

Mimico Neighbourhood Mobility Plan

Public Drop-In Event
Mimico Centennial Library
December 11, 2023



Project Background

In recent years, the residents of Mimico have raised increasing concerns regarding

- traffic fatalities
- through traffic and excessive motor vehicle volume on local roads
- excessive speeding on local roads
- non-compliance with traffic regulations and signage (e.g. not stopping at stop signs, driving in wrong direction on a one-way street)
- road and intersection designs that raise safety concerns

The Mimico Neighbourhood Mobility Plan (NMP) will identify, prioritize and recommend short and long-term improvements to traffic operations and road design to support road safety for all modes of transportation including vulnerable road users (e.g. seniors, school children, people walking and cycling) in the Mimico study area.

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

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

Study Area

The study area for the Mimico NMP is bound by:

- Lake Shore Boulevard West, Royal York Road, & the CN rail corridor

Neighbourhood features:

- Primarily single-family residential
- Many local community destinations such as David Hornell Junior School, John English Junior Middle School, Mimico Centennial Library, Griggs Manor Seniors Housing
- Traffic patterns defined by one-way streets (Mimico Ave., Stanley Ave., Cavell Ave., Elizabeth St., Primrose Ave.)



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 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.



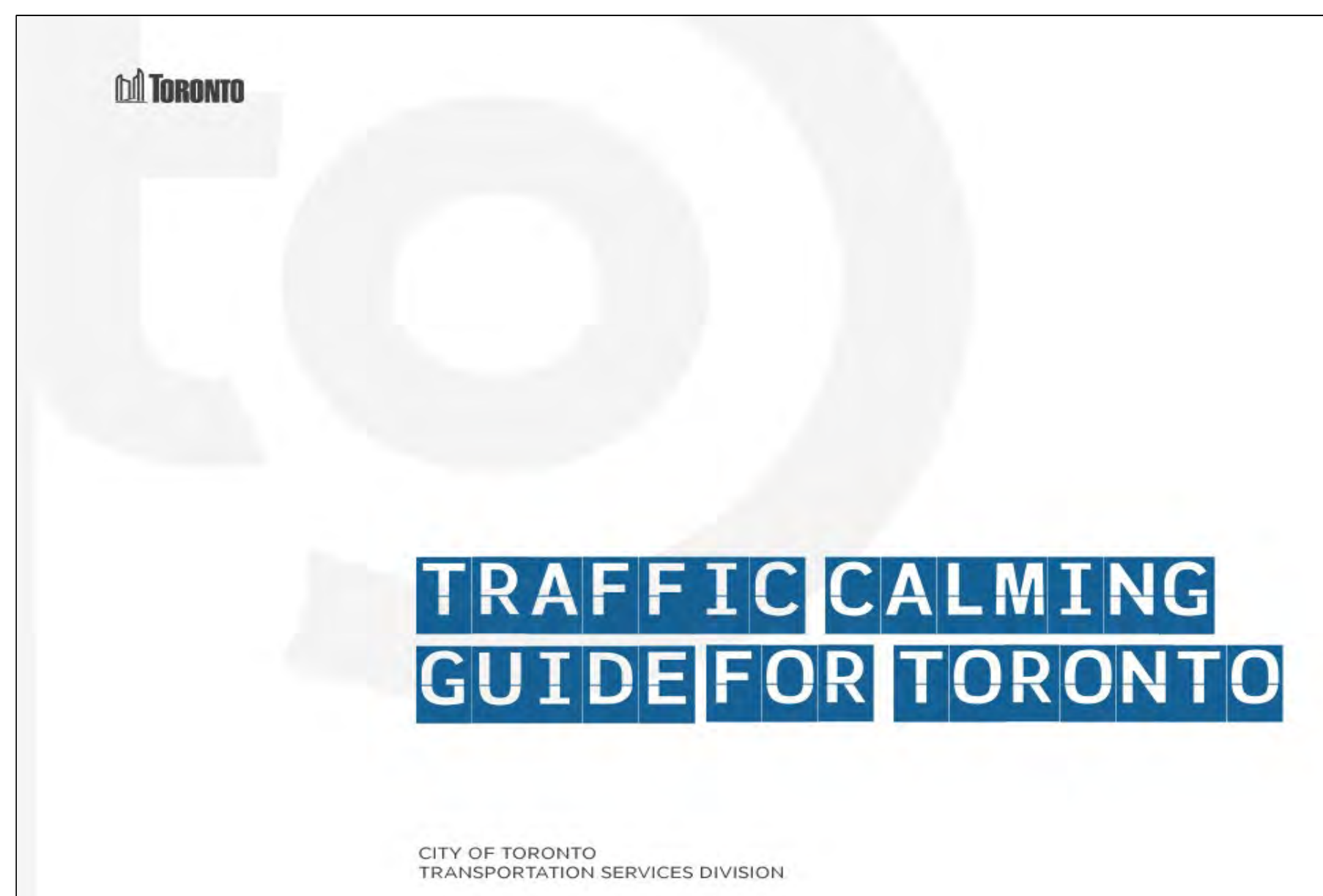
Site visits and observations in the neighbourhood.

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.

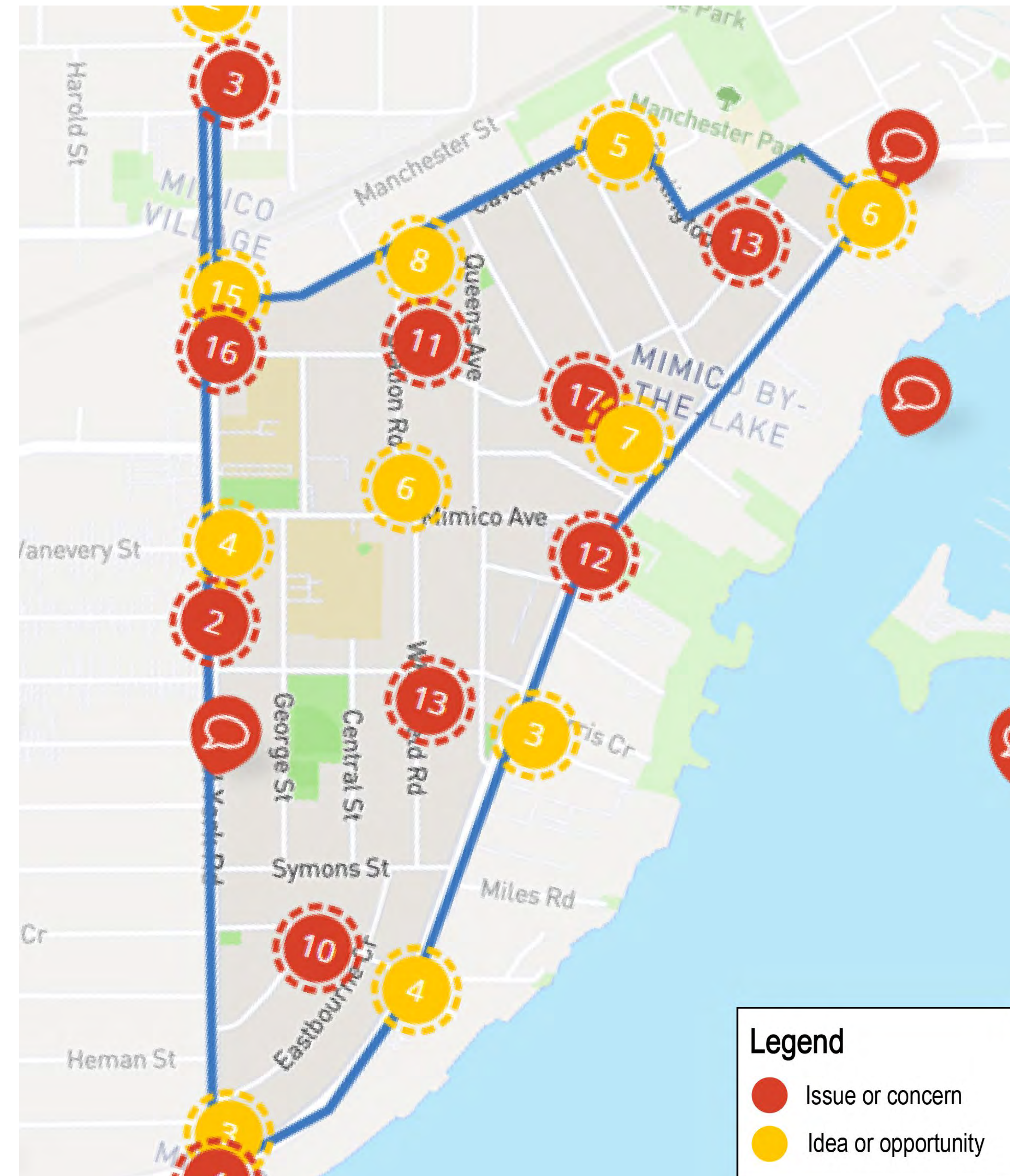


Community-Identified Issues & Ideas

A virtual mapping exercise (from June 1- 28, 2022) collected 182 comments from 67 participants, and a public meeting collected 50 comments/questions from 61 participants.

What we heard:

- Excessive speeding and through traffic on local streets (i.e. Stanley Ave., Superior Ave., Cavell Ave., Burlington St.)
- Support for traffic calming measures to improve safety
- Poor sight lines and poor compliance with stop signs at local intersections
- A desire for better protected bike lanes on Royal York Road



What is already happening?

There are road safety measures already planned for the neighbourhood including:

School Safety Zones at David Hornell and John English

- School safety zone signage with flashing beacons
- Watch Your Speed driver feedback signage
- New or refreshed zebra markings at school crossings
- School Zone pavement markings
- Allowance for implementation of Automated Speed Enforcement

Area speed limit reductions

- Part of Council-approved Vision Zero Road Safety Plan
- Local roads currently signed at 50 km/h or 40 km/h will be reduced to 30 km/h



Mode Choice

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

Data from the 2016 Transportation Tomorrow Survey show that Mimico residents typically choose motor vehicles travel over walking, cycling and taking public transit. Approximately 38% of all trips that start in Mimico are less than 5 kilometres.

Mode Share for trips under 5 km in Mimico vs. City of Toronto (2016)

Mode	Mimico	City-wide Average
Motor vehicle	57%	41%
Passenger in motor vehicle	12%	11%
Walking	19%	23%
Cycling	3%	4%
Transit	9%	18%
Other	<1%	3%

Plan Components

This NMP 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



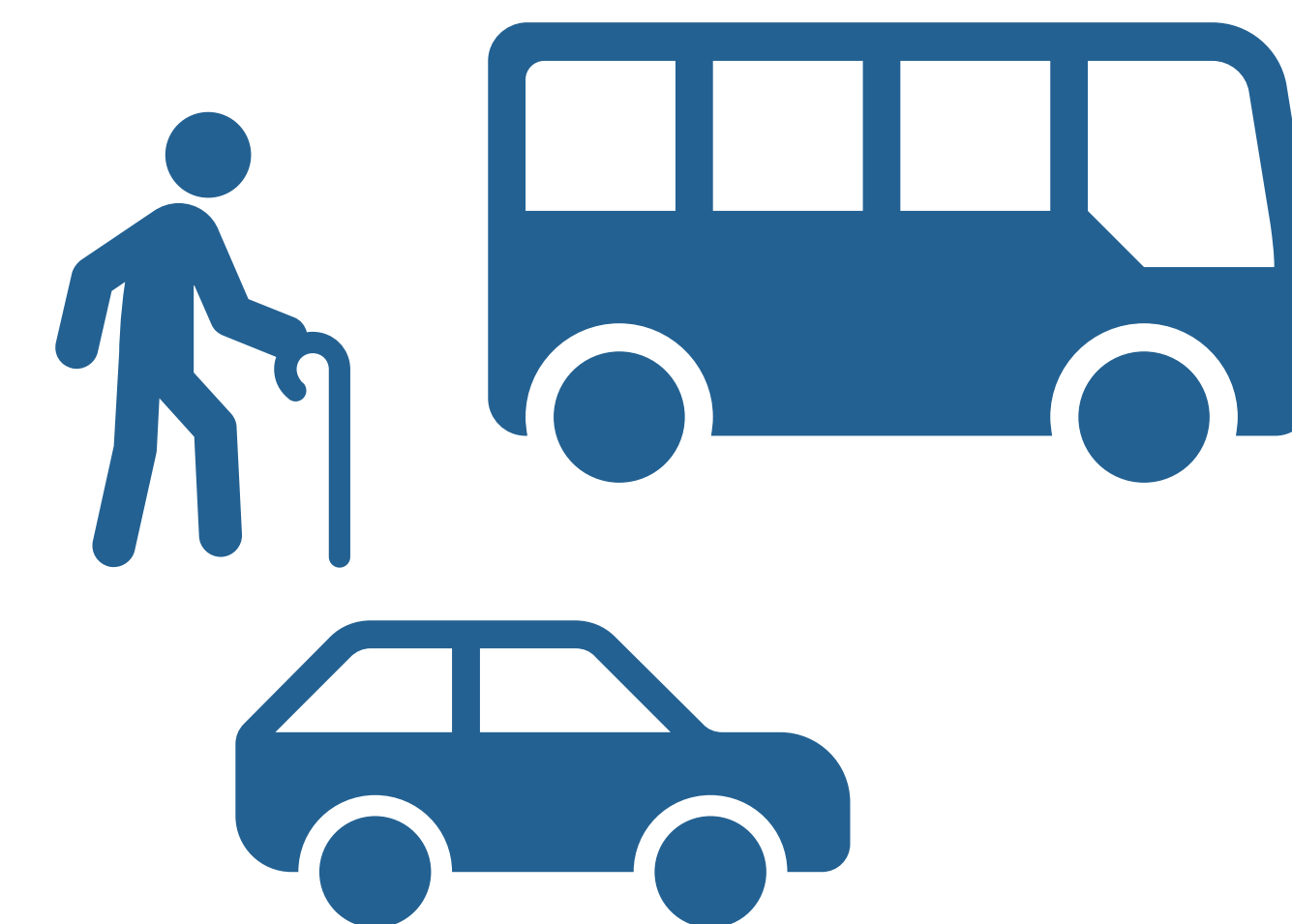
Speed Management

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



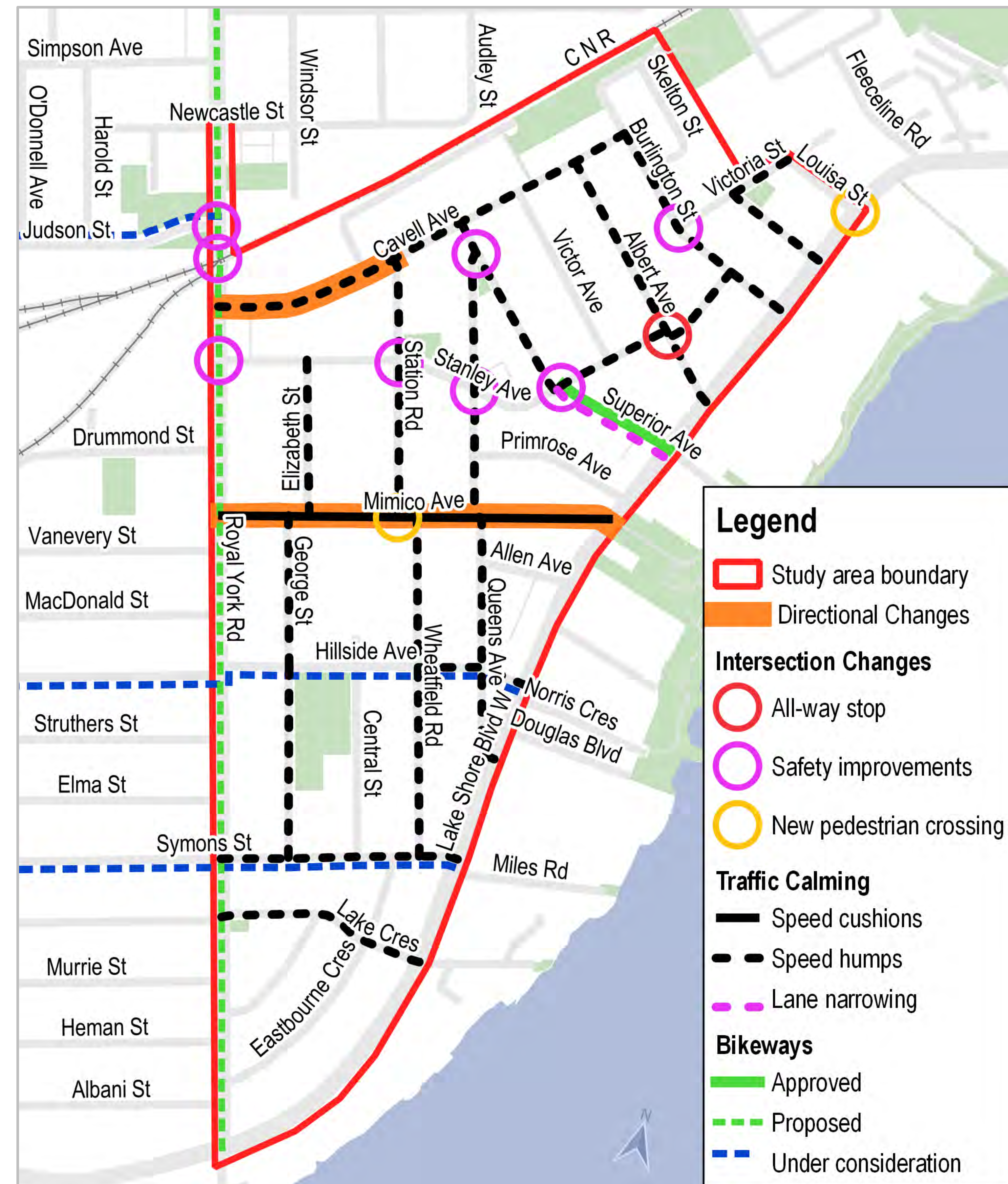
Mode Choice

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

Plan Components

Recommendations from this NMP include:

- Intersection improvements & new pedestrian crossings
- Speed humps to address excessive speeding & make local routes less attractive for through trips
- Directional changes to discourage through trips on local streets
- Proposed bikeway improvements on Royal York Road
- Implementation of bikeway improvements on Superior Avenue



Road Safety

What we heard:

- Requests for safer pedestrian crossings along desire lines
- Poor stop compliance, specifically along through routes
- Complex intersections with no crosswalks and/or poor sight lines

What we found:

- All streets have sidewalks on at least one side
- Several wide intersections and streets with no pedestrian crossing opportunities
- Worn/faded pavement markings
- Historical collision data for 2013-2023 shows:
 - two collisions resulting in death or serious injury on neighbourhood streets
 - 10 collisions resulting in serious death or injury on arterial roads



Proposed Road Safety Measures

Proposed measures include:

- Geometric safety improvements
- Improved pavement markings at existing pedestrian crossings



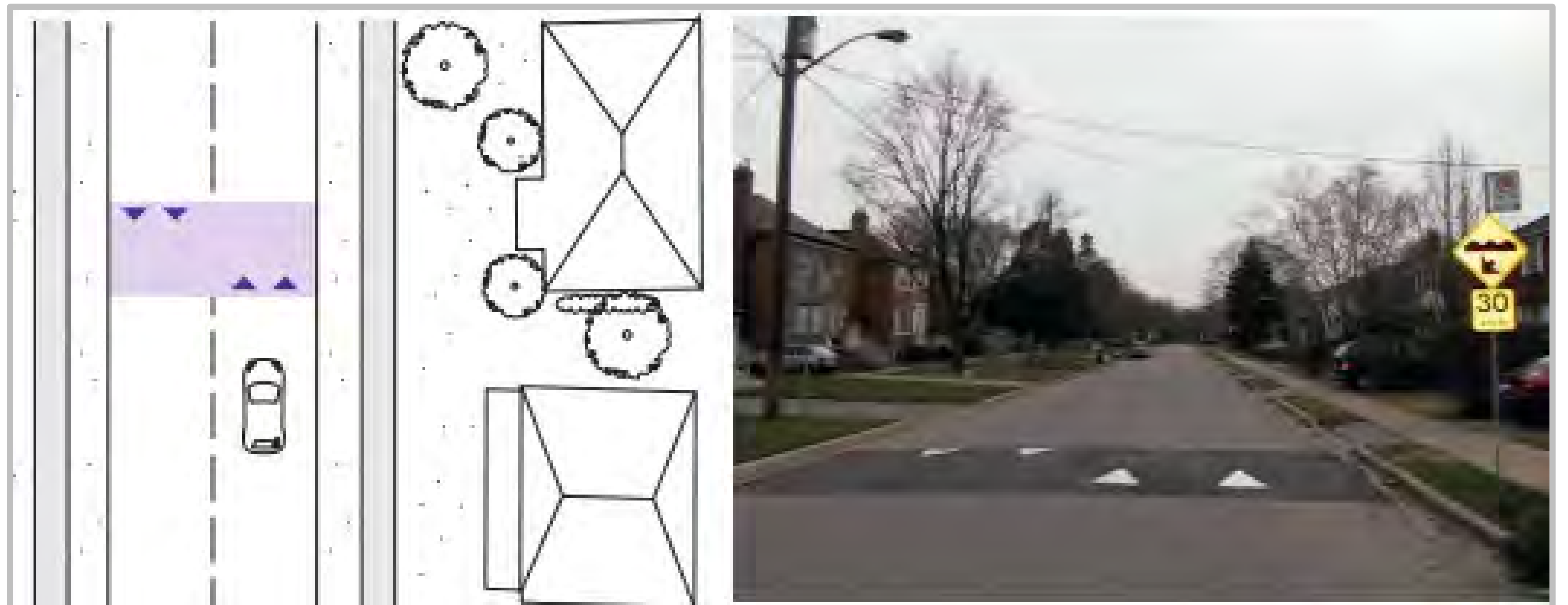
Speed Management

What we heard:

- Excessive speeding on local streets
- People driving to not adhere to speed limits
- Requests for traffic calming measures, specifically speed humps and lane narrowing
- Support for reduced speed limits and speed cameras

What we found:

- Data collection shows that many streets in the neighbourhood see motor vehicles travel 8 km/h or more above the warranted speed
- Typical free-flow speeds on arterials are near the posted speed limit



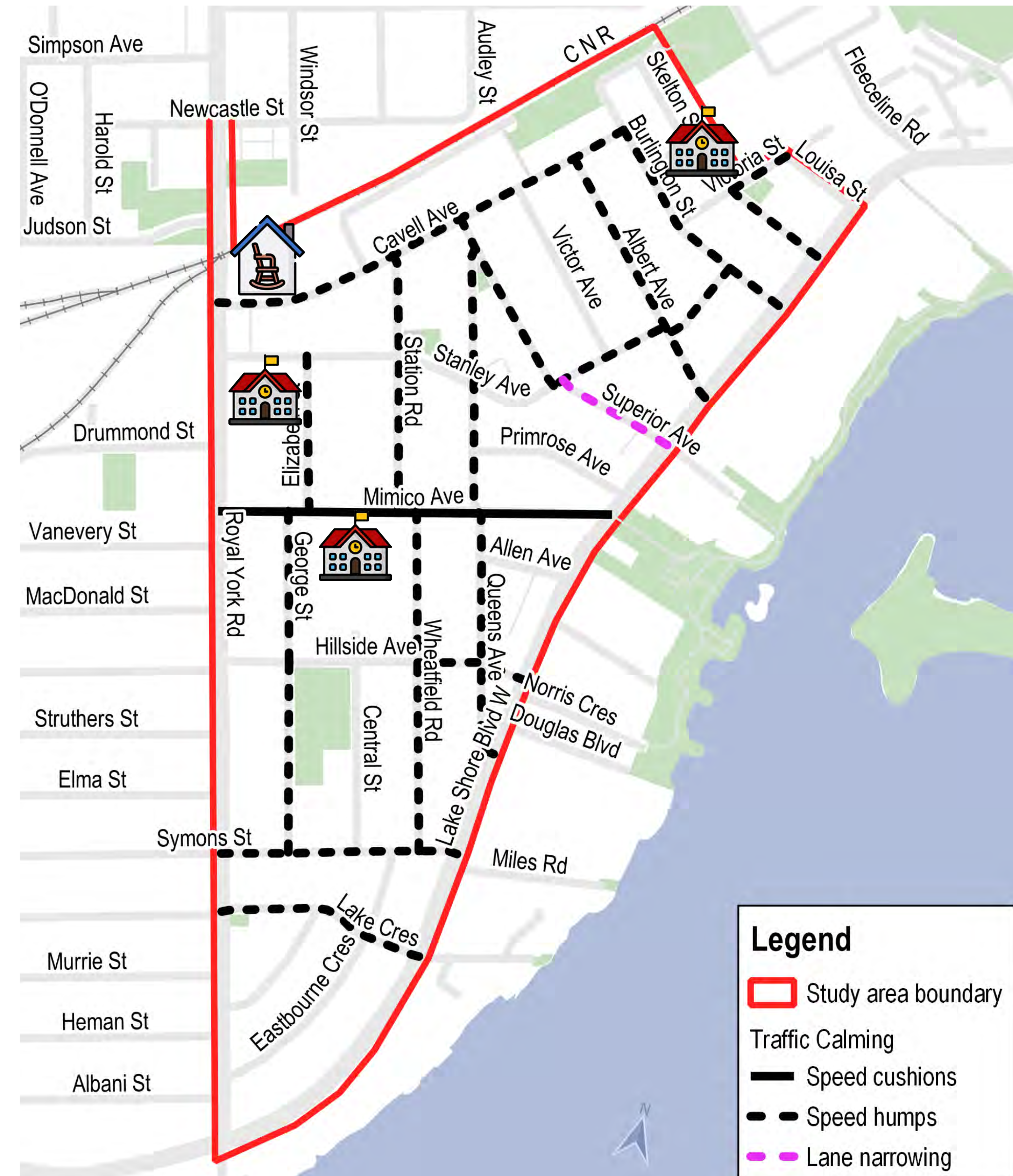
Proposed Speed Management Measures

Proposed measures include:

- **Speed humps** on local streets where the operating speed was found to be 8 km/h or more above the warranted speed
- **Speed cushions** which include wheel cut-outs for larger vehicles such as buses and emergency vehicles, on Mimico Avenue
- **Lane narrowing** which can reduce speeding without the need for vertical deflections like speed humps and encourage driver alertness, on Superior Avenue
- **Automated Speed Enforcement** cameras in local Community Safety Zones

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
- Speed cushions are intended to reduce impacts to transit and emergency vehicles



Volume Management

What we heard:

- Excessive through traffic on local streets
 - Westbound via Burlington Street & Cavell Avenue
 - Eastbound via Stanley Avenue & Superior Avenue
- Wrong-way travel on existing one-ways
- Wayfinding apps directing motor vehicle drivers through neighbourhood

What we found:

- Traffic data collected in 2021 & 2022 to reflect up-to-date traffic patterns
- Traffic studies suggest motor vehicle volumes on most streets are below the expected capacity (2,500 vehicles per day)
- Some local streets are approaching or exceed the 2,500 vehicles per day per direction threshold and warrant consideration for countermeasures:
 - Stanley Avenue, from Royal York Road to Superior Avenue (2,800 – 3,200)
 - Superior Avenue, from Stanley Avenue to Lake Shore Boulevard. West (2,275)
 - Cavell Avenue (one-way WB), from Superior Avenue to Station Road (1,900)

Proposed Volume Management Measures

Including:

- Upgrade to all-way stop at Albert Avenue and Stanley Avenue
- New pedestrian crossings on
 - Mimico Avenue near Station Road
 - Lake Shore Boulevard West near Louisa Street



Proposed Volume Management Measures

Option 1: Minimal Impact (considered)

- No changes to directions of travel or turn restrictions
- Relies on speed management and road safety measures to reduce attractiveness of local streets to through traffic

Impacts

- None, local traffic operations expected to remain relatively un-changed



Proposed Volume Management Measures

Option 2: Cavell Avenue One-Way Eastbound (Considered)

- Cavell Avenue one-way eastbound from Royal York Road to Superior Avenue or Station Road

Impacts

- Addresses primary westbound through route on local streets
- Potential for eastbound through trips on Cavell Avenue, mitigated in part by speed management measures
- Does not directly address primary eastbound through route on Stanley Avenue



Proposed Volume Management Measures

Option 3: Mimico Avenue Two-Way Operations (Considered)

- Mimico Avenue from one-way westbound to two-way operation

Impacts

- Provides more attractive through route on collector road to reduce volumes on local streets
- Two-way streets typically reduce speeds and improve safety for vulnerable road users
- Potential need for additional safety improvements along Mimico Avenue
- Removal of 18 on-street parking spaces on Mimico Avenue
- Private vehicle pick-up and drop-off for John English relocated off of Mimico Avenue



Proposed Volume Management Measures

Option 4: Combined Option (Recommended)

- Cavell Avenue one-way eastbound from Royal York Road to Superior Avenue or Station Road
- Mimico Avenue from one-way westbound to two-way operation

Impacts

- Addresses primary westbound through route
- Potential for eastbound through trips on Cavell Avenue, mitigated in part by speed management measures
- Provides more attractive through route on collector road to reduce volumes on local streets
- Potential need for additional safety improvements along Mimico Avenue
- Removal of 18 on-street parking spaces on Mimico Avenue
- Private vehicle pick-up and drop-off for John English relocated off of Mimico Avenue



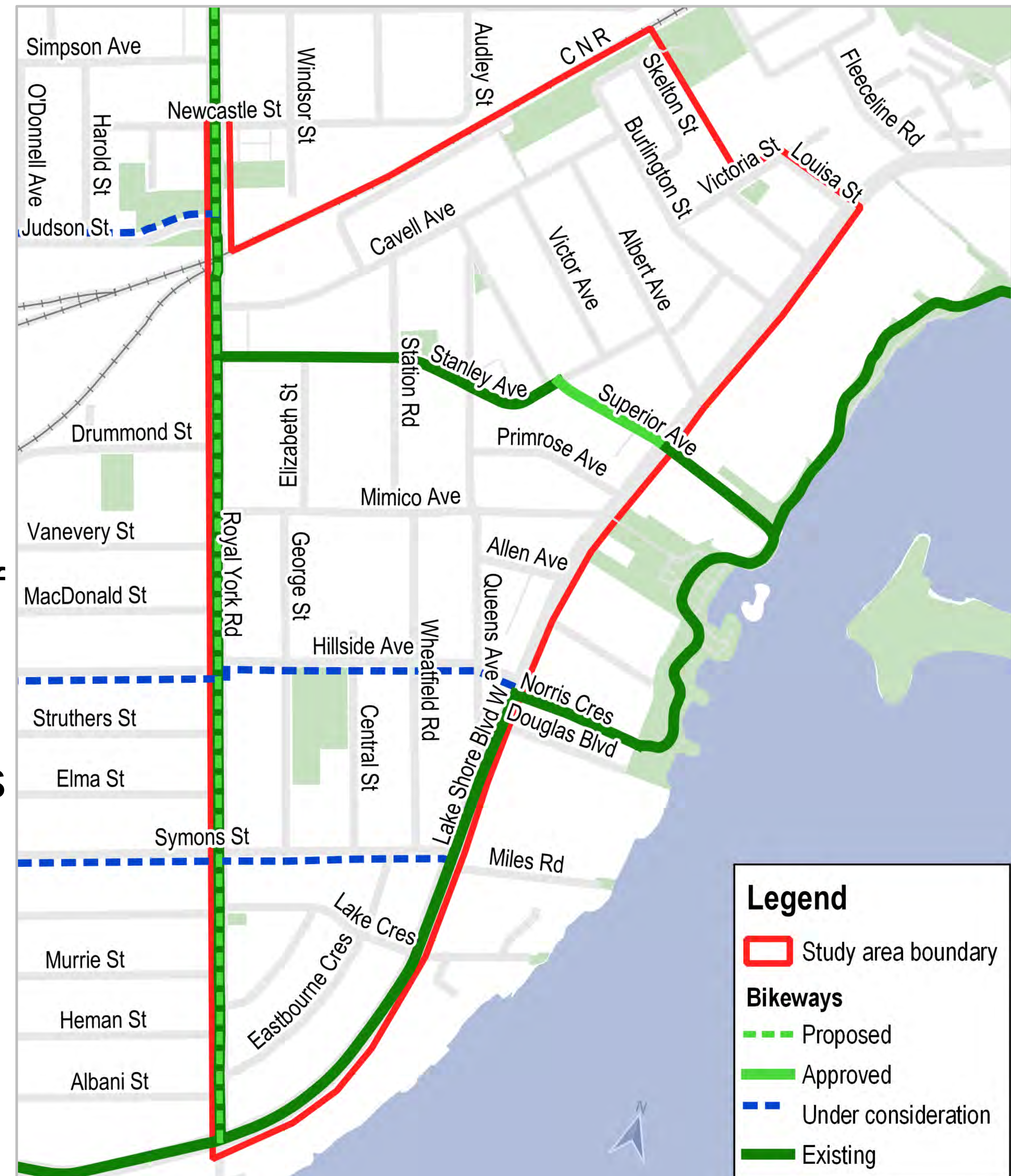
Proposed Active Transportation Measures

What we heard:

- Bikeways on Royal York Road are narrow, need more protection especially at Judson Street and rail corridor
- One-way streets should include contraflows to allow cycling in both directions
- Connection to GO Station is difficult with stairs

Neighbourhood bikeways:

- Superior Avenue planned for renewal as part of Cycling Network Plan (CNP) & approved for implementation in 2024
- Royal York Road proposed for consideration as part of CNP 2025-2027
- Hillside Avenue, Symons Street, Judson Street currently in CNP and under consideration for future implementation



Superior Ave | Existing & Planned

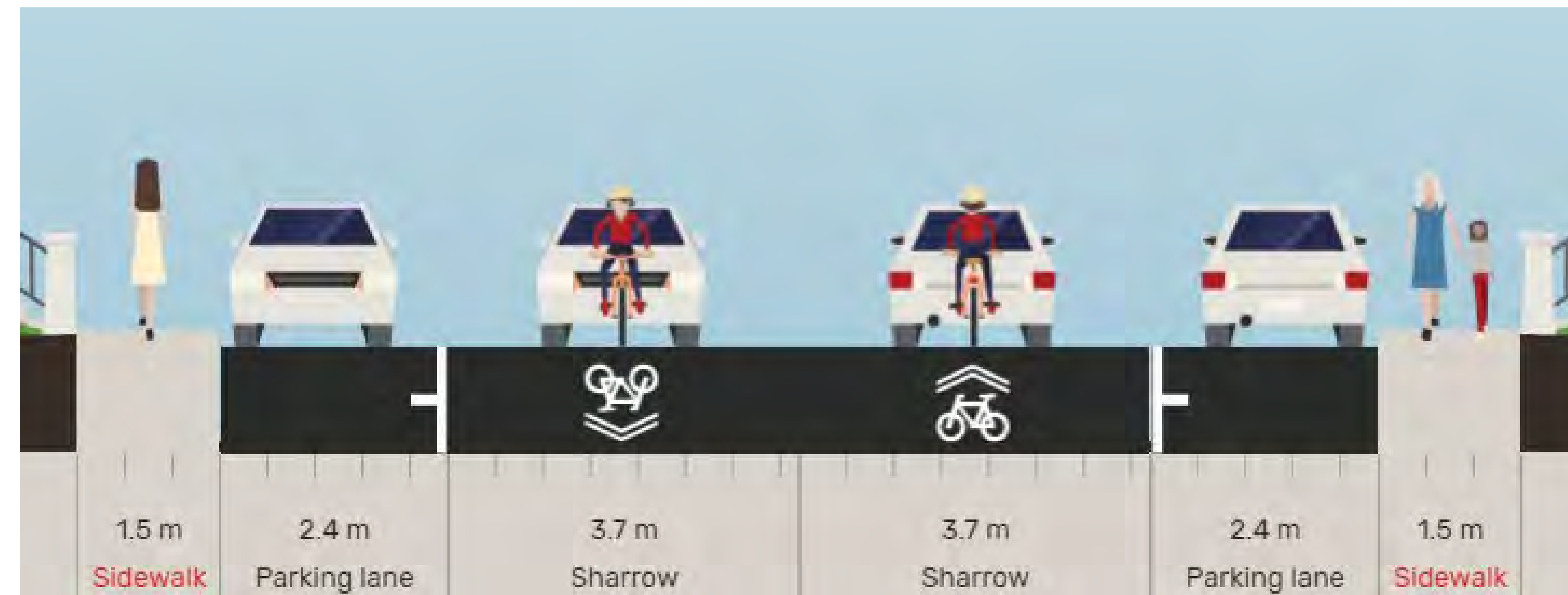
Planned changes include:

- **Cycle tracks** on each side of the street to create an environment that is safer for cycling
- **A painted median with planters** which reduces lane width, helps prevent aggressive passing, and introduces additional green space to the street
- **Lane narrowing** which can reduce speeding without the need for vertical deflections like speed humps and encourage driver alertness
- **Intersection improvements** including high visibility crosswalks, tactile walking surface indicators, and corner radius reductions

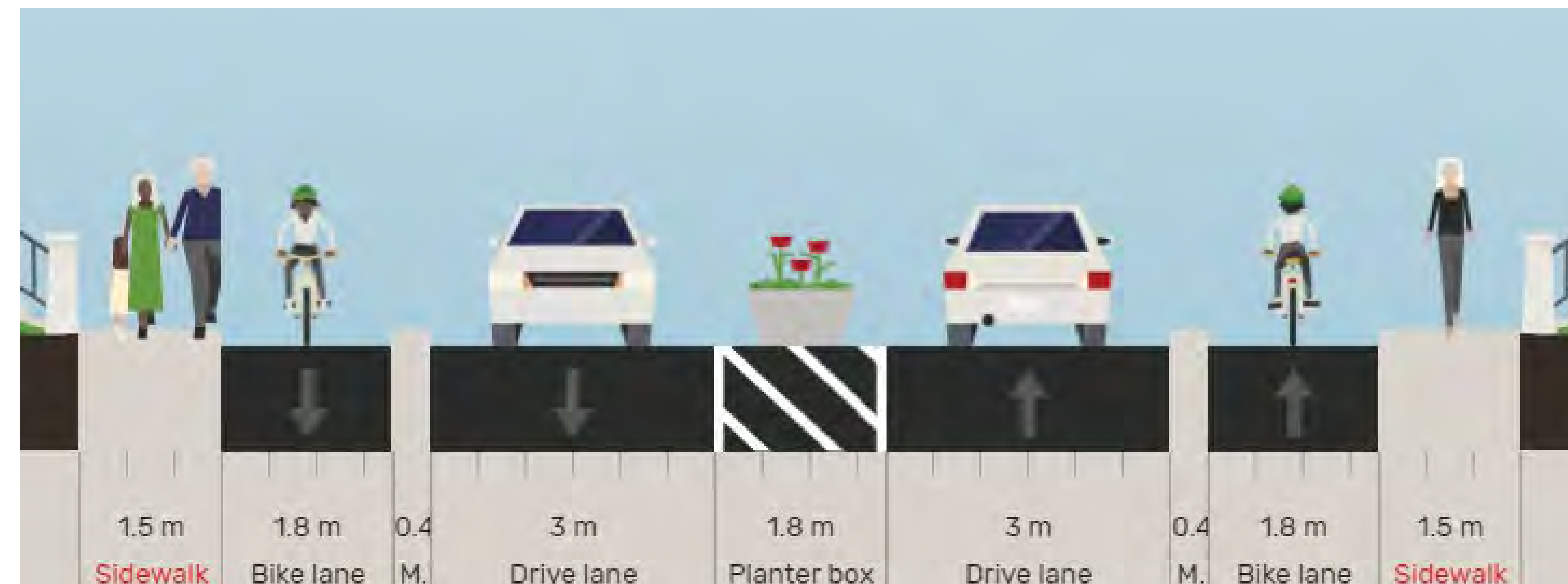
Additional Information:

- These changes are intended to address the concerns identified by the community in the first phase of public engagement in 2022
- After addition of minimum width motor vehicle lanes and cycle tracks not enough space remains to retain three-hour free on-street parking

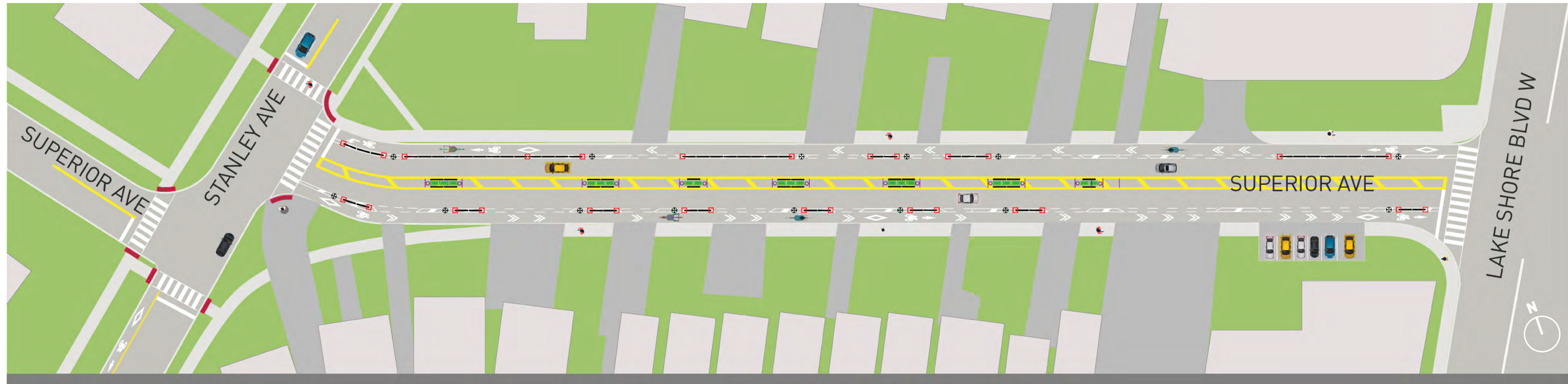
Existing



Planned



Superior Ave | Planned



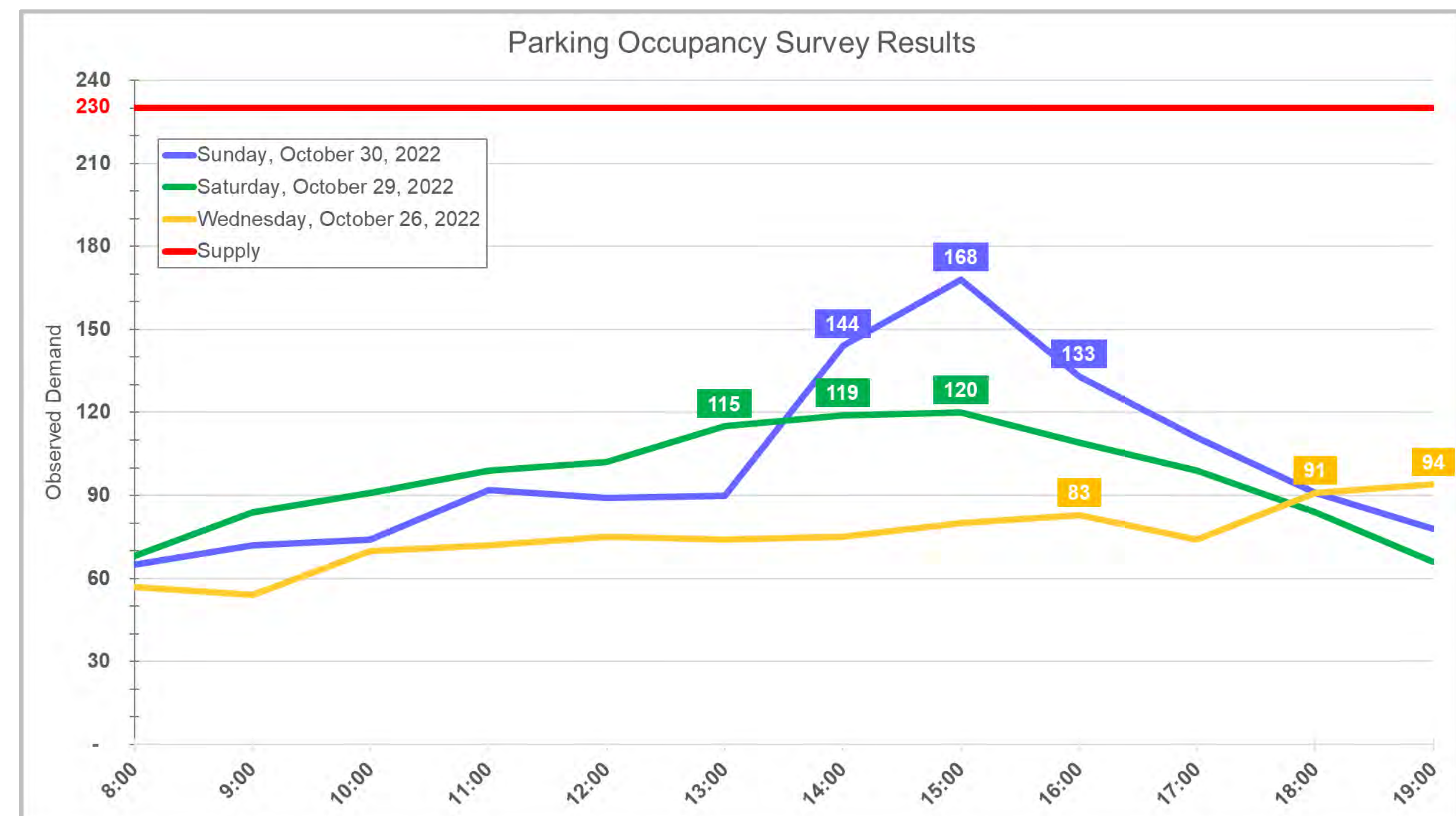
Additional Information (continued):

- Superior Avenue was identified in the 2022-2024 Cycling Network Plan for 'renewal' of existing cycling facilities
- Planters and curbs will be placed to maintain access to all driveways from both directions and to maintain navigability by emergency vehicles
- Access to paid parking in Green P lot and perpendicular boulevard parking spots will be maintained
- parking bylaw does not allow for overnight parking
- Changes are planned to be implemented in 2024 alongside road resurfacing associated with sewer work

Superior Ave | Parking

These planned changes result in a reduction of 25 on-street parking spaces. In order to understand this impact a parking study was conducted.

- Parking inventory counted 127 on-street spaces and 103 additional publicly accessible spaces for a total of 230 spaces in the immediate vicinity of Superior Ave.
- Parking occupancy in this area was observed for 12 hours per day, between 8 a.m. and 8 p.m., on Wednesday October 26, Saturday October 29, and Sunday October 30, 2022
- Peak parking demand in the area occurred between 3 p.m. and 4 p.m. on Sunday October 30, 2022. At that time there were 23 vehicles parked on Superior Avenue between Stanley Avenue and Lake Shore Boulevard West and 62 spaces (27% of total publicly accessible supply) available in the observation area
- On average throughout the observation period there were 139 spaces (60% of total publicly available supply) available in the observation area



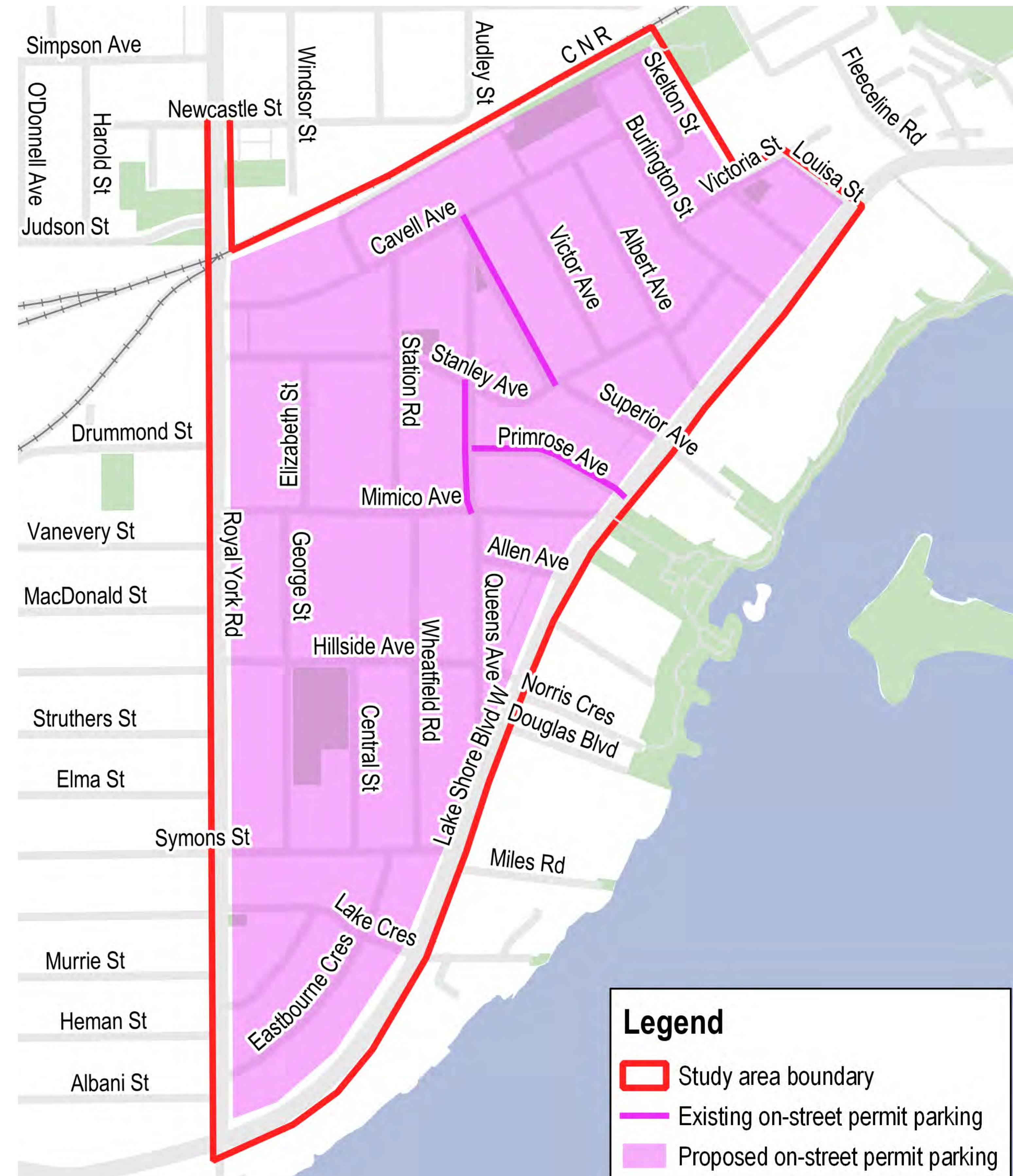
Proposed Parking Management Measure

Proposed change:

- **Residential on-street permits** which entitle permit holders to park their car on the street within a specified area exclusively during permit parking hours, including overnight
- Can be implemented with Community Council approval and positive local resident polling

Impacts

- Addresses concerns around potential reduced on-street parking on Superior Avenue, Mimico Avenue
- Addresses concerns around on-street parking on Cavell Ave. related to Mimico GO
- Reduces speeding on local streets



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.

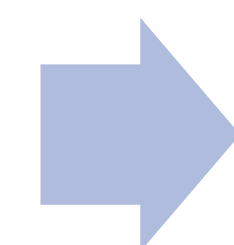
Phased Improvement	Timing	Examples
Quick Wins • No Council approval required • Primarily movable/flexible materials	6-18 months	• Intersection improvements • Refreshed pavement markings (e.g. stop bars and centre lines) • Signage & sightline fixes
Short-term Actions • Council approval required • Mix of flexible materials and permanent materials	1-5 years	• Speed humps • Pedestrian crosswalks • Directional changes • Cycling network improvements • Parking amendments
Longer-term Changes • Council approval required • Permanent materials	5+ years	• Measures not implemented as Quick Wins or Short-term Actions to be delivered alongside future roadworks or development

Next Steps

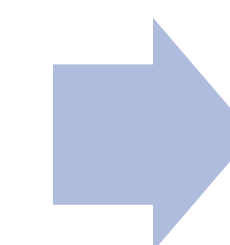
Staff will review and analyze the feedback collected from this event and from the online survey and further update and refine the Mimico Neighbourhood Mobility Plan.

Staff will present the plan to Etobicoke York Community Council in early 2024. If approved, the Plan will then move into implementation.

Survey Closes
January 1, 2024



**Report to
Community Council**
Early 2024



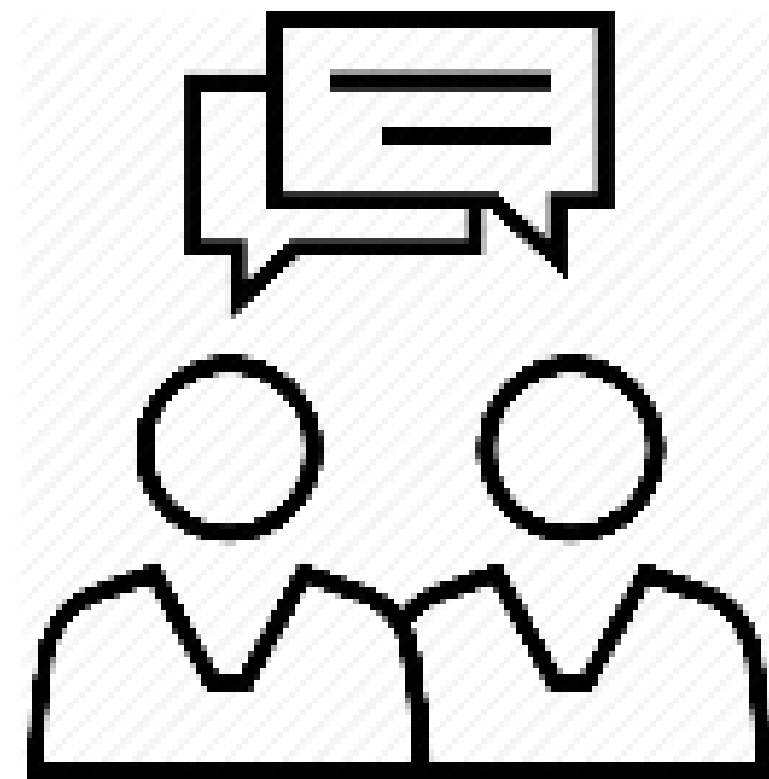
**Implementation,
monitoring,
evaluation**
2024+

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:

Providing Feedback on Recommendations

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



Telling Us About Yourself

Fill out the survey to help us understand how you travel around the area today.



Staying in Touch

Add your name and email at the sign in table to be added to the project email list to stay informed about the project as it progresses.



You can also provide feedback via phone or email, stay up to date with project at our project website, and join our email list for updates.

Call: 416-338-2850

Email: maogosha.pyjor@toronto.ca

Web page: toronto.ca/MimicoMobilityPlan

