

# Malvern West Streets Plan

Public Drop-in Event  
April 16, 2024

[toronto.ca/MalvernWestStreets](https://toronto.ca/MalvernWestStreets)



# Project Overview

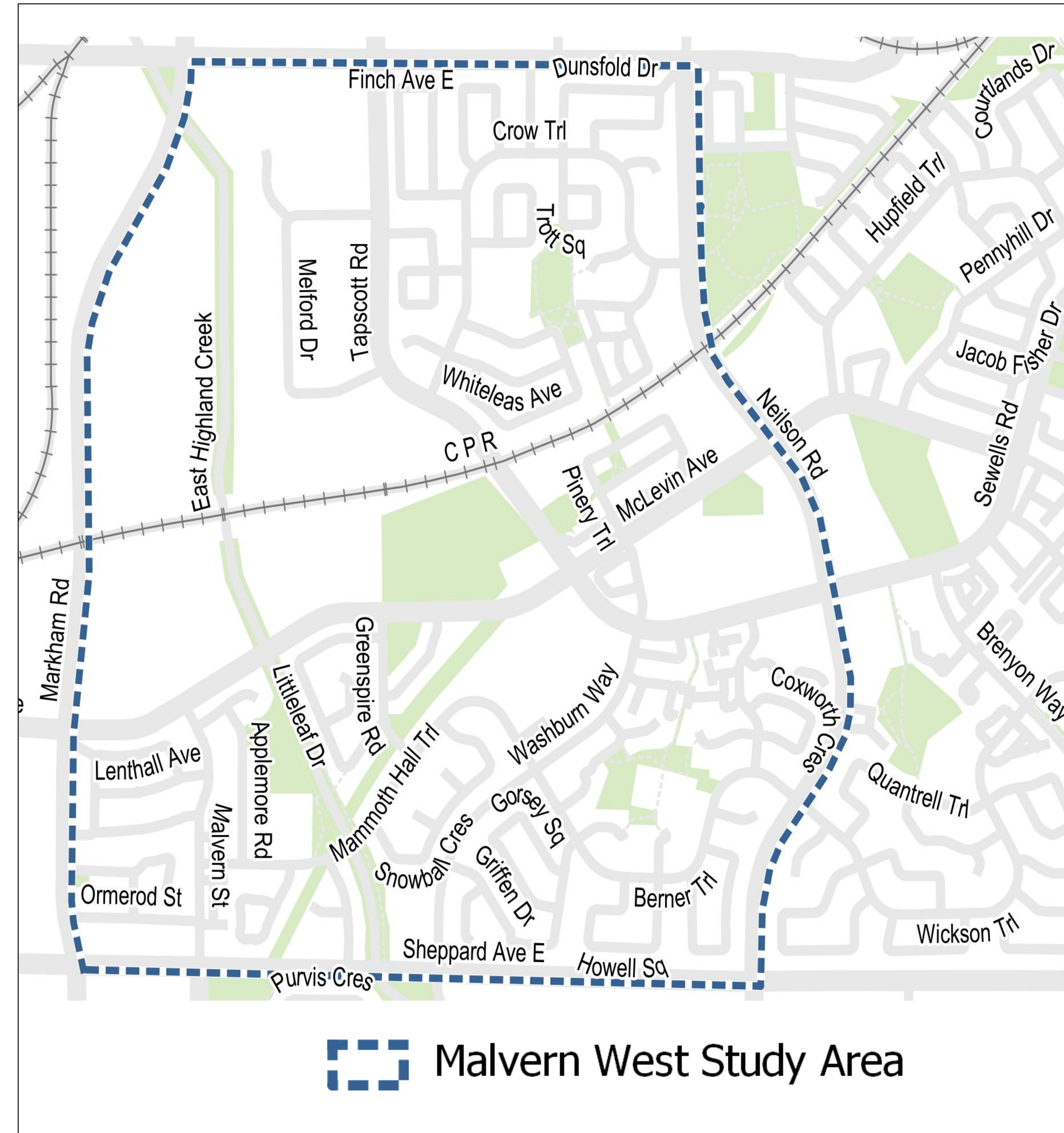
## Malvern West Streets Plan:

The City is developing a Neighbourhood Streets Plan (NSP) for the Malvern West area that identifies, prioritizes and recommends short-term actions and long-term improvements to traffic operations and road design to **support safety** for all modes of transportation.

The study area is located between Finch Avenue East to the north, Sheppard Ave East to the south, Neilson Road to the East and Markham Road to the West.

The Neighbourhood Streets Plan aims to address **four 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
4. Supporting opportunities for active transportation (walking and cycling)



# 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 Malvern West 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 coordinating 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 and **long-term changes** alongside planned road resurfacing or reconstruction.



Neilson Road

# Community Characteristics

**Background research into the characteristics of Malvern West found the following:**

- Mix of detached single-family residential houses, townhouses, apartments and industrial properties

## **Mobility characteristics of the neighbourhood:**

- 12% of households do not own a car
- Trip length shorter than 1 km: 62% are taken by car, 32% by walking
- Trips 1 to 5 km: 67% are taken by car, 21% by transit
- 73% of all trips are made by car as a driver or passenger
- 19% of all trips are taken by transit
- 8% of all trips are made by walking or cycling



**Neilson Road adjacent to Malvern Town Center**

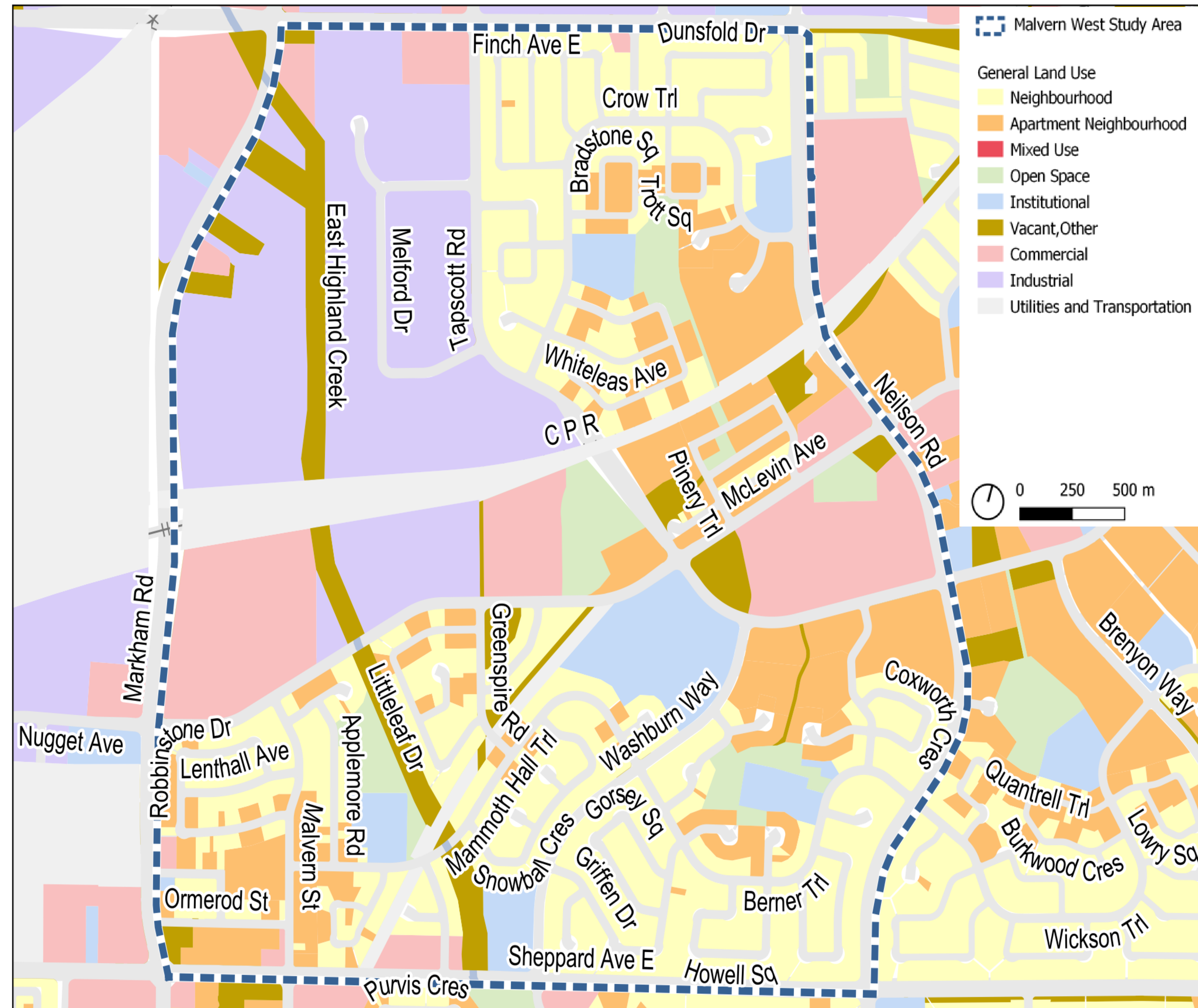


**A neighbourhood street at Malvern West**

# Area Context

## Key features:

- Large industrial and commercial area
- Curvilinear road network
- Heavily car-dependent neighbourhood
- South of McLevin Avenue is mostly residential where north of McLevin Avenue is mostly industrial



NSP 2023 - 2024

# Local Destinations

## Local destinations include:

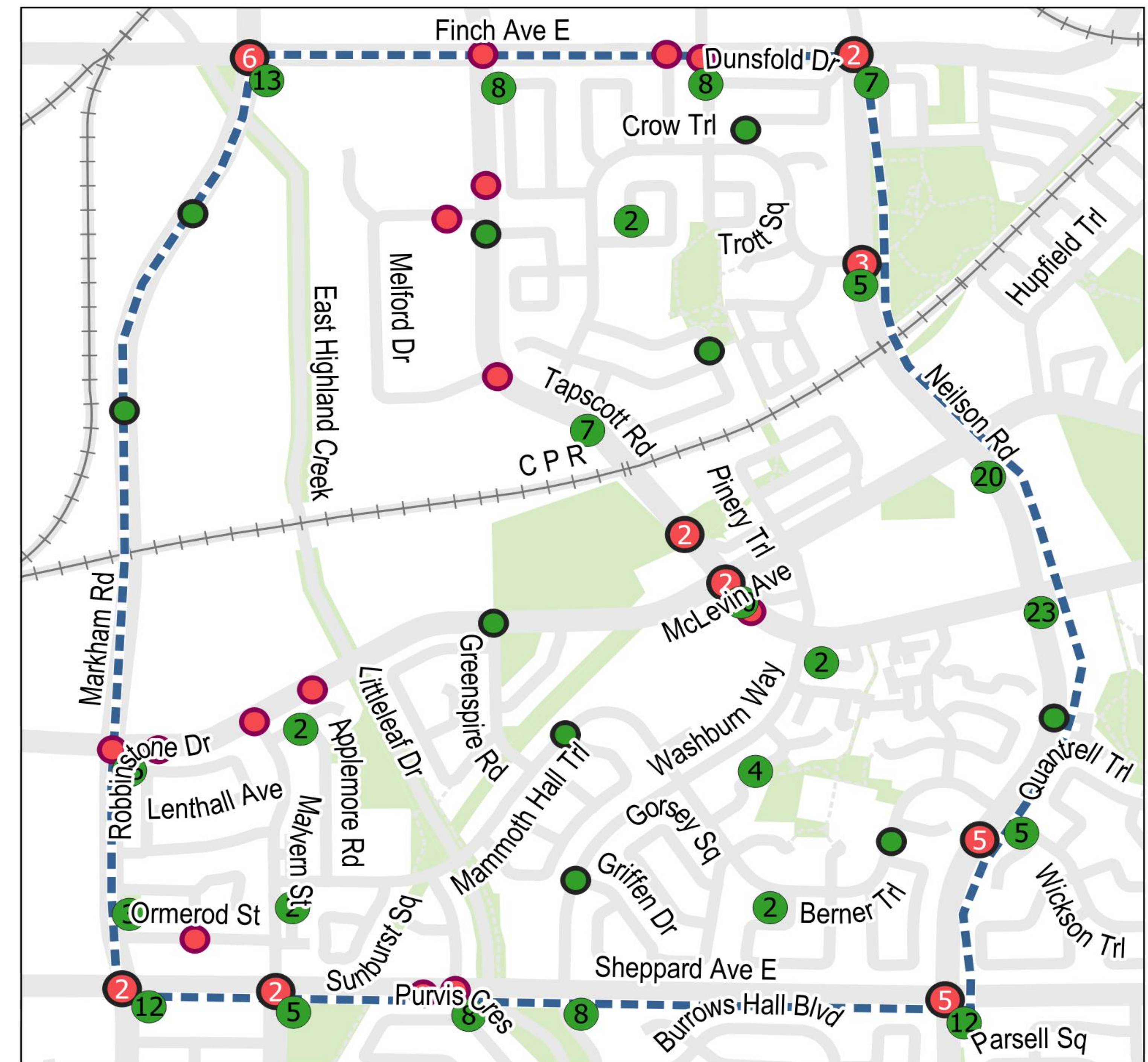
- Nine schools
- Three childcare centres
- One senior housing centre
- Community gathering spaces such as TAIBU Community Health Centre, Malvern Community Recreation Centre, Malvern Public Library, Malvern Family Resource Centre, Muslim Welfare Canada
- Parks such as Berner Trail Park, Pinetree Park, Major Abbas Ali Park, McLevin Woods Park, Horseley Hill Park



# Collision History

A review of the collision history of the past 10 years in the neighbourhood found:

- **158 collisions** involving vulnerable road users (school aged children, older adults, pedestrians, or people cycling)
  - **60 vulnerable road user collisions** along Neilson Road
- **41 collisions** resulting in death or serious injury
- Most collisions that resulting in serious injury or fatality occurred on arterial (main) roads



● Vulnerable Road User Collisions  
● Killed Or Seriously Injured

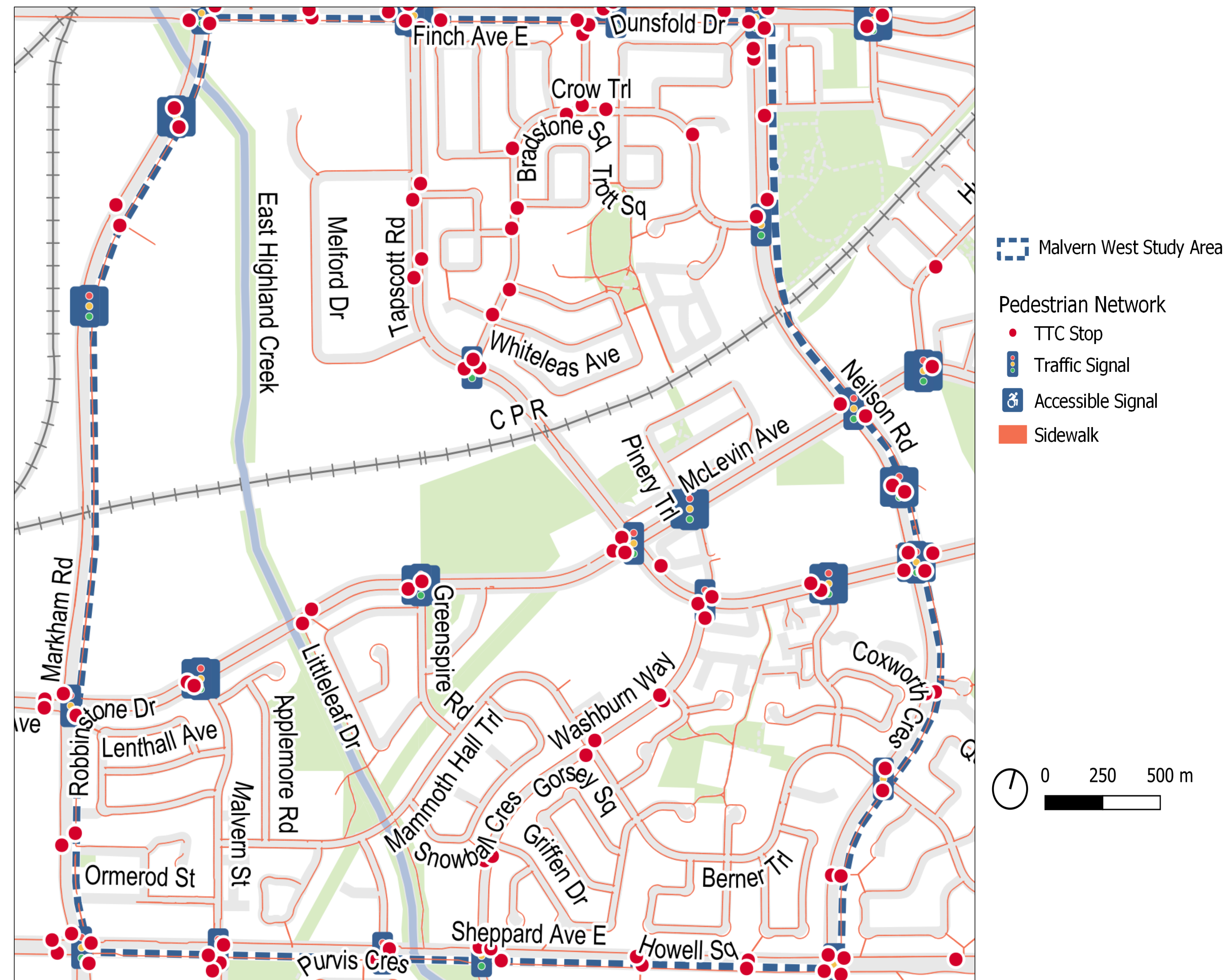
# Public Transit Access

**Malvern West is serviced by TTC bus routes on:**

- Washburn Way, McLevin Avenue, Tapscott Road, Crow Trail

## TTC Bus Routes:

- Progress #134 (Crow Trail, Tapscott Road, Washburn Way)
- Nugget #131 (McLevin Avenue, Tapscott Road)
- Markham #102
- Neilson #133
- Finch #39
- Sheppard #85

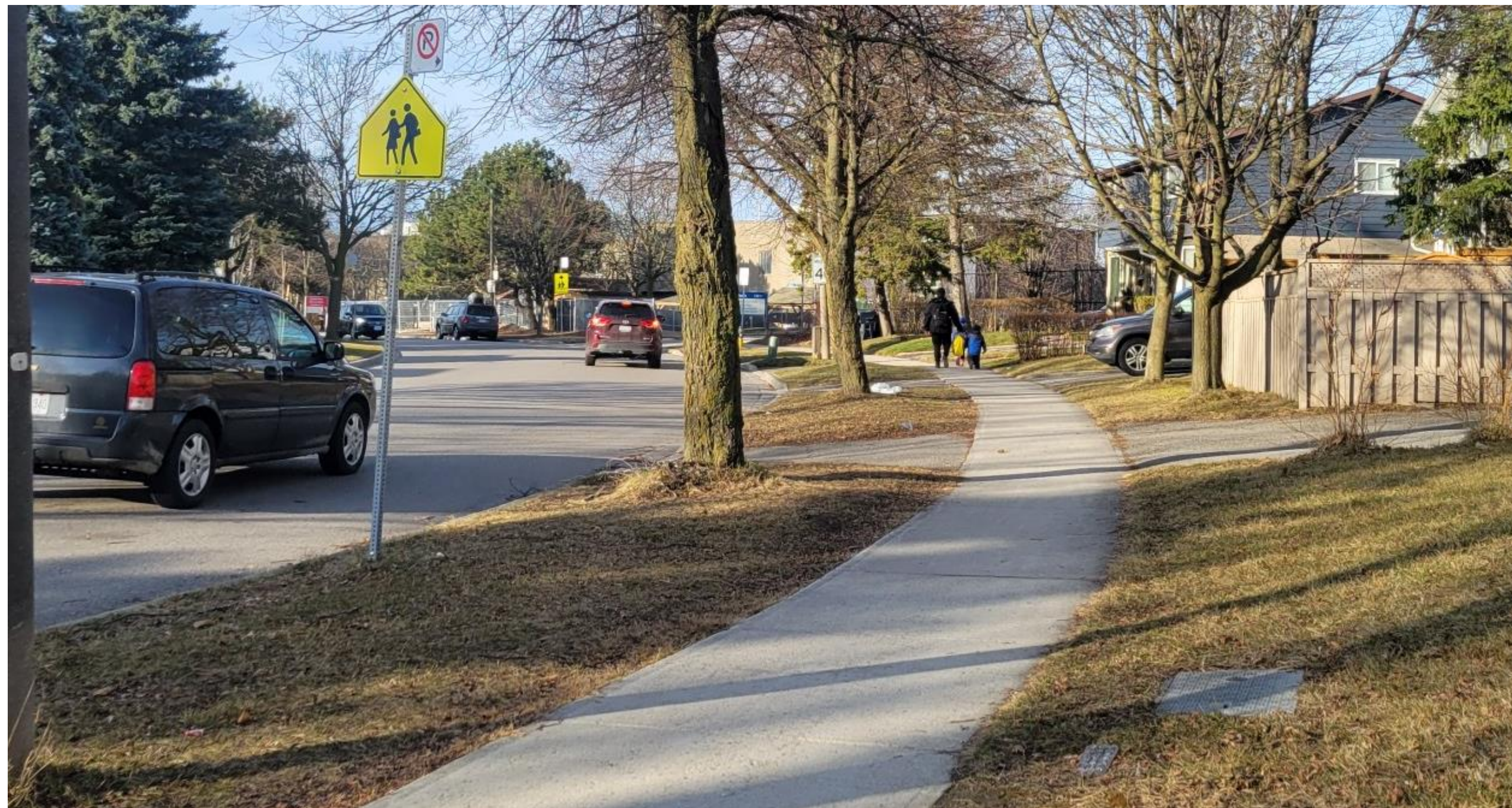




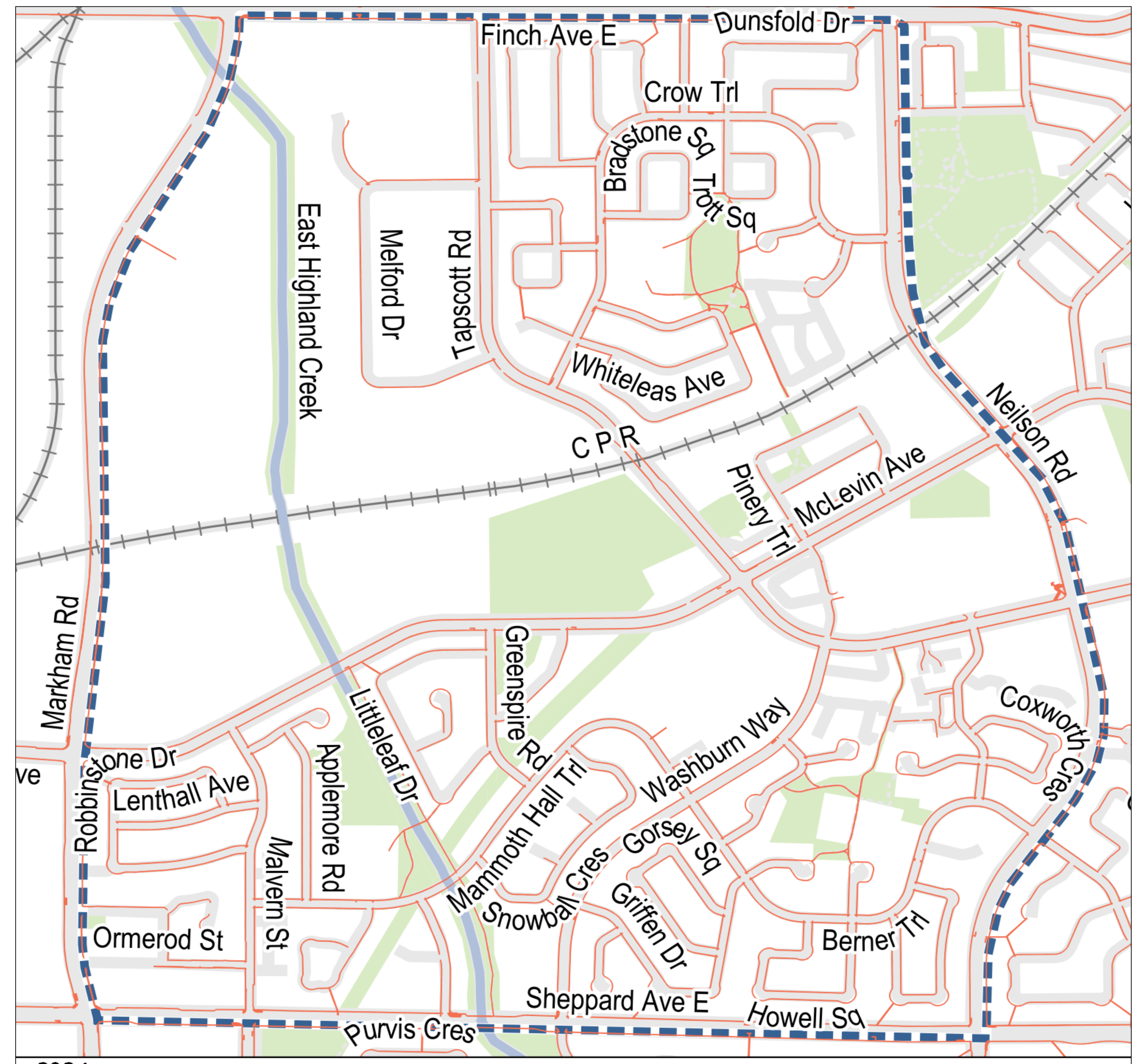
# Sidewalks and Trails

The Malvern West neighbourhood has a well-connected sidewalk network.

- All arterial and collector roads have sidewalks on both sides of the roads
- Most local roads have sidewalks on both sides



**Berner Trail at Blackwell**



# 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.



**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

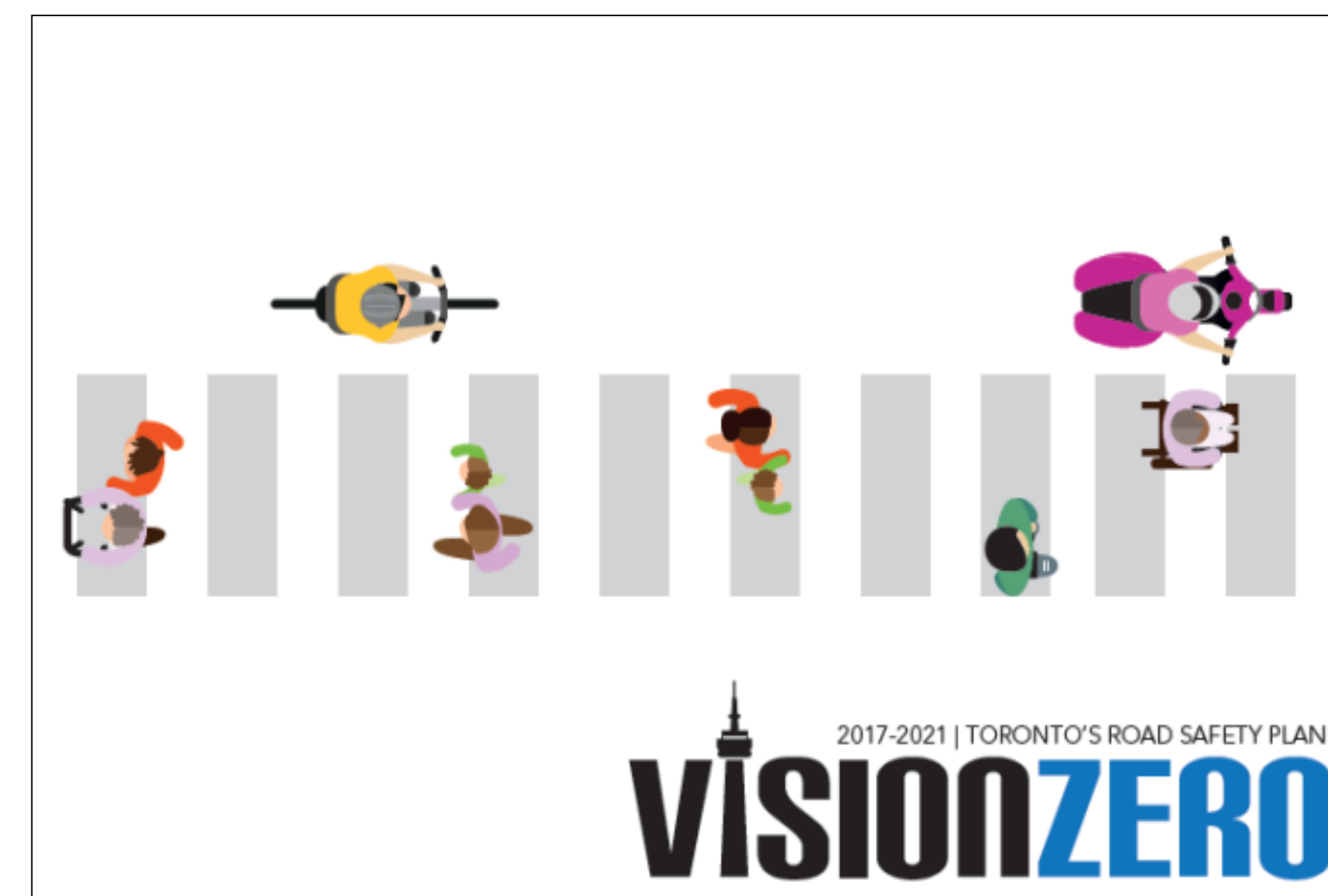
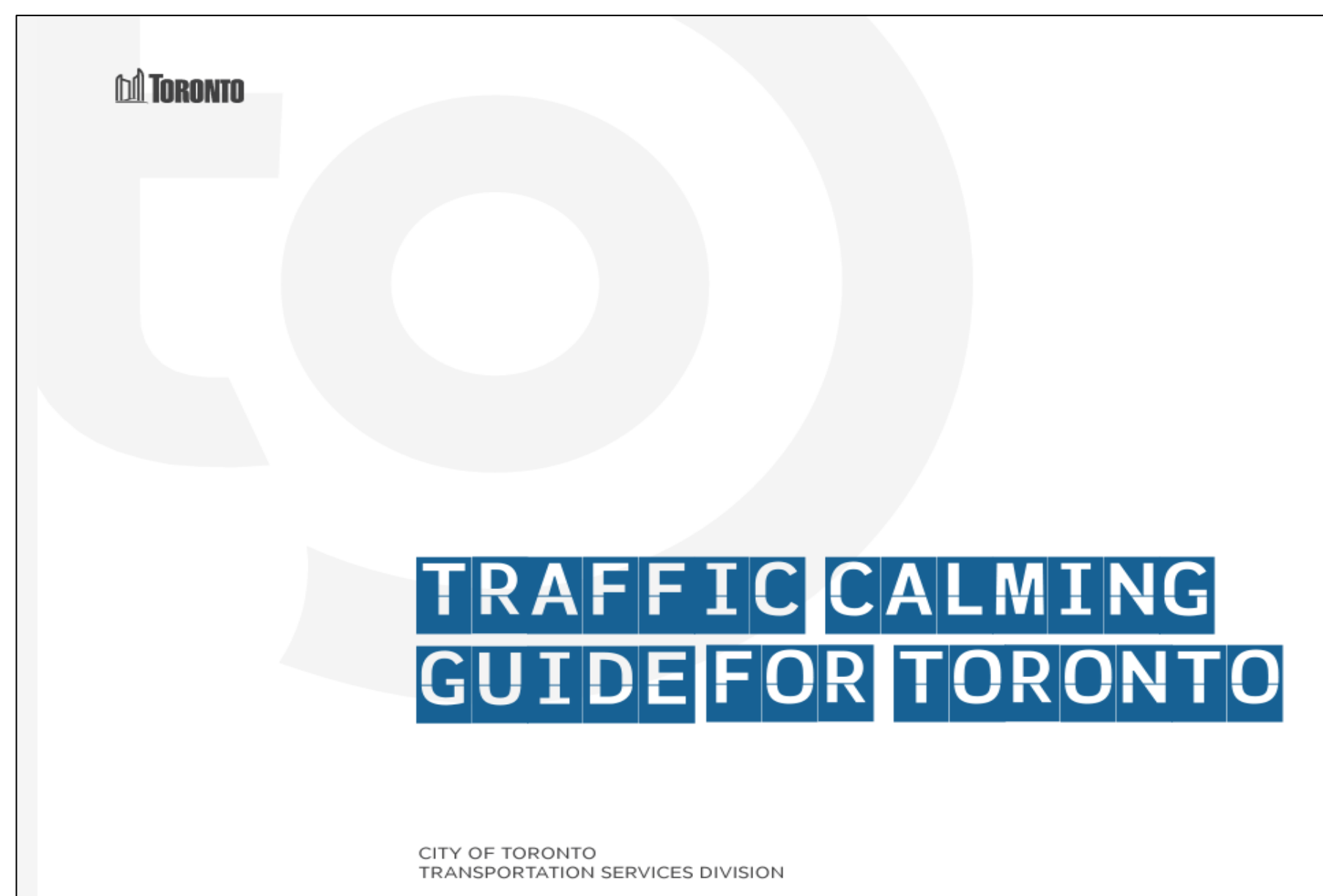
Physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.

## 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 (1/2)

Speeds on neighbourhood streets can be reduced through operational elements such as:

- **‘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.
- **Speed humps and speed cushions** are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds.
- **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. **Edge lines** or **in-road speed signs** also can have this effect.



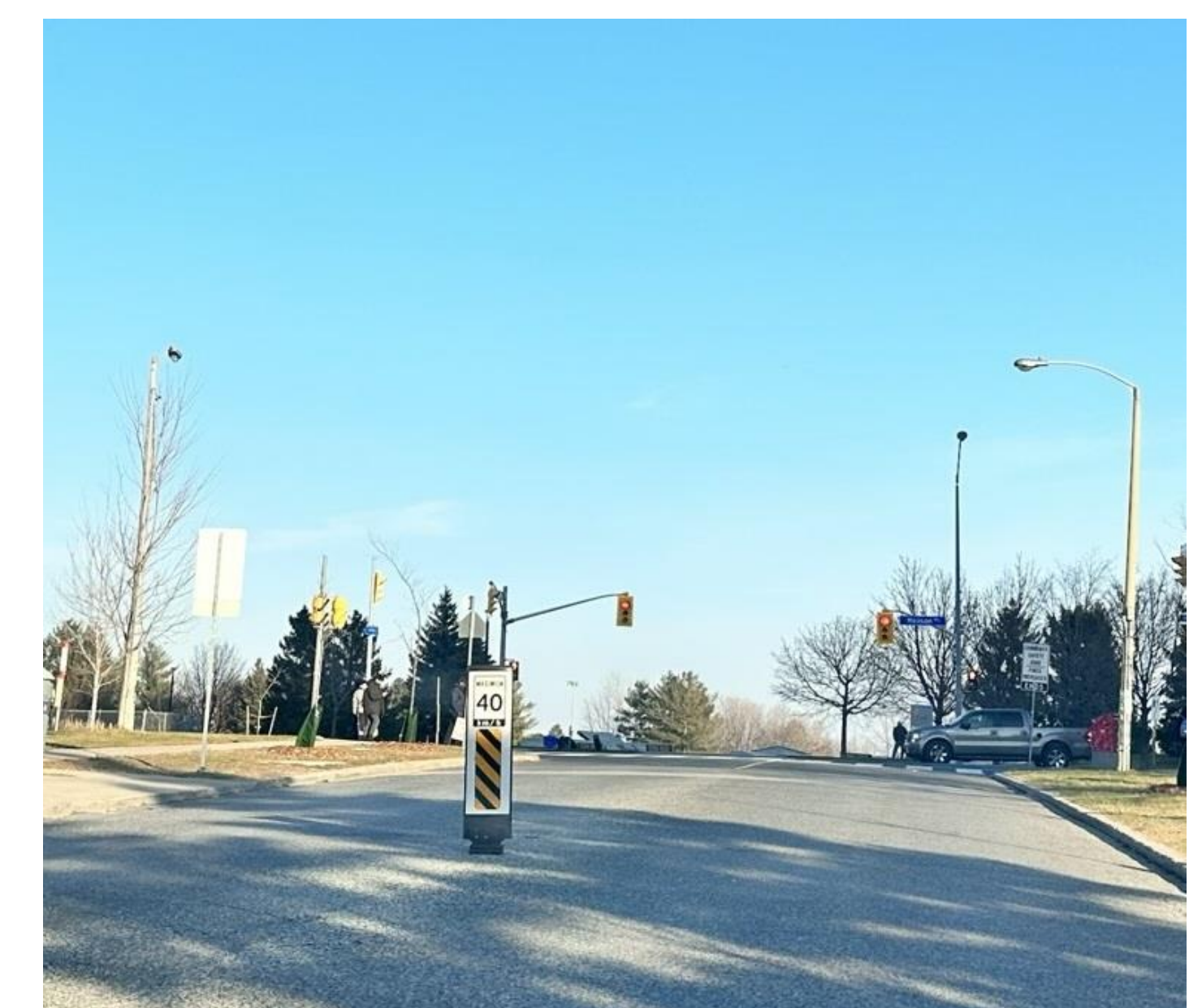
Watch Your Speed sign



Speed hump



Lane narrowing or edge lines



In-road flexible speed sign

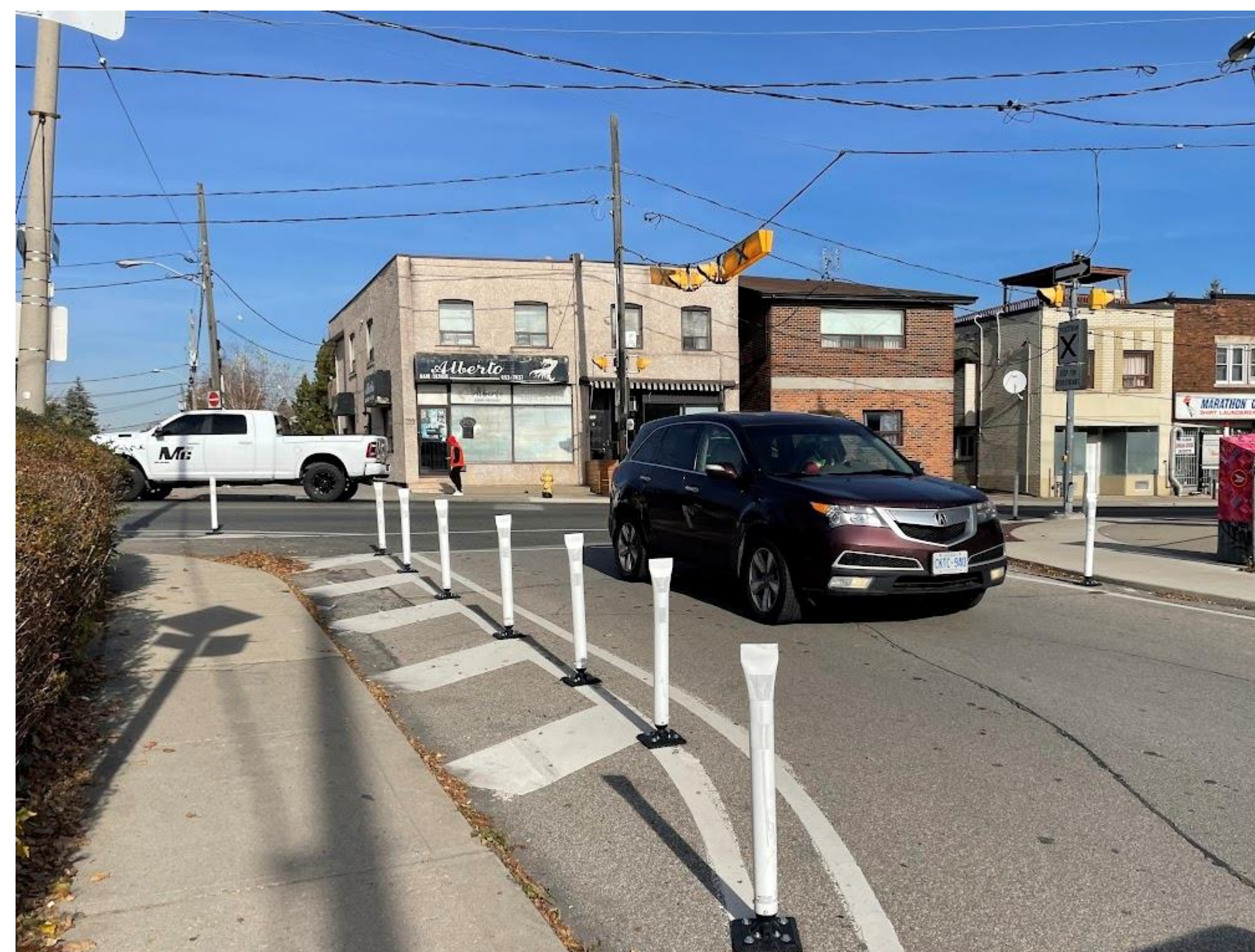
# Possible Changes: Speed Management (2/2)

Speeds on neighbourhood streets can be reduced through operational elements such as:

- 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.



Curb extension with concrete and asphalt and signage



Curb extension with quick-build materials



Chicanes

# Possible Changes: Volume Management (1/2)

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** change the direction of one or more segments of an existing one-way street 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.
- **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.



One-way and Do Not Enter signs



Curb extension to reinforce a directional closure

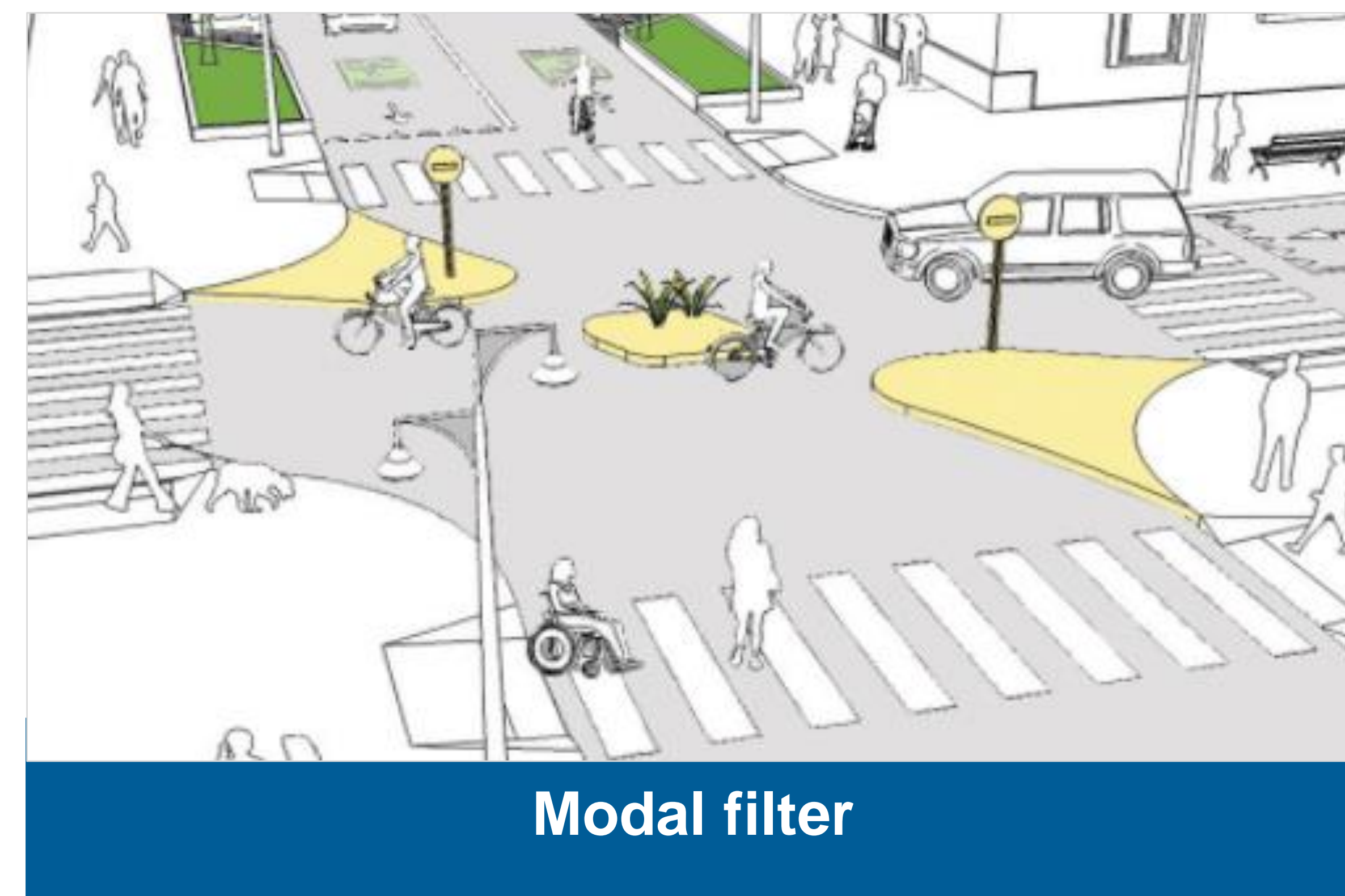
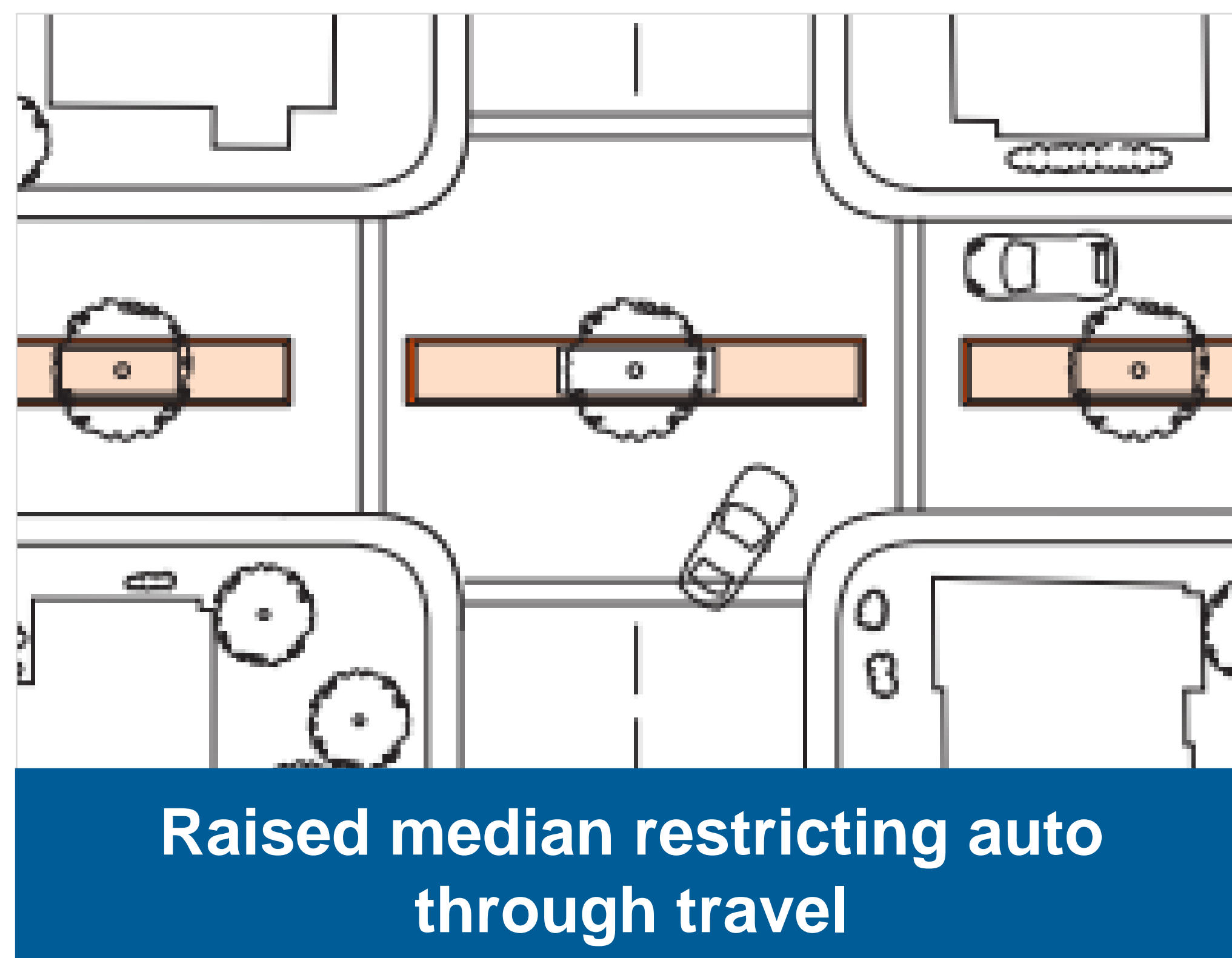


Turn restriction signs

# Possible Changes: Volume Management (2/2)

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.

- **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.
- **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 (1/2)

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** 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 bikeways** like contraflow lanes on neighbourhood streets create access and connectivity through a neighbourhood for people on bikes.



School crossing guards



New sidewalks



Dedicated bikeways



# Possible Changes: Conflict Management (2/2)

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

- **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.



Intersection controls



Advisory beacon and signs

# 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.

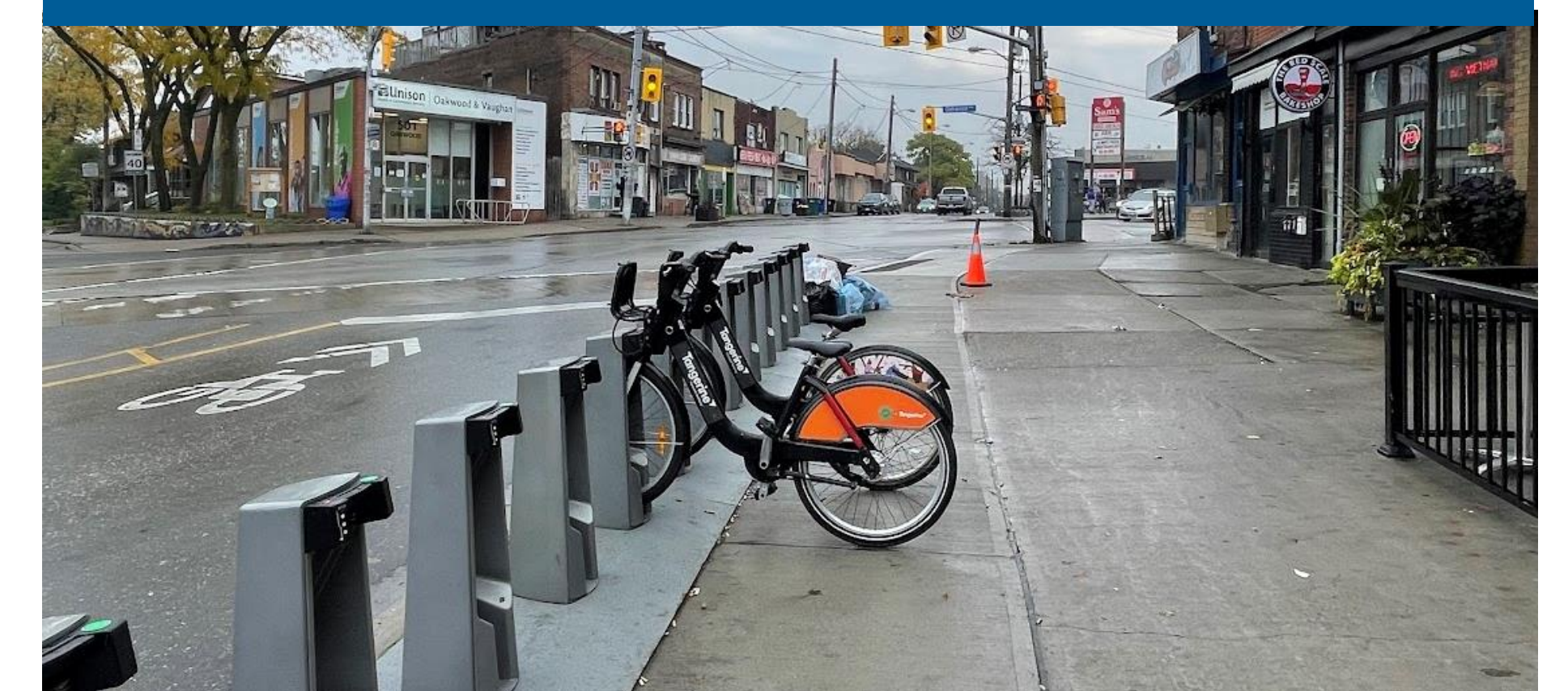
- **Supporting people to walk:** A focus on connecting sidewalks and pedestrian crossings to local destinations in addition to traffic calming can support people to choose to walk.
- **Access to transit stops and stations:** Improvements to pedestrian accessibility to transit stops and stations, and 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. Also analyzing the potential of new Bike Share station within the vicinity of the neighbourhood.



Person walking on the street



A protected bikeway



A bike share station

# Timeline for Changes

Some actions can be taken relatively quickly and do not require Council approval or lengthy design and review periods. Other changes 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.

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

# Schedule & Next Steps

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.

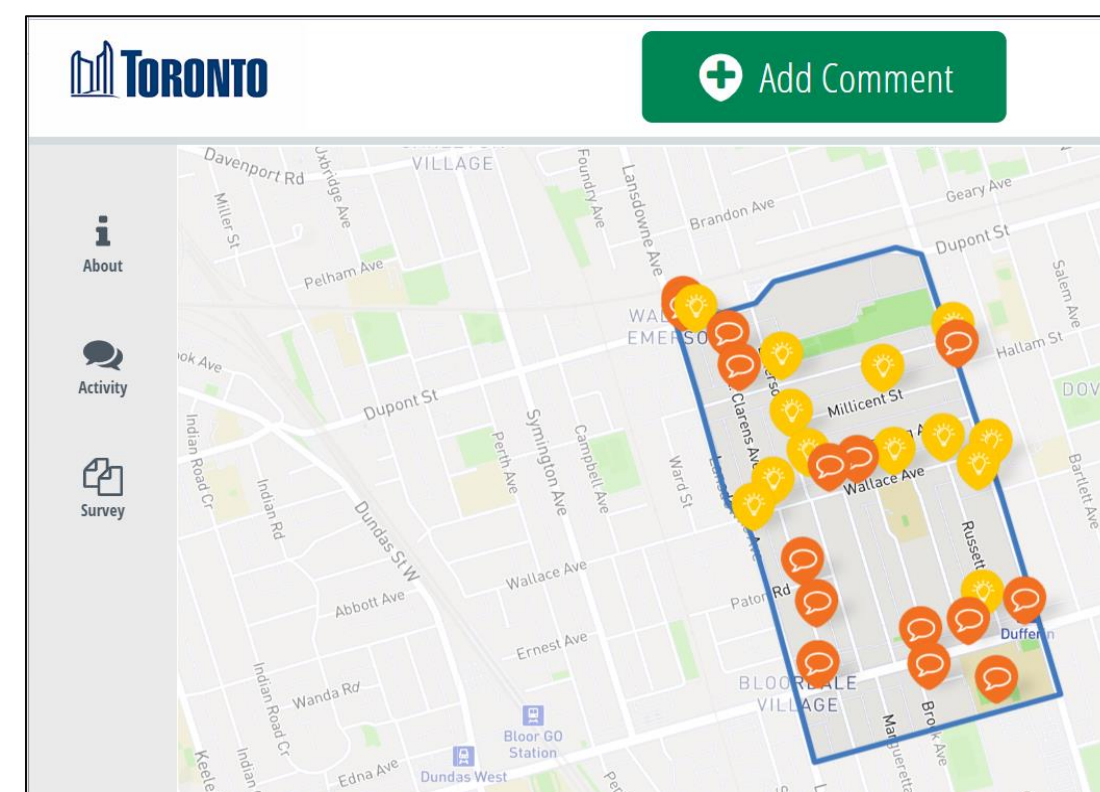
| Activity  | Timeline                       |
|---|--------------------------------|
| Project planning  | Fall 2023                      |
| Background reporting & initial data collection                    | Winter 2024                    |
| <b>Phase 1: Public consultation on issues &amp; opportunities</b> | Spring 2024 <b>We Are Here</b> |
| Develop appropriate changes                                       | Summer 2024                    |
| <b>Phase 2: Public review of proposed changes</b>                 | Fall 2024                      |
| Staff report to Community Council                                 | Early 2025                     |
| Implementation, monitoring, & evaluation                          | On-going                       |

# Provide Your Feedback

Support the development of this plan:

## Tell Us About Issues

Use the online interactive map to tell us where you see issues and opportunities for change on neighbourhood streets by April 30, 2024



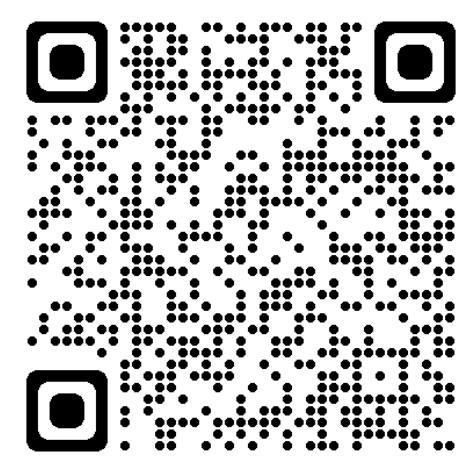
## Tell Us About Yourself

Fill out the survey to help us understand how you travel around the area today, and how you'd like to travel around it in the future.



## Stay in Touch

Provide feedback by phone or email, stay up to date with project at our project website, and subscribe to the email list for updates.



Call: **416-338-1837** Email: **MalvernWestStreets@toronto.ca**

Visit: [toronto.ca/MalvernWestStreets](https://toronto.ca/MalvernWestStreets)