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### LPTP Study Update

Date: Thursday, May 1, 2025 Meeting Type: Virtual Start time: 7:00 p.m. End Time: 8:30 p.m.

### **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.

### **Meeting Objectives:**

To share a status update for the Lawrence Park Transportation Plan, review the study process and how it informs the ongoing EA, and review the information that informed the staff recommendations, which will be going to the North York Community Council for approval.

#### **Meeting Overview:**

The meeting was facilitated by Aadila Valiallah, Senior Public Consultation Coordinator. A presentation was provided by Michelle Berquist, 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 exchanged during the meeting. All questions have been categorized by topic.

Theme/Topic	Questions & Comments	Project Team Response
Speed Humps - Support	We are strong supporters of the speed humps	
	proposed on St. Leonard's Avenue between	
	Mount Pleasant Road and Mildenhall Road.	
	This section of St. Leonard's is an open	
	straightaway connecting Bayview Avenue	
	through to Yonge Street. Cars constantly speed	
	down the street, endangering pedestrians and	
	vulnerable road users. Speed humps are an	
	effective and permanent way to enforce speed	
	compliance.	

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Speed Humps - Concerns	<ul> <li>Why have speed humps been recommended on some streets, concern that this will push traffic to other streets</li> <li>Example: Speed humps are on St Leonard's but not on Dawlish, these are the only routes that connect to Bayview Avenue in and out of the neighbourhood.</li> <li>Will speed humps and raised sidewalks make drainage or ponding issues worse after a rainstorm or snow melt?</li> </ul>	<ul> <li>Changes to intersection design and road narrowing that will be accomplished during road reconstruction are expected to change driver behaviour and promote compliance with the speed limit across the whole neighbourhood.</li> <li>Staff investigated speed humps as a speed management option on streets that will not be reconstructed</li> <li>Staff also investigated speed humps as an interim measure on the street that was identified as a primary through route (St. Leonard's Avenue)</li> <li>Speed humps help change driver behaviour to slow down while driving.</li> <li>A new traffic management policy allows for speed humps to be requested through your local Councillor. Speed humps on Dawlish Avenue can be reviewed in the future.</li> <li>Drainage is a quality control matter that will be considered carefully throughout the design and construction phases of the Basement Flooding sewer upgrades and road reconstruction work.</li> </ul>
Speed Humps - installation	<ul> <li>Is there any situation where a speed hump would be placed in front of a driveway?</li> <li>Will stormwater drainage be added to the roads before changes to road and sidewalk construction (potential cost impact)?</li> </ul>	<ul> <li>Speed humps locations are chosen carefully to mitigate impact on nearby driveways. Proposed locations are show in the attachments to the staff report to North York Community Council.</li> <li>Post-meeting note: Road reconstruction will include new stormwater drainage and speed humps, if approved</li> </ul>

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Raised Crosswalks - Support	<ul> <li>Support for crosswalks on Mildenhall Road. The preference would be to have these on all four sides of each intersection and not just the north-south connections on Mildenhall Road</li> <li>Traffic is cutting through Lympstone Avenue. Cars don't stop at the stop signs. We are in support of raised crosswalks at of Weybourne Crescent and Lympstone Avenue as well as Lympstone Avenue and St. Edmunds Drive. Its dangerous at 4:00 pm when kids are walking home from school.</li> </ul>	
Raised Crosswalks -	There are too many raised crosswalks proposed	Our intention for the Mildenhall Road raised
Concerns	on Mildenhall Road, which will suppress speed, but it will also be painful for residents. Having fewer crosswalks will still accomplish the objective of lowering speed while minimizing the impact for residents.	intersections is that they will be located on the north- south crossing of intersections for those walking along Mildenhall Road; there will not be raised crosswalks across Mildenhall Road. They will slow down drivers turning on and off Mildenhall Road, making it easier for them to see if there's a pedestrian, particularly students along the school route.
Speeding	<ul> <li>More information was asked about areas of speeding and the tools to address speeding:</li> <li>Concerns for Speeding on Mount Pleasant Road and Mount Pleasant Hill <ul> <li>The current speed posted on Mount Pleasant Road is 50 km/h, people are driving cars and trucks at 60 km/h. Speeds have been reduced south of Saint Clair and on Avenue Road to 40km/hr. Can the speed limit be changed for Mount Pleasant Road as well?</li> </ul> </li> <li>Speed boards with green happy face / red frown are considered more effective in</li> </ul>	<ul> <li>The City uses various strategies for speed management. For more information visit <u>Traffic Calming – City of Toronto.</u></li> <li>Arterial roads are generally wider, straighter, and faster, making them unsuitable for speed humps.</li> <li>In special circumstances, arterial road speed limits can be brought down from 50 km/h to 40 km/h.</li> <li>Councillor Chernos-Lin indicated that the matter of speed limits on Mt. Pleasant has been raised with the City's traffic operations team for further consideration and analysis.</li> <li>Speed boards with the flashing face are a new product. As equipment is updated in Toronto, the latest version of equipment may come to our streets.</li> </ul>

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	<ul> <li>communicating the correct speed to people driving.</li> <li>Suggestion to install signs that flash a green happy face when at the correct speed or a red scowl if instead of the yellow flashing sign</li> </ul>	
Compliance	<ul> <li>Can speed humps be moved closer to the stop signs so that the drivers really do have to slow down?</li> <li>Many drivers treat stop signs as optional. Is there evidence speed humps will mitigate this behaviour?</li> <li>Request to put stop sign on St Leonard's Crescent and at Dawlish Avenue instead of a speed hump, to force people driving to stop.</li> </ul>	<ul> <li>Raised crosswalks and speed humps are speed management tools; stop signs are a traffic control to manage who has the right-of-way at an intersection.</li> <li>Stop signs are not recommended as a speed management tool; staff recommend them when the flow of traffic needs guidance on how to take turns.</li> <li>A raised crosswalk is like a speed hump with a flattened top making it accessible to for people with mobility devices to cross safely; this is a best practice as compared to putting a speed hump very close to an intersection.</li> <li>Reminding people to drive slow is effective.         <ul> <li>Educational campaigns are carried out with the Toronto Police Service</li> <li>Residents are also able to install "Watch Your Speed" lawn signs in the neighbourhood as a visual reminder to people driving (which have been effective).</li> <li>–</li> </ul> </li> </ul>
Traffic infiltration	<ul> <li>Residents have observed that traffic infiltration occurs through:         <ul> <li>Mount Pleasant Road</li> <li>Yonge Street</li> <li>Wanless Crescent</li> <li>St Leonard's Avenue</li> <li>Glengowan Road</li> </ul> </li> <li>Residents suggested interventions:</li> </ul>	<ul> <li>Traffic infiltration is addressed by creating friction, a disincentive to driving through a neighbourhood.</li> <li>Staff looked at a possible system of one-way streets and at slowing speeds down throughout the neighbourhood.</li> <li>It was found that 80% of trips starting and ending of the neighbourhood are done by personal vehicle</li> <li>There is hesitation from the community and from City staff around adding new one-way streets</li> </ul>

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	<ul> <li>Increased police enforcement of turn restrictions to curtail turning onto neighbourhood streets during restricted hours and to catch drivers speeding.</li> <li>New turn restrictions</li> </ul>	<ul> <li>because they would concentrate local traffic and through traffic during peak hours onto certain streets, creating new concerns with congestion and traffic volume</li> <li>Speed humps will create friction and should make traffic infiltration less desirable. Drivers, potentially way-finding apps, will adjust to the new character.</li> </ul>
Pedestrian safety	Will new sidewalks for the area remain as decided by the City in 2017?	The LPTP did not revisit decisions made as part of the Environmental Assessment study.
Development (new builds)	Has the team considered impact on traffic of a new building planned for the area at Lawerence Ave East and Weybourne Crescent? It is proposed to have ten stories, 40 residential units, 40 parking spots.	<ul> <li>New neighbours were not considered in the study. Decision criteria for speed management is based on current behaviour.</li> <li>While we can't anticipate how new neighbours will behave, we're optimistic that when people move in they adapt to the behaviour of other road users.</li> <li>Improvements made will help set the expectations of how we would like all people, visitors, new neighbours and old neighbours to behave.</li> </ul>
Signal at Wanless Crescent	<ul> <li>It is dangerous to cross Lawrence Avenue, available data indicates the danger of crossing and not the demand for crossing.</li> <li>The distance between Mt Pleasant Road and Cheltenham Avenue is one of the longest distances between crossings in North Toronto.</li> <li>Staff have indicated that the traffic light at the intersection of Lawrence Avenue East and Wanless Crescent is not going to move forward. Has traffic been studied in this area recently?</li> </ul>	<ul> <li>The findings of the current study were that a signal is not warranted as there is not enough vehicular or pedestrian demand.</li> <li>North York Community Council requested that staff take new measurements of pedestrian demand, as conditions have changed.</li> <li>A new package of pedestrian crossing policies will be presented to Council this spring, which include guidelines for Intersection Pedestrian Signals, or 'half signals'</li> <li>Staff will provide an updated recommendation about signal control at this location once:         <ul> <li>new counts are taken in spring of this year</li> <li>updated City policies for half-signals are finalized.</li> </ul> </li> </ul>



### **LPTP Study Update**

Changes with road reconstruction	<ul> <li>On Cheltenham Avenue, there are speed humps west of St. Ives Avenue. Can you describe the plans for reconstruction on Cheltenham Avenue east of St. Ives? It would be ideal not to have speed bumps east of St. Ives Avenue on Cheltenham Avenue.</li> <li>When will more details be shared (design details, sidewalks)?</li> </ul>	<ul> <li>Information on road reconstructions will be shared by the City's Basement Flooding team during the next stage of detailed design for the changes recommended through the Environmental Assessment study process</li> <li>Public consultation on detailed design (including sidewalks) is expected later this year. Construction is scheduled to start in 2027.</li> </ul>
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#### **Total Participants: 44**

#### **Project Team and Panelists**

Michelle Berquist, Manager, Transportation Services Harry Persaud, Senior Engineer, Engineering and Construction Services

Aadila Valiallah, Senior Coordinator, Public Consultation Unit Amanda Ratych, Coordinator, Public Consultation Unit Emily Cameron, Coordinator, Public Consultation Unit Stephanie Gris Bringas, Program Manager, Public Consultation Unit

#### Councillors

Councillor Chernos Lin