



West Lansing Neighborhood

Traffic Management Recommendation Meeting

September 12, 2008



Meeting Objectives

- 1. Clarify the “bypass” traffic problem**
- 2. Discuss 3 specific recommendations**
 - Presentation followed by Q&A

End Result:

Help Councillor Filion determine if the proposals are in the best interest of the community



The Problem

- **North York City Centre targeted by City & Provincial Planners for intensification without adequate provision for arterial roads and highway access**
- **Yonge & Sheppard became one of the busiest intersections in the City with frequent gridlock on Yonge between Sheppard & 401**
- **An excessive number of vehicles use our residential streets to BYPASS this escalating gridlock resulting in:**
 - **Serious safety concerns**
 - **Threat to property values**
 - **Eroding / diminishing quality of life**

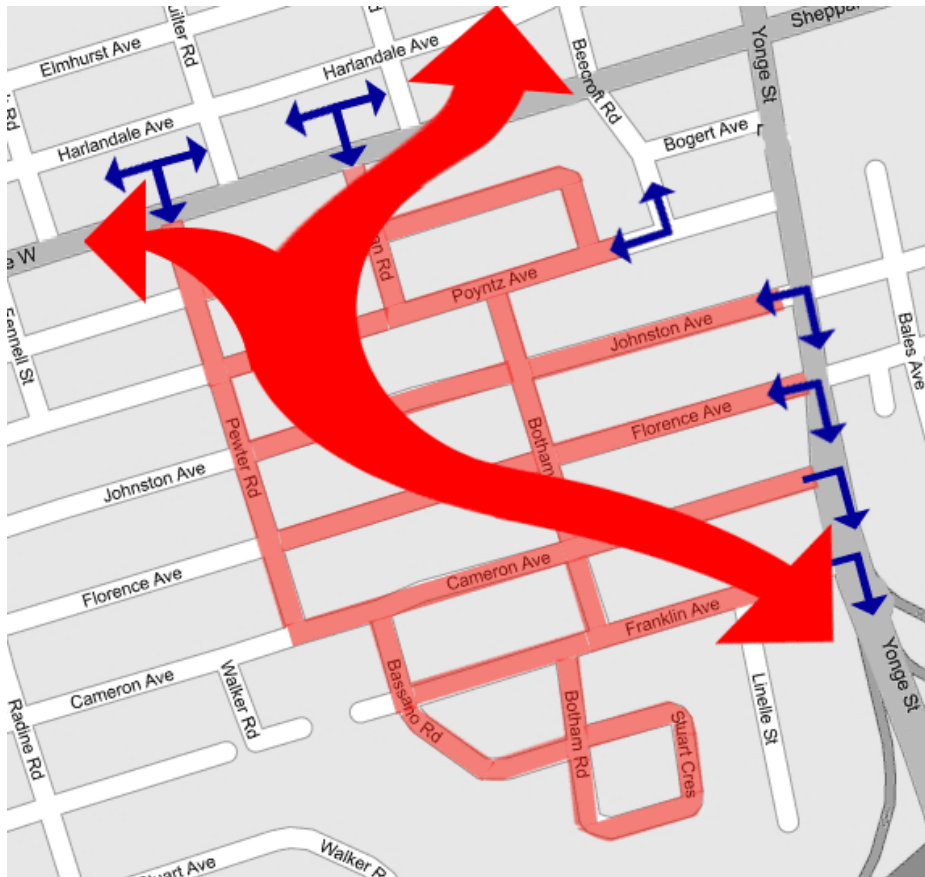


The Problem





Bypass Traffic

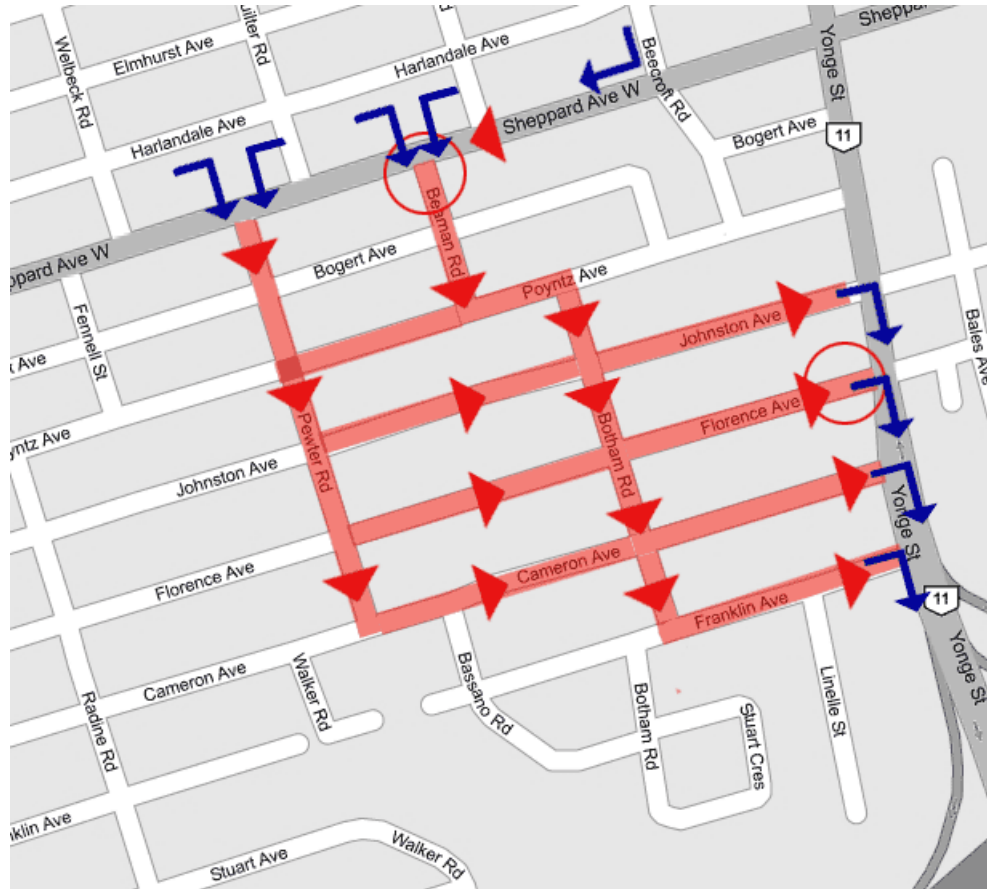


Current street layout and existing restrictions leave gaps allowing penetration of bypass traffic, turning residential streets into an “informal ring road”



WEST LANSING
HOMEOWNERS ASSOCIATION

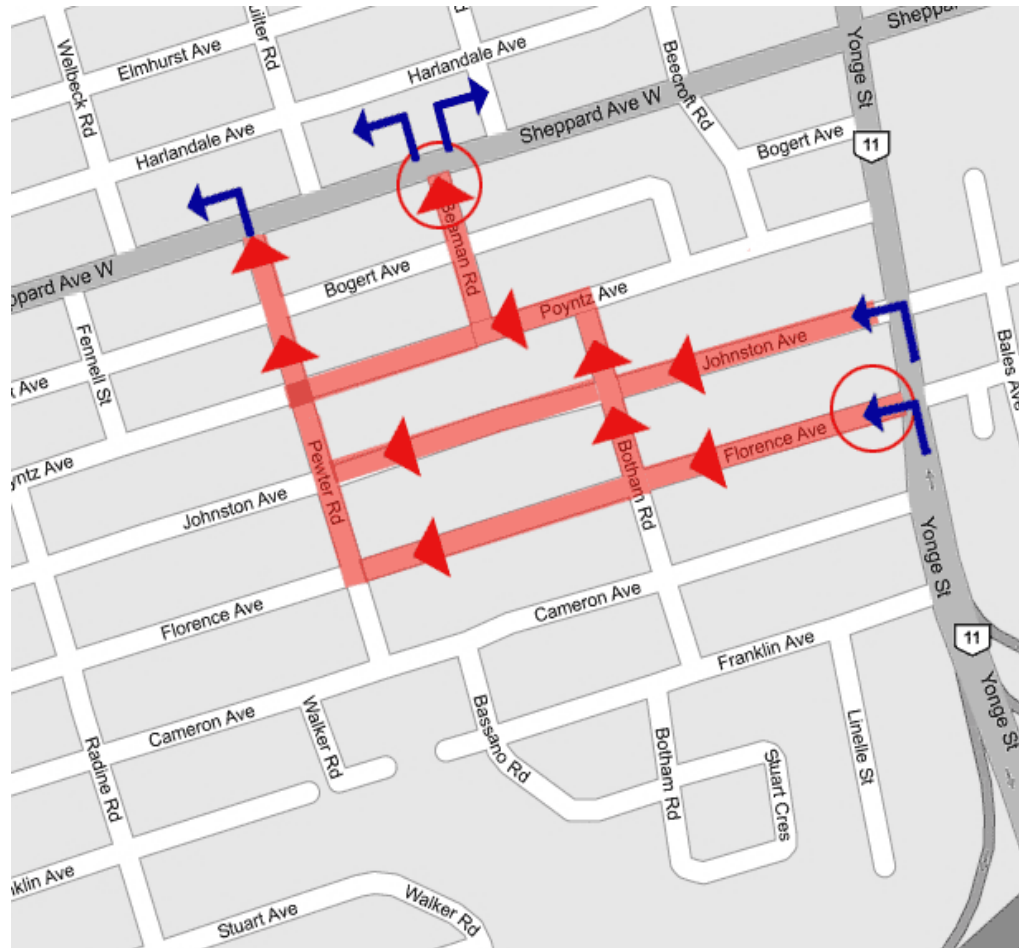
Southbound





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Northbound





Background

Cameron Traffic Group Est. in 2002

- consulted area homeowners and city traffic staff to review possible solutions and select the best ones
- implemented recommendations with the help of Councillor Filion
- succeeded and improvements were noticed

Since Then

- unprecedented development and intensification in the North York City Centre, traffic volumes on the rise
- original safeguards are no longer sufficient

WLHA 2006 – 2008

- monitored situation, consulted with City traffic staff, surveyed homeowners for feedback on a few possible solutions, further consulted with City staff and Councillor Filion



Current Danger Spots

- **Florence & Botham Intersection - busy, pedestrian accidents**
- **Beaman - narrow, no sidewalks, daycare**
- **Franklin - narrow, no sidewalks, speeding**
- **Botham, Bassano - near planned school, narrow, no sidewalks**
- **Johnston, Florence, Cameron, Franklin and Poyntz - speeding on longer blocks**



Current Danger Spots





Current Danger Spots





Current Danger Spots





Current Danger Spots



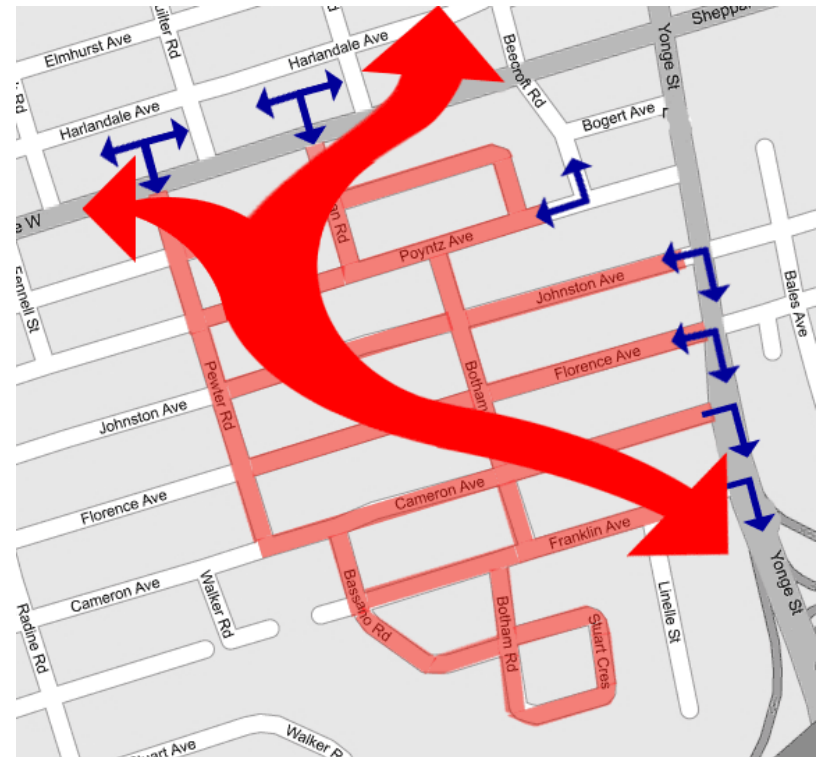


Current Danger Spots



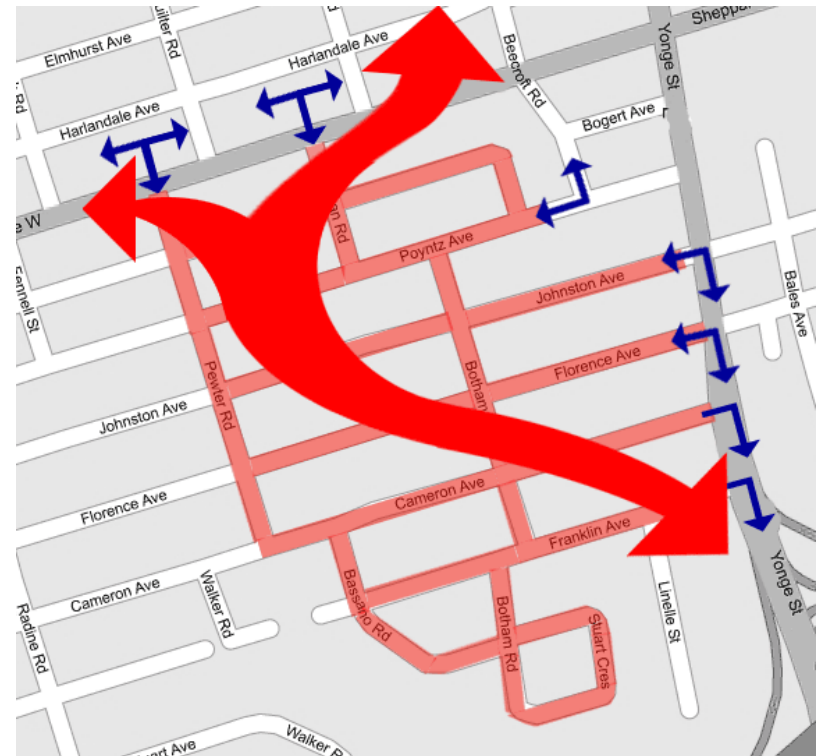


Current Danger Spots



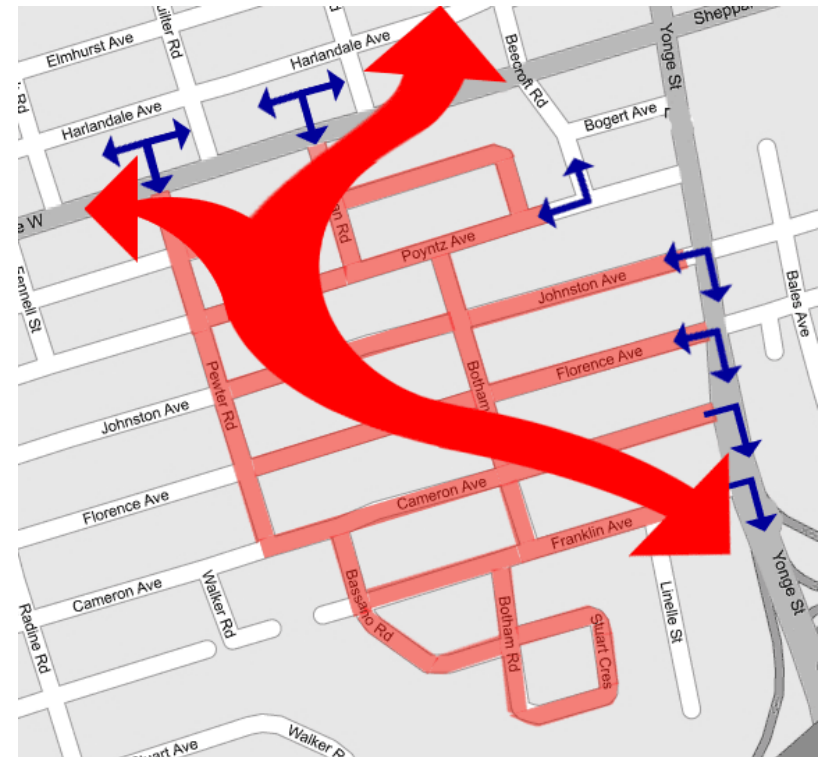


Current Danger Spots





Current Danger Spots





New Development = More Traffic

As many as 4000 new residential condominium units may be added in the immediate vicinity within 5 years.

This compares to the 1200 residential units which currently exist as single detached homes.

In effect, the population size in our neighborhood would more than triple in size.

MOST WILL USE CARS, NOT TRANSIT.



Planned Development

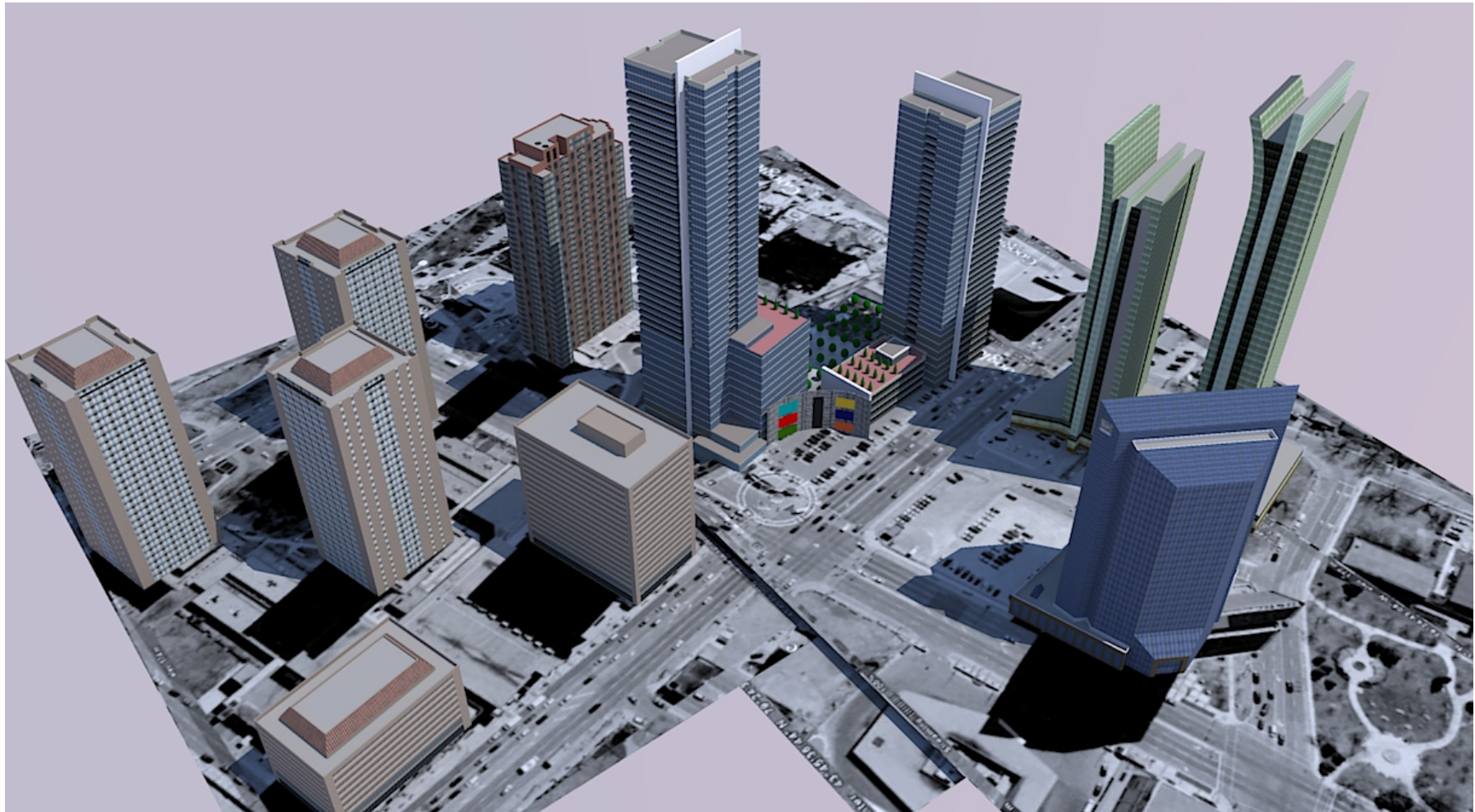


- ① new school
- ② proposed condo (Willowdale Plaza)
- ③ proposed condo (Emerald Park)

+ others east of Yonge and many more north of Sheppard



Planned Development





WEST LANSING
HOMEOWNERS ASSOCIATION

Options Considered

SPEED BUMPS

PRO: slow down and decrease non-resident traffic

CON: slow down emergency vehicles, noisy, inconvenient for local traffic, difficult to implement, work well as speed control, less effective at driving out unwanted traffic

ONE WAY STREETS

PRO: reduce non-resident traffic

CON: very inconvenient for local traffic, cannot make 2 parallel streets one-way, so traffic will spill over to adjacent street

OTHER TRAFFIC CALMING MEASURES

- 'local traffic only' signs – ignored
- street narrowing, etc. – inconvenient to residents, good as speed control, less effective at driving out unwanted traffic

TURN RESTRICTIONS

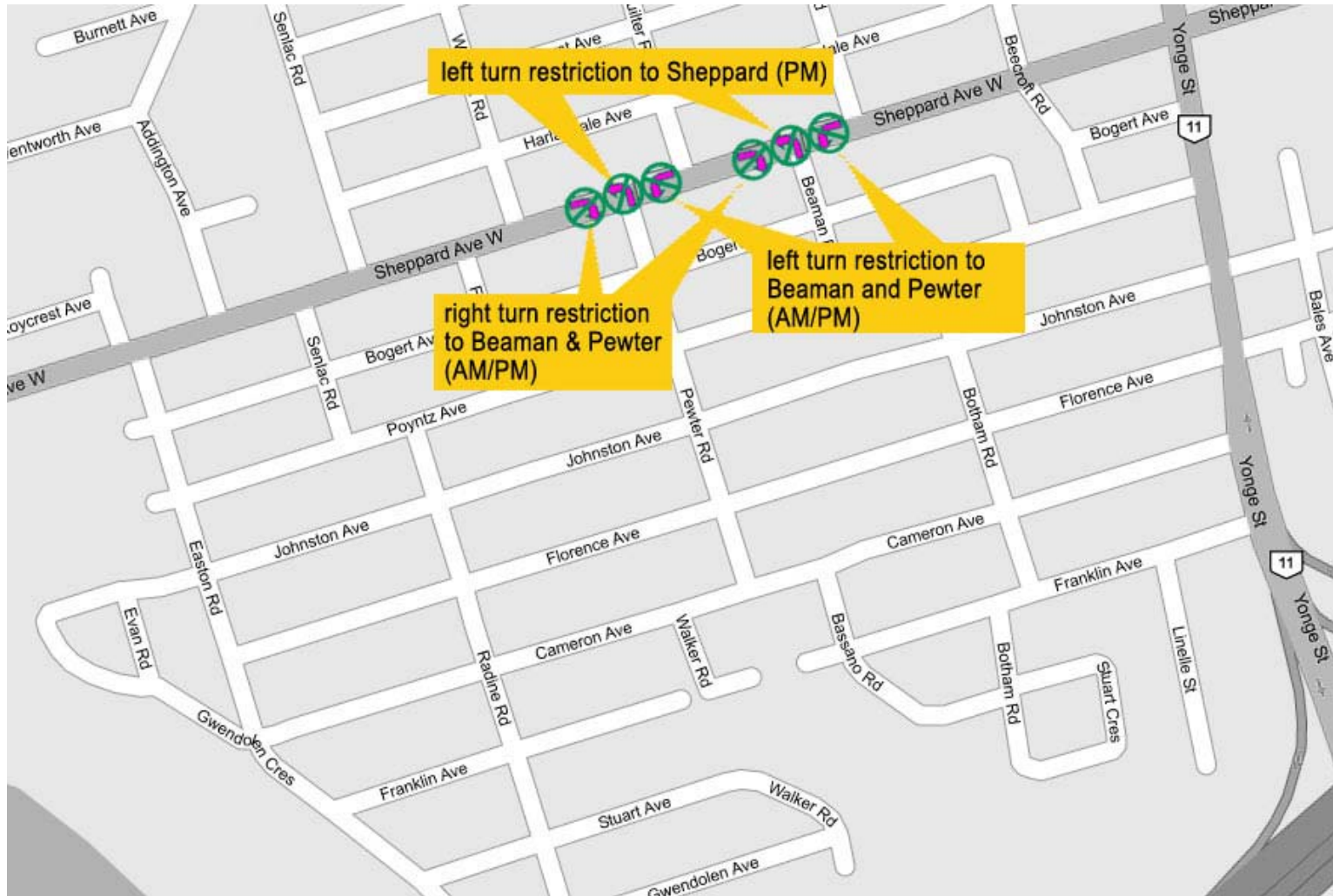
PRO: reduce non-resident traffic, targeted at rush hour, least inconvenient for local traffic

CON: need periodic enforcement, some local traffic inconvenience



Recommendations

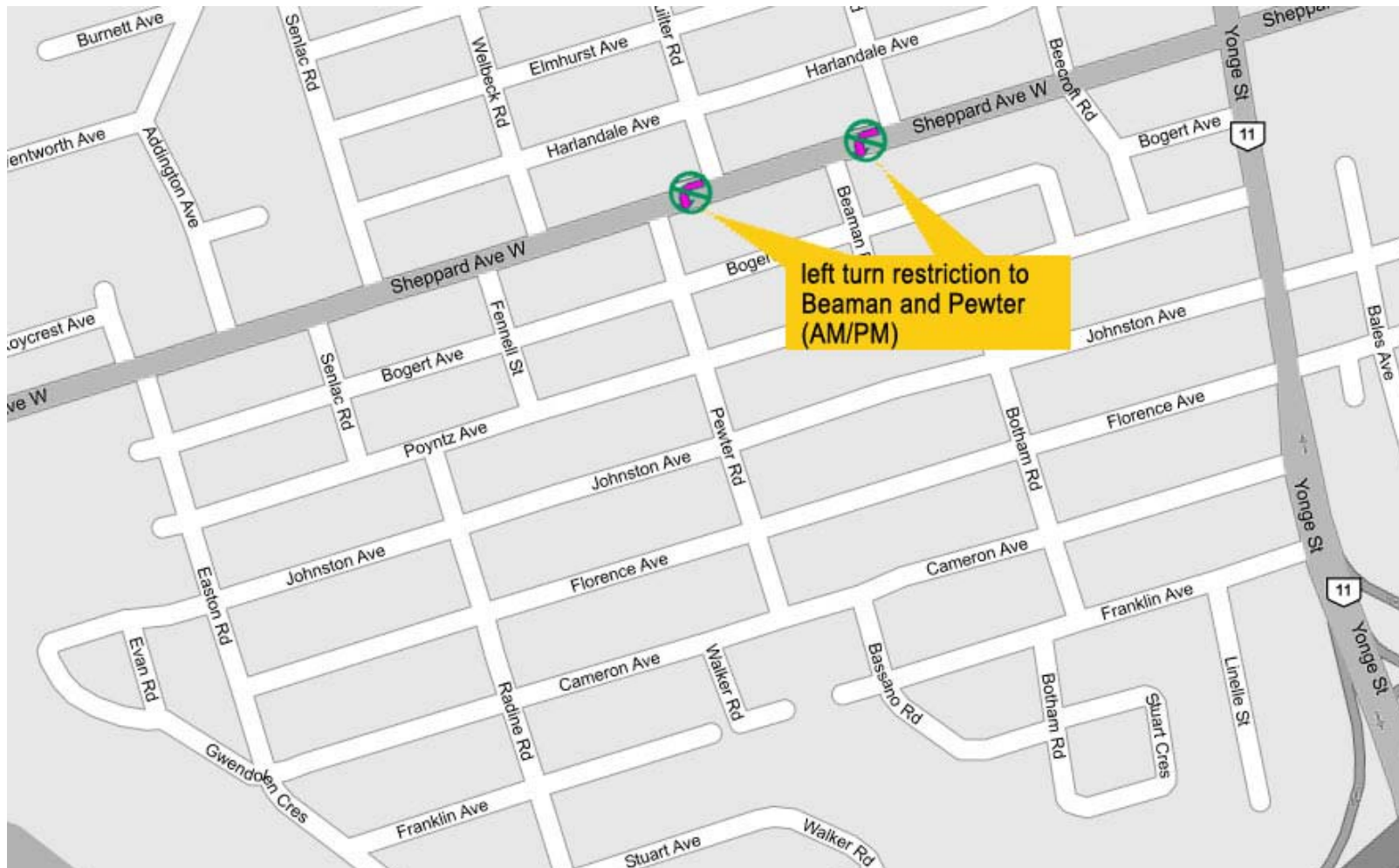
Turn Restrictions At Key Entry/Exit Points





Recommendations

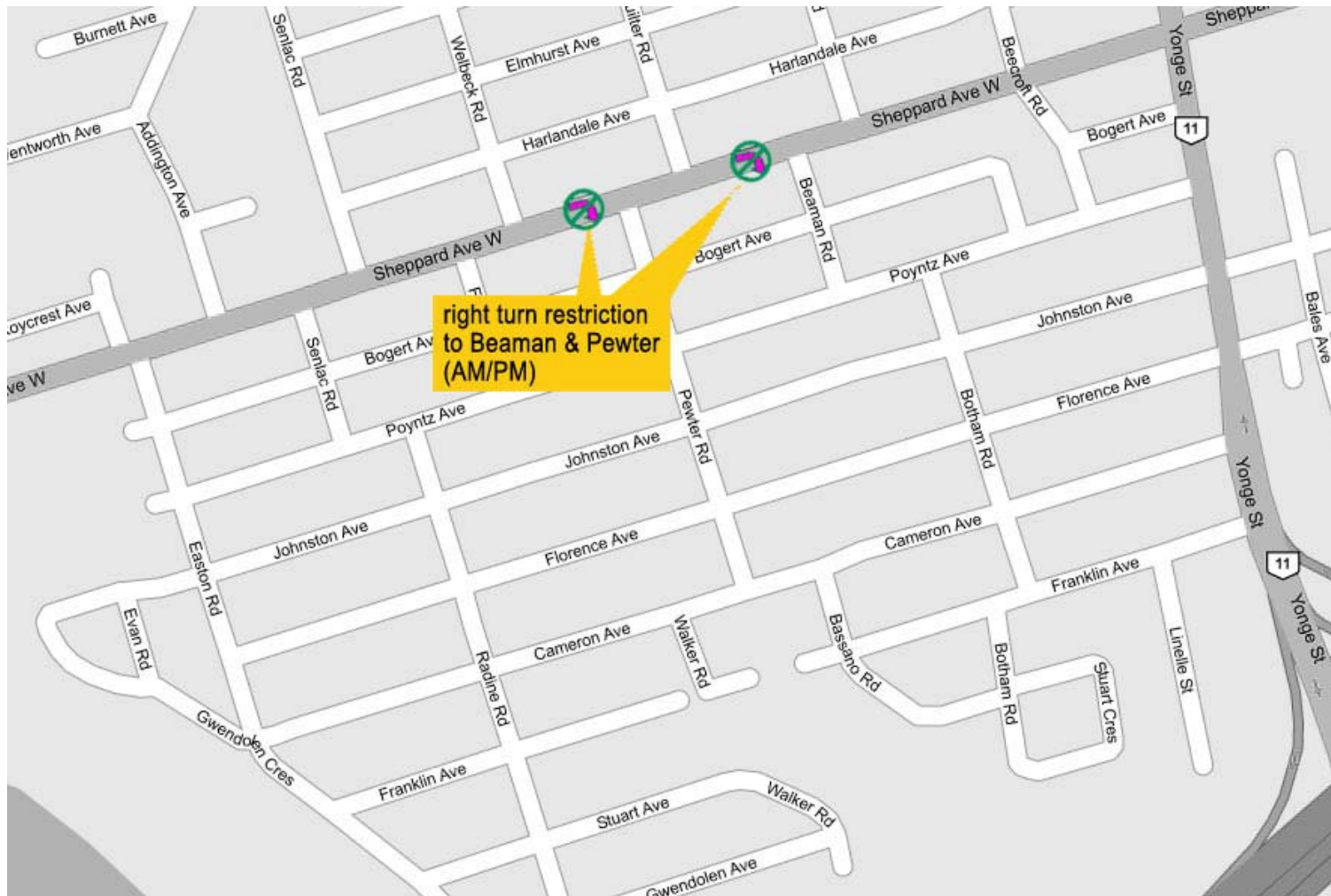
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Recommendations

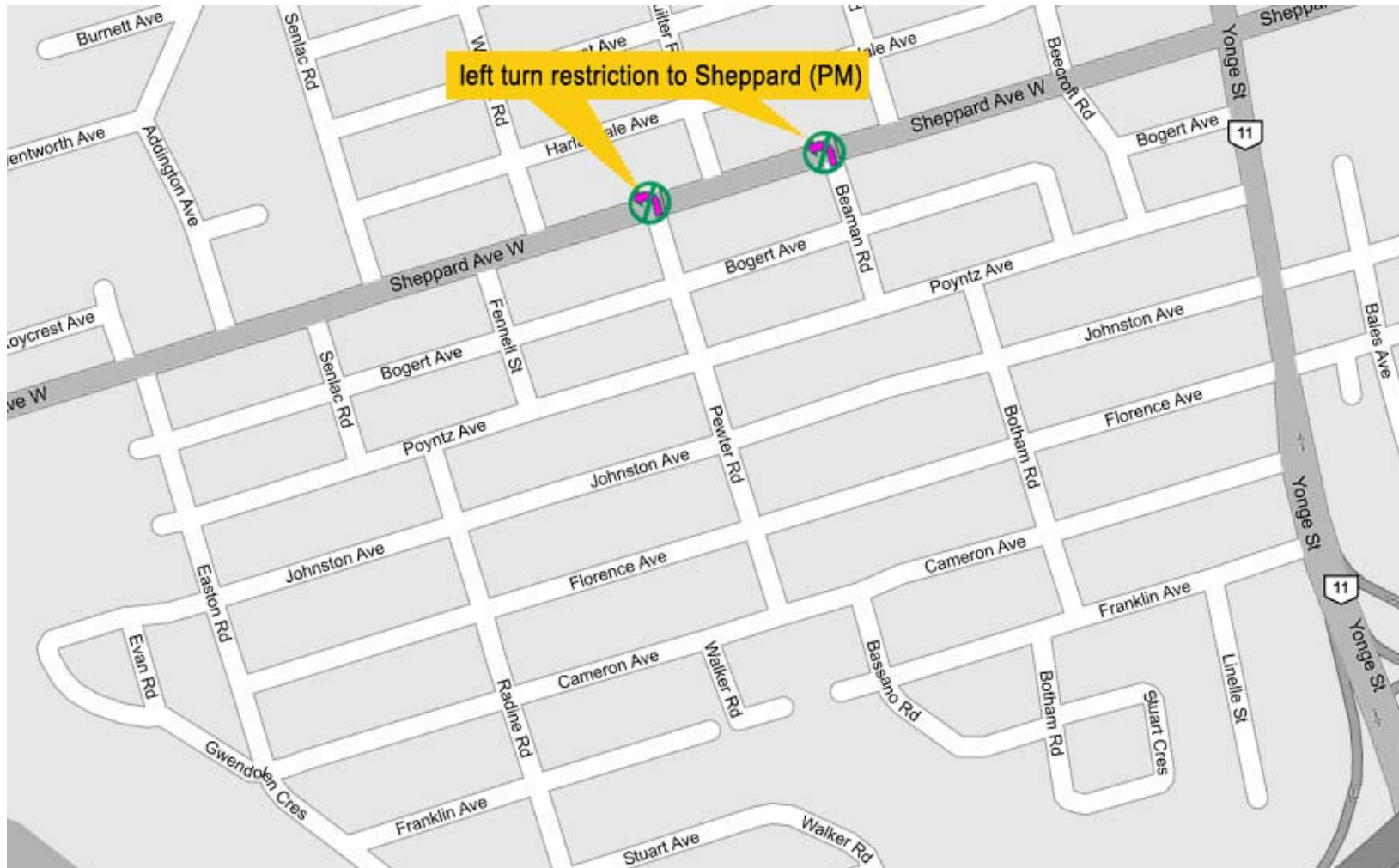
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Recommendations

Turn Restrictions At Key Entry/Exit Points





Summary

- **CANNOT SLOW PACE OF DEVELOPMENT, IN THE HANDS OF THE PROVINCE (ONTARIO MUNICIPAL BOARD)**
- **PUBLIC TRANSIT WILL NOT ABSORB TRAFFIC, TRAFFIC WILL GET WORSE**
- **PROTECTING OUR NEIGHBOURHOOD IN THE HANDS OF THE RESIDENTS, HELP FROM COUNCILLOR AND CITY TRAFFIC STAFF**
- **MORE THAN ONE POSSIBLE SOLUTION – ALL A COMPROMISE**
- **TURN RESTRICTIONS PROPOSED AS BEST SOLUTION FOR NOW**
- **ADDITIONAL MEASURES WILL LIKELY BE REQUIRED IN THE FUTURE**



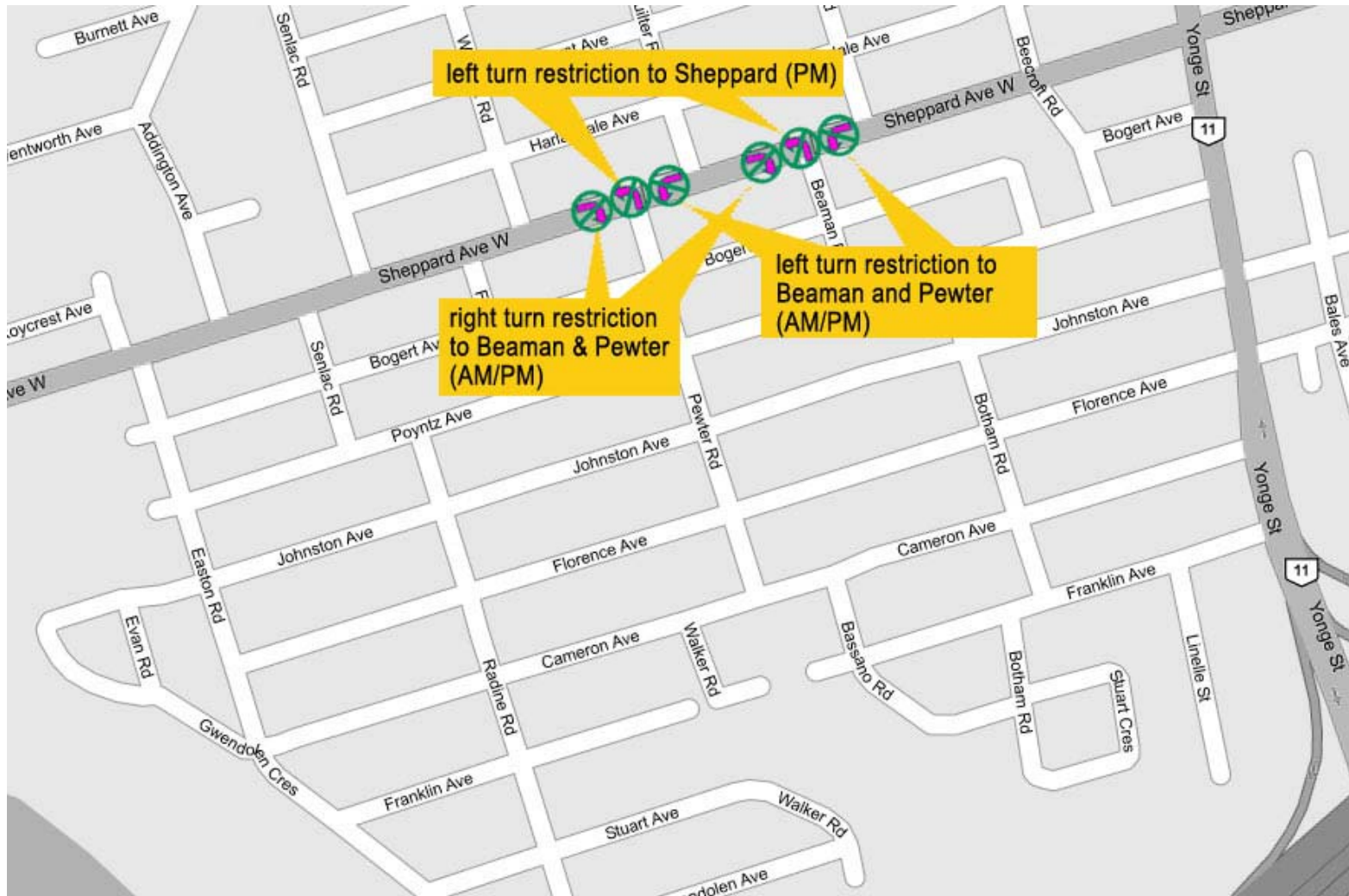
Discussion Period

- 1. QUESTIONS RE: PROPOSED MEASURES**
- 2. DISCUSS PROS AND CONS, MAKE STATEMENTS - FOR OR AGAINST**
- 3. DISCUSS OTHER TRAFFIC ISSUES, SUGGESTIONS FOR THE FUTURE**



Recommendations

Turn Restrictions At Key Entry/Exit Points





Existing Restrictions

