

Public Meeting #2

Dowling/Beaty Cycling Route

**May 17, 2017
6:00 p.m. – 8:00 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 sticky notes provided to identify specific issues which you wish to bring to our attention.

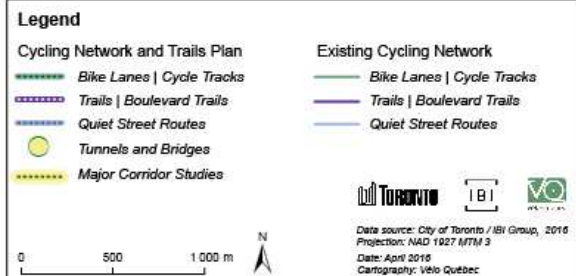
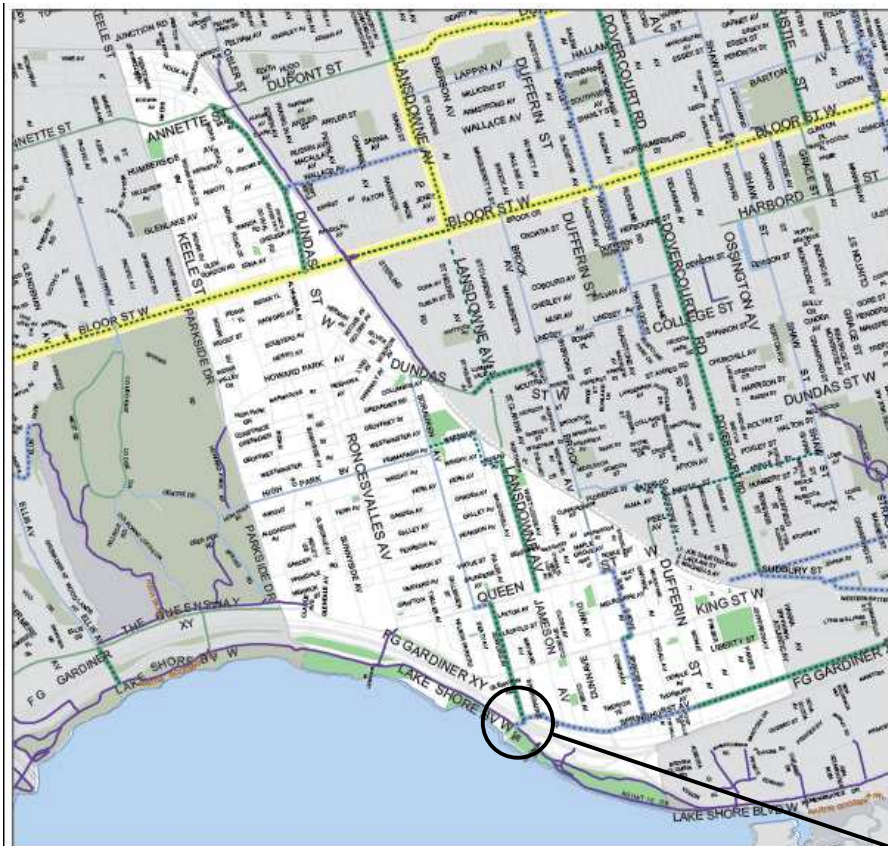


Runnymede Rd Sharrow Treatment

Background

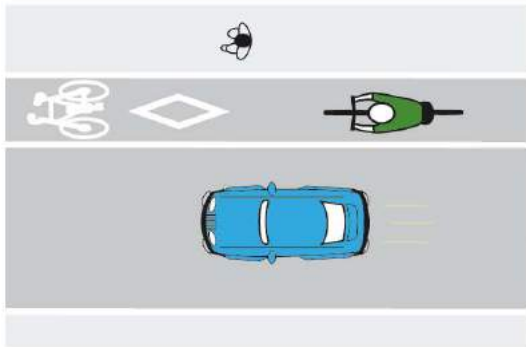
This proposed cycling route was identified as part of the City's Cycling Network Plan, which presents a vision for how we may connect, grow, and renew Toronto's cycling routes.

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 options and to evaluate potential parking and traffic impacts.

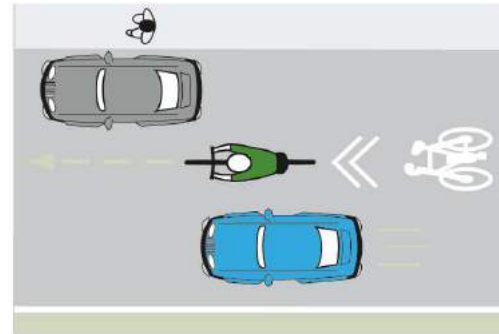


A key goal of creating a cycling route on Dowling/Beaty Avenue is to provide residents with easier, safer access to the Waterfront Trail. The signal at Lake Shore Boulevard West offers an opportunity to create a gateway to greenspace from the Parkdale neighbourhood.

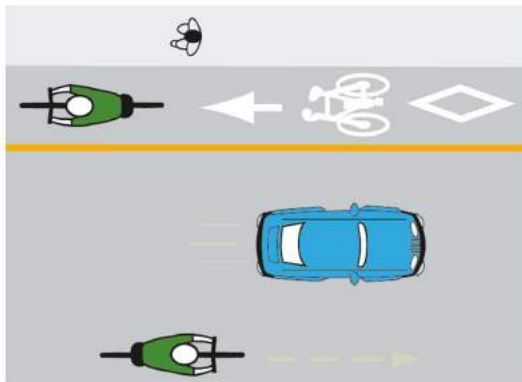
Types of Cycling Infrastructure in Toronto



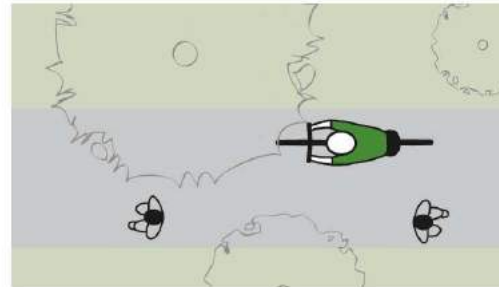
Bike lanes are dedicated spaces for cyclists where motorists are not allowed to stand, stop or park. Separators such as bollards or planters may be used to create a barrier between bike lanes and the adjacent traffic lane.



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.

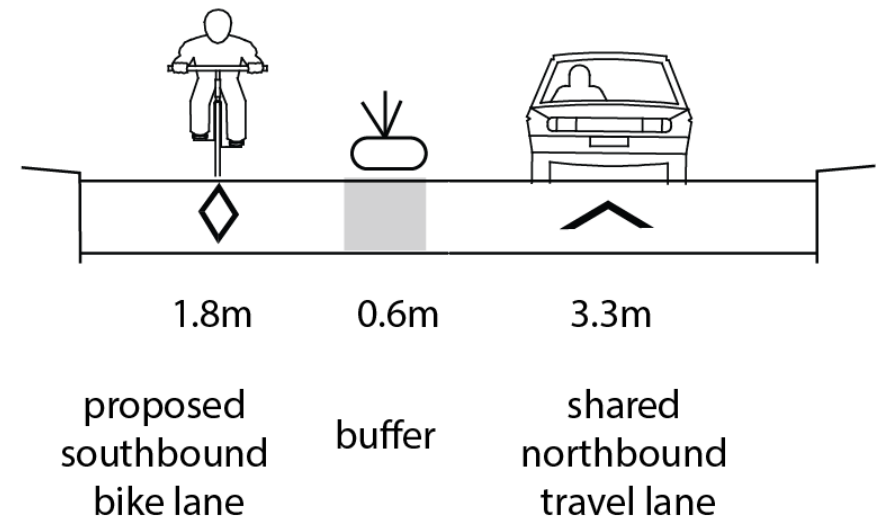
Proposed Initial Option



Dowling Contraflow Bike Lanes

On September 22nd 2016, Cycling staff hosted and presented at a Public Open House at Parkdale Library an option which included a contra-flow bike lane along Dowling Ave.

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



Public Consultation

September 2016 Public Open House

- 58 people attended
- Received 83 comment cards on the project, in addition to comments submitted separately via phone or email

What we heard

- The importance of creating safe and accessible routes between the Waterfront Trail and the West Toronto Railpath
- Implement design options that maintain the existing supply of on-street parking
- Utilize both Dowling Ave and Beaty Ave to create parallel opposite direction bike routes in favour of a contra-flow lane along Dowling Ave

Revised Preferred Option

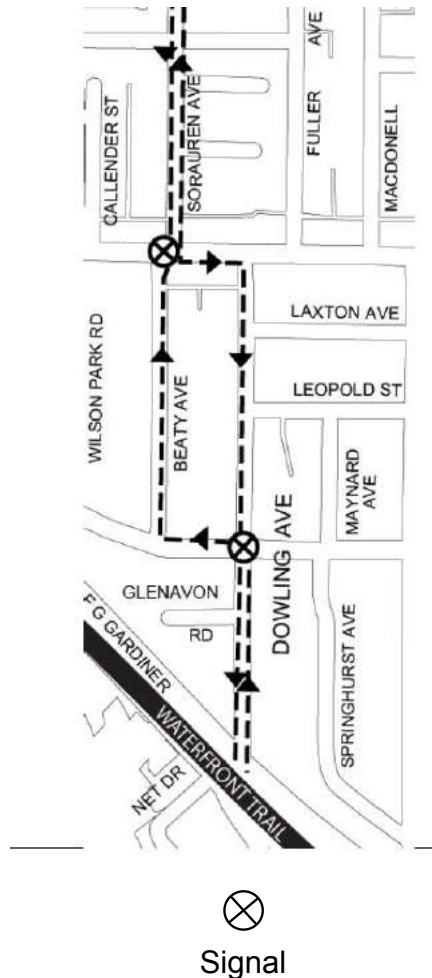
Quiet Street Route on Dowling Avenue and Beaty Avenue

In response to feedback we received from the community, staff have revised the design. The new design includes:

- Changes to existing one-way direction for motorists. Beaty Avenue will be changed to one way northbound and Dowling Avenue will be changed to one way southbound
- Southbound shared lane on Dowling Ave (Sharrow Treatment)
- Northbound shared lane on Beaty Ave (Sharrow Treatment)
- Modifications to existing signals to cross Dowling Ave and King St W and Sorauren Ave and Queen St W are being evaluated for implementation.
- No parking will be removed. Parking on Beaty Avenue will no longer alternate and is proposed to be located permanently on the west side.



Sharrow Treatment



Quiet Street Routes/Sharrows

Toronto is developing a number of "Quiet Street" cycling routes, where signs, pavement markings, and traffic calming are used to create comfortable cycling routes on quieter residential streets.

Shared lane markings indicate where cyclists should ride, and where motorists should expect to see cyclists.

Traffic calming measures can also be part of the implementation of cycling routes which have sections where motor vehicles share the road with cyclists.



Argyle Street Sharrow Treatment

Intersection Detail – Dowling Ave and King St W

Before

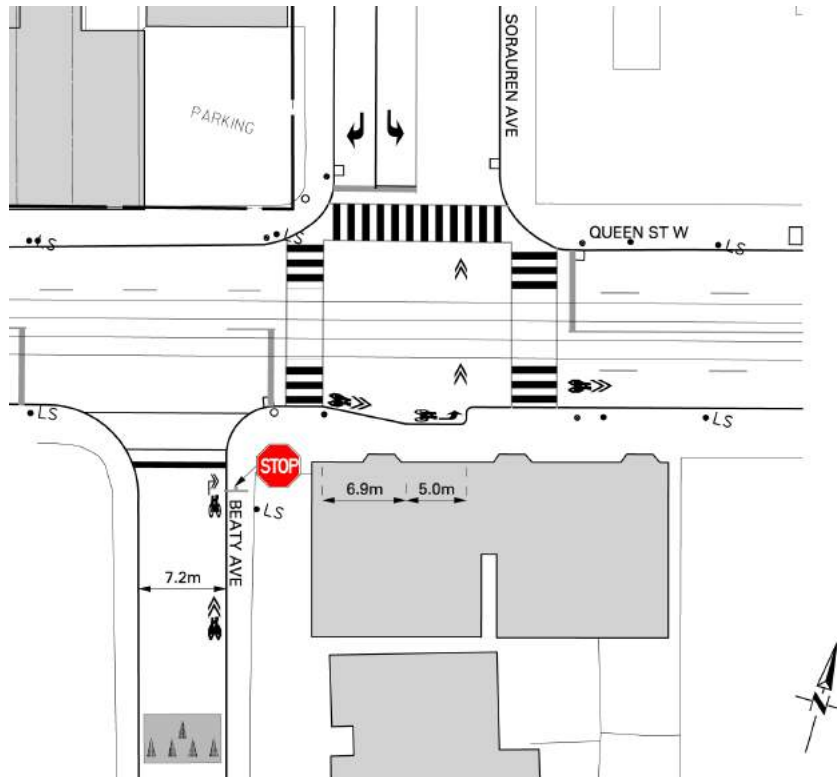


A new traffic signal is proposed to be installed to control traffic coming from both the north and south. This is due to the reconfiguration of the one-way on Dowling Ave to be southbound.

After



Intersection Detail Queen St. West and Beaty Avenue



With the conversion of Beaty Avenue to one-way northbound, a stop sign will be installed at Queen Street West.

A boulevard bike box and bicycle signal heads will be provided at the existing Queen/Sorauron traffic signal to facilitate cyclists continuing north from Beaty Avenue to Sorauron Avenue.

On-Street Parking

- There would be no reduction in the on-street parking in the area.
- The parking configuration on Dowling Ave would remain the same
- Parking on Beaty Ave is proposed to be permanently moved to the west side. This would not reduce parking availability as the west side of Beaty Avenue has 46 spots.



Example of a quiet residential street in Toronto

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 its 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.

City Services

The proposed bicycle infrastructure will be painted 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

Contact and Next Steps

Comment forms are available at the sign in table. Please fill out one and return it to staff. Comments will be accepted until May 31, 2017.

Following the consultation period, staff will use feedback to inform preferred design solutions, report to community council fall 2017, and plan for installation spring 2018.

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

E-mail: kate.nelischer@toronto.ca

Phone: 416-392-4360



Runnymede Rd Sharrow Treatment