

# Maple Leaf and Rustic Neighbourhood Streets Plan

Phase 2 Public Consultation

October 8, 2024





# Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for the Maple Leaf and Rustic neighbourhoods. The Plan identifies, prioritizes and recommends short-term actions and long-term changes to traffic operations and road design to support safety for all modes of transportation.

The Maple Leaf and Rustic Neighbourhood Streets Plan aims to address four main areas of concern in the neighbourhood:

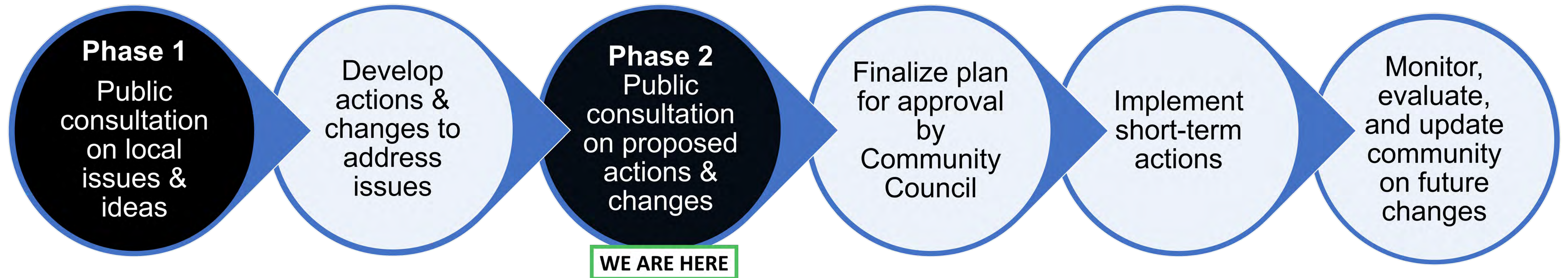
1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Opportunities to support active transportation



The project area is located between Jane Street to the west, the rail corridor to the east, Highway 401 to the north, and Lawrence Avenue West to the south.



# Developing the Plan



Neighbourhood Streets Plans are a new service for neighbourhoods where traffic and travel patterns challenge the safety and mobility of people using the streets.

**Public consultation is taking place in two phases, shown in the timeline above.**

## Development of the Neighbourhood Streets Plan:

- ✓ Employs a neighbourhood perspective to develop solutions that, together, support local and City objectives for mobility and safety.
- ✓ Considers the needs of all road users including vulnerable road users (e.g. older adults, school children, pedestrians and people cycling).
- ✓ Assesses network-wide transportation needs, and coordinates with existing projects and planned future connections.
- ✓ Identifies opportunities for quick-build measures that can be implemented within 6-18 months.
- ✓ Identifies opportunities to complete more permanent measures alongside planned road resurfacing or reconstruction.



# Data and Guidelines

Data that has been collected to develop this NSP includes:



- **Traffic data** such as vehicle volumes, speeds, pedestrian volume counts, turning movement counts at intersections, and a license plate survey. 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 and 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**

The City follows guidelines to inform 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.
- **TransformTO Climate Change Action Plan** commits to converting 75% of trips under 5 kilometres to walking, cycling or transit.





# Community-Identified Issues and Ideas

Phase 1 public consultation took place from November 2 to December 18, 2023. It included a public meeting, comment tracking, and an online survey and mapping activity, shown here.

## What we heard during Phase 1 consultation:

- Road safety is a concern for all road users
- There are high motor vehicle speeds throughout the neighbourhood
- Concern about the impact of congestion along major corridors on neighbourhood streets
- There are limited choices for getting around without a motor vehicle
- Conflicts exist between parking, loading and motor vehicle flow especially around schools
- Concern about the impact of development on the transportation network



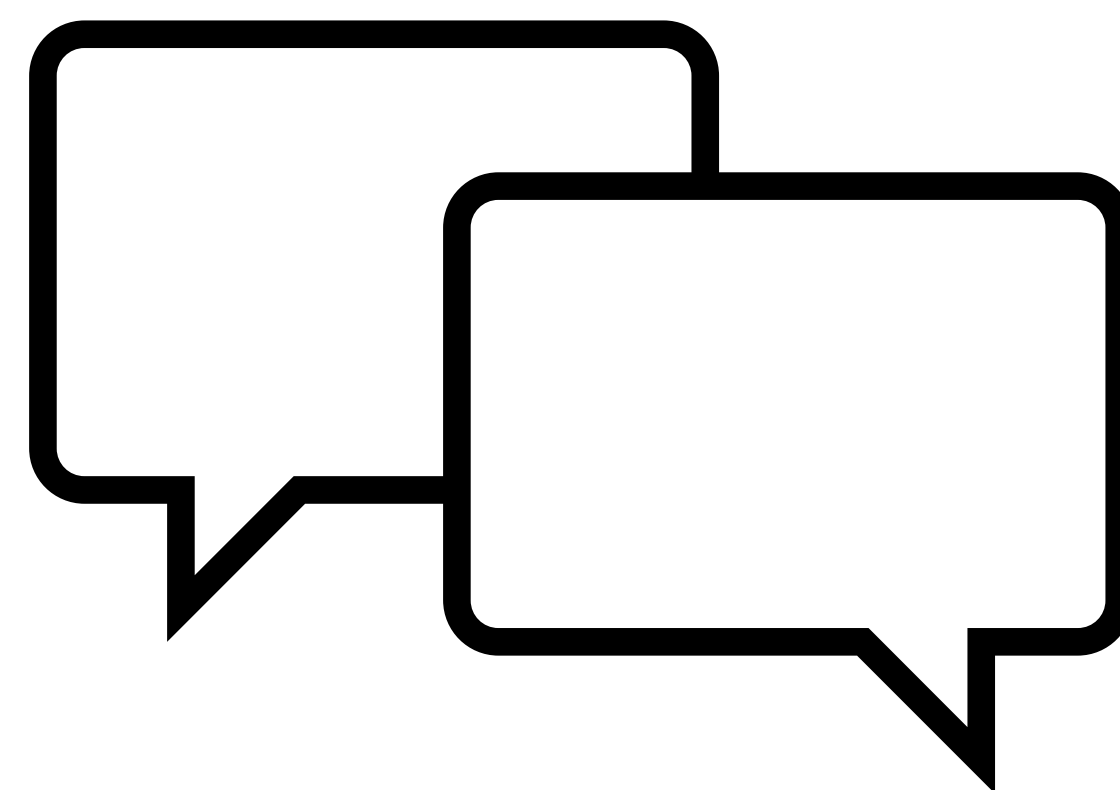
Map of survey comments



# Road Safety



Pedestrian walking along Falstaff Avenue at Erie Street



Children walk to school on Curford Road

## What we heard

- Road safety is a concern on all arterial and collector roads as well as on many local roads
- Infrastructure is needed for vulnerable road users, specifically pedestrians and people cycling
- Poor sidewalk connectivity throughout the neighbourhood, with critical gaps on Wyndale Drive and Del Ria Drive
- Requests for new or enhanced pedestrian crossings on Maple Leaf Drive, Falstaff Avenue, Keele Street, Lawrence Avenue West, and Jane Street
- Motor vehicle stop sign compliance is a problem, particularly on Falstaff Avenue, Eerie Street, and North Park Drive

## What we found

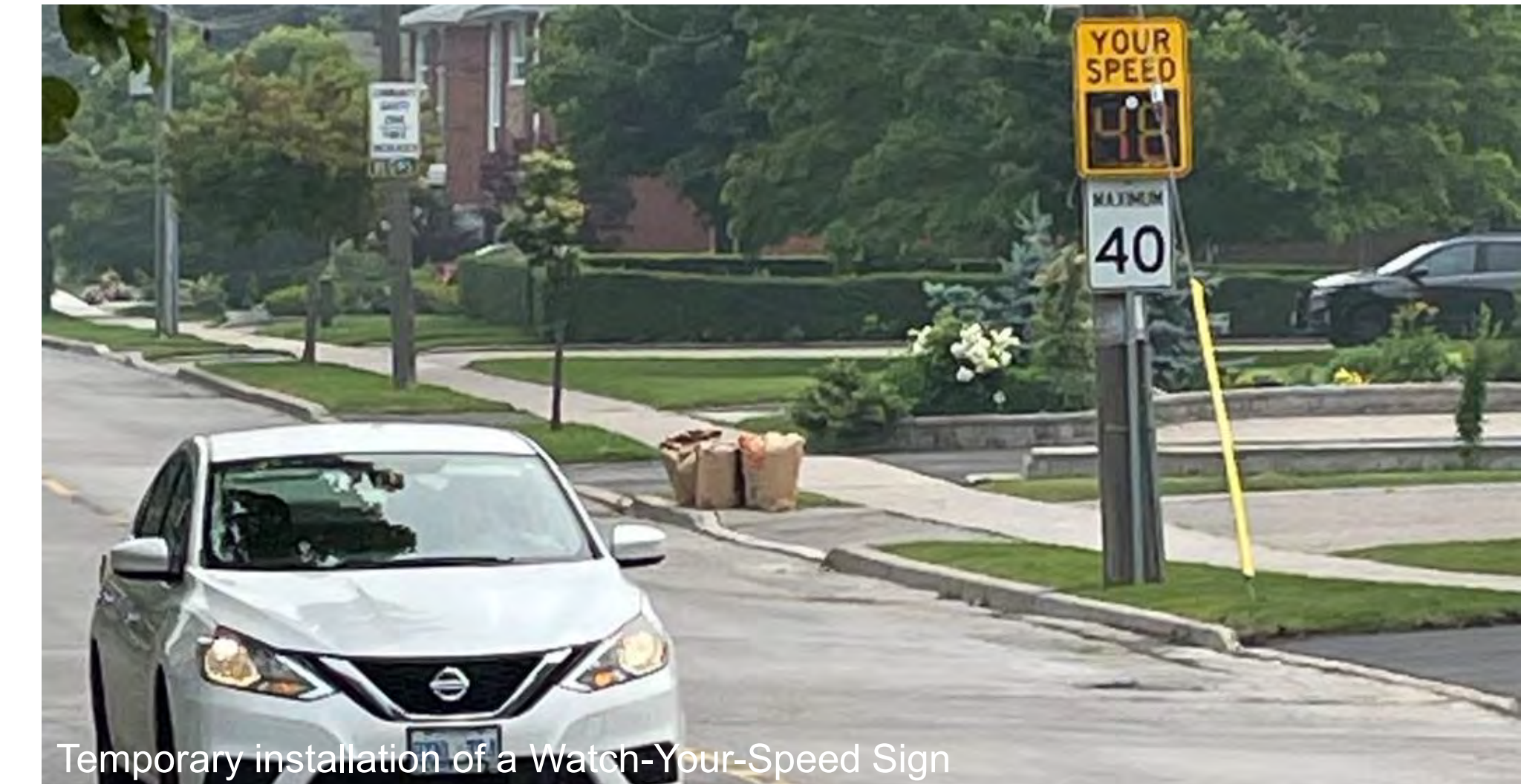
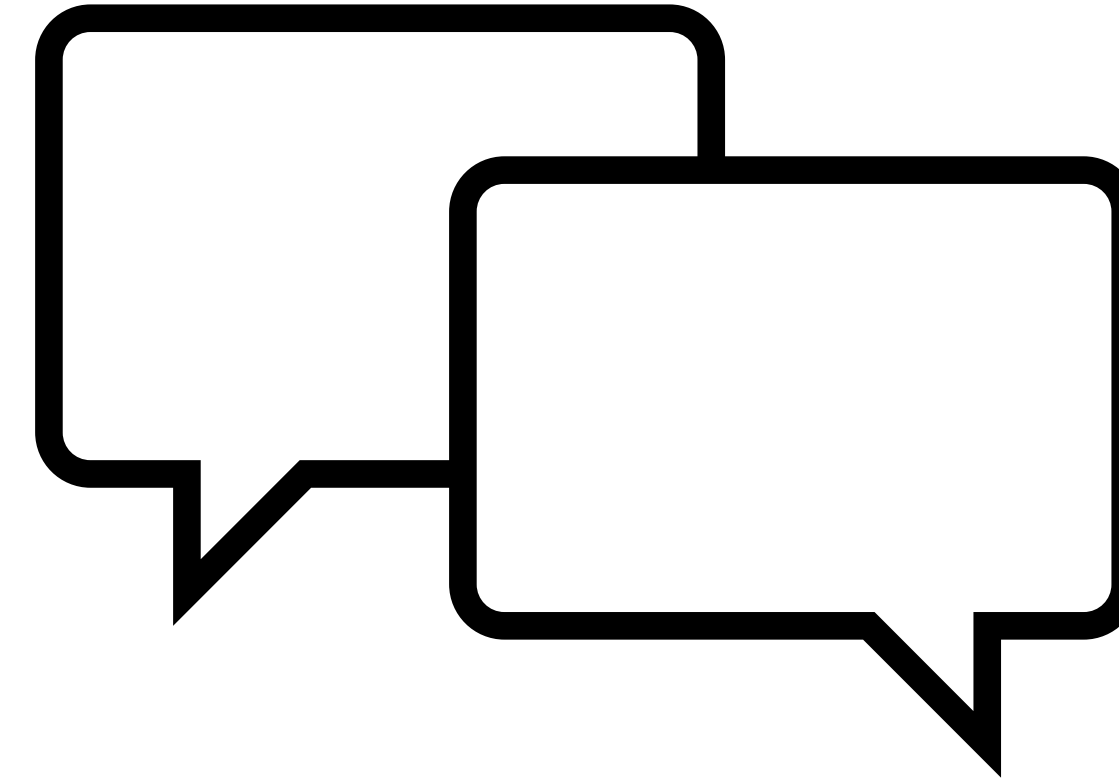
- There were 22 collisions resulting in death or serious injury from 2013 to 2024, including 21 on arterial roads and one at Queens Drive and Arkwright Street
- Three collector roads only have sidewalks on one side, including segments of Falstaff Avenue and Rustic Road
- Destinations that have inconsistent sidewalks or pedestrian crossings nearby include Falstaff Community Centre, Chaminade College, Amesbury Middle School, St. Francis Xavier Catholic School, St. Fidelis Catholic School (future location), and École élémentaire Mathieu-da-Costa



# Speed Management



Gateway posted speed sign



Temporary installation of a Watch-Your-Speed Sign

## What we heard

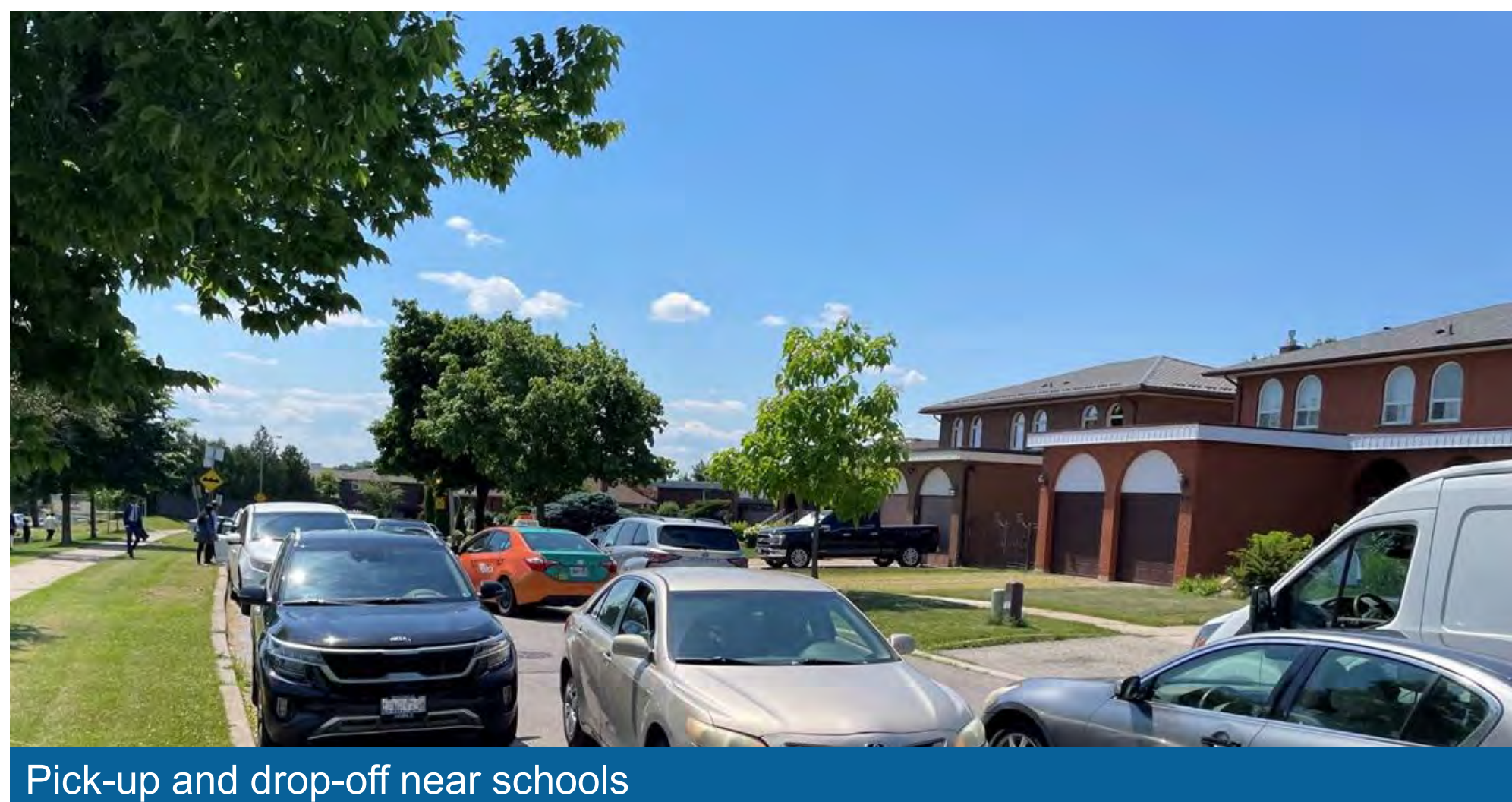
- Motorists do not adhere to speed limits on many streets throughout the neighbourhood
- Aggressive driving and failure to obey stop signs is common, and speeding vehicles cause excessive noise
- Speed limit signage is inconsistent and speed limits are not enforced
- Requests for traffic calming and speed management options, including speed humps, in-road flexible speed signs, Watch Your Speed driver feedback signs, and automated enforcement
  - Some feedback was opposed to speed humps
  - In some locations, existing speed humps do not appear to be effective

## What we found

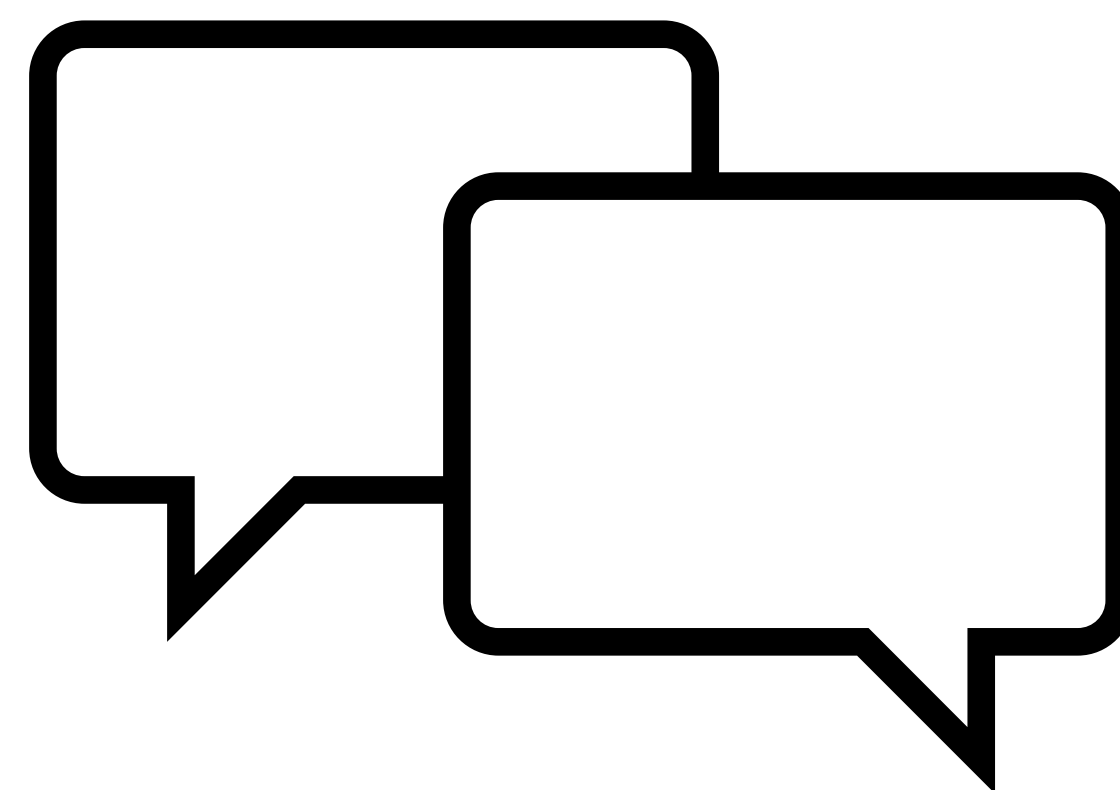
- Motor vehicle speeds are 8 to 19km/h above the posted limit on many streets in the neighbourhood based on studies completed from 2018 to 2024
- Local roads (posted limit 30 km/h) where speeding was observed: Burr Avenue, Cornelius Parkway, Del Ria Drive, Duval Drive, Liscombe Road, North Park Drive, Quinlan Drive and Stella Street
- Collector roads (posted limit 40 km/h) where speeding was observed: segments of Maple Leaf Drive, Falstaff Avenue, Rustic Road and Culford Road
- Streets with speed humps were found to have lower speeds than streets without speed humps



# Volume Management



Pick-up and drop-off near schools



Falstaff Avenue at Culford Road

## What we heard

- Local and collector roads are used to bypass traffic on major corridors during peak hours, especially roads connecting Jane Street and Keele Street, or adjacent to Lawrence Avenue West
- Requests for peak hour turn restrictions for people driving to or from Maple Leaf Drive, Falstaff Avenue and Stella Drive
- Requests to change signal timing for people driving to Jane Street, Keele Street and Lawrence Avenue West
- Mixed feedback regarding trade-offs of limiting access into and out of the neighbourhood
- Motor vehicle flow is worst during school pick-up and drop-off periods due to parking and stopping issues, especially near Chaminade College, St. Francis Xavier and St. Fidelis schools

## What we found

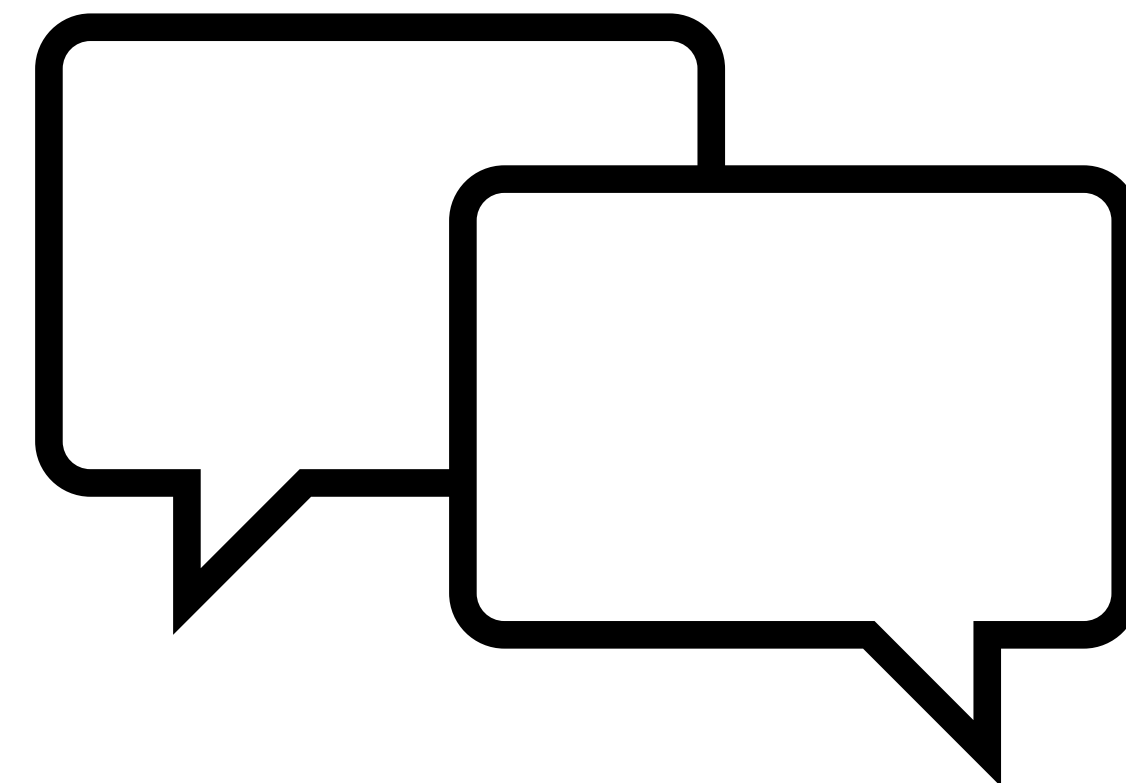
- Motor vehicle volumes are below the expected daily capacity on most local roads (2,500 vehicles) and on all collector roads (8,000 vehicles) based on traffic studies (2018 – 2024)
- Volumes are higher on local roads that intersect with Keele Street
  - Volumes exceed 2,500 vehicles per day on Falstaff Avenue (from Culford Road to Keele Street) and North Park Drive (from Keele Street to Duval Drive)
- Volumes are higher on collector roads that intersect with Jane Street
  - Volumes are highest, though still within capacity, on Maple Leaf Drive (from Jane Street to Keele Street), Falstaff Avenue (from Jane Street to Culford Road), and Culford Road (from Maple Leaf Drive to Rustic Road)



# Transportation Options



Person riding a bicycle on the sidewalk



People walking in the roadway on Del Ria Drive

## What we heard

- It does not feel safe to walk or bike in the neighbourhood due to poor sidewalk connectivity, high speeds and uncomfortable crossing conditions
- Requests for sidewalks on many streets, including Falstaff Avenue, North Park Drive, Del Ria Drive, Wyndale Drive
- Requests for safe crossings to transit stops, local schools, and community amenities on Falstaff Avenue and Lawrence Avenue West
- Requests for bikeways on Falstaff Avenue, Maple Leaf Drive, North Park Drive, Jane Street, Keele Street and Lawrence Avenue West

## What we found

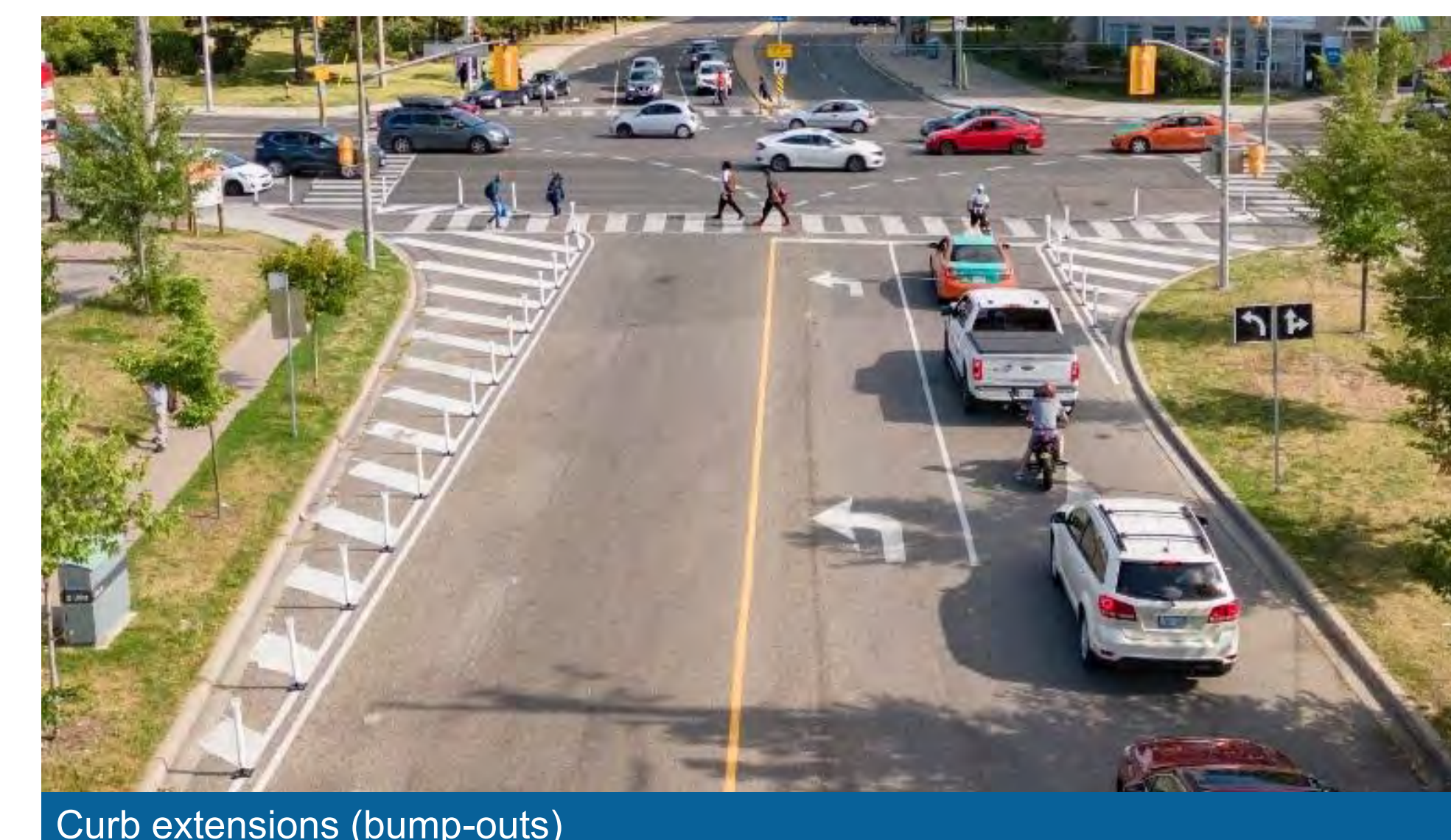
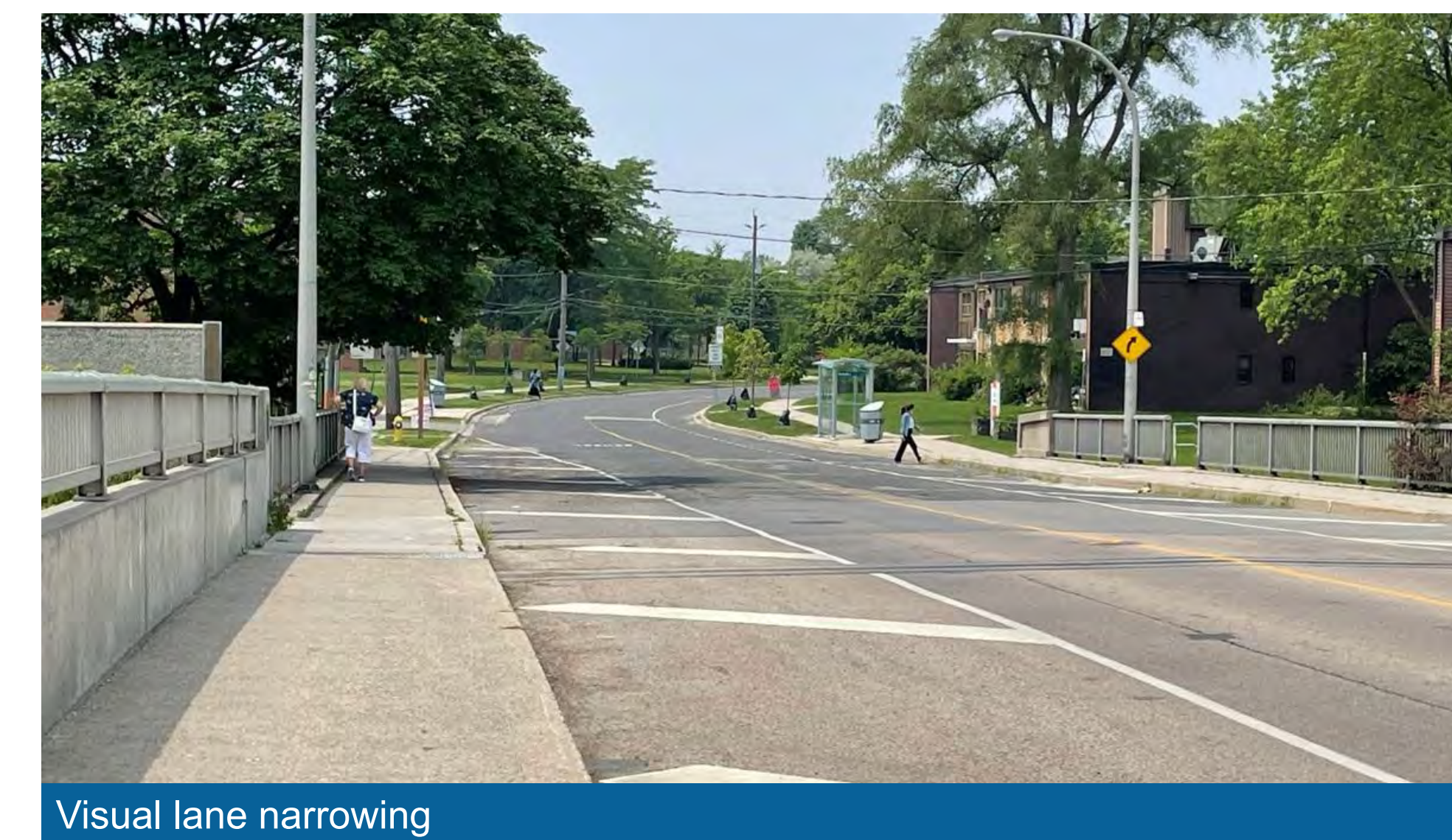
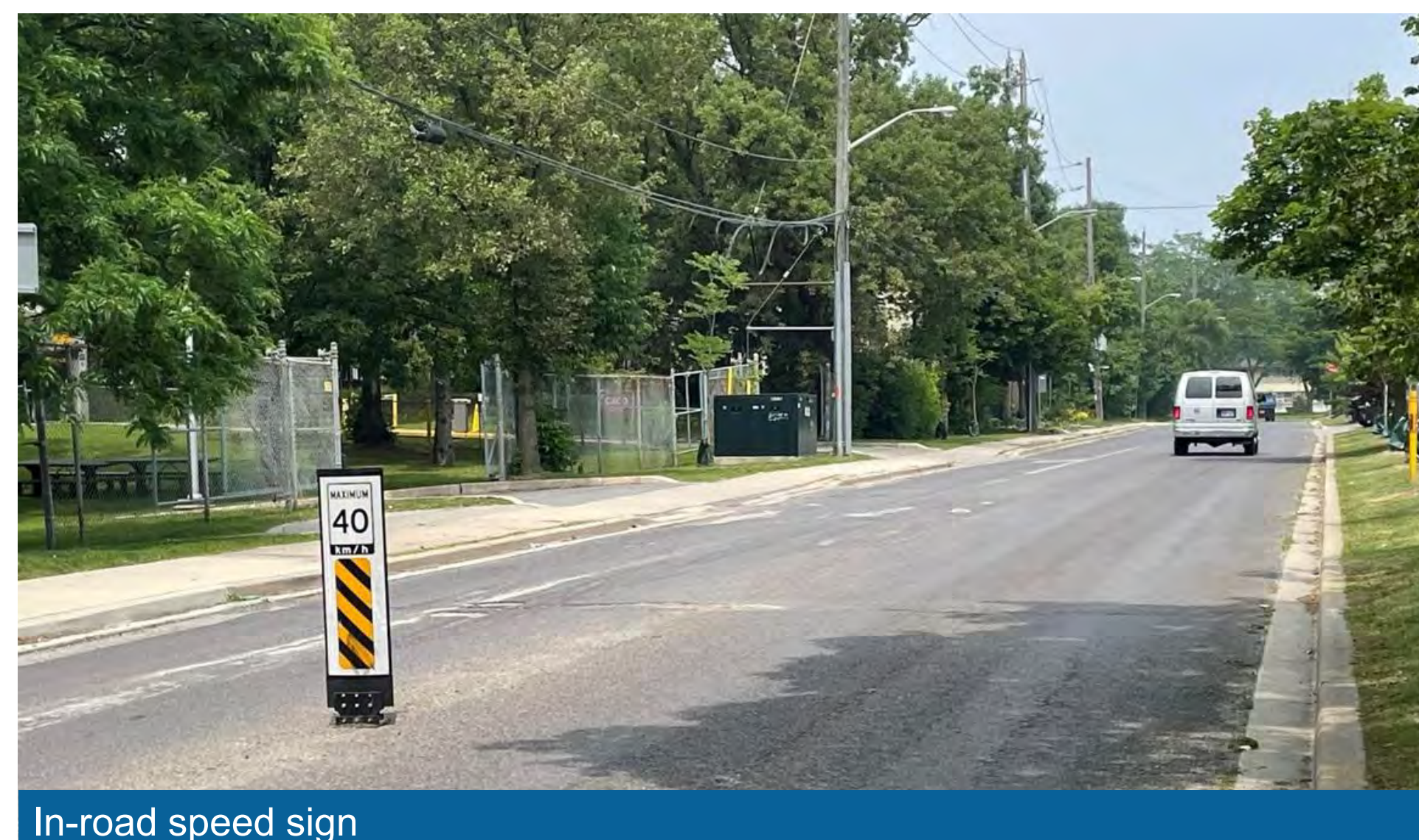
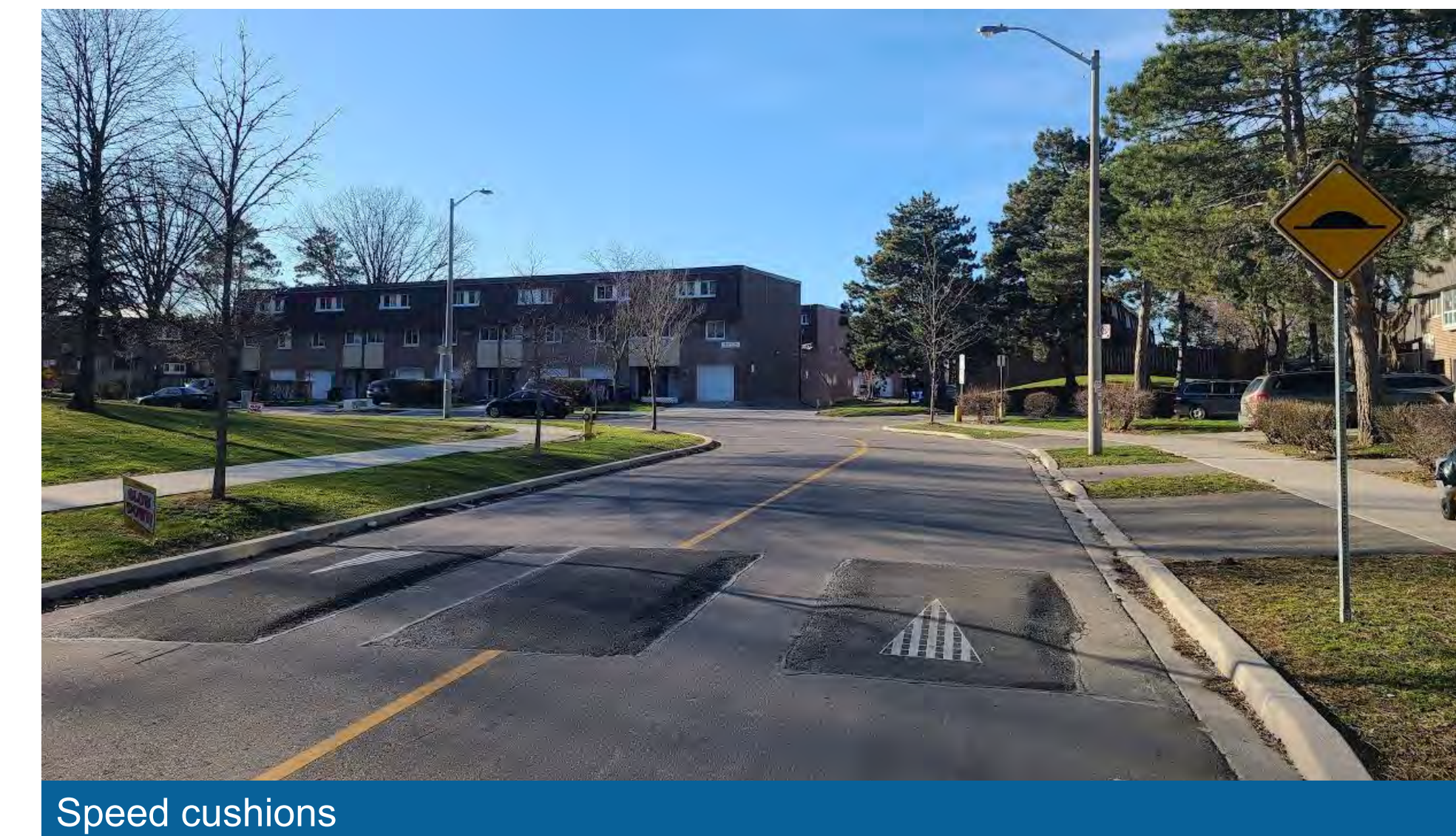
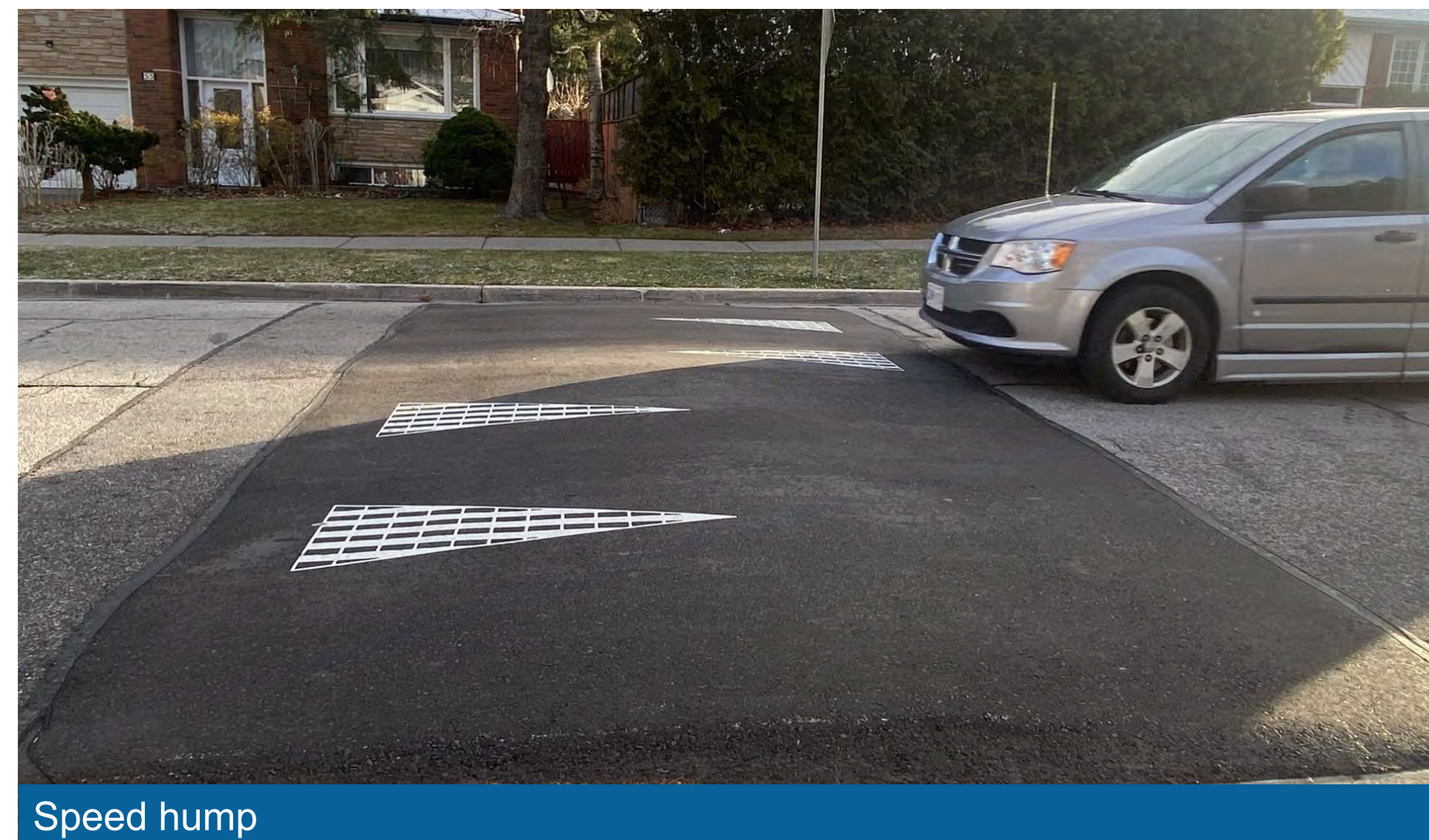
- There are no sidewalks on many local roads, and sidewalks are missing on one side or both sides on some collector roads
- There are no existing bikeways
- Spacing of pedestrian crossings may be a deterrent to walk or bike, especially with speeds on arterial roads ranging from 57 to 69 km/h
  - Crossings across arterial roads (at signalized intersections) are 190 to 400 metres apart
  - Crossings across local streets (at all-way stops) are 100 to 880 metres apart



# Plan Components

This Neighbourhood Streets Plan proposes:

- Speed humps or speed cushions to address excessive speeding and make local roads less attractive for through trips
- In-road speed signs and/or visual lane narrowing to address excessive speeding where speed humps or speed cushions are not feasible
- Safety improvements at intersections, including new pedestrian crossings, high visibility crosswalks (zebra markings) and curb extensions (bump-outs) to address safety concerns
- Directional changes and restrictions to discourage through trips on local streets
- Proposed new sidewalks and bikeway routes to support transportation options and develop a complete network



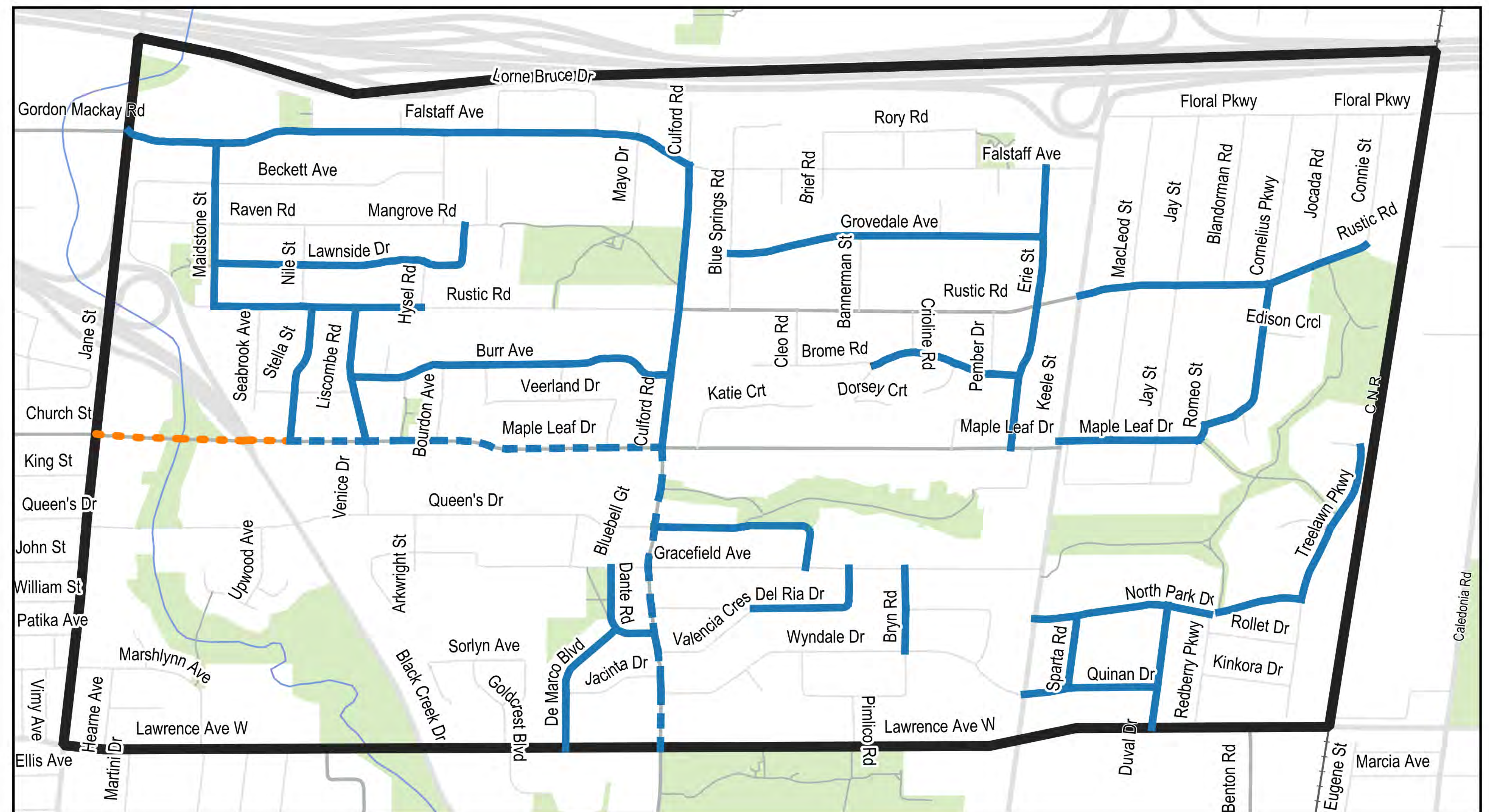


# Proposed Speed Management Measures

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

Proposed speed management measures are marked on this map and include:

- **Speed humps** on collector roads and some local streets; speed humps are a simple and effective measure at reducing speeds, and are designed and spaced out to be comfortable to travel over at 30 km/h
- **Speed cushions** include wheel cut-outs for larger vehicles such as buses and emergency vehicles
- **In-road speed signs** and visual lane narrowing to encourage slower speeds and driver alertness where speed humps or speed cushions are not feasible
- Designating a Community Safety Zone which allows for temporary installation of Automated Speed Enforcement cameras



## Legend:

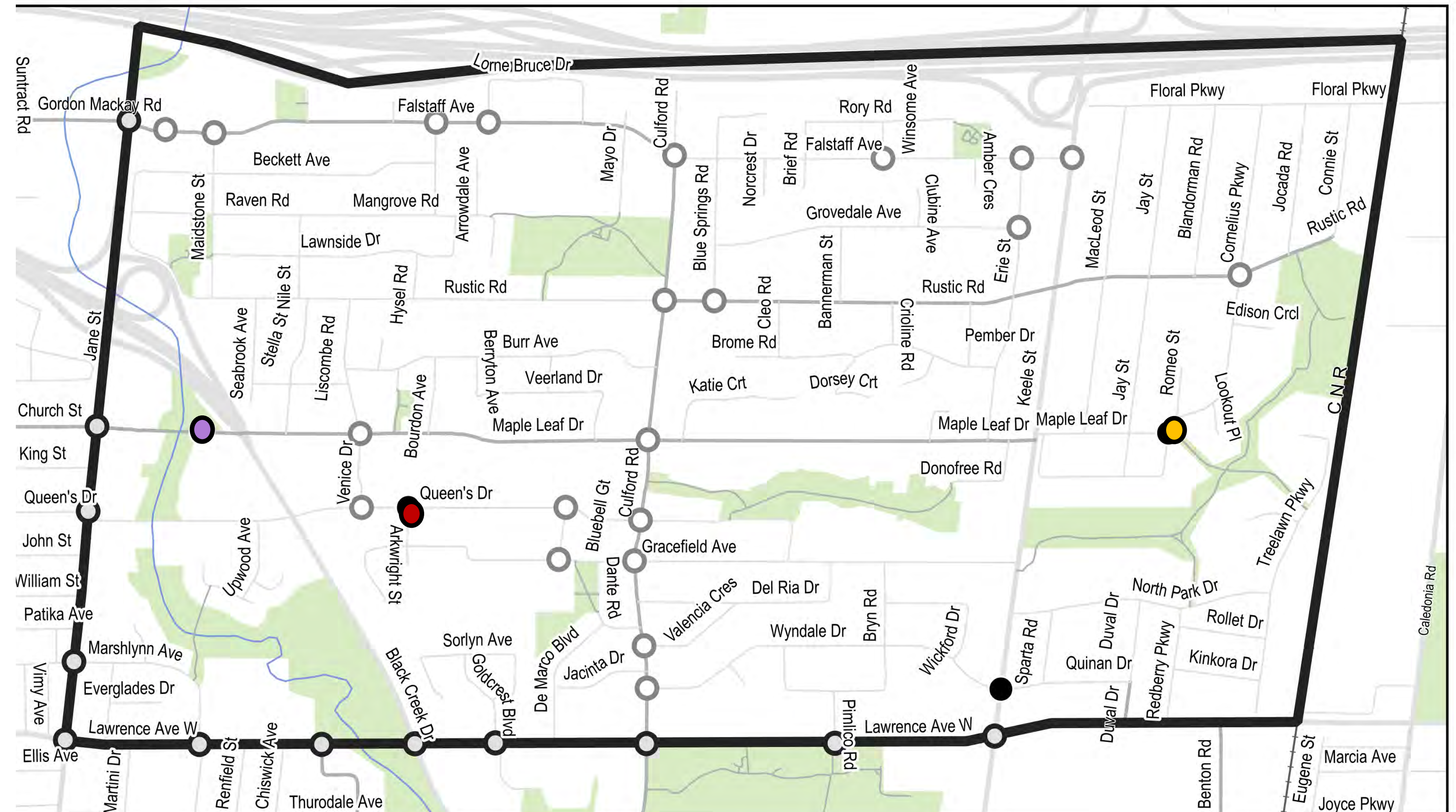
- Proposed speed humps
- - - Proposed speed cushions
- - - Proposed in-road speed signs and Community Safety Zone



# Proposed Road Safety Measures

Conflicts between road users can be addressed through operational measures, providing dedicated space, and changing the road geometry where feasible.

- Road safety measures marked on this map are:
  - **Mid-block pedestrian crossing** at mid-block bus stop (proposed)
  - **Curb extensions, all-way stop signs or pedestrian crossing** (proposed)
  - **Turn and through-travel restrictions** (proposed)
  - **Intersection safety improvement** (currently underway)
- **Minor intersection improvements** marked on this map include:
  - Repainting stop bars and centre lines
  - Installing crosswalks markings at stop signs where sidewalks and curb ramps exist
  - Upgrading crosswalks to high visibility 'zebra' crosswalks near schools and senior communities
- **Potential intersection improvements** marked on this map are subject to corridor studies on Jane Street and Lawrence Avenue West.



## Legend:

- Proposed mid-block pedestrian crossing
- Proposed curb extensions, all-way stop signs, or pedestrian crossing
- Proposed turn and through-travel restrictions
- Intersection safety improvement currently underway
- Minor intersection improvement
- Potential intersection improvement subject to major corridor study



# Intersection Safety Improvement Currently Underway at Maple Leaf Drive, Cornelius Parkway and Romeo Street



Intersection safety improvements are currently underway at the intersections of Maple Leaf Drive, Cornelius Parkway and Romeo Street. These improvements will realign the intersections using curb extensions and pavement markings.

These improvements were designed and moved forward in response to Phase 1 public feedback as well as earlier resident concerns.

- Installation is planned for Fall 2024 or Spring 2025 using temporary (quick-build) materials.
- Long-term improvements using permanent materials will later be installed to replace the quick-build project.
- The design for the future permanent installation may differ from this design based on impacts to traffic operations and safety.



## Legend:

-  Curb extensions
-  Pavement markings, including centre lines, stop bars, and pedestrian crossing markings



# Proposed Volume Management Measures

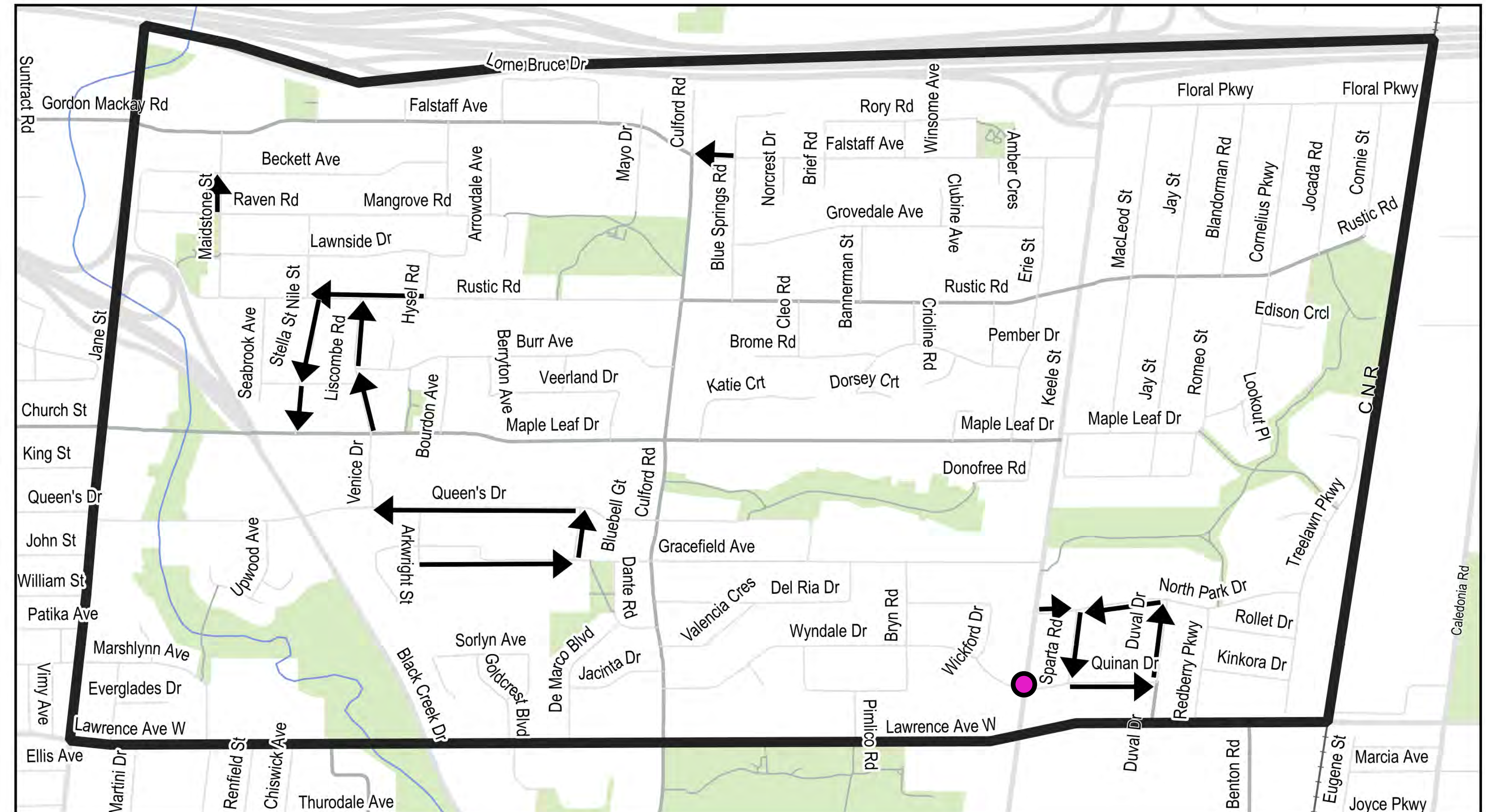
The number of vehicles that use a street can be managed using operational features or modifications to the built environment.

Proposed volume management measures involve **directional changes** (one-way conversions), **turn restrictions** and **directional closures** (physical barriers obstructing specific traffic movements) in four areas, shown on this map:

1. Falstaff Avenue
2. Maidstone Street, Rustic Road, Stella Street and Liscombe Road
3. Queens Drive, Gracefield Avenue and Bluebell Gate
4. North Park Drive, Sparta Road, Quinan Drive and Duval Drive

Directional changes, turn restrictions and directional closures are proposed to reduce motor vehicle volumes on local roads and address safety conflicts while maintaining access to local destinations. They were developed based on background traffic analysis and Phase 1 public feedback.

Volume management measures are not proposed on collector roads.



## Legend:

- Proposed directional change (one-way conversion)
- Proposed turn restrictions and directional closure
- Local road
- Collector road
- Arterial road or highway



# Proposed Volume Management Measure: Falstaff Avenue from Culford Road to Blue Springs Road

**Proposed directional change: Falstaff Avenue from Culford Road to Blue Springs Road is proposed to be converted to one-way westbound.**

Falstaff Avenue transitions from a collector road west of Culford Road to a local road east of Culford Road.

Traffic studies indicate that motor vehicles volumes east of Culford Road are higher than the expected capacity for a local road. Public feedback has indicated that this segment is used as an entry point to through routes on other local roads such as Blue Springs Road, Grovedale Avenue and Erie Street to access Keele Street.

The proposed change will:

- Help reduce motor vehicle volumes caused by people driving along Falstaff Avenue from Culford Road to Keele Street
- Redirect motor vehicle volumes to Culford Road, which is a collector road
- Maintain westbound access to Falstaff Avenue from areas east of Culford Road





# Proposed Volume Management Measures: Maidstone Street, Rustic Road, Stella Street and Liscombe Road

## Proposed directional changes (marked on the map):

- Maidstone Street from Beckett Avenue to Raven Road – convert to one-way northbound
- Rustic Road from Hysel Road to Stella Street – convert to one-way westbound
- Stella Street from Rustic Road to Maple Leaf Drive – convert to one-way southbound
- Liscombe Road from Rustic Road to Maple Leaf Drive – convert to one-way northbound

Traffic studies indicate that motor vehicle volumes are higher eastbound on Rustic Road. Public feedback has indicated that both Maidstone Street and Stella Street are used as entry points for through routes to Keele Street via Rustic Road.

## The proposed changes will:

- Help reduce motor vehicle volumes caused by people driving on local roads to access Keele Street
- Restrict eastbound access to Rustic Road as a through route where it is designated as a local road
- Maintain access for local trips





# Proposed Volume Management Measures: Queens Drive, Gracefield Avenue and Bluebell Gate

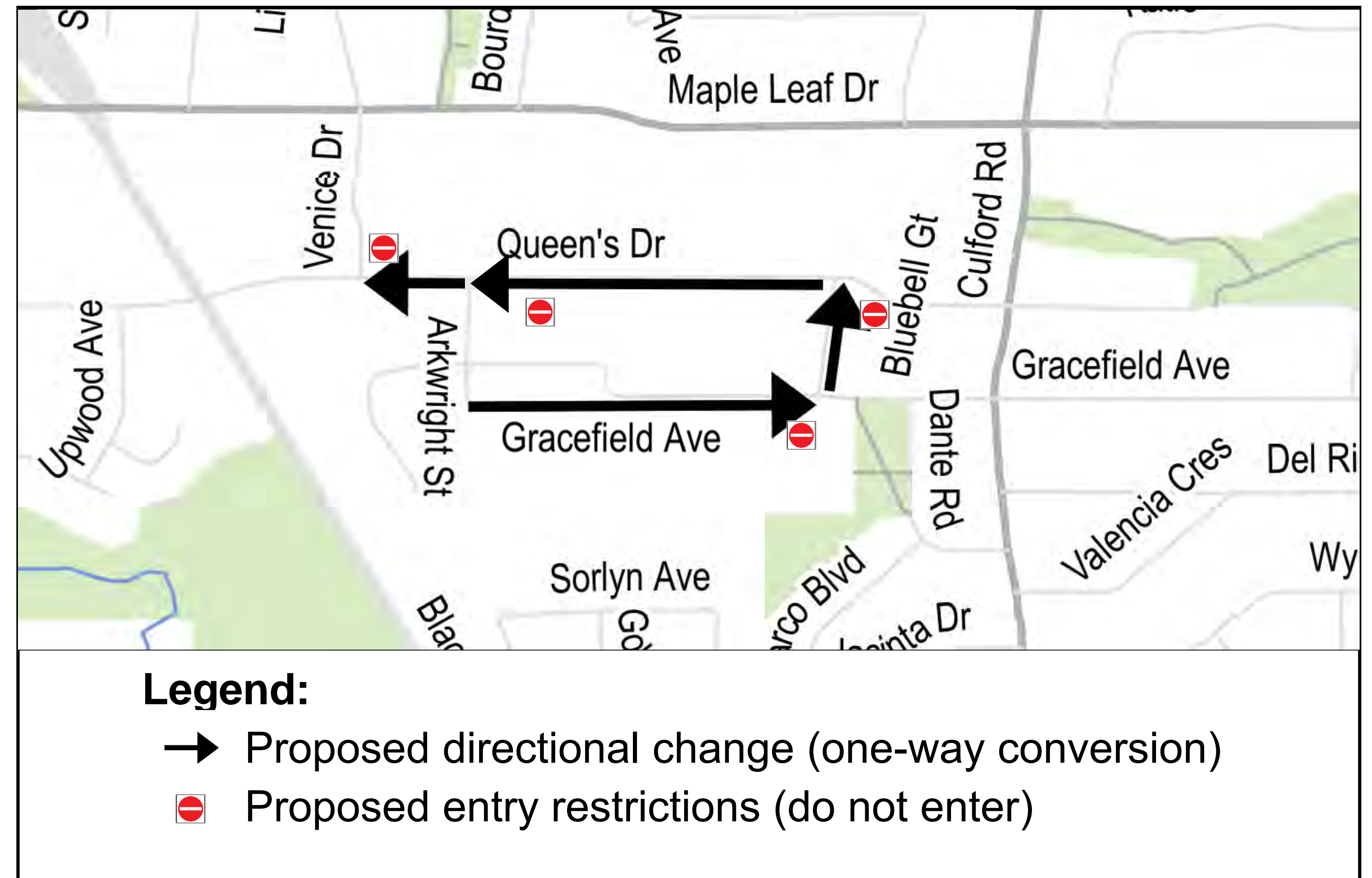
## Proposed directional changes (marked on the map):

- Queens Drive from Venice Drive to Bluebell Gate – convert to one-way westbound
- Bluebell Gate from Queens Drive to Gracefield Avenue – convert to one-way northbound
- Gracefield Avenue from Arkwright Street to Bluebell Gate – convert to one-way eastbound

Traffic studies indicate that motor vehicles traffic is much higher eastbound on Queens Drive, particularly during the morning peak hour. Public feedback has indicated concerns about motor vehicle flow, parking and loading in front of schools during pick-up and drop-off hours.

## The proposed changes will:

- Help reduce motor vehicle volumes on local roads
- Help reduce conflicts around Chaminade College, Gracefield Public School and Amesbury Middle School and impacts to motor vehicle flow during pick-up and drop-off
- Maintain access to the schools from the intersection of Queens Drive and Culford Road





# Proposed Volume Management Measures: North Park Drive, Sparta Road, Quinan Drive and Duval Drive

## Proposed directional changes (marked on the map):

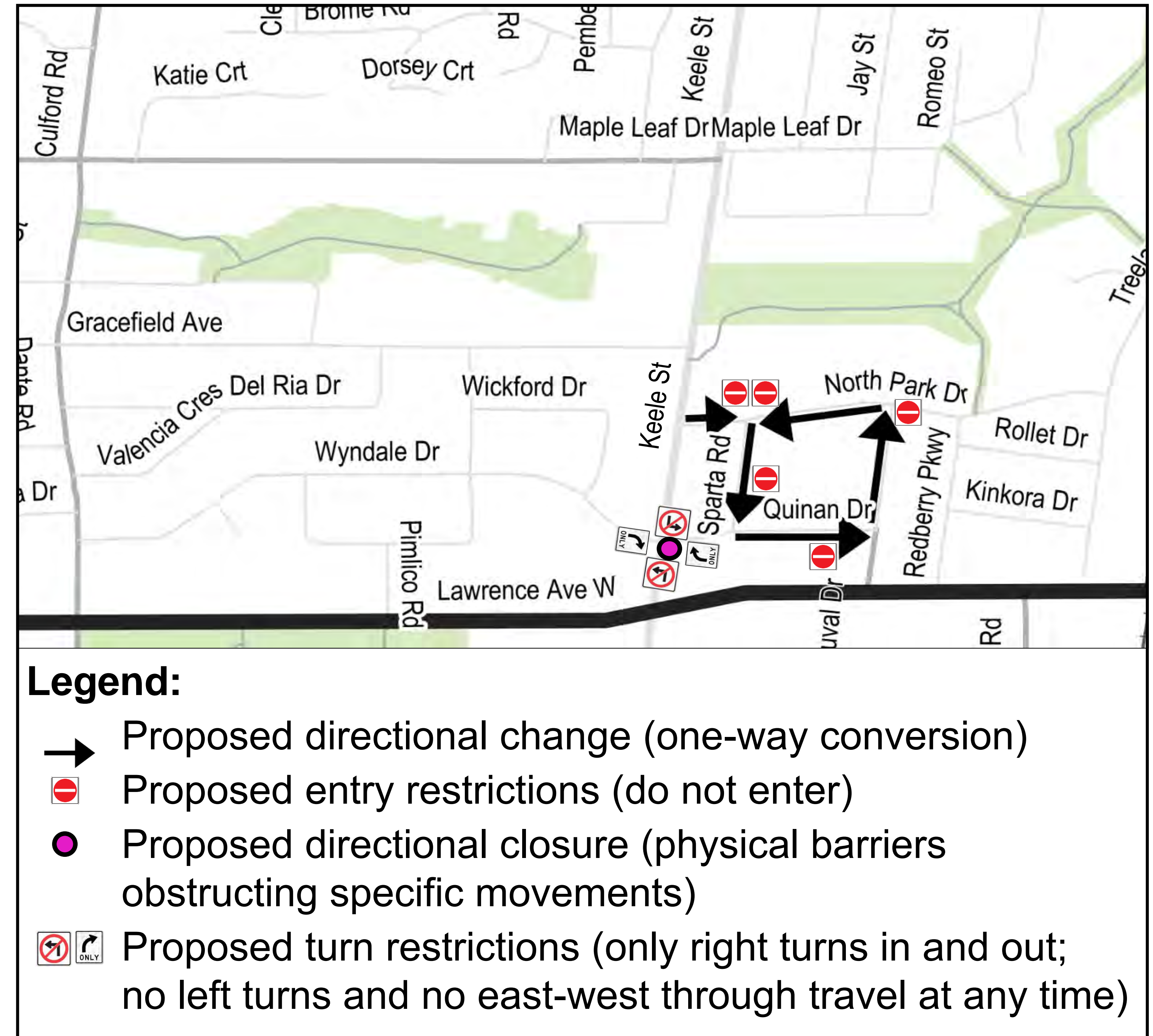
- North Park Drive from Keele Street to Sparta Road – convert to one-way eastbound
- North Park Drive from Sparta Road to Duval Drive – convert to one-way westbound
- Sparta Road from North Park Drive to Quinan Drive – convert to one-way southbound
- Quinan Drive from Sparta Road to Duval Drive – convert to one-way eastbound
- Duval Drive from Quinan Drive to North Park Drive – convert to one-way northbound

## Proposed directional closures and turn restrictions:

- Keele Street and Wyndale Drive / Quinan Drive – allow only right turns in and out (no left turns and no east-west through travel at any time) using signage and physical barriers like curb extensions or vertical barriers

## The proposed changes will:

- Help reduce motor vehicle volumes and safety conflicts caused by people turning onto local streets to by-pass the intersection of Keele Street and Lawrence Avenue West
- Maintain access for local trips





# Proposed Parking Management Measures

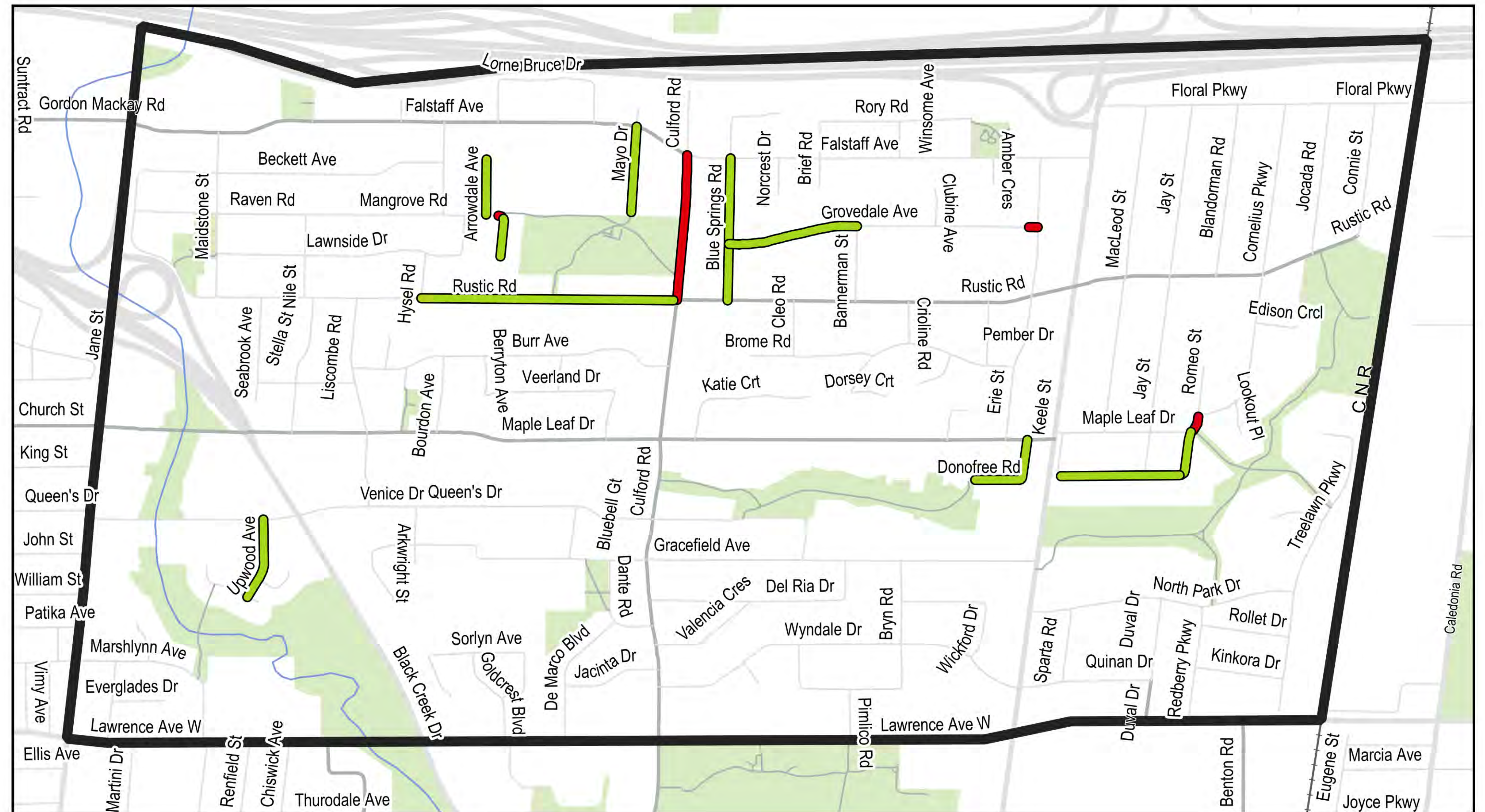
Parking management measures are proposed to address concerns about safety while balancing growing demand for parking.

Proposed parking management changes are marked on the map and include:

- **Restricting on-street parking** at locations where on-street parking is affecting sight lines and motor vehicle flow
- **Allowing on-street parking** near parks, trail entrances, and local retail destinations to address growing demand for parking near those locations

In some cases, introducing on-street parking would require removing existing parking restrictions.

These changes were developed based on background analysis and Phase 1 public feedback.



## Legend:

- On-street parking restricted
- On-street parking allowed

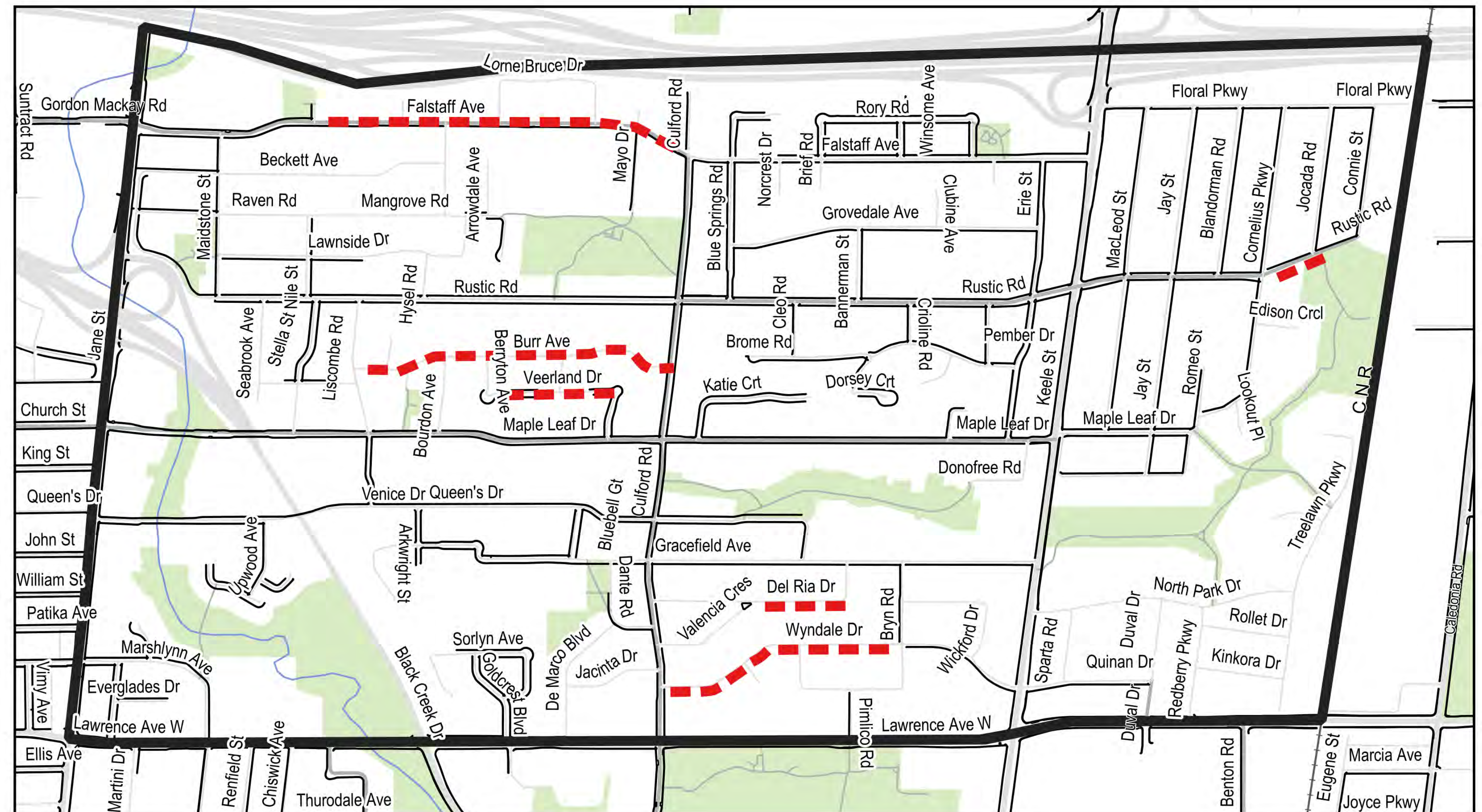


# Proposed New Sidewalks

The City's Missing Sidewalks Program aims to provide accessible sidewalks on all streets over the long-term, in line with the City's Vision Zero 2.0 Road Safety Plan.

Priority locations for **proposed new sidewalks** are marked on the map and were selected for near-term installation based on the following:

- Phase 1 public feedback
- Connectivity to the existing sidewalk network and local destinations like schools, parks and community spaces
- Near-term road repair and watermain replacement projects, which provide an opportunity to build new sidewalks at a lower cost than as a standalone project
- City policy, including the City's long-term goal of building a complete sidewalk network with sidewalks on at least one side for all local roads and on both sides for all collector and arterial roads



## Legend:

- Proposed sidewalks (near-term)
- Existing sidewalks



# Proposed Bikeway Routes

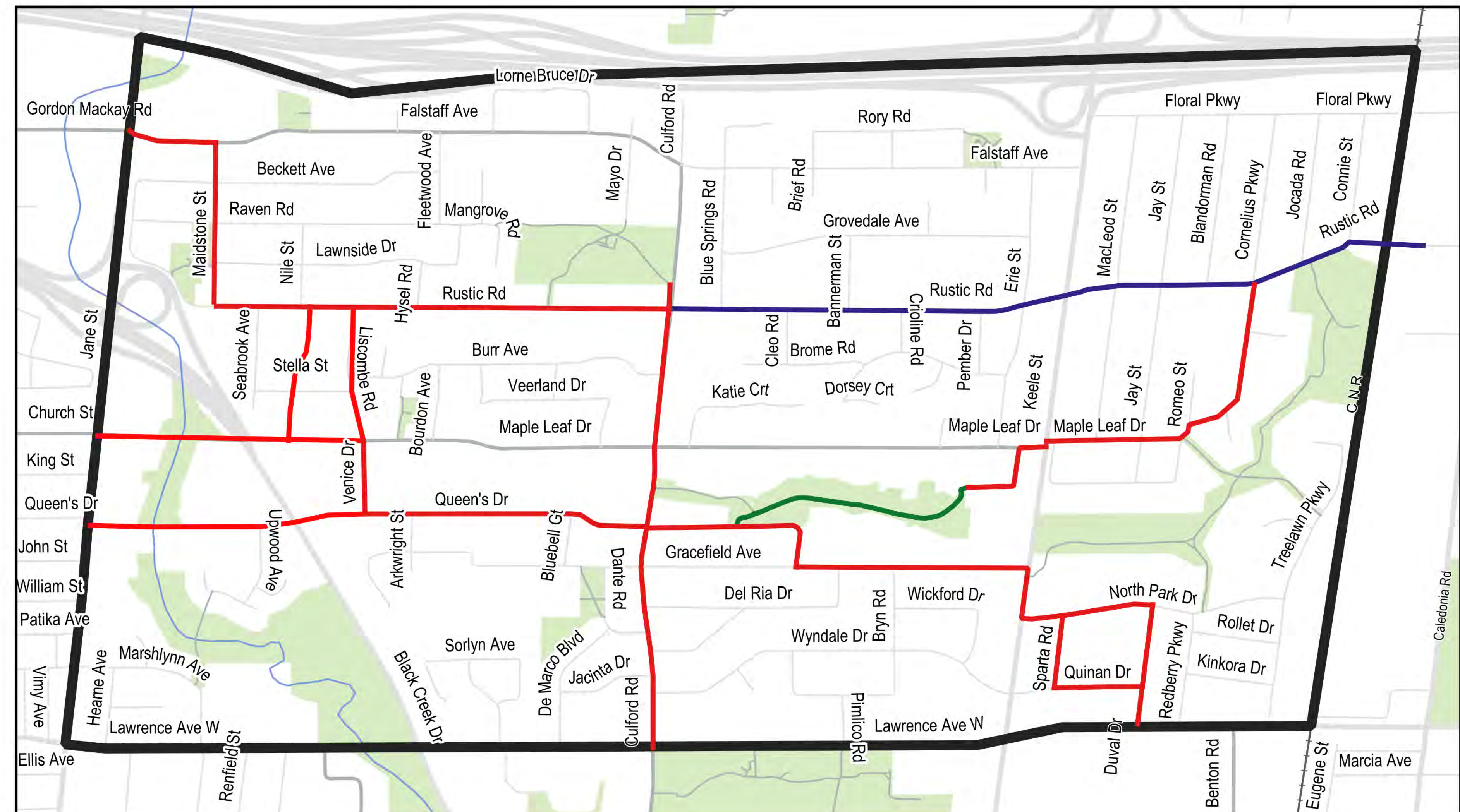
The City Council Approved Cycling Network Plan (CNP) serves as a comprehensive roadmap and work plan for the cycling network. The 2025-2027 CNP highlighted potential routes in the Maple Leaf and Rustic neighbourhoods in support of the CNP's mandate to grow the cycling network into new parts of the city.

This Neighbourhood Streets Plan will confirm the recommended bikeway routes as part of the 2025-2027 CNP.

**Proposed bikeway routes** are marked on the map and were selected based on the following:

- Phase 1 public feedback
- Nearby local destinations like schools, parks and community spaces
- Potential connections to other neighbourhoods and existing or proposed bikeways
- Opportunities to incorporate bikeways into traffic calming and community safety efforts

**Further public consultation will be conducted at a later date on proposed design options for any recommended routes.** Following public consultation, a report with the bikeway routes and designs will be submitted to City Council for approval prior to installation.



## Legend:

- Proposed bikeway route (near-term)
- Proposed future bikeway route (long-term)
- Existing park trail connection
- ..... Possible future bikeway as part of Weston Cycling Connections



# Proposed Safety Measures at new location of St. Fidelis Catholic School

St. Fidelis Catholic School expects to relocate in late 2025 or 2026 to Falstaff Avenue, which has higher motor vehicle volumes and speeds than the school's current location on Bannerman Drive.

Proposed safety, speed and volume management measures at the new location include:

- **New sidewalks** on the north side of Falstaff Avenue
- **Speed humps** and a **reduction of the posted speed limit** to 30 km/h to address speed concerns
- Designation of Falstaff Avenue from Fleetwood Avenue to Culford Road as a **School Safety Zone** and a **Community Safety Zone**
- **Intersection improvements** along Falstaff Avenue such as high visibility crosswalks and refreshed pavement markings
- **No stopping** on the north side of Falstaff Avenue during pick-up and drop-off hours and **left-turn restrictions** to the school driveway to improve motor vehicle flow
- **Temporary relocation of two school crossing guards** to the new location (warrant analysis to be conducted after relocation to confirm permanent continuation or removal of crossing guards)



Future location of St. Fidelis Catholic School at 155 Falstaff Avenue



# Nearby Projects

The project team is coordinating with relevant nearby transportation projects.

## Jane Street

Jane Street is under study as a transit priority corridor for RapidTO Jane Street.

Further public consultation is anticipated to begin later in fall 2024.



## Weston Neighbourhood

Phase 2 of Weston Cycling Connections will propose to install east-west bikeways in the Weston neighbourhood, including along John Street.

Public consultation is anticipated to begin later in fall 2024.





# Timeline for Changes

Some changes can be made relatively quickly and do not require City 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.

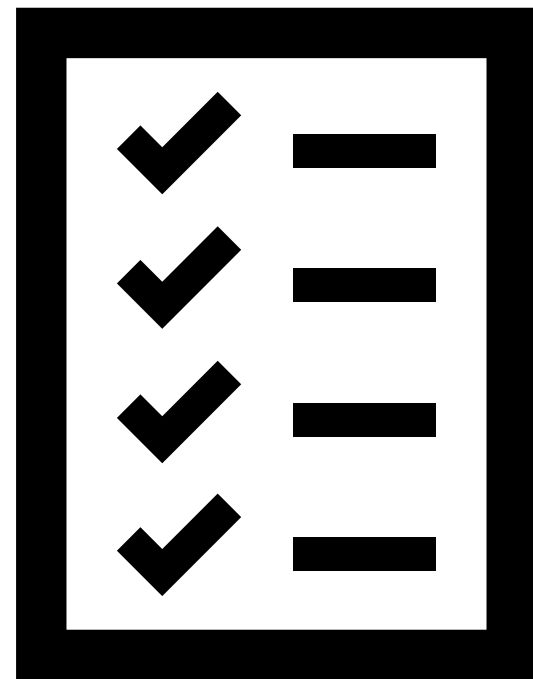
The Plan identifies a range of measures from ‘quick wins’ to longer-term improvements. After a report to Council is approved, there will be a moratorium on future traffic investigation requests within the project area for the 2 to 5 years after it is approved to implement short-term actions and monitor outcome before further changes can be proposed.

Phased Improvement	Timing	Examples
<b>Quick Wins</b> <ul style="list-style-type: none"> <li>No Council approval required</li> <li>Primarily movable/flexible materials</li> </ul>	6-18 months	<ul style="list-style-type: none"> <li>Intersection improvements</li> <li>Refreshed pavement markings (e.g. stop bars and centre lines)</li> <li>Signage and sightline fixes</li> </ul>
<b>Short-term Actions</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>Pedestrian crosswalks</li> <li>Directional changes</li> <li>New sidewalks and cycling network improvements</li> <li>Parking amendments</li> </ul>
<b>Longer-term Changes</b> <ul style="list-style-type: none"> <li>Council approval required</li> <li>Permanent materials</li> </ul>	5+ years	<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>

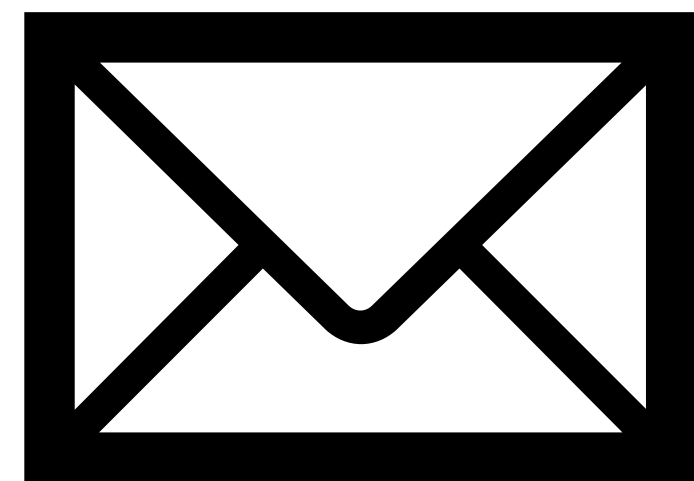




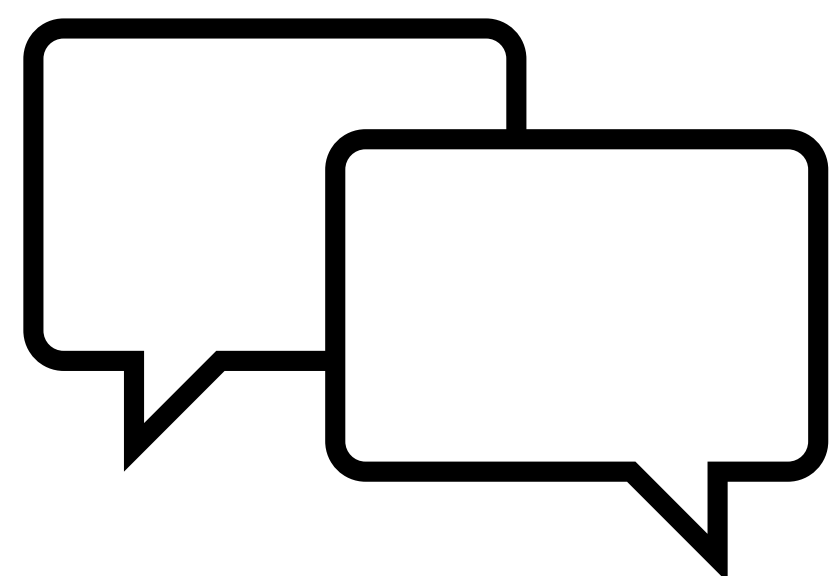
# Provide Feedback



**Take the survey.** Tell us what you think about proposed changes at specific locations in the Maple Leaf and Rustic neighbourhoods. You can also request a printed copy.



**Provide feedback via email, phone or mail.** Stay up to date by visiting the project webpage and subscribe to receive email updates.



## Contact

Rachel Yanchyshyn  
Senior Public Consultation Coordinator  
[MapleLeafRusticStreets@toronto.ca](mailto:MapleLeafRusticStreets@toronto.ca)  
416-395-1002

Metro Hall, 55 John Street, 19<sup>th</sup> Floor  
Toronto, Ontario. M5V 3C6

**Comment deadline:**  
October 21, 2024

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