Public Meeting

Dowling Cycling Route

September 22nd, 2016
7:00 p.m. – 9:00 p.m.
Parkdale Public Library - Auditorium
1303 Queen Street West

How to Participate

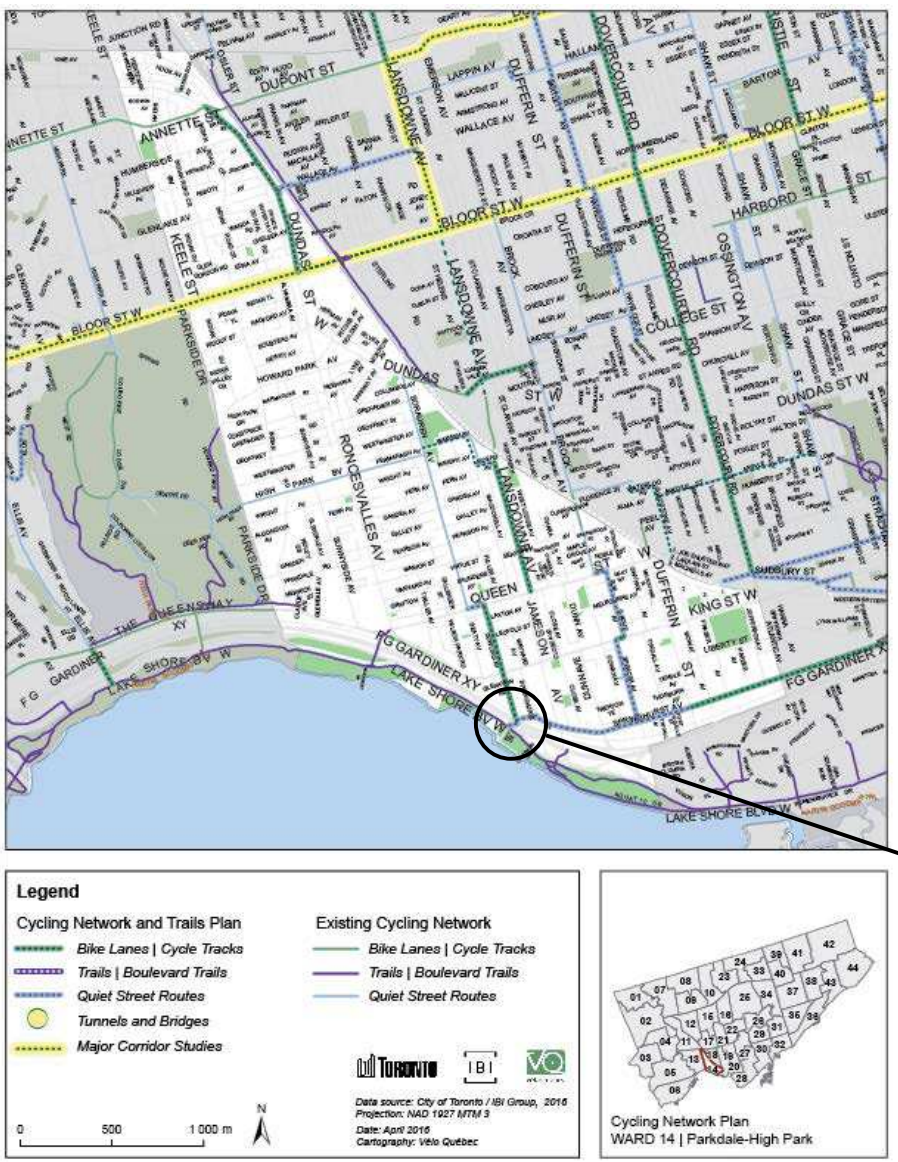
Share your questions, ideas and concerns

- We invite you to speak directly with City Staff to discuss your questions and concerns.
- You may fill out a comment sheet, so that we may have a written record of your input.
- We invite you to use the stickie notes provided to identify specific issues which you wish to bring to our attention.
- If you want to get cycling news updates from the City, subscribe to Transportation Service's 'Cyclometer' newsletter at the sign-in desk.
- Information about yellow bike lanes is posted to

  toronto.ca/yellow-bicycle-lanes

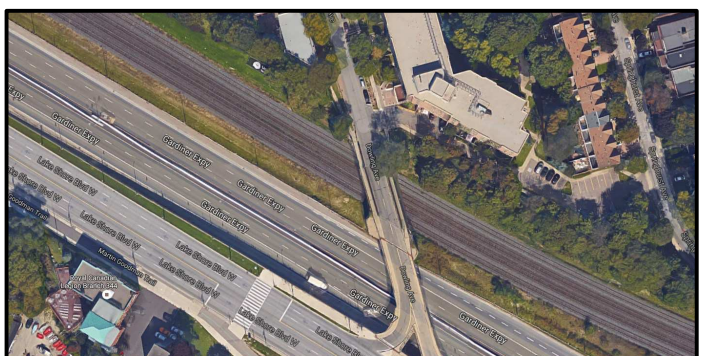
Montrose contra-flow bicycle lane
(between Harbord St. and Bloor St.)

Background



This proposed cycling route was identified as part of the City's Cycling Network Plan, which presents a vision for how we may connect Toronto's cycling routes.

The plan was approved in principle by Council on June 9, 2016 with the understanding that each route recommended in the plan would require further consultation to inform design option and to evaluate potential parking and traffic impacts.



Dowling Avenue Street – level signalized crossing of Lake Shore Boulevard

A key goal of creating a cycling route on Dowling Avenue is to provide residents with easier, safer access to the waterfront trail. The signal at Lake Shore offers an opportunity to create a gateway to greenspace from the Parkdale neighbourhood.

Potential measures for the Dowling Cycling Route could include bike lanes, traffic calming measures, cycling wayfinding and new or modified traffic signals

Connecting Parkdale to the Waterfront

Between Fall 2015 and Summer 2016, the Dowling Avenue Bridges over the Lake Shore West GO Transit Rail corridor and the F.G. Gardiner Expressway were demolished and replaced with temporary crossings for cyclists and pedestrians

As part of Metrolinx's Regional Express Rail (RER) initiative, improvements to the Lake Shore West GO Transit Rail corridor are being studied. Study elements include the Dowling Avenue bridge structures.

Metrolinx will conduct an Environmental Assessment (EA) study under the Transit Project Assessment Process (TPAP) for the design of the Dowling Avenue permanent bridge structures.

The Environmental Assessment study will explore elements including but not limited to:

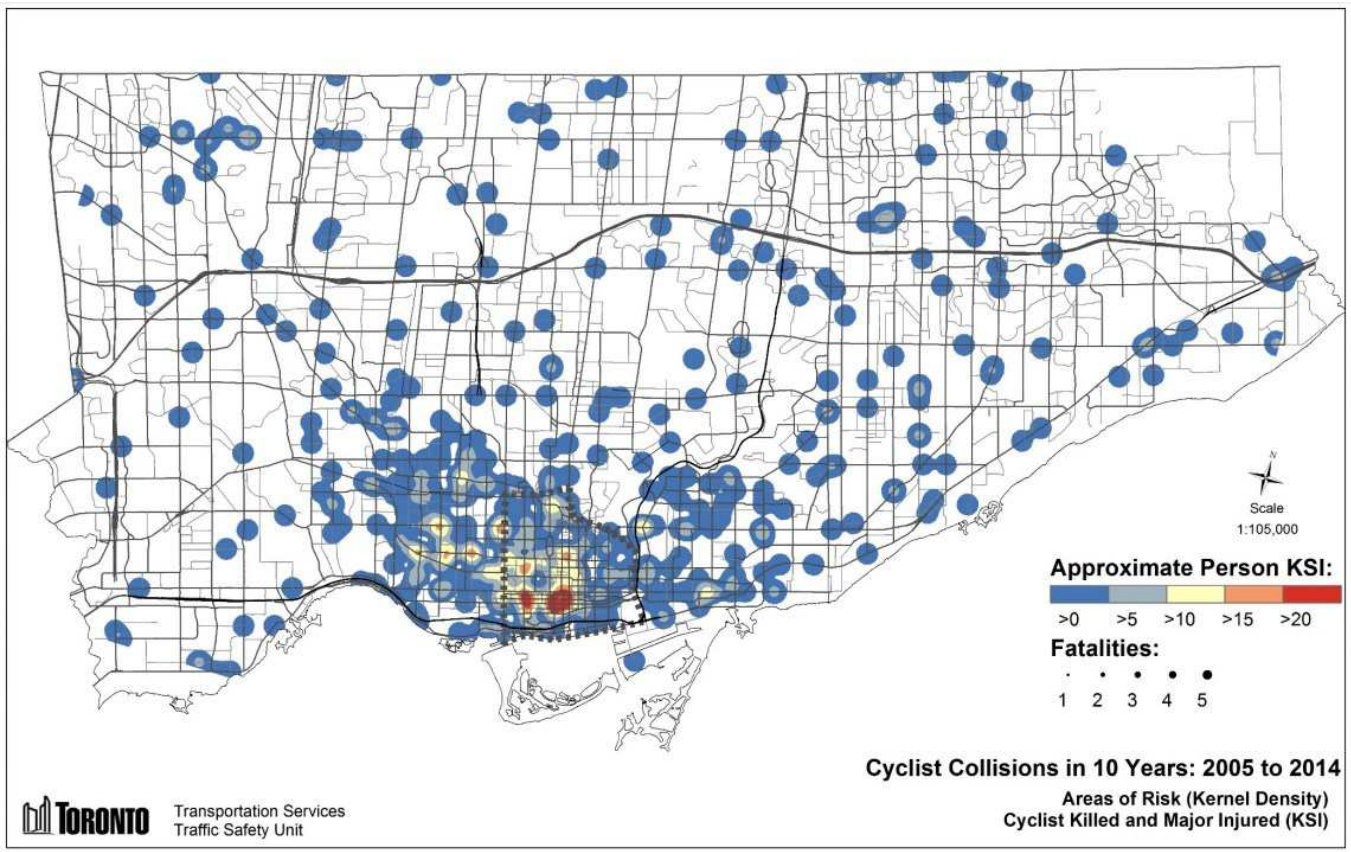
- Alignment of new bridge structures
- New bridge structure type
- Connection to existing infrastructure

More information including opportunities for public involvement will be provided as Metrolinx commences the EA study.

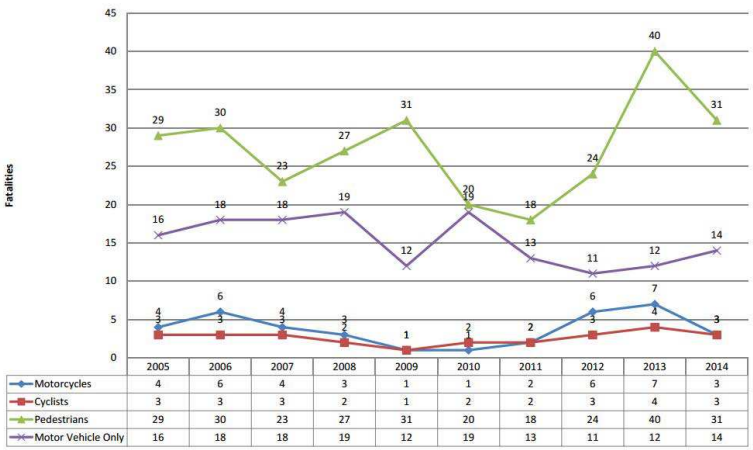
Road Safety

Each year, over a thousand people in Toronto are seriously injured or killed in collisions while travelling in Toronto's streets. Investments in infrastructure and connected networks is critical to build safer streets

Persons Killed or Seriously Injured



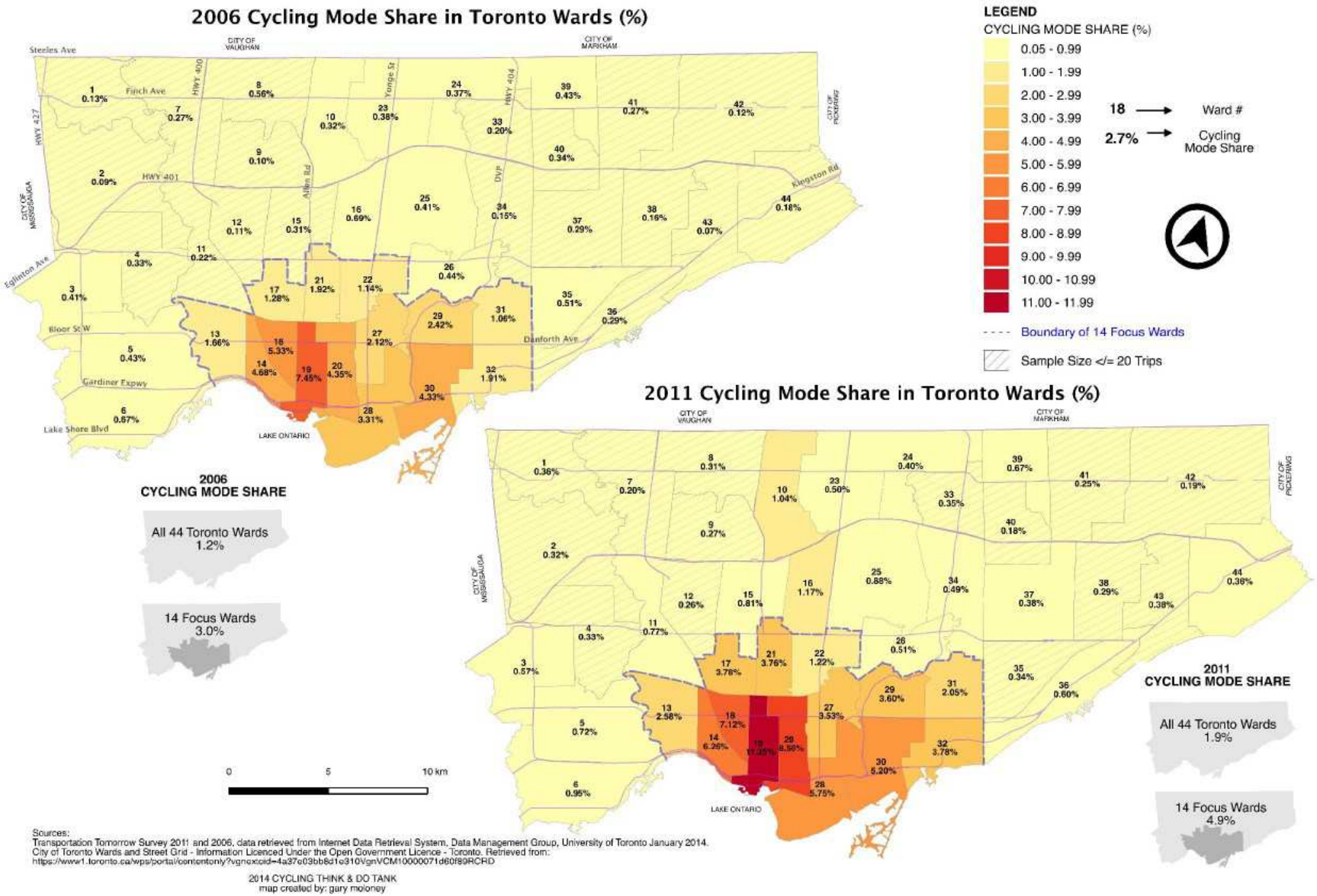
Fatalities by Mode



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Motorcycles	4	6	4	3	1	1	2	6	7	3
Cyclists	3	3	3	2	1	2	2	3	4	3
Pedestrians	29	30	23	27	31	20	18	24	40	31
Motor Vehicle Only	16	18	18	19	12	19	13	11	12	14

When surveyed, Toronto residents have said that improvements to safety-related infrastructure such as more bike lanes, paths and safer road conditions hold the greatest potential to improve cycling safety.

Toronto Cycling Mode Share



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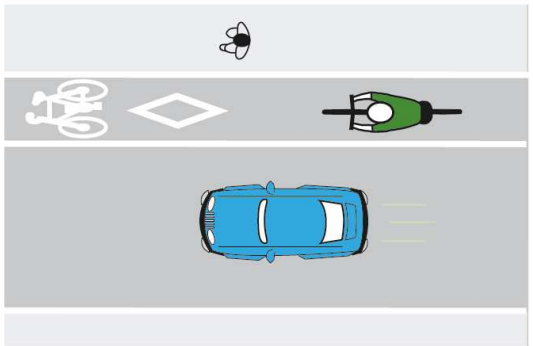
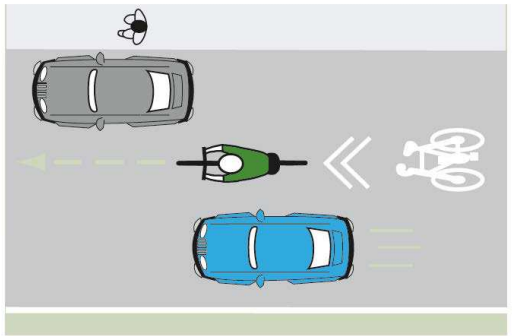
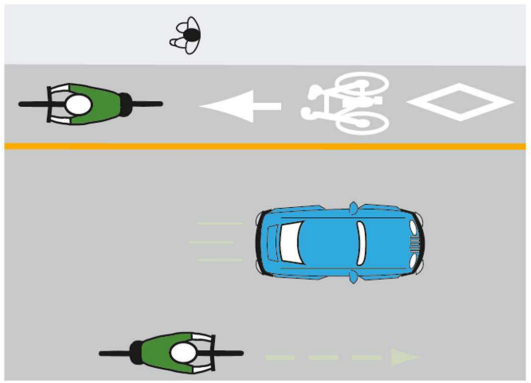
Other Types of Cycling Infrastructure in Toronto



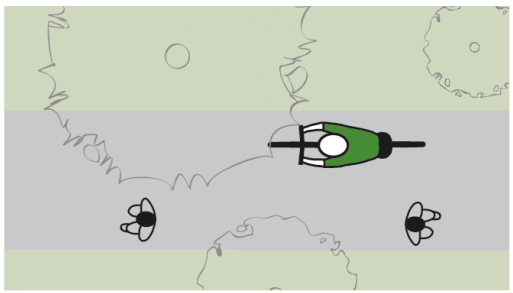
Bike Lanes are dedicated spaces for cyclists where motorists are not allowed to stand, stop or park. Separators such as bollards or planters may be used to create a barrier between bike lanes and the adjacent traffic lane



Sharrows are used in shared lanes as a reminder to share the road. On arterial roads they are placed to indicate the ideal cyclist position in the lane



Contra-flow bike lanes allow cyclists to travel in the opposite direction as motor vehicle traffic on one-way streets. Cyclists riding in the same direction as motor vehicle traffic should not ride in the contra-flow bicycle lane.

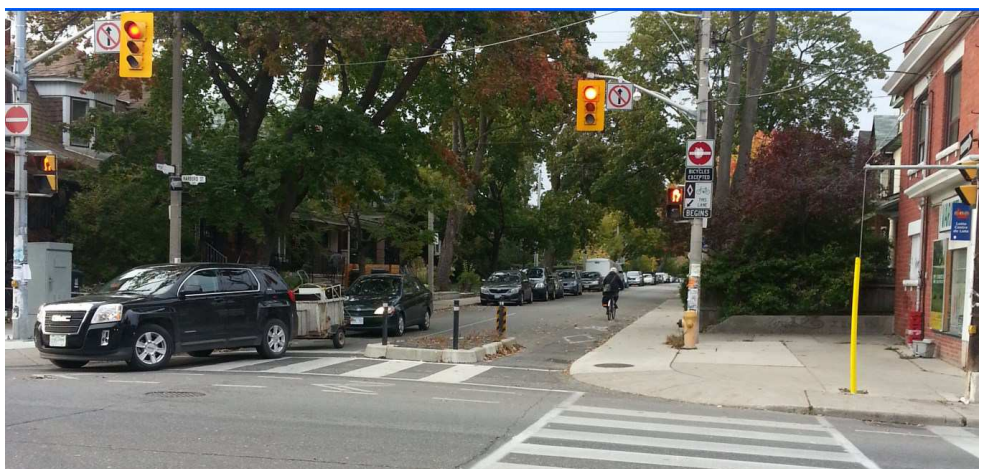


Trails are physically separated from motor vehicle traffic and are typically located near greenspace. Trails are typically multi-use as they are shared with pedestrians. Toronto's Park by-law states that cyclists should only travel 20 km/h on multi-use trails.

What are Yellow “Contra-Flow” Bicycle Lanes?

We are all familiar with one way streets. They can help make the street grid more disjointed, to keep 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.



Montrose “contra-flow” bicycle lane

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 cycling count on Dowling Avenue found that approximately 43% of cyclists are currently travelling south *(in the absence of a contra-flow lane)*

A contra flow bicycle lane can add to cycling safety, as it provides a legal option, that keeps people travelling in different directions separated by a centre-line.

Yellow “contra-flow” bicycle lanes in Toronto

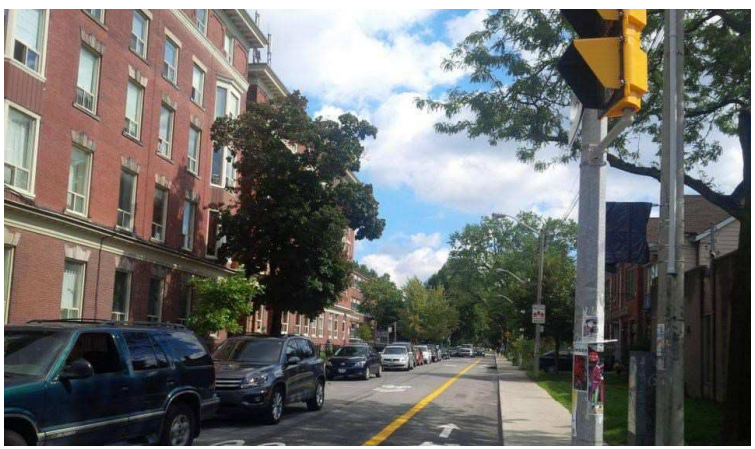
Havelock contra-flow bicycle lane (between Dewson and Lindsey Ave.)

Toronto has been installing contra-flow bicycle lanes since the 1990s. Locations include streets from a wide variety of neighbourhoods, including Shaw St., Argyle St., Florence St., Knox Ave., Logan Ave., Strathcona Ave., Chester Hill Rd., Simcoe St., Dixon St., Stephanie St., Phoebe St. and on Colborne Lodge Road in High Park.

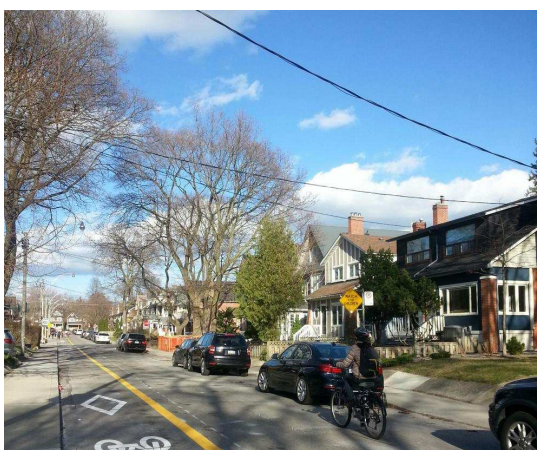
These well established neighborhood connections are popular with local residents as they improve cycling opportunities between different parts of their neighborhoods.

There is no evidence to suggest that bicycle, motor vehicle or pedestrian collisions increase after the introduction of a contra-flow bicycle lane.

Richmond contra-flow bicycle lane (between Bathurst and Niagara St.)



Fermanagh contra-flow bicycle lane (between Roncesvalles and Sorauren)



Dixon Ave contra-flow (between Dundas E-Woodbine)

Existing On-Street Parking

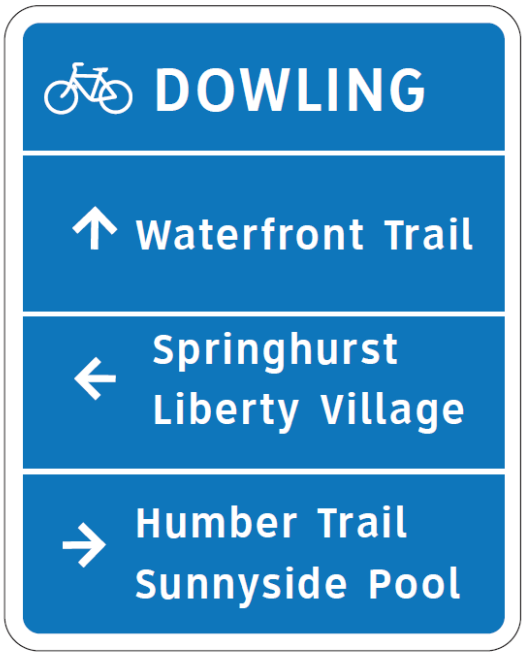
Street	Parking Spaces	Permits Issued
Dowling Avenue (Queen to King)	32	26
Dowling Avenue (King to Springhurst)	26*	9
Total	**58**	**35**

plus feasibility of 20 additional new parking spaces being investigated between King - Springhurst

Street	Parking Spaces	Permits Issued
Beaty Avenue	44	37
Glenavon Road	0	3
Jameson Avenue	0	23
King Street West (Wilson Park Road to Jameson)	0	24
Laxton Avenue	22	10
Leopold Street	22	10
Maynard Avenue	17	8
Queen Street West (Wilson Park Road to Jameson)	0	21
Triller Avenue	25	19
Total	**130**	**155**

Permit parking area 2 currently has 5,768 legal spaces and 4,369 permits issued, in the study area. The permit parking program guarantees residents a parking spot within the area, but not necessarily on their street.

Cycling Wayfinding



The City of Toronto's wayfinding program installs signs along and near Cycling Network routes, in order to help people navigate the City by bike.

The Cycling Network's routes are named after the dominant street name which the route follows. The primary goal of the Cycling Network's wayfinding signage is to help cyclists identify nearby cycling routes to inform their travel decisions.

The signs also identify parks, transit stations and destinations such as public libraries to help situate Cycling Network routes within neighbourhoods.

Prior to the adoption of these new wayfinding standards in 2015, the City coded it's cycling network routes with numbers. As the City's Cycling Network Plan program to "Renew" existing routes, the older signs will be upgraded according to the new standards for wayfinding information.

Traffic Regulations

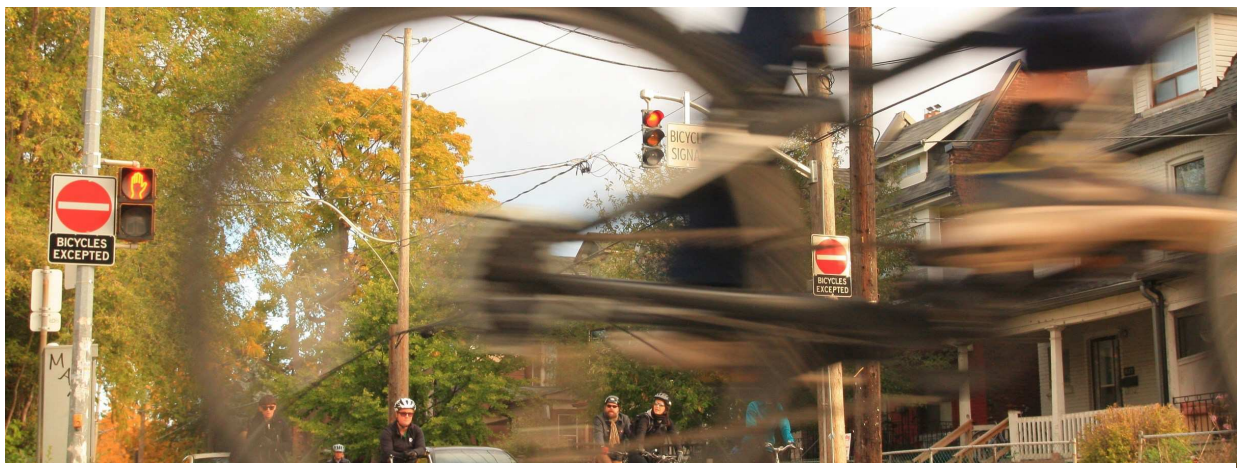
If a contra-flow bicycle lane were to be introduced, this would not affect motor vehicle travel on Dowling. Access to all driveways will be maintained and motor vehicles will continue to travel northbound on Dowling as they do today.

The standard practice is that “bicycles excepted” tabs are affixed to the existing one-way and no-entry signage when a contra-flow bike lane is installed.

Bike Lane sign

“Bicycles Excepted” tab added to turn restriction sign

“Bicycles Excepted” tab added to one-way signs



“Bicycles Excepted” tab added to no entry signs

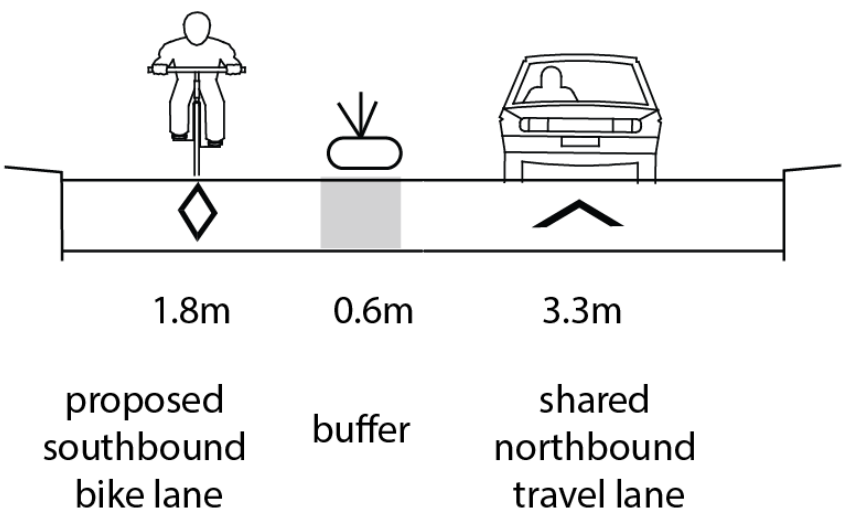
Dowling Road Width – King to Queen

Like many streets in the Parkdale neighbourhood, Dowling between Queen and King is a narrow street. The curb to curb width for this block ranges from 5.7m to 6.1m in width

The minimum width a contra-flow bicycle lane may be painted is 1.8m

If combined with a shared 3.3m travel lane this would mean 5.1m is required for the two travel lanes.

Providing these travel lanes would not leave enough space to also maintain on-street parking. The on-street parking would need to be relocated. Presently 32 Parking spaces are located between Queen Street West, and King Street West.



Dowling Road Width – King to Queen

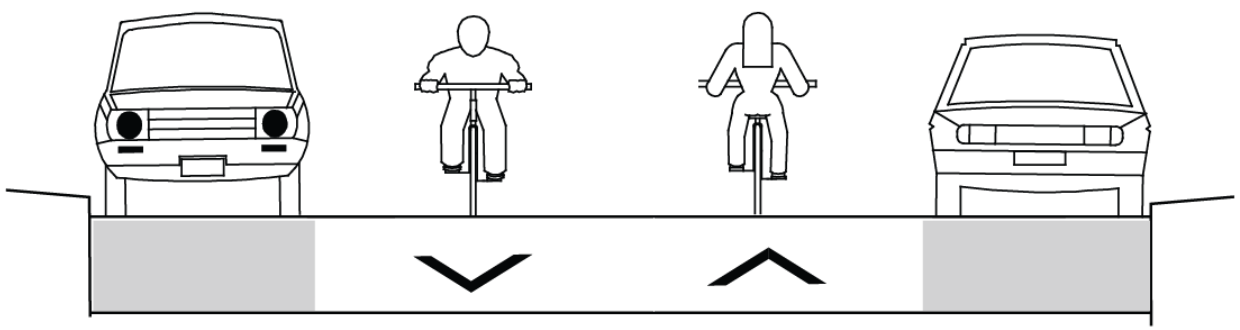
Transportation Services is undertaking a parking survey of the area, to measure the overall parking supply availability, and would appreciate your feedback as part of this process.

Dowling Road Width – King to Rail Corridor

Dowling between King and the Rail Corridor/Gardiner is a two-way street approximately 10.4m in width.

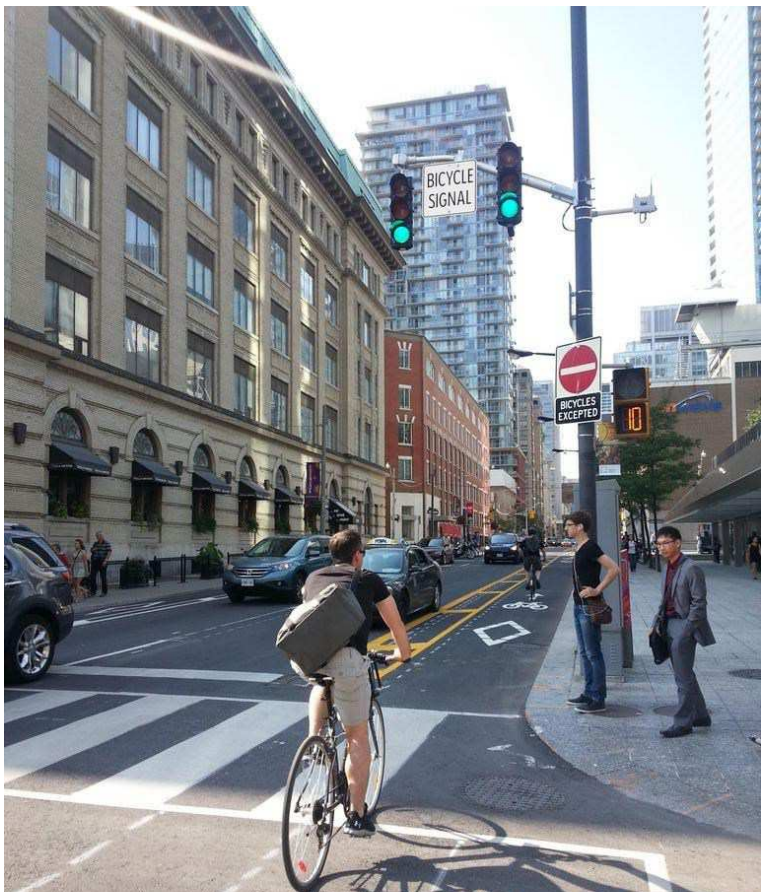
Presently, parking is only permitted on the east side of the street.

There is sufficient space to allow for two shared travel lanes, while also permitting parking on the west side of the street. This has the potential to increase the parking supply by approximately 15 spaces.



2m	3.2m	3.2m	2m
proposed parking lane	shared northbound travel lane	shared northbound travel lane	existing parking lane

Traffic Signals



Simcoe contra-flow cycle track
Bicycle signal

Currently since all vehicle traffic travels northbound, all traffic controls are for traffic moving in this direction only

If the necessary parking changes are found to be feasible, a bicycle signal head would be added to the exsiting signal at Dowling Avenue and King Street West, to facilitate southbound cycling traffic.

Similarly, options to facilitate the northbound movement of cyclists exiting Dowling Avenue at Queen Street West, and turning left to continue on Dowling would be investigated.

Finally, a signal investigation has been initiated at Beaty Avenue and King Street West. The feedback from this investigation will help to inform whether a “two-way pair” type cycling route is viable, in the event that a contra-flow bicycle lane on Dowling is found to not be feasible.

City Services

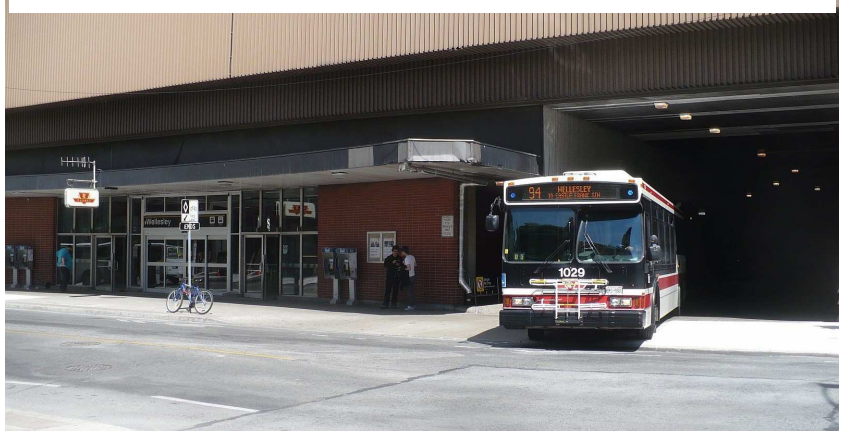
The proposed bike lane is a painted line on the road, and it's installation will not affect City Services.

Fire, EMS, Police Solid waste pickup 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

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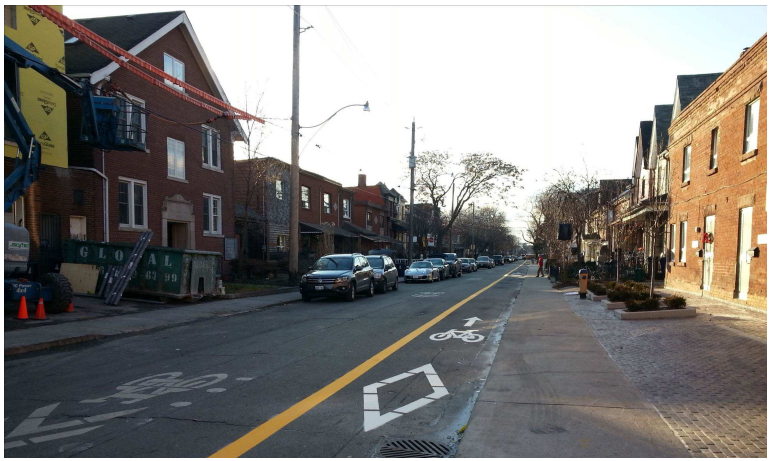
Contact and Next Steps

Comment forms are available at Public Meeting Reception

Following the consultation period, staff will use feedback to inform preferred design solutions and report to City council in 2017.

Mailing Address: Transportation Service
Cycling Infrastructure & Programs
100 Queen St W, City Hall,
22nd Floor East Tower
Toronto, ON M5H 2N2

E-mail: cboucha@toronto.ca
Phone: 416-397-4849



Argyle contra-flow bicycle lanes (between Ossington Ave. and Gladstone Ave.)

Florence contra-flow bicycle lane (between Brock Ave. and Sheridan Ave.)