

Malvern West Neighbourhood Streets Plan

Public Drop-In Event

December 4, 2024

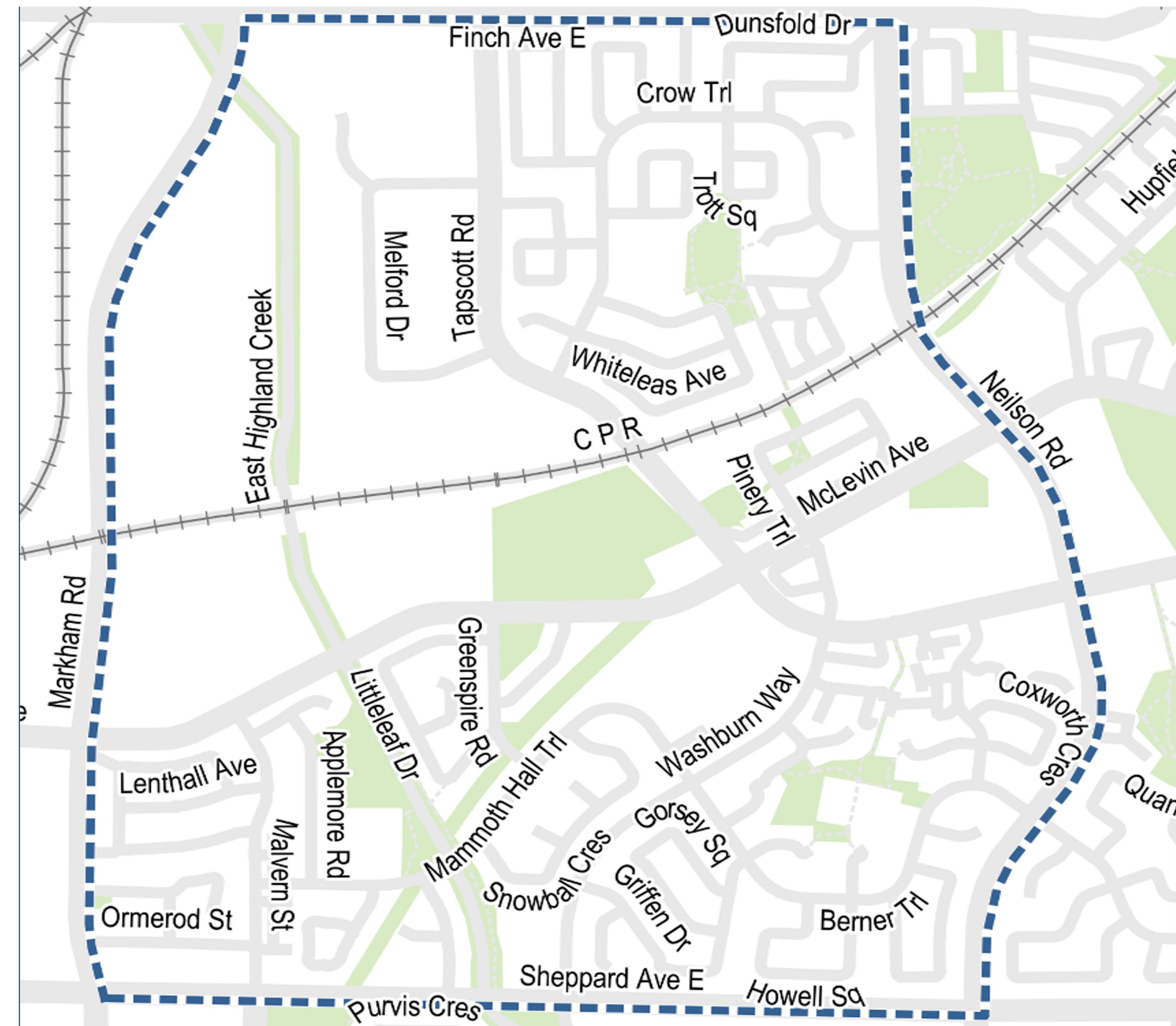


Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Malvern West neighbourhood that 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.

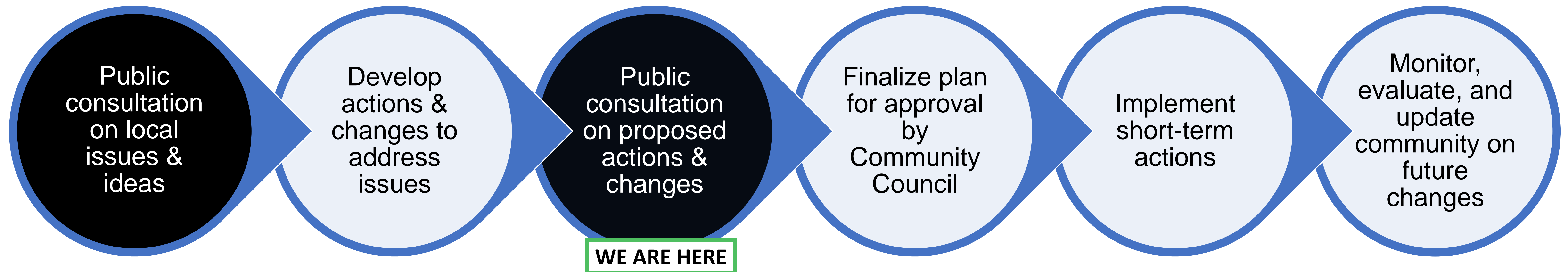
The Malvern West Streets Plan aims to address three main areas of concern in the neighbourhood:

1. Excessive speeding of motor vehicles on neighbourhood streets.
2. Road safety concerns for vulnerable road users such as seniors, school children, pedestrians and people cycling.
3. Lack of crossing opportunities for pedestrian connections and safety.



The project area is located between Markham Road, Neilson Road, Sheppard Avenue East and Finch Avenue East

Developing the Plan



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

Public consultation takes place in two stages shown in the timeline above.

Development of the NSP:

- ✓ Employs a neighbourhood perspective to develop solutions that, together, support local objectives for mobility and safety.
- ✓ Considers the needs of all road users including vulnerable road users (e.g. seniors, school children, pedestrians and people cycling).
- ✓ Assesses network-wide transportation needs, and coordinate 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 the NSP includes:



- **Traffic data** such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Used to identify issues, confirm community reported issues, and determine appropriate changes.
- **Collision data** collected by Toronto Police Services. Focused on collisions involving vulnerable road users 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 Road Safety Plan:** 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.

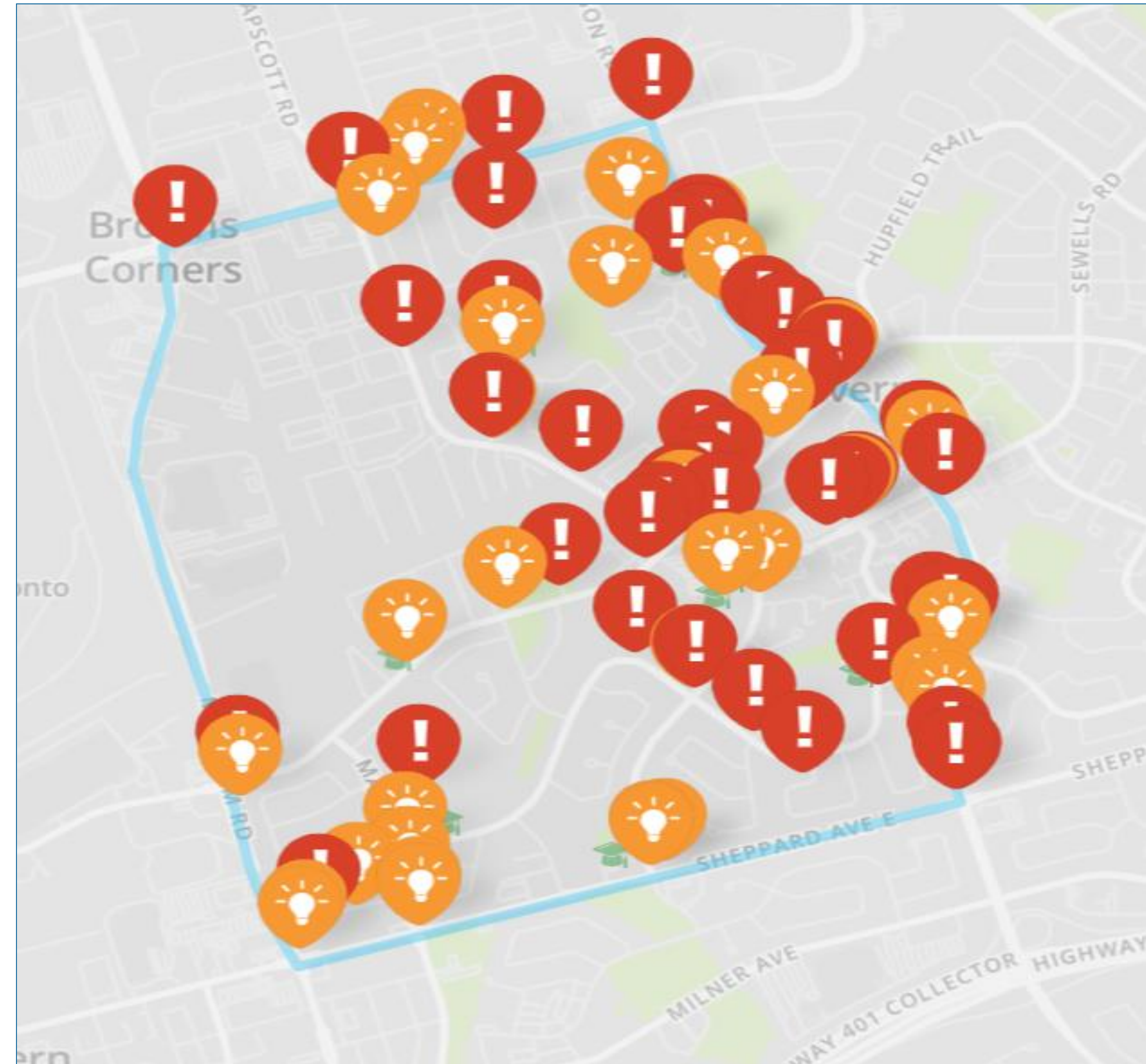


Community-Identified Issues & Ideas

Phase 1 consultation took place from April 1 to April 30, 2024, and included a public drop-in event, community pop-up activities, comment tracking, an online survey and an online interactive mapping activity, shown here.

What we heard during Phase 1 Public Consultation:

- Concerns about **excessive speeding** of motor vehicles on neighbourhood streets
- Desire for **improved safety measures** for vulnerable road users such as seniors, school children, pedestrians and people cycling
- Requests for **more crossing opportunities** to create better pedestrian connections and improve safety
- Concerns about **non-compliance** by drivers of motor vehicles with traffic regulations, like red lights and stop signs

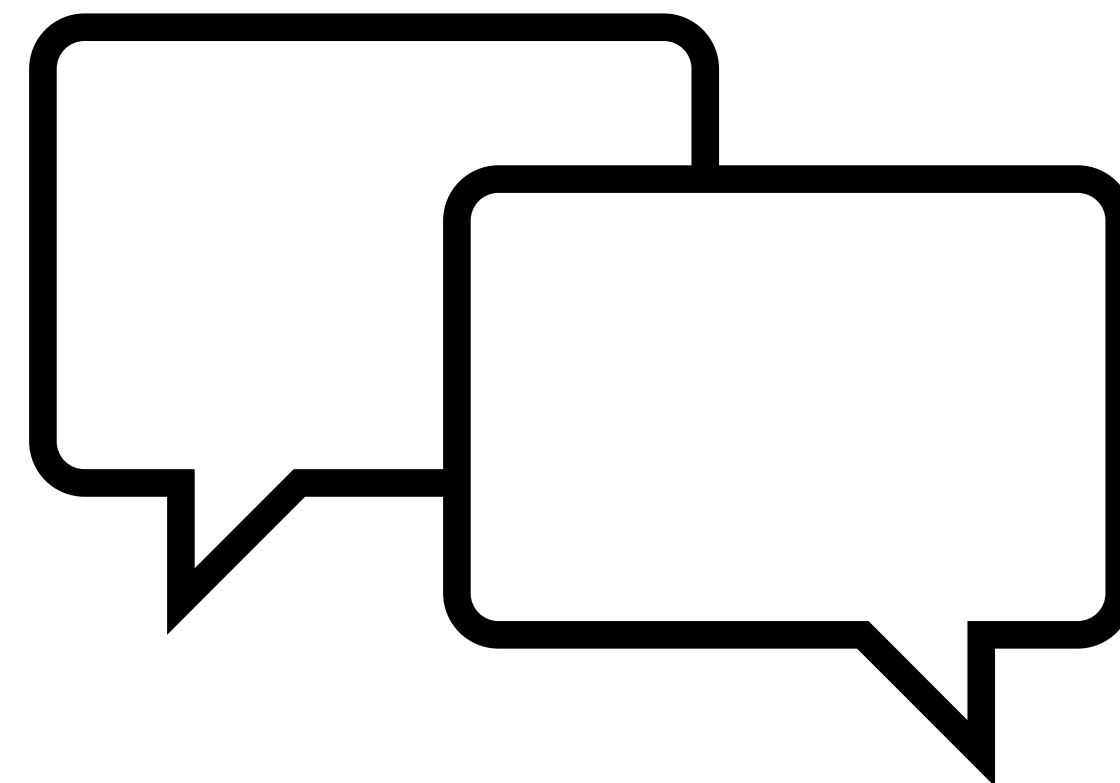


Online mapping comments

Road Safety



Students walking to school on Tapscott Road



People driving turning left through red light

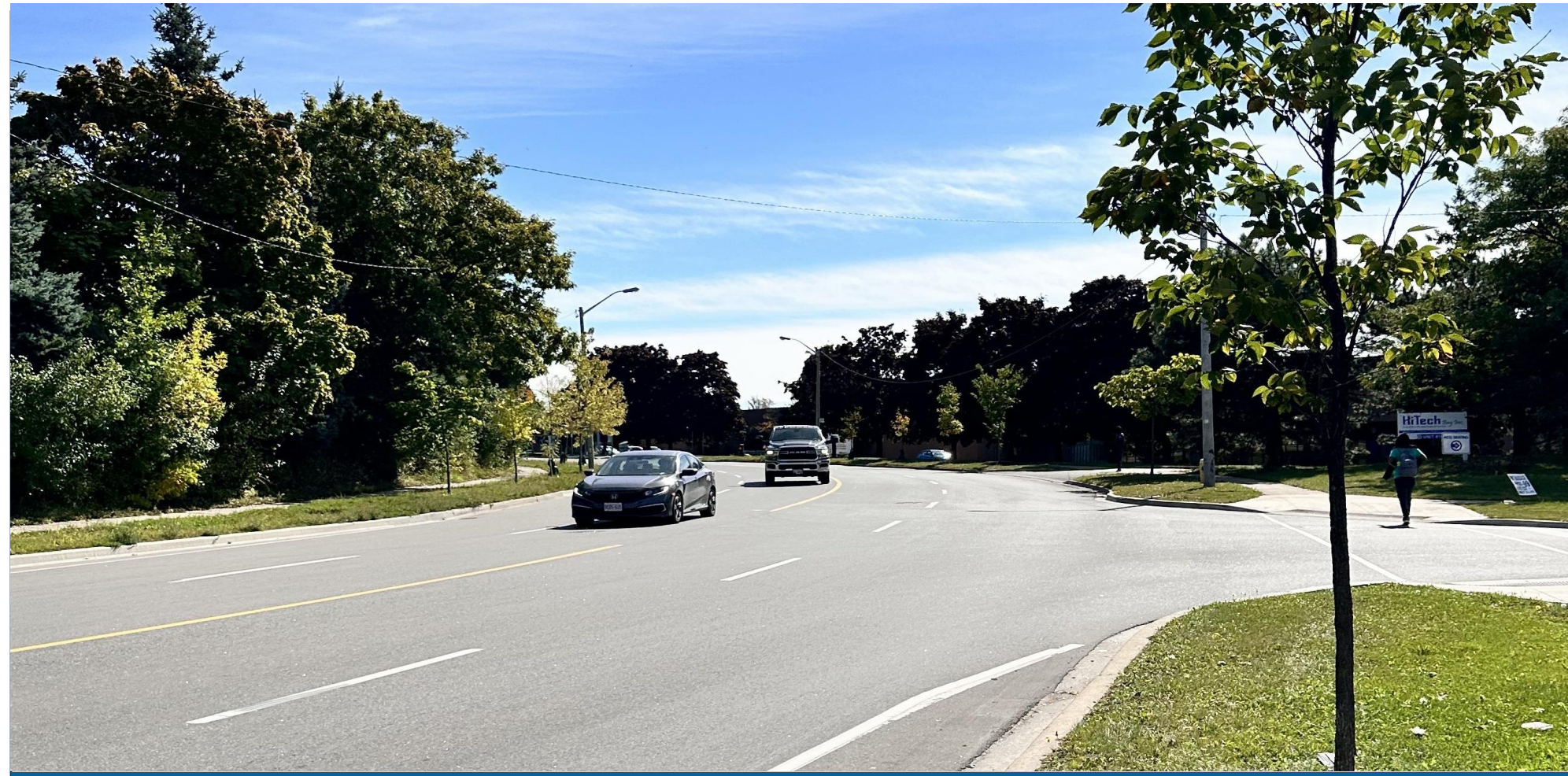
What we heard

- **Cycling** on most roads does not feel safe
- **Non-compliance** of people driving with traffic signals and stop control at most arterial and collector road intersections
- **Non-compliance** of people driving with pedestrian crossings, resulting in collisions and many near misses throughout the neighbourhood
- **Visual obstructions** at the intersection of Neilson Road and Crow Trail due to buses standing at the bus stop
- **Requests for a pedestrian crossing** at No Frills on McLevin Avenue close to Pinery Trail, where many people make an unprotected mid-block crossing
- **Infrastructure such as crosswalks, traffic signals and bike lanes are needed** for vulnerable road users, pedestrians and people cycling

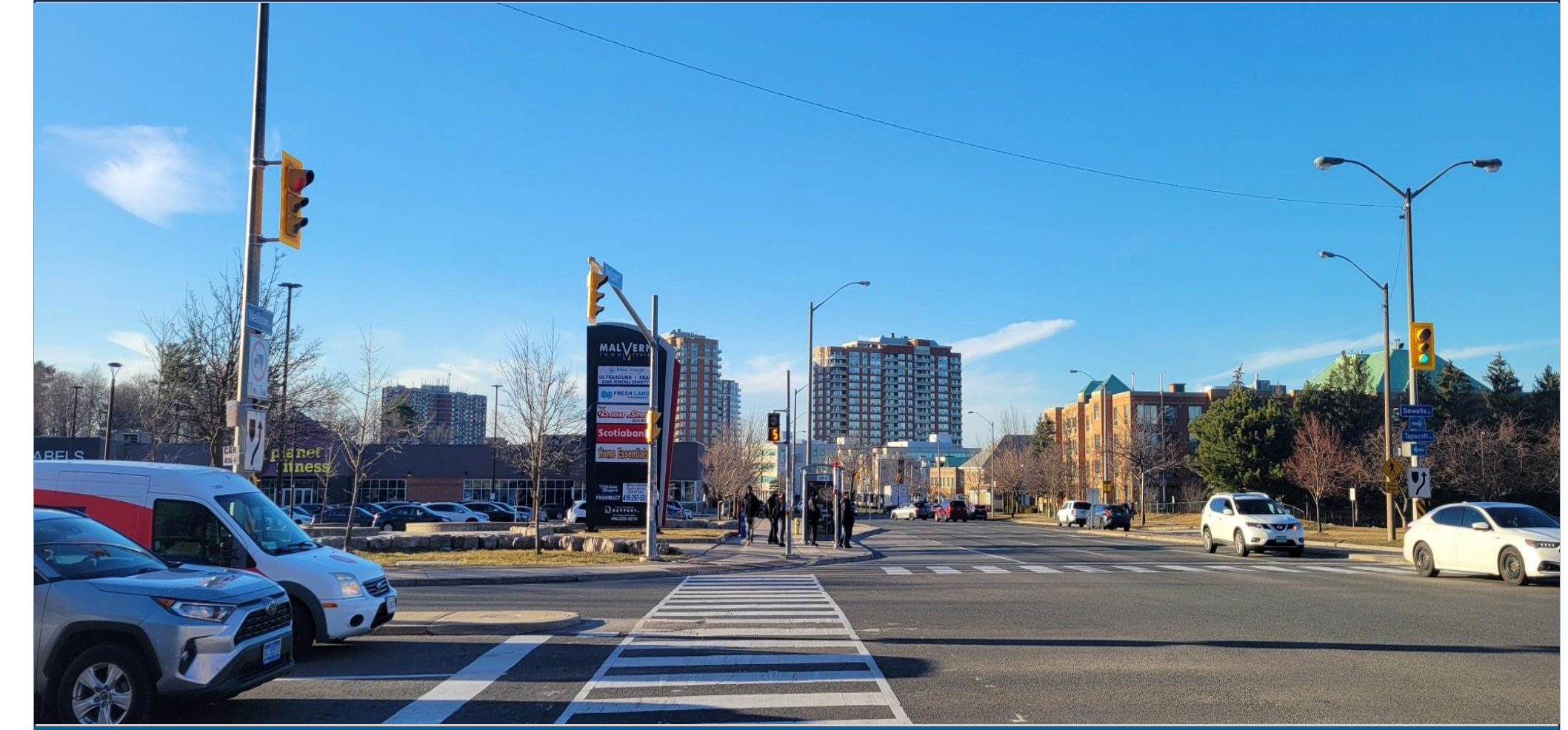
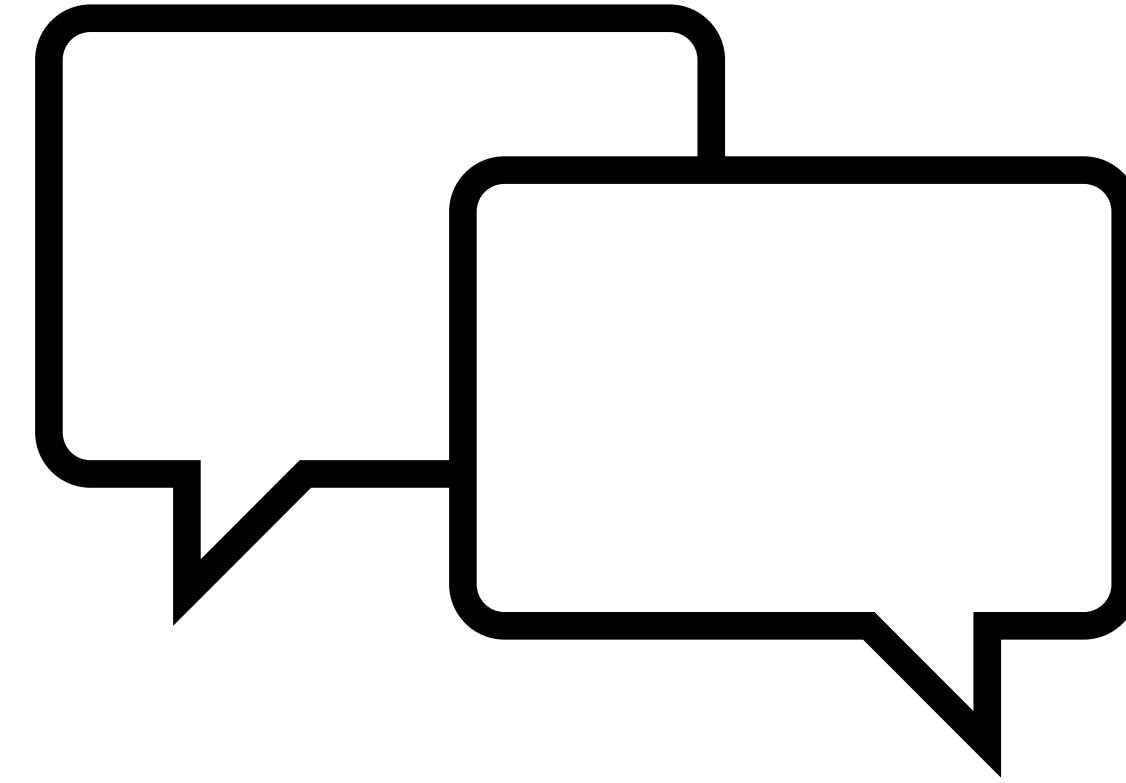
What we found

- **41 collisions resulting in death or serious injury and 158 collisions involving vulnerable road users** (school aged children, older adults, pedestrians or people cycling), based on Toronto Police Services data (2014-2024)
- **Most collisions occurred on arterial roads**
- Most intersections have wide curbs encouraging people driving, to make turns at higher speeds
- **All arterial roads and collector roads and most local roads** have sidewalks on both sides
- **High volume of trucks** on major and minor arterial roads in and around the neighbourhood
- **Pavement markings** at stop signs are not consistent

Speed



Cars traveling on Tapscott Road



Intersection of Tapscott Road and McLevin Avenue

What we heard

- **People driving do not adhere to posted speed limits on many streets** throughout the neighbourhood including: McLevin Avenue, Tapscott Road, Berner-Mammoth Hall Trail, Washburn Way, Markham Road and Neilson Road
- **Aggressive driving and failure to obey stop signs is common** including near schools
- **Speed limit signage is inconsistent**, and speed limits are not enforced.
- **Requests for traffic calming, specifically speed humps**, but some feedback was opposed to speed humps.
- **Requests for other speed management options** like in-road flexible speed signs, watch-your-speed boards, automated enforcement

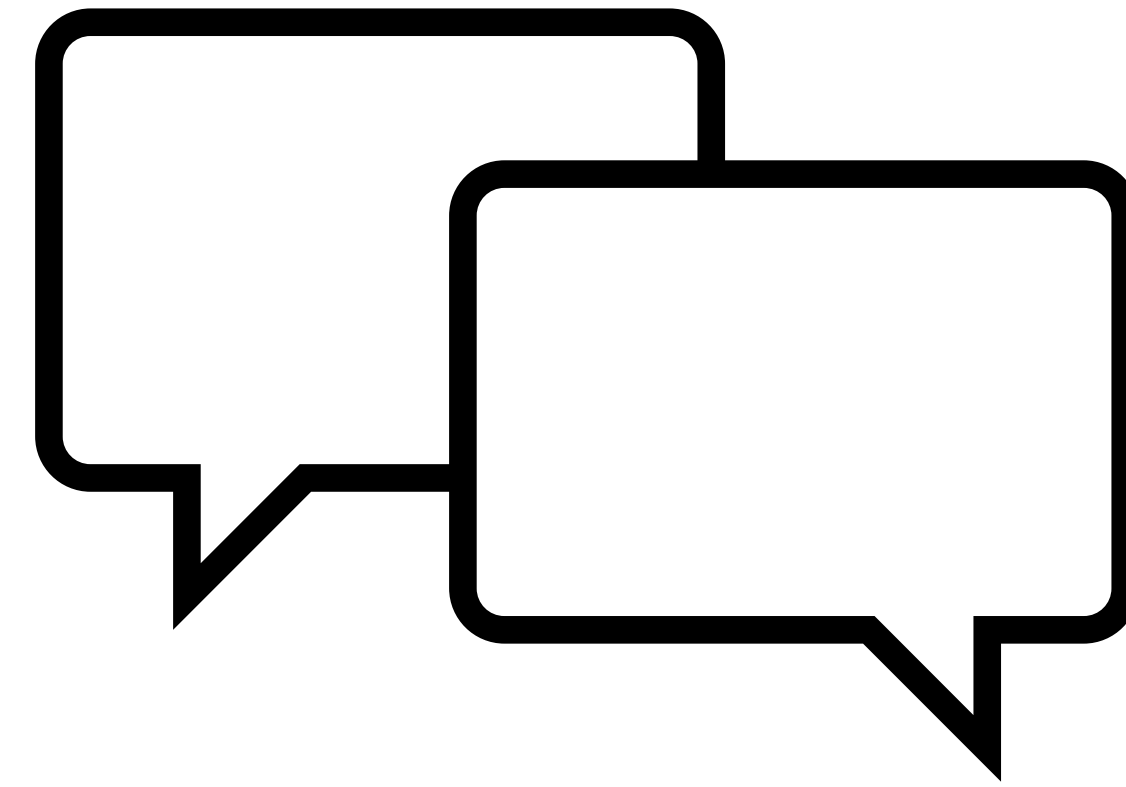
What we found

- **Motor vehicle speeds are 8 to 25km/h above** the posted limit on many streets in the neighbourhood based on studies completed between 2019 and 2024
- **Local roads (posted limit 30 km/h) where speeding was observed** include Nahanni Terrace, Lenthall Avenue and Baldoon Road
- **Collector roads (posted limit 40km/h) where speeding was observed** include Crow Trail, Berner Trail, Mammoth Hall Trail, Malvern Street, Washburn Way
- **Minor arterial roads (posted 40km/h) where speeding was observed** include McLevin Avenue and Tapscott Road
- **Currently no speed humps** in the study area
- **Existing speed management measures are limited** to in-road flexible speed signs near some schools

Volume



Cars parked on Berner Trail



Students waiting to cross a road.

What we heard

- **Perception that local and collector roads are used to bypass traffic on major corridors during peak hours**, especially roads connecting Sheppard Avenue East, McLevin Avenue, Tapscott Road, Neilson Road, Markham Road and Finch Avenue East
- **Requests for congestion management** at the intersection of Sheppard Avenue East and Washburn Way as well as Neilson Road and McLevin Avenue
- **Parking consideration:** Request for improved pavement markings to delineate lanes on Berner Trail between Neilson Road and Blackwell Avenue
- **There are complex traffic operations during school pick-up and drop off periods** due to drivers parking and stopping on-street

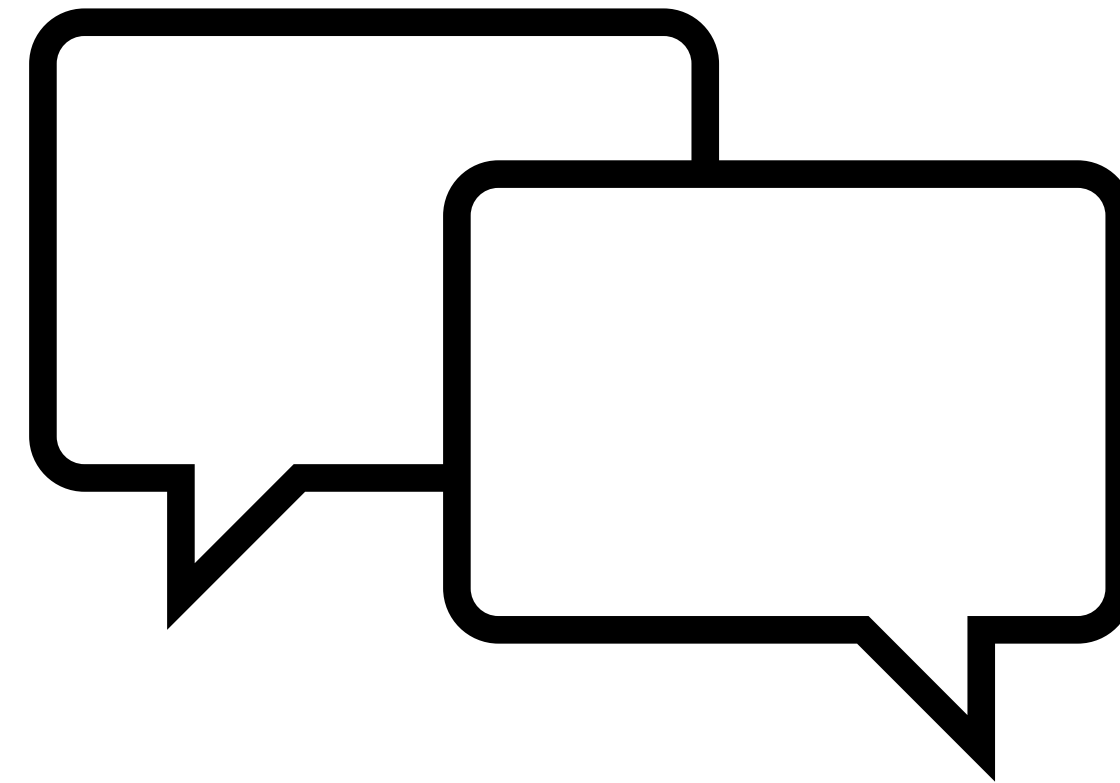
What we found

- **Motor vehicle volumes on most roads in the area are below the expected daily capacity** based on traffic studies (2019 – 2024) and road classification system.
 - Local roads are expected to accommodate 2,500 vehicles/day and collector roads are expected to accommodate up to 8,000 vehicles/day
- **Motor vehicle volumes are higher on collector roads that intersect with Sheppard Avenue East and Tapscott Road.** Collector roads with the highest volumes, over or near 4,000 vehicles per day, but still below the expected daily capacity are:
 - Malvern Street between Ormerod Street and Mammoth Hall Trail **(5,900 vehicles/day)**
 - Washburn Way between Nahanni Terrace and Mammoth Hall Trail **(5,300 vehicles/day)**

Transportation Options



Crossing guard near St. Gabriel Lalemant Catholic School



TTC bus on Neilson Road

What we heard

- **It does not feel safe to bike** in the neighbourhood; infrastructure is needed for people cycling, especially due to high motor vehicle speeds
- **Streetlights** are not bright enough for the pedestrians walking on sidewalks especially along McLevin Avenue
- **Accessibility:**
 - Increase the number of curb cuts and pedestrian crossings at park entrances and schools for better accessibility and visibility
 - Time to cross the road is too short for those with mobility issues at Crow Trail and Neilson Road
 - Missing sidewalks on Ormerod Street
- **Transit amenities** like bus shelters would be helpful for people to stay warm and dry when waiting for the bus

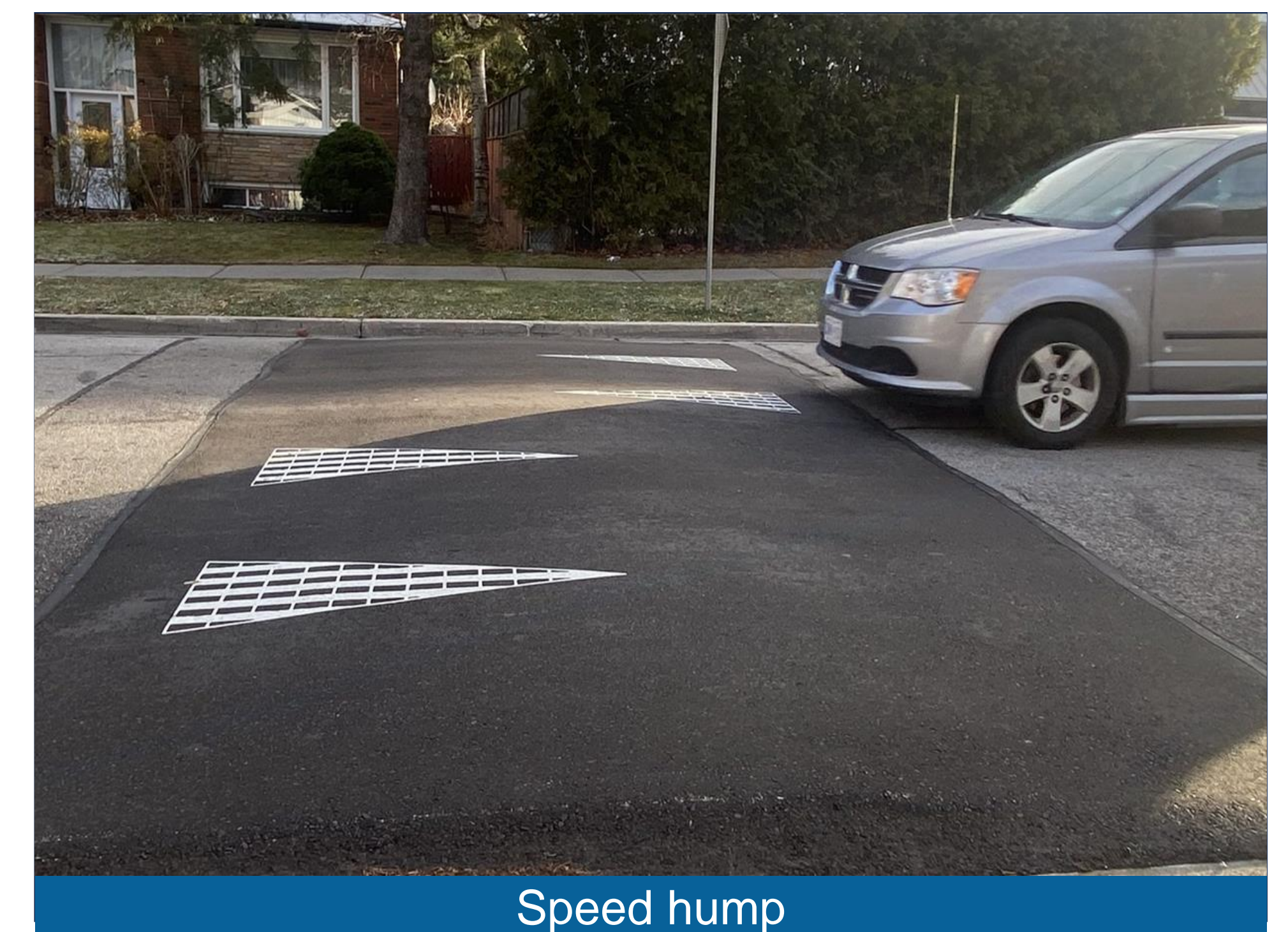
What we found

- **Malvern West is a car-dependent neighbourhood with limited options for other ways to travel:** 73% of all trips are taken by car, 19% by transit and 8% by cycling or walking
- **Most local roads have sidewalks on both sides;** a few local roads have sidewalks on only one side. An approximately 150-meter section of Ormerod Street lacks sidewalks.
- **There are no existing bikeways in the study area**
- **High motor vehicle speeds and the distance between pedestrian crossings may be a deterrent to walking and cycling**
 - Major arterial road operating speeds range from 67 to 80km/h, while on minor arterial roads operating speeds are 58 to 64km/h

Plan Components

This Neighbourhood Streets Plan proposes:

- **Safety improvements** at intersections which include new and upgraded pedestrian crossings and refreshed pavement marking to address safety concerns
- **Speed humps and speed cushions** to address excessive speeding and make local roads less attractive routes for non-local traffic, and **edge lines** to encourage slower speeds and driver alertness
- **Proposed cycling routes** to provide transportation options and develop a complete network



Proposed Road Safety Measures

Various road safety measures can be implemented to reduce conflicts and facilitate safer mobility for vulnerable road users. The following road safety measures are proposed:

New or Upgraded Pedestrian Crossings

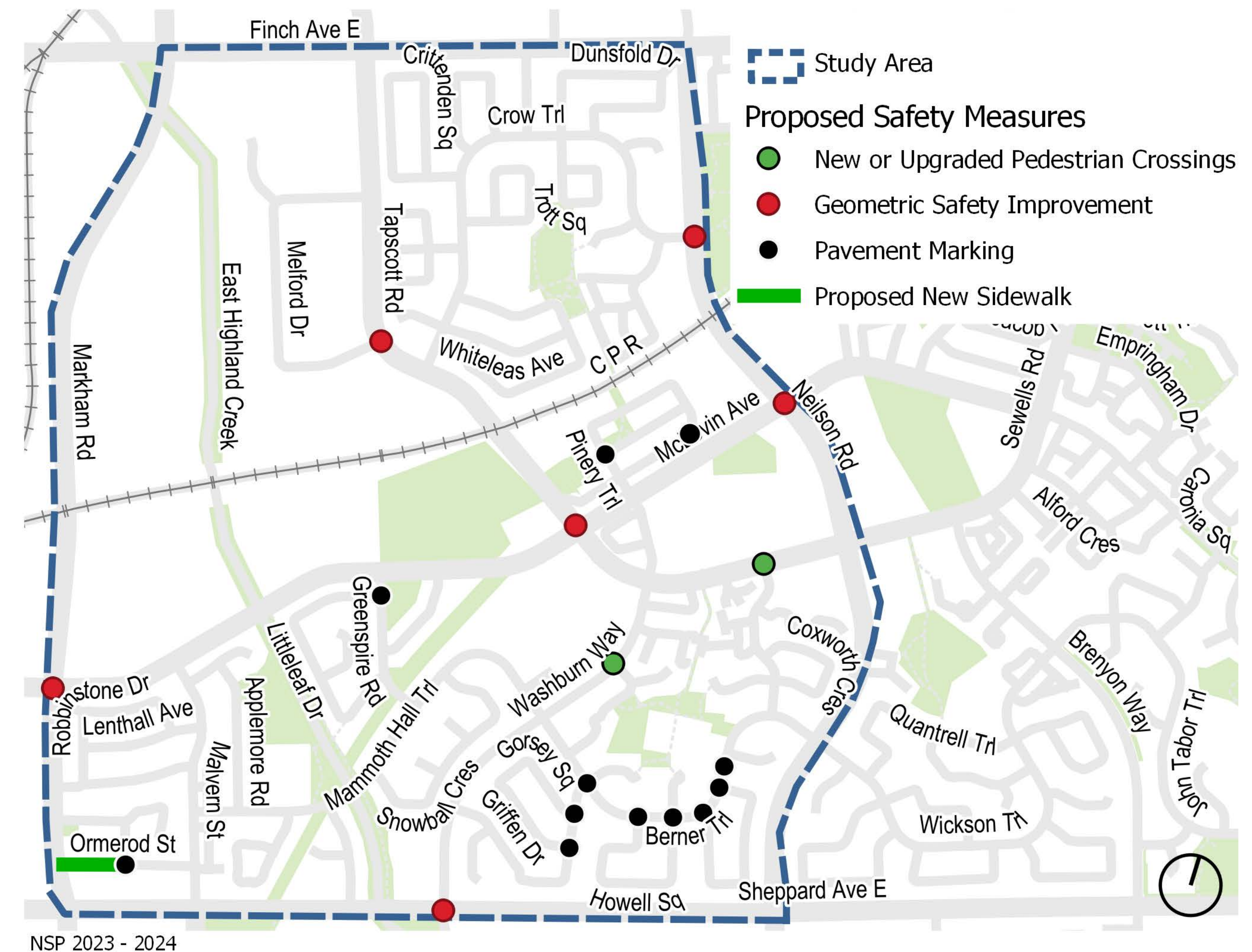
- **Leading pedestrian intervals** (pedestrian head starts) at specific signalized intersections
- **School Crossing Guards** to help students cross the street safely and confidently
- **New or upgraded pedestrian crossings** to provide safe crossing opportunities for vulnerable road users

Geometric Safety Improvements

- **Curb extensions** (bump-outs) to improve sightlines and reduce crossing distances
- **Left-turn calming** which aims to proactively reduce the risk of left-turn collisions at signalized intersections
- **Truck aprons** which are rounded sections of curb at an intersection that accommodates wide turns being made by large vehicles while reducing the turning radius for smaller vehicles

Pavement Markings

- **High visibility crosswalks** (zebra markings) or regular crosswalks where no markings are present for pedestrians
- Adding **centrelines** to clarify intended traffic operational patterns



Map of proposed road safety measures

Examples of Proposed Road Safety Measures



Left-turn calming



High visibility crosswalk



Curb extension



Truck apron



Refreshed pavement marking



School crossing guard

Proposed Speed Measures

Speeds on neighbourhood streets can be reduced through operational and physical changes. Proposed speed management measures for Malvern West include:

Speed humps

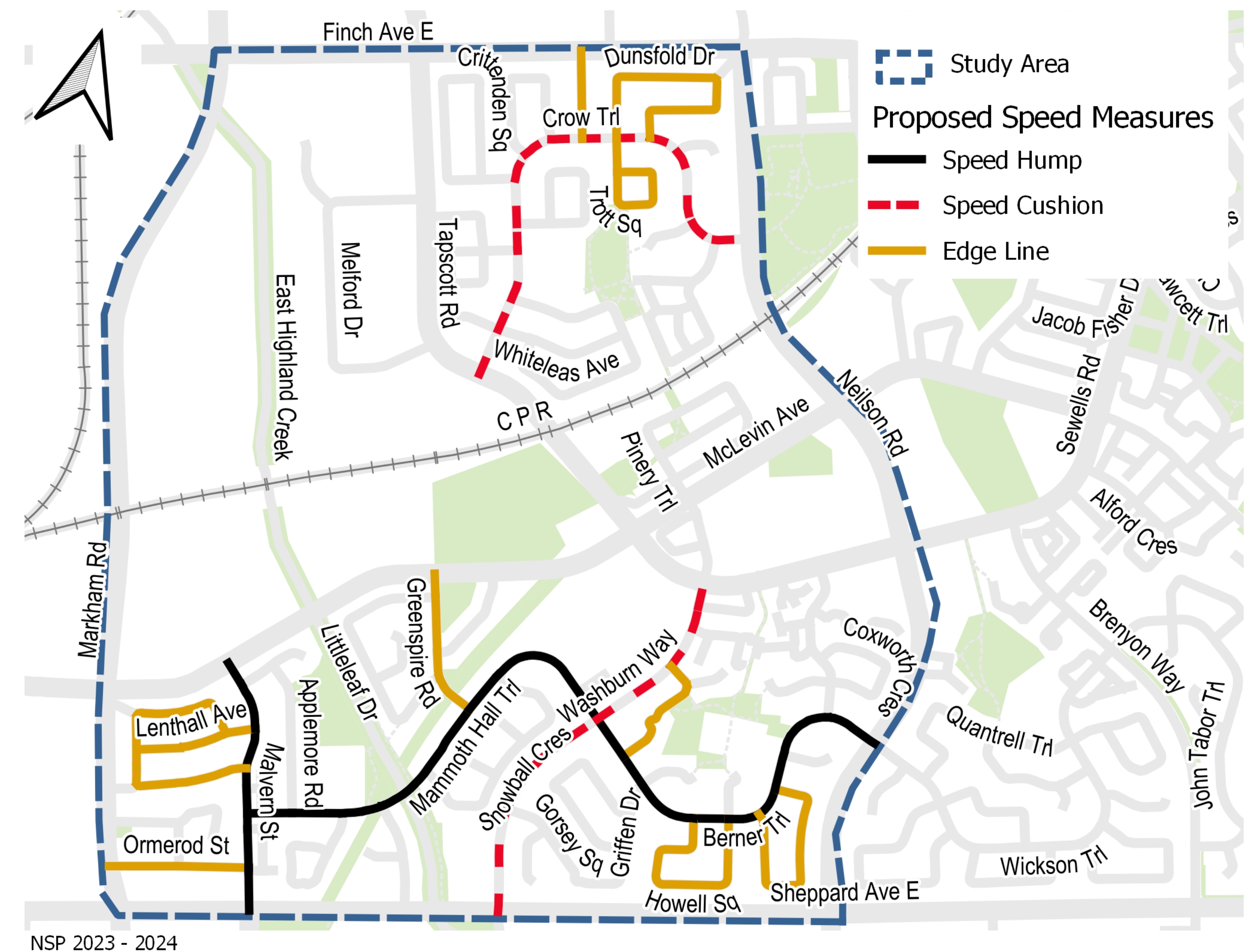
Speed humps are raised sections of the roadway that can be installed on collector roads and local streets. They are a simple and effective measure for addressing excessive speeding and are designed and spaced to be comfortable to travel over at 30 km/h. Speed humps are accompanied by a reduction in the posted speed limit to 30 km/h.

Speed cushions

Speed cushions, like speed humps, are raised sections of the roadway which include wheel cut-outs for larger vehicles such as buses and emergency vehicles to pass unaffected.

Edge lines

Edge lines are pavement markings that indicate the edges of traffic lanes to help encourage slower speeds of motor vehicle traffic by visually narrowing the lane and increasing driver alertness.



Map of proposed speed measures

Examples of Proposed Speed Measures



Proposed Transportation Options: Cycling

There are no existing bikeways in the neighbourhood of Malvern West. The City Council-approved Cycling Network Plan (CNP) serves as a work plan for the City's cycling network. The CNP includes cycling routes planned for implementation between 2025 and 2027 (near term) and routes that are planned for future study and implementation in 2028 or beyond.

Existing Cycling Network Plan (CNP)

Planned Near-Term Routes already in the CNP:

- McLevin Avenue (Markham Road to Neilson Road)
- Tapscott Road (Neilson Road to Finch Avenue East)
- Crow Trail (Tapscott Road to Neilson Road)
- Malvern Street (McLevin Avenue to Sheppard Avenue East)

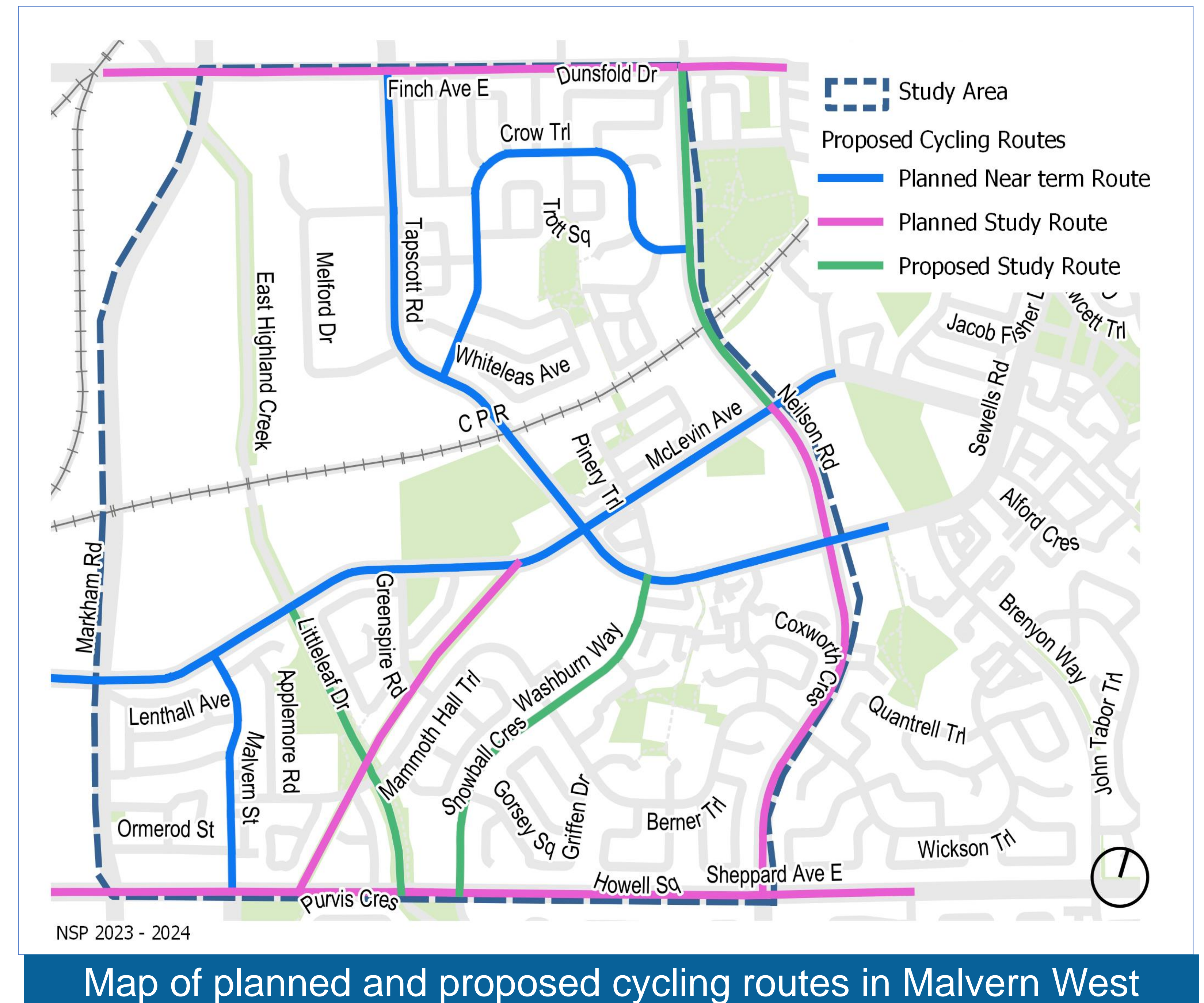
Routes under study in the CNP for future implementation :

- Neilson Road (Sheppard Avenue East to McLevin Avenue)
- Sheppard Avenue East (Markham Road to Neilson Road)
- Finch Avenue East (Markham Road to Neilson Road)

New cycling routes proposed:

Proposed study routes be added to the CNP:

- Washburn Way (Sheppard Avenue East to McLevin Avenue)
- Neilson Road (McLevin Avenue to Finch Avenue East)
- East Highland Creek (Sheppard Avenue East to McLevin Avenue)



Measures Considered but not Proposed

Some measures raised in Phase 1 consultation were studied and are not proposed as part of the Malvern West Streets Plan. The most requested changes that are not proposed include:

Permanent Automated Speed Enforcement (ASE)

- ASE is the system that uses cameras enforce speed limits. City of Toronto deploys three ASE cameras in each Ward; the cameras are rotated to different locations to discourage speeding everywhere, without concentrating financial burden in one area. There is a limited number of locations where ASE cameras are permanently installed, typically on arterial roads.
- Currently, one of the Ward 23 ASE cameras is located in the project study area on Washburn Way, north of Berner Trail. The camera will be moved at the end of the rotation. The next planned location within the study area is on Markham Road, north of Verne Crescent.

Leading Pedestrian Intervals (LPI)

- LPI was assessed for some intersections and recommended at Blackwell Avenue and Tapscott Road.
- LPI is not proposed at Markham Road/Finch Avenue East, Finch Avenue East/Tapscott Road, Neilson Road/Sheppard Avenue East as these intersections have protected left-turn phases which are not compatible with LPI.

Protected Left-Turn Phases

- Requested at the intersections of Sheppard Avenue East/Washburn Way and Neilson Road/McLevin Avenue.
- Protected left-turn phases are not proposed at these locations as they already have Leading Pedestrian Intervals which is not compatible with protected left-turn phases.

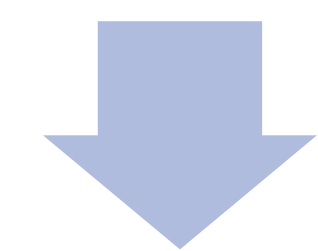
Timeline for Changes

Some changes can be made sooner and do not require Community Council approval or lengthy design and review periods. Others that are more complex, impact a wider area, or require major capital work which can take more time.

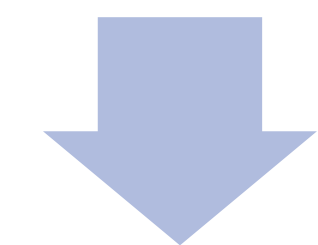
The Plan proposes a range of measures from ‘quick wins’ to longer-term improvements.

Phased Improvement	Timing	Examples
Quick Wins <ul style="list-style-type: none"> No Council approval required Primarily movable/flexible materials 	6-18 months	<ul style="list-style-type: none"> Intersection and crosswalk improvements Refreshed pavement markings (e.g. stop bars and centre lines) Signage & sightline fixes
Short-term Actions <ul style="list-style-type: none"> Community Council approval required 	1-5 years	<ul style="list-style-type: none"> Speed humps New pedestrian crosswalks New sidewalks and cycling network improvements Parking amendments
Longer-term Changes <ul style="list-style-type: none"> Council approval required Permanent materials 	5+ years	<ul style="list-style-type: none"> Measures not implemented as Quick Wins or Short-term Actions to be delivered alongside future roadworks or development

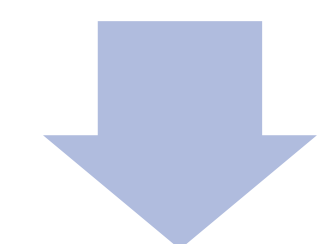
Comment Deadline
December 18, 2024



Finalize plan for approval by Community Council
Early 2025



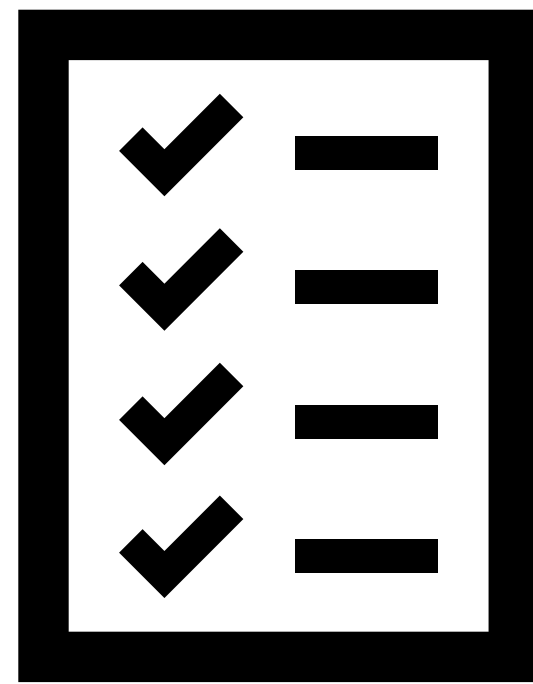
Report to Community Council
Early 2025



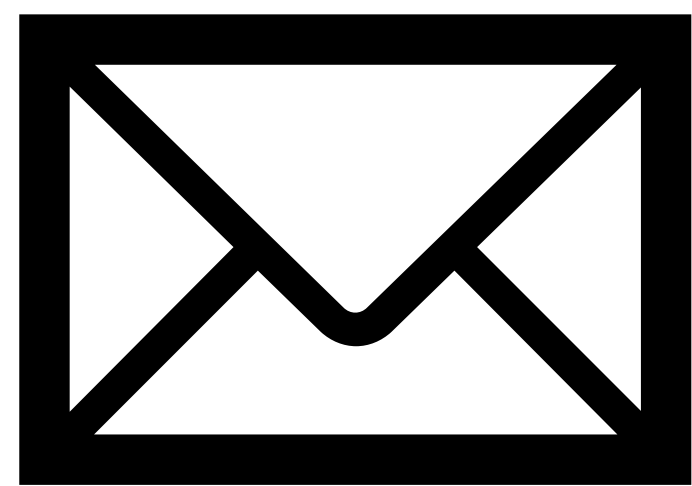
Implementation, monitoring, evaluation
2025-2027

Provide Feedback

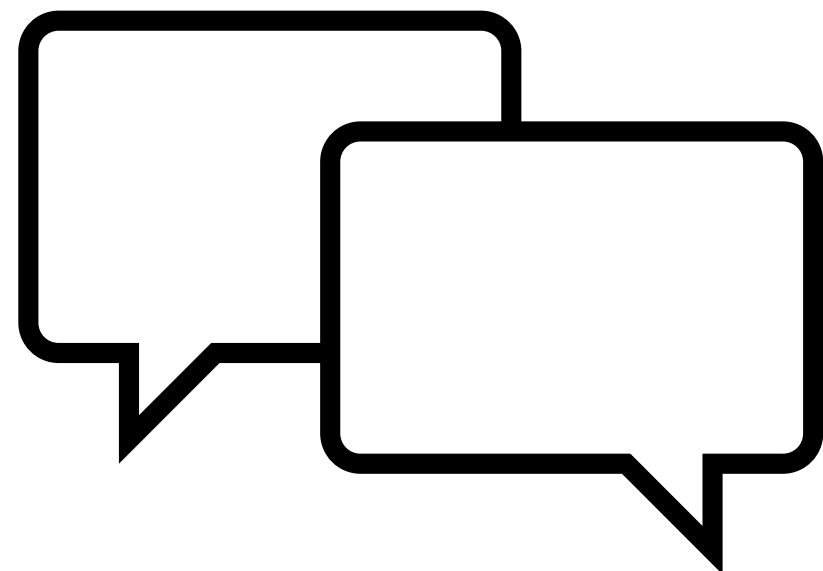
Share your feedback on the proposed changes.



Take the survey. Tell us what you think about proposed changes at specific locations in the neighbourhood. 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

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Comment deadline:
December 18, 2024

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