



Wallace Emerson Neighbourhood Streets Plan

Stage 1 Public Consultation Report
July 2023



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Consultation Summary

This report details the activities and feedback received during stage 1 Consultation on the Wallace Emerson Neighbourhood Streets Plan that took place between July 2022 and March 2023. During stage 1 Consultation, members of the public and stakeholders had opportunities to provide feedback on concerns, safety issues, ideas, or improvements.

Public consultation activities included postcard distribution and a mail-out of public notice, as well as a stakeholder meeting, in-person drop-in event, and an interactive online survey.

Overall, public feedback identified:

- **Prioritizing improvements for pedestrians on many streets throughout the community.** Feedback indicates that pedestrians feel unsafe while walking on Arterial roads as well as neighbourhood streets (i.e. Collector and Local roads) due to high car volumes and speeding.
- **A desire for more and safer cycling connections throughout the community.** Several streets including Wallace Avenue, Lappin Avenue and Dupont Street were identified as desired routes for safer cycling facilities and connections to existing cycling facilities in the area.
- **Investing in the improvement of infrastructure throughout the community,** including transforming roads into complete streets, repairs to pedestrian crossings and cycling facilities, and improving streetscape by adding more trees and green spaces where possible.

More specifically, feedback described areas of concern on major Arterial roads like Dufferin Street, Lansdowne Avenue and Dupont Street that are perceived as being particularly unsafe for vulnerable road users. Neighbourhood streets like Wallace Avenue, Emerson Avenue and Lappin Street were also described as candidates for improvements to address through traffic and provide a safer commuting experience for all road users.

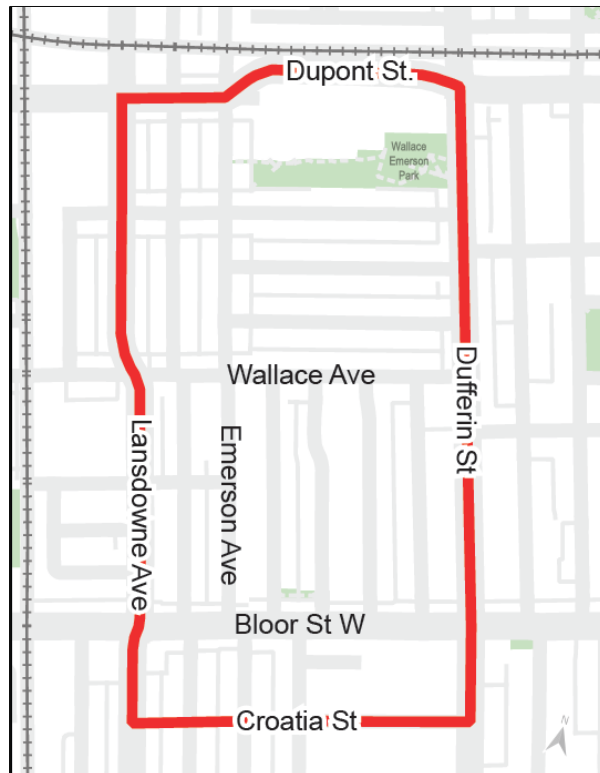
A second phase of consultation is intended to take place in fall of 2023 to receive feedback on proposed actions to address the issues raised by the community.

More information about the project can be found at toronto.ca/WallaceEmersonStreets.

Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Wallace Emerson area. This plan will identify and address issues related to four main areas of concern:

1. Excessive vehicular volume on local streets
2. Excessive speeding on local streets
3. Traffic conditions near neighbourhood schools
4. Safety of vulnerable road users (i.e. seniors, school children, people walking and cycling)



The map above highlights the boundaries of the study area. The area is bounded by Dupont Street to the north, Dufferin Street to the east, Croatia Street to the south and Lansdowne Avenue to the west.

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project Website: www.toronto.ca/WallaceEmersonStreets
- A promotional postcard (over 4,000 distributed)
- A mailed public consultation newsletter, translated in English and Portuguese (**Appendix B**)
- Canada Post direct mail (4,951 addresses in study area)
- Email to stakeholder list including residents' associations, community groups, organizations, institutions and elected officials (18 contacts)



Residents engaging in activities at the public drop-in event

Consultation Activities

Public and stakeholder comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Stakeholder Meeting	February 6, 2023	5 attendees (18 invited)
Public Drop-in Event	February 16, 2023	47 attendees
Online Survey	February 2, 2023- March 13, 2023	414 comments and 120 responses to demographic survey
Email/Phone	November 30, 2023 - March 1, 2023	comments received from 12 individuals

What We Heard

Pedestrians generally feel unsafe or uncomfortable walking throughout the community. This is as a result of perceived higher than normal traffic volumes on neighbourhood streets, as well as excessive speed. The community expressed a desire to apply traffic calming measures, including chicanes, islands with planted trees and curb radii reduction, as well as reduction in the width of some roads. The feedback indicates that the community would like to see solutions recommended that prioritize pedestrians in the community.

The community feels that the City should invest in cycling infrastructure throughout the neighbourhood to make it safer for people cycling, but to also connect to existing infrastructure, including the Bloor Street bike lanes. Cyclists currently use streets like Dufferin Street and

Dupont Street but find it unsafe. The community would like to see contraflow bike lanes added to one-way streets and more protected facilities on arterial roads.

Through traffic and congestion are frequently raised concerns consistently across the neighbourhood. Community members find that many local streets are being used for through traffic that may be bypassing congestion on arterial roads, which increases the car volumes on these streets. Through traffic contributes to congestion on streets where schools are located, including Wallace Avenue and Pauline Avenue. It is felt that restrictions need to be implemented to redirect this traffic and make local streets calmer.

The feedback received shows a desire to see more green infrastructure implemented throughout the community, specifically bundled with any traffic calming efforts. An example of this is on Lappin Avenue, where several pieces of feedback suggested including a median with planted trees or islands with plantings. There was also some reference to roads being transformed/redesigned into complete streets, to include greening opportunities and improving the general streetscape.

Online Survey

An interactive online survey was available online from July 16, 2023 to March 13, 2023 and received 414 comments.

The survey asked the participants to identify locations for an idea, improvement, concern, or safety issue. Participation was anonymous and demographic questions were also asked. See **Appendix A** for demographic data associated with the survey.

A summary of the most common/highly rated concerns or safety issues and ideas or improvements are presented in the tables below:

Concerns/Safety Issues

Topic	Comment Summary
Volume/Traffic Management	
Through traffic on local streets	<ul style="list-style-type: none"> - Large volume of cars using Wallace Avenue are perceived to be avoiding other streets, example Bloor Street - High volume of traffic heading the wrong way on sections of St Clarens Avenue - Daytime traffic volumes on Brock Avenue are high - Less car activity needed on Margueretta Street - Large transport trucks have been seen to use neighbourhood streets to avoid Lansdowne Avenue
Increase in volume of cars in neighbourhood	<ul style="list-style-type: none"> - It is anticipated that the extension of Pauline Avenue, which is part of the Bloor-Dufferin redevelopment, will add a lot of traffic into neighbourhood - Significant traffic congestion in the areas surrounding St. Sebastian and Pauline Junior Public Schools
Road width	<ul style="list-style-type: none"> - Wallace Avenue cannot have two travel lanes plus on street parking - The alternating parking on Wallace Avenue causes tight turns, blind spots and winding intersections where cars get in the way of each other and other road users.

Safety of Vulnerable Road Users	
Lack of proper cycling facilities	<ul style="list-style-type: none"> - Safe cycling connections needed on Dufferin Street - Cars park in bike lanes on Bloor Street - Issues turning south onto Brock from Bloor when traveling west - Sharrows on Brock Avenue are not enough - Improvements needed to make turning safer for cyclists, especially to head south on streets like Brock - Poor drainage in the bike lane by Dovercourt Baptist Church
Non-compliance with road rules	<ul style="list-style-type: none"> - Cars ignoring stop signs - Cars make it difficult for pedestrians to cross by blocking pedestrian crossings
Pedestrian Safety	<ul style="list-style-type: none"> - Pedestrian crossing opportunities along Lappin Avenue need to be improved; currently unsafe to cross from one side of the street to the next - Main intersections throughout the community are not pedestrian-friendly
Speed Management	
Road size	<ul style="list-style-type: none"> - Dupont Street and Dufferin Street intersection is too wide which encourages speeding - Wallace Avenue is a narrow street and speeding still occurs
Excessive speeding	<ul style="list-style-type: none"> - Residential streets increasingly seeing instances of speeding (e.g., St Clarens Avenue, Wallace Avenue) - There is no division between sidewalk and cars that absolutely speed along the entire stretch of Dupont Street from Lansdowne Avenue to Dufferin Street, making it unsafe for pedestrians
Other	
Greening/streetscape	<ul style="list-style-type: none"> - Planters at Wallace Avenue are too small and ineffective - Lack of trees along Dupont Avenue. More shade trees should be planted - The laneway between Pauline Avenue and Russett Avenue is heavily used by pedestrians to access TTC and should be cleaned up and lights added

Ideas/ Improvements

Topic	Comment Summary
Volume/Traffic Management	
Through traffic on local streets	<ul style="list-style-type: none"> - Convert Wallace Avenue to a one-way street or reduce on-street parking as the street is too narrow
Safety of Vulnerable Road Users	
New/Improved cycling facilities	<ul style="list-style-type: none"> - Improve the cycling opportunities to access Wallace Emerson Park and Galleria Redevelopment; contraflow bike lanes - A safe cycling connection is needed on Dufferin Street between Hallam Street and Lappin Avenue - Add protected bike lanes on Lansdowne Avenue to make it safer for pedestrians - Repeat cycling design from Bloor Street, between Bartlett and Havelock at Dufferin Street from Hallam Street to Lappin Avenue to improve cyclist safety

Improving pedestrian experience	<ul style="list-style-type: none"> - The Wallace-Lansdowne intersection is a gem of the west-end; should be improved to be more inviting and pedestrian-friendly - Repaint all pedestrian crossings as they are non-existent and cars are not stopping - Pedestrian crossings should be installed in several sections of Dupont Street
Safety for all road users	<ul style="list-style-type: none"> - Traffic lights should be installed by Galleria Mall
Speed Management	
Reduction of roadway to discourage speeding	<ul style="list-style-type: none"> - Reducing road width on Lappin Avenue can slow cars down - The Dufferin/Dupont intersection is too wide. Reduce corner radii to make it safer for pedestrians
Implementing infrastructure to curb speeding	<ul style="list-style-type: none"> - Repair speed humps on all streets and raise them higher - Add bump-outs to local streets to address speeding
Other	
Streetscape	<ul style="list-style-type: none"> - Install larger, more visible planters on Wallace Avenue - Make improvements to green spaces and cycling on Lappin Avenue - Add islands for trees to reduce speeds on local streets and increase green space - More public furniture in popular hang-out spots, for example Bloor Street and St Clarens Avenue
Street redesign	<ul style="list-style-type: none"> - Wallace from Dufferin to the Railpath should be made into a complete street - Make Lappin Avenue greener by adding medians

Page 8 displays a map highlighting the streets/intersections flagged as areas of concern or where safety issues exist, as well as where ideas or improvements could be considered.



A high-level snapshot of the survey above shows a map with displays of areas where comments were logged. A full list of comments may be found on the project's [Interactive Mapping Tool webpage](#).

Stakeholder Feedback

During the February 6, 2023 stakeholder meeting, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Changes to travel directions on residential streets	<ul style="list-style-type: none"> - Limit flow-through traffic on Pauline Avenue - Restrict traffic heading west on Wallace Avenue - Consider converting Wallace Avenue to one-way traffic
Cycling infrastructure	<ul style="list-style-type: none"> - Add contraflow bike lanes on Emerson Avenue, Millicent Avenue and other streets - Improve cycling connections throughout the neighbourhood - Concern regarding cyclists traveling illegally up one-way streets like Emerson Avenue and St Clarens Avenue.
Safer Streets	<ul style="list-style-type: none"> - There are opportunities to make improvements to wider streets like Lappin Avenue, to make it safer for pedestrians

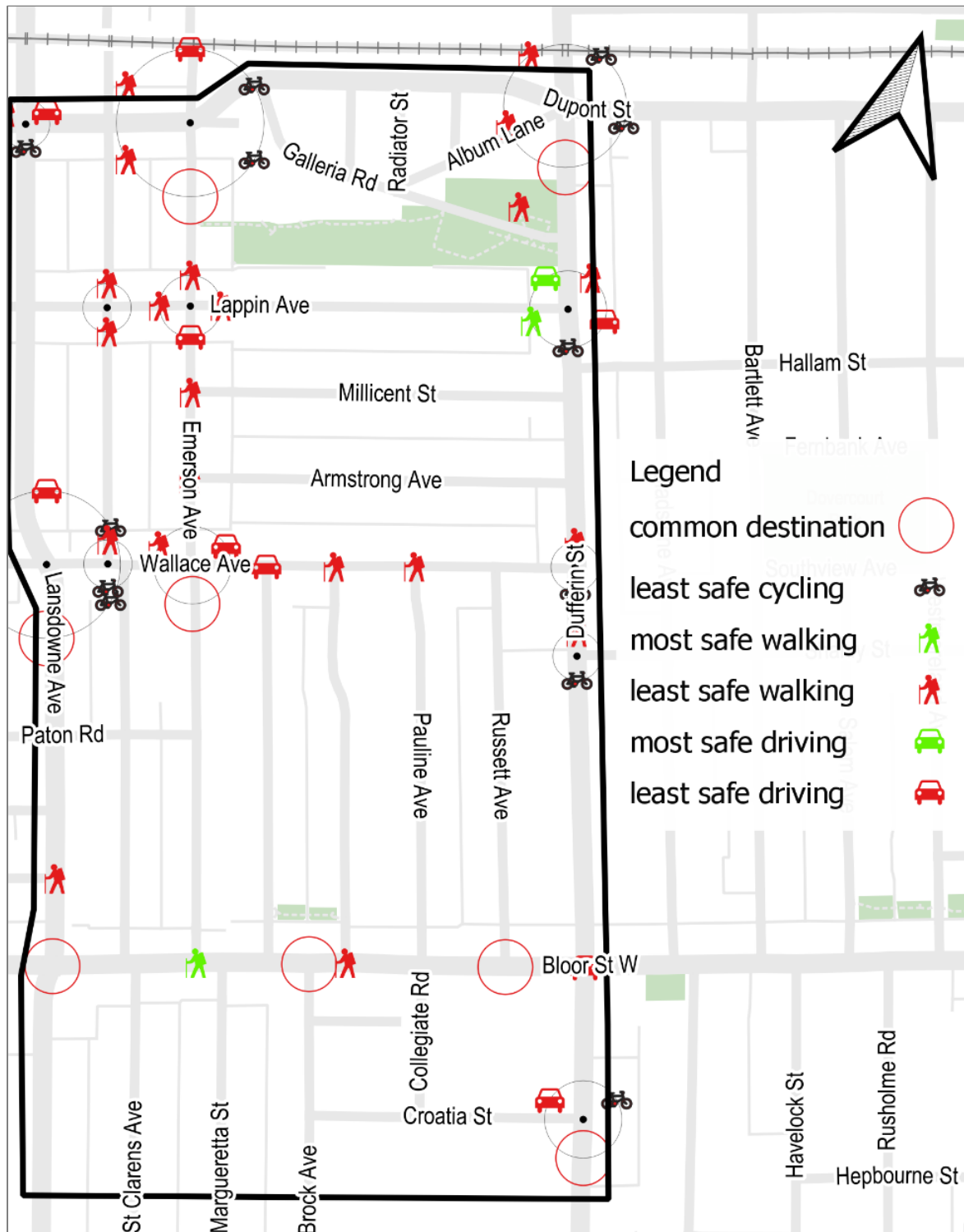
Traffic infiltration	<ul style="list-style-type: none"> - Residential streets are being used to avoid main streets like Bloor Street, resulting in cut-through traffic on residential streets and higher traffic volumes - Through traffic causes congestion in several areas that are already high-volume, including the two schools in the area.
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Drop-in Event

At the February 16, 2023 public drop-in event, attendees were able to view information panels about the project and speak with members of the project team, as well as provide feedback. Participant comments are summarized below:

Topic	Question and Comment Summary
Motor Vehicle volume on local streets	<ul style="list-style-type: none"> - Too many cars use residential streets (for example Wallace Avenue) for cut-through traffic - two-way motor vehicle roads are narrow
Safety of Vulnerable road users	<ul style="list-style-type: none"> - No safe crossing opportunities for pedestrians on a long stretch like Dupont Street - Temporary entrances by the Galleria mall are dangerous - Biking on main roads currently without bike lanes is dangerous (Lappin Avenue, Dufferin Street, Dupont Street) - Buses and cars drive too close to pedestrians - Unevenly paved sidewalks throughout the community are unsafe for pedestrians - Traffic signals needed at several intersections (Dufferin Street and Wallace Avenue, Dupont Street) to make it safer for pedestrians - Parking too close to laneway entrances hinders visibility - Redesign Lansdowne Avenue north of Bloor Street in a similar way to south of Bloor Street to include bike lanes
Speeding on local streets	<ul style="list-style-type: none"> - Traffic humps are needed to control speeding on local streets - Excessive speeding on long segments of the roadway like Lansdowne Avenue and Dupont Street - Excessive speeding on Lappin Avenue; should be narrowed
Traffic conditions	<ul style="list-style-type: none"> - Shell gas station at Dupont Street and Emerson Avenue causes traffic congestion - A lot of congestion in areas around Pauline Junior Public School & St Sebastian School, especially on Pauline Avenue
General	<ul style="list-style-type: none"> - Some streets can be beautified by adding green spaces (Lappin Avenue for example) - There are issues with the size of concrete planters - Plan should extend south of Croatia Street to account for Dufferin Mall redevelopment - Front-yard parking should be allowed in areas that can accommodate them - Traffic plan should extend to the railpath as residents really travel west for the path and green space; popular commuting area - More bikeshare stations throughout the community

During the public drop-in event, participants were also given the opportunity to identify locations where they experienced issues, as well as where improvements could be made, through a mapping exercise. Coloured pins were used to identify locations in the project area, in response to instructions outlined. These are detailed in the map and table below:



Street/Intersection	Locations Pinned
Where you feel <u>least safe</u> while walking	<ul style="list-style-type: none"> • Dufferin Street and Lappin Avenue • Dufferin Street and Dupont Street • Emerson Avenue and Dupont Street • Emerson Avenue and Lappin Avenue • St. Clarens Avenue and Lappin Avenue • Lansdowne Avenue and Dupont Street • Lansdowne Avenue and Wallace Avenue • Lansdowne Avenue and Wade Avenue • Bloor Street and Brock Avenue • Wallace Avenue and Brock Avenue • Wallace Avenue and Pauline Avenue • Wallace Avenue and Emerson Avenue • Wallace Avenue and St Clarens Avenue • Wallace Avenue and Lansdowne Avenue • Wallace Avenue and Dufferin Avenue • 3-way intersection at Dufferin Avenue and Shanly Street • Laneway at Armstrong Avenue and Emerson Avenue • Laneway at Millicent Street and Emerson Avenue • St Clarens Avenue and Lappin Avenue • Emerson Avenue and Lappin Avenue • Emerson Avenue and Dupont Street • Lappin Avenue, east of Emerson Avenue • Laneway at the community centre • Dupont Street, west of Dufferin Street
Where you feel <u>least safe</u> while cycling	<ul style="list-style-type: none"> • Dufferin Street and Dupont Street • Dufferin Street, between Millicent Avenue and Lappin Avenue • Dufferin Street and Wallace Avenue • Dufferin Street and Shanly Street • Lansdowne Avenue and Wallace Avenue • Lansdowne Avenue, north of Wallace Avenue • Lansdowne Avenue and Dupont Street • Emerson Avenue and Dupont Street • Dupont Street between Emerson Avenue and Dufferin Street • Croatia Street, west of Dufferin Street • Wallace Avenue, west of St Clarens Avenue
Where you feel <u>least safe</u> while driving	<ul style="list-style-type: none"> • Dupont Street and Lansdowne Avenue • Dufferin Street and Croatia Street • Dufferin Street and Lappin Avenue • Wallace Avenue and Emerson Avenue • Dufferin Street and Bloor Street • Wallace Avenue and Lansdowne Avenue • Wallace Avenue and Margueretta Street • Lappin Avenue, east of Emerson Avenue • Emerson Avenue and Dupont Street
Where you feel <u>most safe</u> while walking	<ul style="list-style-type: none"> • Emerson Avenue and Bloor Street • Lappin Avenue, west of Dufferin Street
Where you feel <u>most safe</u> cycling	<ul style="list-style-type: none"> • No locations identified

Where you feel <u>most safe while driving</u>	<ul style="list-style-type: none"> • Lappin Avenue and Dufferin Street
Identify the most common community destination(s) you visit in the neighbourhood	<ul style="list-style-type: none"> • Croatia Street, West of Dufferin Street • Russett Avenue and Bloor Street • Brock Avenue and Bloor Street • Wallace Avenue, west of Lansdowne Avenue • Wallace Avenue and Emerson Avenue • Dupont Street, between Emerson Avenue and Dufferin Street • Lansdowne Avenue, north of Bloor Street

Additional Feedback

Comments received via phone and email from members are summarized below:

Theme	Comment Summary
Cycling facilities	<ul style="list-style-type: none"> - Would look to see continuous bike lanes between Dupont and Bloor - Make Lappin friendly for cyclists - Contraflow bike lanes should be installed to create north-south connections - More safe, direct bike routes are needed
Improving motor vehicle access to streets	<ul style="list-style-type: none"> - Difficult to make a left turn at Dufferin and Lappin; add a sign that says 'do not block intersection' to solve this issue
Improvements to streets	<ul style="list-style-type: none"> - Lappin Avenue should be narrowed, with reclaimed space used for grass and planted trees - Clearly mark crosswalks for pedestrians on Lappin
Boundaries of the study	<ul style="list-style-type: none"> - The plan should include streets west of Lansdowne Avenue to the railroad tracks
Safety concerns	<ul style="list-style-type: none"> - Currently, the ability of residents to safely travel throughout the neighbourhood is bad, including Wallace/St Clarens and parts of Dufferin Street
Support for study	<ul style="list-style-type: none"> - Grateful that something will be done to recommend ways of controlling speeding issue throughout the neighbourhood. - Plan could greatly improve mobility for all road users in the neighbourhood

Next Steps

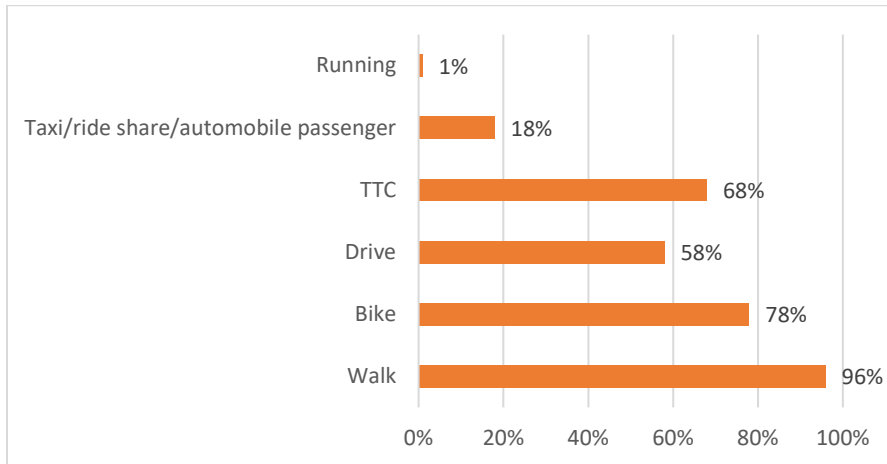
Concurrent with the phase 1 public consultation period, staff have been gathering data including traffic counts and incident reports/logs, both of which will be used to inform a list of priority actions/recommendations to improve neighbourhood conditions. These recommendations will be presented to the community in phase 2 of consultations and residents will have an opportunity to provide feedback on the feasibility and impact that recommendations may have. Phase 2 of consultations is proposed to commence in fall 2023.

Appendices

Appendix A: Survey Participant Profile

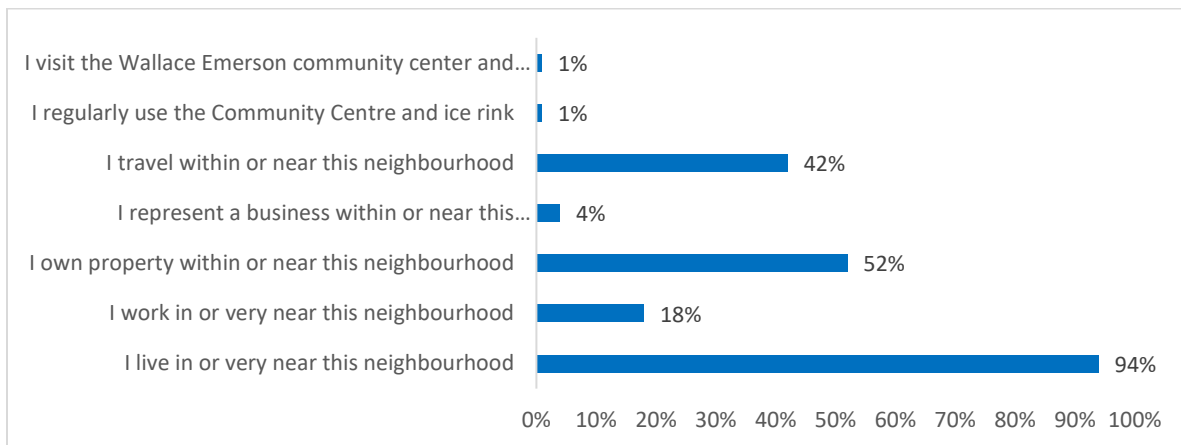
A total of 120 survey respondents provided optional demographic information described below.

Mode of Travel



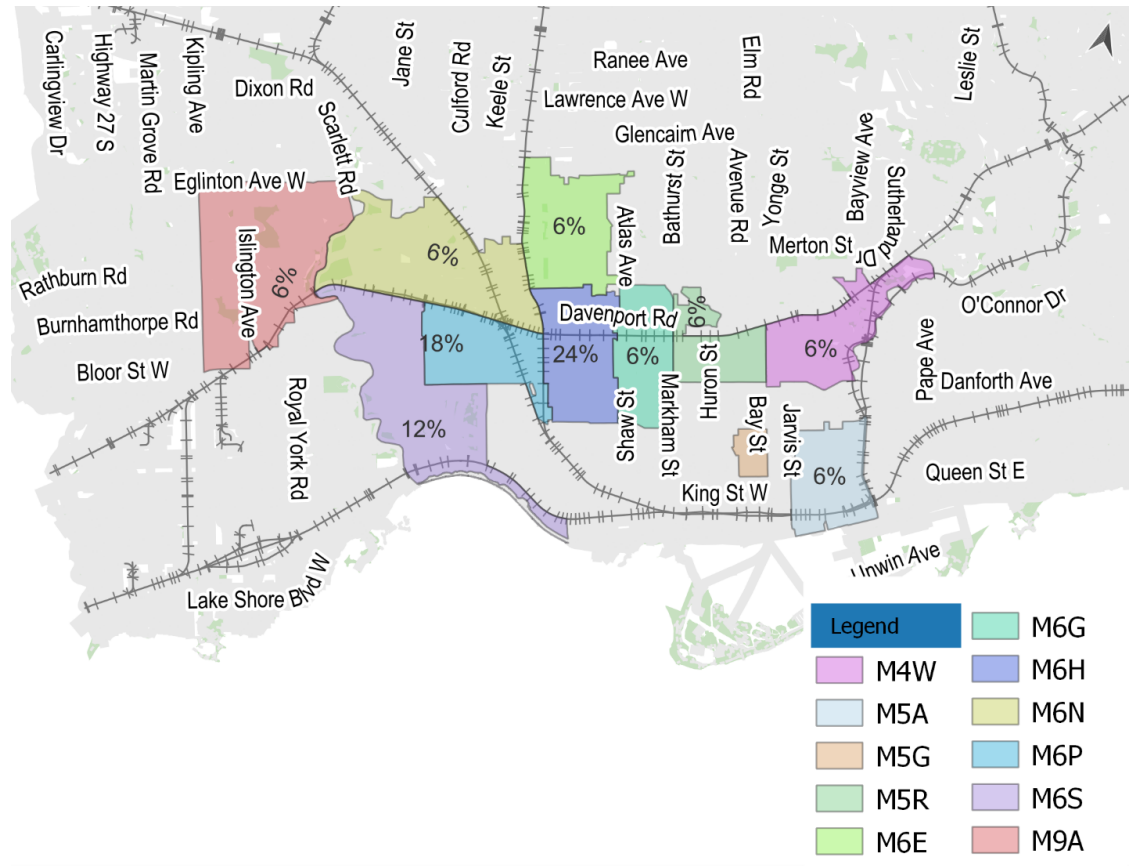
Respondents were able to select multiple options to this question. A majority of respondents (96%) walk throughout the neighbourhood. A significant amount of respondents also travel by bike (78%) and TTC (68%).

Relationship to the Wallace Emerson Neighbourhood



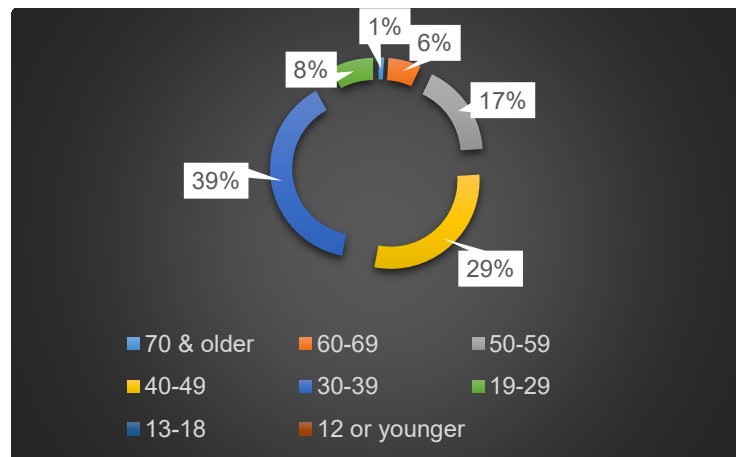
Respondents were able to provide multiple responses to this question. At 94%, an overwhelming number of respondents live in or very near to the neighbourhood. 52% of respondents own property within or near the neighbourhood and 42% travel within or near the neighbourhood.

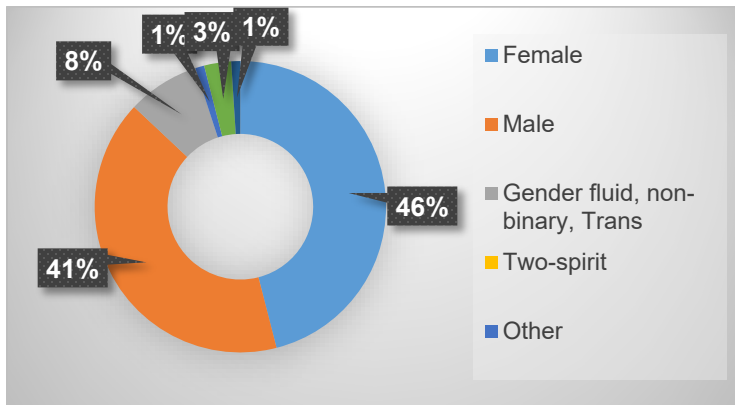
Respondents' Postal Codes



There were 17 recorded responses to this question. Based on respondents' selection, 24% live directly in the project area and identified M6H as their postal code number. 18% live within close proximity to the project area, and many live outside the project area.

Age and Gender of Respondents





A majority (39%) of respondents were between the ages of 30 – 39, with no responses provided from individuals ages 13-18 or under 12 years of age. Females represented 46% of responses, and males represented 41% of responses

Appendix B: Public Event Notification: Newsletter

Public Consultation

January 18, 2023

Wallace Emerson Neighbourhood Streets Plan

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Wallace Emerson area. This plan will identify and address issues related to transportation safety and mobility across the neighbourhood, with a focus on protecting vulnerable road users (i.e. seniors, school children, people walking and cycling).

The Wallace Emerson NSP will address four main areas of concern:

1. Excessive vehicular volume on local streets
2. Excessive speeding on local streets
3. Traffic conditions near neighbourhood schools
4. Safety of vulnerable road users

Project Area

The project area is bounded by Dupont Street on the north, Dufferin Street on the east, Croatia Street on the South and Lansdowne Avenue on the west.

What is a Neighbourhood Streets Plan?
In 2020, the Toronto East York Community Council directed City staff to work with the community to develop a comprehensive plan to address community concerns. City staff will use a holistic approach to assess and manage traffic issues within the neighbourhood. The Wallace Emerson NSP will consider all modes of transportation, with an emphasis on improving conditions for vulnerable road users.

Historically, traffic management issues in the City of Toronto have been addressed on a site-by-site basis, analysing issues and modifications for a particular street segment or intersection.

In contrast, an NSP employs a broader, neighbourhood perspective to develop integrated solutions that support local objectives for safety and mobility. Through this approach, the City works with communities to identify local issues and develop feasible changes that address key areas of concern. The plan will include interim measures that can be implemented quickly with adaptable materials, as well as long term changes that are typically made as part of future road resurfacing or reconstruction.

<p style="text-align: center;">Learn More</p> <div style="text-align: center;"></div> <p>View project information on the website, including a presentation and information materials</p> <p style="text-align: center;">toronto.ca/wallaceemersonstreets</p>	<p style="text-align: center;">Attend the Drop-In Event</p> <div style="text-align: center;"></div> <p>Thursday, February 16, 2023 6:30 p.m. to 8:30 p.m. Wallace Emerson Community Centre</p> <p>1260 Dufferin St, Toronto, ON M6H 4C3</p> <p><i>Portuguese interpreters will be present at the event</i></p>	<p style="text-align: center;">Online Mapping Tool</p> <div style="text-align: center;"></div> <p>Visit the webpage to comment on where improvements should be made or where you experience issues traveling in the neighbourhood. You will be able to see what others have shared. Submit your comments by March 2, 2023.</p>
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toronto.ca/wallaceemersonstreets Page 2 of 2

A full version of the public newsletter may be found [here](#).