# Lawrence Park Transportation Plan

## Public Consultation Report

October 2024

TORONTO

# Contents



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# Consultation Summary

Public consultation for the Lawrence Park (LP) Transportation Plan took place from June 10 until July 19, 2024.

Consultation activities included a virtual public meeting, an online survey and comment tracking for letters received by post, emails and telephone calls. In total 286 people participated in the consultation.

Communications to notify the public and interest groups about the project and opportunities to participate included a project website, over 200 targeted emails to a project list which included the local resident association, and 2,248 flyers distributed by Canada Post throughout the project area.

Public consultation brought to the fore competing interests and priorities among participants. Feedback on the LP Transportation Plan proposals included support for change, concerns that changes to do not go far enough to ensure safety for all road users, and opposition to any change, including the view that changes are not needed.

Feedback collected throughout consultation indicated concerns about road safety, traffic infiltration and speeding in Lawrence Park. Participants who supported the LP Transportation Plan agreed that changes are needed to slow motor vehicle speeds and improve safety conditions especially for vulnerable road users like children and seniors. There were some concerns that the changes did not adequately respond to all road safety concerns and would not be implemented quickly enough.

Those who were not in support of recommended changes were concerned that the changes would have unintended consequences, like increasing motor vehicle volumes on local roads, and increasing motor vehicle travel times in and around the neighbourhood.

The proposed traffic signal at Lawrence Avenue and Wanless Crecent received mixed responses. Participants who supported the signal confirmed their desire for a safe and accessible pedestrian connection to Wanless Park and the Lawrence Avenue East bus stops. Participates who did not support the signal are concerned about the potential congestion it may cause and increase to vehicle volumes on residential streets.

In response to the proposed speed management tools, speed humps and in-road flexible speed signs received the most support. Feedback on chicanes was mixed, however this could be a result of the long-term implementation timeframe.

The feedback gathered through this consultation, along with technical considerations and City policies and guidelines, will inform staff recommendations to City Council.

# Project Overview

The Lawrence Park (LP) Transportation Plan builds on the 2018 Basement Flooding & Road Improvement Environmental Assessment (EA) recommendations to address concerns raised by the community about road safety, excessive speeding and traffic volumes. The LP Transportation Plan identifies changes that can be made to improve safety for all road users, with a focus on vulnerable road users such as pedestrians, people cycling, children and seniors.

The LP Transportation Plan will not revisit the Council-approved recommendations identified through the Basement Flooding & Road Improvement EA process.

# Overview of Communications and Consultation Activities

## Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate in the consultation:

- Project web page toronto.ca/LawrenceParkTP ( 350+ unique visits)
- Notice delivered through Canada Post (2,248 addresses in the project area)
- E-mail notification to project subscribers (215 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (8 organisations)

## Consultation Activities

Public and community interest group comments on the project were received through the following consultation and engagement activities:

| Activity | Date | Participation |
|---|---|---|
| Virtual Public Meeting | June 25, 2024 | 62 attendees |
| Online Survey | June 10 – July 19, 2024 | 188 responses |
| Email, Phone and Mail | June 10 – July 19, 2024 | Comments received from 36 individuals |

# What We Heard

Residents are concerned about road safety, motor vehicle volumes and motor vehicle speeds in Lawrence Park. Feedback about the proposed changes were generally supportive, with the exception of the proposed traffic signal which was mixed.

Traffic calming was supported by many participants, and speed humps were the speed management tool with the most support. The most common reason for supporting speed humps were their ability to discourage speeding and improve compliance with speed limits and their impact on road safety. Some participants expressed concerns about the scope of the speed management proposals and requested more to be implemented in the near-term.

Participants who did not support the speed management measures raised concerns that changes may impact parking capacity, snow clearing, emergency response times, cause cars to speed in between speed control measures, and increased noise from vehicles.

Mixed feedback about the proposed traffic signal was received. Participants who supported the signal believe it would provide a safe, pedestrian connection across Lawrence Avenue East, and improve access to Wanless Park and the TTC bus stop. Participants who did not support

the signal believe that it would increase traffic volumes on Wanless Crescent and could encourage cut-through travel patterns.

Some comments about the Council-approved EA were received. The LP Transportation Plan will not revisit the Council decision about sidewalks, thus, the comments have not been included in this report.

# Survey Summary

The LP Transportation Plan survey was available online via the City's survey platform (Medallia). It presented a study overview and information about the proposed changes before asking respondents about their level of support. Questions included multi-choice and multi-select responses, questions about the respondents' relationship to the study area, and an open-ended comment box.

A total of 188 respondents completed the survey. Some questions were optional, and participants were allowed to skip questions, therefore the number of responses on each question varies. Participation in the survey was anonymous. Responses received to each question are presented in this section.

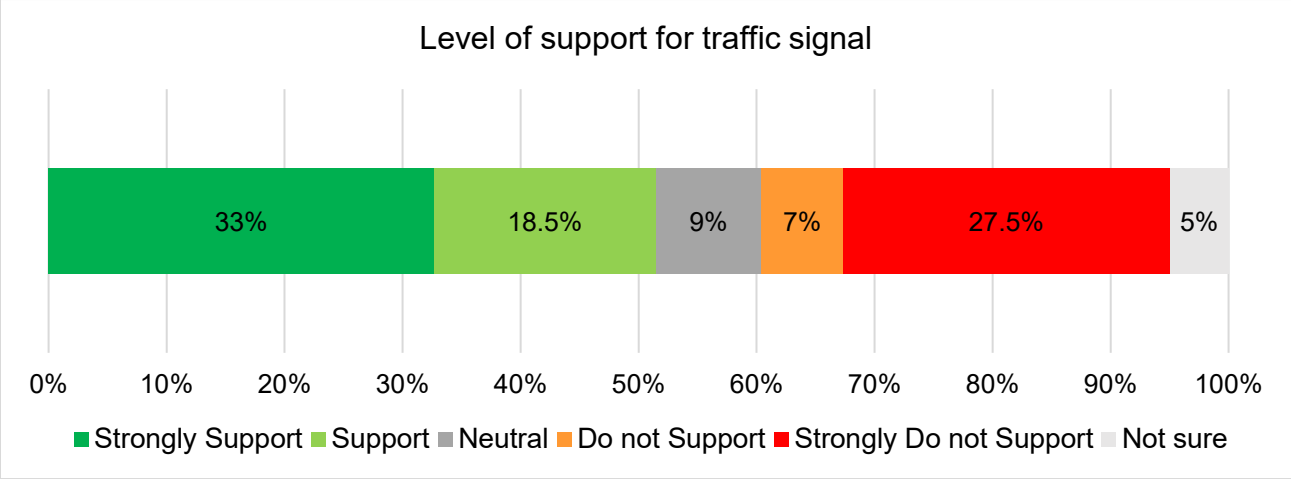
**Feedback on Road Safety Improvements**

Proposed road safety improvements include intersection realignments, raised crosswalks and a traffic signal at Lawrence Avenue East and Wanless Crescent (west leg).

The traffic signal would facilitate north/south pedestrian crossing movements across Lawrence Avenue East and improve access to Wanless Park and the westbound transit stop.

Survey respondents were asked to indicate their level of support.

**Do you support a traffic signal at the intersection of Lawrence Avenue East and Wanless Crescent (west side)?**




Among survey respondents, 52.5 per cent strongly support or support the traffic signal, and 34.5 per cent (35%) of respondents do not support or strongly do not support the installation of a traffic signal. The remaining 14 per cent (14%) were neutral or unsure.

Most respondents who support the proposed signal feel that a traffic signal is essential for safe access to Wanless Park and to the TTC bus stops on Lawrence Avenue (eastbound and westbound).

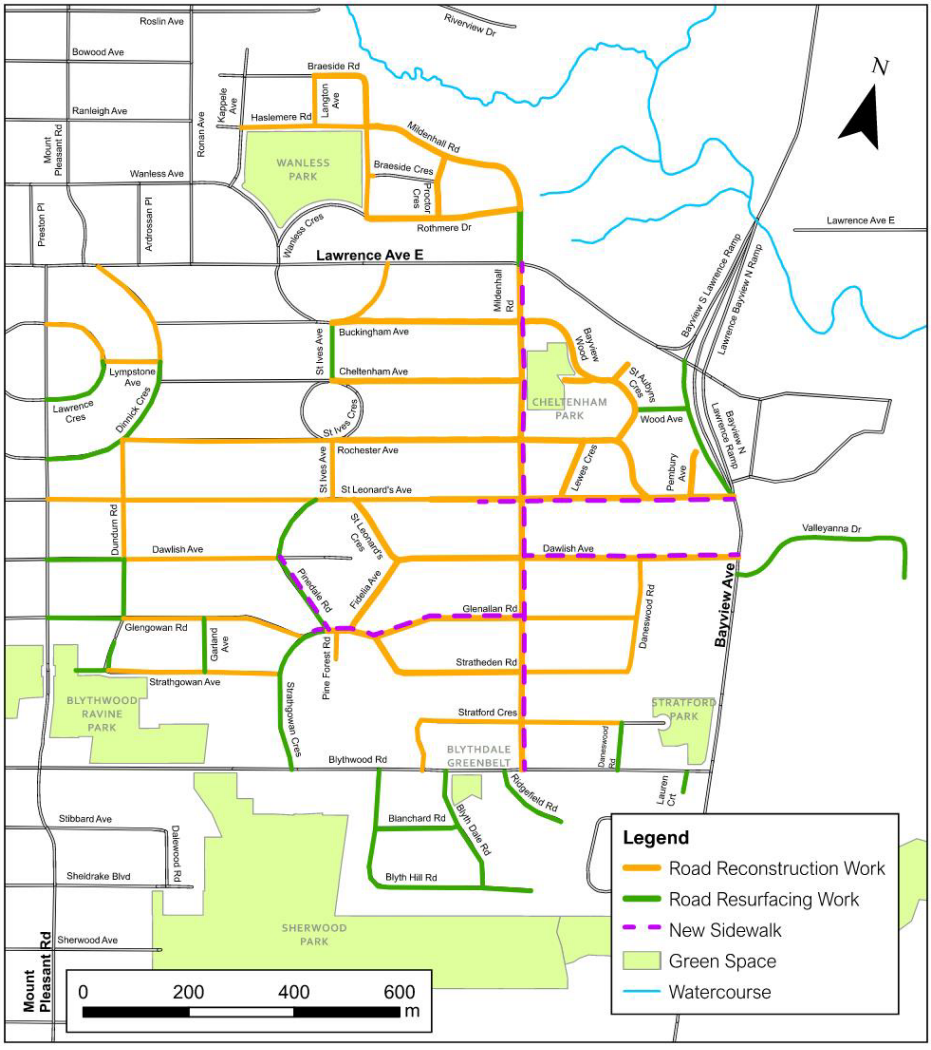
For those who do not support the traffic signal, there is concern that it will cause traffic congestion on Lawrence Avenue and Wanless Crescent, which could result in more cars idling and increased pollution, as well as concern for increased traffic infiltration by drivers trying to avoid the signal.

Feedback included suggestions to install a pedestrian crosswalk instead of a traffic signal, and to add turn restrictions during rush hours to limit traffic infiltration.

**Feedback on Speed Management**
Road work planned as part of the City's Basement Flooding Protection Program will result in changes to some streets in Lawrence Park, including road narrowing, shifted road alignment to encourage compliance with the regulatory speed limit and protect mature trees. As part of the Transportation Plan, speed management opportunities are being considered on nine streets that are not included in the scope of the planned road work. Survey respondents were asked to indicate their level of support for potential speed management tools being considered as part of the Lawrence Park Transportation Plan.

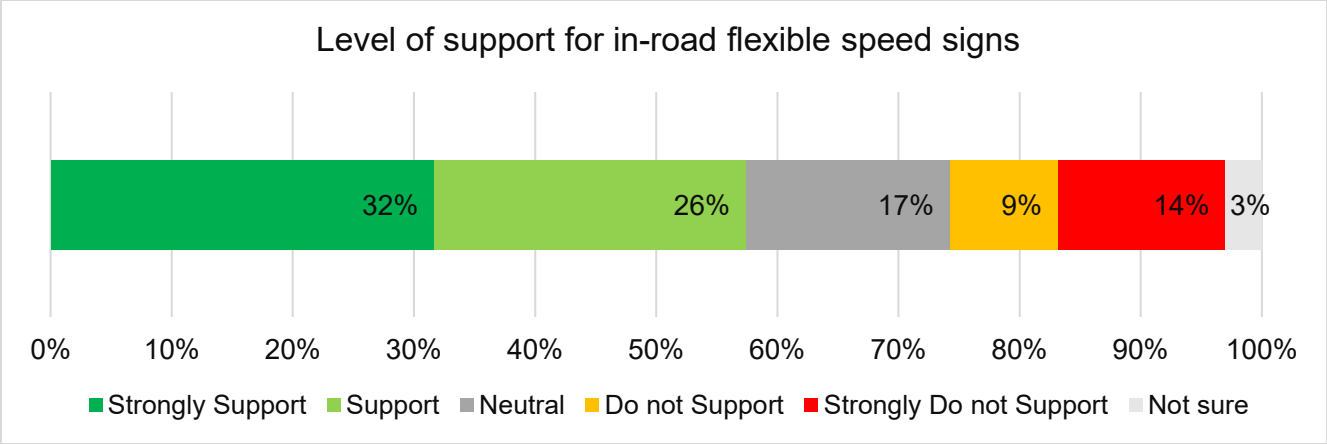
The map image below indicates roads that will be resurfaced or reconstructed. The nine streets that are being considered for speed management as part of the Transportation Plan are:

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



Changes considered and investigated are speed humps, in-road flexible speed signs and chicanes.

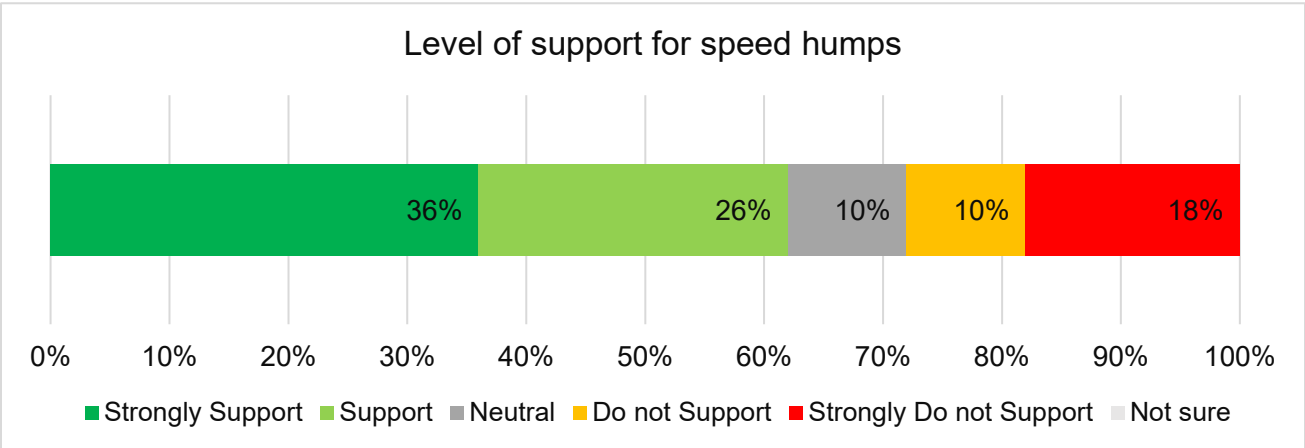
**What is your level of support for the use of in-road flexible speed signs as a speed management tool?**




Among survey respondents 58 per cent strongly support or support in-road flexible speed signs compared to 23 per cent of respondents who do not support or strongly do not support them. Of all the potential speed management tools, in-road flexible speed signs received the highest response for neutral or not sure at 20 percent.

A few comments about in-road flexible speed signs were received in the open comment section of the survey expressing the sentiment that they are acceptable but not considered to be very effective.

Note: Percentage points are rounded up to the nearest whole number, resulting in a total display of 101 per cent.




**What is your level of support for the use of speed humps as a speed management tool?**

Speed humps received the most support with 62 per cent of survey respondents who strongly support or support speed humps and 27 per cent who do not support or strongly do not support their use in Lawrence Park. Speed humps had the lowest number of respondents, 10 per cent (10%) who were either neutral or unsure.

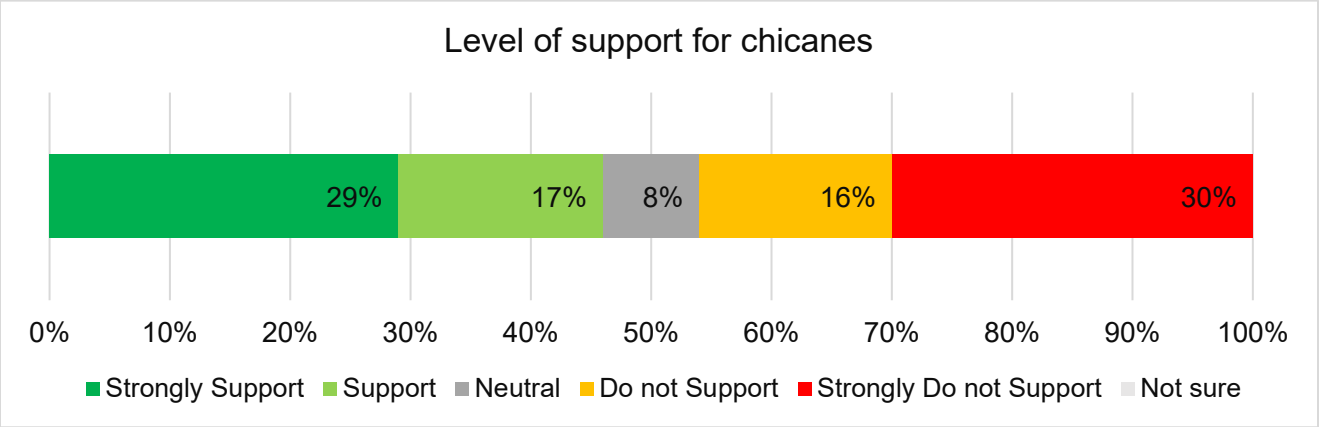
Respondents who self-identified that they live on St. Leonard's Avenue expressed strong support for speed humps and requested that they be installed along the full length of the street, in advance of road work. Some respondents referred to a 2018 community petition to the local ward office requesting speed humps.

A few respondents who supported speed humps expressed preferences for raised pedestrian crosswalks and road narrowing instead of speeds humps.

Comments from respondents who are opposed to speed humps identified concerns with the potential impact on parking, snow clearing and response time for emergency vehicles, the noise of vehicles driving over the speed humps and a potential increase in speeding between the speed humps.

There were also requests for speed humps on additional streets including Wanless Crescent, north and south of Lawrence Avenue East.

**What is your level of support for the use of chicanes as a speed management tool?**




Among survey respondents there is an equal number of respondents who strongly support or support chicanes (46 per cent) and respondents who do not support or strongly do not support them (46 per cent). Nine per cent of respondents were neutral or not sure.

Among those who provided feedback in the open comment section, some consider chicanes to be the most effective speed management tool, while others are concerned chicanes will impact snow clearing and emergency vehicle response times, in addition to potentially reducing on-street parking.

**Please share additional comments, concerns, observations, or suggestions related to the Lawrence Park Transportation Plan**

Following the questions on level of support for possible changes, an open comment section was provided for respondents. Below is a summary of additional comments received in the open comment section. Comments have been themed and summarised.

| Topic | Comment Summary |
|---|---|
| Safety | – There are safety concerns for pedestrians, families with children, seniors and pets in the neighbourhood<br>– The streets are not safe for anyone not driving a car.<br>– The biggest concerns are with speeding vehicles, few and insufficient sidewalks, and high traffic volumes<br>– Concerns for safety extended beyond the study are to the north of Lawrence Avenue and west of Yonge Street |
| Traffic infiltration | – Many respondents identified traffic infiltration as the primary concern in Lawrence Park<br>– More should be done to divert people driving through the neighbourhood, suggested use of one-way streets, restriction for large vehicles and trucks<br>– Requests for restricted access to St. Leonard's from Bayview Avenue to reduce infiltration<br>– During rush hour there is an increase in vehicle volumes on residential streets<br>– Traffic infiltration is made worse through the use of Google maps and Waze<br>– Many believe that the drivers who speed through the neighbourhood are not from the neighbourhood and that traffic diversion will also address some of the speeding issues |
| Cycling infrastructure | – There is a need for better cycling infrastructure in the neighbourhood<br>– There should be protected bike lanes on Bayview Avenue |
| Enforcement is needed | – Stop compliance at stop signs<br>– Compliance with the regulatory speed limits<br>– The no right turn from Bayview Avenue to St Leonard's |
| Schools | – Concern for the safety of children walking to school<br>– Request for new motor vehicle drop-off areas<br>– Traffic congestion during school drop off and pick-up times creates a bottleneck (Toronto French School)<br>– The Toronto French School on Lawrence Avenue is an area of concern and was not in the study area |
| Implementation | – Timelines were not very clear<br>– Proposed changes need to be implemented as soon as possible |
| Other Comments | – Requests for turn restrictions on major arterial roads to prevent access into the neighbourhood either permanently or during rush hours<br>– Some comments that changes are not needed |

# Virtual Public Meeting

A virtual public meeting was held on June 24, 2024, which included a presentation from staff followed by a question and answer period. Feedback on key elements of the LP Transportation Plan are summarized below, along with a summary of comments received through the Q&A box during the meeting which were not read publicly due to time constraints:

| Topic | Comment Summary |
|---|---|
| **Traffic Signal Lawrence Avenue & Wanless Crescent** | – Reasons for support: increased safety for vulnerable road users, increases access to the park and the TTC bus stops<br>– Reasons for not supporting the traffic signal: it is not needed, pedestrian crosswalk preferred, some feel comfortable crossing without a signal, will create traffic backlog, noise nuisance from cars stopping and accelerating, it will increase traffic infiltration on residential streets<br>– There is a middle lane; cars making left turns from local streets onto Lawrence Avenue East use this lane to queue until there is a safe time to merge, pedestrians use this lane as a median<br>– There is an interest in seeing more data for the proposed signal at Wanless Crescent |
| **Traffic Infiltration** | – There is traffic congestion on arterial roads causing drivers to cut-through the neighbourhood<br>– Wayfinding apps have increased traffic infiltration<br>– Turning restrictions south of Lawrence Avenue are needed as a preventative measure<br>– Locations mentioned: Dinnick Crescent, Buckingham Avenue, Dawlish Avenue, Ronan Avenue to Mildenhall |
| **Traffic volumes** | – Road design should encourage drivers to stay on arterial roads<br>– People driving use residential streets to avoid traffic signals and congestion on arterial roads<br>– Consider congestion surcharge for the City of Toronto improve public transportation<br>– Locations with high vehicle volumes mentioned: Mildenhall Road, Bayview Avenue (by the hospital), Dawlish Avenue |
| **Traffic Management** | – Schools should have a plan for drop-off and pick up times<br>– Traffic should be better optimized on Bayview Avenue near the hospital |
| **Safety** | – Safety concerns stem from speeding, motor vehicle volumes and lack of enforcement<br>– Emphasis that crossing five lanes of traffic on Lawrence Avenue is not safe for pedestrians<br>– Requests for raised crosswalks on Cheltenham and Mildenhall Road<br>– Requests for more sidewalks |
| **Speeding** | – Vehicle speeding is a concern in the neighbourhood<br>– There is concern about speeding buses on Lawrence Avenue<br>– Request to reduce the speed limit on Mount Pleasant Road<br>– Locations mentioned: Mount Pleasant, St Leonard's Avenue, Lawrence Avenue, Dinnick Crescent, Mildenhall Road |
| **Speed Humps** | – There is support for speed humps<br>– Residents on St. Leonard's Avenue petitioned the City for speed humps in 2018 and still want them<br>– A reason for not supporting speed humps on Lawrence Crecent is because the road is curved and they may impact pedestrians crossing mid-block |
| **In-road flexible signs** | – Concerns that they would narrow the road |

| Topic | Comment Summary |
|---|---|
| **Chicanes** | – Concern that it would impact snow-plowing |
| **Enforcement** | – Would like to see more police and automated enforcement for speeding and non-compliance with signals and stop signs<br>– Locations mentioned where enforcement is needed: St Leonard's Avenue, Wanless Crescent, Dundurn Road, Mildenhall Road |
| **Data** | – Questions about traffic study data include time frames, how forecasting is used, and whether it is available publicly<br>– There is an interest in seeing active monitoring of traffic volumes |

A copy of the virtual public meeting summary notes can be found online at toronto.ca/LawrenceParkTP

## Phone and Email Feedback

Comments received through phone, mail and email are summarized by theme below:

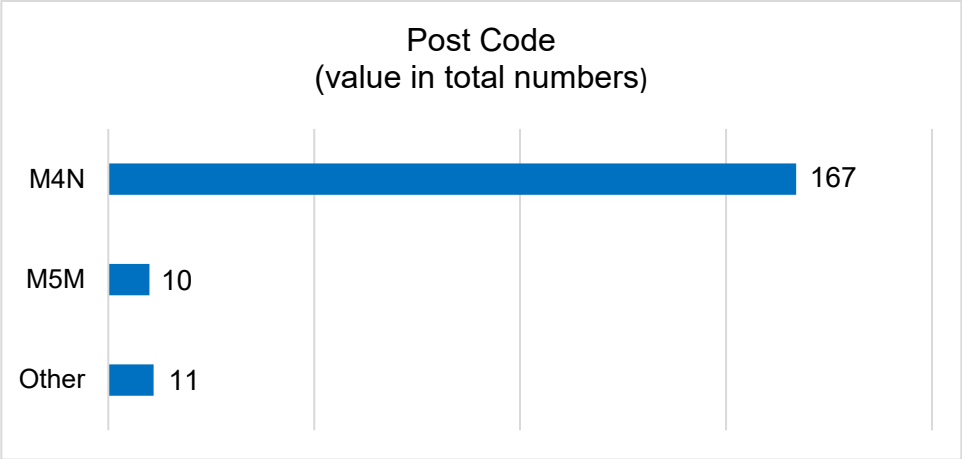
| Topic | Comment Summary |
|---|---|
| **Support for changes** | – Support for all safety improvements was received |
| **Traffic Signal Lawrence Avenue & Wanless Crescent** | – Concern about impact on traffic congestion and increased diversion into neighbourhoods<br>– Alternative suggestions include a pedestrian crosswalk or pedestrian refuge island<br>– The area north of Lawrence Avenue would also be impacted and should be studied |
| **Traffic Infiltration** | – Turn restrictions from Lawrence Avenue onto residential streets are needed<br>– The neighbourhood does not need speed management as it will impede residents driving – the issue is traffic infiltration and speeding by those who do not live in the neighbourhood<br>– Use of residential streets includes drivers coming from areas north of Lawrence Avenue<br>– Locations mentioned: Dinnick Cres, Buckingham Avenue, Dawlish Avenue |
| **Traffic volumes** | – Locations of concern include: St. Leonard's Avenue, Dinnick Crescent, Lawrence Crescent, Rochester Avenue |
| **Safety** | – Geometric alignment of streets is not seen as necessary by long term resident |
| **St Leonard's Avenue and St. Leonard's Crescent** | – Safety on St Leonard's Avenue is getting worse as a result of increased incidences of speeding and high traffic volumes<br>– Feedback includes anecdotes of accidents and near misses<br>– There is an urgent request for change: speed humps and chicanes are preferred<br>– Feedback from St Leonard's Avenue residents included a letter campaign requesting immediate installation of speed humps |
| **Sidewalks** | Comments on sidewalks are outside the scope of this study |

| Topic | Comment Summary |
|---|---|
| **Speeding** | – Vehicle speeding is a current concern in the neighbourhood and change is needed<br>– Suggestion to reduce road width by increasing sidewalk width<br>– Locations mentioned: Mount Pleasant, St Leonard's Avenue, Lawrence Avenue, Dinnick Crescent, Blythwood Road |
| **Speed Humps** | – Would like to see speed humps installed on all roads where speeding occurs |
| **In-road flexible signs** | – Posts are constantly knocked down and need repair |
| **Enforcement** | – Enforcement is needed for speeding and for those who do not obey stop signs, run red lights, use mobile devices while driving<br>– Requests for more police presence |
| **Urban Planning and design** | – More consideration should be given to Lawrence Park as a heritage bound area |

# Appendix A: Survey Participant Profile

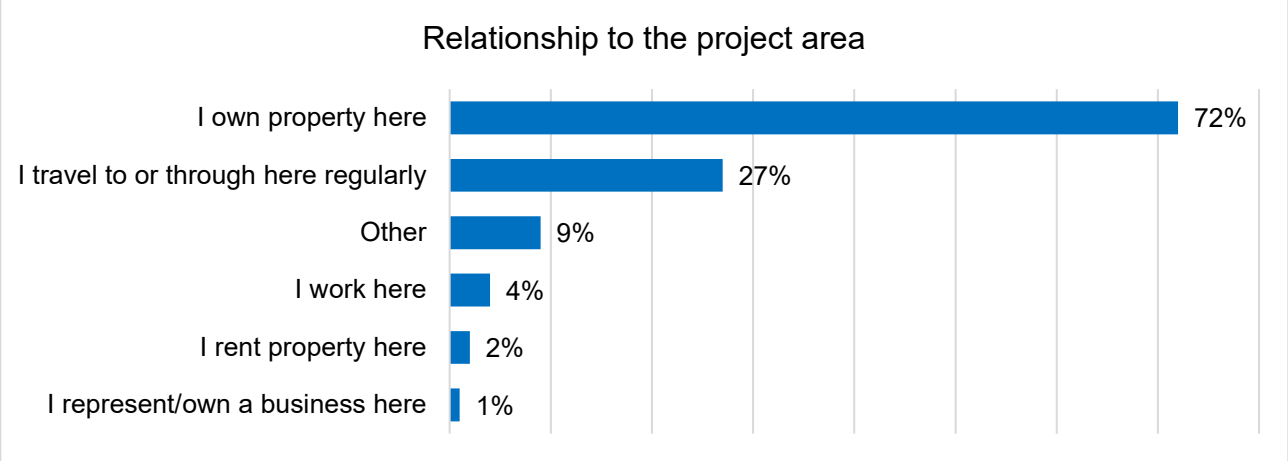
Information gathered through the following questions provides insight on who completed the survey and whose feedback we may be missing.

**What are the first three (3) characters of your postal code?**
This was a required response.



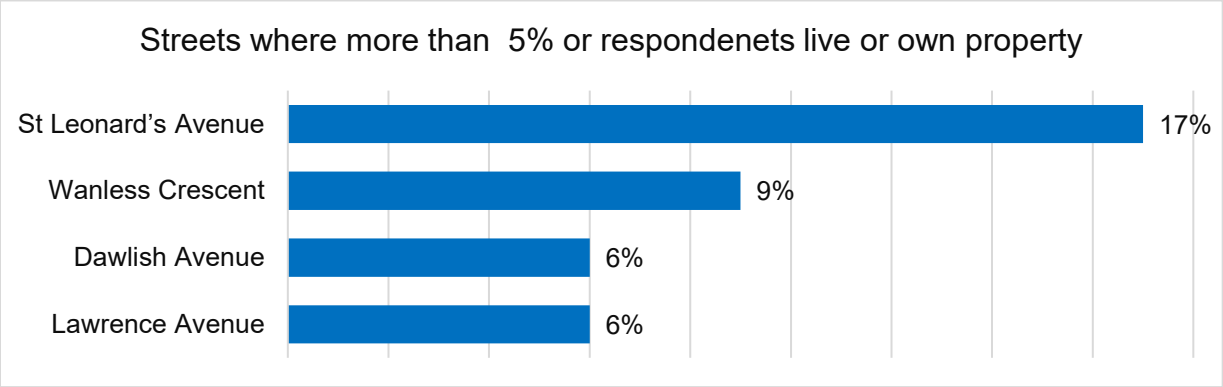

Most respondents reported living in the postal code area that corresponds with the study area (M4N).

**Please describe your relationship to the project area.**
Respondents were able to select multiple answers.



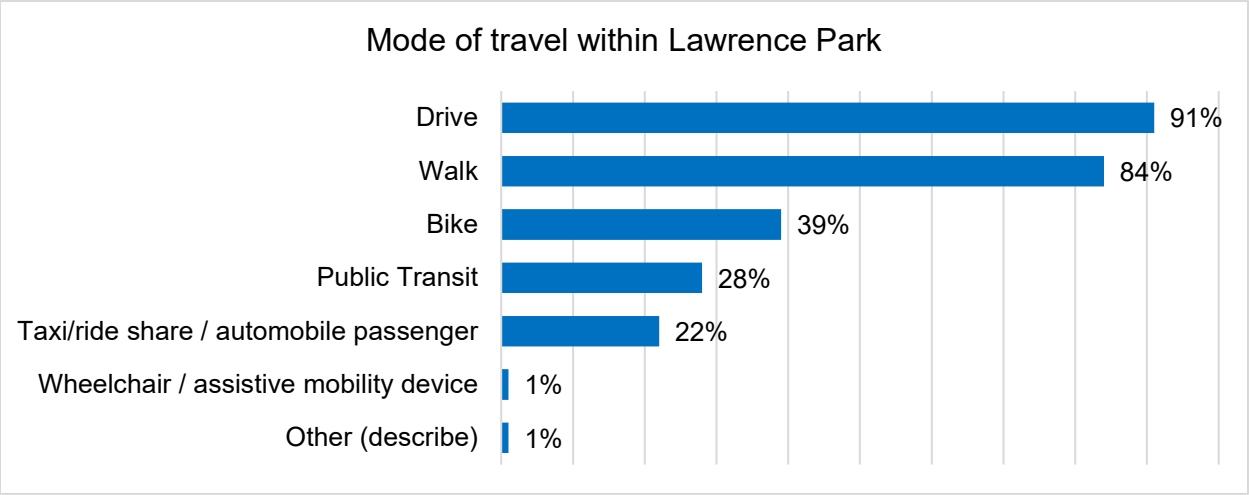

Seventy-two per cent of respondents (72%) own property in the neighbourhood. A significant portion of respondents (27%) travel through the neighbourhood.

**Which street in the study area do you live on and/or own property on?**
Respondents were able to select multiple answers.



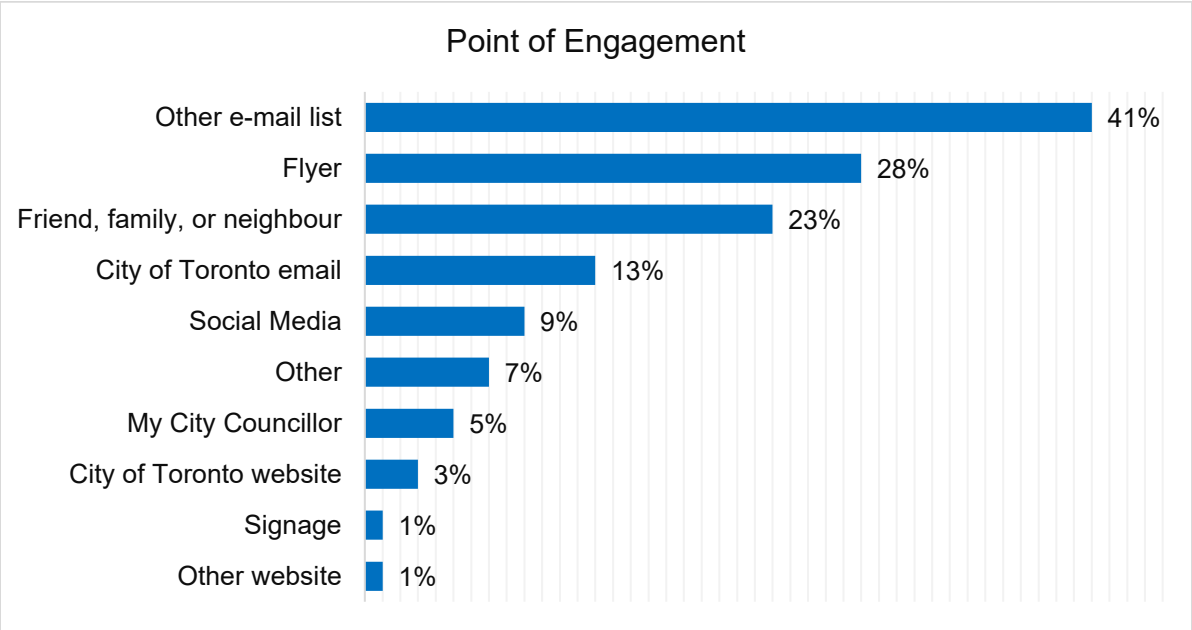

Sixty-two per cent (62%) of respondents reported living or owning property on four streets: St Leonard's Avenue, Wanless Crescent, Dawlish Avenue, Lawrence Avenue.

**How do you typically travel within Lawrence Park?**
Respondents were able to select multiple answers.




Among survey respondents 91% drive within the project area and 84 % of respondents walk. Among respondents who drive, 83% also walk, 38% also cycle, 30% also take public transit. Twelve per cent of those who drive rely solely on driving or rideshare to travel within Lawrence Park.

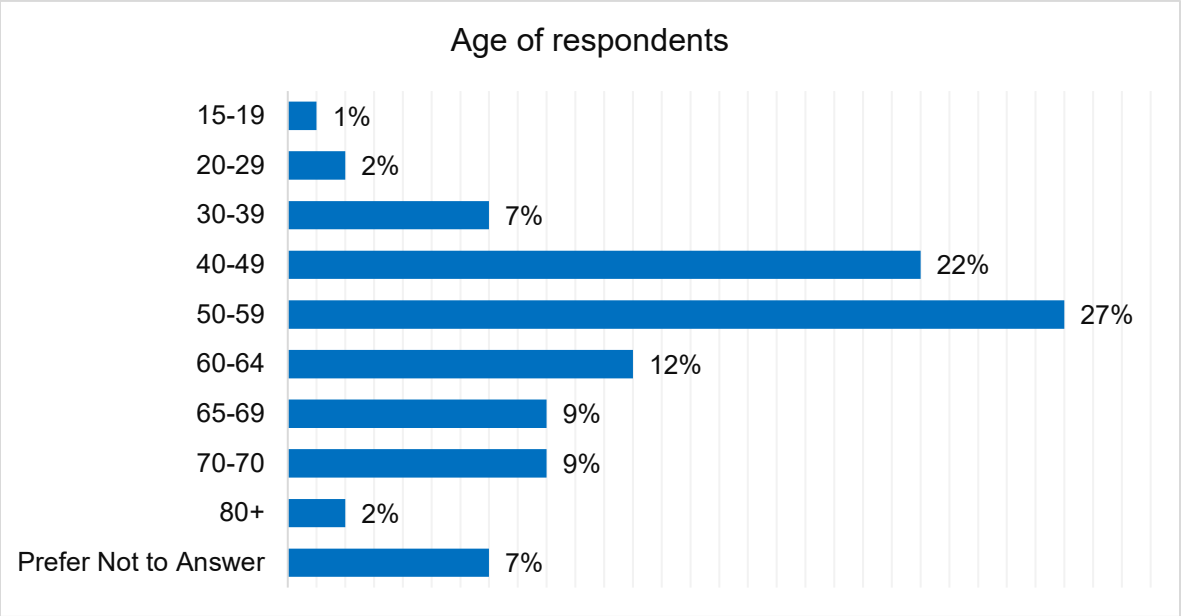
**How did you hear about the project?**



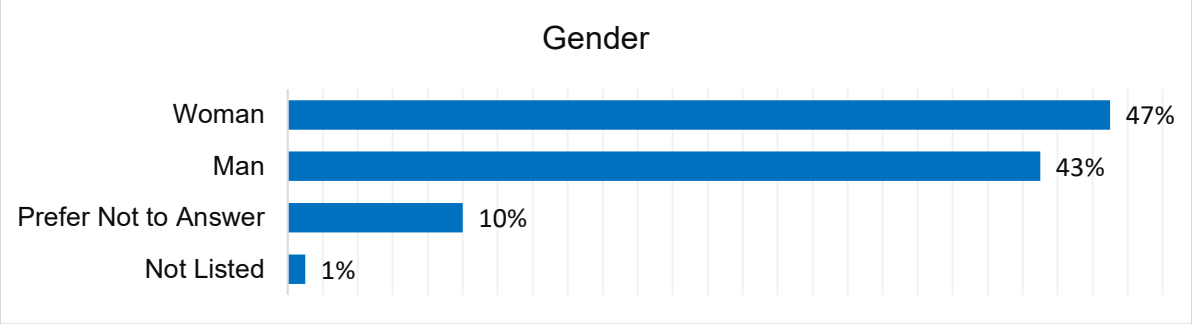

Most survey respondents heard about the consultation from the flyer delivered in the project area, followed by lawn signs, other mailing lists and social media.

## Demographics

A total of 169 survey respondents provided optional demographic information described below.




Seventy per cent of survey respondents are working age (age 20 – 64). Twenty per cent are above the age of 65.




Forty-seven per cent of respondents were women and forty-three per cent were men. Ten percent preferred not to answer.