



Bathurst Manor Neighbourhood Mobility Plan Stage 1 Consultation Report

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Overview

Project Summary

The Bathurst Manor Neighbourhood Mobility Plan (NMP) will identify, prioritize and recommend short, medium, and long-term improvements to traffic operations and road design to support safety for all modes of transportation, including people walking, cycling and driving. The NMP addresses three areas of concern:

1. Road safety for vulnerable road users (e.g. seniors, school children, people walking and cycling)
2. Excessive speeding
3. Cut-through traffic from outside the neighbourhood

The first phase of public consultation for Bathurst Manor Neighbourhood Mobility Plan (NMP) took place from July 8 to December 1, 2021. This included a Local Advisory Committee (LAC) meeting, notice distribution, virtual public meeting, project webpage, and interactive online mapping survey. Over 8,120 copies of the notice were distributed to the Bathurst Manor neighbourhood and 55 people attended the Virtual Public Meeting on November 17, 2021.

A range of responses were received through public consultation activities, and most expressed support for road safety improvements. Participants were in favour of the proposed short, medium and long-term improvements, specifically those that would reduce cut-through traffic in the Bathurst Manor neighbourhood as well as reduce the speeds of motor vehicles.

Study Area



Notification

A variety of methods were used to notify stakeholders and members of the public in advance of the November 17, 2021 meeting about Stage 1 consultation:

- Project website: [Toronto.ca/BathurstManor](https://toronto.ca/BathurstManor)
- 8,120 notices distributed to all properties within the boundary of Finch Ave W to the north, the Don Valley to the east, Sheppard Ave W to the south and Dufferin St to the west.
- A Local Advisory Committee (LAC) Meeting held via Webex meetings on Thursday, July 8, 2021 with 9 participants.
- A Virtual Public Meeting held on November 17, 2021, 55 participants and 39 comments and questions received
- 19 emails received and responded to when required
- 2 phone conversations documented
- 138 comments on the Social Pinpoint map from 72 unique users with 312 unique users visiting the map. 28 survey responses through the Social Pinpoint page.

>>Appendix A: Public Event Notification: Notice

>>Appendix B: Social Pinpoint Map

Feedback Summary

Local Advisory Committee (LAC) Meeting

A Local Advisory Committee (LAC) meeting was held on July 8, 2021 on Webex meetings. All 13 members of the LAC were invited to attend, but only 9 participated.

The LAC is a non-political advisory body with a mandate to provide feedback, guidance, and advice to the City Project Team at key points during the Bathurst Manor Neighbourhood Mobility Plan process.

The meeting was facilitated by Stephanie Gris Bringas, Senior Coordinator in the Public Consultation Unit, and featured presentations by Alyssa Krantzberg, Project Manager, Area Transportation Planning. Participants were able to provide feedback after key sections of the presentation. A note taker recorded minutes. The following section represents discussion with the LAC members.

Short-Term Improvements

- Add Overbrook Pl, Kennard Ave and Codsell Ave as streets to be considered for short-term improvements. An east/west street should be included in the short-term plans.
- Maxwell St
 - Prefer urban shoulder over concrete blocks
 - Concrete blocks should be placed strategically, and only at intersections where there is a sidewalk on one or both sides of the road
 - Consider more turn restrictions
 - Reduce speeds
- Wilson Heights Blvd
 - Consider splash guards
 - Improve intersection safety at Codsell Ave for students crossing
 - Reduce and enforce speeds
 - Consider concrete blocks that are proposed on other streets in the plan
 - Wilmington Ave
 - Consider beautification efforts with the temporary bump-outs and road paintings
 - Prioritize school and pedestrian safety
 - Reduce cut-through traffic

- Need a southern pedestrian crossing at either Kennard Ave or Clifton Ave at Irving Chapley Park

Speed

- Ensure there is speed limit compliance
- Enforcement
 - Often does not work
 - Is effective when police are present; however, they often cannot enforce
- Road redesign and narrowing could help encourage slower speeds for motor vehicles

Intersections

- Ensure there is consistency at intersections – sometimes there will be a two-way then a four-way stop along the same street
- Increase size of signage for turn restrictions
 - Particularly 'no left turn' sign for eastbound traffic on Sheppard Ave W at Hove St and southbound on Wilmington Ave to Codsell Ave.
- Adding more turn restrictions could help reduce traffic volumes but may also inconvenience local residents
 - Important to balance trade-offs
 - Consider impacts of turn restrictions on other local streets (i.e. potential for increased traffic, even if unintentional)

Data Collection

- Consider using origin/destination data to track where vehicles come from and go to determine if they travel through the neighbourhood (for example: license plates and navigation systems like Waze and Google Maps)
- Use data to prove that proposed changes will make a difference in safety, speeding etc

Other

- Ensure coordination with previous road safety efforts and initiatives in the Bathurst Manor Neighbourhood

Public Feedback

A Virtual Public Meeting was held on November 17, 2021 on Webex Events. 55 people participated; 39 comments and questions were received. The meeting was facilitated by Alyssa Cerbu, Senior Coordinator in the Public Consultation Unit, and featured presentations by Alyssa Krantzberg, Project Manager, Area Transportation Planning. Participants were able to ask questions and provide feedback at the end of the session.

In addition, 19 emails were received, recorded and responded to when required; 2 phone conversations were documented; and 138 comments and 28 survey responses through the Social Pinpoint page were analyzed.

Below is a summary of the feedback heard and recorded through all public communication channels (i.e. Virtual Public Meeting, emails, phone calls and Social Pinpoint map and survey). Please note:

- Comments are ordered from most heard to least;
- Comments that are bolded were heard frequently; and
- Participants were self-selecting and not a representative sample of the affected community.

Proposed Short-Term Improvements

Wilmington Avenue

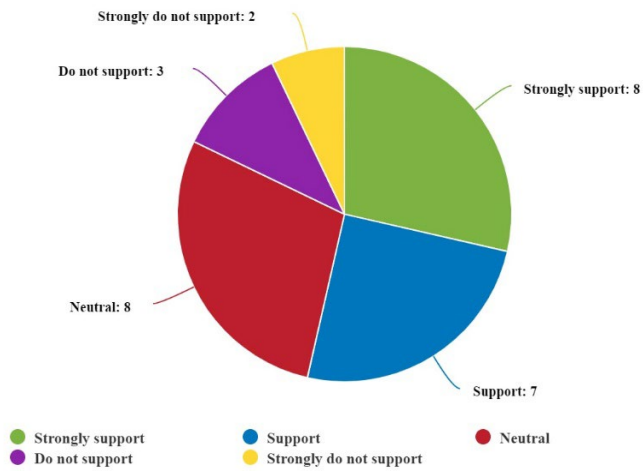
- **Designate area for pick-up and drop-off for Wilmington Elementary School, CHAT and Charles H Best Middle School**
 - Construct loop, lay-by, driveway or short-term parking or open up the laneway
 - Make parking lot at Wilmington Elementary School bigger to allow for pick-up and drop-off
 - Relocate Community Hebrew Academy of Toronto (CHAT) pick-up/drop-off to Shaftesbury St
- **Make intersection with Finch Ave E safer**
 - Connect to Finch Hydro Trail with a protected intersection
 - Slow eastbound traffic
 - Ensure there are clear lane markings during resurfacing
 - Adjust the grade of the slope– it is currently quite steep

- **Coordinate construction efforts with redevelopment at Overbrook PI** (Bathurst Manor Plaza redevelopment)
 - Create a TTC bus lay-by
- **Build a crosswalk in front of the community centre**
- Designate left-turn time restrictions on Cedar Springs Grove from 8 to 9 am and from 3 to 4 pm
- Remove the turning lane in the curved portion of the road
- Consider using 'complete streets' principles
- Hedges at Arlstan Dr reduce visibility
- Coordinate construction schedule with schools and try to complete this in the summer

Maxwell Street

- Need traffic calming measures
 - **Speed reduction**
 - Reduce speed to 30 k/hr
 - Speed bumps
 - Islands
 - Anything to slow speeds
- **Ensure hedges are cut**
 - At Elder St
 - At Wilmington Ave (N/E side)
- **Continue sidewalks**
 - South of Combe Ave/Hove St
 - Blue Forest Dr to Wilmington Ave
- Need stop sign between Codsell Ave and Brighton Ave
- Need a four-way stop at Elder St
- Consider designating 'no parking' areas a few feet on either side of the proposed concrete blocks as driers may use the wrong side of the road otherwise

Do you support the proposed short-term improvements on Maxwell Street?

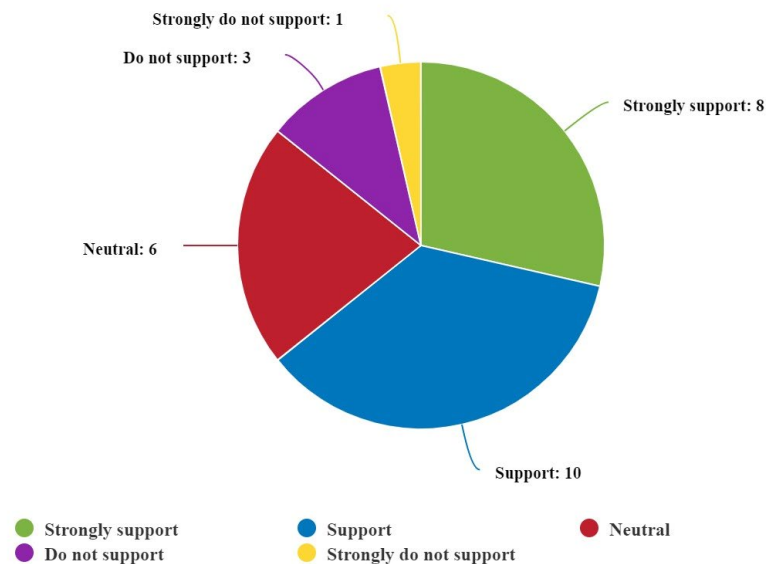


Most respondents supported or were neutral about the proposed short-term improvements on Maxwell St.

Codsell Avenue

- **Reduce its use as a thoroughfare to bypass Sheppard Ave W**
 - Use a combination of turn restrictions, speed bumps, enforcement or other measures
- Replace frequent police presence at Bathurst St with highly-visible traffic cameras to catch vehicles illegally turning right onto Codsell Ave
- Increase safety at Hove St and Codsell Ave intersection
- Turn restrictions at Wilmington Ave are ignored
 - Consider a restriction from travelling west past the Wilmington Ave intersection
 - Support with enforcement

Do you support the proposed short-term improvements on Codsell Avenue?

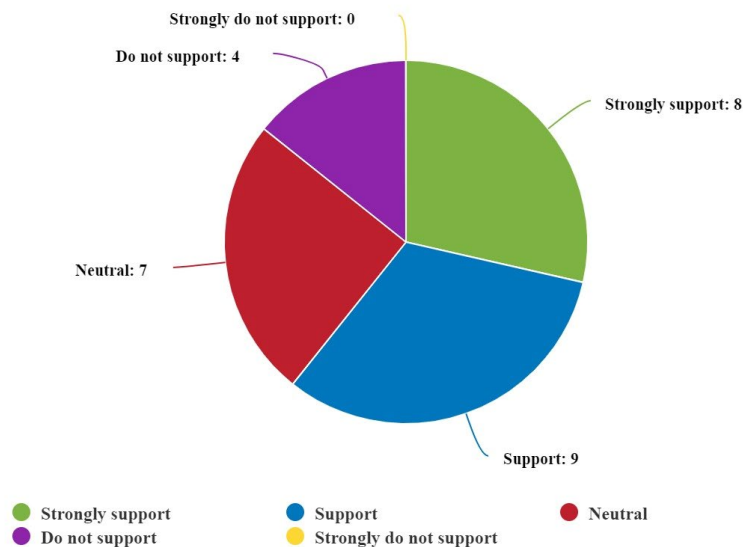


Most respondents were in support of the proposed improvements on Codsell Ave.

Wilson Heights Boulevard

- **Create new opportunities to help people walking cross and to slow/stop vehicles at intersections**
 - **Consider pedestrian crossovers where there is heavier pedestrian traffic (i.e. at schools)**
 - **Install stop signs at every intersection** to slow traffic and increase safety for people walking
 - **Install traffic light(s) at intersections**
 - Create curb extensions at Cocksfield Ave to make it safer for people crossing
- Edge lines will be ineffective
- Consider extending the curb width and making it 4 lanes
- Ensure any change to this street factors in potential effects on neighbouring streets, including Tillplain Rd and Searle Ave
- Remove left-turn time restriction at Waterloo Ave (7 to 9 pm)

Do you support the proposed short-term improvements on Wilson Heights Boulevard?



Most respondents were in support of the proposed improvements on Wilson Heights Blvd.

Additional Comments

The following comments were heard regarding additional corridors and intersections in the Bathurst Manor neighbourhood where short-term improvements were not proposed in this round of consultations (i.e. corridors outside of Wilmington Ave, Maxwell St, Codsell Ave and Wilson Heights Blvd)

Pedestrian Safety

Add/Connect Sidewalks on:

- Purdon Dr
- Kennard Ave
- Elder St
- Garthdale Ct
- Stanstead Dr
- Maxwell St
- Combe Ave
- Evanston Dr
- Tillplain Rd
- Goddard St
- Goldthread Tr
- Bryant St

Since there are no sidewalks, remove parking on both sides of the streets to minimize conflicts on:

- Stanstead Dr
- Garthdale Ct
- Cocksfield Ave
- Hove St
 - Specifically the rounded section

Improve Safety and Pick-up/Drop-off Areas at:

- Wilmington Elementary School
 - Make the parking lot larger to accommodate
 - Consider 15-minute, short-term parking on Perdon St west of Wilmington Ave
- Garthdale Ct and Overbrook PI school bus stop
 - There is no designated place for parents and children to stand
- William Lyon Mackenzie Collegiate Institute
 - Address traffic
- The Anne & Max Tanenbaum Community Hebrew Academy of Toronto
 - Move bus parking from Overbrook PI to Shaftesbury St
- Charles H Best Middle School
- Heschel School
 - Borders Bathurst Manor neighbourhood

Address tall hedges at:

- Purdon Dr and sharp turn
- Purdon Dr and Evanston

Intersection Safety/Improvements

Add Stop Signs/Four-Way Stops/Three-Way Stops at:

- Purdon Dr and Garthdale Ct
- Shaftesbury St and Combe Ave
- Goddard St and Combe Ave

- Brighton Ave and Shaftesbury St
- Tillplain Rd and Searle Ave
- Tillplain Rd and Waterloo Ave
- Tillplain Rd and Codsell Ave
- Goddard St and Overbrook Pl
 - Needs to be converted to a 4-way stop
- Maxwell St and Elder St
 - Needs to be converted to a 4-way stop
- Elder St and Waterloo Ave
- Hove St and Brighton Ave

Add Traffic Light or Pedestrian Crossover at:

- Wilmington Ave and Codsell Ave
- Terrydale Dr and Evanston Dr
- Wilson Heights and Combe to connect to William Lyon Mackenzie Collegiate
- Hove St and Brighton Ave

Greater Enforcement or Compliance needed at:

- Cavotti Cr and Evanston Dr intersection
- Hove St and Cocksfield Ave intersection
- Acton Ave and Goddard St intersection
 - Drivers roll through both of the above stop signs
- Turn restrictions at Codsell and Wilmington

Intersection safety measures needed at:

- Garthdale Ct , Overbrook Pl and Pannahill Rd intersection due to the grade change
- Sheppard Ave W and Wilmington Ave
 - Southbound left-turn lane stop line markings should be moved back to allow for a safer turn for eastbound cars turning north
 - Prevent southbound cars from using the right-turn lane to cut into traffic
 - Resurface right-hand turn lane from westbound Sheppard
- Sheppard Ave W and Hove St
 - In favour of radius reduction
 - Will reduce overflow parking and therefore traffic

- Unsure if it will be adhered to

Traffic Speeds and Volumes

Slow Traffic on:

- Purdon Dr
- Force cars to take the turn slower
- Supportive of measures shown in the rendering
- Consider poles/barriers that limit the optical appearance of the road
- Cocksfield Ave
 - Install narrowing pylons
- Elder St
- Hove St

Add Speed Humps on:

- Terrydale Dr
- Cocksfield Ave
- Hove St

***Note that many respondents were also not in favour of speed humps to slow speeds down**

Reduce Cut-Through Traffic on:

- **Purdon Dr**
 - Get Google Maps and Waze to avoid using the above routes as a shortcut
- Stanstead Dr
 - Larger trucks do not obey 'no truck zone' signage and cut cable lines
- Cocksfield Ave
 - Used as a short cut between Wilson Heights and Wilmington Ave
- Kennard Ave and Wilmington Ave
 - Consider time-of-day restrictions similar to Codsell Ave

Convert the Following Streets to one-way:

- Terrydale Dr (from Purdon Dr to Evanston Dr)

Connections to neighbourhood destinations

- **Improve connections to the Prosserman Jewish Community Centre**
- Replace worn path from Garthdale Ct Parkette to Yummy Plaza
- Improve West Don Parkland entrance
- Pave the path from Garthdale Ct Parkette to Dufferin St

Other

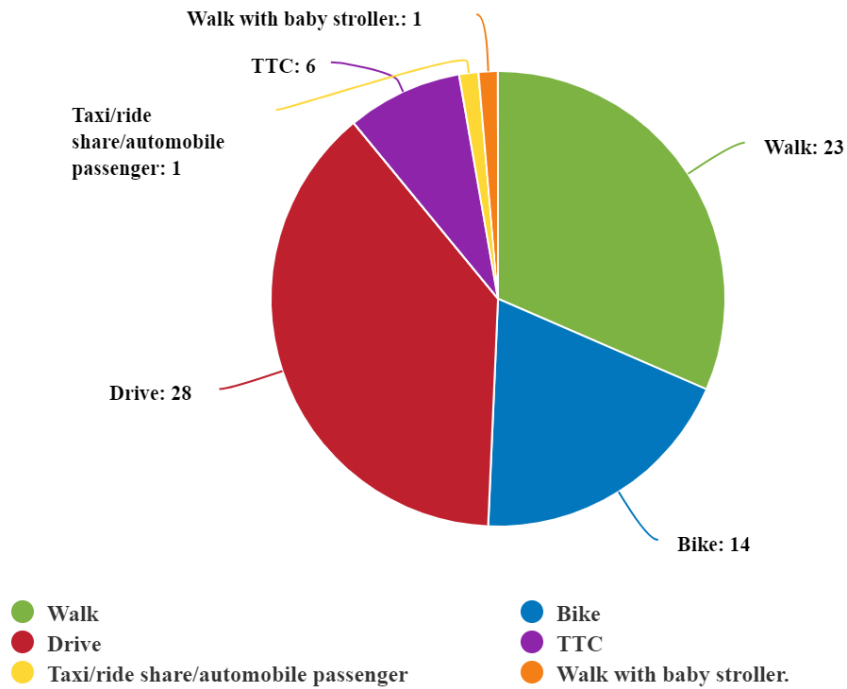
- Add more 30 k/hr signage
- Consider road safety education initiatives
- Better snow removal
 - On Acton Ave
- Consider more opportunities for neighbourhood greening
- Include retail in the Bathurst Manor Plaza redevelopment
- Add Yeoman (south of Sheppard) to the study area
- Fix the advance left-turn signal from eastbound Sheppard onto Wilson Heights

Demographics

The 28 survey responses collected via Social Pinpoint provide a demographic snapshot of public participants. See a breakdown of demographic responses starting on the next page.

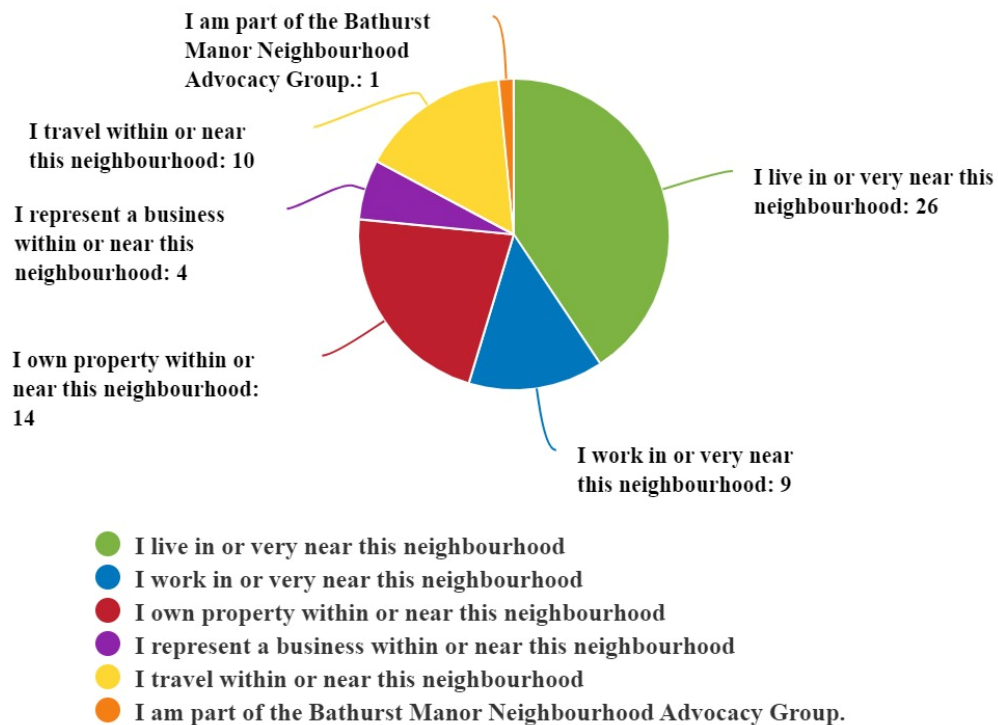
Q1. How do you typically travel within or near the Bathurst Manor neighbourhood? Check all that apply.

Most respondents drive, walk or bike within the Bathurst Manor neighbourhood.



Q2. Please describe your relationship to the Bathurst Manor neighbourhood. Check all that apply.

Most respondents live or own property in or near the Bathurst Manor Neighbourhood.



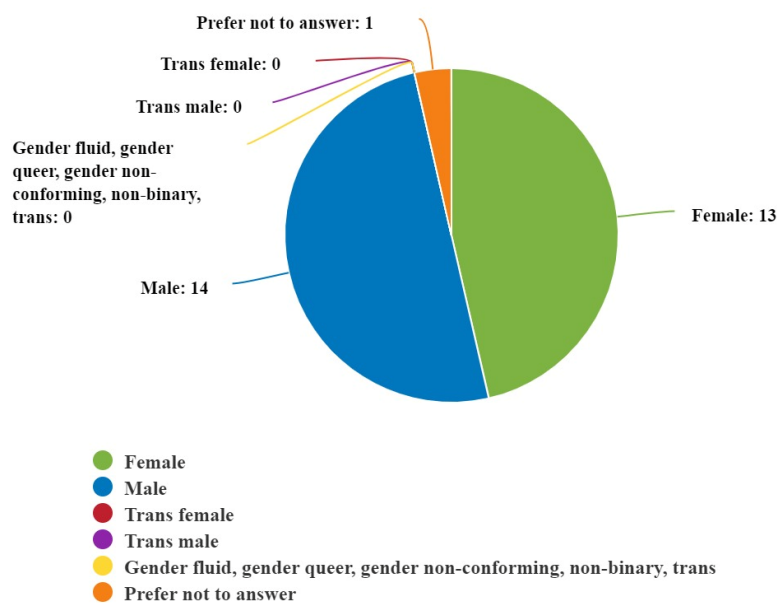
Q3. What are the first 3 digits in your postal code?

Most respondents were within the M3H postal code, which corresponds to the borders of the Bathurst Manor neighbourhood.

- M3H – 28/29 respondents
- M6J – 1/29 respondents

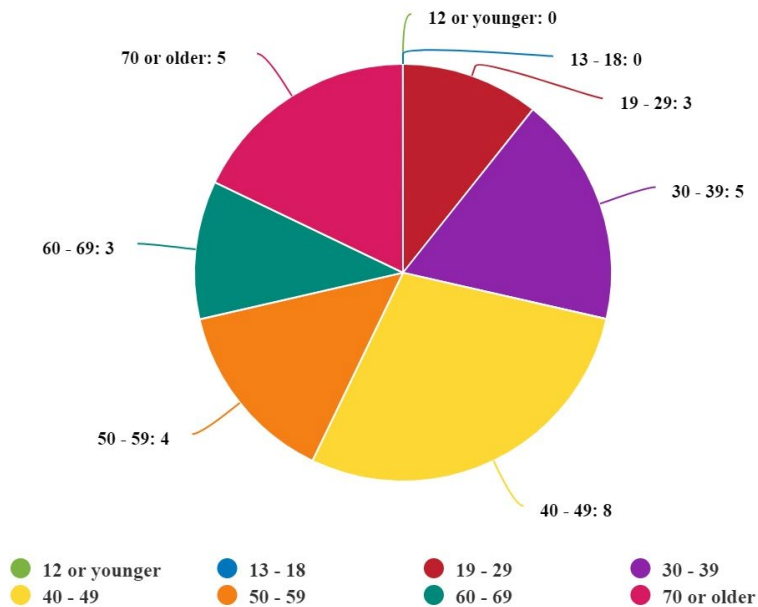
Q4. What best describes your gender?

Most respondents identified as either male or female.



Q5. What is your age?

All respondents were 19+; the average age of respondents was between 40 and 49.

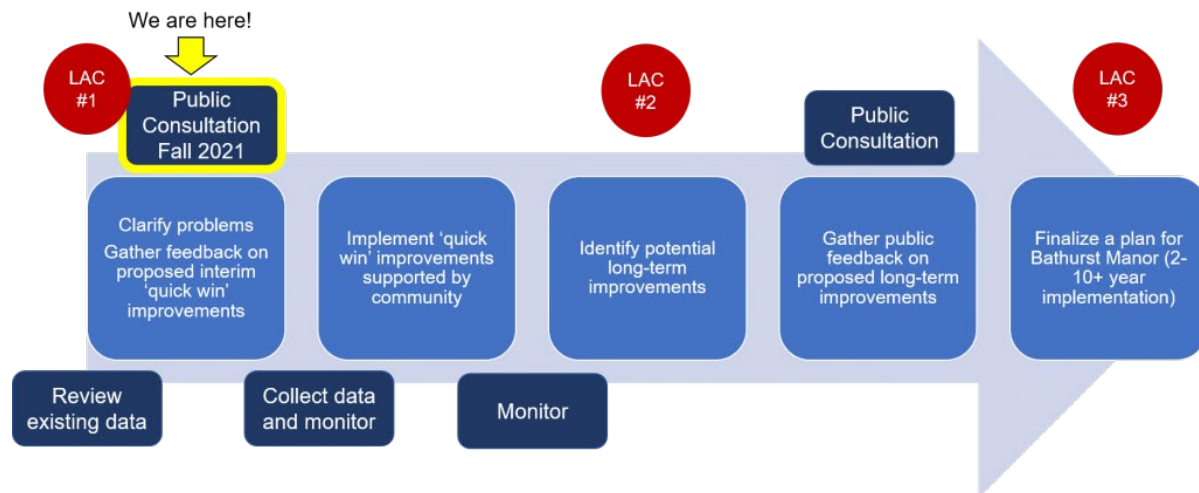


Summary

Overall, there was a lot of engagement and support from the Bathurst Manor community. Participants were in favour of the proposed improvements, specifically those that would reduce cut-through traffic in the Bathurst Manor neighbourhood as well as reduce speeds of motor vehicles. Participants did caution against the implementation of these measures without first assessing the potential impacts on nearby streets as well as without accompanying them with adequate signage, cameras or enforcement.

Participants also predominately focused on safety for people walking, specifically seniors and school children as there are many long-time residents in the neighbourhood as well as a number of schools. The lack of sidewalks in this area was highlighted by many participants as an impediment to safety for people walking.

Next Steps



LAC = Local Advisory Committee

Following the first Virtual Public Meeting, the NMP process will continue, which involves identifying and implementing 'quick win' improvements supported by the community. Long-term improvements will be proposed at a second public meeting for feedback. Once completed, a final Bathurst Manor plan (2-10+ year implementation) will be shared.



Notice of Public Event

October 27, 2021

Bathurst Manor Neighbourhood Mobility Plan (NMP)

The Bathurst Manor Neighbourhood Mobility Plan (NMP) will identify, prioritize and recommend short, medium, and long-term improvements to traffic operations and road design to support safety for all modes of transportation, including pedestrians, cyclists, and drivers. The City of Toronto is inviting residents to learn more about the Bathurst Manor NMP and provide feedback on the traffic, speeding and road safety improvements.

The Bathurst Manor NMP will address three areas of concern:

1. Road safety for vulnerable road users (e.g. seniors, school children, people walking and cycling)
2. Excessive speeding
3. Cut-through traffic from outside the neighbourhood

Study Area



What is a Neighbourhood Mobility Plan (NMP)?

In 2019 North York Community Council directed City staff to work with the community to develop a comprehensive plan to address community concerns. City staff will use a holistic approach to assess and manage traffic issues within the neighbourhood. The NMP will consider all modes of transportation, with an emphasis on improving conditions for vulnerable road users.

Historically, traffic management issues have been addressed by making changes to a particular street or intersection. Instead of making one specific change, a NMP employs a broader, neighbourhood perspective to develop integrated solutions that, together, support local objectives for mobility. Through an NMP approach, the City works with local communities and neighbourhoods to identify short-term improvements that can be implemented in one to five years, as well as a longer-term vision for projects 5+ years into the future.

Appendix B: Social Pinpoint Map

