

Leaside Neighbourhood Transportation Plan

Data Collection Public Consultation Report

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Executive Summary

This report details the activities and input received during consultation with members of the public for the Leaside Neighbourhood Transportation Plan (LNTP). The consultation period was held from July 18 to September 3, 2022. Members of the public were provided an opportunity to share their transportation experiences, areas of concern and ideas for improvement in the Leaside study area.

A total of 257 unique participants provided comments through a digital mapping tool called Social Pinpoint. Nineteen (19) emails and two (2) phone submissions were received, and one local stakeholder group provided comments through an email submission.

Overall, public feedback identified:

- **Heavy congestion during peak hours.** Participants were concerned that roads in Leaside are not used according to their classification, citing frequent occurrences of cut-through, commuter traffic and heavy truck traffic on local roads. Suggested improvements included modifying traffic signals (e.g. advanced green light), adjusting signal timing and adding turning restrictions at major intersections. Participants were also concerned that intersections, pedestrian crossings and residential driveways near schools are frequently blocked by motor vehicles during peak periods.
- **Aggressive driving and failure to obey speed limits, stop signs, turn restrictions and other bylaws.** Participants expressed that compliance issues are made worse by poor intersection design, inconsistent traffic calming installations and poor signage. This contributes to conflicts among road users. Ideas for improvement included more effective traffic calming measures and better signage, as well as regular police enforcement or a permanent Automated Speed Enforcement camera.
- **The curved roads and presence of on-street parking or other visual obstructions contribute to poor sightlines, causing people driving and cycling to make wide, blind turns or unsafe merges into oncoming traffic.** Improvements suggested including all-way stops, removing parking, better signage and parking enforcement to ensure motor vehicles are parked further from driveways and intersections.
- **Better infrastructure is needed for vulnerable road users.** Participants proposed new infrastructure on roadways where pedestrians and cyclists are forced to share the road with motor vehicles. Participants suggested infrastructure like sidewalks, traffic signals, pedestrian crossings and contra-flow bicycle lanes. Participants also recommended reviewing overall traffic and parking conditions near schools, parks, libraries and retail areas to improve safety conditions.
- **Concerns that the Eglinton Crosstown and new residential development will worsen traffic and increase demand for on-street parking.** To futureproof on-street parking conditions, residents recommended establishing paid or permit parking and parking bylaw changes as possible solutions.

Feedback received from consultation, along with traffic studies, collision data analysis, site visits and observations will inform the development of the near-term plan. The near-term plan will be presented to the public in the next round of engagement, targeted for early 2023.

Overview

About the Study

In response to a Community Council request (see item [2019.NY.12](#)), City staff have initiated a transportation study of Leaside.

The Leaside Neighbourhood Transportation Plan (LNTP) is being developed to address the concerns about transportation conditions in the neighbourhood raised by the community, as well as any related items identified by City staff through the course of the study.

The LNTP is assessing local traffic operations, road design and multi-modal travel options. The plan will identify, recommend and prioritize changes that can be made to improve safety for all road users, with a focus on vulnerable road users such as pedestrians, people biking, children, and seniors. The LNTP consists of two phases: a near-term plan and long-term plan.



The study area is bounded by Glenvale Boulevard/ Killdeer Crescent/Rykert Crescent to the north, Bayview Avenue to the west, the West Don River/Eglinton Avenue East/Laird Drive line to the east and the CPR line to the south.

Study Process

The Leaside NTP will take a phased approach, implementing multiple interventions in phases. The phased implementation will:

- allow improvements that don't require complete traffic data and analysis, public consultation or City Council approval to be implemented sooner (i.e. quick wins)
- allow implementation to be bundled with planned road resurfacing
- monitor and evaluate traffic patterns and congestion as the neighbourhood grows and changes: construction of Eglinton Crosstown and development sites, planning discussion of Ontario Line and the future Laird in Focus area plan



Overall, comments touched upon a wide variety of concerns and suggestions for improvements, with the top concerns identified as volume management and safety at intersections. Five sites in the study area received the highest number of comments:

- Bayview Avenue/Sutherland Drive intersection
- Brentcliffe Road, from Eglinton Avenue East to Thursfield Drive
- Broadway Avenue, from Bayview Avenue to Bessborough Drive
- Craig Crescent/Bessborough Drive/Divadale Drive intersection
- Laird Drive/McRae Drive/Wicksteed Avenue intersection

Phone & Email Comments

Members of the public and stakeholder groups were invited to share comments and ask questions via phone or email. The project team received 19 emails and two (2) phone submissions from members of the public and one (1) email submission from a local stakeholder. All comments were recorded and reviewed for consideration and response by the project team.

What We Heard

Input received through the digital mapping tool, phone and email comments were categorized into themes and are summarized below:

Volume Management

Topic	Comment Summary
Cut-through traffic	<ul style="list-style-type: none"> • Local roads are over-capacity and used to bypass traffic on main roads, including heavy trucks • Mixed feedback to the idea of a network of one-way streets to discourage cut-through traffic • Suggestion to extend some roads to provide additional routes for traffic to enter and exit Leaside • Some support for the suggestion to limit road access to Leaside residents only or permanently close roads to motor vehicle traffic • Mobile apps need to divert traffic away from routes through Leaside • Existing turn restrictions on Bayview Avenue create higher motor vehicle volumes on adjacent roads

Topic	Comment Summary
Development-led density	<ul style="list-style-type: none"> • Construction of new developments has caused additional congestion, increased presence of heavy trucks and new road closures • Concerns that motor vehicle congestion and demand for on-street parking will increase once developments and Eglinton Crosstown are completed • Some suggestions for paid parking on nearby roads to discourage people from driving • Consider preventing condominium residents and business owners/employees from being able to acquire on-street parking permits
School drop-off/pick-up	<ul style="list-style-type: none"> • Traffic volumes during drop-off/pick-up make it difficult for residents to safely back motor vehicles out of driveways and for City services to operate on the roadway
Turn restrictions	<ul style="list-style-type: none"> • Suggestion for all-day turn restrictions, not only during peak periods

Traffic Controls

Topic	Comment Summary
Bylaw violations	<ul style="list-style-type: none"> • Very strong agreement with comments that all types of signs are ignored, including Fire Route, No Heavy Trucks, one-way streets, No Exit and turn restrictions
Signalized intersections	<ul style="list-style-type: none"> • Suggestions to add or upgrade traffic signals at some intersections to make it safer for people crossing • Requests to review traffic signal operations for all signals on the perimeter of Leaside • Requests to add advanced left turning phases, pedestrian head start signals and longer signal phases
Stop signs	<ul style="list-style-type: none"> • People frequently disobey stop signs • Opposing views on the need for more stop signs or fewer stop signs and the need for flashing red beacons at dangerous intersections • Inconsistent implementation of stop signs at roundabouts on Broadway Avenue cause confusion
Turn restrictions	<ul style="list-style-type: none"> • Requests for daytime turn restrictions near schools to limit traffic on local roads • Requests to remove turn restrictions on Bayview Avenue to improve traffic flow and reduce congestion

Speed Management

Topic	Comment Summary
Speed limits	<ul style="list-style-type: none"> • 30 km/h speed limit is neither followed nor enforced, especially in School Safety Zones • Excessive vehicle noise caused by trucks and large vehicles travelling at high speeds • Some requests to change speed limit to 30 km/h on roads that have a higher speed limit, and strong disagreement with the suggestion to change speed limit from 30 km/h back to 40 km/h • Discourage cut-through traffic and reduce speeding <ul style="list-style-type: none"> ○ Through road narrowing (i.e. by adding on-street parking, bike lanes, wider sidewalks, on-street plantings and bump-outs) ○ Through visual cues to drivers that they are entering a slow-speed neighbourhood (i.e. raised crosswalks and tighter curb radii at all neighbourhood gateways)
Traffic calming	<ul style="list-style-type: none"> • Support for installation of speed bumps, especially near schools • Speed bumps do not provide a comfortable cycling experience • Traffic calming may be more effective than automated enforcement • Generally, many people agree that recent flexi-post installations are not effective and cause more confusion and safety issues. Requests for them to be removed.

Safety at Intersections

Topic	Comment Summary
Blocked intersections/ crossings	<ul style="list-style-type: none"> • Vehicles (including heavy trucks) frequently block intersections and pedestrian crossings, especially near commercial areas and during peak hours
Conflicts between road users	<ul style="list-style-type: none"> • Many near-miss collisions were reported between all road users, but most frequently between pedestrians and drivers • Many intersections were identified as dangerous, particularly intersections where more than two roads intersect, where right-turn slip lanes are present and at bus stop locations • Need pavement markings at all pedestrian crossings
Failure to obey stop signs	<ul style="list-style-type: none"> • People driving and cycling frequently roll through stop signs, often at high speeds • Some people requested flashing beacons over stop signs at locations with frequent violations or where signage is difficult to see

Topic	Comment Summary
Protected intersections	<ul style="list-style-type: none"> • Protected intersections should be implemented in the future to improve safety along planned active transportation routes <ul style="list-style-type: none"> ○ Brentcliffe Road and Eglinton Avenue East ○ Brentcliffe Road and Glassworks Drive ○ Brentcliffe Road and Vanderhoof Avenue ○ Laird Drive and Eglinton Avenue East ○ Laird Drive and McRae Drive/Wicksteed Avenue ○ Laird Drive and Vanderhoof Avenue
Sightline obstructions	<ul style="list-style-type: none"> • Several locations were identified as having sightline obstructions. Obstructions impact road users' ability to: merge safely, see a gap in traffic and make a turn and cross the street at intersections where there are no traffic controls. • Visibility for all road users is impacted by on-street parking, particularly at intersections and driveways • Overgrown trees and hedges reduce sidewalk space and hinder visibility for people backing out of their driveway or making turns at intersections • Clothing drop boxes obstruct views of oncoming traffic when turning right from Pottery Road onto Moore Avenue
Wide/confusing intersections	<ul style="list-style-type: none"> • Safety improvements needed at all wide/confusing (multi-leg) intersections • Some suggestions for pedestrian crossing pavement markings and curb extensions to improve pedestrian safety • Concrete traffic islands as an intersection safety measure are not supported

Safety of Vulnerable Road Users

Topic	Comment Summary
Coordination with City guidelines & local studies	<ul style="list-style-type: none"> • Study presents an opportunity to improve safety by implementing existing guidelines and area plans <ul style="list-style-type: none"> ○ Council-approved guidelines (e.g. Vision Zero, TransformTO, Complete Streets Guidelines) ○ Approved area plans (e.g. Laird in Focus and eglintonTOday Complete Streets Project) • Suggestion for Complete Streets plan on Bayview Avenue
Crossing guards	<ul style="list-style-type: none"> • Crossing guards are not on site full-time or effective at calming traffic

Topic	Comment Summary
Lack of bikeways	<ul style="list-style-type: none"> • People feel unsafe cycling in and around Leaside due to heavy congestion • Need intra-neighbourhood connections to fill gaps in cycling network and connect to key destinations • Need contra-flow lanes for safer travel on one-way streets • Would like to see protected bikeways on major roads/routes • Challenging to merge into mixed traffic • People often seen cycling on sidewalks
Pedestrian crosswalks	<ul style="list-style-type: none"> • Crosswalks should be installed at mid-block locations and at unsignalized intersections where people frequently cross the road, including near Mount Pleasant Cemetery, parks and retail locations
Poor road conditions	<ul style="list-style-type: none"> • Need road maintenance/repair/resurfacing on some roads to provide safer cycling and driving conditions
Schools	<ul style="list-style-type: none"> • Consider turn restrictions and/or extra enforcement during pick-up/drop-off times • Some agreement that raised crosswalks near schools should be implemented
Sidewalks	<ul style="list-style-type: none"> • Needed on both sides of road, especially near schools • Narrow sidewalks should be widened and brought to new City standards • Consider guard rails where there are narrow sidewalks and no boulevard for protection • Sidewalk clearances need to be reviewed for restaurants participating in CaféTO. Café furniture sometimes obstructs the sidewalks.

Enforcement

Topic	Comment Summary
Automated traffic enforcement	<ul style="list-style-type: none"> • Use cameras to enforce various non-compliance issues, especially near schools
Bylaw & sign enforcement	<ul style="list-style-type: none"> • Very strong agreement that there is low compliance with traffic signage, especially stop signs and enforcement is needed • Time-of-day turn restrictions are not currently enforced
Parking enforcement	<ul style="list-style-type: none"> • Enforcement needed near intersections to improve sightlines safety conditions for pedestrians • Misunderstanding by the public that people owning accessible parking permits are not able to park in “No parking zones” • Frequent overnight parking with no enforcement unless requested

Topic	Comment Summary
Speed enforcement	<ul style="list-style-type: none"> • New 30 km/h speed limit is not being enforced • Increase penalties for speeding • Request for Permanent Automated Speed Enforcement camera (ASE) at locations where it was piloted • Enforcement needed near schools <ul style="list-style-type: none"> ○ Beginning of the year or other key times ○ Review School Safety Zones and implement ASE within 500 metres of all schools

Parking Amendments

Topic	Comment Summary
Congestion	<ul style="list-style-type: none"> • Suggested ways to relieve congestion <ul style="list-style-type: none"> ○ Create No Stopping/Standing zones near retail driveways ○ Remove/limit on-street parking ○ Restricting trucks from parking on narrow roadway
Monthly alternating parking	<ul style="list-style-type: none"> • Mixed agreement with suggestion to establish monthly alternating parking on each side of a street
Non-resident parking	<ul style="list-style-type: none"> • Suggestions to establish residential on-street permit parking to prevent long-term parking by non-residents and visitor permits for contractors • Some people feel restricting existing on-street parking will increase capacity for traffic on some roads • On-street parking spaces taken by condominium residents and visitors needs to be limited to accommodate other people in the neighbourhood • Suggestions to establish paid parking or shortening maximum parking duration, especially after Eglinton Crosstown opens
Parking tickets & residents	<ul style="list-style-type: none"> • Some residents are getting ticketed for choosing to park on the street to narrow the roads and force traffic to slow down • Mixed agreement to comment that residents living in the Kelvingrove (1365 Bayview Ave) and Glen Leven (1323 Bayview Ave) apartments frequently receive parking tickets, yet residents living in houses do not • Some disagreement to complaints that residents frequently get ticketed for on-street parking even though there is a lack of driveway space

Topic	Comment Summary
Safety	<ul style="list-style-type: none"> • Mixed agreement with suggestion to restrict parking to one side of the street only, to create space for traffic to pass in both directions, rather than one way as it is now • Many locations were identified as having poor visibility and blind corners because of parking near intersections, creating potential conflicts with oncoming traffic

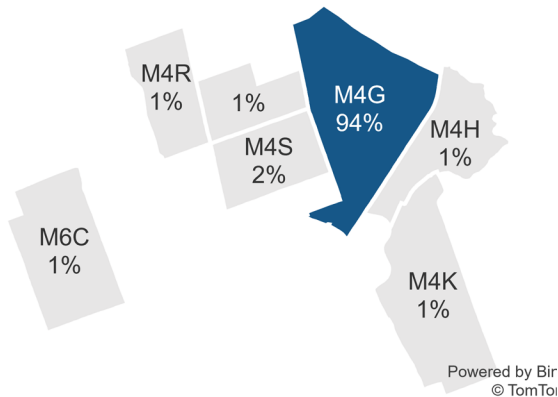
Other

Topic	Comment Summary
Bike Share Toronto stations	<ul style="list-style-type: none"> • Request for Bike Share Toronto stations near the library and along Bayview Avenue
Decision-making process	<ul style="list-style-type: none"> • Clarification needed on previous studies and reports led by community groups and current project process
On-going area projects	<ul style="list-style-type: none"> • Concerns that construction of Eglinton Crosstown will skew data and impact its analysis and findings
Project area boundaries	<ul style="list-style-type: none"> • Strong disagreement with suggestion that the project area should include Kilgour Road <ul style="list-style-type: none"> ○ Many respondents agree that opening gates at Rumsey Road/Kilgour Road would increase traffic volumes and impact the safety of vulnerable visitors to the healthcare institutions to the north ○ Some residents of Kilgour Estates feel the results would be incomplete without their input • Some support for study area to include Leaside Business Park

Appendix A: Digital Mapping Tool Participant Demographics

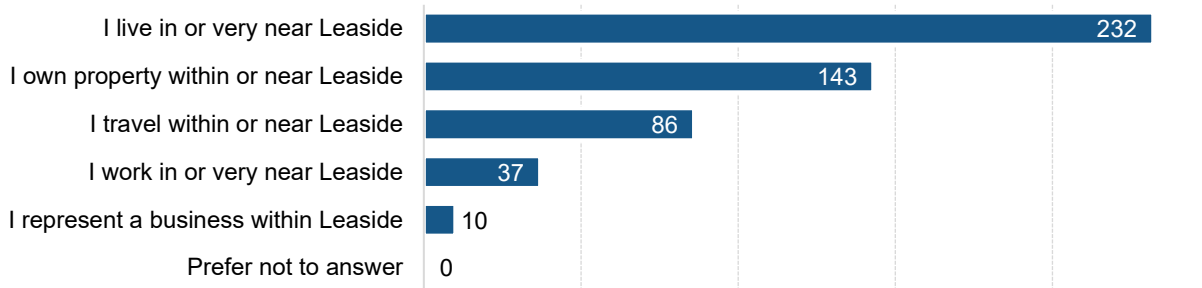
A total of 250 respondents (97 per cent of participants) provided optional demographic information described below.

Postal Code | n=171, percentage of respondents



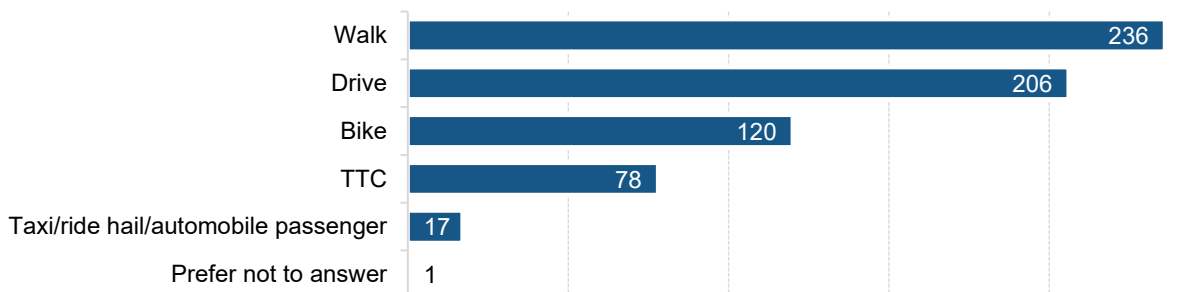
Almost all respondents live in the study area (M4G), with most other respondents living within 5 km of the study area.

Relationship to Leaside | n=250, frequency of selection



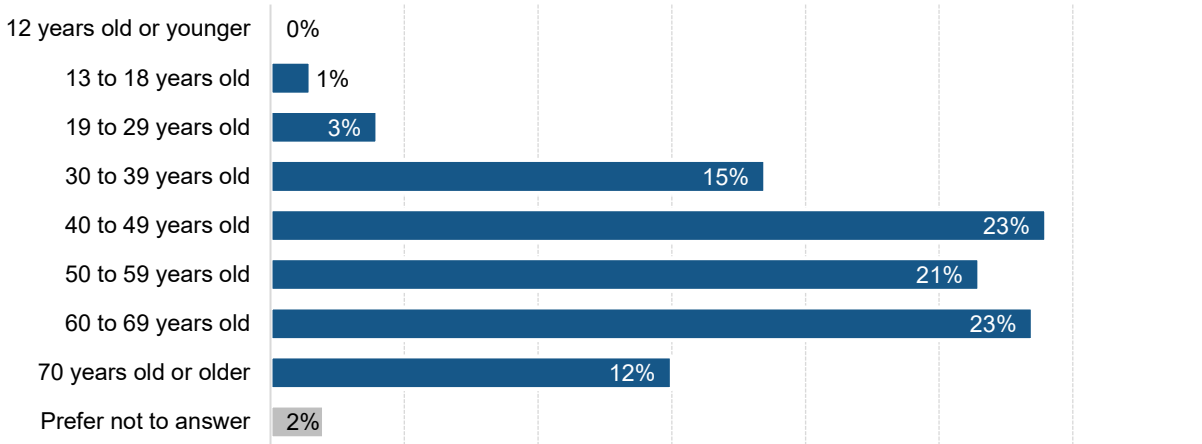
Compared to the 2016 Census data, individuals who rent or do not own property may be underrepresented by in the feedback through the digital mapping tool.

Typical Ways of Travelling In/Near Leaside | n=250, frequency of selection



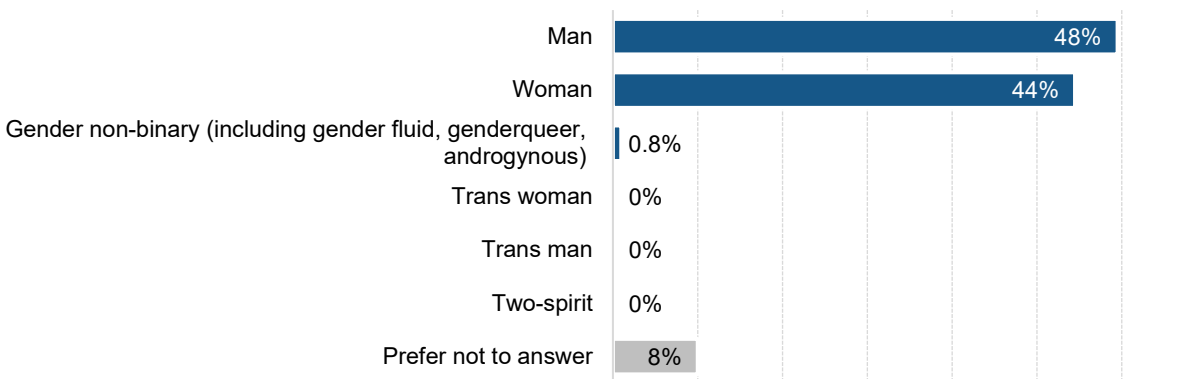
Over 85 per cent of respondents travel in or near the study area by walking or driving.

Age | n=250, percentage of respondents



On average, the age of respondents skewed slightly older than the median age of Leaside residents (about 43 years old). Strong participation by older adults is consistent with the City’s typical public engagement trends.

Gender | n=250, percentage of respondents



Respondents were generally representative of the demographics of Leaside residents.