

# Leaside Neighbourhood Transportation Plan

Public Meeting on the Near-Term Plan  
June 7, 2023



# Study Overview, Background & Process



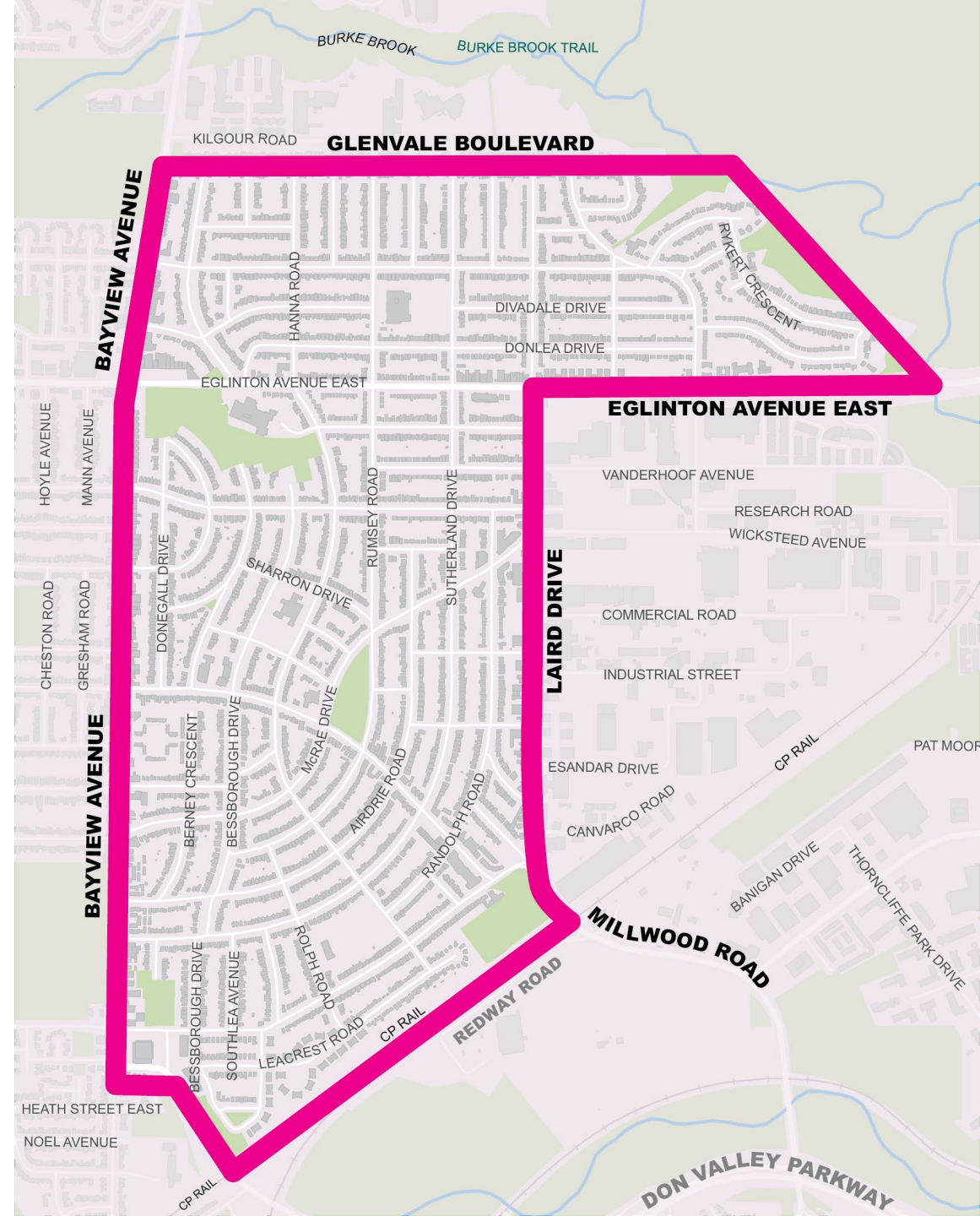
# Overview

The Leaside Neighbourhood Transportation Plan (LNTP) will identify, recommend and prioritize near- and long-term improvements to traffic operations and road design to improve road safety for all road users.

The LNTP will be developed in collaboration with local residents and stakeholders. Public consultation is being completed to enrich the study team's understanding of traffic issues in the neighbourhood, and to understand the extent to which proposed changes are supported by the community.

The study area is bound by:

- North – Glenvale Boulevard / Kildeer Crescent / Rykert Crescent
- South – Rail corridor
- East – Don River and Laird Drive
- West – Bayview Avenue



# Background

Over time, residents of Leaside have raised increasing concerns about:

- cut-through traffic from outside the area (particularly during peak hours)
- excessive speeding
- road safety for vulnerable road users (e.g. pedestrians, people who cycle, children and seniors)

At the request of the local Councillor, North York Community Council directed Transportation Services to work with the community to develop a plan

The study area has been impacted by changes associated with transit projects, development applications and planning studies

- **Line 5 Eglinton (Eglinton Crosstown LRT)** completion to be confirmed
- **Bikeway installation** on Eglinton Avenue East and Millwood Road
- **Ontario Line and Laird-In-Focus** planning directions
- **Development applications** in and around the study area
- **Neighbourhood road reconstruction** and opportunities to bundle enhanced transportation improvements

# Study Process

The Leaside Neighbourhood Transportation Plan (NTP) consists of two phases: a Near-Term and Long-Term Plan.

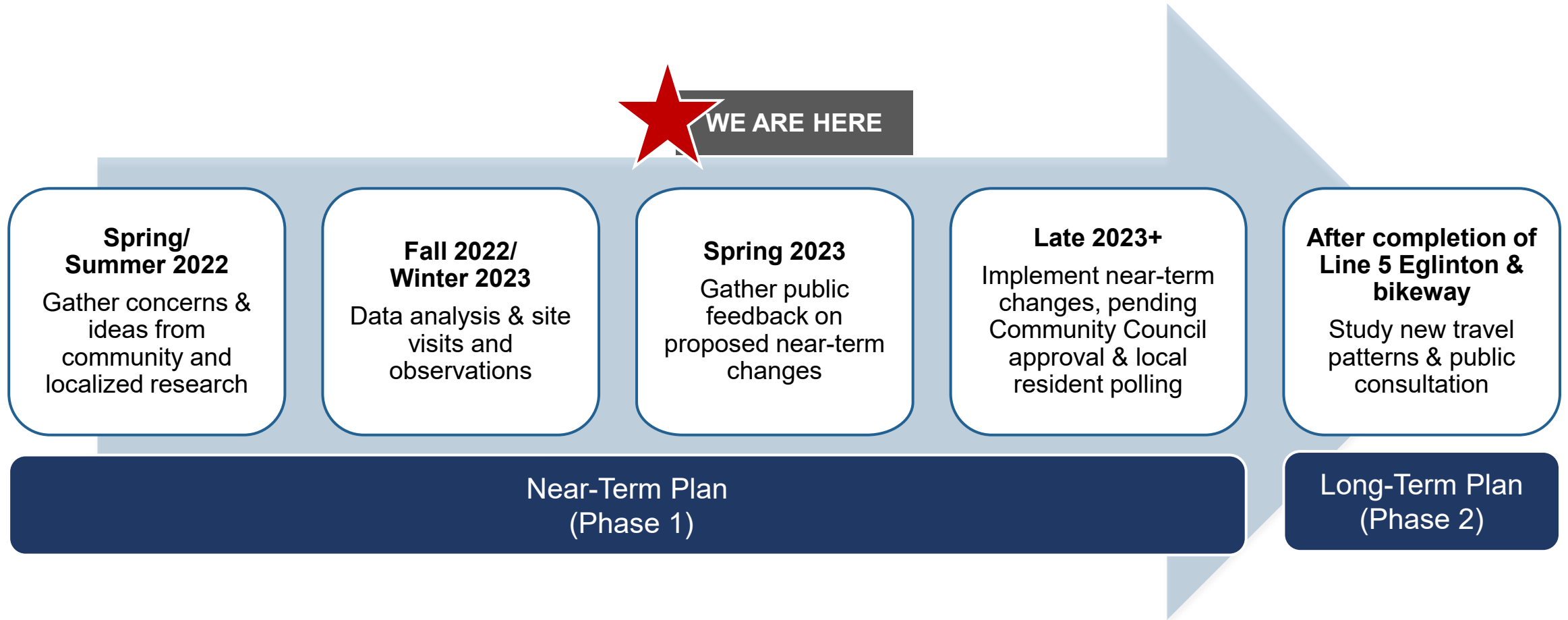
## **Near-Term Plan (Phase 1: 2022–2025)**

- Focused on assessing opportunities for site-specific safety improvements that mitigate traffic and safety concerns
  - **Planned changes** either do not require Council approval or have already been approved by Council (e.g. refreshed pavement markings, 2022–2024 Near-Term Cycling Network Plan).
  - **Proposed changes** require Community Council approval before they can be implemented (e.g. new traffic signal). Some changes would require residential polling conducted by the City Clerk's Office following Community Council approval (e.g. speed humps).

## **Long-Term Plan (Phase 2: After Line 5 Eglinton and bikeway implementation)**

- Travel behaviour changes associated with the new transit and transportation infrastructure will be studied before major network changes are considered

# Study Process



# What We Analyzed

An evidence-based approach was used to understand existing conditions in Leaside and develop the recommendations in the Near-Term Plan:

- **Traffic data collection** to measure vehicle volumes, speeds and turning movement counts
  - Data collection was completed in 2022
  - Traffic studies are publicly available on the City's Open Data portal
  - Transportation Tomorrow Survey and regional transportation studies
- **Collision data** collected by Toronto Police Services
  - Collisions resulting in death or serious injury
  - Collision data is publicly available on the City's Vision Zero Mapping Tool
- **Concerns and requests** from the public and local Councillor
  - Calls to 311 about traffic operations and road safety
  - Comments collected from the Public Information Session, the digital mapping tool and emails
  - Requests that are out of scope for the Near-Term Plan will be considered in the Long-Term Plan
- **Site visits and observations** in the neighbourhood

# What We Heard

A digital mapping tool collected comments from over 250 local stakeholders in summer 2022. The heat map displays where comments were logged. Areas in red received the highest number of comments.

General feedback included concerns about:

- Heavy congestion
- Aggressive driving and failure to obey road regulations
- Visibility for all road users is poor, particularly at intersections and driveways
- Need for better infrastructure for vulnerable road users
- Line 5 Eglinton and new residential developments worsening traffic and increase demand for on-street parking



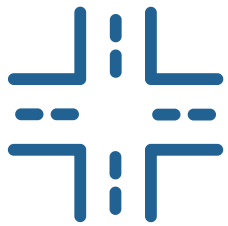


**Proposed Near-Term Plan  
(Phase 1: 2022–2025)  
&  
Planned Vision Zero  
Road Safety Improvements**



# Near-Term Plan Changes

The Near-Term Plan includes changes that respond to traffic conditions in Leaside:



Road Safety Improvements



Motor Vehicle Volumes



Motor Vehicle Speeds



Parking



Mode Choice

Planned and Proposed Mobility Changes in Leaside:  
Items introduced for community discussion





# Road Safety Improvements

## Overview

Over the years, residents have raised concerns about road user safety, specifically the safety of vulnerable road users, to the local Councillor's office, 311 and LNTP project team

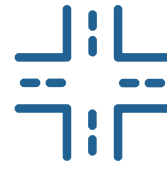
- The City's Vision Zero Road Safety Plan is a comprehensive action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets.
- Existing measures in Leaside:
  - Most streets have sidewalks on one or both sides of the street
  - Community safety zones around all schools
  - Flashing beacons in community safety zones
  - Pedestrian head start signals at intersections

### What We Heard

- Visual obstructions near intersections lead to poor sightlines and unsafe maneuvers
- Better infrastructure is needed for vulnerable road users
- Requests for safer crossings near desire lines
- Motor vehicle stop compliance is a problem
- Intersections with channelized right-turn lanes should be reconfigured

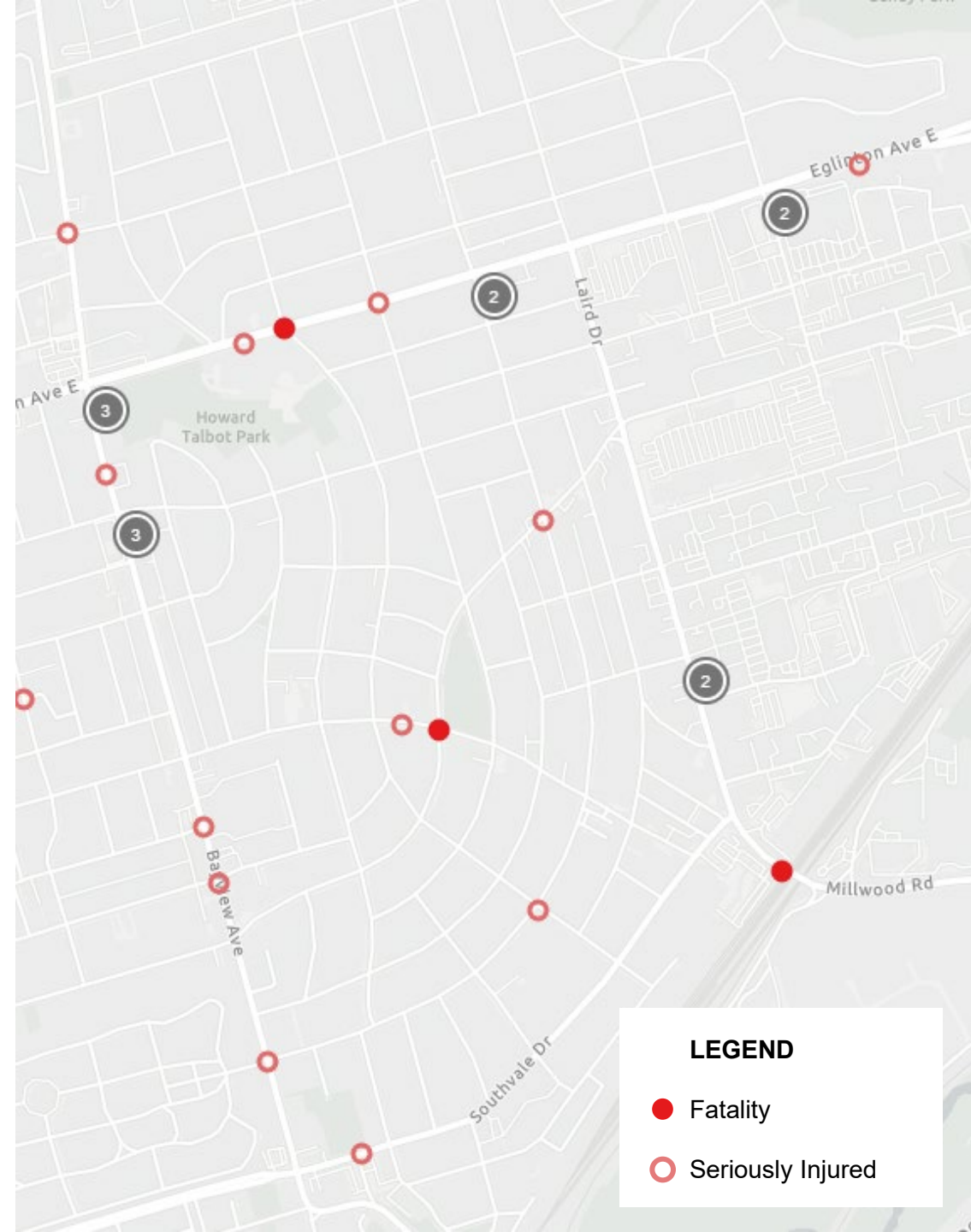
# Road Safety Improvements

## What We Found



Toronto Police Services data from 2012–2022 show that the number of collisions resulting in death or serious injury:

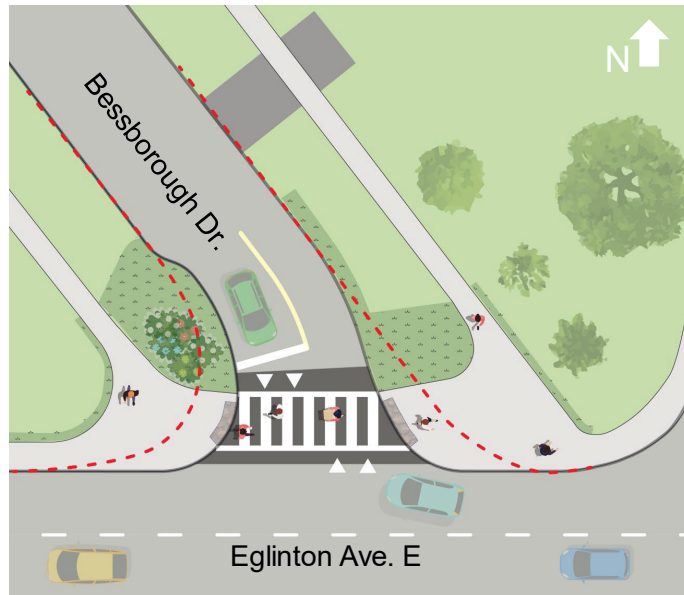
- **Within Leaside: 4**
- **On the arterial roads in Leaside (Eglinton Ave East, Bayview Avenue & Laird Drive): 16**





# Road Safety Improvements Planned Changes

- The following safety improvements are planned for implementation in 2023:



Intersection Realignment &  
Safety Improvements



Sightline Improvements



State of Good Repair Review  
of Pavement Markings

# Road Safety Improvements

## Planned Changes



- **Vision Zero intersection realignment and safety improvements**
  - Bessborough Drive / Craig Crescent / Divadale Drive
  - Bessborough Drive / Eglinton Avenue East
  - McRae Drive / Rumsey Road / Sharron Drive
- **Sightline improvements at intersections to remove obstructions**
  - Randolph Road / Kenrae Road
  - Randolph Road / Stickney Avenue
  - Rolph Road / Southvale Avenue
- **State of good repair review of pavement markings**

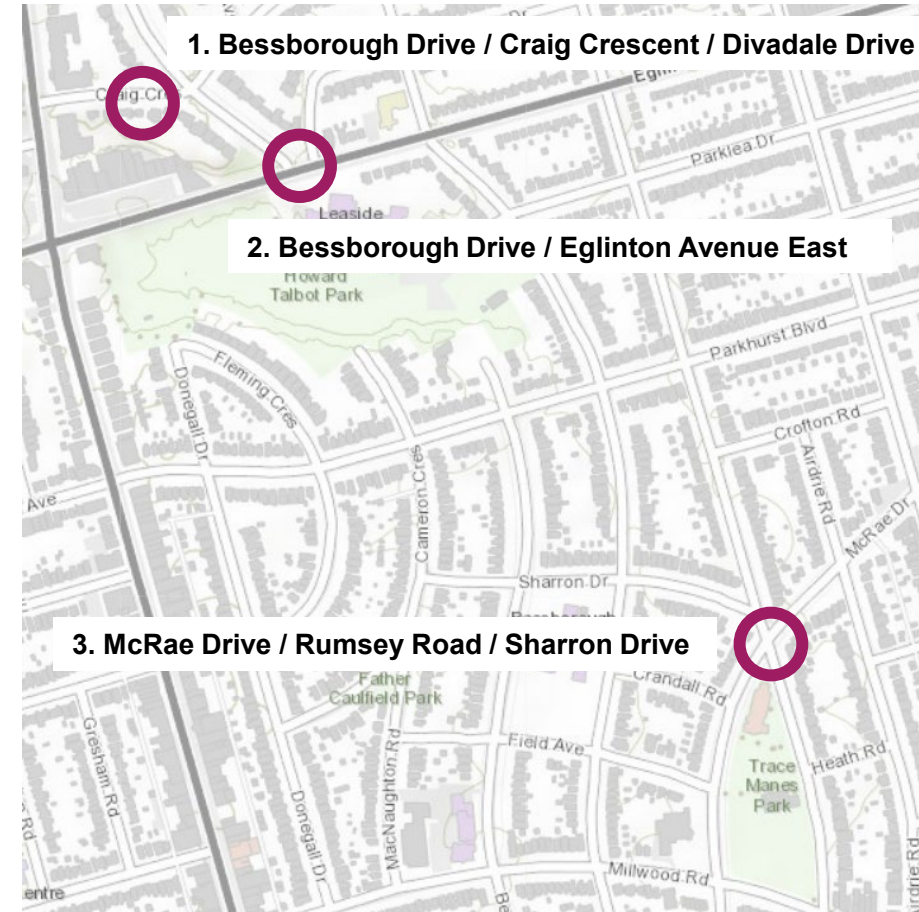


# Road Safety Improvements

## Details of Vision Zero Intersection Alignments & Safety Improvements



- The City plans permanent road safety improvements at intersections where:
  - 1) State-of-good-repair reconstruction or resurfacing is planned
  - 2) Temporary safety treatments have been installed to address specific safety concerns
- Projects are in support of Council-approved **Vision Zero Road Safety Plan**. The Vision Zero Road Safety Plan is a comprehensive action plan focused on improving safety for all, while prioritizing our most vulnerable users: pedestrians, school children, older adults and people cycling.
- Intersection safety improvements are **planned at three intersections in Leaside for 2023 construction**. Designs will bring intersections up to current standards and guidelines.



# Road Safety Improvements

## Planned Vision Zero Changes on Bessborough Avenue / Craig Crescent / Divadale Drive



- Normalize intersection with curb extensions at all corners to slow vehicles, improve sightlines and decrease pedestrian crossing distances
- Raise intersection and add high visibility zebra markings at all crossings to improve stop compliance and yielding to people crossing
- Extend sod boulevards and sidewalks to provide safer waiting areas for people crossing
- Corner radii will be reduced to reduce vehicle turning speed
- Add tactile plates at corners to meet accessibility standards
- Protect all existing trees

***Construction in 2023, pending contractor availability***





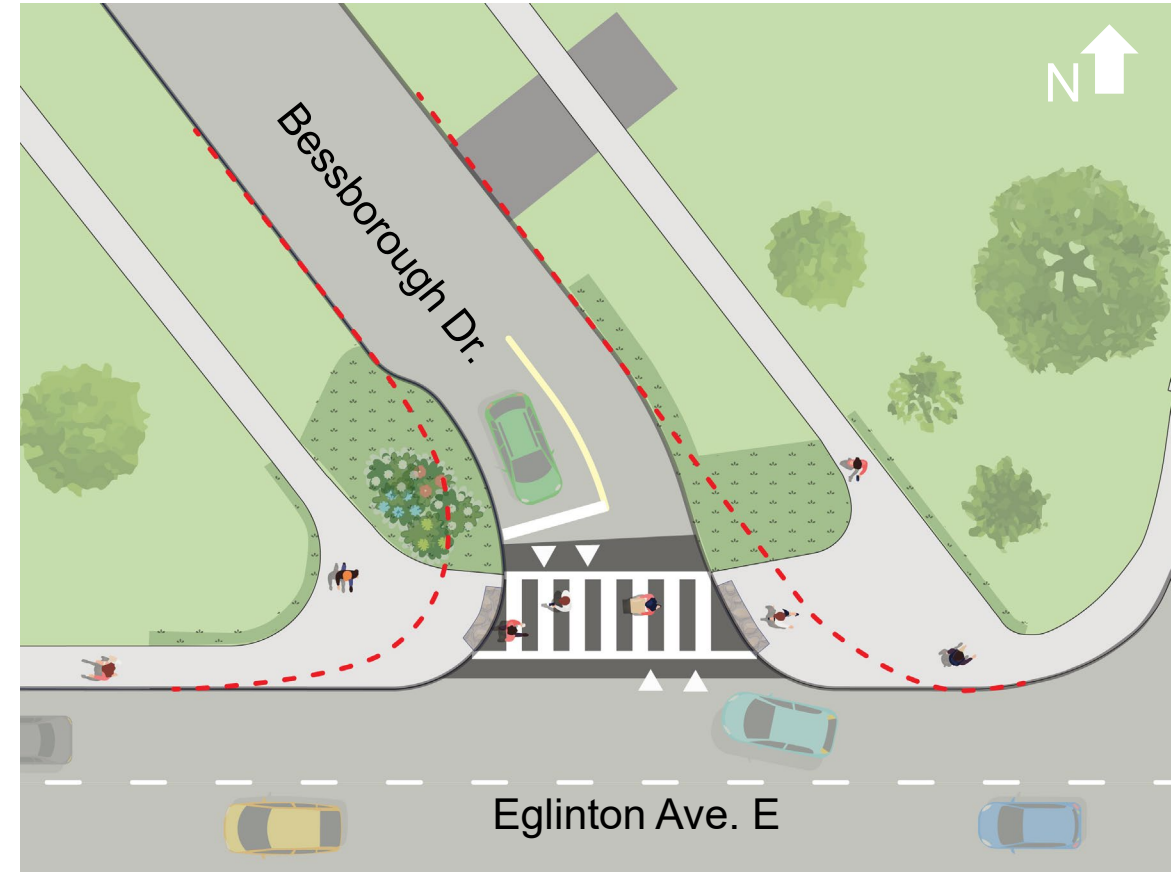
# Road Safety Improvements

## Planned Vision Zero Changes on Bessborough Avenue / Eglinton Avenue East



- Realign intersection to a more normalized “T” with curb extensions at both corners. This will help slow vehicles, improve sightlines and decrease pedestrian crossing distances.
- Raise crossing and add high visibility zebra markings to improve stop compliance and yielding to people crossing
- Extend sod boulevards and sidewalks to provide safer waiting areas for people crossing
- Tighten corner radii to reduce vehicle turning speeds
- Add tactile plates at corners to meet accessibility standards
- Protect all existing trees

***Construction in 2023, pending contractor availability***



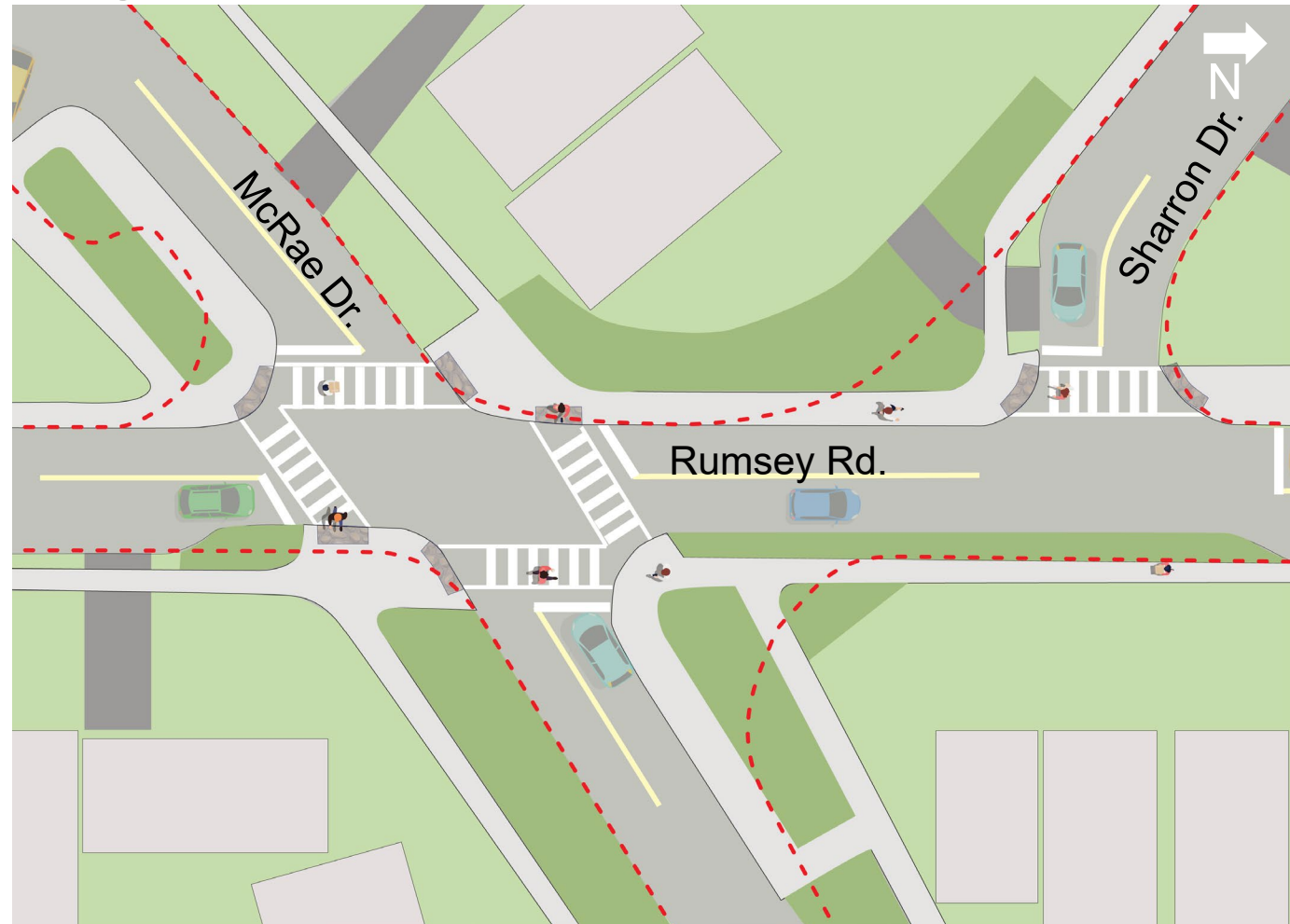
# Road Safety Improvements

## Planned Vision Zero Changes on McRae Drive / Rumsey Road / Sharron Drive



- Remove right-turn channel islands and normalize intersections with curb extensions at most corners. This will help slow vehicles, improve sightlines and decrease pedestrian crossing distances and conflict points with motor vehicles.
- Add high-visibility zebra markings at all crossings to improve stop compliance and yielding to people crossing
- Extend sod boulevards and sidewalks to provide safer waiting areas for people crossing
- Tighten corner radii to reduce vehicle turning speeds
- Add tactile plates at corners to meet accessibility standards
- Protect all existing trees
- Relocate existing southbound bus stop

***Construction starting in 2023***



# Safety Improvements

## Details of Proposed Changes



- The following changes are being proposed:



Intersection  
Safety Improvements



New Traffic Signal



New Stop Sign



Convert  
Angled Parking to  
Parallel Parking

# Road Safety Improvements



## Location of Proposed Changes

- **Interim intersection improvements with paint and bollards at offset T-intersections:** Deliver safety improvement using paint and bollards where capital works or other major projects are not yet planned. Would take up to 2 years to implement.
  - Hanna Road / Eglinton Avenue East
  - Macnaughton Road / Cameron Crescent
- **Traffic signal:** Requests for safer crossings near desire lines to the cemetery. Would take up to 3 years to implement.
  - Bayview Avenue / Sutherland Drive
- **Replacement of yield sign with a stop sign:** Ensure improved compliance at the intersection. Would take less than 1 year to implement.
  - Winsloe Avenue, approaching Divadale Drive
- **Conversion of angled parking to parallel parking:** Angled parking, where vehicles park perpendicular to the curb, can create unsafe conditions and forces motor vehicles to reverse into a live travel lane. Requires the removal of 22 of 42 existing parking spaces. Would take less than 1 year to implement.
  - McRae Drive (Laird Drive to Rumsey Road)
  - Installation of Bike Share Toronto station at Laird Drive / McRae Drive



# Addressing Motor Vehicle Volumes



## Overview

- Over the years, residents have raised concerns about cut-through traffic volumes to the local Councillor's office, 311 and the LNTP project team
- The community is concerned about the use of neighbourhood roads as a route to avoid traffic congestion caused by new developments and Line 5 Eglinton construction
- The community is concerned about wayfinding apps directing people driving onto neighbourhood roads
- Existing Measures in Leaside:
  - Turn restrictions

## What We Heard

- Local roads are over-capacity and used to bypass traffic on main roads, especially during peak hours
- Turn restrictions are not enforced
- Mixed feedback about one-way streets
- Construction of new developments of Line 5 Eglinton make congestion worse
- Requests to dead-end roads

# Addressing Motor Vehicle Volumes



## What We Found





- According to the Transportation Tomorrow Survey, between 2001 and 2016, the number of cars per household in the Leaside neighbourhood increased by 25%, now nearing 1.5 vehicles per Leaside household.
- Location-based data collected for the Laird in Focus Planning Study (2016) show that congestion is mostly made up of local residents:
  - Over 50% of motor vehicle trips start and end within Leaside
  - Over 75% of motor vehicle trips start and end within Leaside or within 2 km of the neighbourhood
  - AM peak period travel in the neighbourhood have an average trip length of 1.6 km

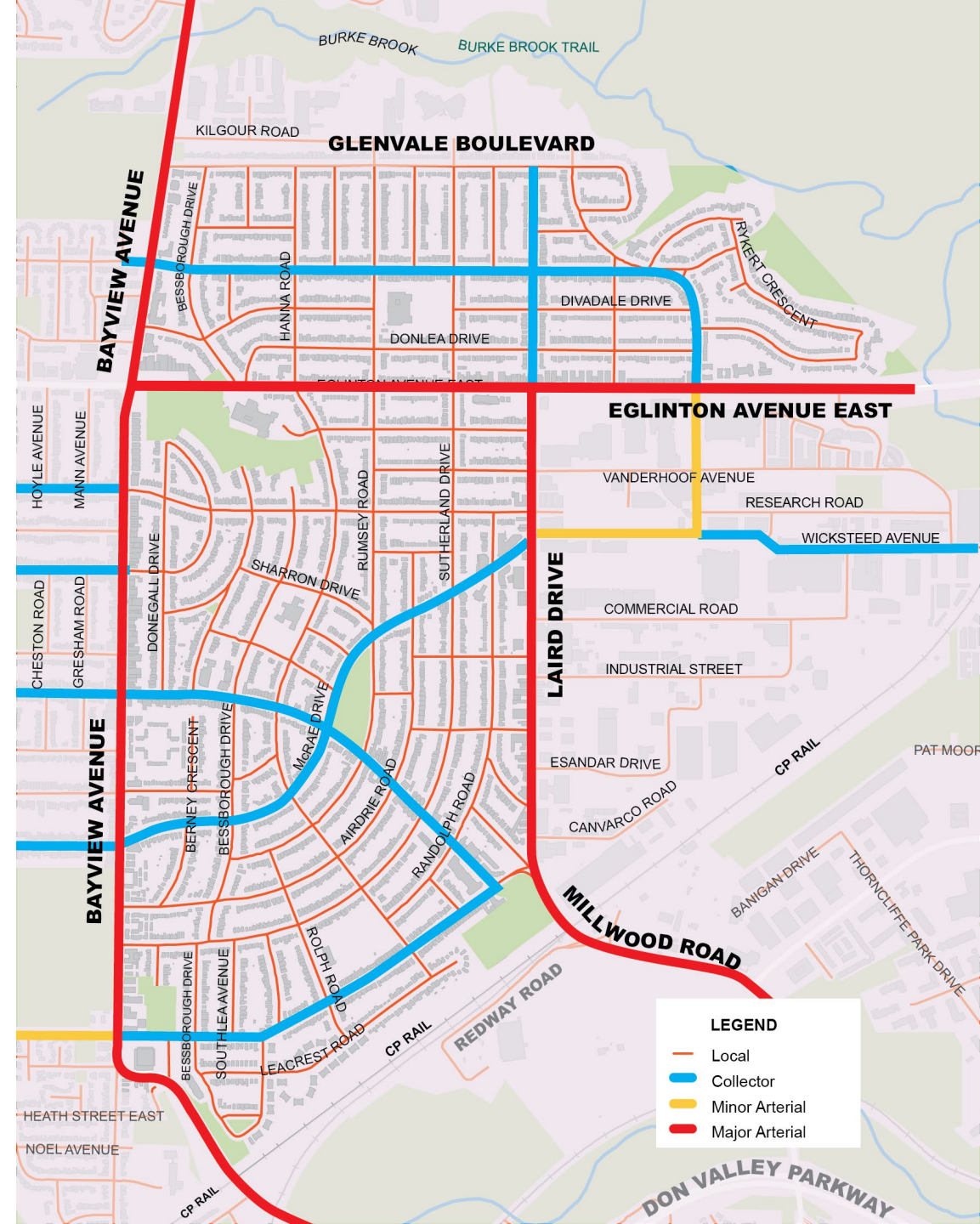
# Addressing Motor Vehicle Volumes

## What We Found



Traffic studies completed in 2021 and 2022 suggest that traffic volumes are below the expected capacity for local and collector roads on most roads in Leaside.

Road Classification	Target Maximum Motor Vehicles/ Day	Transit Passengers/ Day
 <b>Major Arterial</b>	20,000+	5,000+
 <b>Minor Arterial</b>	8,000–20,000	1,500–5,000
 <b>Collector Road</b>	2,500–8,000	Up to 1,500
 <b>Local Road</b>	Up to 2,500	Typically none



# Addressing Motor Vehicle Volume

## What We Found



- Volumes are above 2,500 on some local roads that intersect with Eglinton Avenue East:
  - Craig Crescent & Bessborough Drive (Craig Crescent / Divadale Drive to Eglinton Avenue East)
  - Hanna Road (Donlea Drive to Parkhurst Boulevard)
  - Rumsey Road (Divadale Drive to Donlea Drive)
  - Sutherland Drive (Eglinton Avenue to Parklea Drive)
- Data suggests that construction conditions are impacting motor vehicle volumes
- Construction conditions are expected to be removed when Line 5 Eglinton is completed





# Addressing Motor Vehicle Volumes

## Future Changes to be Considered through the Long-Term Plan



- Recommendations will be proposed through the Long-Term Plan after travel behaviour changes are studied associated with:
  - Completion of Line 5 Eglinton
  - Bikeway installation on Eglinton Avenue East & Millwood Road
- The Long-Term Plan may consider:
  - Road redesign elements that divert traffic (e.g. one-way streets)
  - Other interventions that are typically delivered as part of road reconstruction

# Addressing Motor Vehicle Speeds



## Overview

Over the years, residents have raised concerns about motor vehicle speeds to the local Councillor's office, 311 and LNTP project team

- The City's Speed Management Strategy aims to reduce the number of traffic-related injuries and fatalities associated with speeding. Traffic calming strategies that have been installed in the study area over the years include:
  - Reducing speed limits to 30 km/h on local roads and 40 km/h on collector roads
  - Installing speed humps on Broadway Avenue between Laird Drive and Don Avon Drive
  - On-street parking narrows streets which encourages slower speeds, but is not consistent across neighbourhood

### What We Heard


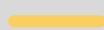


- Motorists do not adhere to speed limits
- Aggressive driving and failure to obey stop signs is common
- Speed limits are not enforced
- Requests for traffic calming
- Excessive vehicle noise is caused by speeding motor vehicles

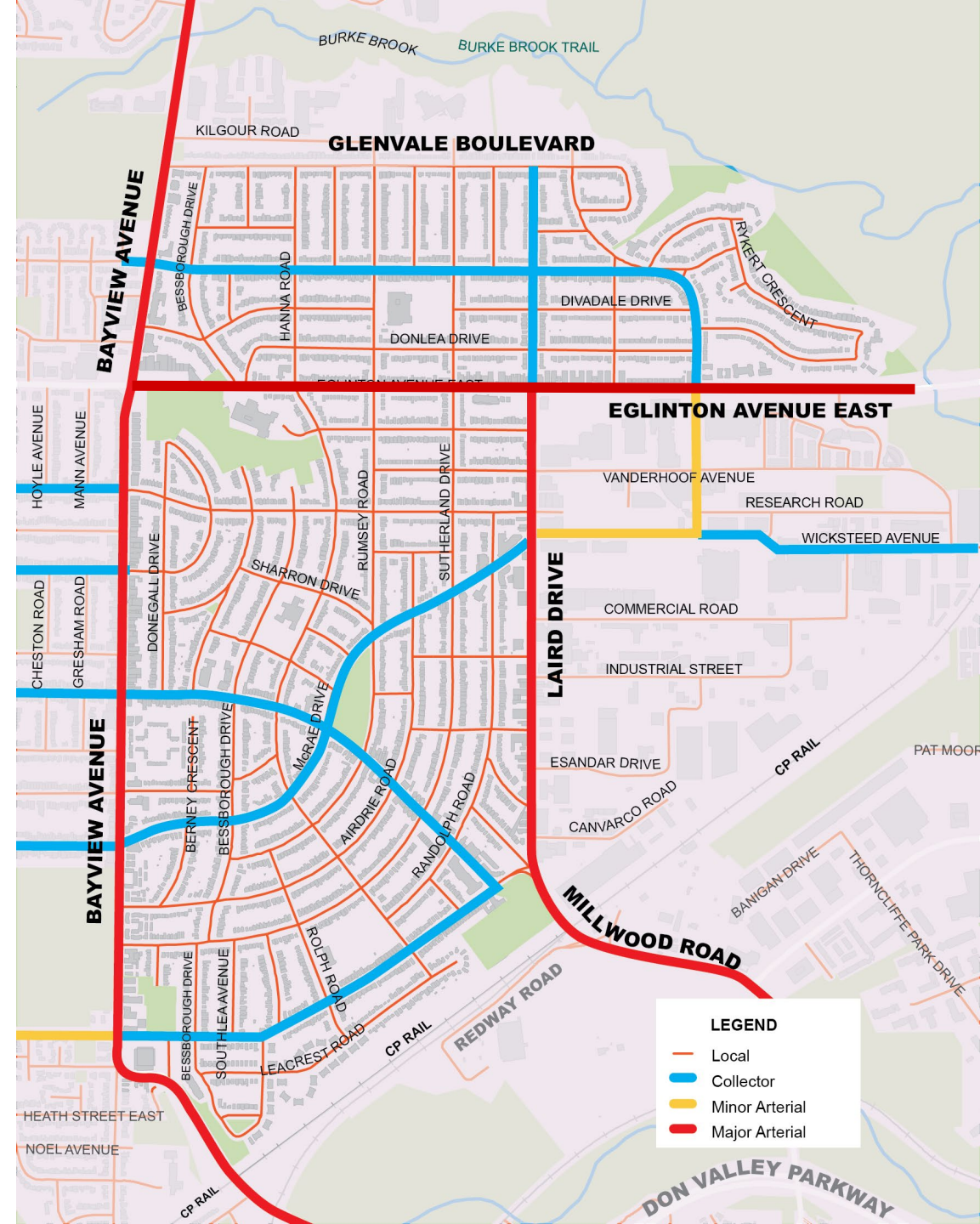
# Addressing Motor Vehicle Speeds



## Road Classification & Traffic Calming

Traffic calming is installed to reduce the speeds at which motor vehicles travel, to discourage through traffic, to improve traffic safety, and to improve comfort levels for all road users.

Road Classification	Typical Speed Limit	Suitable for Traffic Calming
 <b>Major Arterial</b>	50–60 km/h	No
 <b>Minor Arterial</b>	40–60 km/h	No
 <b>Collector Road</b>	40 km/h	Yes, unless it is a TTC bus route
 <b>Local Road</b>	30 km/h	Yes



# Addressing Motor Vehicle Speeds

## What We Found



- Traffic studies collect precise travel speed data from motor vehicles. Studies completed in 2021 & 2022 suggest that there are local roads in the neighbourhood where motor vehicles travel over 38 km/h (8 km/h above the posted limit), including:
  - Bessborough Drive (Eglinton Ave East to Divadale Drive; Sharron Drive to Millwood Road)
  - Craig Crescent (Bayview Avenue to Divadale Drive)
  - Donlea Drive (Rumsey Road to Sutherland Drive; Don Avon Drive to Brentcliffe Road)
  - Hanna Road (Eglinton Avenue East to Donlea Drive; Parkhurst Drive to Parklea Drive; Millwood Road to Field Avenue; Randolph Road to Sutherland Drive)
  - Rolph Rd (Southvale Dr to Sutherland Dr)
  - Rumsey Rd (Broadway Ave to Parklea Dr)
  - Sutherland Dr (Donlea Dr to Divadale Dr)

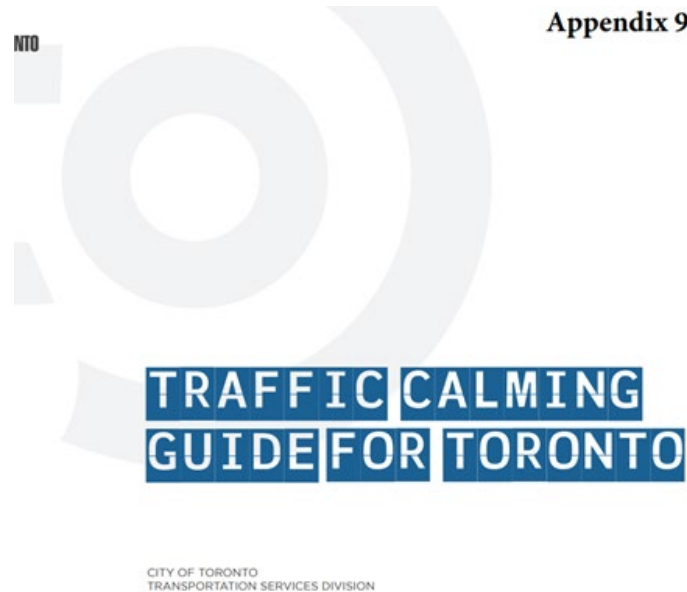


# Addressing Motor Vehicle Speeds

## Proposed Changes



Traffic calming is installed on a road to reduce the speeds at which vehicles travel, to discourage through traffic, to improve traffic safety, and to improve comfort levels for all road users. The City's Traffic Calming Guide has been used to inform the LNTTP decision-making.



Traffic Calming Guide



Speed Humps



In-Road Flexible Speed Signs

# Addressing Motor Vehicle Speeds

## About Speed Humps



- **What is a speed hump?** Speed humps are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds. They are installed mid-block and used on local and collector roads only.
- **Why are speed humps used?** Speed humps are installed to help ensure compliance with regulatory speed limits on roads where operating speeds exceed them. Speed humps are the most common traffic calming measure used in the City because of its effectiveness and low cost.
- **What are the advantages of speed humps?**
  - Speed reduction
  - Road volume reduction
  - Improved safety
  - Minimal impact on cyclists
  - Minimal impact on snow clearing
  - Self-enforcing
- **What are the disadvantages of speed humps?**
  - Can marginally impact response time of Emergency Services (i.e. Ambulance, Fire and Police), and may cause discomfort of patients being transported if travelled over at higher speeds
- **Implementation?** Up to 2 years to implement following positive local resident polling

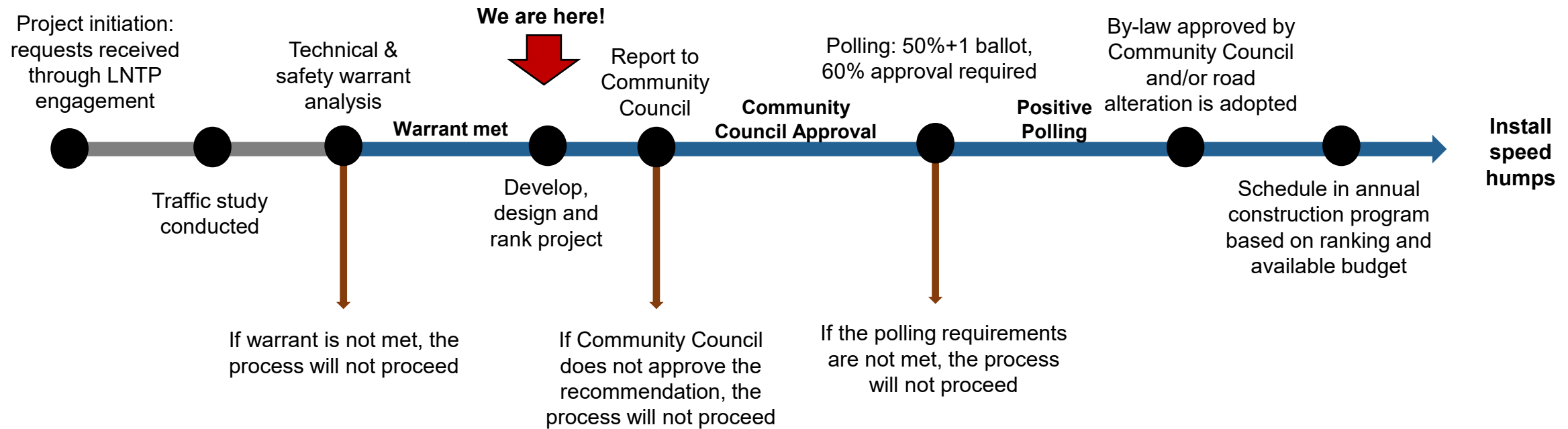


# Addressing Motor Vehicle Speeds

## Speed Hump Process



The City follows a multi-stage process when considering the installation of speed humps:



# Addressing Motor Vehicle Speeds



## About In-Road Flexible Speed Signs

- **What is an in-road flexible speed sign?** In-road flexible speed signs are vertical posts installed in the centre of the road. They serve as both a visual reminder of the posted speed limit and physical device to slow motor vehicle speeds.
- **Why are in-road flexible speed signs used?** In-road flexible speed signs are installed to visually narrow the road and help ensure compliance with regulatory speed limits in high priority areas.
- **What are the advantages of in-road flexible speed signs?**
  - Speed reduction
  - Improved safety
  - Minimal impact on people cycling
  - Minimal impact on snow clearing
  - Self-enforcing
- **Where can in-road flexible speed signs be installed?**
  - The signs are meant to be installed on two-way roads with one travel lane in each direction, designed parking areas or parking prohibitions to maintain a clear through lane, and with a posted speed limit not exceeding 40 km/h.
  - Can be installed on TTC routes (requires TTC approval)
- **Implementation?** Up to 2 years to implement.





# Addressing Motor Vehicle Speeds



## Location of Proposed Changes

- **Speed humps:**
  - Bessborough Drive (Eglinton Avenue East to Divadale Drive; Sharron Drive to Millwood Road)
  - Craig Crescent (Divadale Drive to Bayview Avenue)
  - Donlea Drive (Rumsey Road to Sutherland Drive; Don Avon Drive to Brentcliffe Road)
  - Hanna Avenue (Donlea Drive to Eglinton Avenue East; Parklea Drive to Parkhurst Drive; Field Avenue to Millwood Avenue; Sutherland Drive to Randolph Road)
  - Rolph Road (Sutherland Drive to Southvale Drive)
  - Rumsey Road (Broadway Avenue to Parklea Drive)
  - Sutherland Drive (Donlea Drive to Divadale Drive)
- **In-road flexible speed signs:**
  - Millwood Road:
    - Randolph Road to Southvale Drive
    - McRae Drive to Rumsey Road



# Addressing Mode Choice

## Overview



TransformTO is the Council-approved strategy to reduce community-wide greenhouse gas emissions to net-zero by 2040

- Transportation Services is supporting the goal to have 75 per cent of all school/work trips under 5 km to be taken by transit, walked or cycled by 2030
- The City is working to provide attractive transportation options, that are quick and safe, can help ease congestion

### What We Heard

- Concerns about heavy motor vehicle use
- Desire for safer cycling routes
- Concerns that Line 5 Eglinton and new residential developments will worsen traffic and increase demand for on-street parking

# Addressing Mode Choice

## What We Found



2016 Transportation Tomorrow Survey show that Leaside residents typically choose motor vehicle travel over walking, cycling and taking public transit.

### Average Mode Share in Leaside vs. City of Toronto

Mode	AM	PM	City-wide Average
Motor vehicle	45%	57%	46%
Passenger in motor vehicle	17%	12%	11%
Walking	21%	7%	13%
Cycling	3%	2%	13%
Transit	14%	22%	28%

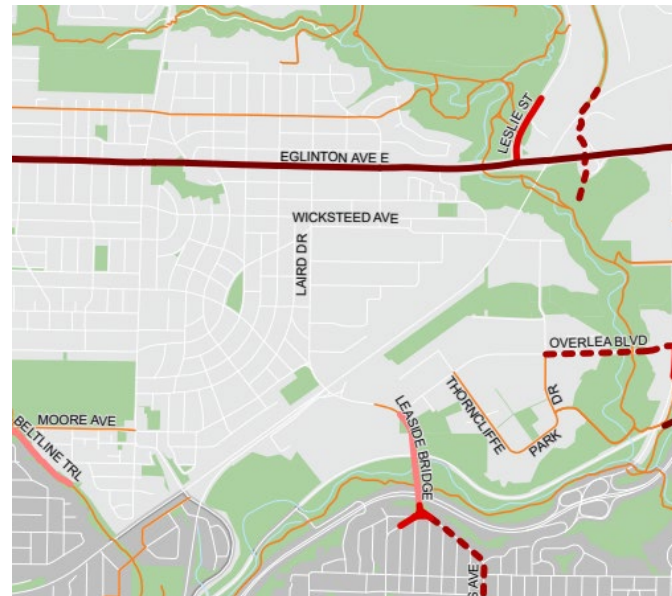
# Addressing Mode Choice Planned Changes



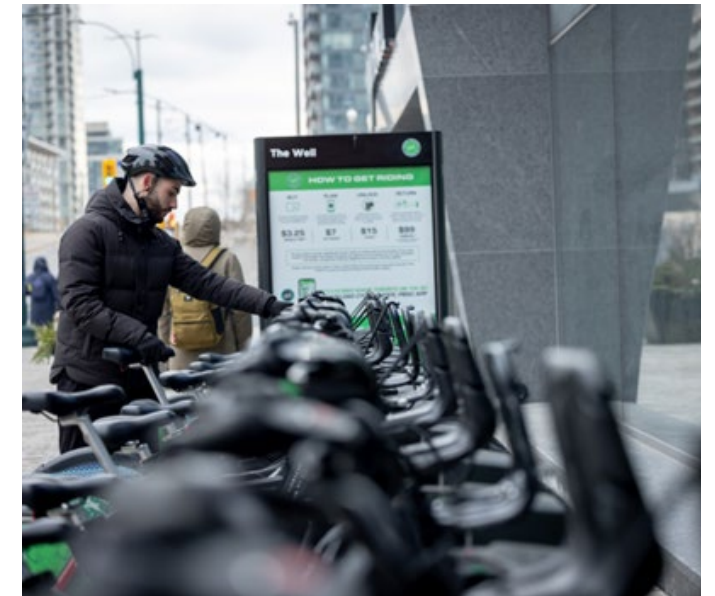
- The following changes in Leaside will make it more convenient to take transit and cycle:



Line 5 Eglinton



Proposed & Approved Bikeways:  
Eglinton Ave East &  
Millwood Road (Leaside Bridge)



New Bike Share Toronto Stations:  
Laird Drive / McRae Drive &  
Toronto Public Library  
(Leaside Branch)

# Addressing Parking Concerns

## Overview



- Existing conditions in Leaside:
  - Most roads do not permit residential, overnight, on-street parking
  - Restricted day-time parking, for up to 3 hours is permitted on most local roads
  - Most roads have parking on at least one side
  - Angled parking spaces obstruct travel lanes and sidewalks
  - On-street spaces are not at capacity, except near Holland Bloorview and on streets intersecting with Bayview Avenue and Laird Drive
  - There are designated pick-up/drop-off areas in front of schools

### What We Heard

- Overnight, on-street permit parking is desired
- Angled parking is unsafe
- Streets in North Leaside are used by people visiting Holland Bloorview
- Requests to restrict residents of new developments from parking on local roads

# Addressing Parking Concerns

## Proposed Changes



The following parking changes are being proposed:

- **Residential on-street permits:** Entitles permit holders to park their car on the street within a specified area exclusively during permit parking hours, including overnight
  - Area residents have asked for by-law changes to permit legal, overnight parking and reduce instances of ticketing
  - Would take less than 1 year to implement following Community Council approval and positive local resident polling
- **One-hour parking restrictions:** Restricted daytime parking, for up to 3 hours is permitted on most local roads
  - Restricting parking for 1-hour can help improve turnover and reduce long-term parking
  - Permit holders are exempt from timed parking restrictions
  - Would take less than 1 year to implement, following Community Council approval
- **Parking for residents of new developments**
  - The City can work with the local Councillor to prohibit residents of new buildings from qualifying for overnight, on-street parking permits



# Addressing Parking Concerns



## Location of Proposed Changes

- **Residential on-street permits:**
  - Crofton Road (Rumsey Road to Sutherland Drive)
  - Glenvale Boulevard
  - Parklea Drive (Hanna Road to Laird Drive)
  - Randolph Road (McRae Drive to Stickney Avenue)
  - Sutherland Drive (Crofton Road to Stickney Avenue)
  - Thursfield Crescent
- **One-hour parking restrictions:**
  - Glenvale Boulevard



# Next Steps

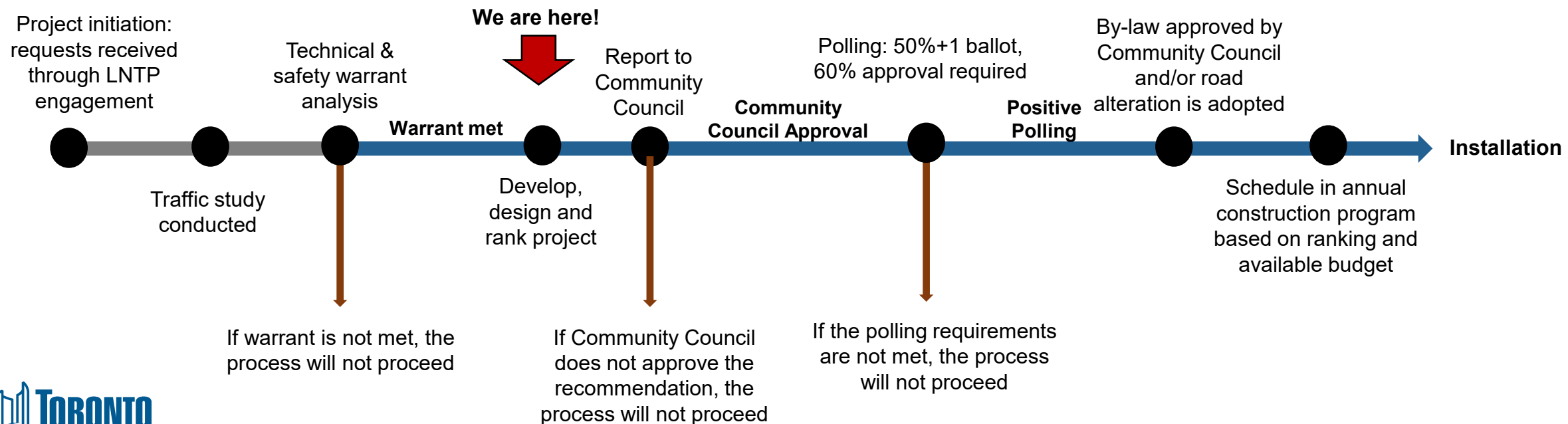




# Proposed Changes Requiring Polling

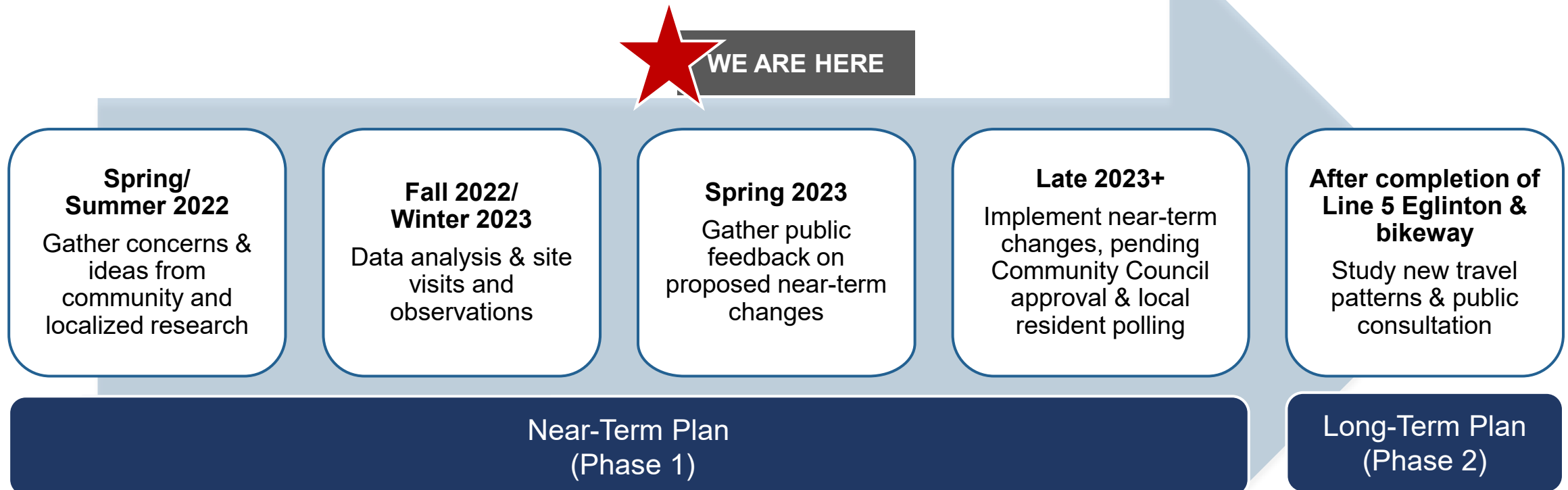
If approved by Community Council, the City Clerk's Office would conduct a poll with affected local residents for:

- **Installation of speed humps:** portions of Bessborough Drive, Craig Crescent, Donlea Drive, Hanna Road, Rolph Road, Rumsey Drive and Sutherland Drive
- **Bylaw changes to allow on-street, overnight parking:** portions of Crofton Road, Glenvale Boulevard, Parklea Drive, Randolph Road, Sutherland Drive and Thursfield Drive



# Next Steps

- Public survey on proposed changes is open until June 20, 2023
- Final report on the near-term plan will be brought to North York Community Council in Fall 2023
- Intersection realignments and safety improvements anticipated to be delivered by Fall 2023



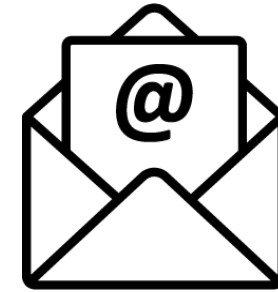
# Have Your Say & Stay Informed



Visit  
**[toronto.ca/leasideNTP](https://toronto.ca/leasideNTP)**  
to fill out the survey



Call and  
leave a message  
**416-338-3033**



Subscribe  
for email updates  
**[leasideNTP@toronto.ca](mailto:leasideNTP@toronto.ca)**

For questions/concerns relating to the planned Vision Zero road safety improvements, please contact Danielle Davis, Senior Project Manager, at **[Danielle.Davis@toronto.ca](mailto:Danielle.Davis@toronto.ca)**