

Welcome

Public Event
**Flemingdon Park
and Thorncliffe Park
Cycling Connections**

October 30, 2017

4:30 - 8:00 p.m.

These panels can be viewed online:
www.toronto.ca/bikeflemingdonthorncliffe

Background

Ten Year Cycling Network Plan

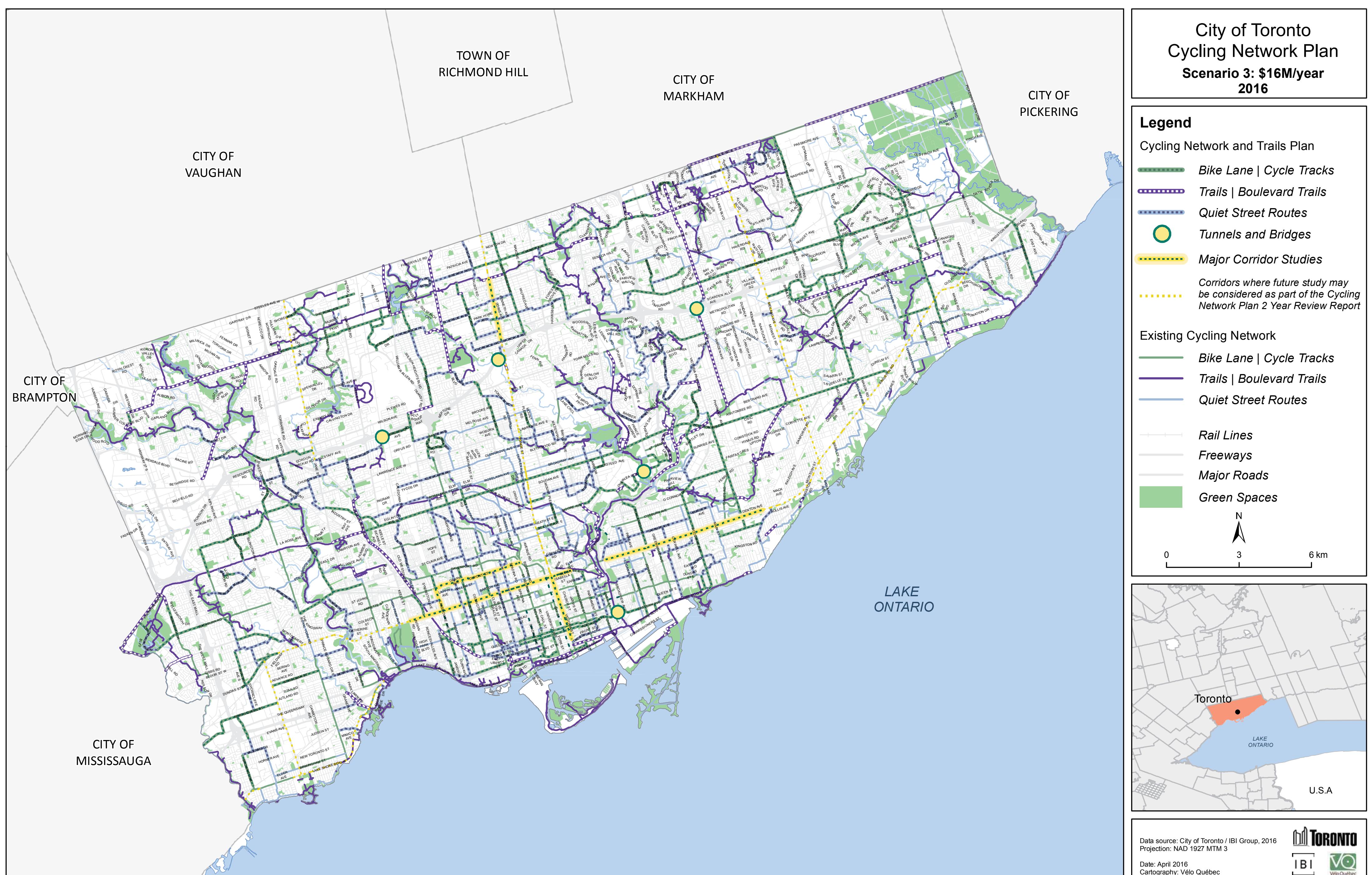
On June 9, 2016, Toronto City Council approved the Ten Year Cycling Network Plan (Plan) for growing, connecting and renewing Toronto’s Cycling Network.

Learn more: toronto.ca/cyclingnetwork

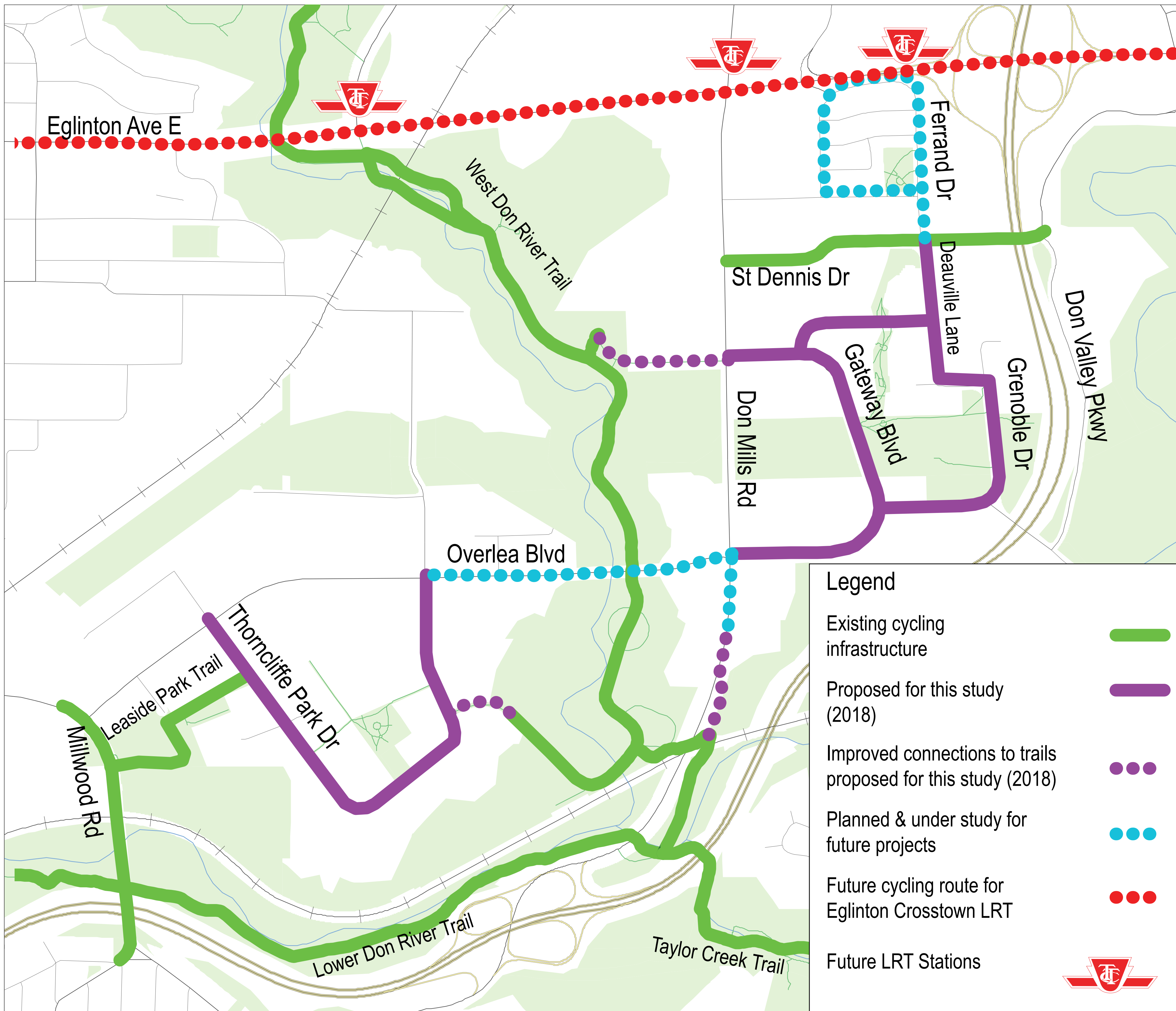
The Plan outlines investments in cycling infrastructure from 2016 - 2025, and builds on the City’s existing network of cycling routes to:

- Connect gaps in the Cycling Network
- Grow the Cycling Network into new parts of the city
- Improve the quality of existing Cycling Network routes

Through public consultation on the Plan, **safety** and **connectivity** were identified as the two highest priorities by stakeholders and the general public. Public feedback in the Flemingdon Park and Thorncliffe Park communities expressed a need for new cycling routes for people to travel around the area and to connect to public transit.



Flemingdon Park and Thorncliffe Park Existing and Proposed Cycling Network



Cycling routes are proposed for Thorncliffe Park Drive, Gateway Boulevard, Grenoble Drive, and Deauville Lane. There would also be connections to the Don River Trail. These would help residents connect to local destinations, transit and the citywide cycling network.

A bike route on Overlea Blvd is under study, but out of scope for the current project due to lack of space on the bridge structure.

Types of Bike Lane Designs

Depending on the location, different designs could be installed.



Cycle Track: Features separation elements, such as parked cars and flexiposts, between the bike lane and the traffic lane, as well as between the bike lane and parked cars (“door zone”).



Buffered Bicycle Lanes: Dedicated part of the roadway for exclusive use of cyclists. They are located between the motor vehicle lane and either the curb or parking and are just like bike lanes but with an added buffer between the motor vehicle lane and the bike lane.



Bike Lanes: Dedicated part of the roadway for exclusive use of cyclists. They are separated from motor vehicle lanes with a solid white line.



Sharrows: Shared lane pavement markings are used in shared traffic lanes to indicate ideal cyclist positions in the lane, and to remind drivers to share the road. They are also often used to help cyclists find their way to other cycling routes or trails.

Why Bike Lanes in Flemingdon Park and Thorncliffe Park?

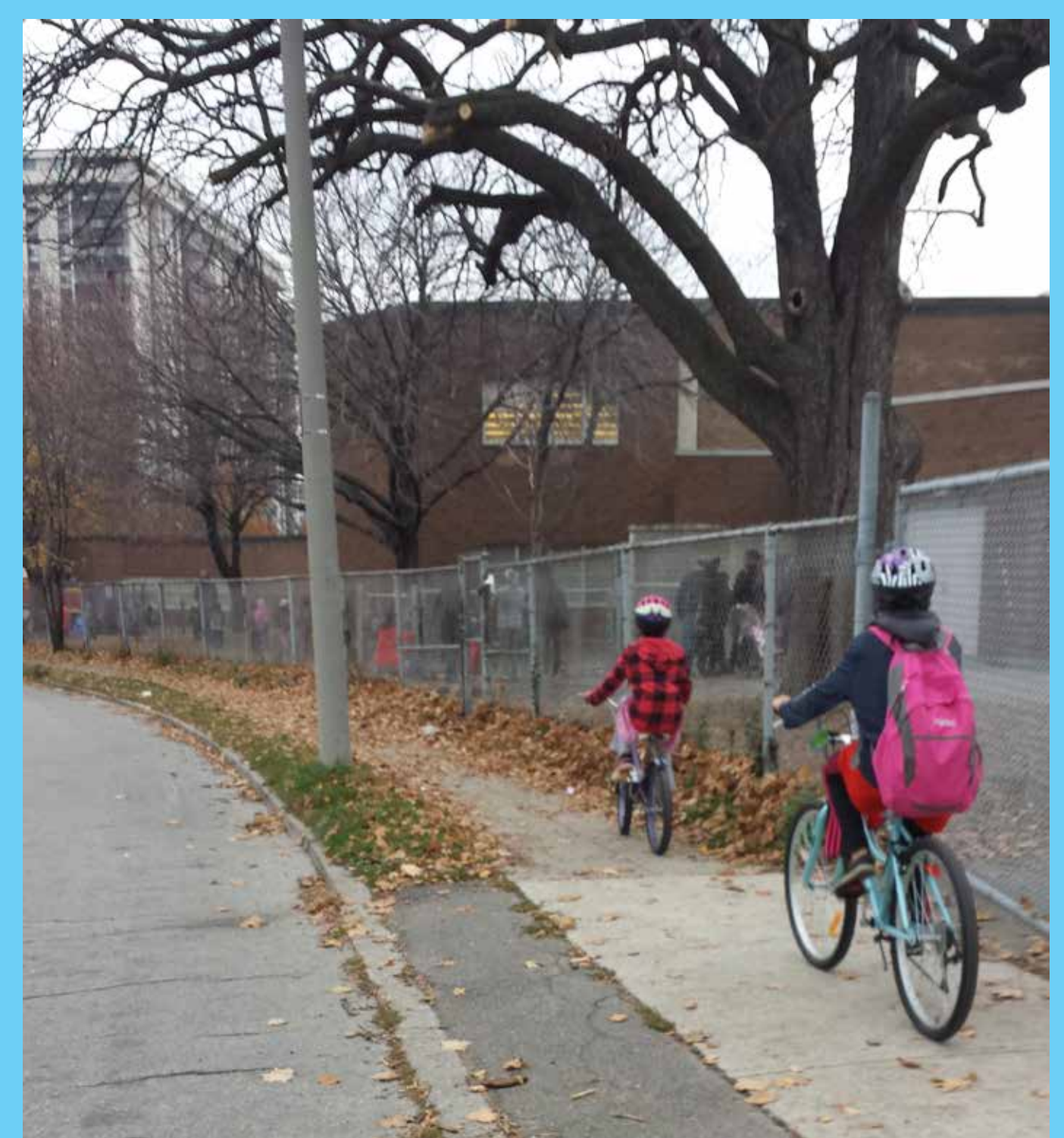
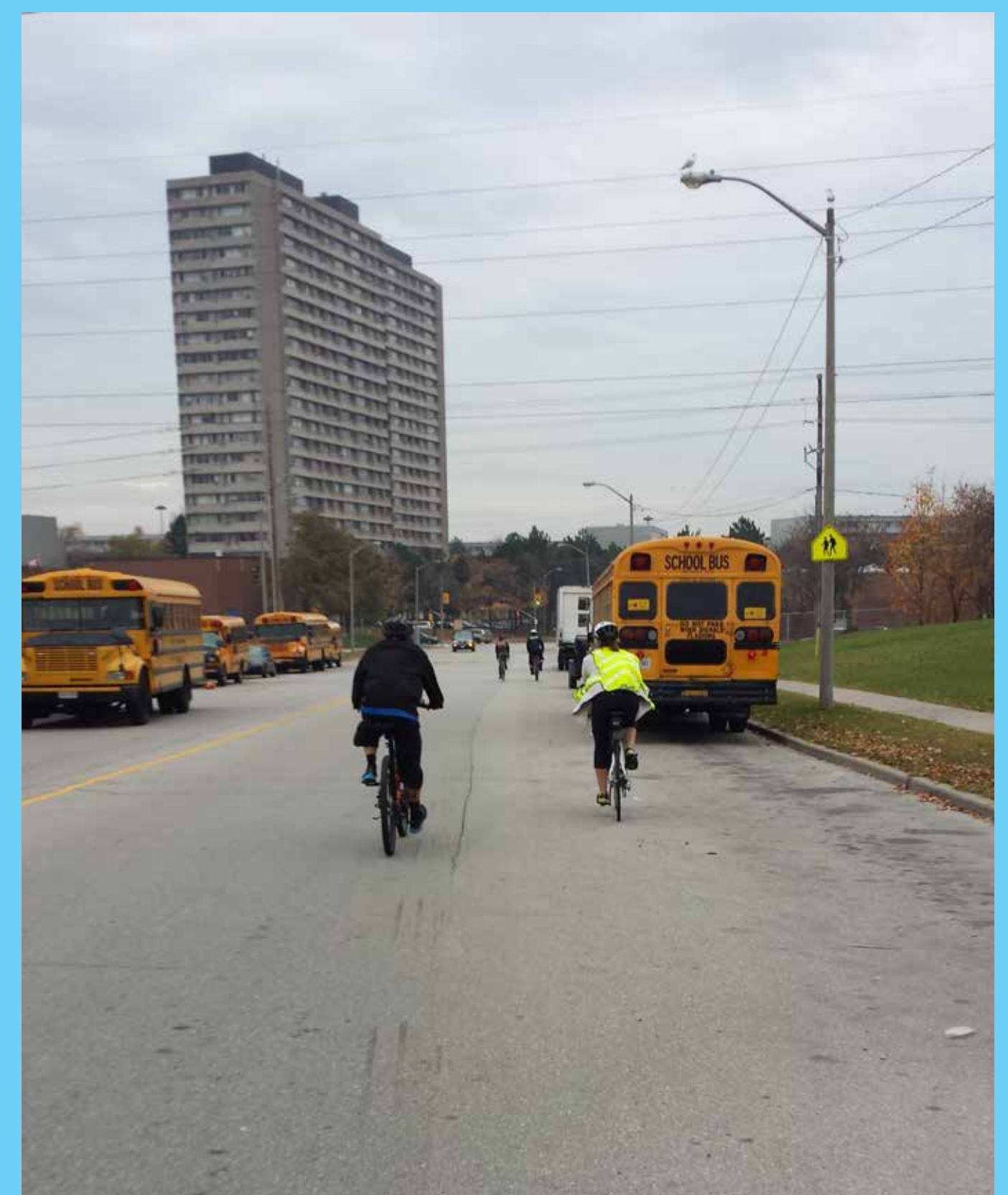
Opportunities

- **Improve Safety:** Dedicated cycling routes have been shown to enhance safety for all road users by increasing cyclist visibility and predictability, by providing visible cues to all road users on where they should move, and by reducing motor vehicle speeds.
- **Encourage Cycling:** Make cycling a more comfortable experience and encourage more people to travel by bicycle. This reduces health issues, traffic congestion over the long term, and transportation-related greenhouse gas emissions.

Challenges

- **Limited Space & Competing Uses:** Streets are limited in space to serve existing and future demand from pedestrian, cycling, transit, motor vehicle, emergency services and commercial activity. Streets in Flemingdon Park and Thorncliffe Park are no exception.
- **Changes to On-Street Parking:** Bike lanes would have some impact on the number of on-street parking spaces. In most locations, parking availability would be maintained to accommodate the current demand.

Cycling in Flemingdon Park and Thorncliffe Park today



Thorncliffe Park Drive Existing Conditions

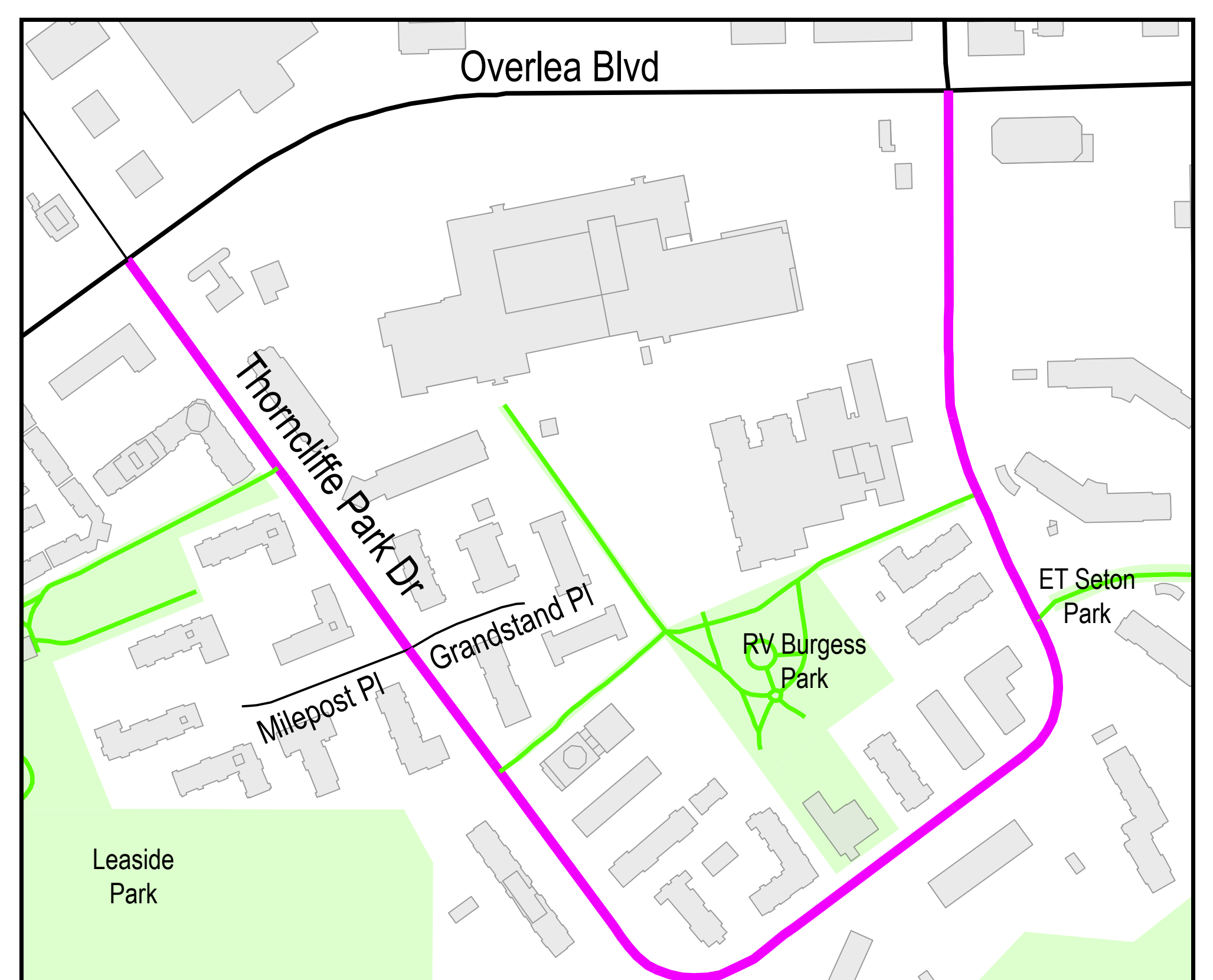


- Road Type: Collector
- Length: 1.4km
- Speed Limit: 40 km/hr
- Traffic Lanes: One traffic lane in each direction
- Road Width: 14.5m - 17.8m
- On-street Parking: 192 spaces available
- Parking Regulations:

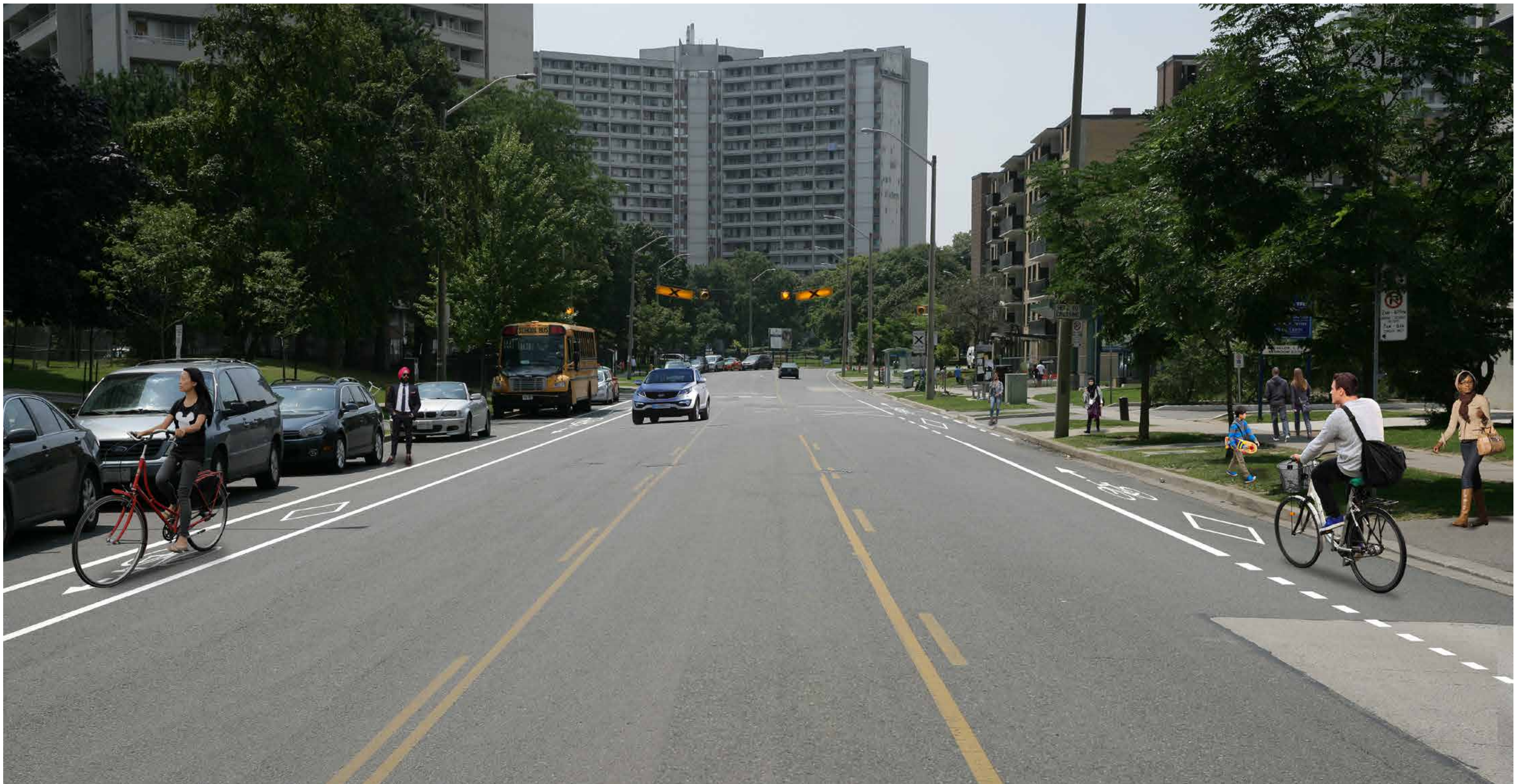
Generally, No Parking 2am - 10am
Monday - Saturday, 2am - 6am
Sunday.

Except from Grandstand Place to Overlea Boulevard on the north side:
No Parking 2am - 6:30pm Monday - Saturday, 2am - 6am Sunday.

- TTC Service: 88a and 88b buses load at the curb
- Garbage collection: mostly occurs off-street
- Approximately 6800 vehicles per day



Thorncliffe Park Drive Proposed Changes



Dedicated cycling facilities are proposed on Thorncliffe Park Drive in both directions.

These would connect to the multi-use trails in Leaside Park, which connects cyclists to Millwood Road, and Pape Avenue. Cyclists can also use Thorncliffe Park Drive to connect to the Don Valley Trails through ET Seaton Park.

The recommended design includes:

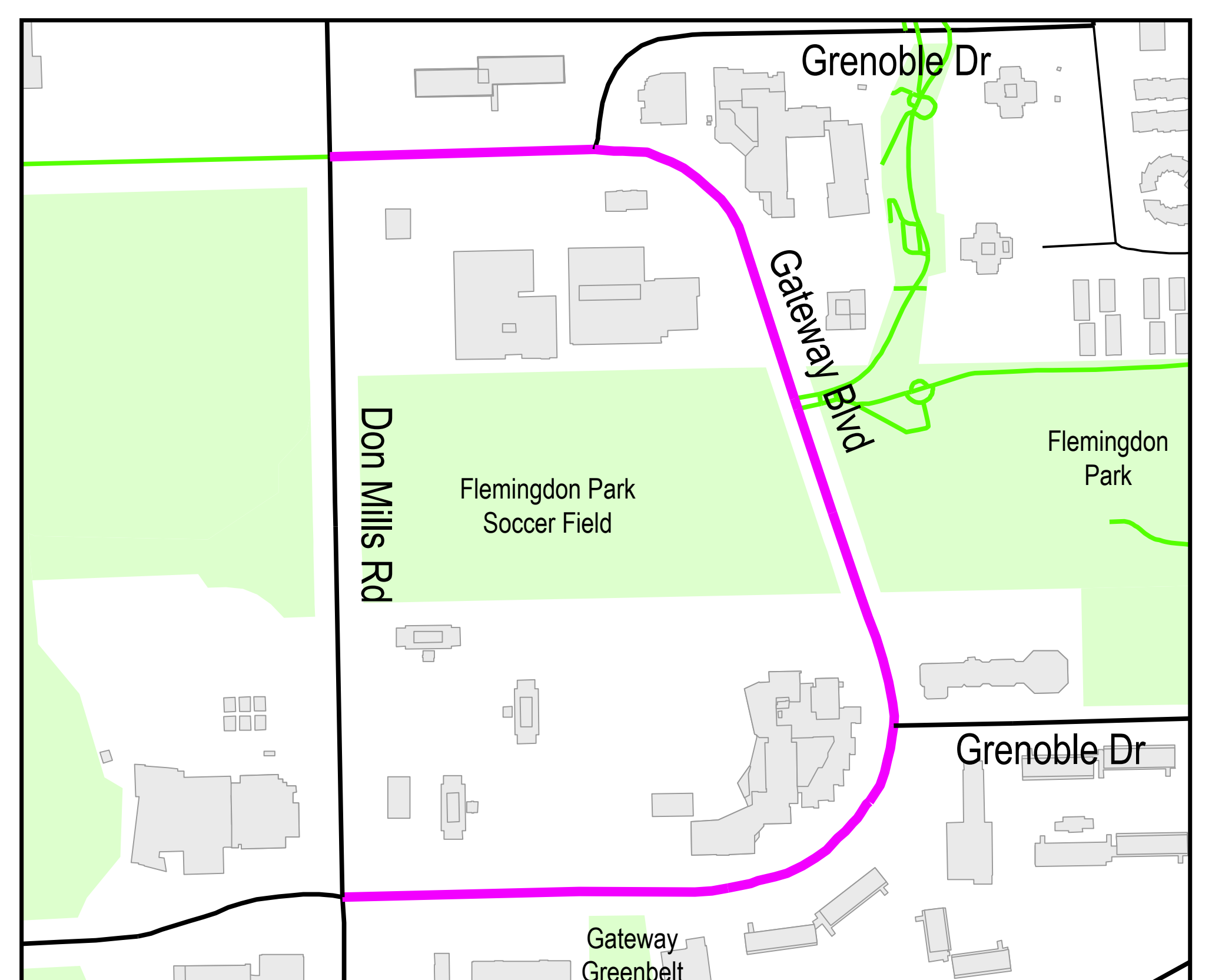
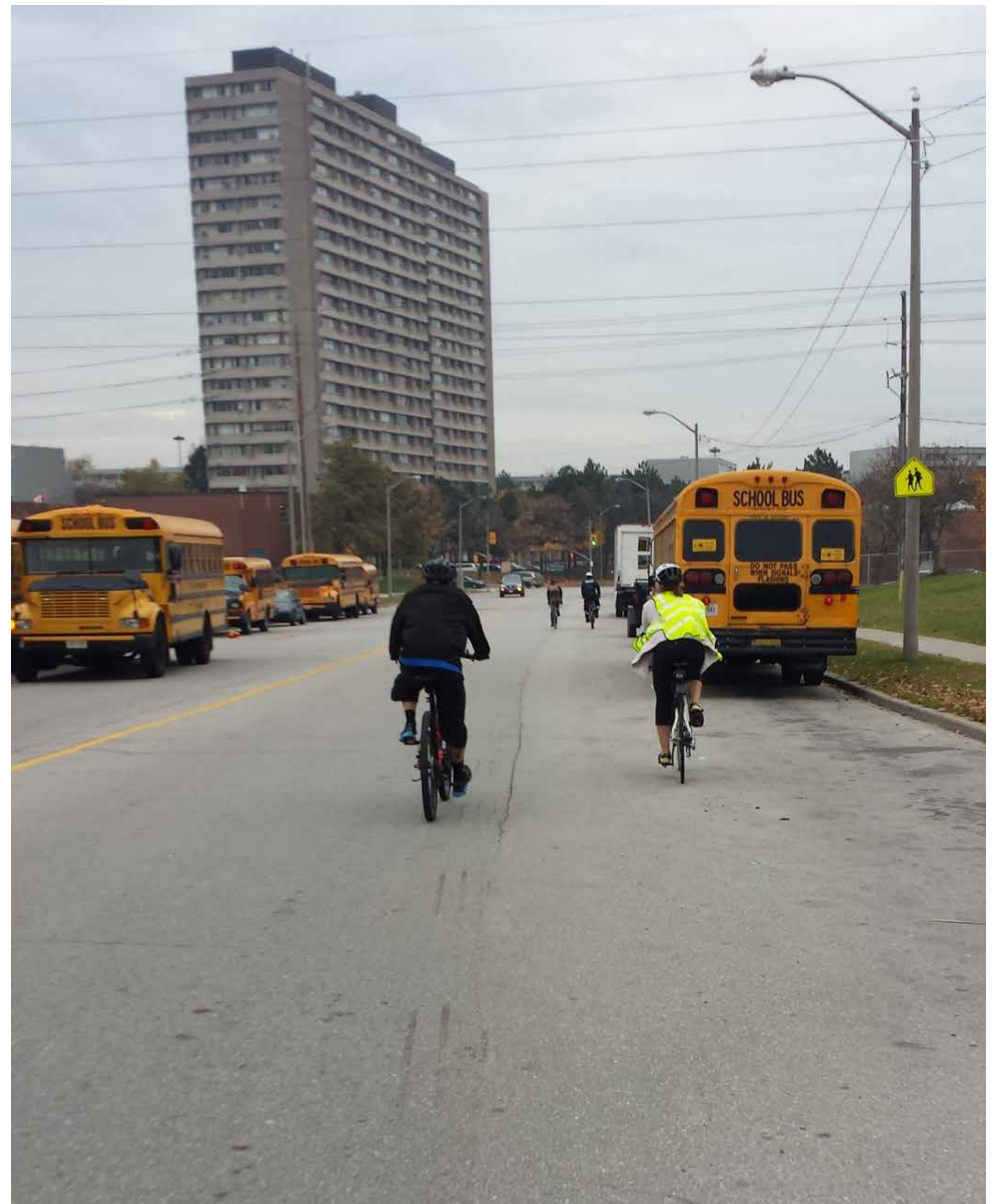
- **A dedicated bicycle lane on one side, next to curbside parking.**
- **The other side would have bicycle lanes next to the curb, with no parking.**
- **The current configuration of one vehicle lane in each direction and a centre turn lane would be maintained.**

This design is proposed with the intention of:

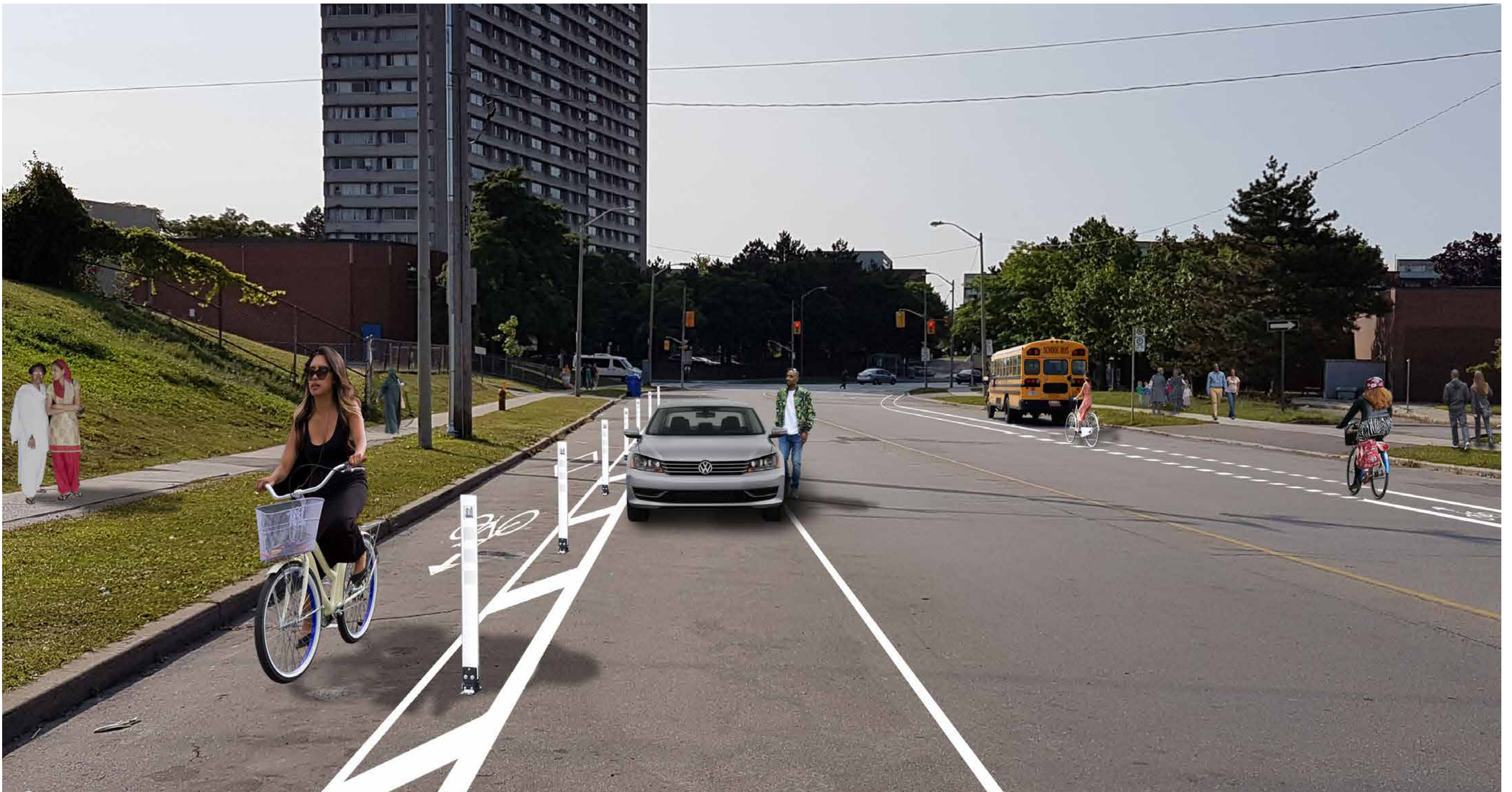
- **Making the street safer for all road users.**
- **Serving existing levels of on-street parking.** Approximately half of the available on-street parking would be removed to accommodate the dedicated bicycle lanes. Preliminary parking surveys indicate that current parking demand can be accommodated with fewer available parking spaces.

Gateway Boulevard Existing Conditions

- Road Type: Most of Gateway is a Minor Arterial Road.
- Length: 1.1km
- Speed Limit: Generally 40km/h; 50km/h between the north intersections of Grenoble Drive and Don Mills Road
- Traffic Lanes: One traffic lane in each direction
- Road Width: 13.1-17.1m
- On-street Parking: 36 spaces available
- Parking Regulations:
 - Generally, North Side, Pay & Display 8am - 6pm Monday - Saturday from Grenoble Dr. to Don Mills Road.
 - Generally, South Side, No Parking from Don Mills Road. to Flemingdon Park
- TTC Service: 100 and 34c buses load at the curb
- Garbage collection: mostly occurs off-street
- Approximately 4,800 vehicles per day



Gateway Boulevard Proposed Changes



Dedicated cycling facilities are proposed on Gateway Boulevard in both directions.

The recommended design includes:

- **Dedicated bicycle lanes on both sides, and where space permits, cycle tracks.**
- **Where parking would be provided, cycling facilities would generally be curbside, protected by flexi-posts and parked cars.**
- **One vehicle lane in each direction would be maintained.**
- **TTC and school buses would continue to load at the curb.**
- **Where vehicle parking is currently allowed on the street, parking would remain on one side.**

These facilities would connect to routes on Grenoble Drive, and to the Don Valley Trails behind the Science Centre and on Don Mills.

This design is proposed with the intention of:

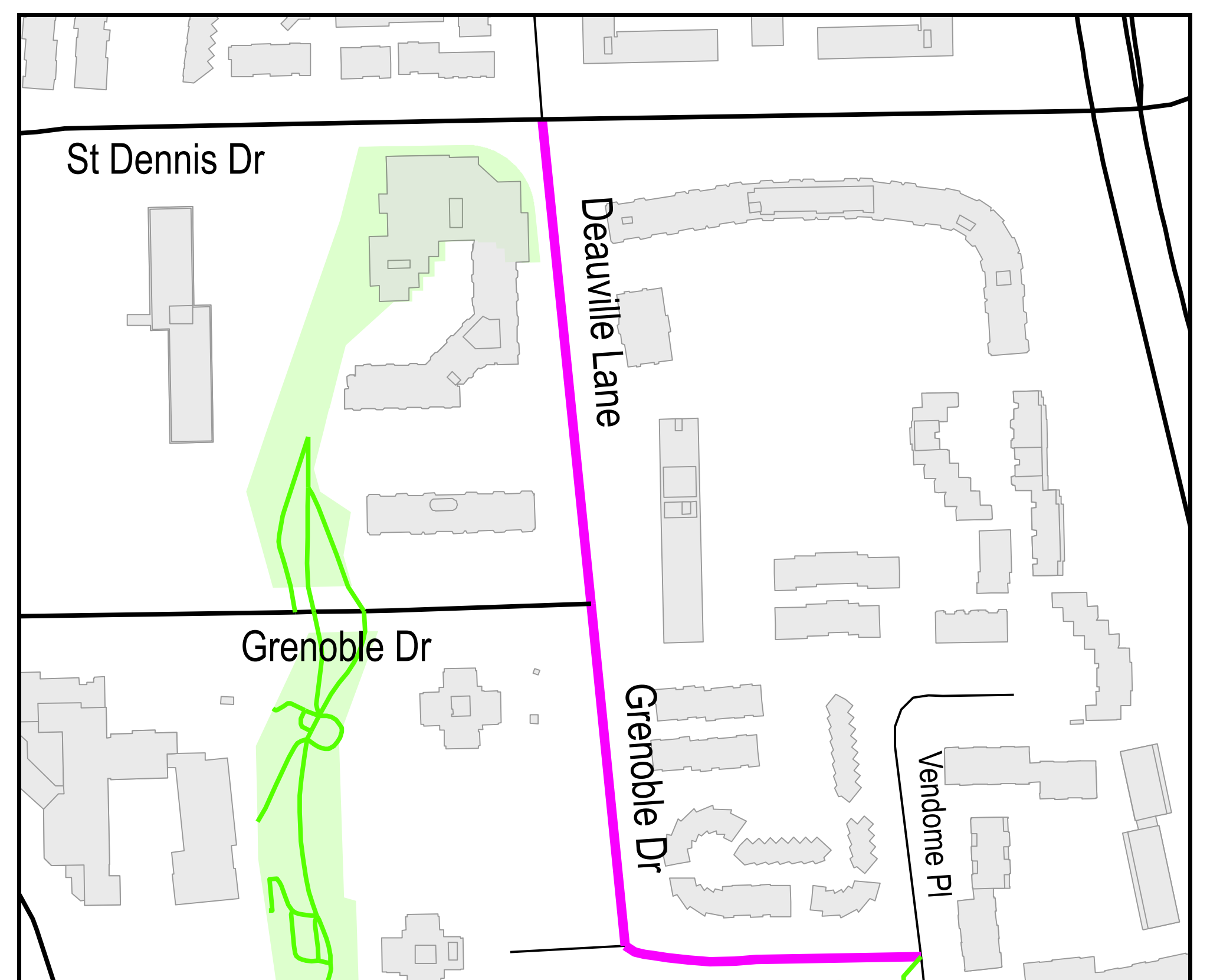
- **Making the street safer for all road users.**
- **Serving existing levels of on-street parking.** Approximately half of the available on-street parking would be removed to accommodate the dedicated bicycle lanes.

Preliminary parking surveys indicate that current parking demand can be accommodated with fewer available on-street parking spaces.

Deauville Lane Existing Conditions



- Road Type: Collector Road
- Length: 0.2km
- Speed Limit: 50km/h
- Traffic Lanes: One traffic lane in each direction
- Road Width: 11.9m - 12.2m
- On-street Parking: 26 spaces available
- Parking Regulations:
 - East Side, from St. Dennis to Grenoble, No Parking 8am to 6pm Mon to Fri. ; west side, no parking anytime.
- TTC Service: 100 and 34c buses load at the curb
- Garbage collection: mostly occurs off-street



Deauville Lane Proposed Changes



Dedicated cycling facilities are proposed on Deauville Lane from Grenoble Drive to St. Dennis Drive in both directions.

This is a short segment that would connect the planned routes on Grenoble Drive and Gateway Boulevard to existing bike lanes on St. Dennis Drive.

The recommended design includes:

- **Buffered bicycle lanes against the curb on both sides.**
- **One vehicle lane in each direction would be maintained.**
- **No Parking regulations would be extended from during the day to all times of the day.**

This design is proposed with the intention of:

- **Making the street safer for all road users.**
- **Note on vehicle parking:** Parking is currently limited to evening and overnight. Parking is not planned for this route primarily for the safety of cyclists.

Preliminary parking surveys indicated that current demand for parking can be accommodated on streets nearby. Off-street parking alternatives can also be explored.

Grenoble Drive Existing Conditions



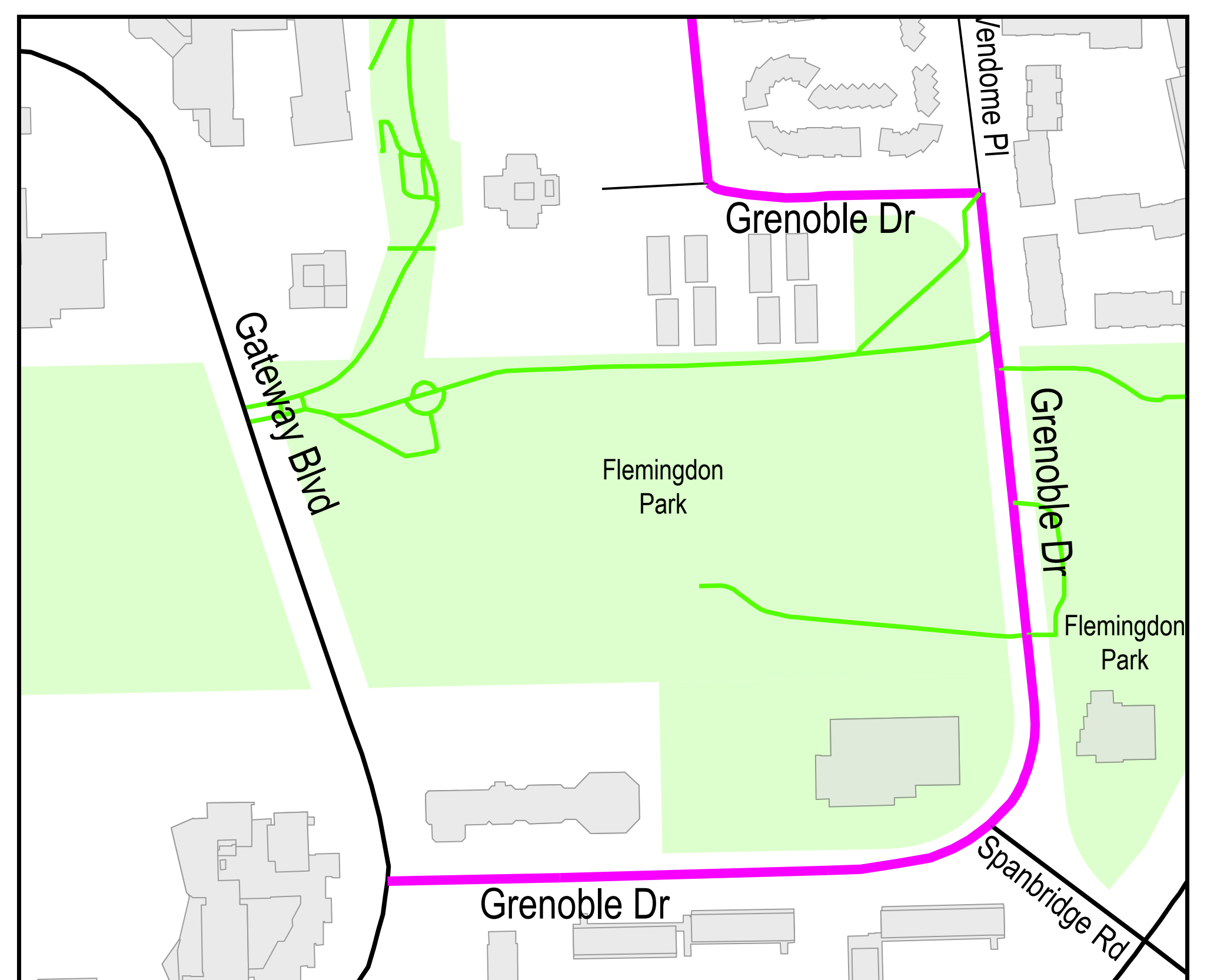
- Road Type: Partial Collector, Partial Local Street
- Length: 1.2km
- Posted Speed Limit: 40 km/hr
- Traffic Lanes: One traffic lane in each direction
- Road Width: 9.4m - 17.1m
- On-street Parking: 52 spaces available
- Parking Regulations:

No Parking on either side from Gateway Blvd. to Spanbridge Rd.

No Parking on either sides from Vendome Pl. to Gateway Blvd.

Other areas, parking allowed for 3 hours on the east side

- TTC Service: 100 and 34c buses load at the curb
- Garbage collection: mostly occurs off-street
- Approximately 4,100 vehicles per day



Grenoble Drive Proposed Changes



Dedicated bicycle facilities are proposed on Grenoble Drive in both directions.

These facilities would connect to routes on Gateway Boulevard and Deauville Lane.

The recommended design includes:

- **A dedicated bicycle lane added to both sides of the street.**
- **For most of Grenoble Drive, current parking restrictions would continue.**
- **For the north-south segment of Grenoble Drive between Vendome Place and Spanbridge Road where parking is generally permitted on one side, most of the vehicle parking would be removed to accommodate safe cycling facilities.**
- **One vehicle lane in each direction would be maintained.**

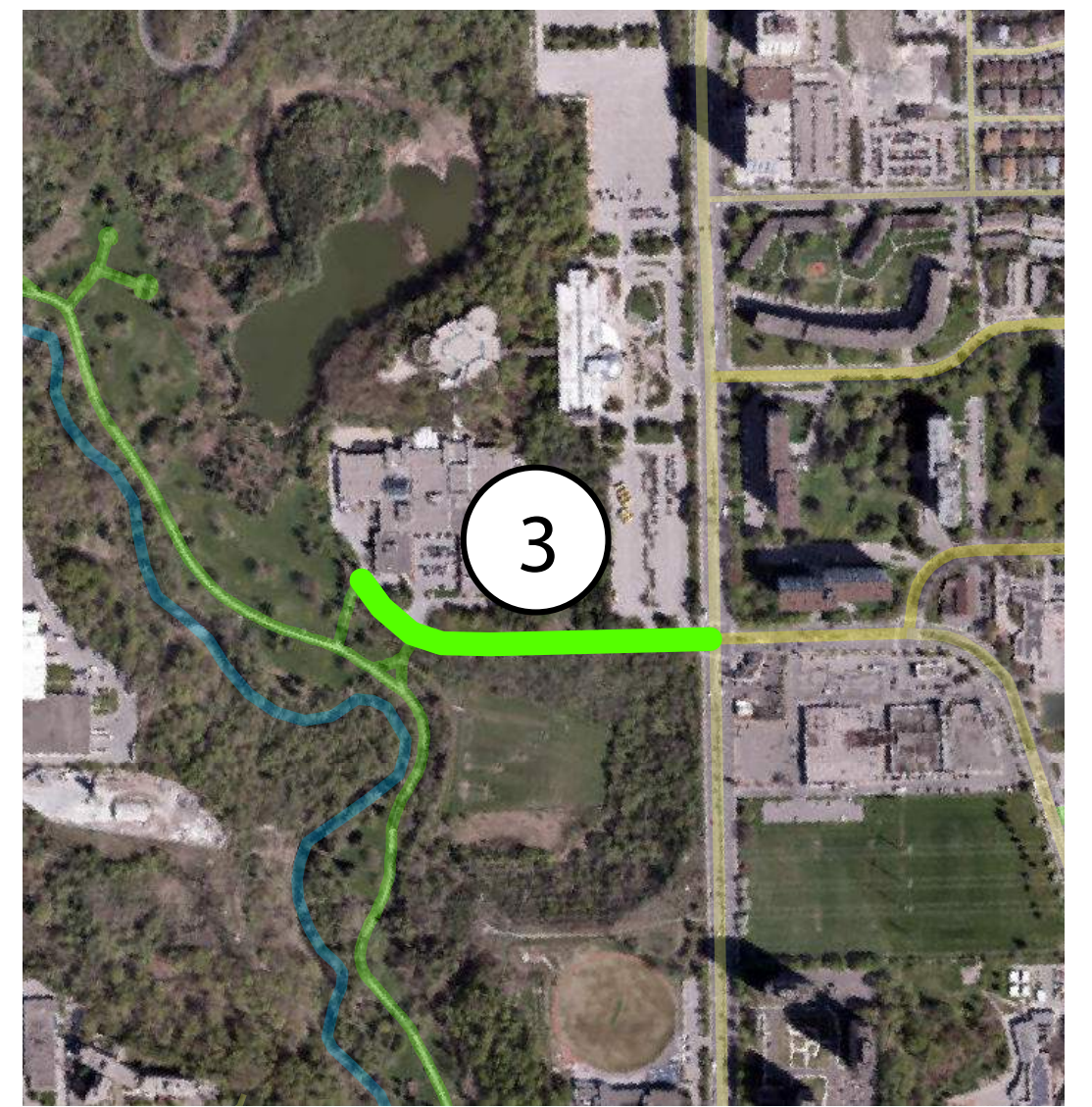
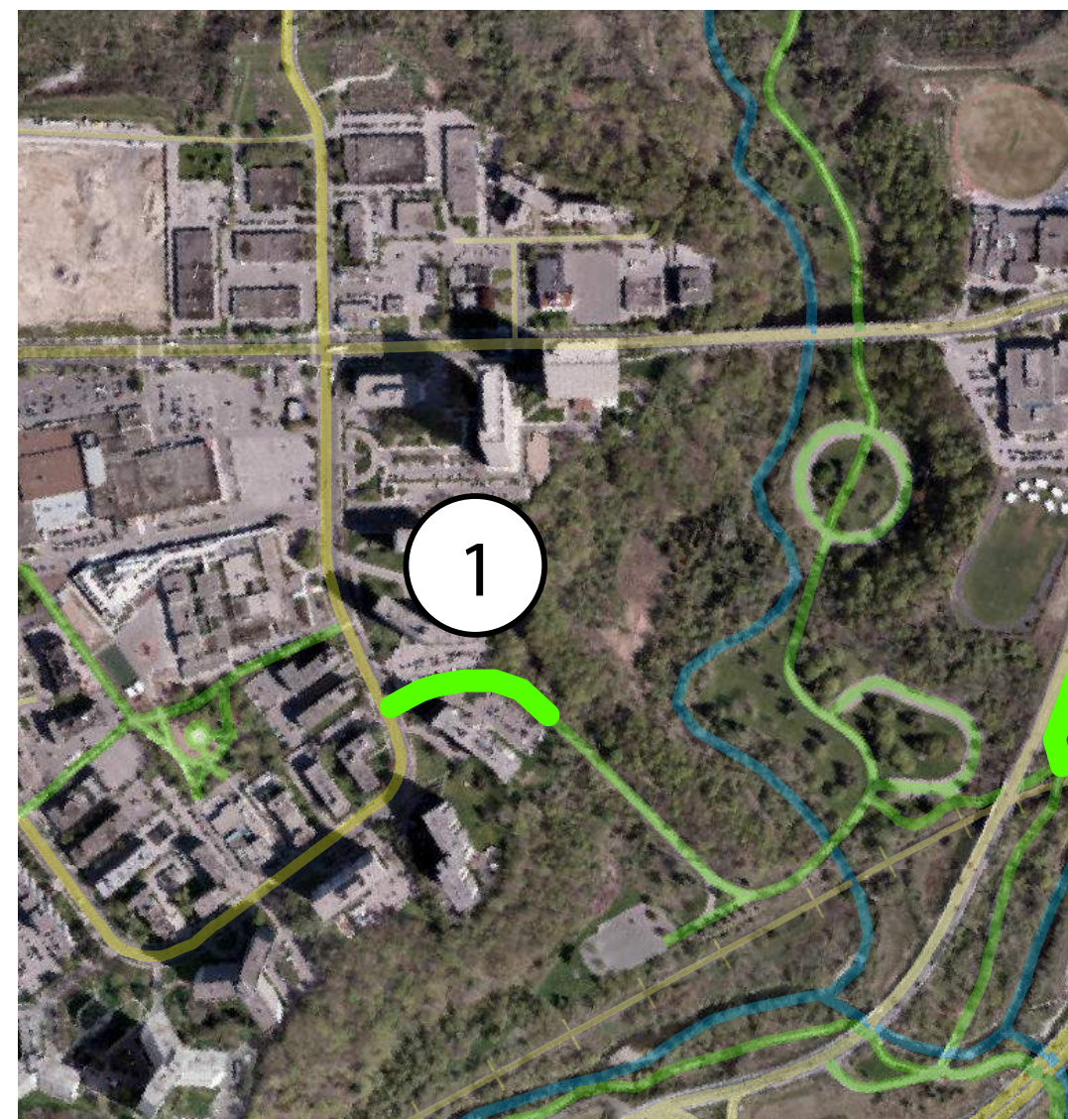
This design is proposed with the intention of:

- **Making the street safer for all road users.**
- **Serve much of the existing demand for on-street parking.** Preliminary parking surveys show that much of the current demand for on-street parking can be accommodated with fewer on-street parking spaces.

Near the intersection of Grenoble Drive and Vendome Place, all the available on-street parking would be removed to accommodate safe cycling facilities due to lack of space. At this location, current demand for parking can be accommodated on streets nearby. Off-street parking alternatives can also be explored.



Trail Connections Context and Existing Conditions



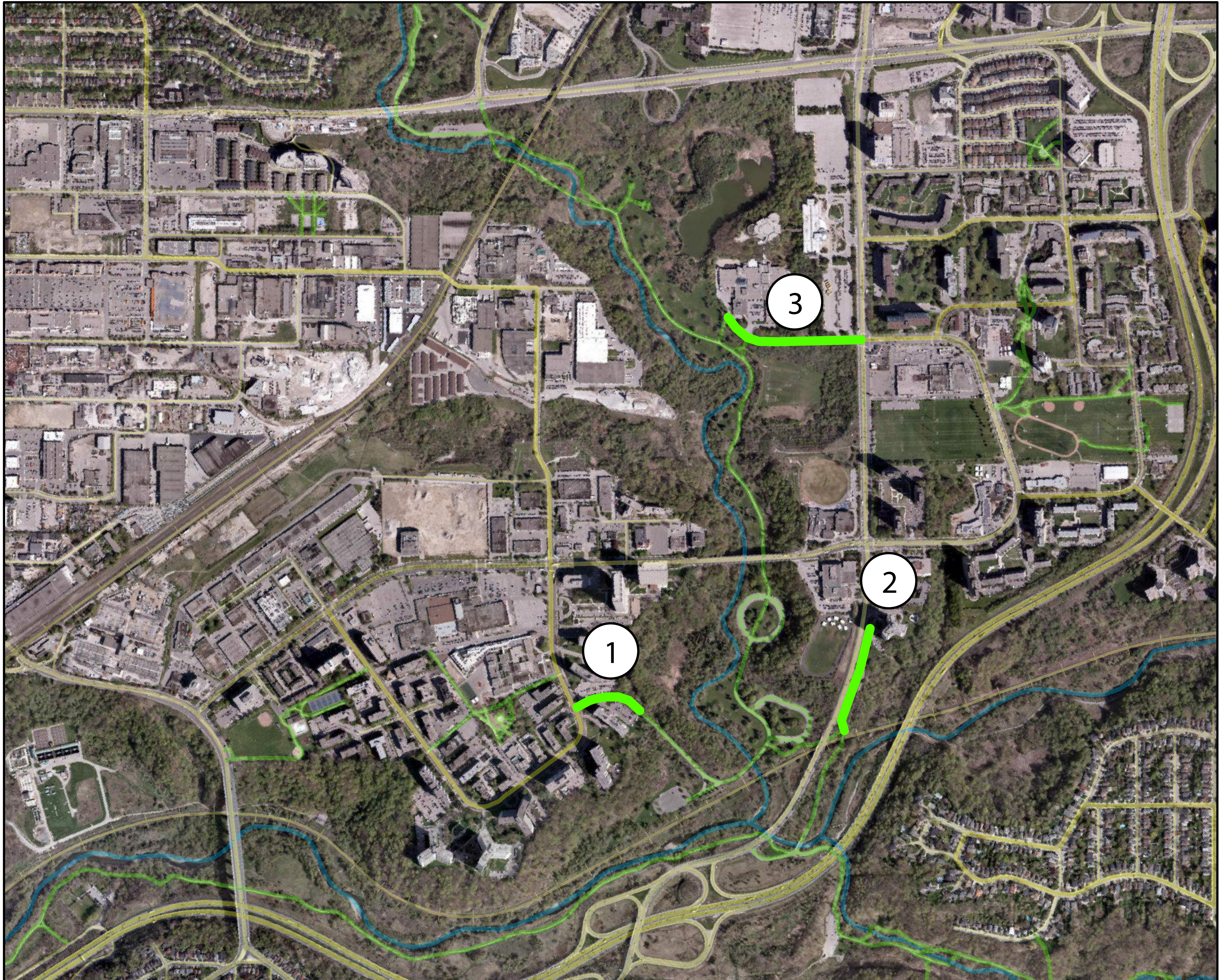
1) THORNCLIFFE PARK DRIVE TO DON VALLEY TRAIL

2) DON MILLS ROAD TO LOWER DON VALLEY TRAIL

3) DON MILLS ROAD AND GATEWAY BOULEVARD CONNECTION TO WEST DON RIVER TRAIL (Behind Science Centre)

	1) THORNCLIFFE PARK DRIVE TO DON VALLEY TRAIL	2) DON MILLS ROAD TO LOWER DON VALLEY TRAIL	3) DON MILLS ROAD AND GATEWAY BOULEVARD CONNECTION TO WEST DON RIVER TRAIL (Behind Science Centre)
LENGTH	400m	300m	340m
DESCRIPTION	Paved Parks access road. Lower Don Trail. Steep. Speed bumps to slow and warn cyclists.	Unpaved footpath from where the sidewalk ends to Lower Don Trail. Steep.	City-operated, paved access road to West Don River Trail. Steep.
CURRENT USE	Access by foot, bike and vehicle to trails and parking lot.	Recreational walking and some cycling.	Trail access & staff parking and deliveries to Science Centre
ACCESS RESTRICTIONS	At times	None, however there are accessibility issues due to unpaved path.	None
WINTER MAINTENANCE	No	No	Yes
PARKING	Parking lot at bottom.	None	None
CURRENT WAYFINDING & SIGNAGE	Community-made signage only.	Community-made signage only.	"Dismount" "No Cycling" sign. No wayfinding present.

Trail Connections



Current challenges to access trails include: entrance points that are not well marked, pavement conditions, and other concerns.

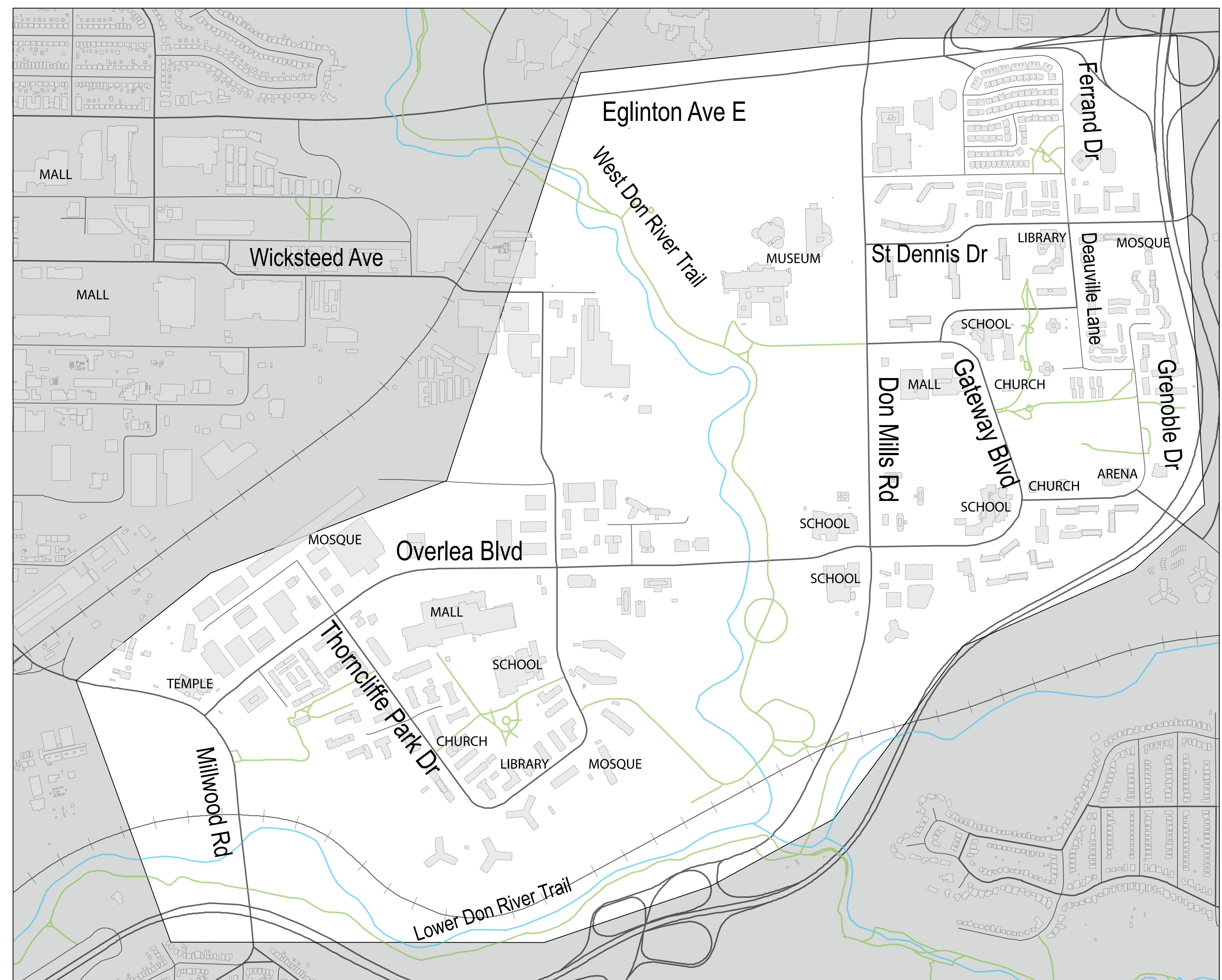
Access to trails would be improved at three locations:

- 1) Thorncliffe Park Drive to Don Valley Trail
- 2) Don Mills Road to the Lower Don Valley Trail
- 3) Don Mills Road and Gateway Boulevard Connection to West Don River Trail (behind the Ontario Science Centre)

Improvements could include better signage directing trail users to access points, improved paving of existing routes, and pavement markings designed for cyclists.

Have Your Say!

Where would you like bike parking?



Help identify places that need bike parking by placing stickers on this map.

- Bike parking is needed where I **live**.
- Bike parking is needed where I **visit**.

Next Steps

Study existing conditions, cycling counts, develop designs.

we are here



October 30, 2017
Public Event

November 19, 2017
Comment Period Closes

December 2017
Report back on public feedback received

Winter 2018
Staff Report to Public Works and Infrastructure Committee

Winter 2018
Consideration by Council

Spring - Summer 2018
Installation of new Bike Facilities

Throughout the Study, the Project Team and Community Animators are continuously engaging with local residents, stakeholders, and organizations to gather local feedback and answer questions.



Have Your Say!

Public Consultation is an important part of this Study. The City has engaged the Toronto Centre for Active Transportation, Flemingdon Health Centre, and local community partners to enhance resident engagement and develop community capacity. A team of Community Animators has been busy with local events traveling around Flemingdon Park and Thorncliffe Park to answer questions and collect feedback.

Submit comments, ask questions, take the online survey by November 19, 2017.

www.toronto.ca/bikeflemingdonthorncliffe

Contact:

Robyn Shyllit, Senior Public Consultation Coordinator

Robyn.Shyllit@toronto.ca | 416-392-3358

City of Toronto

Metro Hall, 19th Floor

55 John Street

Toronto, ON. M5V 3C6

