

Welcome and Purpose of Meeting

Waterfront Trail Connection – Lake Shore Cycling Improvements

- There is a gap in the Waterfront trail along Lake Shore Blvd West between Norris and First St
- We are looking at a variety of bikeway options for connecting this gap
- Please share with us your thoughts about what types of bikeways we should be considering to fill in this gap in the trail

Stanley Contra-Flow Bicycle Lane

- To provide information about the Stanley Contra-flow Bicycle Lane approved by Council



Context Map



Looking east along Lake Shore Blvd. W. from First St.



First St. looking north to Lake Shore Blvd. W.



Entrance to Waterfront Trail at Norris Cres.



Looking north on Norris Cres. From the Waterfront Trail exit

Waterfront Trail



Highland Creek Trail near Port Union



Waterfront Trail on-street section

Over 1300 km along the Canadian shores of Lake Ontario, Lake Erie, Lake St. Clair and the Niagara, Detroit and St. Lawrence Rivers

Connects 67 communities and over 182 parks and natural features.

Types of Bikeways



Painted Bicycle Lanes are a dedicated space for cyclists where motorists are not allowed to park, stand or drive.



Credit: <https://lh5.googleusercontent.com/-XvBdfFbetik/T0wYODevBSI/AAAAAAAAABB8/u9uR06D1DrA/s722/Cycle+track.jpg>

Cycle Tracks are a cycling facility which includes a separation between the cycling facility and the motor vehicle lane.



Contra-flow bicycle lanes allow cyclists to travel in the opposite direction of motorized traffic on streets which are one-way for motor vehicles. Cyclists riding in the same direction as motorized traffic should not cycle in the contra-flow bicycle lane.



Credit: http://cosssdotblog.wordpress.com/wp-content/uploads/2013/04/cycle_track_cropped.jpg

Bi-directional Cycle Tracks are a cycling facility which includes a separation between the cycling facility and the motor vehicle lane, and go two directions like a multi-use path.

Existing Conditions– Lake Shore Blvd. West (South Side)



Lake Shore Blvd. W. at Norris Cres., looking west – photo of the approximate 7m curb lane



Lake Shore Blvd. W. at Lake Cres.- photo of the approximate 7m curb lane



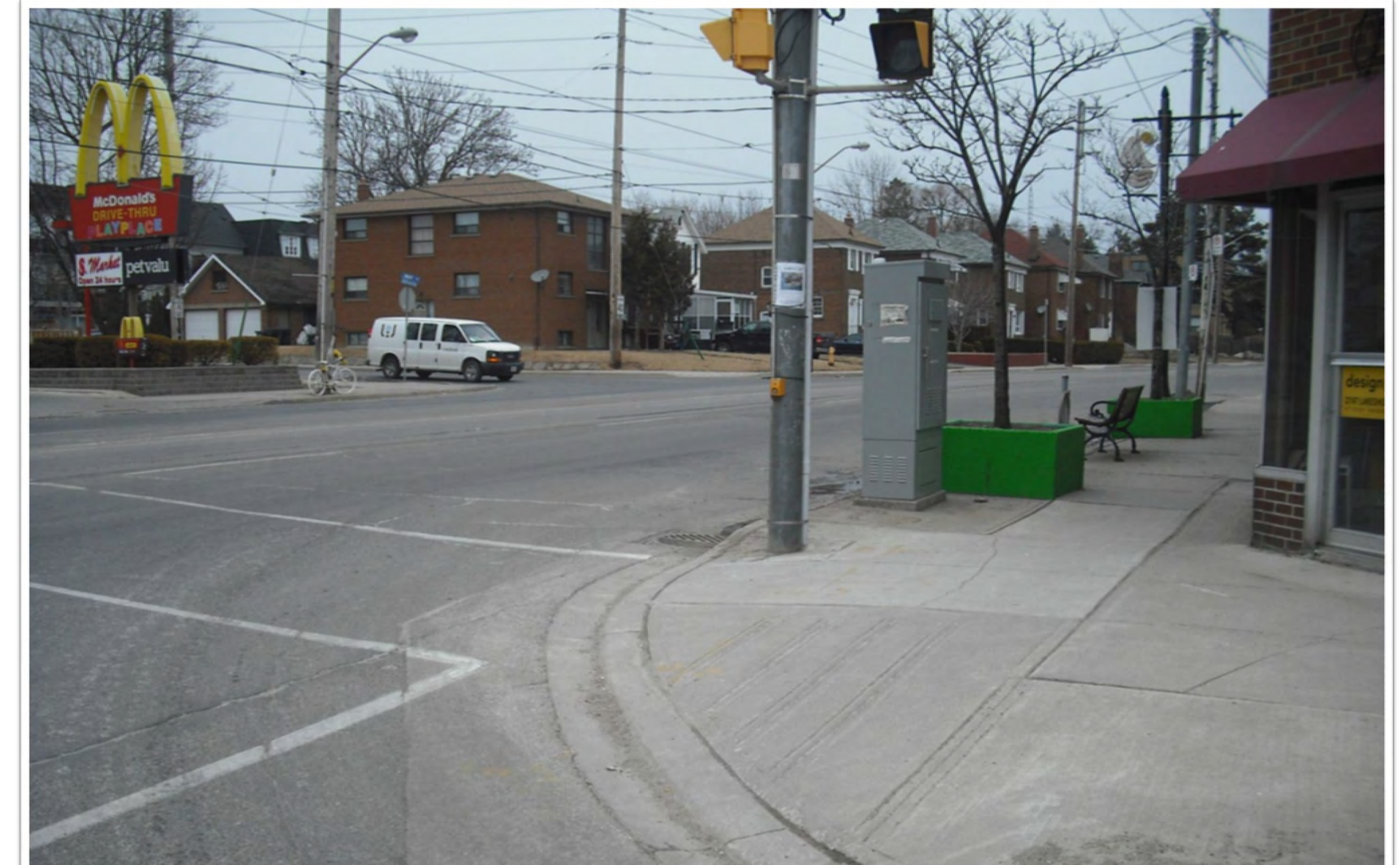
Lake Shore Blvd. W. at Royal York Rd. - photo of the approximate 7m curb lane



Lake Shore Blvd. W. between Royal York Rd. and First St. - photo of the approximate 7m curb lane



Lake Shore Blvd. W., east of First St. looking east - photo of the approximate 7m curb lane



SE corner of First St. and Lake Shore Blvd. W.

Existing Conditions– Lake Shore Blvd. West (North Side)



Lake Shore Blvd. W. at Hillside Ave., looking west – photo of the curb lane



Lake Shore Blvd. W. at Queens Ave., looking west - photo of the curb lane



Lake Shore Blvd. W. at Symons St., looking west – photo of the curb lane



Lake Shore Blvd. W. at Lake Cres., looking west – photo of the curb lane



Lake Shore Blvd. W. at Royal York Rd., looking west – photo of the curb lane



Lake Shore Blvd. W and First St., north-east corner – photo of intersection and transition to First St.

Existing Conditions - Parking

- Preliminary Parking Study shows opportunities for on-street cycling connection along Lake Shore Blvd West

Lake Shore Blvd. W. Parking Survey

Block	Side of Street	Existing Spaces	Morning Usage	%	Afternoon Usage	%	Weekend Usage	%
Hillside Ave. - Queens Ave.	North Side	4	0	0%	0	0%	1	25%
Symons St. - Lake Cres.	North Side	16	0	0%	0	0%	2	12.5%
Lake Cres. - Royal York Rd.	North Side	37	8	21.6%	0	0%	2	5.4%
Royal York Rd. - Dwight Ave.	North Side	40	4	10.0%	12	30.0%	15	37.5%
Douglas Blvd. to Miles Rd.	South	5	1	20.0%	2	40.0%	3	60.0%
Miles Rd. to Lake Cres.	South	11	0	0.0%	1	9.0%	5	45.4%
Lake Cres. to Royal York Rd.	South	41	10	25.0%	4	9.7%	2	4.8%
Royal York Rd. to Sand Beach Rd.	South	23	2	8.7%	2	8.7%	8	34.8%

Blocks with No Parking	Side of Street
Queens Ave. - Symons St.	North Side
Dwight Ave. - First St.	North Side
Norris Cres. - Douglas Blvd.	South Side
Sand Beach Rd. - First St.	South Side

Notes

Afternoon Count - 4/3/14, 3:00pm

Weekend Count - 4/5/14, 2:15pm

Morning Count - 4/10/14, 10:20am

What are “Contra-Flow” Bicycle Lanes?

We are all familiar with one way streets. They can help make the street grid more disconnected, in order to discourage residential streets from carrying too much traffic.

Sometimes, however, valuable neighbourhood connections can be made, by allowing cyclists to travel two ways on streets which only allow for one-way traffic for motor vehicles.



Knox “contra-flow” bicycle lane

Adding a one-way bicycle lane, that is for the opposite direction of the regular traffic lane, allows cyclists to use streets that are quieter, instead of busy arterial roadways.

Because some cyclists want to avoid arterial roadways, without a contra-flow bicycle lane, they may try to ride the wrong way on a one way street illegally.

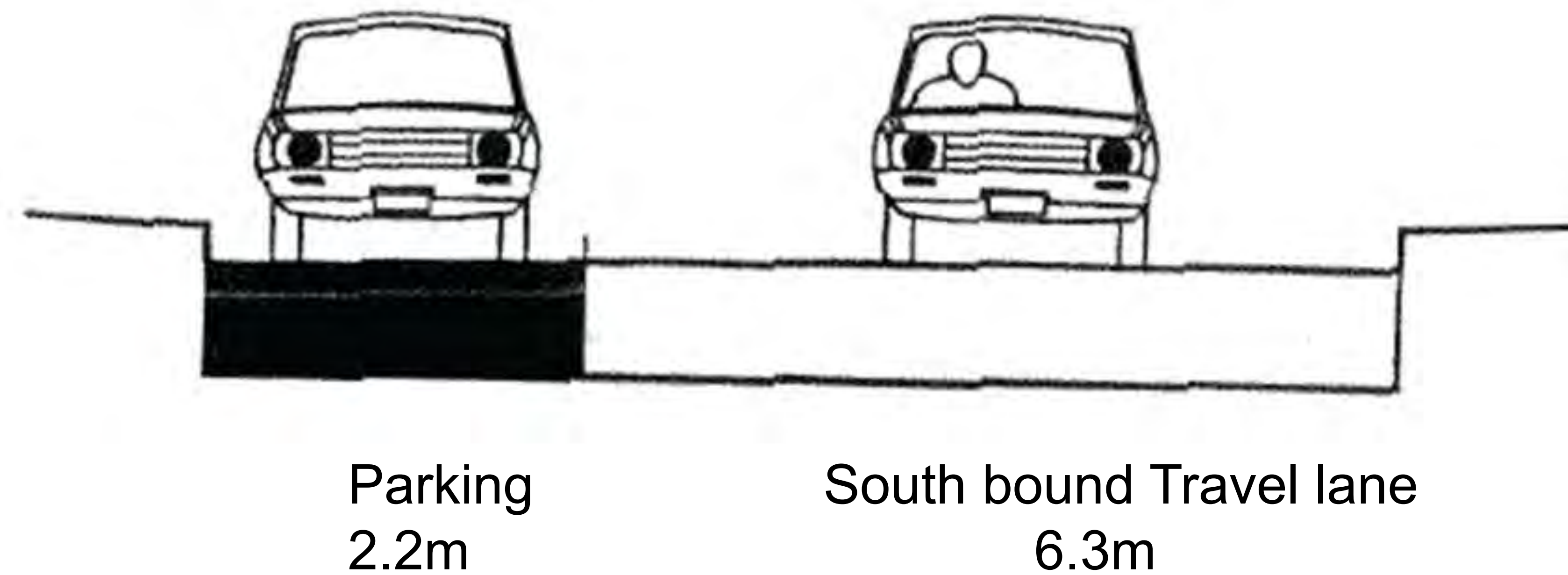
A contra flow bicycle lane can add to cycling safety, as it provides a legal option to allows people to travel in different directions with a centre-line as separation.



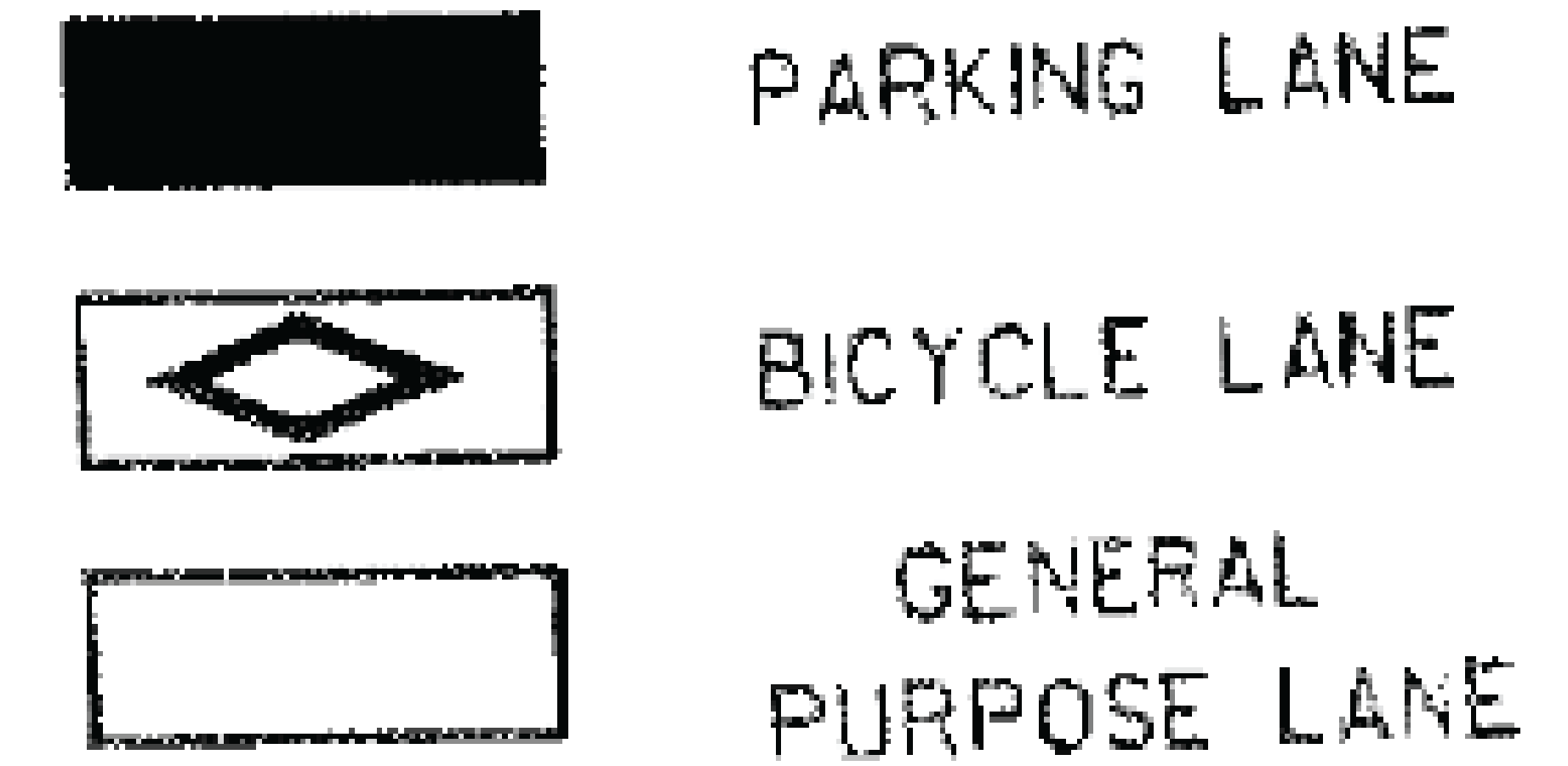
Montrose “contra-flow” bicycle lane

Stanley Avenue Cross Sections

EXISTING



LEGEND

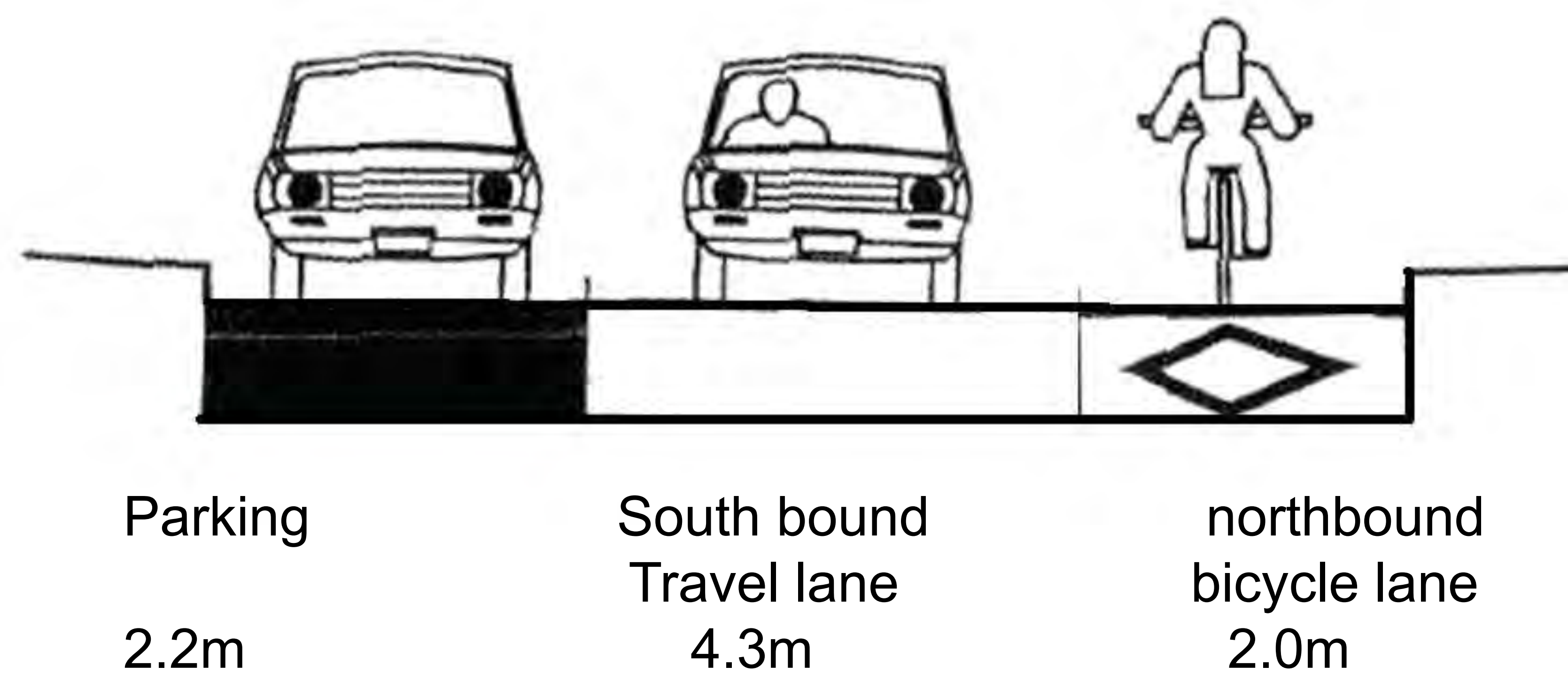


The section of Stanley between Royal York and Superior will become two ways for bicycles, but one way for all other vehicles with the installation of a yellow “contra flow” bicycle lane.

“Sharrow” pavement markings may be used in the shared travel lane, to help cyclists and motorists position themselves in the shared lane.

The installation of a bicycle lane will not change the on-street parking or motor vehicle traffic operations of Stanley Ave.

PROPOSED



City Services

The design and installation of the bicycle facilities presented today are being developed in consultation with other City agencies who provide City services. City standards are followed to ensure that the bicycle facility will not affect City Services.

Fire, EMS, Police Solid waste pickup, street sweeping and snow ploughing, and Wheel Trans pickups will all continue to be provided at the same level of service as you receive now.



Toronto Emergency Services



Toronto Solid Waste



TTC



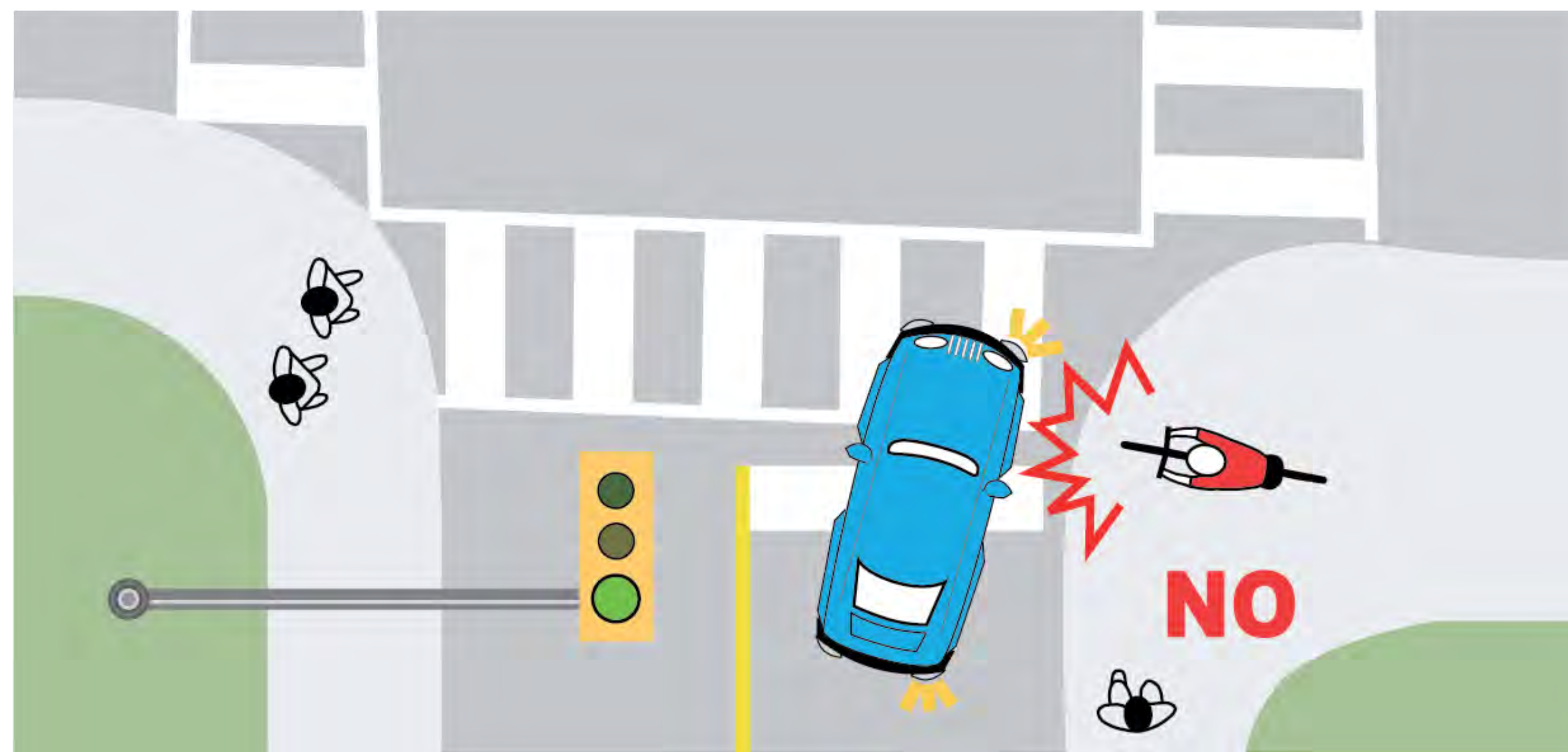
Toronto Fire



Toronto Police

Laws and Etiquette while Cycling

Sidewalks are for pedestrians, only children riding bicycles with a wheel size of 61cm or less may lawfully cycle on a sidewalk. Always dismount when riding through a pedestrian crosswalk. Fine: \$85



Cyclists up to age 18 are required by law to wear a helmet. Fine \$60

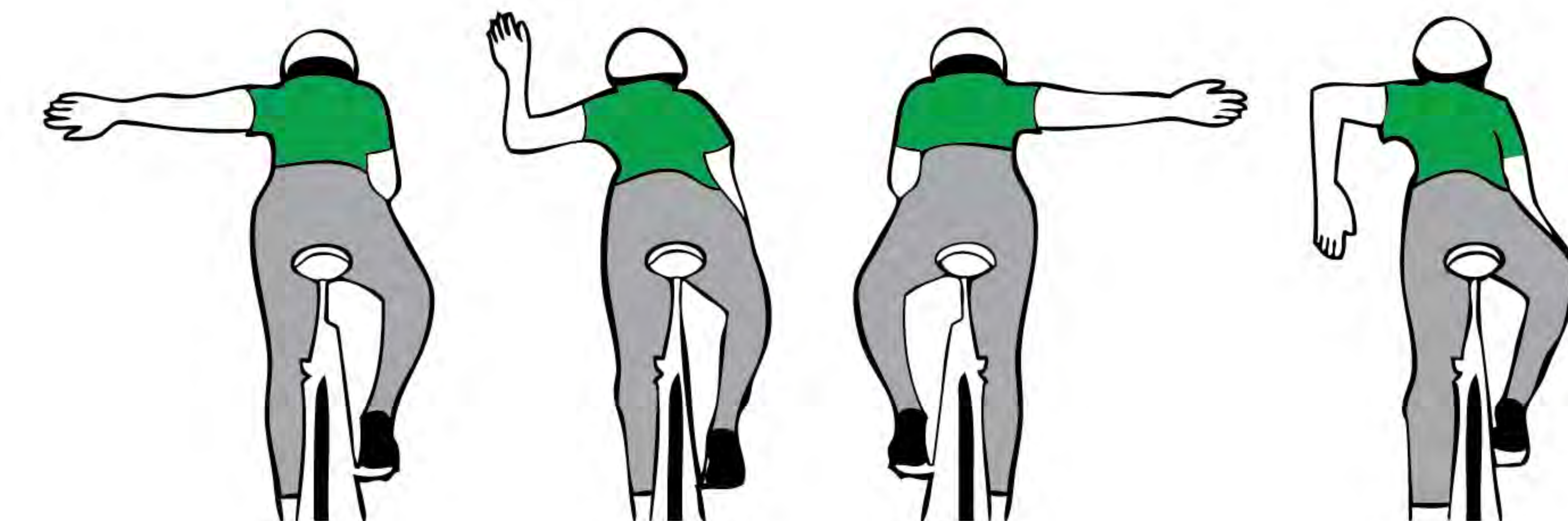
Whatever your age, wearing a helmet which fits your head properly is a easy way to protect yourself in the event of a collision.



All bicycles must have a working bell or horn. Fine \$85

Where are you going? Tell other road users by signalling

At night, dusk, and dawn cyclists are required to have at least one white or amber light on the front of their bicycle and a red light or reflector to the rear. Fine: \$20



Cyclists are vehicles according to Ontario's Highway Traffic Act.

Learn more about the rights and obligations of cyclists according to the act toronto.ca/cycling/laws

Next Steps

- Share your thoughts and opinions on idea rating sheets, sticky notes, or comment forms provided
- If you have additional comments please contact:
Jason Diceman
Public Consultation Unit
City of Toronto
Phone: 416-338-2830
Email: jdicema@toronto.ca
- Detailed design and further Public Consultation for Lake Shore Blvd. W. Cycling Connection – Winter 2014/2015.
- Stanley Contra-flow Bicycle Lane Installation Planned Summer/Fall 2014.

After this meeting, materials will be posted online to www.toronto.ca/humberbayshores



Waterfront trail - West