

Date: Wednesday, June 7, 2023

Meeting Type: Virtual

Start time: 6:30 p.m. **End Time:** 8:30 p.m.

Project Overview

The City is developing the Leaside Neighbourhood Transportation Plan (LNTP) to address the concerns about transportation conditions in the neighbourhood raised by the community, as well as any related items identified by staff through the course of the study. The City reviewed traffic studies and travel data to identify, recommend and prioritize changes to traffic operations and road design that can be made in the coming years, including:

- measurements of vehicle volumes, speeds and turning movement counts
- collision data collected by Toronto Police Services
- recent reports about traffic operations and road safety
- site visits and observations
- past and ongoing plans and studies
- resident input through public consultation

Meeting Objectives

Receive feedback the Near-Term Plan elements, like:

- traffic calming measures (e.g. speed humps)
- traffic controls (e.g. traffic signal)
- bylaw changes (e.g. parking regulations)
- upgraded pavement markings (e.g. stop bars at intersections)

Meeting Overview

The meeting was facilitated by Carol Tsang, Senior Coordinator, Public Consultation.

A [presentation](#) was made by Alyssa Krantzberg, Project Manager, Transportation Services; Danielle Davis, Senior Project Manager, Transportation Services; and Karthikesan Rabeenthira, Project Manager, Transportation Services. The presentation was 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. All questions have been categorized by topic.

Enforcement

Questions & Comments	Project Team Response
<p>What about enforcement? Living on Glenvale Boulevard there is a lot of cut through traffic. There are no right-hand turns allowed here, can more enforcement be stationed in this area?</p>	<p><i>Toronto Police Services:</i> There are dedicated traffic units that have been assigned in the areas of concern in Leaside. The issues that affect this area the most is speeding, aggressive driving and distracted driving. Just under 1,000 tickets have been issued so far this year. We consider community complaints and reports when making decisions about enforcement.</p>
<p>There appears to be a new "fun zone" on Eglinton Avenue East from Leslie Street to Brentcliffe Road for drivers who like to tear up the hill travelling westbound, especially after 9 p.m. we hear the engines and noise on Donlea Drive. Seems similar to the Bayview Extension. Are there plans to control the speed and noise from this activity before it gets popular?</p>	<p><i>Toronto Police Services:</i> The Bayview Extension has been one of our current focal points for enforcement. Please call 416-808-5319 to report any issues or complaints that you may be experiencing. The TPS Vision Zero Team will have designated officers that will go to these areas and can address these complaints (e.g. noise, speeding, illegal turns, etc.), they can be reached at 416-808-5337 or at 90023@tps.ca. Visit the 53 Division Contact page for more information.</p>
<p>Automated speeding cameras should be mobile and moved around residential areas. It would catch people off guard and discourage people speeding, instead of allowing them to get used to the locations of the cameras.</p>	<p>The City's automated speed enforcement cameras are mobile and move every 3 to 4 months to different community safety zones. There are cameras in every ward.</p>
<p>Does the Toronto Police Service have information on where people who get tickets live? Were the drivers from Leaside?</p>	<p><i>Toronto Police Services:</i> Most of the behavioural infractions are from local residents within Leaside. A recent report suggested that approximately 45% of infractions were committed by local residents.</p>

Motor Vehicle Speeds

Questions & Comments	Project Team Response
<p>The stop signs at Hanna Road and Glenvale Boulevard are not effective, people don't stop at them. First, we need more speed humps on the streets, they are placed too far apart. Speed humps should also be placed directly at the intersection to get people to stop at the stop signs.</p>	<p>Speed humps are installed mid-block, not directly at an intersection. There are other measures that can be implemented at intersections to improve stop compliance. An example is a raised crosswalk and raised intersection. These are typically installed at the same time as road reconstruction. Speed humps have rolled edges and wouldn't be appropriate at an intersection because of their impact on pedestrians crossing the road.</p>
<p>I see a lot of speeding cars at Vanderhoof Avenue and Rumsey Drive. I want to understand the rationale of why speed humps are being proposed starting at Parklea Drive. I understand if it's for the elementary and middle school but what about the high school? It too generates quite a bit of pedestrian traffic.</p>	<p>Traffic studies around the neighbourhood were performed to understand traffic speed on local roads. The roads selected for traffic calming were found to have vehicles travelling above 38 km/h. We also looked at roads surrounding community safety zones, where we expect to see higher volumes of vulnerable road users like pedestrian and school children. Other roads were not found to have vehicles travelling above that 38 km/h threshold.</p>

Motor Vehicle Volumes

Questions & Comments	Project Team Response
<p>In the digital map showing the feedback/concerns received from Leaside, there were large circles on Broadway Avenue at Bayview Avenue, Bessborough Drive and Rumsey Road, and also at Brentcliffe Road and Eglinton Avenue East. Brentcliffe Road changes to Broadway Avenue, so these circles reflect the traffic flow drivers use to avoid Bayview Avenue & Eglinton Avenue East. However, in Phase 1, no initiatives are being planned for Broadway Avenue. Will anything be done to address the high traffic between Broadway Avenue & Bayview Avenue and Brentcliffe Road & Eglinton Avenue East?</p>	<p>Traffic studies were performed throughout the neighbourhood to learn more about travel behaviour and the number of motor vehicles on the roads. The roads highlighted in purple on the map have higher than expected vehicle volumes for local roads. These roads intersect with Eglinton Avenue East, and travel behaviours are expected to change when Line 5 Eglinton is opened. These studies will be repeated once Line 5 Eglinton opens to better understand changes in traffic patterns. The traffic studies on Broadway Avenue showed typical traffic volume for a local road.</p>

Questions & Comments	Project Team Response
<p>Why is the connecting of Redway Road to the Bayview Extension continually ignored as a viable way of relieving some of the traffic infiltration in the neighbourhood? Redway Road has no houses along it and just a rail line and Loblaws Superstore.</p>	<p>The process to build a new road is different than the improvements being considered in the LNTP near-term plan. It would require a process to examine the impacts of building a new road in a naturalized space. There are also property impacts that must be accounted for, for example who owns the properties understanding the impacts that a new road would have on existing property owners. These could be considered in the long-term plan. The near-term plan supports the City's goal to encourage people to use non-motorized transportation options and reduce motor vehicle use.</p>
<p>We need to consider the amount of cut through traffic from big box stores just outside of the study area as well as impact of traffic from so many proposed condos who will want to avoid Bayview Avenue & Eglinton Avenue East. What is being done to improve Bayview Avenue & Eglinton Avenue East intersection. Can we consider a "real time" billboard that outlines how long it would take to take Eglinton Avenue East vs. cutting through the neighbourhood?</p>	<p>The Bayview Avenue and Eglinton Avenue East intersection has been changing alongside construction. There will no longer be temporary lane reductions when construction is completed. "Real time" signage is most commonly found on highways, not on arterial roads.</p>
<p>Will the installation of a new traffic signal at Sutherland Drive and Bayview Avenue encourage more cut-through traffic in the neighbourhood?</p>	<p>No, traffic signals provide a safe crossing opportunity at intersections. Transportation Services develops signal timing plans to ensure that road users can move through the intersection at an appropriate rate. Motor vehicle movements movement north and south along the corridor, as well as pedestrian and turning traffic is considered through the signal timing plan.</p>
<p>Can you confirm that the 2021/22 data for Southvale Drive are different from the 2002 study that showed traffic volume was over capacity? Southvale Drive experiences extremely high volume and speeding (with police enforcing speeding).</p>	<p>The traffic studies used to develop the near-term plan were performed in the field in 2021 and 2022.</p>

Questions & Comments	Project Team Response
<p>I don't think the traffic studies conducted in 2021 and 2022 are going to be accurate given a good percentage of people were working remotely during the pandemic which is when the studies were conducted.</p>	<p>In some areas in the city, traffic levels have not returned to pre-pandemic levels; this is because travel patterns have changed with more people working remotely, or at different hours in the day. The data collection program was suspended in 2020 and early 2021 during periods of lockdown. Data collected when the program resumed are considered representative of new travel patterns.</p>
<p>I am wondering where the number of 2,500 vehicles per day on a local road was derived from. Also, when was this decision made. Having lived in Leaside for 38 years, I would say the volume along Bessborough Drive, Southvale Drive and McRae Drive are very much higher and, in my opinion, unacceptable increases.</p>	<p>The road classification guide is publicly available. More information about how the guideline was formed, and what each road classification means can be found in the guide.</p>
<p>Why has the “no trucks” sign been removed from Moore Avenue (as well as the signs on Bayview Avenue indicating no trucks on Moore Avenue)? Is it just while Line 5 Eglinton is being built? The volume of heavy trucks on Moore Avenue has increased since.</p>	<p>Follow-up is required to see if the prohibition was changed or if the sign needs to be replaced.</p>
<p>Has the team counted the number of cars that enter Leaside from the portion of Pottery Road off Bayview Avenue between the Loblaws and TD/Rexall? As well as the number of people who drive the wrong way on that one-way street?</p>	<p>Traffic studies help us understand motor vehicle volumes. The City counts the number of vehicles that make turns at intersections to better understand where people are coming from, and the direction they are going. If there are concerns about travelling the wrong way on a one-way road, we can confirm that there is appropriate signage to ensure the by-laws are clear.</p>
<p>What is the City going to do to deter people from using side local streets to cut-through traffic?</p>	<p>The City is working to provide non-auto options for travelling. Providing more mode choices encourages people to use different forms of travel when travelling short distances and reduce the number of motor vehicles on local roads. The long-term plan will study travel behaviours when Line 5 Eglinton is active to assess if permanent road changes need to be made to discourage vehicle use.</p>

Questions & Comments	Project Team Response
<p>What about people that live outside of Leaside using side streets to avoid traffic on larger roads and highways? Can anything be done about them?</p>	<p>Our studies show that most traffic on local roads is caused by local residents. Approximately 50% of all traffic is Leaside residents. Approximately 75% of all traffic is people who live in Leaside or within 2 km of Leaside.</p>

Parking Changes

Questions & Comments	Project Team Response
<p>Why are developers not providing adequate parking for their new buildings?</p>	<p>The City recently removed parking minimums from new developments, this means that developers do not have to provide a set number of parking spaces per unit. This new policy will help encourage people living in neighbourhoods in neighbourhoods with adequate pedestrian/cycling/public transit infrastructure, like Leaside, to use non-auto modes of travel and decrease the amount of parking needs.</p>
<p>With the 24-hour on-street parking, what happens to snow clearing and garbage collection?</p>	<p>On-street parking will only be put on streets are wide enough to accommodate it. Most of these services, like garbage removal and snow clearing are done during daytime hours, when on-street parking is allowed.</p>
<p>Restricting parking for one hour forces all residents to get a permit, will these be free? The residents are not going to use it or are going to be restricted parking use. Wouldn't this have the opposite effect in parking? Could you make parking longer?</p>	<p>On-street parking permits are not free, and they are based on the applicants parking need, and availability of off-street options. One-hour parking encourages higher turnover. The presence of on-street parking narrows the road and encourages people to drive slower. Traffic behaviour is something that will be monitored at these parking spots.</p>
<p>Will the permit parking be assigned based on address or licence plate?</p>	<p>Permits are assigned to unique vehicles, not addresses. There are different permit durations, like monthly, annual and one-day depending on the need of the person parking.</p>

Road Safety Improvements

Questions & Comments	Project Team Response
<p>Won't replacing angled parking with parallel parking reduce the number of parking spots?</p>	<p>Yes, converting angled parking to parallel parking will reduce the number of parking spaces. Parking capacity studies suggest that there is availability on nearby streets.</p>

Questions & Comments	Project Team Response
<p>Conversion of diagonal parking to parallel parking on McRae Drive is helpful as diagonal parking impedes the sidewalk for pedestrians and is dangerous for people who cycle. Why are you considering that conversion along past the library as it creates a blind spot?</p> <p>Will McRae Drive have a future resurfacing or road reconstruction?</p>	<p>When cars are parked in the angled parking spaces closest to Laird Drive, they overhang both the road and sidewalk. The City will look into opportunities to convert angled parking into parallel parking near the library.</p> <p>The extent of the road reconstruction on McRae Drive is from Crandall Road to Sutherland Drive.</p>
<p>The proposal for a traffic signal at Bayview Avenue and Sutherland Avenue is to access to the cemetery. There isn't a vehicle access point here, it is only for pedestrians, what is the basis for the need for this signal?</p>	<p>Traffic studies capture the number of pedestrians and cyclists trying to cross the street into the cemetery. We can see that there is a desire line to cross, but there isn't a safe crossing opportunity nearby. There is no motor vehicle access point in the cemetery, it is what we call a T-intersection. The signal would facilitate safe crossing opportunities for pedestrians and cyclists, with the added benefit of providing a signal for the TTC bus.</p>
<p>Bayview Avenue-Sutherland Drive proposed traffic light. You stated that there is a three-year period for implementation of traffic signals. What do these steps look like to get in installed? Will local residents be polled as well?</p>	<p>To install a traffic signal, Transportation Services reports to Community Council and City Council, where it needs to get approved. It is then entered into the Transportation Services Capital Plan for signal implementation. It does not undergo resident polling, polling is used for localized measures (e.g. speed humps, permit parking, etc.). Implementation can take up to 3 years, new signals need new poles, hydro work and small-scale construction.</p>

Other Area Concerns

Questions & Comments	Project Team Response
<p>We are going to see construction for the next 10 years in this area. What restrictions are going to be put on developers to allow sites to remain accessible to us and prevent them from blocking the roads?</p>	<p>Transportation Services is working on making sure that sidewalks and roads next to construction projects remain accessible for all road users. Additionally, the Construction Hubs program helps coordinates areas with dense, overlapping construction work in the city.</p>

The following questions and comments were submitted during the meeting but were not answered. They were recorded for follow-up and answered by the project team for the purpose of these notes. Questions and comments have been themed.

Enforcement

Questions & Comments	Project Team Response
Are cameras an option for intersection with restricted turning during specific times?	The Toronto Police Service enforces turn restrictions. Right now, there is no option for video enforcement.

Mode Choice

Questions & Comments	Project Team Response
Unfortunately, the Eglinton bikeway between Mount Pleasant Road and Brentcliffe Road is delayed and not expected before 2024 or 2025.	The Eglinton bikeway, through the eglintonTOday Complete Streets Project , has been identified in the Near-Term Cycling Network Plan .

Motor Vehicle Speeds

Questions & Comments	Project Team Response
<p>Why was Glenvale Boulevard not considered when studying motor vehicle speeds? Are there any traffic calming measures for Southvale Drive in the long-term plans as it is a major cut through/artery.</p>	<p>Traffic calming in Leaside is only recommended on local roads where vehicle speeds were found to be over 38 km/h.</p>
<p>Speed humps are horrible to live next to. We live on Glenvale Boulevard (they were introduced by residents who have long left the area). The noise of a car accelerating after speed hump is very disruptive. Certainly, would wish they were not in front of our house!</p>	<p>Speed humps are designed to ensure a consistent 30 km/h travel speed along a corridor. The City standard helps improve compliance with the speed limit without encouraging motorists to “make up” time in between them. Under the current design, motorists traveling at speeds over 30 km/h, the regulatory speed limit, will experience discomfort going over a hump. This is to be expected and hopefully serves as a speeding deterrent to people driving.</p>
<p>We are in support of the speed humps on Donlea Drive. When will the resident poll be sent out?</p>	<p>The process for installing speed humps can be found on page 30 of the public meeting presentation. Pending approval from North York Community Council, City Clerk’s will send a poll to impacted residents.</p>
<p>If you are going to be redoing the traffic volume study (with the completion of Line 5), then why are you relying on the old data to determine where speed humps should be located?</p>	<p>New studies will be completed to understand changes in motor vehicle volumes and travel movements. The existing studies are representative of current motor vehicle speeds.</p>
<p>While there were several strategies discussed to address speed reductions on neighbourhood streets, I did not see proposals to ensure stop signs are more effective, can you elaborate? Are speed humps at intersections a potential solution?</p>	<p>New and refreshed pavement markings will be considered at stop signs to reinforce the bylaw. Speed humps are installed mid-block, not directly at an intersection. There are other measures that can be implemented at intersections to improve stop compliance. An example is a raised crosswalk and raised intersection. These are typically installed at the same time as road reconstruction.</p>
<p>Are raised crosswalks the same as the intersections that have big humps south of Eglinton Avenue East and west of Bathurst Street?</p>	<p>More information about raised crosswalks can be found in the Raised Crosswalks and Intersection Guideline.</p>

Motor Vehicle Volumes

Questions & Comments	Project Team Response
<p>Why is there so little focus on Leaside's major entry and exit points (e.g. Moore Avenue/ Bayview Avenue, Southvale Drive/Laird Drive/Millwood Drive)?</p>	<p>The near-term plan is focused on assessing opportunities for site-specific safety improvements that mitigate verified traffic and safety concerns in the study area. The near-term plan has limited ability to consider interventions that require redesign or reconstruction.</p>
<p>I have noticed that since the pandemic, additional street traffic has increased due to goods and food delivery services.</p>	<p>Noted. The COVID-19 pandemic and associated behaviour changes have caused considerable growth in the customer base for home delivery services.</p>
<p>I am surprised that interventions aren't being addressed for McRae Drive as well as Millwood Road. While Eglinton Avenue East is much better now, cars still avoid going north on Bayview Avenue, so cut-through McRae Drive to get to Leslie Street and the east. The volume of cars is terrible, increasing the pollution and difficulty crossing streets. When will McRae Drive traffic be reduced?</p> <p>Why is there little attention being paid to deterring through traffic? You focus on speed, which is very important, but your recommendations seem to ignore the streets with heavy traffic (e.g. McRae Drive, Broadway Avenue, Southvale Crescent)</p>	<p>Traffic studies completed in 2021 and 2022 suggest that traffic volumes are lower than the expected capacity for local and collector roads on most roads in Leaside.</p> <p>Recommendations for volume management changes may be considered in the long-term plan, after travel behaviour changes resulting from Line 5 Eglinton and the Eglinton bikeway can be explored.</p>
<p>Currently south on Laird Drive they have blocked the southbound lane which causes further traffic that forces people to cut through. Please do not allow on road use for construction of condos.</p>	<p>The City's Construction Hub program is exploring ways to improve travel conditions for all road users in areas with many construction sites.</p>
<p>Many cars drive into the oncoming westbound lane to access the left-turn lane at McRae Drive at Laird Drive. Often speeding and blocking west bound traffic.</p>	<p>The City will investigate.</p>

Parking Changes

Questions & Comments	Project Team Response
Will intersections be redesigned to restrict parking near the intersections (e.g. 30 ft from a corner)?	Anyone parked within 9 m of a stop sign can be ticketed .
People that have multiple cars that cannot park in their driveway for whatever reason (an example being house addition) will they be charged for on-street 24-hour parking permits? One family that has more than 2 cars could take up more than their fair share of street parking. What is the cost of an on-street permit?	Yes, there is a fee for on-street permits. Learn more about on-street permit parking fees .
Please do not put one-hour parking or parking permits. Agree with the caller that we need to have 3-hour parking restrictions because it places cars in the street to slow down traffic on Glenvale Boulevard.	Noted.

Road Safety Improvements

Questions & Comments	Project Team Response
Please do not get rid of angled parking! It would just have people park more in the neighbourhood. There are already not enough spots near the library.	Noted.
To make the intersection smoother and safer, I suggest eliminating the left turns at McRae Drive and Millwood Road.	Left turn restrictions can be investigated.
Can you detail specifically what sightline changes will be made at the intersection of Kenrae Road & Randolph Road? This intersection was completed redesigned and reconstructed in 2017/18.	Trimming of foliage to improve sightlines.
At Eglinton Avenue East, just east of Mercedes-Benz, the curb lane heading east changes to two lanes, however there is no signage warning drivers.	Noted.

Vision Zero Intersection Safety Improvements

Questions & Comments	Project Team Response
Can larger trucks manage the turns of the new intersections? Looks really narrow and still at an angle.	Staff used computer vehicle simulation tools to ensure that the appropriate types of vehicles can safely make all the necessary turns and movements through the intersection designs.

Other

Questions & Comments	Project Team Response
The study area should be expanded to include the area south of Eglinton Avenue East to Vanderhoof Avenue, from Laird Drive to the Don Valley.	Comments and concerns about traffic safety and travel behaviour in areas outside of the study area can be submitted through 311 .
When will Line 5 Eglinton open?	Metrolinx and the Province of Ontario are managing the construction of Line 5 Eglinton. Visit the Line 5 Eglinton project web page or contact crosstown@metrolinx.com for more information.
What is happening with the TTC buses that usually run along Eglinton Avenue East (e.g. from Leslie Street)? Are they going to have a turn-around or will they continue along Eglinton Avenue East to Yonge Street? Looking at traffic build-up during rush hour and cars coming into side streets.	Information about the planned TTC bus routes that will connect to Line 5 Eglinton can be found in TTC's approved 2022 Annual Service Plan. The 34 Eglinton bus plans to run along Eglinton Avenue East, parallel to the LRT at Leslie Street, at a low frequency (20–30 minutes). Other routes may use Eglinton Avenue East to serve stations, turn around, etc. For more information about future bus routes, contact planning@ttc.ca .

Total Participants: 94

Project Team & Panelists

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 Danielle Davis, Transportation Services
 Karthikesan Rabeenthira, Transportation Services
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 Staff Sergeant John Stockfish, Toronto Police Services – 53 Division
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 Councillor Jaye Robinson, Ward 15 Don Valley West
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