Lawrence Park Transportation Plan Community Update

May 1, 2025

Virtual Meeting

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Land Acknowledgement

The City of Toronto is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Huron-Wendat peoples and continues to be home to many diverse First Nations, Inuit and Métis peoples.

This land is covered by Treaty 13 with the Mississaugas of the Credit.

We are all Treaty people.

The network of roads, trails and other rights-of-way are shared public space.

Agenda & Introductions

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Meeting Objectives & Agenda

At the request of Councillor Chernos-Lin we are providing a community update on the Lawrence Park Transportation Plan (LPTP) and recommended changes.

During this meeting we will present the background, the process and the plan outcomes.

1. Introductions and opening remarks
2. Status update
3. Review of study process and source of staff recommendations
4. Next steps
5. Questions & Answer

Project Team and Panelists

Area Transportation & Planning, Transportation Services
Michelle Berquist, Manager

Engineering & Construction Services
Harry Persaud, Senior Engineer

Public Consultation Unit, Policy, Planning, Finance & Administration
Aadila Valiallah, Senior Coordinator
Amanda Ratych, Coordinator
Emily Cameron, Coordinator
Stephanie Gris, Bringas, Supervisor

Ward 15, Don Valley West
Councillor Rachel Chernos Lin

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Status Update

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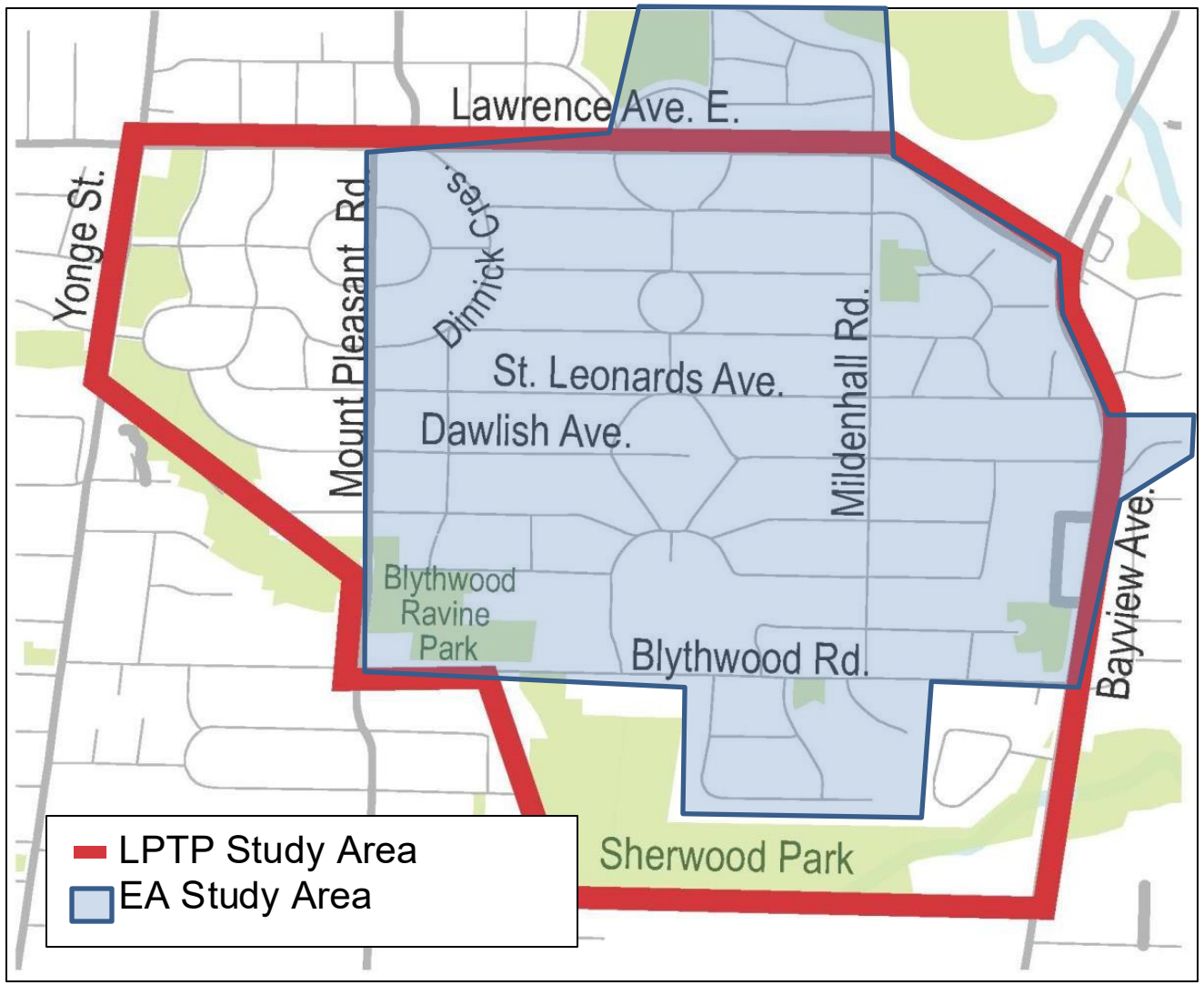
Lawrence Park Transportation Plan

- In 2019 North York Community Council directed staff to develop a traffic management plan in response to issues raised by the community and which could be implemented through sewer upgrades and road reconstruction that had been approved in 2018 as part of the Basement Flooding & Road Improvement Environmental Assessment (EA).
- In 2024 staff completed the Lawrence Park Transportation Plan and submitted recommendations to North York Community Council.
- Pending approval, the changes identified in the Lawrence Park Transportation Plan will be implemented as part of the planned sewer upgrades and road reconstruction work.

Basement flooding & road improvements in Lawrence Park: two studies

2013 - 2017
Basement Flooding & Road Improvement Environmental Assessment (EA)

2021 – 2025
Lawrence Park Transportation Plan (LPTP)



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Where We Are

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Community engagement in detail design

2027-2029
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Contract 1 construction

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Lawrence Park Transportation Plan

June 25, 2024
Public Consultation Meeting

October 29, 2024
Final Report to NYCC (Deferred)

December 3, 2024
Final Report to NYCC (Re

Final Design Input

Anticipating:
June 4, 2025
NYCC Decision on Final Report

WE ARE HERE

Changes not implemented through the BFPP will be scheduled for implementation

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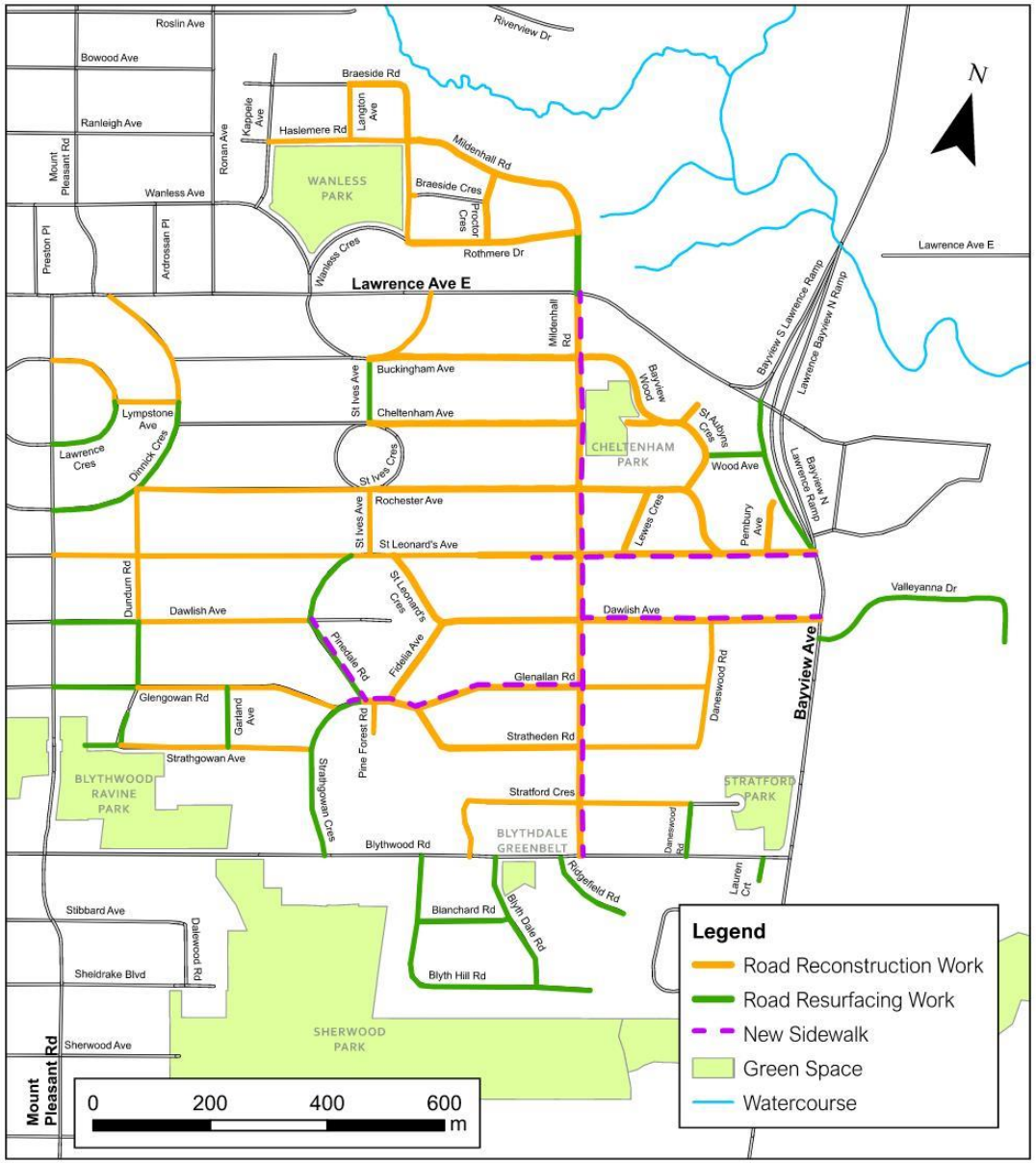
Changes Planned By EA

- In 2018, the City completed the Lawrence Park Neighbourhood Investigation of Basement Flooding & Road Improvement Environmental Assessment (EA).
- The EA identified a number of road and infrastructure improvements including road reconstruction, road resurfacing, new sidewalks as well as sewer upgrades.
- City Council approved the EA recommendations, including:
  - 11 km of roadway reconstruction, including 6.4 km of road that will change from a rural cross section with ditches and culverts to an urban cross section with stormwater catch basins and curbs and sidewalks on identified streets
  - 3.7 km of roadway resurfacing
  - 2.6 km of new sidewalk
  - 11.2 km of sewer improvements



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Changes Planned By EA

Approved changes to road design include:

- Road narrowing to accommodate new curbs and catch basins
- Addition of missing sidewalks, where approved
- Design features such as shifting the road alignment to preserve mature trees, where possible.

These changes will help slow vehicle traffic and improve safety.

Shifted road alignment accommodates trees

Images from LP Basement Flooding & Road Improvements Final Report p.199, 203, 206

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What We Heard During the EA

During public consultation, throughout the Environmental Assessment (EA), community members raised concerns about traffic behaviors and travel patterns in the neighbourhood.

Community members and the local Councillor requested that changes be made above and beyond the changes planned through the EA to address these issues:

- Speeding on local roads, especially roads that connect to major arterials
- Compliance with turn restrictions (and requests for more enforcement)
- Vehicle volumes, especially on routes near major destinations like schools and Sunnybrook Hospital
- Queueing when attempting to drive out of the neighbourhood
- Sightlines and visibility of vulnerable road users, considered especially poor at intersections
- Desire for safer crossing opportunities for pedestrians, especially on Lawrence Avenue East
- High demand for on-street parking in the east end of the neighbourhood
- Condition and clarity of pavement markings

Lawrence Park Transportation Plan

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Major Milestones in Planning Process

2019

North York Community Council direction to initiate a Transportation Plan

2021-2024

Data collection and development of potential changes

Spring 2024

Consultation on potential changes

Late 2024

Staff report to North York Community Council

Spring 2025

North York Community Council decision

2025+

LPTP recommendations to be included in the design for road reconstruction or scheduled for implementation

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Data Review and Analysis

An evidence-based approach was used to understand existing conditions in Lawrence Park and develop Transportation Plan recommendations.

Traffic data collection measured vehicle volumes, speeds and turning movement counts

- Data collection was completed between 2021 and 2024
- Traffic studies are publicly available on the City's Open Data portal

Collision data collected by Toronto Police Services

- Collisions resulting in death or serious injury
- Collision data is publicly available on the City's Vision Zero Mapping Tool

Concerns and requests from the public and local Councillor

- Feedback shared throughout the EA process
- Calls to 311 about traffic operations and road safety

Site visits and observations in the neighbourhood

Vehicle Volumes: Overview

- Lawrence Park residents use motor vehicle travel for a higher proportion of trips than average.
- Routes through Lawrence Park could be used as alternatives to Bayview Avenue, Lawrence Avenue East, Mount Pleasant Road and Yonge Street.
- Wayfinding apps may direct people to make through trips on local roads, and drivers may choose neighbourhood routes out of preference.
- Turn restrictions are the method currently used to discourage through trips.

What We Heard

- Vehicle queuing at intersections with signals is common as motorists try and exit the neighbourhood.
- Concerns about vehicle volumes, especially on roads that intersect with major arterial roadways
- Requests for new turn restrictions
- Requests for increased enforcement of turn restrictions
- Suggestions for signal timing changes to improve the flow of traffic

Vehicle Volumes: Mode Share

Data collected through the Transportation Tomorrow Survey show that Lawrence Park residents typically choose motor vehicle travel over walking, cycling and taking public transit.

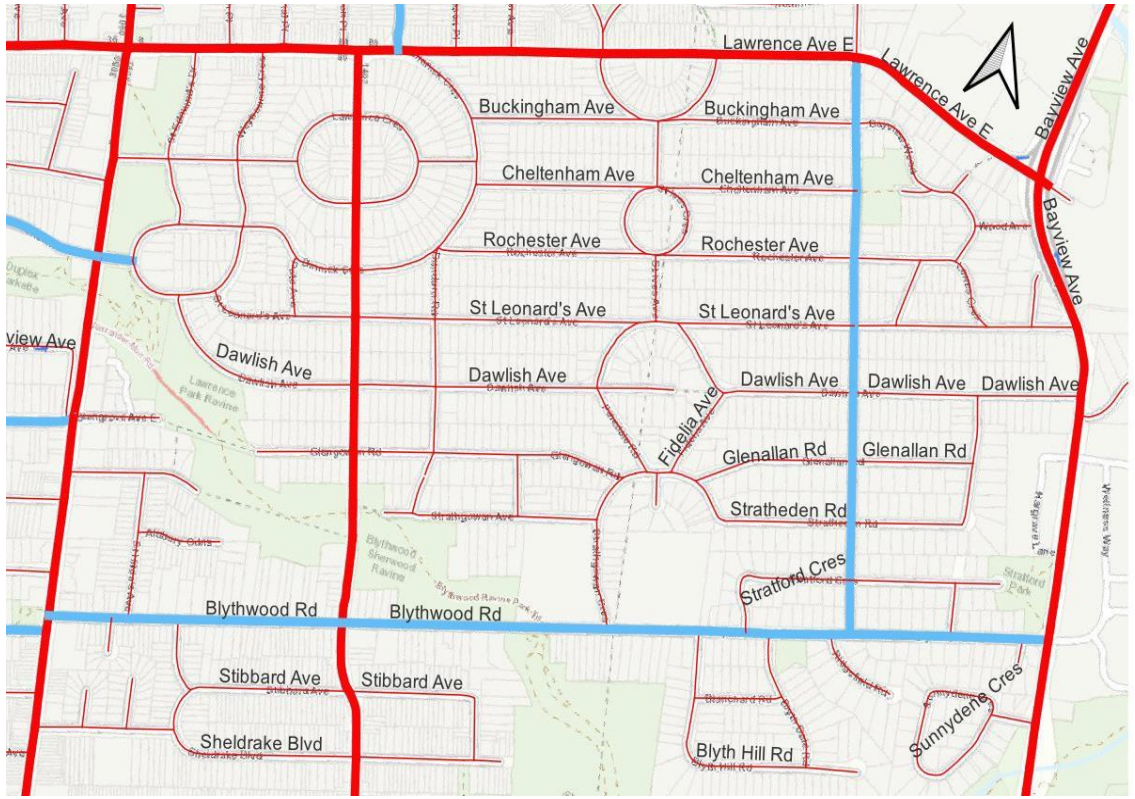
Average Mode Share in Lawrence Park vs. City of Toronto

Mode	Lawrence Park	City-wide Average
Motor vehicle	60%	46%
Passenger in motor vehicle	21%	11%
Walking	5%	13%
Cycling	2%	13%
Transit	11%	28%

Vehicle Volumes: Findings

- Studies completed between 2021 and 2024 show that traffic volumes in the area are within the working maximum for Local and Collector roads, (2,500 and 8,000 daily vehicles, respectively).
- Local roads in Lawrence Park have vehicle volumes ranging from 270 to 1,700 vehicles per day.
- Collector roads in Lawrence Park, which provide access to property, local destinations and facilitate traffic movement, have vehicle volumes ranging from 2,200 to 8,000 per day.

No further volume control measures were recommended, based on the mode share and these findings.



Road Classification	Target Maximum Motor Vehicles/ Day
Major Arterial	20,000+
Minor Arterial	8,000–20,000
Collector Road	2,500–8,000
Local Road	Up to 2,500

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Road Safety: Overview

The City's Vision Zero Road Safety Plan is a comprehensive action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets.

Existing measures in Lawrence Park:

- Community safety zones around all schools
- Flashing beacons in community safety zones
- Pedestrian head start signals at intersections
- Crossing guards at seven locations

What We Heard

- Pavement markings at intersections are in poor condition
- Raised crosswalks at intersections could improve crossing conditions
- Sightline obstructions at intersection impact visibility of vulnerable road users
- Lack of designated space for pedestrians
- Street lighting could improve nighttime visibility and driving conditions
- Safety conditions around schools need to be improved
- A new signal on Lawrence Avenue East is needed to facilitate safe movements

Road Safety: Collision History

Toronto Police Services data from 2014 to 2024 show the number of reported collisions that resulted in a fatality or serious injury:

On the local roads in Lawrence Park:

- one collision that involved a pedestrian and resulted in a fatality

On the arterial roads in Lawrence Park:

- seven collisions that resulted in fatality or serious injury.

Arterial roads are Lawrence Avenue East, Yonge Street, Bayview Avenue and Mount Pleasant Boulevard.

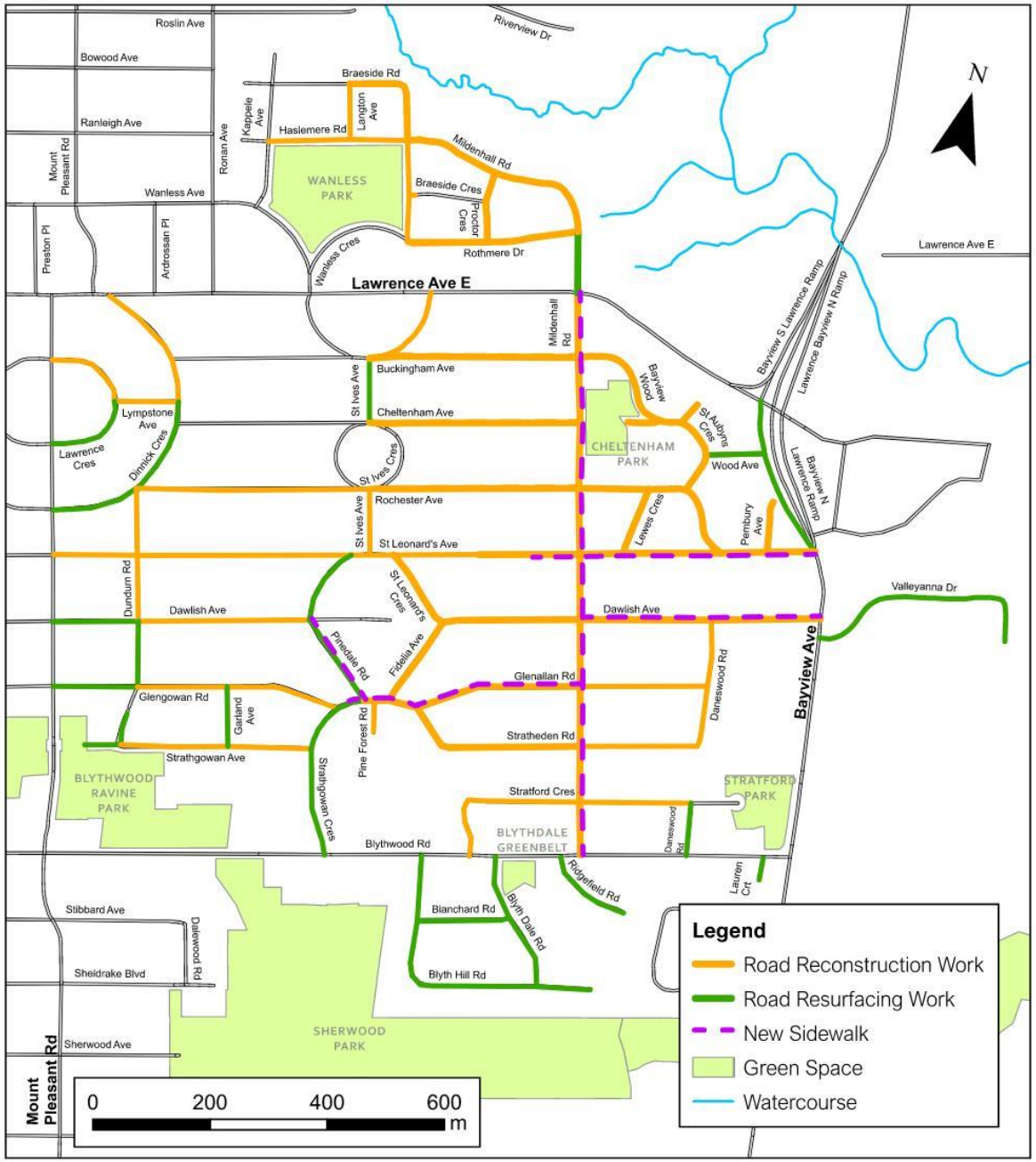
Road Safety: Sidewalks

City Council approved the EA recommendation for new sidewalks on one side of five streets in the EA study area:

- Mildenhall Road (east side of road)
- St. Leonards Avenue
- Dawlish Avenue
- Pinedale Road
- Glenallen Road / Strathgowan Crescent

Sidewalks will be constructed as part of road reconstruction work.

The LPTP did not reconsider the Council decision.



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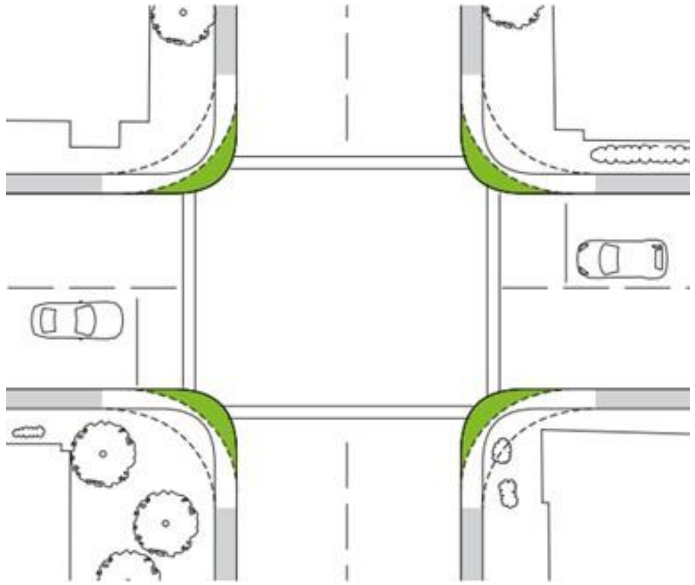
Road Safety: Changes Considered

The following changes were considered in addition to the approved sidewalks:



Intersection Realignment

Traffic Signal

Raised Crosswalks

Road Safety: Changes Considered

Intersection realignment: modifies the layout of roads to improve safety. Modifications can include:

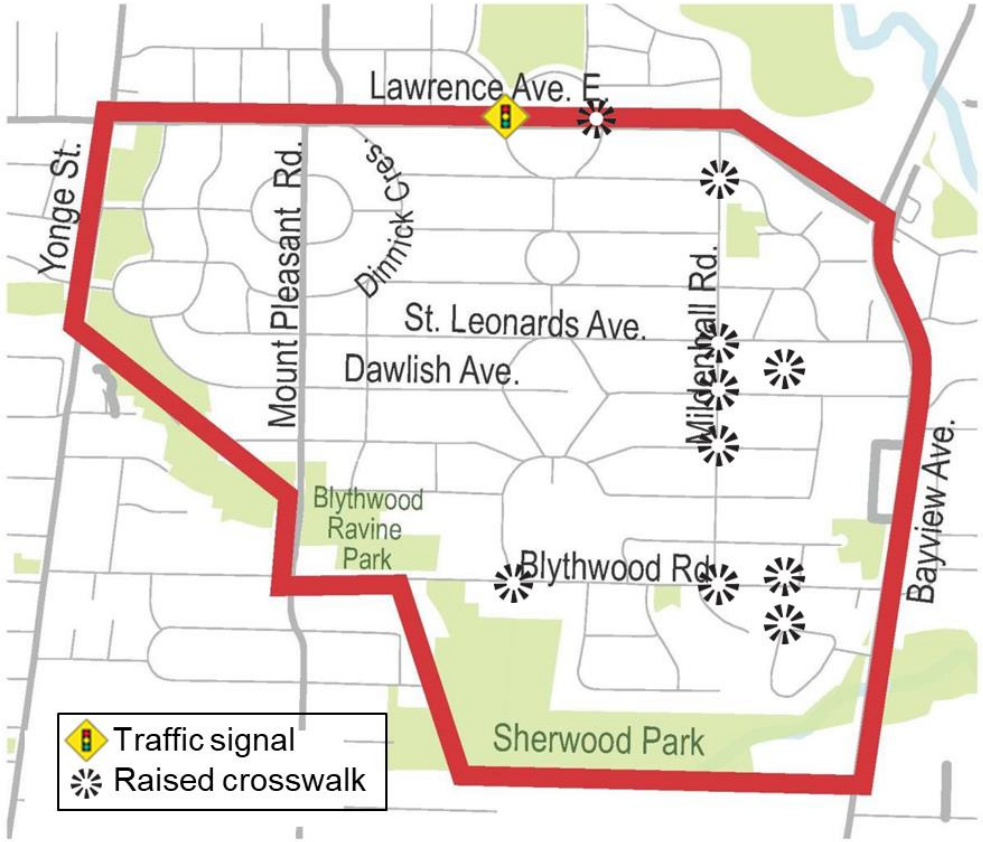
- Reducing the crossing distance for pedestrians and increasing visibility among all road users
- Realigning and/or narrowing vehicle lanes to reinforce appropriate speeds, lane positioning and yielding

All intersections will be considered for realignment to ensure alignment with City design standards.

Traffic signal: New signalized intersection at Lawrence Avenue East and Wanless Crescent

Raised pedestrian crossing: a crosswalk that is higher in elevation than the adjacent roadway. Benefits include:

- Improving visibility of pedestrians
- Increasing motorist awareness of the crosswalk location
- Encouraging slower driving speeds and better compliance at stop signs



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Vehicle Speeds: Overview

- The City's Vision Zero Road Safety Plan aims to reduce the number of traffic-related injuries and fatalities. Speed is a key contributing factor in the severity of collisions.
- Speed management strategies that have been established in the study area over the years include:
  - Reducing speed limits to 30 km/h on Local roads and 40 km/h on Collector roads
  - Automated Speed Enforcement Camera, rotating location

What We Heard

- Speeding on roads adjacent to schools is common
- Speeding is common on roads that connect to major arterials
- Vehicles speed in an attempt to catch a green light when entering/exiting the neighbourhood
- All speed management measures should be considered to encourage compliance with speed limits

Vehicle Speeds: Findings

Studies completed between 2021 and 2024 suggest that there are local roads in the neighbourhood where motor vehicles operating speeds are 38 km/h or higher (i.e. 8 or more km/h above the posted limit):

- Dinnick Crescent
- Dawlish Avenue
- St Leonard’s Avenue
- Rochester Avenue
- Buckingham Avenue
- Cheltenham Avenue
- Glengowan Road
- St Leonard's Crescent
- Lympstone Avenue
- Lawrence Crescent

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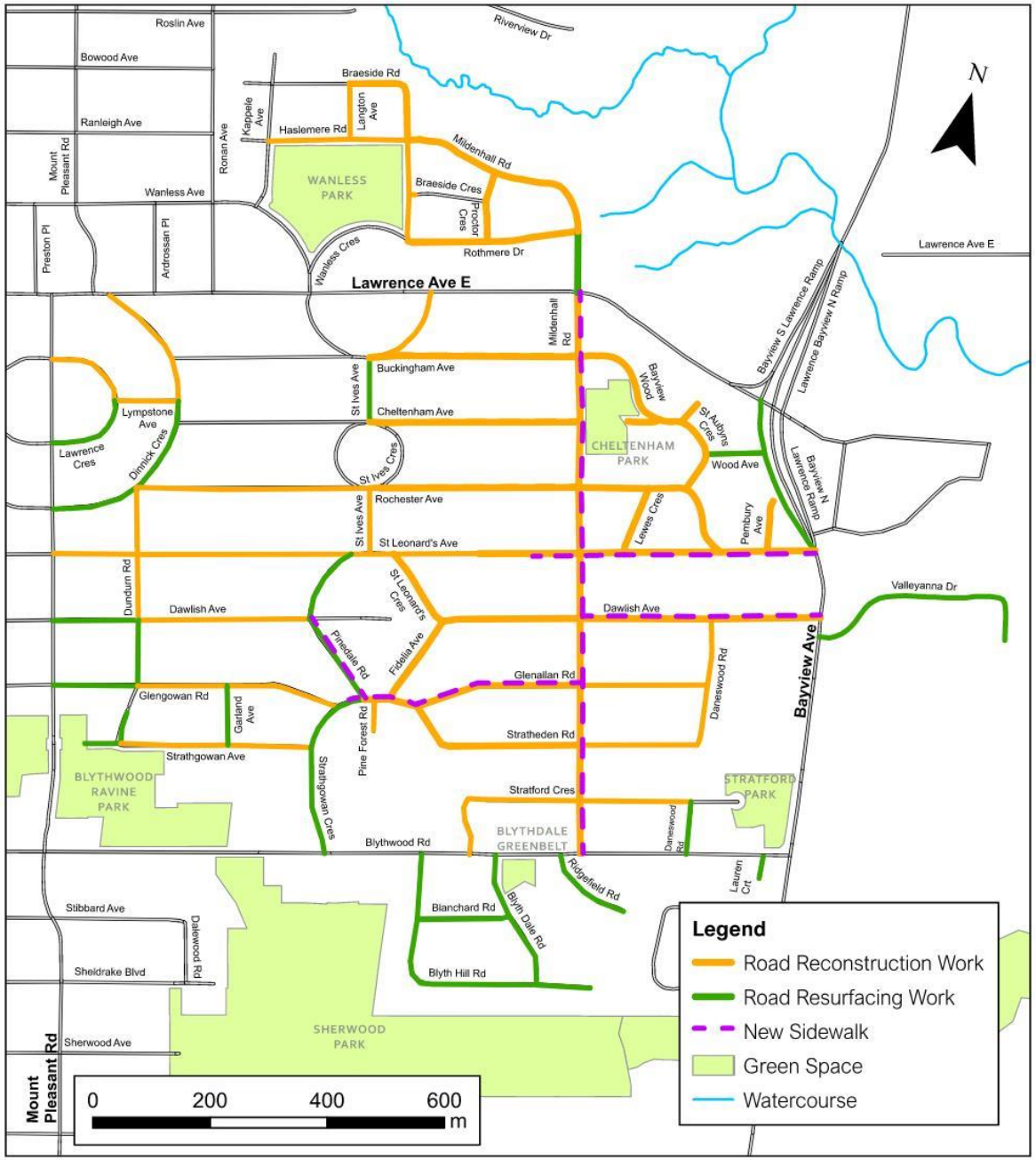
Vehicle Speeds: Planned Changes

- Roads that are being reconstructed (shown in orange) will be considered for narrowing and shifted alignment (e.g. chicanes).
- Changes to the width and design of the roadways contribute to lower vehicle speeds and improved compliance with the speed limit.
- In addition, narrowing the road width and shifting road alignment provide an opportunity to accommodate mature trees and minimize tree loss.



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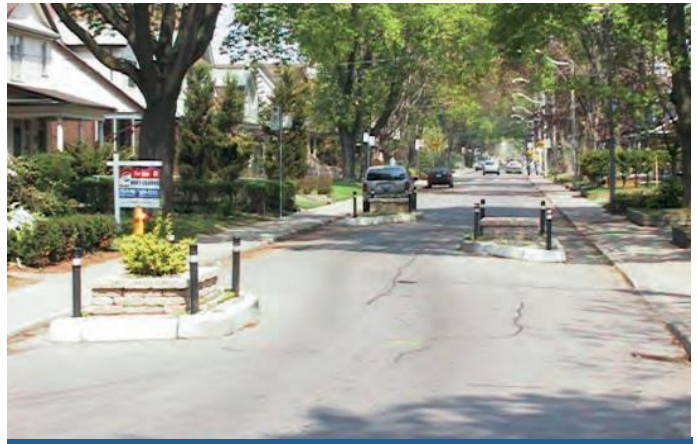
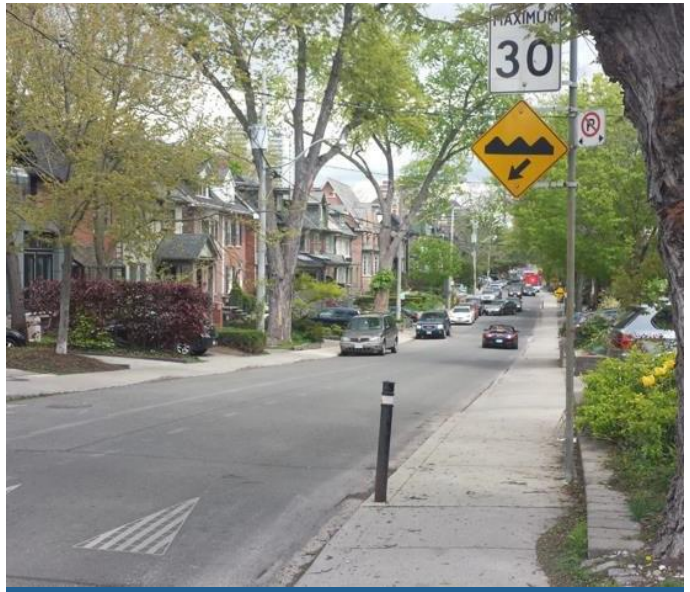
Vehicle Speeds: Further Changes Considered

Speed management tools are installed on a road to reduce the speeds at which vehicles travel, to discourage through traffic, to improve road safety, and to improve comfort levels for all road users. The following speed management options were considered:

In-Road Flexible Speed Signs



Chicanes



Speed Humps

Community Feedback on Recommendations

Traffic calming was supported by many participants, with a preference for speed humps.

Participants who did not support speed management measures raised concerns about impact to parking, snow clearing, emergency response times, noise and intermittent speeding.

Consultation Activities

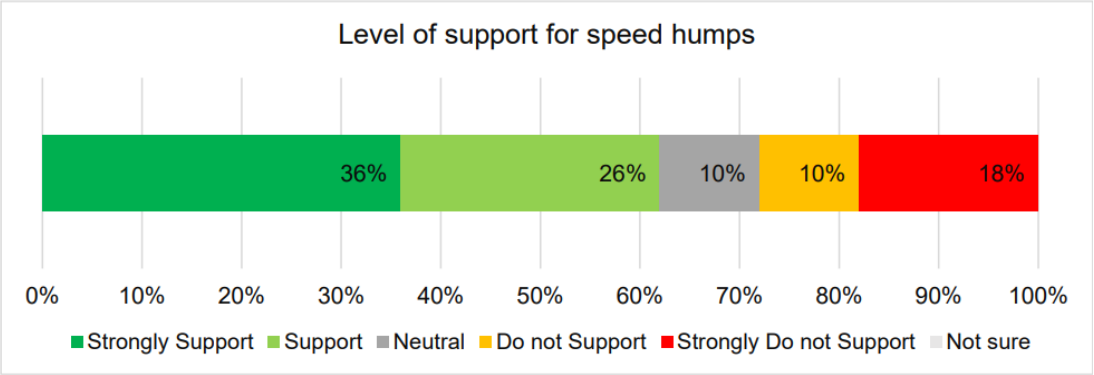
Public and community interest group feedback was received through:

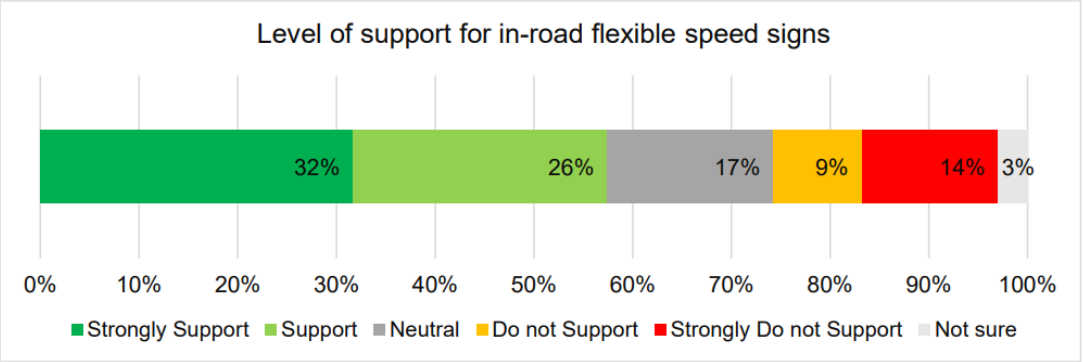
- Virtual Public Meeting, June 25, 2024
- Online Survey June 10 – July 19 2024
- Email, Phone and Mail June 10 – July 19 2024

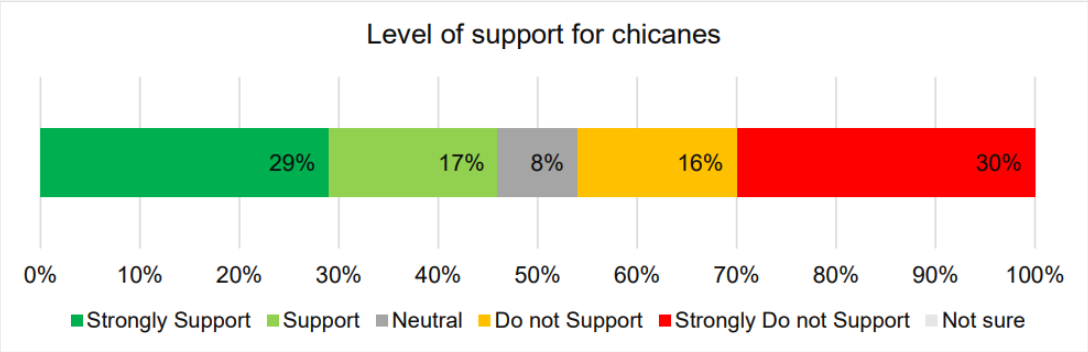
Notification

A variety of methods were used to notify people of opportunities to participate:

- Project web page toronto.ca/LawrenceParkTP
- Notice delivered through Canada Post
- E-mail notification to project list subscribers
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials







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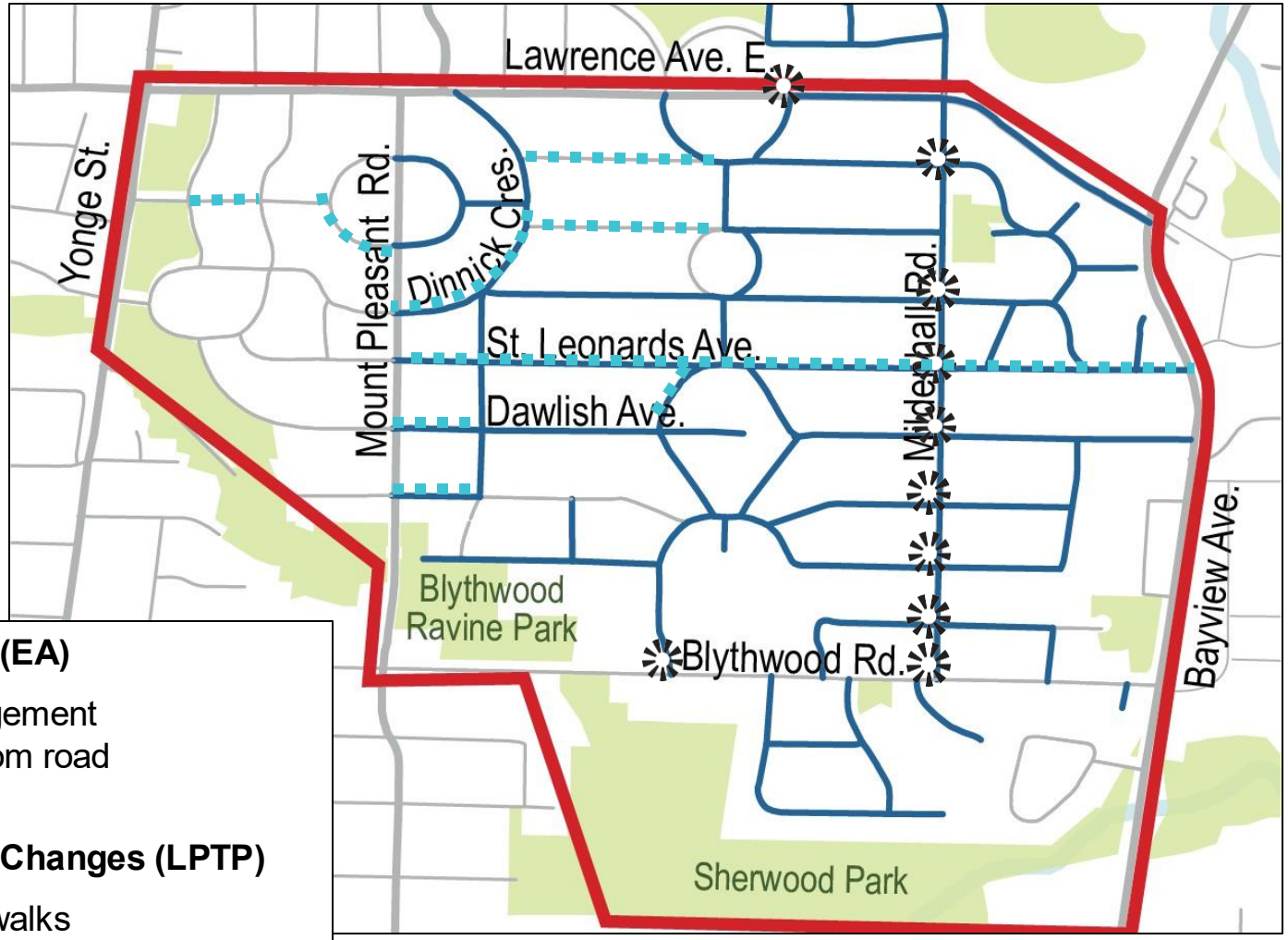
LPTP Final Recommendations

Final recommendations build on the road design changes approved through the 2018 Basement Flooding & Road Improvement EA

Final recommendations

- Raised crosswalks
- Speed humps



Planned Changes (EA)

Speed management anticipated from road redesign

Proposed Further Changes (LPTP)

Raised crosswalks

Speed humps

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Changes Not Recommended

The following changes were considered but not recommended:

- In-road flexible speed signs, a speed management alternative to speed humps
- Conversion of two-way streets to one-way streets
- New turn restrictions
- Traffic control signals at Wanless Crescent and Lawrence Avenue East

Update on the Traffic control signals at Wanless Crescent and Lawrence Avenue East

- The intersection did not satisfy criteria for new traffic signal
- North York Community Council referred the item back to staff for further investigation, using new traffic counts to be collected in Spring 2025
- The City is currently developing new policies and guidelines for pedestrian crossings, including expanding use of intersection pedestrian signal (IPS*), also known as “half-signals”
- Staff will report to North York Community Council with an updated recommendation once new data is collected and policies are adopted by City Council.

LPTP Report Recommendations

	Community Council or Council Decision Required	Additional Proposed Changes
Implemented by Contract 1, Basement Flooding & Road Improvement Project	• 10 speed humps on St. Leonard's Avenue (east of St. Ives Avenue)	• Raised pedestrian across southeast leg of Wanless Crescent at Lawrence Avenue East • Raised pedestrian crossings along Mildenhall Road
Implemented by Contract 2, Basement Flooding & Road Improvement Project	• 3 speed humps Buckingham Avenue (west of St. Ives Avenue) • 4 speed humps on Cheltenham Avenue (west of St. Ives Avenue) • 4 speed humps on Dinnick Crescent • 1 speed hump on Glengowan Road • 2 speed humps on Lawrence Crescent • 1 speed hump on Lympstone Avenue • 11 speed humps on St. Leonard's Avenue (west of St. Ives Avenue) • 1 speed hump on St. Leonard's Crescent • 8 speed humps on Dawlish Avenue *Some speed humps in Contract Area 2 will be considered for installation on existing roads in the interim period, before road reconstruction, as timelines are confirmed.*	• Raised pedestrian crossings along remainder of Mildenhall Road • Raised pedestrian crossing at Blythwood Road and Strathgowan Crescent

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Next Steps

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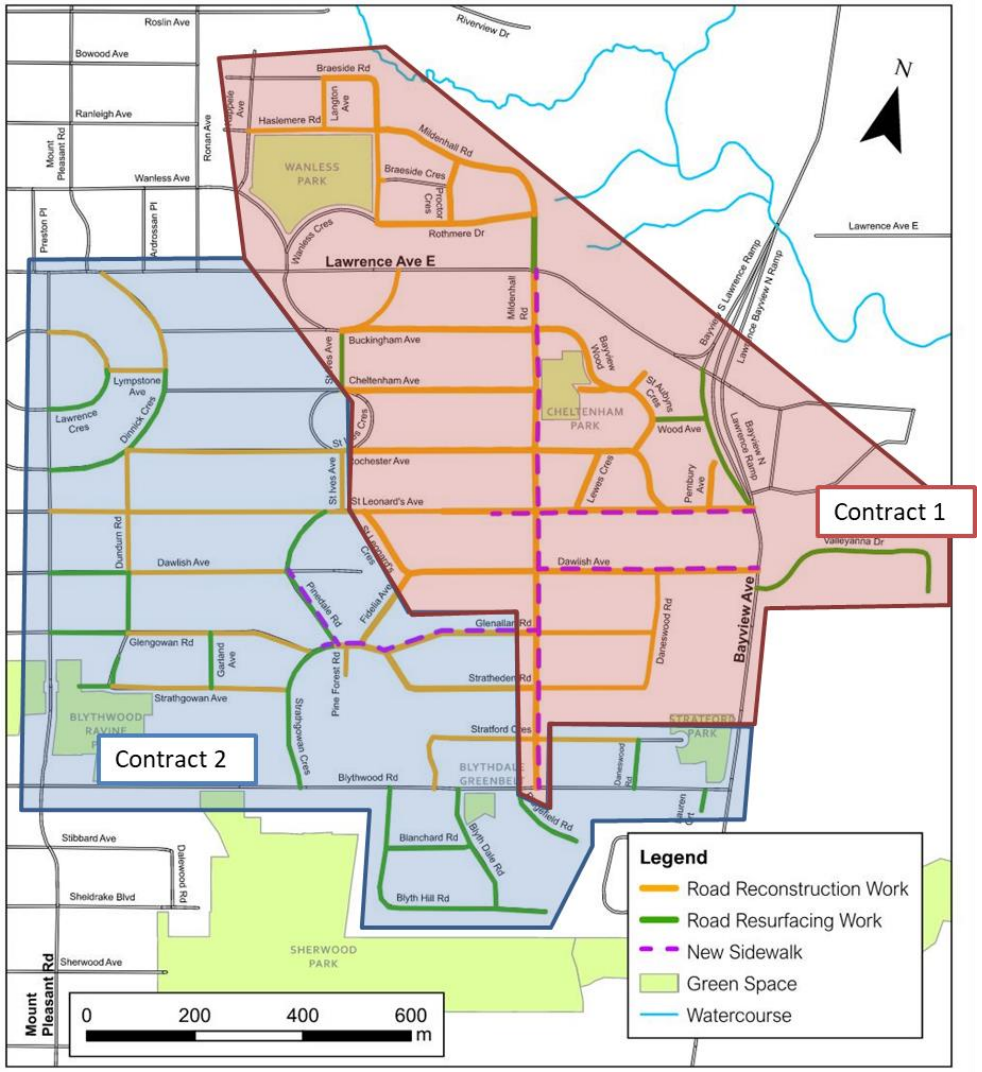
Implementing road and infrastructure improvements

- Design and construction will be carried out in two phases (Contract 1 and Contract 2), which correspond to two areas of the neighbourhood.
- Preliminary engineering design work for Phase 1 has begun.
- Public engagement on detailed design and construction is expected to begin in Fall 2025 and continue through construction.
- Phase 1 construction is anticipated to begin in 2027.



Where We Are

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Q&A

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Thank you!

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