Oakridge Streets Plans

Public Drop-In Event

June 10, 2024

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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 **Oakridge 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.

People walking and biking along Danforth Avenue

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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-Spring 2024
Public consultation on issues & opportunities	Spring 2024 **We Are Here**
Develop appropriate changes	Summer 2024
Public review of proposed changes	Winter 2024/2025
Staff report to Community Council	Early 2025
Implementation, monitoring, & evaluation	On-going

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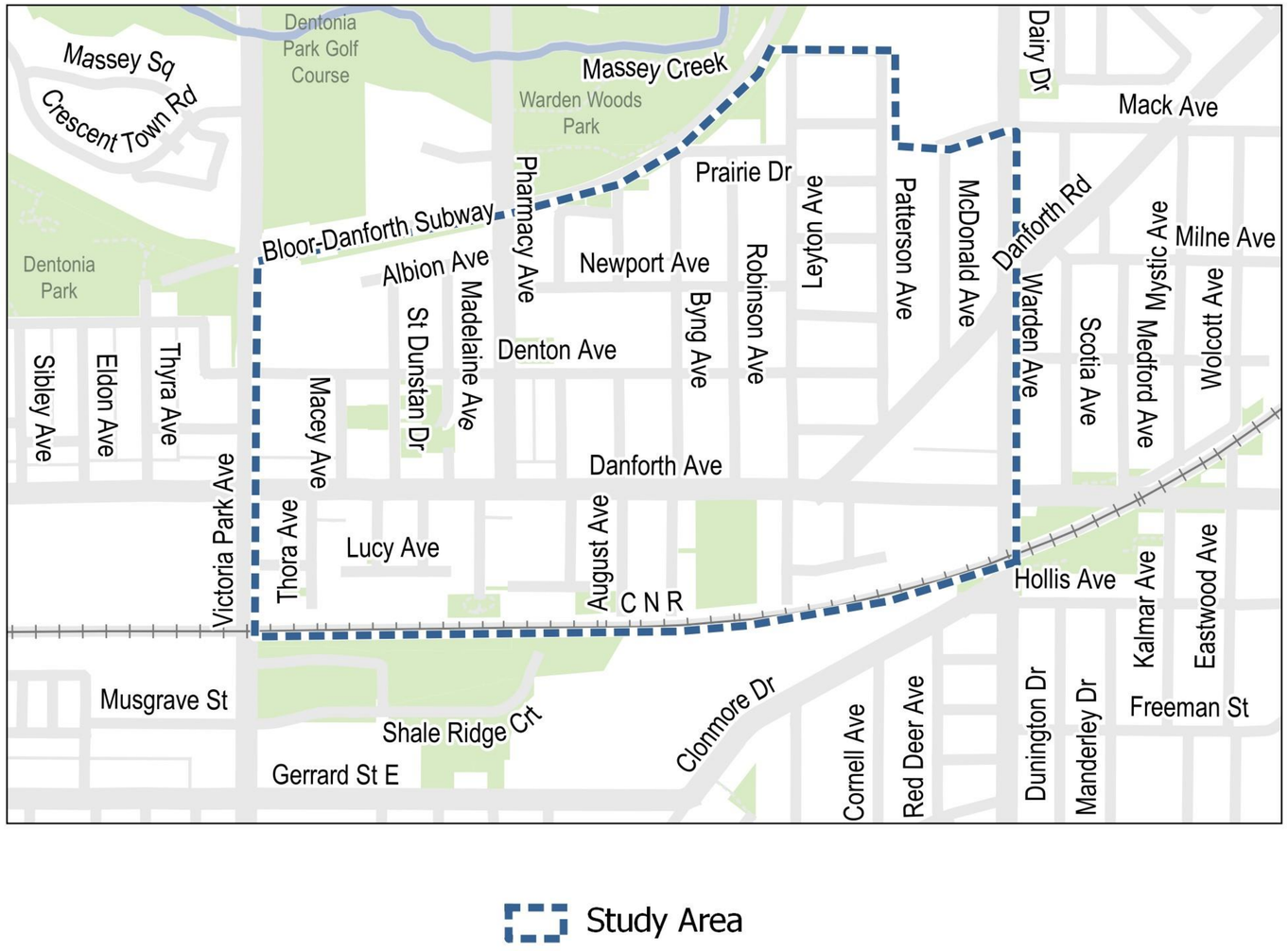
Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for Oakridge 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 Victoria Park Avenue to the west, the Bloor-Danforth subway line, Leyton Ave, and Burn Hill Rd to the north, Warden Ave to the east and the Metrolinx corridor line 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



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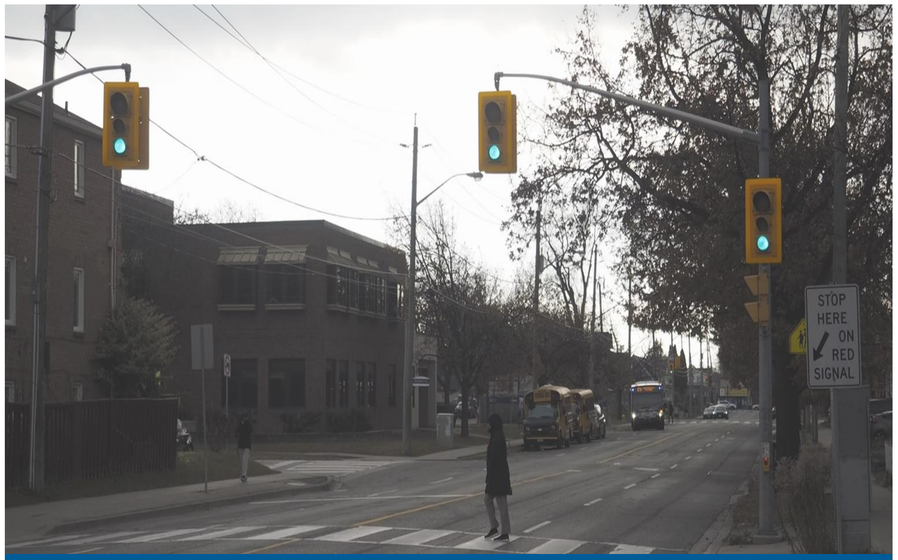
Community Characteristics

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
    - 41% of households do not own a car
    - 62% of all trips taken as a driver or passenger
    - 30% of all trips taken on transit
    - 42% of trips less than 1km are walked, but 77% of trips 1 to 2km are made by car

*Source - 2016 Transportation Tomorrow Survey



Pharmacy Avenue

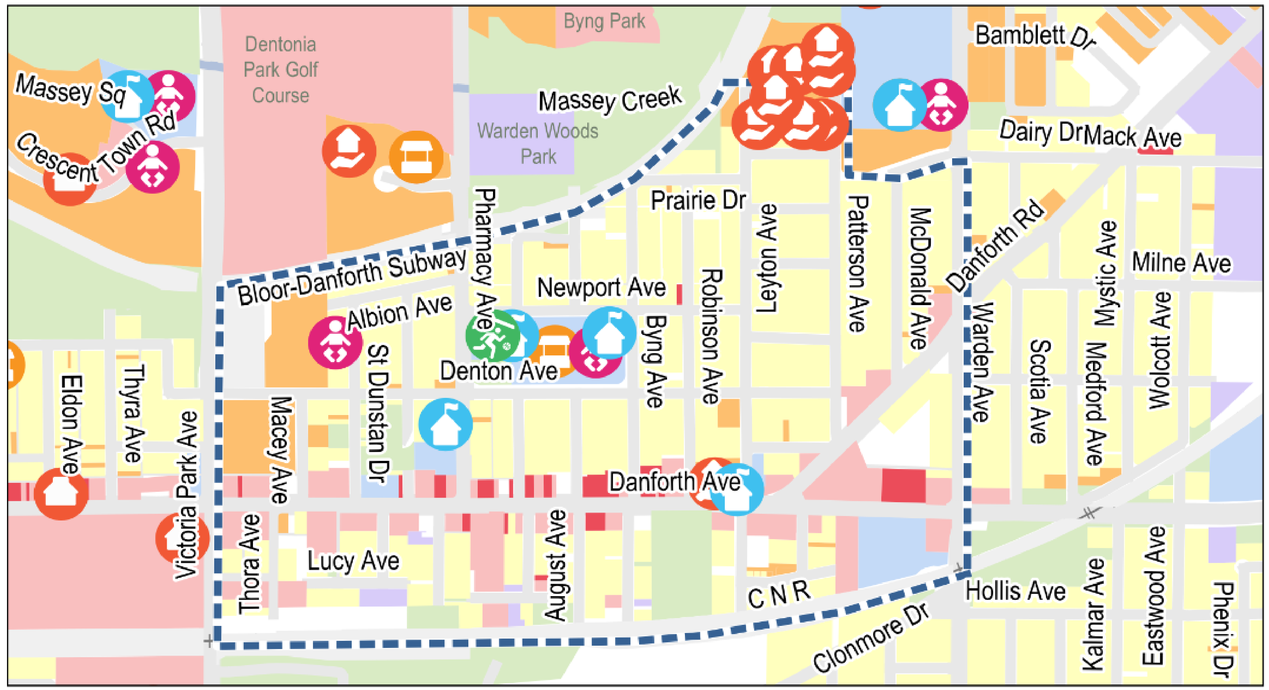
August Avenue

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:

- 5 schools
  - St Dunstan Catholic Elementary School
  - Samuel Hearne Middle School
  - Oakridge Junior Public School
  - Taylor Creek Public School
  - Baitul Mukarram Academy School
- Parks: Dentonia Park, Dentonia Park Golf Course, and Warden Woods Park
- Community gathering places such as a Shoppers World and Oakridge Community Recreation Centre
- Victoria Park subway station (Bloor-Danforth Line)



Land Use and Destinations

- Neighbourhood
- Apartment Neighbourhood
- Mixed Use
- Open Space
- Institutional
- Commercial
- Industrial
- School
- Child Care
- Community Recreation Centre
- Supermarket
- Food Bank
- Social Housing
- Study Area

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Councillor’s Office Identified Issues

The Oakridge neighbourhood was nominated by the previous Councillor's Office in 2023.

The primary transportation issues identified in the nomination are:

1. Excessive speeding & unsafe driving
2. Excessive motor vehicle traffic volumes
3. Frequent collisions or near-misses
4. School areas need improvement

Byng Avenue

Newport Avenue

Collision History

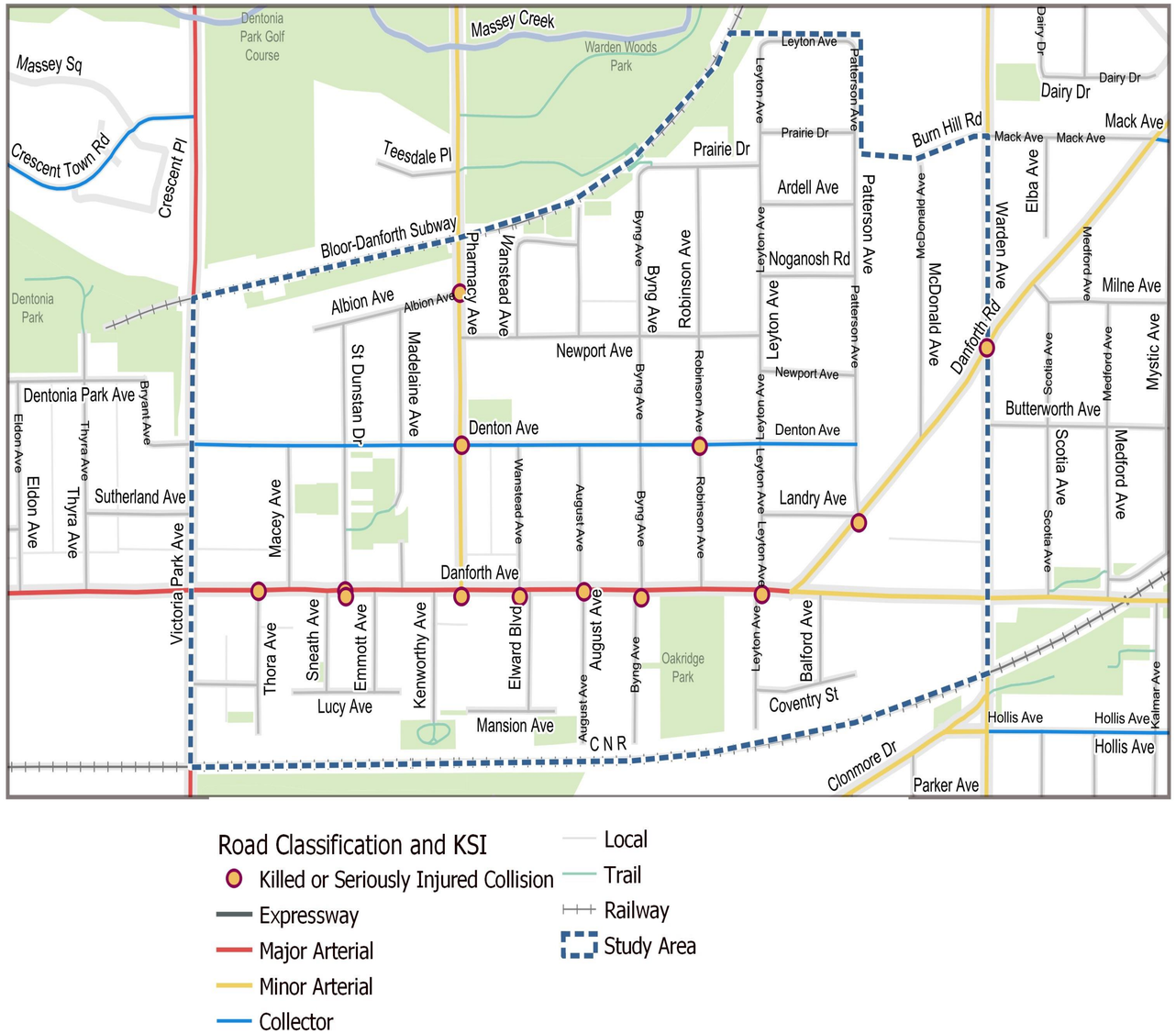
A review of the 10-year collision history in the neighbourhood shows:

- 13 collisions resulting in death or serious injury

<u>Summary of the 13 collisions</u>

  - 4 collisions involving pedestrians (one fatality)
  - 7 collisions involving vehicles
  - 2 collisions involving people cycling

- 240 collisions involving vulnerable road users (e.g. people cycling, pedestrians, older adults and school children) that did not result in death or serious injury



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.

311 toronto at your service

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.

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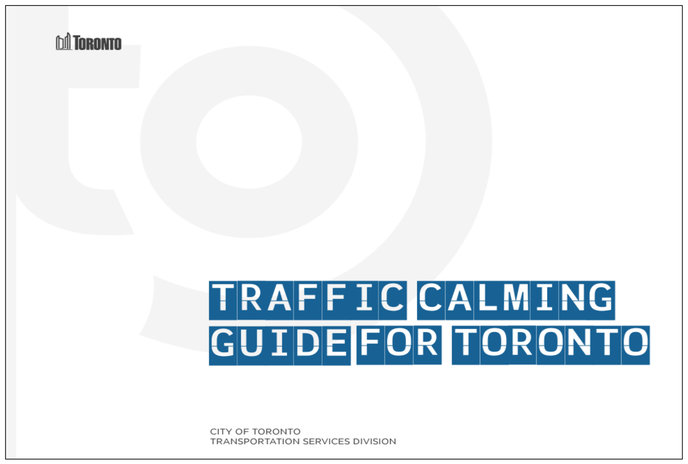
City Design Guidelines

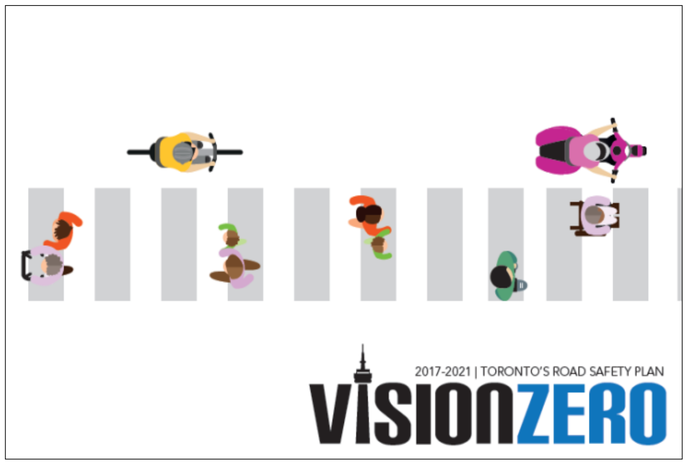
The City has guidelines that are used to improve the design of streets for all road users.

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.





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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

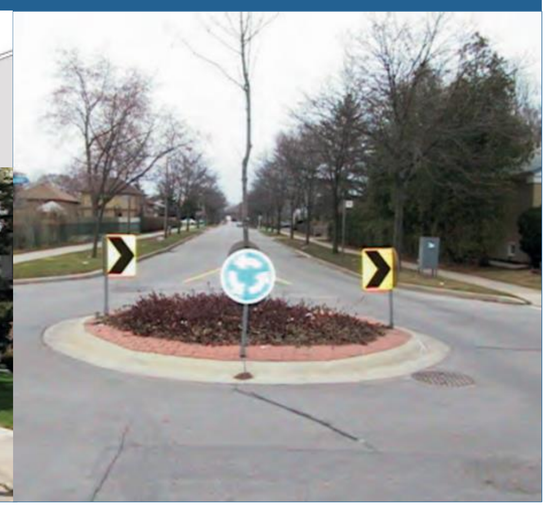
Slow Down Sign Campaign

Lane Narrowing

Speed Humps

Chicanes

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



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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’** 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.

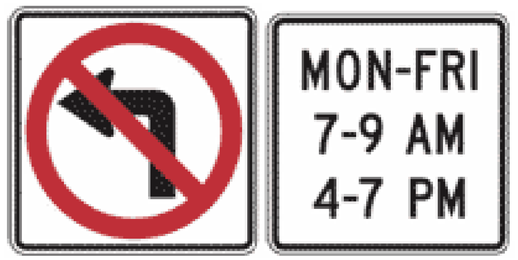
Possible Changes: Volume Management

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

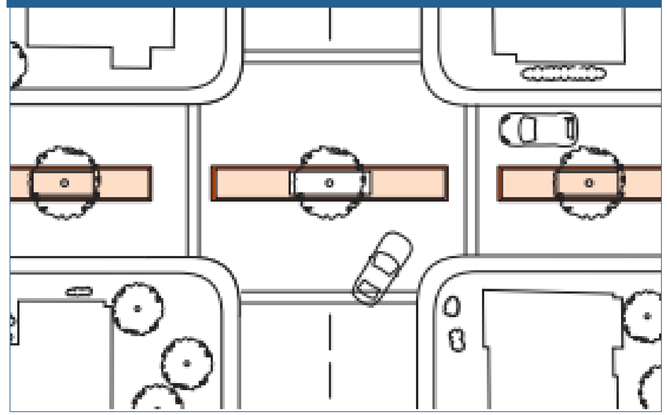
Modal Filters

Directional Closures



Turn Restrictions

Medians



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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.

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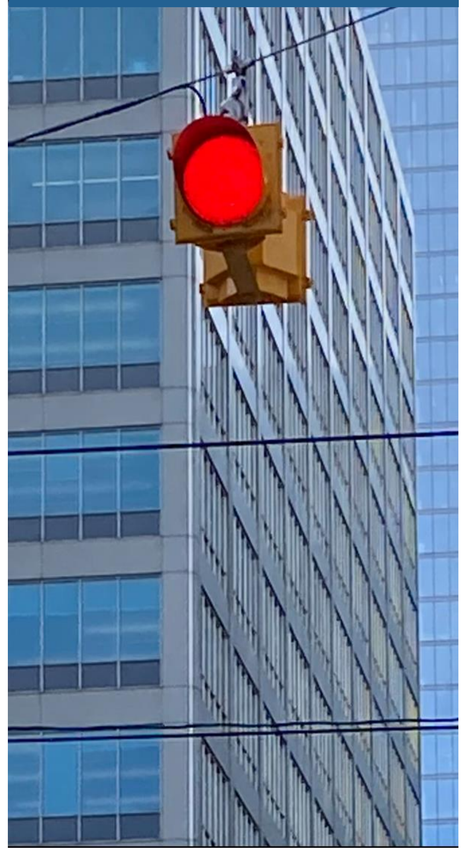
Possible Changes: Conflict Management

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

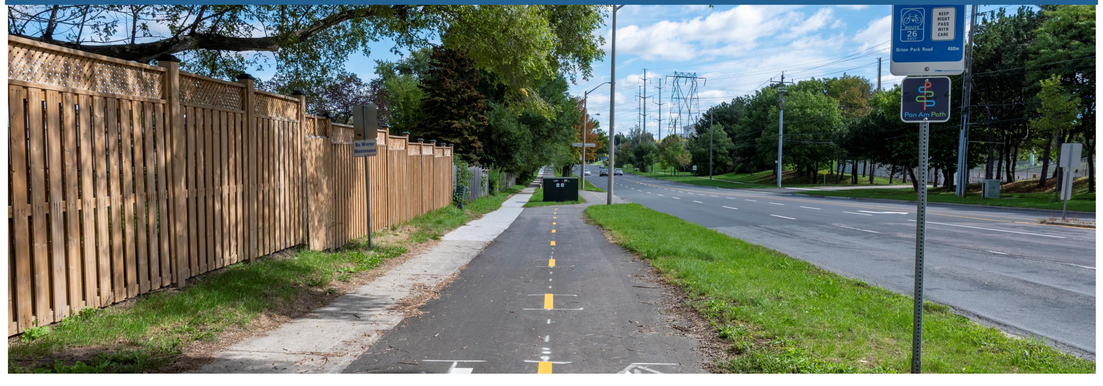
New/Improved Sidewalks

Advisory Signs/Beacons



Intersection Controls

Dedicated Cycling Facilities



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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.

Possible Changes: Demand Management

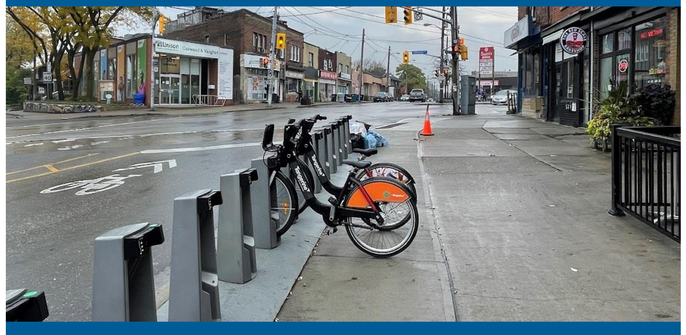
Motor vehicle traffic in the neighbourhood starts with the need to travel and a choice to travel by car. The City aims to make it feel safe and easy to choose walking, cycling, transit or other shared mobility for short trips.

- **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.
- **Access to shared bikes:** Four Bike Share stations have been identified within the vicinity of the project area at Victoria Park Subway Station, Victoria Park & Danforth Aves., Pharmacy & Danforth Aves., Danforth Ave. & Danforth Rd.

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

Person walking on the street

Access to transit (photo credit TTC)



A bike share station

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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 • No Council approval required • Primarily movable/flexible materials	6-18 months	• Intersection improvements • Refreshed pavement markings (e.g. stop bars and centre lines) • Signage & sightline fixes
Short-term Actions • Council approval required	1-5 years	• Speed humps • 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

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Next Steps

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

In Phase 2 of this project (Fall 2024 / Winter 2025), 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

May – June 2024

Develop appropriate changes, Summer 2024

Public review of proposed changes, Fall 2024 / Winter 2025

Report to Scarborough Community Council, early 2025

Implement short-term actions, 2025

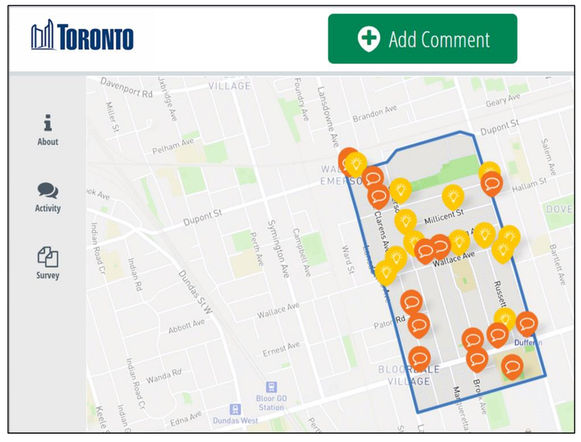
Provide Your Feedback

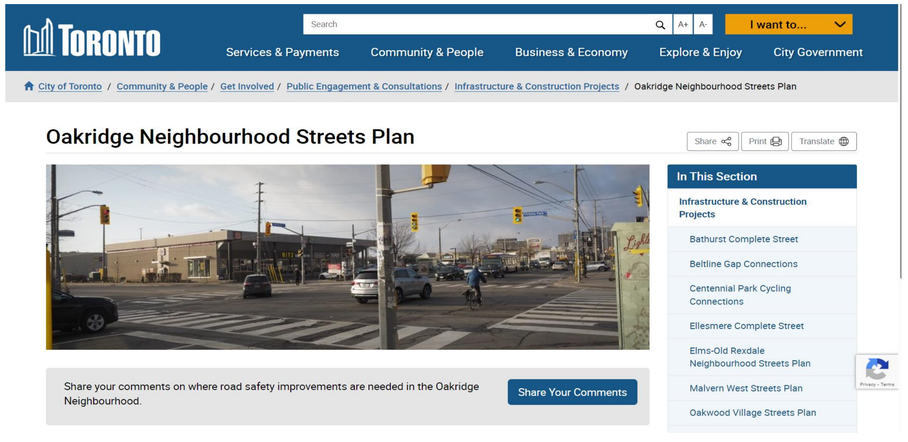
People who live in, work in, or regularly visit a neighbourhood are experts on what the transportation problems are on streets in their neighbourhood. There are many ways you can support the development of this plan:

Tell Us About Local Issues
Use the large format maps or Social Pinpoint to tell us where you see issues and opportunities for change on neighbourhood streets.

Provide Your Input
You can also provide feedback via phone or email and stay up to date at our project website.

Stay in Touch
Add your name and email at the sign in table to be added to the project email list to stay informed about the project as it progresses.





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Questions & Discussion

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