

Maple Leaf & Rustic Neighbourhood Streets Plan Public Meeting

Date: Tuesday, October 8, 2024

Meeting Type: In-Person

Start time: 6:00 p.m. **End Time:** 8:30 p.m.

Project Overview:

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for the Maple Leaf and Rustic area that will address four main areas of concern:

1. Road safety for vulnerable road users (i.e. seniors, school children, and people walking or cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Opportunities to support active transportation

Meeting Objectives:

Share information on what was heard and found during Phase 1 of public consultation with regards to the main areas of concern. Present the components of the proposed plan for the area, including details on different speed, safety, volume and parking management measures proposed. Share information on nearby projects and timeline for changes.

Receive feedback on proposed measures that address road safety, speed management, volume management, parking management, and the future possibility of replacing missing sidewalks and added bikeway routes.

Meeting Overview:

The meeting was facilitated by Rachel Yanchyshyn, Senior Coordinator, Public Consultation Unit. The early part of meeting was drop-in format allowing attendees to speak directly with staff. A presentation was provided by Marian Mithani, Project Manager, Transportation Services, followed by opportunity for participants to ask questions and share comments with City staff. At the end of the meeting, Councillor Nunziata advised residents that City staff would need to revise their plan based on residents feedback.

Question & Answer

Following is a summary of questions and comments from meeting participants and the response from City staff.

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Traffic Volume

Questions & Comments	Project Team Response
<p>Concerns expressed about directional changes and questions about why one-way streets are proposed.</p> <p>Concerns around directional changes on North Park Drive.</p>	<p>The project team heard that there is a large volume of non-local traffic on neighbourhood streets. One-way streets are proposed as a way to control the traffic flow and also as a deterrent to discourage non-local traffic on local streets.</p> <p>The one-way traffic flow would make a street less attractive to non-local traffic. It is intended is to deter drivers who may cut through by adding inconvenience. The trade-off of this approach is that it also inconveniences drivers destined for these streets.</p> <p>The project team understands that there would be inconvenience for people both inside and outside of the neighbourhood. The project team is open to listen to all comments and concerns.</p>
<p>Suggestion to adjust the existing advance green light on Keele Street at Maple Leaf Drive, and at Rustic Road both ways.</p>	<p>Minor signal timing changes can be investigated and implemented in the short-term and have already been implemented on Keele Street at Maple Leaf Drive and Rustic Road. However major signal timing changes such as a new advance green signal require new signal infrastructure, a more thorough review and may result in unnecessary delay if unwarranted.</p>
<p>Are there proposed road works towards the east side of the neighbourhood for connecting towards the Yorkdale Transportation Master Plan proposals?</p>	<p>A pedestrian and cycling bridge over the Barrie GO Rail Corridor is recommended as part of the Yorkdale Transportation Master Plan that City Council endorsed in 2022.</p>

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Questions & Comments	Project Team Response
<p>Concerns about high traffic volumes in this area have been voiced before and not much improvement has been made.</p>	<p>Noted.</p>
<p>We need to find ways to restrict cars from coming into the area from Jane Street and from Keele Street, rather than placing restrictions inside the area.</p>	<p>Turn restrictions from Jane Street to Maple Leaf Drive were considered but are not recommended because it would create a significant barrier for residents of the area. There are limited entry points into the neighbourhood. Restrictions at Maple Leaf Drive and Jane Street are anticipated to cause diversion to Falstaff Avenue and Queens Drive and create excessive inconvenience for people destined to locations in the area.</p>
<p>Is there data to support the proposals? Show us the results of the considerations? Has traffic modeling been done?</p>	<p>The “Data and Guidelines” panel discusses the data that have been collected to support the proposal. It includes traffic data, collision data, past requests, and site visits. There are some information/ data on the “What We Heard” and “What We Found” slides on the information panels.</p> <p>Traffic volume data for all intersections is available on the Open Data portal</p> <p>Delays at all the signalized intersections where motor vehicles can enter the neighbourhood were analysed. Individual routes and streets have been investigated and analysed.</p>
<p>Was emergency services considered when you recommended speed humps and one way streets?</p>	<p>All traffic calming proposals (speed humps and speed cushions) are in line with the current Traffic Calming Policy which takes into account emergency services. Access for all road users was considered in the development of one-way proposals.</p>

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Questions & Comments	Project Team Response
<p>When there is traffic congestion or an accident on Highway 401, there are higher traffic volumes in this neighbourhood.</p> <p>Request for some restrictions to limit the amount of traffic coming into the neighbourhood and enforcement of restrictions is required.</p> <p>The focus should be to encourage people to stay on arterial roads.</p>	<p>Noted</p>
<p>Suggestion for improving Keele Street and Lawrence Avenue West intersection, with an additional left turn lane.</p> <p>Suggestion to move the bus stop to south side of Lawrence Avenue West rather than the north side so that right-turn traffic is not affected when buses stop.</p>	<p>A Neighbourhood Streets Plan generally focuses on changes that can be made on neighbourhood streets to address issues related to safety, excessive speeds, and excessive volumes on local roads.</p> <p>That said, public feedback has raised concerns that congestion at the Keele and Lawrence intersection has an impact on neighbourhood traffic and safety conditions.</p> <p>While an Neighbourhood Streets Plan would not recommend specific changes to the intersection, it could recommend an intersection study be added to the capital plan to address intersection operations.</p> <p>Suggestions about bus stop relocations have been forwarded to the TTC for consideration. Councillor Nunziata commented that she would ask City staff to look at this intersection and ask them to investigate.</p>

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Speed Management

Questions & Comments	Project Team Response
<p>Treelawn Parkway is a dead-end street close to the railway line with very few houses. Why propose speed bumps at a dead-end street?</p>	<p>Resident concerns about speed were raised during Phase 1 consultation speed data was collected (48 km/h) and met the Traffic Calming Policy warrants and therefore speed humps were proposed.</p> <p>More information about the 2023 Traffic Calming Policy is available at this link.</p>
<p>Safety concerns at crosswalk near Chaminade College School.</p>	<p>Upgrades to existing crosswalks to high visibility “zebra” crosswalks are proposed for many intersections near Chaminade College School.</p>
<p>Speeding is a concern on Maple Leaf Drive.</p>	<p>Various speed management measures have been proposed on Maple Leaf Drive including speed cushions where feasible, in-road speed signs, and designated a Community Safety Zone from the Black Creek bridge and west to allow for automated speed enforcement.</p>
<p>The entrance to Maple Leaf Park is unsafe; with a bend on Mangrove Road and a concern to parents.</p>	<p>. Restrictions to parking have been proposed to address visibility concerns.</p>

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Questions & Comments	Project Team Response
<p>On Burr Avenue, there was already a survey about speed humps and residents said 'no'. Why are they being proposed again?</p>	<p>The City's current Traffic Calming Policy was adopted on November 8, 2023 and applies to Community Council reports beginning in January 2024. Polling is no longer part of the process but may still be conducted independently by the local Councillor.</p> <p>Under the updated policy, traffic calming (speed humps) previously considered under the old policy can be reconsidered by staff as part of this project. For this project, all locations where speed concerns were identified and investigated similarly.</p> <p>Concerns were raised during Phase 1. Speed data was collected on Burr Avenue (48 km/h), and met the Traffic Calming Policy warrants, and therefore speed humps were proposed.</p> <p>The final decision-making authority to install speed humps remains with Community Council.</p>
<p>The whole plan isn't bad, the area does need to address speeding. Support speed humps, recognizing that speed is higher on neighbourhood streets that do not have speed humps</p>	<p>Speed data has confirmed that streets with speed humps have lower speeds than those streets without.</p>

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Questions & Comments	Project Team Response
<p>What is the rationale behind changes to the speed limits? Some streets with schools have speed limits at 40 km/h and some at 30 km/h. Some streets with sidewalks have a limit at 30 km/h, but some streets without a sidewalk have a limit of 40 km/h.</p>	<p>All local streets in the neighbourhood have a speed limit of 30 km/h which was introduced as part of the Council-approved Vision Zero Road Safety Plan.</p> <p>Rustic Road and Maple Leaf Drive, from Culford Road to Keele Street have a speed limit of 30 km/h and align with the existing speed humps. All other collector roads currently have a speed limit of 40km/h including Falstaff Avenue which has sidewalks missing but were proposed as part of the plan.</p> <p>Except for Maple Leaf Drive west of Stella Road, the plan proposed speed humps or speed cushions on all the other collector roads and to reduce the speed limit accordingly to 30km/h.</p>

Road Safety

Questions & Comments	Project Team Response
<p>At Culford Road and Blue Springs Road, there are concerns about safety for kids/ the community to walk these streets with all the traffic.</p> <p>Suggestion for public education about road safety, and a request for a traffic plan in place for local schools during pick up and drop off times.</p>	<p>The focus of the streets plan is on what we can change in the roadway, through road design.</p> <p>Signage, zebra crosswalks and other pavement markings are proactively installed in all school safety zones across the city. Additionally, the street in front of many schools are also designated as community safety zones, which allow for automated speed enforcement..</p>
<p>Ricardo Road is located off of Burr Avenue with a park. Concerns that if one-way streets are implemented, it will increase the number of people who park there to loiter, which has involved negligence and drug use in the past.</p>	<p>Noted</p>

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Enforcement

Questions & Comments	Project Team Response
Concern around lack of enforcement of existing traffic signs.	<p>The focus of a street plan is for changes to road design that addresses the areas of concern.</p> <p>City staff will share concerns with the local division of Toronto Police Services. Note: Residents can request enforcement for a parking or driving complaint, or local neighbourhood traffic issue or concern by calling 416-808-1200 or email 12division@torontopolice.on.ca</p>
More enforcement needed for stop signs and speeding.	Refer to response above.
Concerns that residents of this area are being negatively affected by this plan at the expense of growth in the larger city.	Concerns from residents are an important consideration in preparing the plan.

Sidewalks

Questions & Comments	Project Team Response
The City has been trying to put sidewalks on the south side of Del Ria Drive for 20 years. Residents have said many times we do not want them. Why are they still being proposed?	During Phase 1 consultation for this project, the project team got feedback that people feel unsafe to walk along this street with no sidewalks, particularly people walking to the nearby elementary school. Traffic studies showed existing high speeds. Sidewalks were proposed to limit safety conflicts.

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Consultation and decision-making

Questions & Comments	Project Team Response
<p>Request for clarification on whether all residents on a street need to agree to the plan before changes can be made.</p>	<p>The intent of the engagement conducted as part of this project is to get neighbours to identify local traffic and road safety issues and to provide feedback on proposed changes to address those issues.</p> <p>Once the project team has reviewed public feedback, a plan with recommendations will be brought forward to Community Council. Some changes cannot be implemented without Council approval such as speed humps. Some changes are easier to implement quickly where Council approval is not required such as intersection geometric safety improvements.</p> <p>Public feedback received during the project will help council members understand the level of support from the community.</p> <p>The proposed timeline for reporting to Council was early next year, quick win improvements can be implemented as quickly as next year, longer term implementations within the next 5 years. Additional consultation activities will affect this proposed timeline.</p>

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Questions & Comments	Project Team Response
<p>How are you incorporating resident feedback about the intersection at Maple Leaf Drive and Keele Street?</p>	<p>The project team heard that at the Maple Leaf Drive and Keele Street intersection, people wanted more time for vehicles to turn and more time for pedestrians to cross. This intersection was investigated, and more green time was provided to the east-west movement. This signal is also equipped with a pedestrian head start which provide additional time for east-west pedestrians when triggered. In general, signal retiming requires that additional time provides for one movement requires time that is removed from another movement.</p> <p>Councillor Nunziata commented that she would ask City staff to look at this intersection and ask them to investigate further.</p>
<p>It seems like you are responding to undocumented concerns that people have regarding safety of their streets.</p>	<p>The project team documented everything that was heard during Phase 1 consultation, and a summary of what was heard is available in the public consultation report on our webpage.</p> <p>The current phase of the project is to bring the proposed improvements to the community for feedback.</p>
<p>Is there a better process to make proposals than the current process?</p>	<p>Staff have noted concerns and will consider what will be the next steps with regards to the proposed changes.</p> <p>Staff recognize that many residents who attended the October 8 meeting do not support various components of the proposed plan or the plan as a whole and based on the feedback received, the project team will review and revise the plan.</p>



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Questions & Comments	Project Team Response
An online survey isn't a good format for everyone. Suggestion for conversation with smaller groups of representatives from local streets.	Staff have noted concerns. The project team is considering other formats for community engagement.
Ensure that local schools are engaged in the development of the plan.	School have been engaged as part of consultation plan.
Question about who are the members of Community Council. Ensure there is representation from the community when decisions are made.	Councillor Nunziata is a member of the Etobicoke York Community Council and City Council. She is the representative of the community as a member of these Councils. There are five Councillors on the Community Council. Councillors will represent the views of their constituents.

Total Participants: 250

Councillors Office

Ward York South Weston—Councillor Frances Nunziata

City of Toronto

Jacquelyn Hayward, Transportation Services

Michelle Berquist, Transportation Services

Marian Mithani, Transportation Services

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