

Lawrence Park Transportation Plan

June 24, 2024 Virtual
Public Meeting



Lawrence Park Transportation Plan

The Lawrence Park (LP) Transportation Plan builds on the 2018 Basement Flooding & Road Improvement Environmental Assessment recommendations to address concerns raised by the community about road safety, excessive speeding and traffic volumes.

The City has carried out a study to identify changes that can be made to improve safety for all road users in the Lawrence Park area, with a focus on vulnerable road users such as pedestrians, people cycling, children and seniors. City staff used a data-driven approach to develop several traffic management solutions. The proposed solutions in the Lawrence Park Transportation Plan (LPTP) build on planned changes to streets in the area.

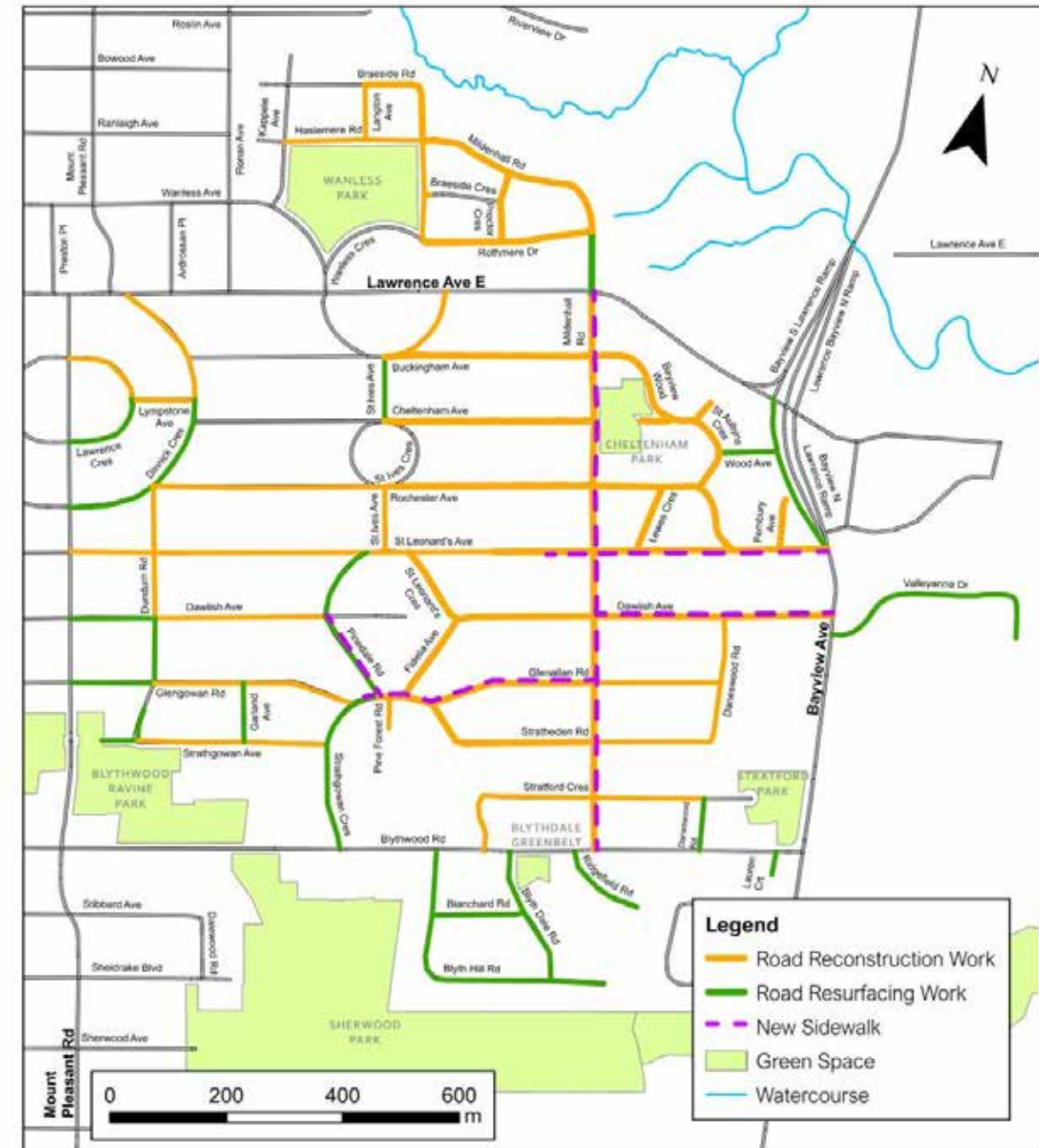


Study Overview & Background



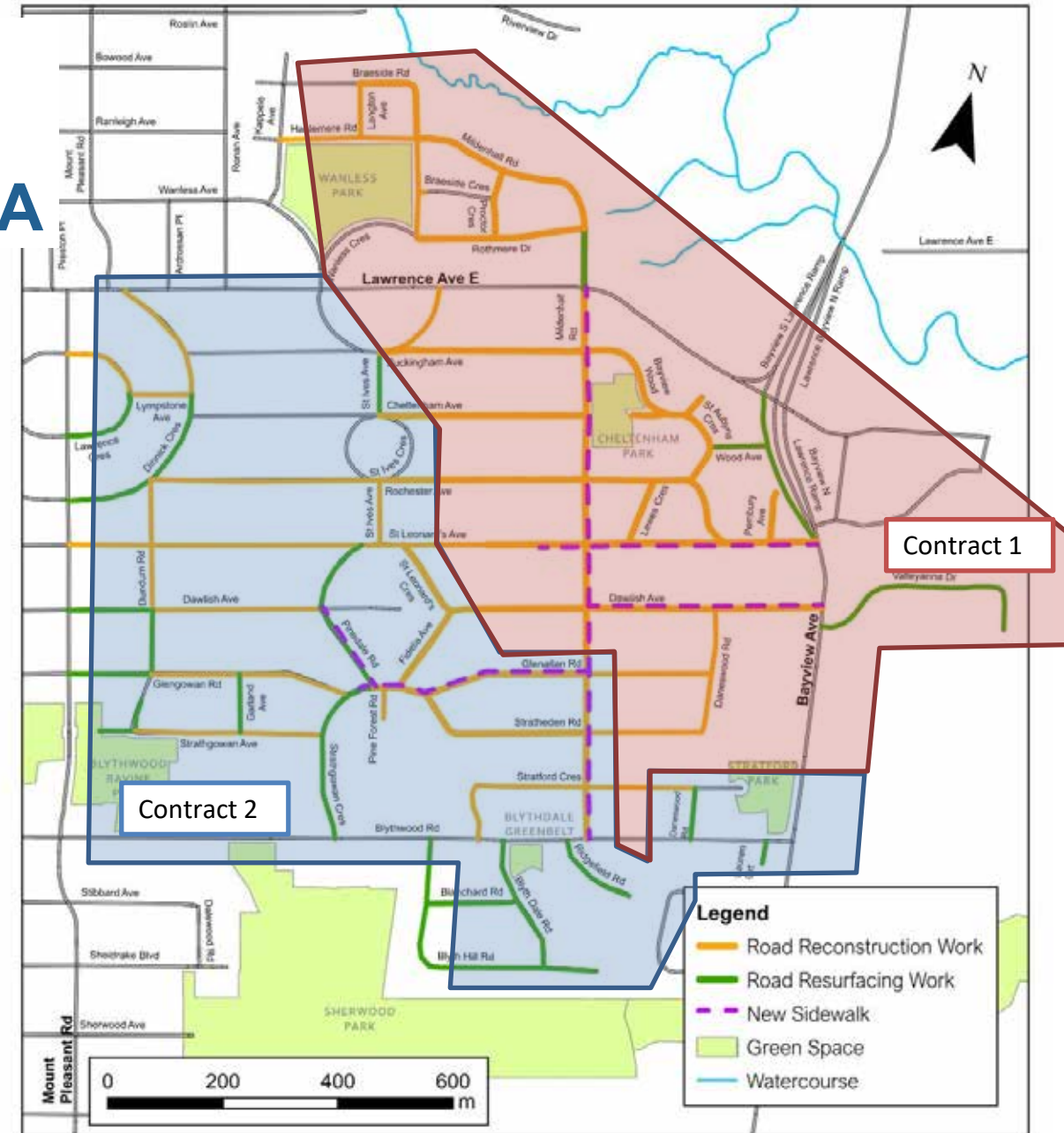
Background: Lawrence Park Neighbourhood Basement Flooding & Road Improvements Environmental Assessment

- In 2017 the City completed the Lawrence Park Neighbourhood Investigation of Basement Flooding & Road Improvement Environmental Assessment (EA).
- To address road conditions and to reduce the risk of basement flooding, the EA identified a number of road and infrastructure improvements including road reconstruction, road resurfacing, new sidewalks as well as sewer upgrades.
- City Council approved the EA recommendations including:
 - 11 km of roadway reconstruction, including 6.4 km modification from rural to urban cross section
 - 3.7 km of roadway resurfacing
 - 2.6 km of new sidewalk
 - 11.2 km of sewer improvements



Background: Lawrence Park Neighbourhood Basement Flooding & Road Improvements EA

- The EA study area was generally bounded by Mount Pleasant Boulevard to the west, Lawrence Avenue East to the north, Bayview Avenue to the east, and Blythwood Road to the south
- The City has recently hired a consultant to begin Preliminary Design work for the road and basement flooding improvements.
- Design work and construction will be carried out in two phases (Contract 1 and Contract 2), which correspond to two areas of the neighbourhood.





Background: Lawrence Park Neighbourhood Basement Flooding & Road Improvements EA

- In addition to the improvements recommended in the EA, recommendations from the Lawrence Park Transportation Plan that involve civil work will be incorporated into the design and construction of the Basement Flooding contracts by the City's consultant.
- Preliminary Design for Phase 1 is targeted for completion in September 2024 and Detailed Design in 2026. Phase 1 construction is anticipated to begin in 2026.
- Public and community interest group engagement will begin in 2024 as part of the Phase 1 design process and continue through construction.

Basement Flooding & Road Improvements: EA to Construction



WE ARE HERE

2021-2022

RFP development
Consultant to bring
EA through design to
construction in two
phases of work

2023-2024

Consultant on board
Community
engagement in 2024
on Phase 1
Preliminary Design

2025-2026

Phase 1 Detailed
Design, including LPTP
features
Community
engagement in design
process

2026-2029

Phase 2 design
Phase 1 tender
and construction

2029-2032

Anticipated timeline
for Phase 2
construction
(Subject to change)

Lawrence Park Neighbourhood Basement Flooding & Road Improvements



Lawrence Park Transportation Plan

Throughout the EA process, area residents and local interest groups raised concerns about traffic behaviours and travel patterns in the neighbourhood, including:

- high motor vehicle volumes (particularly during peak hours)
- excessive speeding
- road safety for vulnerable road users (e.g. pedestrians, people cycling, children and seniors)

The outcomes of the EA did not respond to all the traffic management requests and concerns that were received throughout the process.

At the request of the local Councillor, North York Community Council directed staff to develop a plan to respond to traffic management issues and implement changes through the delivery of the basement flooding work.

Lawrence Park Transportation Plan Objectives

Transportation Plan Objectives

- Study the traffic and transportation conditions in Lawrence Park, both within the EA study area and west of the EA study area
- Identify improvements, in consultation with the community, that could mitigate traffic and safety concerns
- Inform road design elements that could be delivered through the basement flooding road improvements
- Coordinate the delivery of changes that are outside the scope of the basement flooding project area (construction is targeted to begin in 2026 and to be completed by 2032)

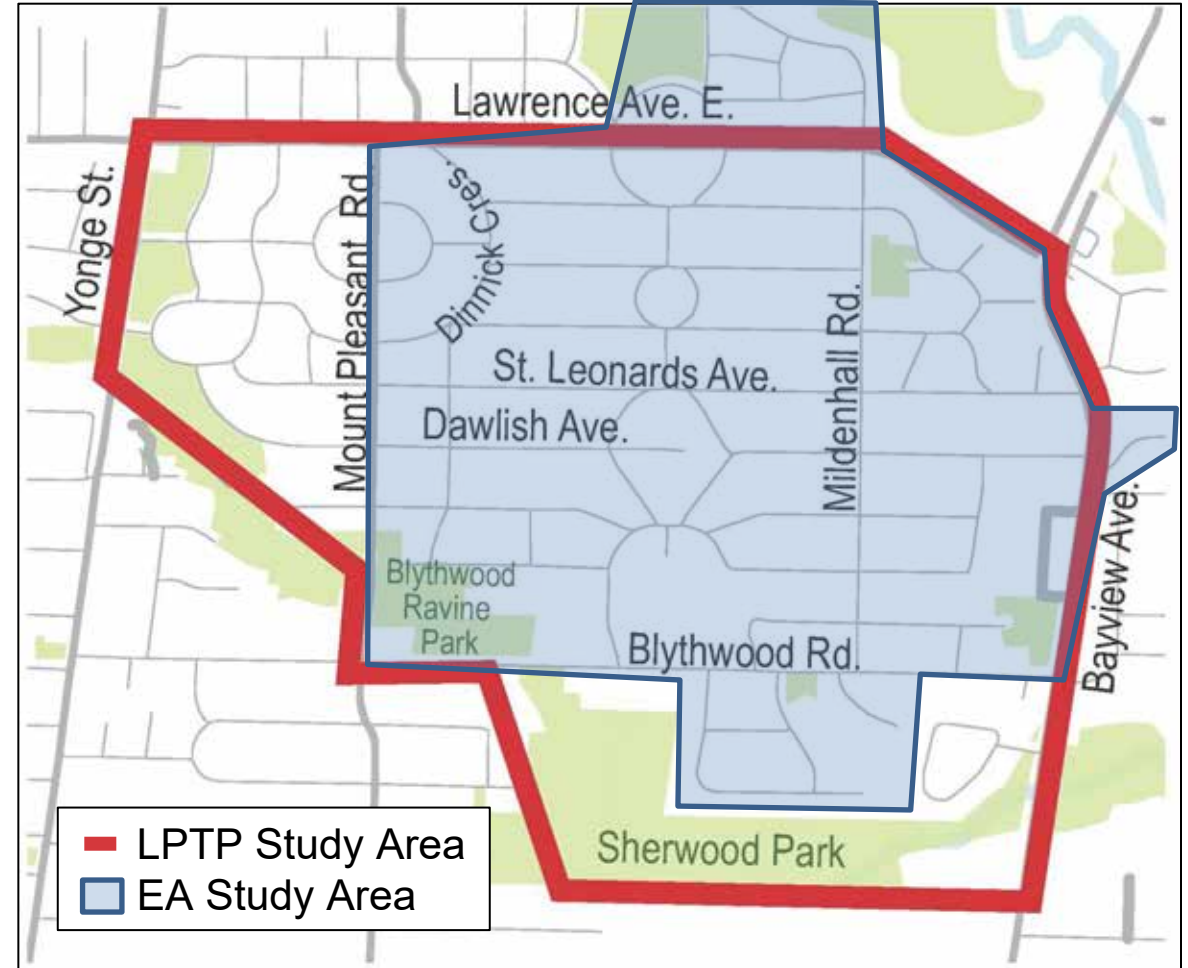
The LP Transportation Plan will not revisit the Council-approved recommendations identified through the Lawrence Park Road & Stormwater Management Study process.

Lawrence Park Transportation Plan

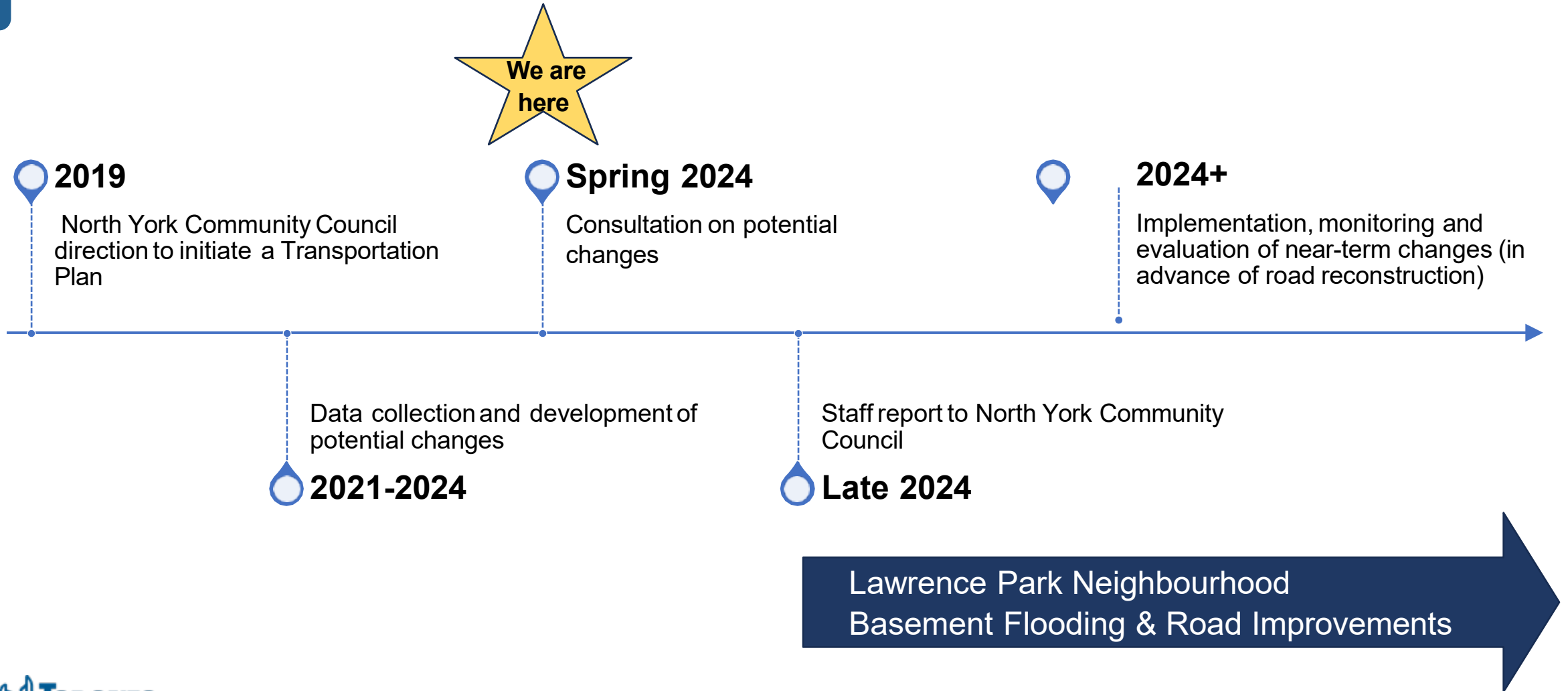


Lawrence Park Transportation Plan Overview

- The Lawrence Park Transportation Plan (LPTP) will address neighbourhood traffic concerns and identify improvements which can be implemented along with planned road reconstruction.
- The LPTP includes the roads considered in the EA as well as additional neighbourhood streets for which additional study was undertaken.
- The LPTP study area is bound by:
 - North – Lawrence Avenue East
 - South – Blythwood Avenue
 - East – Bayview Avenue
 - West – Yonge Street/Mount Pleasant Avenue



Steps to Develop the Plan



Data Review and Analysis

An evidence-based approach was used to understand existing conditions in Lawrence Park and develop Transportation Plan recommendations.

Traffic data collection measured vehicle volumes, speeds and turning movement counts

- Data collection was completed between 2021 and 2024
- Traffic studies are publicly available on the City's Open Data portal

Collision data collected by Toronto Police Services

- Collisions resulting in death or serious injury
- Collision data is publicly available on the City's Vision Zero Mapping Tool

Concerns and requests from the public and local Councillor

- Feedback shared throughout the EA process
- Calls to 311 about traffic operations and road safety

Site visits and observations in the neighbourhood



Data Review and Analysis

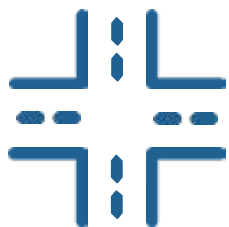
EA Feedback

Comments, feedback and requests collected throughout the EA process were reviewed and considered in the development of the LPTP.

- Speeding is a concern on local roads, especially roads that connect to major arterials
- Turn restrictions are not being enforced
- Vehicle volumes are concerning, especially on routes near major destinations like schools and Sunnybrook Hospital
- Sightlines and visibility of vulnerable road users is poor at intersections
- Pedestrians do not always have the right-of-way, safe crossing opportunities are needed, especially on Lawrence Avenue East
- High demand for parking on-street parking in the east end of the neighbourhood
- Often experience queuing when attempting to drive out of the neighbourhood
- Pavement markings are unclear and in poor condition

Plan Components

The Transportation Plan builds on the EA recommendations and responds to traffic conditions in Lawrence Park:



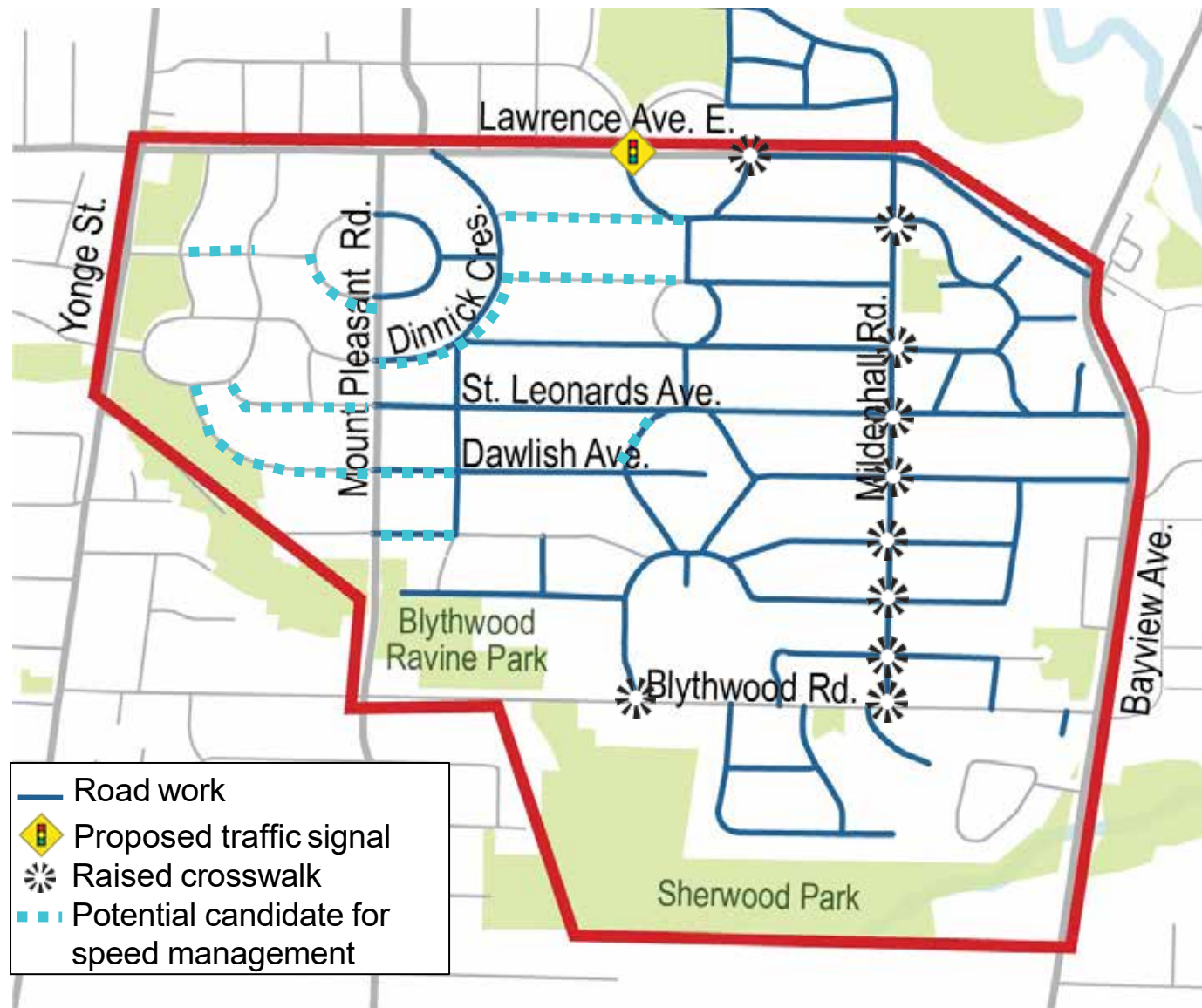
Road Safety



Vehicle Speeds



Vehicle Volumes



Road Safety

Overview

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 Lawrence Park:

- Community safety zones around all schools
- Flashing beacons in community safety zones
- Pedestrian head start signals at intersections
- Crossing guards at seven locations

What We Heard

- Pavement markings at intersections are in poor condition
- Raised crosswalks at intersections could improve crossing conditions
- Sightline obstructions at intersection impact visibility of vulnerable road users
- Sidewalks would provide designated space for pedestrians
- Street lighting could improve night time visibility and driving conditions
- Safety conditions around schools need to be improved
- A new signal on Lawrence Avenue East is needed to facilitate safe movements

Road Safety

What We Found

Toronto Police Services data from 2014 to 2024 show the number of reported collisions that resulted in a fatality or serious injury:

On the local roads in Lawrence Park:

- one collision that involved a pedestrian and resulted in a fatality

On the arterial roads in Lawrence Park:

- seven collisions that resulted in fatality or serious injury.

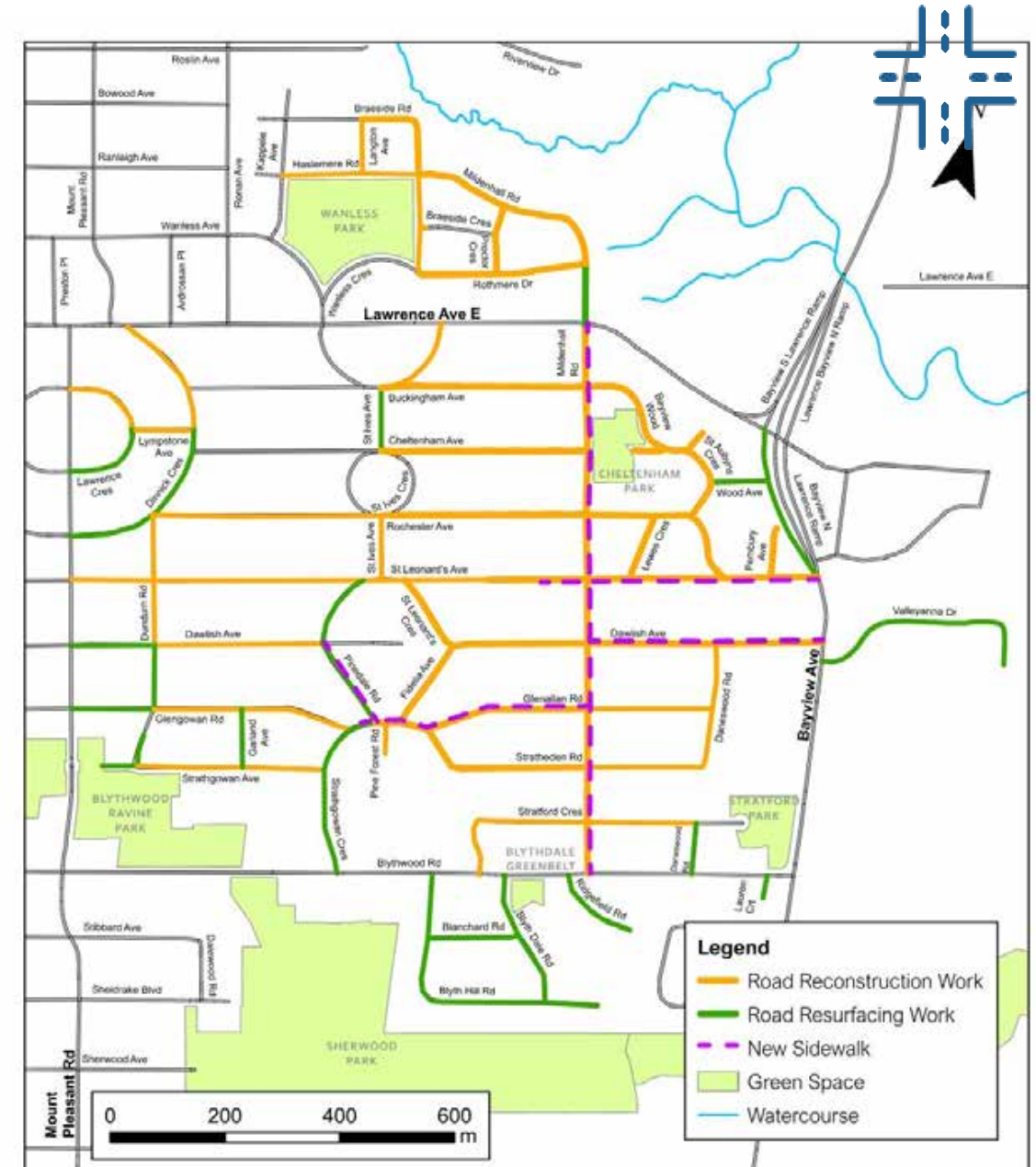
Arterial roads are Lawrence Avenue East, Yonge Street, Bayview Avenue and Mount Pleasant Boulevard.



Road Safety

Sidewalks

- The location of new sidewalks was determined through the EA study process
- The EA recommended new sidewalks on one side of five streets in the Basement Flooding Study area.
- Streets with Council-approved sidewalks:
 - Mildenhall Road (east side of road)
 - St. Leonards Avenue
 - Dawlish Avenue
 - Pinedale Road
 - Glenallen Road/Strathgowan Crescent
- Sidewalks will be constructed as part of road reconstruction work.
- The LPTP will not reconsider the Council decision.

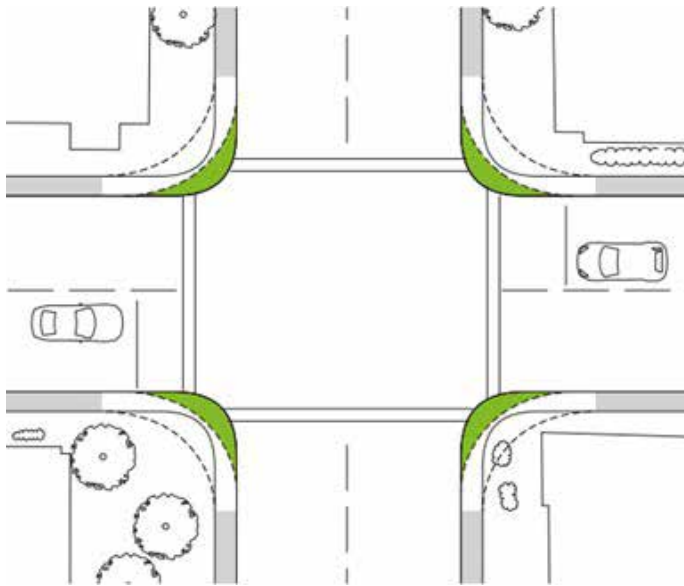


Road Safety

Proposed Changes



The following changes are being proposed in addition to the approved sidewalks:



Intersection Realignment



Traffic Signal



Raised Crosswalk

Road Safety Improvements

Proposed Changes



Intersection realignment: modifies the layout of roads to improve safety. Modifications can include:

- Reducing the crossing distance for pedestrians and increasing visibility among all road users
- Realigning and/or narrowing vehicle lanes to reinforce appropriate speeds, lane positioning and yielding
- All intersections will be considered for realignment to ensure alignment with City design standards.

Traffic signal: New signalized intersection at Lawrence Avenue East and Wanless Crescent

Raised crosswalk: a crosswalk that is higher in elevation than the adjacent roadway. Benefits include:

- Improving visibility of pedestrians
- Increasing motorist awareness of the crosswalk location
- Encouraging slower driving speeds and better compliance at stop signs



Vehicle Volumes

Overview



- The community is concerned about the use of neighbourhood roads as a route to avoid traffic congestion on Bayview Avenue, Lawrence Avenue East, Mount Pleasant Road and Yonge Street.
- The community is also concerned about wayfinding apps directing people driving onto neighbourhood roads.
- Existing measures to address vehicle volumes in Lawrence Park:
 - Turn restrictions





What We Heard

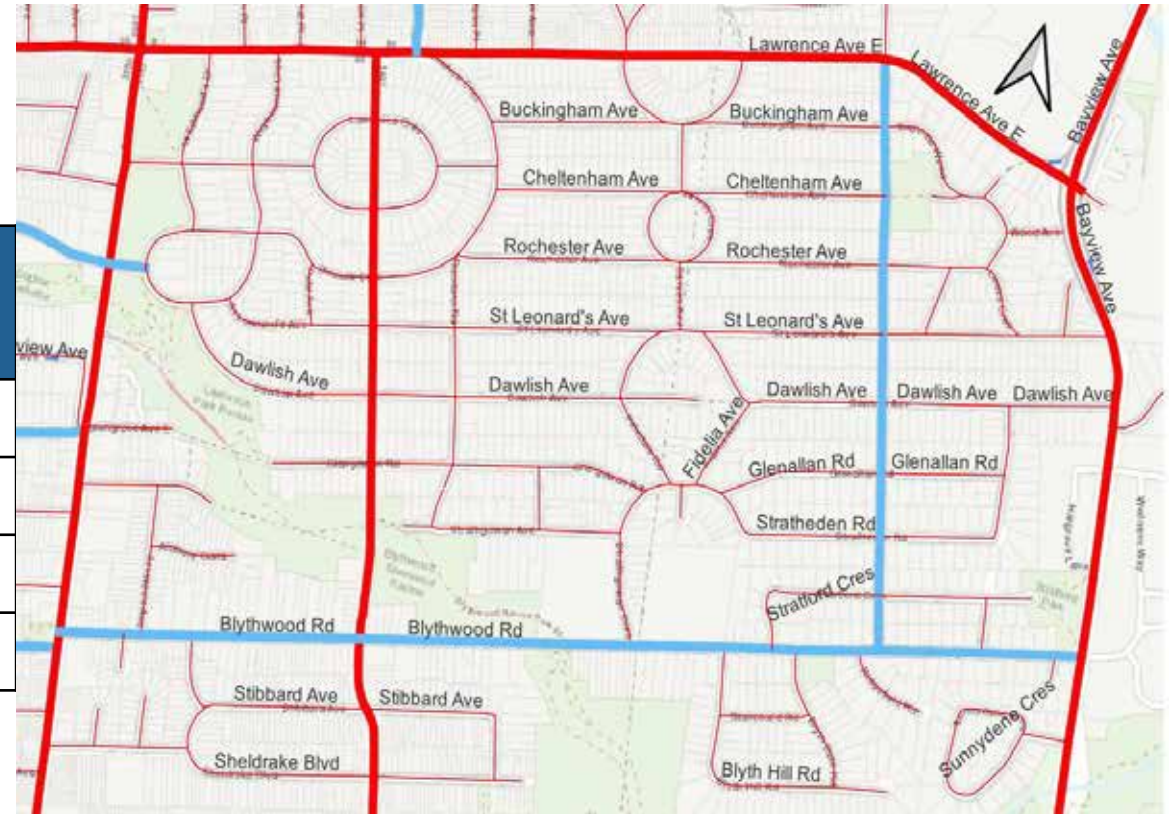
- Vehicle queuing at intersections with signals is common as motorists try and exit the neighbourhood
- Concerns about vehicle volumes, especially on roads that intersect with major arterial roadways
- Requests for new turn restrictions
- Requests for increased enforcement of turn restrictions
- Suggestions for signal timing changes to improve the flow of traffic

Vehicle Volumes

What We Found

The City's Road Classification System designates streets into different groups according to the type of service it provides.

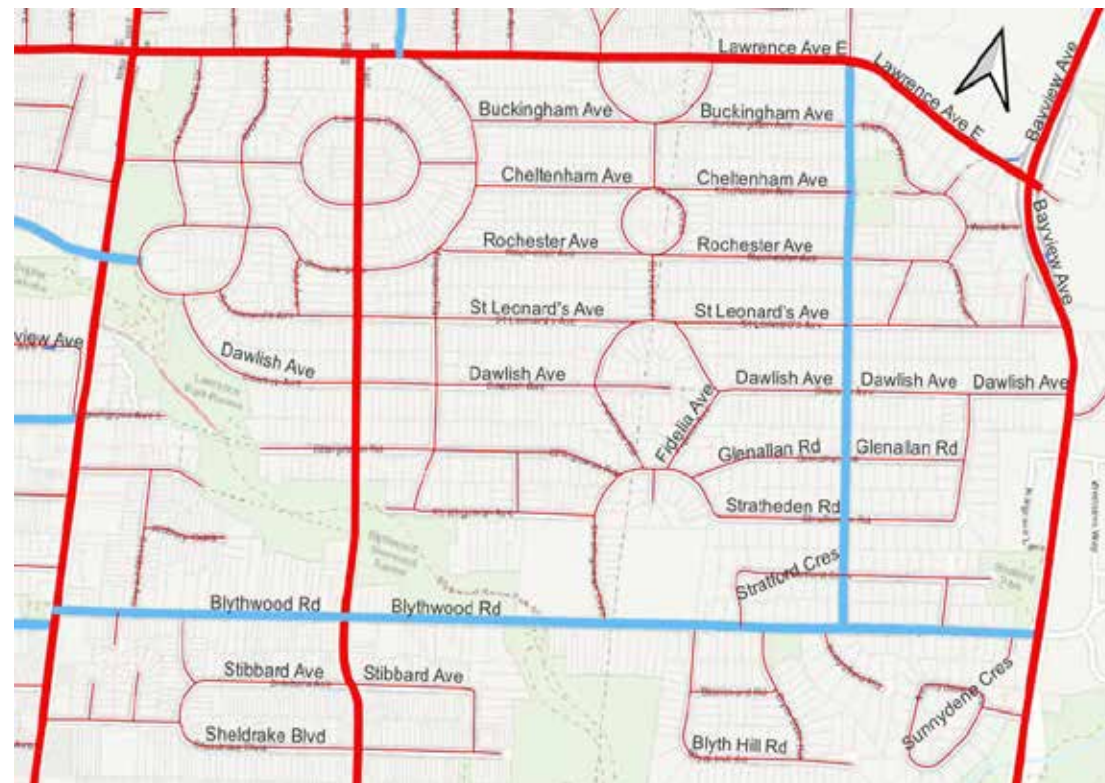
Road Classification	Target Maximum Motor Vehicles/ Day	Transit Passengers/ Day
 Major Arterial	20,000+	5,000+
 Minor Arterial	8,000–20,000	1,500–5,000
 Collector Road	2,500–8,000	Up to 1,500
 Local Road	Up to 2,500	Typically none



Vehicle Volumes

What We Found

- Traffic studies collect precise vehicle counts. Studies completed between 2021 and 2024 show that traffic volumes in the area are within the working maximum for Local and Collector roads, (2,500 and 8,000 daily vehicles, respectively).
- Local roads in Lawrence Park, which provide access to property, have vehicle volumes ranging from 270 to 1,700 vehicles per day.
- Collector roads in Lawrence Park, which provide access to property, local destinations and facilitate traffic movement, have vehicle volumes ranging from 2,200 to 8,000 per day.



Vehicle Volumes

What We Found



Data collected through the Transportation Tomorrow Survey show that Lawrence Park residents typically choose motor vehicle travel over walking, cycling and taking public transit.

Average Mode Share in Lawrence Park vs. City of Toronto

Mode	Lawrence Park	City-wide Average
Motor vehicle	60%	46%
Passenger in motor vehicle	21%	11%
Walking	5%	13%
Cycling	2%	13%
Transit	11%	28%

Vehicle Speeds

Overview



- The City's Vision Zero Road Safety Plan aims to reduce the number of traffic-related injuries and fatalities associated with speeding.
- Speed management strategies that have been established in the study area over the years include:
 - Reducing speed limits to 30 km/h on Local roads and 40 km/h on Collector roads
 - Automated Speed Enforcement Camera, rotating location

What We Heard

- All speed management measures should be considered to encourage compliance with speed limits
- Speeding on roads adjacent to schools is common
- Speeding is common on roads that connect to major arterials
- Vehicles speed in an attempt to catch a green light when entering/exiting the neighbourhood

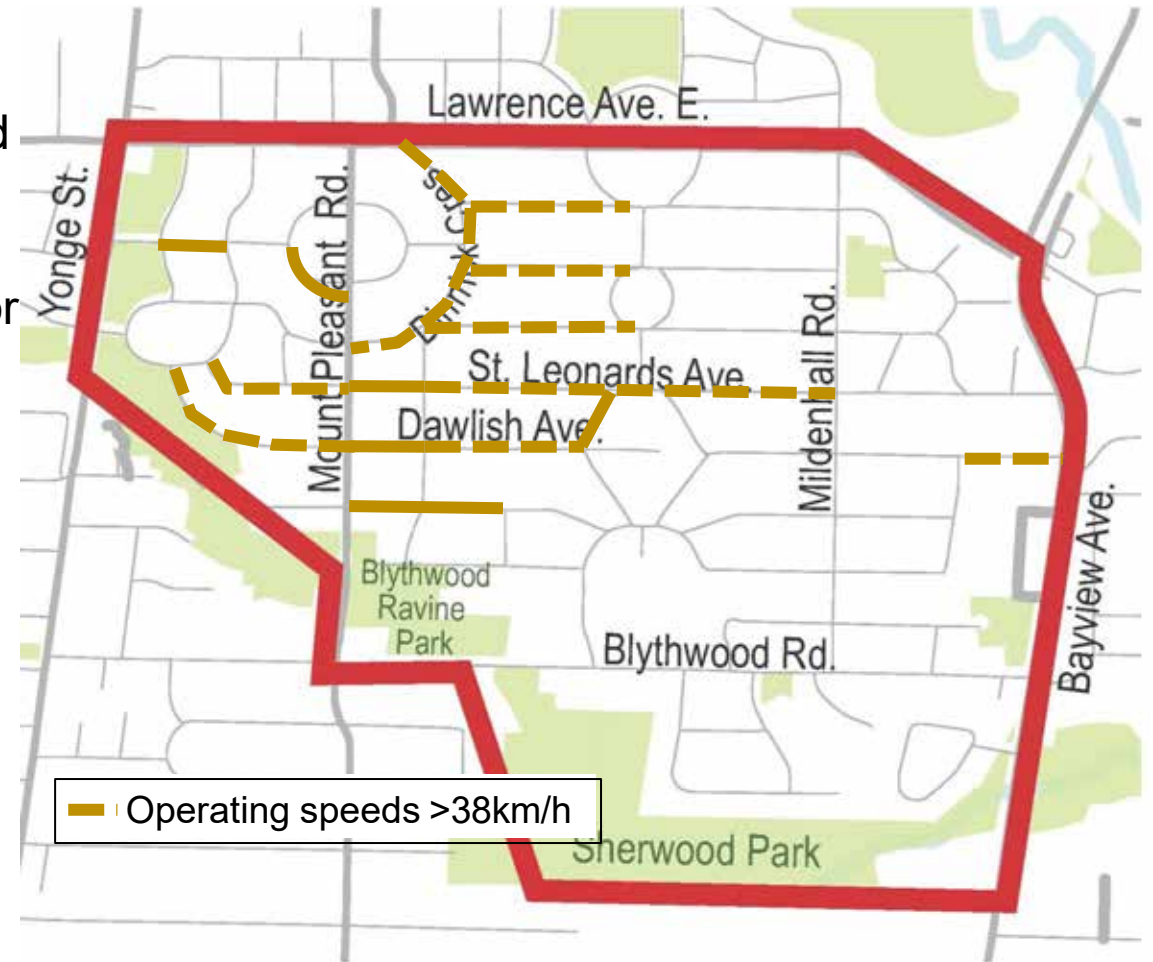
Vehicle Speeds

What We Found



Traffic studies collect precise travel speed data from motor vehicles. Studies completed between 2021 and 2024 suggest that there are local roads in the neighbourhood where motor vehicles operating speeds are 38 km/h (8 km/h above the posted limit) or over:

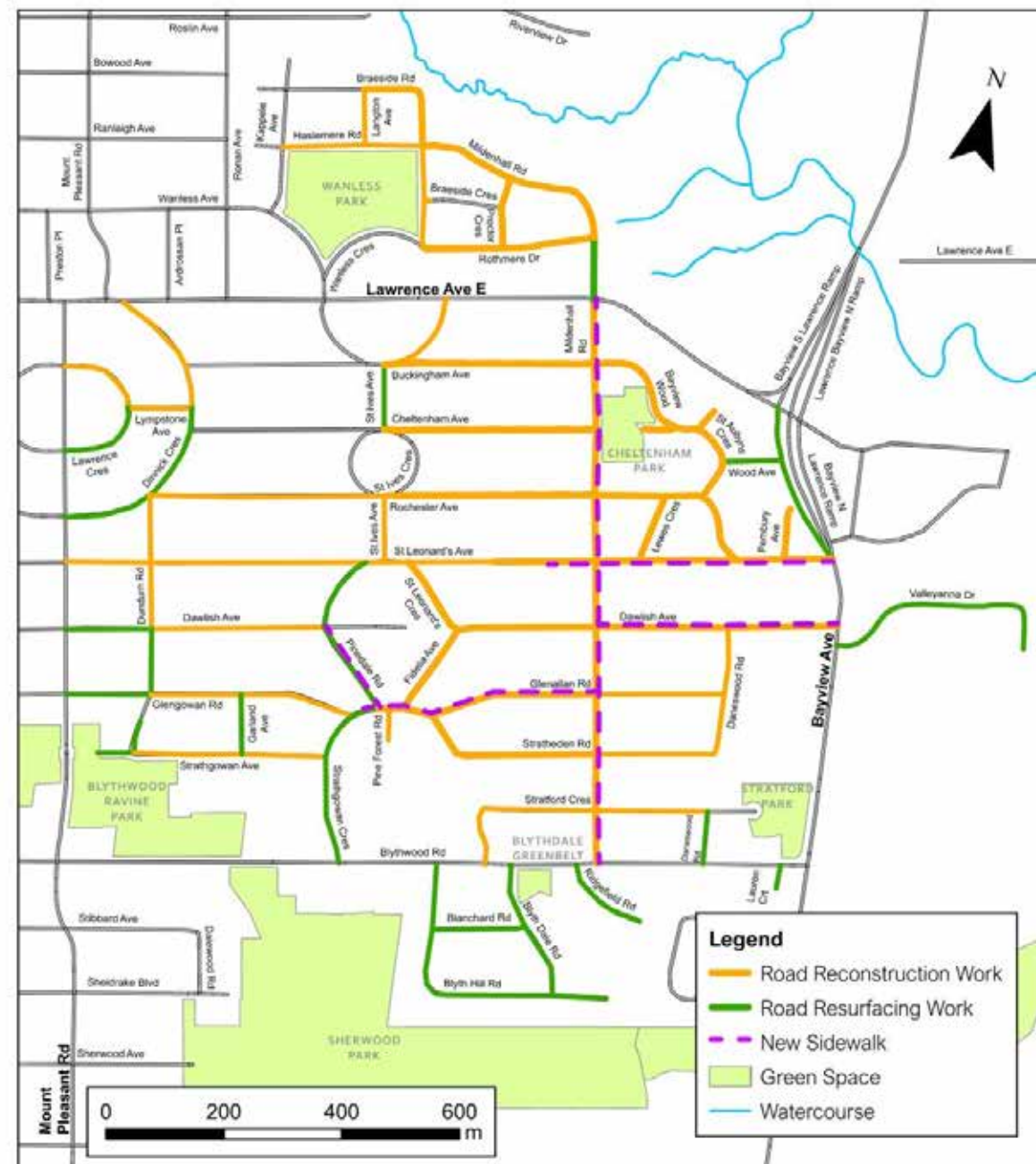
- Dinnick Crescent
- Dawlish Avenue
- St Leonard's Avenue
- Rochester Avenue
- Buckingham Avenue
- Cheltenham Avenue
- Glengowan Road
- St Leonard's Crescent
- Lypstone Avenue
- Lawrence Crescent



Vehicle Speeds

Planned Road Narrowing

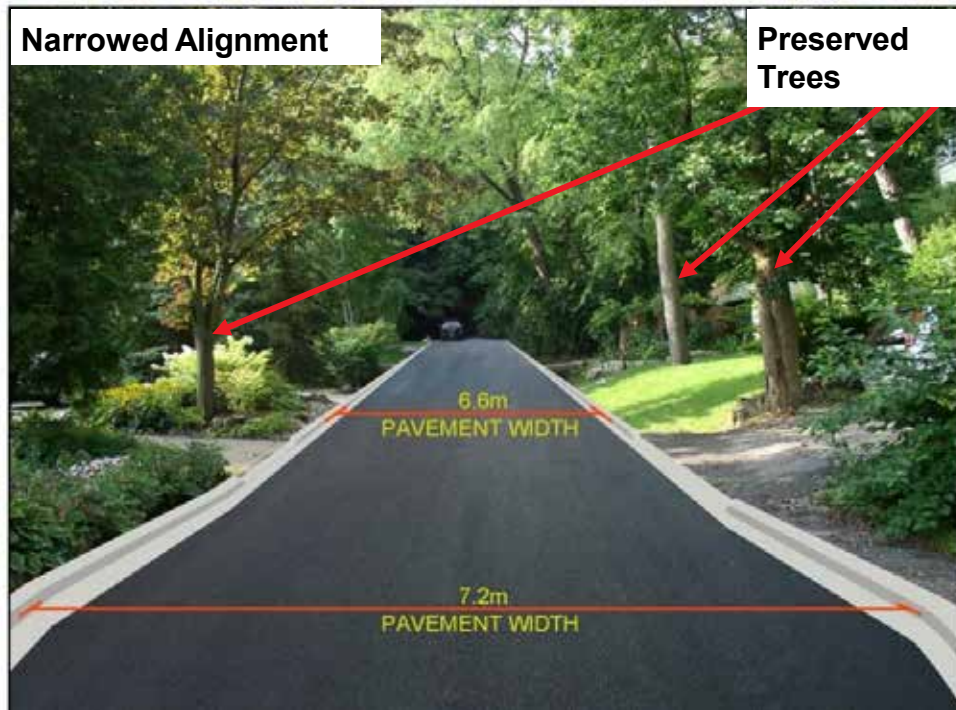
- Roads that are being reconstructed as part of the Basement Flooding road work (shown in orange) will be considered for narrowing and shifted alignment (e.g. chicanes).
- Changes to the width and design of the roadways would contribute to lower vehicle speeds and improved compliance with the speed limit.
- Both narrowing the road widths and shifted alignments provide an opportunity to accommodate mature trees and minimize tree loss.



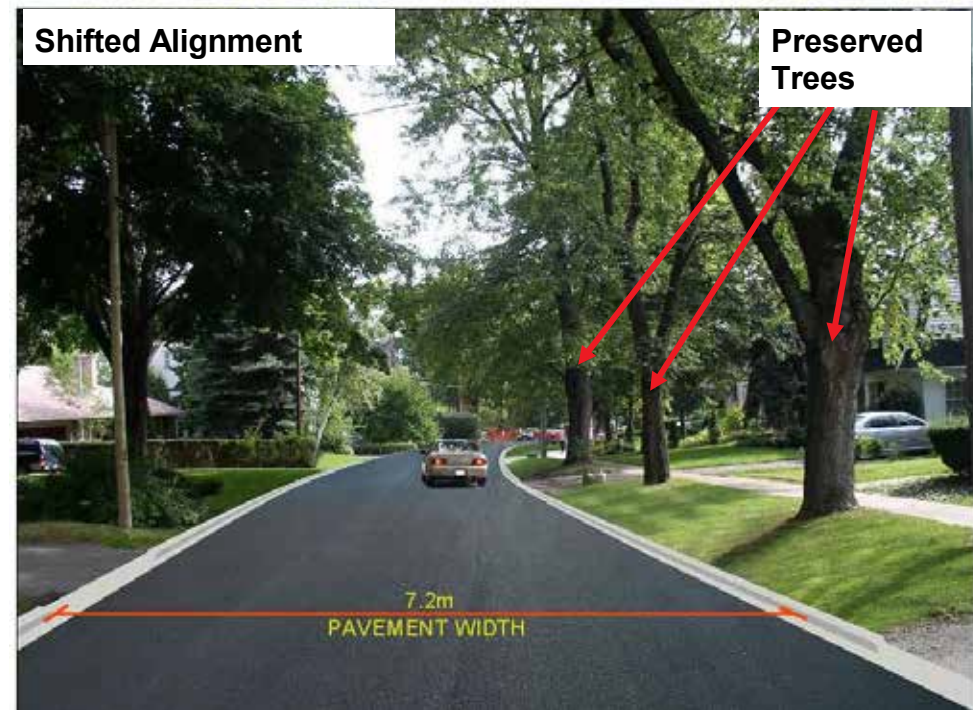
Vehicle Speeds

Planned Road Narrowing

Reduced pavement widths will provide opportunities to preserve mature trees and provide speed management benefits:



Artist rendering of road narrowing with trees preserved



Artist rendering of road narrowing with trees preserved

Vehicle Speeds

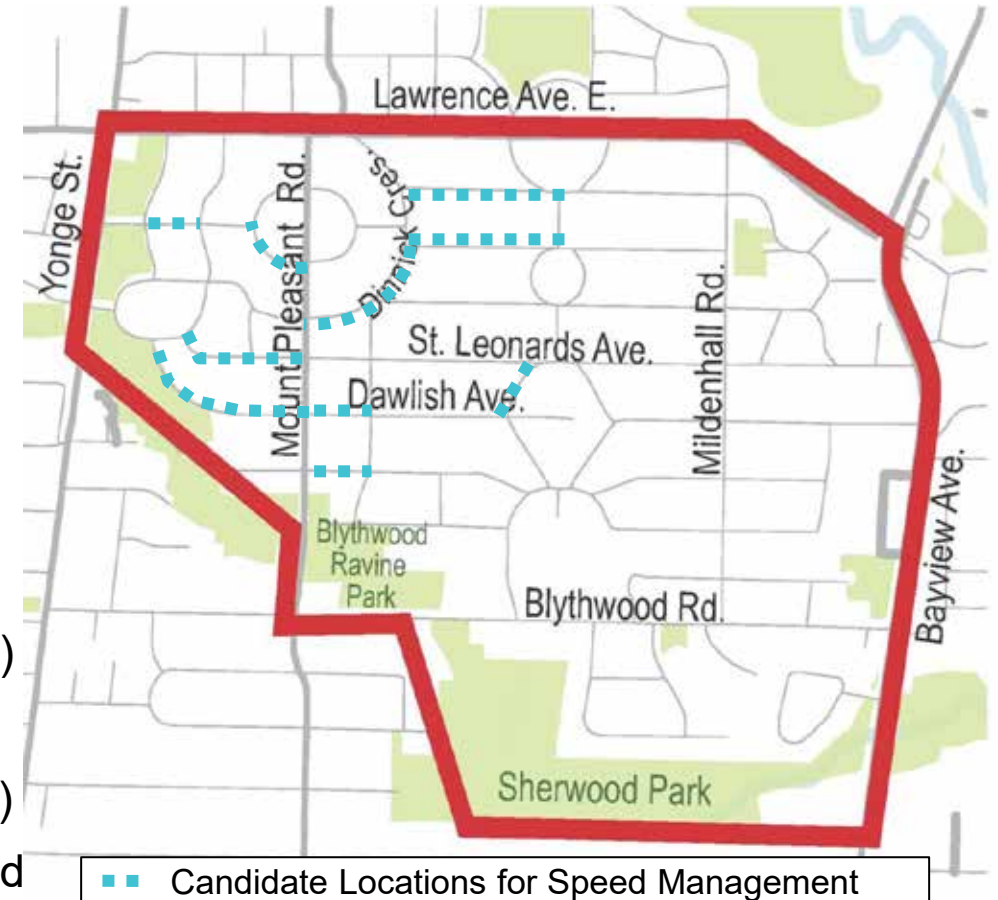
Speed Management Opportunities



Speed management opportunities are being considered on nine streets that are not included in the scope of the planned road reconstruction work:

- Dawlish Avenue (Weybourne Crescent to Dundurn Road)
- St Leonard's Avenue (Weybourne Crescent to Mount Pleasant Road)
- Buckingham Avenue (Dinnick Crescent to Wanless Crescent)
- Cheltenham Avenue (Dinnick Crescent to St Ives Crescent)
- Glengowan Road (Mount Pleasant Road to Dundurn Road)
- Dinnick Crescent (Mount Pleasant Road to Cheltenham Avenue)
- St Leonards Crescent (St Leonards Avenue to Dawlish Avenue)
- Lympstone Avenue (St Edmund's Drive to Weybourne Crescent)
- Lawrence Crescent (Lympstone Avenue to Mount Pleasant Road)

Operating speeds on these roadways surpassed 38km/hr.



Vehicle Speeds

Potential Changes



Speed management tools are installed on a road to reduce the speeds at which vehicles travel, to discourage through traffic, to improve road safety, and to improve comfort levels for all road users. Potential speed management options that may be considered include:



In-Road Flexible Speed Signs



Chicanes



Speed Humps

Vehicle Speeds

Potential Changes



What is an in-road flexible speed sign? A sign installation that serves as both a visual reminder of the posted speed limit and a physical device to slow motor vehicle speeds as they pass the sign. Key considerations:

- Could be installed in less than 1 year
- May result in loss of vehicle parking

What is a chicane? 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. Key considerations:

- Would be implemented alongside the planned roadwork (targeting completion by 2032)

What is a speed hump? Raised sections of the roadway designed to discourage motorists from travelling at excessive speeds. They are installed mid-block and used on local and collector roads only. Key considerations:

- Could be installed within the next two years
- Require community council approval



Next Steps





Next Steps

Lawrence Park Transportation Plan

- Late 2024: Staff will present the LP Transportation Plan to North York Community Council
- 2025 – 2027: Expected implementation of approved near-term changes
- 2027 - 2032: Approved changes that require major road work on local streets will be implemented alongside the Lawrence Park Neighbourhood Basement Flooding and Road Improvements targeted for 2027 - 2032

Lawrence Park Neighbourhood Basement Flooding & Road Improvements

- 2024 – 2026: Public Consultation ongoing throughout design process
- 2027 – 2032: Expected implementation of road reconstruction and road resurfacing

Provide Your Feedback

Public Consultation closes July 19, 2024



Complete an online survey or submit comments by email, phone or post.

toronto.ca/LawrenceParkTP

Email: LawrencePark@toronto.ca

Phone: 416-338-2985



Thank You!

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Thank you!

