Maple Leaf and Rustic Neighbourhood Streets Plan

Phase 1 Public Consultation Event

December 4, 2023

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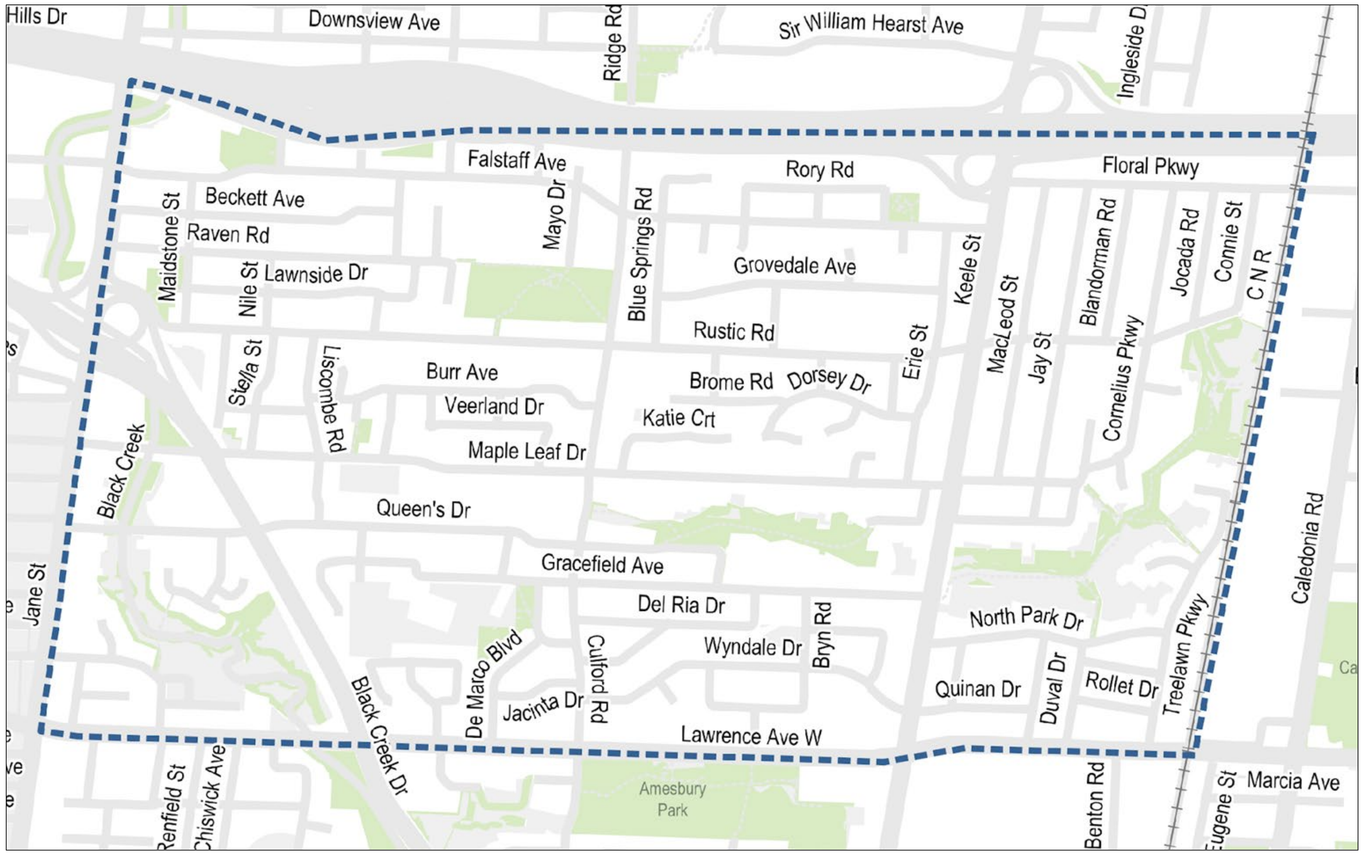
Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Maple Leaf and Rustic area that identifies, prioritizes and recommends short and long-term improvements to traffic operations and road design to support safety for all modes of transportation.

The project area is located between Jane Street to the west, the rail corridor to the east, Highway 401 to the north, and Lawrence Avenue West to the south.

The Neighbourhood Streets Plan aims to address three main areas of concern in the project area:

1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets



What is a Neighbourhood Streets Plan?

Neighbourhood Streets Plans (NSPs) are a new service for neighbourhoods where traffic and travel patterns challenge the safety and mobility of people using the streets.

The Maple Leaf and Rustic Neighbourhood Streets Plan will:

- Consider the needs of all road users in the neighbourhood including vulnerable road users (e.g. pedestrians, children, older adults and people cycling).
- Assess network-wide transportation needs throughout the neighbourhood, and coordinate with existing and planned future connections.
- Develop solutions that, together, support local and City of Toronto objectives for mobility and safety.
- Identify opportunities for short-term action that can be implemented with modular materials.
- Identify opportunities for long-term changes alongside planned road resurfacing or reconstruction.

School children walking along Culford Road

Neighbourhood Streets Plan Process

There are several steps to develop a Neighbourhood Streets Plan. Through the planning process, a team of City staff work with communities to identify local issues and opportunities, prioritize the greatest needs, and recommend changes to traffic operations and street designs.

Activity	Timeline
Project planning, reporting & initial data collection	Summer/Fall 2023
Phase 1: Public consultation on local issues & ideas **We Are Here**	Fall/Winter 2023
Develop actions & changes to address issues	Winter/Spring 2024
Phase 2: Public consultation on proposed actions & changes	Spring/Summer 2024
Finalize plan for approval by Community Council	Fall 2024
Implement short-term actions	Beginning 2025
Monitor, evaluate, and update community on future changes	Ongoing

Community Characteristics

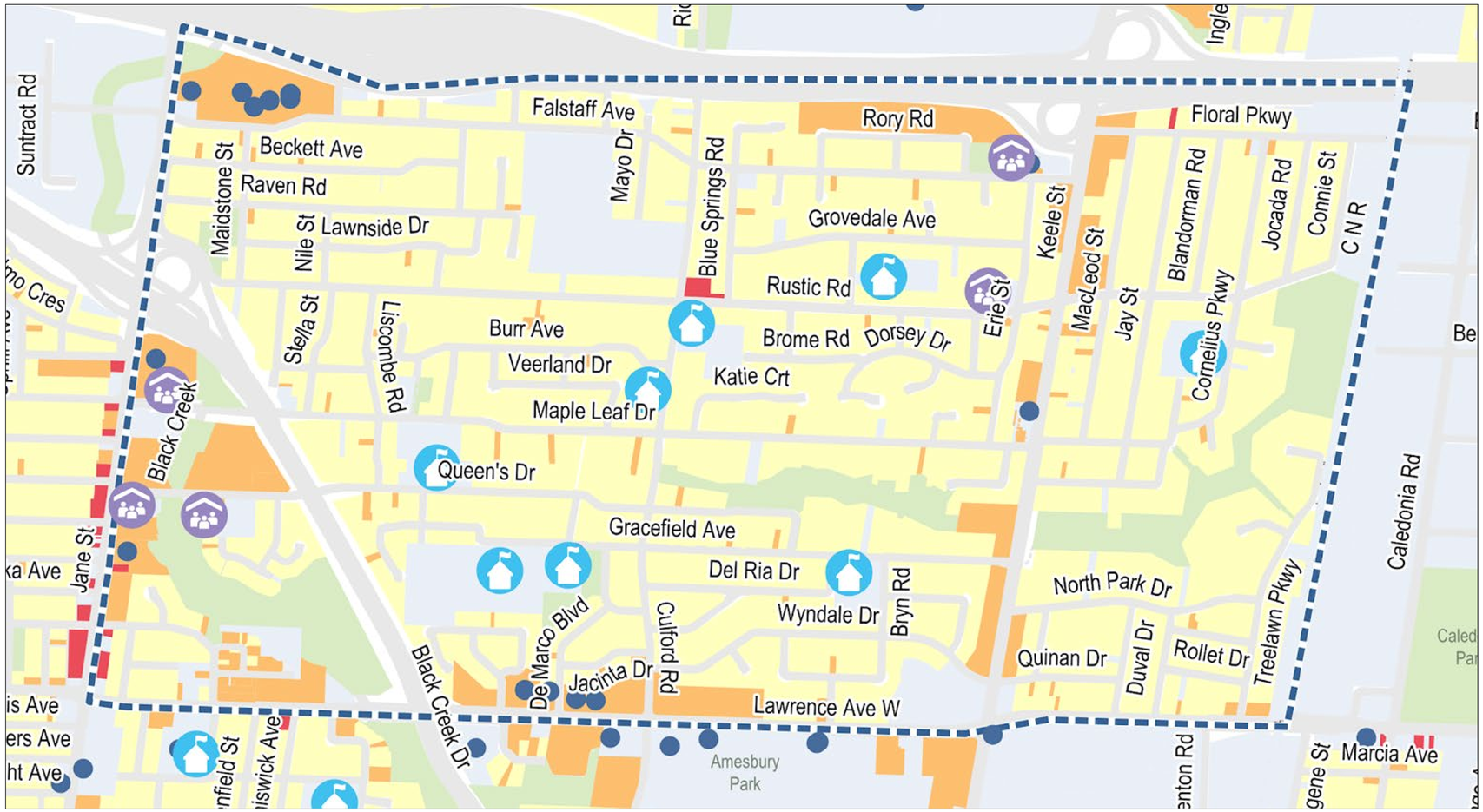
Background research into the community characteristics of the project area found the following:

- Large geographic area
- Mix of multi-unit and low-rise residential homes
- Proximity to Highways 401 and 400
- 27% of households have no car
- 33% of households have two or more cars
- Mobility characteristics generally follow a geographic pattern from east to west
- Under the Toronto Strong Neighbourhoods Strategy, Rustic between Jane Street and Culford Road is designated for investment in people, services, programs and facilities to support community well-being as a Neighbourhood Improvement Area

Examples of streets and road users in Maple Leaf and Rustic neighbourhoods

Area Context and Local Destinations

Other neighbourhood information was reviewed to inform an understanding of land use and local destinations as well as the street network layout. Key destinations in the project area include eight schools, five seniors communities, nine parks and parkettes, and many community gathering places and businesses.



- Project area
- Low-rise residential neighbourhood
- Multi-unit residential neighbourhood
- Mixed use
- Open space
- Other
- School
- Seniors community
- Other community gathering places

Data Collection

Data has been collected to assess the issues and support the development of the Neighbourhood Streets Plan, including:

- **Traffic data** such as vehicle volumes, speeds, pedestrian volume counts, turning movement counts and license plate surveys at intersections. Used to identify issues, confirm community reported issues, and determine appropriate changes.

- **Collision data** collected by Toronto Police Services. Focused on collisions involving vulnerable road users (older adults, school children, pedestrians and people cycling) and on collisions resulting in death or serious injury.

- **Reports and requests from the public and local Councillor** including calls to 311 about traffic operations and road safety.

311
toronto at your service

- **Site visits and observations in the neighbourhood**

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Past Requests from the Community

Over the last few years, community members have submitted requests to 311, the Ward office, and City staff regarding concerns about excessive motor vehicle traffic and speed related to infiltration and congestion, and about the safety of pedestrians and people cycling (area-wide). They have also submitted specific requests regarding speed or safety on individual roads and intersections.

- Project area
- Traffic signal
- Expressway
- Major arterial road
- Collector road
- Local road
- Example past requests to 311, Ward office, and City staff regarding speed or safety

Traffic Volume and Speed Data

Traffic data collected over the last five years shows high volumes and speeds on several streets.

Volumes:

- Volumes exceed local road guidelines on:
  - Falstaff Avenue, east of Culford Road (3000 vehicles per day)
- For collector roads, volumes are highest on:
  - Falstaff Avenue, west of Culford Road (3900-6500 vehicles per day)
  - Maple Leaf Drive, west of Culford Road (6200-7000 vehicles per day)

Speeds:

Posted speed limits were recently reduced to 30 km/h on all local roads, 40 km/h on most collector roads, and 30 km/h on the following collector road segments: Rustic Road from Culford Road to Keele Street, and Maple Leaf Drive east of Culford Road.

- On most local roads, speeds measured from 40 to 50 km/h
- Speeds measured over 50 km/h on the following streets:
  - Falstaff Avenue, west of Culford Road
  - Maple Leaf Drive, west of Culford Road
  - Culford Road, north of Maple Leaf Drive
  - Erie Street, north of Rustic Road
  - Venice Drive, north of Maple Leaf Drive
  - Del Ria Drive, near Gracefield Avenue
  - North Park Drive, east of Keele Street
  - Quinan Drive, east of Keele Street

Roadway with posted speed limit of 40 km/h and Watch Your Speed driver feedback sign

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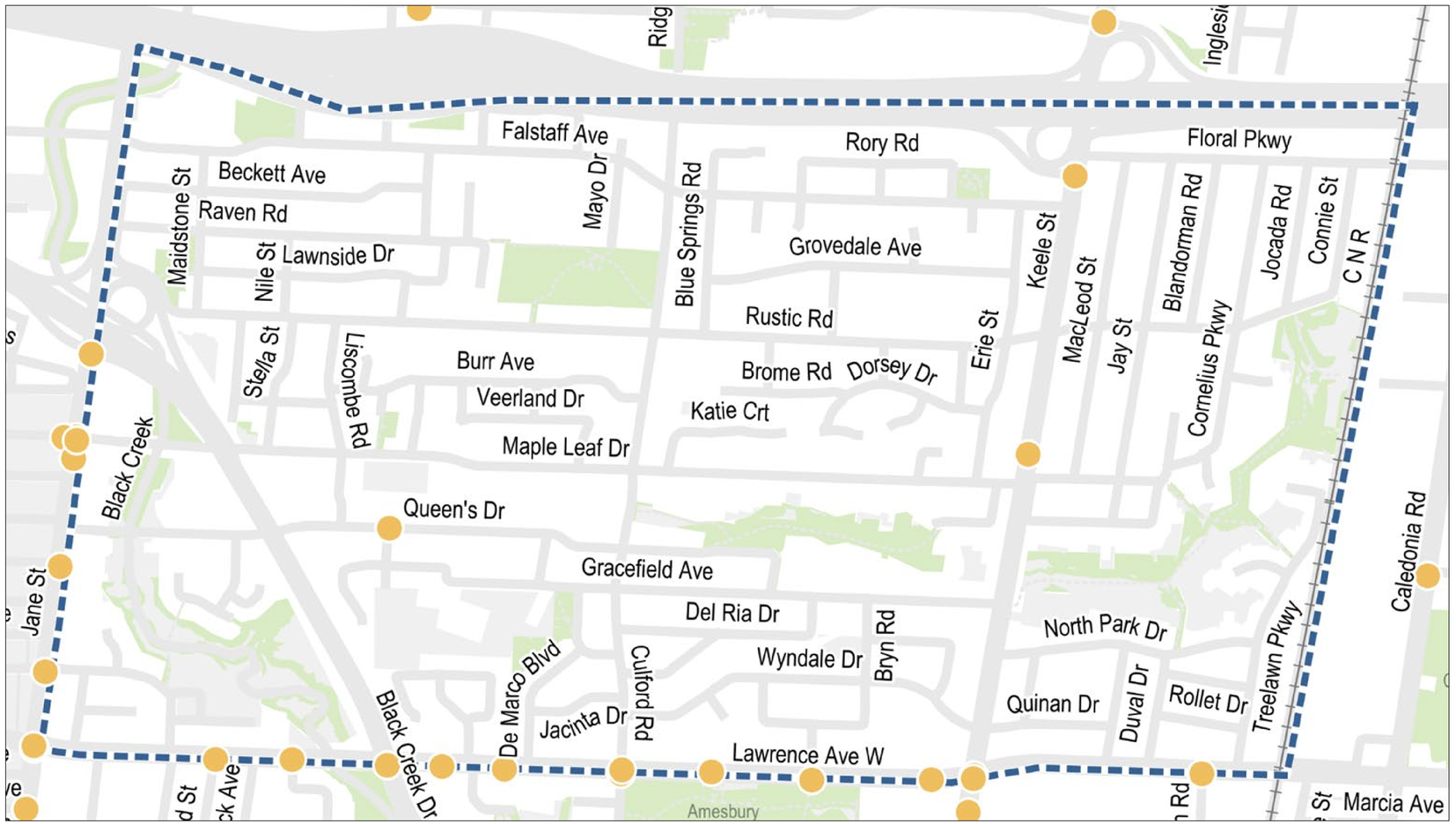
Collision Data

Over the last 10 years, 22 collisions within the project area have resulted in pedestrians or people cycling being killed or seriously injured.



- Project area
- Collision resulting in pedestrians or people cycling being killed or seriously injured (2012-2023)

Pedestrian Network

To address pedestrian safety issues, the project will consider the pedestrian network to and from community destinations.

Missing sidewalks:

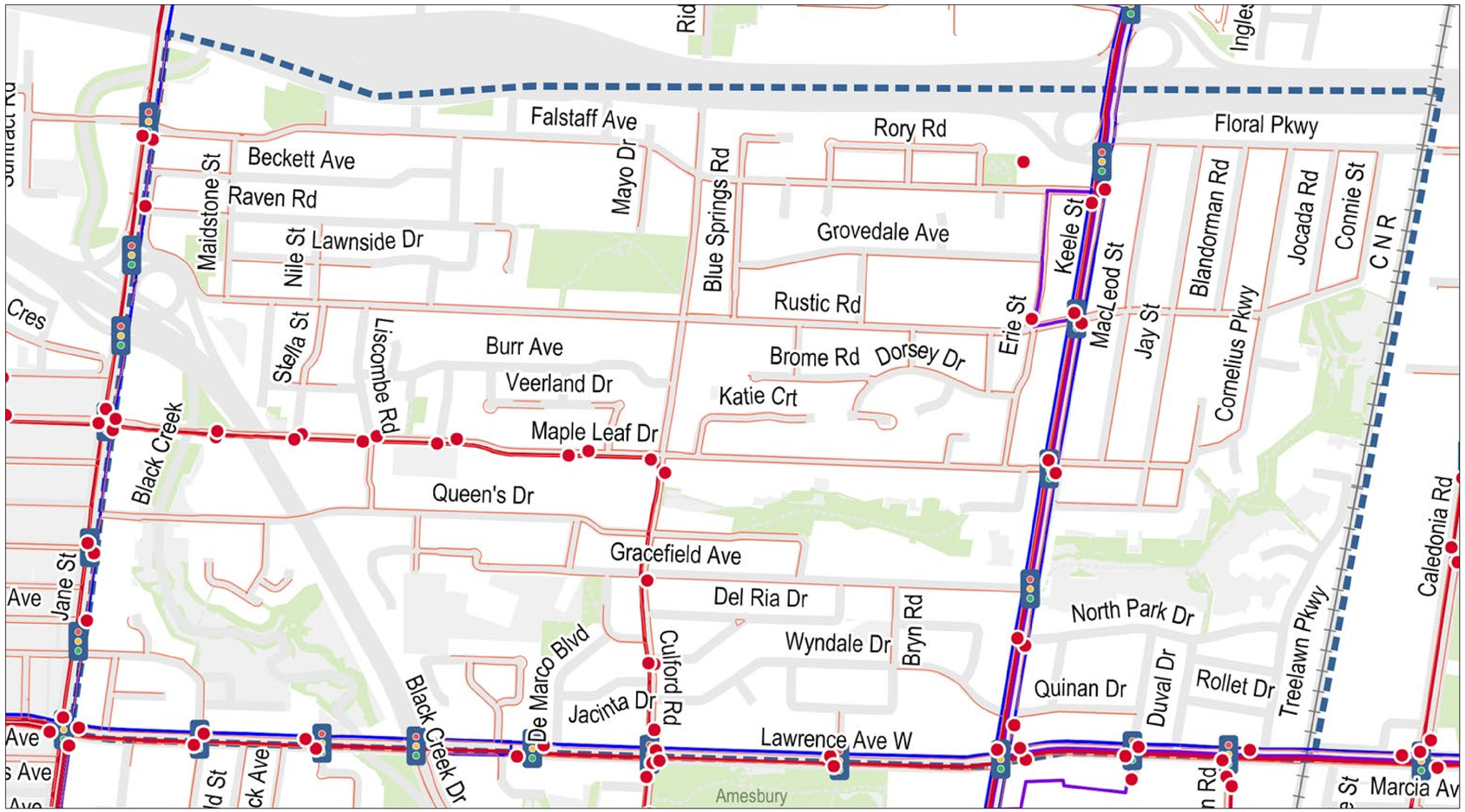
The City aims to have sidewalks on both sides of collector and arterial roads. There are two collector roads where sidewalks are missing on one side:

- Falstaff Avenue, west of Culford Road
- Rustic Road, east of Cornelius Parkway

Many local streets are also missing sidewalks on one or both sides. In Phase 2 of this project, there will be opportunity to comment on specific streets for sidewalks to be built.

Public Transit Access

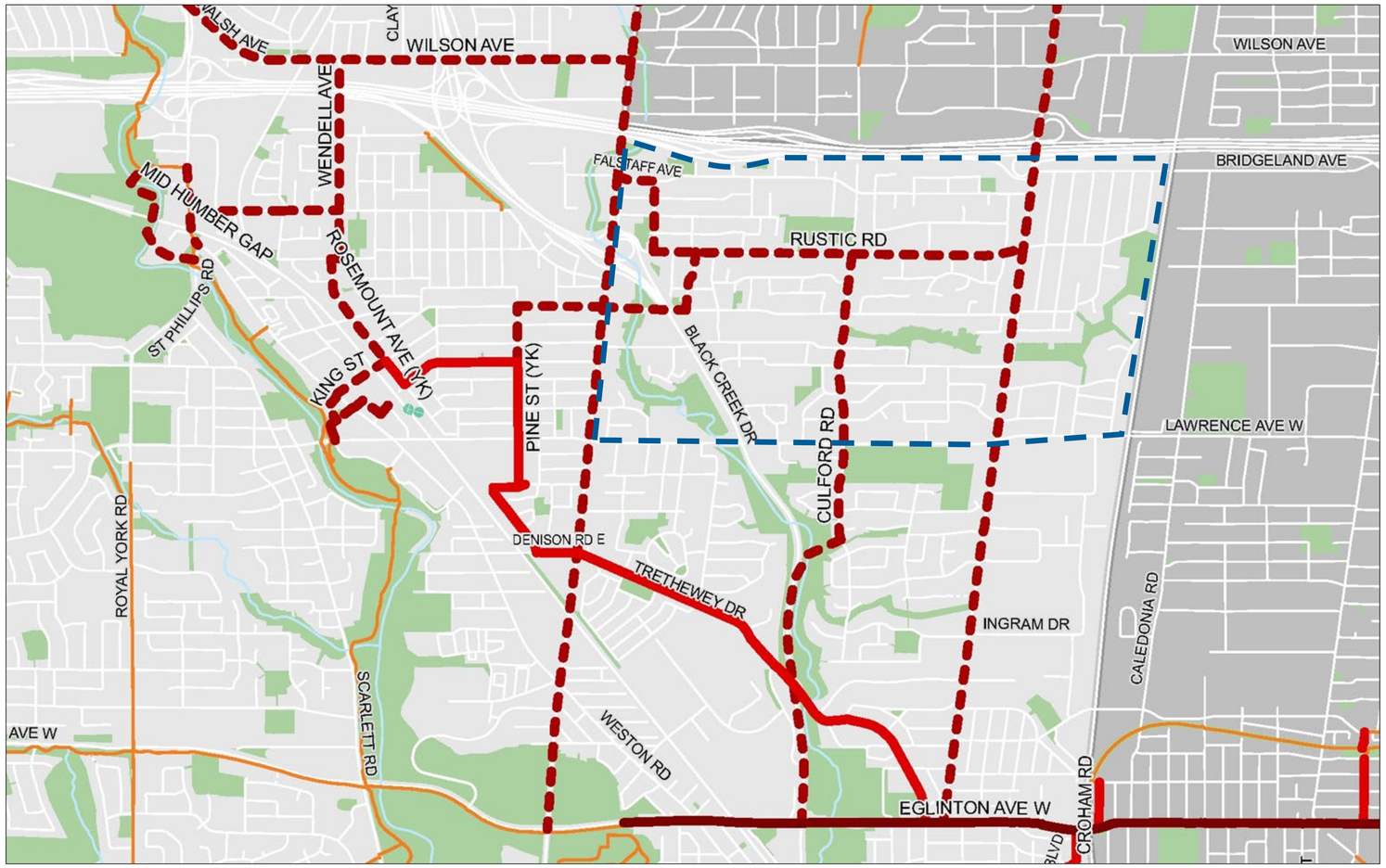
To address pedestrian safety issues, the project will consider the needs of people who use public transit. One in four households have no car and may be relying on public transit. People using public transit walk to and from bus stops to access various TTC routes.



- Project area
- Sidewalk
- Traffic signal
- TTC bus stop
- Regular TTC bus routes
  - 35 | 335 | 935 Jane
  - 41 | 341 | 941 Keele
  - 52 | 352 | 952 Lawrence
  - 59 Maple Leaf
  - 400 Lawrence Manor
- 400 Community Bus route (midday service operated three days a week, connecting seniors communities with local destinations)
- 900-series Express routes and 300-series Blue Night routes

Cycling Network

To address road safety issues, the project will consider the needs of people who cycle. There are no existing bikeways in the project area, which represents a gap in the city-wide cycling network, and there is low existing cycling activity. Several cycling routes have been identified for study in the Council-approved Cycling Network Plan's 2022-2024 Near-Term Implementation Program.



Project area

Existing Cycling Network

- Cycle tracks, bike lanes, contra-flow bike lanes, shared lane markings, signed routes, multi-use trails, park roads

Programmed Cycling Projects (2022-2024)*

- Underway
- New
- Study

**Implementation of programmed projects is subject to public consultation, Council approval, feasibility of route alignment and detailed design, and capital infrastructure coordination.*

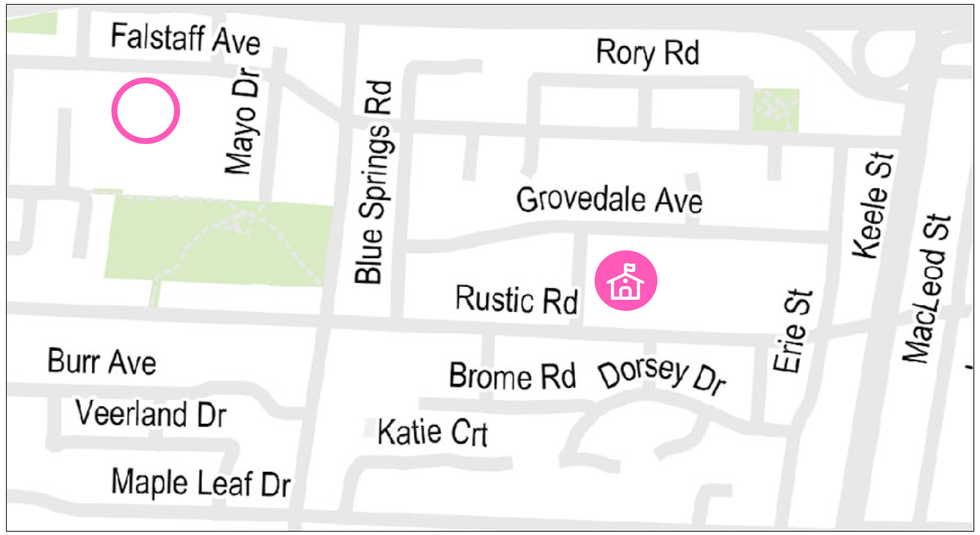
Additional routes in this area, not shown on this map, have also been identified as potential bikeways to study and build in 2025-2027. Learn more and provide feedback at toronto.ca/cyclingnetwork.

Relocation of St. Fidelis Catholic School

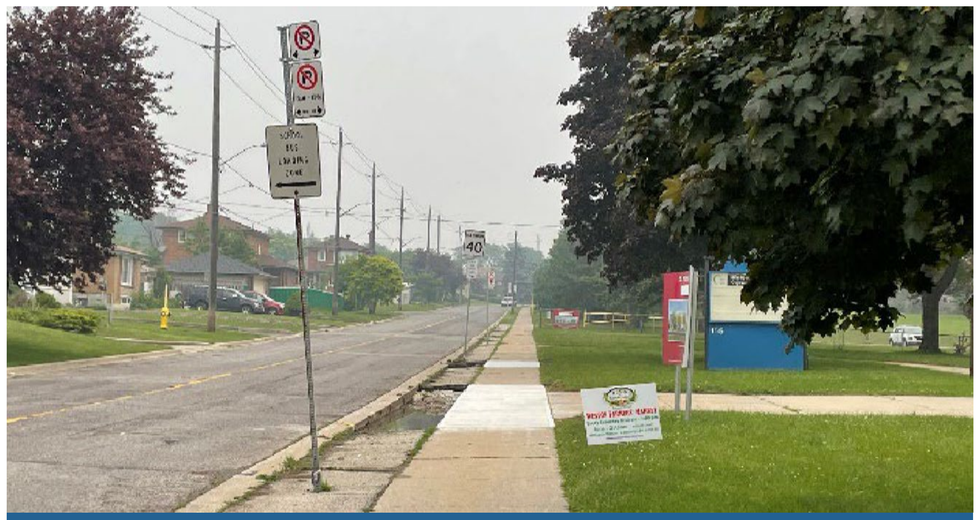
St. Fidelis Catholic School expects to relocate in late 2025 or 2026 to Falstaff Avenue, which has higher motor vehicle volumes and speeds than the school's current street. The new location will serve over 600 students and will include three childcare rooms.

- Current school location: 9 Bannerman Street
  - Less than 1200 vehicles per day
  - About 160 vehicles during morning peak hour
  - Speeds less than 45 km/h
  - Turn restrictions during drop-off and pick-up, so that the street operates as one-way northbound with stopping prohibited on both sides
  - Two crossing guards on Bannerman Street

- Future school location: 155 Falstaff Avenue
  - Over 3900 vehicles per day
  - Over 400 vehicles during morning peak hour
  - Speeds over 50 km/h
  - Stopping prohibited in school bus loading zone
  - Parking prohibited on both sides



Current school location Future school location



Future school location on Falstaff Avenue

Summary of Concerns

Building upon past community requests, initial analysis of the project area shows a number of road safety concerns:

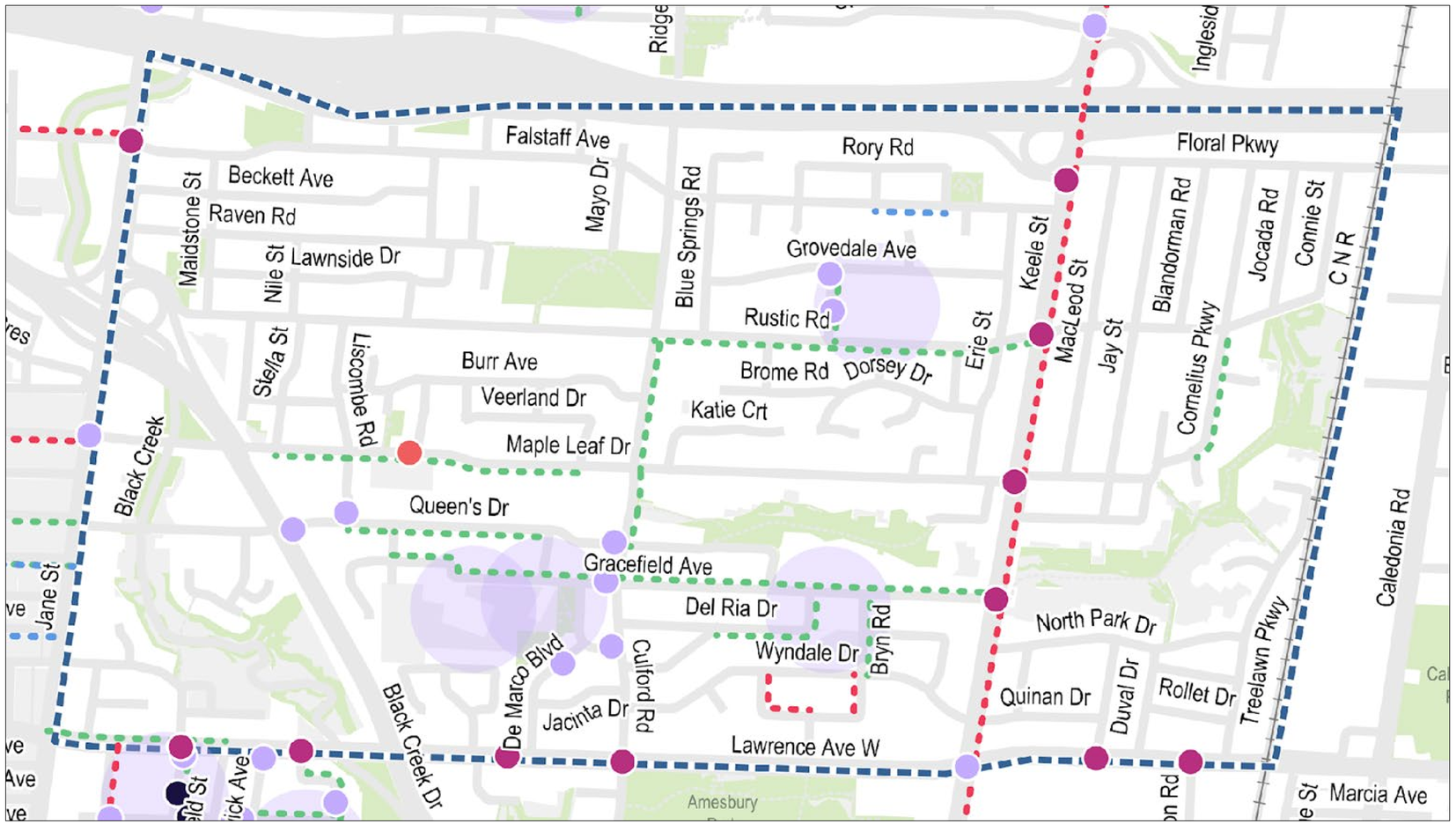
- Motor vehicle volumes are above local road guidelines on Falstaff Avenue, east of Culford Road
- Speeds on neighbourhood streets generally range from 40 km/h to over 50 km/h
- Over the last 10 years, 22 collisions have resulted in pedestrians or people cycling being killed or seriously injured
- Sidewalks are missing on one or both sides of many roads, including two collector road sections with sidewalks on only one side
- There are no existing bikeways within the project area
- St. Fidelis Catholic School's future location has higher vehicle volumes and speeds than its current location

Pedestrian at public transit stop


Street with sidewalk missing on one side

History of Safety Measures

Over the last five years, various safety measures have been implemented in the project area. The Maple Leaf & Rustic Neighbourhood Streets Plan will employ a neighbourhood perspective to build upon these measures and make recommendations.



- Project area
- School Safety Zones (4)
- Community Safety Zones (7)
- Speed limit reductions on local and collector roads
- Traffic calming
- Automated speed enforcement locations (2)
- Watch Your Speed driver feedback signs
- Pedestrian head start on traffic signals (11)
- Other safety measures

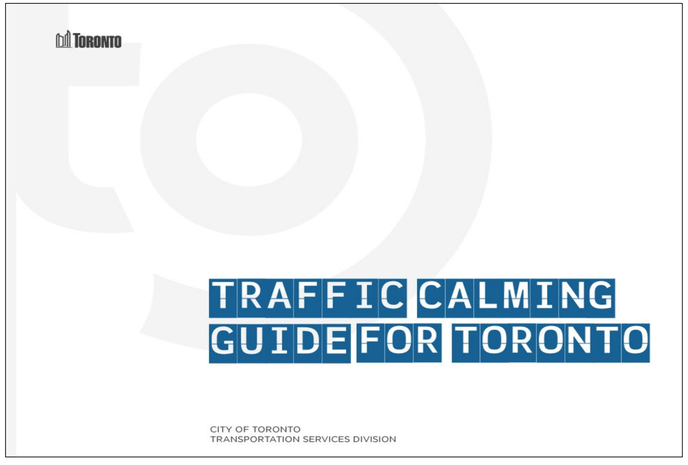
City Design Guidelines

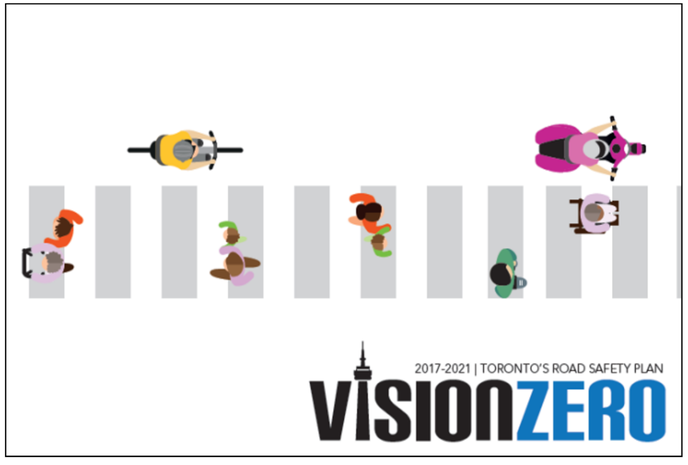
The City has guidelines that are used to improve the design of streets for all road users.

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.

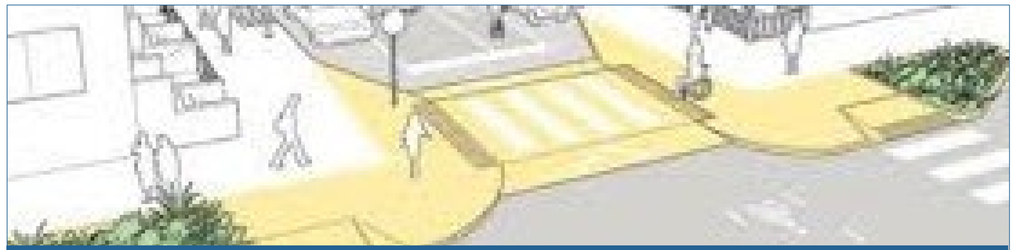
Complete Streets
Provide safe routes for people walking or cycling, expand our tree canopy, and help manage storm water.





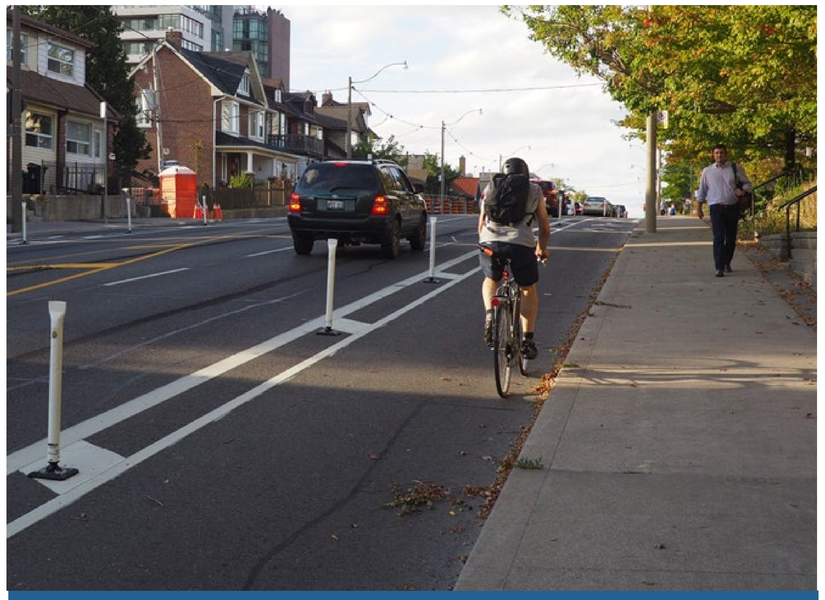
Possible Changes: Demand Management

Motor vehicle traffic in the neighbourhood starts with the need to travel and a choice to travel by car. The City aims to make it feel safe and easy to choose walking, cycling, transit or other shared mobility for short trips.

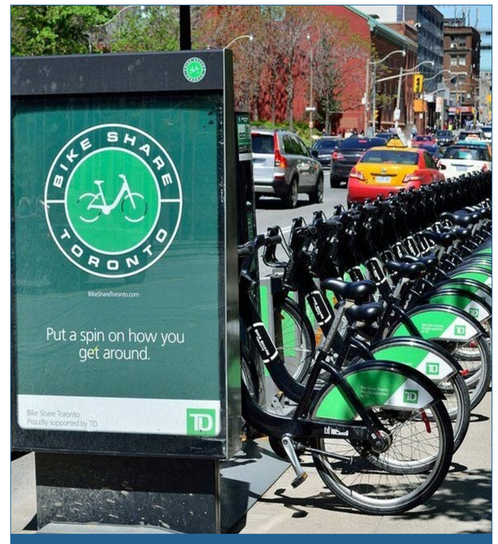


Supporting Walking

Supporting Transit



Supporting Cycling



Access to Shared Bikes

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

Possible Changes: Demand Management

Demand Management

- **Supporting people to walk:** A focus on connecting sidewalks and pedestrian crossings to local destinations in addition to traffic calming can support people to choose to walk.
- **Supporting people to take public transit:** Improvements to pedestrian accessibility and comfort of bus stops can encourage trips by public transit.
- **Supporting people to bike:** Cycling can be supported as a viable option with designated bike facilities for all-ages-and-abilities that extend across the community and connect to neighbouring areas, and when there is secure bike parking at the destination.
- **Access to shared bikes:** Two to three potential new Bike Share stations have been identified within the vicinity of the project area along Jane Street, Lawrence Avenue West, and Keele Street, as part of the four-year growth plan for Bike Share.

Possible Changes: Speed Management

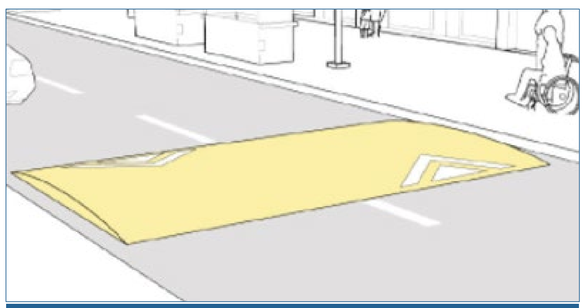
Speeds on neighbourhood streets can be reduced through operational elements like Watch Your Speed driver feedback signs and traffic calming devices such as speed humps.

Watch Your Speed Driver Feedback Signs

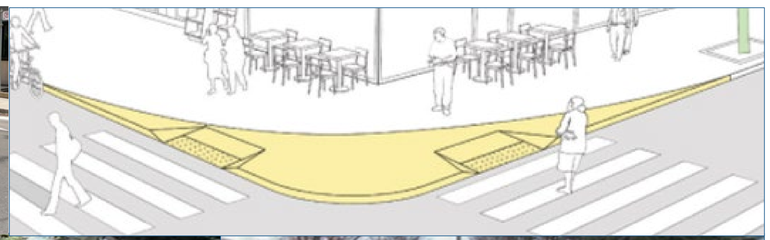
Slow Down Sign Campaign

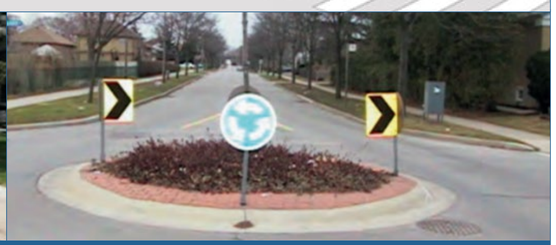
In-Road Flexible Speed Signs

Lane Narrowing / Edge lines



Speed Humps





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’ driver feedback signs** measure the speeds of oncoming vehicles and the LED sign displays the speeds to passing motorists and reminds people driving to check their speeds and obey speed limits. Locations are selected based on data, requests from Councillors, and requests from the public.
- **In-road flexible speed signs** are signs installed in the centre of the road that serves as a visual reminder of the posted speed limit. It is also a physical device that can have a narrowing effect on the lane or roadway and encourage people driving to slow down.
- **Lane narrowing** can reduce speeds and encourage alertness for people driving. 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 people driving 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.

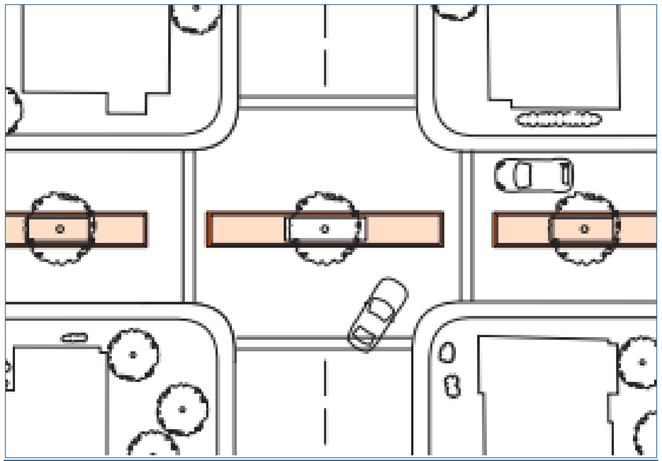
Possible Changes: Volume Management

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

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

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.

Possible Changes: Conflict Management

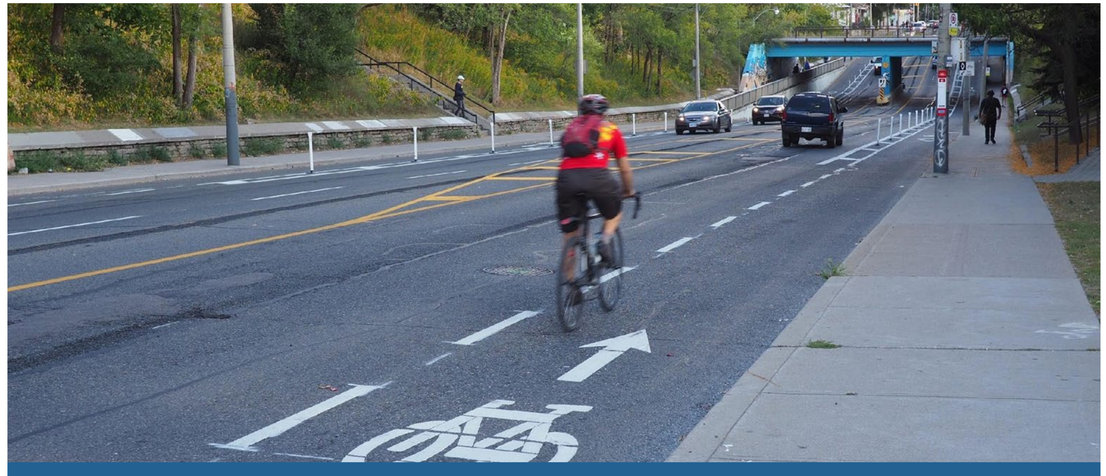
Conflicts between road users can be addressed through operational measures like stop signs and traffic signals, or through providing dedicated space like sidewalks.

School Crossing Guards

New/Improved Sidewalks

Advisory Signs/Beacons

Intersection Controls



Dedicated Cycling Facilities

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

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 people driving of the presence of pedestrians at key intersections. Requests for new school crossing guards require Councillor and Principal endorsement and City staff follow City guidelines for implementing these measures
- **New or expanded sidewalks** create access, connectivity, and improve safety for people walking along a street. Separating vulnerable road users like pedestrians from people driving on the roadway reduces the likelihood of a collision occurring.
- **Dedicated cycling facilities** 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 for implementing these measures.
- **Advisory signs and beacons** help alert people driving to potential dangers and conflicts with other road users or fixed objects near the roadway.

Next Steps

Public feedback, along with technical and policy considerations, will be used to inform City staff recommendations for proposed actions. 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.

In Phase 2 of this project (spring/summer 2024), public consultation will take place on a range of proposed measures from short-term actions to longer-term changes.

Phased Improvement	Timing	Examples
Quick Wins • No Council approval required • Primarily movable/flexible materials	6-18 months	• Intersection safety measures • Refreshed pavement markings (e.g. stop bars and centre lines) • Signage & sightline fixes
Short-term Actions • Council approval required	1-5 years	• Speed humps and other traffic calming measures • Pedestrian crosswalks • Directional changes • Cycling network improvements • Parking amendments
Longer-term Changes • Council approval required • Permanent materials	5+ years	• Measures not implemented as Quick Wins or Short-term Actions to be delivered alongside future roadworks or development

Share Your Ideas and Concerns

Project Website and Online Survey:

toronto.ca/MapleLeafRusticStreets

Comment Deadline:

December 18, 2023

Contact:

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