Maple Leaf and Rustic Neighbourhood Streets Plan

Local Advisory Committee Meeting #2

March 24, 2025

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Code of Conduct and Guidelines

The City of Toronto is committed to conducting events and meetings in a safe and respectful environment for all participants and staff.
As a participant, you agree to:

- Treat everyone with respect
- Critique ideas, not individuals
- Abide by the City of Toronto's Anti-Harassment / Discrimination Policy, Human Rights, and Hate Activity Policy

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The LAC is a non-political advisory body with a mandate to provide constructive feedback to the City Project team as part of Phase 2 of Public Consultation for the Maple Leaf & Rustic Neighbourhood Streets Plan and provide insights to residents' perspectives.

Agenda

- **Introduction**
- **Orientation – Congestion and Infiltration (20 minutes)**
  - Presentation
  - Questions
- **Workshop – Managing Infiltration (70 minutes)**
  - Instructions
  - Breakout Session #1 (30 minutes)
  - Breakout Session #2 (30 minutes)
- **Closing**
  - Summary
  - Next meeting

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Orientation

Congestion and Infiltration

Definition of Key Concepts

Traffic Congestion

traffic volume exceeds capacity causing travel time delay as compared to free-flow conditions

Traffic Infiltration

drivers making through trips choose travel routes along neighbourhoods streets that are intended for local trips

What We Heard

Members of the Maple Leaf and Rustic neighbourhood community experience both congestion and infiltration. Many believe that congestion is the only cause of infiltration.

Frequently asked questions about Congestion:

Would it fix the problem if the City:

- Adds more green time at the signal in a certain direction?
- Adds new signal locations?
- Adds new signal phases (i.e. advance left turns)?
- Widens the road to add more lanes?

Frequently asked questions about Infiltration:

Could the City:

- Add restrictions that apply to outside traffic only?
- Make streets ‘local access only’?
- Have more police enforcement of existing restrictions?

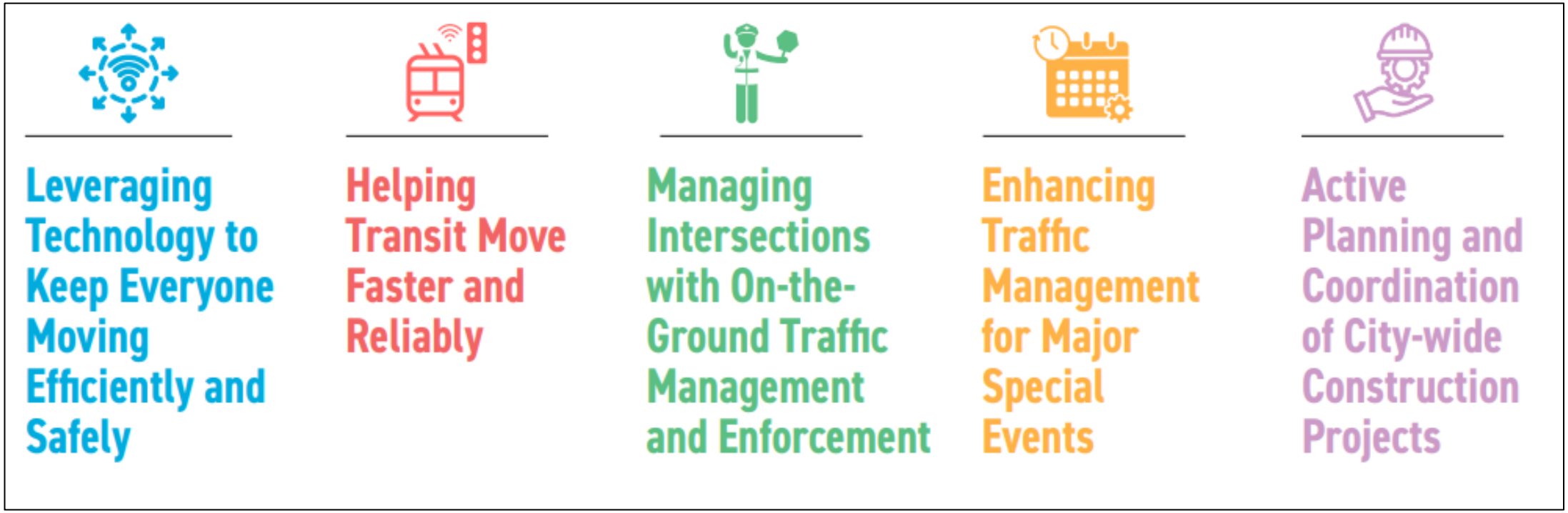
What We Know About Congestion

- Congestion is a city-wide issue
- Congestion is managed by a city-wide approach
  - Signals must be coordinated along major corridors
  - Changes to signal timing is best done at corridor scale; there are limits to ad-hoc changes
- Unwarranted signals can contribute to congestion
- Road widening is generally not an appropriate management strategy
  - Most rights-of-way are constrained
  - Additional travel lanes induce additional demand
- Increasing “lane density” (more trips by transit, ridesharing, cycling and walking) is the most effective way to ease congestion in urban environments

Congestion Management Plan

Toronto has a Congestion Management Plan that is updated every five years. It identifies key issues and action plan for managing congestion city-wide.

The plan focuses on Five Big Moves:



For more information: Congestion Management Plan webpage and progress dashboard

Congestion Management Plan: Fun Facts

The 2023-2026 Congestion Management Plan was released in 2024. It included these interesting statistics about travel demand and congestion:

- City-wide travel times are nearly back to pre-pandemic levels.
- Population of Toronto is 3.026M in 2022.
- City grew by over 125,000 new people over a year.
- There are over 2500 signals across the city and over 340 monitored cameras.
  - About 340 are enabled with real-time updates.
  - About 200 are smart signals that adjust to real-time patterns, and installed 36 last year.
- As of July 2024, 18% of the network was impacted by construction of some kind (e.g. essential road, bridge, and watermain renewals; new development; expansion of high-order transit)

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For more information: Toronto at a Glance – City of Toronto, Congestion Management Plan webpage and progress dashboard

Corridor Reviews in Maple Leaf and Rustic Area

Signal coordination is done to minimize delays to vehicles travelling at or near the speed limit through a series of signalised intersections.

Corridor-wide signal coordination was last completed in:

- 2022 for Keele Street
- 2020 for Lawrence Avenue West
- 2018 for Jane Street, but under active study now

City aims generally to review major arterial roads every 5 years, and minor arterial roads every 10 years. Between 200 to 350 signals are reviewed per year as part of the Signal Optimization Program.

Learn more on the Signal Optimization Program homepage.

What We Know About Infiltration

- All members of the public are entitled to use public roads
- Traffic regulations must be applied consistently to all drivers
- Discouraging non-local traffic requires some inconvenience to residents
- Self-enforcing controls (i.e. road design features) are effective all the time on nearly all drivers
- Controls that are police-enforced (i.e. regulations) are likely to have diminishing effect over time without re-investment in enforcement campaigns

Studying Infiltration

in the Maple Leaf and Rustic Neighbourhood Streets Plan

Neighbourhood Mobility Characteristics

Baseline neighbourhood traffic volumes are affected by neighbourhood mobility characteristics such as the number of trips made to and from the area, and how those trips are made.

	Maple Leaf and Rustic Neighbourhoods	City of Toronto
Households	7000+ households, 18,900 people 45% low-rise, 55% mid- to high-rise homes	1.18M households, 3.0M people 35% low-rise, 65% mid- to high-rise homes
Car ownership	29% of households have no car 7% of households have 3+ cars	28% of households have no car 4% of households have 3+ cars
Daily trips	41,100 trips total 80% of trips taken by residents	6.54M trips total 83% of trips taken by residents
Mode share	67% trips by car (49% driver, 18% passenger) 18% trips by transit 10 % walk trips 5% other (bike, school bus, taxis, ride service)	59% by car (46% driver, 13% passenger) 18% trips by transit 18% walk trips 5% other
Changes since 2016	More walk trips (was 4%) Fewer people taking transit (was 26%) Lower rates of car ownership overall West side: more household with 1 or 2+ cars East sides: more households with no car	More walk trips (was 9%) Fewer people taking transit (was 27%)

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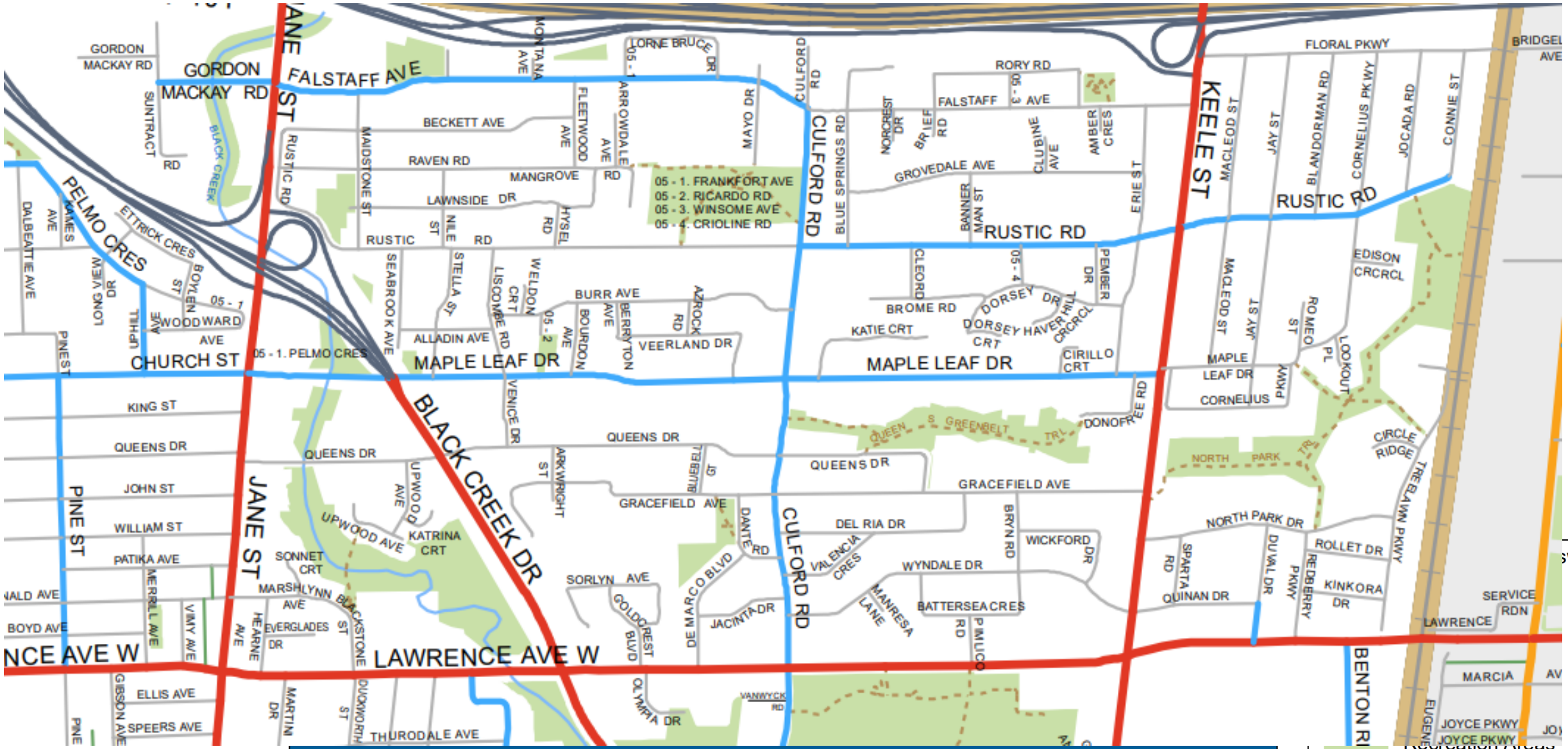
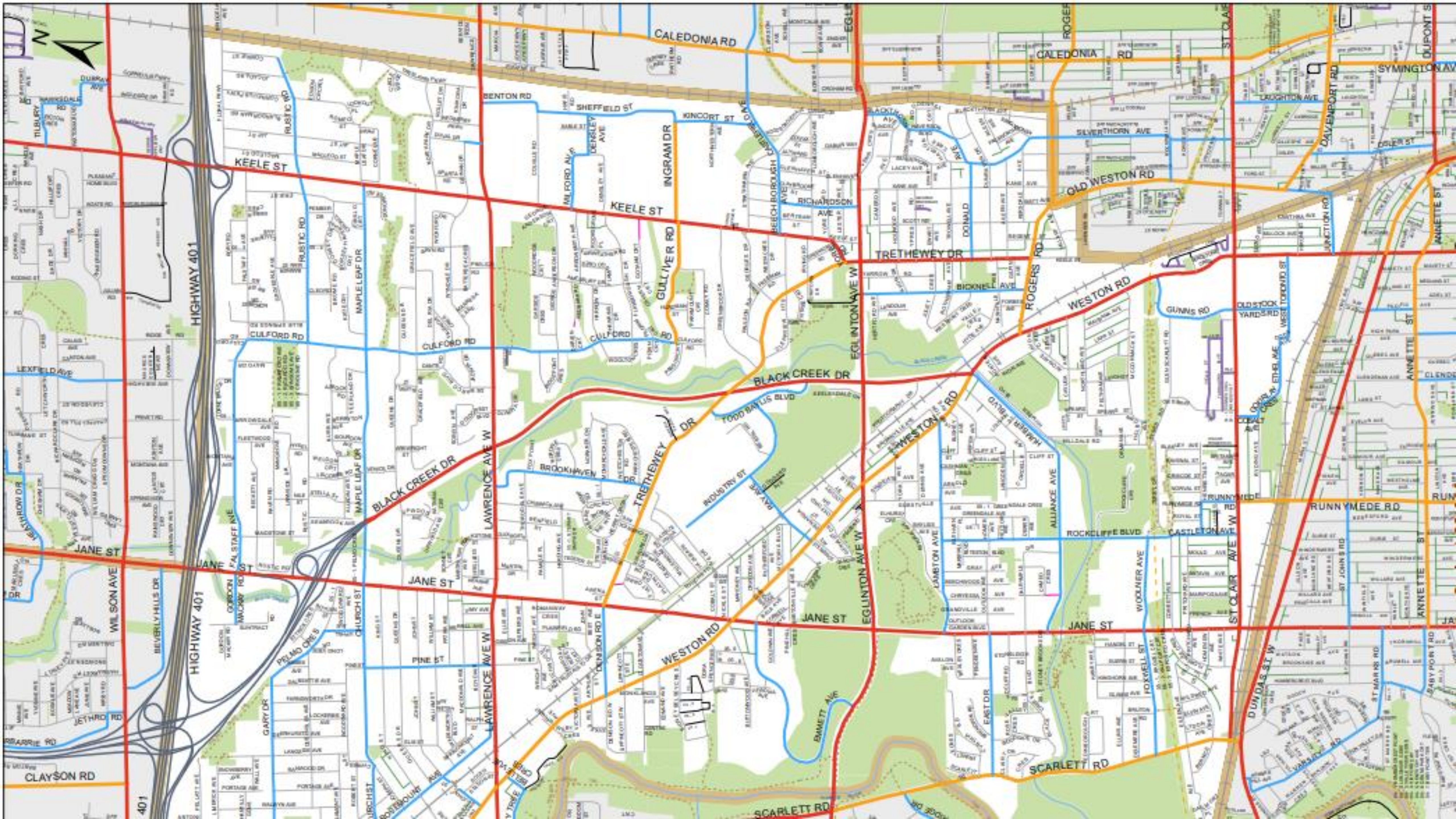
Data Source: 2022 Transportation for Tomorrow Survey

Street Characteristics: Road Classification




CALEDONIA RD
CALEDONIA RD
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DAVENPORT RD
BENTON RD
SHEFFIELD ST
KINCORT ST
SILVERTHORN AVE
OSLER ST
KEELE ST
KEELE ST
INGRAM DR
OLD WESTON RD
RICHARDSON AVE
TRETHEWEY DR
BICKNELL AVE
WESTON RD
ROGERS RD
GUNNS RD
OLD STOCK YARDS RD
CULFORD RD
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GULLIVER RD
LEXFIELD AVE
BLACK CREEK DR
TODD BAYLIS BLVD
EGLINTON AVE W
WESTON RD
BLACK CREEK DR
LAWRENCE AVE W
BROOKHAVEN DR
TRETHEWEY DR
INDUSTRY ST
RUNNYMEDE RD
ROCKCLIFFE BLVD
CASTLETON AVE
ALLIANCE AVE
JANE ST
JANE ST
JANE ST
JANE ST
JANE ST
WILSON AVE
HIGHWAY 401
HIGHWAY 401
FALSTAFF AVE
PELMO CRES
WESTON RD
PINE ST
JETHRO RD
CLAYSON RD
SCARLETT RD
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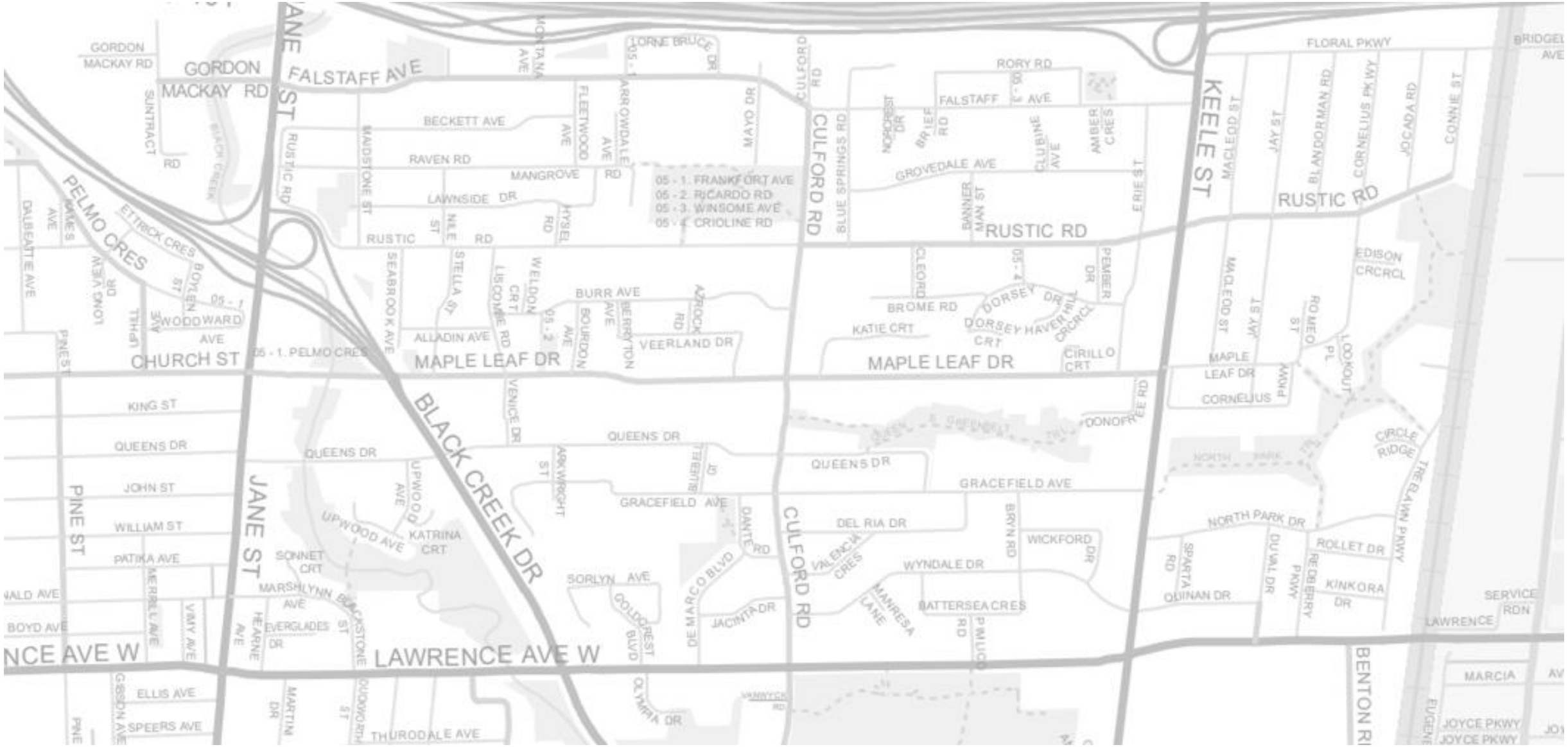
ST CLAIR AVE W
DUNDAS ST W
ANNETTE ST
WOOLNER AVE
EMMETT AVE
GARY DR
CHURCH ST
MAPLE LEAF DR
RUSTIC RD
HEATHROW DR
DENISON RD E

Neighbourhood Access: Gateway Intersections



Neighbourhood Access: Gateway Intersections

On Jane Street:

- **Falstaff Avenue – connects to Keele Street**
- **Maple Leaf Drive – only through route to Keele Street with signal at both ends**
- Queens Drive – connects to Culford Road and Gracefield Drive
- Marshlynn Avenue – connect to Blackstone Street

On Lawrence Avenue:

- Hearne Avenue – connects to Marshlynn Avenue
- Blackstone Street – connects to Marshlynn Avenue
- **Culford Road – only north-south neighbourhood route**
- Pimlico Road – short non-continuous route
- Duval Drive – connects to North Park Drive and Quinan Drive

Keele Street:

- Floral Parkway – exits to Connie Street / constrained at railway
- Falstaff Avenue – close to Highway 401 ramp signal
- **Rustic Road – connects Culford Road to Keele Street**
- **Maple Leaf Drive – connects Jane Street and Keele Street**
- Gracefield Avenue – T-intersection
- North Park Drive – connects to Duval Drive and Redberry Parkway
- Wyndale Drive – connects to Culford Road
- Quinan Drive – connects to Duval Drive

Streets in bold are designated as collector roads; *volumes are anticipated to be relatively higher than other entry intersections.*

Gateway Intersection Optimization

- Access to and from the neighbourhood is spread out across a limited number of gateway intersections.
- Priority is generally given to movements along the major corridors
- Gateway intersections with recent minor adjustments to signal timing in 2024.
  - Keele Street at Maple Leaf Drive
  - Keele Street at Rustic Road
  - Jane Steet at Maple Leaf Drive
- All other gateway intersections last adjusted in 2023 except for Lawrence Avenue West at Marshlynn Avenue which was last adjusted in 2021
- New eastbound advance left-turns on Keele Street intersections at Rustic Road and at Maple Leaf Drive may encourage more infiltration and increase delays

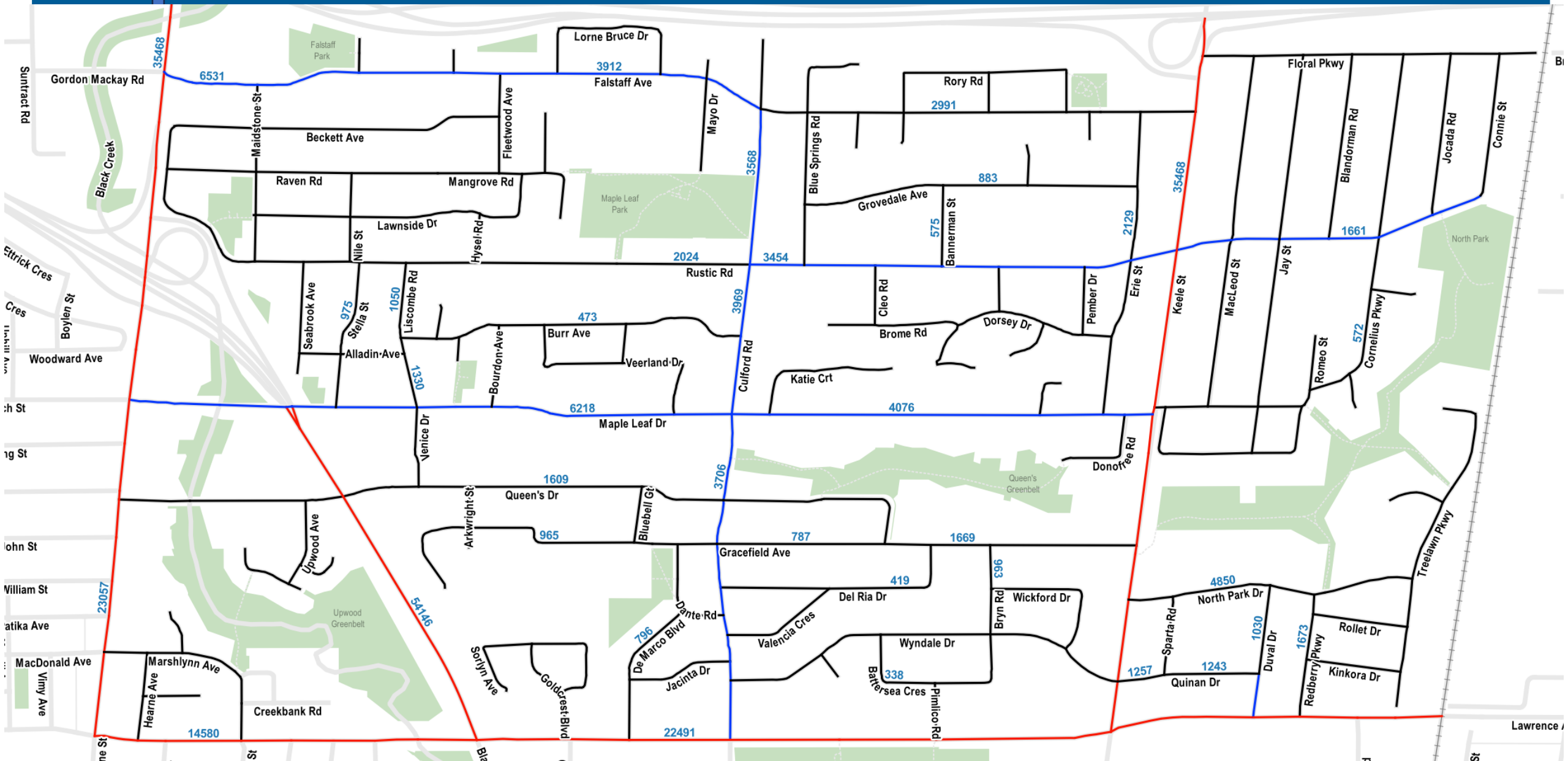
Infiltration Study: License Plate Survey

- The City commissioned a license plate survey which tracked cars that left the neighbourhood within 15 minutes of entering it.

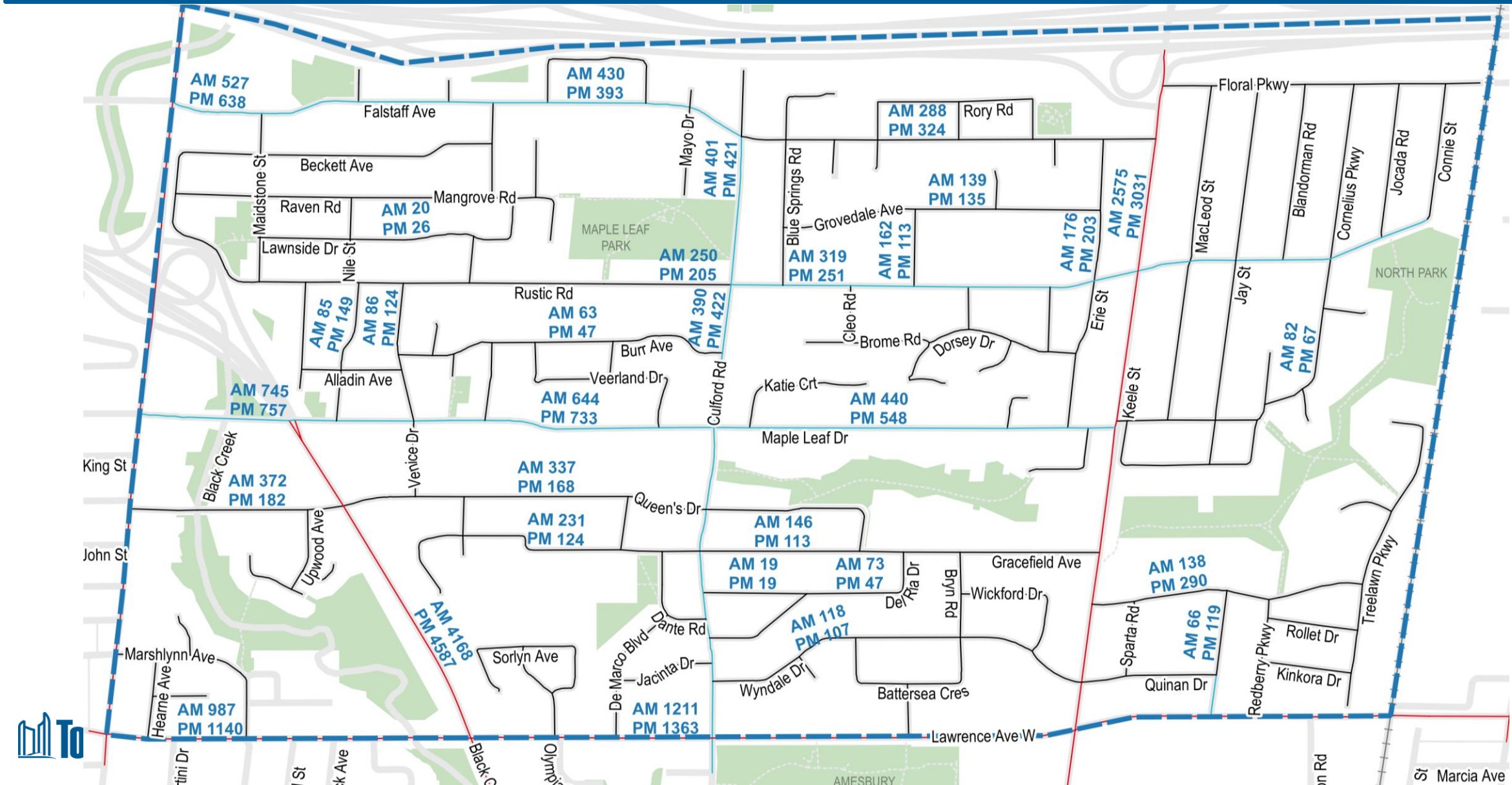
- Maple Leaf Drive was found to have the highest through traffic, just under 10% during morning peak periods.

- Overall, through traffic across the neighbourhood was estimated to be 4-5%.

Traffic Studies: Daily Volume and Turning Movements



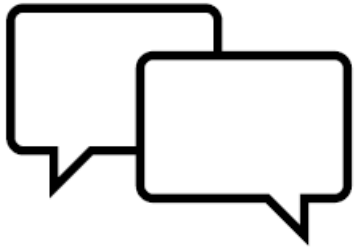
Traffic Studies: Peak Hour Volumes



From Phase 2
Information Panels
(October 8, 2024)

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)

Data Sources

- **Road classification map** – refer to About the Road Classification System
  - York South-Weston Road Classification Map
  - York South-Weston Webpage
  - Road Classification Maps (city-wide)
- **Daily volume map** – mid-block volume average (24h) , and turning movement count (8h)
- **Peak hour volume map** – mid-block volumes during peak hours
- Traffic volumes measured at mid-block location:
  - Generally collected over 3 days during a weekday from 2018 to 2024
  - Speed and vehicle classification also collected
- Turning movement counts at key intersections:
  - Collected over a one-day period during weekday from 2018 to 2024
- License plate survey conducted with 8 cameras at same time at key intersections:
  - Collected over a one-day period during a weekday in mid-June 2023
  - Counted number of vehicles that entered and exited within 15 minutes
- Travel survey data from Transportation for Tomorrow Survey
  - Trip diary of all trips in a single day conducted every 5 years across the Greater Toronto and Hamilton Area
  - Last collected in 2022, and 2016

Confronting Infiltration

in the Maple Leaf and Rustic Neighbourhood Streets Plan

Note: some speed management measures (not shown) may also deter through trips:

- speed humps
- chicanes
- curb extensions

More on speed at next LAC meeting

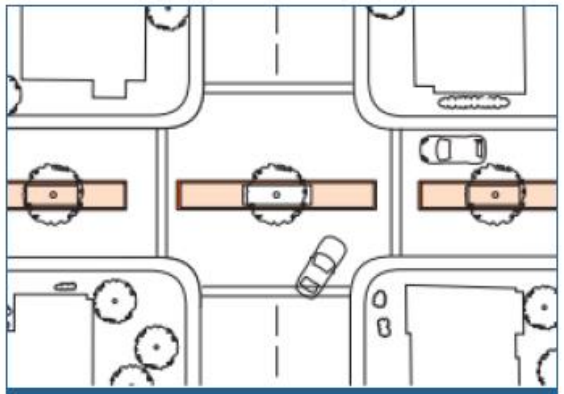
From Phase 1 Information Panels (December 4, 2023)

Possible Changes: Volume Management

The number of vehicles that use a street can be managed using operational features like one-way conversions or modifications to the built environment like modal filters.

One-Way Street Conversions

Directional Closures



Medians

Modal Filters

Turn Restrictions

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*Feasibility of these interventions to be studied as part of this plan

From Phase 1
Information Panels
(December 4, 2023)

Possible Changes: Volume Management

Volume Management

- **One-way street conversions** change the direction of one or more segments of an existing one-way street so as to remove direct routes through a neighbourhood. These conversions discourage short-cutting traffic or through traffic in a neighbourhood.
- **Directional closures** are a curb extension or vertical barrier extending to approximately the centerline of a roadway, effectively obstructing one direction of traffic at a specific location.
- **Raised medians at intersections** are vertical barriers located on the centerline of a two-way roadway through an intersection, which prevent left turns and through movements on one of the roadways. Raised medians can obstruct short-cutting or through traffic while maintaining access for people walking or cycling.
- **Turn restrictions** prohibit turning movements onto or off of a street in order to discourage short-cutting traffic through a neighbourhood and can also help improve the flow of traffic by prohibiting turns onto busy roads at unsignalized intersections.
- **Modal filters** restrict the movement of cars to reduce short-cutting traffic in a neighbourhood while maintaining access for people walking or cycling.

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Note: Volume management was not proposed on collector roads as they represent key access routes for residents.

From Phase 2 Information Panels (October 8, 2024)

Proposed Volume Management Measures

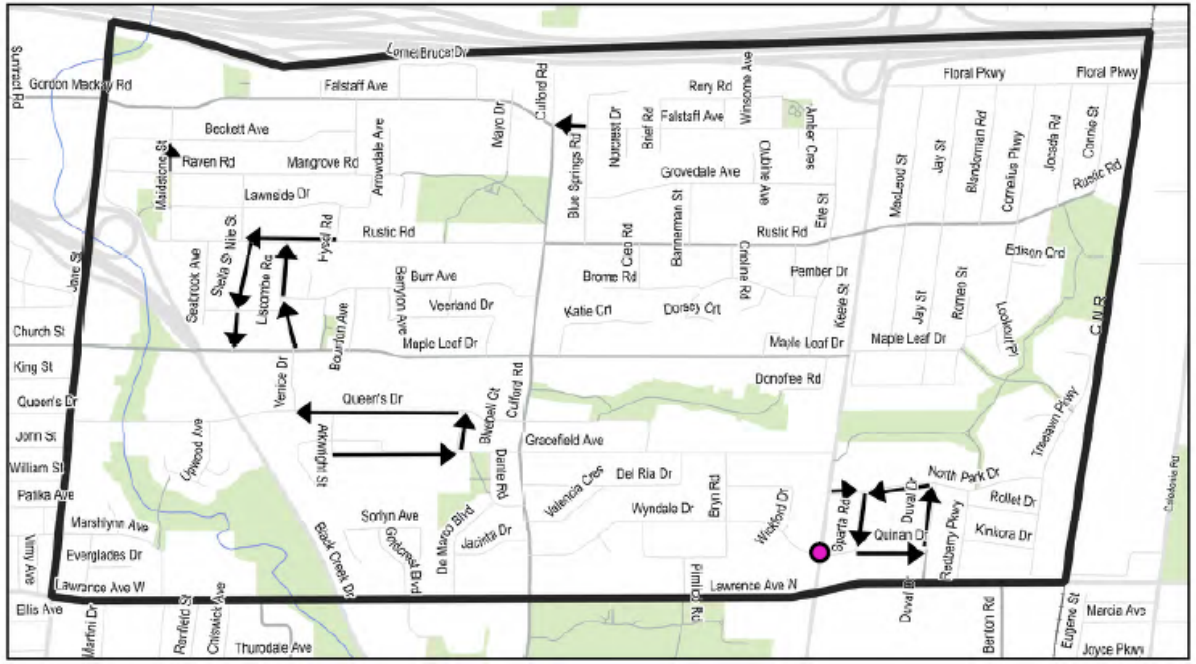
The number of vehicles that use a street can be managed using operational features or modifications to the built environment.

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

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Workshop: Managing Infiltration

Instructions

Instructions

- **Go to your assigned group at the designated table**
  - Table 1: routes between Jane Street and Keele Street
  - Table 2: routes that by-pass Lawrence Avenue

- **During Breakout Session #1, discuss these questions (time suggested) :**
  1. Which routes or patterns are most problematic? Pick top 1 or 2 street sections (5 min)
  2. Which measures help change the pattern? Refer to possible changes in handout (15 min)
  3. Will these changes impact other streets? Note the trade-offs (5 min)

     Mark-up map with notes using supplies provided.
- **Last 5 minutes of 30-min session reserved for report back to larger group**

- **During Breakout Session #2, switch tables and repeat exercise.**
  - Build notes on top of findings from first group

Closing

Thank you.

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