

Wallace Emerson Neighbourhood Streets Plan

Public Drop-In Event

March 25, 2024

6 – 8 p.m.



Project Background

The Wallace Emerson Neighbourhood Streets Plan (NSP) was established to identify, prioritize and recommend improvements to traffic operations and street design to improve local streets and create a safer neighbourhood.

The study considered traffic calming, Vision Zero, and Complete Streets measures to address community concerns around:

- Motor vehicle volume on local roads
- Speeding on local roads
- Traffic conditions near local schools
- Safety of vulnerable road users

There are several steps we need to take to develop a plan.

Activity	Timeline
Background reporting & initial data collection	Fall 2022
Community consultation on issues & opportunities	Winter 2023
Develop feasible recommendations	Summer-Fall 2023
Community consultation on proposed changes	Winter 2024 We Are Here
Staff report to Community Council	Spring 2024
Implementation, monitoring, & evaluation	Summer 2024+

Community-Identified Issues & Ideas

In the first phase of consultation mapping exercises were conducted at a public drop-in event and through an interactive online tool. This exercise resulted in 414 comments.

What we heard:

- Community concern around the volume of motor vehicles using Wallace Avenue and other local streets as alternative to arterial roads;
- Support for traffic calming measures to slow down motor vehicles on local streets and improve safety for vulnerable road users;
- A desire for better cycling connectivity within the neighbourhood and safe routes to access the neighbourhood; and,
- Poor compliance with stop signs at local intersections.



Data Collection

Data that has been collected to support the development of this plan includes:



Traffic data such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Used to identify issues, confirm community reported issues, and determine appropriate changes.



Collision data collected by Toronto Police Services. Focused on collisions involving vulnerable road users (seniors, school children, and people walking, rolling and cycling) and on collisions resulting in death or serious injury.



Reports and requests from the public and local Councillor. Calls to 311 about traffic operations and road safety, as well as comments collected from the first phase of consultation.



Site visits and observations in the neighbourhood.

10-year Collision History

A review of the 10-year collision history in the neighbourhood shows:

- **25** collisions resulting in death or serious injury (killed or serious injury collisions [KSI])
- **256** collisions involving a pedestrian or person cycling (vulnerable road user collisions [VRU])
- Majority of KSI collisions occur at intersections (20 of 25)
- VRU involved collisions on local streets are most common at intersections



City Design Guidelines

The City has guidelines that are used to improve the design of streets for all road users.

Traffic Calming

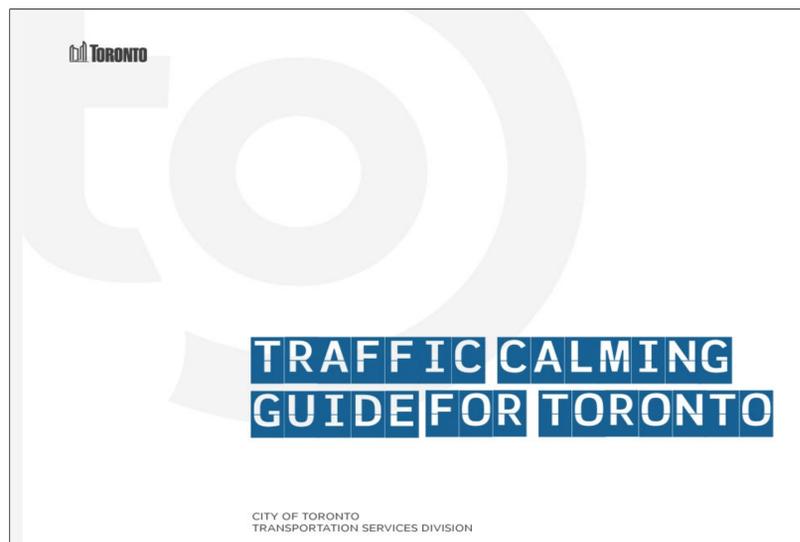
Physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.

Vision Zero

An action plan & measures focused on reducing traffic-related fatalities and serious injuries on our streets.

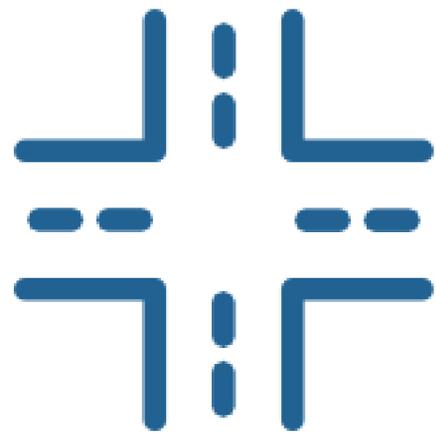
Complete Streets

Provide safe routes for people walking or cycling, expand our tree canopy, and help manage storm water.



Plan Components

This NSP includes recommendations across four different types of measures.



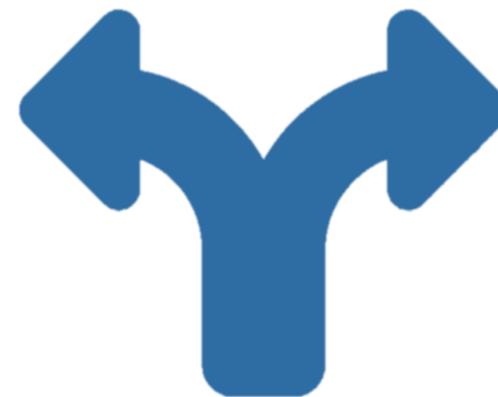
Road Safety

Conflicts between road users can be addressed through operational measures and through providing dedicated or protected space.



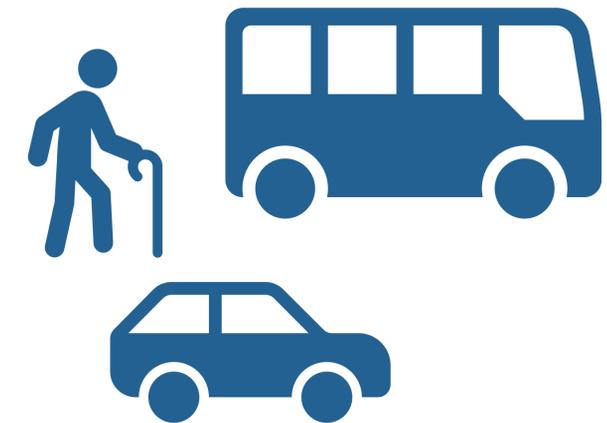
Speed Management

Speeds on neighbourhood streets can be reduced through operational measures and modifications to the built environment.



Volume Management

The number of people driving on a street can be managed with operational measures and modifications to the built environment.



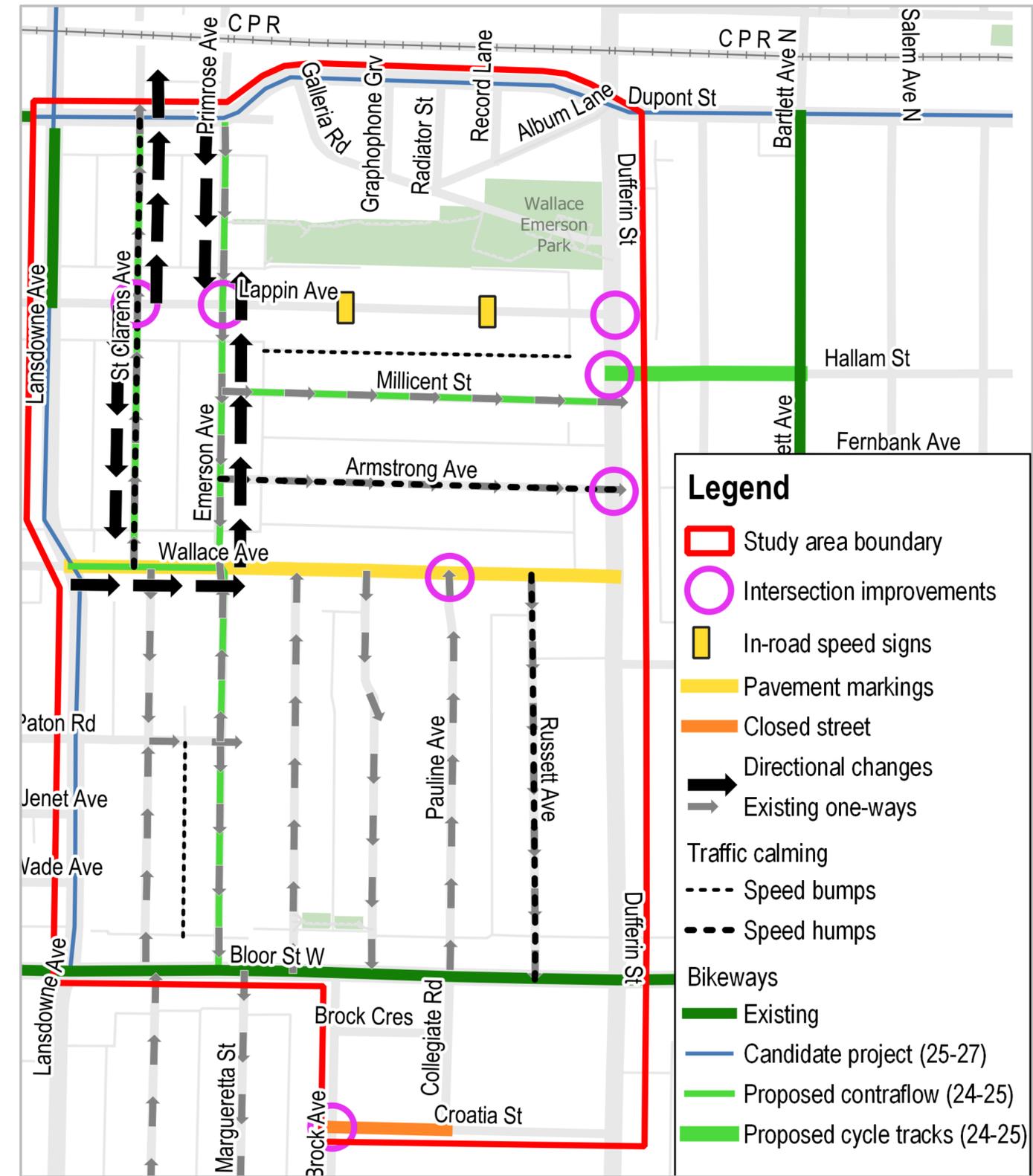
Mode Choice

Diverse transportation and travel options can reduce reliance on private motor vehicle use.

Summary of Recommendations

Recommendations of this NSP include:

- Intersection improvements along Dufferin Street and Lappin Avenue to reduce crossing distances and improve safety for vulnerable road users;
- Speed humps & in-road flexible speed sign to address speeding and to visually narrow wide roads;
- New pavement markings to better define lanes and clarify traffic operations on Wallace Avenue;
- Options for directional changes on St Clarens Avenue, Wallace Avenue, and Emerson Avenue to reduce through traffic on local streets;
- Contraflow bikeways on St Clarens Ave, Wallace Avenue, and Emerson Avenue to visually narrow roads and improve local access for people cycling;
- A new east-west cycling connection on Millicent Street and Hallam Street, from Emerson Avenue to Bartlett Avenue to connect to the existing cycling network
- Cycle tracks on Hallam Street, from Dufferin Street to Bartlett Avenue; and,
- Closure of Croatia Street to motor vehicles and activation for other uses, between Collegiate Road and Brock Avenue, pending the opening of Collegiate Road (expected 2026+)



Road Safety

What we heard:

- Intersections within the neighbourhood are not pedestrian-friendly
- Arterial roads around the neighbourhood feel unsafe to cross
- Poor motor vehicle compliance with road regulations, stop signs, etc.

What we found:

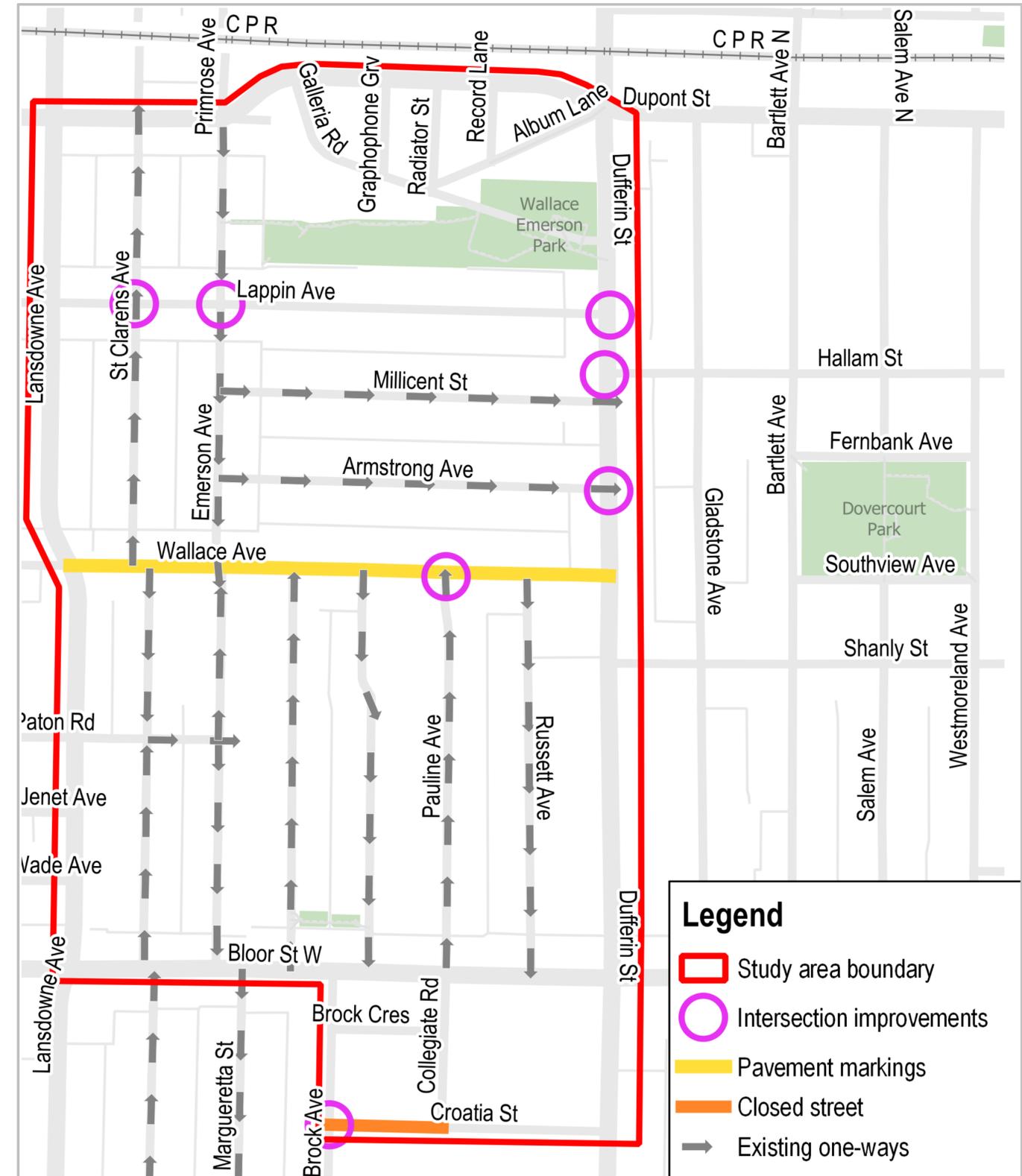
- Collision data from the past 10 years shows:
 - **25** collisions resulting in death or serious injury (killed or serious injury collisions) on arterial roads surrounding the neighbourhood
 - **256** collisions involving a pedestrian or person cycling (vulnerable road user collisions) on arterial roads surrounding the neighbourhood and local streets within the neighbourhood
- All streets have sidewalks on both sides
- Some intersections of neighbourhood streets have long crossing distances for pedestrians due to wide roads or offsets at the intersection

Proposed Road Safety Measures

Proposed measures include:

- Intersection safety improvements including zebra marking crosswalks and curb extensions to improve sightlines and reduce crossing distances
- Refreshed centrelines and pavement markings to clarify intended traffic operational patterns (e.g. Wallace Avenue)

Example Intersection Safety Improvement



Intersection Safety Improvements

Intersection safety improvements vary by location and could include:

- Curb extensions (bump-outs) which improve sightlines and reduce crossing distances
- High visibility crosswalks (zebra markings)
- Leading pedestrian intervals (pedestrian head starts) at signalized intersections
- Crossing guards at intersections with high volumes of school children

These changes could be implemented using flexible, temporary materials or permanent materials alongside planned road work.



Example of a curb extension with temporary, flexible materials



Example of a concrete curb extension with green infrastructure

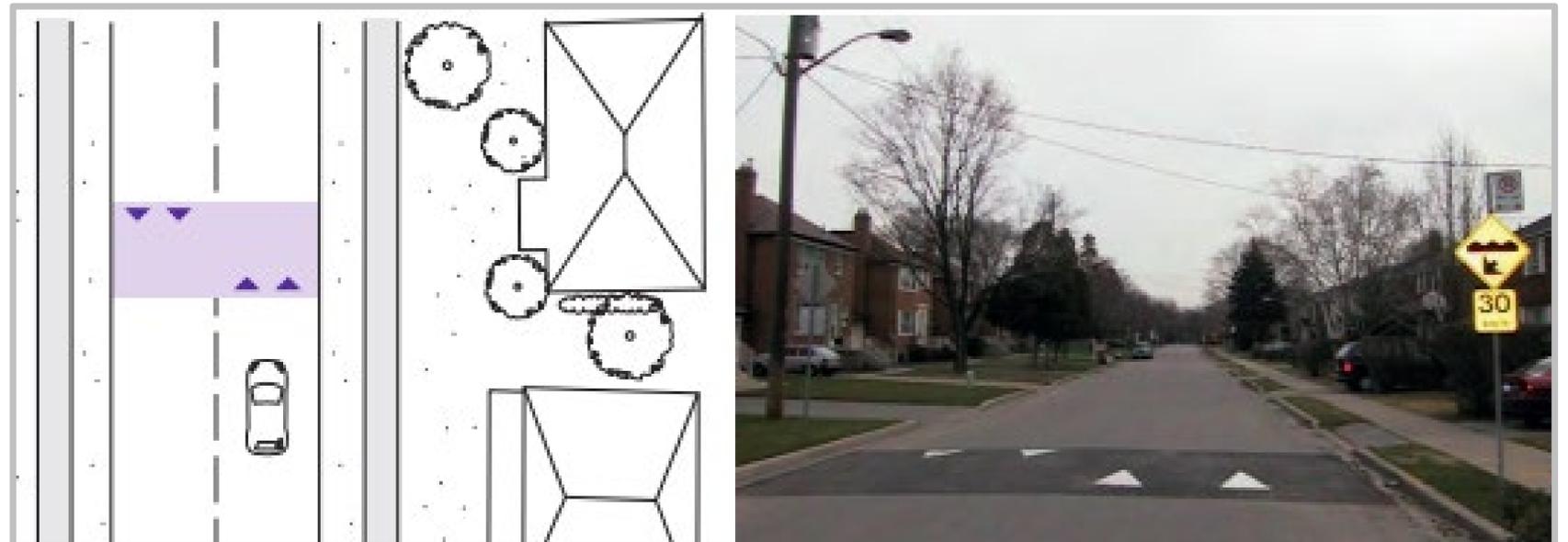
Speed Management

What we heard:

- Excessive speeding on local streets and arterial roads surrounding the neighbourhood
- People driving do not adhere to speed limits
- Requests for traffic calming measures

What we found:

- Most streets in the neighbourhood already have traffic calming measures (i.e. speed humps) and on these streets motor vehicles typically travel within 5 km/h of the posted speed limit
- Streets without existing speed humps see motor vehicles travel 8 km/h or more above the posted speed limit



Speed humps on a local street

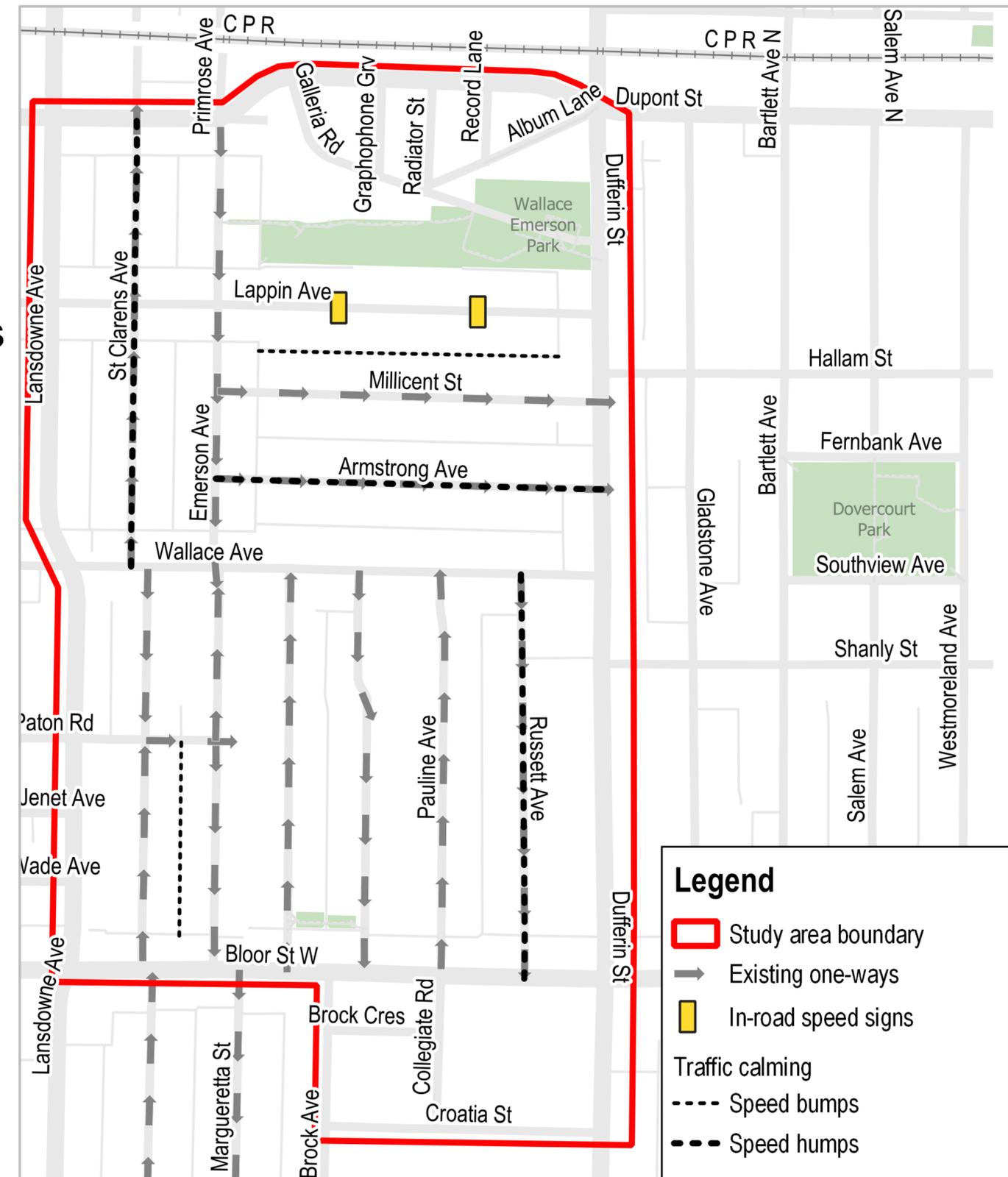
Proposed Speed Management Measures

Proposed measures include:

- **Speed humps** on local streets where the operating speed was found to be 8 km/h or more above the posted speed limit including Russett Avenue, St Clarens Avenue, and Armstrong Avenue.
- **Speed bumps** in laneways where the average speed is greater than 20km/h and there are more than 100 vehicle/day.
- **In-road flexible speed signs** on Lappin Ave to visually narrow the roadway which can reduce motor vehicle speeds and increase driver alertness.

Considerations

- Speed humps are a simple and effective measure at reducing speeds on local streets.
- Speed humps are designed to be comfortable to travel over at 30 km/h.
- In-road flexible speed signs serve as both a visual reminder of the posted speed limit and a physical device to slow motor vehicle speeds as they pass the sign.



Volume Management

What we heard:

- Excessive through traffic on local streets, primarily Wallace Avenue westbound
- Wayfinding apps direct motor vehicle drivers through neighbourhood
- Concern surrounding impact of future development on through traffic on local streets

What we found:

- Traffic studies suggest motor vehicle volumes on most streets are below the expected capacity for local streets
- Traffic studies were conducted in 2021, 2022, and 2023 and reflect up-to-date traffic patterns



Proposed Volume Management Measures

Option 1: No Directional Changes (considered)

- Maintaining existing travel directions on all neighbourhood streets

Considerations

- Observed volume on Wallace Avenue (~4,200 vehicles per day) is typically considered appropriate for Collector Roads like Wallace Avenue
- All locations along Wallace Avenue would remain accessible by motorists travelling in either direction
- Refreshed pavement markings along Wallace Avenue should help clarify local traffic operations



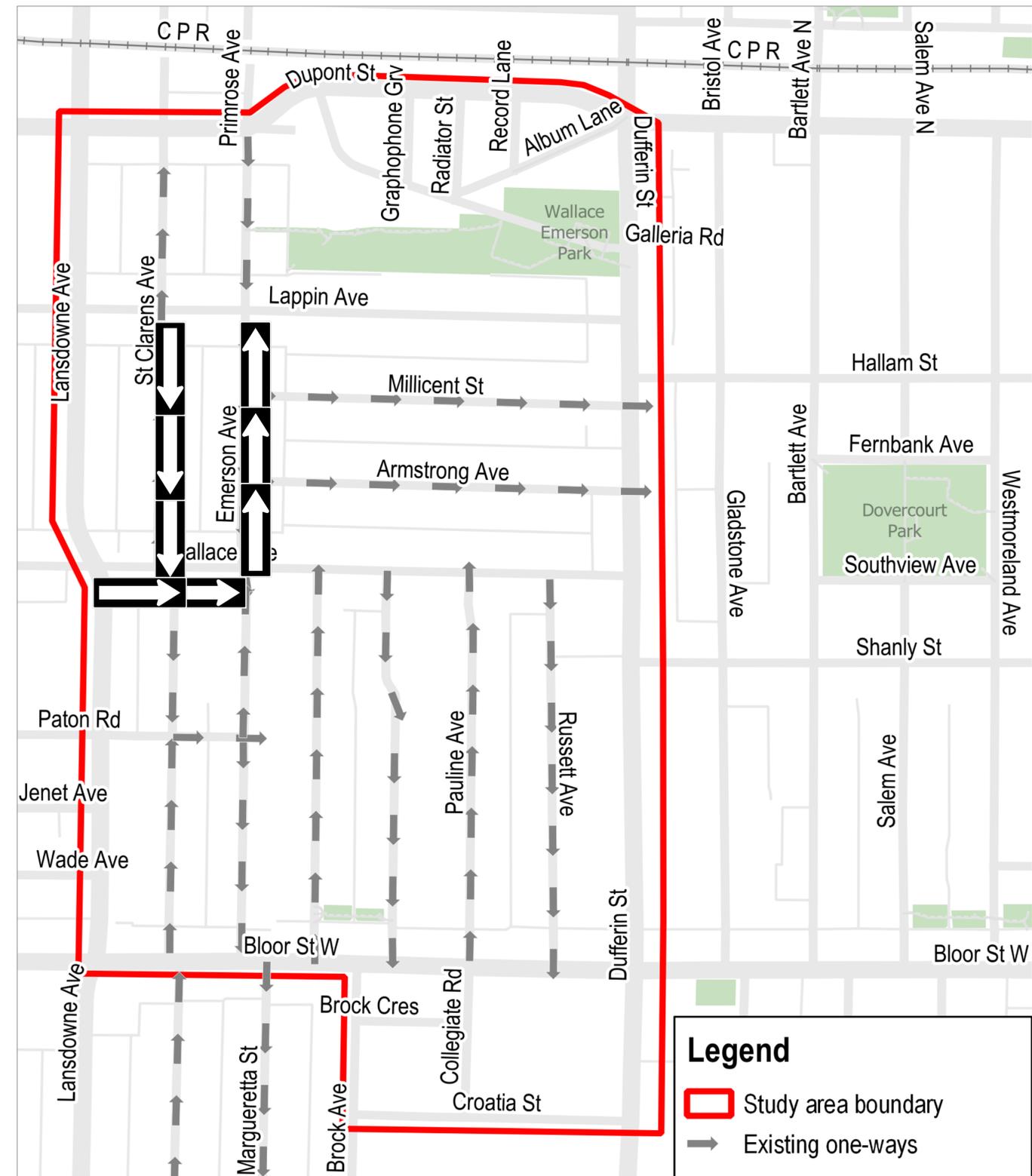
Proposed Volume Management Measures

Option 2: Directional Changes on Wallace Avenue, Emerson Avenue, St Clarens Avenue (recommended)

- Wallace Avenue converted from two-way to one-way eastbound between Lansdowne Avenue and Emerson Avenue
- Emerson Avenue converted to one-way northbound from Wallace Avenue to Lappin Avenue
- St Clarens Avenue converted to one-way southbound from Lappin Avenue to Wallace Avenue
- Contraflow bikeways added to one-way segments of Wallace Avenue, Emerson Avenue, and St Clarens Avenue to maintain access by bike

Considerations

- Addresses primary westbound and southbound through routes identified as issues by community
- Reduces motor vehicle volume to make streets suitable for painted contraflow and shared lane bikeways
- Access maintained for people cycling by addition of contraflow bikeways



Mode Choice

The City's **TransformTO Climate Change Action Plan** has committed to achieving 75% of trips under 5 kilometres being made by walking, cycling or transit.

Data from the 2016 Transportation Tomorrow Survey show that Wallace Emerson residents choose public transit, walking, and cycling more often (68%) than City of Toronto residents on average (45%) but is still below the 75% target.

Mode Share for trips under 5 km in Wallace Emerson & City of Toronto (2016)

Mode	Wallace Emerson	City-wide Average
Motor vehicle	21%	41%
Passenger in motor vehicle	11%	11%
Walking	21%	23%
Cycling	16%	4%
Transit	31%	18%
Other	<1%	3%

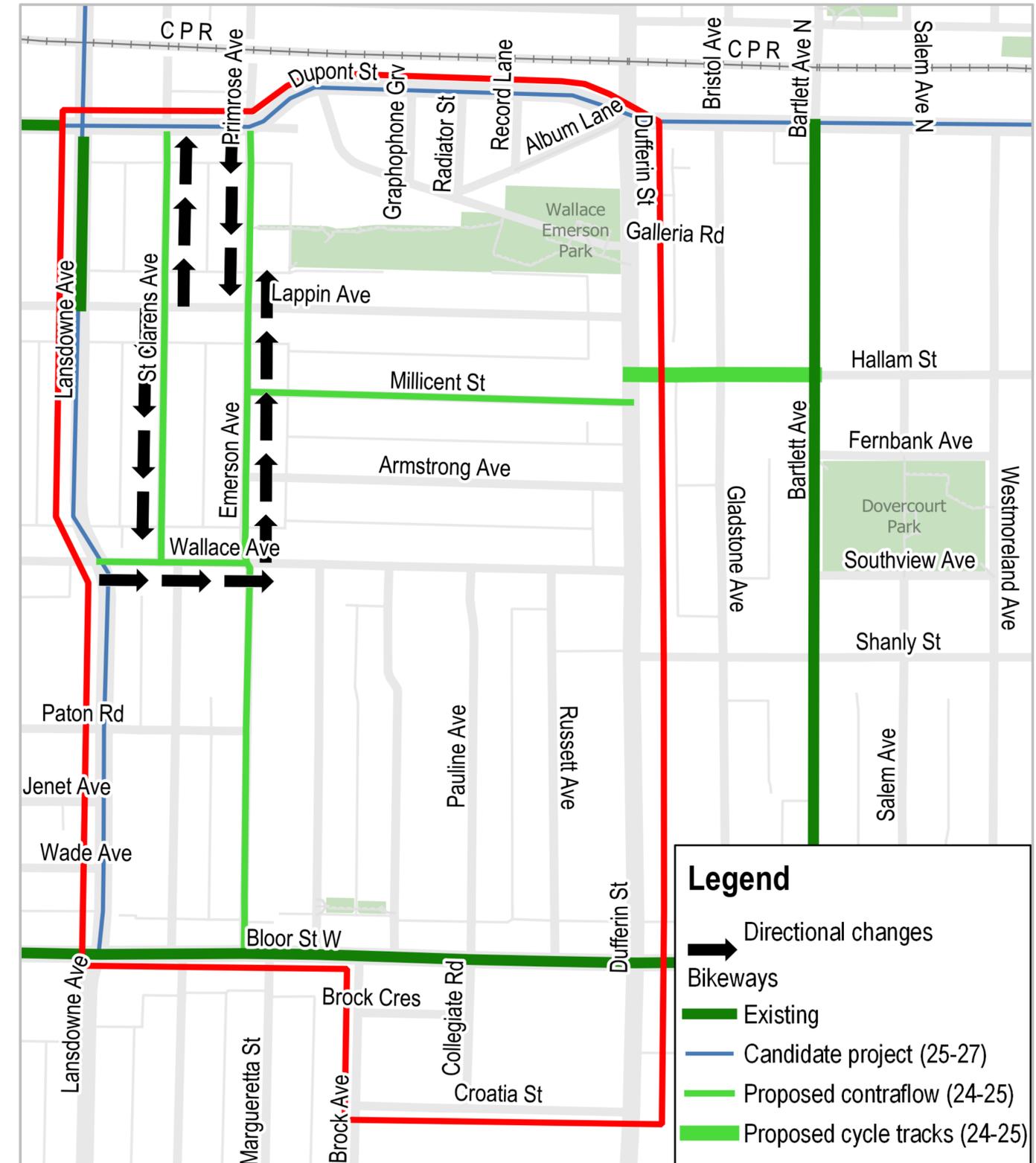
Proposed Active Transportation Measures

What we heard:

- One-way streets should include contraflows to allow cycling in both directions
- No safe and convenient way for people cycling to cross Dufferin Street
- Cycling on Dufferin Street, Dupont Street, and Lansdowne Avenue feels unsafe

What short-term (2024-2025) measures are being proposed:

- Intersection safety improvements at Dufferin Street and Hallam Street
- Contraflow bikeway on Millicent Street & a new signal at Millicent Street and Dufferin Street
- Cycle tracks on Hallam Street between Dufferin Street and Bartlett Avenue
- Directional changes and contraflow bikeways on Wallace Avenue, Emerson Avenue, and St Clarens Avenue



Millicent Street | Existing & Proposed

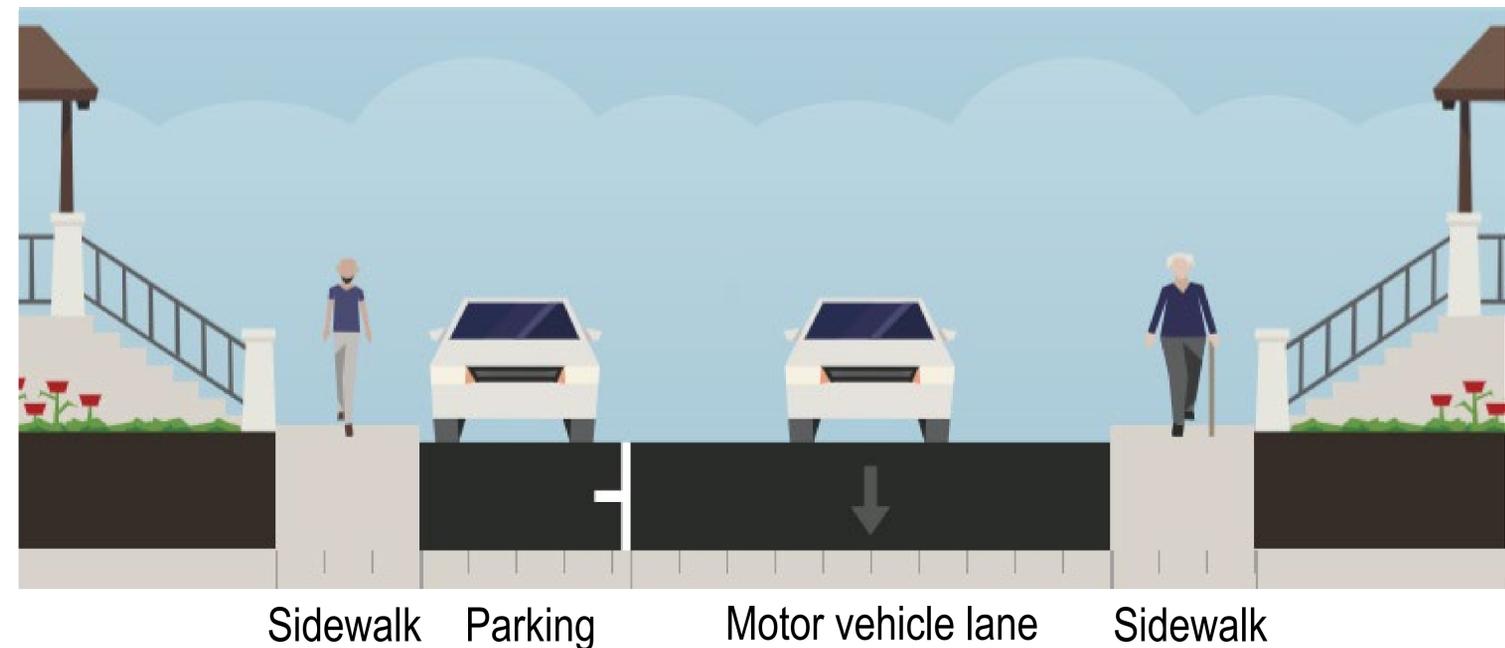
Proposed changes include:

- **Contraflow bikeway heading west** on the north side of the street to allow for people to bike in both directions along Millicent Avenue
- **Lane narrowing** which can reduce vehicle speeds and encourage driver alertness
- **Intersection improvements** at the Dufferin Street intersection, including corner radius reductions and curb extensions

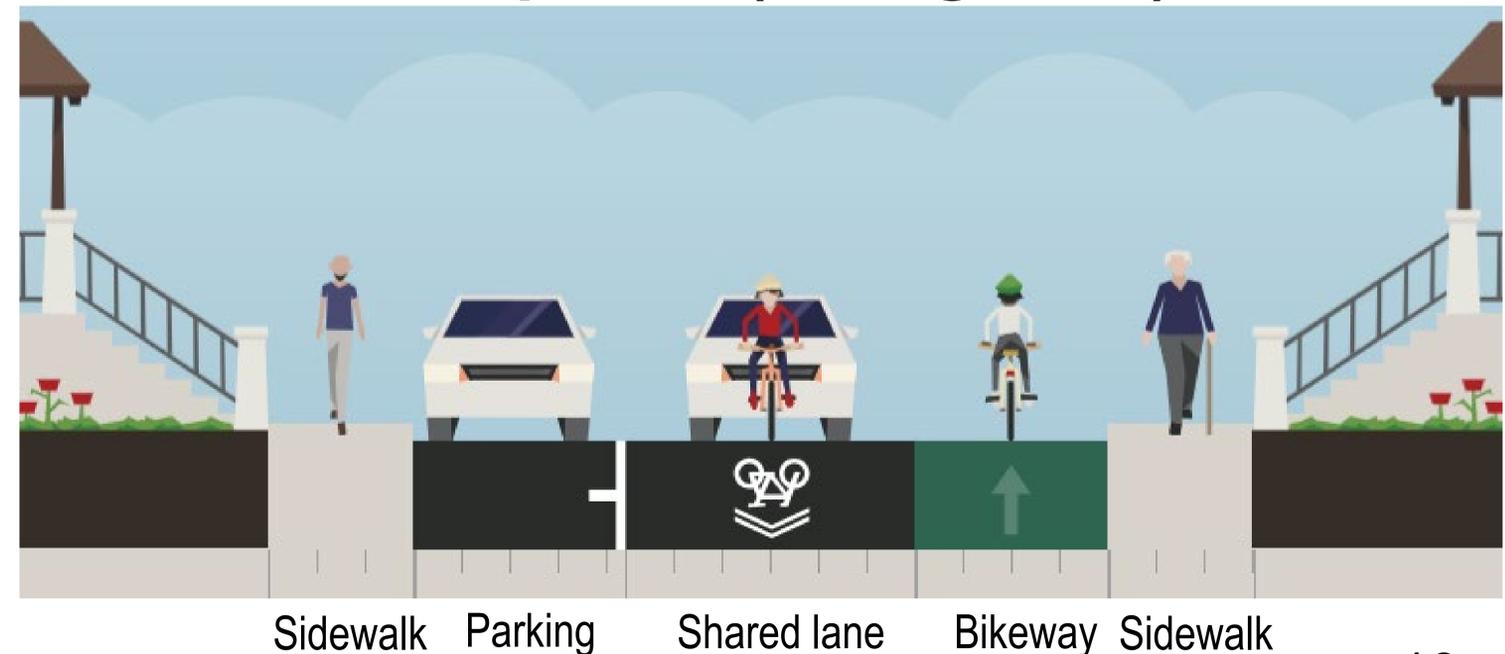
Additional Information:

- These changes would be made between Emerson Avenue and Dufferin Street
- On-street parking would be made permanent on the **south side** of Millicent Avenue
- 65 on-street parking spaces would be maintained (**no reduction in on-street parking**)
- There are currently 50 on-street residential parking permits issued to addresses on Millicent Street

Existing (facing west)

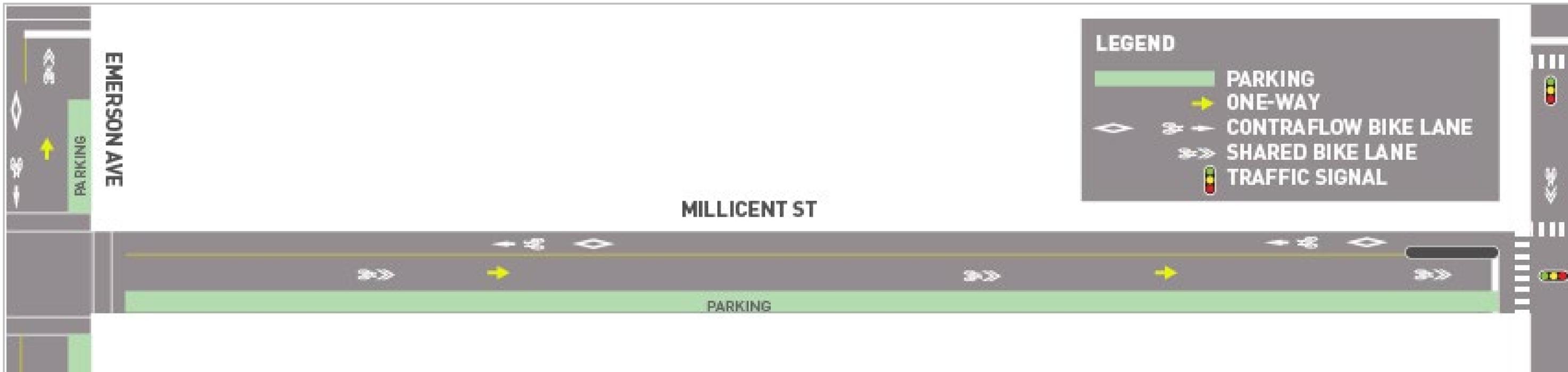


Proposed (facing west)

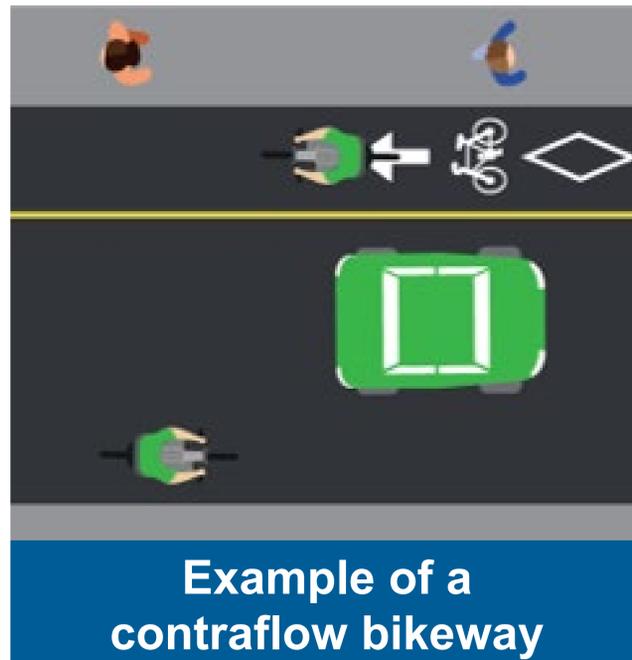


Millicent Street | Proposed

The map below shows the proposed changes for Millicent Street. The contraflow bikeway would connect to a contraflow bikeway and shared bike lane on Emerson Avenue and end at Dufferin Street, where intersection improvements are proposed.



Contraflow bikeways are a type of bikeway that allows people to cycle in two directions on a street that is one-way for all other vehicles. People will cycle in the shared lane when travelling the same direction as motor vehicles.



Example of a contraflow bikeway



A contraflow bikeway on Denison Avenue

Hallam Street | Existing & Proposed

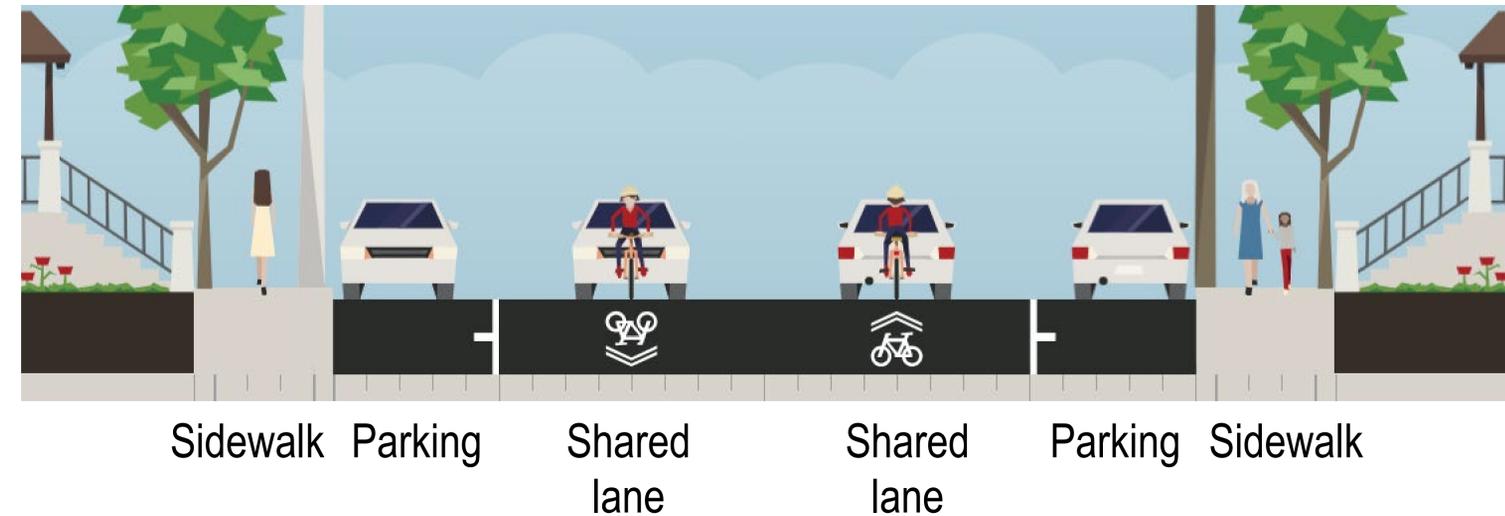
Proposed changes between Dufferin Street and Bartlett Avenue include:

- **Quick-build protected cycle tracks** on the both sides of the street
- **Lane narrowing** which can reduce vehicle speeds and encourage driver alertness
- **Intersection improvements** at the Dufferin Street intersection, including corner radius reductions
- **Removal of on-street parking** on the south side of Hallam Street with on-street parking retained on the north side of Hallam Street

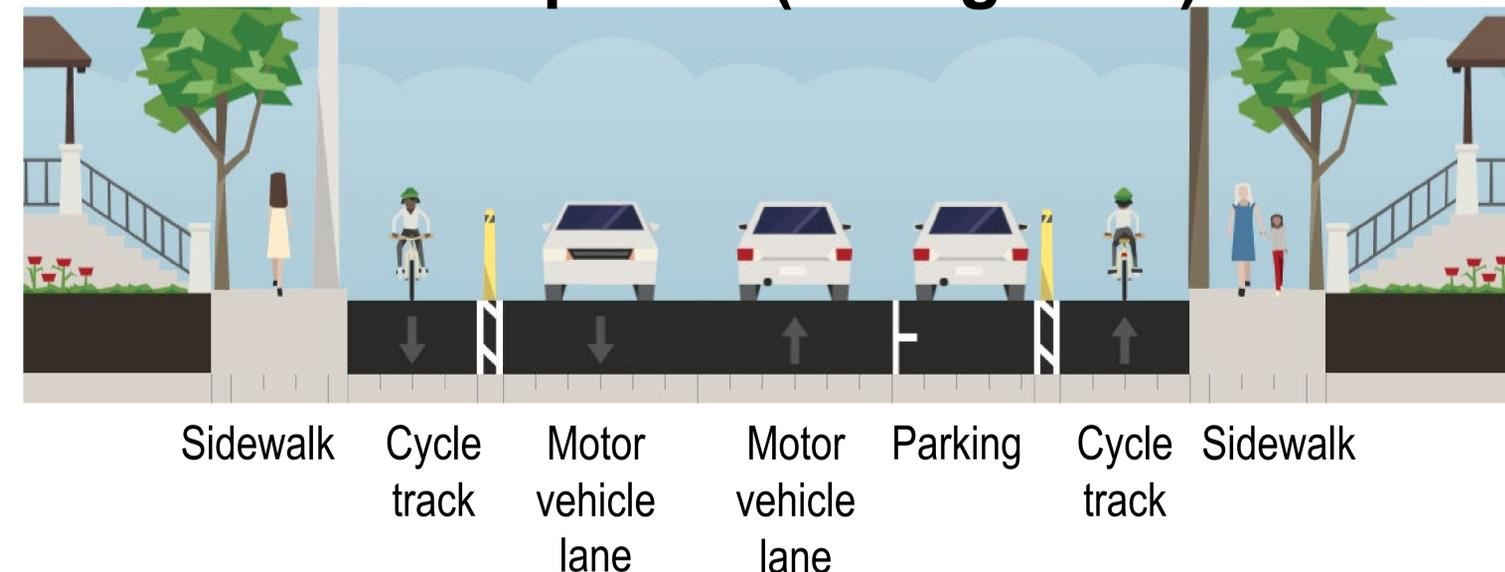
Additional Information:

- Provides an east-west connection from the neighbourhood across Dufferin Street to the existing cycling network on Bartlett Avenue
- **20 on-street parking spaces would be maintained** on the north side of Hallam Street (**20 on-street parking spaces on the south side would be removed**)
- There are 7 on-street residential parking permits issued to addresses on this segment of Hallam Street

Existing (facing west)

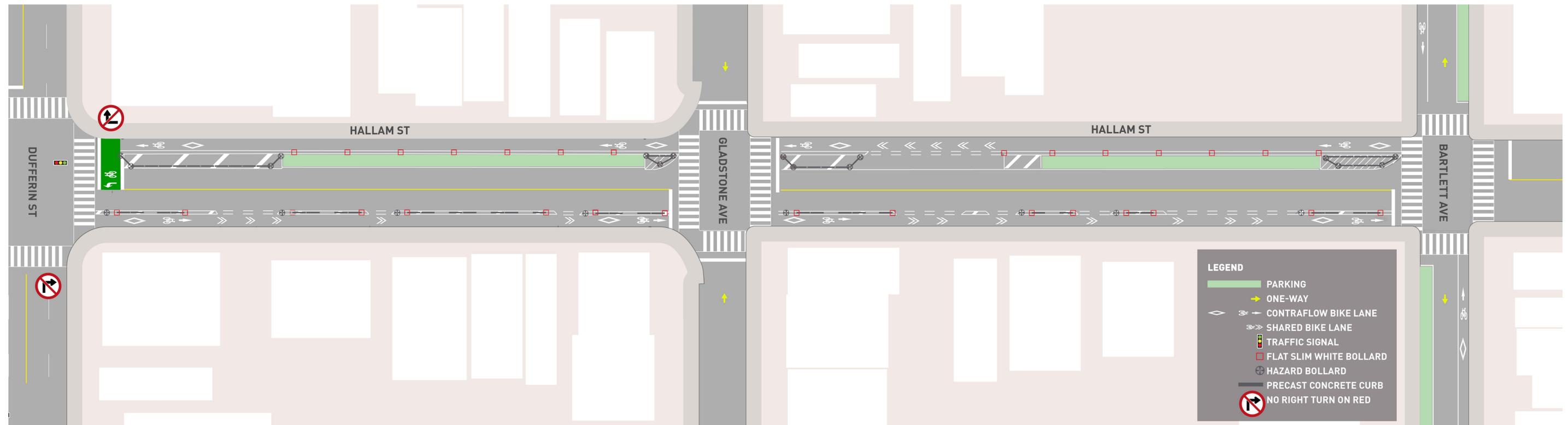


Proposed (facing west)

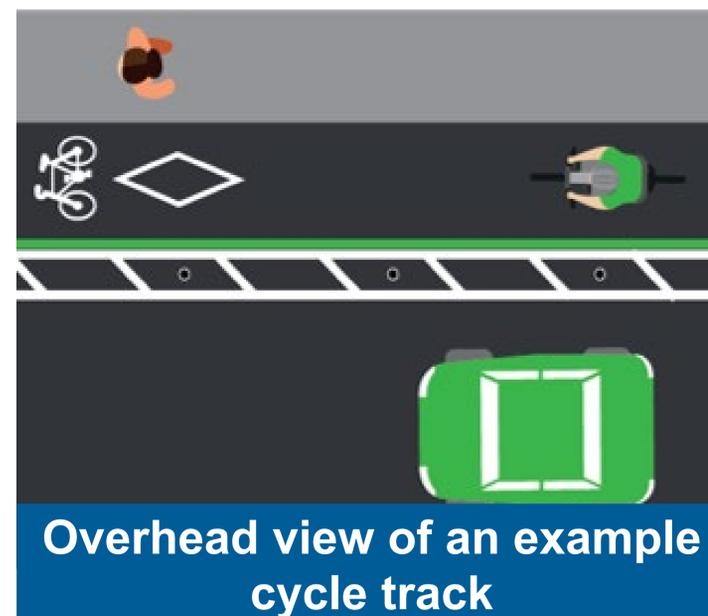


Hallam Street | Proposed

The map below shows the proposed changes on Hallam Street, including adding cycle tracks. The cycle track would connect to an existing bikeway on Bartlett Avenue.



A **cycle track** is a type of bikeway that is separated from vehicle traffic by concrete curbs, planter boxes, parked cars, or raised from street level.



Hallam-Dufferin-Millicent Intersection

Proposed changes at the intersections of Hallam Street, Dufferin Street, and Millicent Street include:

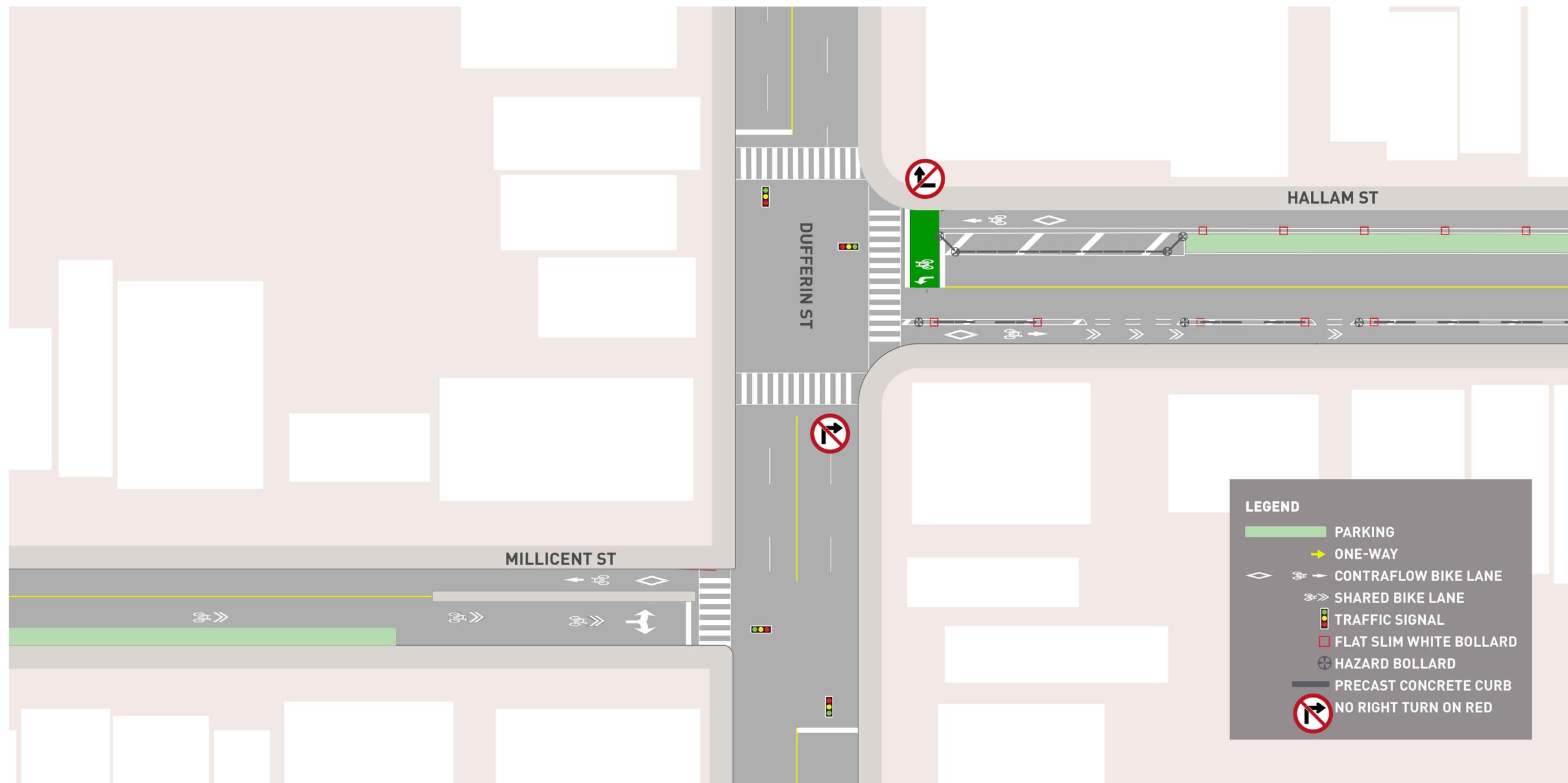
- **A new combined signalized intersection** including Millicent Street facilitating an east-west connection into and out of the neighbourhood
- **Quick-build protected cycle tracks** on the both sides of the street on Hallam Street
- **Contraflow bikeway heading west** on the north side of Millicent Street
- **Lane narrowing** which can reduce vehicle speeds and encourage driver alertness
- **Intersection improvements** including corner radius reductions and new zebra marking crosswalks to improve pedestrian safety

Additional Information:

- A new signal would be added for vehicles turning from Millicent Street onto Dufferin Street or through to Hallam Street
- Intersection signals would be re-timed to operate as a three-phase signal (Dufferin Street northbound and southbound, then Hallam Street, then Millicent Street). Congestion on Dufferin Street will be minimized.
- Right-turns-on-red would be prohibited from Dufferin Street onto Hallam Street and from Hallam Street onto Dufferin Street
- The TTC stop on Dufferin Street south of Hallam Street would be relocated to just south of Millicent Street

Hallam-Dufferin-Millicent Intersection

The map below shows the changes proposed at the intersection of Dufferin Street, Millicent Street, and Hallam Street. Signal modifications are proposed to make it safer for people cycling to connect to cross Dufferin Street.



St Clarens Avenue | Existing & Proposed

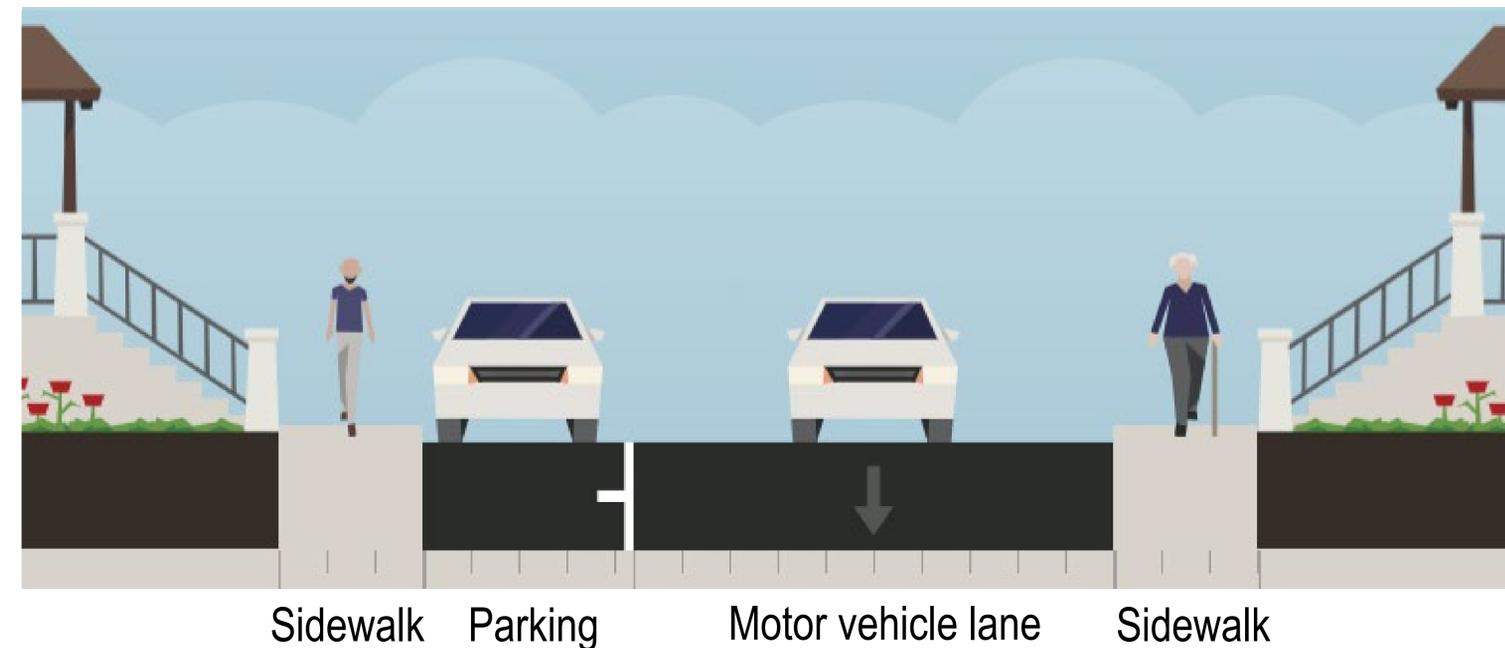
Proposed changes between Dupont Street and Wallace Avenue include:

- **Contraflow bikeway** to allow for people to bike in both directions
- **Lane narrowing** which can reduce vehicle speeds and encourage driver alertness

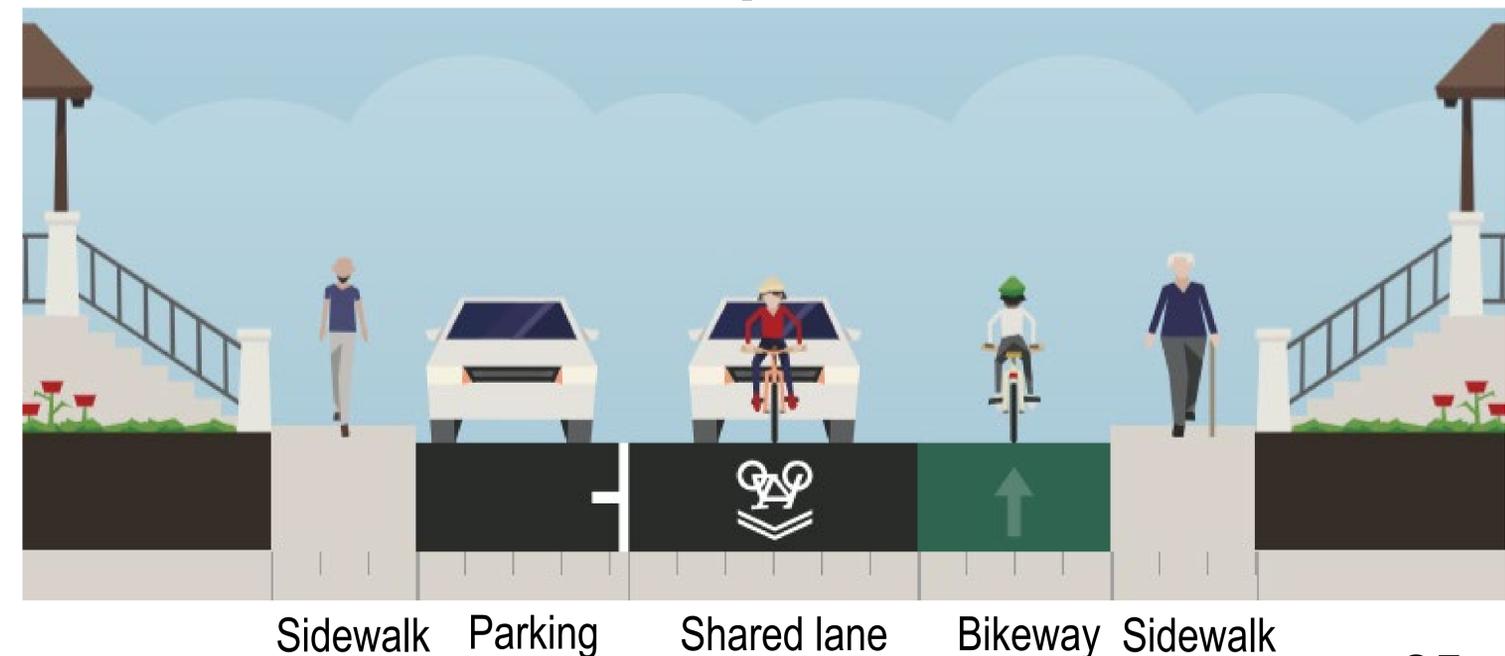
Additional Information:

- These changes would be made between Wallace Avenue and Dupont Street
- On-street parking would be made permanent on the **west side** between Lappin Avenue and Wallace Avenue, and on the **east side** between Lappin Avenue and Dupont Street
- 23 on-street parking spaces would be maintained (**no reduction in on-street parking**)

Existing



Proposed



Emerson Avenue | Existing & Proposed

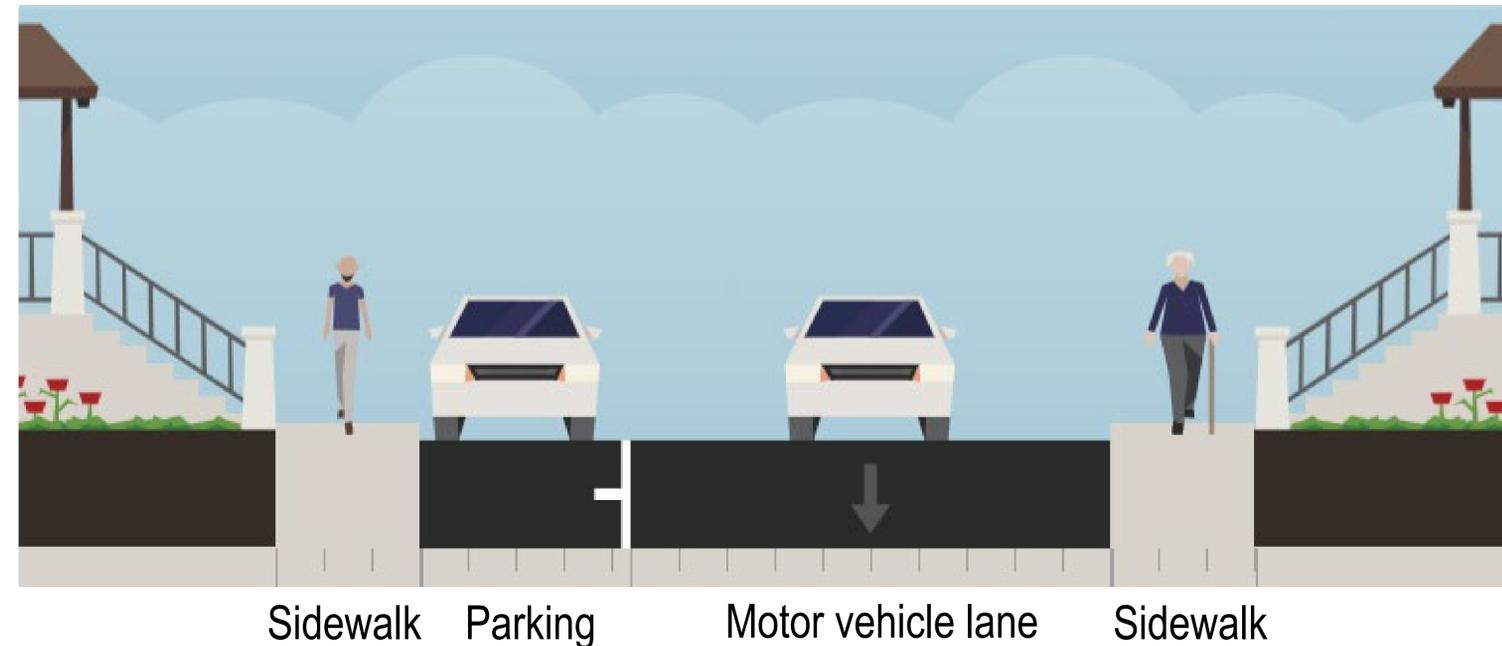
Proposed changes between Dupont Street and Bloor Street include:

- **Contraflow bikeway** to allow for people to bike in both directions
- **Lane narrowing** which can reduce vehicle speeds and encourage driver alertness

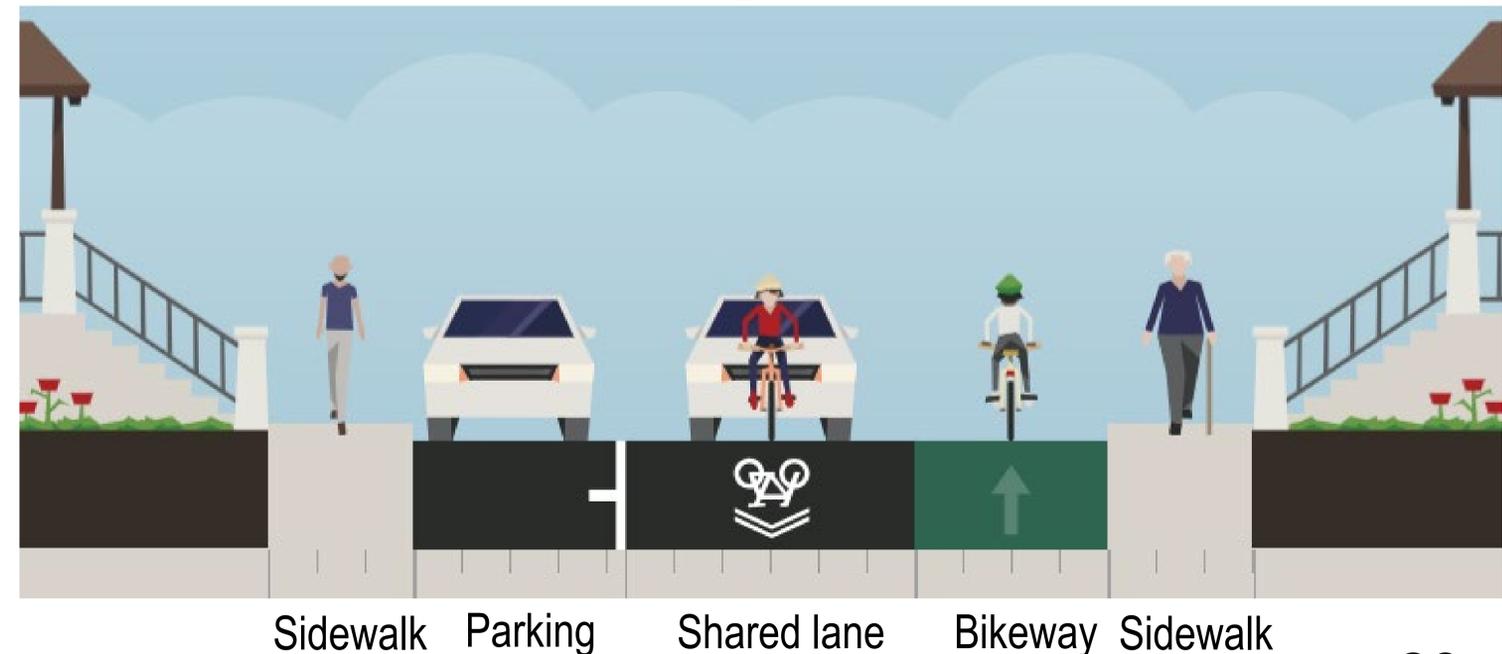
Additional Information:

- On-street parking would be made permanent on the **west side** between Dupont Street and Lapin Avenue, and on the **east side** between Wallace Avenue and Lappin Avenue
- 87 on-street parking spaces would be maintained (**no reduction in on-street parking**)

Existing



Proposed

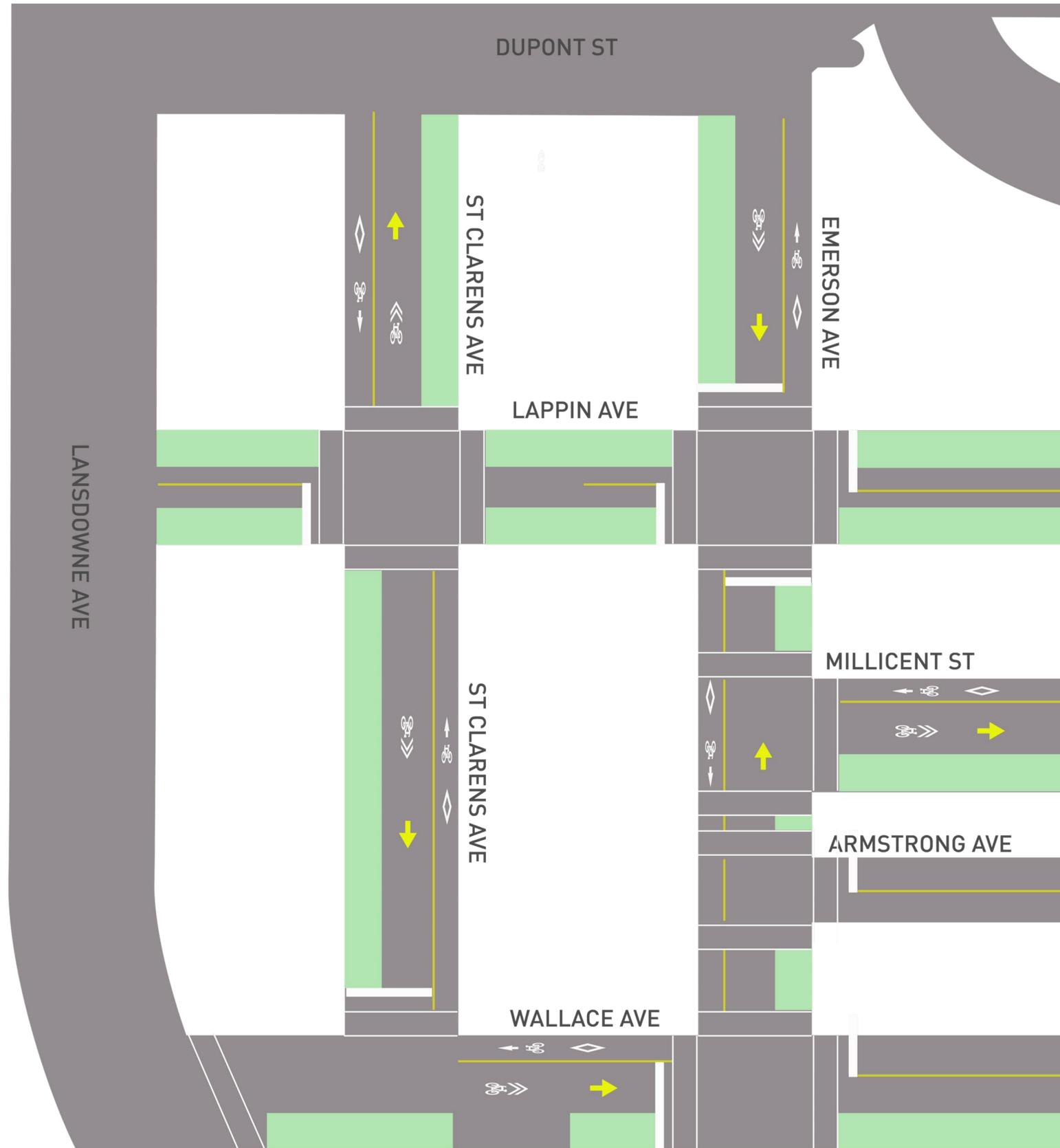


St Clarens Avenue & Emerson Avenue from Wallace Avenue to Dupont Street

The map shows proposed changes to St Clarens Avenue and Emerson Avenue between Dupont Street and Wallace Avenue.

LEGEND

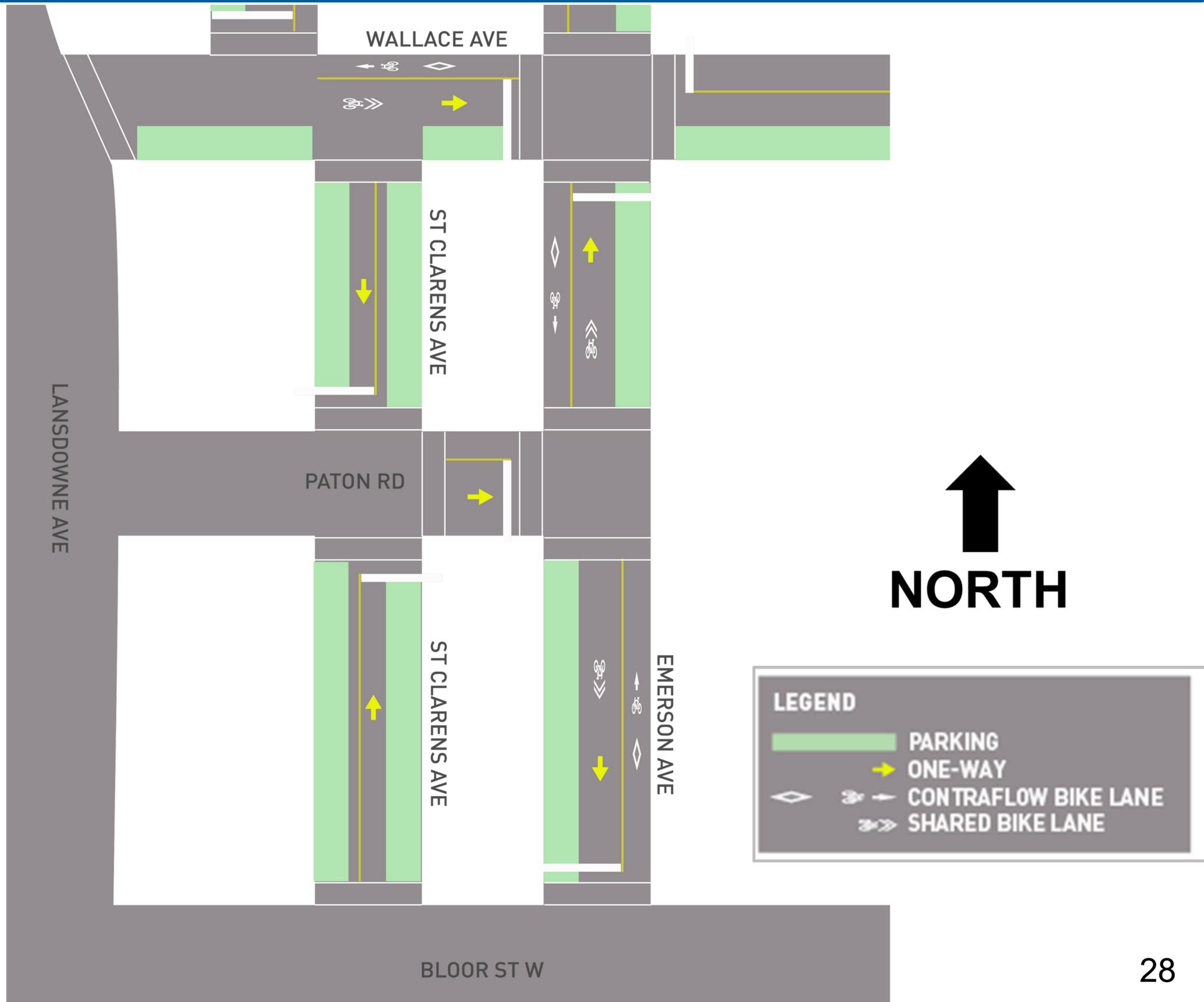
-  PARKING
-  ONE-WAY
-  CONTRAFLOW BIKE LANE
-  SHARED BIKE LANE



NORTH

Emerson Avenue from Wallace Avenue to Bloor Street

The map shows proposed changes to Emerson Avenue between Wallace Avenue and Bloor Street.



Wallace Avenue | Existing & Proposed

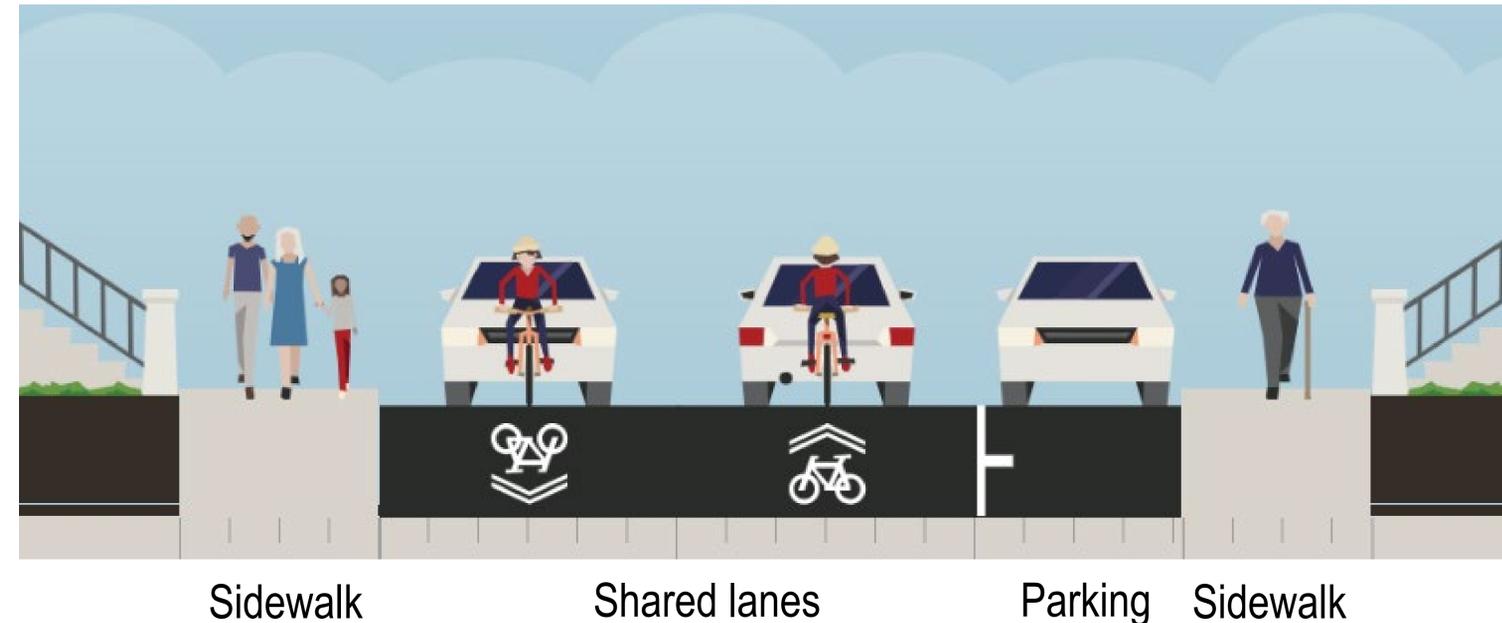
Proposed changes between Lansdowne Avenue and Emerson Avenue include :

- **Contraflow bikeway** on the north side of the street to allow for people to bike in both directions
- **Lane narrowing** which can reduce speeding and encourage driver alertness

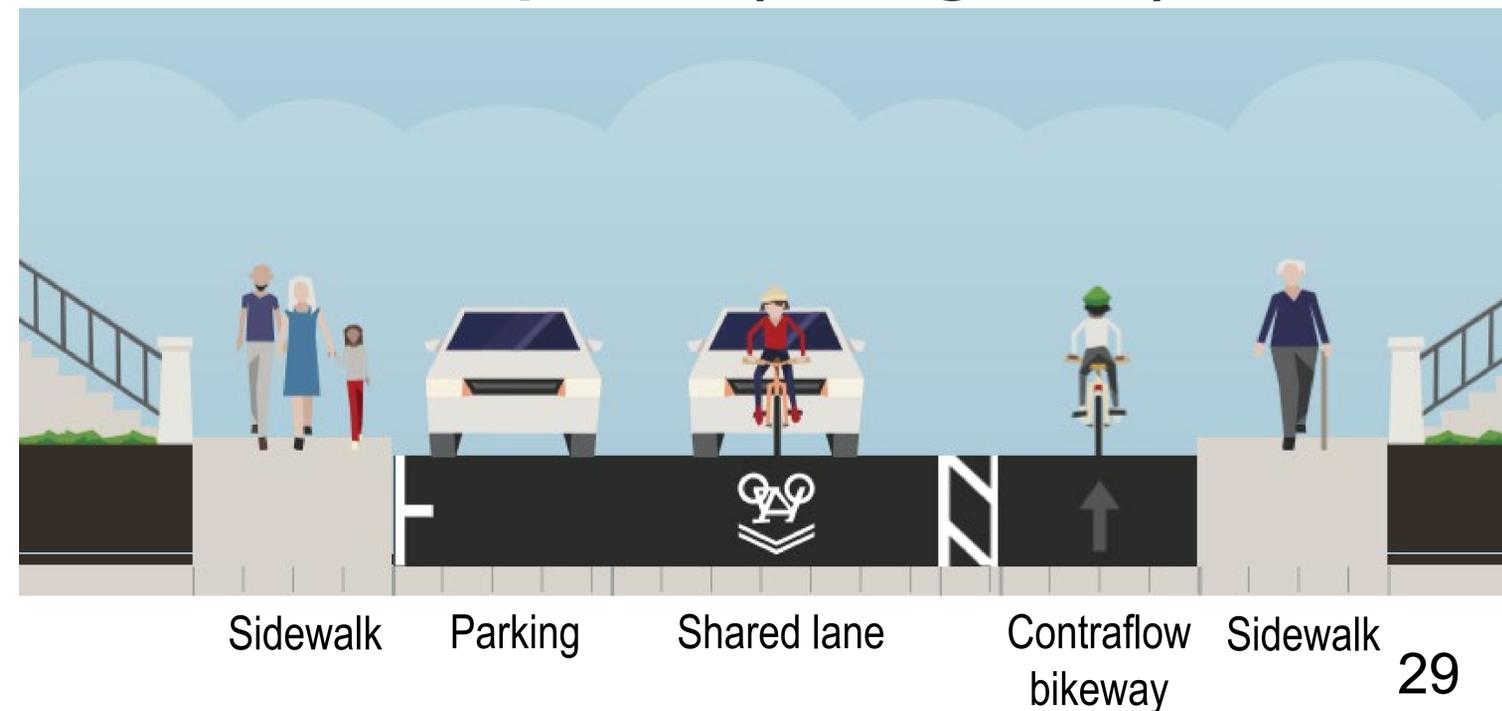
Additional Information:

- These changes would be made between Lansdowne Street and Emerson Avenue
- **6 on-street parking spaces would be maintained** on the south side of Wallace Avenue (**reduction of 5 on-street spaces**)
- There are currently 4 on-street residential parking permits issued to addresses on this portion of Wallace Avenue

Existing (facing west)

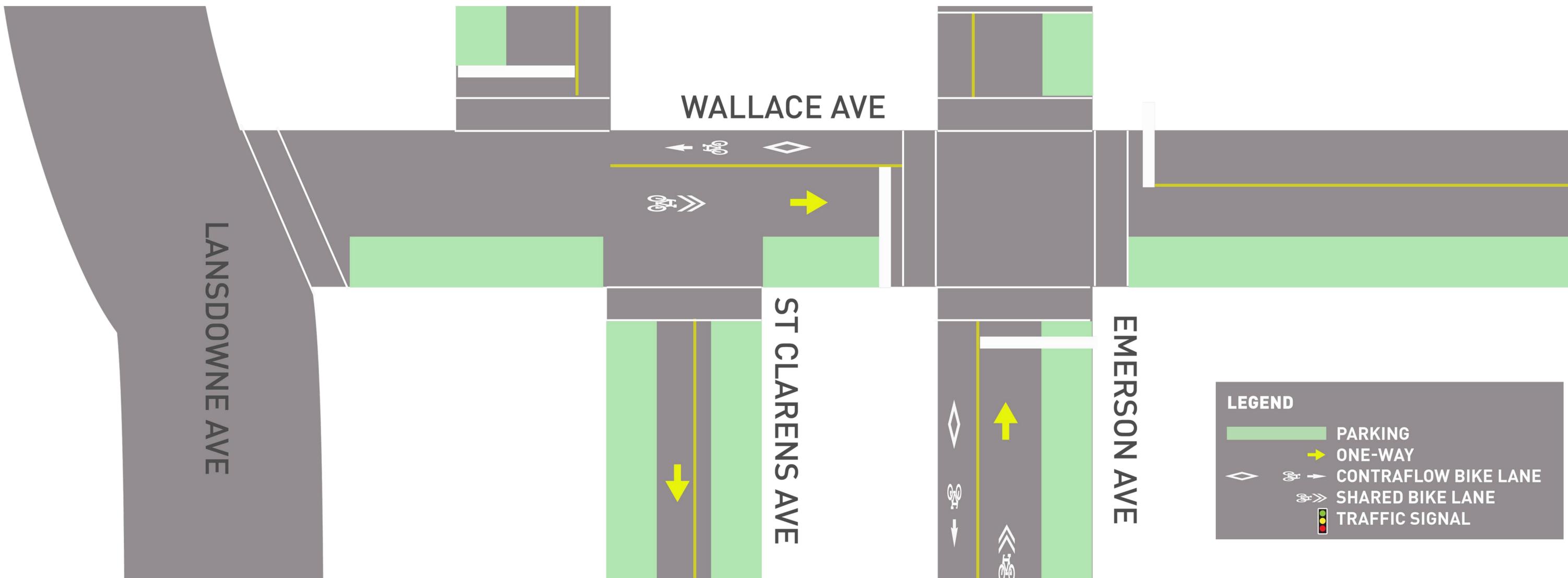


Proposed (facing west)



Wallace Avenue | Proposed

The map below shows the proposed changes on Wallace Avenue. Wallace Avenue would be made one-way eastbound between Lansdowne Avenue and Emerson Avenue, with a contraflow bike lane added.



RapidTO: Dufferin Street

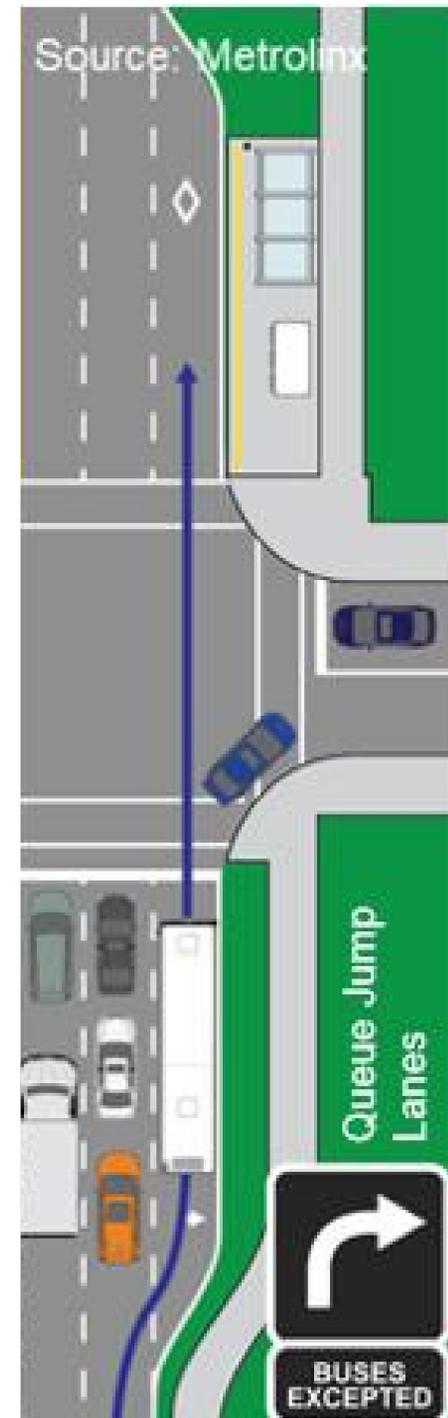
The TTC and City of Toronto are developing a plan to deliver safe, efficient and equitable bus and streetcar service improvements.

Dufferin Street, between Wilson Station and Dufferin Gate, has been identified as a priority roadway.

The City will soon be conducting a future study which will include public consultation on surface transit improvements. These improvements would make transit service more reliable, reduce delays and shorten travel times on congested roadways.

Examples of transit priority solutions:

- Queue jump or bypass lanes
- Transit signal priority, signal timing and coordination
- Bus bulbs or bus bays
- Near or far side stops
- Signs and pavement markings
- Curbside bus lanes (RapidTO: Eglinton East)
- High-occupancy vehicle (HOV) lanes



Examples of transit priority solutions

Implementation

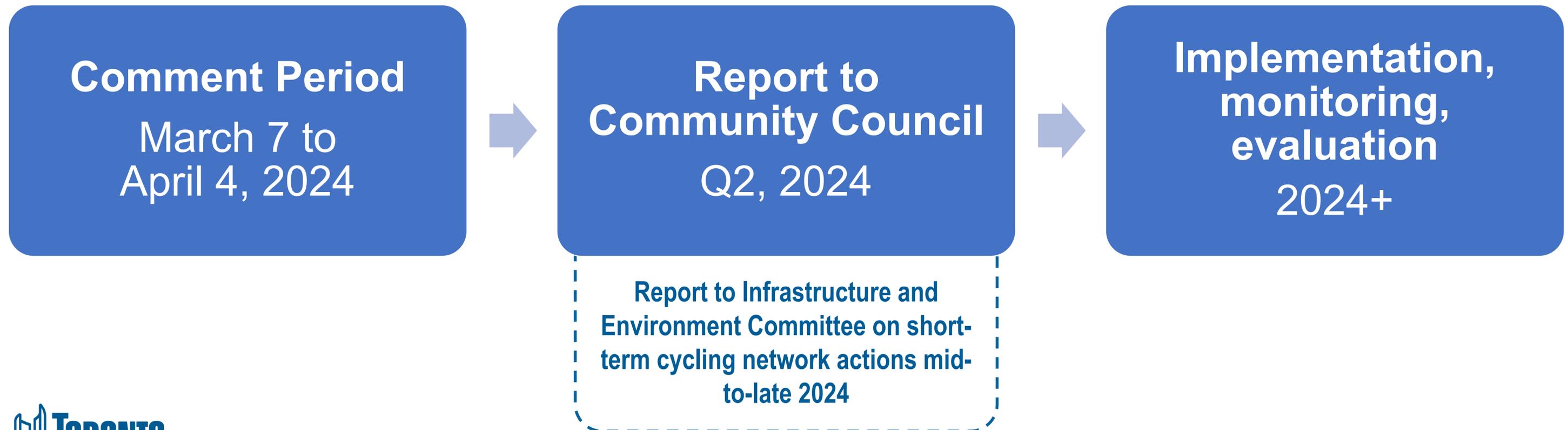
Some changes can be made relatively quickly and do not require Council approval or lengthy design and review periods. Others that are more complex or require major capital work can take more time. This plan includes a range of measures from ‘quick wins’ to longer-term changes.

Phased Improvement	Timing	Examples
Quick Wins <ul style="list-style-type: none"> • No Council approval required • Primarily movable/flexible materials 	6-18 months	<ul style="list-style-type: none"> • Dufferin St intersection improvements • Refreshed pavement markings (e.g. stop bars and centre lines) • Signage & sightline fixes
Short-term Actions <ul style="list-style-type: none"> • Council approval required • Mix of flexible materials and permanent materials 	1-5 years	<ul style="list-style-type: none"> • Installation of Hallam Street and Millicent Avenue bikeways (2024-2025) • Directional changes and associated contraflow bikeways (2024-2025) • Speed humps • Parking amendments
Longer-term Changes <ul style="list-style-type: none"> • Council approval required • Permanent materials 	5+ years	<ul style="list-style-type: none"> • Measures not implemented as Quick Wins or Short-term Actions to be delivered alongside future roadworks or development

Next Steps

Staff will review and analyze the feedback received and further update and refine the Wallace Emerson Neighbourhood Streets Plan.

Staff will present the plan to Toronto and East York Community Council in Q2 2024. If approved, the Plan will then move into implementation.



How To Engage

People who live in, work in, or regularly visit a neighbourhood are experts on what the transportation problems are on streets in their neighbourhood. Support the development of this plan by:

Provide Feedback on Proposed Changes

Use the project survey to share your support or concern about proposed plans for change on neighbourhood streets.

Stay in Touch

Subscribe to the project list to stay informed about the project as it progresses by signing up on the project webpage.

Comment Deadline: April 8, 2024



You can also provide feedback via phone or email

Call: 416-338-2986

Email: WallaceEmersonStreets@toronto.ca

Web page: toronto.ca/wallaceemersonstreets

