

BAYSWATER AVENUE TRAFFIC CALMING PLAN

AS WE HEARD IT REPORT

BACKGROUND

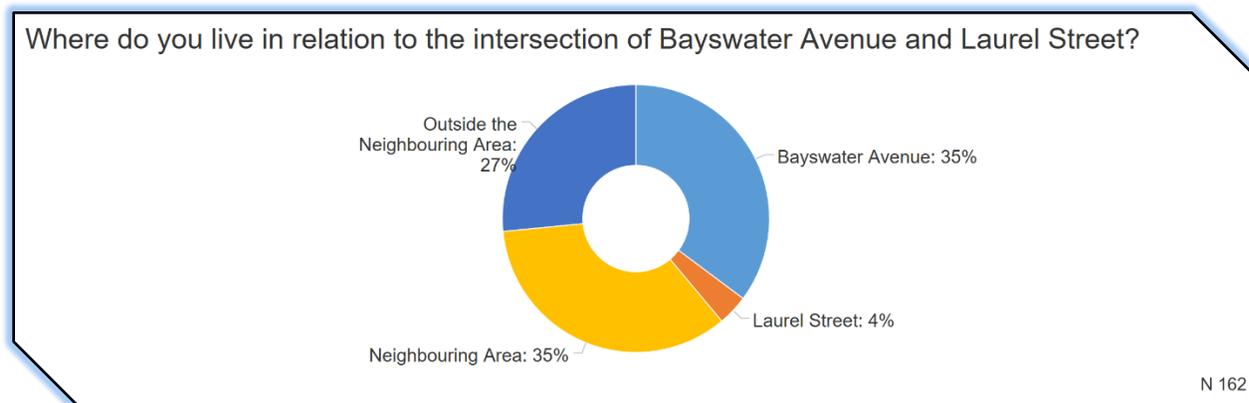
Bulb-outs were previously recommended on Bayswater Avenue at Laurel Street to calm traffic through the completion of the Parkdale Area Transportation Study (in 1997). , but never prioritized for funding and were therefore never implemented. As these recommendations are more than two-decades old, they were re-evaluated and alternative recommendations were developed.

SUMMARY OF CONSULTATION ACTIVITIES

An online consultation seeking feedback from residents regarding four alternative plans was undertaken from May 29, 2020 to June 30, 2020. 162 respondents completed the survey. This report includes the results of this online survey including summaries of the individual comments received.

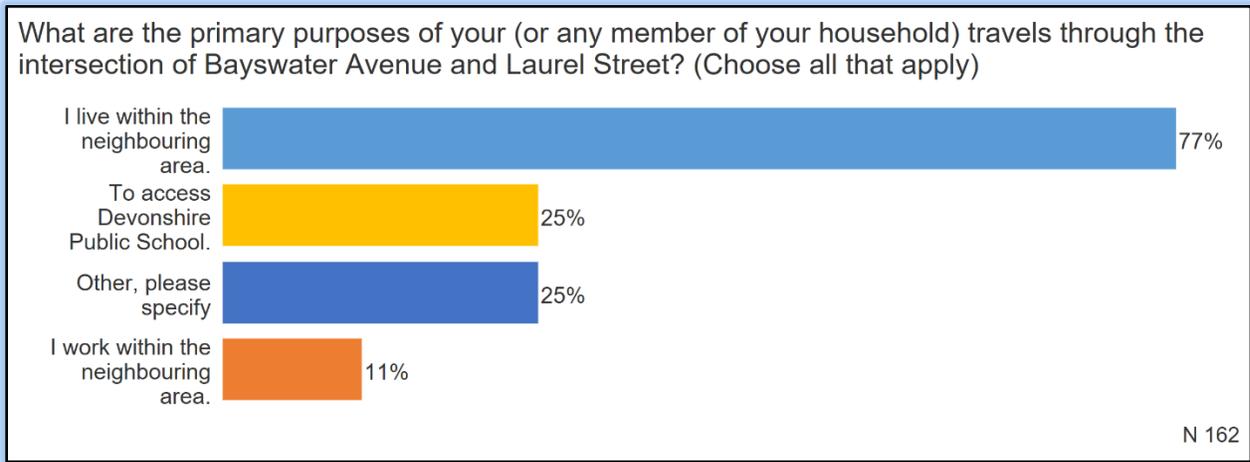
SUMMARY OF RESPONSES FROM ONLINE SURVEY

Among the 162 survey respondents, 35% and 4% of them were from residents living on Bayswater Avenue and Laurel Street, respectively. 35% were from residents living in the neighbouring area (bordered by Somerset Street West in the north, Queensway in the south, Fairmont Avenue in the west and O-Train Line 2 in the east) and 27% were from outside the neighbouring area.

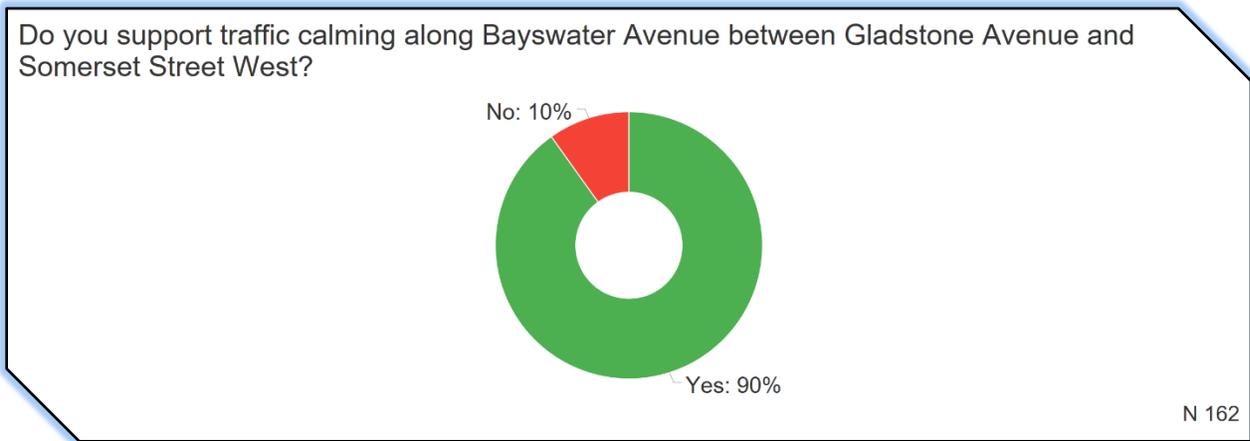


Among the 162 survey respondents, 77% of them travel through the intersection of Bayswater Avenue and Laurel Street because they live within the neighbouring area. 25% of them travel

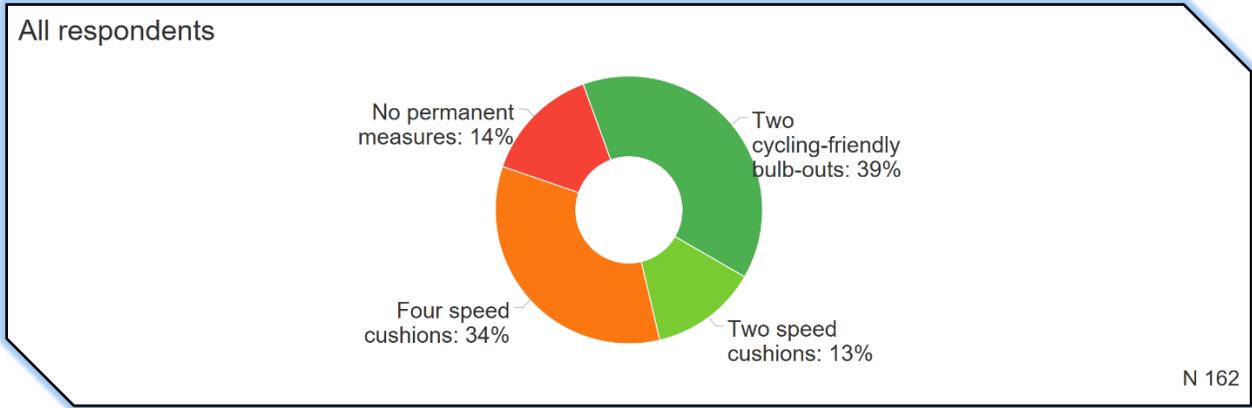
through the intersection to access Devonshire Public School, and 11% because they work within the area.



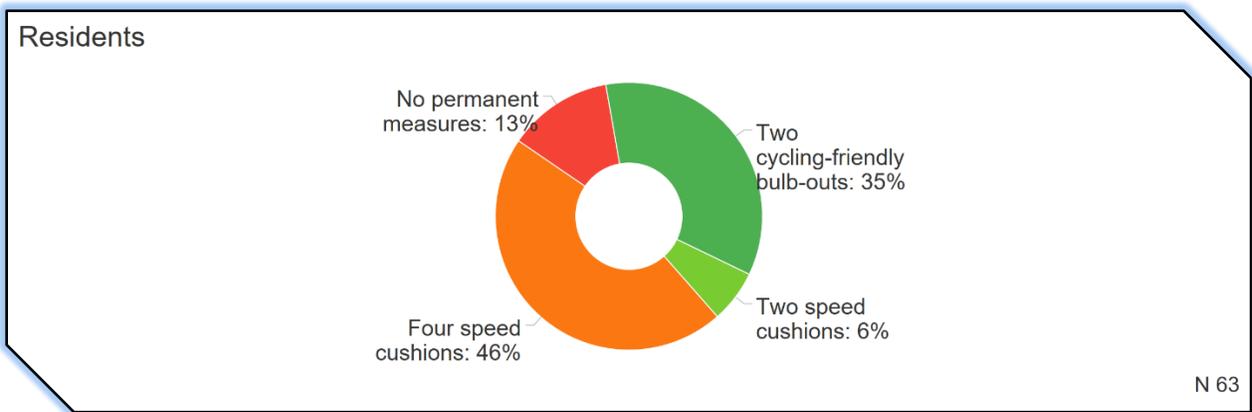
90% of total respondents supported traffic calming along Bayswater Avenue between Gladstone Avenue and Somerset Street West.



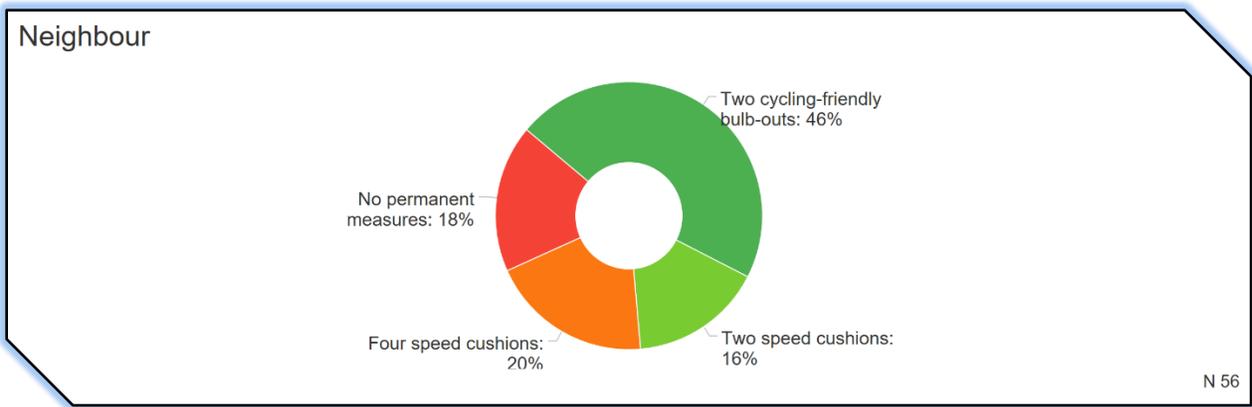
The alternative plans most supported by all 162 respondents was Alternative 1: Two Cycling-Friendly Bulb-Outs (39%), followed by Alternative 3: Four Speed Cushions (34%).



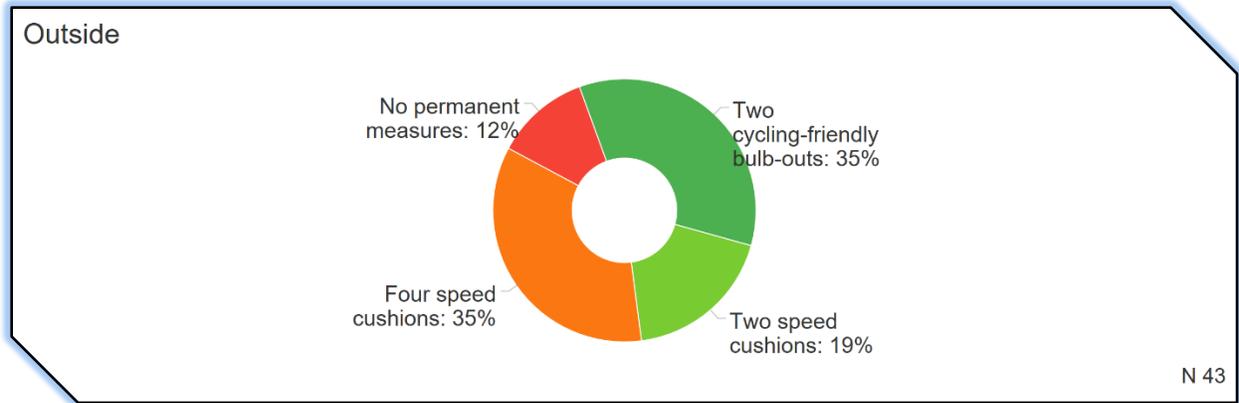
The alternative plans most supported by the 63 respondents of Bayswater Avenue and Laurel Street specifically was Alternative 3: Four Speed Cushions (46%), followed by Alternative 1: Two Cycling-Friendly Bulb-Outs.



The alternative plans most supported by the 56 respondents of the neighbouring area excluding Bayswater Avenue and Laurel Street was Alternative 1: Two Cycling-Friendly Bulb-Outs (46%), followed by Alternative 4: Four Speed Cushions (20%).



Two alternative plans, Alternative 1: Two Cycling-Friendly Bulb-Outs and Alternative 3: Four Speed Cushions are equally supported by the 43 respondents from outside of the neighbouring area (35% each).



The following table summarizes level of supports for each plan by all respondents and three sub groups of the respondents.

Group	Alternative 1: Two Cycling-Friendly Bulb-outs	Alternative 2: Two Speed Cushions	Alternative 3: Four Speed Cushions	Alternative 4: No Permanent Measures
All Respondents	63 (39%)	21 (13%)	55 (34%)	23 (14%)
Residents	22 (35%)	4 (6%)	29 (46%)	8 (13%)
Neighbouring Area	26 (46%)	9 (16%)	11 (20%)	10 (18%)
Outside Neighbouring Area	15 (35%)	8 (19%)	15 (35%)	5 (12%)

PUBLIC COMMENTARY

Many individual comments were received. The following tables provide a summary of these comments grouped into a few topics. Numbers in parenthesis are the numbers of respondents who submitted same or similar comments.

Traffic Issues

Category	Commentary
Road Users	<ul style="list-style-type: none"> • People are using the street as a highway/speed zone. (12) • Drivers are impatient and threaten the safety of cyclists and pedestrians. (2) • Drivers don't stop at stop signs/roll through intersection. (9) • Aggressive driving culture (1) • Large heavy vehicles should be prohibited on Bayswater Avenue. (2)
Road Geometry	<ul style="list-style-type: none"> • Telephone poles obstruct driver's view. (1) • Hedges on the southeast corner property are a sight hazard for drivers travelling northbound (1)
Traffic Volumes	<ul style="list-style-type: none"> • Need to reduce traffic volumes (2)
Cut-Through Traffic	<ul style="list-style-type: none"> • Bayswater Avenue from Somerset Street W to Carling Avenue is a runway for cut-through traffic. (1) • Need to reduce cut-through traffic (3)
Speed	<ul style="list-style-type: none"> • Need to reduce the speed of vehicles (3) • Need to reduce speed limit to 30 km/h (1)
Pedestrian Safety	<ul style="list-style-type: none"> • Gladstone and Bayswater is dangerous because left turning vehicles do not look for pedestrians. (1) • Pedestrians are afraid to walk down the street due to vehicle speeds. (1) • Dangerous for children to cross at Bayswater and Laurel to attend Devonshire Public School (3)
Emergency Services	<ul style="list-style-type: none"> • Traffic calming measures will delay emergency response time (3)
Permanent Traffic Calming	<ul style="list-style-type: none"> • There needs to be permanent traffic calming measures. (1)
Speed Cushions	<ul style="list-style-type: none"> • Speed reductions are quite limited. (1) • Need more speed cushions to keep speed consistently low. (1) • The installation of speed cushions diverts traffic to neighboring streets and does not address the core issue. (1) • Two speed cushions are insufficient. (4) • Speed cushions damage vehicles. (2) • 4 speed cushions are excessive. (1) • Drivers often swerve to avoid speed cushions endangering cyclists and pedestrians. (1)

	<ul style="list-style-type: none"> • Speed cushions are often ignored. (1) • Don't support the installation of speed cushions as they push traffic to neighboring streets (2)
Cycle-Friendly Bulb-Outs	<ul style="list-style-type: none"> • Streets are too narrow and busy. (1) • Bulb-outs do not force vehicles to slow down as much as other traffic calming measures. (1)
Temporary Traffic Calming	<ul style="list-style-type: none"> • The flex stakes are quite dangerous for cyclists. (1) • With cars parked on the side of the road and flex stakes, it is impossible for a car and cyclist to go through the flex stake. (1)
Construction and Maintenance	<ul style="list-style-type: none"> • Construction is disruptive to the neighborhood. (1) • Poor roadway conditions (1)
Enforcement	<ul style="list-style-type: none"> • There is a lack of police enforcement. (3)

Preferred Alternative Plan

Proposed Solutions	Commentary
Four Speed Cushions	<ul style="list-style-type: none"> • Most effective for reducing traffic speed and traffic volume (21) • Speed cushions work great and are the best option. (4) • Potentially slows down traffic on the whole block (2) • Discourages speeders to speed up once they've cleared the intersection • Deters cut-through traffic (2) • Only option that will achieve the target of 40 km/h speed limit for collector roads set by the collector street guidelines. (1) • Lowers vehicle speeds making it safer for pedestrians and cyclists (2)
Two Speed Cushions	<ul style="list-style-type: none"> • Will force vehicles to slow down (2) • Does not preclude bike lane (1) • Minimal slowing of emergency vehicles (2) • Highest improvement of pedestrian safety out of the options (1) • Quieter control measure (2) • Less harsh on shock absorbers of cars (1) • Cost effective (1)
Two Cycling-Friendly Bulb-Outs	<ul style="list-style-type: none"> • Most likely to reduce speed and reduce the likelihood of individuals running the stop sign (5) • Reduces speed of turning traffic at the intersection (4) • Focuses on pedestrian safety at the intersection (8) • Most visible deterrent (1) • Cycling friendly (8) • Many children pass through this area and would offer increased visibility (1)

	<ul style="list-style-type: none"> • Narrows the intersection for crossing the street to and from school for children (5) • Prioritizes cyclist and pedestrian safety (12) • Improved urban design (1) • Safest and more effective option (2) • Slows traffic by narrowing roadway (2) • Lowest impact on emergency vehicles (1) • Ensure street parking remains available in proximity to bulb-out (1) • Cost effective (3)
No Permanent Measure	<ul style="list-style-type: none"> • It does not narrow the street and it is free of speed cushions or humps so first responders will not be slowed down. (2) • This intersection is not the problem. The bigger issue is at the intersections of Gladstone Avenue and Bayswater Avenue, and Somerset Street W and Bayswater Avenue. (1) • The existing flex stake signs reduce speed sufficiently without additional cost. (3) • People need to pay attention and develop personal responsibility. (1) • Loss of parking space, cluttering up the road for a non-existent problem. (1) • There is no cost and does not devote resources to tackling an issue of limited priority. (1) • Minimizes impacts in winter when the road becomes narrow. (1)

How to improve the alternative plans?

Category	Suggested Solutions/Improvements
Four Speed Cushions	<ul style="list-style-type: none"> • Increase the vertical deflection of speed cushions to lower the 85th percentile speed to 30 km/h. (2) • Implement both bulb-outs and four speed cushions. (2)
Two Speed Cushions	<ul style="list-style-type: none"> • Implement both bulb-outs and two speed cushions. (6)
Two Cycling-Friendly Bulb-Outs	<ul style="list-style-type: none"> • Planters on the bulb-outs to help frame the street and allow for more opportunities for greening the intersection (1) • Add bulb-outs on Laurel Street. (1) • Combine the bulb-outs with pavement markings. (1) • Combine the bulb-outs with speed humps. (1) • Parking remains available. (1) • Would like to encourage safe cycling access to the bicycle lanes at Bay View and the John A Macdonald Parkway. (1) • Integrate a future cycling path/infrastructure along with this solution. (4) • Bike lane in addition to bulb-outs (2)
Road Geometry	<ul style="list-style-type: none"> • Move the telephone polls. • Reduce the width of the road. (2)

	<ul style="list-style-type: none"> • Remove street parking. (2) • Plant trees on the bulb-outs. (1) • Keep crossing zones clearly painted and signage visible. (1) • Add rumble strips in front of stop lines. (1)
Traffic Control	<ul style="list-style-type: none"> • Lower the speed limit. (19) • Restrict car access to one-way traffic. (1) • Add an advance walk sign for pedestrians on the east side of Bayswater Avenue and Somerset Street West. (1) • Limit the amount of transport trucks and heavy vehicles. (1) • Add 4-way flashing red beacon. (1) • Change designation of Bayswater Avenue to local road. (1)
Temporary Traffic Calming Measures	<ul style="list-style-type: none"> • Arrange flex stake signs and flex posts similar to Fairmont Avenue. (1) • Remove flex stake signs. (2) • Install flex stakes in spring and remove them in autumn. (1) • Speed display boards (4)
Permanent Traffic Calming Measures	<ul style="list-style-type: none"> • Raised intersection (2) • Speed humps as opposed to speed cushions (12) • Mountable medians with rumble strips (1) • Increase width of sidewalk. (2)
Walking and Cycling	<ul style="list-style-type: none"> • Pedestrian activated crossing signal at Laurel/Somerset for children attending Devonshire Community Public School (2) • Implement designated bike lanes. (10) • Add sharrow markings. (1) • Add bicycle parking along Bayswater Avenue. (1)
Enforcement	<ul style="list-style-type: none"> • Increase enforcement for speeding and stop compliance. (6) • Install speed cameras. (2)