

Welcome.

**Elms-Old Rexdale
Neighbourhood Streets Plan**

Public Drop-In Event
St. Stephens School, 55 Golfdown Drive
April 24, 2024



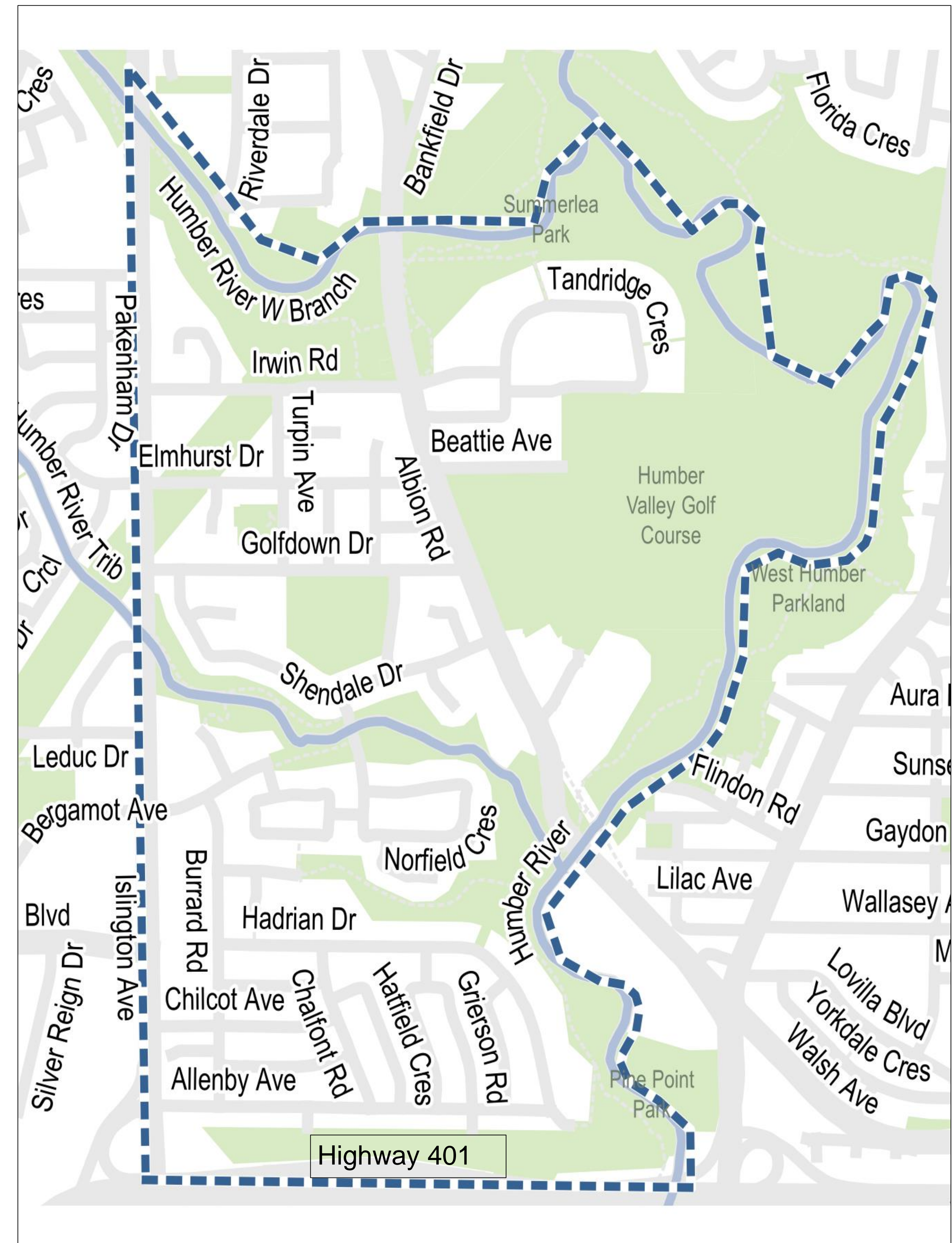
Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Elms-Old Rexdale 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 Islington Avenue to the west, Highway 401 to the south, and bounded by Humber River to the north and east.

The Elms-Old Rexdale Streets Plan aims to address three main areas of concern:

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

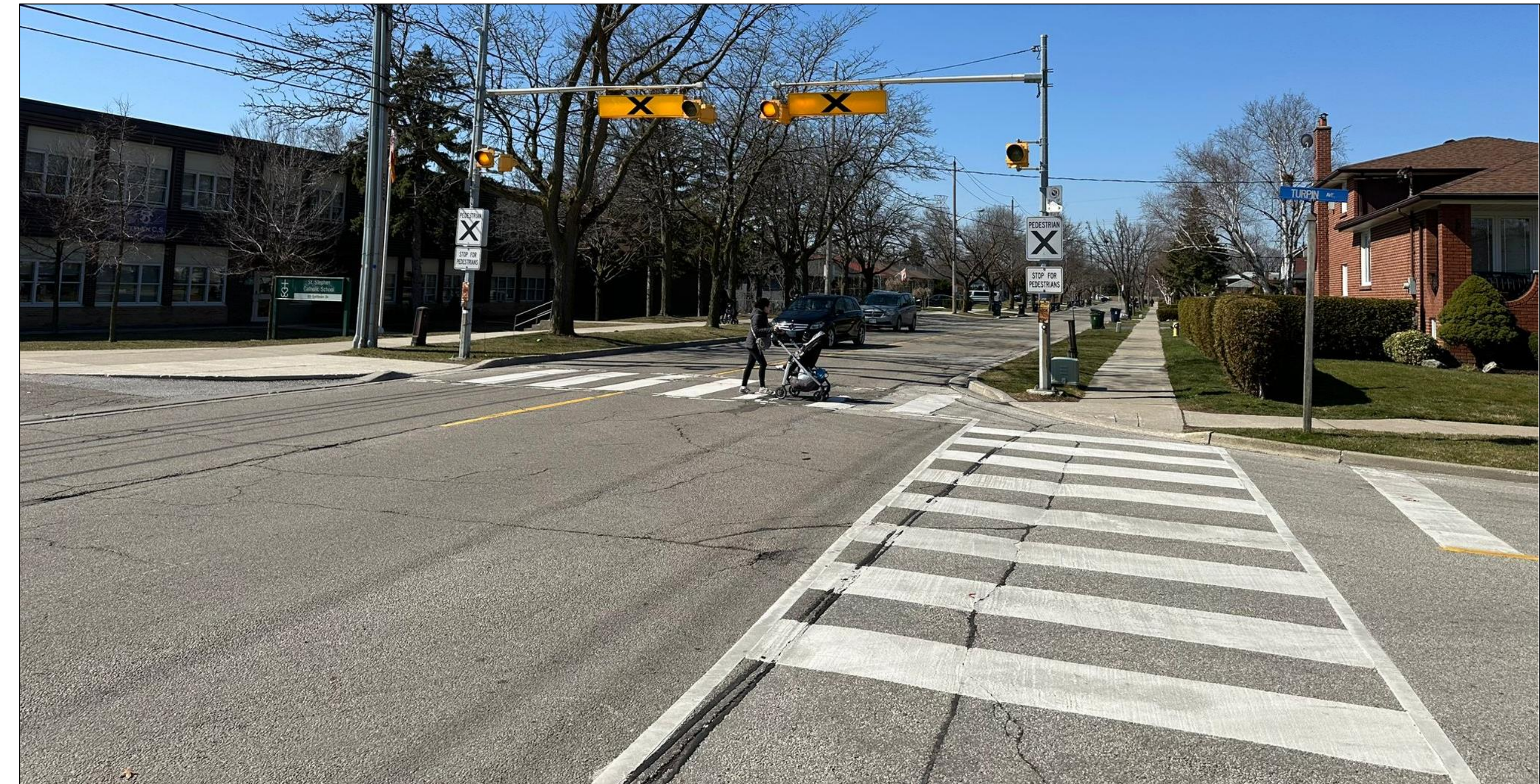


What is a Neighbourhood Streets Plan?

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 **Elms-Old Rexdale 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 quick-build materials
- Identify opportunities for long-term changes alongside planned road resurfacing or reconstruction



Pedestrian Crossover at St. Stephen Catholic School

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

City Design Guidelines

Alongside Neighbourhood Streets Plan, the City has guidelines that are used to improve the design of streets for all road users.

Traffic Calming

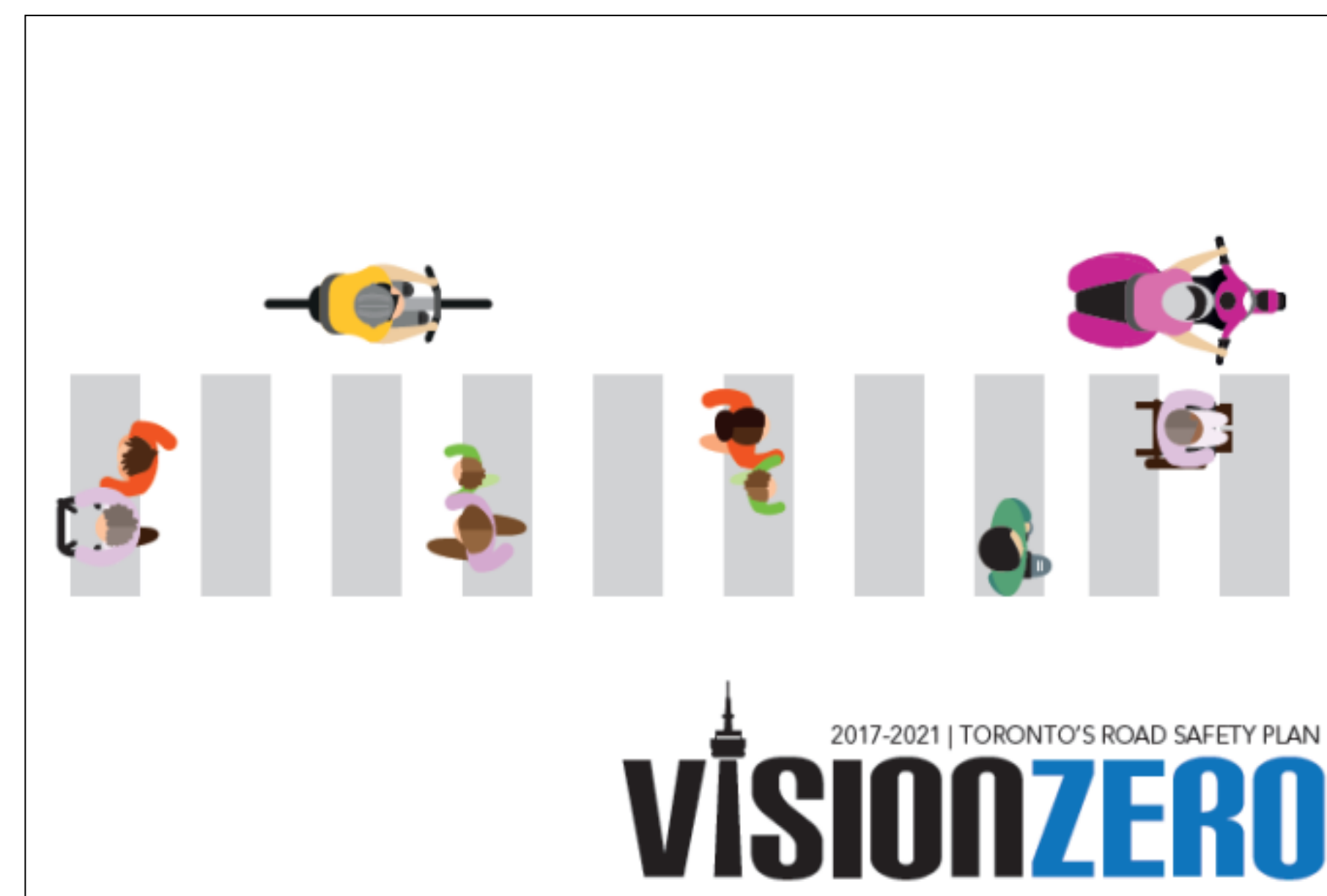
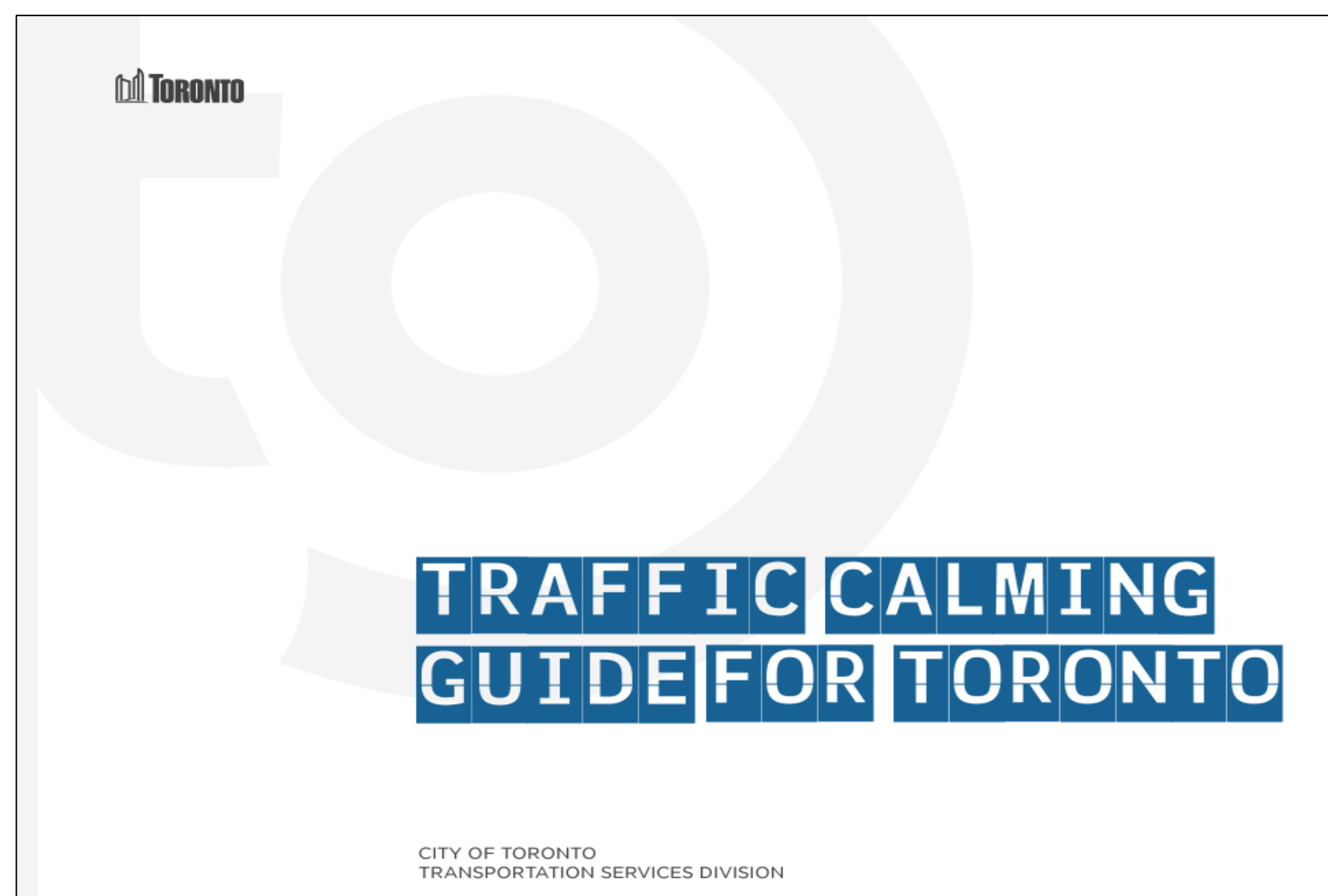
Physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.

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.



Data Collection

Data that has been 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.

Community Characteristics

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

- Varying household and mobility characteristics:
 - 20% of households do not own a car
 - 25% of trips taken by walking or transit
 - 75% of trips taken as a driver or car passenger
 - 48% of trips less than 1km are walked
 - 78% of trips 1 to 2km are made by car
- Mostly single-detached and semi-detached housing followed by apartments



Islington Avenue and Bergamot Avenue
Intersection

Area Context and Local Destinations

Neighbourhood information was reviewed to understand people's travel patterns between where they live and places they visit in the neighbourhood.

Key destinations:

- Mix of retail and residential (e.g., apartments, single family homes)
- Six schools and one recreation centre
- No senior's housing or libraries
- Humber River trails and green spaces
- Childcare centres
- Proximity to Highway 401 and future Finch West LRT



Identified Concerns

Over the last few years community members have identified concerns to 311, the Councillor's office, and City staff regarding excessive motor vehicle traffic and speed related to infiltration and congestion, and about the safety of pedestrians and people cycling.

Community concerns:

1. Missing/faded pavement markings
2. Speeding and lack of compliance with road regulations
3. No cycling infrastructure
4. Lack of traffic calming measures
5. Missing sidewalk connections

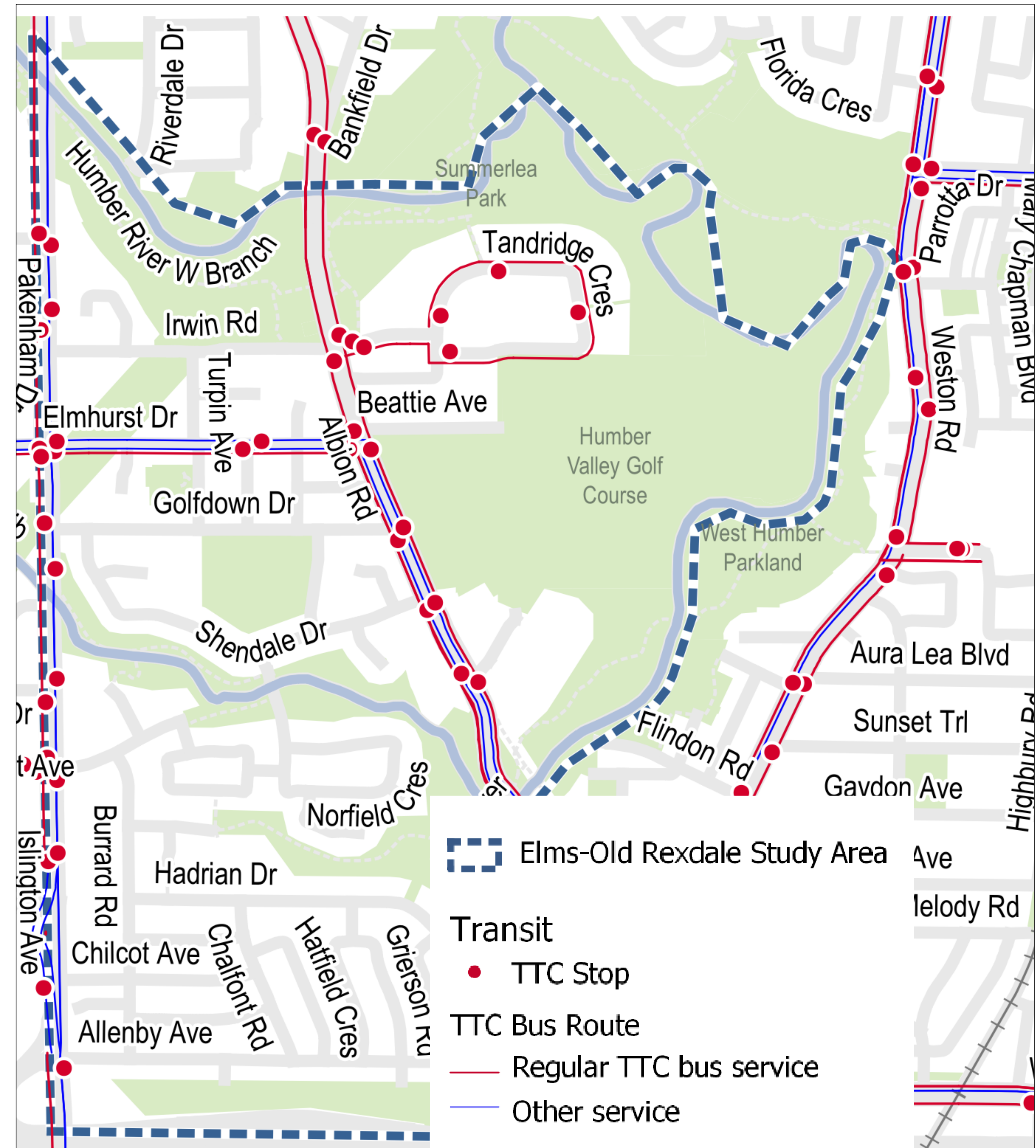


Roadway conditions in Elms Old Rexdale

Public Transit Access

The Elms-Old Rexdale neighbourhood is serviced by the following TTC routes:

- Route 37 Islington
- Route 937 Islington Express
- Route 96 Wilson
- Route 996 Wilson Express
- Route 118 Thistle Down
- Route 73 Royal York
- A Finch West LRT stop will be located at the intersection of Finch Avenue West and Islington Avenue (Rowntree Mills)



Sidewalk Network

- Sidewalks are generally present on both or one side of the street
- Some connections between the sidewalks are missing



Islington Avenue and Chilcot Avenue Intersection



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** can also visually narrow lanes.



Watch Your Speed sign



Speed hump



Lane narrowing or edge lines



In-road flexible speed sign

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

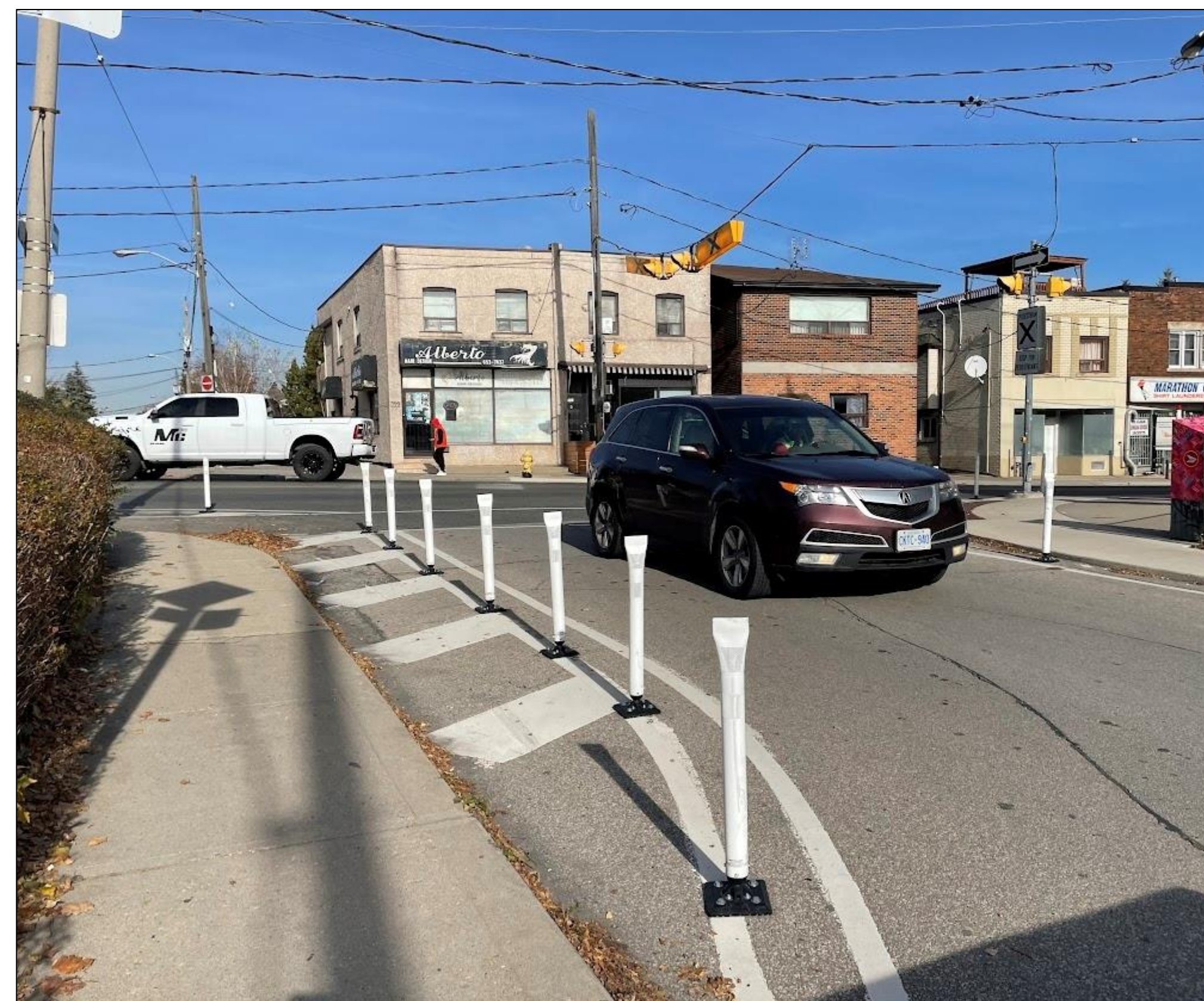
Possible Changes: Speed Management (2/2)

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



materials



Chicanes

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

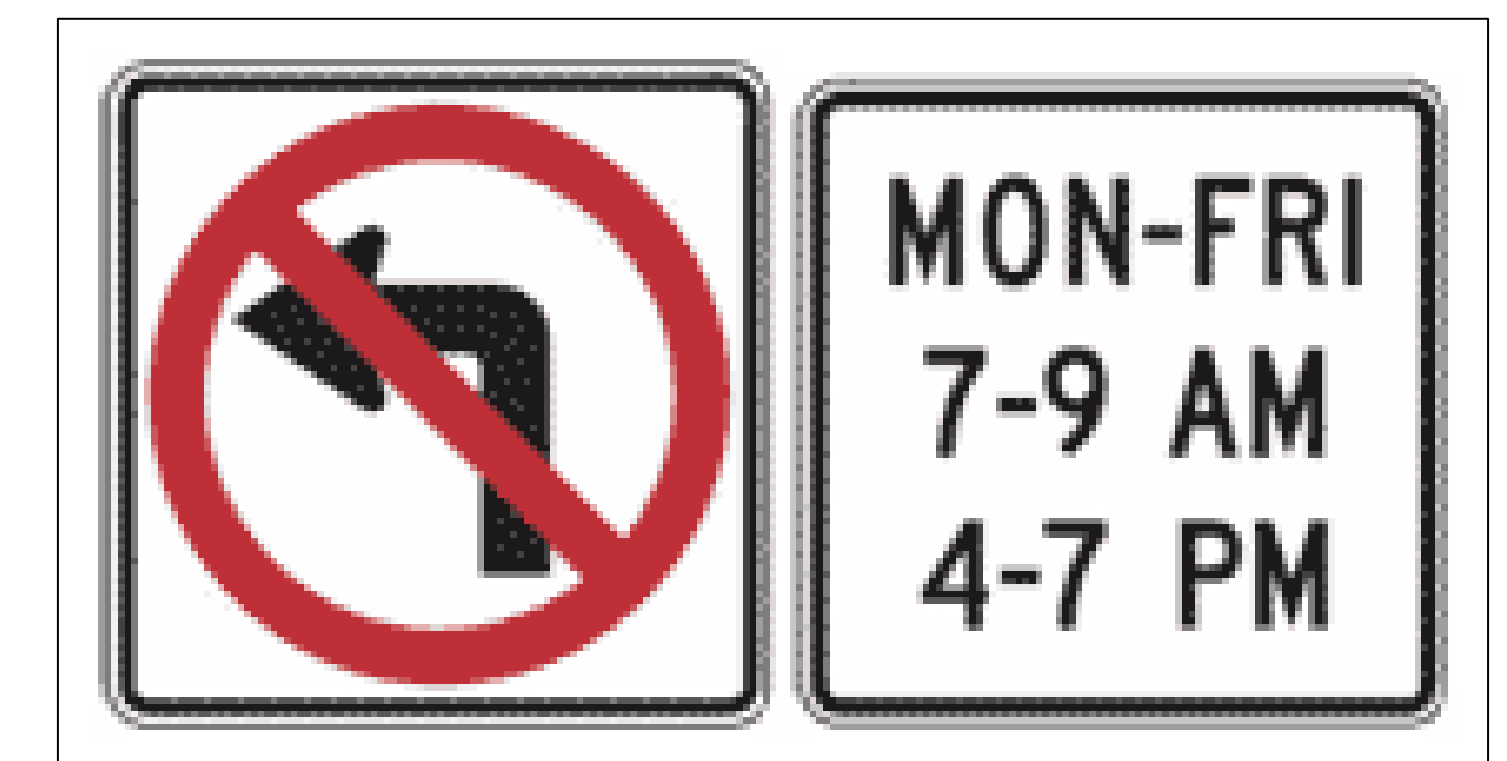
Possible Changes: Volume Management (1/2)

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.



Curb extension to reinforce a directional closure



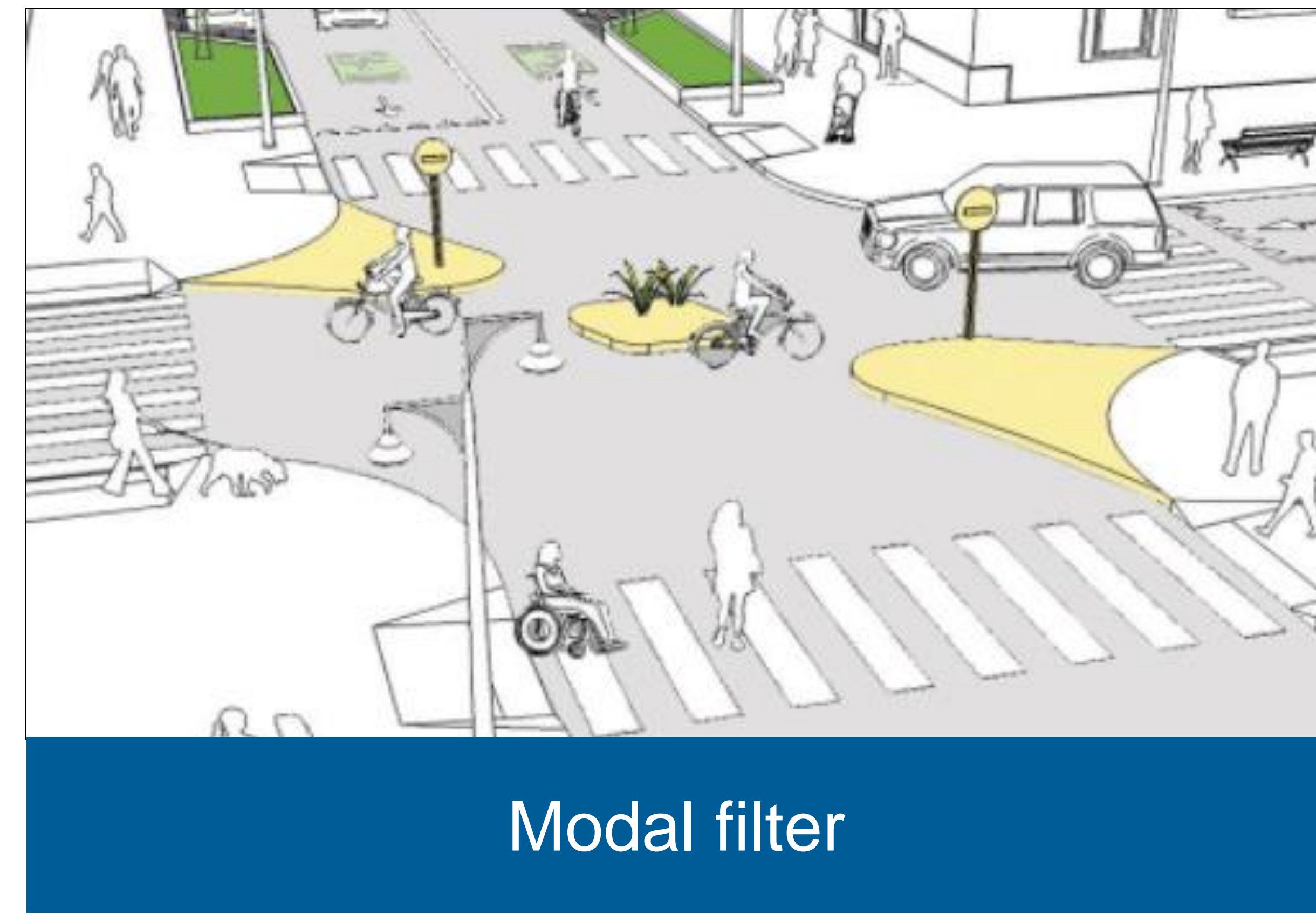
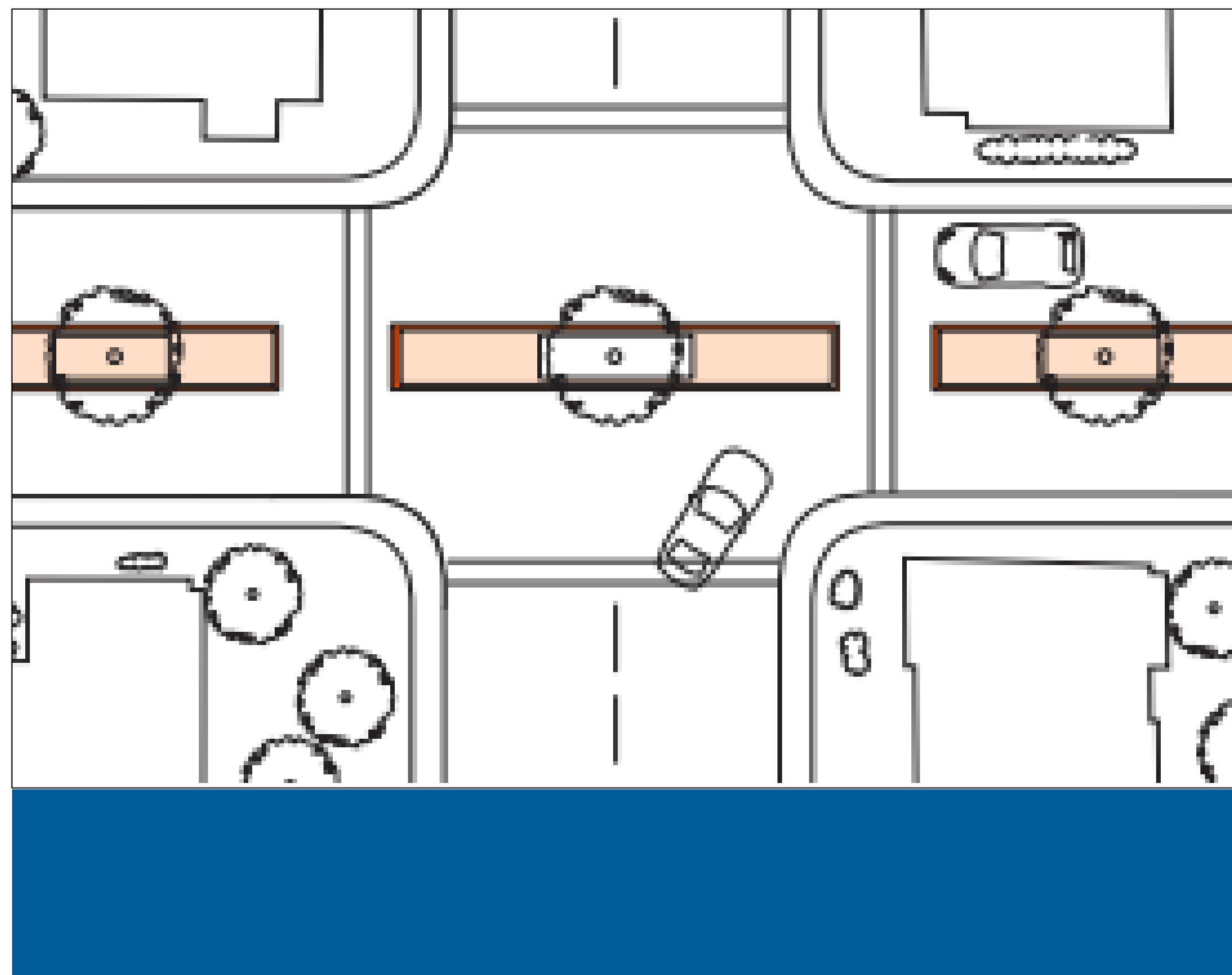
Turn restriction signs

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

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.



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

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 guard



New sidewalk



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

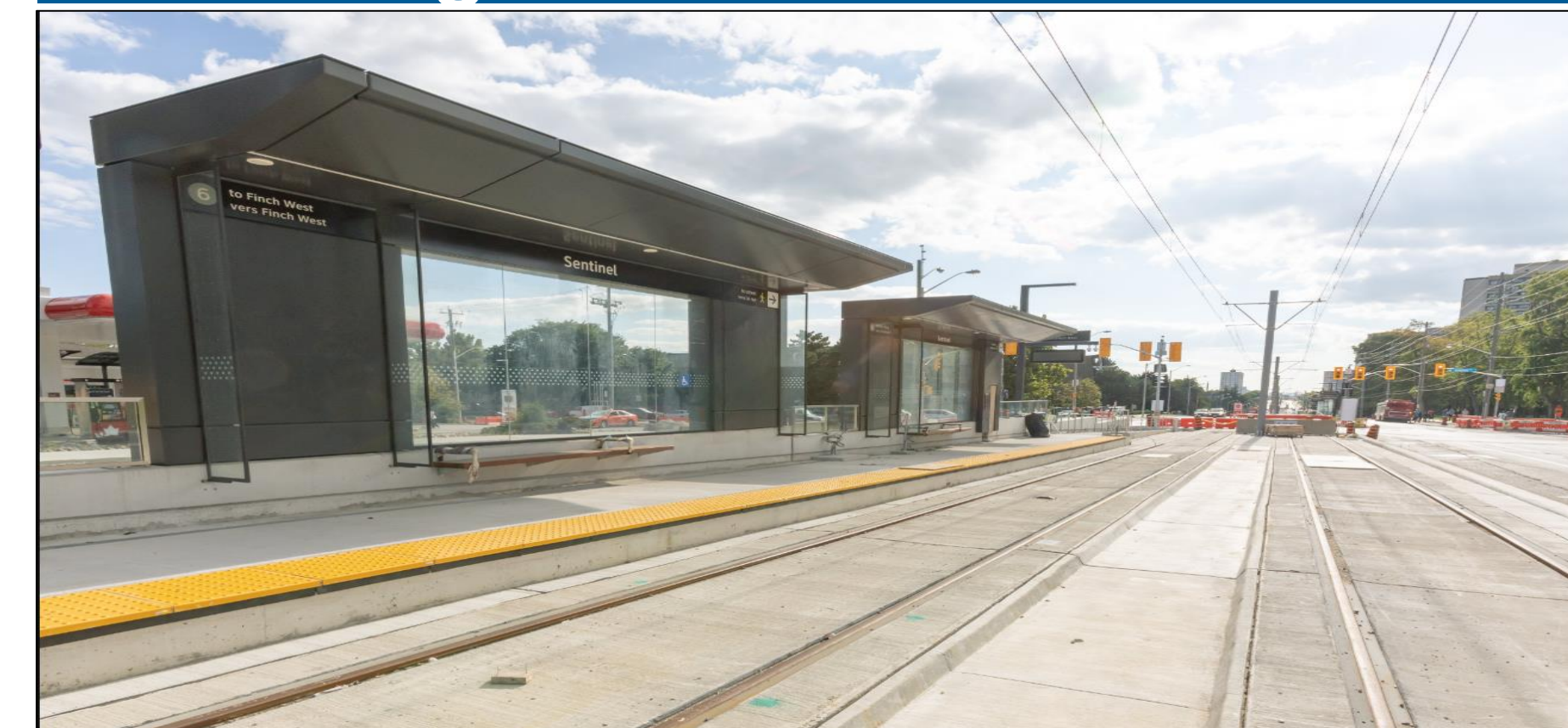
Motor vehicle traffic in the neighbourhood starts with the need to travel and a choice to travel by car. The City aims to make it feel safe and easy to choose walking, cycling, transit or other shared mobility for short trips.

- **Supporting Pedestrians:** 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.
- **Access to shared bikes:** Opportunities for expansion of the Bike Share system to new parts of the City will be explored.

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



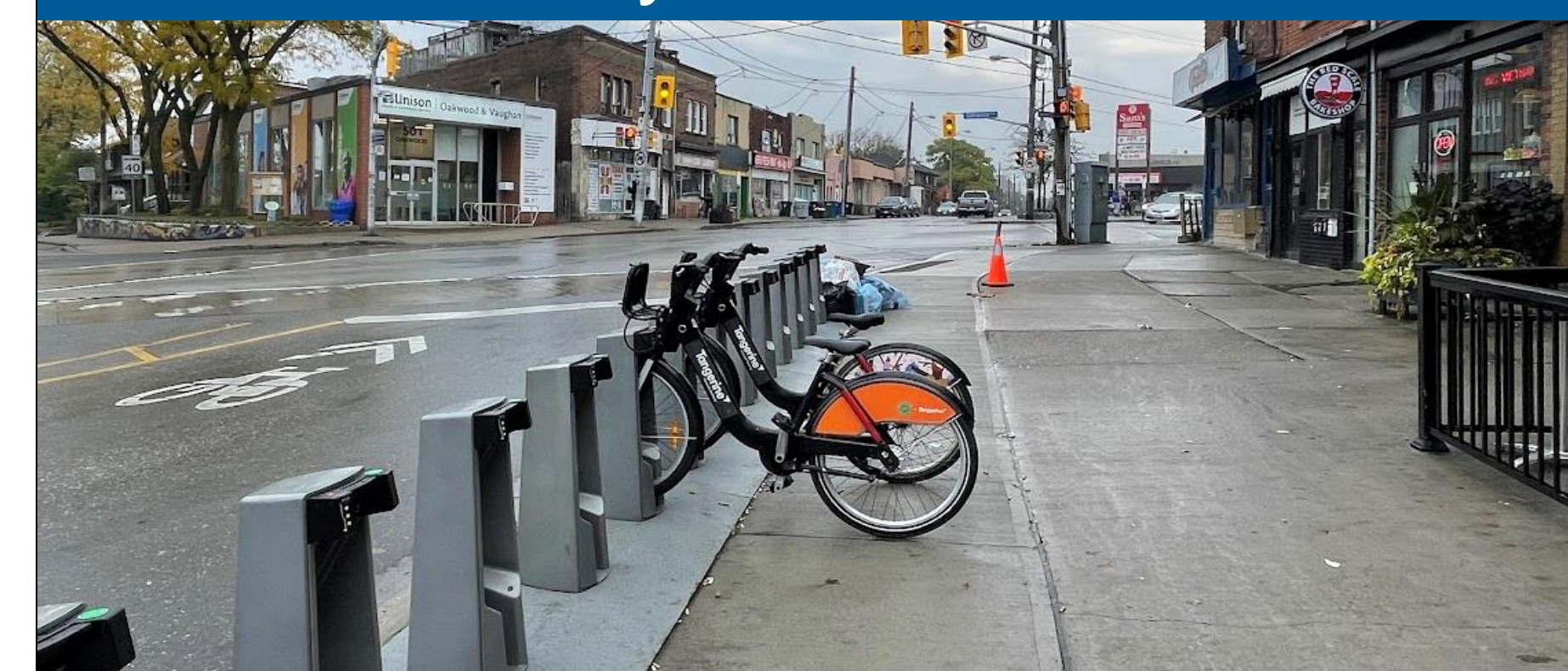
Missing sidewalk connection



Future LRT stop



Cycle Track



Bike Share station

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 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

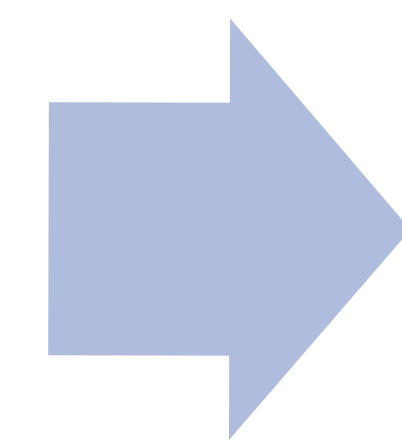
Next Steps

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 (fall 2024), public consultation will take place on a range of proposed measures from short-term actions to longer-term changes.

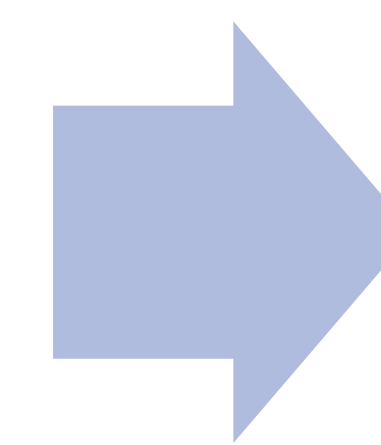
Online Survey &
Drop-In Event to
capture feedback
on possible
changes

April 10 – May 10,
2024



Develop
appropriate
changes, summer
2024

Public review of
proposed changes,
fall 2024



Report to
Etobicoke York
Community
Council, early
2025

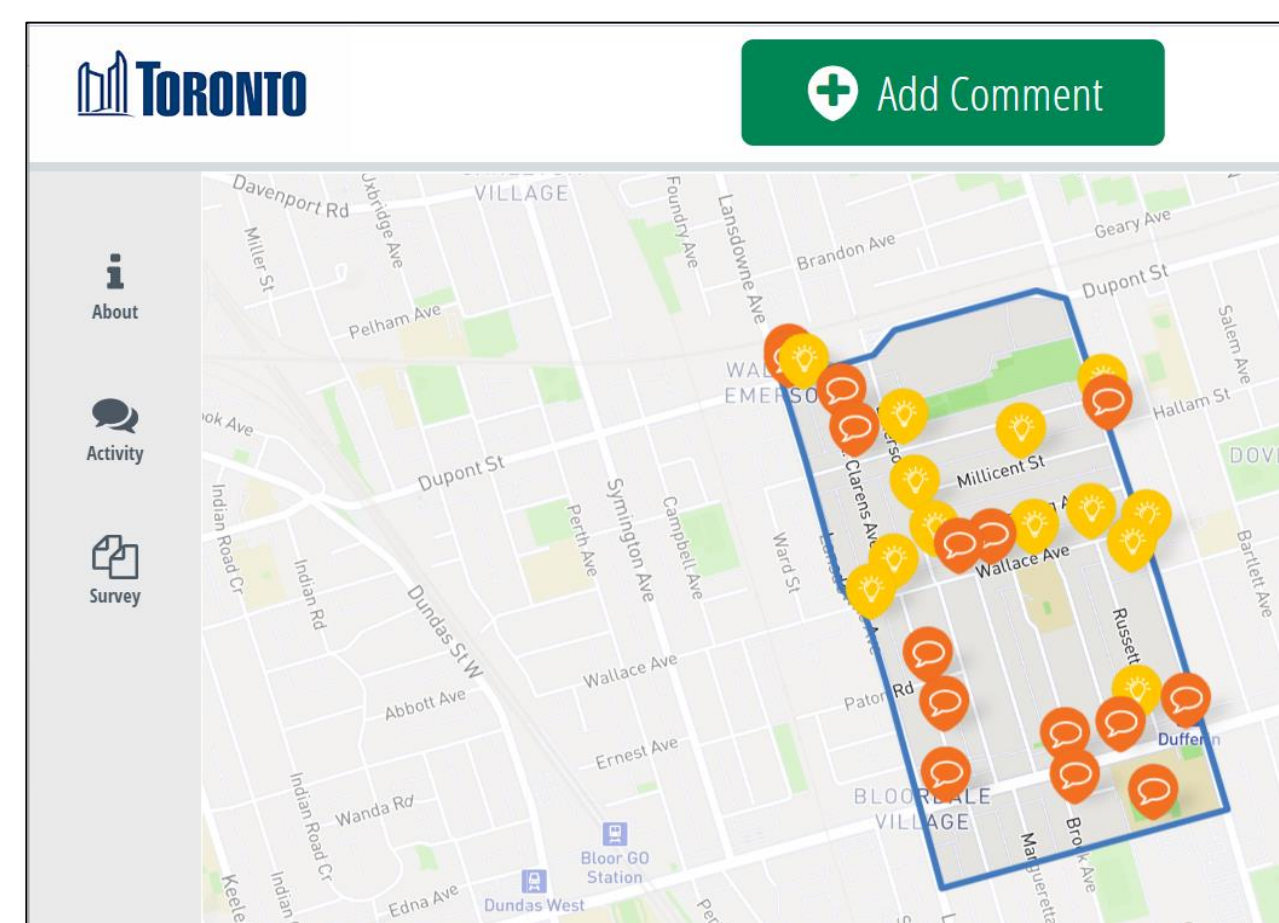
Implement short-
term actions, 2025

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 May 10, 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: **416-338-2850** Email: **EORstreets@toronto.ca**

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