - April 8, 2024	538 responses
2	Email/phone	March 18 - April 30, 2024	Comments received from 27 individuals
2	Visit to Pauline Junior Public School	April 11, 2023	18 attendees

Overall, public feedback collected through activities in Phase 2 consultation indicated support for the proposed actions presented. Support was most evident in the survey; 87% of respondents were either 'supportive' or 'very supportive' of the proposed changes to improve road safety in the project area, which includes geometric safety improvements at intersections and by refreshing pavement markings on Wallace Avenue. Many of the comments received indicated a desire to see more changes to address road safety, especially on local streets.

Feedback received also suggested that speeding is a concern throughout the community. There is support for the proposed changes to address motor vehicle speeds like the installation of in-road flexible speed signs on Lappin Avenue. Participants expressed that more police enforcement is needed to complement the proposed changes, as previous efforts to reduce speed have not alleviated the issue. Additionally, participants supported the proposed changes to address motor vehicle volumes, with many respondents supportive of proposed one-way street conversions. Participants also expressed strong support for the proposed active transportation changes. However, concerns were raised over their potential impact to parking capacity on some local roads, especially on Hallam Street.

Phase 2 consultation materials displayed the proposed closure of Croatia Street (from Brock Avenue to the new Collegiate Road) to motor vehicles. The majority of residents were either 'supportive' or 'very supportive' of the proposal. Feedback from residents identified that this segment is dangerous for pedestrians and that residents would support animating the roadway after closure to motor vehicles.

A comprehensive summary of feedback received in both Phase 1 and Phase 2 of public consultation can be found on the project webpage at <http://www.toronto.ca/WallaceEmersonStreets>.

The feedback gathered through this consultation, along with technical considerations and City policies and guidelines, have informed staff recommendations to City Council.

Road Safety

Intersection Geometric Safety Improvements

Geometric Safety Improvements (GSI) are improvements made to the dimensions and arrangements of the visible features of a roadway. They can improve road safety conditions by increasing visibility among all road users, reducing crossing distances for pedestrians and reducing the speeds of turning vehicles. Site visits and feedback collected from residents and community organizations identified seven intersections that could be redesigned to improve safety conditions for all road users. These intersections are:

- Lappin Avenue and St Clarens Avenue
- Lappin Avenue and Emerson Avenue
- Dufferin Street and Lappin Avenue
- Dufferin Street, Hallam Street, and Millicent Street
- Dufferin Street and Armstrong Avenue
- Brock Avenue and Croatia Street
- Wallace Avenue and Pauline Avenue
- Wallace Avenue and Emerson Avenue

These intersections represent locations with geometric designs which may create conflicts between motorists, pedestrians, and people cycling. Changes could include curb extensions (bump-outs) which improve sightlines and reduce crossing distances, high visibility crosswalks (zebra markings), leading pedestrian intervals (pedestrian head starts) at signalized intersections, and crossing guards at intersections with high volumes of school children, where appropriate.

In the short term, quick-build materials such as paint, signs, and bollards, can be used to implement GSIs and achieve safety improvements more rapidly in areas where capital works are not yet planned. Permanent changes, using concrete or other materials, can be made in the medium to long-term alongside future planned roadwork or development.

A survey on proposed measures was conducted as part of Phase 2 consultation. Respondents were asked "In general do you support changes to improve road safety in the project area?". There were 525 responses to this question, with 87% either 'supportive' or 'very supportive', 9% either 'unsupportive' or 'very unsupportive' and 3% neutral.

Closing a portion of Croatia Street to motor vehicles

In addition to the intersection of Brock Avenue and Croatia Street, the community has identified Croatia Street as a common route used by drivers attempting to bypass the northbound on Dufferin Street to westbound on Bloor Street left-turn queue and as an alternate route to access Dufferin Mall for drivers travelling eastbound on Bloor Street West. This non-local traffic on a local street increases the exposure of vulnerable road users to motor vehicles.

Traffic counts at the intersection of Croatia Street and Brock Avenue observed 1,333 motor vehicles traveling eastbound and 621 travelling eastbound on Croatia Street over an 8-hour period. The collision history at the intersection of Croatia Street and Brock Avenue and the segment of Croatia Street between Brock Avenue and the first Dufferin Mall driveway east of Brock Avenue from 2013 through January 31, 2023 shows 17 collisions, including 4 collisions involving pedestrians or people cycling. Between February 1, 2023 and the time of writing this report an additional seven collisions have been reported at these locations, including two involving pedestrians or people cycling.

Closing a portion of a public street to motor vehicles and preventing the use of a street for non-local traffic can offer several benefits including:

- Reduced the risk of collisions and improving safety for vulnerable road users
- Decreased motor vehicle emissions leading to cleaner air and a reduction in noise pollution
- Increased walkability by making the street more pedestrian-friendly
- Increased opportunity for recreation and community interaction
- Environmental benefits in the form of opportunity for additional green space

Closure of a street to motor vehicle access can sometimes result in challenges for Solid Waste and Fire Services operations. Site specific context should be reviewed and given consideration when assessing this type of closure.

- Croatia Street is a local road spanning approximately 300 metres ending in t-type intersections at Dufferin Street and Brock Avenue;
- If a portion of Croatia Street were closed to motor vehicles, all structures would remain accessible by Fire Services vehicles via Brock Avenue or the remaining portion of Croatia Street;
- If a portion of Croatia Street were closed to motor vehicles, all private residences and street litter/recycling bins would remain accessible by Solid Waste vehicles via Brock Avenue or the remaining portion of Croatia Street.

If Croatia Street between Brock Avenue and the motor vehicle access to Brockton Stadium were closed to motor vehicles today it would result in a dead-end. Drivers travelling westbound on Croatia Street would come to a point where they would need to perform a U-turn and exit Croatia Street eastbound back onto Dufferin Street, with no opportunities to exit via a public road after turning onto Croatia Street from Dufferin Street. Dead-ends without sufficient turning radius space can prohibit safe operation of service vehicles such as waste collection, fire and ambulance.

The TDSB lands bounded by Bloor Street West to the north, Brock Avenue to the west, Croatia Street to the south, and Dufferin Street to the west is currently under development. As part of this development a new public street, Collegiate Road, is proposed between Bloor Street West and Croatia Street generally in alignment with Pauline Avenue to the north of Bloor Street West. Once the new road is operational, a closure of Croatia Street would not create a dead-end.

As part of the Phase 2 consultation survey respondents were asked "In general do you support the closure of this segment of the street, pending the completion of the development of the TDSB lands?". There were 513 responses to this question, with

63% of respondents 'very supportive' or 'supportive', 18% 'neutral' and 17% 'very unsupportive' or 'unsupportive'. Respondents were also asked about their priorities for the use of the space should it be closed to motor vehicles. There were 513 responses to this question. Respondents were allowed to provide multiple responses to this question, with the top five priorities identified as:

- 76% for street trees and greening spaces with placed planters
- 74% for conversion to a pedestrian space
- 72% for places for people to sit
- 46% for public art
- 44% for bicycle parking

It is the recommendation of Transportation Services that a closure to motor vehicles of Croatia Street between Brock Avenue and the motor vehicle access to Brockton Stadium should be timed to align with the commissioning of Collegiate Road. This would provide an opportunity for egress for drivers turning onto Croatia Street from Dufferin Street without requiring them to perform a U-turn. A separate report to Toronto and East York Community Council will be submitted to enact this change when the timing of the commissioning of Collegiate Road is known.

Speed

Area residents expressed concerns about motor vehicle speeds throughout the Wallace Emerson neighbourhood.

As part of the assessment of the warrant criteria, vehicle speed and volume studies conducted over the previous five-year period were reviewed. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by City Council (item [2023.IE7.4](#)). The results of the speed and volume studies are summarized in Table 2.

Table 2: Speed and Volume Study Results for Streets Satisfying Warrants

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Requirement	Results	Warrant Requirement
St. Clarens Avenue	Wallace Avenue	Dupont Street	1303	40	38	46	45
Armstrong Avenue	Emerson Avenue	Dufferin Street	391	58	38	68	45
Russett Avenue	Bloor Street West	Wallace Avenue	566	39	38	43	45

Based on the results of the studies all streets in Table 2 satisfy the warrant criteria for the 85th or 95th percentile speeds. Additionally, all blocks where speed humps are recommended are over the minimum 120 metre length requirement. Staff recommend the installation of speed humps on the streets listed in Table 2.

Additionally, residents noted St. Clarens Avenue between Bloor Street West and Lane N Bloor E St. Clarens to be a location where motorists driving at speeds above the regulatory speed limit was a common behaviour. There are existing speed humps on St. Clarens Avenue between Bloor Street West and Wallace Avenue. The southernmost speed hump on St. Clarens Avenue is approximately 70 metres north of Bloor Street West. To more effectively calm motor vehicle traffic entering the neighbourhood from Bloor Street West, staff recommend the installation of an additional speed hump on St. Clarens Avenue, approximately 23 metres north of Bloor Street West.

The Lane West of Dufferin and North of Wallace was also identified by the community as a location where motorists typically drive at speeds above the regulatory speed limit. City Council has established eligibility guidelines for the installation of speed bumps in public laneways based on the following criteria:

- traffic volume (minimum 100 vehicles per day);
- vehicular speed (85th percentile of 20 km/h or greater); and
- frequency of pedestrian use (not numerically quantified).

Laneways meeting one or more of the above three criteria are eligible for the installation of speed bumps. Site investigations conducted by Transportation Services observed that the laneway sees frequent use as a pedestrian passageway. As the subject laneway meets the installation criteria, the installation of speed bumps is recommended.

In-road flexible speed signs are signs that are installed in the centre of the road, between opposing lanes of traffic and are intended to have a narrowing effect on the roadway which can give drivers the perception of the need to slow down. They also serve as supplemental signage to existing roadside speed limit signs to remind drivers to not exceed the posted speed limit. Lappin Avenue was identified as a street where residents had expressed concerns about motor vehicle speeds and that met the criteria for installation of in-road flexible speed signs. Up to two signs are proposed to be installed on Lappin Avenue between Dufferin Street and Emerson Avenue.

As part of the Phase 2 consultation survey respondents were asked "In general do you support changes reduce motor vehicle speeds in the project area?". There were 518 responses to this question, with 87% either 'supportive' or 'very supportive', 9% either 'unsupportive' or 'very unsupportive' and 4% neutral.

Traffic Calming Relative Priority and Other Impacts

If the number of approved requests for roadway traffic calming measures exceed the city-wide budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes, to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling

- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (seniors, school children, pedestrians, including transit riders, and people cycling) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. The prioritization scores for the streets in Table 2 range between 30 and 59, out of a possible 100, and are summarized in Table 3.

Table 3: Traffic Calming Installation Prioritization Scores

Roadway	From	To	Qualitative Score	Quantitative Score	Priority Score
St. Clarens Avenue	Wallace Avenue	Dupont Street	25	35	30
Armstrong Avenue	Emerson Ave	Dufferin Street	80	37	59
Russett Avenue	Bloor Street West	Wallace Avenue	9	23	23

No alterations to parking regulations will be required, nor will the number of on-street parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of this proposal.

Toronto Paramedic Services responded and advised that the installation of speed humps in the Wallace Emerson neighbourhood will impact response and transport times for residents that reside on the roadway speed humps are installed. Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components. A copy of their full response is included in Attachment 10.

Comments have not been received back from the Toronto Fire Services or the Toronto Police Service at the time of writing this report.

Motor Vehicle Volume

Motor vehicle directions are proposed to be changed to reduce non-local traffic on local streets and to promote better shared cycling conditions. One segment of Wallace Avenue, between Lansdowne Avenue and the south leg of St. Clarens Avenue, is

proposed to be converted to one-way operation in the eastbound direction. No existing one-way streets are proposed to be reversed in direction.

Additional directional changes on Wallace Avenue between St. Clarens Avenue and Emerson Avenue, on Emerson Avenue between Lappin Avenue and Wallace Avenue, and on St. Clarens Avenue between Wallace Avenue and Lappin Avenue were proposed during Phase 2 engagement.

As part of the Phase 2 consultation survey respondents were asked "In general do you support one-way street conversions that may reduce motor vehicle volumes in the project area?". There were 515 responses to this question, with 76% either 'supportive' or 'very supportive', 16% either 'unsupportive' or 'very unsupportive' and 8% neutral.

During Phase 2 engagement the community raised concerns that the previously proposed directional changes would not go far enough to address the issue of non-local traffic on neighbourhood streets by allowing them to turn northbound from Wallace Avenue to Emerson Avenue then westbound on Lapin Avenue.

This report presents a modified proposal based on that feedback which removes the previously proposed directional changes on St. Clarens Avenue and Emerson Avenue that could have resulted in the re-direction of non-local traffic to those streets. The current circulation and newly proposed circulation are shown in Figure 1 and Figure 2.

Figure 1: Current circulation on neighbourhood streets

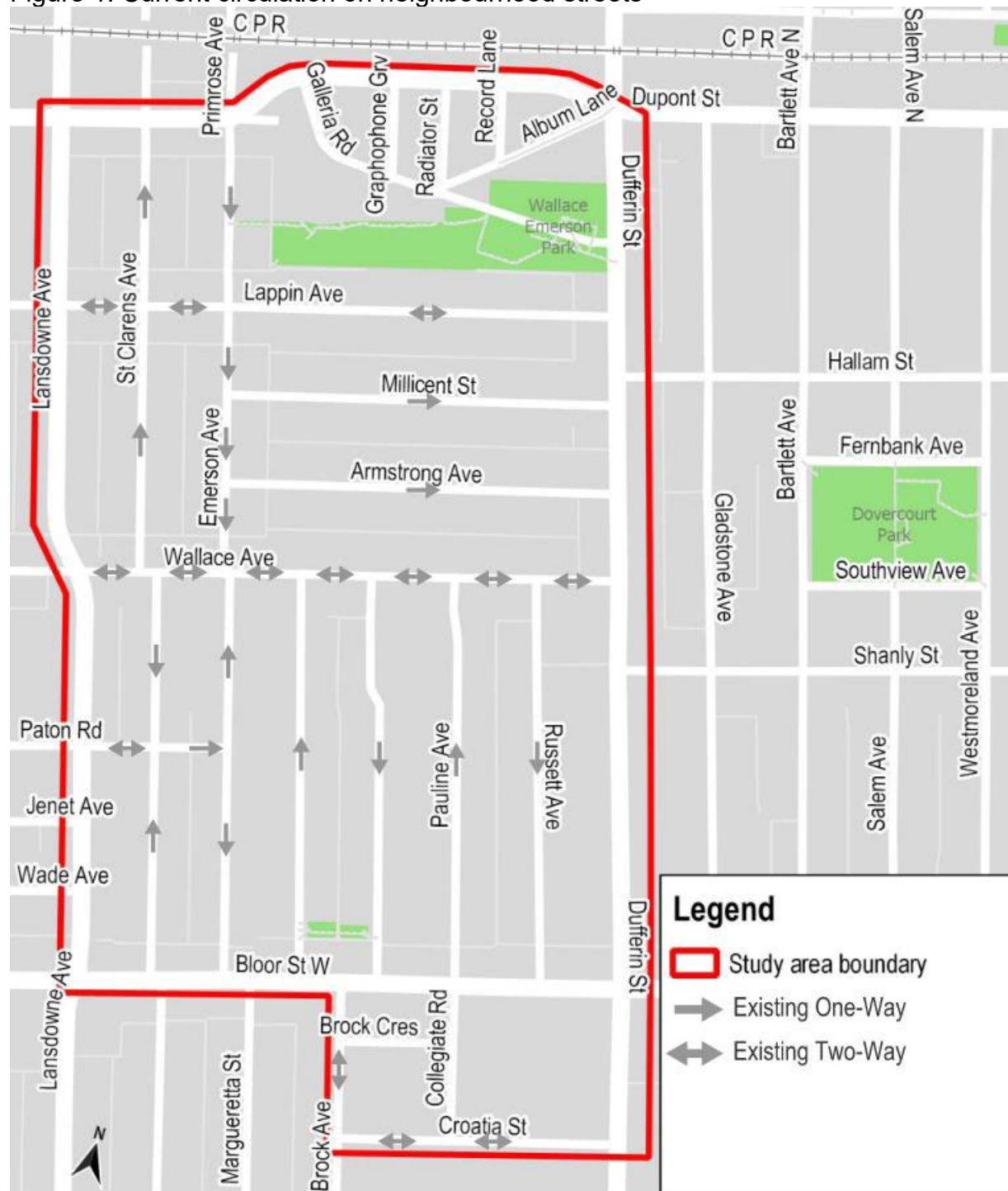
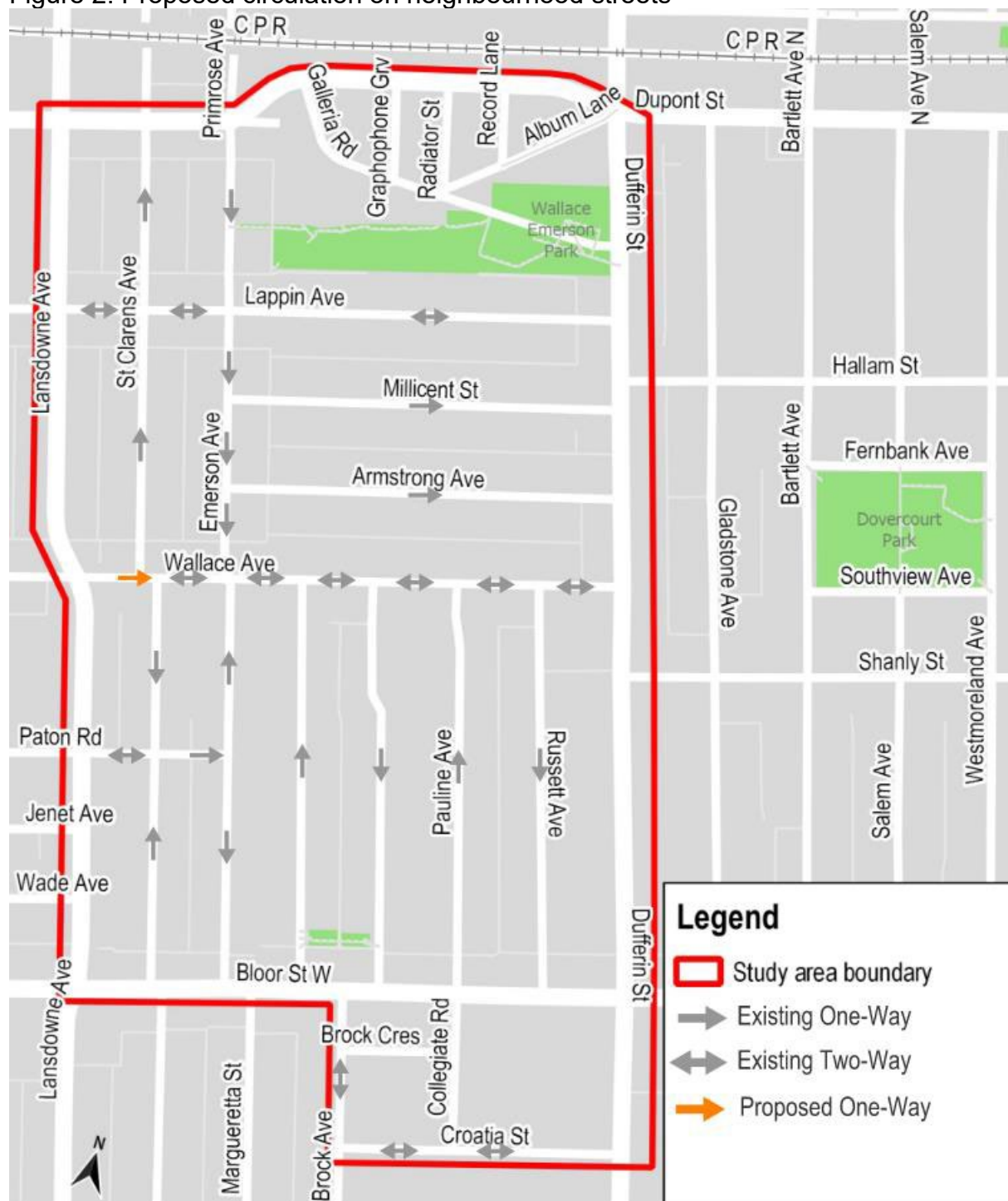


Figure 2: Proposed circulation on neighbourhood streets



Active Transportation

Proposed Design Overview

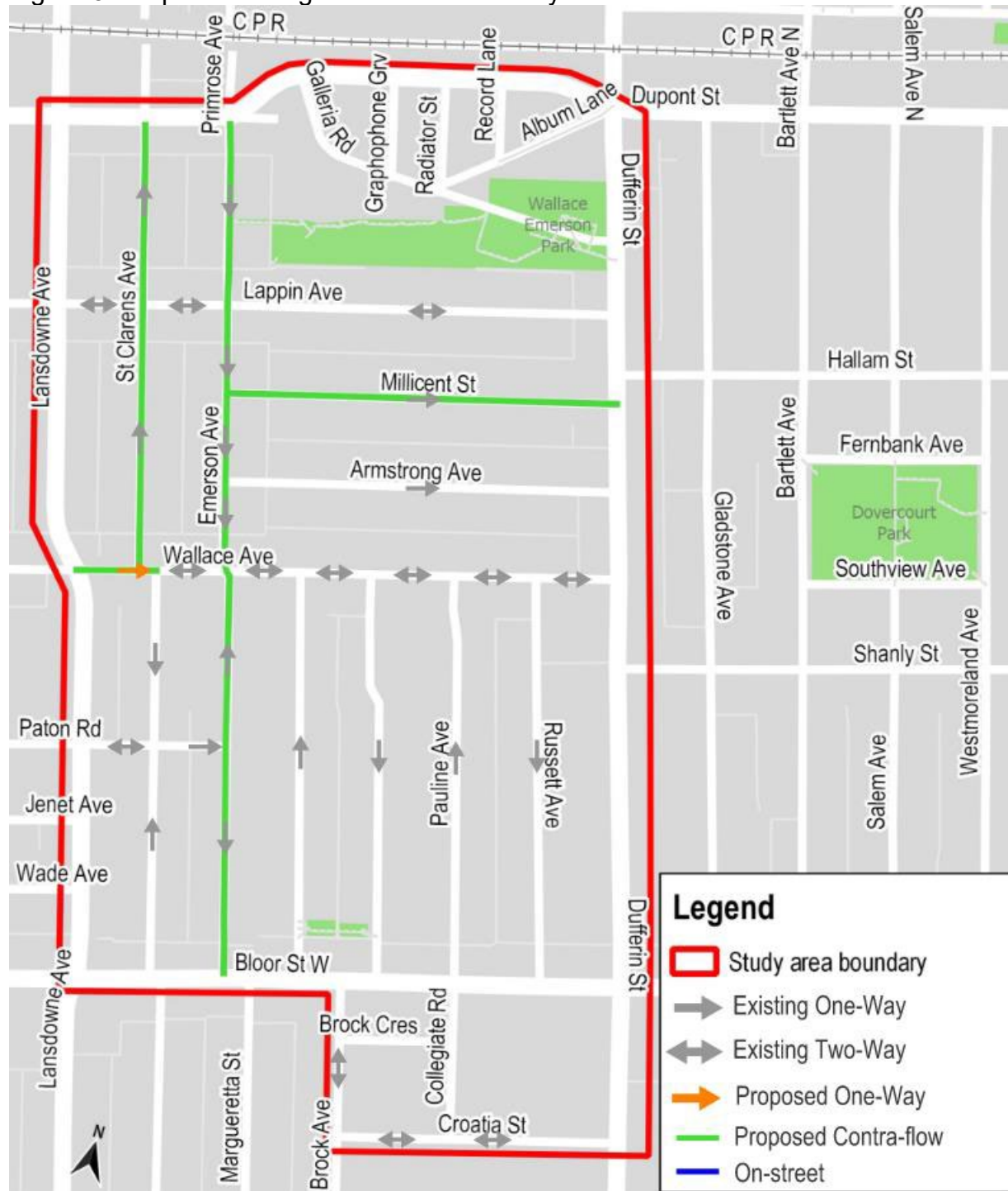
Contra-flow bikeways and cycle tracks are proposed on streets across the neighbourhood, including Emerson Avenue, from Dupont Street to Bloor Street West, St. Clarens Avenue from Wallace Avenue to Dupont Street, Wallace Avenue from Lansdowne Avenue to St. Clarens Avenue, Millicent Street from Emerson Avenue to Dufferin Street, and Hallam Street from Dufferin Street to Bartlett Avenue. These

bikeways would provide connections for people cycling across the neighbourhood as well as connections to existing bikeways on Bartlett Avenue and Bloor Street West. The proposed changes are shown in Figure 3.

Of the 217 existing on-street parking spaces on streets with proposed cycling facilities, 90% would be retained. A total of 20 parking spaces are proposed to be removed to create space for people cycling. The 20 parking spaces are on Hallam Street, immediately east of the study area.

A new traffic control signal is proposed at Millicent Street and Dufferin Street which would be combined with the existing signal at Hallam Street and Dufferin Street to form a three-phase signal. This signal would facilitate turning movements from Millicent Street onto Dufferin Street or through to Hallam Street. Right-turns-on-red would be prohibited from Dufferin Street onto Hallam Street and from Hallam Street onto Dufferin Street. The signal timing would be adjusted to minimize delay for TTC vehicles on Dufferin Street and will be monitored after implementation.

Figure 3: Proposed changes related to bikeways



As part of the Phase 2 consultation survey respondents were asked whether they support the proposed bikeways on Wallace Avenue, St. Clarens Avenue, Emerson Avenue, Millicent Street, and Hallam Street. There were 514 responses to each of these questions.

- Contra-flow bikeway on Wallace Avenue: 82% were 'very supportive' or 'supportive'. 13% were 'very unsupportive' or 'unsupportive' and 4% were 'neutral'.
- Contra-flow bikeway on St. Clarens Avenue: 84% were 'very supportive' or 'supportive'. 10% were 'very unsupportive' or 'unsupportive' and 5% were 'neutral'.
- Contra-flow bikeway on Emerson Avenue 84% were 'very supportive' or 'supportive'. 10% were 'very unsupportive' or 'unsupportive' and 5% were 'neutral'.
- Contra-flow bikeway on Millicent Street: 81% were 'very supportive' or 'supportive'. 13% were 'very unsupportive' or 'unsupportive' and 6% were 'neutral'.
- Cycle tracks on Hallam Street, between Dufferin Street and Bartlett Avenue: 83% of respondents 'very supportive' or 'supportive', 12% 'very unsupportive' or 'unsupportive' and 5% 'neutral'.

Measures not Recommended

A number of measures identified by the community through the course of the study were studied and are not recommended. The most requested changes that are not recommended are listed below along with the rationale for why they are not recommended in this report.

Contra-flow bikeways on all one-way streets.

It is desirable that, where space in the roadway allows, all one-way streets in the neighbourhood include a contra-flow bikeway. The Cycling Network Plan near-term implementation program commits to delivering 100 km of new and major upgraded bikeways and 40km of renew projects. Projects to be implemented are selected through a City-wide prioritization framework.

Automated speed enforcement (ASE) throughout the neighbourhood.

ASE is an automated system that uses a camera and a speed measurement device to detect and capture images of vehicles travelling in excess of the posted speed limit. ASE systems are placed only in Community Safety Zones, and there are currently three cameras for each Ward. All streets within a Community Safety Zone within the neighbourhood were reviewed, but none of them met the criteria either because traffic calming (speed humps) is already present or the distance between stop controls were too short.

A new traffic control signal at Wallace Avenue and Dufferin Street.

Turning movement count data for this intersection was reviewed and compared against the warrant for installation of a traffic control signal. The warrant criteria was not met.

Additional design changes on streets that already have speed humps.

Speed humps are the most effective and most cost-effective measure the City has to address excessive speeding. Operating speed for each street in the neighbourhood was reviewed. On streets with existing traffic calming measures (speed humps), operating speeds were typically within 5 km/h of the posted speed limit.

Proposed Changes, Implementation, and Monitoring

Summary of Proposed Changes

Table 4 below summarizes all changes that are proposed as part of the Wallace Emerson NSP, the expected timing of proposed changes, and decisions related to the proposed changes to be made by either Toronto and East York Community Council (TEYCC) or Infrastructure and Environment Committee (IEC).

Table 4: Proposed changes

Category	Location	Proposed Change	Timing
Road Safety	Lappin Avenue and St. Clarens Avenue	Intersection geometric safety improvement	2024-2026
Road Safety	Lappin Avenue and Emerson Avenue	Intersection geometric safety improvement	2024-2026
Road Safety	Dufferin Street and Lappin Avenue	Intersection geometric safety improvement	2024-2026
Road Safety	Dufferin Street, Hallam Street, and Millicent Street	Intersection geometric safety improvement	2024-2026
Road Safety	Dufferin Street and Armstrong Avenue	Intersection geometric safety improvement	2024-2026
Road Safety	Brock Avenue and Croatia Street	Intersection geometric safety improvement	2024-2026
Road Safety	Wallace Avenue and Pauline Avenue	Intersection geometric safety improvement	2024-2026
Road Safety	Wallace Avenue and Emerson Avenue	Intersection geometric safety improvement	2024-2026
Road Safety	Croatia Street, from Brock Avenue to Brockton Stadium driveway	Closure to motor vehicles	2024-2026 (Subject to decision of TEYCC upon commissioning of Collegiate Road)
Speed	St. Clarens Avenue, from Wallace Avenue to Dupont Street	Traffic calming (speed humps)	2024-2025
Speed	Armstrong Avenue, from Emerson Avenue to Dufferin Street	Traffic calming (speed humps)	2024-2025
Speed	Russett Avenue, from Bloor Street West to Wallace Avenue	Traffic calming (speed humps)	2024-2025
Speed	Lane West of Dufferin and North of Wallace	Traffic calming (speed bumps)	2024-2025
Speed	Lappin Avenue, from Emerson Avenue to Dufferin Street	In-road flexible speed signs	2024-2025

Motor Vehicle Volume	Wallace Avenue, from Lansdowne Avenue to St. Clarens Avenue	Converted to one-way operation in the eastbound direction	2025-2027
Active Transportation	Wallace Avenue, from Lansdowne Avenue to St. Clarens Avenue	Contra-flow bikeway	2025-2027 (Subject to decision of IEC in 2025)
Active Transportation	St. Clarens Avenue, from Wallace Avenue to Dupont Street	Contra-flow bikeway	2025-2027 (Subject to decision of IEC in 2025)
Active Transportation	Emerson Avenue, from Dupont Street to Bloor Street West	Contra-flow bikeway	2025-2027 (Subject to decision of IEC in 2025)
Active Transportation	Millicent Street, from Emerson Avenue to Dufferin Street	Contra-flow bikeway	2025 (Subject to decision of IEC in 2025)
Active Transportation	Hallam Street, from Dufferin Street to Bartlett Avenue	Cycle tracks	2025 (Subject to decision of IEC in 2025)
Active Transportation	Intersection of Millicent Street and Dufferin Street	New traffic control signal	2025 (Subject to decision of IEC in 2025)

Implementation

The traffic management elements outlined in this report are proposed to be implemented in phases; the timing of installation will be dependent on the complexity of delivery, availability of materials, funding and competing priorities. Elements that can be delivered in the short-term include changes that do not require Community Council approval such as intersection geometric safety improvements.

Community Council authority is being sought for changes requiring by-law amendments: speed humps and speed bumps. Pending Community Council approval, these changes can be implemented in the next 1-2 years.

Changes associated with the closure to motor vehicles of Croatia Street between Brock Avenue and the motor vehicle access to Brockton Stadium should be timed so as to align with the commissioning of Collegiate Road. A separate report to TEYCC will be submitted to enact this change when the timing of the commissioning of Collegiate Road is known.

Changes associated with new cycling facilities and directional changes on St. Clarens Avenue, Emerson Avenue, and Wallace Avenue, Millicent Street, Hallam Street, and the intersection of Dufferin Street, Millicent Street, and Hallam Street are included in the

2025-2027 Near-Term Implementation Program of the Cycling Network Plan. The facilities on Millicent Street, Hallam Street, and the intersection of Dufferin Street, Millicent Street are expected to be bundled with upcoming planned road work on these streets in 2025. All changes associated with new cycling facilities and directional changes will be included in a future report to the Infrastructure and Environment Committee for consideration and final decision. Public input to the Wallace-Emerson NSP will be used to guide the design and implementation of these segments of the Cycling Network.

Operational Monitoring

If recommendations are approved for installation, Transportation Services would initiate a monitoring plan to track travel patterns and traffic behaviours in the Wallace Emerson neighbourhood. Data would be collected to monitor travel times, turning movement counts, and multi-modal traffic speed and volume. Data collected and reviewed as part of the NSP would form the baseline. Communication with community organizations and the public would continue throughout installation and up to 18 months post-installation to share feedback from both data monitoring and neighbourhood experience perspectives and discuss appropriate solutions to any issues that may arise.

CONTACT

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Manager, Area Transportation Planning, Transportation Services
416-338-7139, michelle.berquist@toronto.ca

SIGNATURE

Jacquelyn Hayward
Director, Planning, Design and Management, Transportation Services

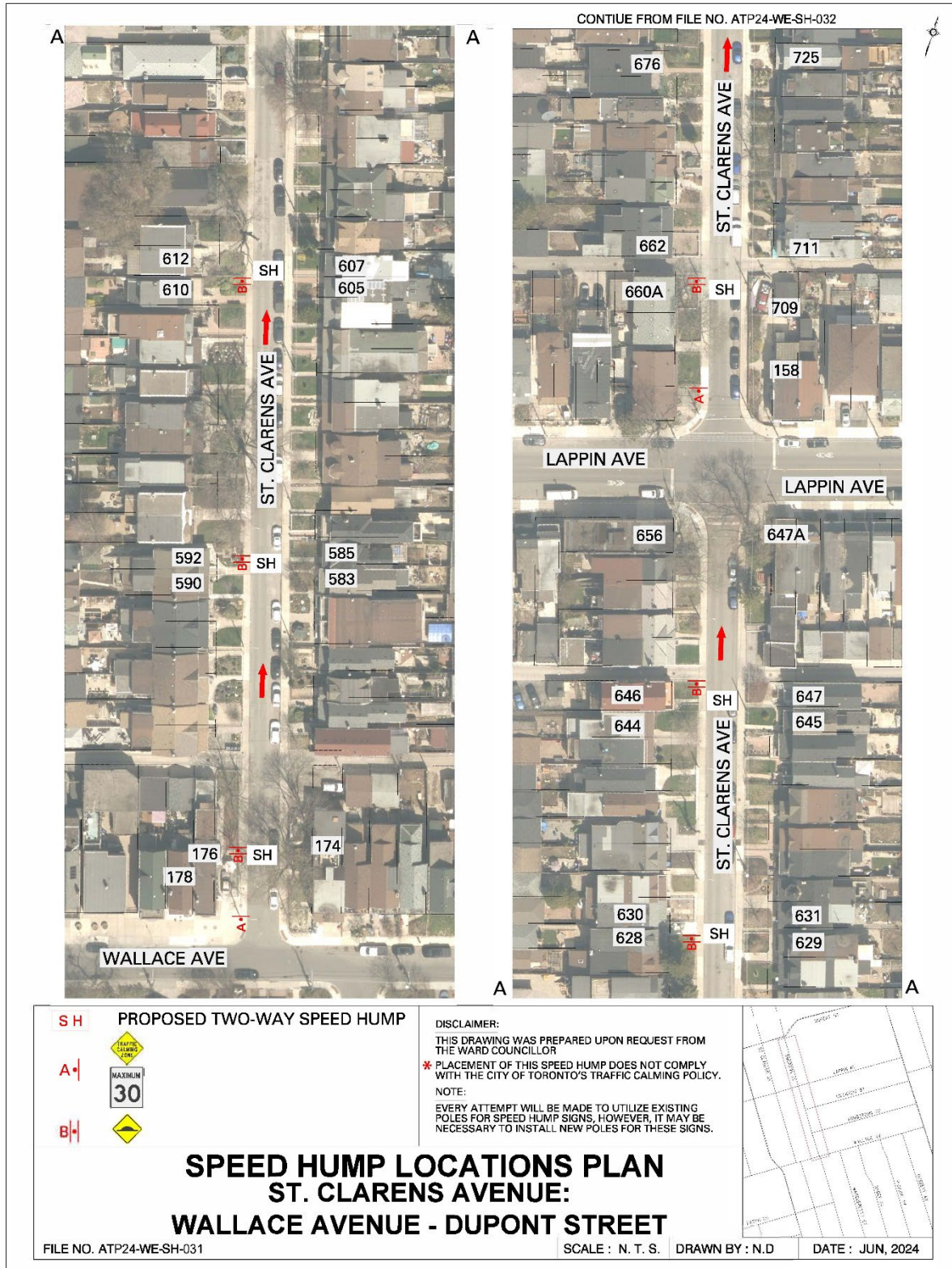
ATTACHMENTS

Attachment 1 - 10-year Killed and Seriously Injured Collision History
Attachment 2 - ATP24-WE-SH-031 - Speed Hump Location Plan
Attachment 3 - ATP24-WE-SH-032 - Speed Hump Location Plan
Attachment 4 - ATP24-WE-SH-033 - Speed Hump Location Plan
Attachment 5 - ATP24-WE-SH-034 - Speed Hump Location Plan
Attachment 6 - ATP24-WE-SH-035 - Speed Hump Location Plan
Attachment 7 - ATP24-WE-SH-036 - Speed Hump Location Plan
Attachment 8 - ATP24-WE-SH-037 - Speed Hump Location Plan
Attachment 9 - ATP24-WE-SB-001 - Speed Bump Location Plan
Attachment 10 - Response from Toronto Paramedic Services

Attachment 1 - 10-year Killed and Seriously Injured Collision History

Location	Date	Collision Type	Result
Dupont Street and Emerson Avenue	01/16/2013	Vehicle-Vehicle	Serious injury
Bloor Street West and Lansdowne Avenue	04/28/2013	Vehicle-Vehicle	Serious injury
Bloor Street West and Margueretta Street	05/14/2013	Vehicle-Cyclist	Serious injury
Dupont Street and Lansdowne Avenue	06/15/2013	Vehicle-Vehicle	Serious injury
Dufferin Street and Shanly Street	06/19/2013	Vehicle-Vehicle	Serious injury
1245 Dupont Street	08/23/2013	Vehicle-Cyclist	Serious injury
Dufferin Street north of Bloor Street	08/29/2013	Vehicle	Serious injury
Paton Road and Lansdowne Avenue	03/22/2014	Vehicle-pedestrian	Serious injury
Dupont Street and Lansdowne Avenue	08/16/2014	Vehicle-Vehicle	Serious injury
Paton Road and Lansdowne Avenue	06/08/2015	Vehicle	Serious injury
1245 Dupont Street	10/20/2015	Vehicle-Vehicle	Serious injury
Armstrong Avenue and Dufferin Street	01/30/2016	Vehicle-pedestrian	Death
Bloor Street West and Croatia Street	04/29/2016	Vehicle-Cyclist	Serious injury
Dupont Street and Dufferin Street	02/18/2017	Vehicle-Vehicle	Serious injury
Dupont Street and Lansdowne Avenue	09/02/2018	Vehicle-Vehicle	Serious injury
Dupont Street West of Dufferin Street	09/06/2018	Vehicle-Vehicle	Serious injury
Dufferin Street and Lappin Avenue	09/15/2018	Vehicle-Cyclist	Serious injury
Wallace Avenue and Lansdowne Avenue	09/03/2019	Vehicle-pedestrian	Serious injury
Bloor Street West and Dufferin Street	06/09/2020	Vehicle-Cyclist	Serious injury
Bloor Street West and Dufferin Street	10/28/2020	Vehicle-Cyclist	Serious injury
Bloor Street West and Margueretta Street	11/01/2020	Vehicle-Cyclist	Serious injury
800 Lansdowne Avenue	11/24/2020	Vehicle-Vehicle	Serious injury
Dupont Street and Dufferin Street	11/07/2021	Vehicle-Vehicle	Serious injury
Lappin Avenue and Lansdowne Avenue	04/05/2022	Vehicle-pedestrian	Death
Bloor Street West and Croatia Street	05/22/2022	Vehicle-pedestrian	Serious injury

Attachment 2 - ATP24-WE-SH-031 - Speed Hump Location Plan





CONTINUE FROM FILE NO. ATP24-WE-SH-31

<div><div>S H</div><div>A</div><div>B</div></div>	<div>PROPOSED TWO-WAY SPEED HUMP</div> <div><div>TRAFFIC CALMING ONLY</div><div>MAXIMUM 30</div><div></div></div>	<div>DISCLAIMER:</div> <div>THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR</div> <div>* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY.</div> <div>NOTE:</div> <div>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.</div>	
<div><div>SPEED HUMP LOCATIONS PLAN</div><div>ST. CLARENS AVENUE:</div><div>WALLACE AVENUE - DUPONT STREET</div></div>			
<div>FILE NO. ATP24-WE-SH-032</div>		<div>SCALE : N. T. S.</div>	<div>DRAWN BY : N.D</div> <div>DATE : JUN, 2024</div>

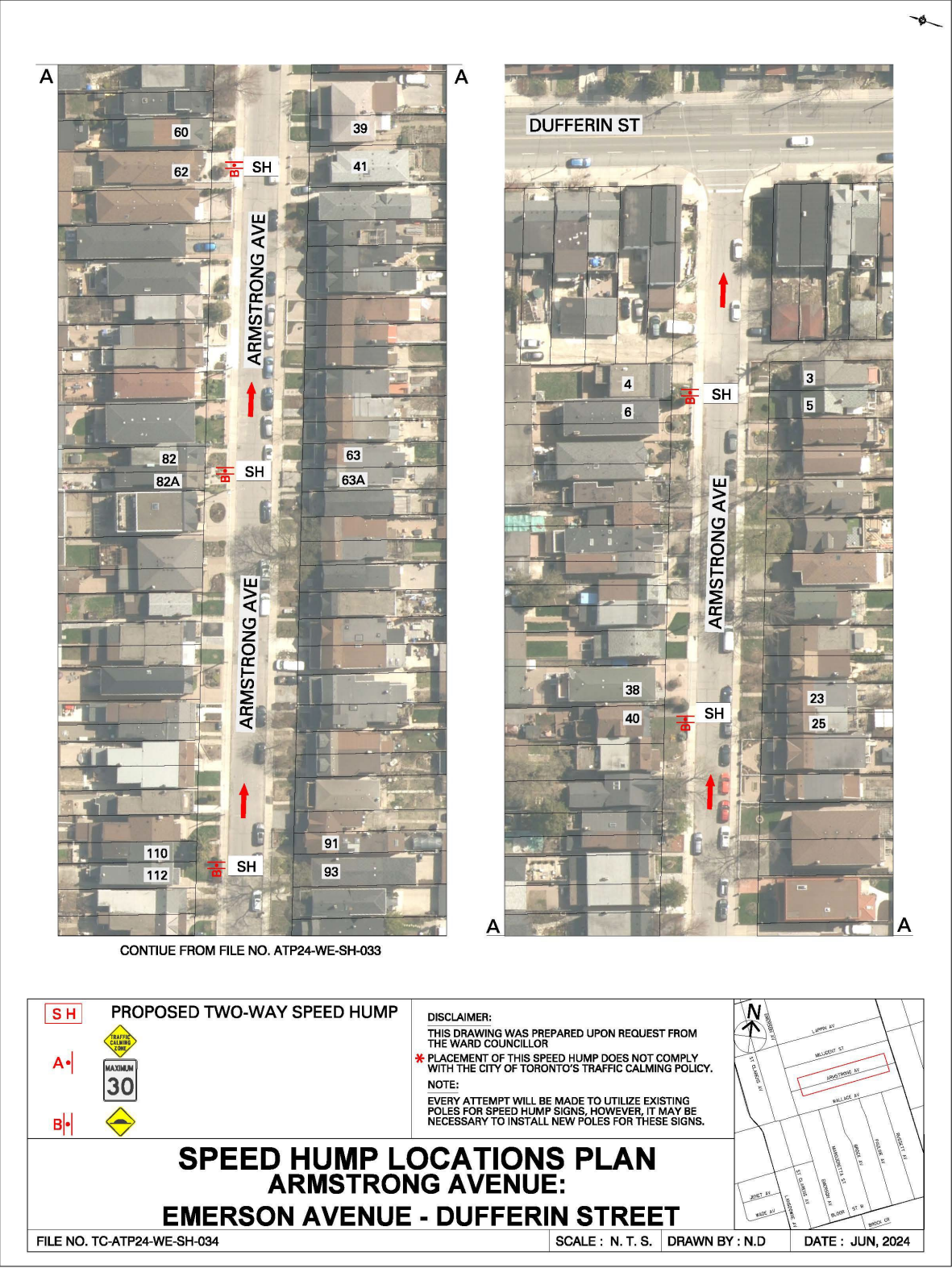
Attachment 4 - ATP24-WE-SH-033 - Speed Hump Location Plan

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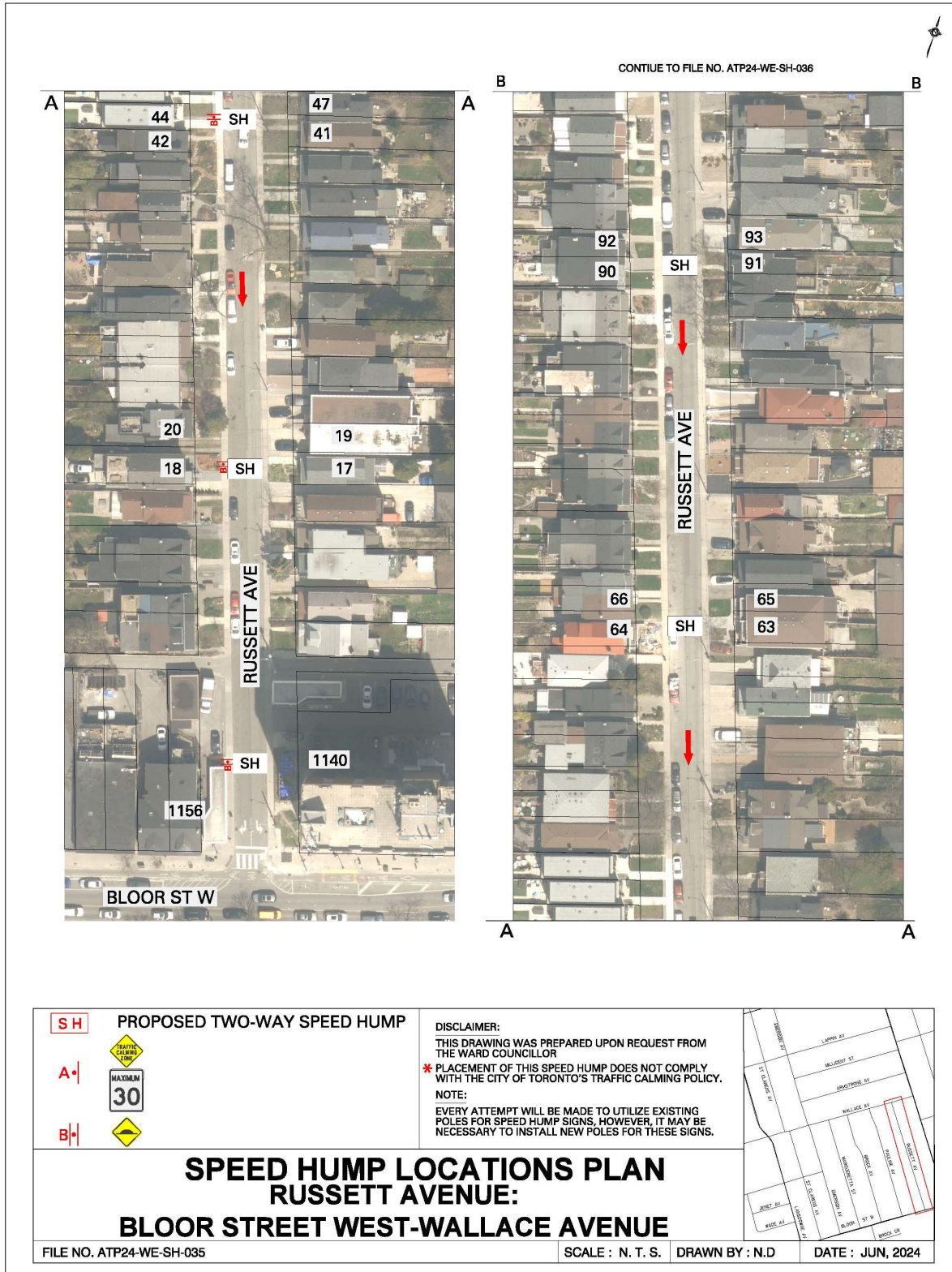


SH	PROPOSED TWO-WAY SPEED HUMP	<p>DISCLAIMER: THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR</p> <p>* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY. NOTE:</p> <p>EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.</p>		
A	 			
B				
<p align="center">SPEED HUMP LOCATIONS PLAN ARMSTRONG AVENUE: EMERSON AVENUE - DUFFERIN STREET</p>				
FILE NO. TC-ATP24-WE-SH-33		SCALE : N. T. S.	DRAWN BY : N.D	DATE : JUN, 2024

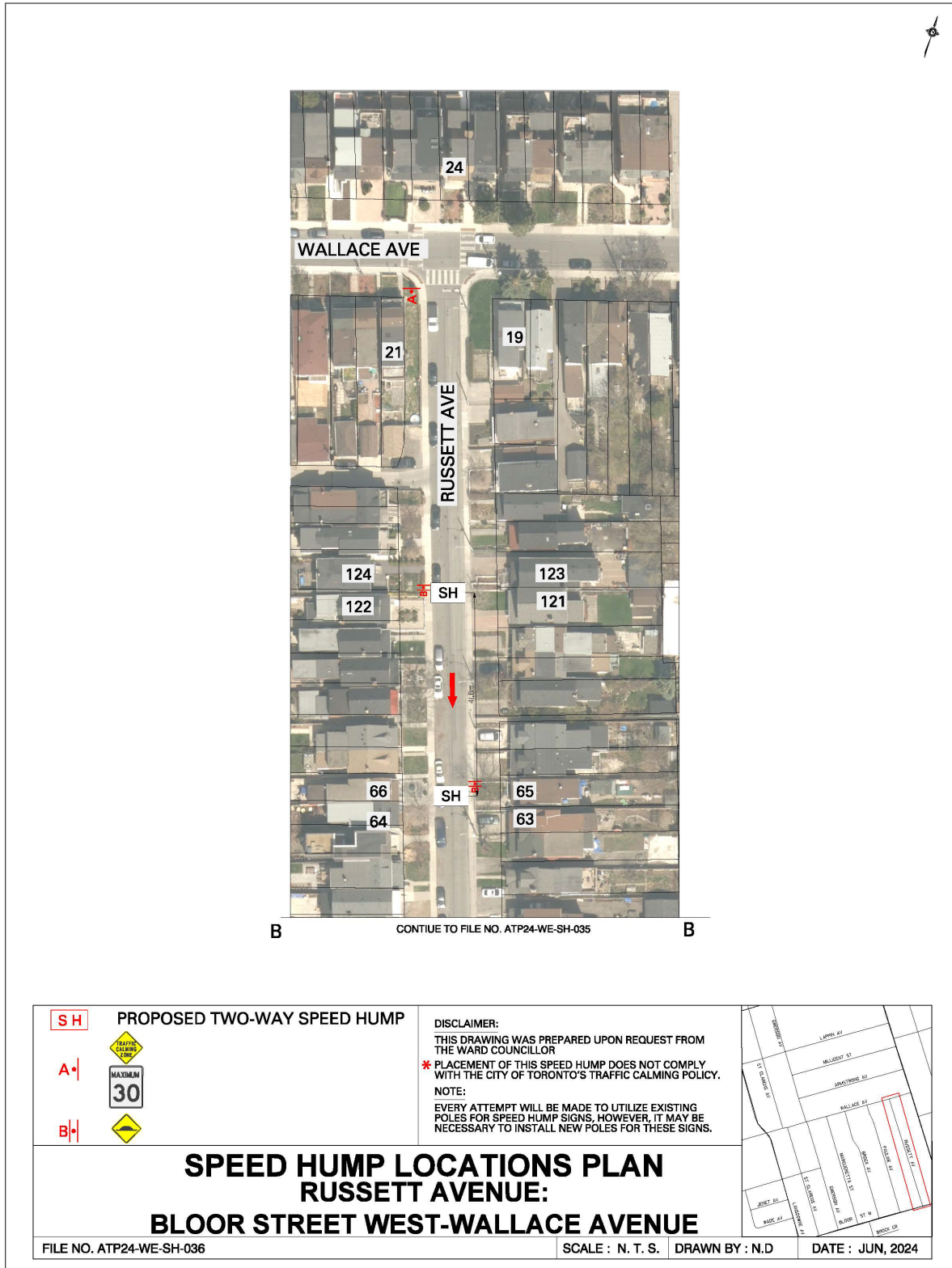
Attachment 5 - ATP24-WE-SH-034 - Speed Hump Location Plan

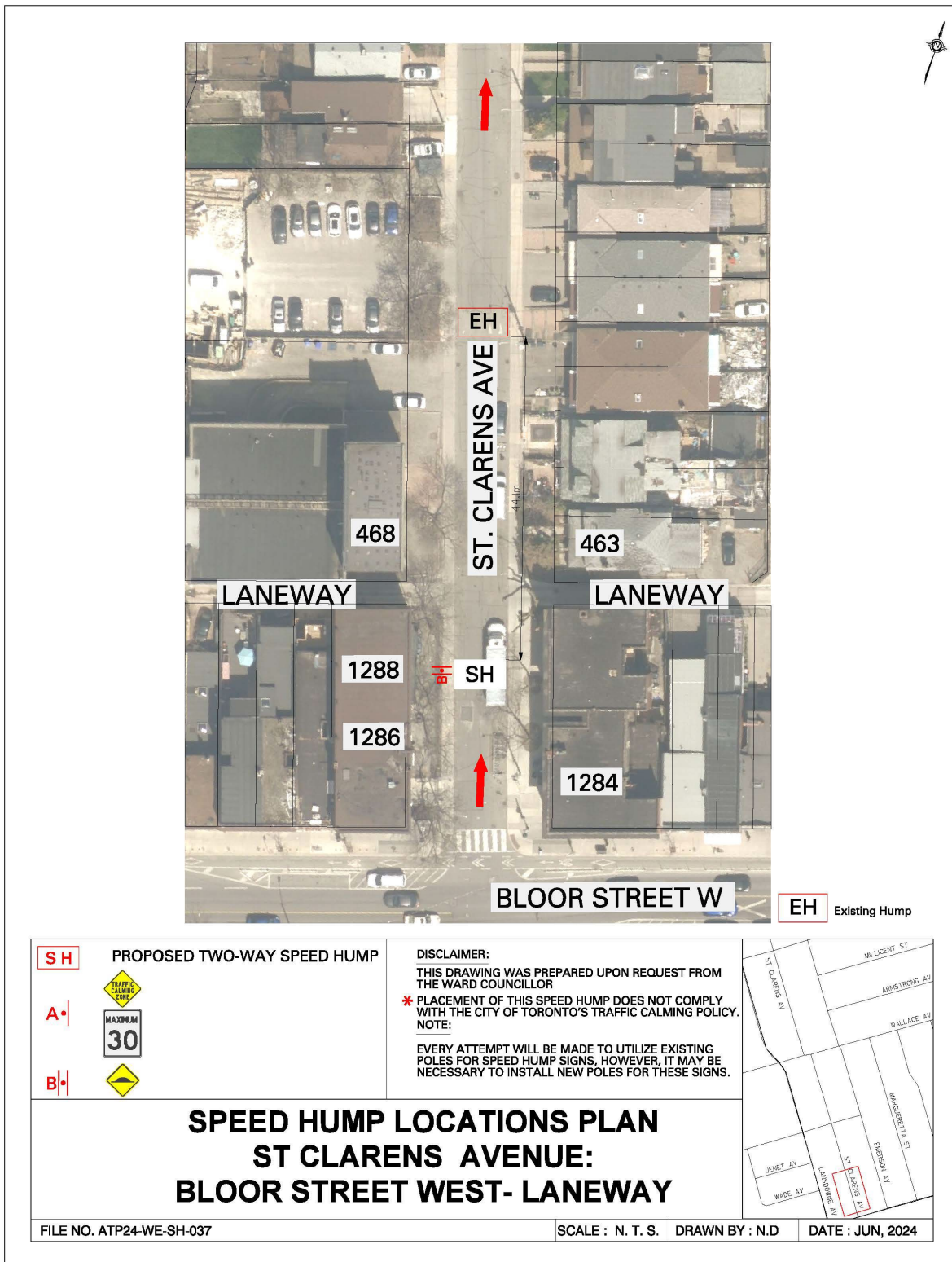


Attachment 6 - ATP24-WE-SH-035 - Speed Hump Location Plan



Attachment 7 - ATP24-WE-SH-036 - Speed Hump Location Plan

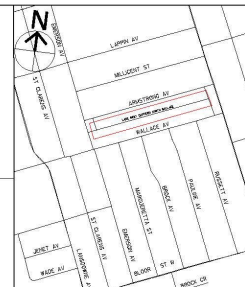






**SPEED HUMP LOCATIONS PLAN
LANE WEST DUFFERIN NORTH WALLACE
EMERSON AVENUE - DUFFERIN STREET**

DATE : AUG, 2024



Attachment 10 - Response from Toronto Paramedic Services

From: EMS Planning
Sent: August 9, 2024 9:02 AM
To: Adam Wenneman
Cc: Atif Sharif; Jennifer Chung; EMS Planning; EMS Planning
Subject: Proposed Traffic Calming in Wallace Emerson

We have received and reviewed the proposal for installation of speed humps in the Wallace Emerson neighbourhood , with the following comments:

The installation of speed humps in the Wallace Emerson neighbourhood will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the Wallace Emerson neighbourhood serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.