




1 Limited room for trail width expansion i.e. Along edge of filtration pond.




2 Ponding water in various sections of the multi-use and natural trails.




3 Mature, overgrown vegetation constricts usable trail width and limits sight lines.

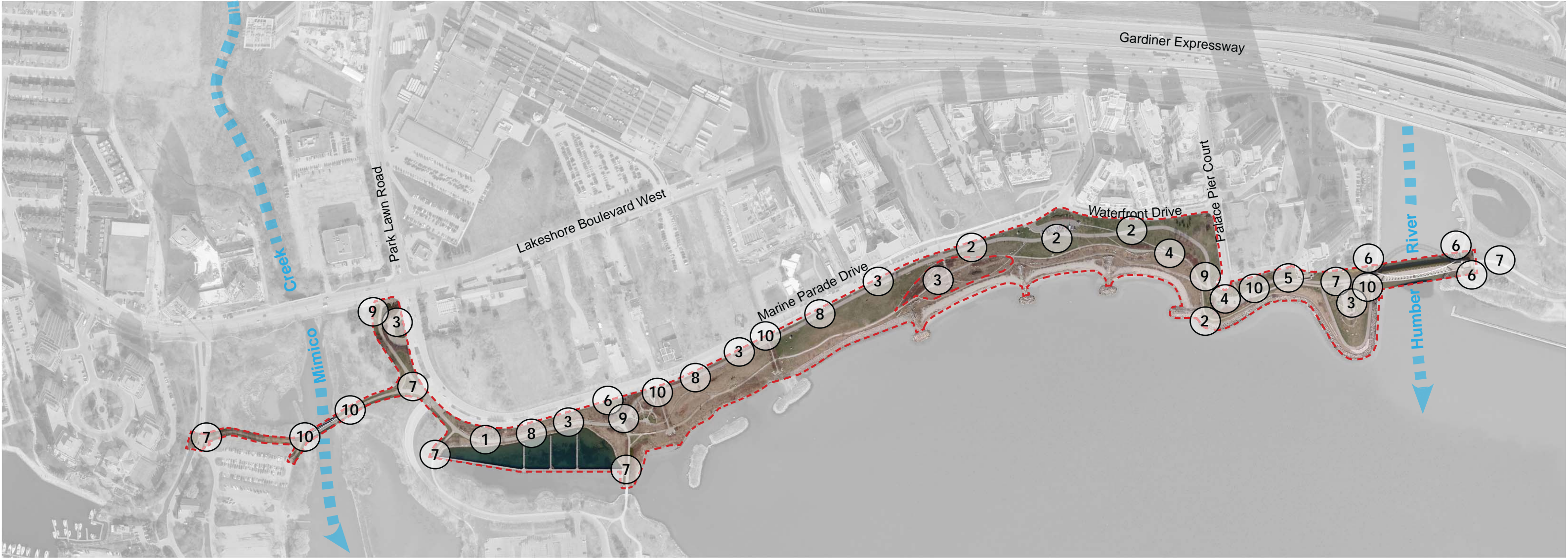


4 Trailwidening evident within areas of high use and at destinations points along the trail.



5 Inconsistent trail materials (gravel, asphalt, pavers, concrete paving) result in trail user confusion.












6 Desire lines and erosion i.e. around Humber River Bridge leads to blind entry into trails.




7 Varied and infrequent signage to indicate appropriate trail use, etiquette and wayfinding. General lack of signage.




8 Existing seating is inconsistent and outdated. Benches often face away from the waterfront. Lack of bike racks.



9 Current trail alignment does not allow for open view corridors and creates poor lines of sight.



10 Existing trail intersections cause pinch points and areas of conflict.



LEGEND

Primary intersections and park entries

Secondary intersections and park entries

Existing multi-use trail

Project Limits

PRIMARY INTERSECTIONS AND PARK ENTRIES | KEY CONCERNS

- Lack of park gateway and wayfinding signage. Signage or directional markers could improve circulation and safety.
- Poor sight lines at entries and pinch points.
- Open paving areas/nodes cause confusion.

SECONDARY INTERSECTIONS AND PARK ENTRIES | KEY CONCERNS

- Poor signage within park and to other parks/trails.
- Poor sight lines when re-entering primary trail.
- Some secondary trails are very close and could be consolidated.

An aerial map of Humber Bay Shores Park Trail, showing the trail route with primary intersections marked by red dashed circles and secondary intersections by yellow dashed circles. The trail is shown as a black dashed line, and project limits are indicated by red dashed lines. Key locations labeled include Creek, Mimico, Park Lawn Road, Lakeshore Boulevard West, Waterfront Drive, and the Gardiner Expressway. Several callout boxes provide specific concerns: 'Improved and relocated crossing signage needed. A change in paving materials may further aid in identifying the crossing.' (near Mimico); 'Cyclist dismount signage only on one side of the intersection, lack of traffic control. Candidate for multi-use table top crossing.' (near Park Lawn Road); 'Poor sight-lines on approach to intersections crossing Marine Parade drive and near Home Garden.'; 'Parking pay station can cause conflicts during peak times. Natural trail is at an angle to main trail, requiring careful crossing.'; 'Requires cyclists to cross pedestrian only path to reach Humber River Trail, with no opportunity for a pull out area during busy times.'; 'Unsafe connection.' (near the Humber River); 'Trail circulation is divided on East and west sides of the bridge which appears to encourage trail users to respect one another when entering and exiting this area.'; and 'Used as an entry by cyclists, but is not designed as such.'

A scale bar showing distances in metres: 0, 40, 80, 160, 240, 320.

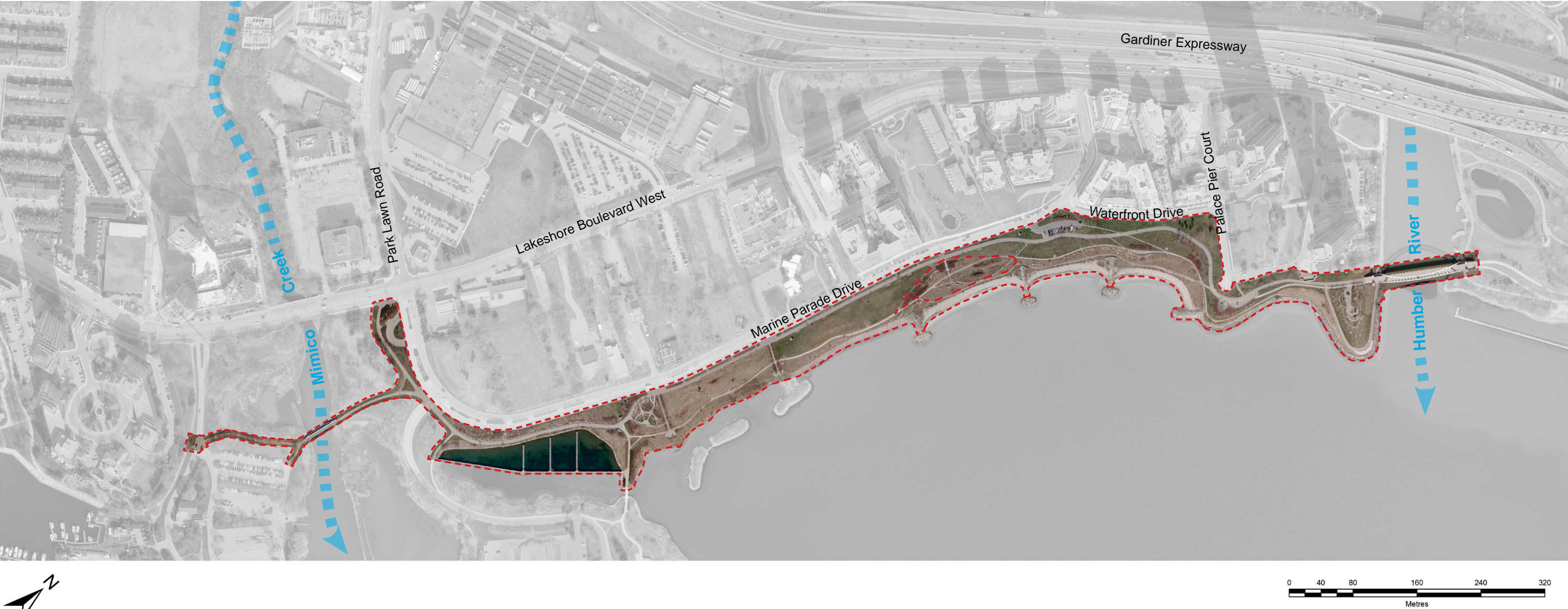
HUMBER BAY SHORES PARK TRAIL IMPROVEMENTS | INVENTORY AND ANALYSIS | NOVEMBER 24, 2014

TORONTO

LEES+Associates
Landscape Architects and Planners


How would you improve the Humber Bay Shores Park Trail network?


Please mark your ideas on this map using the sticky notes provided.

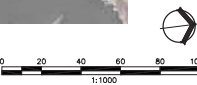
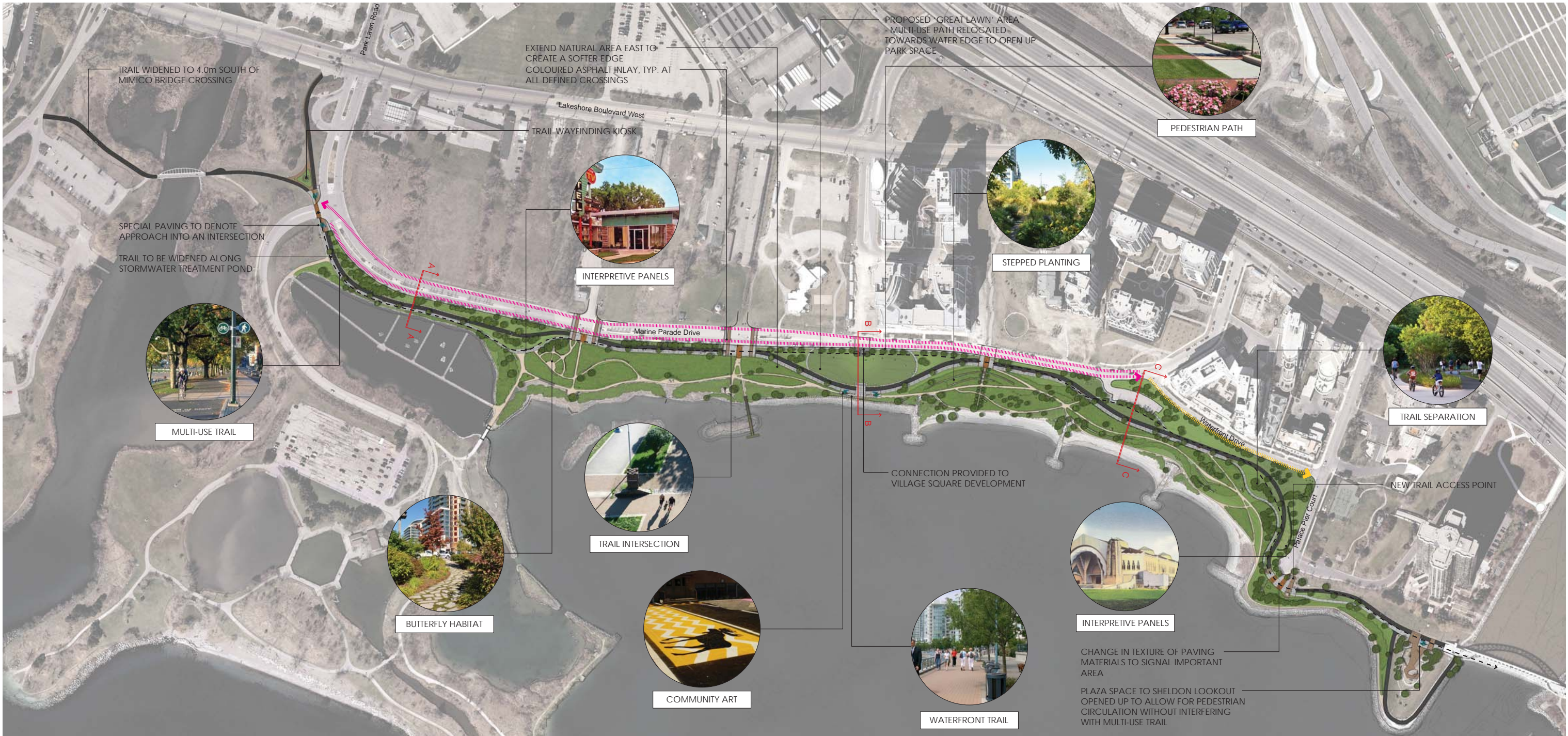


LEGEND

EXISTING MULTI-USE TRAIL ALIGNMENT ← - - - - - →

PROPOSED ON-ROAD SHARROW TREATMENTS 

PROPOSED CONTRA-FLOW BIKE LANE 



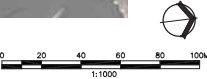
LEGEND

EXISTING MULTI-USE TRAIL ALIGNMENT

PROPOSED CONTRA-FLOW BIKE LANE

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1 SECTION/ELEVATION 'A - A'

Scale: 1:200



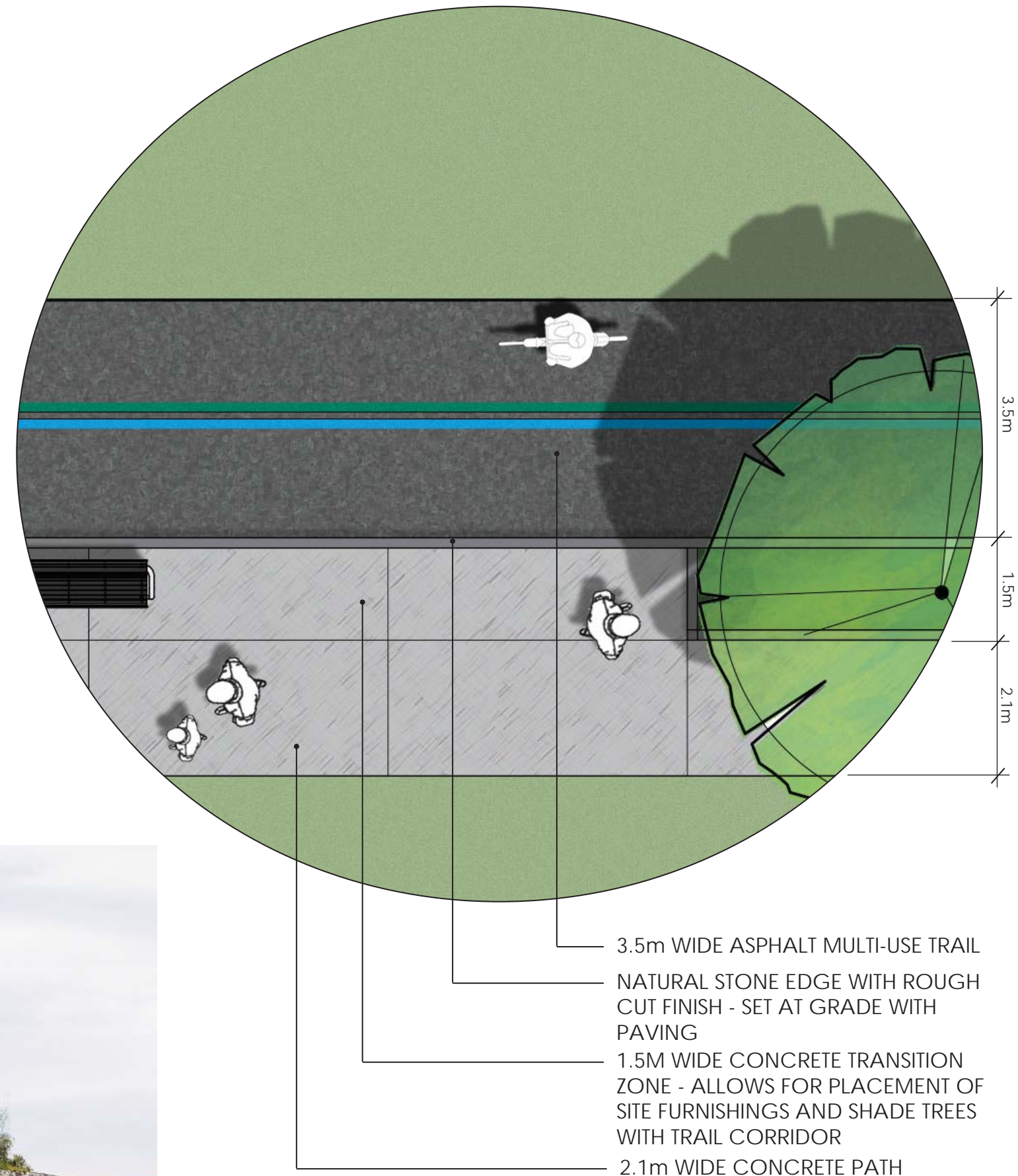
2 SECTION/ELEVATION 'B - B'

Scale: 1:200



3 SECTION/ELEVATION 'C - C'

Scale: 1:200





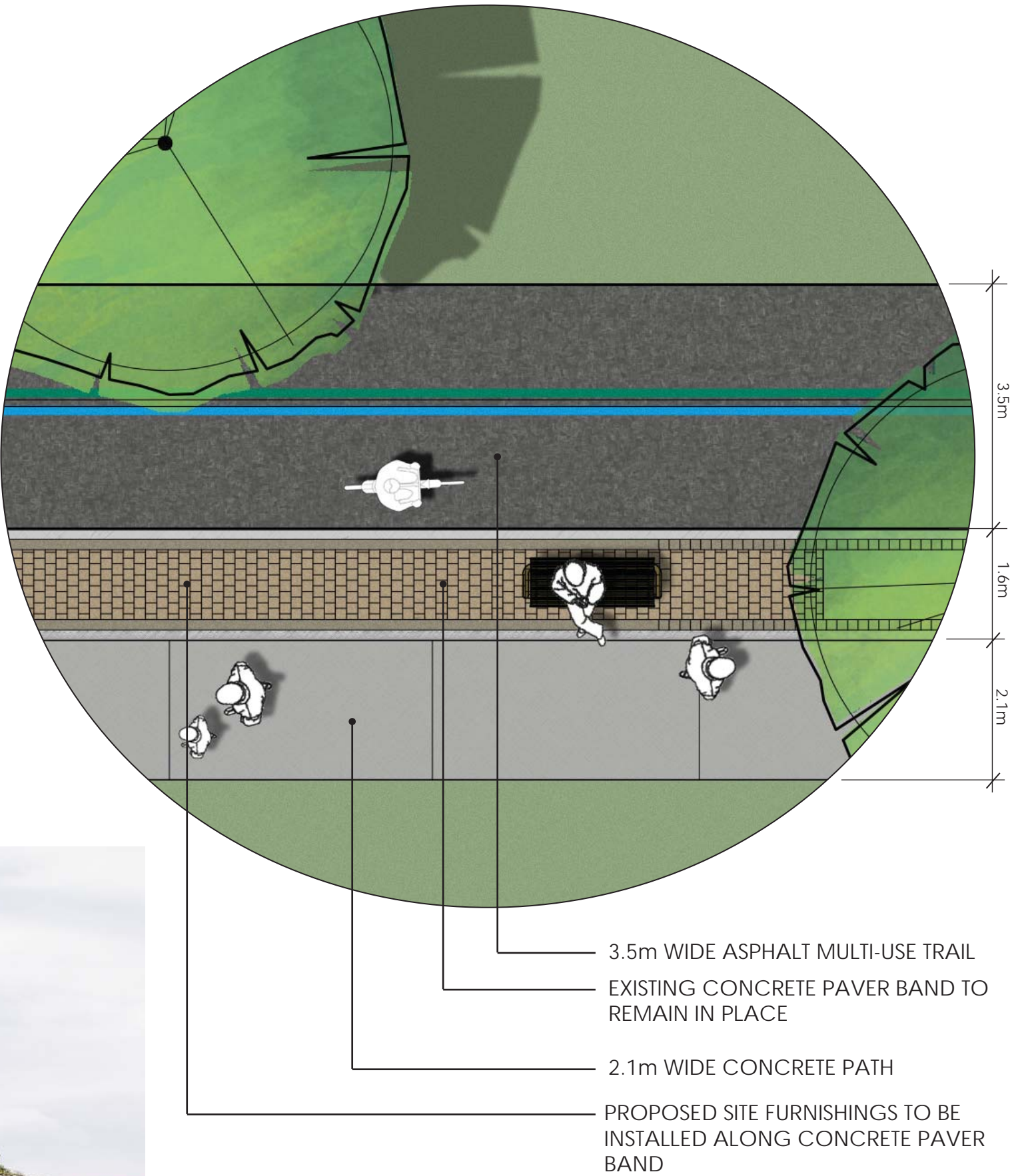
1 SECTION/ELEVATION 'A - A' Scale: 1:200



2 SECTION/ELEVATION 'B - B' Scale: 1:200



3 SECTION/ELEVATION 'C - C' Scale: 1:200



- 3.5m WIDE ASPHALT MULTI-USE TRAIL
- EXISTING CONCRETE PAVER BAND TO REMAIN IN PLACE
- 2.1m WIDE CONCRETE PATH
- PROPOSED SITE FURNISHINGS TO BE INSTALLED ALONG CONCRETE PAVER BAND