

# Bathurst Manor Neighbourhood Mobility Plan

September 14, 2023



# What is a Neighbourhood Mobility Plan?

The Bathurst Manor Neighbourhood Mobility Plan (NMP) will identify, prioritize and recommend short-, medium-, and long-term improvements to traffic operations and road design to support safety for all modes of transportation, including people walking, cycling and driving.

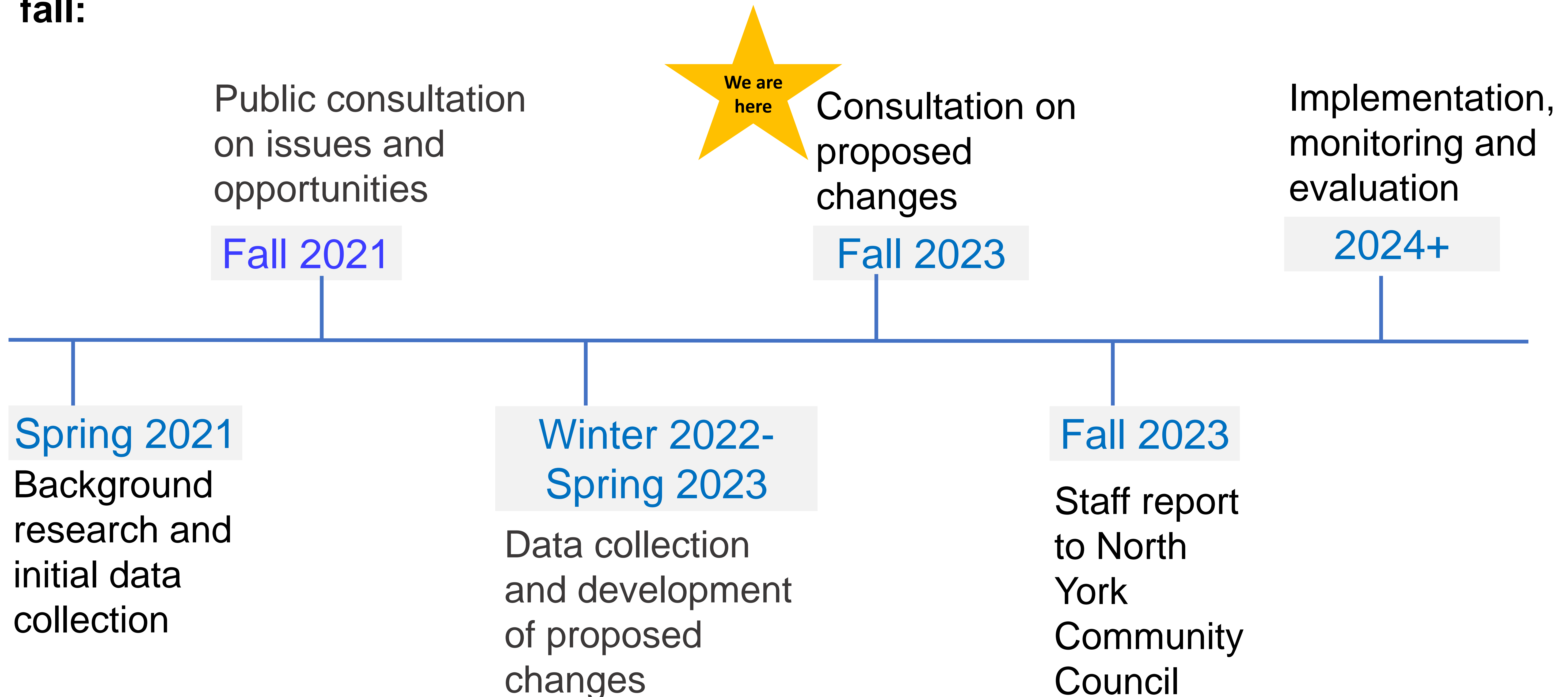
**The Bathurst Manor NMP will address three areas of concern:**

1. Road safety for vulnerable road users (e.g. seniors, school children, people walking and cycling)
2. Excessive speeding
3. Cut-through traffic from outside the neighbourhood



# Steps to Develop the Plan

Development of the NMP began in early 2021 and is expected to be completed this fall:



# Study Area

## The study area is bound by:

- Finch Avenue West to the north
- Sheppard Avenue West to the south
- Bathurst Street to the east
- Dufferin Street to the west

## Neighbourhood features

- Limited access points on the north and east side
- Bound by four major arterial roadways

## Mobility in the neighbourhood

- 79% of trips by car
- 17% of trips by transit
- Less than 4% of trips by walking or cycling



# Data Collection

Data has been collected to support the development of this plan.



**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



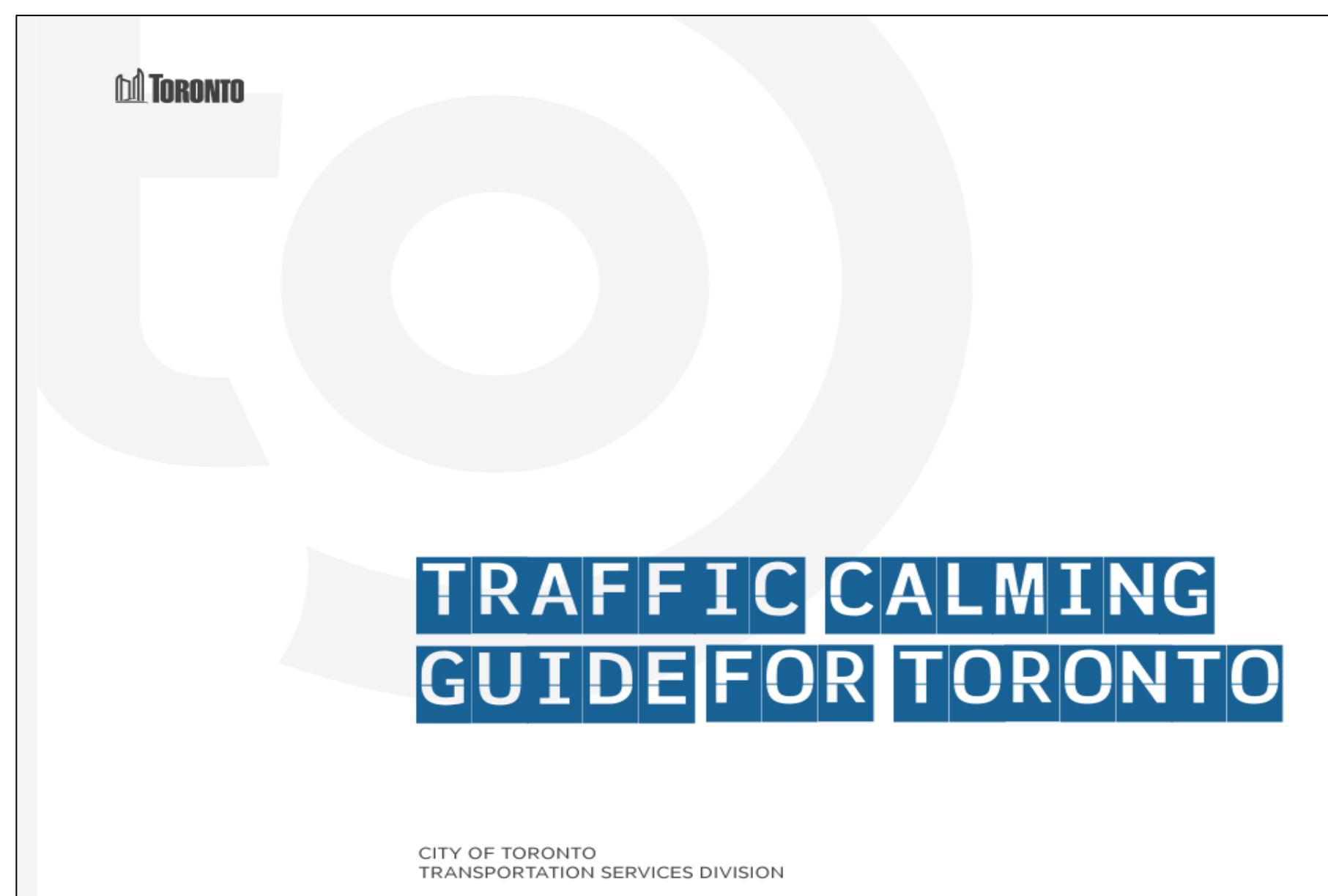
**Site visits and observations in the neighbourhood**

# City's Street Design Guidelines

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

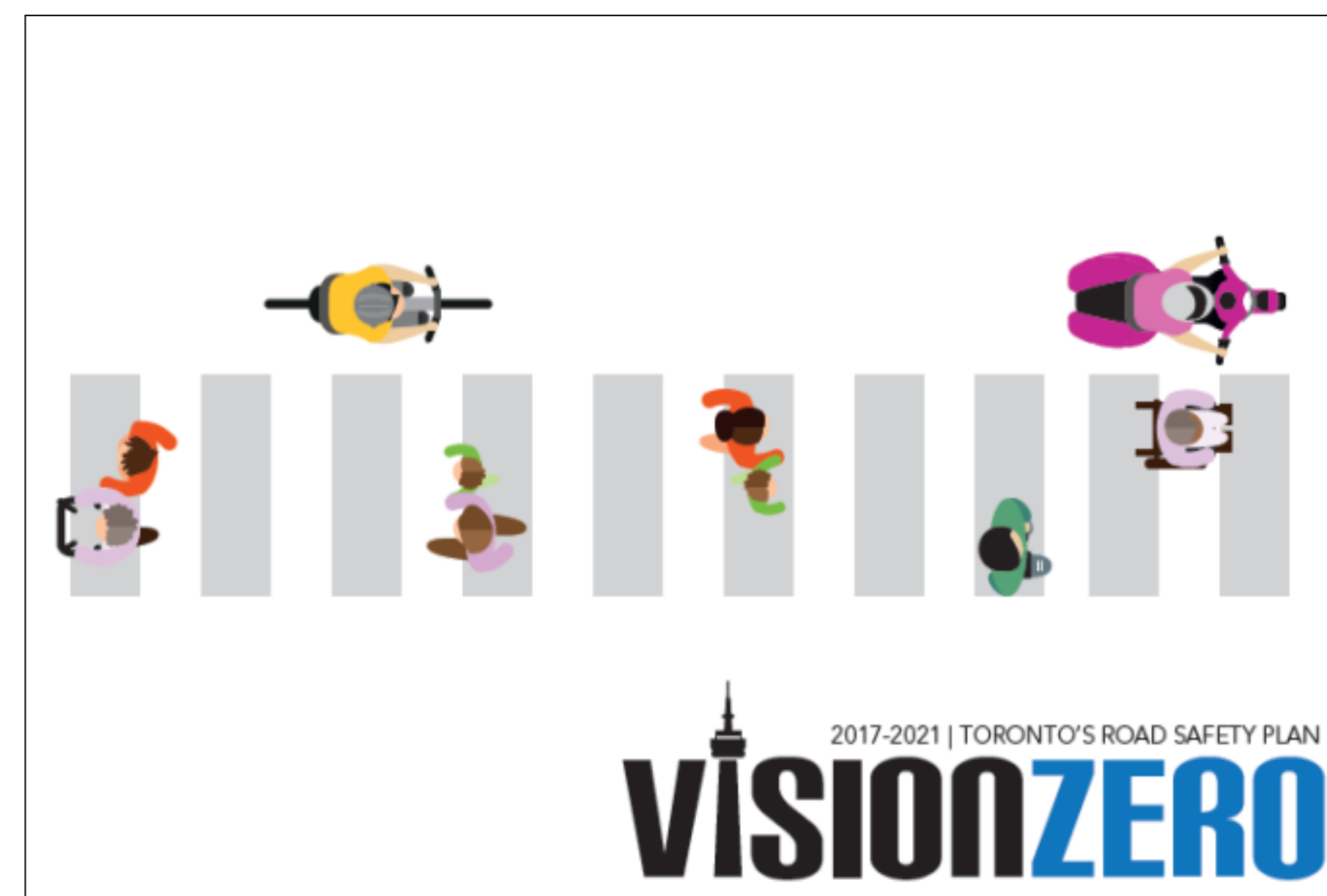
## Traffic Calming

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.

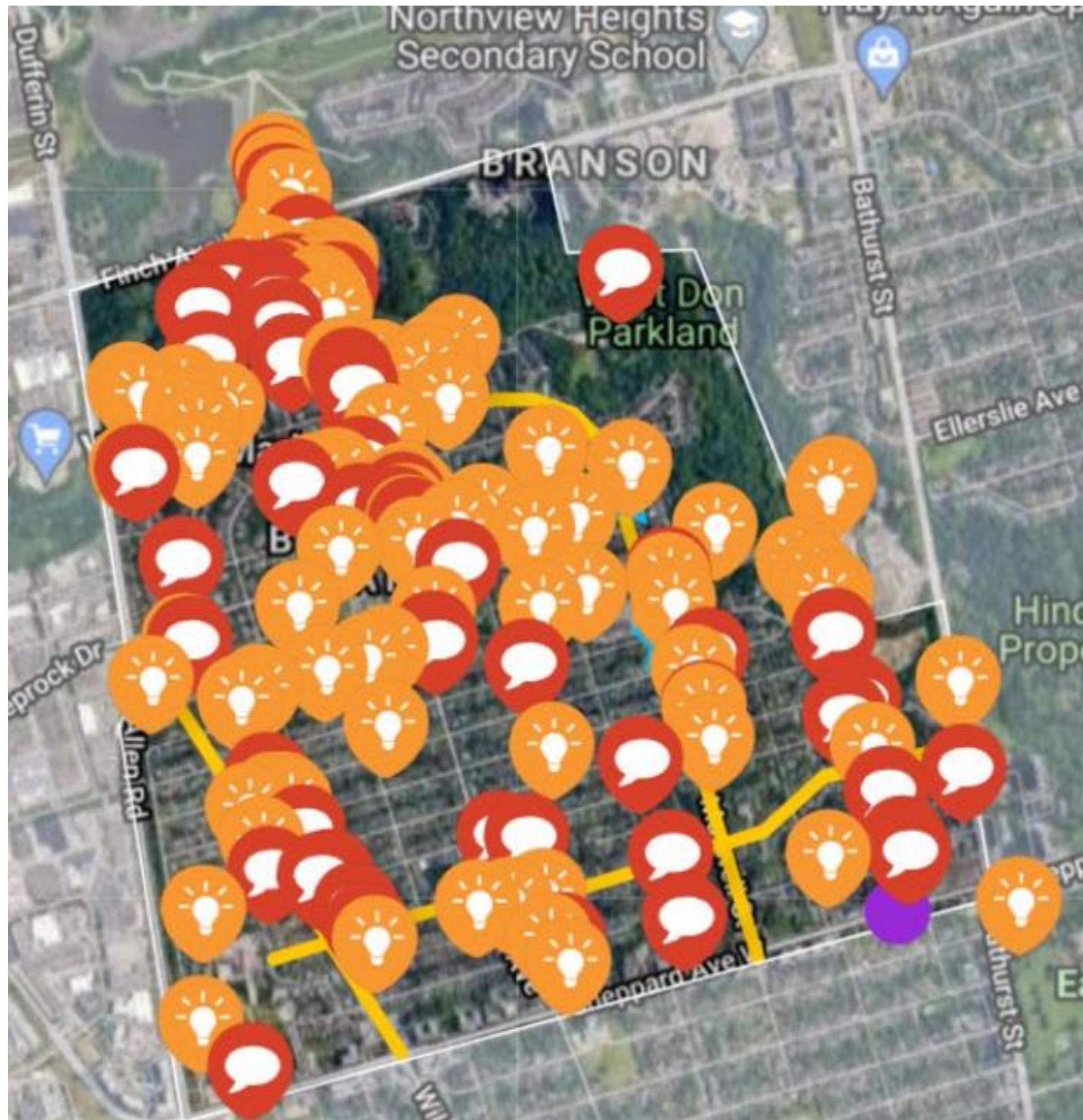


## Complete Streets

Provide safe routes for people walking or cycling, expand our tree canopy, and help manage stormwater.



# Community-Identified Issues & Ideas



A virtual mapping tool collected comments from almost 100 local stakeholders in Fall-Winter 2021. The map displays where comments were logged.

## What We Heard:

- Safety conditions at intersections are concerning
- Improved sidewalk connections and build-out of the network would encourage more walking and improve safety
- Vehicle congestion on roads near the Bathurst/Sheppard intersection is common
- Aggressive driving, failure to obey road regulations, and excessive speeds are common behaviours
- Safe crossing opportunities near neighbourhood destinations are needed
- Separated bike lanes on Wilmington Avenue could improve the safety of the facilities

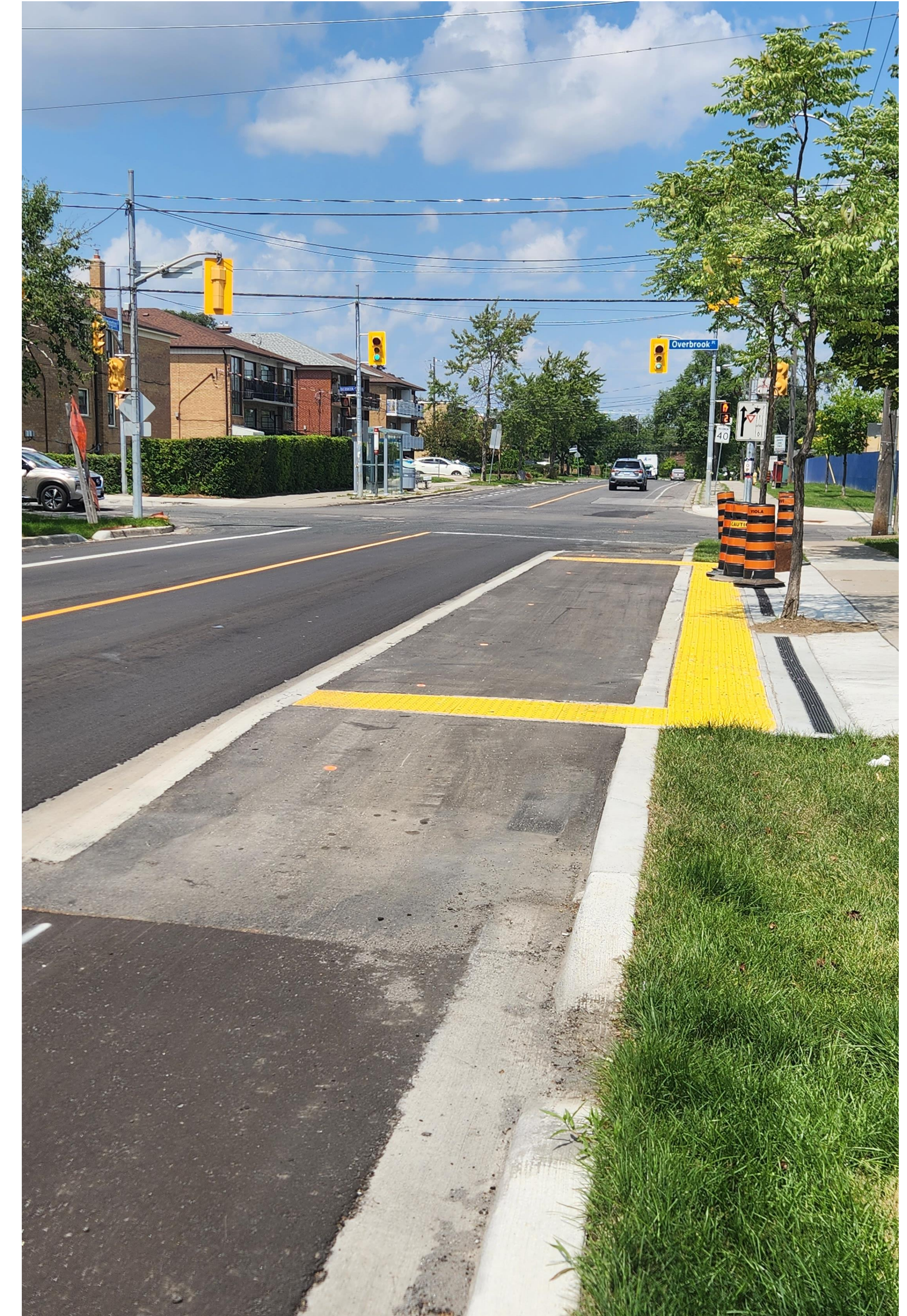
# Other Road Work in Bathurst Manor

- Some transportation projects that support the City's Vision Zero Road Safety Plan and the objectives of the NMP follow a separate approval and delivery process (e.g. sidewalks on Honiton Street, bikeways on Wilmington Avenue)
- These projects are included in the NMP so residents can see the full scope of planned, proposed and completed safety improvements in the neighbourhood
- Typically, cycling routes are planned on a city-wide basis and approved separately by City Council as part of the Cycling Network Plan
- Cycling routes and new sidewalks are often installed in coordination with planned road work to reduce construction costs and disruptions to residents
- The City notifies residents about all planned construction work and conducts additional consultation on planned bikeways and upgrades



# Wilmington Avenue Bike Lanes

- Bike lanes on Wilmington Avenue and Faywood Boulevard were installed in coordination with the city-wide Cycling Network Plan and ActiveTO program in 2020.
- In 2021 City Council approved the permanent installation of these bike lanes.
- In 2023 road resurfacing work was completed on Wilmington Avenue between Finch Avenue West and Cavotti Crescent and between Overbrook Place and Kennard Avenue.
- Road resurfacing provided an opportunity to implement safety improvements that provide benefits to all road users, especially vulnerable road users, and support the City's Vision Zero goals:
  - New asphalt and pavement markings
  - Widened sidewalks, wherever possible
  - Replacement of asphalt boulevard with sod, wherever possible
  - Designated pick-up/drop-off areas at Charles H. Best and Wilmington Elementary
  - Raised bike lanes at transit stops and pick-up/drop off areas, creating an accessible platform



*Raised bus and bike transit stop on Wilmington Avenue*

# Wilmington Avenue Feedback

## Consultation Process

- Consultation with local schools in 2021 and 2022
- LAC meeting and public meeting in 2021
- Construction notice mailed to residents in Spring 2023

## What We Heard

- Confusion around delivery timelines
- Function of designated pick-up/drop-off spaces
- Safety along raised bikeways and at TTC bus stops
- Traffic congestion and queuing at TTC bus stops

## What's Next

- Additional mail-out notice to residents
- Educational materials shared with schools
- Public event and online survey



*Raised bus and bike transit stop on Wilmington Avenue*

# Plan Overview



# Plan Components

The Neighbourhood Mobility Plan responds to traffic conditions in Bathurst Manor:



## Road Safety Improvements

Conflicts between road users can be addressed through operational measures and through providing dedicated space.



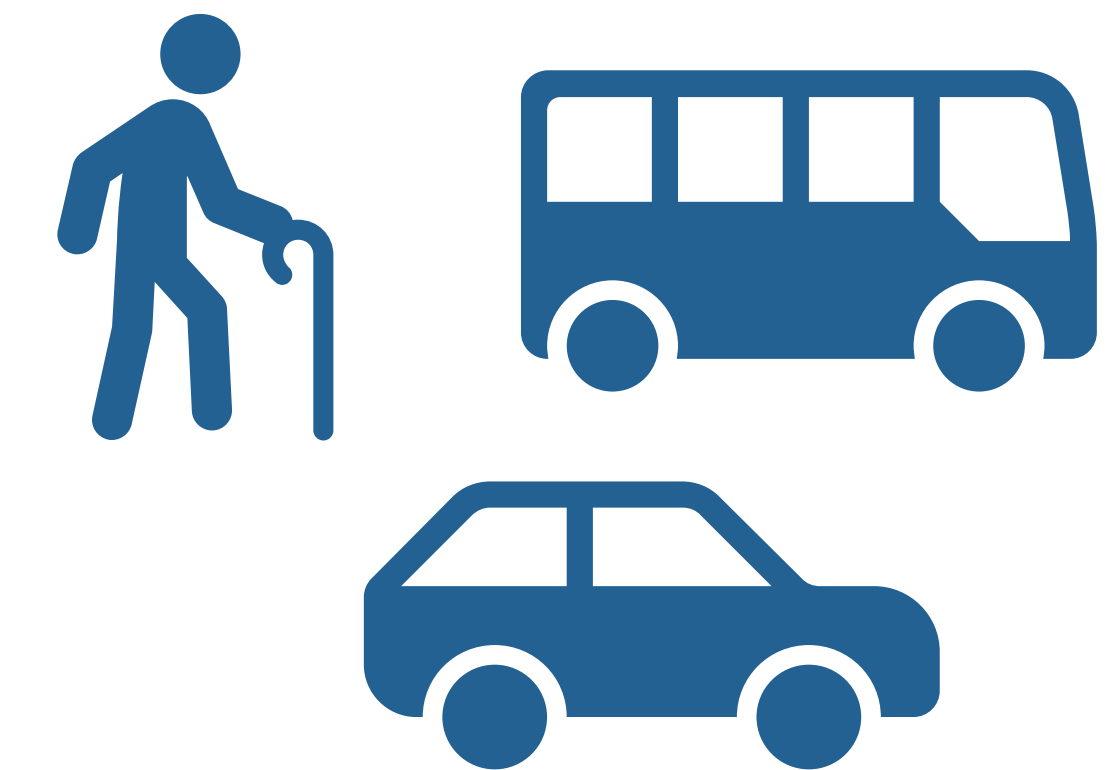
## Speed Management

Speeds on neighbourhood streets can be reduced through operational elements and physical changes.



## Volume Management


The number of vehicles that use a street can be managed using operational features or modifications to the built environment.



## Mode Choice

Diverse transportation and travel options can reduce reliance on private motor vehicle use.

# Plan Components

-  Speed humps
-  New sidewalks
-  Planned bikeway
-  Existing bikeway
-  One-way vehicle route
-  Pedestrian crosswalk
-  Stop sign
-  In-road flexible speed sign
-  Traffic signal



# Road Safety Improvements

## What We Heard:

- Pedestrian safety is a big concern; poor sidewalk connectivity throughout the neighbourhood
- Visual obstructions near intersections lead to poor sightlines and unsafe maneuvers
- Infrastructure is needed for vulnerable road users, specifically pedestrians and people cycling
- Requests for safer crossings near desire lines
- Motor vehicle stop compliance is a problem

## What We Found:

- The majority of local roads do not have sidewalks
  - Sidewalks are available on arterial and collector roads, and local roads that have undergone road reconstruction
- Desirable routes to neighbourhood destinations (schools, parks, religious centres, community centres) do not have consistent sidewalks or signalized crossings
- Pavement markings at stop signs are not consistent
- Toronto Police Services data 2017-2023 shows:
  - Within Bathurst Manor: three collisions resulting in death or serious injury
  - On the arterial roads (Bathurst St, Sheppard Ave W, Finch Ave W): Thirteen collisions resulting in death or serious injury

# Existing Road Safety Measures

- 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 Bathurst Manor:
  - Bikeway on Wilmington
  - Community safety zones around all schools
  - Painted curb extensions to reduce pedestrian crossing distances
  - Pedestrian head start signals



# Proposed Road Safety Improvements

The following changes are being proposed:



**Sidewalks**



**New Traffic Signal**



**All-Way Stop Sign**

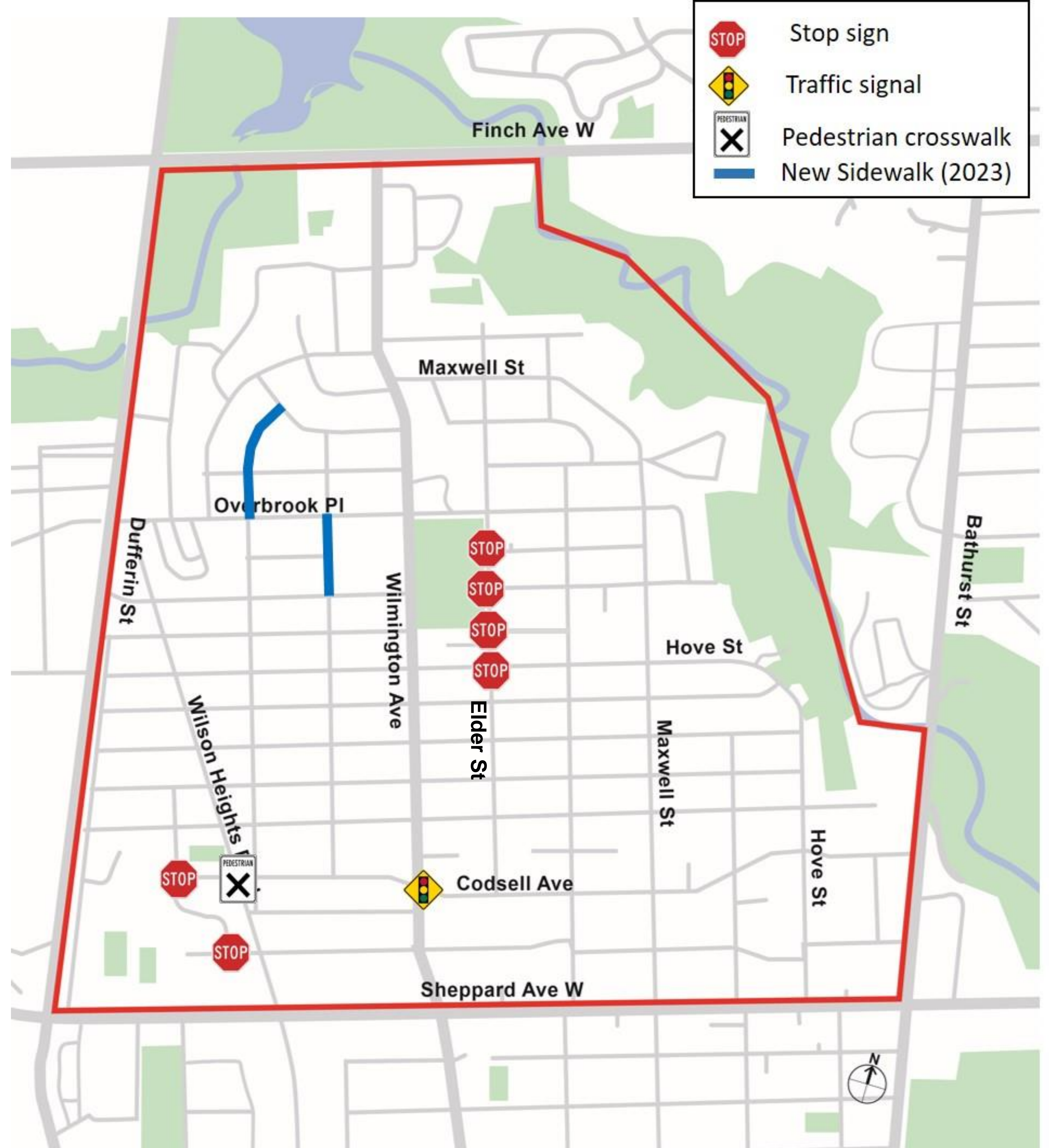


**Pedestrian Crosswalk**

- Priority locations for sidewalks have been identified to improve connectivity to neighbourhood destinations, in addition to the sidewalks installed in 2023
- Goal is to have complete sidewalk coverage
- Installation of future sidewalks would be bundled with road reconstruction work; timeline for installation is unknown
- Possibilities for installing sidewalks outside of road reconstruction are being sought
- Installation of signals and signs could take place in 6-24 months

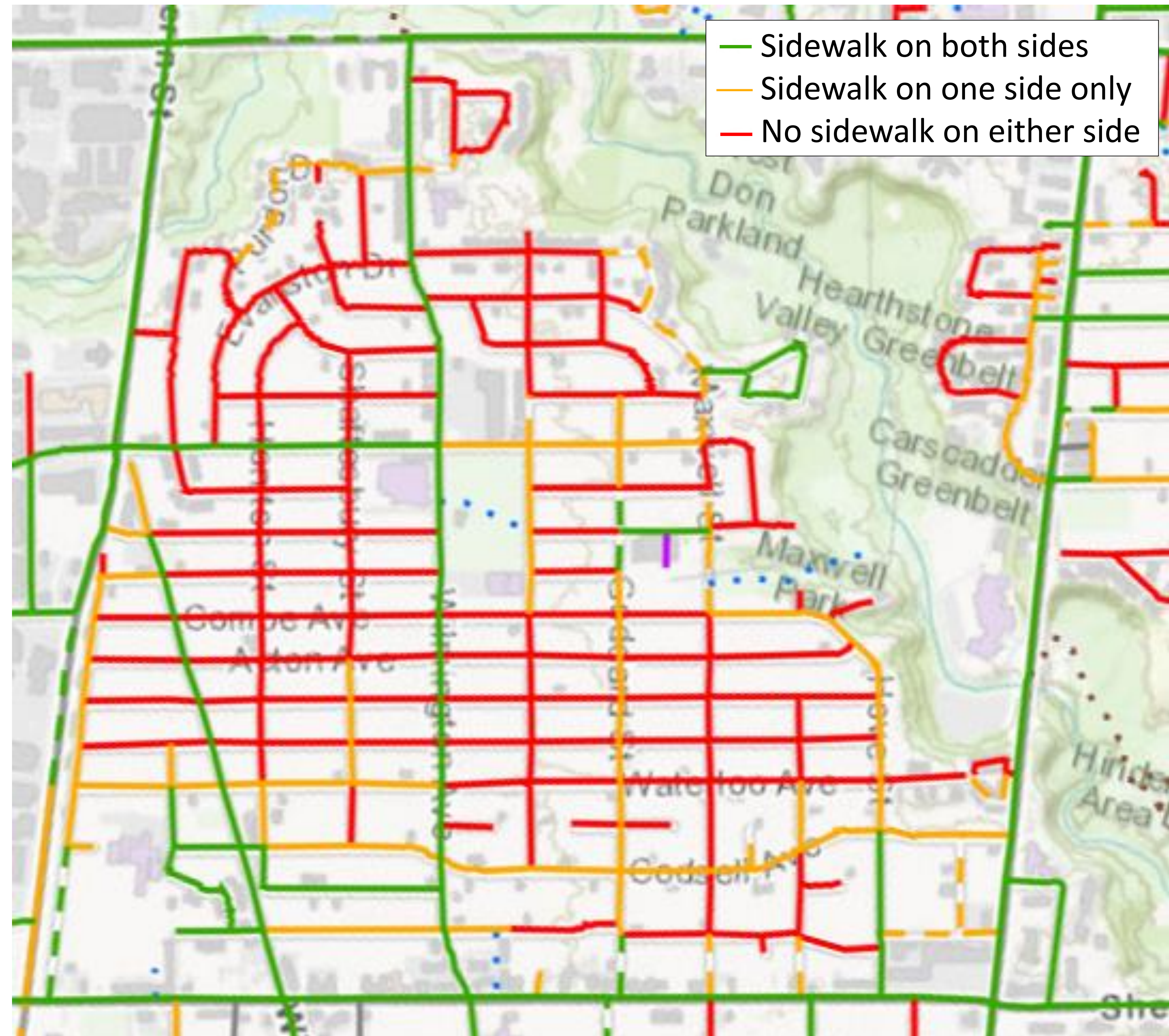


# Locations of Proposed Safety Management Measures



# Missing Sidewalk Program

- Providing safe, comfortable and accessible sidewalks on all public streets is a fundamental objective of the City
- The Missing Links Sidewalks Program was created in 2002 to develop a city-wide program to deliver sidewalks where they are not currently present.
- The City reviews opportunities to install sidewalks on all roadways where they are missing, primarily through bundling with state-of-good-repair roadway work



*2015 Sidewalk Inventory of Bathurst Manor*

# Missing Sidewalk Program

New sidewalk projects are delivered under three scenarios:

1. Bundling with a road reconstruction project
2. Standalone sidewalk projects
3. Sidewalk delivery as a condition of development

Priority streets to be considered for accelerated sidewalk construction were identified based on connectivity to the existing sidewalk network and neighbourhood destinations like schools, community centres and faith centres:

- Maxwell Street
- Kennard Avenue
- Shaftesbury Street
- Evanston Drive
- Purdon Drive
- Cedar Springs Grove
- Elder Street



# Speed Management

## 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, specifically speed humps
- Excessive vehicle noise is caused by speeding motor vehicles

## What We Found

- Traffic studies collect precise travel speed data from motor vehicles.
- Studies completed in 2021 & 2022 suggest that there are roads in the neighbourhood where motor vehicles travel 8 km/h or more above the posted limit.
- Local roads where speeding was observed:
  - Codsell Avenue
  - Maxwell Street
  - Hove Street
  - Purdon Drive
  - Cedar Springs Grove
- Collector roads where speeding was observed:
  - Overbrook Place (Wilmington Avenue to Maxwell Street)
  - Wilson Heights Boulevard

# Existing Speed Management Measures

- 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 over the years include:
  - Reducing speed limits to 30 km/h on local roads and 40 km/h on collector roads
  - Geometric safety improvement at Sheppard Avenue West and Hove Street
  - Edge lines on Maxwell Street and Wilson Heights Boulevard



# Proposed Speed Management Measures

## The following changes are being proposed:

- **Speed humps:** proposed on local roads where operating speeds are over 38 km/h (sections of Cedar Springs Grove, Cocksfield Avenue, Codsell Avenue, Hove Street, Maxwell Street, Overbrook Place and Purdon Drive).
  - Speed hump installation requires Community Council approval
  - Cannot be installed on collector roads with TTC bus routes
  - Could be installed in 1-5 years dependent on availability of resources
- **In-road flexible speed signs:** proposed on roads with TTC bus routes (Wilmington Avenue near Acton Avenue and Waterloo Avenue)
  - Tentatively planned for installation in 2023, pending TTC review



# Locations of Proposed Speed Management Measures



# Volume Management

## What We Heard

- Local roads are over-capacity
- Local roads close to Bathurst Street, Sheppard Avenue West and Dufferin Street are used to bypass traffic on main roads, especially during peak hours
- Concerns about wayfinding apps directing motorists onto neighbourhood roads
- Turn restrictions are not enforced
- Mixed feedback about new turn restrictions
- Motor vehicle volumes are highest during school pick-up and drop off periods

## What We Found

- Traffic data were collected in 2021 & 2022 and reflect normalized traffic patterns
- Traffic studies suggest that motor vehicle volumes on most roads are below the expected capacity for local (2,500 vehicles) and collector roads (8,000 vehicles)
- Volumes are higher on local roads that intersect with Bathurst Street, Sheppard Avenue West and Dufferin Street
- Local roads with more than 2,500 vehicles per day:
  - Codsell Avenue (from Hove Street to Bathurst Street)
  - Cocksfield Avenue (from Hove Street to Bathurst Street)
  - Hove Street (from Codsell Avenue to Sheppard Avenue East)
  - Kennard Avenue (from Wilson Heights Boulevard to Honiton Street)



# Proposed Volume Management Measures

**Hove Street would become one-way between Codsell Avenue and Sheppard Avenue West**

**Codsell Avenue and Cocksfield Avenue would become one-way between Hove Street and Bathurst Street**

- Traffic studies indicate that motor vehicles do not comply with the left turn restriction at Hove Street and Sheppard Avenue West
- Will help reduce traffic volumes caused by traffic attempting to by-pass the Bathurst Street and Sheppard Avenue West intersection
- Maintains signalized left turn onto Bathurst Street from the neighbourhood on Codsell Avenue
- Restricts movement of vehicles traveling to and from the Sheppard Plaza
- Local residents would be required to comply with one-way restrictions



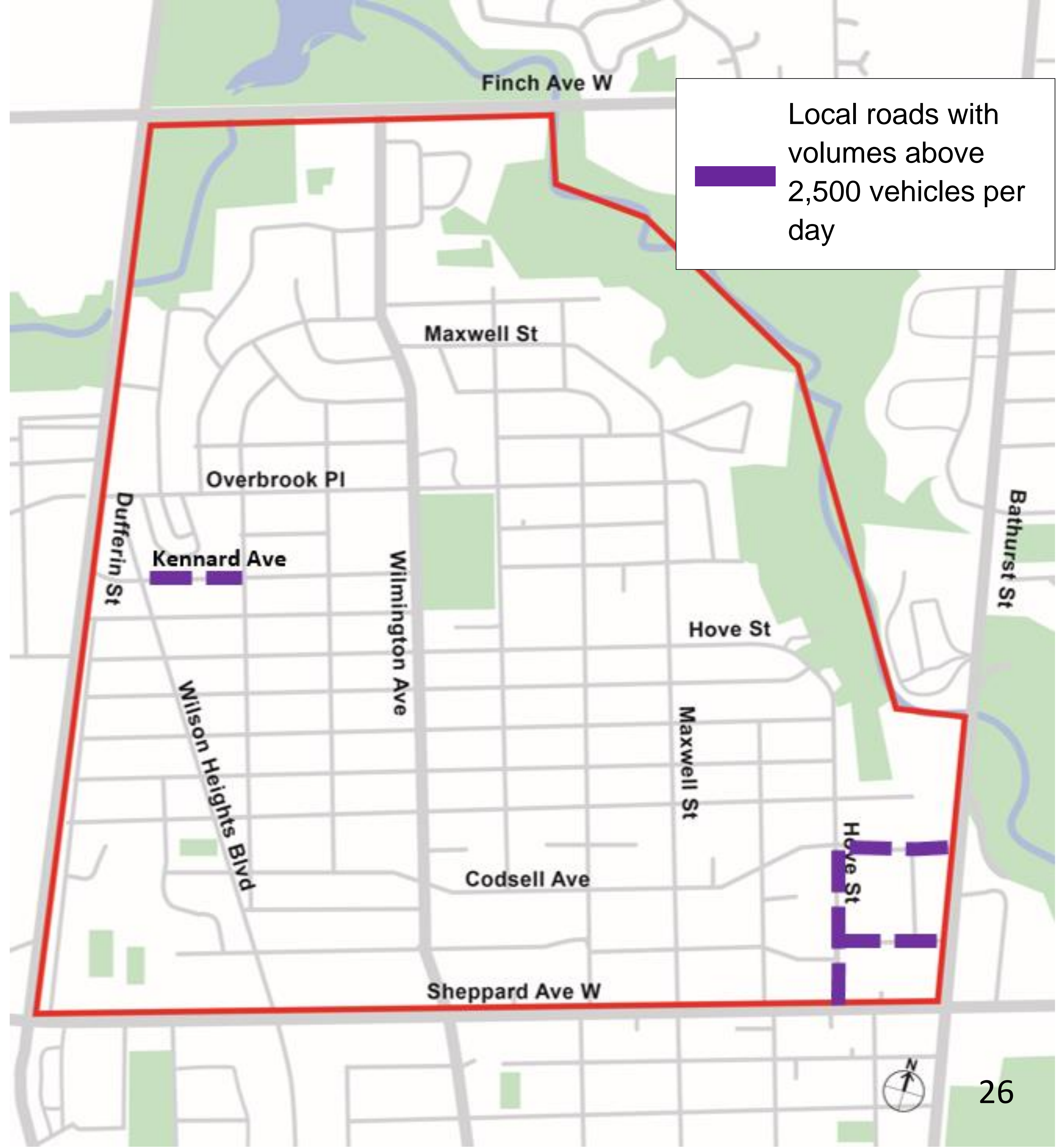
# Proposed Volume Management Measures

**Kennard Avenue would become one-way between Honiton Street to Wilson Heights Avenue, pending North York Community Council approval.**

- Limiting movement on Kennard Avenue would force motor vehicles to turn on Wilson Heights Boulevard
- Kennard Avenue is the first entrance point to Bathurst Manor north of Sheppard Avenue West. The majority of vehicles travelling on this segment come from Dufferin Street
- Vehicles that need to enter the neighbourhood will be encouraged to use Overbrook Place, a collector road with sidewalks
- Local residents would be required to comply with the road regulations



# Locations of Proposed Volume Management Measures



# Mode Choice

## What We Heard

- Driving or being a passenger in a motor vehicle is the default choice; it is what the neighbourhood was designed for
- More cycling trips could be made if there was designated infrastructure
- Secure bike parking should be available at community destinations
- Interest in Bike Share Toronto
- Would like to encourage school-aged children to walk and bike to school more
- Desire better connections to trail system



*Existing bikeway on Wilmington Avenue*

# Mode Choice

The City's TransformTO Climate Change Action Plan has committed to converting 75% of trips under 5 kilometres to walking, cycling or transit.

Data from the 2016 Transportation Tomorrow Survey show that Bathurst Manor residents typically choose motor vehicles travel over walking, cycling and taking public transit.

Data indicate that approximately 60% of all trips that start and end in Bathurst Manor are less than 5 kilometres.

## Average Mode Share for all trips in Bathurst Manor vs. City of Toronto

Mode	Bathurst Manor	City-wide Average
Motor vehicle	68%	46%
Passenger in motor vehicle	11%	11%
Walking	4%	13%
Cycling	<1%	13%
Transit	17%	28%

# Planned Bikeways

**Bikeway connections, expansion and Bike Share Toronto are envisioned in the area in the near-term. Three new routes are being studied and considered for installation in 2024:**

- **Maxwell Street**
  - Connection to Earl Bales Trail is being explored
  - Identified in the cycling network plan as a route that will connect trail system via Overbrook Place and Steeprock Drive
- **Overbrook Place**
  - Identified in the cycling network plan as a route that will connect Bathurst Manor to Chesswood Drive and Downsview Park
- **Codsell Avenue**
  - East/west connection to Bathurst Street
- Further opportunities for public engagement are targeted for 2024
- Other route options may be considered to improve cycling connectivity in Bathurst Manor

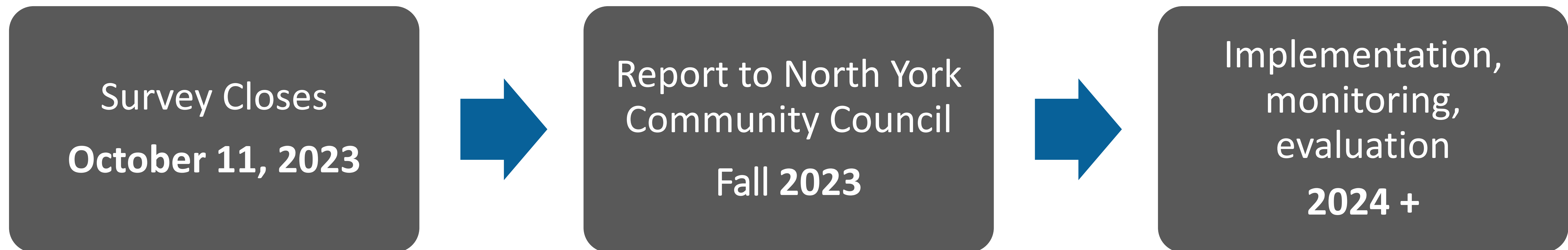
# Locations of Planned Bikeways



# Next Steps

Staff will review and analyze the feedback collected from this event and from the online survey and further update and refine the Bathurst Manor Neighbourhood Mobility Plan.

Staff will present the plan to North York Community Council in late 2023. If approved, the Plan will then move into implementation.





# Implementation

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. This plan will identify a range of measures from ‘quick wins’ to longer-term improvements.

Phased Improvement	Timing	Proposed Measure
<b>Quick Wins</b> <ul style="list-style-type: none"> <li>No Council approval required</li> </ul>	6-18 months	<ul style="list-style-type: none"> <li>Refreshed pavement markings (e.g. stop bars and centre lines)</li> <li>In-road flexible speed signs</li> <li>Watch your speed signs</li> <li>Movable, flexible materials</li> </ul>
<b>Short-term Measures</b> <ul style="list-style-type: none"> <li>Council approval required</li> </ul>	1-5 years	<ul style="list-style-type: none"> <li>Speed humps</li> <li>Traffic signal</li> <li>Pedestrian crosswalk</li> <li>One-way routing</li> <li>Cycling network improvements</li> </ul>
<b>Longer-term Measures</b> <ul style="list-style-type: none"> <li>Council approval required</li> </ul>	5+ years	<ul style="list-style-type: none"> <li>Sidewalks</li> <li>Road narrowing</li> <li>Road work (bundled with planned road resurfacing or reconstruction)</li> </ul>

# Thank you!

If you have any questions, reach out:

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