

The Peanut Streets Plan

March 2024 - Phase 1 Public Consultation
Information Materials

toronto.ca/PeanutStreets



What is a Neighbourhood Streets Plan?

A Neighbourhood Streets Plan identifies and recommends traffic operations and street design measures to create safer streets in the neighbourhood.

The Peanut Streets Plan will:

- Consider the needs of all road users in the neighbourhood including vulnerable road users (e.g. seniors, school children, and people walking and 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 quick-build materials.
- Identify opportunities for long-term changes alongside planned road resurfacing or reconstruction.



Steps to Developing the Plan

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	Fall 2023
Background reporting & initial data collection	Winter 2024
Public consultation on issues & opportunities	Spring 2024 We Are Here
Develop appropriate changes	Summer 2024
Public review of proposed changes	Fall 2024
Staff report to Community Council	Early 2025
Implementation, monitoring, & evaluation	On-going

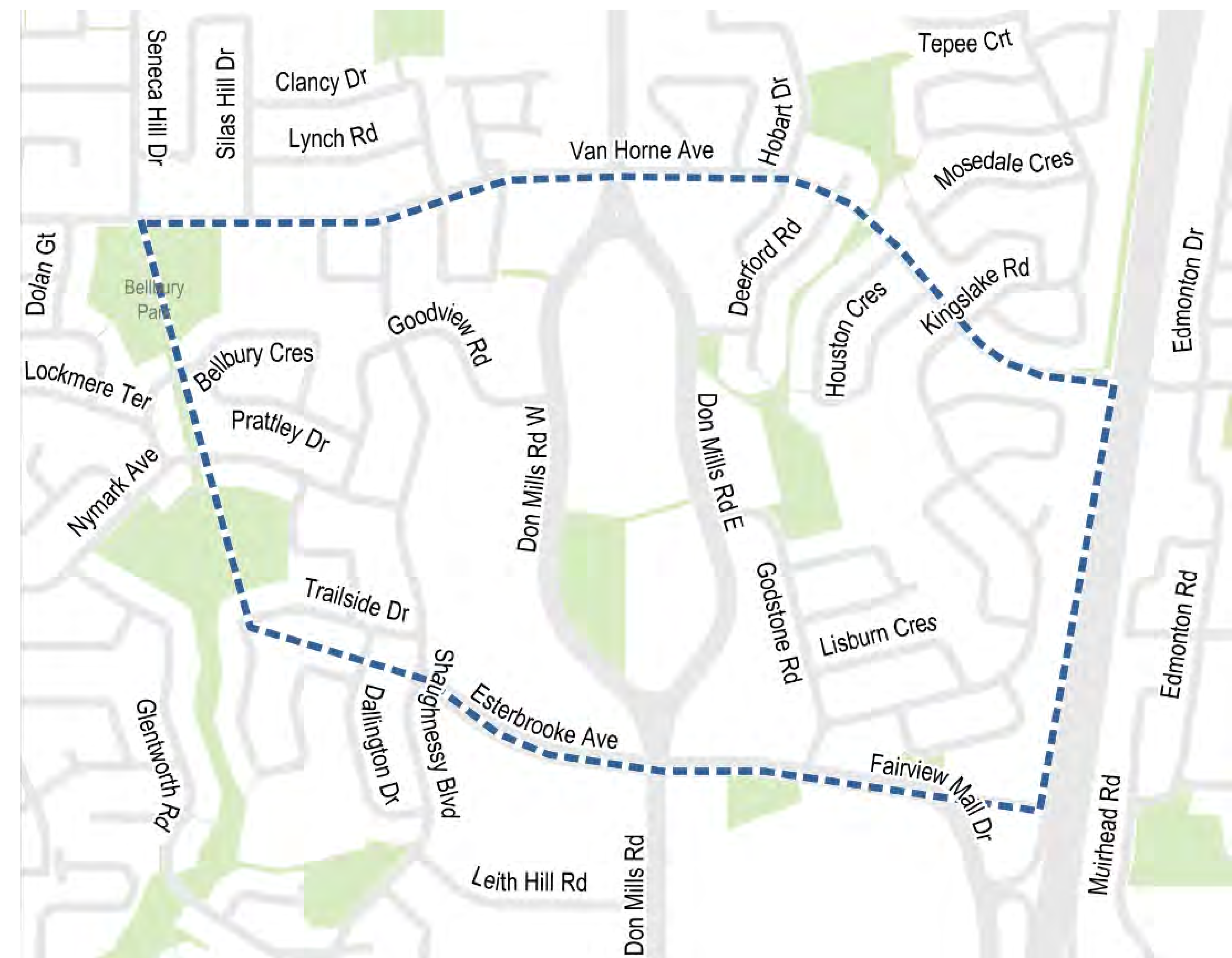
Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for The Peanut 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 Van Horne Avenue to the north, Highway 404 to the east, Esterbrooke Avenue and Fairview Mall Drive to the south and the Bellbury and Lescon Park trail systems to the west.

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**



— — — Project area boundary

Community Characteristics

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

- Mix of multi-unit and low-rise residential homes
- Varying household and mobility characteristics
 - 19% of households do not own a car
 - 70% of trips taken by car
 - 23% of trips taken by public transit
 - Most trips less than 1km are walked, but most trips 1 to 2km are made by car

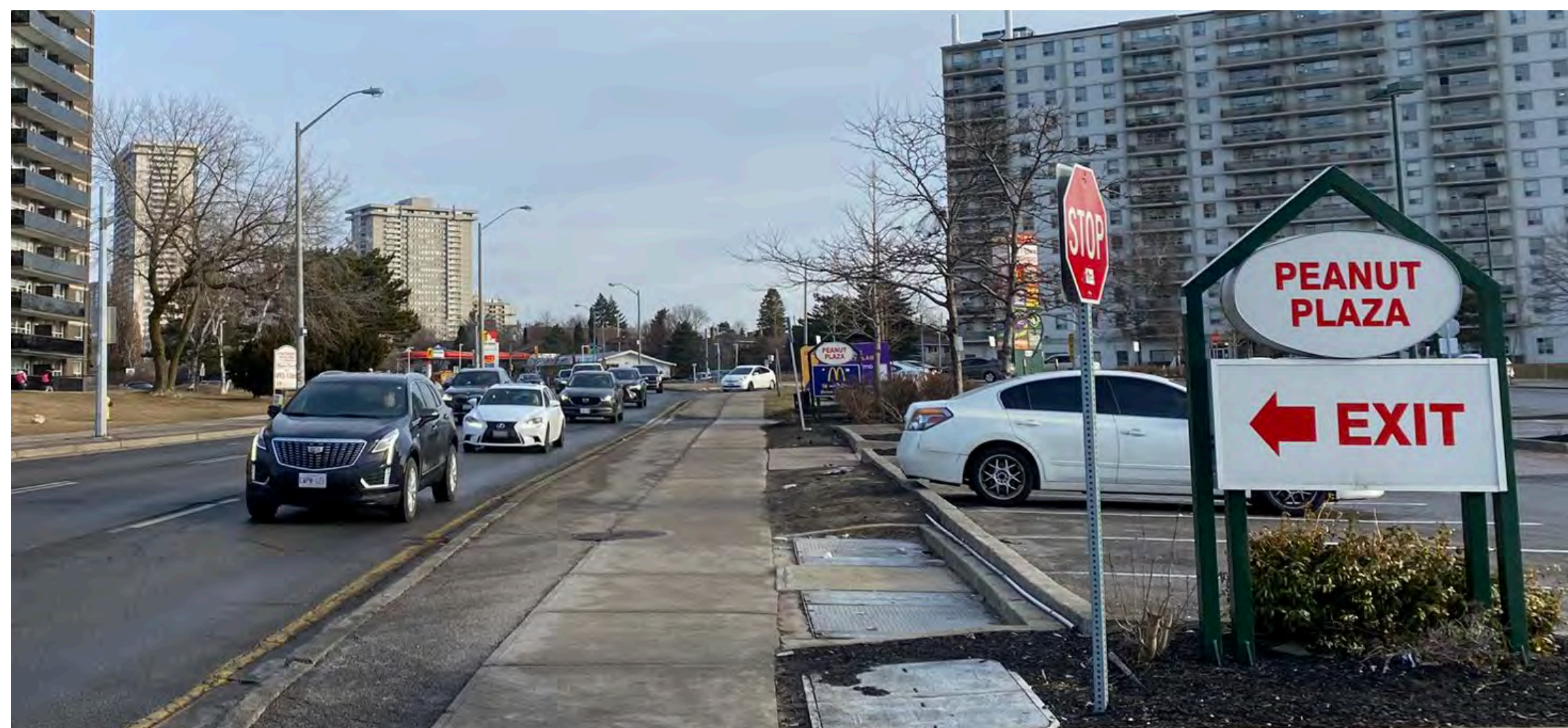


Examples of travel conditions in The Peanut

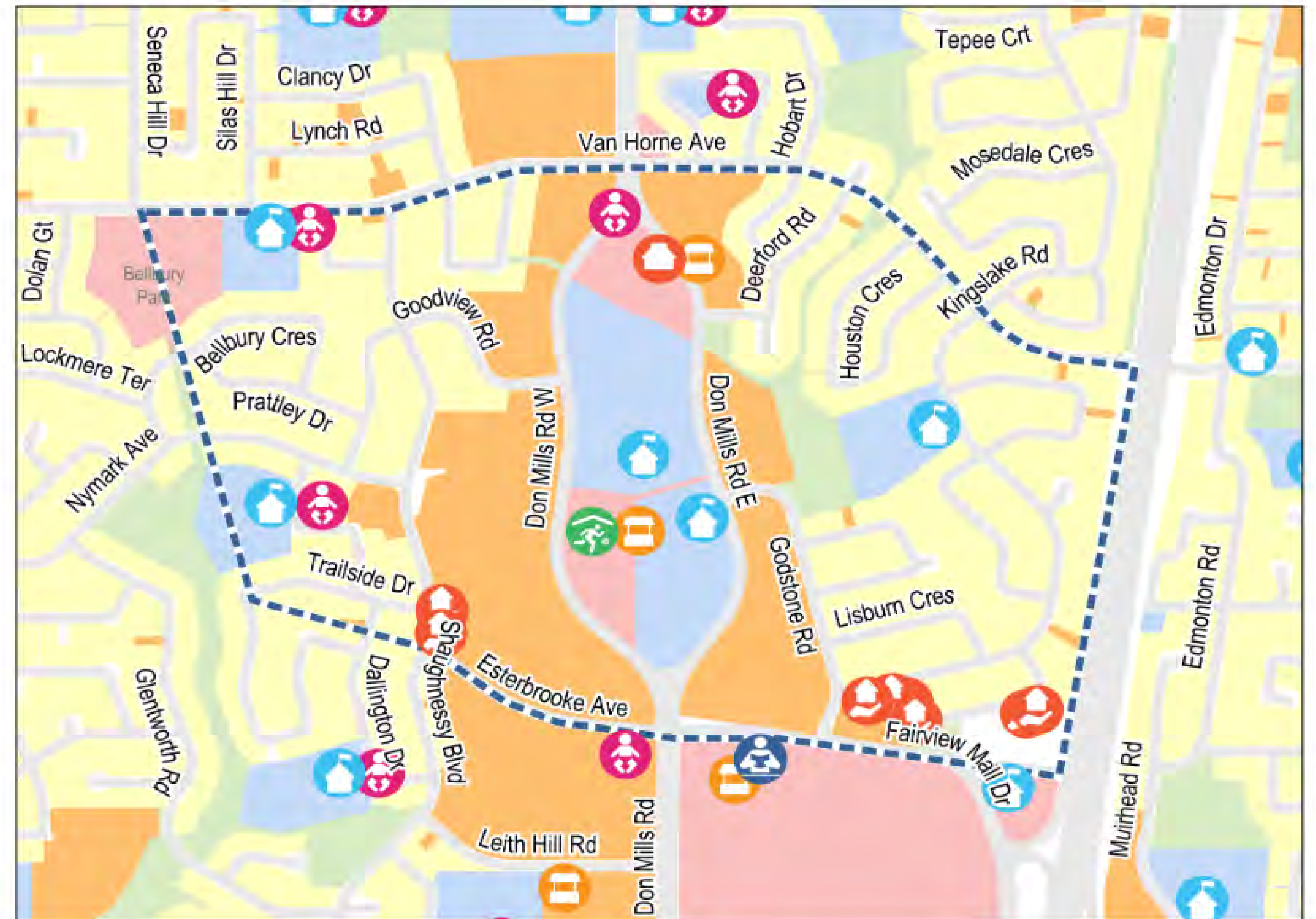
Area Context and Local Destinations

Key destinations:

- 5 schools
- Trail system on the west side of the study area
- Community gathering places such as community centre, malls, and shopping plaza



Sidewalk along Don Mills Road West



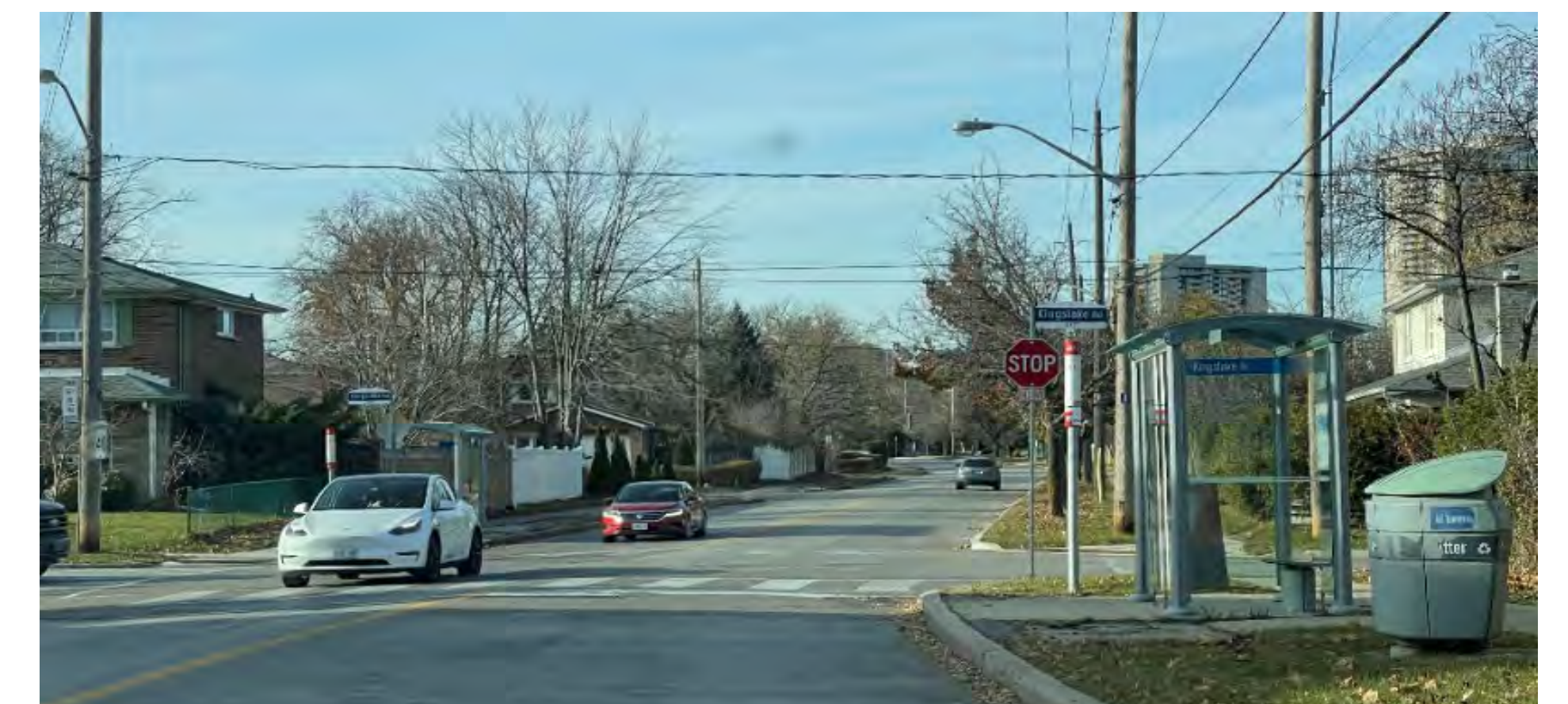
Land Use and Destinations

Neighbourhood	School	Supermarket
Apartment Neighbourhood	Child Care	Community Recreation Centre
Commercial	Library	Social Housing
Utilities and Transportation	Food Bank	Project Area Boundary
Institutional		
Open Space		

Known Transportation Issues

The Councillor's office identified the following issues in their nomination for The Peanut to be studied:

1. Pedestrians separated from community amenities (e.g. schools, shopping plaza, park space) by three lanes of traffic on Don Mills Road
2. Excessive speeding and unsafe driving
3. Walking routes, cycling routes, and school areas need safety improvements
4. Frequent vehicle collisions or near-misses

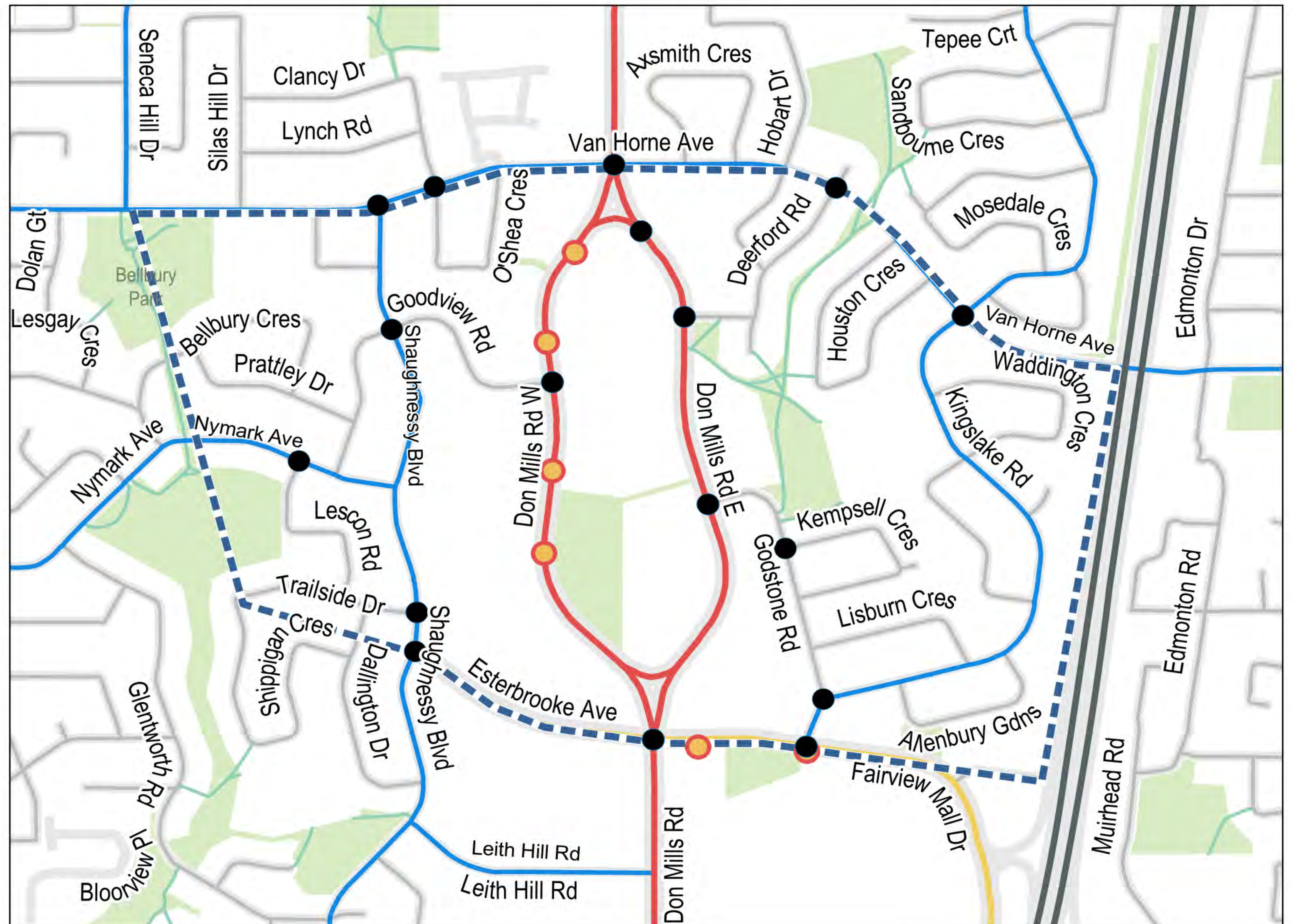


Examples of travel conditions
in The Peanut

Collision History

A review of the 10-year collision history in the neighbourhood shows:

- 6 collisions resulting in death or serious injury
 - 5 Fairview Mall Drive, Aug. 24, 2021 - Fatality
 - Godstone Road & Fairview Mall Drive, Aug. 17, 2019
 - Don Mills Road West & Goodview Road, Nov. 7, 2019
 - 3030 Don Mills Road West, Dec 18, 2018
 - Don Mills Road West & Goodview Road, Sep. 19, 2016
 - Don Mills Road West & Goodview Road, Mar. 1, 2013



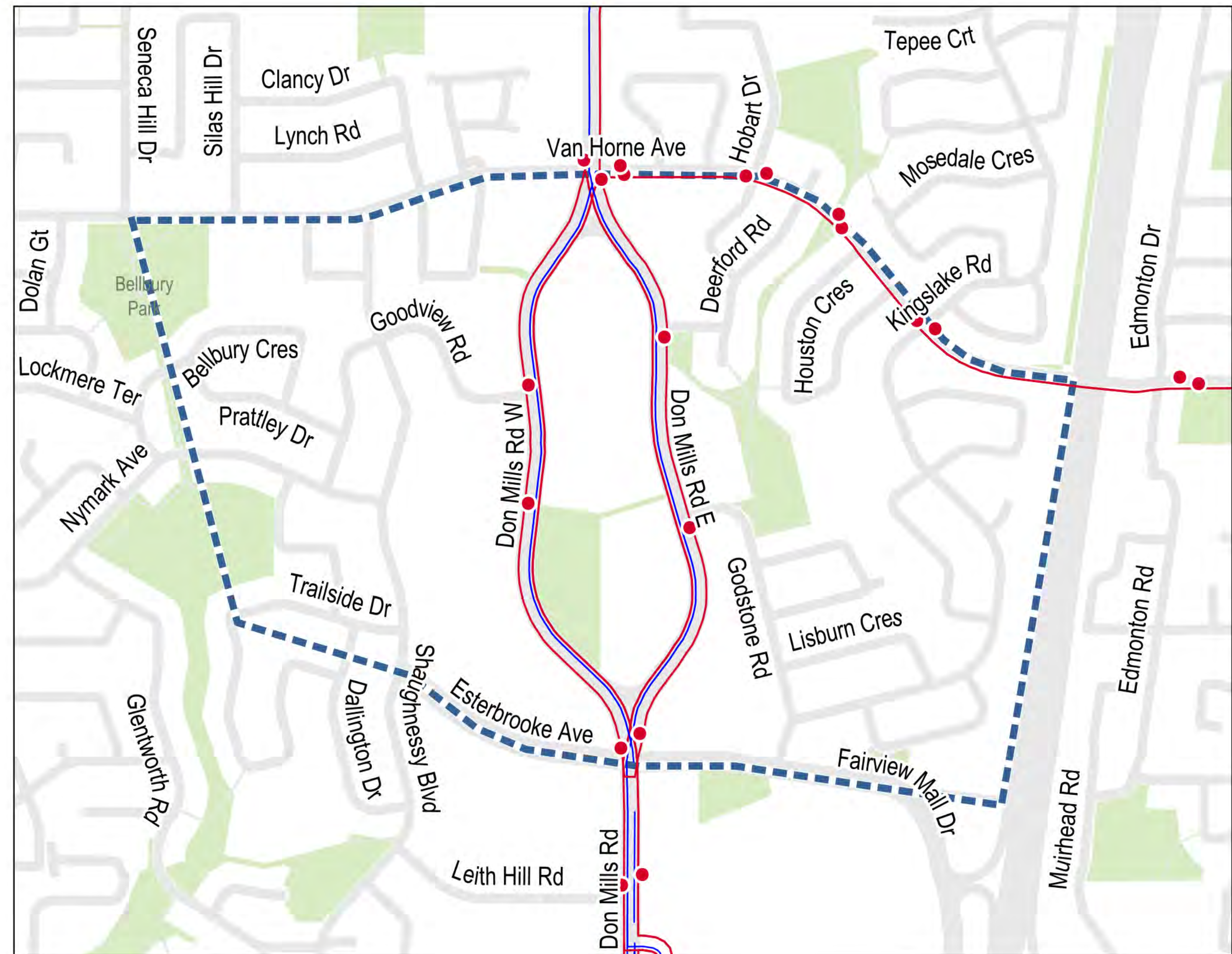
- Vulnerable Road Users Collision
- Killed or Seriously Injured Collision
- ▭ Study Area

Public Transit Access

The Project Area is serviced by the following TTC bus routes:

- 25 Don Mills
- 925 Express Network
- 325 Blue Night Network
- 10 Van Horne

Curb lanes north and southbound are High Occupancy Vehicle (HOV) lanes.



Transit Service

- Regular TTC bus service
- Other TTC bus service
- TTC Stop
- ▭ Project Area Boundary

Sidewalks and Trails

The City of Toronto has a long-term goal to have sidewalks on both sides of arterials and collector roads and at minimum on one side of local roads.

Within the project area, there are sidewalks on both sides of arterials and collector roads and at minimum on one side of all local roads.



Pedestrians on Don Mills Road



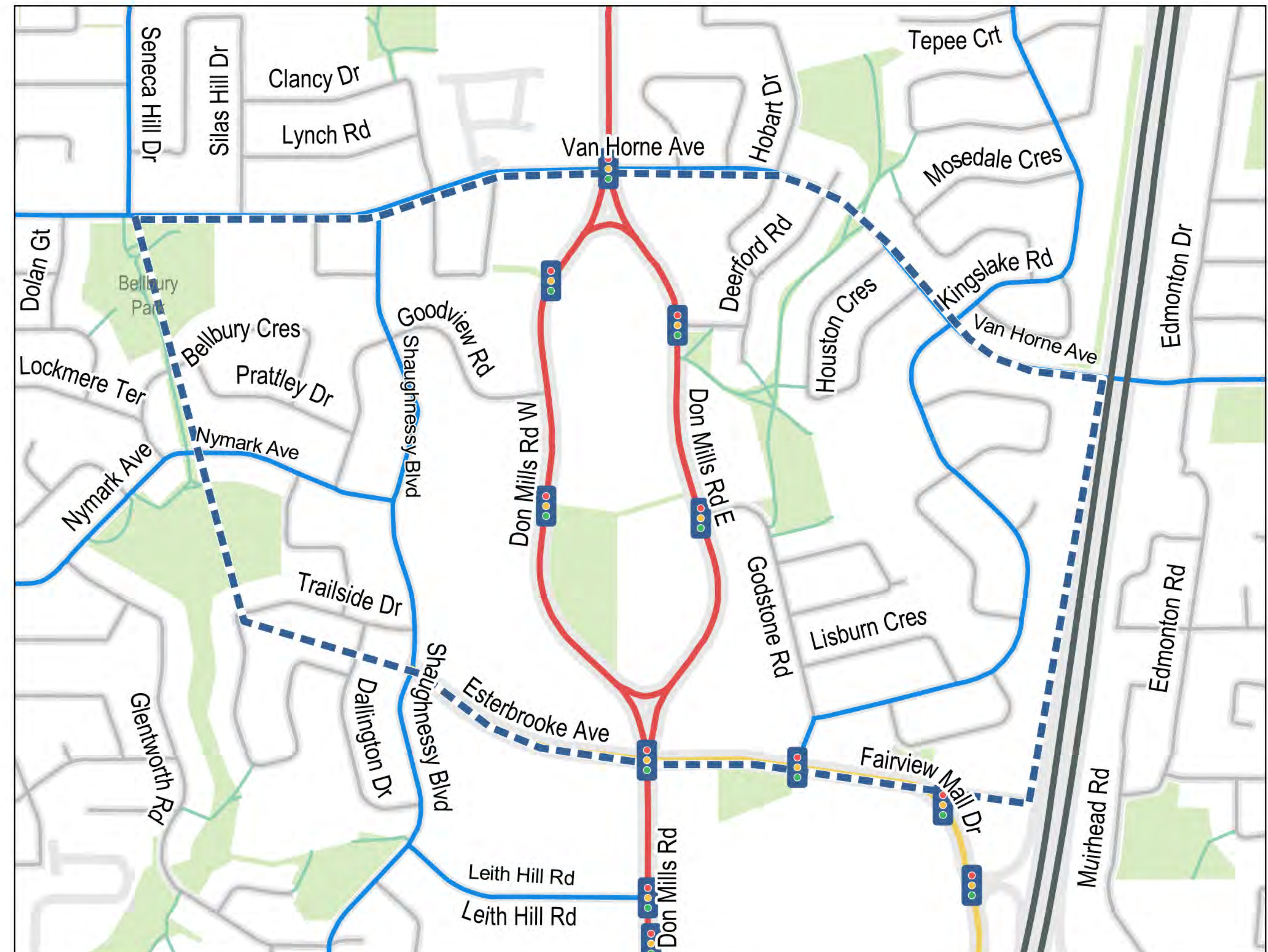
Sidewalks and Trails

- Sidewalk on both sides
- - - Sidewalk on one side; partially on other side
- Sidewalk on one side only
- · · Partial sidewalk on at least one side
- No sidewalk on either side
- Walkway
- · · Multi-use Trail
- - - Project Area Boundary

Signalized Intersections

The project area contains several signalized intersections including:

- Don Mills Road & Esterbrooke Avenue
- Don Mills Road East & Godstone Road
- Don Mills Road East & Deerfoot Road
- Don Mills Road & Van Horne Avenue
- Don Mills Road West & O'Shea Walkway
- Don Mills Road West & Oriole Community Centre



Road Classification

- | | |
|----------------|-----------------------|
| Expressway | Local |
| Major Arterial | Trail |
| Minor Arterial | Traffic Signal |
| Collector | Project Area Boundary |

Data Collection

Data that will be collected to support the development of this plan includes:



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



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



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Reports and requests from the public and local Councillor. Calls to 311 about traffic operations and road safety, as well as comments collected from the first phase of consultation.



Site visits and observations in the neighbourhood

City Design Guidelines

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

Traffic Calming

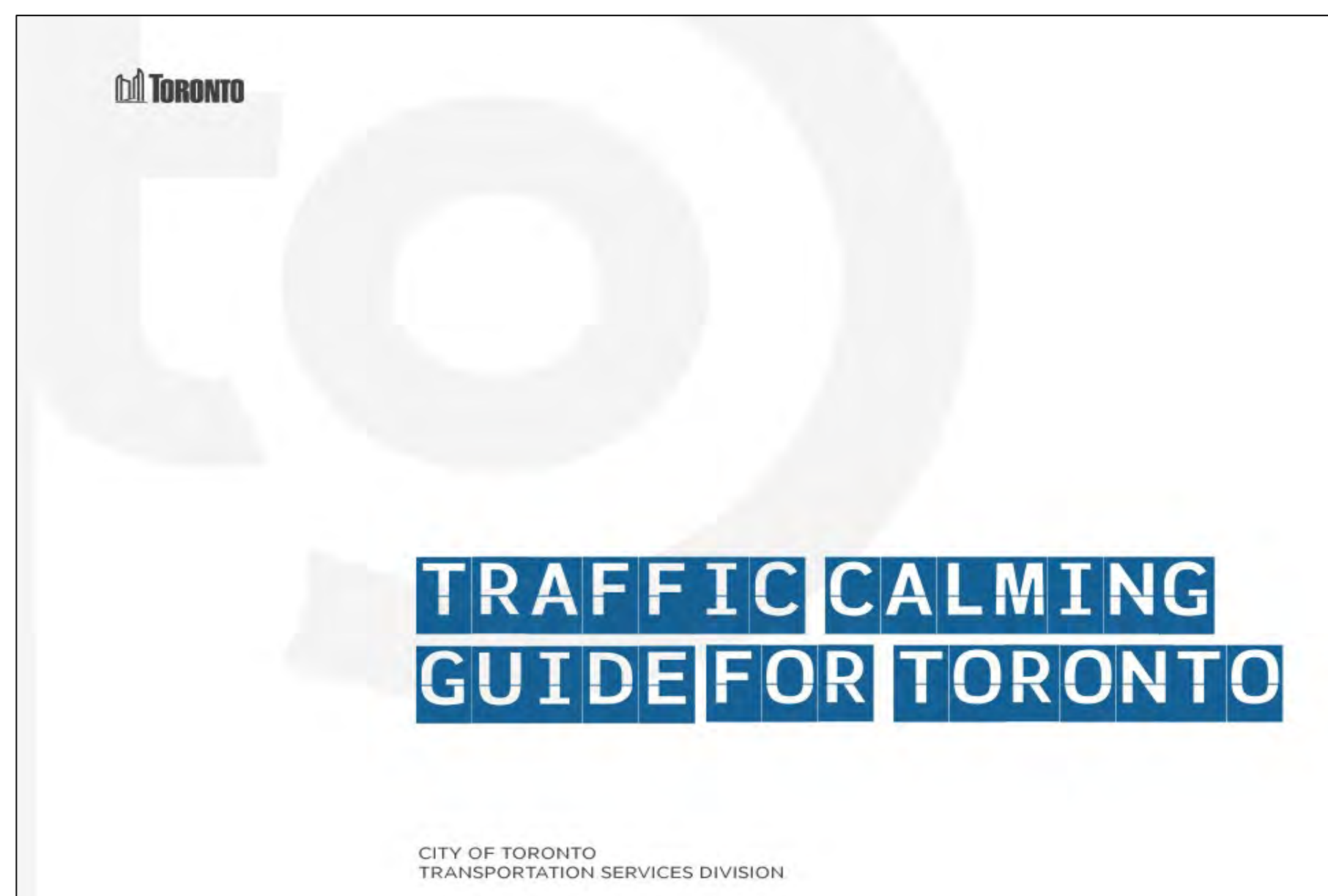
Physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.

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: Speed Management

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



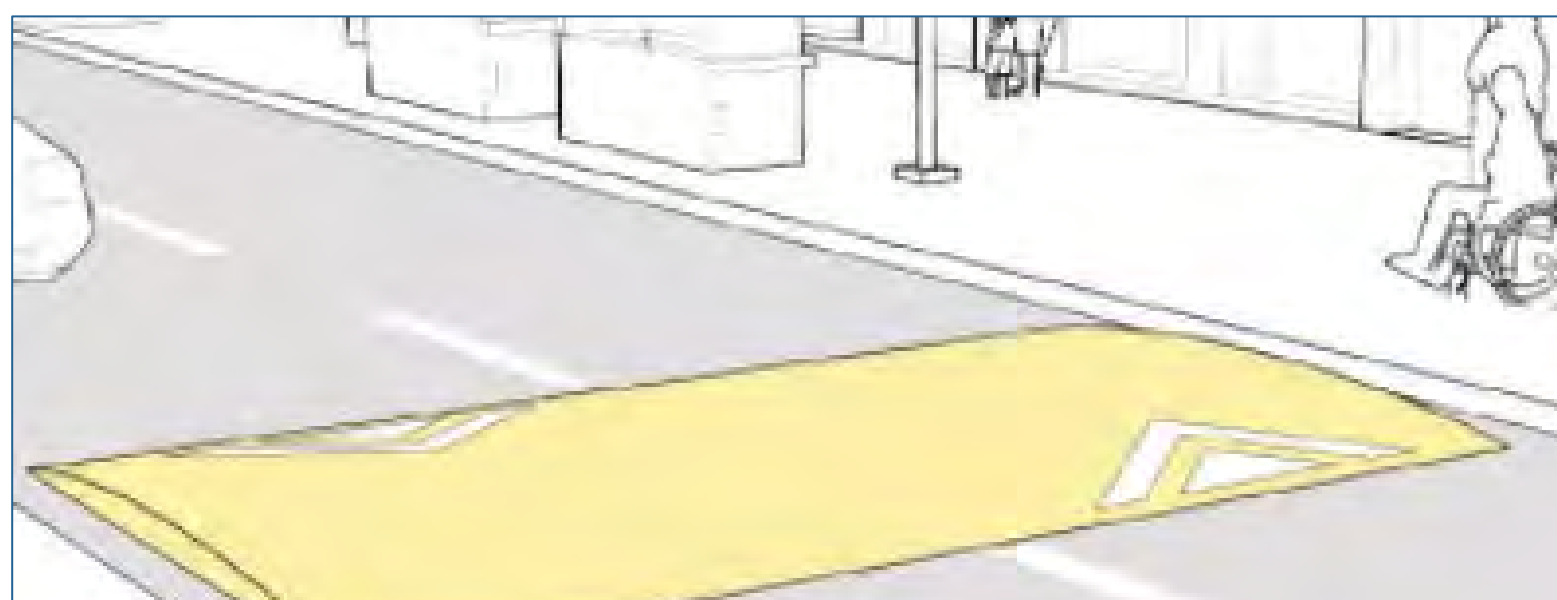
Watch Your Speed Driver Feedback Signs



Slow Down Sign Campaign



Lane Narrowing

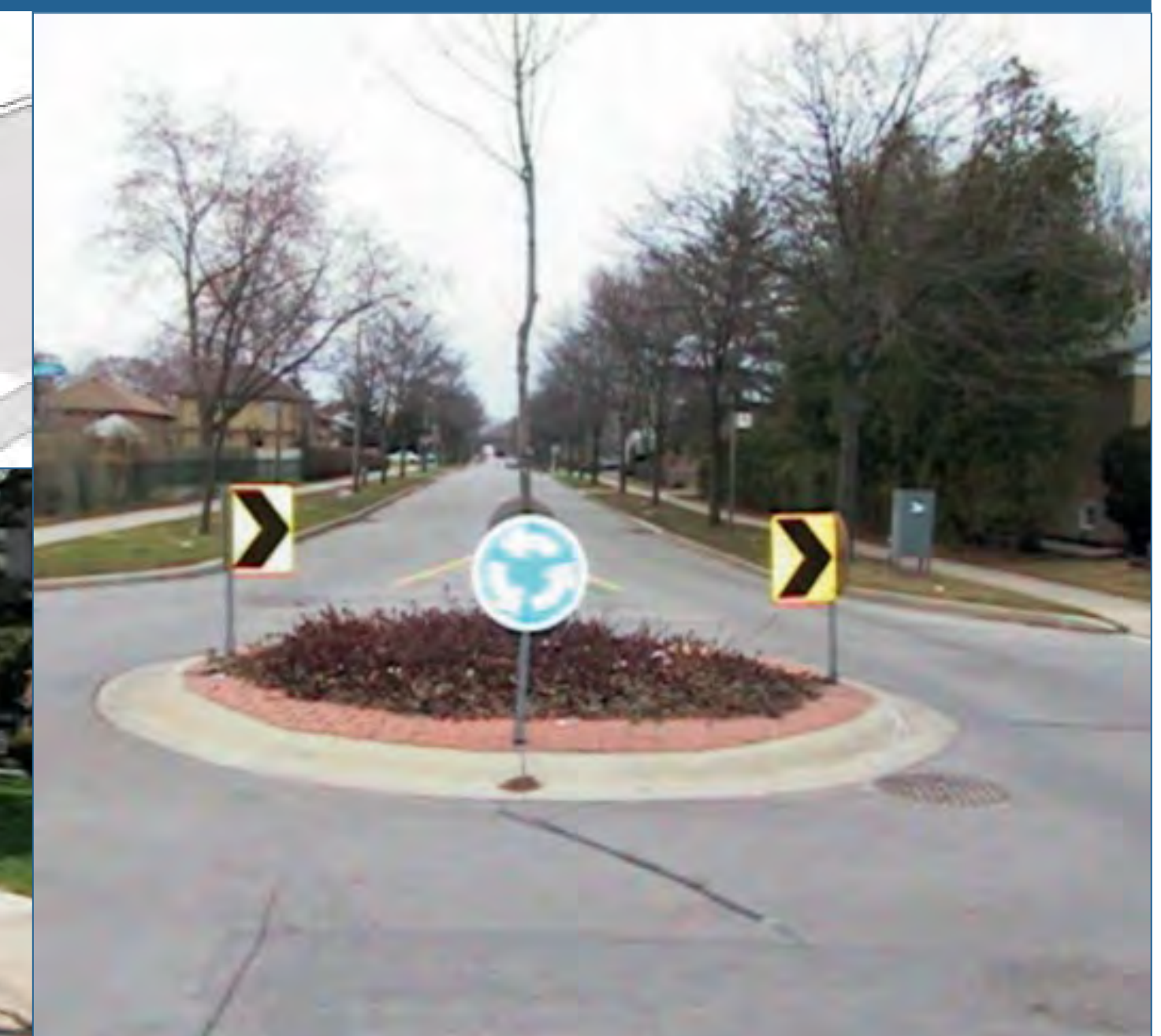


Speed Humps

Chicanes



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



Possible Changes: Speed Management

Speed Management

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

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

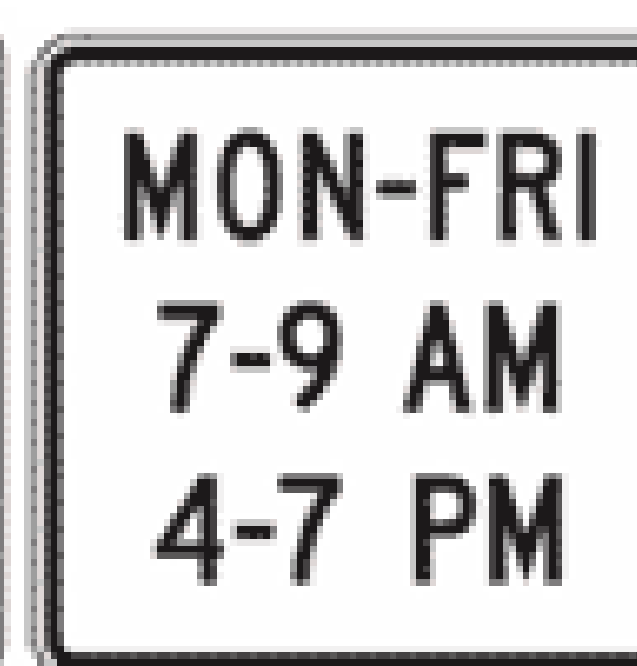
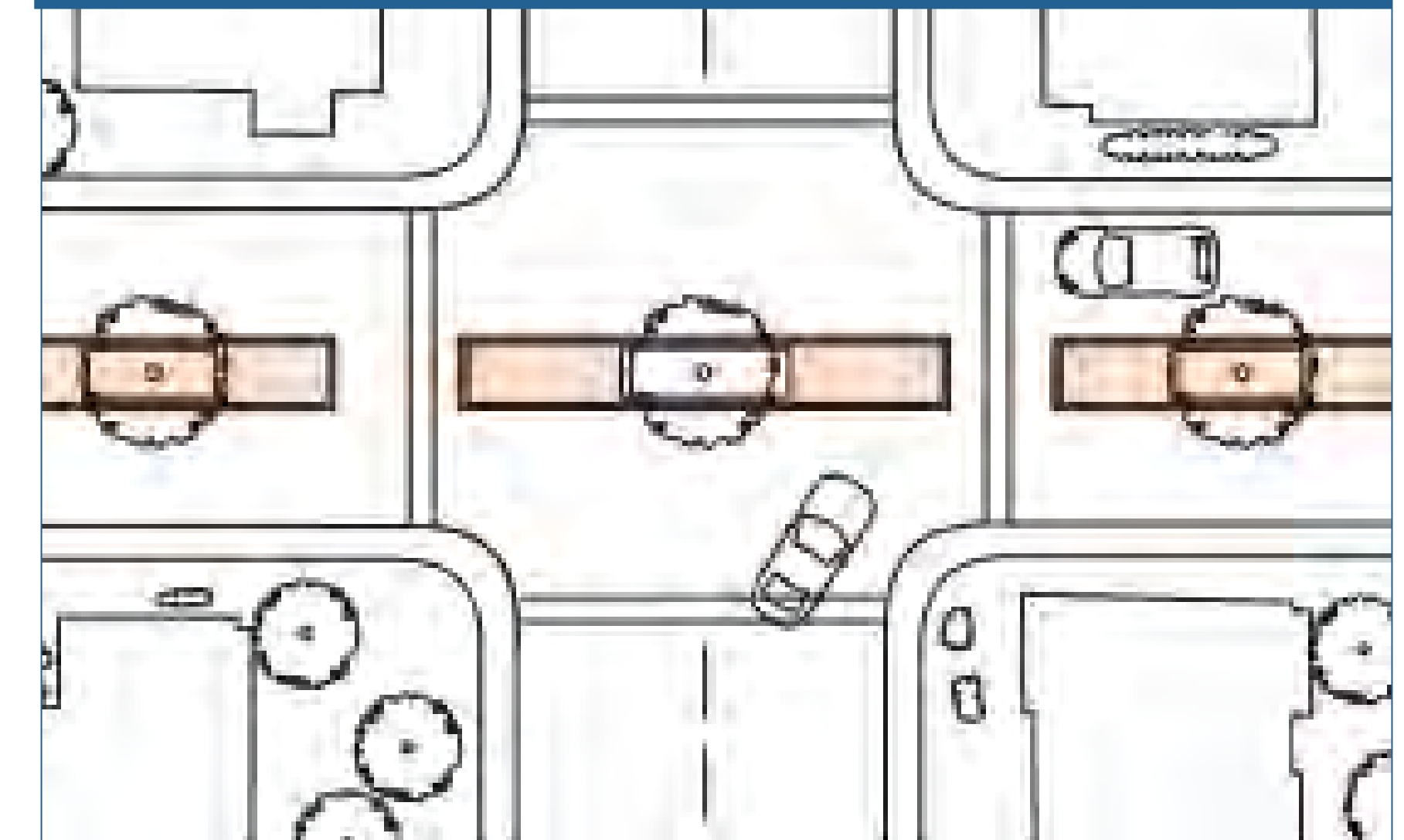


Modal Filters

Directional Closures



Medians



Turn Restrictions

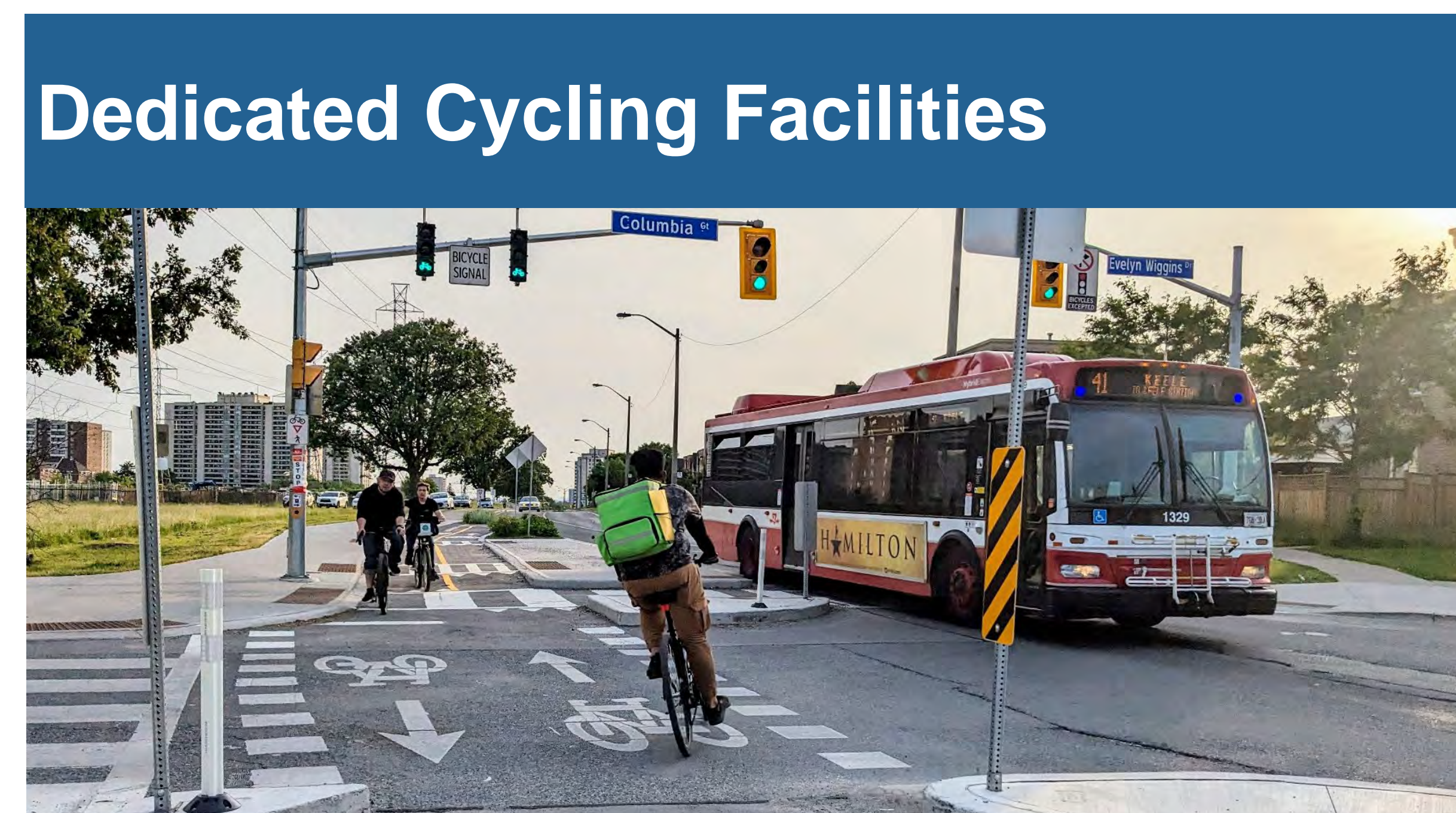
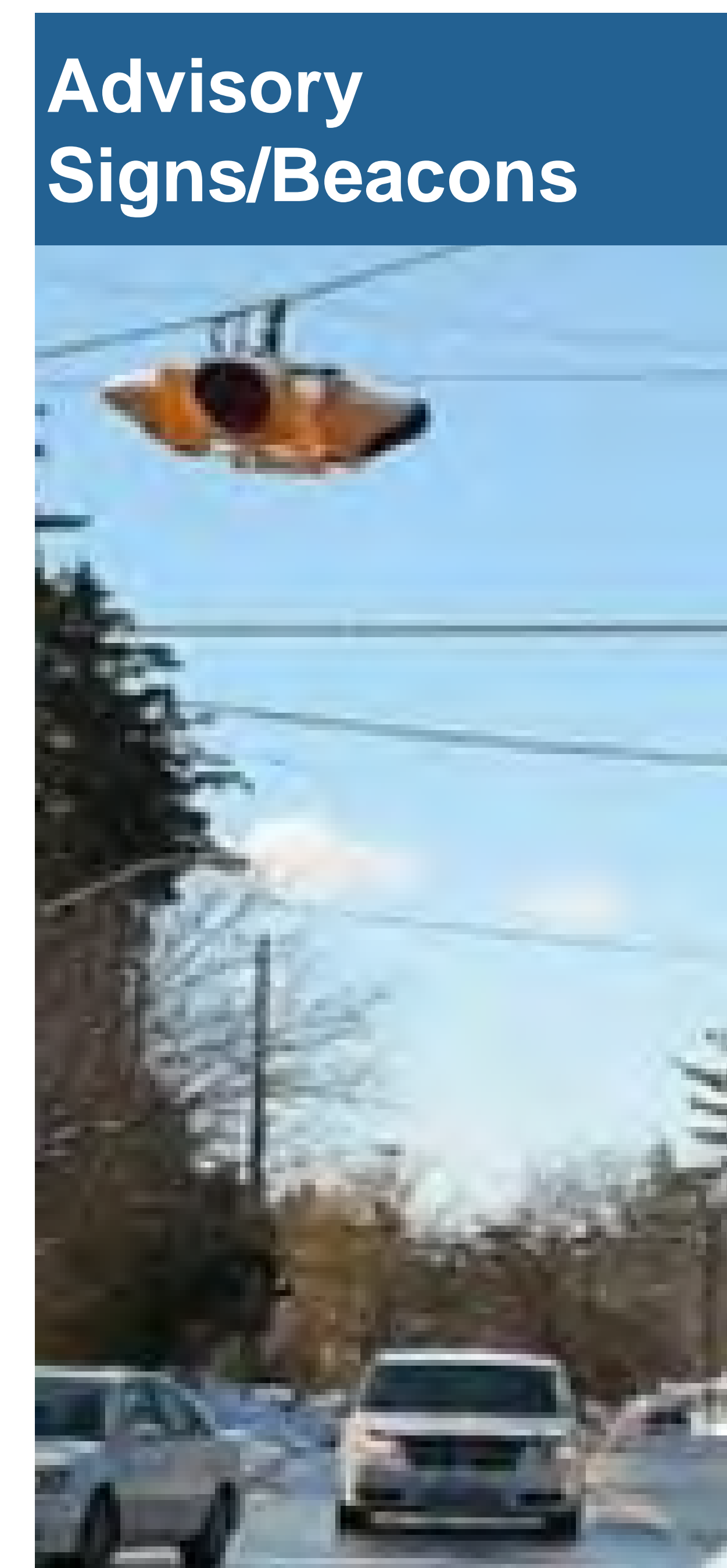
Possible Changes: Volume Management

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.



Possible Changes: Conflict Management

Conflict Management

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

Timeline for Changes

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

Phased Improvement	Timing	Examples
Quick Wins <ul style="list-style-type: none"> No Council approval required Primarily movable/flexible materials 	6-18 months	<ul style="list-style-type: none"> Intersection improvements Refreshed pavement markings (e.g. stop bars and centre lines) Signage & sightline fixes
Short-term Actions <ul style="list-style-type: none"> Council approval required 	1-5 years	<ul style="list-style-type: none"> Speed humps Pedestrian crosswalks Directional changes Cycling network improvements Parking amendments
Longer-term Changes <ul style="list-style-type: none"> Council approval required Permanent materials 	5+ years	<ul style="list-style-type: none"> Measures not implemented as Quick Wins or Short-term Actions to be delivered alongside future roadworks or development

Provide Your Feedback

Post Comments on the Interactive Map

Use the online map to mark locations where you see issues and opportunities for change on the streets. Complete the short survey.

Attend the Drop-In Event

Ask questions and speak with the project team in person.

Wednesday, March 27, 2024. 6 to 8 p.m.
Georges Vanier Secondary School (3000 Don Mills Rd. E.)

Contact

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

Call: 416-338-2830

Email: PeanutStreets@toronto.ca

Comments deadline: April 10, 2024

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