

Leaside Neighbourhood Transportation Plan Meeting Report

Wednesday, February 9, 2022, from 7 p.m. to 8:30 p.m.

In consultation with the local community, the City is developing a Neighbourhood Transportation Plan (NTP) for the Leaside area that identifies, prioritizes and recommends short, medium and long-term improvements to traffic operations and road design to support safety for all modes of transportation.

Meeting Objectives

- Introduce details about the plan's objectives, challenges and opportunities, 'toolbox' of strategies and study process
- Provide residents an opportunity to ask questions
- Hear from residents about locations within the neighbourhood for improvements and types of improvements they would like to see

Meeting Overview

The meeting was facilitated by Tracy Manolakakis, Manager, Public Consultation Unit. A presentation was provided by Eric Chan, Manager of Area Transportation Planning, Transportation Services followed by an opportunity for participants to ask questions and hear responses from City staff.

Questions & Comments

The following questions and answers were provided during the meeting.

Questions & Comments	Project Team Response
I would like to discuss the traffic infiltration into the residential areas and specifically the connection of Redway to the Bayview extension as it was originally supposed to thus allowing some relief of traffic to allow residential bypassing.	Redway Road is a roadway that is just south of the CP track, it is an east/west road that connects Millwood Rd and Bayview Ave. Today this is City property that has been protected but not being fully utilized because some of the property is in the environmentally sensitive areas. Some of it is being used as private land. I have heard about the plan to make this a public roadway so that it can be used to relieve the local traffic, particularly on Southvale Dr so that the residents living there could have more of the local character for that roadway. Redway Rd is a planning matter that I need to consult with the City Planning folks to see what is the longer term plan and is there any traction to move forward. So it is an action item for me to follow up with City Planning staff.

Questions & Comments	Project Team Response
<p>Vanderhoof & Laird are dangerous four corners. Over the years numerous curb jumps with cars landing on the sidewalk. We have pictures over the years. This intersection desperately needs 1) traffic lights or 2) close this street entrance.</p>	<p>This is not the first time I've heard this comment, particularly in the area where we have a mix of traffic going into the shopping plaza east of Laird, there's a lot of desire to either walk across the road or drive there, and therefore there are a mix of either vehicles running too fast from a pedestrian point of view. So safety along Laird Drive and all other neighbourhoods has been reviewed at the planning level. A few years ago, City Planning did a study on Laird Drive anticipating all the growth, and there have been recommendations to look at how we can improve Laird Drive and the intersections and crossings. For this particular intersection, we will take a closer look.</p> <p>We can dissect the whole issue and see how we can implement it in a timely manner. Lastly, another reminder is that if we can justify a certain infrastructure such as a traffic light, it requires time. Not just from initial point of view but also from an infrastructure installing point of view. There is a long backlog across the City to install new traffic lights. So my timeline about short term being one to five years is an approximate timeline. If we found the intersection to be justified for a new light, those few years will be necessary to move to implementation.</p>
<p>The map is missing a school at the corner of Broadway and Bayview called Children's' Garden.</p>	<p>Thank you, please share any additional schools and institutions that are important to consider in our analysis.</p>
<p>Is there a reason Brentcliffe is not considered a thru road? People will take Broadway to either Laird or Brentcliffe?</p>	<p>Your point raises the need to look more broadly at the travel patterns because the neighbourhood is so close to the DVP and how it connects to the other broader highway network and arterial road network. So your comment encourages us to look broader and see how we can make improvements even outside the area that have benefit to Leaside.</p>

Questions & Comments	Project Team Response
<p>Where do photo radar speeding tickets fit in this categorization? Quick win?</p>	<p>Yes, in terms of the device there are basically two technologies that use robots. One is the automated speed enforcement, or as you mentioned this is the radar that detects the speeding and the automated fashion is that it will send out any violators- any notice directly to the household. So it eliminates ticket writing, enforcement resource requirements and the process moves to the court system. The quickness is that the location of the automated speed enforcement is primarily data driven. If there's a location near schools where there have been challenges, safety concerns and other things that we can quantify and through data analysis prioritize the location which is a fair and equitable way to deploy those resources across the city. Also, there has been some channels to receive feedback but primarily we want to maintain this system to prioritize based on the needs that we can quantify. There is a dedicated team to do this analysis on a very frequent basis so this unit will get rotated across the city in a pretty frequent fashion.</p> <p>A second technology is the red light cameras which are a deterrent for people running red lights. Again, it is a data-driven approach, looking at the specific location if there's any high collision hotspot those are the areas to prioritize. Once a location has been prioritized through the data analysis deployment can be quick.</p>
<p>When will the first quick win happen?</p>	<p>We will look at quick wins as part of our strategy. At the same time, we have found that quick wins may not be wins all the time. Some can have an adverse impact on locations and may have other events that we don't want or intend. We know that Leaside neighbourhood has been suffering due to Eglinton Crosstown and many construction projects happening in the area. We are open to your suggestions about locations that are hotspots.</p>
<p>There are no breaks on Bayview between McRae and Moore. Accessing the Mount Pleasant cemetery is therefore very difficult as the traffic is going very quickly. This spot (Sutherland and Bayview) would be a natural for a pedestrian crosswalk. Is one being considered?</p>	<p>Between McRae Drive and Moore Avenue there are a few streets, one of them Sutherland Drive, which has direct access to the front entrance of the cemetery, therefore residents choose to cross the road at because of the directness. Our Traffic Operations reviewed the location for installation of safe crossing. The outcome from the technical warrant analysis is that McRae Drive and Moore Avenue are relatively close. It is in the mid-block but the location is just too close for an arterial road to function well. So from a technical point of view it does not pass. Since this area is within our area study, we will not look at only street-by-street, but we will also look at it holistically. Perhaps we can challenge this technical analysis if we broaden to see the demand for people crossing. For example, are serving a small population or a high concentration of crossing at that location? It is still an active file for us to look at.</p>

Questions & Comments	Project Team Response
<p>Can you speak to the effectiveness/usefulness of enforcement? There is signage everywhere, in Leaside including no-turn restrictions (timed or general). Problem is, just about everybody learns very quickly that none of them are ever monitored and/or enforced (and not 'not very often' - literally never). Note: We know the reasons for this lack of enforcement. But if s not coming, let's please acknowledge that additional signage will have zero effect.</p>	<p>Signage is a reflection of the traffic bylaw and therefore signage will become effective when it has been paired with enforcement. Signage can also be effective as a reminder. If someone is a less aggressive driver, when they see the sign it serves as a reminder. However there are people that ignore signage, which is not appropriate driving behavior. To discourage this behaviour, signage will be combined with the road design. Signage and road design paired together is a way to discourage inappropriate driver behavior. This is also something that we can work with Toronto Police on. Making sure the existing signs are visible as well as making sure that any new signs are paired up with enforcement.</p>
<p>Would making streets around schools one-way/dead ends to make cutting through the neighborhoods a strong deterrent that can be more easily implemented?</p>	<p>One-way streets is one of the tools in our toolbox. To determine this we need to look at traffic diversion. Making sure that the traffic diversion is not going to add stress onto or near the school is important. Schools are extremely busy during the time when school starts and ends. We don't want to add additional stress near the school during that time. We need to be very cautious about how the traffic diversion could occur. We also need to be careful about senior homes and any community parks, community centres or other places that attract pedestrians and vulnerable road users.</p>
<p>Why is data so hard to get? It seems as if the traffic data is readily available via cell phone towers and cell phone tracking.</p>	<p>We want to get a number of datasets, including the number of vehicles passing a certain point, how many vehicles are making turns at intersections, size of vehicles, speed, and so on. All of this data is collected professionally in various ways. Cell phone information provide us some information. We use the data as a reference but it is not representative of the total population. Cell phone data depends on the signal strength of the servers. It is complimentary data that we look at as a reference, but it is not a true representation of the data collected through placement of physical objects on the ground. The difficulty is collecting counts during COVID-19, as there have been labour shortages. The other main factor is that it is difficult to know which day of the week or which week of the month are representative of a typical travel pattern. During COVID-19, there has been a lot of variation, shut-downs, and change in people's behaviour. We have been waiting until things reopened but there is now a huge backlog across the City. The data requested for Leaside was submitted months ago.</p>

Questions & Comments	Project Team Response
<p>What is the process for achieving community buy-in for implementing short/long - term changes? Is it 50% +1?</p>	<p>For certain tools, such as traffic calming, there are percentages which are outlined on the City's website.</p>
<p>Is a wider use of speed bumps a possible component to the traffic plan? And if so, can it be considered on bus routes (like Sutherland Drive) where both cars and buses regularly travel over the speed limit? Speed bumps seem to be very effective on Merton (west of Bayview to Yonge).</p>	<p>Speed humps are a part of the strategy for traffic calming but there is other infrastructure that we can be equally effective. When a bus pass through a roadway with speed humps, it will create an unpleasant ride as riders do not have seatbelts or are standing. Our traffic calming policy states that bus routes are not allowed to have speed humps. Speed humps also deter buses from running at a level of service to reach their destination. Lastly, as shown through research, speed humps may slow down traffic approaching the hump but it may also increase the drivers' speed after passing. Speed humps may also impact a vehicle's suspension system if the driver speeds up and over it. So having speed humps in this mix of driving behaviours may create some adverse impacts. Lastly, studies have identified that people may avoid speed humps by travelling to adjacent streets. We don't want to divert traffic to other neighbourhoods where there have more sensitive and vulnerable users such as schools. So speed humps are in our toolbox but we want to treat it very carefully.</p>
<p>How many deaths have occurred in Leaside in the last 50 years on the roads, not including Eglinton or Bayview. I believe it's only one young six year old child that got killed. One is too many.</p>	<p>This information is made public and can be accessed online. Toronto Police also keep a weekly and monthly tally of enforcement and motor vehicle collisions which include those with property damage or injuries. This information can be shared with the Councillor's office.</p>
<p>What sort of strategies are being considered to combat rolling stops at stop signs?</p>	<p>Rolling stops are a City-wide issue and becoming more common. We cannot stop people from doing rolling stops other than through enforcement, which cannot be done everywhere in the City. Speed reduction will help to indirectly deter rolling stops and reviewed location by location, sensitive to any slope and sight distance hazardous.</p>
<p>Dropping the speed limit from 40 to 30 km is hardly a difference to a pedestrian getting hit by a heavy electric vehicle or a pick-up truck.</p>	<p>There is a City-wide initiative to decrease the speed limit on local, collector and arterial roads. On local roads we are lowering the speed to 30 kilometers per hour. Science has been used to determine the right speed limit and how a decrease from 40 to 30 km can save lives. The reduction can mean a chance for vulnerable road users to survive a collision. Speed limit reductions need to be coupled with the appropriate road design. We need to encourage all actions together to achieve the outcome of lowering speeding.</p>

Questions & Comments	Project Team Response
<p>Lower speed limit is not being adhered to. What road design is being looked at for vulnerable people?</p>	<p>A quick win is using pavement markings at the edge line. The edge line is basically a line that is drawn along the curb to make the lane appear narrower to the driver. Edge lines can be coupled with hash marks to make it appear that the roadway has been reduced significantly. Another approach is to use pavement markings focused at the intersection, creating a narrower intersection space, known as curb radii reduction. When people make turns at the intersections they will need to make a slower turn as compared to the wide angle. Pavement markings are temporary and may not work. Quick wins give us an opportunity for change in the short-term until physical improvements can be made during road work. When we perform construction work, this is the opportunity for physical improvements, such as narrowing the width of the road and making changes to curb-radii.</p>
<p>Massive condo developments are planned, how is that being factored into transportation plans like this?</p>	<p>The Neighbourhood Transportation Plan will look at how many development applications are in the pre-consultation stage, or already submitted. We also have a Unit within Transportation Services that reviews how much vehicle, bicycle and pedestrian traffic is at particular intersections and the improvements we will need to make. As part of neighbourhood-wide studies, we will not only look at the intersection improvement but also at the route used along a local road and volume added. We can also predict future volume by looking into the past and existing conditions.</p>
<p>I've noticed in a number of areas in Toronto that before the light turns green pedestrian can walk before the drivers start to make their turns. Drivers can see pedestrians are crossing as opposed to not noticing them. The intersection at McRae does not have this feature. Is this something that is being considered?</p>	<p>The technical term is the leading pedestrian interval. It is being deployed to intersections prioritized where there is high pedestrian crossing volumes. We will note down your particular intersection and we will look into it and see what we can do.</p>

The following questions and comments were submitted during the meeting and are recorded for follow-up by the project team.

Traffic and Drivers

- Need to push traffic back to main arteries
- It is not entirely the car drivers at fault for creating an unsafe community
- Can there be urgent action to slow drivers?

- Can you please address plans to limit /reduce the amount of none-local traffic ('people cutting through')? Don't say 'signage', as this is NOT (as in: literally never) enforced. Also please don't blame the LRT construction, this issue pre-dates the LRT.

Construction Impacts

- I'd like to understand how the Brentcliffe closure at Eglinton in the near future for construction will be mitigated. Will the lane closures due to construction on Laird be removed while this is going on? Otherwise for those in North Leaside we will be inconvenienced.
- Not including Brentcliffe is a huge problem. Traffic on both sides is backed up 5-10 blocks on both sides on Brentcliffe, Donlea. When LRT & developments are finished there will be thousands of more cars contributing to volume.
- What is the current expected date to fully open Bayview and Eglinton intersection?

Red Light Cameras

- The cameras catch those drivers who are unfamiliar with the area and also for people who can afford the fines.
- Those automatic speed enforcement camera locations are readily available and every day commuters adjust their speed accordingly.
- How much would it cost to put these photo radar systems around every school in Toronto? Seems like a good investment.
- The countdown clock was the best thing David Miller ever did, the only best thing that David Miller ever did
- The white lines that are painted on the roadway anti-slip that used to be very slippery in winter and wet weather for pedestrians bikes and cars alike.

Speed Bumps/Humps

- Speed humps are very hard on emergency vehicles and create terrible noise with trucks
- Speed bumps work well in the Bridal Path, primarily because they don't have a stop sign every 300 feet, I find traffic goes the limit in the Bridle Path, does not exceed the speed limit for the most part.
- No speed bumps. They also ruin under carriage of cars
- Keep speed bumps but reduce the number of stop signs

Truck Traffic

- Longo trucks among many other large box stores
- Glenvale off of Bayview being used as by-pass of Eglinton for large commercial vehicles
- You have not mentioned the terrible intrusion of construction vehicles including trucks and vans. These drivers own the road, speed everywhere and park in complete disregard for legal parking rules --ALWAYS WITHOUT PENALTY.
- There is a significant amount of commercial and heavy trucks (dump trucks, delivery trucks etc that cut through Southvale on a frequent and regular basis. Not to mention the traffic volume is higher than recommended for a collector road.
- Which of the short-term improvements/quick-wins will focus on enforcement of commercial trucks ignoring "no truck" signage on Southvale?

Pedestrians

- The sidewalks are narrow. There is not enough space for people to walk and bike. The aggressive driving is a danger to everyone.
- Encourage parents to let their children walk to school instead of being driven a few blocks
- What is being done about pedestrians crossing illegally after the countdown has started?
- What about an education program to ensure pedestrians look both directions before crossing a street and bike riders being reminded to stop at stop signs?

Cycling

- Is there a bike lane network being considered in the neighbourhood? Cycling on Bayview, Millwood, Laird and Sutherland doesn't feel comfortable due to speeding drivers. 30km/h speed limit is routinely ignored.
- Need to see how cyclists can be accommodated in this overall plan
- Can we build a segregated bike lane on Laird, from Eglinton to Millwood, as a way of traffic calming? Going under the CPR bridge is dangerous for everybody with bikes in the road as it's a blind spot.

Transit

- I heard some acknowledgement of the needs of pedestrians and cyclists, but nothing on transit, or prioritizing all these interests over cars. Why? Benefits for everyone with that approach.

Parking

- There are roads with street parking on both sides and the sidewalks have no grass median (or no sidewalk at all) and it is a barrier for visibility for walkers and bikers, i.e. Hanna Road north of Sharon. With LRT will there be more parking restrictions?
- On the south side of McRae between Sutherland and Laird, there is street parking that blocks a driver's view (when driving north bound on Randolph). Parking is not angled or have lines designating parking spaces. Also many vehicles parking between Randolph and Laird park with their bumper or front fenders blocking most of the sidewalk - very hard for those with baby buggies/wheelchairs.
- Street parking in Leaside is OUT OF CONTROL. People have driveways and choose not to park in them and clutter the streets. It affects street cleaning/garbage collection even just trying to get out of ones driveway or drive down any street that has cars on both sides. What is being done to address this?

One-Way Street

- I have lived in Leaside close to Laird since 1998. The cars that cut through South Leaside when there is traffic on Laird do not pay attention to street signs – speed limit signs and even stops signs. I feel the answer is to create a series of one way streets or permanent road diversions that keep the cars out. Look at the permanent measures that were put in place in the Moore Park area west of Mount Pleasant and north of St. Clair. The police do not have the person power to monitor the roads.

Signage & Enforcement

- Can we extend the times of no turn?
- 07:00-09:00 & 16:00-18:00 no turn signs and laws. During those time even though there is many who break the law and turn still, tragic is reduced greatly.

- Currently cannot turn right onto Bayview (and head north) out of North Leaside between 7am-9am or 4pm-6pm (at Glenvale, Broadway, Craig Cr) so essentially sending all residents down to Bayview & Eglinton intersection to head north....but there is a pedestrian crossing @ B&E and no advanced green for right hand turns. Traffic gets backed up....that's most likely why people ignore the no-turn signs. Any way for residents to have a sticker to allow them to make the turns?
- I'm still not hearing why there is virtually no enforcement of illegal turns. Revenue from ticket issuance would greatly exceed the cost of policing.
- Suggest a big signage for no right turn particularly at the intersection of Millwood and McRae, which is one of the busiest intersection, and I have seen lots of driving violations...extremely dangerous for the kids!!!
- Sutherland Drive also has a bus route turn
- For over 2 years, the southbound left turn lane from Bayview to Eglinton has been blocked, funneling significant traffic especially trucks cutting through. 30-40 trucks a day including 18 wheelers. Current measures are not effective. What quick wins will be put in place to address this.
- Turn restrictions and stop signs have not been effective and are largely ignored. Why are they still listed as a strategy?
- I was just wondering about whether ghost police cars could be rotated amongst the streets and Leaside to help to enforce the laws
- Turn prohibition signs are already in place on Bayview turning onto Craig for rush hour mitigation in the morning and evening, There is little to no enforcement which is causing commuters to be allowed to traverse through our neighbourhood. Signage is great, but constant enforcement is required.
- In North Leaside, right hand turns onto Bayview (heading north) from the feeder roads are not permitted between 7-9 am, which forces residents down to Eglinton, then turn right onto Bayview. This loads more traffic on already busy roads. In many European countries, neighbourhood residents are permitted to exit their neighbourhood (i.e. no right turn except for residents). Could this be considered?

Data & Plans

- Montessori school on Brentcliffe should be included and Children's Garden School
- Is the City of Toronto in touch with mapping companies like google and/or Waze? With regards to those route planners not suggesting illegal routes? With regards to them diverting traffic away from hotspots like schools? In general keeping people on arterial instead of minor/local roads?
- <https://www.telus.com/en/about/privacy/data-analytics> Just a few clicks and you'll have the traffic patterns and visualizations.
- Don't think we need the old school traffic monitors (.ie. the monitor wires that are run on the roads)
- Any data available on the reasons drivers are aggressive within the confines of Leaside. Is it pandemic driven, frustration with number of stop signs, overall congestion within the city, personal rushed schedules etc.
- Do the studies of Laird Drive include Laird, north of Eglinton?
- Will you be reading the several prior plans that did not result in any change to determine why they failed?
- How does this differ from the plan that Jon Burnside proposed some years ago?

- Will any of the proposals from the North Leaside Traffic Committee be re-considered? Specifically, would the proposal to physically restrict access to/from Bayview be included as a short or long-term option for review?

Other

- Why was it just today that the notice for this meeting arrived in my mail? Is it because we live in a condo? Know that people in houses got their notices earlier.
- We're sorry the notice arrived at your home so late. All notices were delivered to Canada Post for distribution on January 26. We encourage residents to sign-up for email updates. Email us at leasidentp@toronto.ca to get added to the email list.

The following site specific comments were shared during the meeting and are organized by location. They will be reviewed by the Project Team as part of the data collection.

North Leaside (Brentcliffe, Divadale, Glenvale, Hanna, Northlea)

- There is also a Montessori school at Broadway and Brentcliffe.
- Living near Northlea school, people are racing through the streets around school at all hours.
- Another problem area...traffic trying to get out of North Leaside during rush hour at end of day and heading east on Eglinton. (lines back up on Laird and Brentcliffe and through several side streets...drivers get frustrated and then pass waiting cars into other lane (where oncoming traffic would be) to turn left onto a side street , etc.) Very dangerous.
- Hanna and Divadale is a location - the drivers do not stop for children walking the street to the school.
- Divadale and Hanna is a dangerous and critical intersection. A young woman was hit by a car at the intersection about 2 years ago. About 2 months ago there was a car accident at the intersection. The intersection is just west of Northlea School. Something has to be done before someone is killed. One possible solution is curb extensions at Divadale and Hanna that would force drivers to stop and proceed slowly through the intersection.
- What is the plan for Hanna and Eglinton? Cars just blaze down Hanna. What is going to be done here?
- There are non-stop illegal turns from Broadway/Glenview onto Bayview. Why is there no action on enforcement?? If this was enforced it would greatly reduce cut through traffic. This can be done tomorrow.
- Vehicles travelling both directions Glenvale Bayview to Laird
- As Glenvale from Bayview speed reduces from 50 to 30 often speed is a factor and limits not obeyed
- Glenvale Blvd off of Bayview as the most northern street is used as an entry and exit point
- Glenvale at Besborough does not have stop sign to slow traffic

Bessborough Drive & Broadway Avenue

- All of Bessborough Drive in North Leaside needs to be focused on; the people cutting though from Eglinton, going north on Bessborough to then join Bayview at Craig, Broadway or Glenvale. Lineups on Broadway and Glenvale are busy in rush hours; and the four way stop at Broadway and Bessborough is vicious. It is impossible to think of a new 25 storey condo at Bayview/Broadway with a driveway mid-block between Bayview and Bessborough! The four way stop is bad now, how will a new driveway for 91 cars + work?
- I live on Bessborough between Eglinton and Broadway. I appreciate the white posts that have gone up to slow down the traffic. I note that unfortunately it hasn't had much of an

effect. If you view the cones today many of them have been torn off (presumably by passing vehicles hitting them) – so their utility has already been diminished (it would be great if they could be replaced)

- The intersection of Broadway & Bessborough: Broadway (westbound) gets backed up from Bayview well past Bessborough during rush hour periods. This will only get worse if the new condo goes in at the SE corner of Bayview & Broadway (especially if its parking entrance is off Broadway). Becomes a very dangerous situation for both cars and pedestrians at that intersection.
- I live near Broadway and Bessborough. That intersection needs looking at. As a pedestrian it is taking my life in my hands to cross the street there, especially during peak hours, which can extend quite significantly. People create gridlock there trying to turn west onto Broadway from Bessborough, cars that have crossed Bayview going east on Broadway don't just roll through the Bessborough stop sign they don't stop and the gridlock blocks pedestrian view.
- One errant vehicle even ended up on my front lawn. To date there have been 6 people that have knocked on my door asking for video footage because they have been involved in an accident at the Bessborough and Broadway intersection.
- The situation, especially during the morning and evening commutes (when many children and walking to and from school) seems to get worse by the day. I have multiple examples of car accidents on my security cameras, some very scary close calls of my children almost hit by errant vehicles, and if you can believe it, fist fights between angry motorists at Bessborough and Broadway.
- At the corner of Broadway and Bessborough, we have seen an increase in the westbound traffic. Due to this volume, impatience and more aggressive behaviour has increased. Is it possible to increase the length of the green light at Bayview to allow more westbound traffic through?

Bayview Avenue

- Would the City consider a pedestrian crosswalk on Bayview between McRae and Moore? Many illegal crosses between Leaside and the Cemetery.
- What about creating complete streets on Laird and Bayview like we have on Yonge and Danforth? This seems like a win-win for the community and businesses.
- On Bayview, Laird, Millwood and McRae. Lowering the speed limit hasn't worked.
- How about the many, many people breaking violating the legal turn restrictions at Bayview/Glendale, Bayview/Broadway, Bayview/Craig (as in literally many 100s a day - we counted). Also: expanding the time periods for those turns (if enforced)

Cameron Crescent

- The intersection of Cameron and McNaughton is very strange. Drivers going east on McNaughton don't need to stop, but a driver on Cameron really can't see them well.

Donegall Drive

- Are there any improvements planned for Donegall Dr and Fleming Crescent intersection, as well as for Fleming Crescent between Donegall Dr and Parkhurst Blvd? Since this intersection is very close to Bayview Ave, it gets extremely busy during rush hours, with cars and trucks backed up for 50-100 meters waiting to cross to another side of Bayview Ave. Also, due to proximity to popular shops on Bayview Ave, Fleming Crescent has a lot of vehicles parked on it and it gets a lot of pedestrian traffic, and because

Eglinton Avenue

- I recommend the intersection of Rumsey and Eglinton as a priority for improvement. The hedge on the NW corner blocks visibility for southbound traffic on Rumsey. Twice, when entering the intersection to cross Eglinton on a green light, I have had a near miss of being broadsided by a driver heading east through a red light. Trimming the hedge, would improve visibility for the southbound driver. Measures to improve compliance with traffic signals and speeding would improve safety.
- My comment is to outline how dangerous the situation has become with so much traffic diverting from Eglinton to shortcut to Bayview. My hope is that somehow this traffic can be stopped or redirected elsewhere before a child or otherwise is injured (there are many young children that live on this stretch of Bessborough).

Fleming Crescent

- Do you plan to add speed bumps/humps to this section of Fleming Crescent or even make its western end a dead end to permanently close vehicle access to it from Bayview Ave?

Laird Drive

- There is no stop sign on Laird between Broadway and Glenvale.. Traffic frequently hits 60 k/h. Loaded Kreimaker trailers use it as a cut through at high speed (with limited stopping ability. We've been begging for years that something be done. Where is this in the priorities?

McRae Drive

- What about the role for speed bumps on McRae or Millwood? Also there is No crossing guard at Hanna and McRae or Hanna and Southvale for kids who walk along Hanna to Rolph Road school.

Millwood Road

- I suggest a red light camera be installed at the intersection of Bayview and Millwood. Has this been considered?
- Please consider the intersection of Millwood and McCrae for data red light infractions and potential red light camera. I have personally witnessed two cars making left turns from McCrae on a red light to travel west on Millwood on an early Saturday morning. Perhaps more presence / monitoring by the police might be further deterrents for aggressive non-compliant drivers. This is an intersection where there has already been a tragic pedestrian death, as many would be aware.

Parklea Drive

- Parklea Drive is being used as a "second" Eglinton Ave. A truck speeding along Parklea ripped out overhead wires, cutting power until we and our neighbours personally paid \$2K each to repair. Is it possible to have speed bumps installed on Parklea?

Randolph Road

- I'd like to point out Randolph Rd as a major problem for speeding and aggressive driving. It has become the new cut through route to avoid Laird especially south to north. From Lea to Mcrae there is no street parking and this opens up a straight speedway for cut through drivers...it goes downhill from Bayview to Parkhurst Blvd many drivers end up speeding on this curved street, creating a dangerous situation for the people on its sidewalks.

Southvale Drive, Moore Avenue, Mallory Crescent

- As you have mentioned, Southvale is a very busy through way for people cutting through Leaside. It makes it a very dangerous road for kids who are trying to get to and from school. Have speed bumps been considered as we see on the west of Bayview?
- Mallory Green Park could be expanded, the southwestern end of Mallory Crescent is unnecessarily wide and redundant. Please consider expanding the park and more park in the neighbourhood.

Total Participants: 189

Project Team & Panelists

Eric Chan, Transportation Services
Jennifer Cicchelli, Transportation Services
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Mark DeMiglio, Public Consultation Unit
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Councillor Jaye Robinson, Don Valley West
Rachael Hillier, Councillor Robinson's Office