

Date: Tuesday, June 25, 2024

Meeting Type: Virtual

Start time: 6:00 p.m. **End Time:** 8:00 p.m.

Project Overview:

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.

Meeting Objectives:

To summarize relationship between the basement flooding project and LP Transportation Plan, share findings from traffic studies and data collection, present potential changes within the study area and collect feedback, comments and concerns about the plan and other transportation issues.

Meeting Overview:

The meeting was facilitated by Aadila Valiallah, Senior Public Consultation Coordinator. A presentation was provided by Alyssa Krantzberg, Acting Manager Area Transportation Planning, Transportation Services, followed by an opportunity for participants to ask questions and hear responses from City staff.

Questions & Comments

The following questions and answers were provided during the meeting. All questions have been categorized by topic.

TOPIC	QUESTIONS & COMMENTS	PROJECT TEAM ANSWER
<p>Traffic Signal / Pedestrian Crosswalk</p> <p>(Proposed location at Lawrence Ave E and Wanless Cres)</p>	<p>Some participants expressed preference for a pedestrian crosswalk instead of a new traffic signal at Lawrence Ave East and Wanless Crescent East for the following reasons:</p> <ul style="list-style-type: none"> - Would provide a safe pedestrian crossing opportunity and would discourage the use of local roads as cut-through routes. - Traffic signal would increase cut-through traffic and associated safety risks to residents of Lawrence Park. - Do not see many people crossing and do not understand rationale for the signal. 	<p>Providing safe, pedestrian crossing opportunities across Lawrence Avenue East was a key concern highlighted in the Lawrence Park EA. There are currently three controlled crossings at Yonge Street, Mount Pleasant Road and Mildenhall Road. Mount Pleasant Road and Mildenhall Road are approximately 900 metres apart, and folks expressed interest in a crossing near Wanless Crescent to create a safe north/south pedestrian connection to Wanless Park.</p> <p>The project team investigated all control types including a traffic signal and pedestrian crossover. Travel behaviours and roadway characteristics are considered when deciding on an appropriate intersection control.</p> <p>The safest and most appropriate control type at the Wanless Crescent and Lawrence Avenue East intersection is a traffic control signal. It assigns the right of way to various traffic and pedestrian movements, encourages high compliance, provides the best visibility of all road users, provides sufficient crossing time on all legs of the intersection and supports the safest navigation through the intersection.</p> <p>Pedestrian crossovers do not provide the same safety benefits at this particular intersection because of the speed of moving traffic on Lawrence Avenue East, number of motor vehicle lanes, and volume of traffic.</p>
	<p>Additional concern about traffic lights at Lawrence Avenue and concern about a traffic signal at Lawrence Avenue East and Wanless Crescent include:</p>	<p>Traffic signals are designed to consider the characteristics of the intersection, the travel movements at the intersection and along the corridor in which it is located.</p>

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	<ul style="list-style-type: none"> - Potential noise nuisance from braking and accelerating cars. - Potential pollution from idling cars during a red light. 	<p>Traffic signals can be harmonized with other signals along the corridor to provide priority for east-west travel movements when other signals do the same. Additionally, signal timing at intersections with local roads prioritize movements on the arterials, and will only provide a pedestrian signal or green light for north/south movements when there are pedestrians or vehicles present. The signalization of an arterial road with a local road is different than the signalization of two arterials roads. The arterial road signal will stay green unless someone is detected to be there. If no one is waiting to cross or queuing on a side street, green will continue east and west.</p> <p>A pedestrian crossover changes immediately when a pedestrian triggers it; it stops the flow of traffic immediately without any harmonization (with other traffic signals)</p>
	<p>Advocating for safe, signalized pedestrian crossing on Lawrence Avenue East.</p> <ul style="list-style-type: none"> - It never feels safe to cross five lanes of traffic, we need safe pedestrian crossing, such as a traffic light at the Lawrence Avenue East and Wanless Crescent at the earliest possible moment. It is a route many people take with children to get to the park. 	<p>A traffic signal is recommended because it provides the safest pedestrian crossing opportunity at the intersection.</p>
	<p>Participant expressed that they feel comfortable crossing without signals or a pedestrian crosswalk.</p>	<p>Road user safety is a key consideration when determining an appropriate intersection control measure. Unsignalized intersections do not provide a safe crossing opportunity for many road users. For example, we know that many children may take longer to walk across the street, and people with different abilities may not be able to judge the distance of moving traffic, or feel confident to cross without the signalized right-of-way.</p>

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	<p>The Mount Pleasant and Lawrence Avenue East intersection is dangerous to cross with a young child in a stroller, going north to south. The right turn signal is short, cars don't always see pedestrians crossing. What intersection improvements can be made, like the design improvements at Bessborough Drive and Eglinton Avenue East?</p>	<p>At major arterial intersections the City looks to improve visibility of all road users, the geometry of the intersection and signal timing, when feasible. The project team has received feedback about challenges navigating the intersection since it is irregular in both its design and signal timing. Changes that may be considered are leading pedestrian intervals, which give pedestrians the right-of-way to cross before vehicles, signal timing changes to improve operations and reduce vehicle queuing, and geometric safety improvements. All changes would need to be studied to understand their feasibility. Changes that are considered would align with the Council-approved Vision Zero Road Safety Plan which influences decision-making in the public right of way.</p>
<p>Traffic Infiltration: Wayfinding Apps, Traffic Diversion, Turn Restrictions</p>	<p>The Mount Pleasant and Lawrence intersection is a bottleneck and people use local, neighbourhood streets to avoid it (such as Dinnick Cres)</p> <p>Has there been consideration to review the design of that specific intersection to encourage people to stay on the arterial roads rather than traveling through the neighbourhood side streets?</p>	<p>Mount Pleasant Road and Lawrence Avenue East has an offset intersection which can limit the design options. To improve intersection conditions and operations, staff can investigate signal timing optimization to reduce queuing and encourage more movement through an intersection. Signal timing at arterial roads impacts route choices and can encourage motorists to remain on arterial roads, unless they require access to neighbourhood streets.</p>
	<p>There is cut through traffic coming from Ronan Avenue southbound, turning left onto Lawrence Avenue East and continuing south along Mildenhall Road. The proposed traffic light would encourage road users to continue to use residential side streets as a cut through.</p>	<p>Traffic signal timing can influence the routes motorists take. Signal timing facilitates motor vehicle movements and assigns appropriate times for movements through an intersection, for example, east-west movements along Lawrence Avenue East. Optimized signal timing can improve motor vehicle flows and movements and discourage use of neighbourhood streets as bypass routes.</p> <p>Transportation improvements, like signal timing optimization aim to keep motor vehicles on and direct motor vehicles to arterial roads, unless they require access to neighbourhood streets.</p>

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	<p>Why does every side street running north off Lawrence Ave E have no turns in the morning and afternoon rush hour? Yet, the streets that run south off Lawrence have very limited restrictions?</p>	<p>Turn restrictions are determined based on motor vehicle volumes and identification of high-volume routes on neighbourhood roads. Turn restrictions could be considered if vehicle volumes on local roads exceed the expected daily travel volumes. Turn restrictions apply to all motorists including visitors, residents, and delivery vehicles. Turn restrictions aim to discourage high vehicle volumes, while maintaining access to properties in a neighbourhood.</p>
	<p>There has been noticeable neighbourhood infiltration through residential side streets in recent years, partly due to the availability of mobile apps. The demand for traffic diversion at Lawrence Ave E and Mount Pleasant Road is high. Residents along Dinnick Cres and Buckingham Ave have trouble driving in and out of their own driveways when traffic is backed up from Lawrence Ave E and Mount Pleasant Road.</p> <ul style="list-style-type: none"> - Are there considerations for implementing turn restrictions to control the infiltration of traffic? 	<p>Vehicle volumes were studied to quantify the number of motor vehicles using local and collector roads. All local and collector roads in the neighborhood were found to be within the expected volume range, up to 2500 and 8000 vehicles, respectively.</p> <p>Turn restrictions are typically implemented when vehicle volumes exceed the expected capacity of local and collector roads.</p> <p>Feedback and suggestions will be reviewed and studied for feasibility and impact.</p>
	<p>Dawlish Avenue is used as a cut-through route between Mount Pleasant Road and Yonge Street. Recently Lawrence Crescent has become busier due to Waze. The northwest segment at Mount Pleasant Road and St Clair Avenue East uses an engineering barrier solution to stop infiltration.</p> <ul style="list-style-type: none"> - Can we look at a similar measure to deter people from using Dawlish Avenue 	<p>The City works with wayfinding apps to inform them about changes to the roadways, like direction of travel and speed limits, however, the City cannot change the routing choices that they provide customers. When considering feasibility of road restrictions or time-of-day turn restrictions, staff consider the vehicle volumes on the road, and expected capacity of the roadway. Changes to road access impact residents, visitors, and delivery vehicles and may be considered if they are warranted. Vehicle volumes on neighbourhood roads in Lawrence Park are within the expected capacities of local and collector roadways.</p>

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	<p>and inhibit people using the southeast segment of Lawrence Park?</p> <ul style="list-style-type: none"> - Can you connect with Waze to stop directing people through neighbourhood streets? 	
<p>Vehicle volumes</p>	<p>The Mildenhall Road and Lawrence Avenue East intersection has high vehicle volumes in the AM and PM peak periods, and cars speeding through. Need active monitoring of the traffic flow, traffic calming, red light cameras/automated speed enforcement, and more enforcement in general. Sidewalks on Mildenhall Road are not the solution.</p>	<p>Sidewalks on Mildenhall Road were approved by City Council at the conclusion of the EA. This council decision will not be revisited. The City's Vision Zero comprehensive action plan is focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. It informs the changes we make on roadways to provide the safest conditions for all road users. Providing designated and separated space for pedestrians provides safer conditions.</p>
<p>Data Requests / Traffic Studies</p>	<p>Data reflected is historical.</p> <ul style="list-style-type: none"> - Is there an effort to take into consideration how the additional density along major arteries will impact future traffic planning and road use? - Would forecasting be a consideration in creating informed decision making on suggested traffic infrastructure improvements? 	<p>The LP Transportation Plan proposes near-term changes that responds to existing travel conditions in the neighbourhood, and long-term changes that can be delivered by the Basement Flooding work.</p> <p>Transportation forecasting is done whenever major growth projects are planned, like new developments or transit infrastructure. City Planning assesses travel demands and impacts when new developments are proposed, and ensures that they are aligned with council-approved plans and policies.</p> <p>For example, the City's Climate Change Action Strategy aims to have 75% of all trips under 5km walked, biked, or by transit. Additionally, the removal of minimum parking requirements for new developments means new developments are being built with less parking and discourages the use of private vehicles. This requires (that we provide) the best conditions for walking, cycling or taking transit.</p>

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	<p>There is a high volume of traffic during morning and afternoon peak hours. What has been the deciding factor for the type of implementations for areas north of Lawrence?</p>	<p>Lawrence Avenue East is the northern boundary of the study area. A data-driven approach was used to develop the proposed changes.</p>
<p>Safety</p>	<p>What were the considerations for safety measures proposed at Lawrence Avenue East?</p>	<p>The LP Transportation Plan is a neighbourhood study that focused on the local and collector roadways in Lawrence Park.</p> <p>Measures that folks can request are “Watch Your Speed Signs” which provide real-time feedback for motorists, so they see the speed they are travelling. https://secure.toronto.ca/webapps/watchyourspeed/ In Community Safety Zones folks can request Automated Speed Enforcement Cameras. https://s.cotsurvey.chkmkt.com/?e=178124&h=DF67D5EB744C063&l=en</p> <p>Other changes to arterial roads are typically pursued by the Cycling Network Plan and complete street road redesigns. More information can be found online: https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycling-pedestrian-projects/cycling-network-plan/</p>
<p>Vehicle Speed</p>	<p>The speed limit along Avenue Road has been reduced to 40 km/h all the way from Lawrence Avenue to Bloor Street with community safety signs. Mount Pleasant is 50 km/h. Cars tend to carry the momentum into smaller streets such as Lawrence Crescent. Would the project team consider reducing the speed on Mount Pleasant Road?</p>	<p>The City’s Speed Management Strategy recommended changes to posted speed limits:</p> <ul style="list-style-type: none"> - Speed limits on local roads were reduced to 30km/hr (from 40km/hr) - Speed limits on collector roads were reduced to 40km/h (with some exceptions) - Speed limits on minor arterial roads were reduced to 50km/hr (with some exceptions) <p>Most major arterial roads in the City have a speed limit of 50km/h, including Lawrence Avenue East. Speed limit reduction is considered a short term initiative that can be implemented quickly, but is not as effective as some of the longer term initiatives such as modifying the</p>

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		design of the roadway, which take several years to plan, program, design and implement.
	There is concern for speeding busses (on Lawrence Avenue)	Thank you for highlighting this. We will provide the feedback to the TTC.
	There have been at least nine collisions along Mount Pleasant Road over the past five years due to cars speeding along both directions. During the study, what was the highest speeds recorded? Are there some other ways to reduce the speed along Mount Pleasant Road?	Traffic counts and studies can be found on the City's open data portal: https://open.toronto.ca/ . Measures that folks can request are "Watch Your Speed Signs" which provide real-time feedback for motorists, so they see the speed they are travelling. https://secure.toronto.ca/webapps/watchyourspeed/ In Community Safety Zones folks can request Automated Speed Enforcement Cameras. https://s.cotsurvey.chkmkt.com/?e=178124&h=DF67D5EB744C063&l=en
	Speeding on St Leonard's Avenue is a concern, especially in the areas that are planned for reconstruction. This street is the only local east/west connection between Yonge Street and Bayview Avenue. There are few stop signs and no traffic calming measures on St. Leonard's Avenue. Folks want speed humps installed along the whole road, in advance of any road reconstruction to discourage speeding, infiltration and unsafe behaviours. Residents submitted a petition years ago to have speed humps installed. Residents would also like a permanent automated speed enforcement camera.	St Leonard's Avenue has been identified as a candidate location for speed management measures. The project team is collecting feedback about speed management measures before making recommendations to North York Community Council. If there are specific locations where traffic calming is desired, please fill out the survey or send them to: LawrencePark@toronto.ca .
Speed Humps	Lawrence Crescent is a very narrow street that is curved. There are sidewalks on only one side of the street. The proposed speed	Speed humps are intended to slow motor vehicles to appropriate speeds, increase safety for pedestrians, people cycling and rolling, and improve quality of life for residents on neighbourhood streets. Speed humps are

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	<p>humps or in-road flexible speed signs would narrow the road and it wouldn't work on Lawrence Crescent. It might make it more dangerous for pedestrians crossing from one side of the street to the other as it might be difficult for drivers to see pedestrians. The existing sidewalk is also narrow, would it be widened?</p>	<p>designed and placed at intervals along a roadway to encourage a consistent 30km/h travel speed. Speed humps do not impact pedestrian visibility, and would improve the pedestrian experience by encouraging motorists to drive slower. The placement of speed humps considers the site-specific characteristics like driveways, grade and road curves.</p> <p>In-road flexible speed signs provide a visual reminder of the posted speed limit and may visually narrow the road. On-street parking may be impacted to ensure sufficient space to pass an in-road flexible speed sign.</p> <p>Sidewalk widening opportunities are pursued when roads are reconstructed. Reconstruction provides an opportunity to move underground utilities and increase sidewalk widths, when feasible.</p>
<p>Sidewalks</p>	<p>Sidewalks on some streets are so narrow that it becomes impossible for strollers or wheelchairs access. In some cases, lampposts are even embedded in the sidewalk, worsening the situation.</p>	<p>New sidewalks for the area were considered for implementation, determined in the EA and approved by Council. A sidewalk for Mildenhall was determined on the east side, during the detailed design phase we will determine the other sidewalks. Widening will be done at the same time as other civil work under the City's State of Good Repair program.</p>
<p>Technical Descriptions</p>	<p>There are several proposed raised crosswalks along Mildenhall Road. Will there be more raised crosswalks at intersections that you have identified or just one? How do raised crosswalks work, technically?</p>	<p>Raised crosswalks are proposed at locations that provide pedestrian connections and routes throughout the neighbourhood. Raised crosswalks would connect sidewalks and would provide a crossing opportunity at the same level as the sidewalk, at a higher elevation than the adjacent roadway. Raised crosswalks improve the visibility of pedestrians, and encourage stop compliance when motorists approach a stop control.</p> <p>A sidewalk is planned for the east side of Mildenhall Road, as approved by City Council. Raised crosswalks would be installed along the east leg of the intersections to facilitate north/south crossing movements.</p>

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		<p>More information on raised crosswalks can be found in the City’s Road Engineering Design Guidelines: https://www.toronto.ca/wp-content/uploads/2021/01/8f22-ecs-specs-roaddg-raised-crosswalk-intersection-guideline-Jan2020.pdf</p>
	<p>Do chicanes tend to have accumulated snow piles do to both City and resident snowplowing? Is that a consideration given the City's experience with chicanes?</p>	<p>Chicanes do not impact snow clearing activities or other City services (e.g. garbage collection, emergency services). Similar to parked cars, plows would travel around a chicane, and move snow adjacent to them.</p>
<p>Enforcement</p>	<p>There have been motor vehicle collisions along St Leonard’s Avenue where some vehicles travel upwards of 70 km/h. Understanding that the data is from 2021, has the study take into consideration of post pandemic data?</p> <p>Enforcement in the form of automated ticketing is very useful. And how will these measures be implemented?</p>	<p>The traffic studies that informed this study were collected between 2021 and 2024. All local roadways where motor vehicle operating speeds were observed at 38km/hr or above (8km/hr or more above the posted speed limit) were identified as candidates for speed management measures. Based on provincial legislation, automated speed cameras can only be installed in community safety zones (listed on the Vision Zero mapping tool).</p> <p>Part of St Leonard’s Avenue is included in the basement flooding project, where measures such as road narrowing and shifted alignments will assist with speed management.</p> <p>Transportation Services does not inform or direct Toronto Police Service (“TPS”), but requests can be submitted to TPS for traffic wardens at a specific location.</p>

Additional Questions

Not all questions and comments received in the Q & A box during the meeting were responded to due to limited time. In some instances similar questions were combined and read out for the project team. The following is a summary of the additional questions received.

TOPIC	QUESTIONS & COMMENTS
Lawrence Ave E and Wanless Cres; Lawrence Ave E and Mount Pleasant	<ul style="list-style-type: none"> • Has there been a study on CO2 emissions for idling cars as a result of the proposed traffic signal? • Clarity on the recommended changes for Wanless Crescent <ul style="list-style-type: none"> - Is there need for a traffic signal? - Will the crossing be raised across Lawrence Avenue East? (If yes, will cars need to stop to pass over it?) - Will it lead to traffic infiltration in the neighbourhood? - Will it facilitate additional walking, cycling and transit use? • There is interest in seeing more data on traffic before the traffic signal is considered • East of Wanless there is a Community Safety Zone – what does this mean?
Traffic Management	<ul style="list-style-type: none"> • Is anything being done or considered with schools, regarding drop off and pick-up times? • Toronto should join most major cities in the world by introducing of a congestion surcharge, which could support better public transport • Better public transport is needed • How can traffic flow be optimised along Bayview Avenue? (especially at the two lights by Sunnybrook Hospital) • Is parking permission/signage part of the purview of this Transportation Plan?
Sidewalks / Raised crosswalks	<ul style="list-style-type: none"> • Why is there no raised crosswalk proposed at Cheltenham and Mildenhall? • Why are sidewalks only on some streets and only partial streets? <ul style="list-style-type: none"> - If the point is safety on route to the school then all streets should have complete sidewalk networks. • Do you even know what percentage of residents want sidewalks? • Sidewalks on Mount Pleasant Road, between St. Leonards Avenue and Glengowan Road are very narrow and scary. They do not fit two people
Data Requests and Traffic Studies	<ul style="list-style-type: none"> • What are the differences between pre-pandemic vs. post-pandemic in terms of vehicle speed and/or speeding?
Safety concerns (other than sidewalks)	<ul style="list-style-type: none"> • The centre lane on Lawrence Avenue East does not offer any safety benefit. 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, but it is a live vehicle lane. • Speeding vehicles on Lawrence Avenue East is a problem • Please consider a crosswalk and stop sign at Wanless Crescent and Braeside to facilitate safe travel to the TTC bus stop

Enforcement	<ul style="list-style-type: none"> • Can a speed camera be installed Lawrence Avenue East and Wanless Crescent? • Enforcement needed at Dundurn Road and St. Leonard's Avenue
Trees	<ul style="list-style-type: none"> • I assume that any road work will be managed as it was in Hoggs Hollow with every effort being made to preserve every tree in the neighbourhood.
Implementation	<ul style="list-style-type: none"> • What is the timeline for implementation?

Total Participants: 62

Project Team and Panelists

Transportation Services

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