Wallace Emerson
Neighbourhood Streets Plan

Public Drop-In Event

February 16, 2023

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What is a Neighbourhood Streets Plan?

The Wallace Emerson Neighbourhood Streets Plan (NSP) will identify and recommend traffic operations and street design measures to create safer streets in the neighbourhood.

The Plan will:

- Consider the needs of all road users in the neighbourhood including vulnerable road users (e.g. seniors, school children, people walking and cycling).
- Use a holistic approach to assess network-wide transportation needs throughout the neighbourhood, and coordinate with existing and planned future connections.
- Employ a neighbourhood perspective to develop solutions that, together, support local objectives for mobility and safety.
- Identify opportunities for quick-build measures that can be implemented within 6-18 months with modular materials.
- Identify opportunities to complete more permanent measures alongside planned road resurfacing or reconstruction.

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Project History

April 2019
Wallace Emerson community developed a report requesting changes to address excessive car volume and speeding on local roads, traffic conditions near local schools, and safety of vulnerable road users

March 2020
Toronto & East York Community Council adopted a plan developed by City staff based on the community report

November 2020
City staff directed to develop an updated plan in response to on-going community concerns involving traffic infiltration, safety concerns around schools, and excessive queues at intersections with traffic signals

Summer 2022
The Wallace Emerson Neighbourhood Streets Plan is initiated to develop a plan and address community concerns

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Steps to Developing the Plan

There are several steps we need to take to develop a plan.

Activity	Timeline
Project planning	Summer 2022
Background reporting & initial data collection	Summer-Fall 2022
Community consultation on issues & opportunities	Winter 2023 **We Are Here**
Develop appropriate changes	Spring-Fall 2023
Community review of proposed changes	Winter 2024
Staff report to Community Council	Spring 2024
Implementation, monitoring, & evaluation	Summer 2024

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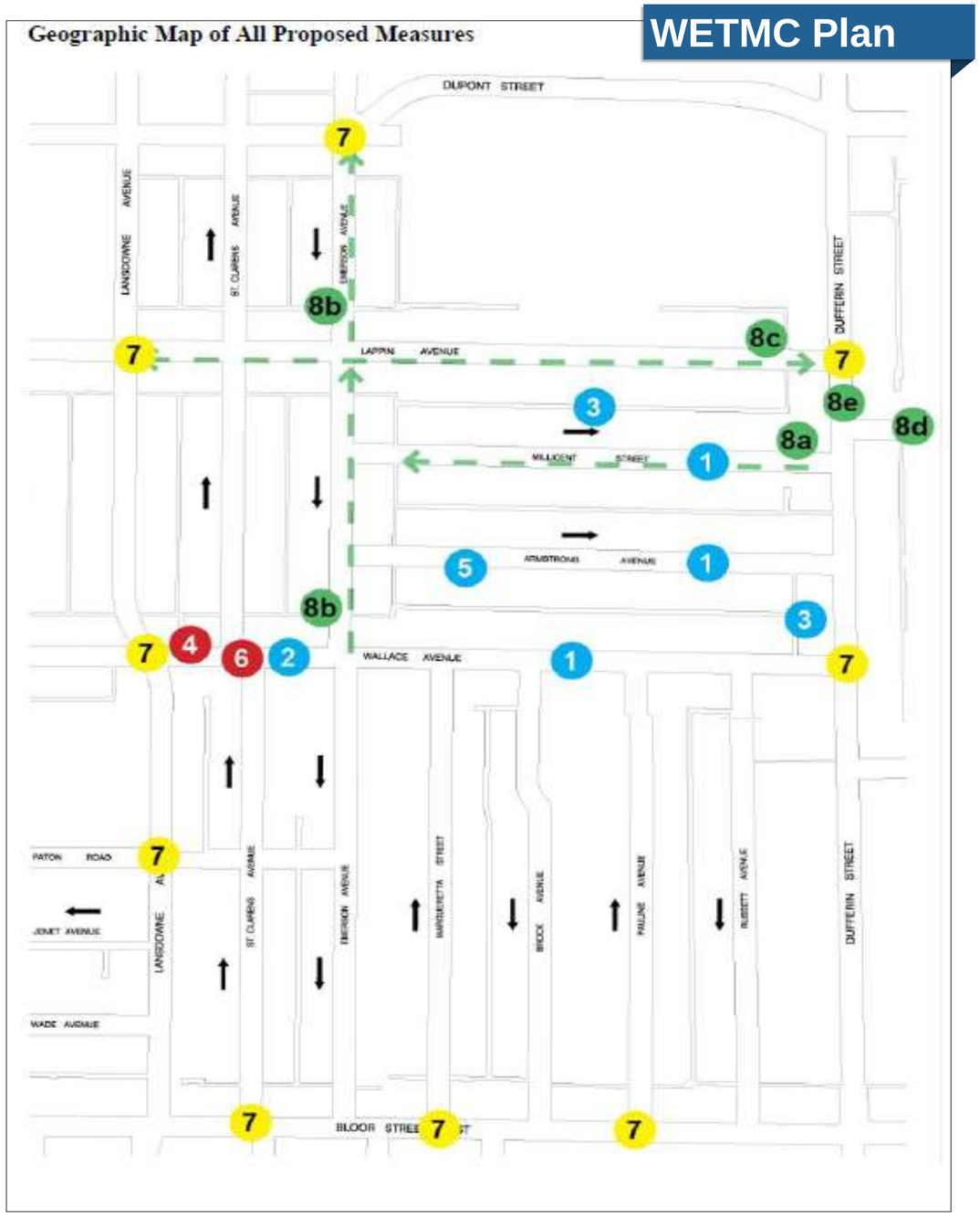
Community-Initiated Plan

The 2019 community-developed Wallace Emerson Traffic Management Committee (WETMC) report requested changes to neighbourhood streets including:

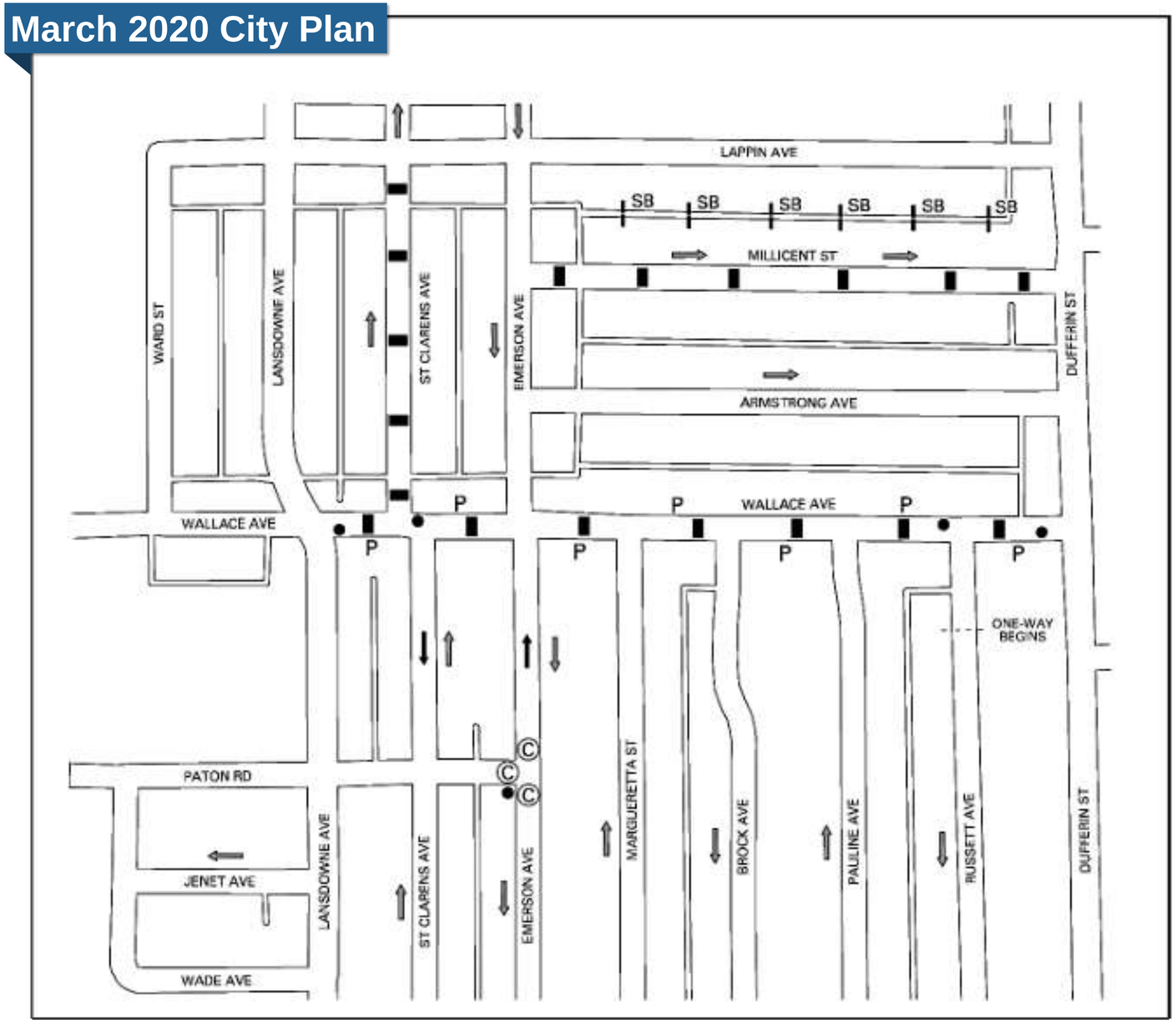
1. Speed humps;
2. Bump outs and planters;
3. Speed bumps in laneways;
4. Sidewalk protections;
5. Staggered parking;
6. New signage all-way stops;
7. “No thru traffic” signage;
8. Contra-flow bike lanes;
   - Creation of new one-way streets;
   - Turning prohibitions; and,
   - New traffic signals.

WETMC Plan



March 2020 City Plan

March 2020 City Plan



The plan adopted by TEYCC in March 2020 incorporated elements of the WETMC plan and included:

- Speed humps;
- SB Speed bumps in laneways;
- Planters and bump-outs;
- P Staggered on-street parking;
- © Pedestrian crosswalks; and,
- One-way direction changes.

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Study Area

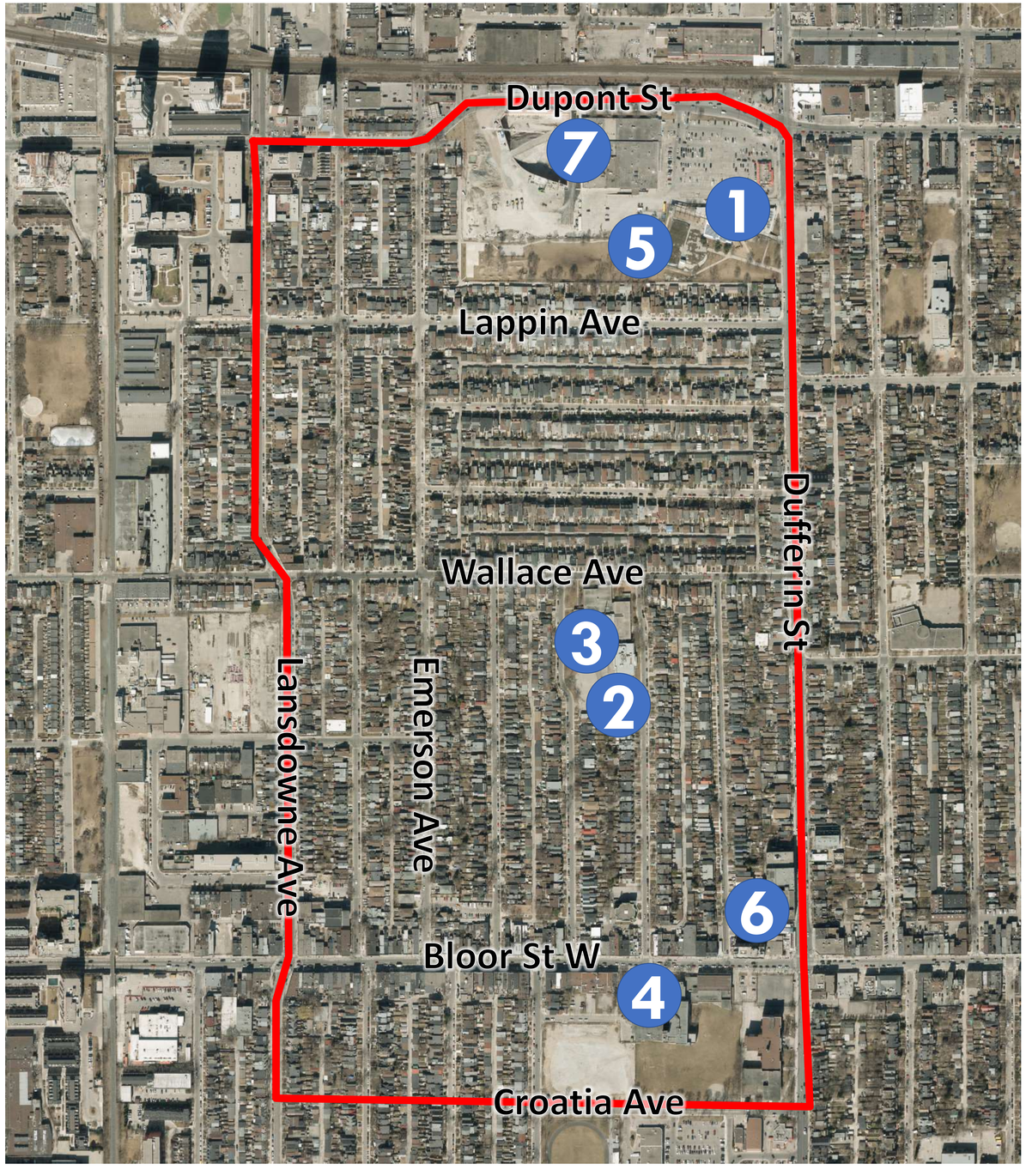
Travel within the neighbourhood is typically to or from home or one of these common community destinations:

Common community destinations

1. Wallace Emerson Community Centre
2. Pauline Junior Public School
3. St Sebastian Catholic Elementary School
4. Bloor Collegiate Institute & Alpha II Alt School
5. Wallace Emerson Park
6. New Horizons Seniors Centre
7. Galleria Mall

Mobility in the neighbourhood

- 51% of households do not own a car
- 65% of trips by walking, biking, or transit



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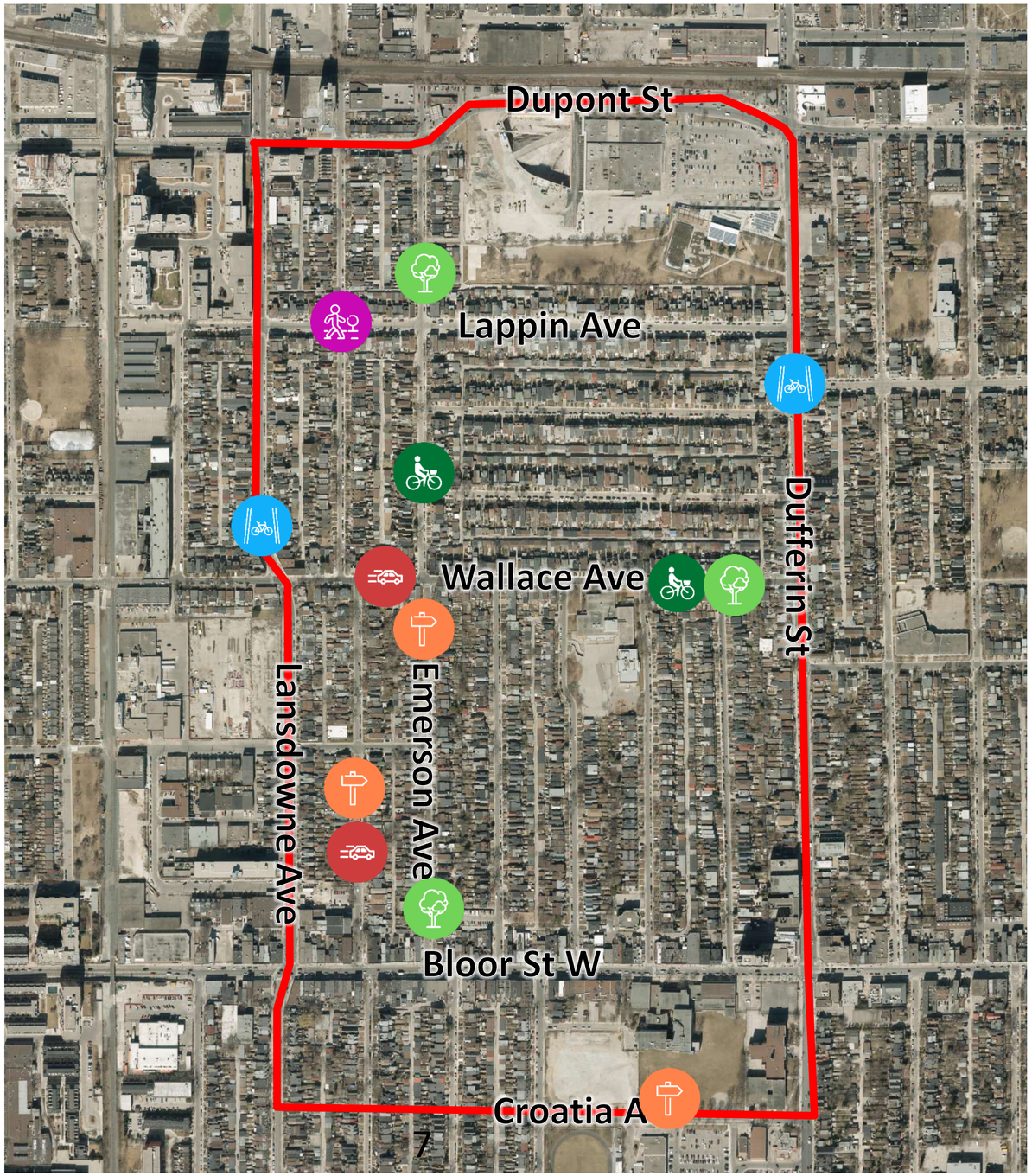
Community Identified Issues & Ideas



In the summer of 2022 the project team began collecting input from the community via Social Pinpoint. The issues and ideas we have heard through this exercise so far include:

- Better cycling connections needed within the neighbourhood
- Excessive car traffic and car speeds on neighbourhood streets
- Desire for protected cycling improvements on main streets around neighbourhood
- Long crossing distances & poor stop compliance at intersections
- Prioritize walking, cycling, trees, and landscaping
- Poor compliance with one-way streets

Data Collection

Data that is being collected to support the development of this plan includes:

Traffic data such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections

- Used to identify issues, confirm community reported issues, and determine appropriate changes

Collision data collected by Toronto Police Services

- Focusing on collisions involving vulnerable road users (seniors, school children, and people walking and cycling and on collisions resulting in death or serious injury

Reports and requests from the public and local Councillor

- Calls to 311 about traffic operations and road safety

Site visits and observations in the neighbourhood

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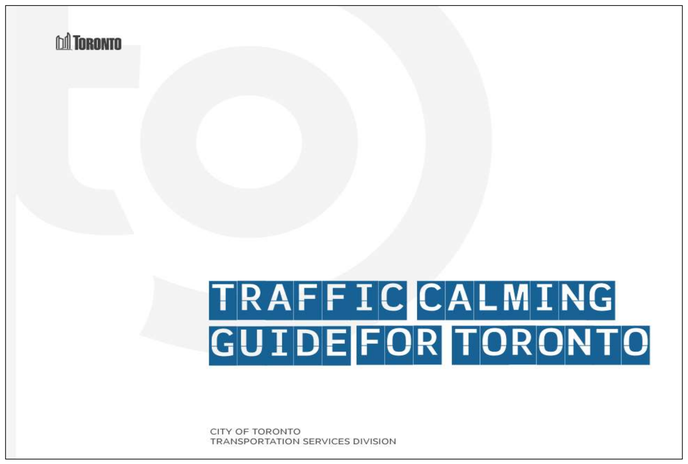
City Design Guidelines

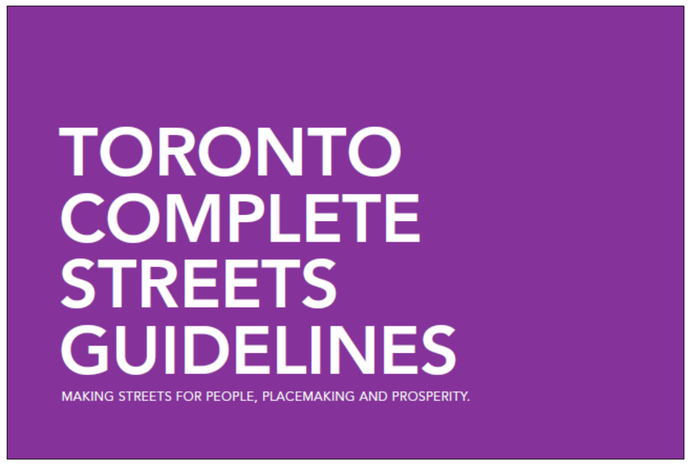
The City has guidelines that are used to improve the design of streets for all road users.

Traffic Calming
Physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.

Vision Zero
An action plan & measures focused on reducing traffic-related fatalities and serious injuries on our streets.

Complete Streets
Provide safe routes for people walking or cycling, expand our tree canopy, and help manage storm water.





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Possible Changes: Speed Management

Speeds on neighbourhood streets can be reduced through operational elements like Watch Your Speed signs and physical changes like chicanes and speed humps.

Watch Your Speed Driver Feedback Signs

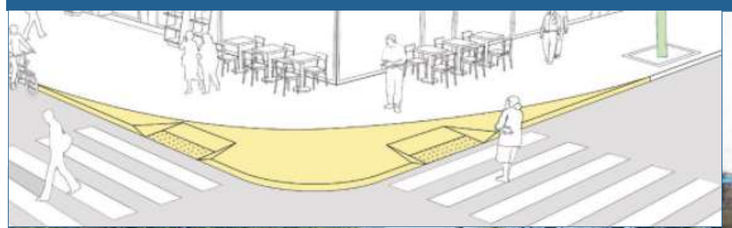
Slow Down Sign Campaign

Lane Narrowing

Speed Humps

Chicanes

Other Geometric Safety Improvements
(e.g. curb radius reductions, curb extensions, traffic circles)



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*Feasibility of these interventions to be studied as part of this plan

Possible Changes: Speed Management

Speed Management

- **‘Watch Your Speed’** signs measure the speeds of oncoming vehicles and the LED sign displays the speeds to passing motorists and reminds drivers to check their speeds and obey speed limits. Locations are selected based on data, requests from Councillors, and requests from the public.
- **Lane narrowing** can reduce speeds and encourage driver alertness. The space removed from existing lanes can be repurposed to expand sidewalks, cycling facilities, and green space.
- **Speed humps** are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds.
- A **curb extension** is a horizontal intrusion of the curb into the roadway, resulting in a narrower section. Curb extensions help reduce speed and increase visibility of people walking when placed at intersections.
- **Chicanes** are a series of curb extensions on alternate sides of a roadway which narrow the roadway and requires drivers to steer from one side to the other to travel through the chicane. Chicanes help reduce speed and discourage shortcutting and through traffic.

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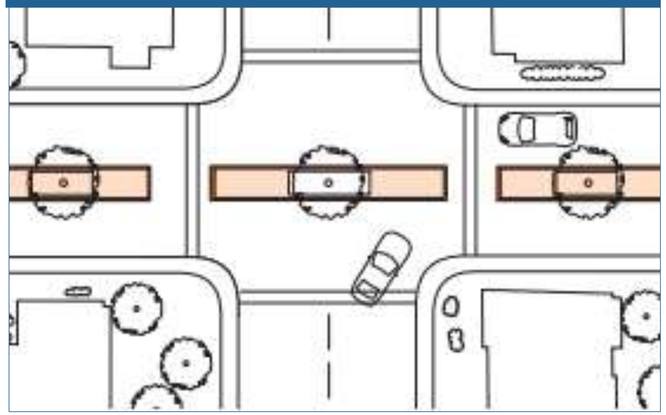
Possible Changes: Volume Management

The number of vehicles that use a street can be managed using operational features like one-way conversions or modifications to the built environment like modal filters.

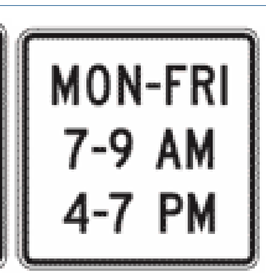
One-Way Street Conversions

Modal Filters

Directional Closures



Medians



Turn Restrictions

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Possible Changes: Volume Management

Volume Management

- **One-way street conversions** change the direction of one or more segments of an existing one-way street so as to remove direct routes through a neighbourhood. These conversions discourage short-cutting traffic or through traffic in a neighbourhood.
- **Directional closures** are a curb extension or vertical barrier extending to approximately the centerline of a roadway, effectively obstructing one direction of traffic at a specific location.
- **Raised medians at intersections** are vertical barriers located on the centerline of a two-way roadway through an intersection, which prevent left turns and through movements on one of the roadways. Raised medians can obstruct short-cutting or through traffic while maintaining access for people walking or cycling.
- **Turn restrictions** prohibit turning movements onto or off of a street in order to discourage short-cutting traffic through a neighbourhood and can also help improve the flow of traffic by prohibiting turns onto busy roads at unsignalized intersections.
- **Modal filters** restrict the movement of cars to reduce short-cutting traffic in a neighbourhood while maintaining access for people walking or cycling.

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Possible Changes: Conflict Management

Conflicts between road users can be addressed through operational measures like stop signs and traffic signals, or through providing dedicated space like sidewalks.

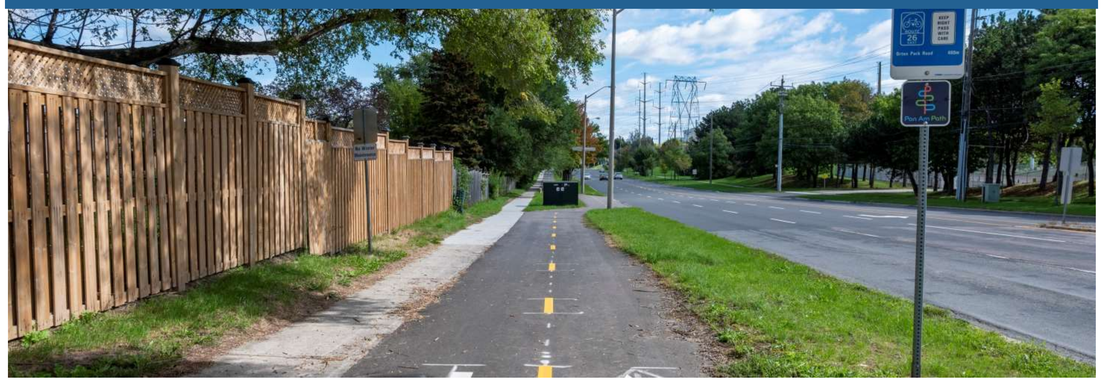
School Crossing Guards

New/Improved Sidewalks

Advisory Signs/Beacons

Intersection Controls

Dedicated Cycling Facilities



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Possible Changes: Conflict Management

Conflict Management

- **School crossing guards** help children to safely cross the street during their walks to and from school and remind drivers of the presence of pedestrians at key intersections.
- **New or expanded sidewalks** create access, connectivity, and improve safety for people walking along a street. Separating vulnerable road users like people walking from cars on the roadway reduces the likelihood of a collision occurring.
- **Dedicated cycling facilities** like contraflow lanes on neighbourhood streets create access and connectivity through a neighbourhood for people on bikes.
- **Intersection controls** like stop signs and traffic signals provide for an orderly flow of traffic and reduce conflicts by regulating movements through an intersection. When considering locations for stop signs or traffic signals, City staff follow the Ontario Traffic Manual guidelines which set out the warrants for implementing these measures.
- **Advisory signs and beacons** help alert drivers to potential dangers and conflicts with other road users or fixed objects near the roadway.

Timeline for Changes

Some changes can be made relatively quickly and do not require Council approval or lengthy design and review periods. Others that are more complex, impact a wider area, or require major capital work can take more time. This plan will identify a range of measures from ‘quick wins’ to longer-term improvements.

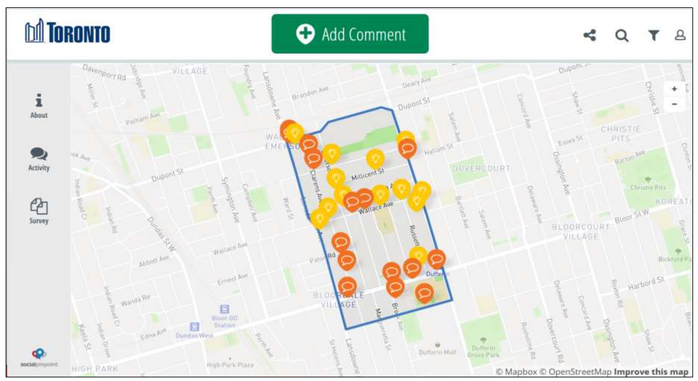
Phased Improvement	Timing	Examples
Quick Wins • No council approval required • Relatively small/localized intervention • Minimal data/analysis required	6-18 months	• Simple pavement markings • Placed curbs & flex posts • Watch your speed signs • Movable, flexible materials
Short-term Measures • Council approval required • Some data/analysis required • Public engagement required	1-5 years	• Traffic calming measures • Complex pavement markings • Intersection controls • More permanent materials
Longer-term Measures • Council approval required • Neighbourhood-wide impacts • Substantial data & analysis required • Public engagement required	5+ years	• Road re-design (e.g. traffic diversion) • Bundled with planned road resurfacing or reconstruction

How To Engage

People who live in, work in, or regularly visit a neighbourhood are experts on what the transportation problems are on streets in their neighbourhood. Support the development of this plan by:

Telling Us About Issues

Use the large format maps, paper surveys, or Social Pinpoint to tell us where you see issues and opportunities for change on neighbourhood streets.



Telling Us About Yourself

Fill out the survey to help us understand how you travel around the area today, and how you'd like to travel around it in the future.

Staying in Touch

Add your name and email at the sign in table to be added to the project email list to stay informed about the project as it progresses.

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How To Engage (cont.)

You can also provide feedback via phone or email, stay up to date with project at our project website, and subscribe to the email list for updates.

Call: 416-338-2986

Email: WallaceEmersonStreets@toronto.ca

Web page: toronto.ca/wallaceemersonstreets

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