

Traffic Management and MitigationStudy in the Leslieville CommunityPublic Open House #1Wednesday, July 18, 2018Please Sign In and
Take a Comment Sheet

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Purpose of the Public Open House

1. To introduce the Traffic Management and Mitigation Study 2. To hear your comments on the study including:

- Existing traffic conditions
- Problems and opportunities

Feedback can be received by:

- Completing a comment sheet and dropping it into the box provided • Emailing / mailing your comment sheet to the address provided by Wednesday, August 1, 2018
- Participating in the Open House
- Speaking with the Project Team



Study Background and Objectives

BACKGROUND - Many development projects have been approved or proposed within the Leslieville Community that may impact travel patterns and congestion. This may intensify a number of transportation issues once development has been completed.

OBJECTIVE - To identify a prioritized action plan of innovative short and long-term projects to mitigate transportation issues.

PROJECT SCHEDULE - The project kicked off in June 2018, and is targeting a completion date in Winter 2018





Study Background

Background

There are currently a number of transportation issues that may be intensified once development has been completed. At the City Council meeting on November 3 and 4, 2015, Councillor Paula Fletcher introduced a motion which was carried concerning the 629, 633 and 675 Eastern Avenue Zoning By-Law Amendment. The motion required a Traffic Management and Mitigation Study to be performed. The Traffic Management and Mitigation Study will review the transportation impacts from proposed development projects.

There were additional requests made by City Council. A summary of these items from both motions are highlighted below.

TE11.4 - City Council consideration on November 3, 2015 - Final Report - 629, 633 and 675 Eastern Avenue - Zoning By-law **Amendment Application**

City Council on November 3 and 4, 2015, adopted the following:

3. City Council approve the installation of traffic control signals at the intersection of Caroline Avenue and Eastern Avenue, to the satisfaction of the General Manager, Transportation Services, at the applicant's expense.

4. City Council approve the installation of traffic control signals at the intersection of the site driveway to 629, 633 and 675 Eastern Avenue (the extension of Caroline Avenue) and Lake Shore Boulevard East, to the satisfaction of the General Manager, Transportation Services, at the applicant's expense.



5. City Council request the Director, Transportation Services, Toronto and East York District in co-operation with the Director, Community Planning, Toronto and East York District, to continue to work with the traffic working group for 629, 633 and 675 Eastern Avenue on addressing any traffic infiltration issues in the neighbourhood immediately north of the subject property and to bring forward any recommendations to Toronto and East York Community Council as required.

7. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into an Agreement pursuant to Section 37 of the Planning Act as follows:

h. the owner shall, when required by the City, build a roadway over the proposed main north-south thoroughfare through the site (between Lakeshore Boulevard East and Eastern Avenue) (the "Easement Road") to the City's applicable standards for public roads, the precise location and specifications of which are to be secured in conjunction with site plan approval for the first phase of the development;

i. the owner shall, when required by the City, transfer a surface easement to the City and general public over the Easement Road for nominal consideration;

o. the owner shall pay for all costs for the installation of traffic control signals at the intersection of Caroline Avenue and Eastern Avenue and the intersection of 629 Eastern Avenue (the new Street A) and Lake Shore Boulevard East;

. . .



and the owner shall pay all costs for c. require the Traffic Management the installation of traffic control signals Mitigation Plan take into account traffic at Pape Avenue and Eastern Avenue improvements for the South of Eastern if recommended in the local traffic employment area between Rushbrooke mitigation plan; and Leslie including heightened safety measures for pedestrians and cyclists; d. review operations on Leslie Street and determine traffic patterns for vehicular traffic, including trucks, within six months of the new streetcars operating on Leslie going to the Leslie Barns; e. relocate the Larchmount Traffic signal to Rushbrooke, to be paid for by the City of Toronto, if recommended in the local Traffic Management Mitigation Plan; f. bike lane connection options for both Pape and Rushbrooke, to create better cycling connections to the Martin Goodman Trail and to increase the safety of the Eastern Bike Lane; g. incorporate in the 5-year capital funding appropriate additional funds required to complete the recommendations in the Traffic Management Mitigation Plan; h. work with Toronto Public Health a. include the Public Realm Office as and Parks, Forestry and Recreation part of the staff team in the development of the Traffic Management Mitigation to establish a community-based tree Plan with the Traffic Working Group, planting project for the rights of way and invite Toronto District School Board and public realm improvements in the development staff, with a view to paying surrounding streets and neighbourhood as part of the Traffic Management particular attention to student safety at Bruce Public School; Mitigation Plan; and i. report to the Toronto and East York b. establish the geographic boundaries Community Council as required on to be covered by the Traffic Management the status of the Traffic Management Mitigation Plan as the streets directly Mitigation Plan, on timing related to to the north of the applicant's site phases of construction, including quick Pape, Winnifred, Caroline, Larchmount, starts, and medium and long-term Berkshire and Rushbrooke, as well as the Queen and Jones intersection; projects.

10. City Council request the Toronto Transit Commission to review options to better service 629, 633 and 675 Eastern Avenue including the possibility of the extension of the 72 Pape Avenue bus route, the potential of creating an eastbound and westbound stop for the 143 Downtown/Beach Express bus and/or any other possible service options. . . . 13. City Council request the Director, Transportation Services, Toronto and East York District, in co-operation with the Director, Community Planning, Toronto and East York District to continue to work with the Traffic Working Group for 629, 633, and 675 Eastern Avenue to develop a Traffic Management Mitigation Plan, and in doing so include the following:

Study Background

PG31.2 - Planning and Growth Management Committee consideration on July 5, 2018 -721 Eastern Ave - Official Plan Amendment, **Zoning Amendment and Draft Plan of Subdivision Applications - Final Report**

The Planning and Growth Management Committee recommends that:

. . .

. . .

4. City Council amend By-law 344-2008 to permanently open a portion of the boulevard on the north side of the Lake Shore Boulevard East right-of-way in order to permit the connection to the new public street as proposed in the development application and as generally shown on Attachment 1 to the report (June 25, 2018) from the Chief Planner and Executive Director, City Planning, and to authorize the introduction of a Bill to Council once the site specific amendments to Zoning By-law 438-86 and Zoning By-law 569-2013 for 721 Eastern Avenue are in-force and the Subdivision has received draft plan approval to enact the change upon receipt of a Reference Plan identifying the above modification to the satisfaction of the General Manager, Transportation Services.

8. City Council approve the installation of traffic control signals at the applicant's expense at the intersection of Eastern Avenue and Rushbrooke Avenue, to the satisfaction of the General Manager, Transportation Services.

9. City Council request the Director, Transportation Services, Toronto and East York District in consultation with the Director of Community Planning, Toronto and East York District, to continue to work with the traffic working group for 629, 633 and 675



Eastern Avenue on addressing any traffic infiltration issues in the neighbourhood immediately north of the subject property and to bring forward any recommendations to Toronto and East York Community Council as required.

. . .

. . .

11. That City Council direct that the following matters be secured in the Section 37 Agreement as a legal convenience to support development, at the owner's expense, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor:

i. Prior to the issuance of the first above **TE18.5 - City Council consideration on** grade building permit for Block C, not **October 5, 2016 - Final Report - 897 and 899** including a building permit related to **Queen Street East - Zoning Amendment** site preparation, excavation, demolition, Application or alteration of existing buildings or City Council on October 5, 6 and 7, 2016, construction of roads, the owner shall, build and convey a public street between adopted the following: Lakeshore Boulevard East and Eastern Avenue, according to approved plans, 7. City Council request the General including intersection improvements Manager, Transportation Services to review and any identified new signals and and report to the Toronto and East York pedestrian/cycling infrastructure to Community Council in the first quarter of the City's applicable standards for 2017 on the potential to explore changes public roads, the precise location and to the use and design of the Morse-McGee specifications of which are to be secured laneway (which extends east from Empire in conjunction with site plan approval Avenue to Carlaw Avenue), adjacent to the for the development of Block C or plan subject site, to potentially formalize safe of subdivision to the satisfaction of pedestrian movement on the laneway. the General Manager, Transportation Services.

. . .



. Prior to the earlier of the registration of the Plan of Subdivision or the issuance of the first above grade building permit for Block C, the owner shall secure and pay for all costs associated with the design, installation and future maintenance of traffic control signals, stop signs, and other streetscape infrastructure at the intersection of Rushbrooke Avenue and Eastern Avenue and the intersection of Rushbrooke Avenue and Lake Shore Boulevard East to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Hot Spots: Queen Street & Jones Avenue

There are a large number of pedestrians and turning vehicles, resulting in a large number of conflicts.

Opportunities:

- 1. Right-turn-on-red (RTOR) restrictions would help separate vehicular flows and pedestrian movements, but would lower intersection vehicle capacity
- 2. Leading Pedestrian Interval (an "advanced walk phase") would give pedestrians a "head start", but would lower intersection vehicle capacity
- 3. Relocate westbound streetcar stop to reduce conflicts with eastbound left turns
- 4. Install bicycle boxes on Jones Avenue for southbound left-turning bicycles







Queen St. and Jones Ave, looking east





Queen St. and Jones Ave, looking north

Queen St. and Jones Ave, looking west

Hot Spots: Queen Street & Carlaw Avenue

There are a large number of pedestrians and turning vehicles, resulting in a large number of conflicts.

Opportunities:

- 1. Right-turn-on-red (RTOR) restrictions would help separate vehicles and pedestrians, but would lower intersection vehicle capacity
- 2. Leading Pedestrian Interval (an "advanced walk phase") would give pedestrians a "head start"

There are reports of northbound queuing, particularly during the PM Peak.

Opportunities:

- 1. Restrict or relocate on-street parking to provide more capacity
- 2. Adjust signal timing / phasing to better reflect demand





Queen St. and Carlaw Ave, west side facing north





Queen St. and Carlaw Ave, looking north

Carlaw Ave., south of Queen St., looking north

School Zones: Morse Street, Berkshire Avenue, and Larchmount Avenue

Northbound lane along Morse Street had TDSB vehicles parked in drop-off area.

- **Opportunities:**
- 1. Restrict and enforce on-street parking
- 2. Relocate school board vehicles to other streets during start/end of school

Some pick-up drop-off activities along Morse St, Berkshire Ave, and Larchmount Ave were taking place from live traffic lane, the wrong side of street and/or blocking sidewalks.

Opportunities:

- 1. Expand and enforce on-street parking
- 2. Discourage "wrong side" drop-offs
- 3. Simplify school drop-off area regulations
- 4. Formalize school drop-off area on Berkshire Ave

TORONTO



Morse St. south of Queen St., looking south





Morse St. south of Queen St., looking north



Berkshire Ave., looking south

School Zones: Carlaw Avenue

Heavy traffic and high speeds makes Carlaw Ave undesirable for school pick-ups / drop-offs.

Opportunities:

- 1. Formalize the space in front of Morse St Public School for school activities
- 2. Restrict general traffic from southbound lane
- 3. Encourage pick-up/drop-off along Morse St
- 4. Reduce speed limit on Carlaw Ave to 30km/hr during school times

On-street parking interferes with garbage collection, forcing vehicles into on-coming traffic.

Opportunities:

1. Restrict or relocate on-street parking





Carlaw Ave., looking south



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Carlaw Ave., looking south

School area signage and traffic calming

Pedestrians: Crossings

Crosswalks and pedestrian signals were well used, but many pedestrians cross at unprotected crossings and at mid-block locations. Eastern Avenue is of particular concern, with large distances between protected crossing locations.

Opportunities:

- 1. Reassess the locations of existing signalized intersections
- 2. Reassess the locations of existing pedestrian crosswalks (PXOs)
- 3. Replace existing PXOs with signalized intersections
- 4. Provide additional PXOs

NRNNTN



Queen St. and Larchmount Ave., looking east



Queen St. and Morse St., looking north

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Eastern Ave. and Larchmount Ave., looking east

Speeding: Speeds Along Local Roads

Data suggests that more than half of vehicles travelling along the local streets within the study area are doing so faster than the posted speed limits.

Opportunities:

- 1. Provide traffic calming elements along local streets, such as on-street parking, planters, bump-outs (of the curb), or other "road diet" (narrowing) features
- 2.Assess locations of speed limit signage
- 3. Consistently set speed limits with nature of street and road classification





Rushbrooke Ave., looking north

Legend









Other: Traffic Signs

There is a lot of signage along all streets within the study area. Too much information presented to drivers may result in confusion and/or indifference, resulting in non-compliance.

Opportunities:

- 1.Assess on-street policies to ensure these align with signage provided
- 2. Consolidate signs, ensure visibility, and only present what is needed







Booth Ave., south of Queen St.



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Larchmount Ave., south of Queen St.

Other: Laneways

Laneways were heavily used by students and families, but are shared spaces to be used by all parties.

Opportunities:

- 1. Entrances to laneways can be formalized to increase visibility. Potential streetscaping and/or traffic calming may help
- 2. Signage and traffic calming along some laneways exist, but consistent design may assist road users with navigating safely





Laneway south of Queen St. and Morse St.



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Lane between Larchmount Ave. and Caroline Ave.



Laneway south of Queen St. and Rushbrooke Ave.





Existing & Future Transportation Network

Existing & Future Cycling Network





Existing Transit Routes and Stops



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Speed Limits and Speeding in Study Area







Memory Ln Sears St
For the service Rd
2
REA
STREET
R
R
R
R
AGE TRAVELLING FASTER

Road Classifications in Study Area

	Major Arterial Road	Minor Arterial Road	Collector Road
Primary Function	Traffic movement, subject to property access control	Traffic movement, and some property access control	Provide access to property and traffic
Vehicles Per Day	Greater than 20,000	8,000 to 20,000	2,500 to 8,000
Transit Passengers Per Day	Greater than 5,000	1,500 to 5,000	Less thar 1,500
Speed Limits	50 to 60 km/h	40 to 60 km/h	40 to 50 km/h
Sidewalks	Both sides of road	Both sides of road	Both sides of road
Special Facilities for Cyclists	Desirable	Desirable	As Required
Truck Restrictions	Generally None	Generally None	Permittec





Existing Vehicular Volumes (Weekday AM Peak Hour)





Existing Vehicular Volumes (Weekday PM Peak Hour)





Existing Traffic Conditions (Weekday AM Peak Hour)





- Level of Service (LOS) is a letter designation that describes a duration of delay experienced by drivers.
 - **Overall Signalized** Intersection LOS
 - **Specific Direction LOS**
 - **One-Way Street**
 - A = Free flow
 - B = Reasonably free flow
 - = Stable flow
 - = Approaching unstable flow
 - = Unstable flow
 - = Forced or breakdown flow

Existing Traffic Conditions (Weekday PM Peak Hour)





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 - **One-Way Street**
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Existing Pedestrian Volumes





Existing Cycling Activities (Weekday AM Peak Hour)



Existing Cycling Activities (Weekday PM Peak Hour)

Existing Conditions: Reported Collision Analysis

Existing Conditions: Reported Collision Analysis

* No fatalities noted between 2013-2017

Cyclist and Pedestrian Collisions by Hour (2013-2017)

Turning Right 29%

* No pedestrian fatalities noted between 2013-2017

Vision Zero Road Safety Plan

What is the Purpose?

To eliminate killed and seriously injured (KSI) collisions in Toronto through data-driven and map-based decision making. Safety measures include engineering, education, enforcement, and technology programs and initiatives.

How Does it Relate to this Study?

With several future developments leading to an increase in the number of pedestrians, transit users, and cyclists, safety measures from the Vision Zero Road Safety Plan will be considered when implementing changes to the road network.

What is Being Done Now?

The City of Toronto has proposed that the streets abutting Morse Street Junior Public School (Carlaw Ave and Morse St), and Bruce Public School (Larchmount Ave and Berkshire Ave) be designated as Community Safety Zones between Queen St E and Eastern Ave.

Community Safety Zones come with a suite of safety measures options including automated speed enforcement, "Watch Your Speed" feedback signs, improved signage, pavement markings, and many others.

2017-2021 | TORONTO'S ROAD SAFETY PLAN VISIONZERO

Next Steps

- development traffic included
- Review comments received from Open House #1 • Examine future traffic conditions with estimated
- Review problems identified by residents and stakeholders
- Develop alternatives for mitigating traffic impacts Provide short-term and long-term
- recommendations

Stay Connected

Visit our webpage for more information and updates:

www.toronto.ca/leslievilletrafficstudy

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