

MCROBERTS AVE TRAFFIC SURVEY RESULTS

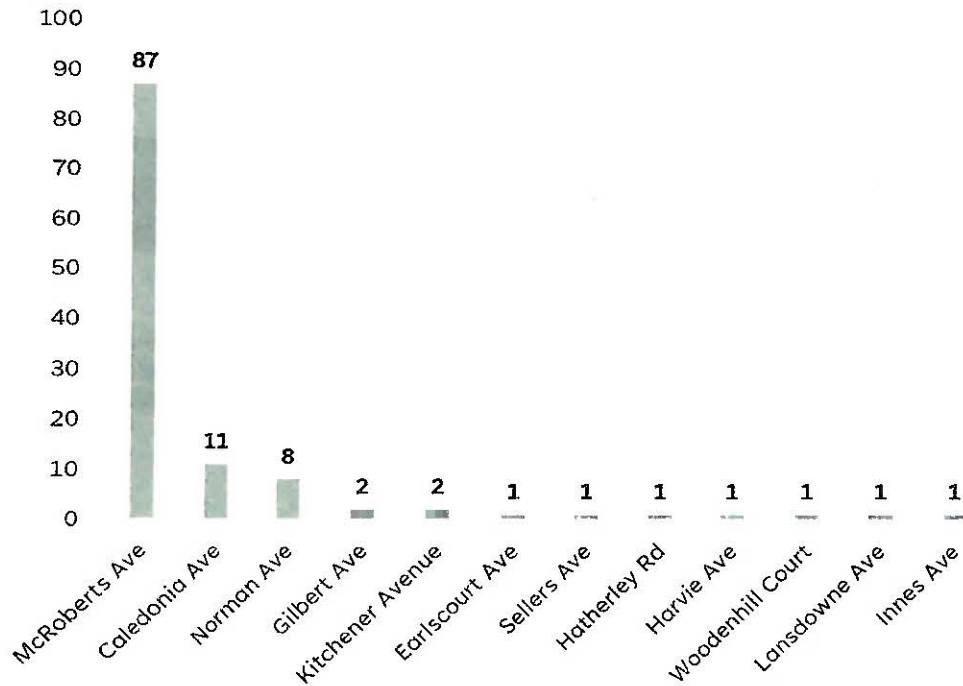
JULY 2022

INTRODUCTION

The McRoberts Traffic Survey is intended to help better understand the community's concerns regarding speeding and traffic volume. It will also gather feedback on potential resolutions that could be implemented to help improve road safety.

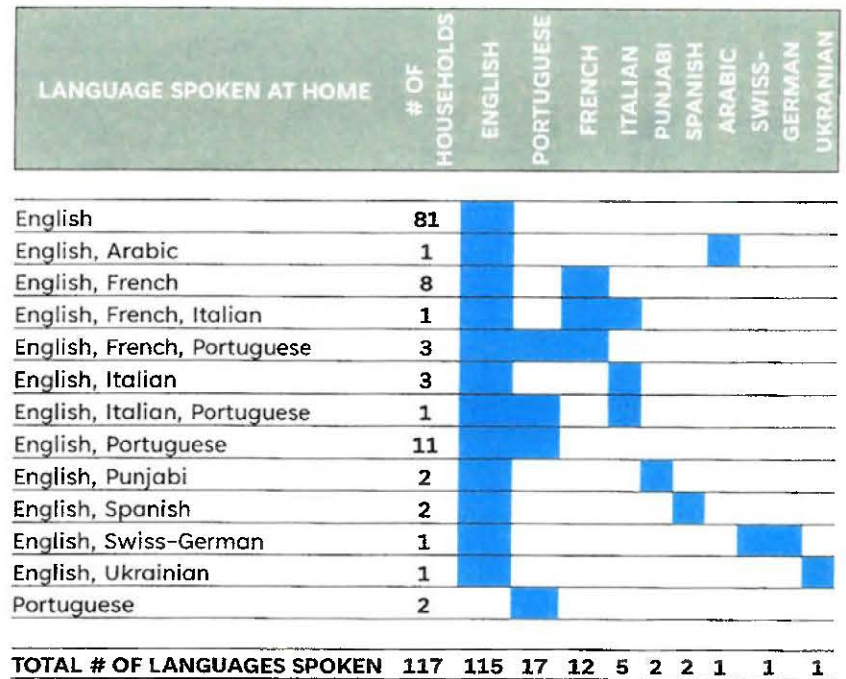
LANGUAGE & LOCATION

Which street do you live on?



NOTE: 75% OF RESPONDENTS LIVE ON McROBERTS AVE

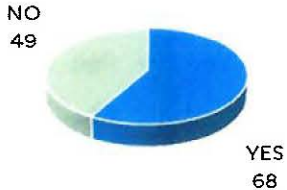
Which languages spoken at home?



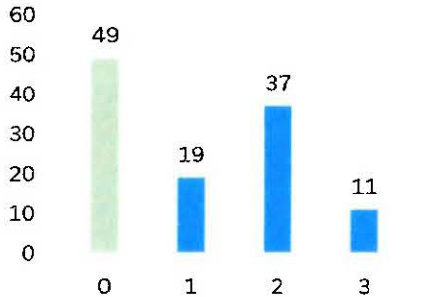
NOTE: BECAUSE SOME HOUSEHOLDS HAVE MORE THAN ONE LANGUAGE, THE TOTAL NUMBER OF LANGUAGES SPOKEN IS GREATER THAN THE NUMBER OF HOUSEHOLDS

AGE DEMOGRAPHICS

Are there **children 12 years of age and younger** living in your household?

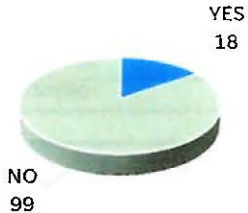


how many **children aged 12 and under** living in your household?

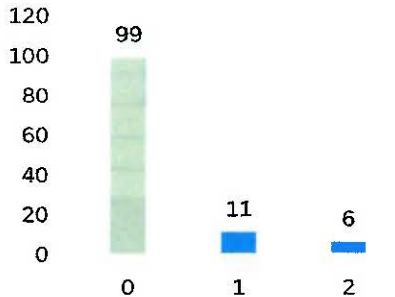


THERE WERE **126 CHILDREN (<12)** IN THE **117 HOUSEHOLDS** SURVEYED
 $((0*49)+(1*19)+(2*37)+(3*11))=126$

Are there **adults 65 years of age and older** living in your household?



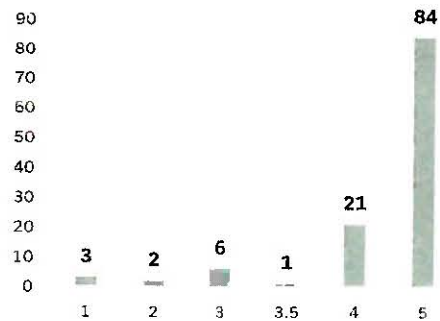
how many **adults aged 65 and over** living in your household?



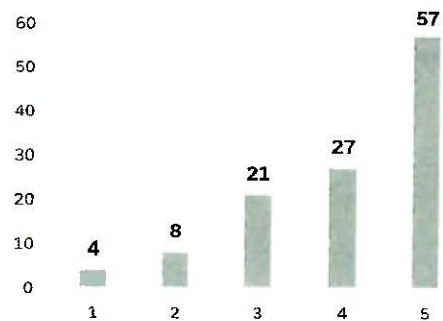
THERE WERE **23 ADULTS (>65)** IN THE **117 HOUSEHOLDS** SURVEYED
 $((0*99)+(1*11)+(2*6))=23$

SPEEDING | TRAFFIC | VEHICLE NOISE

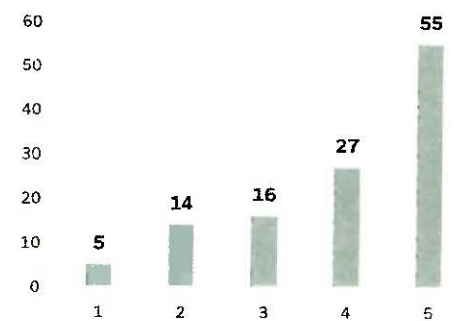
On a scale of 1 to 5, how concerned are you about **SPEEDING** on McRoberts Ave, Innes Ave, Norman Ave, and surrounding areas?



On a scale of 1 to 5, how concerned are you about **TRAFFIC** on McRoberts Ave, Innes Ave, Norman Ave, and surrounding areas?



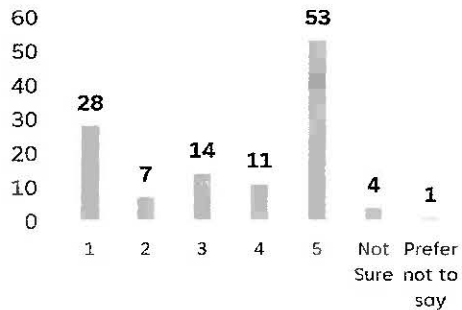
On a scale of 1 to 5, how concerned are you about **VEHICLE NOISE** on McRoberts Ave, Innes Ave, Norman Ave, and surrounding areas?



MCROBERTS ONE-WAY PROPOSAL

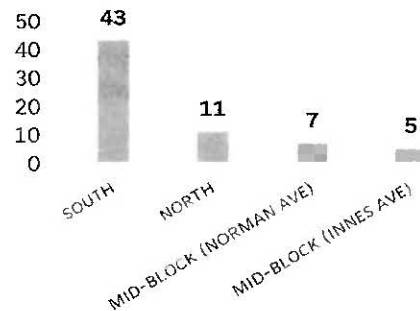
III-SCOPE AREA IS BETWEEN ST. CLAIR AVE W AND ROGERS ROAD

Would you be in favor of changing McRoberts Ave from 2-way traffic to 1-way traffic?



1=Unfavorable / 5= Favorable

Which direction of traffic would you prefer, if McRoberts were changed to 1-way traffic?



one-way north/south on McRoberts and lane of corner

Community Feedback

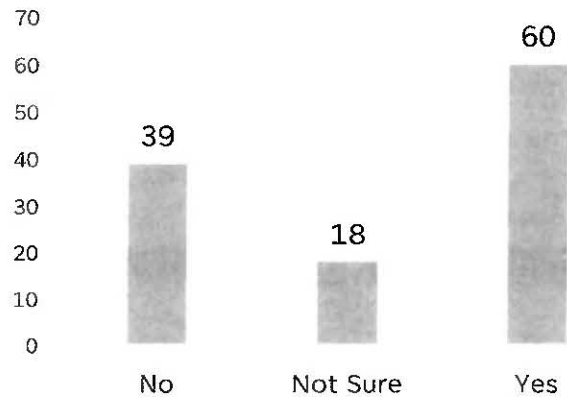
I am concerned with people using the laneways on the east and west sides of McRoberts to go 2-ways

I think the kinds of offenders on McRoberts are going to keep racing up and down the street no matter what direction the traffic flows



BIKE LANE PROPOSAL

Would you be in favor of a dedicated bike lane on McRoberts Ave?



COMMENTS & THEMES

- Yes, if the street was made one-way. There's not enough room otherwise.
- Yes, if the bike lane was extended to Earls court Park and crossing added at Rogers/Prospect Cemetery
- A safe north/south bike lane could reduce car traffic and make it easier for more families to bike
- No, the street is too narrow
- The cemetery already functions as a dedicated bike lane
- Use Harvie Ave and Nairn Ave to avoid the hill on McRoberts
- I'm an avid cyclist and I'm terrified to bike on Caledonia. I only use the sidewalks.
- St. Clair is also impossible to bike on without constant fear of getting clipped or doored.

COMMUNITY FEEDBACK HIGHLIGHTS

92 COMMENTS IN TOTAL / PLEASE REVIEW FOR MORE DETAILS

SPEEDING

- ROADWAY SPEED BUMPS TOO SMALL
- LANEWAY SPEEDHUMPS BROKEN OR MISSING
- EXCESSIVE SPEEDING ON ROADWAYS AND LANEWAYS
- NO SPEED BUMPS ON INNES OR NORMAN
- SPEED LIMITS ARE TOO HIGH
- PLANTERS, SPEED CAMERAS, SPEED SIGNS NEEDED TO SLOW TRAFFIC
- NO ENFORCEMENT

TRAFFIC

- STREETS AND ALLEYS ARE BEING USED TO BYPASS CALEDONIA & ROGERS
- PERMANENT ADVANCED TURNING LANES NEEDED TO IMPROVE FLOW (EG: ROGERS & CALEDONIA)
- PARKING ON CALEDONIA CREATES TRAFFIC JAMS
- VEHICLES PARKING ON SIDEWALKS
- DRIVERS RUNNING STOP SIGNS
- NO ENFORCEMENT

VEHICLE NOISE

- EXTREMELY LOUD VEHICLES DRIVE THROUGH NEIGHBOURHOOD AT NIGHT, MAKING IT VIRTUALLY IMPOSSIBLE TO KEEP WINDOWS OPEN
- MODIFIED MUFFLERS ARE DEAFENING
- CARS DOING BURN-OUTS AT STOP-SIGNS
- NO ENFORCEMENT

OTHER FEEDBACK

- WORRIED ABOUT DRUNK DRIVERS
- PEOPLE PARKING ALL OVER THE ALLEY, IMPEDING NEIGHBOURS
- COMMUNITY MAILBOX WILL MAKE INNES/MCROBERTS INTERSECTION DANGEROUS
- NORMAN IS TOO NARROW TO ACCOMMODATE PARKING ON BOTH SIDES
- WHAT IS PLAN FOR COMMUNITY TO ADDRESS 9-STORY, 15-STORY AND 17-STORY TOWERS? (TRAFFIC & PARKING)

- 1) A few issues not addressed above: (1) The right-hand turn from St. Clair westbound onto Caledonia northbound is very dangerous for pedestrians. I've almost been hit several times by vehicles at a rolling stop. (2) Similarly, I've heard multiple anecdotes of pedestrians (including with small children and/or strollers) almost being hit at the crosswalk on Caledonia at Norman. There are many seniors, young children, and disabled folks living in this neighbourhood, and the streets need to be safe for them. (3) I am concerned about the volume of people who will be added to the neighbourhood with the completion of the condo projects at St. Clair/McRoberts and St. Clair/Caledonia. There is already no parking availability, heavy traffic, and heavy transit use on both the 47 Lansdowne bus and the 512 streetcar. The city will need to address these issues by the time the condos go up.
- 2) a proper full height curb should be installed on the east sidewalk to protect pedestrians
- 3) A safe north/south bike lane could reduce car traffic and make it easier for more families to bike instead of drive. There would need to be a bike cross walk across Rogers to make this the most effective
- 4) A traffic control in the area will be needed now with the new building coming at McRoberts and Innes. But also with the new construction on the corner of St Clair and McRoberts, the volume is just due to increase. Traffic volume will be higher to access Caledonia Rd, so majority will be using McRoberts as an "escape route"
- 5) Although I am in favour of the 1-way options, I am concerned with people using the laneways on the east and west sides of McRoberts as a way to beat the system. Perhaps better speed bumps in the laneways could help prevent that.
- 6) Biggest concern is stop signs treated as rolling yield signs. Ultimately needs police enforcement more than anything else.
- 7) Car noise (from tuned mufflers) has become intolerable. Every 3 minutes some car goes up McRoberts and shakes the houses. The street 8 years ago was quiet. We are looking into moving because the muffler noise in the back alley wakes everyone up.
- 8) Cars and motorcycles are very loud. We do not have AC and sleep with windows open. Their engine noises keep us up at night.
- 9) Concerned about additional traffic from community mailbox program
- 10) Concerned about vehicle speed in area particularly on Hatherley (a 40 zone surrounded by 30 zones) and Harvie which vehicles use to bypass Dufferin and Caledonia. Vehicles are going too fast and there are lots of parks and schools in the area.
- 11) Concerned with speeding, the size of our speed bumps and speed humps in the McRoberts laneway, drivers running the stop signs at Norman and Innes.
- 12) For me it's not so much the volume as the speed and unsafe driving - running the stop signs. I think turn prohibitions, while in principle worthwhile, will not be effective as people already don't obey the signs and traffic violations are rarely enforced by TPS as they themselves have stated. A one-way system is not ideal but the only solution that would have any effect. Speed cameras might help too.
- 13) I am more concerned that all the side streets are used to by pass Caledonia and Rogers.
- 14) I do think that speeding is an issue on our streets given they are side roads and there are many children often playing on road/sidewalk. I do not think making the street a one way will help as it will increase the traffic on Caledonia and St Clair given they are both 1 lane streets and McRoberts does not have other side streets to help overflow traffic.

- 15) I don't think turning the street into one way, will help. I think bumps and slow down strips like used at some highway exits would make a better impact. Also not allowing turns at certain times.
- 16) "I live at the corner of Norman and Caledonia. Nearly every single night we hear cars FLYING past up Caledonia. The engines are so loud that they drown out conversation.
- 17) We need some kind of speed control on Caledonia. I've never seen any issues on McRoberts.
- 18) I'm an avid cyclist and I'm terrified to bike on Caledonia. I only use the sidewalks.
- 19) St. Clair is also impossible to bike on without constant fear of getting clipped or doored.
- 20) Both Caledonia and St. Clair need dedicated, separated bike lanes. "
- 21) I think it is important to consider how this will impact traffic on Innes and Norman. The three way stop at Innes and McRoberts is very dangerous with very few people stopping at the stop signs (the reason someone lost their life a couple years back). I think if McRoberts was made to be one way going south from Rogers to St. Clair, that would be a good way to prevent cars from using Innes to bypass the light at Rogers and Caledonia. The majority of the cars going down our street are going in this direction.
- 22) I think the kinds of offenders on McRoberts are going to keep racing up and down the street no matter what direction the traffic flows. Another huge problem is folks driving through the stop signs completely. The groups of motorcycles that circle round and round the street on summer evenings literally has woken my children from sleep. I think it is an attitude, a lack of compassion, rather than a simple traffic issue.
- 23) I truly think that the simplest and most effective solution is slightly larger speed bumps. We have many new developments underway around Caledonia and prohibiting traffic flow will make driving a nightmare. We just need people to slow down and larger speed bumps on other street have proven effective.
- 24) I would like to see better (more aggressive speed bumps) to slow cars down, or I don't know what they are called, but where part of the side walls juts out into the street requiring the cars to slow down because they almost have to zig zag up it and can't just fly straight.
- 25) I would like to see no street parking on Caledonia.
- 26) I would like to see obstacles put in the road (plant islands, etc.) so that drivers are forced to slow down. I would also like to see speed cameras put up so that speeding cars can be fined.
- 27) I'd love the city to finally do something. People don't stop at the stop sign at McRoberts and Norman and it's a matter of time before someone gets hit.
- 28) I've reached out several times to install speed bumps on Sellers ave with no success. There is a growing family community and we feel less than taken care of.
- 29) If McRoberts were to be made a one way street going south, it would need a contra flow bike lane to allow people to access Rogers safely. Whereas other one way roads have alternate, parallel roads to take in order to access the Rogers bike lane, McRoberts only has Caledonia because of the cemetery, and that is not a safe option for cyclists because of the amount of traffic and how narrow the road is. Also, if McRoberts were to be made two way until Norman, then one way, it wouldn't address the issue of people using McRoberts to bypass the right turn at St. Clair/Caledonia. It would remain an issue. If this were to be considered it should be on way until the Laneway entrance north of St. Clair only.
- 30) It would be great if the advanced green at the Caledonia and Rogers lights was consistent and not only used in PM during weekdays. Also if it was longer to let more than 1-2 cars through.

- 31) It's very clear and documented by numerous transportation companies that one way streets increase speeding. It is an incentive since they have no oncoming traffic. I get the street want a this but after speaking with a very well known and reputable transportation planning business they recommend against it. A bike lane to where? McRoberts is a dead end, perhaps Dufferin or Caledonia that is a more popular thorough fare that goes somewhere.
- 32) Kitchener Avenue between McRoberts and Harvie NEEDS speed bumps! At all times of day people are using it as a drag strip because of the extra long straight section, particularly in the areas between the cemetery because there are no parked cars there.
- 33) Laneway speeding/ drunk drivers
- 34) Lots of bad parking on the road. People park far from the curb and/or take up a lot of space when parking and then another car can't fit because of it. There are also cars that park where parking isn't allowed (like at the end of the streets). Lastly, lots of cars park overnight that don't have parking permits, taking away parking spots for the people who do have permits.
- 35) McRoberts already has speed bumps. To slow things down further it might be helpful to half the speed reducing peninsula just south of nines. Other than that making one ways will just divert traffic to other streets, including Caledonia which is already crazy busy. Noise isn't really an issue that's going to get better with just McRoberts. It's from all the traffic everywhere. What would help is more green. More shrubs and trees. Not just reducing traffic on one street
- 36) Modified mufflers throughout the neighbourhood are deafening, illegal and chipping away at this neighborhoods quality of life. Please encourage police or by law officers to enforce this bylaw and pull over and tickets these cars. Please.
- 37) "Most of the speeding I see is northbound traffic from St. Clair as drivers try to avoid the St. Clair & Caledonia Rd. intersection.
- 38) While I favour the one-way idea in principle, I'm a bit concerned about one-way restrictions (particularly mid-block options) possibly pushing additional traffic onto Innes and Norman, which are already both very tight streets to navigate. I'm also concerned about drivers trying to use laneways as "short cuts".
- 39) Need to make all the laneways in these areas no parking as people just park where ever in other peoples property as well
- 40) Norman Ave should have parking on only one side. Parking on both sides makes it difficult for vehicles to see clearly when turning onto Norman causing unnecessary traffic.
- 41) Norman needs speed bumps.
- 42) One way south or one way south from Norman only is even better but both work for me
- 43) Parking...too many people park on McRoberts with no permits and those with permits can't park.
- 44) "People consistently park on the north side illegally which tends to block traffic in both directions.
- 45) Also, street parking is hard to come by, which will only get worse with all the developments. (The Caledonia St Clair condos have twice as many condo units as parking spots) It would be good to address this. "
- 46) Please add real speed bumps
- 47) Please, please do something about the modified mufflers. My neighbor has 2 cars and starts them starting at 5:40am, and we can hear the cars starting and ideling till 11:30pm. Called the

city for help and they said they can do nothing. We wake up at 5:40am every morning. Secondly, the cars with tuned mufflers up and down McRoberts is getting worse and worse. The cars know that no one will stop them.

- 48) See handout for comments
- 49) Speed bumps and the Slow Down signs are doing nothing to stop the speed of traffic. It's rude that this is the only options we have to attempt to save the lives of our children!
- 50) Speeding isn't a problem on McRoberts (which is a small street with speed bumps) so much as on Caledonia. People drive up and down Caledonia at extremely high speeds. I'm on a corner so I see it a lot.
- 51) Stop light on Caledonia. Cars often will NOT stop for pedestrians at the cross walks.
- 52) Stop signs appear to be optional to most people driving on McRoberts. More enforcement is needed.
- 53) Stop wasting money of frivolous "studies" there are more pressing matters in our community than traffic.
- 54) Thank you for the traffic meeting, which I found quite useful. If many residents opt for a one way street, I would hope we could have a follow up discussion to inform them of city staff's point that a one way street may be counter productive to the goal of reducing speeding. Thank you for your continued commitment to this community Councillor Bailao and staff.
- 55) The concept ideas presented herein should be coupled with traffic calming measures consistent with the City's Vision Zero policy and Complete Streets guidelines. Traffic calming measures should be prioritized over on-street parking (the inexpensive storage of personal vehicles in the public realm should not take priority over the safety of vulnerable road users). One-way operation is shown to typically result in higher vehicle speeds, and should be avoided or coupled with traffic calming measures. Enforcement (including of noise by-laws) needs to be incorporated several times a year.
- 56) The problem is evening bad-muffler noise and very dirty exhaust in the air make it hard to be outside. Also hard to hear conversation indoors, and cannot have windows open in later afternoon & evening.
- 57) The speed bumps don't do anything but launch fast cars faster
- 58) The speeding and noise is primarily northbound during evenings and nights
- 59) the speeding on Caledonia is terrible, and people use our alley (beside Angels bakery, going north from Rogers) as a way of skipping traffic at Rogers and Caledonia.
- 60) The speeding on McRoberts Avenue from south of Eglinton Ave to Kitchener Ave is extremely dangerous. Something more needs to be done here, it is totally unacceptable and happen frequently daily.
- 61) The speeding that happens on McRoberts is really dangerous and it may get worse once the condo development starts building on the corner. If it was one way north only that could reduce the number of cars and change the way people would drive on McRoberts. Please consider making this change
- 62) The traffic volume and speed on McRoberts Avenue is extremely dangerous. There have been many instances of families nearly being hit by speeding cars that swerve to avoid the speed bumps and there is zero enforcement of speed, noise, or parking violations.

- 63) The volume of drivers heading north from all of the bars at the corner of McRoberts to Roger's is super high and turning from Roger's onto McRoberts is impossible sometimes. I would love McRoberts to be one way heading south from Roger's onto McRoberts is almost impossible.
- 64) There are so many children in this area because of Charles Caccia Park and the Ben School. It is so dangerous. The speed bumps need to be closer to the bottom of the hill. Even TEMPORARY speed bumps would work. Please help us avoid a horrible accident.
- 65) There should be a left turn on Eglinton and Caledonia so people stop turning down on McRoberts Avenue
- 66) Too many cars speeding while children trying to play causes concern for parents
- 67) Too many vehicles speed down hill and ignore stop sign at McRoberts and Kitchener
- 68) Traffic lights on Caledonia Road and Norman Avenue. There is excessive speeding throughout the day and night on Caledonia road between Rogers and St. Clair and often there is a pedestrian accident with a motor vehicle at the Norman and Caledonia intersection. There should also be speed bumps on Norman Avenue, Innes Ave, and there should be speed bumps closer to the stop signs on all these intersections to help with speeding and rolling stops.
- 69) Traffic on McRoberts has increased in a very dangerous way and we are very concerned for the children and pets who live on and use the street. Cars speed through McRoberts to avoid traffic on other heavier used streets and they do not respect the stop signs or speed.
- 70) tried in the past, but not able to change
- 71) We are two young adults living with our dog and the speeding on McRoberts is out of control (even compared to living on King St prior). I saw a speeding SUV jump the curb once when I was on a dog walk which was scary. The mufflers on the cars in the area can be heard all hours of the night. It sounds like drag racing at times - again all hours of the night. I would be a lot more worried with kids but am obviously still concerned!
- 72) We need much more enforcement around parking, speeding, and dangerous/distracted driving in the neighbourhood
- 73) "We need to prioritize safety for pedestrians and cyclists. Cars are loud, create air pollution, and endanger the residents of this neighborhood when they speed through.
- 74) Our neighborhood streets should not serve as a through-way/shortcut for drivers. Our streets must be treated as a destination where residents can feel safe to freely travel and congregate. We should not fear for our lives. DRIVERS SHOULD BE INCONVENIENCED IN THE INTEREST OF PUBLIC SAFETY!
- 75) My family lives on Norman Ave, just West of McRoberts. My son is 3 years old and he loves walking, running, riding his scooter/push bike. When we use the sidewalk on the East side of McRoberts, I am constantly on the lookout for speeding cars. There are no safe options to cross McRoberts except for using Rogers or St Clair West. Honestly, I feel safer letting my son go on Caledonia because at least along that street, sidewalks are far removed from car traffic with plenty of green space. However, the trade-off for the extra distance from vehicular traffic is the increased exposure to noise and air pollution.
- 76) SPEED LIMIT SIGNS DON'T WORK!! The streets already have 30km/h signs posted and MOTORISTS DON'T PAY ATTENTION TO THEM. Streets must be purposely designed/engineered to slow down drivers. Implementing ALL the following designs so that they can work in tandem with one another to enhance safety:

- 77) Convert McRoberts into a one-way southbound street, from Rogers Rd to Lane North St Clair E Caledonia. Cars can still access the retail area at St Clair & McRoberts, but they will no longer be able to go further northbound on McRoberts as a shortcut to Caledonia or Rogers.
- 78) IT'S A FACT: Wide streets encourage cars to speed. Therefore, we must narrow the moving car lane with visual markers:
- a. Section the West side of McRoberts with a painted line to identify that the West side is reserved for parking only. That way when parked cars are absent, moving cars will be less tempted to use the parking area as extra space for speeding up.
 - b. In addition to making McRoberts one way southbound for cars, the East side of McRoberts needs to be painted with a contra-flow bike lane going Northbound from St Clair West to Rogers Rd. Separated bike lane should be painted AND ideally physically blocked from car traffic by concrete barriers (refer to Scarlett Rd, North of St Clair West for ideas). Out of drivers' self interest, motorists will not want to damage their cars and drive more carefully when streets are narrow.
- 79) At McRoberts/Inness and McRoberts/Norman, there are only North/South pedestrian crossings. How are pedestrians supposed to safely cross from one side of McRoberts to the other?! Why is car traffic being prioritized over pedestrian safety?! I've seen pedestrians (myself included) make East/West crossings at these T-intersections. Pedestrians need to cross the street so let's make it safe to do so! Add East/West pedestrian crossings on the North and South sides at both Norman & Innes. There needs to be safer & more accessible options for pedestrians to cross McRoberts, especially since it is a RESIDENTIAL neighbourhood. All crossings should be painted and highly visible to drivers (e.g., painted zebra crossings). Curb ramps need to be added to the sidewalks on the East side of McRoberts to ensure accessibility for all. Additional speed bumps placed directly in front of all STOP signs at McRoberts/Norman and McRoberts/Innes. Currently, many speeding cars don't bother slowing down at these STOP signs, but the strategically placed speed bump will add an extra physical impediment to speeding through these vulnerable intersections.

TAKE THE TIME TO EDUCATE YOURSELVES ABOUT URBAN/STREET DESIGN WITH THE FOLLOWING RESOURCES:

VIDEOS:

- a. <https://youtu.be/bAxRYrpbnuA>
- b. <https://youtu.be/9OfBpQgLXUc>
- c. <https://youtu.be/li4fXICNh8k>
- d. <https://youtu.be/aVHXTie9xDE>
- e. <https://youtu.be/yyWYvovLvMQ>
- f. <https://youtu.be/CTV-wwszGw8>
- g. <https://youtu.be/ZxFu6rUH9cY>

BOOKS:

- h. *Curbing Traffic: The Human Case for Fewer Cars in Our Lives* by Chris Bruntlett & Melissa Bruntlett
- i. *Happy City: Transforming Our Lives Through Urban Design* by Charles Montgomery

- j. City Streets Are for People (children's book for ages 8-12) by Andrea Curtis / Emma FitzGerald

ARTICLES/DOCUMENTS

- k. <https://www.bloomberg.org/blog/new-study-shows-streets-are-safer-with-asphalt-art>
- l. https://publications.wri.org/citiessafer/?_ga=2.177925285.1027557520.1541178843-336394978.1541178843

We need to start with enforcement of existing rules. Adding new rules on top of the ones people don't follow already is not going to change anything. A possibility would be changing the shape of the street which would force cars to slow down.

Would be in favour of larger speed bumps as well