

Comment on 2017.TE27.63 - Traffic Control Signals - Jones Avenue and Boulton Avenue

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Members of Toronto and East York Community Council,

For years, the local Cycle Toronto affiliated cycling advocacy group, Ward 30 Bikes has been listening to local residents from Riverdale, Blake-Jones and The Pocket - looking at the local conditions and advocating for changes. The Boulton, Kiswick and Riverdale route is one that we identified which could benefit from some rethinking about the roadway's configuration.

We are very much in favour of the installation of traffic control signals at the corner of Jones Avenue and Boulton Avenue.

Boulton Avenue is one of three streets designated as a 'Quiet Street Route' in the City of Toronto 10-Year Cycling Infrastructure Plan (approved by Toronto City Council, June 9, 2016)¹.

Back in 2015 Ward 30 Bikes' volunteers were in the process of advocating to have this route included in the new 10-year cycling plan - and in May of that year we published an article at our website about it, explaining our vision and the benefit to the community².

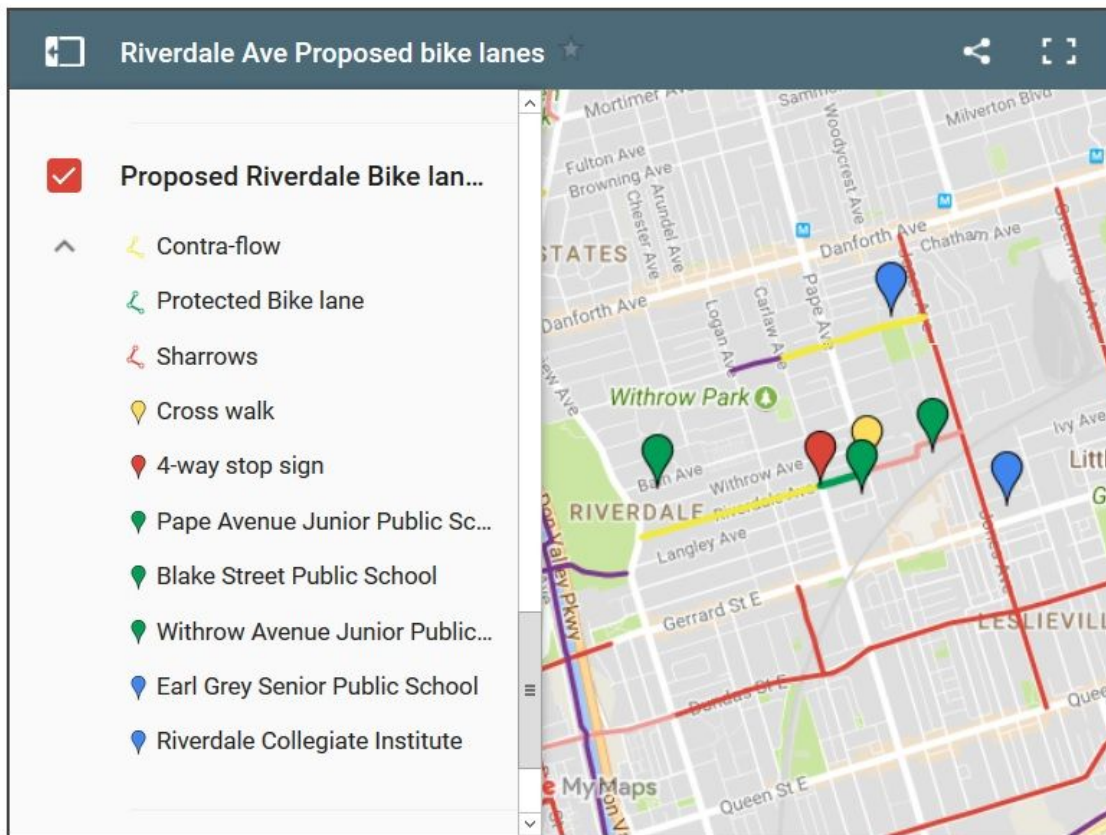
¹ Cycling Network Projects, Approved by Council See #72 on page 4 - [https://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Cycling/Files/pdf/Cycling%20Network%20Plan%20Project%20List%20\(sorted%20by%20project%20number\).pdf](https://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Cycling/Files/pdf/Cycling%20Network%20Plan%20Project%20List%20(sorted%20by%20project%20number).pdf)

² Ward 30 Bikes - Monday, May 11, 2015 | Riverdale Ave - a new east/west bicycle route that makes Riverdale streets safer - <http://ward30bikes.blogspot.ca/2015/05/riverdale-ave-new-eastwest-bicycle.html>

That article included a map (an image and a link, is included below). The route consists of Boulton Avenue west of Jones, Kiswick Avenue and Riverdale Avenue.

On Thursday, February 12, 2015, Ward 30 Bikes members walk-biked the route with an assistant planner from Transportation Division, Cycling Unit to confirm the feasibility of the vision for inclusion in the 10-year bike plan; the vision was this:

- A Contraflow Bike Lane from Broadview to Carlaw, (because Riverdale is designated one-way eastbound there);
- Bicycle Lanes (or a two-way cycle track) from Carlaw Avenue to Pape Avenue;
- Sharrows and Green Paint on the roadway from Pape to Kiswick; and,
- Sharrows and Green Paint on the roadway from on Kiswick north to Boulton, and,
- Sharrows and Green Paint on the roadway from on Boulton east to Jones Avenue.



Ward 30 Bikes' map, "Riverdale Ave Proposed bike lanes" (2015) -

<https://www.google.com/maps/d/viewer?mid=1OXEPw6-Y8eL7oQT6MaMdVHFV1qM&usp=sharing>

Apparently, later on in the 10-year cycling plan process, this project somehow got reinterpreted as 'signed bicycle route' on a 'quiet neighbourhood street'.

(We believe that due to major changes at the Cycling Unit, including the retirement of its' long time Manager and a high turnover of staff (continuing today), that the content of the proposal somehow got lost - and a description was applied to it that does not reflect the essence of the plan.)

The Riverdale Avenue section of the Boulton-Kiswick-Riverdale route is where the PM peak traffic Infiltration through Blake/Jones is coming from - so to understand conflicts at Boulton and Jones, it is important to understand (and eventually fix) Riverdale Avenue too.

Riverdale Avenue is definitely Not a 'quiet neighbourhood street'; in fact across its' span, it is many different kinds of streets:

- **From Broadview to Carlaw** - Riverdale Avenue is a narrow one-way eastbound local street that is being used by commuters, delivery and service vehicle drivers as an infiltration route to Pape-Danforth in order to avoid pm congestion at Broadview/Danforth;
- **From Carlaw to Pape** - Riverdale Avenue is a two-way, four lane, wide, high volume and high speed Minor Arterial roadway - part of a chicane in a major north-south commute corridor (Pape-Riverdale-Carlaw-LSB);
- **From Pape to Kiswick** - a narrow local neighbourhood street that is used by commuters, delivery and service vehicle drivers to avoid congestion at two intersections in the area depending on the time of day: Carlaw and Gerrard in the AM peak (choosing instead Jones); and Pape and Danforth in the PM peak (choosing the markedly less congested, Jones-Danforth intersection).

An important cultural characteristic of the Riverdale-Kiswick-Boulton route is that it connects six area schools:

- Withrow Avenue Junior Public School;
- Pape Avenue Junior Public School;
- Blake Street Public School;
- Riverdale Collegiate Institute (south on Jones);
- Earl Grey Senior Public School (north on Jones); and,
- École élémentaire catholique du Bon-Berger.

Especially important to the question of the need for a traffic signal at Jones and Boulton is the higher than usual population density to the north and west of the intersection - which also has an lower than usual vehicle-usage character - leading to a very high volumes of local walking.

The Blake-Jones community has Schools, Community Centres and Parks chock-full of extremely popular programming ... And walking connects all these things.

With this in mind we also support local residents who more recently have called for bollards to be installed across the roadway at the east extent of Riverdale Avenue (at Kiswick Avenue) to stop Infiltration from Carlaw and Broadview in the PM peak.

Ward 30 Bikes supports the Blake-Jones and The Pocket communities' request for traffic control signals at the Jones-Boulton intersection. This deemed 'Unwarranted' traffic control signal is a perfect example of how a neighbourhood built to support high population density isn't served well by a transportation division directed to model to move lots of motor vehicles, rather than lots of people.

Sincerely,
Michael Holloway
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Ward 30 Bikes