Leaside Traffic Calming Plan - Next Steps

LPOA Annual General Meeting

December 10, 2018

Leaside Gardens

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Outline

- **Traffic Calming Plan:**
  - Objectives
  - Process
  - Principles
  - Proposed Plan
  - Estimated Cost
- **Implementation Strategy**
- **Post-Implementation Monitoring**
- **Next Steps**

History of Leaside's Traffic Problems

- **Local traffic problems due to central location and "missing links"**
- **Recorded studies date back to the early 1970's**
- **Traffic concerns exacerbated in recent years by:**
  - Redevelopment of legacy industrial properties and lands along Eglinton Avenue
  - Construction of Eglinton Crosstown LRT
  - Construction on major arterial roads in the area

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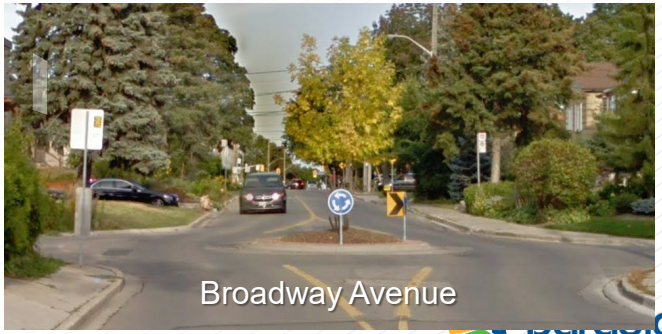
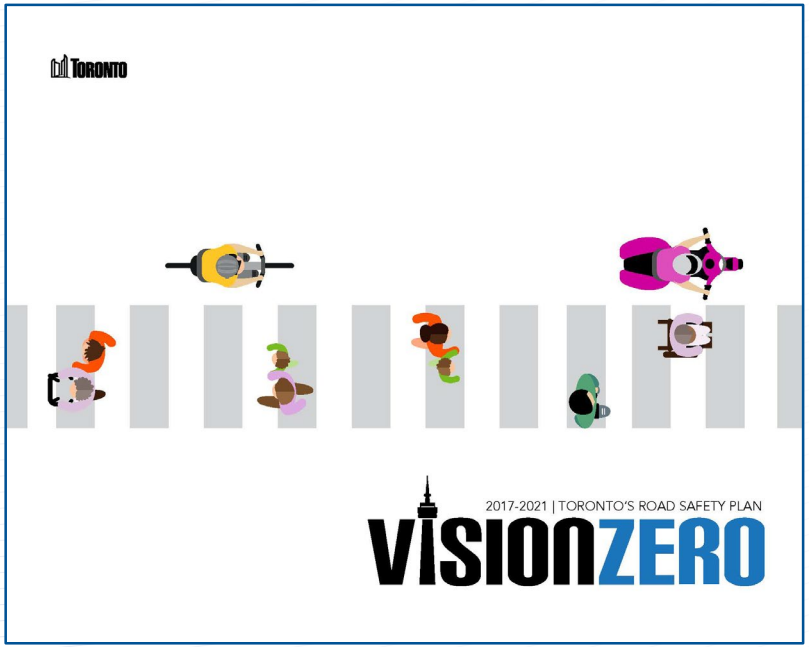
Leaside is not alone … traffic calming nearby



Road safety is a concern in Toronto …



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Traffic Calming Plan – Objectives

- Make streets safer for vulnerable road users (pedestrians, cyclists)
- Discourage traffic infiltration
- Avoid displacing through traffic to adjacent streets
- Encourage and facilitate other travel modes (transit, cycling, walking)
- Maintain and enhance neighbourhood character and quality of life


Kildaur Rd
Glenvale Blvd
Killdeer Crescent
Erskine Ave
Annesley Ave
Beaufield Ave
Parkhill Crescent
Fairfield Rd
Roehampton Ave
Rowley Ave
Glenayr Ave
Divadale Dr
Donlea Dr
Eglinton Ave E
Falcon St
Hoyle Ave
Mann Ave
Parklea Dr
Soudan Ave
Parkhurst Blvd
Vanderhoof Ave
Research Rd
Hillsdale Ave E
Wicksteed Ave
Manor Rd E
Tilson Rd
Boyton Rd
Balcourt Rd
Thurston Rd
Cleveland St
Cheston Rd
Donegall Dr
Sharon Dr
McRae Dr
Commercial Rd
Field Ave
Markham Ave
Beth Nealson Dr
Lea Ave
Kenrae Rd
Davisville Ave
Balliol St
Merton St
Bessborough Dr
Rumsey Rd
Airdrie Rd
Robin Rd
Randolph Rd
Southvale Dr
Leacrest Rd
Astor Ave
Canyarco Rd
Village Station Rd
Banigan Dr
Thorncliffe Park Dr
Redway Rd
Overlea Blvd
Millwood Rd
Moore Ave
Brendan Rd
Lumley Ave
Heath St E
Noel Ave
© 2015 Google
Don Valley Pkwy
LEGEND
Study Area Boundary

Traffic Calming Plan – Process

Identify Issues

- Data Collection
- Community Meeting 1 (Workshop) (June 2016)
- Problem Statement

Develop Solutions

- Potential Solutions
- Community Meeting 2 (LPOA AGM) (November 2016)
- Preliminary Traffic Calming Plan

Recommend Approach

- Community Meetings 3 (March 2017)
- Proposed Traffic Calming Plan
- Implementation Strategy

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Traffic Calming Plan – Principles

- Area-wide plan for entire Leaside residential neighbourhood, with special consideration of school areas (5) and parks
- Comprehensive long-term strategy, implemented over multiple years
- Emphasis on physical measures (roadway changes), supplemented by traffic control devices (signs and markings) and electronic enforcement
- Removable trial measures, if successful become permanent

Traffic Calming Plan – Proposed Plan

- **Measures represented pictorially**
- **Exact location to be confirmed through design and construction**

LEGEND:


Speed Cushions


Bicycle Lanes


Crosswalk Improvements


Raised Crosswalk


Red Light Camera/Photo Radar


Gateway Feature/Curb Radius Reduction

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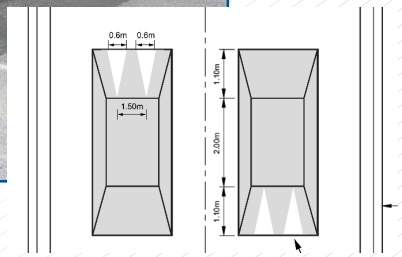
Traffic Calming Plan – Proposed Plan (Physical Measures)

- **Speed Cushions:**
  - Similar to speed hump, but does not cover entire width of road
  - Wider wheel base on transit and emergency vehicles allows them to pass over
  - Drivers reduce speed as they navigate cushion
  - On residential through streets approximately 250m apart



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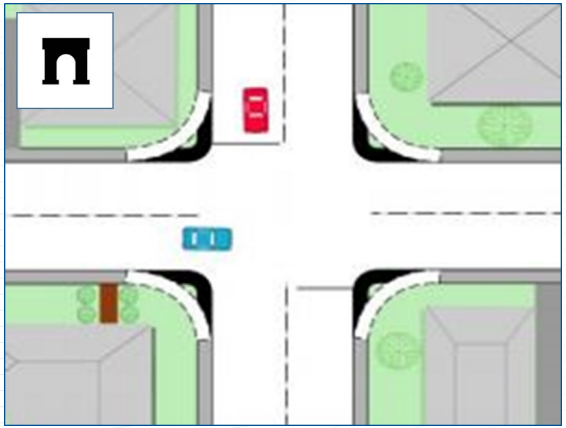
Traffic Calming Plan – Proposed Plan (Physical Measures)

- **Raised Crosswalk:**
  - Crossing at height of sidewalk, opportunity to narrow road with curb extensions
  - Speed table, slows vehicles
  - Enhanced pedestrian network
  - Locations with higher pedestrian activity

Traffic Calming Plan – Proposed Plan (Physical Measures)

- **Gateway Feature (signs, raised crosswalk and curb radius reduction):**
  - Drivers alerted to entering residential neighbourhood, behaviour needs to change



Traffic Calming Plan – Proposed Plan (Traffic Control Devices)

- **Speed Limit Reduction:**
  - Area-wide speed limit of 30 km/h on all roads, including collectors
  - Signs required on all roads entering Leaside

Traffic Calming Plan – Proposed Plan (Traffic Control Devices)

- **Crosswalk Markings:**
  - New ladder crosswalk markings
  - Refresh of markings where required
  - Drivers alerted to presence of pedestrians, lowering vehicle speed

Traffic Calming Plan – Proposed Plan (Traffic Control Devices)

- **Bicycle Lanes:**
  - Implementation consistent with City of Toronto Cycling Network Ten Year Plan
  - Narrows the travel lane, reducing vehicle speed

Traffic Calming Plan – Proposed Plan (Electronic Enforcement)

- **Photo Radar:**
  - All school zones
  - Community Safety Zones near parks, community centres and libraries

- **Red Light Cameras:**
  - Major signalized intersections to reduce red light running

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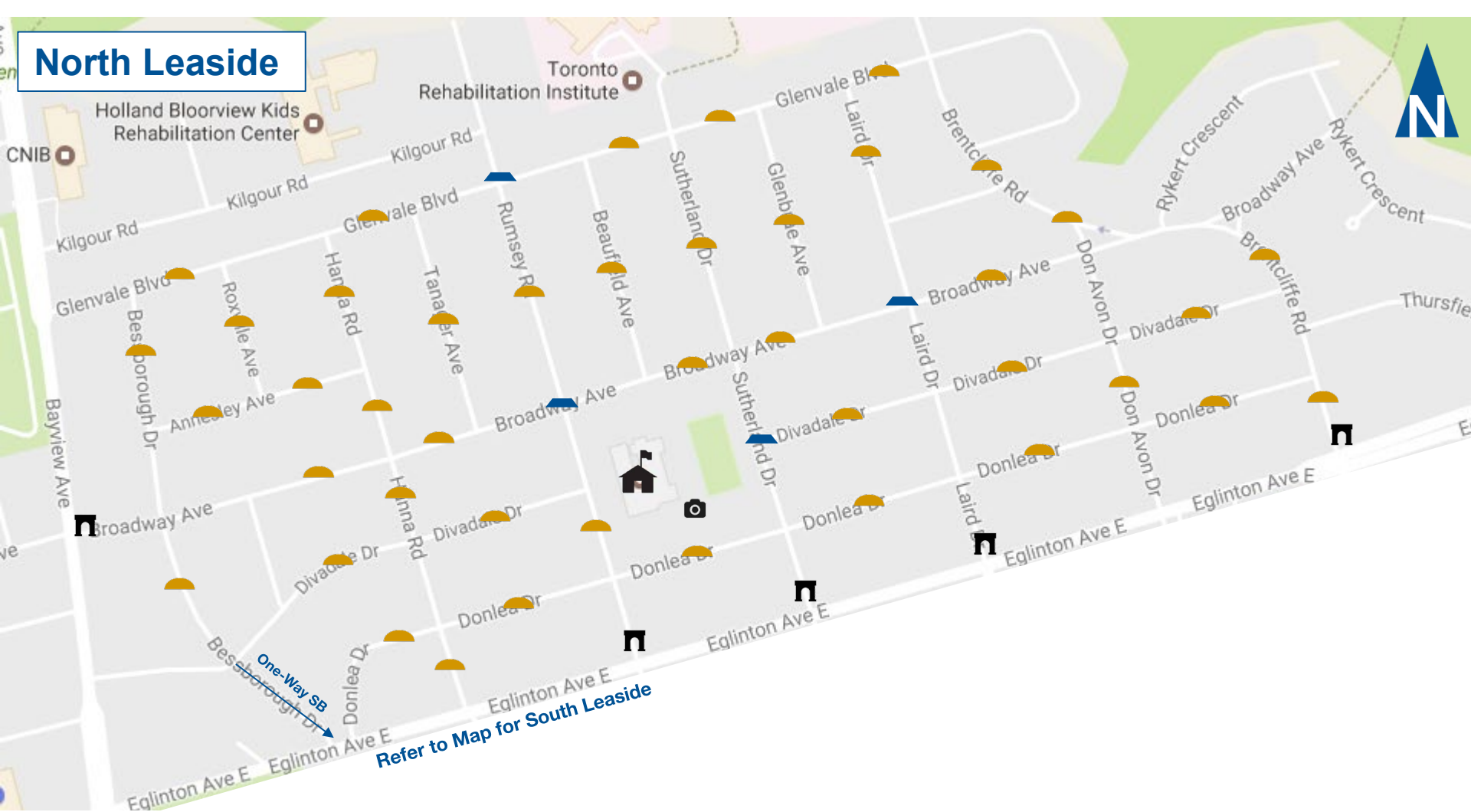
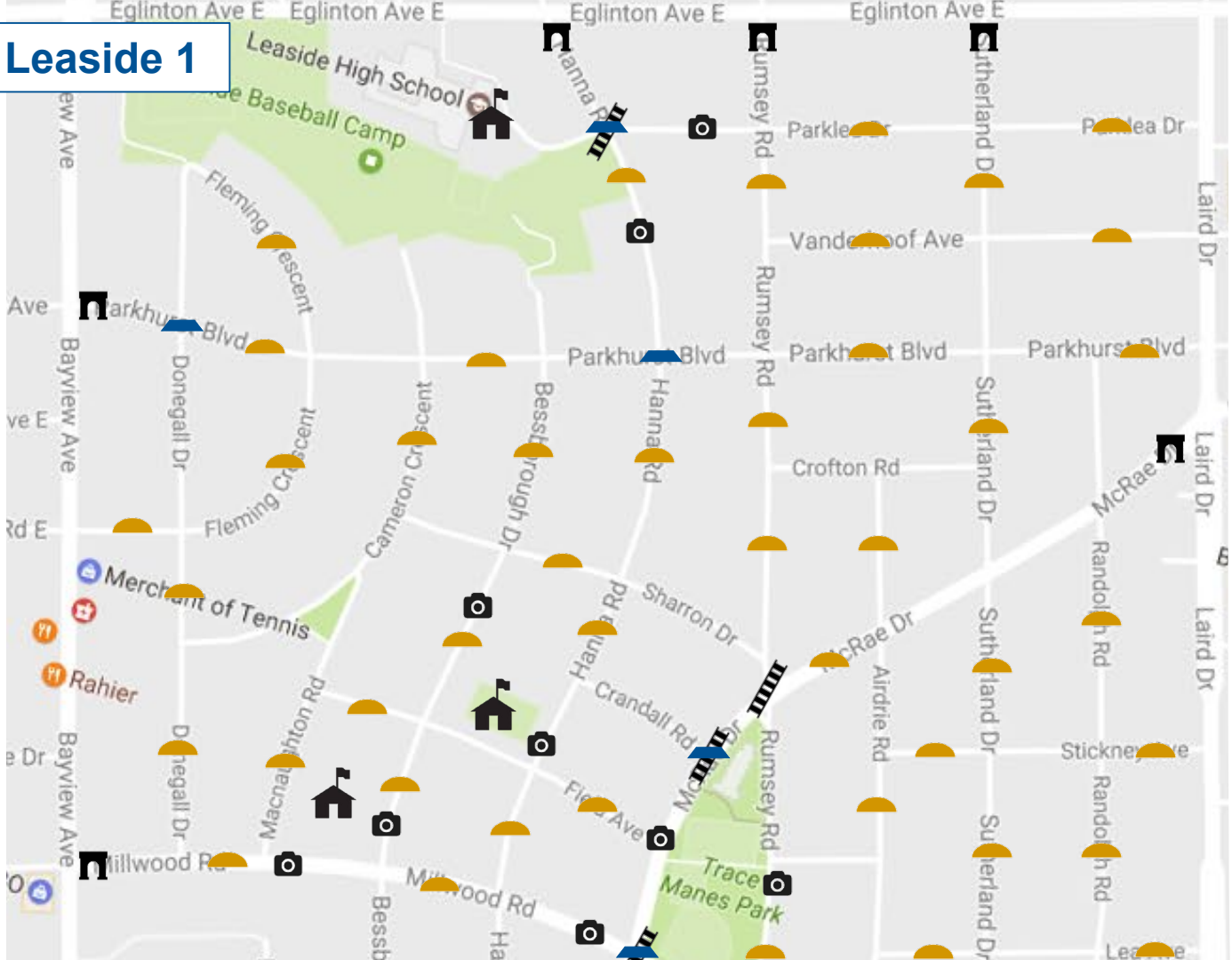
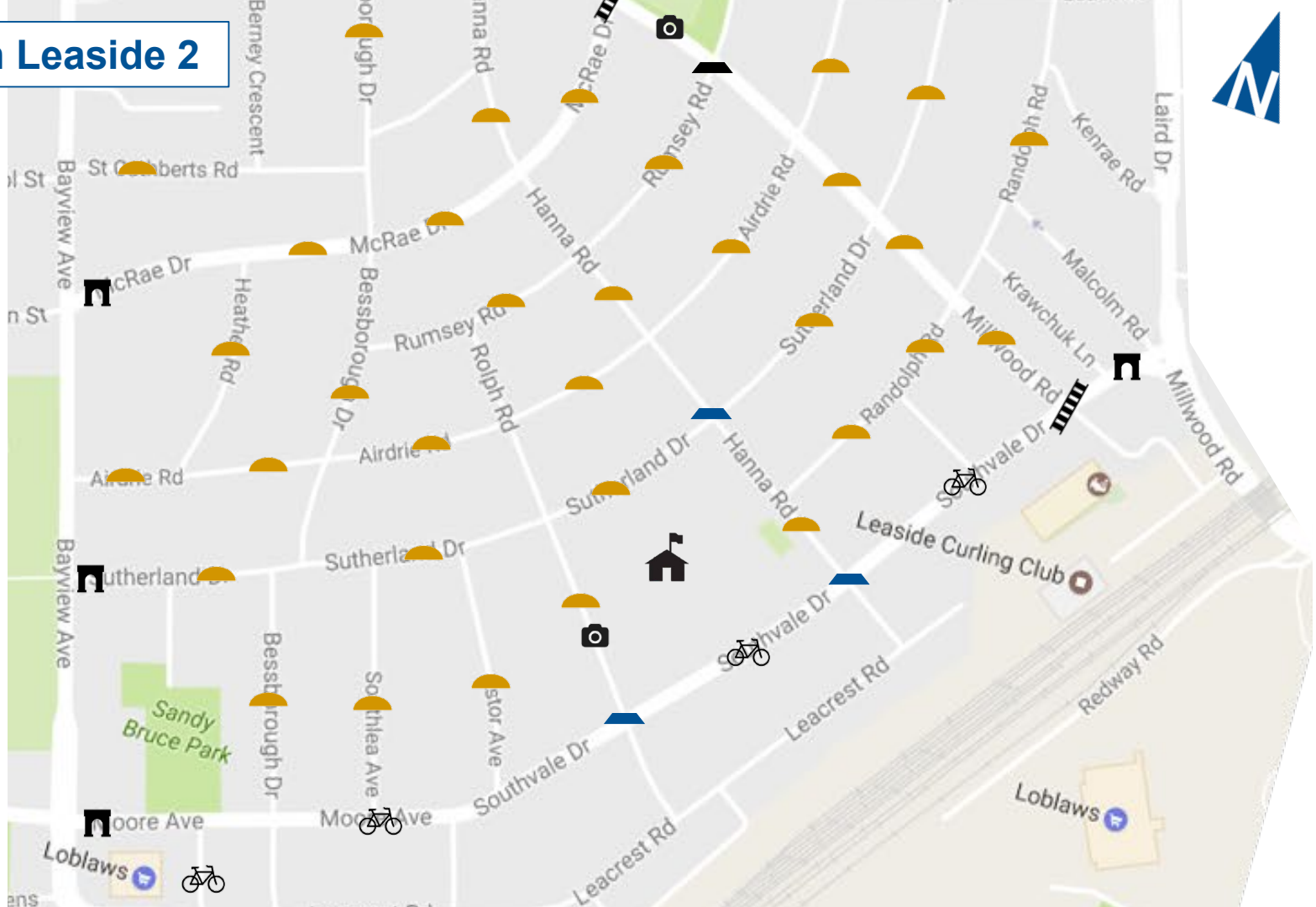

North Leaside
Toronto Rehabilitation Institute
Holland Bloorview Kids Rehabilitation Center
CNIB
Kilgour Rd
Glenvale Blvd
Rumsey Rd
Beaufield Ave
Sutherland Dr
Glenvale Ave
Laird Dr
Brentcliffe Rd
Rykert Crescent
Broadway Ave
Don Avon Dr
Divadale Dr
Donlea Dr
Eglinton Ave E
Bayview Ave
Besborough Dr
Roxborough Ave
Hanna Rd
Tanager Ave
Annesley Ave
One-Way SB
Refer to Map for South Leaside

South Leaside 1



South Leaside 2



Traffic Calming Plan – Estimated Cost*

Measure	Unit Cost	Locations	Total Cost
Speed Cushions	$ 4,000	119	$ 476,000
Bicycle Lanes (kilometres)	$ 40,000	1.2	$ 48,000
Crosswalk Improvements	$ 9,000	4	$ 36,000
Raised Crosswalk	$ 30,000	12	$ 360,000
Red Light Camera/Photo Radar	$ 100,000	2	$ 200,000
- Housing Equipment Only	$ 25,000	10	$ 250,000
Gateway Feature (Signs, Raised Crosswalk and Curb Radius Reduction)	$ 50,000	22	$ 1,100,000
One-Way Conversion	$ 28,000	1	$ 28,000
30 km/h Speed Limit Signs	$ 500	28	$ 14,000
		TOTAL	**$ 2,512,000**

* Order of magnitude cost estimates based on best available unit cost data. More detailed cost estimate will be prepared prior to implementation. Does not include ongoing maintenance costs.

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Implementation Strategy

- **Although preferred, unlikely sufficient funding available to implement entire plan initially**
- **Prioritize implementation based on:**
  1. Schools (5), Parks (3) and Community Facilities (1)
  2. Gateway Entrances to the neighbourhood
  3. “Concentric Circles” – Measures installed on all roads, moving from neighbourhood boundary to centre of community as funding becomes available
- **Incorporate with construction projects, primarily physical measures**


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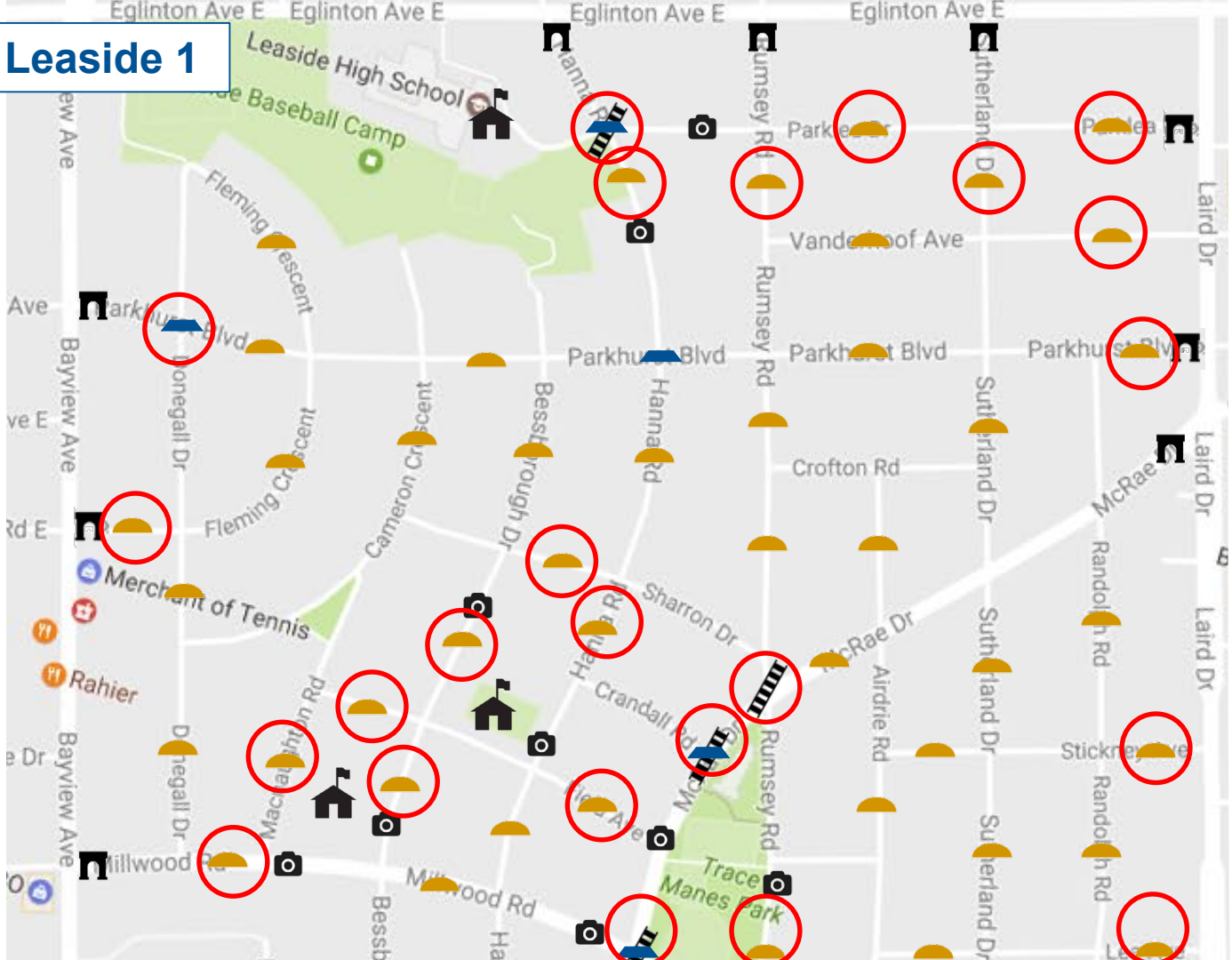
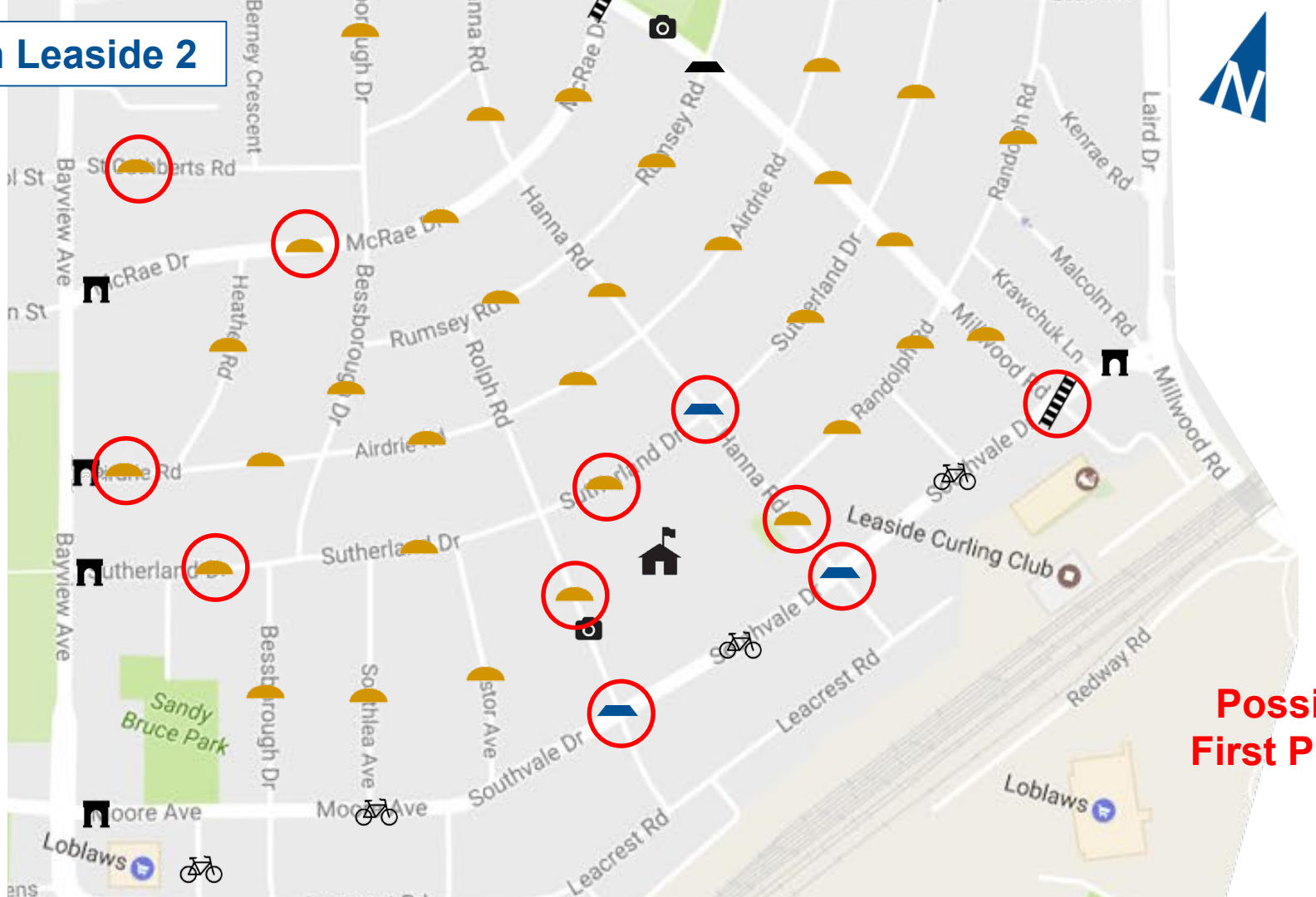
One-Way SB
Refer to Map for South Leaside
Possible First Phase

South Leaside 1



Possible First Phase

South Leaside 2



Possible First Phase

Traffic Calming Plan – Possible First Phase Estimated Cost*

Measure	Unit Cost	Locations	Total Cost
Speed Cushions	$ 4,000	35	$ 140,000
Crosswalk Improvements	$ 9,000	4	$ 36,000
Raised Crosswalk	$ 30,000	9	$ 270,000
Gateway Feature:			
- Priority Locations (Signs, Raised Crosswalk and Curb Radius Reduction)	$ 50,000	5	$ 250,000
- Other Locations (Signs and Temporary Curb Radius Reduction)	$ 3,000	17	$ 51,000
30 km/h Speed Limit Signs	$ 500	28	$ 14,000
		TOTAL	**$ 761,000**

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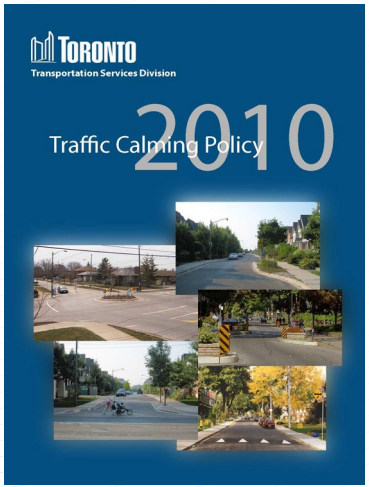
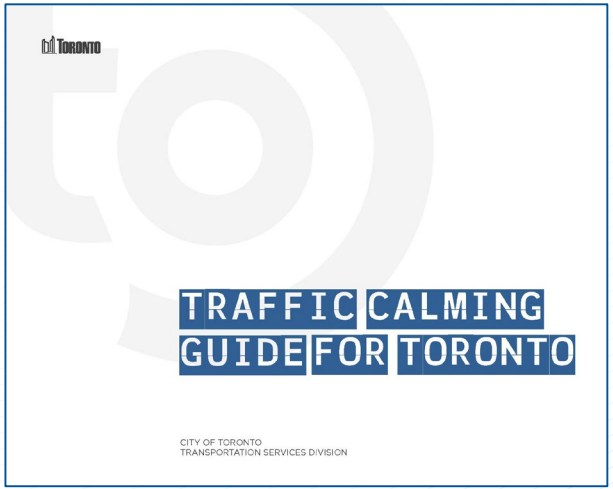
Implementation Strategy

- **Implementation requires City of Toronto approval and action**
- **Follow City Council-approved Traffic Calming Policy:**
  - Clarification on certain elements needed





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Post-Implementation Monitoring

- **Ensure measures are achieving desired objectives**
- **Identify need for any refinements to the plan**
- **Evaluation should address:**
  - Were the stated project objectives met?
  - What is the nature and extent of secondary impacts, if any?
- **Monitoring and evaluation should occur after traffic patterns stabilize and road users become accustomed to traffic calming measures**

Post-Implementation Monitoring

- **Recommended monitoring process:**
  1. Collect quantitative data (traffic speeds and volumes) for base year
  2. Collect and analyze data following implementation(s)
  3. Invite public and stakeholders to comment
  4. Publish evaluation report with any recommended adjustments
  5. Undertake minor revisions to traffic calming measures

Next Steps

- **Request City of Toronto feedback/position on:**
  - Traffic Cushions
  - Electronic Enforcement
  - Gateway Signing
  - Corner Radii Reductions
  - Application of Traffic Calming Process/Procedures
- **Refine Traffic Calming Plan and implementation strategy**
- **Submit plan and strategy to City**
- **Develop and initiate monitoring program**

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