



TRAFFIC SURVEY – 2021

BACKGROUND

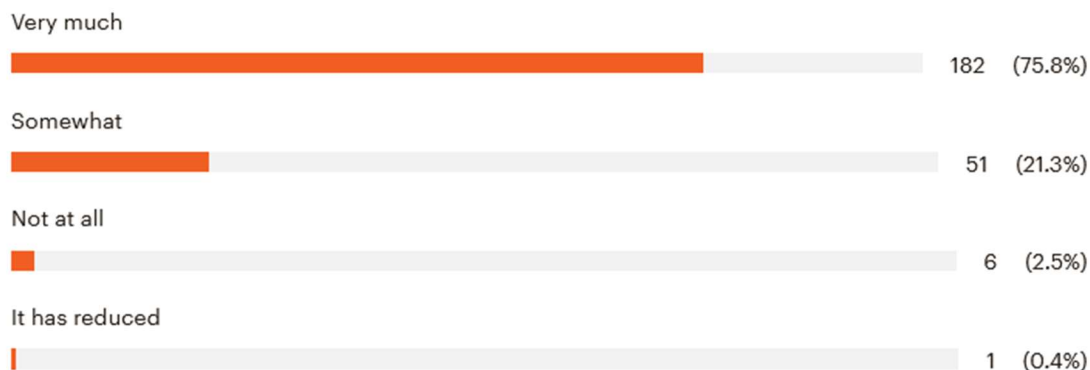
While living in a growing city means traffic, the Ledbury Park neighbourhood, which is situated close to the 401, is vulnerable to significant issues caused by increases in vehicles using the main thoroughfares of Avenue Road and Bathurst Street. The UACA executed a survey to assess the level of concern, types of issues faced and opinions on a range of potential solutions. This survey was delivered by e-blast to 753 UACA subscribers living in the area bounded by Avenue/Wilson/Bathurst/Lawrence on November 26, 2021, and subsequently promoted it on the UACA Facebook, Instagram and Twitter accounts as well as on the Ledbury Parks Connects Facebook group and NextDoor (specifically for this zone). A total of 240 residents responded by December 3, with approximately 205 coming from the subscriber list (27% response rate) and the rest from social media.

The survey and letter attempted to be neutral so as not to unduly influence opinions however traffic is rarely if ever seen as a desirable thing and the opinions of respondents came through loud and clear. This is a summary of the findings:

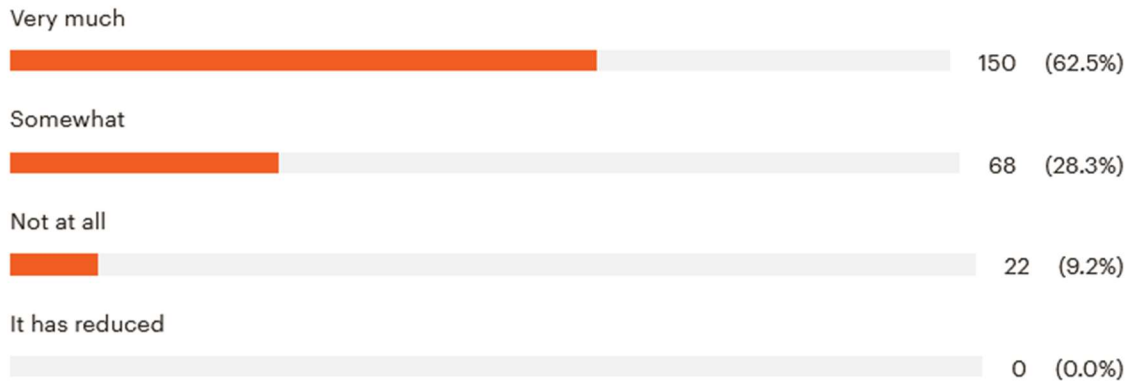
TRAFFIC ISSUE FEEDBACK

The survey intent was to assess issues related to traffic inside the neighbourhood as opposed to on the four surrounding thoroughfares. Clearly, respondents believe that traffic has significantly increased both in the neighbourhood and on their own street:

“To what extent do you believe that traffic inside the neighbourhood has increased over the past 5 years?”

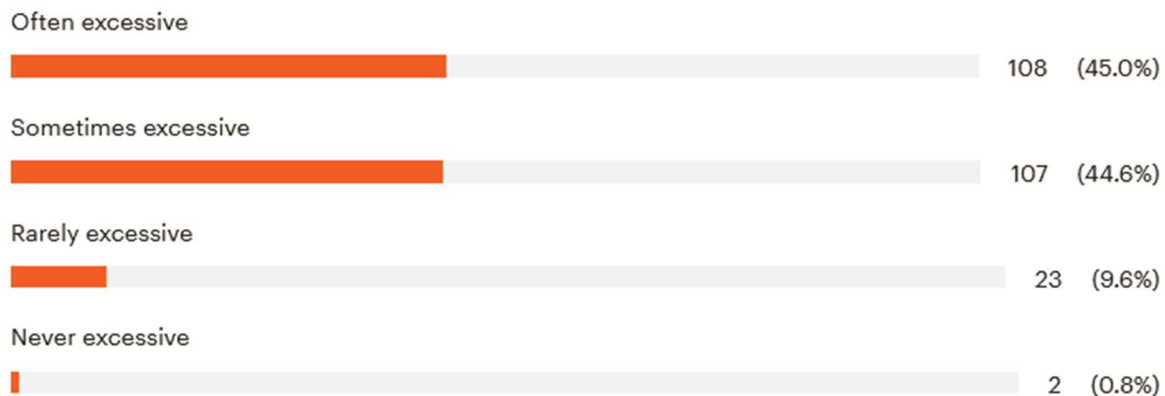


“To what extent do you believe that traffic on the street that you live has increased over the past 5 years?”



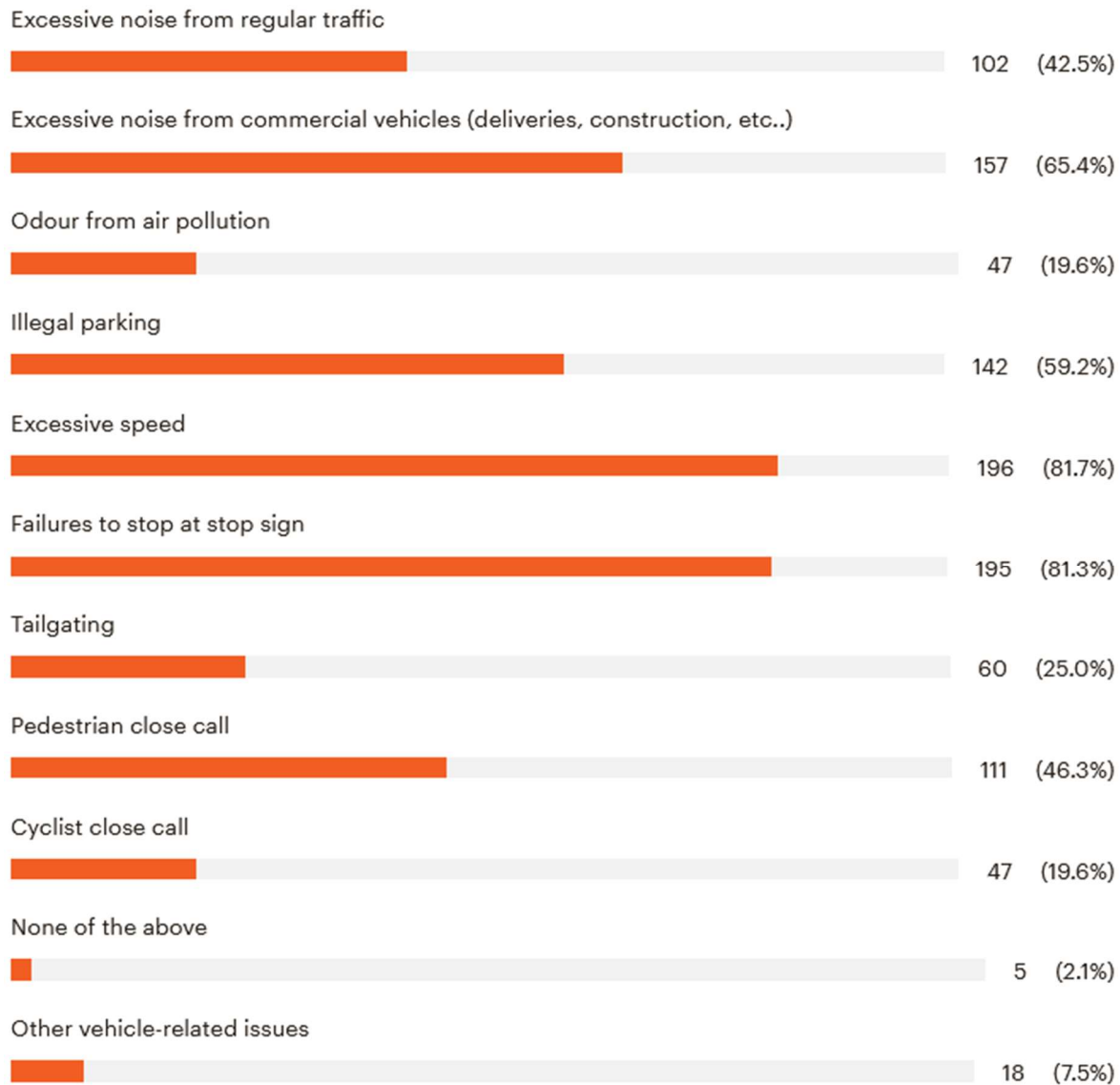
In addition to the street traffic there are concerns about the speeding with only 10% saying speed of vehicles on their street is rarely or never excessive:

“How would you describe the speeds at which vehicles drive on the street where you live?”



The main complaints related to traffic are speeding and lack of proper stops. Other hot buttons include noise from commercial vehicles and illegal parking:

“Have you experienced any of the following within the Ledbury Park residential area in the last 30 days? (Check all that apply)”



POTENTIAL SOLUTIONS

Respondents were queried on the extent that they support thirteen potential traffic/safety measures. These “fixes” were presented on a 1-7 scale from “Totally Against” to “Totally in Favour” the midpoint being 4.

	Average (1-7)	Strongly in favour (%)	Strongly against (%)
More stop signs	4.0	32	31
Speed humps	3.9	32	33
Speed cameras	4.7	49	24
Red-light cameras	4.9	52	21
Stop-sign cameras	4.8	50	25
Roundabouts	3.6	25	41
Pinch-points	3.3	15	40
Landscape barriers	4.0	29	29
Stricter parking enforcement	4.9	48	19
Some one-way streets	3.1	20	52
30 km/h speed limit	4.8	48	24
No parking on both sides of street	4.2	40	34
Prohibit cut-through commercial traffic	5.3	57	10

The most popular options are in large part related to enforcement:

- **Prohibiting commercial vehicles from going through the neighbourhood rather than returning to the main street**
- **Red-light cameras**
- **Stricter parking enforcement**
- **30 km/h speed limit**
- **Stop-sign cameras**
- **Speed cameras**
- **No parking on both side of street**

Least popular are the more physical options:

- **Some one-way streets**
- **Pinch-points**
- **Roundabouts**
- **Speed humps**
- **More stop signs**
- **Landscape barriers**

PARKING

Parking rules on the first blocks in from Avenue Road and Bathurst Street are inconsistent with some streets allowing no parking, and others having a mix of restrictions. Generally, there is limited availability of legal parking close to these main streets. We queried attitudes about parking in these zones.

While the plurality of respondents (48%) are fine with the situation as is, those that would like to see more parking available outnumber those that want less by a 2.5 to 1 margin.

“Many blocks close to the main streets have restricted parking or none at all. Which of the following statements do you most agree with?”

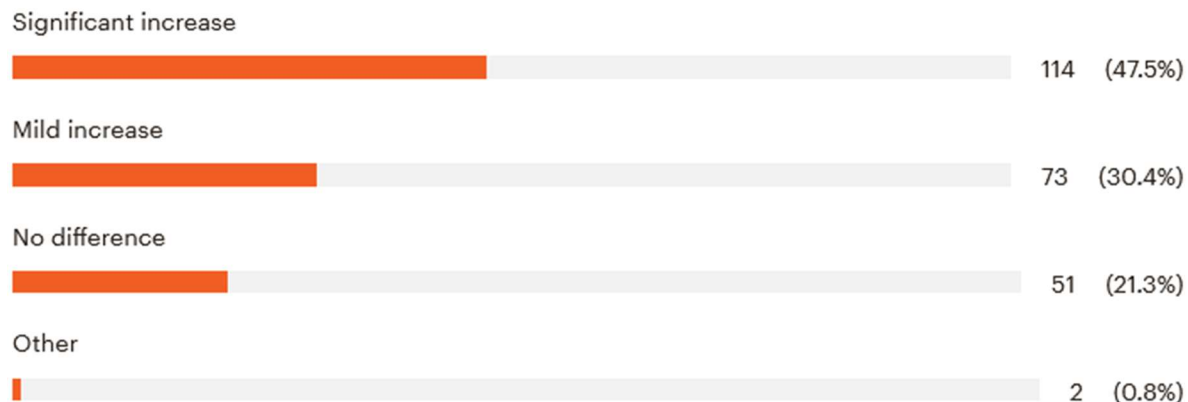


THE 50M MIXED USE ZONE

A secondary purpose of the survey was to gauge the impact of the mixed-use zone that is available 50m into the residential neighbourhood from the main streets. Commercial vehicles are allowed to park in these areas for deliveries to retailers and for access to condominium developments.

78% of respondents believe that this allowance for commercial vehicles has caused traffic/parking issues to increase with 48% stating the increase is significant:

“What if any effect on traffic and/or parked commercial vehicles in the 50m mixed use zone have you witnessed over the past few years?”



When asked to what extent they support the installation of posts at the 50m mark from Avenue Rd. and Bathurst, 42% replied that they are strongly in favour (6 or 7 on seven-point scale) while only 16% are strongly against. The purpose of these posts would be to deter commercial vehicles from cutting through the neighbourhood.

VERBATIM COMMENTS

It is in the verbatim comments that respondents shared their strongest feelings. There were three opportunities to express freely and 266 comments were made by 150 different residents (63% of total response). These were the three questions:

1. Have you witnessed any specific local road safety incidents that you would like to share?
2. What measures would you suggest to improve safety and traffic calming at the transition from the commercial zone to the residential neighbourhood?
3. What other suggestions related to traffic and parking do you have?

A full list of these comments is available for review in APPENDIX II

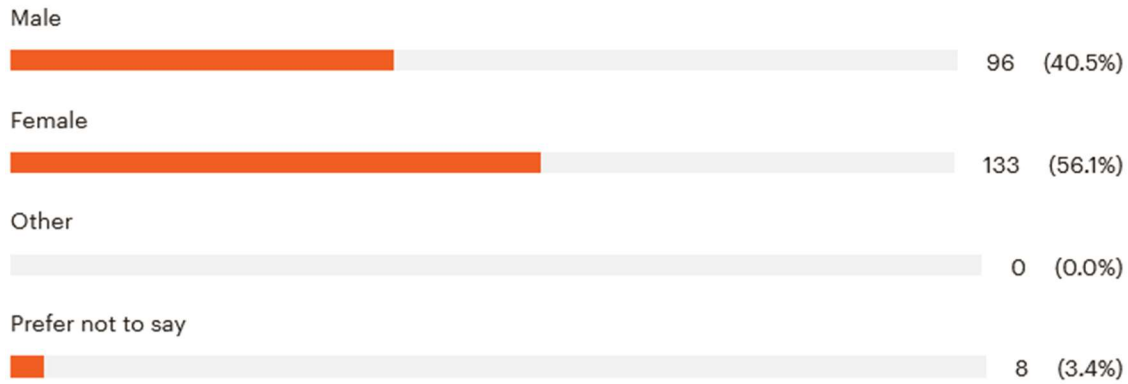
DEMOGRAPHICS

The survey was primarily completed by long-time residents (10+ years in the neighbourhood) and skewed female, age 50+ without children under 18. The majority drive daily and 86% at least four days per week. Details are presented in the following charts:

“How long have you lived in the neighbourhood?”



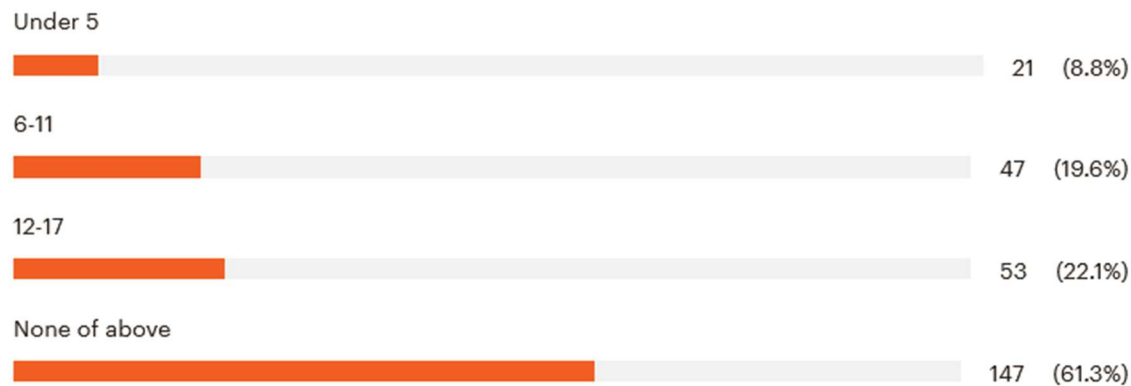
“What is your gender?”



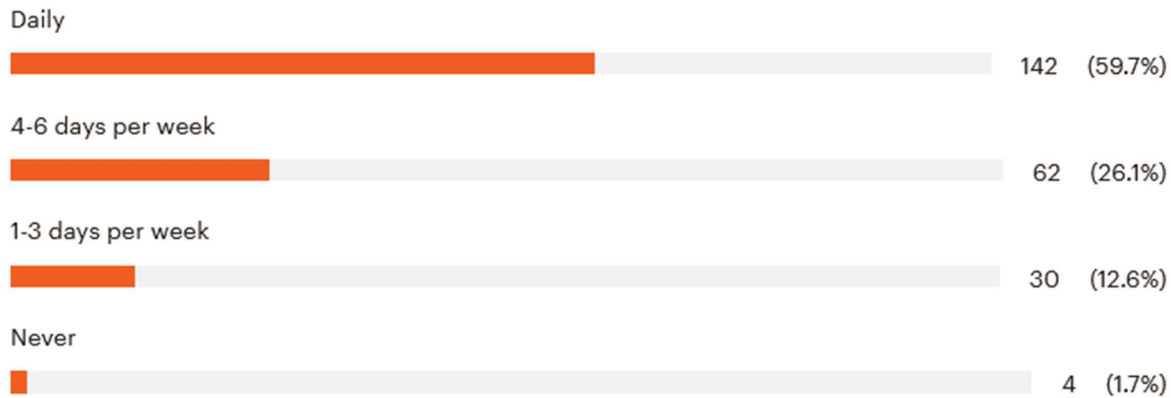
“Into which of the following age groups do you fall?”



“Do you have any children in these age groups? (Check all that apply)”



“How often do you personally drive on average?”



CONCLUSIONS

This survey demonstrated the intense feelings that residents of the Ledbury Park neighbourhood hold regarding traffic in the immediate area. Because of both regular backups on the main streets and the need for commercial vehicles to park nearby, there is an issue with drivers cutting through the neighbourhood and being disrespectful to the safety of pedestrians and cyclists. In fairness, these problems are not limited to outsiders as speeding and the lack of proper stops at signed intersections is likely committed by many residents as well.

There is a strong belief that:

- Traffic is increasing
- The speeds people travel at are excessive
- Drivers are often not stopping properly at signs
- There is too much noise from commercial vehicles

The preferred solutions to these issues tended to be enforcement-related (e.g. cameras) and less likely to be physical changes (e.g. speed humps).

There is a preference for additional street parking in areas adjacent to the main street vs. reducing such availability, but nearly half are fine with the current parking situation.

The 50m mixed-use zone is unpopular and some type of disincentive to commercial vehicles continuing through the residential neighbourhood is desirable (e.g. posts).

APPENDIX I: E-blast to Subscribers



SHARE YOUR OPINION ON TRAFFIC

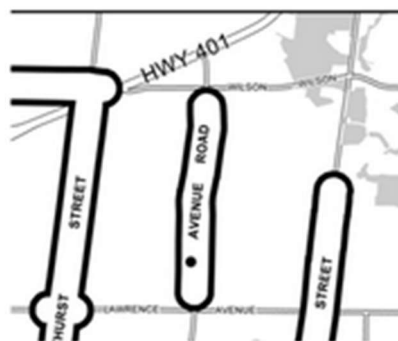
Both Avenue Road and Bathurst Street have long been busy thoroughfares and the Ledbury Park neighbourhood lies right in-between.

The City is undertaking a study intended to evaluate measures that would help calm and control traffic in this area. To better advise our City representatives, **we are collecting community input on traffic and parking-related concerns with a short survey** which should take no more than 5 minutes to complete.

[CLICK FOR SURVEY](#)

NOTE: The survey makes mention of a mixed-use area on side streets. The image below demonstrates these zones that allow commercial activity within 50m of the main streets.

Attachment II: Official Plan Urban Structure Map



APPENDIX II: VERBATIM COMMENTS		
Question 4: Have you witnessed any specific local road safety incidents that you would like to share?	Question 8: What measures would you suggest to improve safety and traffic calming at the transition from the commercial zone to the residential neighbourhood?	Question 23: What other suggestions related to traffic and parking do you have?
		Need to restrict parking to one side of the street at the Brooke-Falkirk intersection (specifically Falkirk from Bannockburn to Old Orchard). The new synagogue has attracted a ridiculous amount of cars and it is extremely difficult to drive this stretch of road with the number of cars parked on both sides of Falkirk.
1.) Due to rush hours traffic on Avenue Rd from 401-> South Lawrence, people are using parallel streets such as Grey Rd to skip traffic and as a result, cars speed down grey and do not stop at Stop signs. I've seen several close calls with pedestrians. Many of which are families taking kids to and from school. 2.) Due to condo construction on avenue rd, trade workers park there vehicles on Grey Rd all day and this amplifies the previous safety concern.	No right turns from southbound lanes of Avenue Rd into Ledbury neighborhood between 7-9am.	
The speed at which those east bound on Douglas Ave travel between Bathurst and Ledbury street is very worrying. There are no sidewalks and with many dog owners having to avert being hit, it is dangerous. Add to the fact that there are many commercial vehicles parked on either side of Douglas Ave while renovations or garden services take place, making it much more difficult for those on foot to seek shelter.	On Douglas Ave specifically, at the very least we need a stop sign at the intersection of Welland Ave and Douglas Ave to slow both the east bound and west bound traffic.	
		No right turn on red light. Stop rush hour traffic from using side roads by restricting turns 7-9am and 4-6pm.

<p>Yes and most have been reported.</p> <p>Biggest safety we see are cars parking illegally on the north side of Deloraine at Avenue and too close to the intersection which causes significant congestion with cars turning onto Deloraine, pedestrians crossing the street, and access to and from the LCBO underground parking. I would use pinch points/barriers and also make the parking lot on the south west corner one way that cannot turn west on Deloraine.</p>		<p>Changing the speed limit to 30 on our street does not appear to have had any impact to slow down drivers.</p>
<p>On Falkirk between Brooke and Old Orchard Grove it is difficult to drive down the street. Construction seems to be wrapping up but there are so many cars for the school. Sometimes parked on both sides making it difficult to navigate the street. The same happens along Grey south of St Germain.</p>	<p>Note: I don't understand what you mean by posts at the 50m mark. Not sure what the purpose would be. There are lots of great suggestions here. I think one way streets is a great suggestion.</p>	
<p>Road rage with 2 cars chasing each other speeding on Clyde near rage Bannockburn school.</p>	<p>MPH display screens that show how fast you're going. More stop signs.</p>	
	<p>More notices for speed in a residential district.</p>	<p>I would like to see a traffic light installed at Allard and Wilson. Too many people cross Wilson to get to the bus stop going West.</p>
	<p>signage to remind that it's a neighbourhood - watch for children</p>	
<p>Parking on grey is dangerous. There is no sidewalk and the cars park on both sides. There are many pedestrians using the street to come and go to the park on Deloraine. The traffic is very heavy. It is only a matter of time before there is a pedestrian and car accident.</p>	<p>Enforcement</p>	

	<p>Don't allow side streets to become alternatives to Bathurst and Avenue. Create more dead ends or required turns so people don't go from Lawrence all the way to Wilson on side streets.</p>	<p>The city recently narrowed Brooke at Avenue, but cars are always stopped there to pickup from Cafe Landwer, often with handicap passes. This create an impassable point and no stopping should be allowed. The Green P is right there to park. Speed humps only cause more noise, such as on Brooke. Roundabouts are confusing for most people. Maybe more crosswalk signals like Bannockburn and Clyde. Digital speed readers without tickets are also helpful. We need to deter people from cutting through, more than make it hard on people who live here.</p>
	<p>Weekends starting construction at 8 am not 7! Traffic is the many owners walking dogs that don't pay attention to cars too.</p>	<p>cars park in front of homes making it difficult to drive in and out of driveways. Park illegally near parks all the time.</p>
<p>It isn't just "rolling" through stop signs even around schools it's "gunning it" not to mention red light running constantly at the Bathurst Ranee traffic light where the school kids cross or Avenue Road and Melrose at speed</p>	<p>narrow the corners so you have a narrow slow turn as well sadly as a speed bump at the transition zone on the side street. I have seen both these strategies used successfully in other cities outside Canada</p>	
<p>Twice reported cars for not stopping at the school bus. Posted photo of a car who didnt stop at any stop signals. Had a lady curse at me for standing the other side of the road to ensure safe crossing of kids when they got off the school bust. Aggression from drivers when crossing street slowly due to a back injury</p>	<p>i dont think anything will calm down these people down. They have become so aggressive also. the streets are narrow with double parking so unfortunately we are limited in what we can do.</p>	

	Restrictions for turning from Main Street to side street at peak times	Many drivers in the area think it's okay to park and drive on the sidewalks of Bathurst. This is completely unacceptable and dangerous!
		The stoplight intersection at Avenue Road and Carmichael needs enforcement attention in afternoon rush hours to prevent northbound traffic from sitting past the stop line on red. This has consequences for cars turning left from the side street on their green light to northbound Avenue road by blocking entry to the intersection for whole light cycles. It is also a real danger to pedestrians crossing on the walk signal as they thread their way through vehicles blocking the crosswalk that move unsafely when space opens up. Darkness compounds the danger in winter.
People don't stop fully, they don't follow the street signs (i.e. stopping when there is no stop sign, and not stopping when there is a stop sign), and SPEEDING is a major issue.	I think those signs that show your own speed in real time are effective. People don't realize just how fast they are going. Also greater enforcement of speeding and rolling stops. There is a lot speeding, but NOT a lot of policing of speeding.	
Parking on Deloraine near Avenue Rd on north side due to liquor store	Parking enforcement,	
Mostly speeding, excessive exhaust and motor revving noise.	Not allow delivery on side streets as proposed by city planning. I hate speed bumps but if it works ok. Roundabouts work and are a pleasantly reminiscent of Europe roads.	

Increased parking /stopping in no parking zones and blocking driveways. Commercial trucks doing complete 360 degree turns in stop sign intersections.	Increased ticketing. Increased police patrol.	
	not a major issue. Main issue is commuter traffic using residential streets as a shortcut particularly at rush hour, excessive speed at times and commercial trucks trying to bypass traffic on Avenue Rd. even though there are signs prohibiting such action.	We need to enforce traffic bylaws and highway traffic violations. There also needs to be a review of signage. For example at Kelso and Wilson there is a sign prohibiting turns from Wilson to Kelso southbound at rush hour(s) to discourage commuter traffic heading downtown yet there is nothing to stop them from going northbound in the afternoon rush hour(s) and turning on to Wilson from Kelso. This inconsistency results in excessive traffic on Kelso.
Most definitely failure to stop at stop signs.		
	Construction related vehicles cause significant issues and slick traffic. Ticketing would help.	
	Traffic Enforcement Officers to look for vehicles that speed, and fail to come to a complete stop at Stop sign, at various times throughout the day/night.	
	Speed bumps, speed signals	
	Install more speed bumps at the transition area.	
		Speed limits on Bathurst Street and Avenue Road should never be less than 50 Km/hr except in school zones, during school hours. Lower speeds on Main streets is pushing people to drive & speed on side streets.

<p>Illegal parking and stopping on Brooke Avenue between Kelso Ave and Avenue Road. It is dangerous as we cannot back out of our driveway or see pedestrians. This has increased and become dangerous since Cafe Landwer opened for business. We need a no stopping sign installed and more enforcement.</p>	<p>Install no stopping or standing signs and have parking authority enforcement increased.</p>	<p>Remove street parking close to Avenue Road. We have a dangerous situation due to Cafe Landwer. People illegally park and stop on Brooke Avenue between Kelso and Avenue road which blocks traffic and creates blind spots. Please install no standing and stopping signs and enforce them before someone gets killed!!!</p>
<p>Terrible so dangerous so many people running stop signs and speeding</p>	<p>Remove the roundabout at clyde and brooke and put four way stop</p>	
<p>I live at the corner of Haddington and Kelso. In the evening rush hour, traffic cuts through the neighbourhood to avoid the light at Avenue & Wilson. A significant number of cars do not stop at the stop sign.</p>	<p>Have police monitor the speed of motorists. The police have done a good job on enforcing the speed limit on Avenue Rd south of Lawrence. North of Lawrence, it is rare to see any monitoring by the police. Drivers are often travelling above the 50 KPH. And in rush hour, drivers often drive in the middle lane (which is shared with north and south bound drivers to accommodate left hand turns), which is very dangerous.</p>	
<p>Dangerous blockage of crosswalks People nearly hit everyday Gross speeding</p>	<p>Speed bumps More policing Cameras</p>	
	<p>I believe enforcement is the only remedy. I do not know how many zones like this there are, but the ones I know have got several traffic calming measures in place now - people ignore them.</p>	<p>Need to understand how much of the traffic issues we are seeing - speeding, not stopping at stop signs, etc is due to local residents (i.e. not bypassers through the neighbourhood. Police data suggests greater than 75% of offenders live in their neighbourhood.</p>
<p>People do not stop at stop signs. Excessive speed and noise on Wilson Avenue</p>	<p>Better enforcement Make sure properties at corners trim their hedges for better visibility ie. me corner Ledbury and Lawrence</p>	

There is a critical need for sidewalk along Grey Road. This is an urgent matter.	Create temporary and enforceable parking and delivery bays for these commercial vehicles in the residential and arterial roads at well defined times.	Most importantly is setting a 30km/h speed limit in all residential streets supported by area-wide speed management (Traffic calming), educate residents about the reasons for 30km/h (safe system approach and tolerable levels of kinetic forces in the event of a collision) and providing sidewalks and continuous safe connectivity for pedestrians.
Loads of cars blowing through stops signs. I was knocked down by SUV who went through a stop sign and hit me in the intersection.		
Failure to stop and excessive speed at Melrose & Ledbury. Very dangerous for when I am walking my young children to and from school, especially at dusk when it is dark.	crossing guards, police presence	the staff at local daycares need a place to park. I understand the limitation on street parking but I feel badly for those who work in the area to provide essential service support.
	Limit commercial traffic on local streets without sidewalk	
All day parking (both sides of street) on Barse, Falkirk and Grey Roads makes driving and walking difficult and unsafe for cars and pedestrians.	Enforce parking laws!	Fewer stop lights with light changes, coordinated with traffic flow, on Avenue Road and Bathurst street to encourage drivers to use main streets instead of side streets.
Cars coming to rolling stops & cyclists going through & not stopping for stop signs		
	widen Bathurst so cars don't spill onto side streets to avoid the congestion there are already stop signs at every block	
	What is a Post?	NO stop signs at traffic circles. Otherwise they are a waste of money!

	No through way for heavy trucks, unless delivery to that direct neighborhood.	Stop making landscape barriers and roundabouts and anything else that affects the flow of traffic and often causes more accidents and congestion. Also please do not allow speed bumps or humps of any kind, as they cause expensive damage to vehicles.
more cars parking on the streets overnight.	raised pinched point curbs to narrow street width or speed bumps	
	Prevention of traffic using residential streets to bypass Avenue Rd, Bathurst St. Wilson and Lawrence Ave's	Northbound Avenue Road- No left turns onto residential streets during rush hours. Prevent Clyde and Ledbury from being used as an alternative to Avenue Rd an Bathurst St, at least during rush hours.
Bathurst/prince charles/fairlawn tri-intersection is dangerous. Drivers are confused and are stuck in the middle of elongated intersection blocking traffic flow from either of the streets. It never seems to be addressed. It's also dangerous for pedestrians		
The use by teenagers of motorized scooters has increased and the drivers do not follow any rules. They speed along sidewalks, swerve all over the road and go through stop signs. They drive as if they are pedestrians.	I'd like to know an example of these mixed use areas, I don't understand what they are.	Grey between Woburn and Bedford Park is always full of cars and trucks on both sides. Once in a blue moon I see a tag. Very hard to walk through there
People illegally parking at the intersection at Avenue and Brooke making it hazardous for any vehicle turning west on Brooke.		
	Fence in Bedford Parkette for safety of the children from speeding cars as they run around. Other Parkette are fenced	Put a fence up in front of the Bedford Parkette. I have seen children running out of it into the street. Very dangerous!!!
Reckless & distracted driving, no signalling, no cat lights on at night, pedestrians crossing streets after dark and they're hard to see.	Speed bumps	All intersections in the neighborhood should have advanced turning functionality.

<p>The 2 roundabouts on Brooke Avenue are very dangerous. The cars speed through and each driver on each street (eg. Brooke and Clyde; Brooke and Falkirk) practically run into each other. The speed on Clyde is just incredible - especially coming north from Old Orchard. (a car careened on Clyde and mounted the side wall and came on to my property - smashed into a tree and caused damage - luckily the tree was there or the car would have crashed into my house - 2nd from corner)</p> <p>It is especially scary for the elderly, children and their dogs as they walk in the sidewalks. The truck traffic - large transport trucks and cement trucks - is significant. Before 7 am these trucks trundle back and forth in my street. Drivers are going 70-100 km/ hour on a residential street!</p>	<p>Police presence/ traffic safety officers. Flashing lights with speed zones. I feel sorry for the kids at St Margaret CS and Ledbury PS have to be so careful when walking to school. Very scary situation in my neighborhood.</p>	<p>Near Cafe Landwer, it is very dangerous. Uber/ Skip the Dishes drivers park to pick up food or people stop to left off passengers. People who are leaving Brooke or coming on to Brooke are squeezes 2 direction traffic in one lane. It is scary for diners and pedestrians. As well as for me- I am just trying to get home and that Brooke/Avenue Rd intersection is just crazy!!!</p> <p>My elderly parents live on Brooke near Bathurst. I worry about them going out for a walk.</p> <p>I think any and all measures should be used.</p>
<p>Right turning vehicles DO NOT WATCH FOR PEDESTRIANS..</p> <p>.and cars go TOO FAST when are parked cars on both of the street with SIDEWALKS.</p> <p>Elderly persons and parents with young children are constantly in danger.</p>	<p>No parking allowed within a reasonable distance of the commercial zone.</p> <p>Especially in areas with NO SIDEWALKS and a significant number of children and elderly.</p>	
<p>Too many vehicles using side streets to avoid major intersections.</p>		
<p>People not even attempting to stop at stop signs in the area bounded by Lawrence avenue and Joicey Blvd., and Avenue road and Falkirk.</p>	<p>Police monitoring stop signs on a random basis.</p>	
<p>people constantly go straight through Douglas to Covington enough though there is a sign that says not to go through.</p>	<p>more police and cameras</p>	
	<p>No through fares on Douglas onto Covington</p>	

There are a lot of rolling stops on Kelso and Clyde streets along with a very noticeable significant increase in speeding along Wilson Ave between Bathurst St and Avenue Rd.	Immediate need to ramp up Toronto Police radar enforcement along Wilson Ave between Bathurst and Avenue.	
lots of people not stopping properly at stop signs and exceeding the speed limit.		
	Traffic calming road bumps with reduced speed limit to 30 km and clearly marked signage.	
	Speed bumps	
Constant rolling thru stop signs!		More police monitoring!
speeding in 40 km zones surrounding the Bannockburn School block (primarily Clyde and Haddington, less so on Kelso and Bannockburn. Tailgating by through traffic behind local residential traffic, even some cases of attempting to pass unsafely when a local car is slowing to turn into a driveway.	Paint curbs beyond the 50m red to scare away potential illegal parking or stopping.	I am greatly in favour of 30 km/hr speed limits on any residential street that is near a school. I also am frustrated that vehicles related to residential construction (including, and perhaps especially, vehicles used by workers simply to arrive at the site, often are parked illegally (in no-parking zones, overlapping driveways, etc.) They should be required to park legally, and enforcement of this should be greatly increased to encourage a change of culture within the residential construction industry.
Frequent blocking of private driveway with inconsiderate and inept parking.	Clear signage ... Frequent patrol / enforcement ... Speed slowing bumps approaching Traffic lights from residential street onto Main Roads / Installation of Speed cameras / High penalties for repeat offenders.	
	More road humps More speed cameras No crossing over a straight if going straight.	

<p>illegal parking around intersection of Brooke & Falkirk associated with individuals dropping of young children at day school; insufficient parking on site of daycare facility forcing individuals to stop and drop off children in middle of intersection and/or park illegally right in front of intersection on all 4 corners</p>		<p>more visible no parking signs</p>
<p>overnight racing on side streets</p>	<p>the idea is to make the side streets a slower alternate route, so posted restriction of use, and/or speed bumps and/or the type of narrowing used between Mt Pleasant and Bayview around Davisville might all work.</p>	
	<p>Decreased speed limit, police patrol, speed cameras, signs that indicate your speed. Not a fan of speed bumps as, for people who actually live in the neighborhood, it's hard on the cars on an ongoing basis.</p> <p>There are also some intersections that are 2 way stop and not 4 way stop. This is where I find cars creeping into intersection. Particularly a hazard for people not familiar to neighborhood.</p> <p>The stretch of road from Brooke and Clyde, south on Clyde to Old Orchard and then west on Old Orchard to Ledbury is chronically congested and dangerous. Need to disallow any parking on these roads and make Brooke and Clyde a 4 way stop.</p>	<p>Dunblaine at avenue needs stricter parking enforcement. People park where they shouldn't (even for a short time) to jump out to grab their Aroma Coffee. It backs up the entire intersection, particularly when people also park illegally on the other side of Dunblaine near the flower shop.</p> <p>Also, people who work on avenue road with perma park their car on side streets for the entire day, which is disrespectful to people who live in the houses</p>
<p>Yes, stupid people walking on sidewalks telling everyone to slow down when cars are driving the speed limit (40km). People walking on the street rather than sidewalks where they should be</p>		<p>Will you please stop with the road restrictions. It is becoming increasingly difficult to travel on residential streets and increasing congestion on main streets.</p>

<p>Speeding has become a daily event on Kelso. Too often it is difficult to exit or enter our own driveway as vehicles are lined up on the street and won't allow our vehicle to enter/exit onto the street.</p> <p>Construction and service vehicles are regularly parked on the wrong side no parking side of the street causing congestion. This causes very dangerous circumstances when vehicles travelling at high speed fly down in the middle lane inbetween parked and illegally parked vehicles on both sides.</p> <p>Drivers speed up to target those trying to cross the street to make them run across the street.</p> <p>Kelso Avenue - especially between Wilson Ave and Carmichael - has become a speed strip for drivers to avoid backed up traffic on Avenue Road and is used as a bypass for turning West onto Wilson Avenue. They see the street light at Wilson Avenue and speed up significantly to try and make the turn west towards Bathurt.</p> <p>The no turning onto Kelso Avenue 7-9 am and 4-6 pm are now completely ignored. Traffic volume has increased significantly in the last three years.</p>	<p>Speed bumps, speed cameras, travelling speed signs, restricted access into the area.</p>	<p>Enforcement is needed. Speeders need to be caught and fined to deter them. Restrictions need to be enforced. Cameras catching speeders and those making illegal turns would assist greatly.</p>
		<p>New developments should be required to build an adequate number of visitor parking spots to support retail at ground level. This is as important as rqmts to contribute to nearby parks and greenspace.</p>

	<p>People need to trim trees near Stop signs Remove bus shelter advertisements that block view to oncoming traffic. Or place bus shelters farther away from corner.</p>	
	<p>Large Clear signage.</p>	<p>If possible, more police patrols of car going through stop signs on the side streets. On Grey Road, I see cars go through stop signs every day.</p>
	<p>Speed bumps, additional police patrol. We have lived here for 2 years and I've only once seen a police car on our road. Our previous address the police were by daily.</p>	
	<p>Find some other solution than speed bumps and more stop signs at every intersection. And, no 1 way streets. How about a maximum 10kms throughout?</p>	<p>Restrict traffic through neighborhoods to 10 to 20kms limit. Limit the parking of cars on the street to in front of the their own house. Build some pay parking garages along the main streets in the city. They do this in the USA. Don't have every Main Street in the city full of bicycle lanes!!! It is ridiculous the way this city is doing it now. The way the City Traffic Engineers are redesigning the intersections, streets, and traffic lights in this city is wht is slowing traffic flow to a crawl and increasing congestion. This is frustrating drivers and making them impatient and driving at excessive speeds to get antsy where. And look what they've done to Yonge St south of Davisville and north of Bloor this year! Four lanes into two with bicycle lanes, concrete pavers, metal poles sticking out of them AND no street parking anywhere now!</p>

		<p>We don't have the luxury of having dormant side streets anymore. There are too many cars in the city to just expect them all to use main roads. The sides streets must be used especially during rush hours. We don't want to build more roads so we should use the ones that we have even if they cut through neighborhoods. And yes, my kids have been walking through the streets alone since the age of 9. They know the safest routes to take and they have been taught to anticipate possible erratic drivers. They do not wear headphones while walking, ever. I think we can all appreciate getting to our destinations in a consistent 20 minutes using side streets instead of 45 minutes using Bathurst or Avenue Rd.</p>
<p>At Bathurst and Douglas/Covington, people often drive through Covington to Douglas and vice versa even though it's not a through street. In the neighborhood, I have experienced many dangerous instances as a pedestrian because drivers are going above the speed limit and are not filling stopping at stop signs.</p>	<p>Enforce the non- through streets more (ex. Douglas/Covington).</p>	
<p>Cars speeding down Deloraine</p>	<p>Can only turn onto streets at certain hours</p>	<p>Cars park on both sides of the street on Grey, which leaves very little room for oncoming traffic. People are always walking along Grey, and so this can be very dangerous. Please limit the parking allowed on Grey St. Thanks!</p>
	<p>Sidewalk on bedford park</p>	
<p>Illegal parking on Brooke at avenue thereby limiting sight lines</p>		

	Enhanced enforcement	
I live right at bedford park and ledbury. Barely any cars come to a full stop at stop sign. It is very dangerous!	decrease speed limit to 30 km.	
<p>Avenue Road at Brooke Avenue within first 50m: many instances of where illegally parked cars on north-side particularly, have reduced residential Brooke Avenue side street to one lane, for cars and trucks traveling east and for turning from Avenue Road to travel westbound -> consequence: (1) the vehicles wanting to use the green light to turn onto residential side-street Brooke Ave. are stopped on Avenue Road, blocking the southbound traffic on Avenue Road (2) there is stoppage of west bound traffic on residential side-street Brooke Ave., since the east bound traffic is in a long line waiting for their green light (3) pedestrians are stuck in their spot because they can't even cross at the street light because cars are blocking the cross-walk.</p> <p>TRUCKS AND CARS DOING U-TURNS AND 3-POINT TURNS TO CHANGE DIRECTIONS WITHIN THE FIRST 50m-100m - these actions block the entirety of the sidewalks, when driveways of the residential properties are used and when the parking lot entrance is used as a turn-about when backing-up and obstructs the residential side street driving lanes in both directions, causing both directions of local and thru-traffic to stop, and causing pedestrians to walk in between the stopped vehicles and around the trucks backing-up and turning around.</p>	<p>there must be consistency at the entrance-ways / thresholds, and throughout to mark the quiet stable residential Ledbury Park neighbourhood (1) signage: (a) "Quiet Residential Neighbourhood, parking only where designated, no commercial activities" (b) No Trucks (local use only from 7am to 7pm) (c) 30 km/hr (d) "No Stopping" within the first 50m (e) "No U-Turns" (2) Avenue Road commercial business have to do their part to instruct their delivery drivers not to use/congest the residential side streets, to schedule their deliveries to be within allowable delivery hours and less frequent, and to use reasonable-sized delivery vehicles (not large ones).</p>	<p>(1) "No Stopping" within first 50m (2) "No U-Turns"</p> <p>Could there be designated delivery times imposed, like only between 7am to 10am (and 2pm to 4pm) during weekdays; on Saturdays, from 9am to 10am, and none on Sundays.</p>

	Increase speed limit on Avenue Road to 50 km per hour. Maintain Bathurst Street at 40 km per hour as this street's configuration prevents increase speeds. And reduce all residential streets to 30 km per hour.	Synchronize lights on Bathurst Street. I avoid driving on Bathurst Street as I always get a red light at each intersection. This causes frustration and vehicles turn off and drive on the side streets.
Illegal parking at Brooke and Avenue has skyrocketed due to new Landwer resto. It makes turning onto or entering the street impossible often.	Speed cameras. Nobody seems to care about signs or even road bumps	More actual live police enforcement of stop signs. Also many drivers are "œrunning" flashing green lights after they've stopped. It has become the norm and has accident potential.
	Have officers controlling light and people speeding on the lights.	
speeding on our land locked street ; illegal construction parking; lazy 4 way stops; both pedestrians & bikes also not abiding ; cars & trucks cutting thru & speeding thru commercial corner lots to avoid corner red light congestion (Large No Frills on Wilson & Bathurst HUGE issue)	lane/ road narrowing VS speed bumps ; OR if speeds bumps then textural metal (noise vibration alert) VS painted asphalt as paint wears off	above question l): on side streets I don't see both sides street parking question m): with our old building infrastructure commercial vehicles really shouldn't be backing out onto main roads = dangerous for everyone, so a continuous forward direction out onto adjacent street is acceptable
Both drivers and cyclists failing to stop at stop signs; aggressive drivers honking at me (usually while driving in big expensive cars) because I STOPPED AT A STOP SIGN ON LEDBURY.	Speed bumps (since SLOW signs and signs about kids in the area have had zero effect). Fairlawn has speed bumps. My street needs them. There is a 30 km/h sign across the street from me, but there is no way that drivers follow this. Every time I back out of my driveway, after checking multiple times in both directions, someone whips around the corner and puts me and my vehicle at risk. It's become unbearable.	Parking is not as much of an issue as speeding, ignoring stop signs, aggressive behaviour from many drivers.
Speeding on old orchard between avenue road and grey road	Speed hump on old orchard.	

<p>Driveways completely blocked by builders. Excessive speed on streets with little kids.</p>		
	<p>Solar activated, digital speed notification displays - ensure that they are visible.</p>	
	<p>Reducing speed limits. Speed bumps. No turn signs during rush hour.</p>	
<p>On the northwest corner of deloraine and avenue in front of the LCBO, cars are parked illegally on deloraine blocking vehicles from turning southbound onto deloraine because the parked car is blocking their way and sight lines which prevent the driver from seeing pedestrians and pedestrians are not safe crossing the street. Also, there is a plaza on the south side of deloraine where many people are double parked.</p> <p>In addition, people park illegally down the street westbound on Deloraine in order to shop on avenue road. Drivers also use Deloraine westbound to Bathurst as a throughfare and speed excessively and sometimes blow through the stop sign at Grey and Deloraine which there is a park and many children play there. I have witnessed typing of aggressive drive on numerous occasions. For many years, I have asked our city councillors to install speed bumps on Deloraine from Avenue to Ledbury st and they always tell me I need a petition signed from at least 50% of residents on the street. I don't have time for this and I feel if one resident can raised a concern that should be enough for the city to act. Are they going to wait for someone to get seriously injured or killed to do this?</p>	<p>Traffic cameras, speed bumps, roundabouts, speed limit of 30km/h, traffic cameras, more police presence. I don't understand what you mean when you say installation of posts at the 50 m mark? Do you mean speed bumps??</p> <p>You need to define some of these terms, like pinch points, etc.</p>	<p>Make the hotline available for residents to call police to tow cars illegally parked. There is a lot of development with new-builds of homes and many contractors are parking on residential streets illegally or blocking resident's driveway and making noise at 6am in the morning. Is there any way for residents to complain about this or the city to enforce the by-laws? These contractors seem to do what they want whenever they want.</p> <p>At night around 10 or 11pm I hear a lot of revving of car engine's like a loud race car speeding down avenue rd. I suspect there is drag racing taking place on avenue rd from wilson to lawrence. this is vey disturbing not to mention dangerous. I'd like the city and police to investigate this.</p>

	Signage indicating the border and request to slow down	In order to encourage residents to use local stores and also to reduce GHG emissions by reducing longer drives to shopping malls there is a need to increase short term parking spaces near avenue rd and Bathurst, especially as not all of us are physically able to walk for longer distances. Speed bumps increase fuel consumption and GHG and pollution emissions and other means of reducing speed are preferable.
	Sidewalks	
	I would like peed bumps installed on our block.	
Yes I have reported several close call due to people parking at the corners where there is a restaurant running in for a pickup. Hazards on because its an emergency to pickup food.	Tow away cars that park to pick up food. What are POSTS????	More enforcement. Haven't seen parking enforcement person in 18 months.
		Commercial vehicles should have the name of the company on the side of the van. There should be no anonymous white vans. Easier to track and complain about trucks with markings. This should be a city of Toronto by-law. Cars are generally going too fast through the neighbourhood, need 30 km per hour limits. I see signs for "30 km/hr area" in other close by neighbourhoods and we should have this as well.
	Speed Bumps on streets with heavy volume of traffic and all streets with stop lights at the Avenue Rd.	

<p>Vehicles park on both sides of Grey Rd making it dangerous to walk. It's also dangerous when a vehicle is already traveling north on Grey and another vehicle turns south onto Grey from Fairlawn and drives down the lane that only accommodates 1 vehicle due to cars on both sides which are there all day long despite 3 hour limit. I believe this is a problem on Barse as well. Also many drivers do not stop at the stop signs. Also vehicles are frequently parked on Fairlawn and St Germain within 50 feet of Avenue Rd making turning into these streets from Avenue Road dangerous .</p>		<p>More enforcement of the 3 hour parking limit and stopping at stop signs</p>
<p>I have almost been hit by multiple cars not stopping at stop signs while I'm on my bike.</p>		
<p>regular disregard of 4-way stops; often see cars gliding through, even if another vehicle is at or approaching from an opposing direction; a family member was recently 'touched' by a car (no injury whatsoever) while crossing at dusk at an intersection (the driver stopped promptly once aware of pedestrian touching hood of car)</p>	<p>addressing speed of vehicles passing through the neighbourhood (the grid pattern of streets allows for easy bypass of all 4 major arterials, including Wilson and Lawrence)</p>	<p>address the lack of any sidewalks on many streets; any narrowing of existing roadways should allow for safe bicycle and pedestrian traffic, particularly as physical distancing among pedestrians is still a priority; consider red light camera at Ledbury and Lawrence; consider traffic calming measures on Ledbury (do stop light cameras exist? Are they being used in other Toronto neighbourhoods?) Increase speed and stop sign enforcement.</p>
<p>Parking along both sides of the street on busier streets in the neighbourhood that makes visibility of pedestrians and cyclists poor for drivers.</p>		
	<p>Allow on street parking as this does tend to slow traffic</p>	

	<p>Stop building swimming pools and other mega renovations. Get kids to walk to school. Accept that the location is fabulous, the price is traffic. Increased enforcement on Avenue this yr has been helpful on speed</p>	<p>Encourage residents to buy local to reduce deliveries</p>
<p>People not stopping at Stop signs. Almost got hit twice while about to cross. People driving too fast.</p>	<p>More police controls</p>	
<p>Ledbury Street is particularly treacherous when walking children to/from school daily. Cars regularly either do "rolling" stops or fail to stop entirely at stop signs including those at Deloraine, Melrose and St. Germain. I personally have witnessed more than one close call with children crossing and cars failing to stop at stop signs.</p>		
		<p>I was VERY happy to see stop signs installed on Kelso at Burncrest (this was a horribly dangerous intersection for cars and pedestrians). I believe that there should also be stop signs installed on Clyde at Burncrest and McGillivray and on Allard at Burncrest and McGillivray. These are also extremely dangerous intersections for both pedestrians and cars (as many cars and sometimes pedestrians assume that there are 4 way stops and therefore don't watch for oncoming traffic). Many kids cross these intersections every day and the visibility is also quite limited in spots. Cars also come driving very fast south on Clyde and Allard especially because Kelso is restricted during rush hours.</p>

<p>Not a specific incident, but something that has been annoying me for years. I live on Dunblaine, near Bathurst, and it's nearly impossible to make a left from Dunblaine onto Bathurst as well it's extremely frustrating when I'm trying to go straight from Dunblaine to Hotspur because cars always block Dunblaine. I'd love a "Do not block intersection" sign so that I can get through more easily. Thank you so much.</p>		
<p>Almost got hit by a left turning car while crossing avenue road at same intersection. I was crossing with a green light</p>	<p>Our neighborhood has been asking for traffic calming measures on Carmichael Ave for years.</p>	
<p>People run stop signs all the time and cars are speeding down my street on a regular basis</p>		
<p>Constant construction and yard maintenance related lane blockage and illegal parking. People using side streets to avoid congestion at Avenue and Wilson or to cut between Bathurst and Avenue often are speeding and run stop signs.</p>	<p>I don't believe the commercial zone is the problem.</p>	<p>Not sure what you mean by landscape barriers, but anything that would interfere with bicycle traffic. e.g., pinch points, is bad. If landscape barriers restrict the width of the road or hem cyclists in like the splash barriers under the 401 at the Wilson and Bathurst underpasses, then I am not in favour at all.</p>
	<p>Time of operation: i.e we live a few houses from the LCBO ON avenue. The delivery trucks come early each morning 4-5am and it's a tight squeeze. We hear them easily for 20mins trying to get in. PARKING ENFORCEMENT: people park on the corner to enter the LCBO even though there is a parking lot 10mts ahead. It generates chaos, especially on Friday's and holidays. It's especially dangerous for pedestrians with cars trying to manage the Avenue turn.</p>	
<p>Cars all parked on streets that have 1 hr parking</p>	<p>One way streets</p>	

	<p>Signs on certain streets that state local traffic only ex those first inner streets parallel to the main streets ie Lawrence/avenue being used in lieu and where drivers tend to speed and disregard full stopping at stop signs.</p>	
	<p>Warning of transition painted on road as signs are not visible or highly noticeable</p> <p>Stop sign cameras. Many people run through the stop signs.</p> <p>Landscape barriers might help signify a change to community rather than commercial.</p>	<ul style="list-style-type: none"> - There are enough parking options on or just off Avenue so we do not need to bring more traffic inside the neighborhood (no need to permit street parking more than the current situation) - Speed bumps aren't always the answer as EMS vehicles also have to slow down - the new stop sign at Ridley/Kelso is not a good solution. It tampers with traffic flow at the light at Wilson. I have seen a bottle neck effect and people now use Clyde instead which turns people further into the neighborhood - cars drive especially fast along the sides of the Montessori school which is terribly dangerous. Perhaps adding school zone signs which alerts drivers there are kids. However this is also an issue during non school times. I've seen cars accelerate to unneeded speed to go a short distance. The same thing happens on Kelso from Brooke to Haddington. I've seen a number of close calls at that intersection. - many cars (and delivery trucks) park/stop illegally along the streets directly off avenue road and this causes congestion. Today I almost hit a delivery guy who didn't check, opened his door almost into my car as I passed by

	Consistent monitoring by parking control staff to ticket and discourage improper parking	Brooke Avenue has become a major thoroughfare because of the light. Cars and delivery trucks park on the street where no parking is allowed. These vehicles should be parking in the GreenP parking lot instead of on the street.
Too many construction vehicle (pick up trucks etc.) parked illegally or crowding the streets	Police enforcement	Parking enforcement for commercial and construction vehicles
I have called and emailed the police supervisor regarding failure to stop in front of grey road park and risk to children. I offered the use of my driveway to police this stop sign and not once have they responded	Speed bumps	
<p>Every day there is a traffic issue in this neighbourhood. Walking the dog is an excise of patience and fear. I can wait at a stop street for 5-10 cars to stroll through and never let us cross. Cars are always going too fast and really barely stop.</p> <p>The worst is on Falkirk between Brooke and Old Orchard. They new synagogue has very little parking. Cars are allowed to park on both sides of the street. It is a challenge to drive down Falkirk. Often cars have to back up and it goes on and on.</p> <p>The synagogue has no traffic help. People park wherever they like -- and it is constant.</p> <p>I cannot believe that the city let this happen and the synagogue does not care at all.</p>	Every single street in this neighbourhood should have traffic calming bumps.	This neighbourhood is an absolute mess. I don't think the police will do anything about parking. Honestly let people park for free on Avenue Rd (they are shopping and doing good for the economy) and worry about the speeding and parking on the side streets. Focus on safety and not city getting more money for being 5 minutes like while picking up a gift or getting ones hair cut. And you have not even asked about all the car thefts and break ins!

Parking is allowed on both sides of Grey and many people park there all day. This results in essentially a single lane for cyclists, pedestrians and 2-way traffic to share. It is dangerous!		Strongly in favour of restricting parking on Grey to one side or alternating sides
People driving to slow and holding up traffic.	The roads are safe a lot of people in this area are unable to drive safely and reflects their incompetence on those who are confident in their driving capabilities.	A more enhanced driving education course so people can actually drive well without being karens and blaming all issues they have on others because they cant drive.
Constant disregard for stop signs.		
		More public parking
	lower speed	left turn light should be working all the time more more more pedestrian lights slower speed limit go to Scottsdale they have a good way hen to do a left turn
	More police presence for illegal parking! It is RIDICULOUS on St Germain	Regulations need to be enforced otherwise it is just a suggestion not to park!
	police presence	
Yes have reported cars going through stop signs and police are monitoring the intersection after I made a report.	Speed signs that display your speed	Flashing lights at all way stops.
Cars speeding. Running stop signs		
	Parking on 1 Side of Street	
Many of our residential streets have 4-way stops, several do not. Some motorists often appear confused at a 2-way stop and come to a stop even though they do not have to. This can cause miscommunication among other drivers and pedestrians, and potentially cause accidents.	Street-painted stripes, like bike lanes have.	Parking permitted on only one side of street.
	Several Speed bumps extending further than the 50m	

Drivers failing to stop at Stop signs as well as speeding on Ledbury. This has increased since Covid.	Speed bumps as they do not harm vehicles driven responsibly.	
	Speed camera on Avenue Road north of Lawrence	
Intersection at Brookdale and ledbury , no one stops!!!! Ridiculous how cars roll through the intersection.	Speed bumps	
	Allow for more homes to have a drive way to remove the amount of cars parked on the side of the road. Creates a lot of traffic especially during the winter!! Also creates a situation where only one car can pass at a time, horrible during rush hour or on garbage day. Streets can be backed up.	As mentioned above, more homes should be allowed to have driveways in order to reduce the amount of parked cars on the side of the road to reduce traffic. Keeping cars in a driveway creates a safer environment to take children in and out of the car on busy streets. This is a family Neighborhood and this should be taken into consideration. Also safer to see and give space to pedestrians walking to and from school without parked cars lining each side of the road. If every house in the neighborhood (especially streets closer to Lawrence) had driveways it would be safer and reduce traffic. Sometimes the streets are so packed with cars only one car can pass at a time. The solution is not to take away parking but allow residents to have access to more parking on their property.
Too many cars not stopping or rolling through stop signs.	Better, larger signage	
High hedges, lack of lines on the road and Failure to come to a complete stop	Paint lines, put up those signs speed that light up, 4 way stops everywhere	
	Flashing warning signs	
	More radar	

<p>We live on Lawrence Ave West between Ledbury Street and Avenue Rd. The speeding on Lawrence is significantly overlooked. Lawrence Ave is also a residential street, in a school zone. We have witnessed and personally experienced many close call pedestrian accidents as people cross Lawrence Ave at Ledbury because of drivers running red lights or simply not paying attention. Lawrence Ave is not actively patrolled by police, and the traffic calming signs on Lawrence between Ledbury and Avenue Road are ignored by drivers. Drivers are significantly exceeding the current 50km limit along this road. Not only is Lawrence unsafe due to excessive speeding, the noise associated with speeding is compounded by the presence of commercial and transport vehicles also significantly exceeding the limit. The speed limit on Lawrence Ave West between Bathurst and Avenue should be reduced to 40km/hour. One interesting and important note to consider is the 40km/hr speed limit of Avenue between Eglinton and Lawrence. This area is actively patrolled by police. This portion of Avenue Rd shares many similarities with Lawrence - 4 lanes of traffic, school zones, TTC bus route and is a residential street. Yet its speed limit is 40km/hour, compared to 50km/hr on Lawrence. Please consider reducing the limit to 40km/hour.</p>	<p>The speed limit on Lawrence Ave West between Bathurst and Avenue should be reduced to 40km/hour.</p> <p>At its current 50km/hour, drivers are significantly exceeding the current 50km limit often reaching speed upwards of 70/80/90/100km per hour along this road. Not only is Lawrence unsafe due to excessive speeding, the noise associated with speeding is compounded by the presence of commercial and transport vehicles also breaking the speed limit.</p>	
		<p>Parking needs to be on one side of street only because streets are narrow and when you are driving through you often have to stop to allow cars to pass</p>

<p>unsafe operation of tractors during home construction - heavy equipment on sidewalks causing pedestrians to go onto the road to get around.</p>	<p>perhaps more roundabouts, perhaps turning prohibitions during rush hours</p>	<p>somehow stop motorists from using residential streets as a way to avoid traffic on Avenue Road and Bathurst. This is the cause of most of the volume increase. Speed on Ledbury is another major issue, particularly at night when there is little volume.</p>
		<p>Parking on both sides of the street should not be allowed</p>
<p>Parking in the first 30 metres on the north west side of Brooke at Avenue road. This practice is stopping vehicles from safely negotiating or completing their left or right turn from Avenue onto Brooke west leaving motorists stranded in intersections. Vehicles also prohibit 2 vehicles from either direction to be able to safely pass each other. On the Danforth they have put up these thin plastic poles on a base that is flexible to make it physically impossible to park on these first 30 metres. This infraction makes it extremely difficult for pedestrians, cyclists and vehicles in this intersection of Brooke and Avenue Rd. These plastic stands will prevent a drastic accident and any possibility of a fatality . I beg of you not to stand by and wait for this to happen.</p>		<p>Parking in the first 30 metres on the north west side of Brooke at Avenue road . This practice is stopping vehicles from safely negotiating or completing their left or right turn from Avenue onto Brooke west leaving motorists stranded in intersections. Vehicles also prohibit 2 vehicles from either direction to be able to safely pass each other. On the Danforth they have put up these thin plastic poles on a base that is flexible to make it physically impossible to park on these first 30 metres. This infraction makes it extremely difficult for pedestrians, cyclists and vehicles in this intersection of Brooke and Avenue Rd. These plastic stands will prevent a drastic accident and any possibility of a fatality . I beg of you not to stand by and wait for this to happen.</p>
	<p>More camera/radar monitoring at stop signs e.g. the new ones at Kelso and Ridley and to police speed limits.</p>	

<p>As a cyclist I was almost hit from a driver running a stop sign. Bike lanes in the neighbourhood would narrow the streets and naturally slow traffic down. Not to mention add an alternative for people to get around</p>	<p>It's important for them to be demarked properly and have curbs that support that kind of behaviour. Get rid of Boulevard parking and make the streets in those sections wider so cars can pass by even if others are loading or unloading.</p>	<p>Parking should be expensive and support the other infrastructure like bigger sidewalks and better alternative infrastructure needed. If parking is too cheap it encourages people to drive.</p>
<p>Parking on both sides of street making it impossible to get through.</p>	<p>Speed bumps. Reducing speed to 30km/hr from 40 on side roads. Stop signs at EVERY intersection.</p>	
<p>Cars constantly parked illegally on Fairlawn & St Germain. Add to that many delivery trucks and it is very difficult to drive on these streets. Many near accidents daily.</p>	<p>Increase patrols and ticketing of illegally parked vehicles.</p>	
	<p>Traffic calming circles, speed bumps, speed cameras,</p>	<p>More enforcement of those who violate road safety rules.</p>
		<p>Recent construction on Bathurst caused a traffic surge on Ledbury and Clyde as well as on east/west streets as cars diverted looking for relief. New home construction caused poor visibility and city sewer overflow construction created problems too. These are all temporary problems that resolved themselves as the projects were completed.</p> <p>The biggest constant problem is east/west streets with people flying through stop signs and not yielding to pass cars parked on the street. More east/west streets need big speed humps and more stop signs. Traffic circles are very bad and cause confusion and more near misses.</p>
<p>Very few vehicles stop at stop signs.</p>	<p>Greater policing of stop signs.</p>	